

2040 CADDO COUNTY OKLAHOMA LONG RANGE TRANSPORTATION PLAN



Adopted by the SORTPO Transportation Policy Board

August 22, 2019

Prepared by:

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In cooperation with:

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**Resolution No. 2019-6
Adopting the 2040 Caddo County
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, SORTPO is tasked with developing a regional long range transportation plan; and

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


Whereas, the 2040 Caddo County Long Range Transportation Plan (LRTP) was prepared by SORTPO in consultation with members, 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 January 2019 and July 2019 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 SORTPO Policy Board hereby approves and adopts the 2040 Caddo County Long Range Transportation Plan.

Approved and Adopted by SORTPO Policy Board and signed this 22nd day of August 2019.


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 Oklahoma Department of Transportation (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.

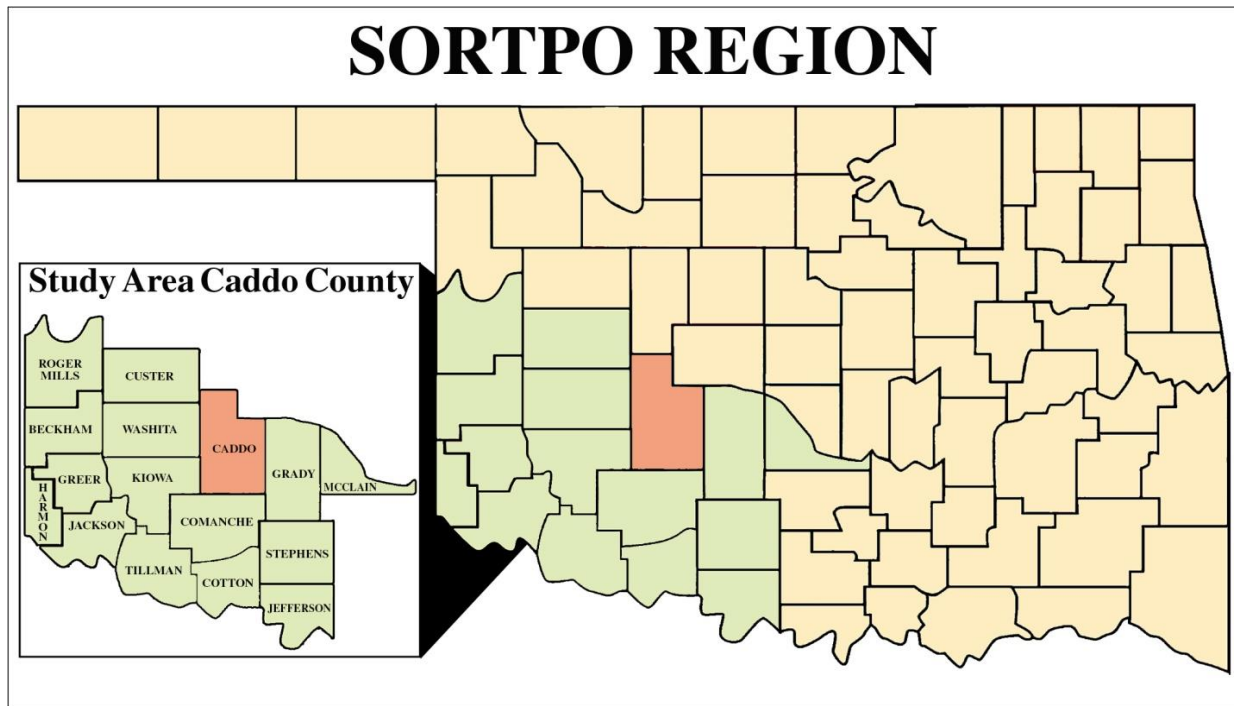
Located in southwest Oklahoma, the SORTPO region is comprised of 14,180 square miles (Map 1.1). The SORTPO region is comprised of sixteen (16) counties, one hundred-twenty (120) cities and towns and nineteen (19) conservation districts. Total population for the SORTPO region according to the 2010 U.S. 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.

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.

Map 1.1: SORTPO 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 along with their location, their capacity and the future needs. The process of developing the Long Range Transportation Plan (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 Caddo County as well as

the SORTPO region. The LRTP was developed within the regulatory framework of The Moving Ahead for Progress in the 21st Century Act (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 2040 Caddo County 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 are 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 12 includes information on the importance of selected transportation components in Caddo County. Three components received the highest rating: maintenance improvements, maintenance of bridges and providing a smooth driving surface. When selecting transportation projects survey respondents indicated in Question 13 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 5 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. This 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) which 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 (Fixing America's Surface Transportation) 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 the future (Appendix C).

Goals and Strategies

The planning process follows a hierarchy that includes goals and strategies to assist Caddo 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 Caddo 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: Caddo County Goal Categories

Goal	Description
1. Accessibility and Mobility (pg. 6)	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. 8)	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. 8)	Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.
7. Safety & Security (pg. 8-9)	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. 9)	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 Company, Stillwater Central Railroad and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000 pounds.
6. In coordination with stakeholders, create a map to identify county assets and identify roadways linking the assets.

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 SORTPO 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 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. Coordinate with ODOT in the identification of two lane highways in need of shoulders or upgrades.
5. Maintain local and state support for the general aviation airports.
6. Increase safety and security of airports.
7. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
8. Working with area employers and stakeholders develop a database and map identifying transportation needs.
9. Coordinate with ODOT and rail companies in the identification of 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. Cooperate with Bureau of Indian Affairs (BIA) and Native American Tribes 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.

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 designated two lane highways.
8. Reduce the number of at grade rail highway crossings.
9. Support the Federal Aviation Administration and the Oklahoma Aeronautics Commission's role in increasing safety and security of airports.
10. Upgrade passively protected at grade rail highway crossings.
11. Support ODOT in collection and analysis of collision data and identify strategies to reduce accidents on rural county roads
12. Support construction of shoulders on two lane highways. Develop a SORTPO ranking process on priority of shoulder projects based on factors such as number of collisions, accident severity, connection to major employers and county assets.

Goal 8: Community & Health

Facilitate development of transportation projects and programs that support healthy 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.

Goal 9: Tourism & Travel

Support enhancement of transportation facilities to access Hackberry Flat Wildlife Management Area.

Strategies:

1. Work in conjunction with National Hall of Fame for Famous American Indians, Southern Plains Indian Museum, Ft. Cobb Reservoir, Fort Cobb State Park, Red Rock Canyon Adventure Park, Lake Chickasha, Lake Ellsworth, Anadarko Philomathic Pioneer, Delaware Tribe Museum and the Annual American Indian Exposition on future transportation projects to support tourism and travel.
2. Develop a regional map that identifies access to museum, parks, lakes and other tourist destinations and roadways linking these assets.

Key Issues, Trends and Challenges

Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at these locations and developing a plan to address them is an important part of rural planning. Unanticipated changes may happen that can have impacts on a city, town, county or region. There are many issues facing the area that have a direct or indirect impact on the transportation system.

There are many issues facing the area that have a direct or indirect impact on the transportation system. This section is intended to identify these issues, trends and challenges. 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. This will be answered by the surveys
- Lack of funding to adequately maintain roadway systems and bridges.
- Lack of shoulders on 2 lane highways.
- Urban versus rural mindset.
- Improvements of rail crossings.
- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

- Age of infrastructure.
- Attracting workforce to support the employment needs
- Access to affordable to high speed internet.
- Coordination with developments by Native American Tribes.
- Competition for industry/business.
- Working together regionally to attract/maintain workforce, industry and community
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Access to health and related services is limited.
- Lack of a system or process to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

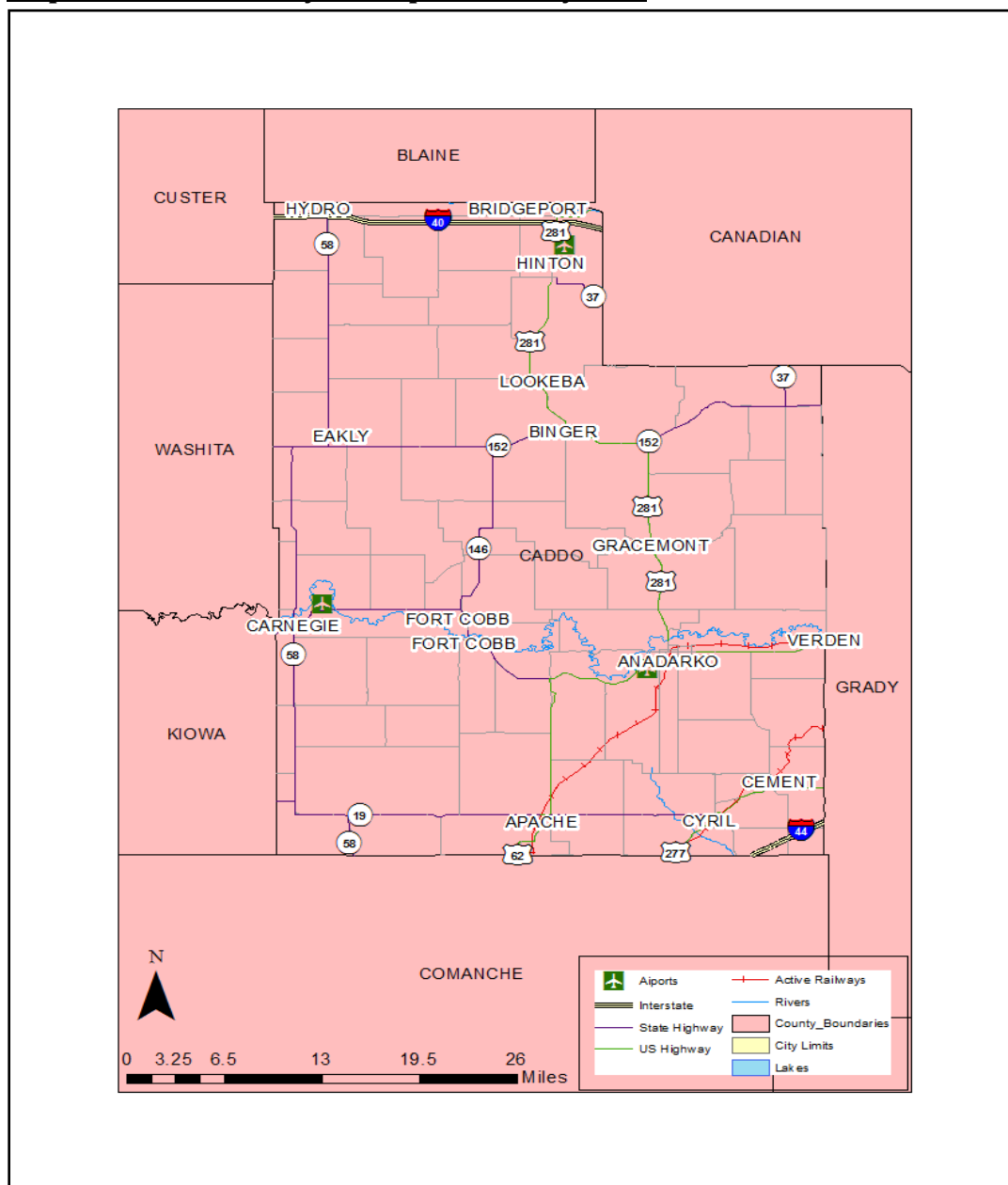
Trends:

- Population is declining in rural areas.
- Freight traffic will grow.
- Population is aging.
- Motor vehicles will continue to be the primary mode of transportation.
- The energy sector (oil and gas production) 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 will always have an impact on rural communities.

Chapter 2: Current Conditions

This chapter provides a “snapshot” of current conditions that relate to transportation in Caddo County. Demographics, economic conditions, environmental factors, community development and transportation and traffic data each provide information for transportation planning. Caddo County is located in southwestern Oklahoma (Map 2.1). The county is bordered by Blaine County to the north, Canadian County to the northeast, Custer County to the northwest, Comanche County to the south, Grady County to the east, Kiowa County to the southwest and Washita County to the west. Caddo County is drained by the Washita River and Pond and Sugar Creeks.

Map 2.1: Caddo County Transportation System



History

Caddo County is in the northern area of the SORTPO region and covers 11,319 square miles and has 1,278 square miles of water. Caddo County population is 29,437 (2013-2017 American Community Survey (ACS)) The county includes 13 areas designated as a city or town, the largest being the town of Anadarko. The mean travel time to work (minutes) for workers age 16 years+ from 2013-2017 is 22.9 (2013-2017, ACS).

- **Anadarko** is located in the southern part of Caddo County. State Highway (SH) 9 and United States (US) Highway 62 run east and west through the city. Running north and south through Anadarko is US Highway 281 and SH 8. It is fifty-one miles southwest of Oklahoma City and approximately fifty-six miles north of Lawton. The land area is 7.1 miles of land and 64 acres of water (US Census Bureau 2015). It has a population of 6,762 (2013-2017 ACS). It is served by the Union Pacific Railway, originally the Chicago, Rock Island and Pacific Railway. Major employers include Anadarko Public Schools, City of Anadarko, Gold River Bingo & Casino, Riverside Indian School, BIA, Wal-Mart Supercenter and Western Farmers Electric Co-Op, Jones Health Care, Physicians Hospital, Reach Out Inc., and Anadarko Nursing and Rehabilitation. Three museums are located in Anadarko: Anadarko Philomath, Southern Plains Indian, and the National Hall of Fame for Famous American Indians. Anadarko is also home to the Apache Tribe; Delaware Tribe and the Wichita Tribe are located in Anadarko.
- **Hinton** is located in the upper northeastern corner of Caddo County along US Highway 281/SH 8 and SH 37. Hinton is south of I-40 on Exit 101 and is forty-nine miles east of Oklahoma City. The land area is 3.1 miles (US Census Bureau 2015). The fourth largest city in Caddo County is Hinton and has a population of 3,251 (2013-2017 ACS). Major employers include Hinton Public Schools, Casino Oklahoma, Sugar Creek Casino & Hotel, Hinton United Methodist Church and Great Plains Federal Correctional Facility. One mile south of the city on US Highway 281 is Red Rock Canyon Adventure Park.
- **Carnegie** is on the south bank of the Washita River located twenty-seven miles west of Anadarko at the intersection of SH 9 and SH 58. It covers 1.37 square miles of land (US Census Bureau 2015). The population is 2,028 (2013-2017 ACS). Major employers include Carnegie Tri-County Municipal Hospital and the Kiowa Tribe; Farmer's Co-Op Farm Supply and Kiowa Transportation. The Kiowa Tribe headquarters is located in Carnegie.
- **Apache** is located twenty-three miles north of Lawton on US Highway 62/281 and SH 9. The land area is 2.046 miles (US Census Bureau 2015). Population for Apache is 1,524 (2013-2017 ACS). Major employers include Boone-Apache Public Schools and Apache Farmer's Co-Op. The town is the home of the Fort Sill Apache Tribe Headquarters.
- **Cyril** is located in southeastern Caddo County, fourteen miles south of Anadarko. The town is situated at the junction of US Highway 277 and SH 19. Oklahoma City is sixty-six miles to the northeast via US 277 and the H.E. Bailey Turnpike/Interstate 44. It has a total land area of 371 acres (US Census Bureau 2015). Cyril has a population of 1,113 (2013-2017 ACS). Major employers include Cyril Public Schools and American Senior Benefits. Cyril is one of thirteen industrial sites in Oklahoma named as an Environmental Protection Agency Superfund site due to an oil refinery.

- **Hydro** is located in the northwestern corner of Caddo County on SH 58, just north of Interstate 40/US 66, eight miles east of Weatherford, and sixty-three miles west of Oklahoma City. The town is located in Caddo and Blaine Counties. Extreme north Hydro lies within Blaine County. The total land area is 429 acres (US Census Bureau 2015). Population for the town is 1,012 (2013-2017 ACS). Major employers include: Hydro Public Schools, Good Shepherd Hospice, R&R Pipeline Construction and Repair.
- **Binger** is located in the northeast part of Caddo County on SH 152 and US Highway 283. SH 152 passes through the town of Binger going east and west, thirty-six miles west is the city of Cordell and fifty-six miles to the east is Oklahoma City. Traveling US Highway 283 south and north, Binger is twenty miles south of the city of Anadarko and north sixteen miles is the town of Hinton. The total land area is 557 acres (US Census Bureau 2015). Binger's population is 681 (2013-2017ACS). Major employers include: Bison Ridge, Binger High School, Binger Nursing Home, Caddo Nation, CK Energy. The headquarters of the Caddo Indian Tribe of Oklahoma are presently located at Binger and the Johnny Bench Museum.
- **Fort Cobb** is located in the southwestern portion of Caddo County in the valley of the Washita River. Passing through town is SH 9. Fort Cobb is fifteen miles west of Anadarko and west eleven miles to Carnegie. The towns total land area is 346 acres and five acres of water (US Census Bureau 2015). Fort Cobb has a population 609 (2013-2017ACS). Major employers are Caddo Kiowa Technology Center and Fort Cobb-Broxton Public Schools. In 1958, construction work began on Fort Cobb Lake, greatly expanding the recreational opportunities in the community. With the designation of Fort Cobb State Park nearby, tourism has become one of the major economic forces for the town (US Census Bureau 2011).
- **Cement** is located in the southeast corner of Caddo County. The highways passing through Cement are US Highway 277/SH 19. Leading east, then, north eighteen miles to Chickasha is US Highway 277 and southwest thirty-one miles to Lawton. Oklahoma City is fifty-one miles to the northeast via US Highway 277 US Interstate 44/H.E. Bailey Turnpike. The total land area is .46 miles (US Census Bureau 2015). Population for Cement is 388 (2013-2017 ACS). Major employers are Cement Public Schools, and Chesapeake Energy. Gypsum is currently being mined locally. Some oil wells in the area are still producing since 1917.
- **Eakly** is located in the northwestern part of the county on SH 58 and SH 152. SH 58 runs west of Eakly north to US Interstate 40 and SH 152 goes west to Cordell and to the east to Binger. The total land area is 166 acres (US Census 2015). Population for Eakly is 344 (2013-2017 ACS). The major employers include: Navitas Utility Corporation and Eakly Farmers Co-Op Bank of Hydro, the United States Post Office Eakly school system consolidated in 1999 with Hydro Public School System because of low population.
- **Gracemont** is located in the east of the central part of the county on US Highway 281/SH 8. With US Highway 281 passing through the town, it will lead south eight miles to Anadarko and north twelve miles to Binger. The total land area is 128 acres (US Census 2015). Gracemont's population is 318 (2013-2017 ACS). The major employers are Gracemont Public Schools and 1st State Bank.
- **Lookeba** is located in north-central part of Caddo County. It is situated just east of U.S. Highway 281/SH 8. It is approximately twenty-four miles north of Anadarko, fifty-nine miles west of Oklahoma City, leading north twelve miles to US Interstate 40 north of

Hinton and south four miles to Binger. The total land area is 163 acres (US Census 2015). Population is 142 (2013-2017 American Community Survey). The major employers are the United States Post Office and Lookeba-Sickles Elementary. Local children attend the Lookeba-Sickles School District, which was consolidated in 1960.

- **Bridgeport City** is located on the northern border of Caddo County and is east of Hydro near historic US Route 66. It is 53 miles west of Oklahoma City off of US Interstate 40. The town is built on the south side of the valley of the Canadian River, overlooking its floodplain. The total land area is 346 acres (US Census 2015). Population is 90 (2013-2017 American Community Survey). There are no major employers in Bridgeport City.

Table 2.1 provides population data for the cities, towns and County between 1990-2017. Additional demographic data can be found in Appendices 2.1-2.7. 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, 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.

Table 2.1: Caddo County Population 1980-2017 Estimate

	1980	1990	2000	2010	2013-2017 ACS ESTIMATED POPULATION
Anadarko*	6,378	6,586	6,645	6,762	6,717
Hinton	1,432	1,233	2,175	3,196	3,244
Apache	1,560	1,591	1,616	1,444	1,430
Cyril	1,220	1,072	1,168	1,059	1,046
Hydro	938	977	1,060	969	960
Binger	791	724	708	672	654
Fort Cobb	760	663	667	634	627
Cement	884	642	530	501	495
Eakly	452	227	276	338	334
Gracemont	503	339	336	318	314
Balance of Caddo County	14,918	14,054	15,181	15,893	15,821
Caddo County, TOTAL	45,823	43,604	45,331	45,493	48,378

Source: American Fact Finder, US Census

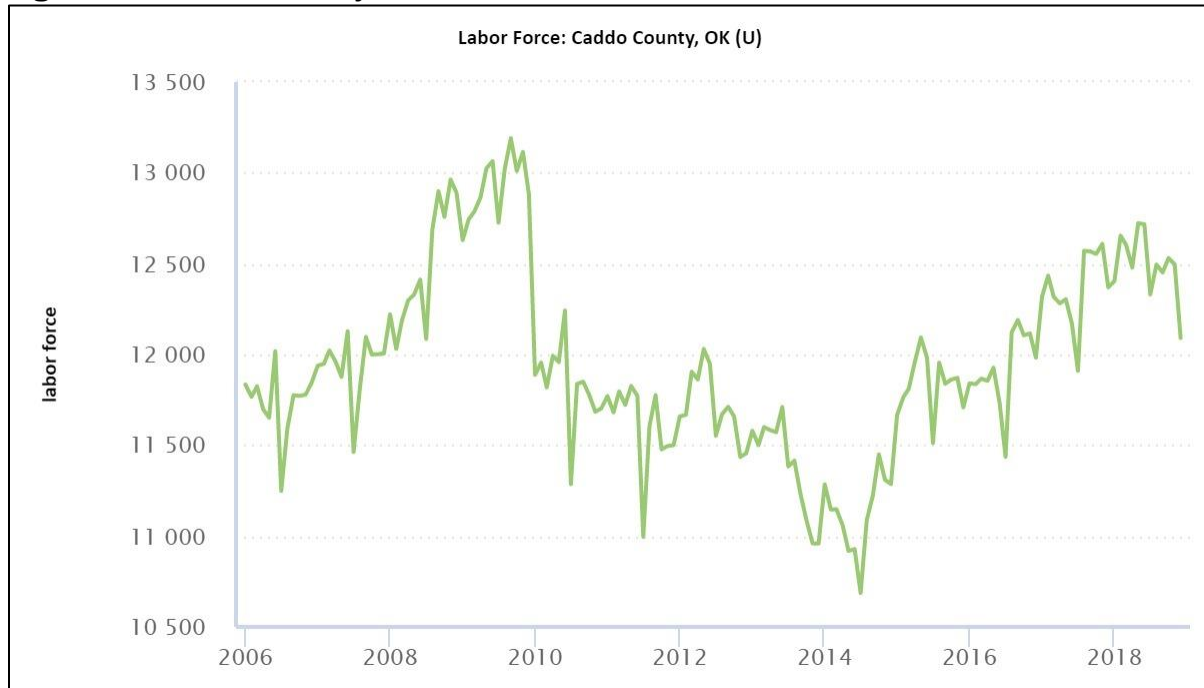
*denotes county seat

Data obtained from the 2013-2017 ACS further reveals:

- ✓ Population was distributed between male (52.3%) and female (47.7%),
- ✓ Median age – 37.1 years of age,
- ✓ Race:
 - White – 63.2%,
 - African American – 2.2%,
 - American Indian – 24.6% and
 - Hispanic/Latino – 12.1 %
- ✓ Mean travel time to work - 22.9 minutes
- ✓ Vehicles Available Workers 16 years and over – 3,019
 - No vehicles available – 3.5%
 - One vehicle available – 21.6%
 - Two vehicles available – 38.6%
 - Three or more vehicles available – 36.3%
- ✓ Total Occupied Housing Units – 10,273
 - Owner Occupied Units – 7,232
 - Renter Occupied Units – 3,041
 - Single Family Detached Housing Units – 80.4%
 - Mobile Home or Other type of Home – 13.3%
- ✓ Educational Attainment population 25 years and Older
 - Less than 9th Grade – 830
 - High School Graduate and equivalent– 1,143
 - Some College – 731
 - Bachelor’s Degree – 101
- ✓ Commute Patterns to Work Age 16 years and Older
- ✓ Car, truck or van – 94.0%
- ✓ Public Transportation – 0.4%
- ✓ Walked – 2.3%
- ✓ Other Means – 1.1%
- ✓ Worked at Home – 4.3%
- ✓ Civilian Employed population 16 years and over – 11,207
 - Agriculture and forestry – 1,417
 - Construction – 1,052
 - Manufacturing – 630
 - Retail Trade – 1,216
 - Transportation and warehousing and utilities – 678
 - Professional, scientific and management – 316
 - Educational service and health care and social assistance – 2,194
 - Arts, entertainment and recreation and accommodations – 1,321
 - Other services, except public administration – 572
 - Public Administration – 1,000

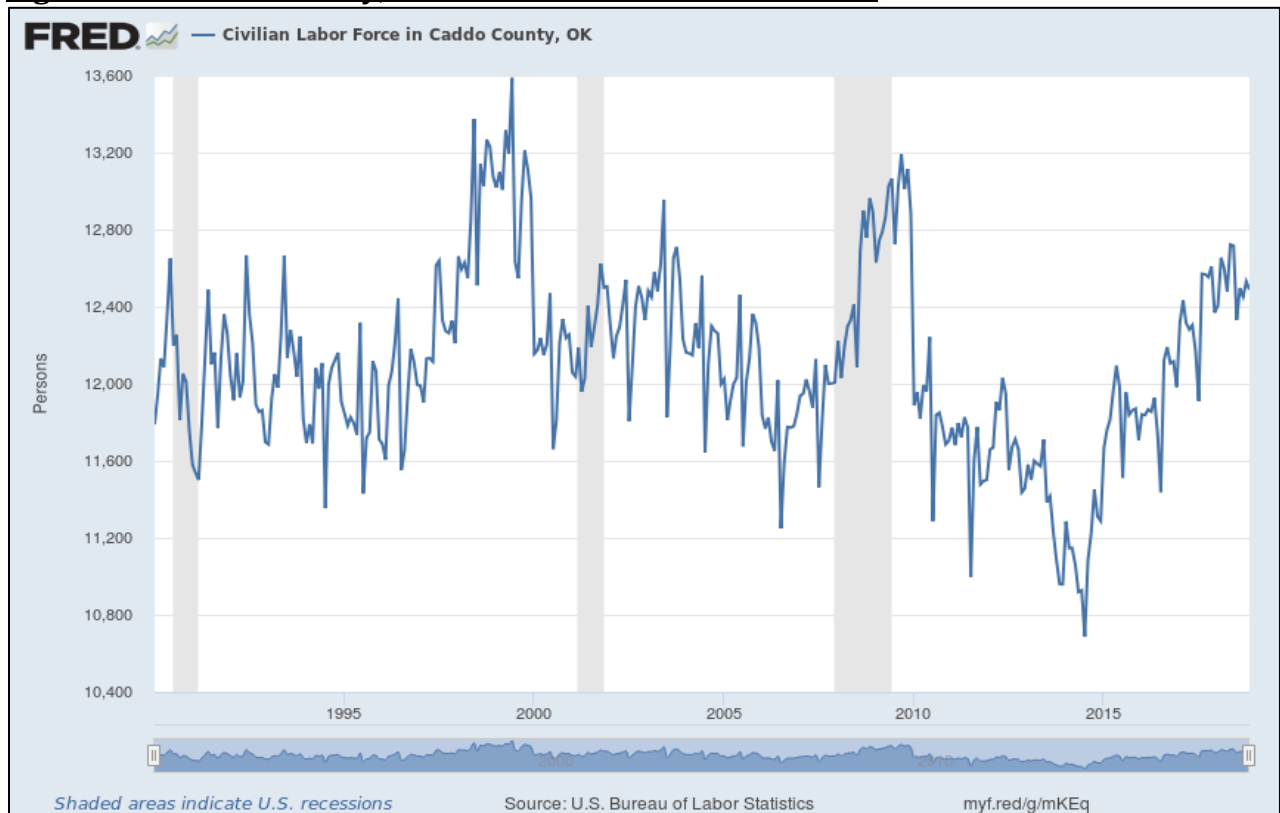
Annual civilian labor force data for years 2006-2018 is in Figure 2.1. Figure 2.2 illustrates the Civilian Labor Force between 1990-2017. The information portrayed in this graph developed by the Federal Reserve Bank illustrates a 25-year historical picture of the fluctuation in the Caddo County Civilian Labor Force. Figure 2.3 contains county business pattern data.

Figure 2.1: Caddo County, Civilian Labor Force 2006-2018



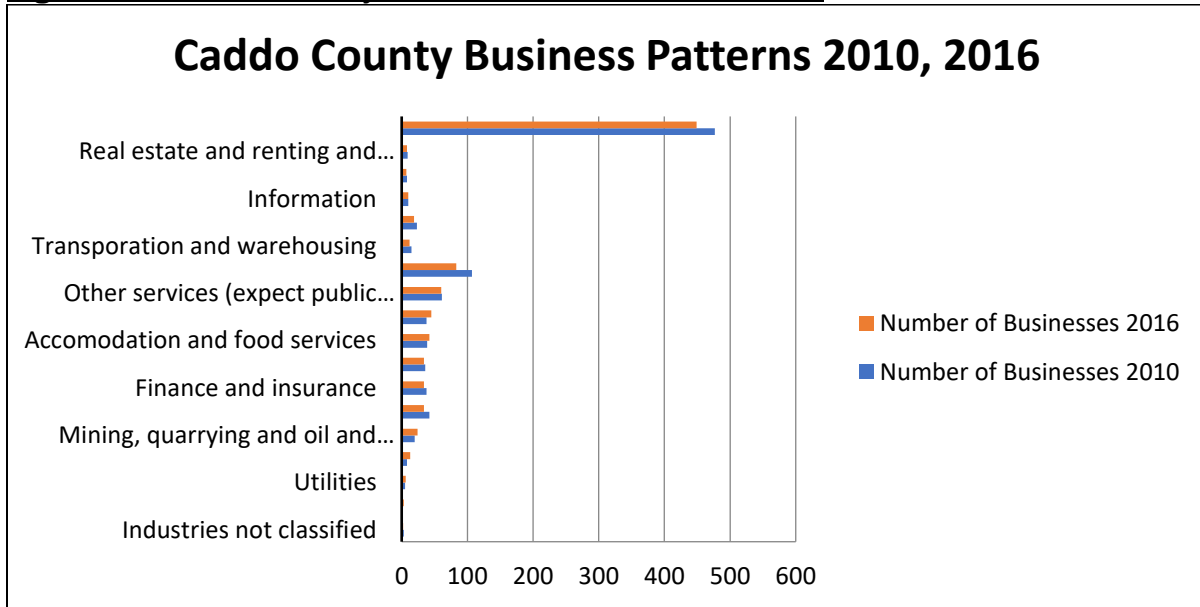
Source: BLS

Figure 2.2: Caddo County, Civilian Labor Force 1990 - 2017



Source: US. Bureau of Labor Statistics. Release: Unemployment in States and Local Areas (all other areas). Growth Rate Calculations | US recession dates.

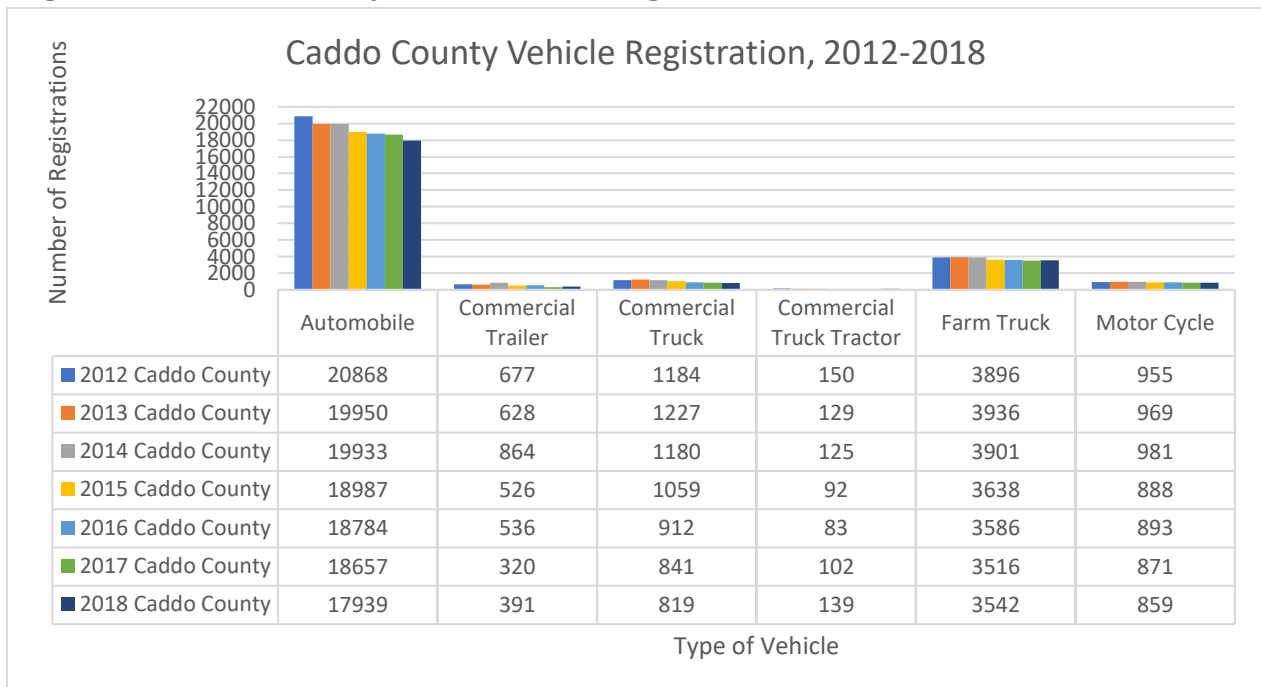
Figure 2.3: Caddo County Business Patterns 2010, 2016



Source: US Census Statistics

Figure 2.4 provides information related to vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Vehicle registrations between 2012-2018 show a slight decline for all vehicle registrations. The data in the graph confirms that the primary vehicle is the automobile.

Figure 2.4: Caddo County Motor Vehicle Registration, 2012-2018



Source: Oklahoma Tax Commission

Traffic Analysis Zones

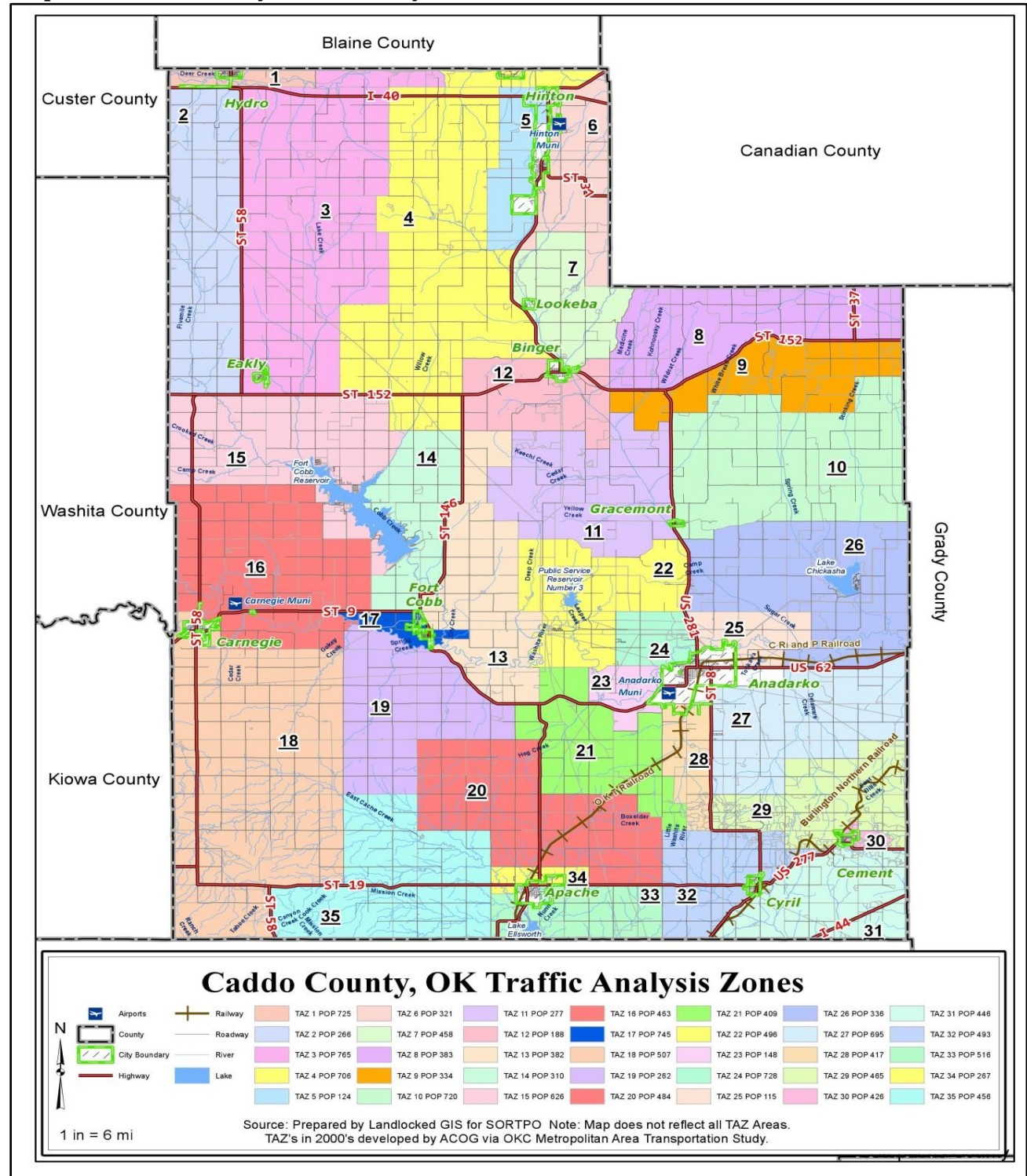
The Traffic Analysis Zone (TAZ) Program is a specialized computer program used for delineating zones in support of the Census Transportation Planning Products (CTPP). TAZ delineation follows the decennial census and is designed to allow planning agencies the ability to define areas to associate demographic data that supports transportation system analysis. Boundaries of a TAZ typically follow U.S. 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 2017 is the base year for the plan and 2013-2017 ACS population estimate is the base population.

TAZ delineation for the areas other than Metropolitan Planning Organizations (MPO) is the responsibility of ODOT. Historically in non-MPO areas the TAZ boundary defaulted to the census tract boundary. As rural transportation planning continues to mature the delineation of TAZ will allow acquisition of data that supports the transportation planning process. SORTPO developed TAZ maps and data for the areas of Caddo County. SORTPO staff developed TAZ boundaries based on county population as identified below:

- Small populated counties (population < 6,000)
 - Population thresholds of 200 to 400 and employment thresholds of 200-300
- Medium populated counties (population 6,001-34,999)
 - Population thresholds of 400 to 600 and employment thresholds of 300-400
- Large populated counties (population > 35,000)
 - Population thresholds of 600-800 and employment thresholds of 400-500

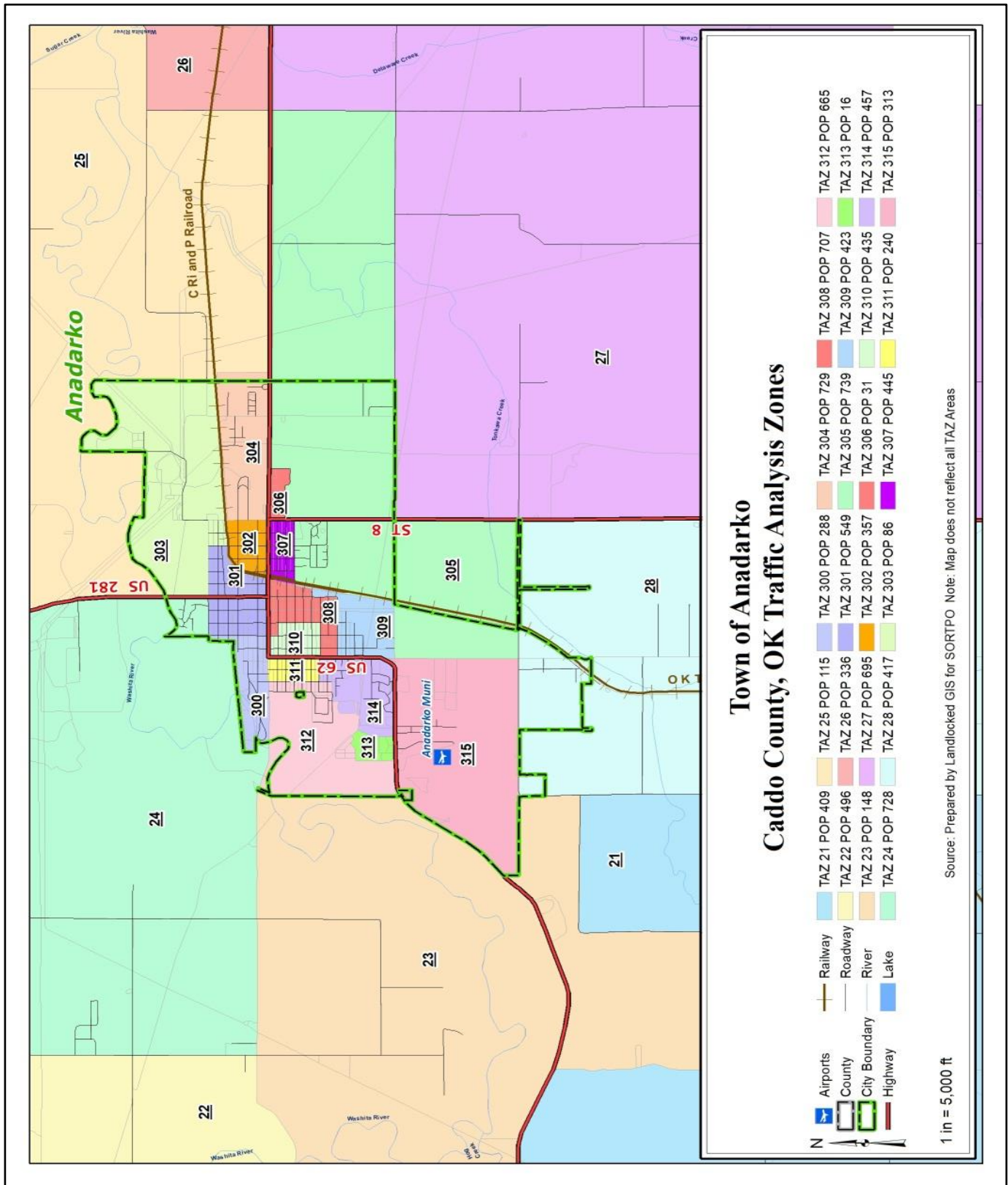
Geographically, the study area is subdivided into fifty-nine (59) traffic analysis zones. The socio-economic data (including population and employment) are summarized for each TAZ. Map 2.2 illustrates the revised TAZ boundaries for the areas of the County. Maps 2.3 through 2.6 illustrate TAZ areas for the cities/towns. The 2013-2017 ACS population estimate of 29,437 and civilian employment of 11,207 were distributed into the new TAZs. Appendix 2.6 provides information on the population and employment data by TAZ. The rural nature of the County requires the Plan development 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/town and County by TAZ are included in Appendix 2.7.

Map 2.2: Caddo County Traffic Analysis Zones

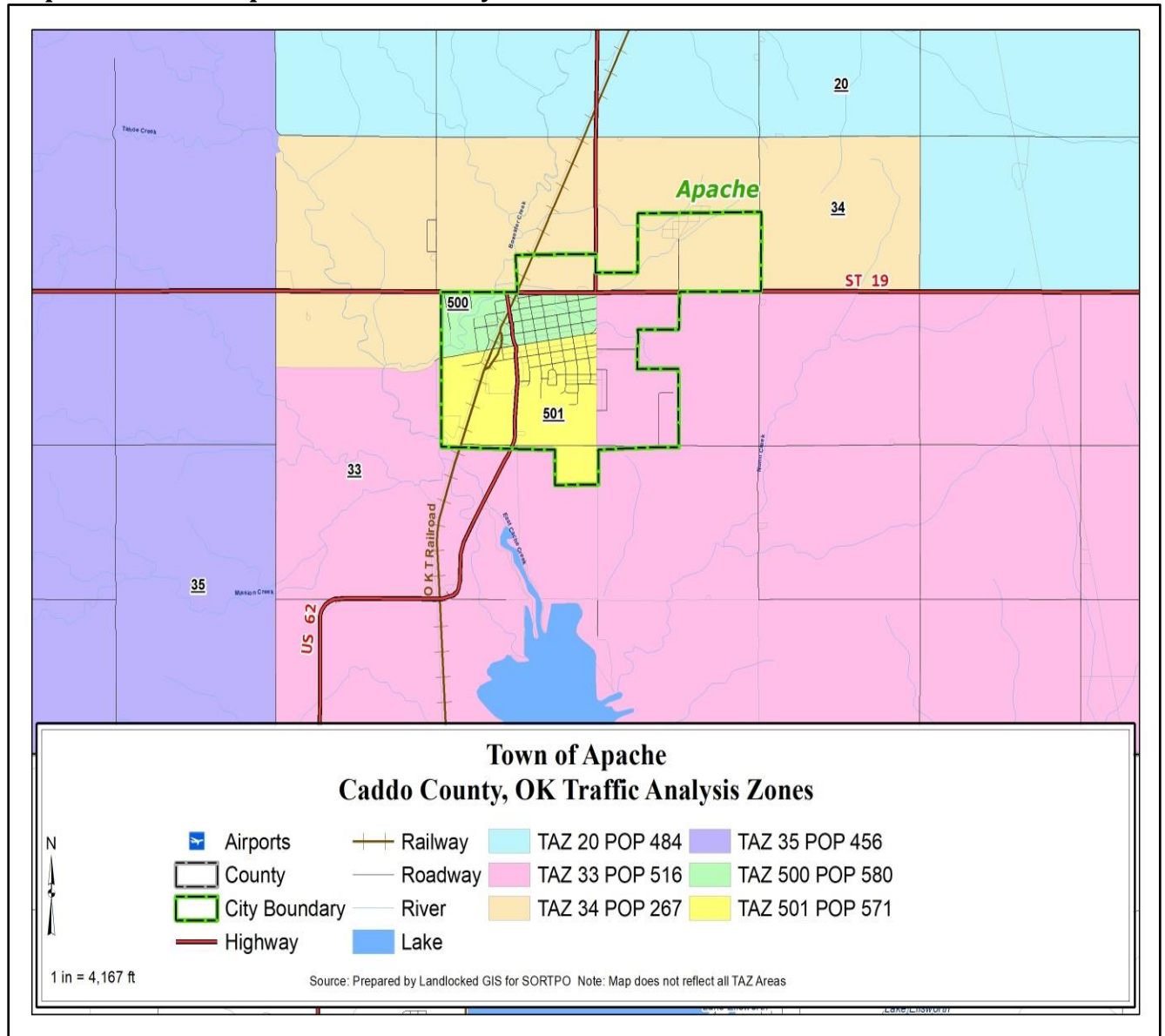


Source: Landlocked GIS

Map 2.3: City of Anadarko Traffic Analysis Zones

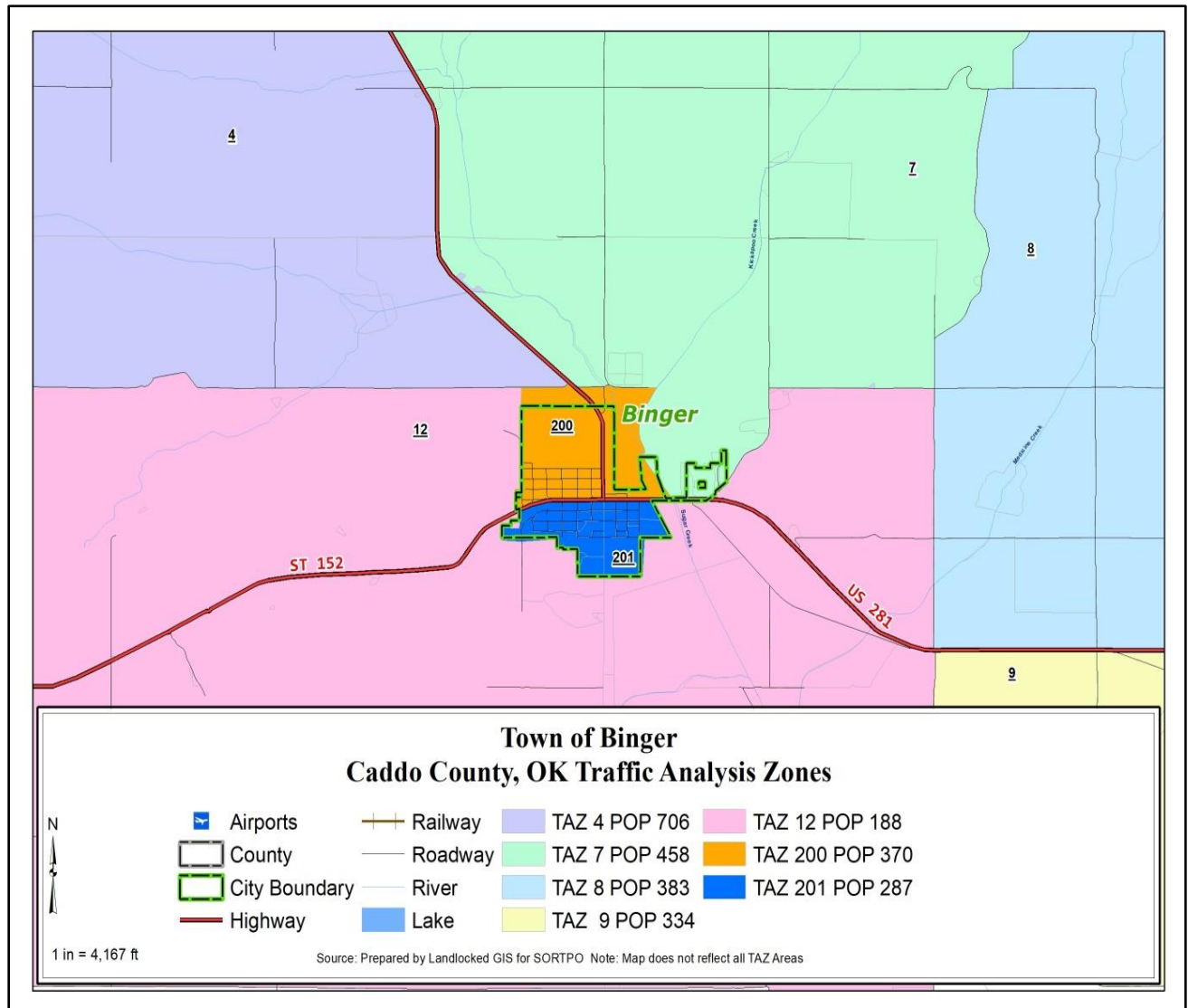


Map 2.4: Town of Apache Traffic Analysis Zones



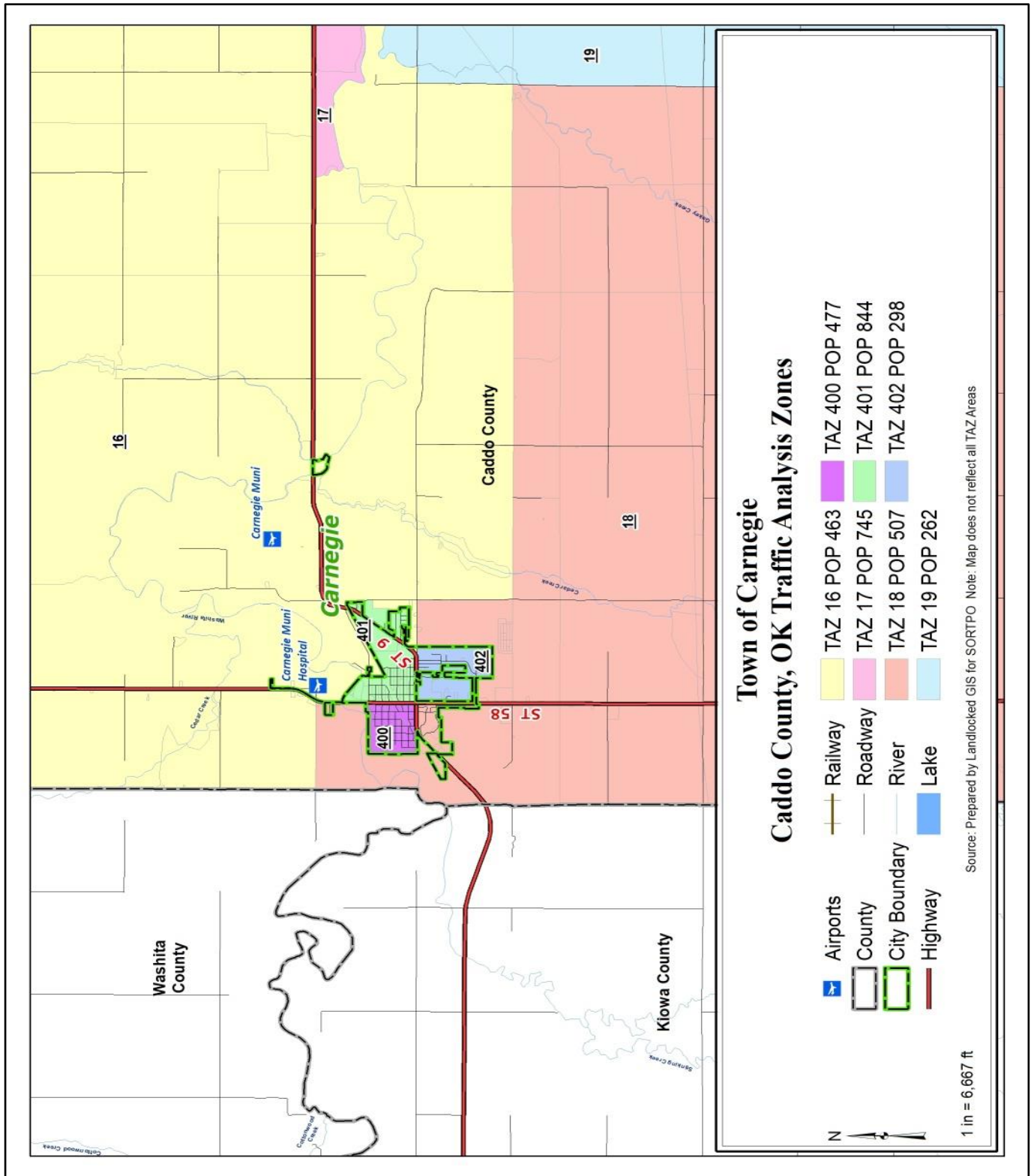
Source: Landlocked GIS

Map 2.5: Town of Binger Traffic Analysis Zones



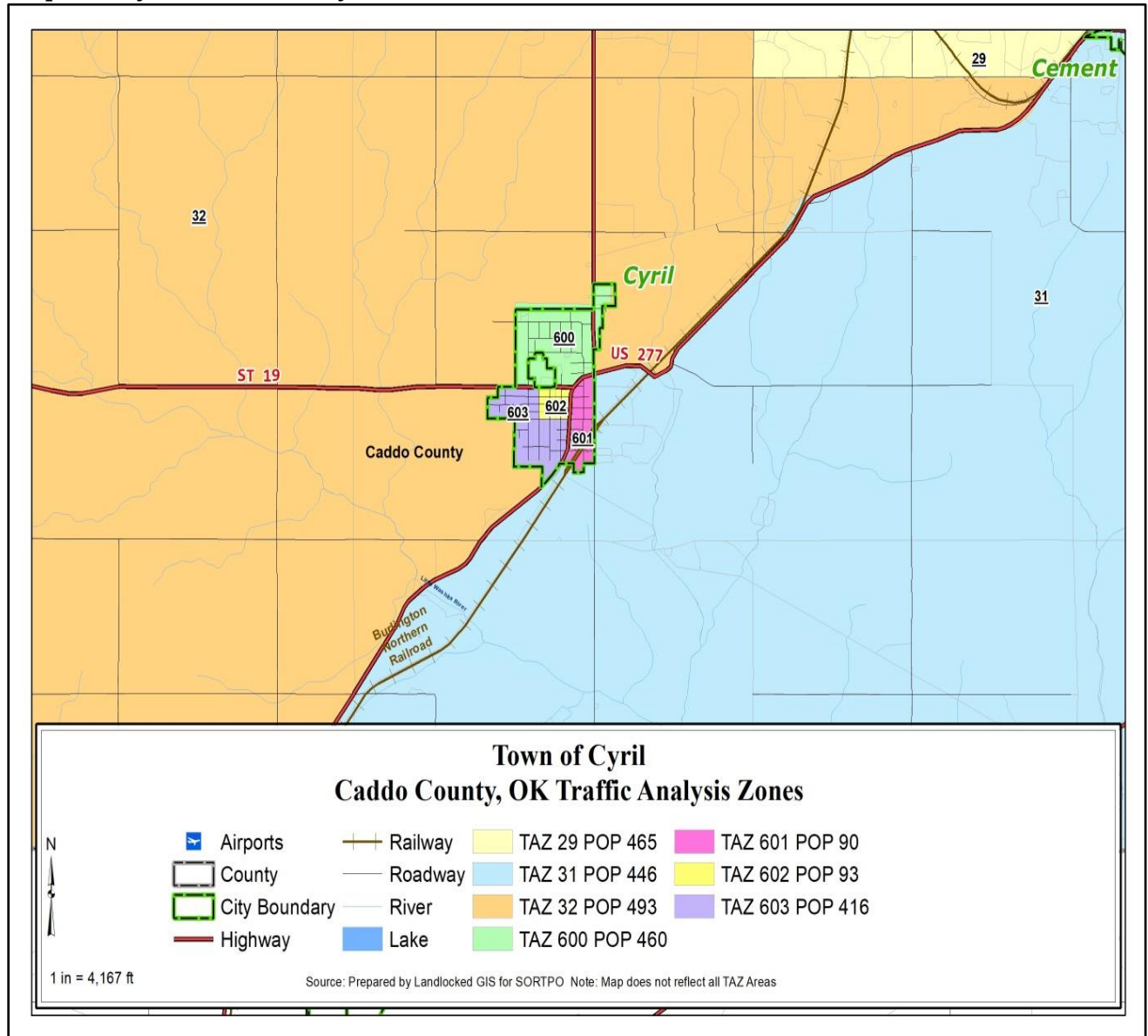
Source: Landlocked GIS

Map 2.6: Town of Carnegie Traffic Analysis Zones



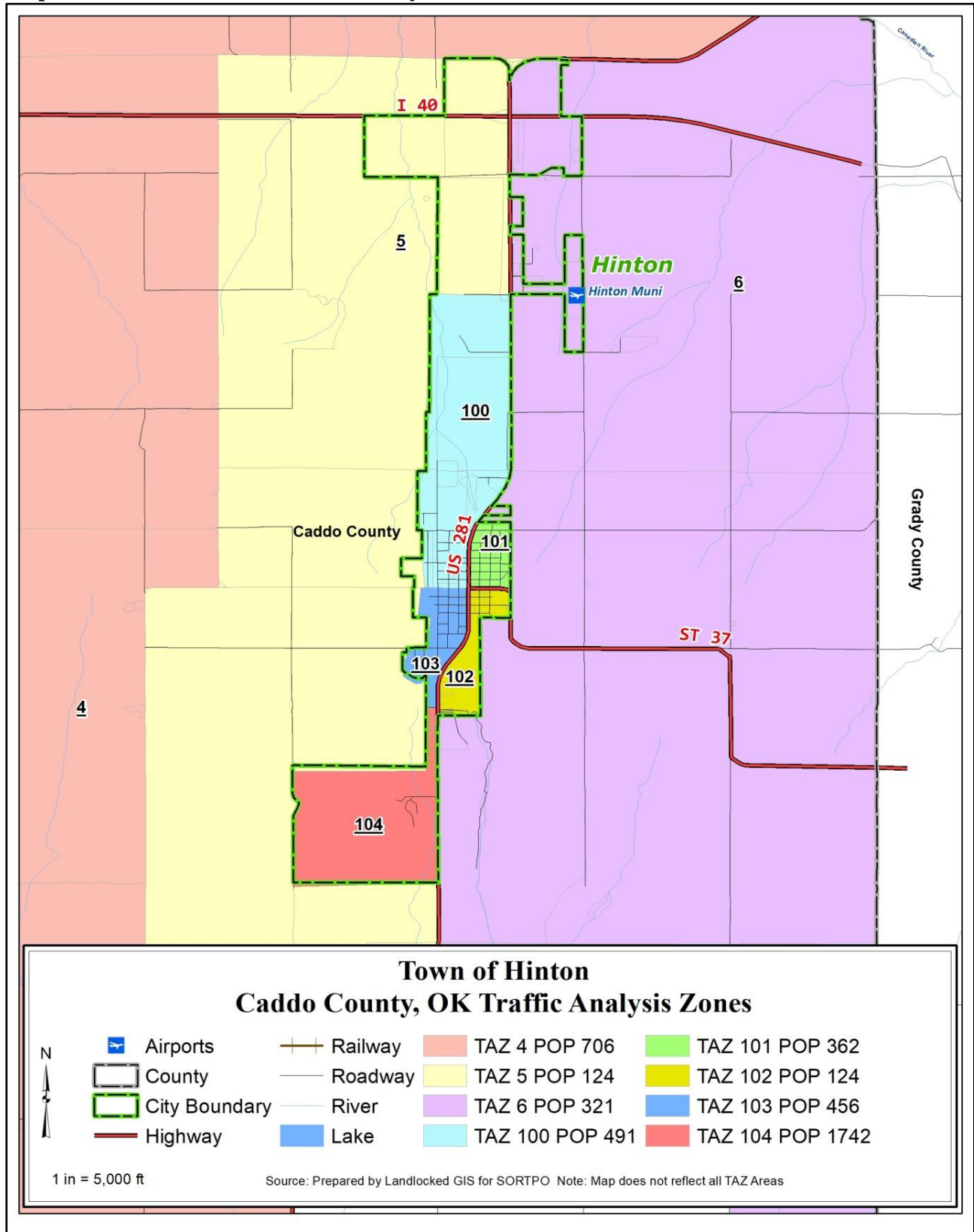
Source: Landlocked GIS

Map 2.7: Cyril Traffic Analysis Zones



Source: Landlocked GIS

Map 2.8: Town of Hinton Traffic Analysis Zones



Source: Landlocked GIS

Historic, Natural or Man Made Significant Features

Caddo 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), The University of Oklahoma's 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
- Surface and Ground Waters
- Stormwater Management and Erosion and Sediment Control
- Hazardous Materials
- Air Quality
- Historical/Cultural Resources
- Right-of-Way/Property Impacts, Including Impacts to Parks, Farmland and Neighborhoods
- Scenic View sheds
- Traffic and Train Noise

State and federal environmental regulations, require that environmental considerations be addressed in transportation decision making, plans and programs (Appendix 2.8). Most transportation capital and maintenance projects have the potential to affect natural and human-made resources in both positive and negative ways. Appendix 2.9 provides description of Tillman County significant environmental features to be considered in development of residential, commercial/industrial or transportation projects.

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 Caddo 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 2012-2017. Between 2012-2017 there were 2185 collisions with 53 fatalities occurring on the roadways. The highest concentration of collisions occurred along SH 9 and Hwy 62 located at Central Avenue and First Street in Anadarko. Tables 2.2 and 2.3 provides information on total collisions and collisions by concentration and severity. Fixed objects collisions represented (35.7%) of collisions. Other collision types were caused by rear-ends (10.6%) and overturn/rollover (10.5%). Map 2.10 illustrates the location of collisions for the time 2012-2017. Appendices 2.10 and 2.11 provide supplemental information on collision data.

Table 2.2: Caddo County Collision Total, 2012-2017

	FAT	INCAP INJ	NON INCAP INJ	POSSIBLE INJURY	PROPERTY DAMAGE	TOTAL
Collisions	53	132	332	322	1346	2185
Persons	60	166	466	553	----	1245

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

Table 2.3: Caddo County Collision Concentration, 2012-2017

CITY	INTERSECTION RELATED	CITY STREET /HWY	CITY STREET/ HWY	SEV INDEX	NUM COLLS	RANK
Anadarko	Inter	Central Ave.	1st Street	42	30	1
Hinton		Broadway	I-40 UP 3	28	14	2
Anadarko	Inter	Central Ave.	7 Street E	23	19	3
Anadarko	Inter	7 Street E	Petree/135(28)	20	11	4
Anadarko	Inter	Petree RD	6 St/Mission WYE	19	18	5
Anadarko	Inter	Central Ave.	2nd St. W	19	12	6
	Inter		SH 9	15	6	7
Hydro		Arapaho Ave	I-40 UP 1	13	7	8
Anadarko	Inter	Mission Blvd	Texas Ave-West St	12	8	9
Anadarko	Inter	Central Ave.	4 Street West	12	7	10

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

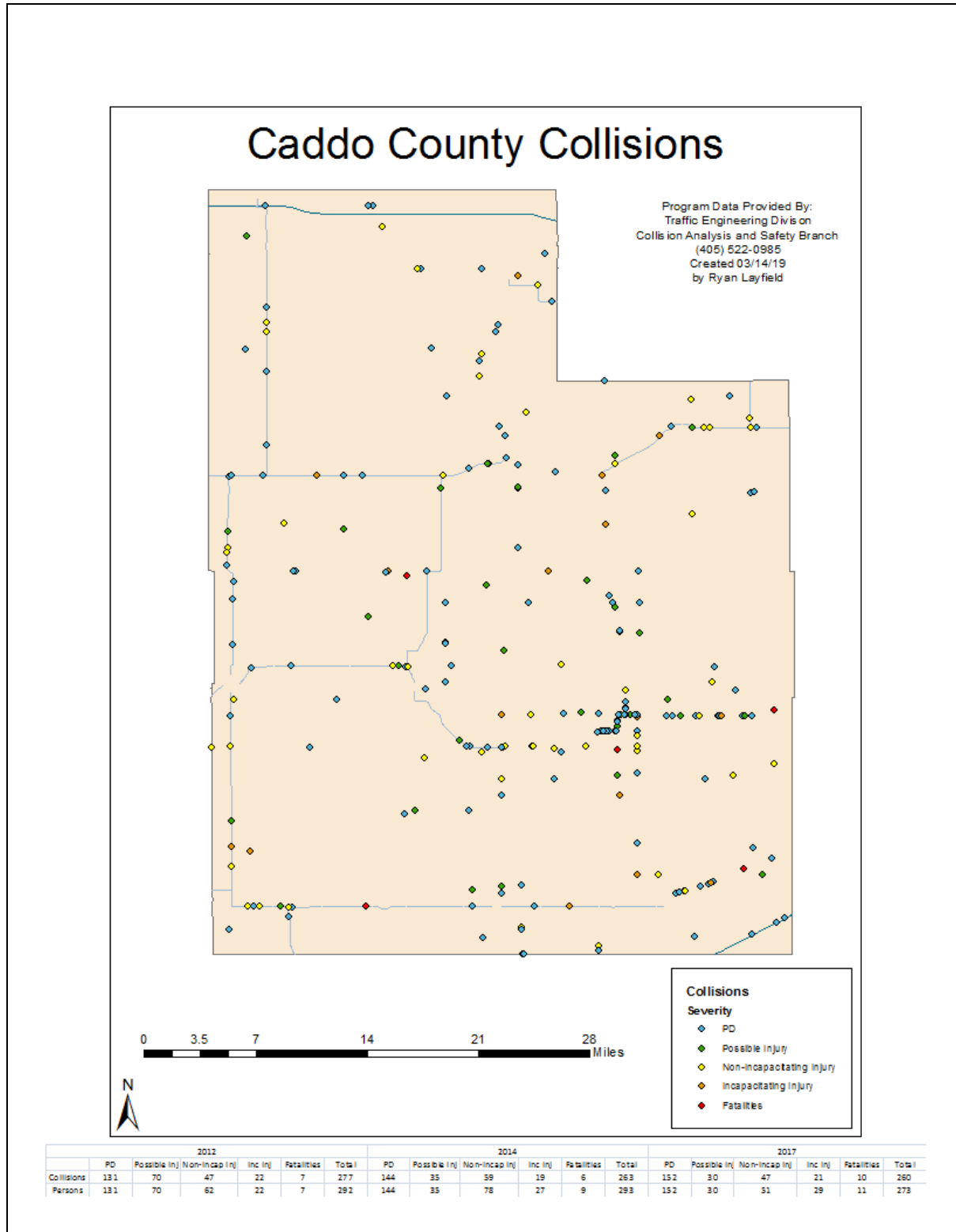
Existing Road Network

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 12,254 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 4,390 miles of Oklahoma highways are two-lane facilities without paved shoulders Appendix 2.12 illustrates the location of two lane highways with no shoulders. Appendix 2.13 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 2018 reveals about 30% or approximately 3,646 of the State's 12,254 miles of highway rate as poor which includes 3,126 miles of two-lane highway.

Map 2:10: Caddo County 2012 - 2017 Collision Map



Source: SWODA/ODOT

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 2.14 illustrates the 2017 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 2.15 provides additional information on this topic. Appendix 2.16 illustrates Tillman County Functional Classification system.

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 2.17). 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.

Caddo County bridge inventory includes one hundred and thirty-four (134) On System and three hundred and twenty-six (326) Off System Bridges that are critical for regional mobility. The bridges in the county vary greatly in their age with the oldest constructed in 1923 and most recent construction occurred in 2018. Between 2010 –2018 thirty-four (34) bridges were replaced or constructed. County bridges (off system) with a sufficiency rating of 60 to 79 total were 65 and bridges with a sufficiency rating of 59 or less total were 70. Appendices 2.18 and Appendices 2.19 includes the On and Off-System bridges for Caddo County.

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 Caddo County which if developed can assist in prioritization of maintenance and scheduling upgrade.

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 2.20. 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 2.11 The SORTPO Policy Board identified corridors listed in Table 2.4 and illustrated in Map 2.12 as significant statewide and regional highway freight corridors. Figure 2.5 illustrates the 2011 average daily long-haul truck volume and map 2.13 illustrates the Oklahoma 2014 High Volume Truck Corridors.

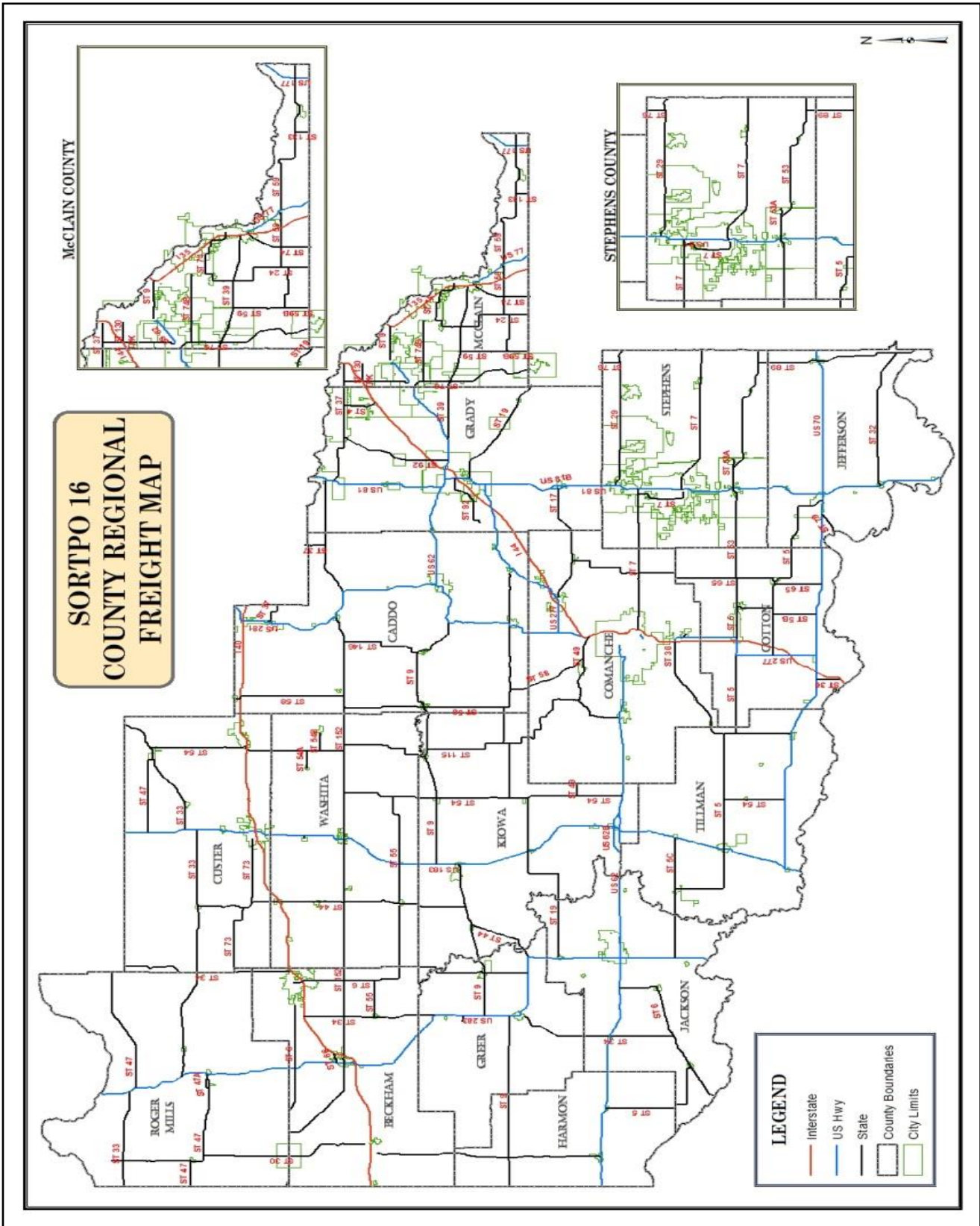
Table 2.4: Caddo County Significant Freight Corridors

CITY/TOWN	LOCATION/DESCRIPTION
County	Interstate 40
County	Interstate 44/ H.E Bailey Turnpike
County	U.S. Highway 62
Anadarko	U.S. Highway 281
Cement	U.S. Highway 277
Anadarko	State Highway 8
Carnegie	State Highway 9
Cement	State Highway 19
Hydro / Eakly	State Highway 58

Source: SORTPO

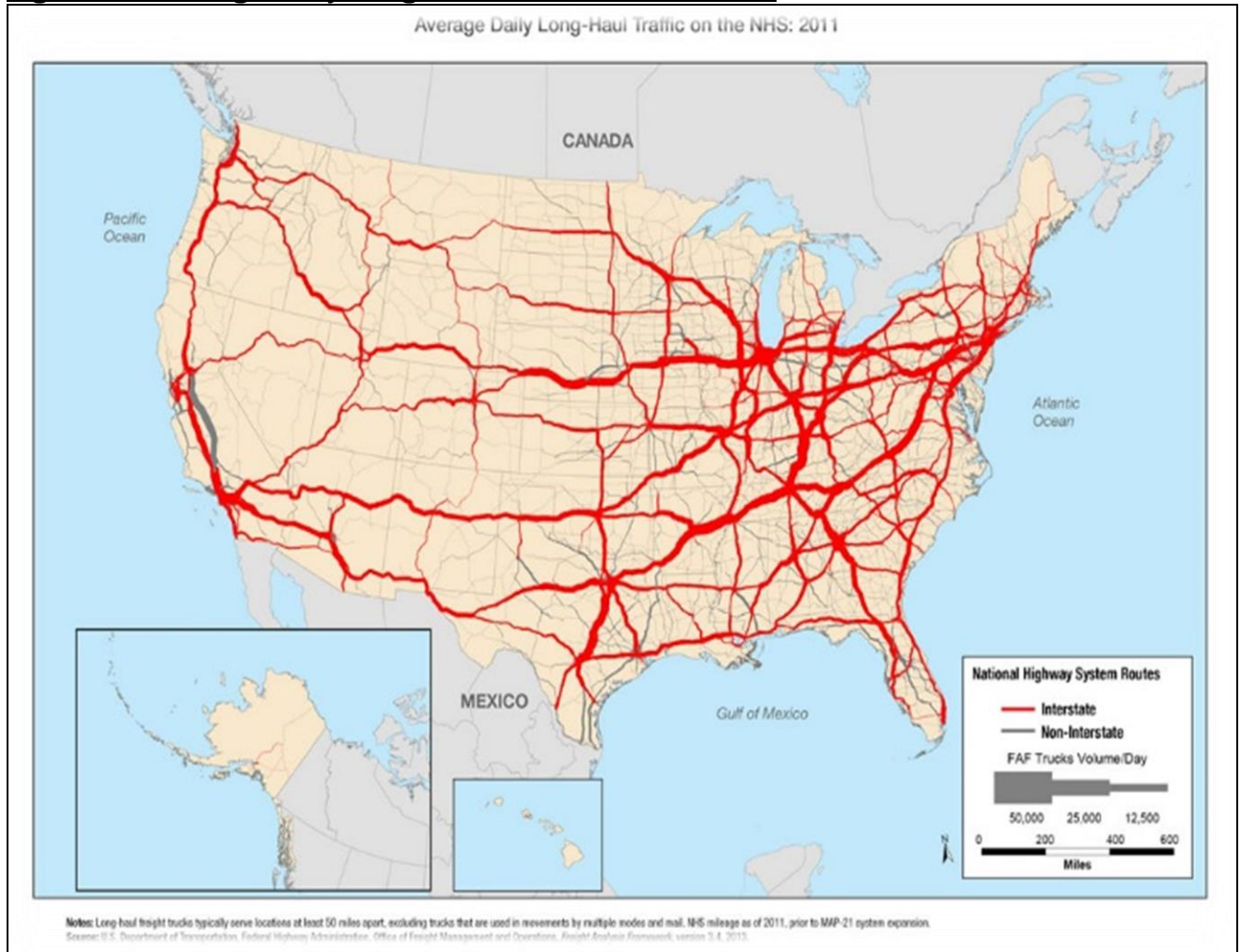
Map 2.11: National Highway Freight Network

Map 2.12: Regionally Significant Freight Routes

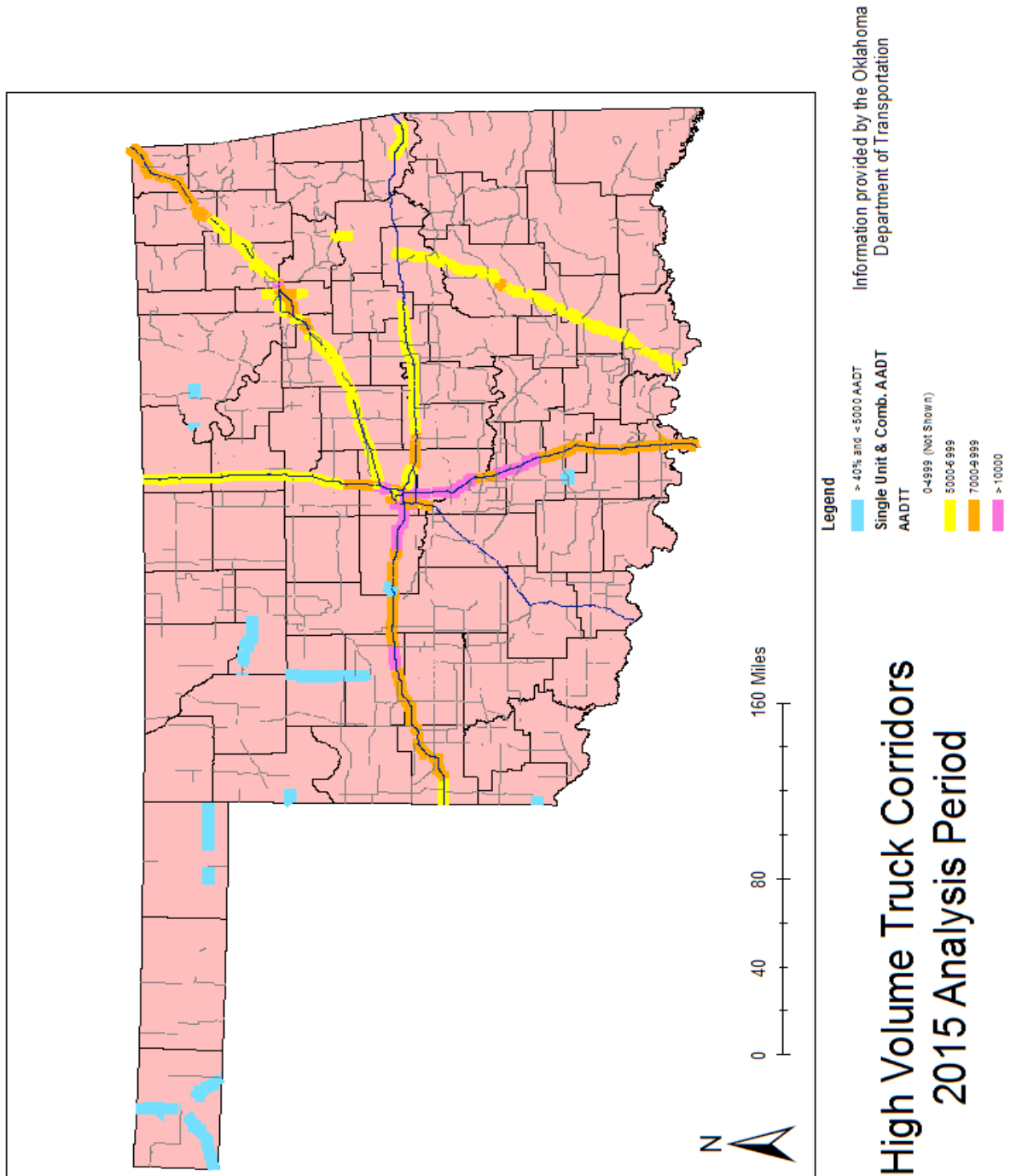


Source: SWODA

Figure 2.5 Average Daily Long-Haul Traffic on NHS 2011

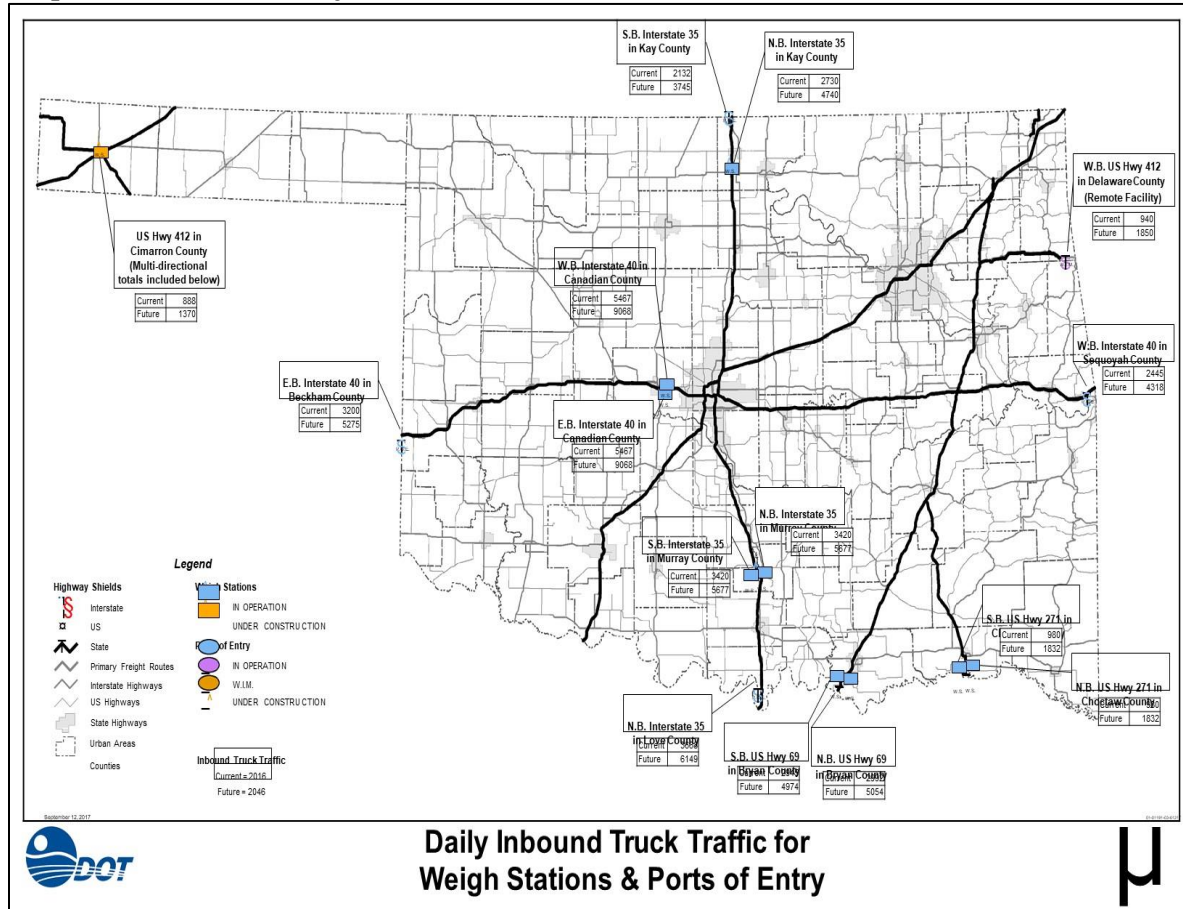


Map 2.13: Oklahoma High Volume Truck Corridors



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 2.14) are state-of-the-art facilities established as the mechanism to create a more controlled freight transportation environment on the highway system.

Map 2.14: Port 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 (UP), and Kansas City Southern Railway Co. (KCS).



Caddo County is served by two rail lines Stillwater Central Railroad (SLWC) and UP Class I lines. The rail lines are not operated on state-owned rail properties. SLWC is a privately owned short-lined operator. The SLWC operates over 275 miles of track in Oklahoma, stretching from Tulsa in the upper northeast corner to Duke in the southwest, with an additional branch running from Pawnee to Stillwater. The rail line runs through the cities of Cement and Cyril in Caddo County. SLWC short lines transport a variety of commodities such as agricultural and food products, lumber and forest products, paper and paper goods, infrastructure metals and minerals, chemicals, plastics and energy products.

Oklahoma is a vital link in Union Pacific's north-south corridor between the Midwest and the Gulf Coast. A number of Oklahoma industries enjoy the benefits of freight rail. Union Pacific provides the state with a robust rail infrastructure that helps drive the state economy. In addition to shipping coal and grain through the state, Union Pacific provides Oklahoma wheat, cement and aggregate producers a means to move their product outside the state. The drilling industry in western Oklahoma receives pipe and frac sand on Union Pacific trains. The rail lines run through the cities of Apache and Anadarko in Caddo County.

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 travel also requires protected crossings of busy streets with marked crosswalks and pedestrian signals and appropriate pedestrian phases at signalized intersections, where warranted.

One opportunity to develop and implement bicycle and pedestrian facilities is the Transportation Alternative Programs (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. In FFY 2019, the communities of Comanche, Thomas and Waurika were awarded TAP grants. Potential future TAP projects include projects identified in Table 2.5.

Table 2.5: Future TAP Projects

CITY/TOWN	LOCATION	DESCRIPTION
Anadarko	Water Way to Highway 62 for 5 miles east	Sidewalks
Bridgeport City	Highway 281 off I-40	Potential rest area
Cement	Main Street	Need sidewalk improvements
Apache	Highway 19 & Highway 62	Sidewalk around school
Apache	E Apache Trail Rd	Sidewalk improvements
Apache	Coblake St	Sidewalk improvements

Source: SORTPO

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”). The Red River Public Transportation Service has been operating in Western, Southwestern and South Central Oklahoma since 1984. Demand Response public transportation service is provided in selected cities within the counties of Roger Mills, Beckham, Custer, Washita, Kiowa, Tillman, Cotton, Jefferson, Stephens, Woodward, Caddo, Carter, Comanche, Ellis, Dewey, and Canadian. Red River also provides contractual services to businesses, schools and health providers. All services are open to the public.



FASTrans is provided by the Kiowa Nation Public Transportation Authority in Carnegie. The American Public Transportation Association is the leading force in advancing public transportation. They are public organizations that are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne passenger services, and high-speed rail. Members also include large and small companies who plan, design, construct, finance, supply, and operate bus and rail services worldwide. Government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of our membership.

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 2.6.

Table 2.6: SORPTO 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
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	Hobart 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 2.7 The scope of the LRTP does not include solutions to the areas of concern.

Table 2.7: Caddo County Transportation Areas of Concern

CITY/TOWN	LOCATION	DESCRIPTION
North of Anadarko	Highway 281 & E1310 Rd	Vehicles drive fast going North & South
Anadarko	F 68 Anadarko Airport	Needs fencing; businesses (aviation) are leaving due to lack of security
South of Anadarko	Highway 8 & Highway 62	Terrible intersection and needs turn lane; slower traffic
Northwest of Cyril	Highway 8 & N2690 Rd	Bad intersection; maybe blinking yellow lights so people know to stop north and south
Northwest of Cyril	E1440 Rd & N2670 Rd	High volume of traffic; winding curves and possible flooding
Northwest of Cyril	From E1430 to E1460 Rd on Highway 8	Terrible road due to gypsum plant trucks running
Cyril	In between E1450 Rd & Whitfield Rd on N2690 Rd	Superfund Clean-Up Site; needs repurposing
Halfway between Fort Cobb and Anadarko	Highway 9	No shoulders; no line of sight; 2 lanes very dangerous
South of Carnegie	Highway 58 & E1410 Rd	Truck entrance/exit located right below a small hill; would greatly improve safety if hill was cut level so motorists had clear line of sight
East of Fort Cobb Reservoir	Highway 58 from Highway 152 to Caddo-Comanche line	Has no shoulders
East of Fort Cobb Reservoir	Highway 146 & E1250 Rd & creek crossing at E1280 Rd & E1270 Rd	Very narrow; dangerous; short cut for semi-trucks from Dolese to the north part of the county; Richard Spur & Rock Quarry south of Carnegie
Anadarko	Railroad crossing	Improvement to Cow Trail Rd & E1360 Rd
Anadarko	Railroad crossing	Improvement to E1360 & Hwy 8
Anadarko	Cow Trail Rd & E1360 Rd	Railroad crossing improvements
Anadarko	Anadarko Municipal Airport F 68	Needs fencing for security
Anadarko	E1360 Rd & Highway 8	Railroad crossing improvements
Anadarko	Railroad	Spurs for economic growth
Anadarko	US Highway 62	Needs milled and resurfaced
Anadarko	Petree Road & Highway 8 &	Needs to be improved for heavy traffic

CITY/TOWN	LOCATION	DESCRIPTION
	62	
Anadarko	Intersection of US 62 & Highway 8 inside city limits	Needs to be redesigned
Anadarko	Highway 62 & Riverside Indian School	Sidewalks needed
Anadarko	US 62 & Highway 8	Drainage needs to be addressed inside city limits
Cyril	Downtown	Asphalt town streets
Hinton	Downtown	Sidewalks ADA compliant

Source: Stakeholder Meetings, Surveys, SORTPO

Chapter 3: Future Conditions and Improvements

The objective of the Future Conditions and Improvements 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

Caddo County population and employment opportunities are highly dependent on Agriculture, Retail Trade, Health Care & Social Assistance, and Educational Services, Utilities, Mining, Quarrying, Oil & Gas extraction and Transportation & Warehousing since its founding (Data USA: Caddo County, OK 2017). The main crops are cotton, corn, wheat, alfalfa, broomcorn, and Kaffir corn (Oklahoma Historical Society, Caddo County, 2003). The first oil field in the town of Cement was discovered in 1911, and oil production has remained important to the county economy since then.



The economy of Caddo County employs 11,377 people which grew from 11,208 in 2015 (Data USA: Caddo County, OK, 2017). The economy of the county is specialized in Retail Trade, Health Care & Social Assistance, and Educational Services. The highest paying industries are mining, quarrying, oil, gas extraction, agriculture and utilities (Data USA: Caddo County, OK 2017). The largest industries in Caddo County are Retail trade, and Healthcare. The highest paying industries are Utilities, Mining, Quarrying, Oil, Gas Extraction and Transportation and Warehousing.

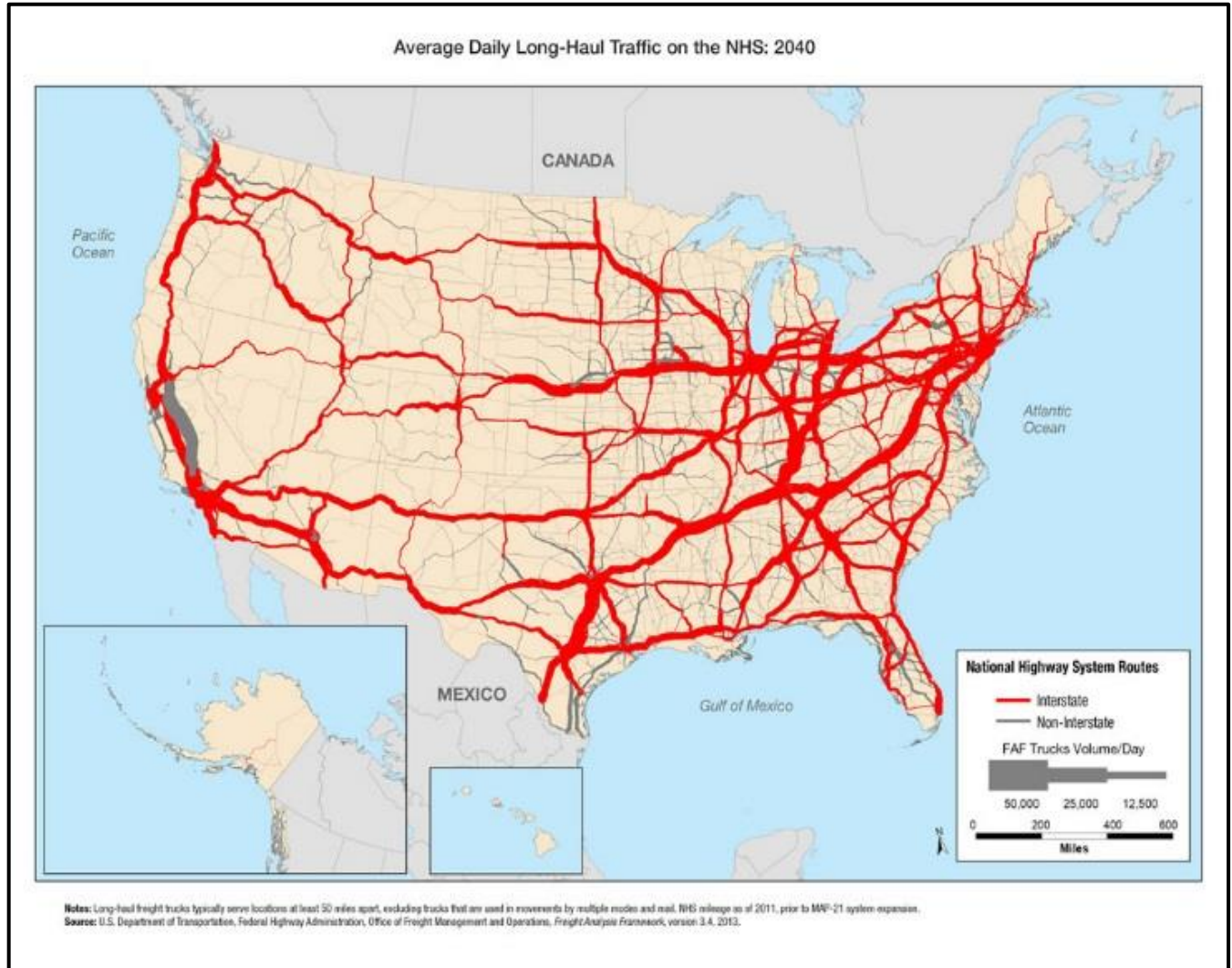
With this information, as well as knowledge of the decline in the oil and gas industry and limited new employment centers planned for Caddo County, the 2040 population and employment projections show decline. The SORTPO Transportation Policy Board recommends utilizing the 2012 State of the State Report’s Caddo County’s 2040 projected population of 30,552. The civilian labor force projection was developed after reviewing the 2013-2017 ACS age distribution, employment by industry and number of employed. Projected 2040 civilian labor force employment totals 11,422. This projected growth was distributed through the TAZs. The assumption is made that the population and employment will be concentrated in Anadarko and Hinton and surrounding areas. Appendix 3.1 provides the Caddo County 2040 projected population and employment by TAZ.

Recent changes in this oil and gas industry at the international, national and state level have reduced drilling activity in SORTPO’s region, resulting in a decline in the region’s population and employment. The State of Oklahoma’s multiyear revenue failure due to the State’s economy and a budget tied to the oil and gas industry means that all levels of government are negatively impacted.

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 SORTPO 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 National Highway System (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 and programs implemented by state, tribal governments, railroad companies, and 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 funding.

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 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

	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Oklahoma Aeronautics Revolving Fund	\$5,312,204.59	\$5,156,365.29	\$5,156,365.29	\$4,407,900.47
Circuit Engineering District Revolving Fund	\$3,606,553.45	\$2,454,282.96	\$2,573,399.41	\$3,180,783.29
Counties for Bridge & Road Improvement	\$23,430,017.08	\$15,225,256.66	\$16,200,387.04	\$20,382,469.39
Counties for Roads	\$254,470,157.23	\$228,861,816.51	\$233,699,714.86	\$285,059,414.58
County Improvement Road and Bridge (CIRB) Revolving Fund	\$138,133,545.79	\$120,000,000.00	\$120,000,000.00	\$120,000.00
County Road Fund	\$17,701,249.31	\$17,933,883.32	\$17,212,153.19	\$17,482,856.57
County Road Improvement Revolving Fund	\$26,138,425.71	\$25,065,890.98	\$24,057,140.75	\$24,435,498.37
High Priority State Bridge	\$6,225,331.10	\$6,393,096.46	\$6,333,887.30	\$6,481,220.61

	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Revolving Fund				
Public Transit Revolving Fund	\$3,850,000	\$3,640,000.00	\$3,829,000.00	\$3,850,000.00
Railroad Maintenance Revolving Fund	\$826,792.79	\$850,452.97	\$796,860.87	\$1,016,666.64
Rebuild Oklahoma Access & Driver Safety (ROADS) Fund	\$411,800,000.00	\$441,045,432.00	\$508,678,655.32	\$571,669,915.00
State Hwy. Construction & Maintenance Funds	\$4,785,497.76	\$4,144,636.34	\$4,110,742.06	\$3,985,764.77
State Transportation Fund	\$214,115,706.14	\$217,307,803.50	\$216,795,526.28	\$155,047,956.00

Source: ODOT, OTC

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 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).

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).



Caddo County's racial and ethnic composition according to the 2011-2015 ACS: White 63.2%, African American, 2.2%, American Indian 24.6% and Hispanic or Latino 12.1%. In comparison, Oklahoma's racial ethnic composition for 2011-2015 ACS was 73.1% White, 8.2% African American, 7.3% American Indian and 9.6% Hispanic or Latino. Data from 2011-2015 ACS identifies 16.7% of the population below the poverty level. 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 HHS 2017 poverty guidelines for a family of four 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 Kiowa Tribe, Comanche Nation and Apache Tribe were 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,
- Oklahoma Aeronautics Commission, and
- ODOT 2015-2040 Long Range Transportation Plan.



Conversation and consultation have 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.

The SORTPO hosted public meeting and/or provided notice of availability for public outreach to involve interested parties in the during all stages of the plan development. Notices of public hearings and/or notices of availability for public outreach for the RTPO 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 Caddo 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 Caddo County projects included in the FY 2019-2026 ODOT 8 Year Construction Work Program, FY 2019 - 2022 Asset Preservation Program, FY 2019-2023 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 FFY 2019-2026 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 identifies projects through the year 2040 and includes those identified in the ODOT 8 Year Construction Work Program for years, FFY 2019-2022 Asset Preservation Program, FF 2019-2023 CIRB and other projects such as development of studies, plans, and collection of data identified in Chapter 1 goals and strategies. The development of studies, plans and collection of data can be included in SORTPO's Planning Work Program (PWP).

Table 5.1: Caddo County Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING / STATE / FEDERAL
Caddo County	2019-2023	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/Local
Caddo County	2019-2023	Conduct a freight assessment for the county.	SPR/Local
Caddo County	2019-2023	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/Local
Caddo County	2019-2023	Develop data collection standards.	SPR/Local
Caddo County	2019-2023	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/Local
Caddo County	2019-2023	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR/Local
Caddo County	2019-2023	SH-9: FROM JUST E. OF THE STINKING CR. BRIDGE IN KIOWA CO. E. 2.75 MIS TO THE SH 58 JCT IN CARNEGIE (RW 21714(04)	\$799,000
Caddo County	2019-2023	SH-9: FROM JUST E. OF THE STINKING CR. BRIDGE IN KIOWA CO. E. 2.75 MIS. TO THE SH 58 JCT. IN CARNEGIE UT FOR 21714 (04)	\$785,300
Caddo County	2019-2023	SH-8: FROM JCT SH-19/US-277 IN CYRIL, EXTEND WEST AND NORTH APPROX 5.0 MIS. RW FOR 27072 (04)	\$1,566,616
Caddo County	2019-2023	SH-8: FROM JCT SH-19/US-277 IN CYRIL, EXTEND WEST AND NORTH APPROX 5.0 MIS. UT FOR 27072 (04)	\$1,336,496
Caddo County	2019-2023	SH-152: INTERSECTION MODIFICATION AT JCT SH-58, EAST AND WEST R/W FOR 28831 (04)	\$929,000
Caddo County	2019-2023	SH-152: INTERSECTION MODIFICATION AT JCT SH-58, EAST AND WEST UT FOR 28831 (04)	\$110,837
Caddo County	2019-2023	US-281: OVER WASHITA RIVER AND TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES R/W FOR 29574 (04)	\$1,490,000

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING / STATE / FEDERAL
Caddo County	2019-2023	US-281: OVER WASHITA RIVER & TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES UT FOR 29574 (04)	\$2,789,244
Caddo County	2019-2023	SH-9: RECONSTRUCT ON OFFSET AND EXISTING ALIGN. FROM 5.64 MI WEST OF US-62 EXT EAST 5.74 MILES THRU US-62 INTERSECTION.	\$15,430,122
Caddo County	2019-2023	US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO UT FOR 27076 (04)	\$2,250,000
Caddo County	2019-2023	US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO UT FOR 27076 (04)	\$1,957,700
Caddo County	2019-2023	US-281 BEGIN JUST S. OF CUMMINS RD, APPROX 0.5 MIS S. OF I-40 EXT N. 0.3 MIS TO HINTON BLVD.	\$1,808,349
Caddo County	2019-2023	US-62: FROM 3.71 MIS N. OF SH-19 N. 3.22 MIS TO HOG CR BR (PHASE 1) (BR EXC AT BOX ELDER FROM 1.6 MIS N OF SH-19 EXTEND 0.283 MIS)	\$9,167,000
Caddo County	2019-2023	US-62: FROM JCT. OF SH-19 IN APACHE, EXTEND N. 3.71 MILES (PHASE II)	\$8,393,000
Caddo County	2019-2023	US-277: FROM 2.57 MIS W. OF GRADY C/L AT THE N. CURVE IN THE E. EDGE OF CEMENT, EXT E. APPROX 4.0 MIS TO MIDDLE BILLS CR BR. (NEW ALIGN)	\$12,604,000
Caddo County	2019-2023	SH-9: FROM JUST E. OF THE STINKING CR. BRIDGE IN KIOWA CO. E. 2.75 MIS. TO THE SH 58 JCT. IN CARNEGIE DIV. 5 PARTICIPATION JP 29529(04)	\$11,170,320
Caddo County	2019-2023	SH-152: INTERSECTION MODIFICATION AT JCT SH-58, EAST AND WEST	\$2,600,000
Caddo County	2019-2023	US-281: OVER WASHITA RIVER AND TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES	\$18,255,500
Caddo County	2019-2023	I-40 RESURFACE BEGIN AT MP 86.27 TO MP 89.72.	\$7,600,000
Caddo County	2019-2023	US-62: BEGIN 6 MI. E. OF SH-9/US-62 JCT. N. TO CENTRAL BLVD. IN ANADARKO	\$ 1,001,024
Caddo County	2019-2023	US-62: A.D.A. BEGIN 6.1 MI. E. OF JCT SH-9, EXT. E. 0.87 MI., THEN N. 1.0	\$ 350,000

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING / STATE / FEDERAL
Caddo County	2019-2023	SH-19; OVER EAST CACHE CREEK, 0.9 MLS WEST OF US-62 JCT	\$ 1,200,000
Caddo County	2019-2023	US-281: FROM MM 11.37 EXTEND NORTH 4.2 MILES TO SH-152	\$ 1,694,000
Caddo County	2019-2023	US-281: FROM SH-152 EAST JCT. EXTEND WEST 4.10 MILES	\$ 2,024,411
Caddo County	2019-2023	US-281 OVER CREEK (TOWER BRIDGE) 1.1 MI. WEST OF CANADIAN C/L	\$ 300,000
Caddo County	2019-2023	SH-58: A.D.A. BEGIN 0.62 MILES N OF I-40, EXT. NORTH 0.30 MILES IN HYDRO. (FROM THE NORTH SIDE OF 2ND ST TO NORTH SIDE OF MAIN ST)	\$ 421,000
Caddo County	2019-2023	SH-152 OVER LAKE CREEK O'FLOW & WILLOW CREEK APPROX 2.1 MILE & 7.4 MILE EAST OF SH-58	\$ 2,918,900
Caddo County	2019-2023	US-62: A.D.A. BEGIN 0.85 MI. S. OF JCT SH-19, EXT. N. 0.48 MI. (APACHE)	\$ 160,000
Caddo County	2019-2023	BRIDGE AND APPROACHES (EW-123) OVER SUGAR CREEK, 5.2 MILES SOUTH AND 2.9	\$ 1,525,000
Caddo County	2019-2023	COUNTY ROAD (EW-134) OVER THE WASHITA RIVER APPROX 1.0 MILE WEST OF	\$ 550,000
Caddo County	2019-2023	CO BR (NS-256) OVER COBB CR, 1.0 MI EAST & 0.2 MI NORTH OF	\$ 683,200
Caddo County	2019-2023	BRIDGE REHABILITATION (EW-124) OVER STINKING CREEK, 2.0 MILES NORTH AND 7.6	\$350,000
Caddo County	2024-2028	Develop procedures to identify and collect traffic count data at specific locations within the county.	SPR/Local
Caddo County	2024-2028	Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.	SPR/Local
Caddo County	2024-2028	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.	SPR/Local
Caddo County	2024-2028	Working with area employers and stakeholders develop a database and map identifying transportation needs	SPR/Local
Caddo County	2024-2028	Develop database and mapping to identify the County's underrepresented	SPR/Local

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING / STATE / FEDERAL
Caddo County	2024-2028	Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.	SPR/LOCAL
Caddo County	2024-2028	SH-8: FROM APPROX. 8.0 MIS S. OF US-62 IN ANADARKO, EXT N. 5.0 MIS	\$11,250,000
Caddo County	2024-2028	I-40: RESURFACE FROM MP 89.72 TO MP 95.76.	\$9,000,000
Caddo County	2024-2028	I-40 RESURFACE BEGINNING AT MP 95.76 TO MP 102.2	\$9,600,000
Caddo County	2024-2028	US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO	\$15,591,023
Caddo County	2024-2028	US-62: FROM 3.79 MILES E. OF SH-8S. JCT IN ANADARKO, EXTEND E. 2.91 MILES (WB LANES ONLY)	\$9,322,444
Caddo County	2024-2028	US-281: FROM WILSON STREET IN HINTON N. 0.65 MILES TO ELM ST. (PROJ. CONTINGENT ON HINTON UPGRADING SIDEWALKS & RAMPS TO ADA COMP.)	\$2,000,000
Caddo County	2024-2028	I-40 RESURFACE FROM MP 102.2 TO MP 104.26	\$5,000,000
Caddo County	2029-2032	Develop a regional map that identifies tourism destinations and regionally significant facilities	SPR/LOCAL
Caddo County	2029-2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Caddo County	2029-2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Caddo County	2029-2032	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Caddo County	2033-2037	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Caddo County	2038-2040	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL

Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ASCOG	Association of South Central Oklahoma Governments
BIA	Bureau of Indian Affairs
BNSF	Burlington Northern 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
L RTP	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 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 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 - 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 following 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

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 Measures

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 Department of Transportation's and Metropolitan Planning Organizations (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 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.

Appendix 2: Current Conditions

Appendix 2.1: Caddo County Socio Economic Data, 2013-2017 ACS

	Estimate	Margin of Error	Percent
<u>SEX AND AGE</u>			
Total population	29,437	*****	29,437
Male	15,383	+/-35	52.3%
Female	14,054	+/-35	47.7%
Under 5 years	2,073	+/-12	7.0%
5 to 9 years	1,970	+/-167	6.7%
10 to 14 years	2,160	+/-161	7.3%
15 to 19 years	1,940	+/-68	6.6%
20 to 24 years	1,891	+/-83	6.4%
25 to 34 years	3,861	+/-101	13.1%
35 to 44 years	3,430	+/-97	11.7%
45 to 54 years	3,770	+/-22	12.8%
55 to 59 years	1,867	+/-118	6.3%
60 to 64 years	1,753	+/-125	6.0%
65 to 74 years	2,653	+/-26	9.0%
75 to 84 years	1,593	+/-89	5.4%
85 years and over	476	+/-68	1.6%
Median age (years)	37.1	+/-0.4	(X)
18 years and over	22,001	*****	74.7%
21 years and over	20,921	+/-114	71.1%
62 years and over	5,719	+/-110	19.4%
65 years and over	4,722	+/-65	16.0%
<u>Race</u>			
Total population	29,437	*****	29,437
White	18,603	+/-268	63.2%
Black or African American	661	+/-108	2.2%
American Indian and Alaska Native	7,248	+/-274	24.6%
Hispanic or Latino (of any race)	3,563	*****	12.1%

Appendix 2.2: Caddo County Housing Units, 2013-2017 ACS

	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Occupied housing units	10,273	+/-220	7,232	+/-203	3,041	+/-199
UNITS IN STRUCTURE						
1, detached	81.5%	+/-1.4	86.3%	+/-1.5	70.1%	+/-3.6
1, attached	0.7%	+/-0.3	0.5%	+/-0.4	1.2%	+/-0.8
2 apartments	2.0%	+/-0.6	0.2%	+/-0.3	6.4%	+/-1.7
3 or 4 apartments	1.7%	+/-0.8	0.0%	+/-0.1	5.7%	+/-2.6
5 to 9 apartments	0.9%	+/-0.4	0.0%	+/-0.3	3.2%	+/-1.4
10 or more apartments	1.2%	+/-0.5	0.0%	+/-0.3	4.1%	+/-1.7
Mobile home or other type of housing	11.9%	+/-1.1	13.1%	+/-1.4	9.3%	+/-2.0
VEHICLES AVAILABLE						
No vehicle available	6.5%	+/-1.1	2.6%	+/-0.6	15.7%	+/-3.2
1 vehicle available	33.4%	+/-2.0	28.2%	+/-2.0	45.8%	+/-3.7
2 vehicles available	36.5%	+/-2.1	39.4%	+/-2.4	29.7%	+/-3.6
3 or more vehicles available	23.6%	+/-1.5	29.8%	+/-1.8	8.8%	+/-2.2

Source: 2013-2017 ACS American Factfinder

Appendix 2.3: Caddo County Educational Attainment, 2013-2017 ACS

Subject	Total		
	Estimate	Margin of Error	Percentage
Population 25 years and over	19,403	+/-81	X
Less than 9th grade	830	+/-112	4.3%
9th to 12th grade, no diploma	1,872	+/-171	9.6%
High school graduate (includes equivalency)	7,910	+/-290	40.8%
Some college, no degree	4,532	+/-254	23.4%
Associate's degree	961	+/-139	5.0%
Bachelor's degree	2,425	+/-218	12.5%
Graduate or professional degree	873	+/-130	4.5%

X = means the estimate is not applicable or not available

Source: 2013-2017 ACS American Factfinder

Appendix 2.4: Caddo County Employment Status and Commute to Work 2013-2017 ACS

	ESTIMATE	MARGIN of ERROR	PERCENT
<u>Employment Status</u>			
EMPLOYMENT STATUS			
Population 16 years and over	22,860	+/-73	22,860
In labor force	12,130	+/-384	53.1%
Civilian labor force	12,126	+/-385	53.0%
Employed	11,207	+/-380	49.0%
Unemployed	919	+/-144	4.0%
Armed Forces	4	+/-5	0.0%
Not in labor force	10,730	+/-394	46.9%
Civilian labor force	12,126	+/-385	12,126
<u>Commuting to Work</u>			
Workers 16 years and over	11,080	+/-376	11,080
Car, truck, or van -- drove alone	9,135	+/-358	82.4%
Car, truck, or van -- carpooled	1,280	+/-156	11.6%
Public transportation (excluding taxicab)	48	+/-43	0.4%
Walked	255	+/-68	2.3%
Other means	123	+/-57	1.1%
Worked at home	239	+/-64	2.2%
Mean travel time to work (minutes)	22.9	+/-0.9	X

X = means the estimate is not applicable or not available

Source: 2013-2017 ACS American Factfinder

Appendix 2.5: Caddo County Means of Transportation, 2013-2017 ACS

Subject	Total	
	Estimate	Margin of Error
Workers 16 years and over	11,080	+/-376
Means of Transportation to Work		
Car, truck, or van	94.0%	+/-1.1
Drove alone	82.4%	+/-1.7
Carpooled	11.6%	+/-1.3
In 2-person carpool	9.0%	+/-1.3
In 3-person carpool	1.6%	+/-0.6
In 4-or-more person carpool	1.0%	+/-0.5
Workers per car, truck, or van	1.07	+/-0.01
Public transportation (excluding taxicab)	0.4%	+/-0.4
Walked	2.3%	+/-0.6

Subject	Total	
	Estimate	Margin of Error
Bicycle	0.0%	+/-0.2
Taxicab, motorcycle, or other means	1.1%	+/-0.5
Worked at home	2.2%	+/-0.6
Workers 16 years and over who did not work at home	10,841	+/-368
Time Leaving Home to Go To Work		
12:00 a.m. to 4:59 a.m.	4.4%	+/-1.0
5:00 a.m. to 5:29 a.m.	4.9%	+/-1.2
5:30 a.m. to 5:59 a.m.	5.1%	+/-0.8
6:00 a.m. to 6:29 a.m.	9.9%	+/-1.1
6:30 a.m. to 6:59 a.m.	7.9%	+/-9.6
7:00 a.m. to 7:29 a.m.	15.2%	+/-1.3
7:30 a.m. to 7:59 a.m.	17.3%	+/-1.4
8:00 a.m. to 8:29 a.m.	11.9%	+/-1.5
8:30 a.m. to 8:59 a.m.	4.1%	+/-1.0
9:00 a.m. to 11:59 p.m.	19.4%	+/-1.8
Travel Time To Work		
Less than 10 minutes	28.9%	+/-2.1
10 to 14 minutes	11.9%	+/-1.3
15 to 19 minutes	12.5%	+/-1.8
20 to 24 minutes	10.3%	+/-1.3
25 to 29 minutes	4.4%	+/-3.8
30 to 34 minutes	12.5%	+/-1.3
35 to 44 minutes	5.3%	+/-0.9
45 to 59 minutes	5.8%	+/-0.9
60 or more minutes	8.3%	+/-1.0
Mean travel time to work (minutes)	22.9	+/-0.9
Vehicles Available		
Workers 16 years and over in households	11,077	+/-377
No vehicle available	3.5%	+/-0.9
1 vehicle available	21.6%	+/-2.3
2 vehicles available	38.6%	+/-2.5
3 or more vehicles available	36.3%	+/-2.4

Source: 2013-2017 ACS American Factfinder

Appendix 2.6: Caddo County Population and Employment by TAZ

TAZ NO.	2010 POPULATION	2013-2017 POPULATION	2013-2017 EMPLOYMENT
1	725	725	689
2	266	240	13
3	765	745	173
4	706	685	43
5	124	124	156
6	321	321	460
7	458	405	112
8	383	378	200
9	334	334	4
10	720	714	72
11	277	277	38
12	188	185	39
13	382	382	30
14	310	310	42
15	626	623	23
16	463	463	85
17	745	745	519
18	423	423	500
19	262	258	6
20	484	484	0
21	409	409	6
22	496	496	10
23	148	143	15
24	728	723	240
25	131	128	146
26	336	336	0
27	695	695	146
28	417	417	20
29	465	465	35
30	426	426	142
31	446	446	279
32	493	493	15
33	516	516	60
34	267	267	158
35	456	450	8
100	491	491	421
101	362	362	235

TAZ NO.	2010 POPULATION	2013-2017 POPULATION	2013-2017 EMPLOYMENT
102	124	124	79
103	456	456	140
104	1742	1742	239
200	370	370	166
201	287	284	137
300	288	288	46
301	549	549	775
302	357	357	82
303	67	67	438
304	3	3	86
305	729	729	83
306	739	739	219
307	31	31	66
308	445	445	101
309	707	707	91
310	423	423	212
311	435	435	121
312	240	240	3
313	665	665	174
314	16	16	529
315	457	457	259
316	313	313	3
400	477	477	503
401	844	844	261
402	298	298	86
403	84	84	115
500	580	580	274
501	571	571	2
600	460	460	102
601	90	90	27
602	93	93	60
603	416	416	5

Source: SORTPO

Appendix 2.7: Caddo County Major Employers 2018 by TAZ

Major Employer	Address	City/Town	2018 Employee Range	TAZ NO.
Anadarko City Light Office	501 W Virginia Ave	Anadarko	100-249	310
Anadarko High School	1400 Warrior Dr	Anadarko	50-99	314
Anadarko Middle School	900 W College St	Anadarko	20-49	314
Apache Tribe Community Svc Ctr	601 E Colorado Ave	Anadarko	50-99	314
Apex Inc	117 S 1st St	Anadarko	50-99	301
East Elementary School	107 SE 5th St	Anadarko	20-49	302
Gold River Bingo & Casino	31064 US Highway 281	Anadarko	100-249	24
Jones Health Care	36027 State Highway 8	Anadarko	50-99	27
Mc Donald's	728 W Petree Rd	Anadarko	20-49	315
Mission Elementary School	1211 S Mission St	Anadarko	50-99	308
Oklahoma Natural Gas	1700 E. Central Blvd	Anadarko	20-49	304
Physicians Hospital In André	1002 E Central Blvd	Anadarko	50-99	305
Reach Out Inc	25005 County Road 1350	Anadarko	50-99	23
Riverside Indian School	100 Riverside Dr	Anadarko	100-249	24
Sanders, Welch & Wallis PC	614 E. Central	Anadarko	5-9	307
Silver Crest Manor	307 W Washington Ave	Anadarko	50-99	312
Sunset Elementary School	508 SW 7th St	Anadarko	50-99	311
US Indian Health	201 E Parker Mckenzie Dr	Anadarko	50-99	303
Walmart Supercenter	1201 W Petree Rd	Anadarko	100-249	317
Western Farmers Electric Co-Op (Anadarko Plant)	701 NE 7th St	Anadarko	250-499	303
Apache City Clerk	102 Evans Ave	Apache	20-49	501
Apache Elementary	522 Floyd Ave	Apache	50-99	34
Apache High School	101 Poland Dr	Apache	50-99	34
Apache Farmers Co-Op	210 Floyd Avenue	Apache	5-9	501
Countryside Inn	513 Coblake St	Apache	5-9	501

Major Employer	Address	City/Town	2018 Employee Range	TAZ NO.
Golden Eagle Casino	115 Evans Ave	Apache	5-9	500
Dollar General	502 S Coblake St	Apache	5-9	501
Hop & Sak Convenience Store	502 Coblake St	Apache	5-9	501
Liberty National Bank	1112 S Coblake St	Apache	5-9	501
Super C Convenience Store	502 US-281	Apache	5-9	501
USPS	302 E Evans Ave	Apache	5-9	501
Shamrock Bank	107 Coblake St	Apache	5-9	500
Sonic Drive-In	909 S Coblake St	Apache	5-9	501
Stockman's Apache Auction Mkt	817 Highway 19 W	Apache	50-99	34
Binger City Hall	202 W Main	Binger	5-9	201
Binger-Olney School	323 S Apache	Binger	50-99	201
Binger Nursing Home	560 N Broadway	Binger	50-99	200
Black Bird Auto & Parts Sales	109 W Main	Binger	5-9	200
Caddo County Farm Bureau	202 W Main	Binger	5-9	201
Caddo Nation	113 Bison Rd	Binger	50-99	200
Cart's Farm & Home Supply	OK-152	Binger	5-9	7
CKEnergy	14039 State Highway 152	Binger	50-99	12
Dollar General	410 E Main St	Binger	5-9	201
Domino C-Store	314 E Main St	Binger	5-9	201
Legacy Bank	225 W Main St	Binger	5-9	200
Meeks 152 Diner	203 E Main St	Binger	5-9	200
Mustang Gas Products LLC	17070 Cemetery Rd	Binger	1-4	7
USPS	224 W Main St	Binger	5-9	201
B-3 Quick Stop	5 4 th St	Carnegie	5-9	400
Bank of Commerce	328 E 4 th St	Carnegie	5-9	402
Blue Canyon Wind Power Li-Vi	3109 OK-19	Carnegie	5-9	18

Major Employer	Address	City/Town	2018 Employee Range	TAZ NO.
Carnegie Ambulance Svc	102 N Broadway St	Carnegie	1-4	400
Carnegie Co-Op	OK-9	Carnegie	5-9	400
Carnegie Elementary School	315 S Carnegie St	Carnegie	20-49	401
Carnegie Junior High School	Wildcat Drive	Carnegie	20-49	18
Carnegie Lumber	165 OK-9	Carnegie	5-9	401
Carnegie Nursing Home	225 N Broadway St	Carnegie	20-49	400
Carnegie Telephone Company	25 S Colorado	Carnegie	5-9	400
Carnegie Town Hall	13 E Main St	Carnegie	1-2	401
Carnegie Tri-County Mun Hosp	102 N Broadway	Carnegie	100-249	400
Dollar General	110 N Carnegie St	Carnegie	20-49	400
Farmers Bank	31 W Main	Carnegie	5-9	400
Farmer's Co-Op Farm Supply	106 S Broadway St	Carnegie	50-99	400
Farmer's Cooperative Feed Mill	106 S Broadway	Carnegie	20-49	400
Hop & Sak	305 E 4 th St	Carnegie	5-9	401
Kiowa Casino	514 OK-9	Carnegie	5-9	401
Kiowa Tribe/Transp	100 Kiowa Way	Carnegie	100-249	18
Pizza Hut	616 Town East Main St	Carnegie	20-49	401
Sonic Drive In	820 Oklahoma St	Carnegie	5-9	401
Super-C Mart	110 E Main	Carnegie	5-9	401
US Indian Health	212 E 4 th St	Carnegie	20-49	401
USPS	14 N Broadway	Carnegie	5-9	400
Cement City Hall	411 N Main St	Cement	1-4	30
Cement Public Schools	201 S Main St	Cement	20-49	30
Cement Variety Center	311 N Main St	Cement	1-4	30
Cement Tag Agency	306 N Main St	Cement	1-4	30
Chesapeake Energy Corp	611 N Oak	Cement	1-4	30
Chickasha Bank & Trust Co	317 N Main St	Cement	1-4	30

Major Employer	Address	City/Town	2018 Employee Range	TAZ NO.
Clift Insurance	306 N Main St	Cement	1-4	30
Gas & Go	101 1 st St	Cement	1-4	30
Kaiser-Francis Oil Company	US Hwy 277	Cement	1-4	29
Kurt's Full Service	111 1 st St	Cement	1-4	30
Loud Mountain Trading Co	405 North Main St	Cement	1-4	30
USPS	406 N Main St	Cement	1-4	30
Alon Gas Station	206 North 2 nd St	Cyril	5-9	601
Citation Oil & Gas Corp	Box 203 RR 3	Cyril	5-9	601
American Senior Benefits	111 W Main St	Cyril	100-249	601
Budget Inn	218 Missouri St	Cyril	5-9	600
Country Mart	OK-19	Cyril	5-9	601
Cyril Elementary School	300 W Main St	Cyril	50-99	603
Cyril Home Care Pharmacy	214 Missouri St	Cyril	5-9	600
Cyril Middle-High School	326 W Windle Ave	Cyril	50-99	600
Dollar General	103 Nebraska Ave	Cyril	5-9	601
El Charro's	704 US-277	Cyril	10-19	603
The First National Bank & Trust	201 W Main St	Cyril	5-9	602
Huckleberry Inn	204 2 nd St	Cyril	5-9	601
Moore's Home & Auto	109 W Main St	Cyril	1-4	601
USPS	112 W Main St	Cyril	5-9	601
Navitas Utility Corporation	Hwy 152 & 5, Mauk Ave	Eakly	20-49	3
USPS	404 W Main St	Eakly	5-9	3
Bank of Hydro	146 West Main St	Eakly	5-9	3
Eakly Farmers Co-Op	100 W Main St	Eakly	20-49	3
La Tamaulipeca De Leon Grocer	316 W Main St	Eakly	10-19	3
Apache Farmer Cooperative	315 Ponjo Ave	Fort Cobb	5-9	17
ATM (Mustang Stop)	405 Hazlett St	Fort Cobb	5-9	17

Major Employer	Address	City/Town	2018 Employee Range	TAZ NO.
Boat Shop	424 Hazlett St	Fort Cobb	1-4	17
Caddo Kiowa Technology Ctr	1415 7th St	Fort Cobb	100-249	17
Birdcage Convenience Store	435 Hazlett St	Fort Cobb	5-9	17
Chap & Sons LLC	310 N Hazlett St	Fort Cobb	1-4	17
Dollar General	811 N Hazlett St	Fort Cobb	5-9	17
Ft Cobb-Broxtton Public Schools	505 7th St	Fort Cobb	50-99	17
Ft Cobb City Hall	201 Main St	Fort Cobb	1-4	17
Ft Cobb Locker Plant	100 OK-9	Fort Cobb	5-9	17
Plaster's Cafe	300 Main St	Fort Cobb	5-9	17
T C's Total	408 Hazlett St	Fort Cobb	1-4	17
Washita Valley Bank	204 Hazlett St	Fort Cobb	5-9	17
USPS	408 N Hazlett St	Fort Cobb	1-4	17
1st State Bank of Anadarko	100 Main St	Gracemont	5-9	11
18 Truck Stop	324 East Isom	Gracemont	1-4	10
South 281 Autos	207 Tinson Ave	Gracemont	1-4	11
Family Diner	119 Tinson Ave	Gracemont	5-9	11
Gracemont Grocery	310 Tinson Ave	Gracemont	5-9	10
Gracemont Elementary School	417 E Gracemont St	Gracemont	20-49	10
Gracemont Mid-High School	417 McCall Ave	Gracemont	20-49	10
USPS	101 N 1 st St	Gracemont	5-9	11
Casino Oklahoma	220 E Cummins Rd	Hinton	100-249	6
Cimarex Energy Company	3199 I-40 Service Rd #1000	Hinton	10-19	5
Family Dollar	301 N Broadway St	Hinton	5-9	103
First National Bank of Weatherford	1107 Broadway	Hinton	5-9	101
GEO Group	508 Sugar Creek Dr	Hinton	100-249	104
Great Plains Correctional	700 Sugar Creek Rd	Hinton	100-249	104

Major Employer	Address	City/Town	2018 Employee Range	TAZ NO.
Hinton Mid-High School	200 W Park St	Hinton	50-99	100
Hinton Elementary School	513 N Marion	Hinton	20-49	103
Hinton United Methodist Church	222 W Market	Hinton	100-249	103
Legacy Bank	101 W Main St	Hinton	5-9	103
Legacy Bank ACB	401 W Main	Hinton	10-19	103
Love's Travel Stop	I-40 need address	Hinton	20-49	5
Maschhoffs	104 E Main St	Hinton	50-99	101
Murray Services	3209 N Vernon Rd	Hinton	20-49	100
National Oilwell Varco	3510 N. Broadway	Hinton	1-4	6
R & K Construction Inc	601 S. Broadway	Hinton	5-9	103
Sugar Creek Casino	5304 N Broadway Ave	Hinton	100-249	100
Wheeler Chevrolet	220 E Cummins St	Hinton	10-19	6
USPS	123 S Noble	Hinton	5-9	103
Bank of Hydro	146 W Main St	Hydro	5-9	1
Good Shepherd Hospice	11044 County Road 1050	Hydro	50-99	1
Deer Creek Market	109 W Main St	Hydro	1-4	1
Conoco	130 Arapaho Ave	Hydro	1-4	1
Hydro-Eakly Public Schools	425 E 7th St	Hydro	50-99	1
Hydro Quarry LI	7022 County Rd 1060	Hydro	1-4	1
R & R Pipeline Constr & Repair	8009 Old 66 Rd	Hydro	250-499	1
USPS	227 W Main St	Hydro	5-9	1
Larry Johnston Construction	16006 County Road 1140	Lookeba	1-4	7
Caddo County Barn	Need address	Lookeba	1-9	7
Lookeba-Sickles Elementary	307 W Sickles Ave	Lookeba	10-19	7
Sinclair	US-281 need address	Lookeba	1-4	7
USPS	203 Wichita Ave	Lookeba	1-4	7

Source: SORTPO, Oklahoma Employment Securities Commission

Appendix 2.8: 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 Tillman 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 2.9: Caddo County Environmental Features

DESCRIPTION	LOCATION	NATIONAL REGISTER
Amphlett Brothers Drug & Jewelry Store	Apache	Yes
Anadarko Armory	Anadarko	Yes
Anadarko Downtown Historic Dist.	Anadarko	Yes
Apache State Bank	Apache	Yes
Black Beaver's Grave	Anadarko	Yes

DESCRIPTION	LOCATION	NATIONAL REGISTER
Bridgeport Hill-Hydro Route 66 Segment	Hydro	Yes
Caddo Co. Medicine Creek Archeological Dist.	Binger	Yes
First Baptist Church	Anadarko	Yes
Fort Cobb Site	Fort Cobb	Yes
Provine Service Station	Hydro	Yes
Randlett Park	Anadarko	Yes
Rock Island Passenger Station	Anadarko	Yes
Rock Mary	Hinton	Yes
Stevens Rock Shelter	Gracemont	Yes

Source: National Register of Historic Places

Appendix 2.10: Caddo County Type of Collision Total, 2012-2017

TYPE of COLLISION	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)	4	78	149	231	10.6
Head-On (front-to-front)	6	19	11	36	1.6
Right Angle (front-to-side)	4	76	96	176	8.1
Angle Turning	1	49	124	174	8.0
Other Angle	1	-	1	2	0.1
Sideswipe Same Direction	1	21	76	98	4.5
Sideswipe Opposite Direction	3	14	34	51	2.3
Fixed Object	20	309	452	781	35.7
Pedestrian	2	9	1	12	0.5
Pedal Cycle	-	6	-	6	0.3
Animal	-	46	142	188	8.6
Overturn/Rollover	9	126	94	229*	10.5
Vehicle-Train	-	-	-	-	-
Other Single Vehicle Crash	-	7	19	26	1.2
Other	2	26	147	175	8.0
Total	53	786	1346	2185	100
Percent	2.4	36.0	61.6	100	

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

*Include incapacitating, non-incapacitating and possible injuries.

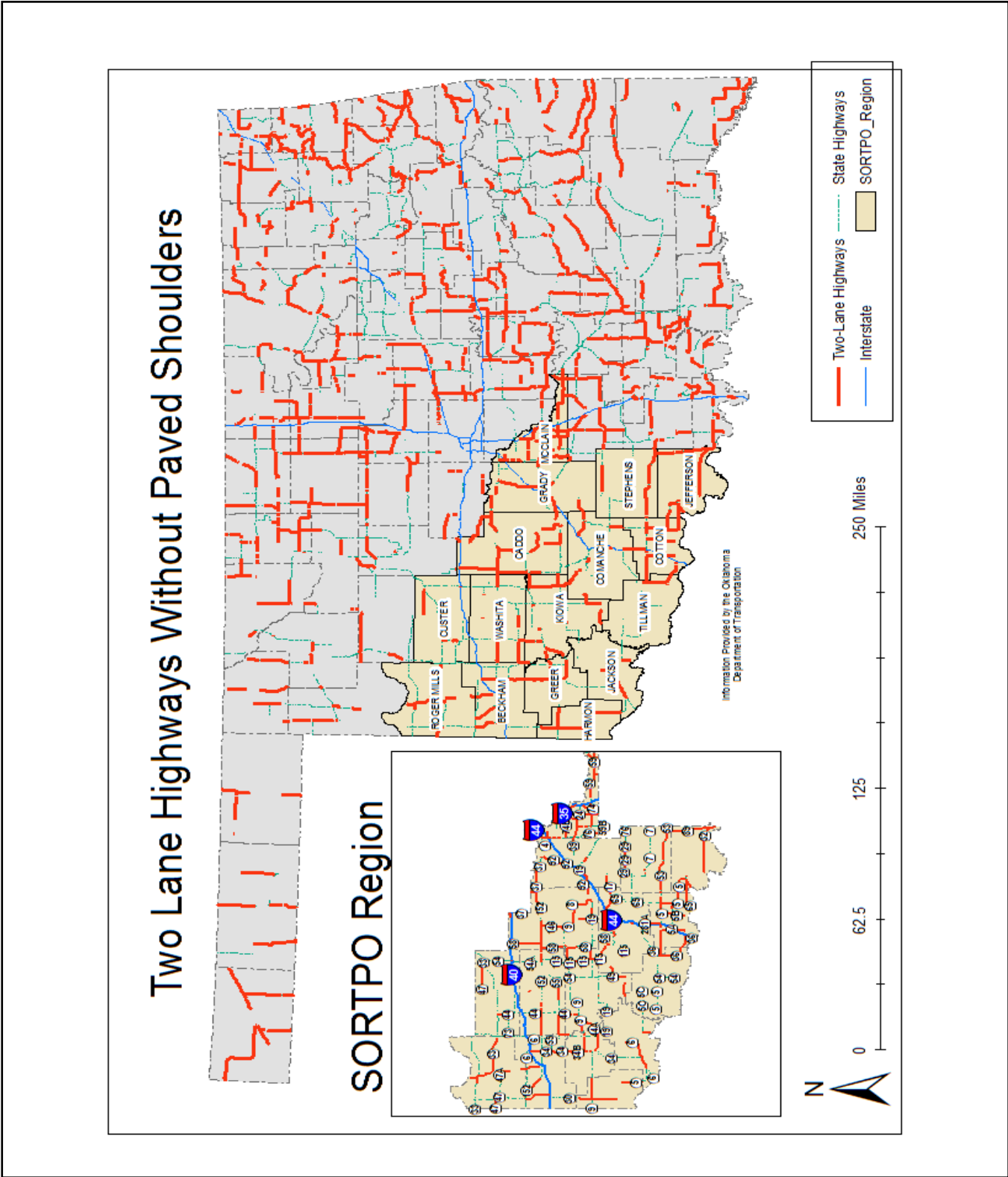
Appendix 2.11: Caddo County Collision Vehicles by Vehicle Type, Total, 2012-2017

VEHICLE TYPE	FAT	INJ*	PD	TOT	PCT
Passenger Vehicle-2 Door	4	56	121	181	5.7
Passenger Vehicle-4 Door	9	298	666	973	30.9
Passenger Vehicle-Convertible	-	-	3	3	0.1
Pickup Truck	21	251	681	953	30.3
Single-Unit Truck (2 axles)	-	6	17	23	0.7
Single-Unit Truck (3 or more axles)	-	2	5	7	0.2
School Bus	-	-	4	4	0.1
Truck/Trailer	1	4	41	46	1.5
Truck-Tractor (bobtail)	-	3	6	9	0.3
Truck-Tractor/Semi-Trailer	2	19	141	162	5.1
Truck-Tractor/Double	-	-	6	6	0.2
Bus/Large Van (9-15 seats)	-	1	3	4	0.1
Bus (16+ seats)	-	1	3	4	0.1
Motorcycle	3	29	5	37	1.2
Motor Scooter/Moped	-	-	-	-	-
Motor Home	-	-	5	5	0.2
Farm Machinery	-	-	8	8	0.3
ATV	-	7		7	0.2
Sport Utility Vehicle (SUV)	7	153	338	498	15.8
Passenger Van	5	16	40	61	1.9
Truck More Than 10,000 lbs.	-	-	-	-	-
Van (10,000 lbs. or less)	-	1	8	9	0.3
Other	-	7	88	95	3.0
Total	52	866	2230	3148	100
Percent	1.7	27.5	70.8	100	

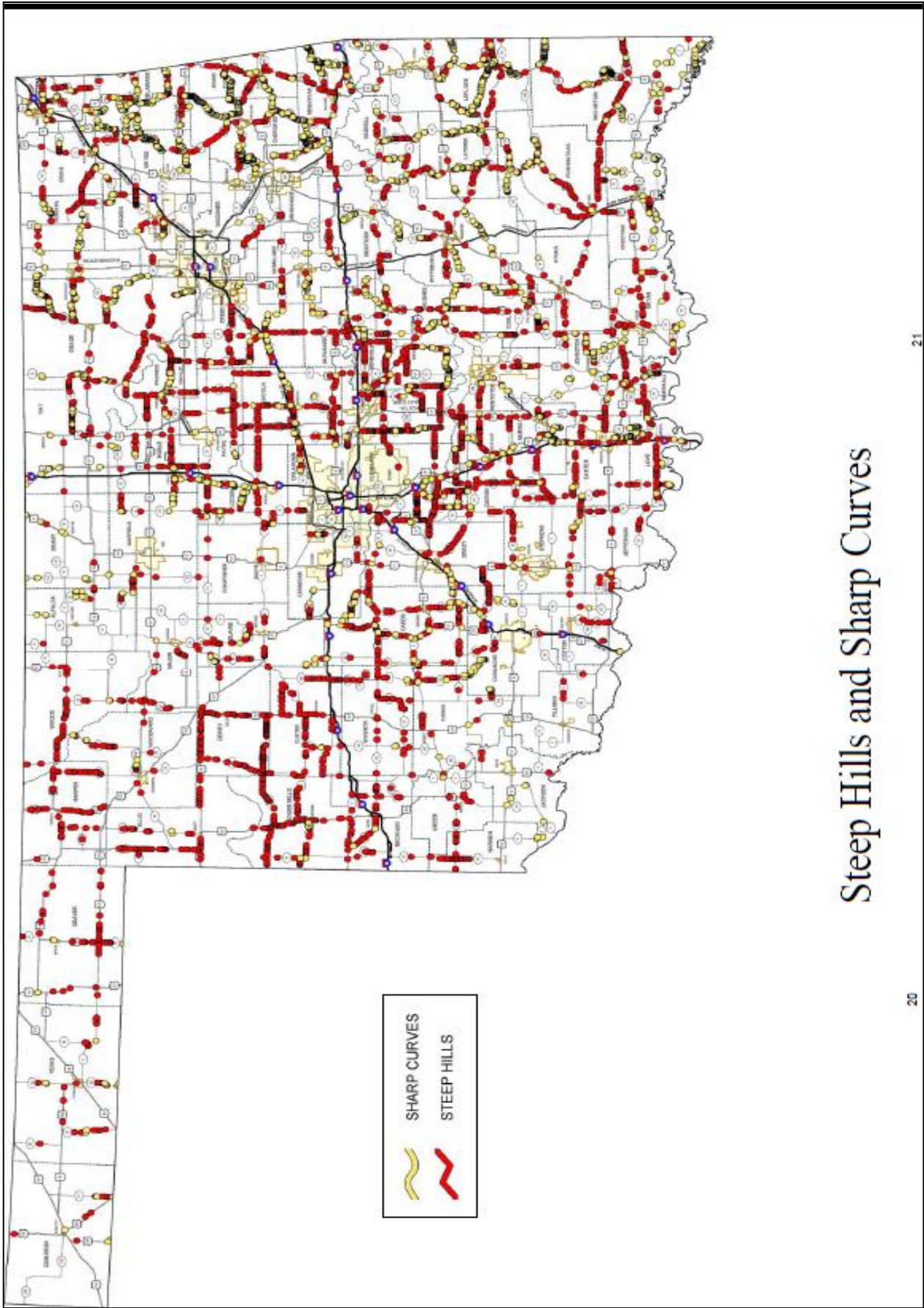
Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

*Include incapacitating, non-incapacitating and possible injuries

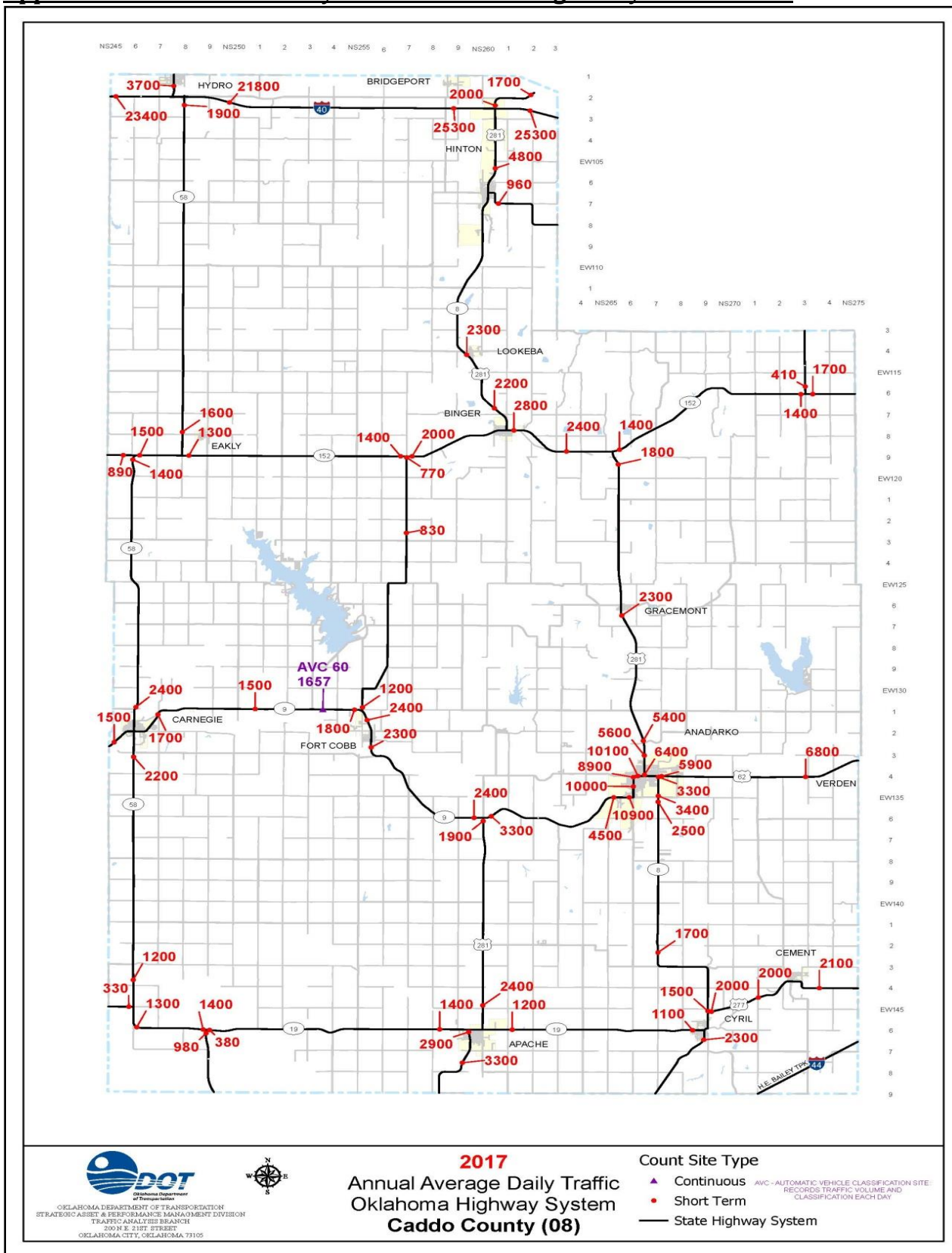
Appendix 2.12: Two Lane Highways Without Paved Shoulders



Appendix 2.13: Steep Hills and Sharp Curves



Appendix 2.14: Caddo County 2017 Annual Average Daily Traffic Count



Appendix 2.15: 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.

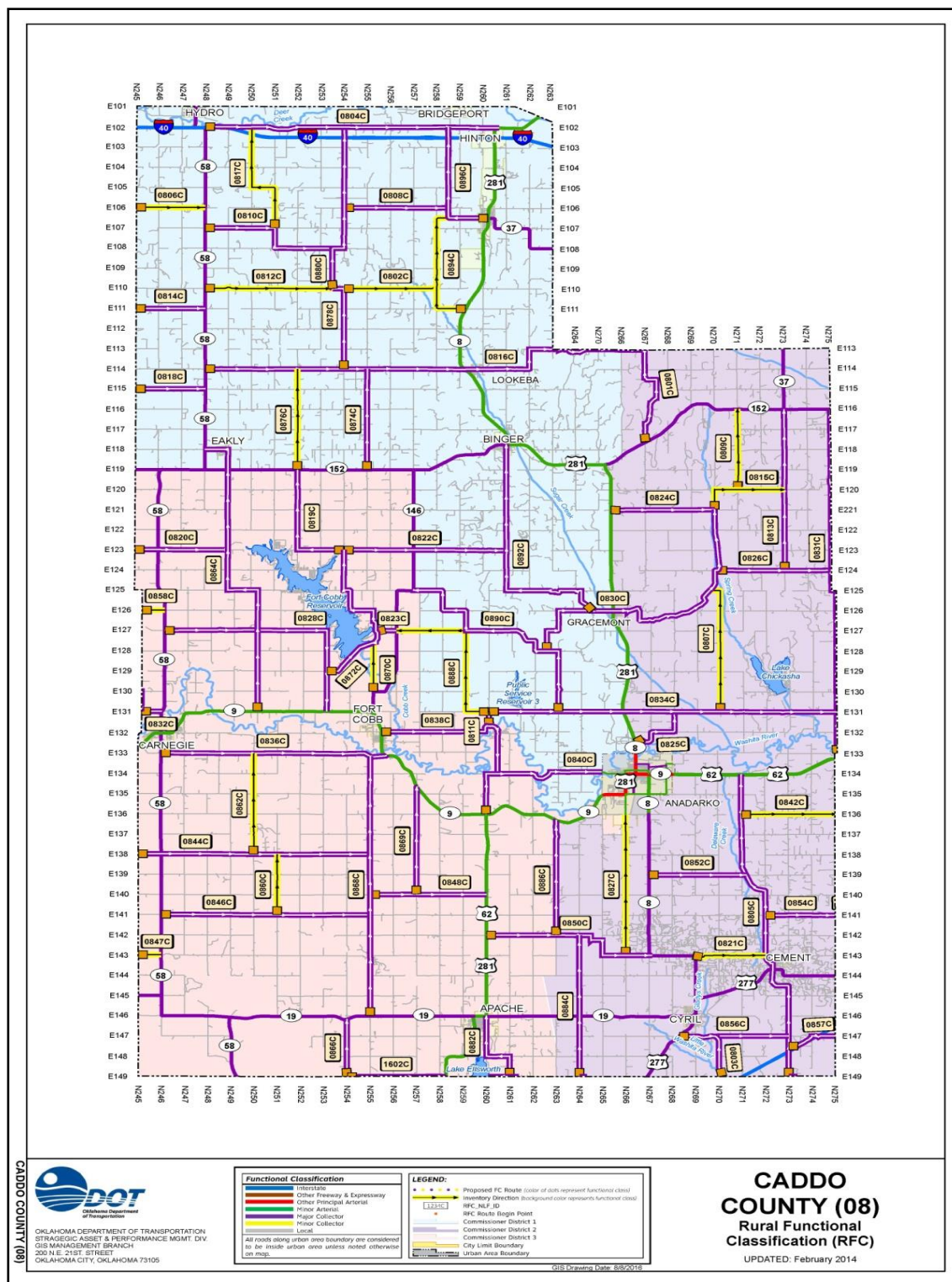
LOS C: Describes the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of “average conditions” for design of facilities in suburban and urban locations. Operating 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.

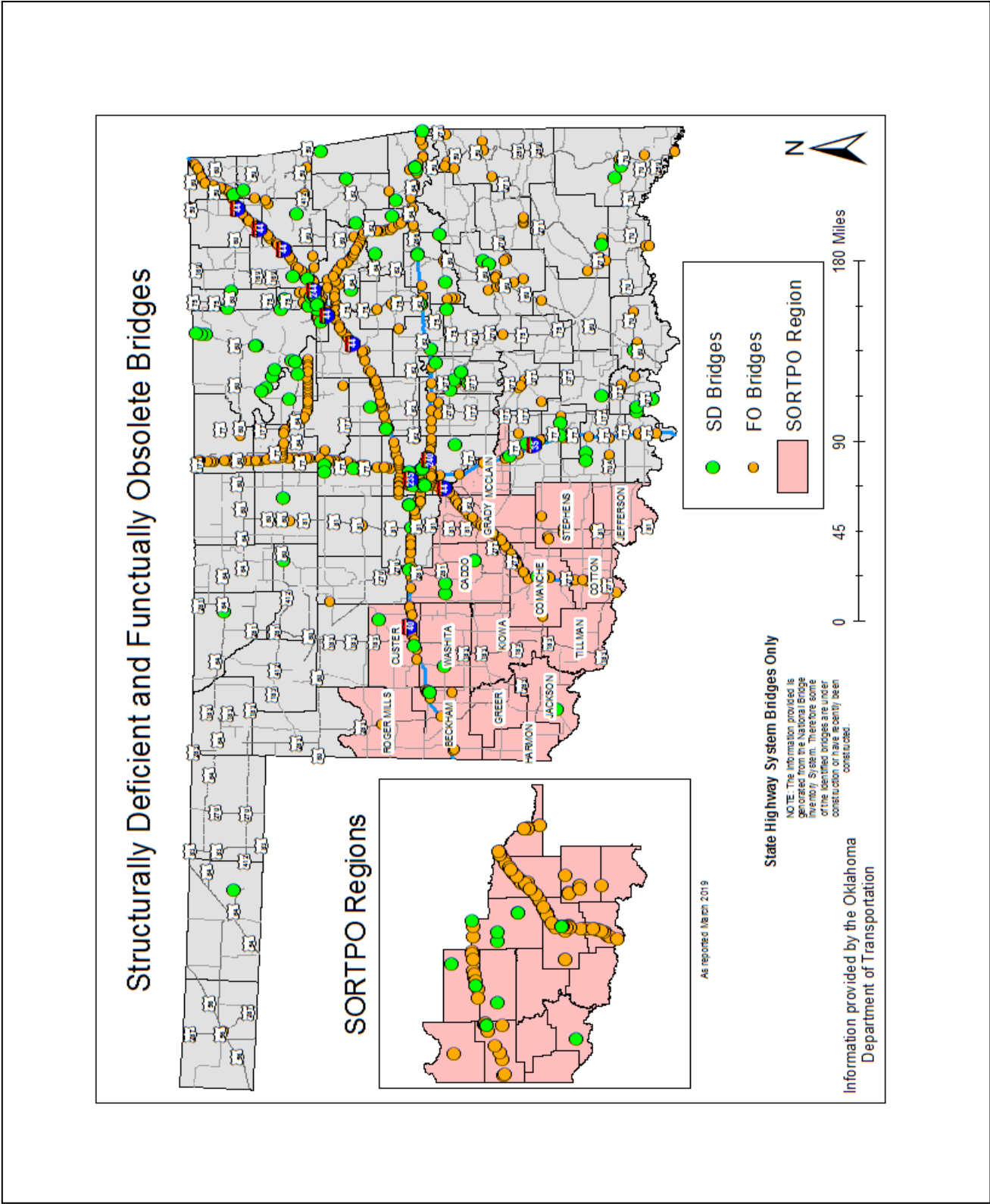
LOS E: Describes operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. Operating capacity can be measured as between ninety percent (90%) to ninety-nine percent (99%) 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 2.16: Caddo County Functional Classification



Appendix 2.17: Oklahoma Structurally Deficient and Functionally Obsolete Bridges



Appendix 2.18: Caddo County On System Bridges with Sufficiency Rate

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
2.4 NE SH19 IN CYRIL	91.6	1923	2000	ODOT
.1 MI E KIOWA C/L	96.2	1929	1400	ODOT
1.4 MI E KIOWA C/L	87.5	1929	1700	ODOT
50' SOUTH OF SH 152	96	1930	24	ODOT
3 MI E JCT SH 58	73.9	1930	1300	ODOT
1.4 MI E WASHITA C/L	91.6	1930	1600	ODOT
6 MI E JCT SH 58	95.3	1930	1300	ODOT
5.8 MI W JCT US 62	85	1931	2600	ODOT
4.1 MI W JCT US 62	62.2	1931	2600	ODOT
2.4 MI W JCT US 62	62.2	1931	2600	ODOT
0.1 N SH152 BINGER	79.8	1932	2000	ODOT
5.5 N SH152 IN BINGER	93.4	1932	2000	ODOT
2 MI S JCT I-40	67.5	1932	4100	ODOT
0.9 N SH152 BINGER	93	1932	2100	ODOT
1.1 W CANADIAN C/L	61.3	1933	1400	ODOT
.3 W CANADIAN C/L	98.8	1933	1400	ODOT
4.3 MI E JCT SH 58	99.2	1936	440	ODOT
4.8 MI S US62 IN	91.9	1936	2800	ODOT
3.2 MI W JCT US 62	88.9	1936	1600	ODOT
.9 MI S JCT SH 152	94.1	1936	720	ODOT
2.2 MI W JCT US 62	94.4	1936	1600	ODOT
2.5 MI W GRADY C/L	97.6	1938	2750	ODOT
CADDO-GRADY C/L	62.9	1938	6300	ODOT
0.6 MI W GRADY CO	69.9	1938	6300	ODOT
6 MI S US62 IN ANADARKO	78.7	1939	2200	ODOT
4.5 MI S US62 IN ANADARKO	75.9	1939	2800	ODOT
2.6 MI S JCT SH 152	80.3	1940	1400	ODOT
5.3 MI N JCT SH 9	96.9	1942	1400	ODOT
.1 MI W GRADY C/L	68.6	1946	1400	ODOT
3.3 MI E JCT US 281	88.8	1947	1300	ODOT
1.3 MI N JCT SH 19	97	1953	930	ODOT
.8 MI W JCT US 62	90.4	1953	1600	ODOT
2.1 MI N JCT SH 19	94.6	1953	930	ODOT
.1 MI W JCT US 62	92.1	1953	1600	ODOT
4.3 MI N JCT SH 19	94.8	1953	930	ODOT
6.5 MI N JCT SH 19	93	1953	930	ODOT
0.3 MI W JCT SH19 (E)	97.9	1953	3000	ODOT

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
.9 MI W JCT US 62	71.8	1954	1600	ODOT
3.5 MI E KIOWA C/L	84.6	1955	1200	ODOT
1.9 MI E JCT SH 58	88	1955	440	ODOT
3.4 MI E KIOWA C/L	96.1	1955	1200	ODOT
3.7 MI E KIOWA C/L	84.6	1955	1200	ODOT
2.6 MI E JCT SH 58	99.2	1955	440	ODOT
2 MI S US62 IN ANADARKO	86.7	1957	2800	ODOT
1.7 S US62 ANADARKO	94.3	1957	2800	ODOT
50' WEST OF SH 8	94.3	1957	24	ODOT
1.9 S US62 ANADARKO	94.3	1957	2800	ODOT
1.2 S US62 ANADARKO	91.1	1957	2900	ODOT
1.8 S US62 ANADARKO	54.7	1957	2800	ODOT
1.4 N US62 ANADARKO	50.2	1958	3400	ODOT
0.8 N US62 ANADARKO	50.2	1958	5800	ODOT
1.2 N US62 ANADARKO	46.8	1958	3400	ODOT
2.6 MI E CUSTER C/L	70	1959	19700	ODOT
2.6 MI E CUSTER C/L	84.5	1959	400	ODOT
2.5 E CUSTER C/L	95.9	1959	10150	ODOT
2.5 MI E CUSTER C/L	95.9	1959	9900	ODOT
3.0 MI E CUSTER C/L	86.8	1959	9850	ODOT
3.0 MI E CUSTER C/L	95.9	1959	9600	ODOT
1.3 MI E CUSTER C/L	74	1959	400	ODOT
1.3 MI E CUSTER C/L	73.8	1959	20300	ODOT
9.4 N US62 ANADARKO	91.9	1959	1800	ODOT
5.1 N US62 ANADARKO	82.1	1959	3400	ODOT
5.9 N US62 ANADARKO	53.2	1959	3400	ODOT
6.1 N US62 ANADARKO	52.2	1959	3400	ODOT
2.0 MI E JCT S.H. 58	95.9	1960	9600	ODOT
2.0 MI E JCT S.H. 58	84.9	1960	9450	ODOT
10.4 MI E JCT S.H. 58	93.9	1960	9500	ODOT
10.4 MI E JCT S.H. 58	89.8	1960	9250	ODOT
JCT U.S. 281 / S.H. 8	95.9	1960	10200	ODOT
JCT U.S. 281/S.H. 8	96.9	1960	9250	ODOT
5.0 MI E JCT S.H. 58	71.1	1960	18900	ODOT
6.0 MI E JCT S.H. 58	91.6	1960	18900	ODOT
1.2 MI E JCT S.H. 58	70	1960	18900	ODOT
3.9 MI E JCT S.H. 58	59	1960	18900	ODOT
2.6 MI E JCT S.H. 58	70	1960	18900	ODOT

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
8.3 MI E JCT S.H. 58	70	1960	19000	ODOT
1.8 MI E JCT U.S. 281	70.2	1960	20400	ODOT
8.1 MI E JCT S.H. 58	59	1960	19000	ODOT
8.8 MI E JCT S.H. 58	70	1960	19000	ODOT
11.7 MI E JCT S.H. 58	59	1960	19000	ODOT
1.9 SE SH152 BINGER	55.9	1960	2500	ODOT
11.0 N US62 ANADARKO	71.2	1960	1800	ODOT
0.3 SE SH152 BINGER	56.4	1960	2800	ODOT
0.2 SE SH152 BINGER	77.6	1960	2800	ODOT
0.4 W SH 152	73.5	1960	2500	ODOT
0.3 MI W SH 152	59.6	1960	2500	ODOT
.9 MI S JCT SH 19	98	1962	860	ODOT
.8 MI S JCT SH 19	98	1962	860	ODOT
T.P. BR.NO.43.33	96.6	1963	10000	ODOT
T.P. BR NO.42.41	75.9	1964	10000	ODOT
T.P BR NO 40.99	78.9	1964	10000	ODOT
T.P. BR NO .40.12	96.6	1964	10000	ODOT
0.6 MI E JCT S.H. 58	70	1964	19600	ODOT
1.9 MI NE COMANCHE C/L	93.9	1972	2300	ODOT
2 MI N JCT SH 9	94.8	1974	990	ODOT
2.3 MI E JCT SH 9	74.3	1975	3900	ODOT
2.1 MI E JCT SH 58	73.2	1981	1300	ODOT
2.2 MI E JCT SH 58	95.3	1981	1300	ODOT
1.6 MI E WASHITA C/L	93.1	1981	1600	ODOT
7.4 MI E JCT SH 58	80.4	1982	1300	ODOT
2.5 MI N COMANCHE CO	80.6	1983	3400	ODOT
.8 MI S CANADIAN C/L	98	1984	480	ODOT
6.5 MI W GRADY C/L	100	1984	3150	ODOT
2.5 MI W GRADY C/L	100	1984	3150	ODOT
1.7 MI S CANADIAN C/L	87.9	1984	480	ODOT
2.8 MI S CANADIAN CO	99	1984	480	ODOT
4.8 MI W GRADY C/L	99	1984	3000	ODOT
6.4 MI W JCT US 62	87	1985	2600	ODOT
6.2 MI W JCT US 62	92.3	1985	2600	ODOT
4.3 MI E KIOWA C/L	95.3	1986	1600	ODOT
4 MI E KIOWA C/L	83.6	1986	1600	ODOT
.6N & .5E JCT US277/SH19	99.7	1995	1900	ODOT
.7N & .8E JCT US277/SH19	97.6	1995	1900	ODOT

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
3.8 MI N JCT SH 9	94.7	1997	860	ODOT
4.2 MI N JCT SH 9	97.7	2000	850	ODOT
4.6 MI W JCT SH 146	95.3	2001	1600	ODOT
4 MI W JCT SH 146	95.3	2001	1600	ODOT
2.3 MI W JCT SH 146	95.3	2001	1600	ODOT
1.7 N SH152 BINGER	91.3	2002	2100	ODOT
3.3 N SH152 IN BINGER	90.2	2002	2100	ODOT
5.8 N SH152 IN BINGER	97.4	2002	2000	ODOT
6 N SH152 IN BINGER	97.4	2002	2000	ODOT
6.2 N SH152 IN BINGER	97.4	2002	2000	ODOT
6.5W OF GRADY C/L	100	2007	3200	ODOT
4.8W OF GRADY C/L	100	2007	3050	ODOT
3W OF JCT. S.H. 8	97.8	2008	900	ODOT
2.2W OF JCT S.H. 8	97.8	2008	900	ODOT
1.2W OF JCT S.H. 8	93.7	2008	900	ODOT
2.0 MI N JCT. SH-19	99.5	2009	2100	ODOT
7.0 MI N SH-19	99.9	2009	2000	ODOT
1.97 E OF KIOWA C/L	99.7	2013	1200	ODOT
2.9 MI N JCT. SH-19	95.3	2013	2000	ODOT
3.8 MI N JCT. SH-19	95.3	2013	2000	ODOT
.4 N OF I-40 JCT	92.7	2017	3100	ODOT

Source: ODOT

Appendix 2.19: Caddo County Off System Bridges

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
.4NE OF SH 19 IN CYRIL	-2	1923	2270	Railroad
.5E OF JCT SH 19 CYRIL	66.1	1923	2270	County
.5 S & 1.3 E HYDRO	20.7	1930	560	County
.5S&4.1E HYDRO	24.8	1930	178	County
10.3 MI W US 281	42.9	1930	560	County
9.4 MI W US 281	43.8	1930	560	County
4.3W OF US 281	58.8	1930	178	County
3.4W OF US 281	58.8	1930	178	County
2 N 1.2 MI W VERDEN	74.7	1930	260	County
3 N 3.7 E JCT 281 SH9	83.8	1930	80	County
1.3 MI W US 281	61.4	1933	260	County
5.2 NE JCT 281 SH9	85	1933	80	County
9. N 2.5 W OF US 62	69.5	1934	50	County
.9 S 1.6 E OF US 281	72.8	1934	50	County
1. W 8.1 N OF SH 19	84.3	1936	50	County
2. W .7 S OF SH 19	54.2	1938	50	County
.9 W & 2. N COGAR	84.3	1938	50	County
5. N .2 W OF SH 19	52.5	1939	50	County
2 N 1.1 MI W VERDEN	57.7	1939	260	County
.7 MI W OF US 281,6 ST	63.2	1939	575	Municipal
0.2 MI W OF SH 58	65	1939	51	County
7. 5.5 S OF SH 9	66.7	1939	50	County
1. N 4.3 E OF SH 19	87.2	1939	50	County
9. E 5.5 N OF SH 19	94.9	1939	50	County
1. N 1.9 W OF SH 152	97	1939	50	County
1. E .1 N OF SH 9	21.4	1940	50	County
1. E SH58	35.5	1940	25	County
1. N .2 W OF SH 152	38.5	1940	50	County
6. E 1.1 S OF SH 9	38.9	1940	100	County
5. E .9 S OF SH 58	39	1940	50	County
2.8 E SH 58	39	1940	50	County
1. E & 1.1 N COGAR	39	1940	50	County
4. S 5.1 E OF US 62	39.9	1940	100	County
2 E SH 58	40	1940	50	County
7.4 N 2.5 W OF US 62	40	1940	50	County
1. S 4.9 S OF SH 58	40	1940	25	County
5. W 1.0 S OF CYRIL	41.4	1940	25	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
2.9 W SH 58	43.5	1940	25	County
2.2 E US281	43.8	1940	100	County
1. N .6 W OF US 277	44.4	1940	100	County
8.1 E 2. S OF SH 9	45.2	1940	50	County
3. W 3.8 S OF SH 152	45.4	1940	100	County
1. E 1.9 S OF SH 9	47.3	1940	50	County
9. N 2.3 W OF US 62	47.4	1940	50	County
1 W SH 58	49	1940	50	County
7.8 MI N OF SH 152	49	1940	50	County
.8E & 1. N COGAR	49	1940	50	County
3. W US 281	50.9	1940	50	County
1.4S & 1W SPRING CREEK	50.9	1940	100	County
4. N 2.2 W OF SH 19	51	1940	50	County
3. E 1.7 N OF SH 9	51	1940	50	County
6.3 S .5 W OF US 281	51.6	1940	50	County
1. W .1 N OF SH 19	52.5	1940	50	County
2. W 4.2 N OF SH 19	52.6	1940	50	County
0.7 MI E SH 58	53.2	1940	578	County
1. S 1.1 E OF SH 19	54.1	1940	50	County
4.2 S HATCHETVILLE	55.4	1940	100	County
2. S .6 W OF US 62	55.8	1940	100	County
.1 N SH 152	57.5	1940	50	County
1.1 MI S OF SH 19	57.5	1940	25	County
3. W 1.9 S OF SH 19	58.1	1940	50	County
4. E .1 S OF SH 9	59.1	1940	50	County
5. N .4 W OF SH 19	62.5	1940	50	County
4 S & 5.4 E BINGER	63	1940	50	County
2. S 3.8 E OF SH 19	65	1940	50	County
1. E 2.9 S OF SH 152	67.6	1940	50	County
1.0 MI N VERDEN	68.2	1940	100	County
1 W SH 58	69	1940	50	County
4. S 1.6 E OF SH 9	69	1940	50	County
4. W 7.7 S OF SH 152	70.2	1940	100	County
2.5 S OF SH 152	70.4	1940	177	County
2. S 1.3 E OF US 62	71	1940	25	County
7. S 3.1 W OF SH 152	71.3	1940	50	County
2. N 3.1 E OF US 62	71.9	1940	100	County
5. W 1.3 S OF SH 19	74.7	1940	100	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
1. W 2. S OF 152 & 58	75.2	1940	50	County
1.0 M S LOOKEBA	79.1	1940	100	County
3.8E & 1. S ALBERT	80.5	1940	25	County
3. W .3 N OF US 62	81.1	1940	100	County
5. N 4.7 W OF SH 19	85.7	1940	93	County
3. E 4.8 S OF SH 9	85.7	1940	100	County
5. E 1.4 N OF SH 19	88.5	1940	52	County
1. S 1.6 E OF SH 152	91	1940	25	County
5. N 1.9 W OF SH 19	92.1	1940	93	County
1. E .2 N OF 58 & 19	92.8	1940	50	County
.7 N LOOKEBA	95	1940	100	County
1.7 MI E OF SH 9	97	1940	100	County
4 NE JCT 281 SH 9	80.6	1949	514	County
5. E 2.1 N OF US 62	63	1950	100	County
1.5 MI S JCT US281/SH152	67.4	1950	377	County
1. W 3.1 S OF SH 9	32.9	1960	50	County
3. E 3.4 S OF US 62	34.9	1960	100	County
.7 N 2.8 E OF US 281	46.3	1960	50	County
7.8 N US 62 IN VERDEN	65	1960	390	County
2.9 MI N FORT COBB	74	1960	748	County
2. S .9 E OF SH 9	77.7	1960	100	County
1.5 S .8 E OF SH 9	85	1960	100	County
2.7N .8W JCT US281/SH152N	88.8	1960	50	County
3.6 N US 62 IN VERDEN	97	1960	394	County
1.5 MI E FORT COBB	78.7	1964	375	County
3W & 1S FORT COBB	33.8	1965	581	County
1.9 MI W SH 58	41.2	1965	260	County
1. S .4 E OF US 277	77.3	1965	910	County
1.9 MI N COMANCHE C/L	44.4	1969	527	County
6. N .9 W OF US 62	48.5	1969	50	County
1. S & .9 E BINGER	41	1970	25	County
4.0 MI E SH 58	73	1971	126	County
3.5 MI E US 281	95	1972	29	County
.5S & .7WJCTSH152/SH58N	29.5	1976	25	County
1. N .7 W OF SH 19	84	1979	50	County
3M S& 5.4W COGAR	89	1979	100	County
.8 S 5.5 W GRACEMONT	87.2	1980	117	County
2.9 E 8.3 N OF US 62	88.7	1981	275	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
7. N 1.5 W OF US 60	81.1	1982	50	County
4.1 MI E SH 58	87	1982	93	County
.5 N & .2E GHOST MOUND	88.8	1982	50	County
4. W .7 N OF SH 19	94.1	1982	100	County
1.4 MI E OF US 277	96	1982	100	County
2. E .1 S OF SH 9	99.9	1982	377	County
2. E SH 58006	50.1	1983	50	County
1S 1.7W OF 152 / 146	50.4	1983	50	County
4S 4.5E OF SH 9	97	1983	100	County
1. S .6 W OF US 62	74.8	1984	600	County
1. W 2.5 S OF US 62	98	1984	100	County
7 MI E ALBERT	62.9	1985	100	County
3. S 3.7 W OF 152 & 146	65.6	1985	50	County
8. W .5 N OF SH 19	67.1	1985	50	County
2.6 N 4 W HATCHETVILLE	73.7	1985	44	County
2.7 N 4. W HATCHETVILLE	82.1	1985	44	County
5.3 W BINGER	96	1985	50	County
2. E 2.8 S OF US 281	100	1985	100	County
0.5 MI E OF SH 19	40	1986	50	County
1. E SH58	48.1	1986	50	County
4. N 3.4 E OF SH 152	48.6	1986	50	County
1. E 5.1 S OF SH 9	51	1986	50	County
.8N & .5 E BINGER	63	1986	25	County
5. N .3 W OF US 62	80.9	1986	100	County
6. N .7 E OF SH 19	86	1986	50	County
5.1 MI E OF FORT COBB	90.9	1986	375	County
1. N 3.6 E OF US 62	98.9	1986	100	County
2. E .1 S OF US 62	58.1	1987	100	County
0.2 MI W OF US 281	94.1	1987	174	County
5.7 N 2.2 W OF US 281	95	1987	100	County
3 N 3.1 E JCT 281 SH9	100	1987	80	County
3. S 4.4 E OF US 62	45.4	1988	100	County
4. E 4.1 S OF SH 9	39.9	1989	79	County
2. S 2.2 W OF SH 152	73.1	1989	50	County
2 W SH 58	85	1989	50	County
2.1 W SH 58	96	1989	50	County
2. N 3.5 W SICKLES	96	1989	50	County
5.N8.3W OF US SH 58	100	1989	93	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
.3 S 2.3 E OF US 281	52	1990	50	County
5.5 S & 5.4 E BINGER	61.9	1990	100	County
1.3 W 1.2 S OF US 281	74.4	1990	50	County
2W & 2.7 N COGAR	84.8	1991	50	County
4.7 MI N OF US 62	89	1991	100	County
7. S 2.1 E OF US 62	69	1992	100	County
2.8 MI N SH 9	74.9	1992	437	County
1. W .7 N OD US 277	85	1992	100	County
0.1 MI E OF EAKLY	88.7	1992	100	County
3. E .1 N OF I-40 & 58	48.7	1993	25	County
1 W & 2.4 N ALBERT	69	1993	50	County
1.4 W SH 58	82	1993	260	County
6. W .1 S OF SH 19	87	1993	100	County
1. W .1 S OF 152 & 58	97	1993	50	County
6. W .1 S OF SH 19	100	1993	100	County
3.1 W ALBERT	62	1994	524	County
.5 N SH 15205	77.8	1994	50	County
2. S 1.9 E OF SH 152	79.9	1994	50	County
.6 N SH 15204	100	1994	50	County
9 N & .9 W JCT SH152/58 N	69.7	1995	50	County
9. S 1.9 E OF SH 152	85	1995	100	County
.8 N BINGER	96	1995	50	County
5N, .8E OF S.H. 9	50	1996	200	County
2.W 1.6S JCT SH152/SH146	68.2	1996	50	County
2.E 4.2N JCT SH19/SH58N	68.4	1996	50	County
3. E 4.4 S OF US 62	70	1996	100	County
3. E 4.2 S OF SH 9	74.8	1996	50	County
4. E 1.3 S OF SH 19	74.8	1996	50	County
1. N 2.7 E OF US 62	85	1996	100	County
2.4S 4.5E JCT SH152/SH8S	86	1996	50	County
6.5 N 2.0 W OF CEMENT	86	1996	100	County
2.9 MI N US 281	99.9	1996	475	County
3. E 2.9 N OF SH 58	48.3	1997	50	County
6. E 1.5 S OF SH 9/58 JCT	70	1997	100	County
3. W 1.8 S OF US 281	70	1997	50	County
5. E 5.7 S OF SH 152	74.8	1997	50	County
2. N 2.9 E OF SH 19	75.8	1997	50	County
1. S 3.3 E OF US 62	76.3	1997	100	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
2.2 W SH 58	78.8	1997	50	County
5. S 2.6 E OF US 62	80.5	1997	102	County
3. N .8 E OF SH9/SH146	89	1997	100	County
6.2 MI E OF SH 9	94.4	1997	50	County
1. N 4.3 E OF SH 19	97	1997	100	County
1.9 S .1 E OF US 277	100	1997	100	County
2. S .5 E OF SH 19	59.7	1998	50	County
2. M W STECKER	71.4	1998	306	County
3. E 1.4 S SPRING CREE	71.6	1998	126	County
5. E 1.1 N OF US 277	82.7	1998	100	County
2. W 2.2 N OF US 62	85	1998	100	County
1.5 S & .3 E US281/I-40	73.8	1999	50	County
5E 5.1N OF US 277/SH 8	86	1999	50	County
3. W 6.7 N OF US 281	96.9	1999	100	County
4.0 N .9 W APACHE WYE	97.4	1999	200	County
1. S 5.4 W OF SH 19	98	1999	100	County
1. S 8.9 E OF SH 9	92.9	2000	375	County
8S 2.9W OF COGAR	95.7	2000	69	County
1. S 1.2 W OF US 277	99	2000	100	County
1W S.H. 58	74.7	2001	50	County
2.9E OF S.H. 58	85	2001	50	County
3E 2.1N JCT SH19/SH58	85	2001	100	County
4E 8.5N OF S.H. 152	86	2001	50	County
3S 1.2W OF U.S. 62	86	2001	100	County
2.3W JCT SH9/US62	86	2001	50	County
1N 1.5W JCT US62/SH19	86	2001	50	County
8 N .5 W US62/281	86	2001	100	County
1.5 E 3.7 N ANADARKO	89	2001	100	County
.7S OF BOONE	97	2001	39	County
1W 1.1N JCT US62/SH19	97	2001	100	County
1N 9W JCT US62/SH19	97	2001	100	County
2S 3.1N JCT US62/SH19	97	2001	50	County
1.3E OF SH58	100	2001	498	County
3. N 4.7 E OF US 277	100	2001	100	County
6S 4E OF US62	70	2002	100	County
2.5S 2.2E JCT US81/I-40	86	2002	50	County
1.9W OF BROXTON	88.3	2002	59	County
5N 4.8W OF SH19	89.2	2002	50	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
4.5E SH58	94.3	2002	25	County
3S 4.8E OF SH58	95	2002	50	County
3S 4.9N JCT SH152/SH146	97	2002	50	County
3S 1.9E SH9	97	2002	25	County
5E 5.7S SH152	97	2002	50	County
1.8W 1.2S OF EAKLY	100	2002	50	County
1W OF STECKER	83.5	2003	306	County
1N 2.1W JCT US62/SH9W	85	2003	50	County
1.2S SPRING CREEK	86	2003	50	County
.9N OF SH19	95	2003	367	County
1.3E OF US277	97	2003	100	County
5S 6.3W OF COGAR	99	2003	130	County
6E 3.7N OF SH58	100	2003	50	County
2W 2.9N OF COGAR	100	2003	100	County
2E OF ANADARKO 1S US 62	100	2003	100	County
1E & 1.5N OF COGAR	80.8	2004	50	County
1S .3E OF TWIN MOUNDS	85	2004	25	County
5N 5.5E OF CARNEGIE	86	2004	100	County
5S .4W OF S.H. 37	97	2004	100	County
7.5W 4.1N OF U.S. 62	100	2004	50	County
1.9S OF PINE RIDGE	100	2004	88	County
1N .7E OF SH9	100	2004	50	County
5. W 2.6 N OF US 62	56	2005	50	County
8S .1E JCT S.H. 37/SH 152	73	2005	96	County
6N OF SH9 4.8E OF SH 58	74.7	2005	100	County
6S AND 1.5W OF FORT COBB	86	2005	100	County
2E 3.4N OF S.H. 19	86	2005	50	County
5S 1.1W OF ANADARKO	86	2005	100	County
3.1 W & 2N OF EAKLY	88.7	2005	100	County
2.1 W SH 58	95.3	2005	50	County
3.2E & 5N OF SH-58	95.9	2005	416	County
4.2 E SH 58	96	2005	50	County
.2E 1.5S .1E OF PAYNE	97	2005	100	County
5W 2.5N JCT SH19/US281	100	2005	426	County
1S 2.7W OF S.H. 152	67.4	2006	50	County
4.3E. U.S.281	83	2006	29	County
3E 3.4N OF JCT SH19/US281	85	2006	50	County
2.7 MI E SH 58	96	2006	55	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
3N 8.3W OF S.H. 19	96.3	2006	50	County
2N .5E OF S.H. 19	100	2006	50	County
3N .5W OF BOONE	100	2006	50	County
4S .1W OF COGAR	81.8	2007	100	County
4S .5W OF COGAR	87.1	2007	50	County
1.5E 2.5N OF CEMENT	96	2007	100	County
4.7N .8W OF U.S.81	97	2007	100	County
4S 2.1E OF S.H.58/S.H.152	100	2007	76	County
4E 5.2N OF SH 19	96	2008	79	County
2.7N OF S.H. 19	99.9	2008	450	County
1N, .3W OF S.H. 19	100	2008	100	County
1.0S,2.1W U.S.277/S.H.19	100	2008	120	County
1W & 1.8N OF COGAR	76.2	2009	50	County
3S 6W OF CYRIL	77.5	2009	75	County
2.6W OF U.S. 281	85	2009	140	County
7E 2.9N OF HWY 281	86	2009	100	County
3N .1E OF LOOKEBA	86	2009	100	County
2W, 3.9S OF U.S. 62	89	2009	100	County
.5N, 2.6E OF U.S. 277	94.5	2009	200	County
6S 2W OF S.H. 152	95.7	2009	100	County
.6E OF FORT COBB	95.9	2009	401	County
3W & 1.9N OF COGAR	96	2009	50	County
5S 7.2E OF S.H. 9	97	2009	75	County
7S & .1E OF COGAR	97	2009	100	County
9.2W,2.7N U.S.281/S.H.152	100	2009	75	County
2W, 1.9S OF S.H. 19	100	2009	50	County
1W 1.8N OF COGAR	84.3	2010	50	County
1N .4E OF S.H. 19	93.1	2010	50	County
2E, 2.7N OF SH19	95.7	2010	50	County
4N 4.9W OF SH 19	97	2010	50	County
4.9S OF EAKLY	98.9	2010	182	County
10S .1E OF SH 152	95.6	2011	100	County
6S, 3.1W OF S.H.37	97	2011	100	County
1.5W OF S.H. 58	97.3	2011	50	County
2.9E OF S.H. 58	98.7	2011	50	County
6.2E OF S.H. 9	99.9	2011	344	County
5E, .8S OF S.H. 19	100	2011	52	County
4.8E OF GRACEMONT	100	2011	100	County

LOCATION	SUFFICIENCY	YEAR BUILT	ADT TOTAL	OWNER
3S, 9E OF BINGER	100	2011	100	County
5.3W 3.8S OF S.H. 37	96.8	2012	50	County
.9N OF OLD 66 HWY	97	2012	50	County
.7E OF LOOKEBA	97.7	2012	116	County
4E, .8S OF ALBERT	99.3	2012	100	County
6N 2.5W OF U.S. 62	100	2012	50	County
4N 1.3E OF APACHE	100	2012	100	County
2E 3.5S OF S.H. 146	100	2012	50	County
.5S 2E OF E. BINGER	100	2012	50	County
6S .9E OF S.H. 152	83.7	2013	100	County
8N & 3.6W SH152&US281	94.3	2014	510	County
1.5W OF ANADARKO	99.8	2016	250	County
4E OF S.H. 146	96	2017	121	County
1E 2.4N OF S.H. 19	100	2017	50	County
7.6E 3S OF S.H. 9	94.1	2018	50	County
5N 4.5E OF S.H. 19	94.9	2018	50	County
.5E OF U.S. 281	96.1	2018	116	County
3N 2E OF BOONE	96.3	2018	50	County
3N 2.7W OF SH19/US281	96.3	2018	50	County
3.1E 2N OF S.H. 9	97	2018	50	County
3S 6.7W OF 152 / 146	97	2018	100	County
3.9S OF SH 152	98.8	2018	177	County
1.9W .4S OF CYRIL	100	2018	100	County

Source: ODOT

Appendix 2.20: 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 U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerlines 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: Future Conditions

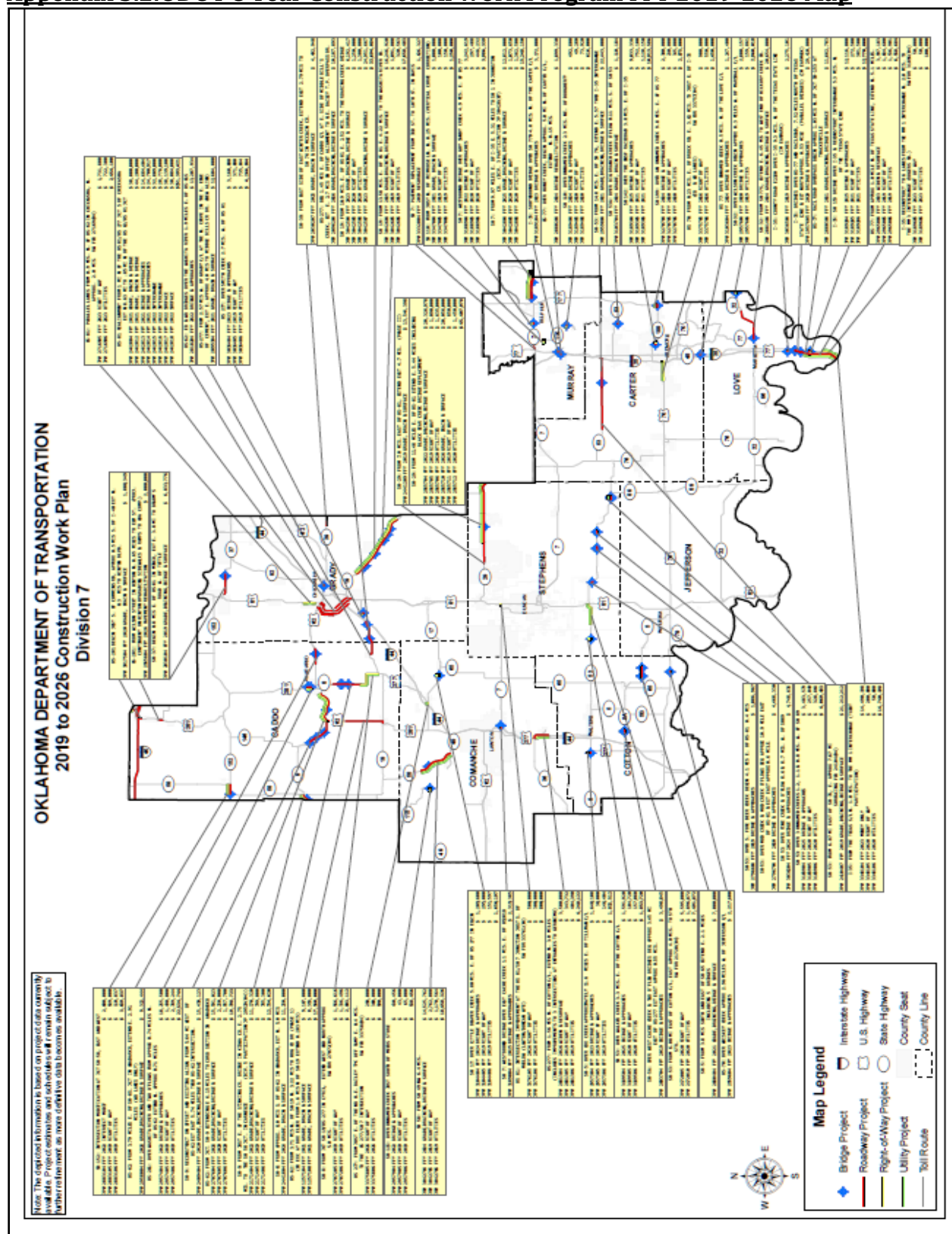
Appendix 3.1: Caddo County 2040 Population and Employment Projection by TAZ

TAZ NO.	2010 POPULATION	2040 POPULATION	2040 EMPLOYMENT
1	725	719	700
2	266	240	13
3	765	745	200
4	706	685	43
5	124	155	156
6	321	345	485
7	458	405	112
8	383	378	200
9	334	334	4
10	720	714	72
11	277	277	38
12	188	185	39
13	382	382	30
14	310	310	42
15	626	623	23
16	463	463	85
17	745	745	545
18	423	423	525
19	262	258	6
20	484	484	0
21	409	409	6
22	496	496	10
23	148	143	15
24	728	728	255
25	131	128	165
26	336	336	0
27	695	695	146
28	417	417	20
29	465	465	35
30	426	426	142
31	446	446	279
32	493	493	15
33	516	516	60
34	267	267	158

TAZ NO.	2010 POPULATION	2040 POPULATION	2040 EMPLOYMENT
35	456	450	8
100	491	500	600
101	362	485	385
102	124	124	79
103	456	485	150
104	1742	1742	285
200	370	370	185
201	287	284	145
300	288	505	46
301	549	549	800
302	357	357	82
303	67	67	485
304	3	3	86
305	729	730	83
306	739	750	262
307	31	31	66
308	445	445	101
309	707	730	91
310	423	423	245
311	435	435	121
312	240	730	3
313	665	725	200
314	16	16	565
315	457	545	280
316	313	313	10
400	477	477	503
401	844	844	261
402	298	298	86
403	84	84	115
500	580	580	274
501	571	571	2
600	460	460	102
601	90	90	27
602	93	93	60
603	416	416	5

Source: SORTPO

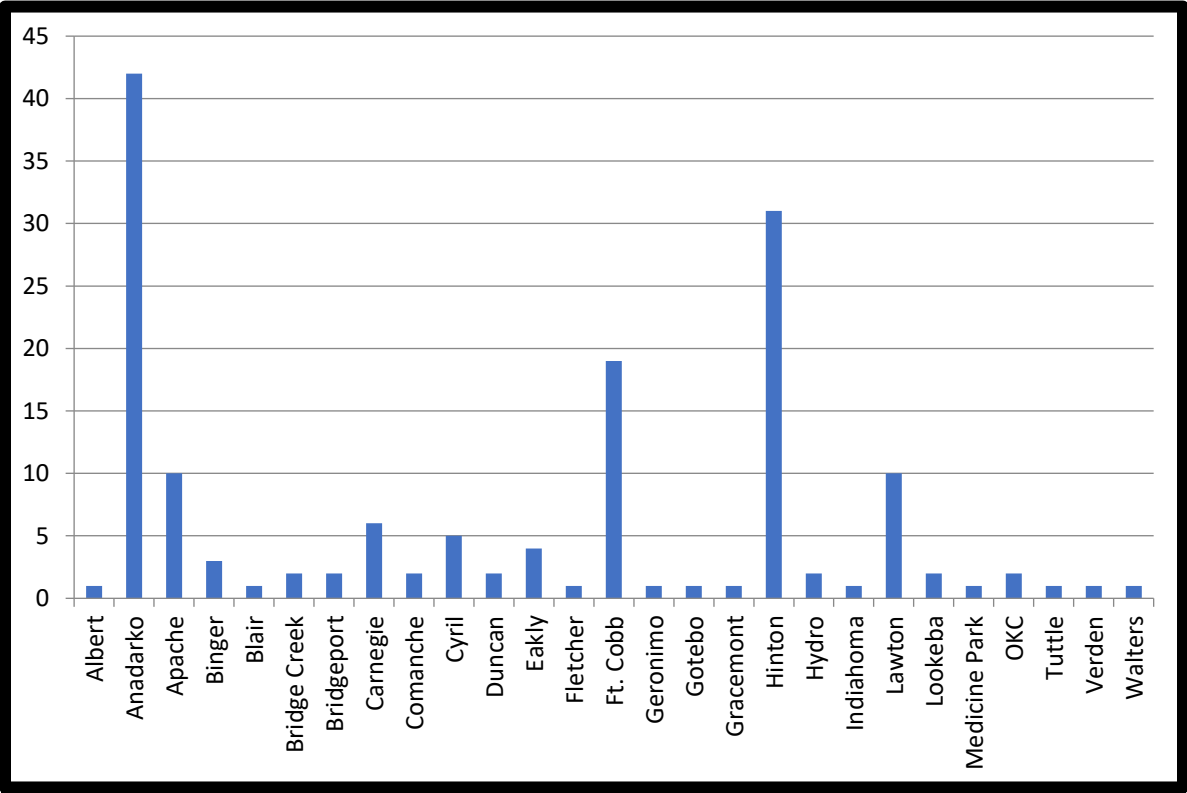
Appendix 3.2:ODOT 8 Year Construction Work Program FFY 2019-2026 Map

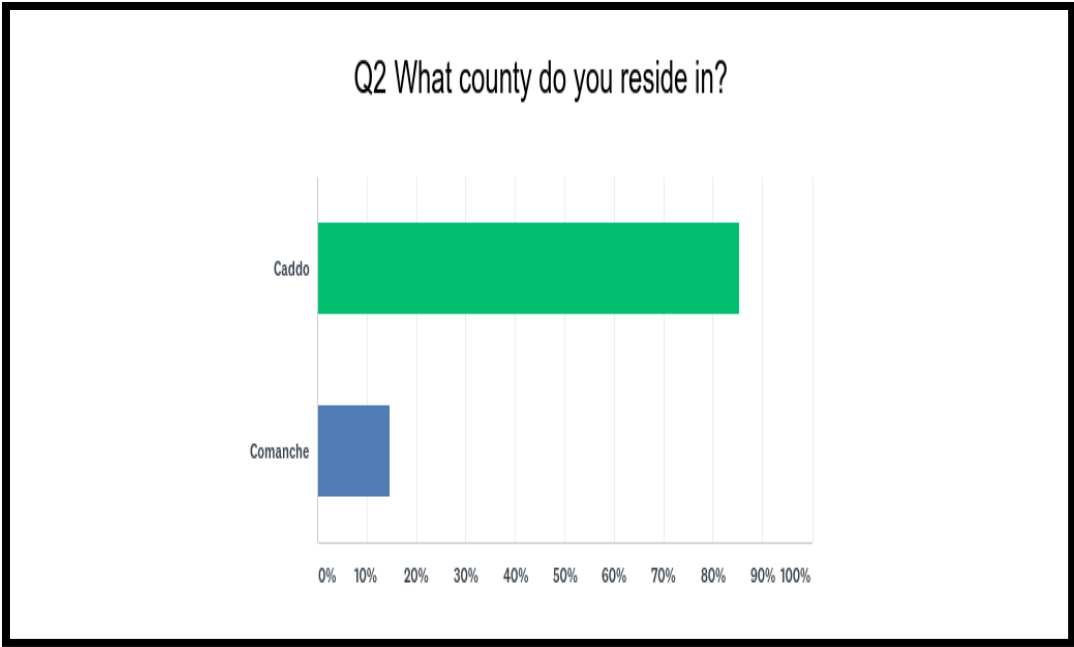


Appendix 4: Survey

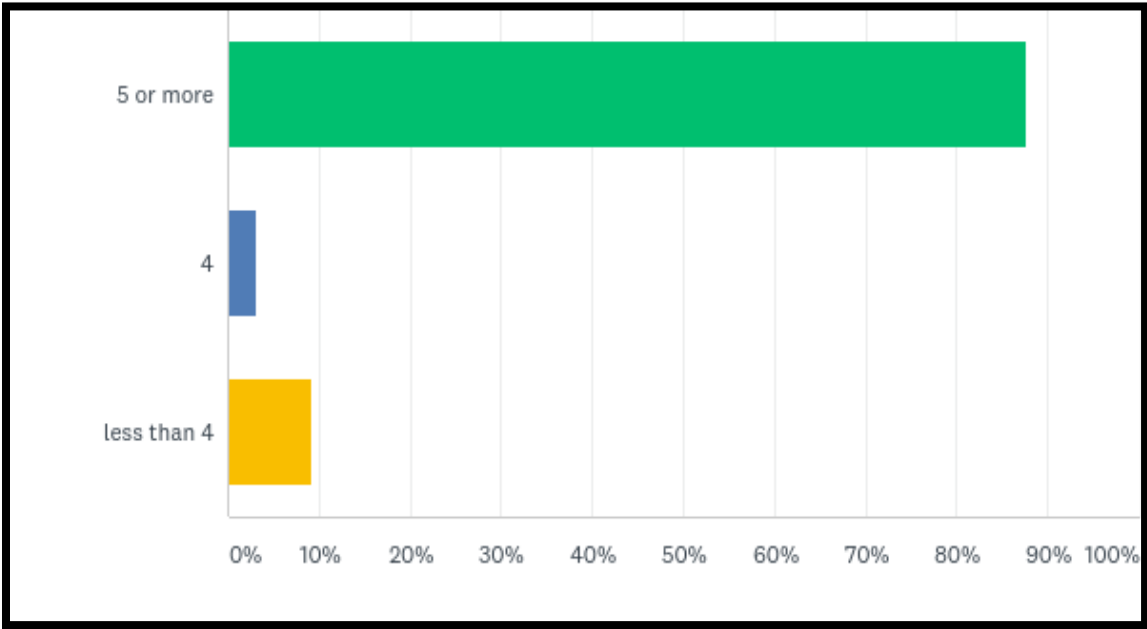
Appendix 4.1 Public Survey

Q1 In which City or Town do you reside?

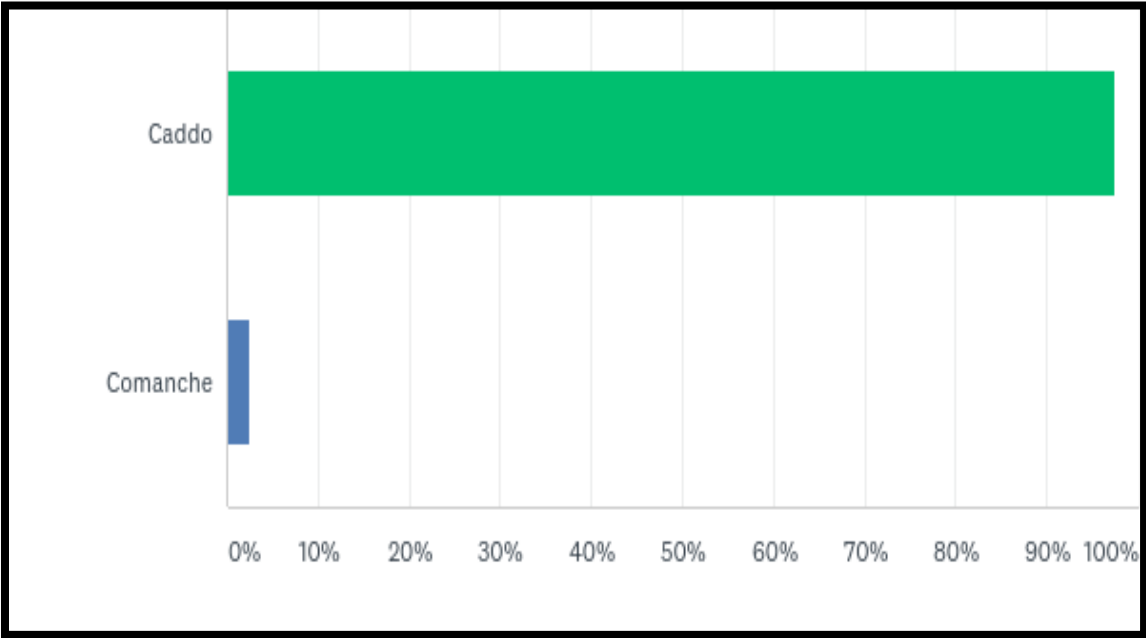




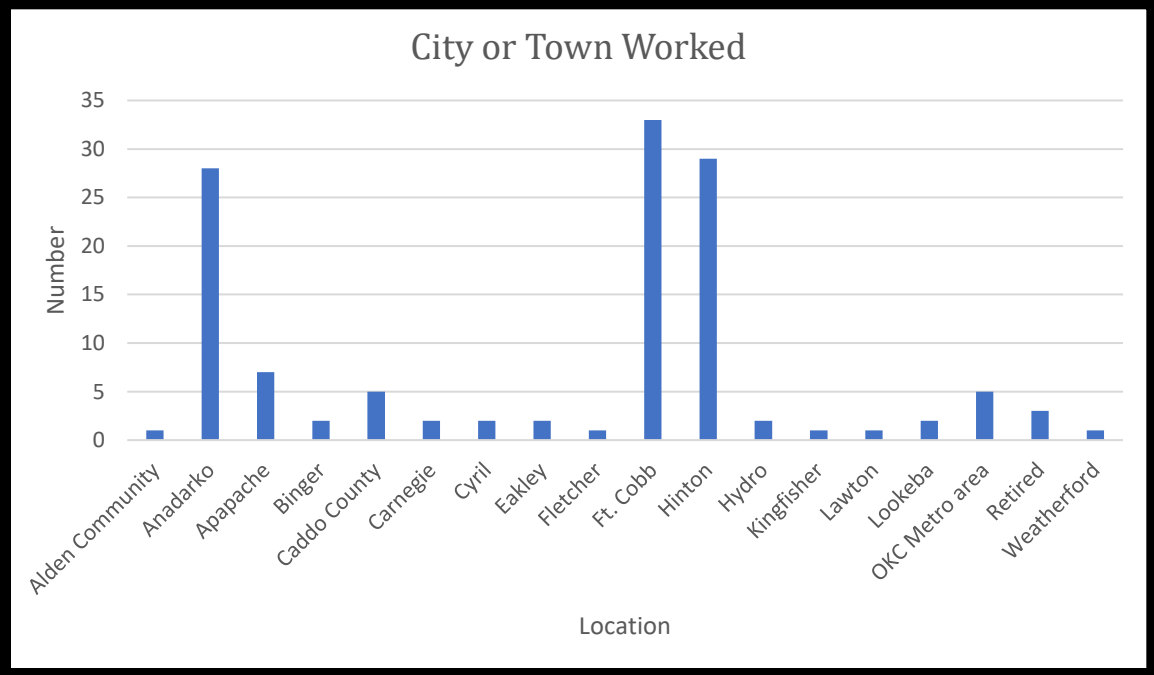
Question 3: If you work or attend school outside the home, how many days per week?



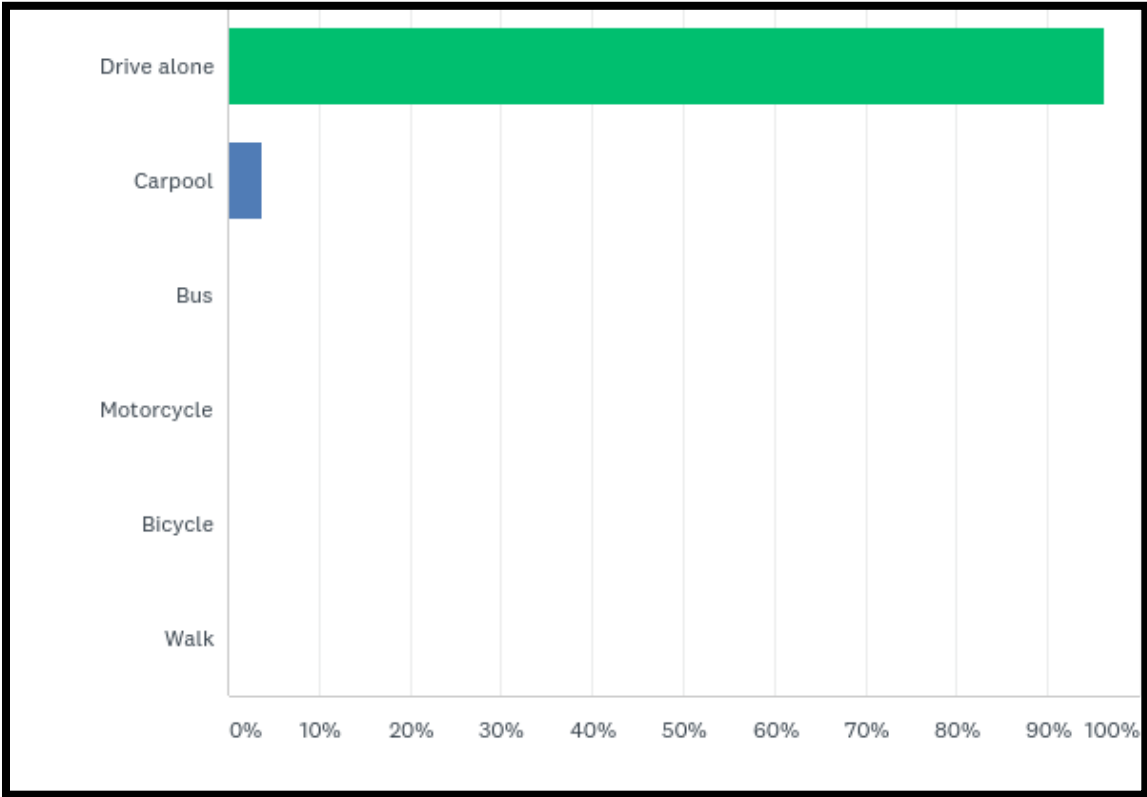
Question 4: In which county do you work or attend school?



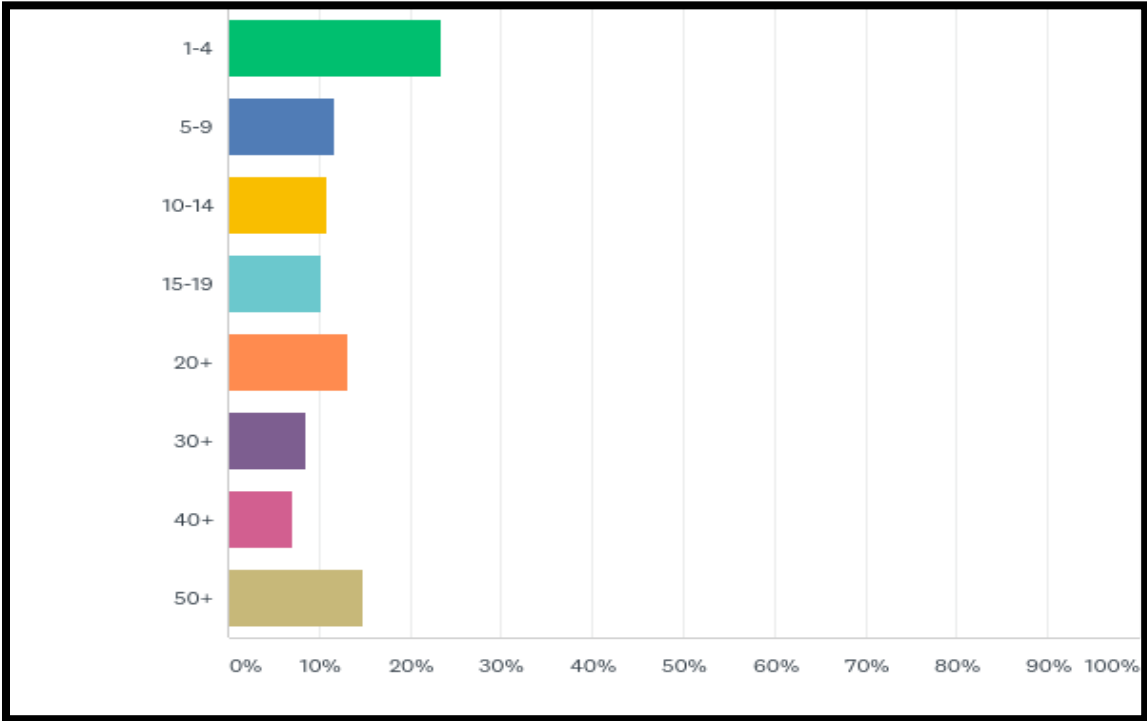
Question 5: In what City or Town do you work?



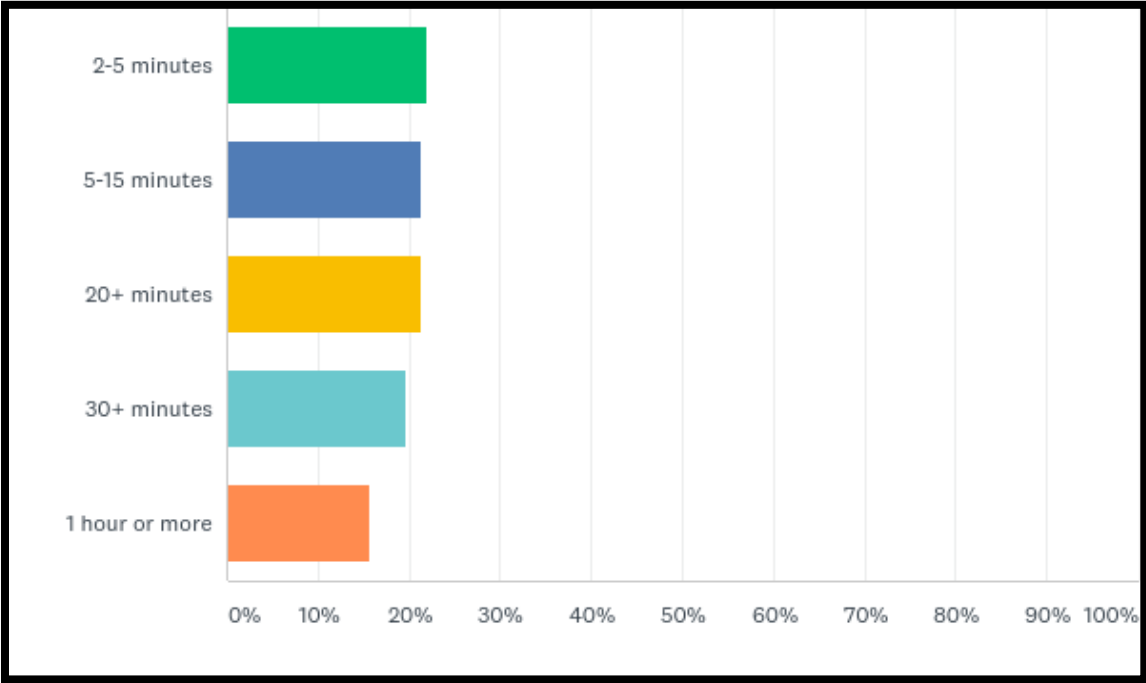
Question 6: What type of transportation do you use most often to go to work/school?



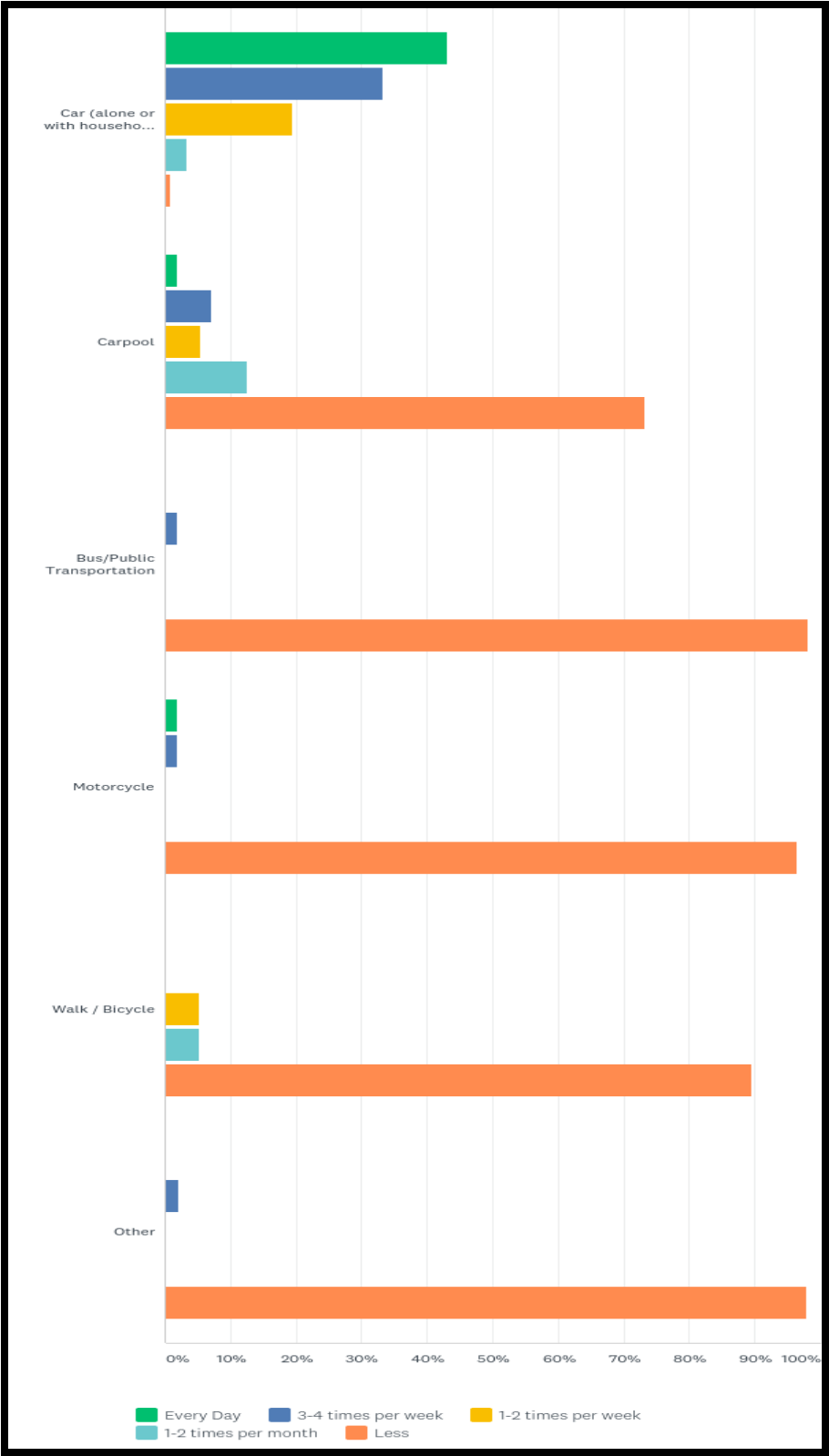
Question 7: Number of miles traveled (round trip) for work/school?



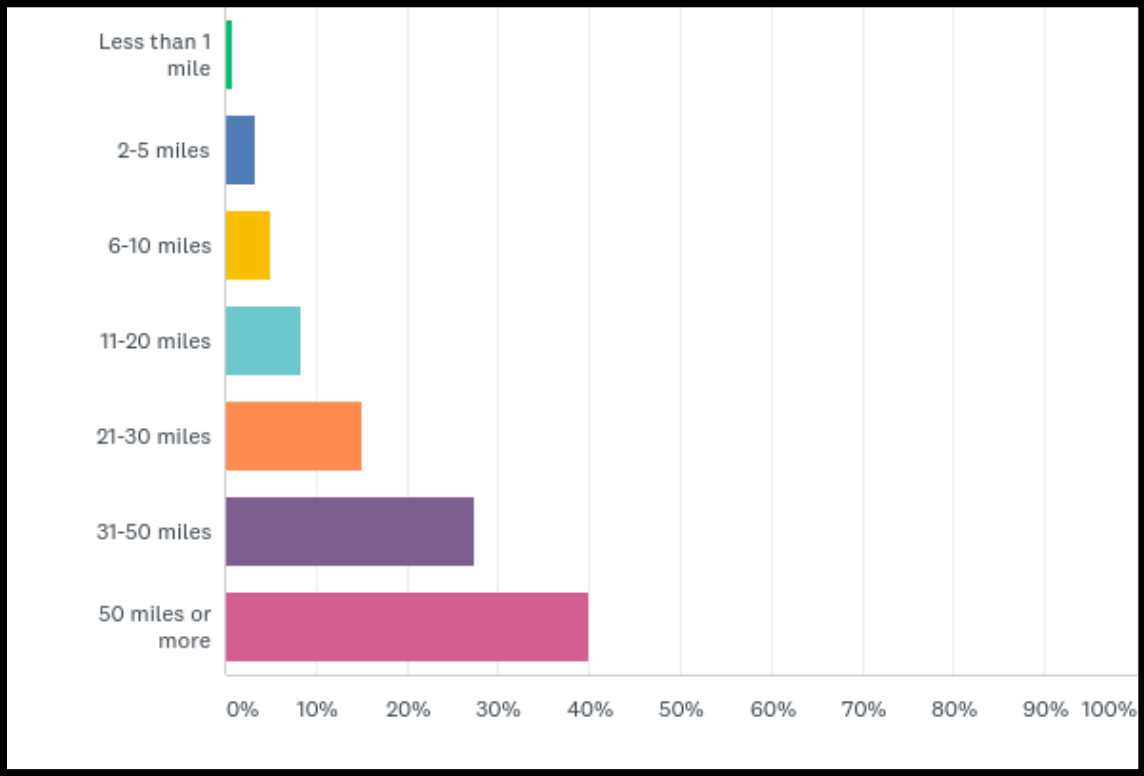
Question 8: How much TIME does it usually take to travel (round trip) to work/school?



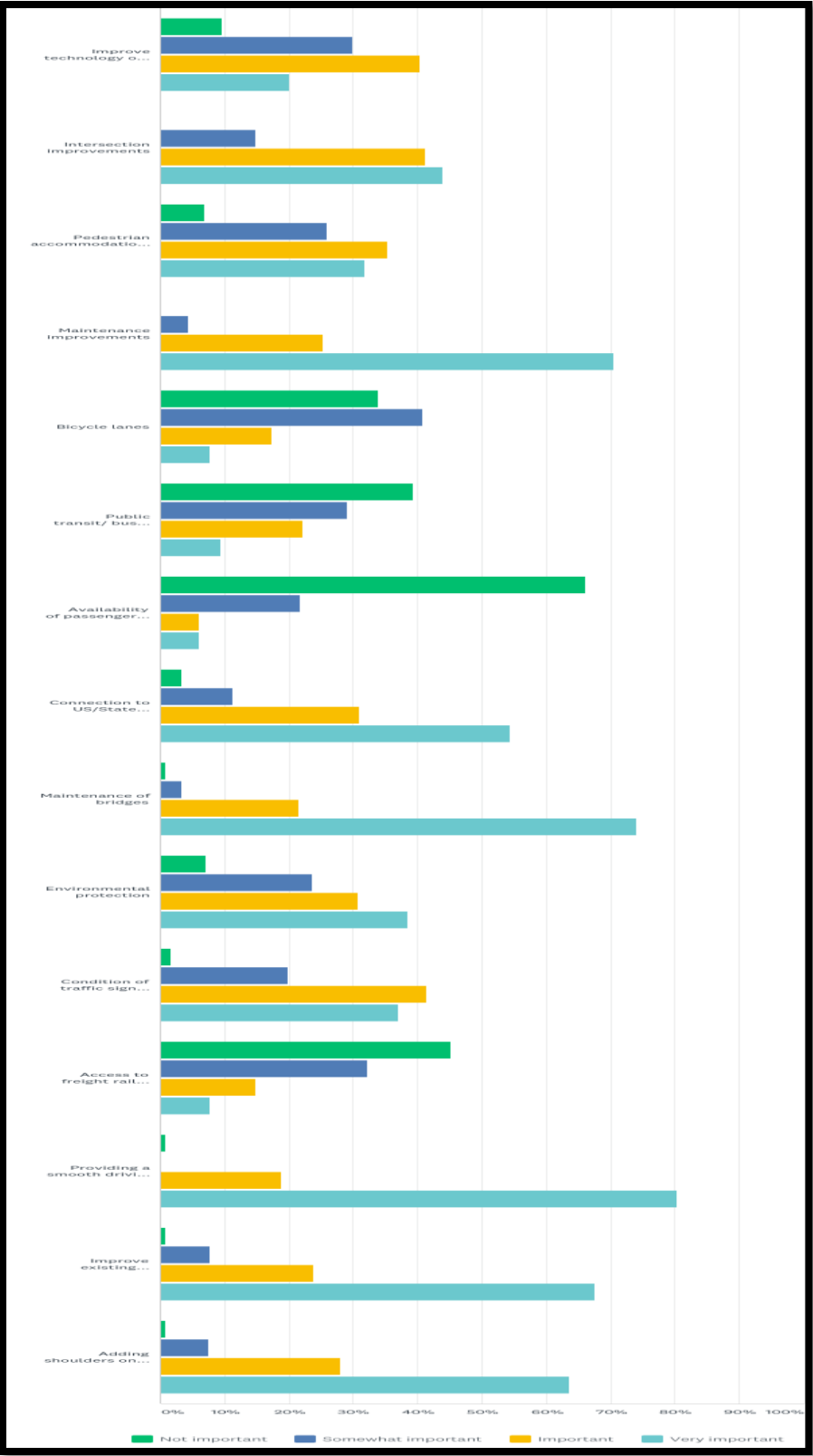
Question 9: What is your usual method of transportation for OTHER trips such as shopping, appointments or social outings?



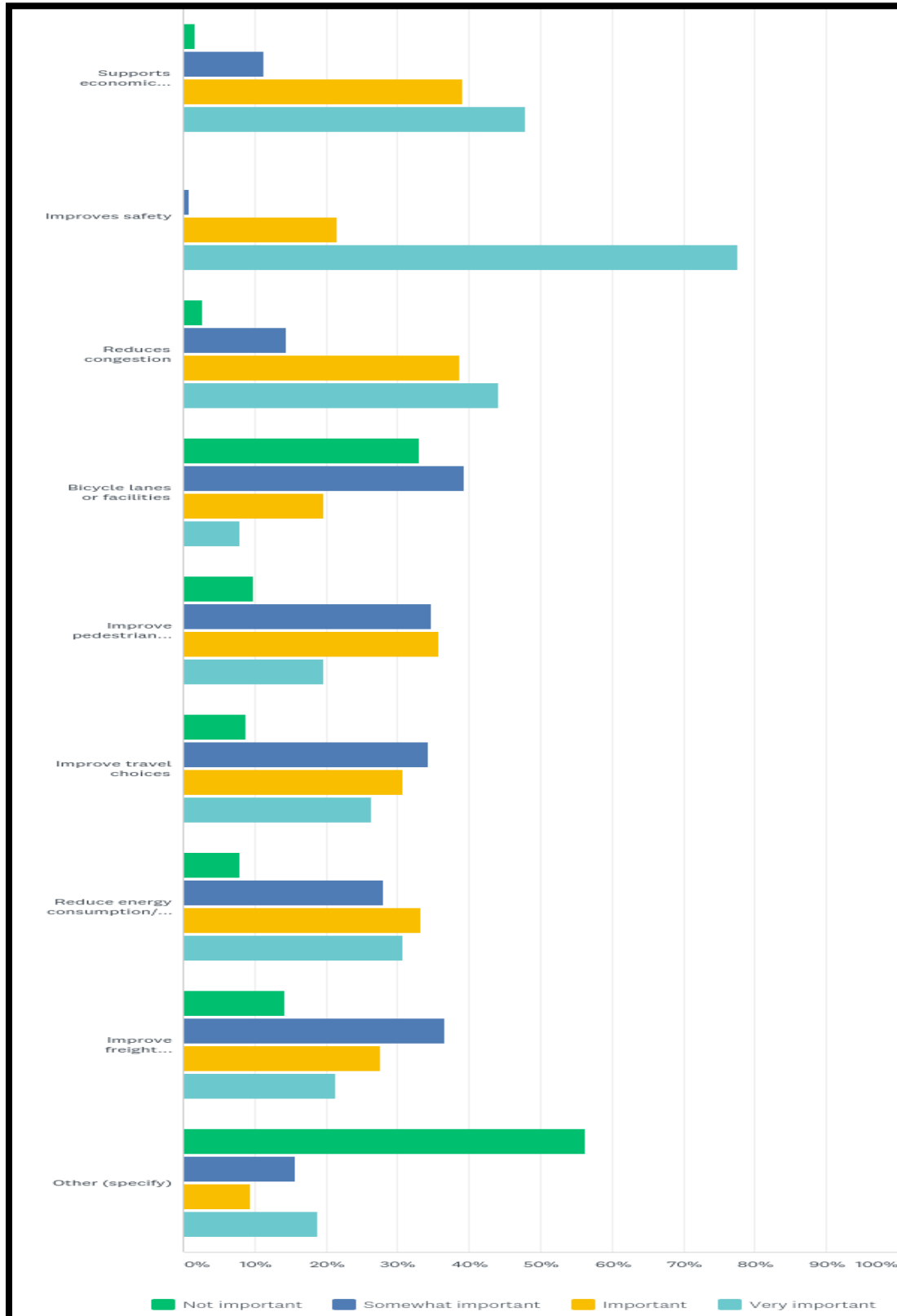
Question 10: How many miles do you usually travel for these other trips (per outing)?



Question 11: Please indicate how important each of these transportation system components is to you?



Question 12: Which do you think should be a priority when selecting transportation projects”?



Question 13: What are some specific locations with traffic problems that you encounter?

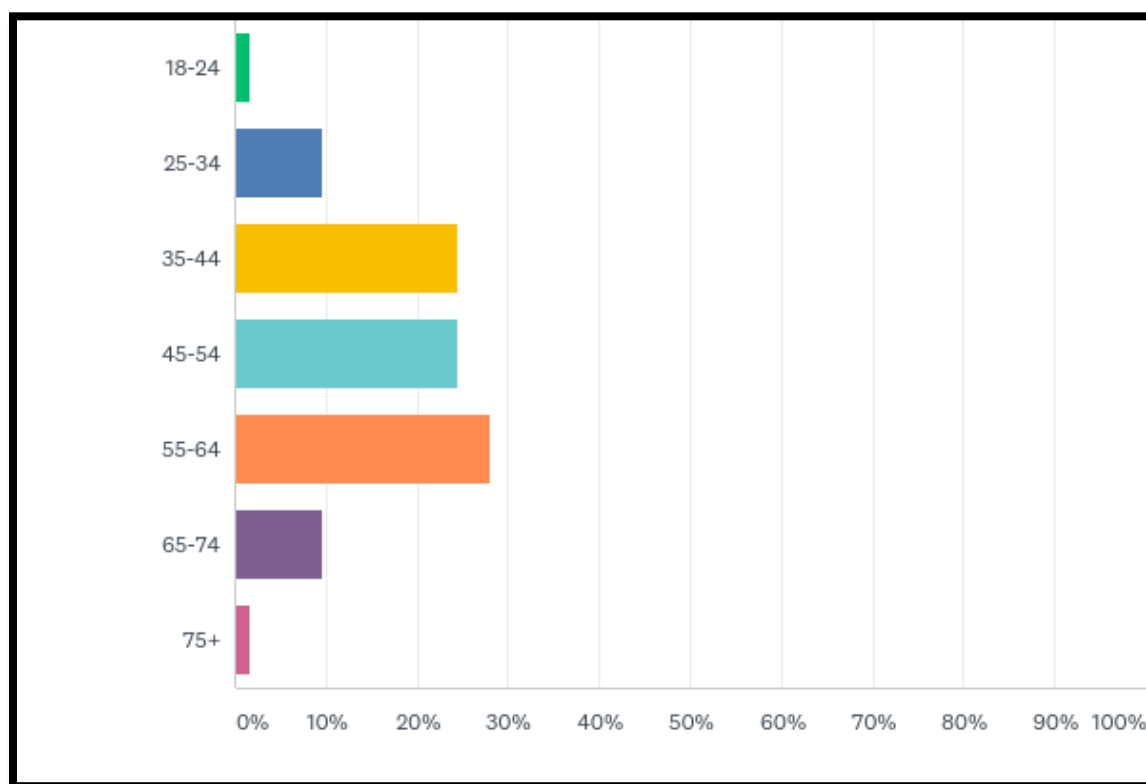
Skyview Drive CR 1060 and Highway 152
none
Dolese plant at Richards Spur
Two lane highway with no shoulder between Cyril and Anadarko. Same between Cyril and Apache
Issues at Hinton getting onto highway, issues in Hinton with not enough sidewalks for pedestrians especially on main highway, lots of highways don't have proper shoulder
Curves south of Apache with a railroad crossing in a dangerous location. Dolese train crossing at Richard's Spur Gravel road on the Caddo/Comanche County Line
State Highway 58 south of I-40 is too narrow with crumbling roadway edges.
Hinton South Broadway (State Highway 281) Too narrow, extremely poor drainage in front of high school and football field, very rough surface on SH 281
Our organization currently pays for our clients to ride on the Kiowa Fastrans. They are late, and frequently leave them with no ride home. I would appreciate if we had a better public transportation option.
Hwy 146 too narrow too many curves
State Highways 58 & 152 near Eakly still flood. Road conditions on State Highway 58 are terrible and only ever get temporary solutions not permanent fixes. County roads are the WORST in the State.
Many locations within the 2 south central counties I get to serve.
Apache Wye
Caddo County roads west of Albert and around Fort Cobb Lake.
Hwy 281 by I-40 Sugar Creek Casino and Love's
Highway 9 needs repaired bad
Highway 9 between Fort Cobb and Anadarko is TERRIBLE!!!!!! , HORRIBLE, AWFUL!!!!!!!
Lookeba Sickles road too narrow and no shoulders
1. The north half of Highway 58 needs to be completed very soon! The road is dangerously narrow and handles school buses and farm equipment on a daily basis. It is also prone to flooding. 2. Route 66, although famous and a novelty, needs some commonsense maintenance and improvements. It's bad. 3. Too many county roads have poor ditch drainage and if the road has been built up, it's way too narrow! There are roads on the north end of Caddo County that 2 cars cannot meet on. Some roads are too narrow! 4. I don't understand why neighboring counties have nice rural county roads that are blacktop. I feel like we could do better.
Hwy 281 North of Hinton getting off and on Hwy 281 - concerned other traffic will hit me!!!!
Highway 9 west of Anadarko to Fort Cobb.
Vehicles going to fast
Highway 8 and Petree road needs a 4 way light, and at the intersection of 1st and Kansas. The roads through town are horrible, and around the High School, and Walmart needs some lights at the entrances!

I-40 & SH 281 junction
Highway 9 from Ft. Cobb to Anadarko should be moved north and made straight.
Highway from Apache to Anadarko should be 2 lanes each side
Hwy 8 & Petree road, Mission Road & Petree
Extremely rough roads in Caddo county!!!
1st and Central
Hinton 101 exit
Trucks
Highway 8 and Petree Rd Anadarko needs to have some sort of stop signal because of fatality wrecks
OKC morning and afternoon rush hour
I really haven't encountered any here in Anadarko...
Highway 9, blind turns. Bumpy roads on highway 9.
Petree Road to the east to Hwy 8
Southwest of Anadarko toward Apache/Ft. Cobb has provided many deaths for decades.
Hwy 8 a Petree road in Anadarko
Bad roads. Need bigger highways. Speed limits are too low in the small towns.
Not too many
HIGHWAY 9 FROM FORT COBB TO ANADARKO, TOO MANY HILLS AND CURVES. CAN'T PASS SLOW DRIVERS.
My entire drive is dangerous due to so many potholes and deer crossing the road
281
Peetree Road and Highway 8
CS 2660 s of Anadarko
Anadarko by McDonald and subway
Missing or faded signs
highway 9 from Ft Cobb to Anadarko
Highway 9 between Ft Cobb and Anadarko and 146 between Fort Cobb and Highway 152
Back roads and unable to pass tractors and other slow operating vehicles.
Highway that runs from Fort Cobb to Anadarko. Unsafe due to disrepair of road, curves, and few places to safely pass. Very scary.
Hwy 146
Hwy 152
Intersection of Petrie Road and County Street 2660. Tree on SE corner obstructs view.
Highway between Fort Cobb and Anadarko HWY 8
Right now, the construction sites on HWY 152 are causing some delays.
Highway 9 between Anadarko and Fort Cobb
Ok 8
Highway 8 and no shoulders.
Anadarko - East 7th and Central Blvd. desperately needs turn signal/turn light for crossing traffic north-south.

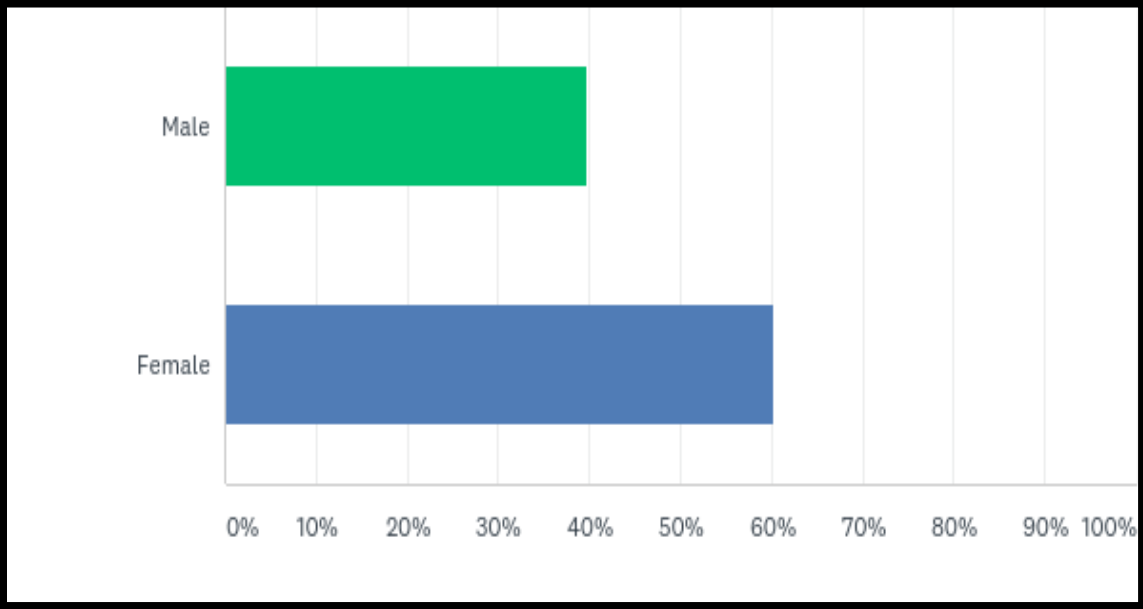
Rough narrow roads
Near Dolese truck entrance/exit by Richard spur about a mile south of porter hill
terrible road between apache y and fort cobb getting thru town efficiently in apache the grade school exit at FCB is lousy, the one way street to the east. the railroad crossings are always rough.
highway 9 between Anadarko and Fort Cobb is falling apart...
Highway 9
I drive on county roads around the Ft. Cobb lake area. There are so many potholes and drop offs on the sides. Some roads need to be turn back to gravel/dirt, it would be less damage to your vehicle than the potholes
north of Anadarko at 1310
Construction on I-44 near Rogers Lane.
Hwy 281 from I-40 through Hinton lacks turn lanes. It is a super busy area and needs them for improved traffic flow.
IN FRONT OF PUBLIC SCHOOL, MAIN ROAD IS IN BAD SHAPE AND NEED OF SIDEWALKS FOR STUDENTS TO KEEP THEM OFF OF MAIN ROAD, VERY DANGEROUS
Rough roads, all over Caddo County
Hinton 281 & i40 Dangerous area Hinton 281 just east of Hinton schools Dangerous due to no sidewalks for pedestrians Hinton 281 too narrow through town.
HWY 281 and I-40
I-40 and Hwy 281
In our small town, proper speed limit signage and the two main roads in and out of town need resurfaced. They are county roads but since small traffic, they don't seem to maintain them
I-44 and Key Gate
Petree Rd and Highway 8
In our small town, proper speed limit signage and the two main roads in and out of town need resurfaced. They are county roads but since small traffic, they don't seem to maintain them.
Petree Rd and Highway 8
In general, all major intersections in Lawton have traffic light timing issues. It appears they have been set to work for the very short timeframes of congestion.
#9 Highway from Anadarko through western Oklahoma should be 4 lanes to improve commuter traffic and truck / commerce / economic development opportunities.
Truck traffic around the industrial complex of Lawton Ok
Small Cities/Towns that are growing but infrastructure has not been improved (Elgin). Little to no public transportation, specifically for disabled and Seniors
Other than city/town streets the only road that I feel is a bit dangerous is the HWY 81 bypass on the west side of Duncan. Intersections are very dangerous!
S.H. 58 and C.R. 1410. Rock trucks entrance and exit
Exit ramp on I-44 to Elgin, OK

Roger Land and 44, then Fort Sill & 44
I-44&Elgin Ok. off& on ramp
Within Caddo County - Highway 9 from Anadarko to Fort Cobb (very dangerous, no shoulders). Highway 146 North out of Fort Cobb (no shoulders, very dangerous), Highway 152 west of Binger (no shoulders, very dangerous)
none
County road 82nd St south from Lawton Lee Blvd to Hwy 36
Gore Blvd and I-44. Sheridan between Ferris and Cache. I-44 at Elgin exit.
The entire road through Medicine Park from Highway 49. There are many holes and patches and sometimes unsafe for two cars to pass both going in opposite directions. Many of the roads in Medicine Park are in very poor condition.

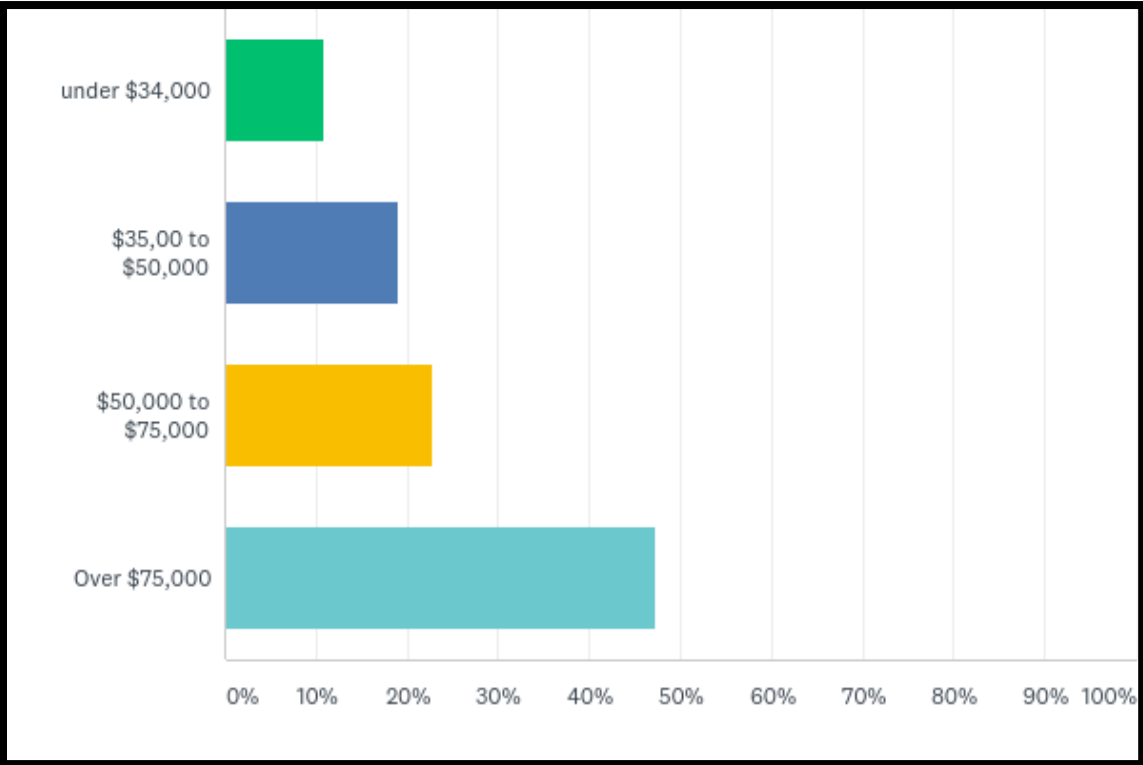
Question 14: Your age group:



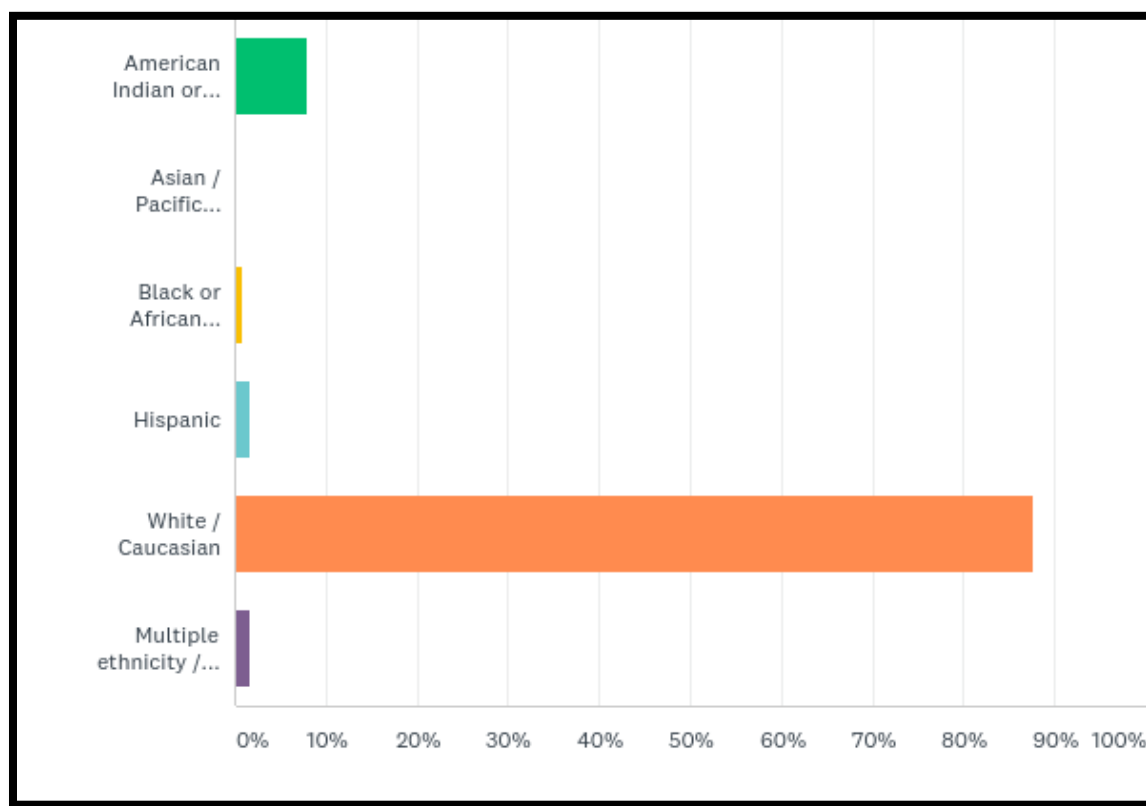
Question 15: Gender:



Question 16: Household Income



Question 17: Which race/ethnicity best describes you? (Please choose only one.)



Question 18: Additional comments regarding transportation improvement needs:

The North end of Caddo County roads are not well maintained. Benny Bowling, the County Commissioner, just says there is not any money.
Our county roads are in bad shape. Lots of potholes. The main highways are better, but Hwy 62 between Fort Cobb and Anadarko needs less curves. There have been several fatality accidents.
Wider shoulders on all State highways are needed.
I-40 potholes
Bus and students travel the narrow roads daily.
Let's do better.
Hwy 281 North of Hinton needs a few turn lanes for exiting the highway to the east and/or west. Someone is going to get killed there!!!
Taxis or uber would be a helpful transportation for me .
Smoother roads, improved maintenance.
Turn lanes for Casino entrances most located off highway
The roads need fixed in far northern Caddo county . Potholes are very bad. Have to drive on side of road to miss the holes. This is on a county road.
I think more monies need to be provided to county governments as well to improve all roads throughout the county. So why focus on state highways is very important so is county roads.

Seriouse make 281 north bigger and make the speed limits going through the tiny towns faster. 20 miles per hour on a major highway is ridiculous.
SHOULDERS ARE VERY IMPORTANT, AND KEEPING THE GRASS MOWED ALONG HIGHWAYS ARE VERY NECESSARY
Caddo county roads are horrible please help
Providing transportation options to areas outside Caddo county that have higher paying job opportunities would be beneficial
Severe potholes on backroads
Hwy 146 is getting lots of potholes and getting very rough. Also, Hwy 152 has large, oversized, trucks on a regular basis. This is a very narrow road and is very unsafe.
The secondary roads in Caddo County are horrible, when they are repaired, they are not done by someone who knows what they are doing, usually ends up worse. And the county argues over whose responsibility they are.
Maintenance costs are high but badly needed
Anadarko needs a taxi service available to all persons on 24/7 basis
on county line road heading east the first intersection is absolutely AWFUL, huge potholes that are never fixed properly
I would like to see money invested into communities' safe sidewalks for people who walk to grocery stores, PO, Senior Centers as well as community members that walk for health reasons.
The condition of roads in Caddo county are shameful
With the continued growth of tourism on Route 66, I hope that additional funding will be utilized for improvements there. It is a huge draw for tourists all over the world...
Hwy 281 through Hinton is very rough. Sidewalks and crosswalks by the new high school need improvement
Thank you for asking my opinion

Appendix 4.2: Public Outreach

On February 15, 2017 a stakeholder's meeting was held at insert address Technology Center (Caddo-Kiowa Campus), insert town, OK. Prior to this meeting invitation were sent to local stakeholders.

SORTPO staff distributed a copy of the 2040 Caddo County LRTP to the following agencies: Caddo County Commissioners, City/Towns (Anadarko, Caddo County Commissioners), BIA Southwest Region, 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 Caddo County LRTP was placed in the Anadarko Daily News. The SORTPO Policy Board held a public hearing on August 22, 2019 to receive comments on the 2040 Caddo County LRTP prior to its' adoption.

Stakeholder Invitation Letter



December 5, 2018

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: January 10, 2019

Time: 10:00 a.m.

**Location: Caddo Kiowa Technology Center
100 N Career Tech Rd, Fort Cobb, OK 73038**

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!

Tom Zigler
Transportation Planner
ASCOG
PO Box 1647, 802 W Main
Duncan, OK 73534
580-736-7971
zigl_to@ascog.org

Becky Cockrell
Transportation Planner Director
SWODA
PO Box 569, 96 Frontier Way
Burns Flat, OK 73624
580-562-4885
becky@swoda.org

Public Comment Period Notice



July 1, 2019

PRESS RELEASE

"For Immediate Release"

Southwest Oklahoma Regional Transportation Planning Organization
420 Sooner Dr. PO Box 569, Burns Flat, OK 73624
580-562-4882

Comment period on 2040 Caddo County Long Range Transportation is open for 30 days.

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) is seeking public comment on the 2040 Caddo County Long Range Transportation Plan. The Long Range Transportation Plan establishes the goals and transportation strategies for addressing the County's transportation needs. Prior to adoption of the plan there is a 30-day public comment period which will end on July 30, 2019. During this comment period individuals, agencies, and organizations are encouraged to review the document and submit comments. The Plan is available from the SORTPO offices located at:

ASCOG
Tom Zigler, SORTPO
802 W. Main
Duncan, OK 73534 or zigi_to@ascog.org

SWODA
Carol Bingham, SORTPO,
420 Sooner Dr., PO Box 569,
Burns Flat, OK 73624 or to becky@swoda.org

If you have any questions, please contact Carol in Burns Flat or Tom in Duncan in www.sortpo.org (see "Publications" page) for review.

Public Review and Comments

(July 1, 2019 – July 30, 2019)

Agency	Contact Name	Comments
		No comments received.