# JACKSON COUNTY
# OKLAHOMA

# 2040 LONG RANGE TRANSPORTATION PLAN

SOUTHWEST OKLAHOMA
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

SORTPO Policy Board Adopted on
September 28, 2017

Amendment #1

**Southwest Oklahoma Regional Transportation Planning Organization**

Prepared by:
South Western Oklahoma Development Authority

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Burns Flat, OK 73624
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www.sortpo.org

In cooperation and coordination with:
Cities and Towns of Jackson County
Jackson County
Red River Oklahoma Transit Providers
Oklahoma Department of Transportation
Federal Highways Administration
South Western Oklahoma Development Authority
Altus Air Force Base

Publication of this document was financed in part by funds provided by the United States Department of Transportation, Federal Highway Administration. The provision of federal financial assistance should not be construed as denoting US Government approval of plans, policies, programs or projects contained herein.

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**Resolution No. 2019-10**
**Adopting Amendment #1 to the Jackson County 2040**
**Long Range Transportation Plan**

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

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

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

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

Whereas, the Jackson County 2040 Long Range Transportation Plan (LRTP) was prepared by SORPTO in consultation with member local and state governments and local, state and federal transportation agencies and adopted on September 28th, 2017; and

Whereas, Amendment #1 relates to revision to the traffic analysis zone population and employment thresholds; and

Whereas, Amendment #1 has been presented to the general public for review and comment in accordance with the SORTPO Public Participation Plan and the Plan was posted on the SORTPO website for public review and comment (August 26, 2019 – September 24, 2019); and

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

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

Approved and Adopted by SORTPO Policy Board and signed this 26th day of September 2019.

Lyle Miller, Chairman SORTPO Policy Board

ATTEST:

Anita Archer, Secretary SORTPO Policy Board

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# Executive Summary

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 into 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, NODA and COEDD. SWODA on October 13th, 2009 by Resolution 09-04 (Appendix A) created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) and was tasked with the responsibility of developing a regional plan that included preparation of eight (8) county plans. In Federal Fiscal Year (FFY) 2016, through a collaborative effort involving SORTPO, the Association of South Central Oklahoma Governments (ASCOG) and the ODOT a transportation planning pilot project comprising sixteen counties was initiated representing two Councils of Governments: SWODA and ASCOG. The SWODA Board of Trustees adopted Resolution 16-06 (Appendix B) amending the SORTPO region (Map 1.1).

Total population for SORTPO according to the 2010 US Census Bureau was 416,257. Population data obtained from the 2011-2015 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. Each county in the region although a separate entity as far as governmental services the counties are linked through commerce, employment and regional transportation. Population growth and shifts for the SORPTO region are dependent on many factors depending on a particular county. Jackson County's deviation in the population and employment patterns are attributed to Altus Air Force Base and related services.

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 a 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 through ODOT by the FHWA State Planning & Research (SPR) program funds. SORTPO is reimbursed up to 80% of the total amount of the work effort as detailed in the Planning Work Program and the local match of 20% is provided by SWODA and ASCOG.

Jackson County is in the southwest region (Map ES1) of Oklahoma on the south boundary of the SWODA region and covers 904 square miles. In 2014 (2010-2014) American Community Survey (ACS), the county population was twenty-six thousand, two hundred and seventy-five (26,275) resulting in a population density of 35 people per square mile. The County includes nine (9) areas designated as a city or town, the largest being the city of Altus.

The City of Altus encompasses 16.8 square miles, with a population of nineteen thousand eight hundred thirteen (19,813) (2010-2014 ACS); the primary industries are agriculture, education, health care and governmental (Altus Air Force Base). Located in the middle of the County, Altus is located approximately 35 miles north of the Texas line and 12 miles south of the Greer County line, and approximately 26 miles west from the Harmon County line and 23 miles east of Kiowa County. Altus is the County seat of Jackson County and is also the highest employment center of Jackson County. Some of the employment options are the Air Force Base, Jackson County Memorial Hospital, Bar-S-Foods, Retail Stores, Education and agriculture industry being the higher of the employment.

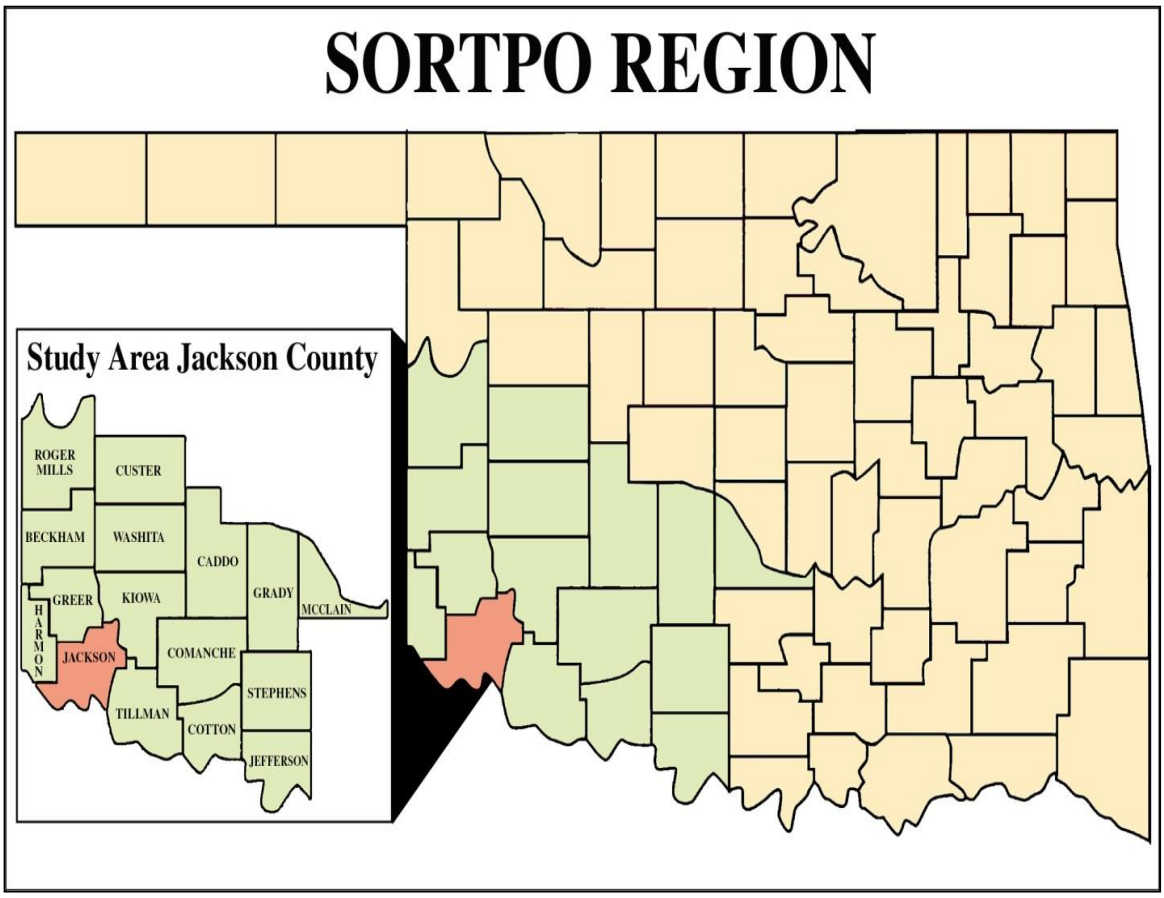
- The second largest City (by population) is the City of Blair, with a land area of 5.61 square miles and a population of eight hundred-eighteen (818) (2010-2014 ACS).

- The third largest community in Jackson County is the Town of Olustee with a population density 823.8 people per square mile. It has a population of on six-hundred and seven (607) (2010-2014 ACS).

- Following in population for Jackson County are the Towns of Eldorado (446), Duke (424), Martha (162), Elmer (96), Headrick (93) and Friendship (24).

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.

**Map ES1: SORTPO Region**




Source: SWODA

Regional transportation planning is a collaborative process designed to foster participation by all interested parties, such as business community, community groups, elected officials and the general public, through a proactive public participation process. The public participation process is carried out through public outreach such as transportation surveys sent out to the public by means of website, civic organizations, entity disbursements and public meetings held throughout the region. The results of the surveys and stakeholder meetings were used to develop goals and guide the development of the long-range transportation plan (LRTP). SORTPO held numerous open meetings to discuss the Jackson County 2040 LRTP. These goals provide a blueprint for the development of a safer, accessible and more efficient transportation system. The primary goals of the Jackson County Long Range Transportation Plan include: accessibility and mobility, awareness/education, economic vitality, environment, finance and funding, maintenance and preservation, and safety and security. These goals assist in the decision-making process for prioritization of projects and implementation of the LRTP. Extensive use of telecommunications was used as a means of public outreach such as social media (SWODA's Facebook page), online surveying and the development of a website dedicated to SORTPO's regional planning.

## Key Issues, Challenges and Trends

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 (Appendix 5.2), stakeholder meetings, public comments, other plans, data sources, and reports.

**Key Issues:**

- Access to healthcare and emergency services.
- State of Oklahoma budget.
- Limited Transit Services.
- Forced school consolidations due to state of the State's flat revenues and multiple year budget cuts.
- Lack of shoulders on 2 lane highways.
- Urban versus rural mindset.
- Improvements of rail crossings.
- Lack of funding to adequately maintain roadway systems and bridges.
- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

**Challenges:**

- Maintain access to health services.
- Age of infrastructure.
- Attracting workforce to support the employment needs
- Access to affordable to high speed internet.
- Lack of funding to adequately maintain roadway systems and bridges.
- 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.
- Expand community and regional services that support the mission of Altus Air Force Base.
- Maintain access to health care and emergency services.

- Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

**Trends:**

- Population is declining in the rural areas.
- Freight traffic will grow.
- Population and employment growth in the County dependent on Altus Air Force Base.
- The population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The energy sector and farming community will continue to rely heavily on trucks in rural areas.
- Technology impact on retail, employment and how medical services are obtained.
- Autonomous vehicle technology.
- State of Oklahoma's budget negative impact on rural communities.

Data collected from community members and through public meetings were used to identify local transportation projects and areas of concern (Table ES1). Table ES2 includes a list of projects through the year 2040. The table includes projects identified in ODOT's 8 Year Construction Work Program 2017-2024, Asset Preservation Plan 2017-2020, CIRB 2017-2021 and potential projects funded by SPR funds. Other projects include development of studies, plans, and collection of data that can be included in SORTPO's Planning Work Program (PWP).

**Table ES1: Jackson County Transportation Projects and Areas of Concern**

| CITY / TOWN | LOCATION | DESCRIPTION |
|---|---|---|
| Altus | Falcon Road from Main St. to Park Lane | Full replacement and widening of roadway to construction super 3 lane street with concrete pavement |
| Altus | Navajoe Gateway Project Phase V from Navajoe St. to Horizon Dr. | Street Scape improvements new sidewalks and new curb and gutters. |
| Altus | Ridgecrest Rd. and Carver Rd. from Broadway to Ridgecrest Rd. | Milling, Chip and Seal resurfacing |
| Altus | N. Park Lane to Falcon Rd. and Tamarack Rd. | Extend sidewalk on N. Park Lane to Falcon Rd. and E. Tamarack Rd. |
| Altus | Falcon Rd. from N. Main St. to Veterans Dr. | Add sidewalk during planning widening and paving of Falcon Rd. |
| Altus | Tamarack Rd. Intersection with Main St. | Widen east side approach to add turn lane full pavement replacement upgrade signalization. |

| CITY / TOWN | LOCATION | DESCRIPTION |
|---|---|---|
| Altus | Upgrade Carver Rd. and Market Rd. from Ridgecrest to Tamarack Rd.. | Full replacement of roadway and widening to serve as west truck bypass. |
| Altus | Falcon Rd from Park Lane to Veterans Dr. | Full replacement and widening of roadway to construction super 3 lane street with concrete pavement |
| Altus | Intersection of N. Park Lane and Tamarack Rd. | Replace stop signs with signalization. |
| Altus | A Street, Grady Street, East Ridgecrest Rd, Commerce Street, Cypress Street | Overlay various City Streets |
| Altus | City of Altus 2017 Transportation Improvement Plan thru 2040 | Trails |
| Altus | City of Altus 2017 Transportation Improvement Plan thru 2040 | Pedestrian Facilities |
| Altus | S. County Rd. 210 | Narrow road needs widen /no shoulders a lot of traffic. Going toward Navajo. |
| Altus | Tamarack Rd. /Falcon Rd. | Reduce Speed |
| Altus | Tamarack Rd. | Turning lanes and Light |
| Altus | Falcon Broadway/Tamarack Rd. | Need sidewalks and bike lanes |
| Blair | US Hwy 283/ Hwy 19 | Need a stop light to slow traffic down. |
| Jackson Co. | US Hwy 283 | Irrigation concerns south of Altus |
| Jackson Co. | US Hwy 283/ Hwy 44 | Accidents at the intersection |

Source: SORTPO

**Table ES2: Jackson County Transportation Projects, ODOT**

| LOCATION | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| Jackson County | 2017-2021 | Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems. | SPR/LOCAL |
| Jackson County | 2017-2021 | Conduct a freight assessment for the county. | SPR/LOCAL |

| LOCATION | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| Jackson County | 2017-2021 | Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ). | SPR/LOCAL |
| Jackson County | 2017-2021 | Develop data collection standards. | SPR/LOCAL |
| Jackson County | 2017-2021 | Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives. | SPR/LOCAL |
| Jackson County | 2017-2021 | Conduct study at intersection locations with high accident severity index and corridors with major attractors. | SPR/LOCAL |
| JACKSON 28778(06) UTILITIES | 2017-2021 | SH-6: OVER UNNAMED CREEK, 2.6 MILES N.E. OF SH-34 UT FOR 28778(04) | $10,278 |
| JACKSON 30085(06) RIGHT OF WAY | 2017-2021 | GRADE, DRAIN SURFACE (EW-165) BEG.AT US-283/EW-165 JCT EXT. WEST 1.0 MI. & EXT. 2.0 MI. NORTH ON NS-2030 TO (EW-163) RIGHT OF WAY FOR 3008504 | $20,000 |
| JACKSON 28778(05) RIGHT OF WAY | 2017-2021 | SH-6: OVER UNNAMED CREEK 2.6 MILES N.E. OF SH-34 RW FOR 28778(04) | $34,215 |
| JACKSON 30698(05) CONTRACT PE (AS OF 10/1/2013) | 2017-2021 | BRIDGE AND APPROACHES (NS-198) OVER UNNAMED CREEK, LOCATED 4.3 MI NORTH AND 0.8 MI WEST OF Olustee. (ENGINEERING) | $45,000 |
| JACKSON 31149(05) CONTRACT PE (AS OF 10/1/2013) | 2017-2021 | BRIDGE AND APPROACHES OVER BITTER CREEK LOCATED 3.0 MILES SOUTH AND 2.9 MILES WEST OF US 283/US 62 JCT | $45,000 |
| JACKSON 30060(05) CONTRACT PE (AS OF 10/1/2013) | 2017-2021 | RECONSTRUCT NAVAJO ROAD (PHASE II) PRELIMINARY ENGINEERING | $100,000 |

| LOCATION | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| JACKSON BRIDGE REHABILITATION | 2017-2021 | SH-6; BRIDGE REHAB OVER GYPSUM CREEK, 1.2 MILES NE OF SH-34 JCT | $250,000 |
| JACKSON 30085(07) UTILITIES | 2017-2021 | GRADE, DRAIN SURFACE (EW-165) BEG.AT US-283/EW-165 JCT EXT. WEST 1.0 MI. & EXT. 2.0 MI. NORTH ON NS-2030 TO (EW-163) RIGHT OF WAY FOR 3008504 | $400,000 |
| JACKSON RESURFACE | 2017-2021 | SH-19 BEGIN AT THE US-283 JCT AND EXTEND EAST 1.60 MILES. | $413,893 |
| JACKSON 30698(04) BRIDGE & APPROACHES | 2017-2021 | BRIDGE AND APPROACHES (NS-198) OVER UNNAMED CREEK, LOCATED 4.3 MI NORTH AND 0.8 MI WEST OF Olustee. | $437,500 |
| JACKSON 31149(04) BRIDGE & APPROACHES | 2017-2021 | BRIDGE AND APPROACHES OVER BITTER CREEK LOCATED 3.0 MILES SOUTH AND 2.9 MILES WEST OF US 283/US 62 JCT | $437,500 |
| JACKSON 32622(04) BRIDGE & APPROACHES | 2017-2021 | CO BR: EW-1550 OVER TRIB. OF BITTER CREEK,1.0 MILE SOUTH & 1.4 MILE WEST OF JCT. US-283/SH-19 IN Blair | $437,500 |
| JACKSON 3272604 BRIDGE REHABILITATION | 2017-2021 | US-62: US-62 OVER TURKEY CREEK, 3.7 MILES EAST OF HARMON C/L. | $950,000 |
| JACKSON RESURFACE | 2017-2021 | SH-6; BEGIN 8.77 MI NE OF SH-34 & EXT. NORTH 6.06 MILES | $1,242,780 |
| JACKSON 30060(04) GRADE & DRAIN | 2017-2021 | RECONSTRUCT NAVAJO ROAD (PHASE II) | $2,000,000 |
| JACKSON RESURFACE | 2017-2021 | US-62 BEGIN 365 FEET WEST OF THE SH-34 JCT AND EXTEND EAST 7.56 MI TO THE DIVIDED 4 LANE SECTION. | $2,126,008 |
| Jackson County | 2022 – 2026 | Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances. | SPR/LOCAL |

| LOCATION | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| Jackson County | 2022 – 2026 | Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available | SPR/LOCAL |
| Jackson County | 2022 – 2026 | Working with area employers and stakeholders develop a database and map identifying transportation needs | SPR/LOCAL |
| Jackson County | 2022 – 2026 | Develop database and mapping to identify the County's underrepresented | SPR/LOCAL |
| Jackson County | 2027-2031 | 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 |
| Jackson County | 2027-2031 | Develop a regional map that identifies tourism destinations and regionally significant facilities | SPR/LOCAL |
| Jackson County | 2027-2031 | Collect and routinely analyze safety and security data by mode and severity to identify changes and trends. | SPR/LOCAL |
| Jackson County | 2032-2036 | Collect and routinely analyze safety and security data by mode and severity to identify changes and trends. | SPR/LOCAL |
| Jackson County | 2032-2036 | Conduct study at intersection locations with high accident severity index and corridors with major attractors. | SPR/LOCAL |
| Jackson County | 2037-2040 | Collect and routinely analyze safety and security data by mode and severity to identify changes and trends. | SPR/LOCAL |

| LOCATION | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| Jackson County | 2037-2040 | Conduct study at intersection locations with high accident severity index and corridors with major attractors. | SPR/LOCAL |

Source: ODOT, SORTPO

The 2040 Jackson County LRTP provides a strategic framework to ensure that the multiple agencies work continuously, cooperatively, and comprehensively to implement the Plan in a coordinated fashion. Public input is an important aspect of the transportation planning process. Please visit www.SORTPO.org for more information about SORTPO and to view the full LRTP. For more information on the 2040 Jackson County Long Range Transportation Plan, please contact:

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or visit www.sortpo.org

# Chapter 1: Introduction, Goals and Key Issues

## 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) is one (1) of the eleven (11) COGs.

In April 2012, the Oklahoma Department of Transportation (ODOT) entered into 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, NODA and COEDD. SWODA on October 13th,2009 by Resolution 09-04 (Appendix A) created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) and was tasked with the responsibility of developing a regional plan that included preparation of eight (8) county plans. In Federal Fiscal Year (FFY) 2016, through a collaborative effort involving SORTPO, the Association of South Central Oklahoma Governments (ASCOG) and the ODOT a transportation planning pilot project comprising sixteen counties was initiated representing two Councils of Governments: SWODA and ASCOG. The SWODA Board of Trustees adopted Resolution 16-06 (Appendix B) amending the SORTPO region (Map 1.1).

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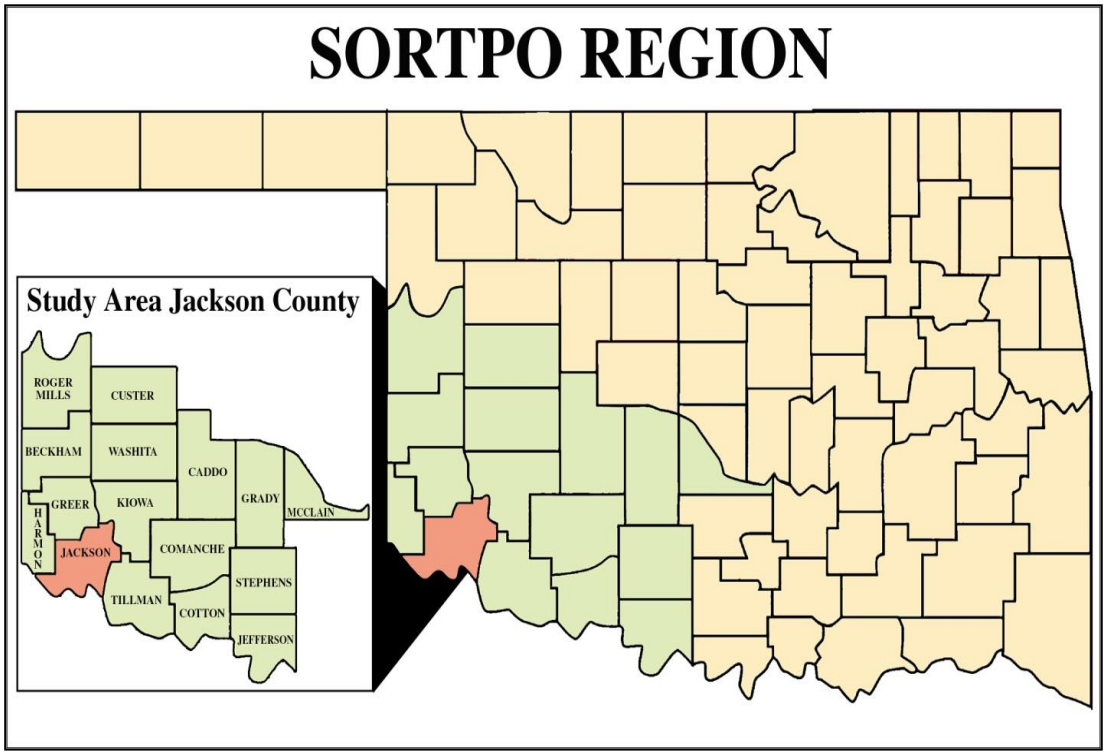


Source: SWODA

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## 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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is placed on extending public participation to include people who have been traditionally underserved by the transportation

system and services in the region. The purpose if 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, both highway and transit, must safely, efficiently and effectively allow citizens to travel to work and to conduct their personal lives. Transportation systems must further provide for the efficient movement of goods to markets to support the county's economic vitality. Additionally, transportation decisions should carefully consider and reflect environmental and community concerns.

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

## Purpose of Plan

The 2040 Jackson 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 for the following reasons:

- Allows the local governments and participating agencies to plan for long range solutions to anticipated needs.
- The year 2040 is far enough into the future to allow for growth of the area and projects to be implemented.

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 objectives, "What do we want to accomplish over the life of the plan?" with current conditions and forecasts, "Where are we starting, and how are demographics and economics expected to change?" The projects and policies that are included in the LRTP the plan arise

from the needs and those needs also 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 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.


Appendix 5.2 illustrates survey results obtained during the planning process. Survey Question 9 includes information on the importance of selected transportation components in Jackson County. Three components received the highest rating: maintenance improvements, intersection improvements and connection to US and State Highways. When selecting projects survey respondents indicated in Question 10 a higher preference for projects that improve safety, supports economic development, reduces congestion, improve shoulders and improved pedestrian and bicycle facilities.

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

## Relationship and Requirements with State and Federal Agencies

The 2040 LRTP was developed in cooperation and in collaboration with municipal, county governments, transit providers, ODOT and the Federal Highway Administration (FHWA). The plan is the culmination of a continuing, cooperative, coordinated and comprehensive planning effort among the federal, state and local governments directed by SORTPO that provides for consideration and implementation of projects, strategies and services that should address the planning factors identified in The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015. The FAST Act added two additional factors for a total of ten (Table 1.1), which SORTPO should strive to address through their LRTP planning process.

**Table 1.1: Planning Factors**

| |
|---|
| 1. Support the economic vitality of the United States, the States, |

| |
|---|
| nonmetropolitan areas, and metropolitan areas, especially enabling global competitiveness, productivity and efficiency. |
| 2. Increase the safety of the transportation system for motorized and non-motorized users. |
| 3. Increase the security of the transportation system for motorized and non-motorized users. |
| 4. Increase accessibility and mobility of people and freight. |
| 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns. |
| 6. Enhance the integration and connectivity of the transportation system across and between modes, people and freight. |
| 7. Promote efficient system management and operation. |
| 8. Emphasize the preservation of the existing transportation system. |
| 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. |
| 10. Enhance travel and tourism |

Source: 23 USC Section 23 USC 135 (d)(1)

In addition, The FAST Act continues Map-21 requirement to State Departments of Transportation and Metropolitan Planning Organizations to use a performance-based approach to support seven (7) national goals for the transportation system. This requirement has not been mandated to non-metropolitan areas. Though specific performance measures are not identified in this plan, SORTPO recognizes the significance of such measures and will begin the collection of data needed to establish standards in future plans (Appendix1).

## Goals and Strategies

The LRTP format follows a hierarchy that includes goals, objectives and strategies to assist Jackson County in planning and prioritization of transportation system projects and studies. The Goals are founded on the principals that the transportation system must serve the needs of its community today; it must be responsive to change; and it must be affordable for all users. 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 statements that provide direction for decisions to help attain these goals and objectives. Table 1.2 identifies the goal categories for the LRTP.

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: Jackson County Goal Categories**

| Goal | Description |
|---|---|
| 1. Accessibility and Mobility (pg. 7) | Improve accessibility and mobility for people and freight. |
| 2. Awareness, Education and Cooperative Process (pg. 7) | Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process. |
| 3. Freight & Economic Vitality (pg.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.9) | Seek and acquire a variety of transportation funding sources to meet the many diverse system needs. |
| 6. Maintenance & Preservation (pg. 9) | Preserve the existing transportation network and promote efficient system management in order to |

| Goal | Description |
|---|---|
| | promote access and mobility for both people and freight. |
| 7. Safety & Security (pg. 9-10) | 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.11) | Facilitate development of transportation projects and programs that support healthy lifestyles in the region. |
| 9. Tourism & Travel (pg.11) | 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. Identify opportunities to provide transit system to improves access to health care facilities, education facilities, 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 I and Class III Rail Comprises and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000 pounds.

**Goal 2: Awareness, Education and Cooperative Process**
Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.

Strategies:
1. Participate on state, regional, and local committees regarding County transportation issues.
2. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of SORTPO.

3. Annually review the Public Participation Plan.
4. Develop and implement a bicycle and pedestrian public awareness and education program.
5. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help inform 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.
8. Facilitate and support the coordination of regional training opportunities.

**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 lines 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. Maintain local and state support for the general aviation airports.
5. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
6. Working with area employers and stakeholders develop a database and map identifying transportation needs.
7. Identify and designate routes and connectors with heavy freight movements as freight priority corridors.
8. Identify and inventory suitable locations for multi-modal facilities.

**Goal 4: Environment**

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

Strategies:

1. Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation programs and projects.

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

**Goal 5: Finance and Funding**
Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.

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

**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. Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.
5. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
6. Adopt best practices to provide and improve facilities for safe walking and bicycling.
7. Incorporate emergency service agencies in the transportation planning and implementation processes to ensure delivery of transportation security to the traveling public.
8. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders on two lane highways.
9. Reduce the number of at grade rail highway crossings.
10. Upgrade passively protected at grade rail highway crossings.

**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.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.

**Goal 9: Tourism & Travel**

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

Strategies

1. Develop a regional map that identifies tourism destinations and regionally significant facilities.
2. Establish procedures to increase coordination and communication with local governments, tribal governments and state agencies to identify projects that impact the communities' transportation system.

3. Collaborate with local economic development authorities, State and Federal economic development agencies in the identification

## Key Issues, Challenges and Trends

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. This section is intended to identify these issues, challenges and trends. At the onset of the transportation planning process with input by the public through surveys and stakeholder meetings, the SORTPO staff, policy board and technical committee members identified key issues, challenges and trends that impact the transportation system. Appendix 5.2 displays the results of the surveys.

**Key Issues:**

- Maintain access to healthcare and emergency services.
- Increase transit services.
- Forced school consolidation due to state of State's flat revenues and multiple year budget cuts.
- 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:**

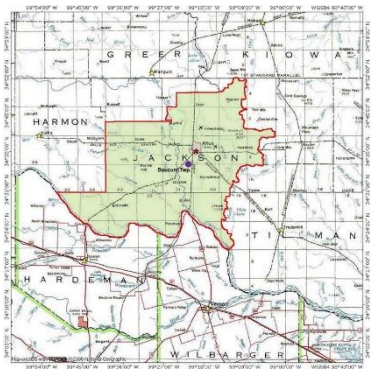
- Age of infrastructure.
- Attracting workforce to support the employment needs.
- Access to affordable to high speed internet.
- Lack of funding to adequately maintain roadway systems and bridges.
- Competition for industry/business.
- Working together regionally to attract/maintain workforce, industry and community.
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Expand community and regional services that support the mission of Altus Air Force Base.
- Maintain access to health and related services.
- Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

**Trends:**

- Population declines in rural areas.

- Freight traffic will grow.
- Population and employment growth in the county dependent on Air Force Base.
- The population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The energy sector and farming community will continue to rely heavily on trucks in rural areas.
- Technology impact on retail, employment and how medical services are obtained.
- Autonomous vehicle technology. State of Oklahoma's budget negative impact on rural communities.

# Chapter 2: Current Conditions



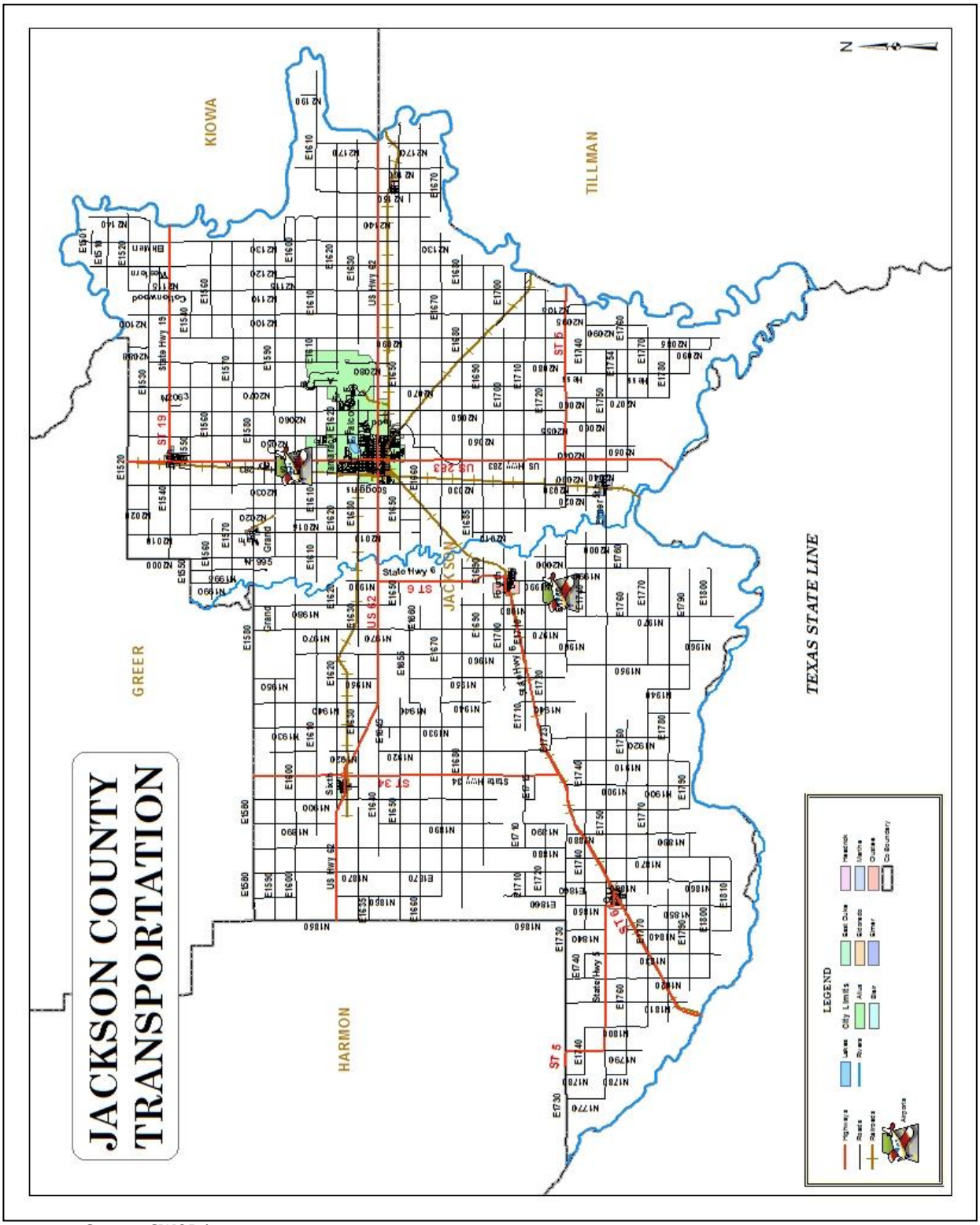

This chapter provides a "snapshot" of current conditions that relate to transportation in Jackson County. Demographics, economic conditions, environmental factors, community development and transportation and traffic data each provides information for transportation planning. Jackson County is in southwestern Oklahoma (Map 2.1). The County is bordered by Greer County on the north, Harmon County on the west, Kiowa and Tillman counties to the east, Texas and the Red River to the south. Most of the County lies within the Red Bed Plains physiographic region. The western third of the county is situated in the Gypsum Hills region and the northeastern corner is in the Wichita Mountains region. The County is predominately rural, with much of the population being within the incorporated city of Altus, and the towns of Blair and Olustee.

## History

Jackson County encompasses 804 square miles of land and water. This County was formed in 1907 from part of Old Greer County and Altus was designated at the County Seat. The County's economy is primarily based on agriculture and Altus Air Force Base (AAFB). Altus became home to US Air Force (USAF) aircraft and personnel in 1943. The Base was originally called Altus Army Air Field (AAF). Over the next five decades the base evolved to become the premier air mobility training location in the US Air Force, and employs five thousand (5,000) people. The AAFB is home to the KC-46 training facility and when fully staffed will add 700-800 trainees annually and 300 permanent members.

Within the County are six highways: US Highway 283 crosses the County in a north-south direction and passes through Altus and Blair, US Highway 62 crosses the county from east to west going through Altus and Duke and near Headrick and State Highways 5, 6, 19 and 34 also serve motorists. Jackson County also has municipal airports that are in Altus and Olustee. The County is also served by five railroad companies: Farmrail Corporation (FMRC), Grainbelt Corporation (GNBC), Stillwater Central Railway (SLWC), Wichita, Tillman & Jackson (WT&J) and Burlington Northern and Sante Fe (BNSF).

## Map 2.1 Jackson County Transportation System




Source: SWODA

The County is home to nine (9) cities and towns with Altus containing the largest population.

- **Altus** is located at the intersection of US Highway (US) 62 and US 283. Altus is the largest community in Jackson County and is the primary retail center. In the 2010 US Census estimated that Altus population was 19,813. In the 2010-2014 ACS estimated population at 19,716. The Altus Central Business District is located along US 62 and US 283. Altus economy is surrounded by Altus Air Force Base, retail shops and farming and ranching. The W.C. Baker House, Frazer Cemetery, Elmer and Lela Garnett House, Jackson County Courthouse and Wichita Falls & Northwestern Railroad Passenger Depot were listed in the National Register of Historic Places. Altus is also known for Lake Altus-Lugert and Quartz Mountain State Park, located seventeen miles north of Altus in Greer and Kiowa County.
- **Blair** is located ten miles north of Altus at the intersection of US 283 and State Highways (SH) 6 and 19. Blair is in northern Jackson County. The estimated population for Blair was 606 in the 2010-2014 ACS. Blair economy is surrounded by farming and ranching.
- **Duke** is located on US 62 and SH 34. Duke lies fourteen miles west of Altus in western Jackson County. The estimated population was 332 in the 2010-2014 ACS. Duke's economy is surrounded by farmland and ranching. The Perryman Ranch Headquarters was added to the National Register of Historic Places.
- **Eldorado** is located on SH 6, seven miles north of the Red River. The estimated population was 466 in the 2010-2014 ACS. Eldorado's economy is surrounded by farming and ranching. The farmers formed the Eldorado Farmer's Cooperative Association in the early 1900's.
- **Elmer** is in southern Jackson County. Elmer is on US 283, fourteen miles south of Altus. The population was estimated at 111 in the 2010-2014 ACS. The town is surrounded by farming and ranching.
- **Headrick** is lies eleven miles east of Altus and one-half mile south of US 62. The population was estimated at 147 in the 2010-2014 ACS. The town is surrounded by farming and ranching.
- **Martha** is located six miles northwest of Altus and three miles west of US 283 on East County Road 158. The population was estimated at in the 2010-2014 ACS. The town is surrounded by farming and ranching.
- **Olustee** is located on SH 6, Olustee lies fourteen miles southwest of Altus in Jackson County. The population was estimated at 450 in the 2010-2014 ACS. The town is surrounded by farming and ranching. The Cross-Ranch Headquarters, Fullerton Dam, Olustee Public Library and Park were registered in the Historic Places.

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 and investment.

The Jackson County's population shows a slight decline between the 2000 and 2010 US Census as indicated in Table 2.1. The decline is attributed to out migration, death and a slowdown in new industry or businesses locating in the County. The County's population is distributed between male (49.5%) and female (50.5%) with the median age of 34 years of age. The largest concentration of population lies between the ages of 25-54 (38.5%); while the 28.7% of the population was 19 years and under. The population age 65 years old and over represent 13.2% of the County's population.

**Table 2.1: Jackson County Population 1980-2014 Estimate**

| | 1980 | 1990 | 2000 | 2010 | 2010-2014 ACS ESTIMATED POPULATION |
|---|---|---|---|---|---|
| Altus | 23,101 | 21,910 | 21,447 | 19,813 | 19,549 |
| Blair | 1,092 | 922 | 894 | 818 | 665 |
| East Duke | 484 | 360 | 445 | 424 | 349 |
| Eldorado | 688 | 573 | 527 | 446 | 449 |
| Elmer | 131 | 132 | 96 | 96 | 113 |
| Headrick | 223 | 183 | 130 | 94 | 126 |
| Martha | 219 | 217 | 205 | 162 | 141 |
| Olustee | 721 | 701 | 680 | 607 | 537 |
| Balance of Jackson County | 3,697 | 3,766 | 4,105 | 3,962 | 4,127 |
| Jackson County TOTAL | 30,356 | 28,764 | 28,439 | 26,446 | 26,056 |

Source: US Census American Fact Finder, 2011-2015 ACS

Information obtained from the 2010-2014 ACS provides facts on the makeup of the county. Below is information obtained from the ACS. Additional demographic data can be found in Appendices 2.1 – 2.7.

- ✓ Occupied Housing Units – 10,407
- ✓ Owner Occupied Units –6,165
- ✓ Renter Occupied Units -4,242
- ✓ Single Family Detached Housing Units - 82.0%
- ✓ Mobile Home or Other type of Home - 4.8%
- ✓ Educational Attainment population 25 years and Older
  - High School Graduate – 36.2%
  - Some College – 45.9%
  - Bachelor's Degree –4.0%
- ✓ Commute Patterns to Work Age 16 years and Older

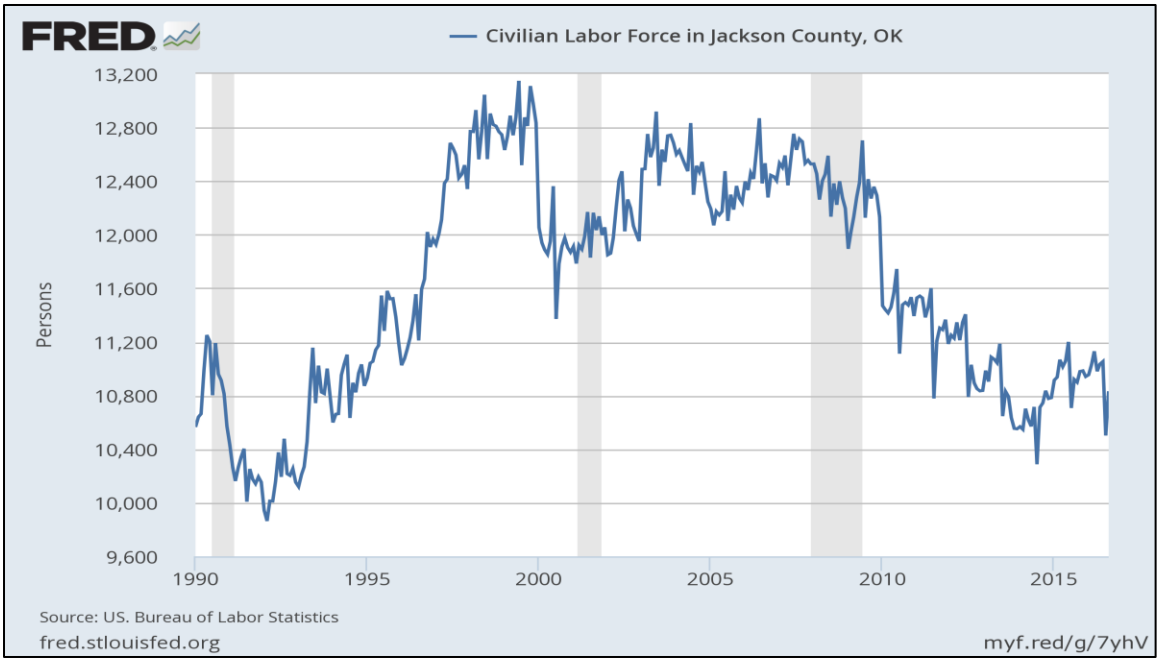
- Car, truck or van –1,332
- Public Transportation –22
- Walked –344
- Other Means -173
- Worked at Home –259

✓ Industry

- Agriculture and forestry – 442
- Construction –637
- Retail Trade – 1,254
- Educational Services – 1,091
- Public Administration – 1,546

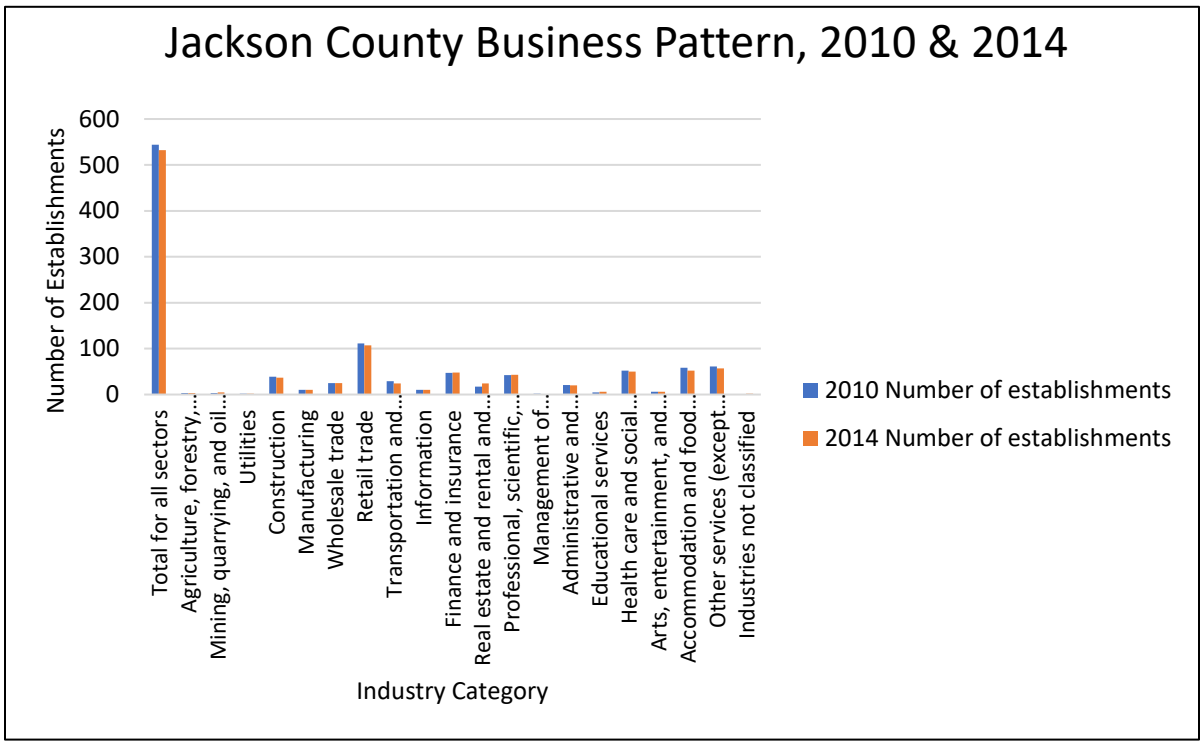
Civilian Labor Force data between the years 1990-2015 is illustrated in Figure 2.1. The information portrayed in this graph developed by the Federal Reserve Bank illustrates the fluctuation in the Jackson County Civilian Labor Force. Figure 2.2 illustrates the Civilian Labor Force not adjusted seasonally. Comparing the data in Figure 2.1 and 2.2 there are similarities in the employment growth between 1990-2015. Figure 2.3 illustrates 2010-2014 Jackson County Business Patterns. This figure displays the stability in the business categories.

**Figure 2.1: Jackson County, Civilian Labor Force 1990 – 2015**



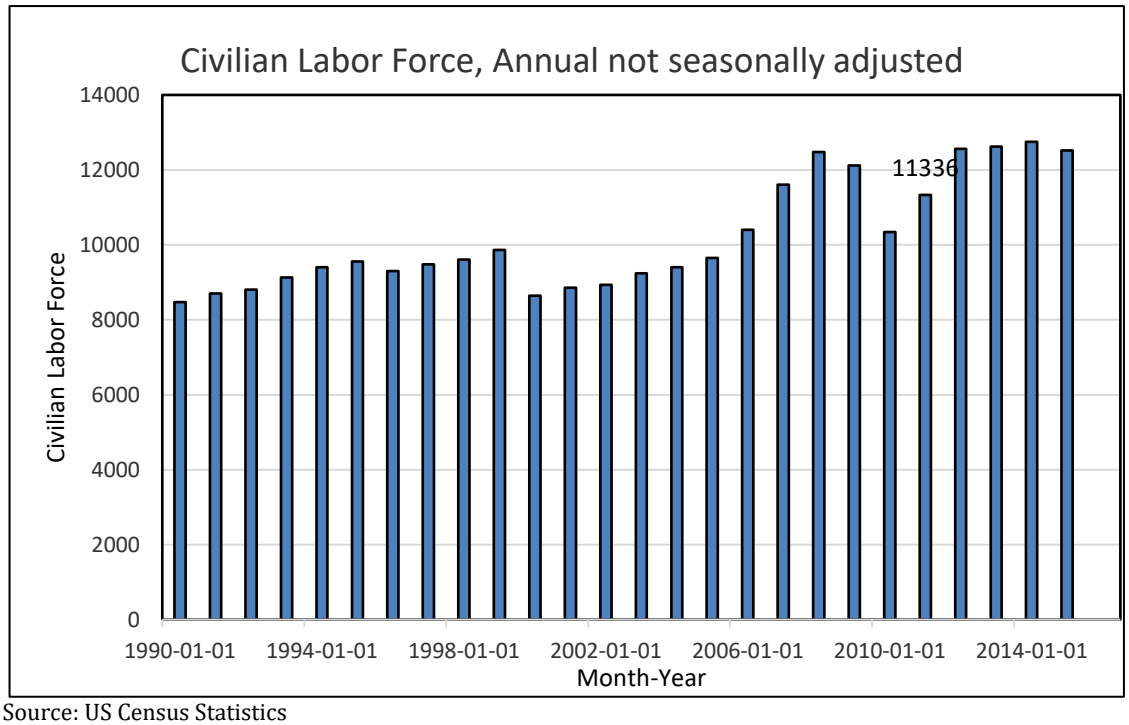

Source: US. Bureau of Labor Statistics. Release: Unemployment in States and Local Areas (all other areas) Growth Rate Calculations | US recession dates

**Figure 2.2: Jackson County, Civilian Labor Force, Annual not seasonally adjusted, 1990 – 2014**




Source: Bureau of Labor Statistics

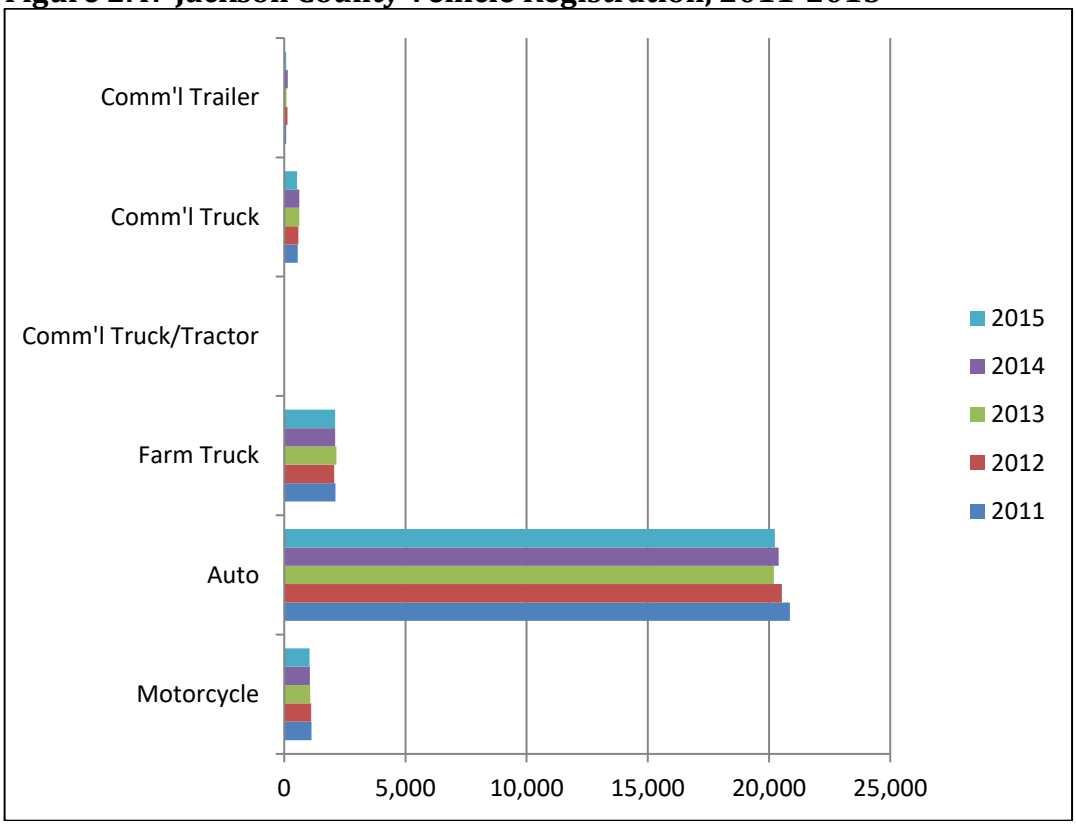
**Figure 2.3: Jackson County, 2000 & 2014 Jackson County Business Pattern**




Source: US Census Statistics

Figure 2.4 provides information related to vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and farm truck registration are the primary classes of vehicles in the County. The data in the graph confirms that the primary vehicle is the automobile. The 2010-2014 ACS Population estimate of 26,046 when compared to vehicle registration supports the continuing trend of multiple vehicle ownership. Data obtained from the 2010-2014 ACS reveals that 21.1% of the population had access to three or more vehicles available; while 5.5% of the population did not have access to a vehicle. Commute patterns to work for Workers 16 years and older according to the 2010-2014 ACS identify that 82.1% workers drove alone, 11.2% carpooled, and 2.2% worked at home. Mean travel time was estimated at 14.4 minutes.

**Figure 2.4: Jackson County Vehicle Registration, 2011-2015**




Source: Oklahoma Tax Commission

## Traffic Analysis Zones

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

Department of Commerce. The year 2015 is the base year for the plan and 2011-2015 ACS was used as the base population.

TAZ delineation for the areas other than Metropolitan Planning Organizations (MPO) are the responsibility of ODOT. Historically in non-MPO areas the TAZ boundary defaulted to the census tract boundary. The RTPO's are responsible for developing these zones and supporting data. As rural transportation planning continues to mature the delineation of TAZ will allow acquisition of data that supports the transportation planning process. 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 to 800 and employment thresholds of 400

Geographically, the County and cities/towns are subdivided into seventy (70) traffic analysis zones. Socio-economic data (including population and employment) are summarized for each TAZ. Map 2.2 illustrates the revised TAZ boundaries for the County. Maps 2.3 through 2.10 illustrate TAZ areas for Altus, Blair, Duke, Eldorado, Elmer, Headrick, Martha and Olustee. The 2010 population of 26,446 and employment of 11,465 was distributed into the TAZs. Appendix 2.8 provides information on the population and employment data by TAZ. TAZ 162 (Altus Air Force Base) contains the largest concentration of population and employment. TAZs with the greatest population include: 3, 4, 5, 9, 101, 216, 218, 225, 251 and TAZs with the highest employment concentration include: 216, 236, 237, 238, 239. The rural nature of the County requires the Plan development to consider that a major employer is determined by the individual community. In some instances, a major employer may be identified as an employer with as few as 10-15 employees. Major employers by city/town and County by TAZ are included in Appendix 2.9.

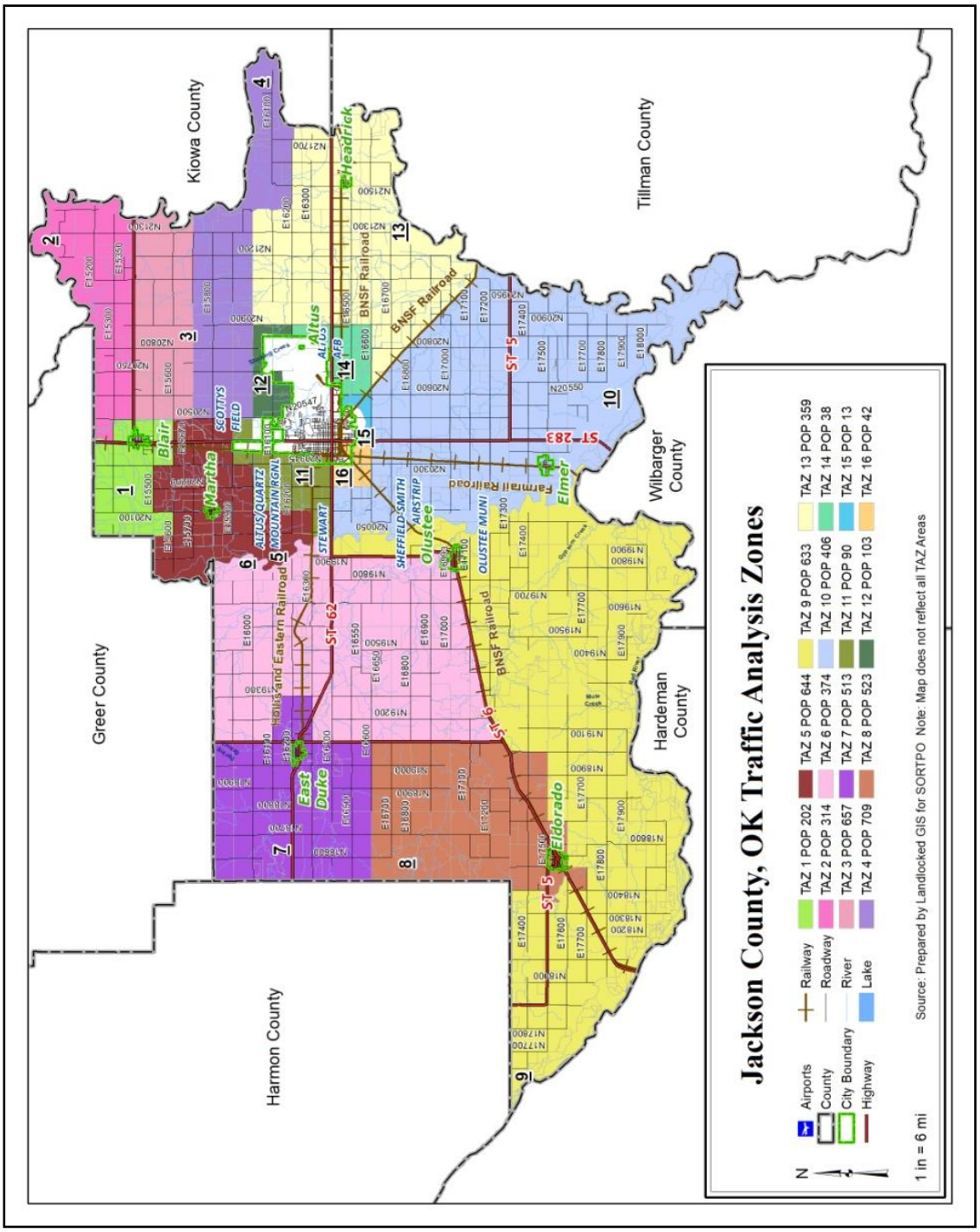
## Physical Development Constraints and Conditions

There are transportation facilities, land ownership, existing development and environmental features that affect the growth of Jackson County. These constraints both physical and manmade have shaped and impacted the development of the county. Current growth is concentrated in the city of Altus and area surrounding this City. Development regulations guide growth in the cities of Altus and Blair. The most significant commercial growth areas continue to occur along US 62, Tamarack Road and US 283.

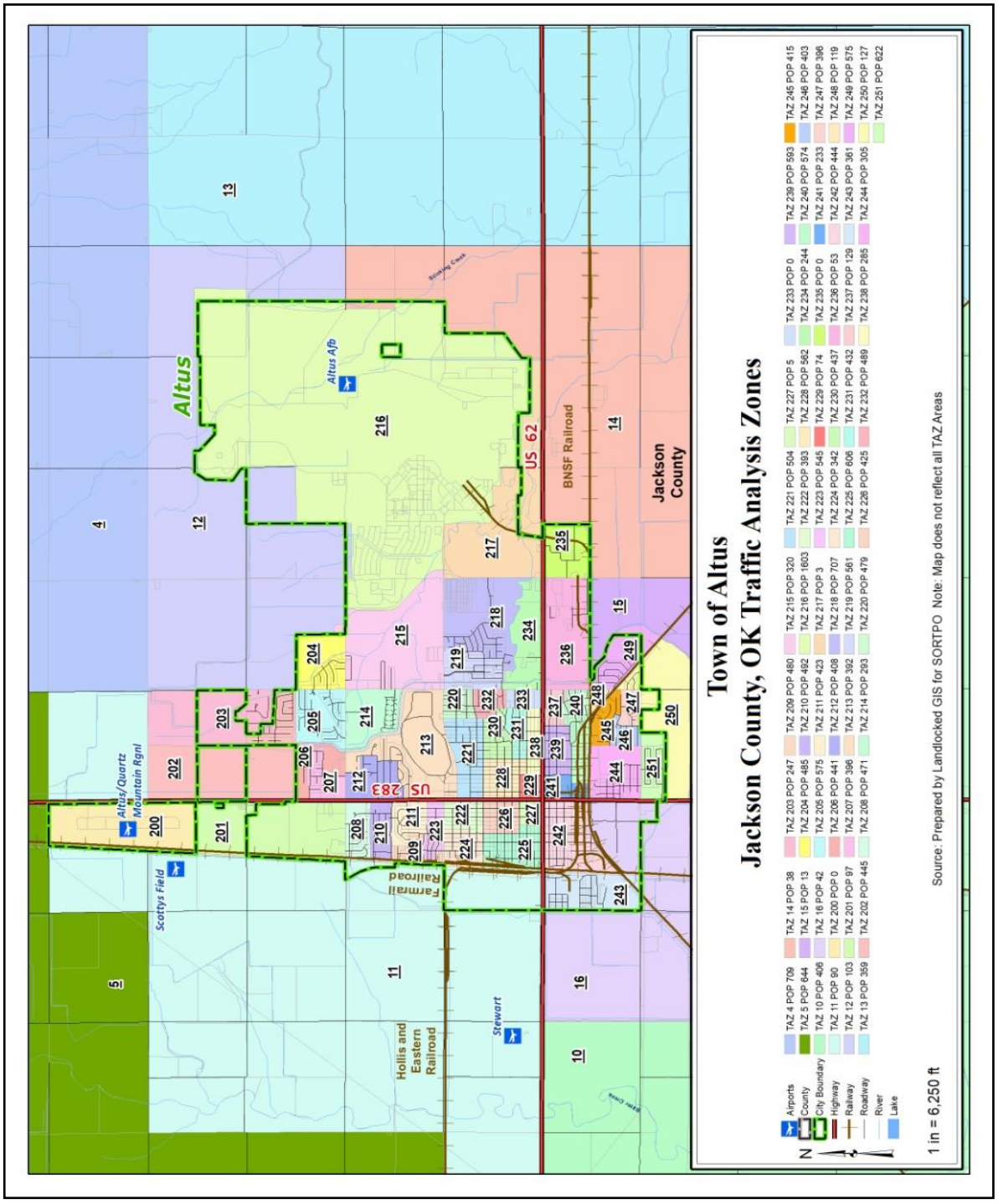
Jackson County major constraints for development include: cities and towns, railroad, highways, Altus Air Force Base and large acreage farms. Rail lines in Jackson County include:

- Farmrail Corporation which separates the county from north to south traveling from Elmer through Altus to Blair and continuing north to Clinton.
- Wichita, Tillman & Jackson (WT&J) Railway begins in Altus and travels south east through Tillman County connecting with Frederick and extending south into Texas connection with the Burlington Northern Santa Fe (BSNF) in Wichita Falls, Texas.
- The Stillwater Central (SLWC) enters the County from the east and runs parallel to US 62 extending to Altus.
- The BNSF begins at Snyder and runs parallel to US 62 and shares the rail space with SLWC to Altus. BNSF at Altus travels southwest through Olustee Eldorado and enters Texas connecting to BSNF line that extends to Amarillo, TX and the Dallas Fort Worth metroplex.

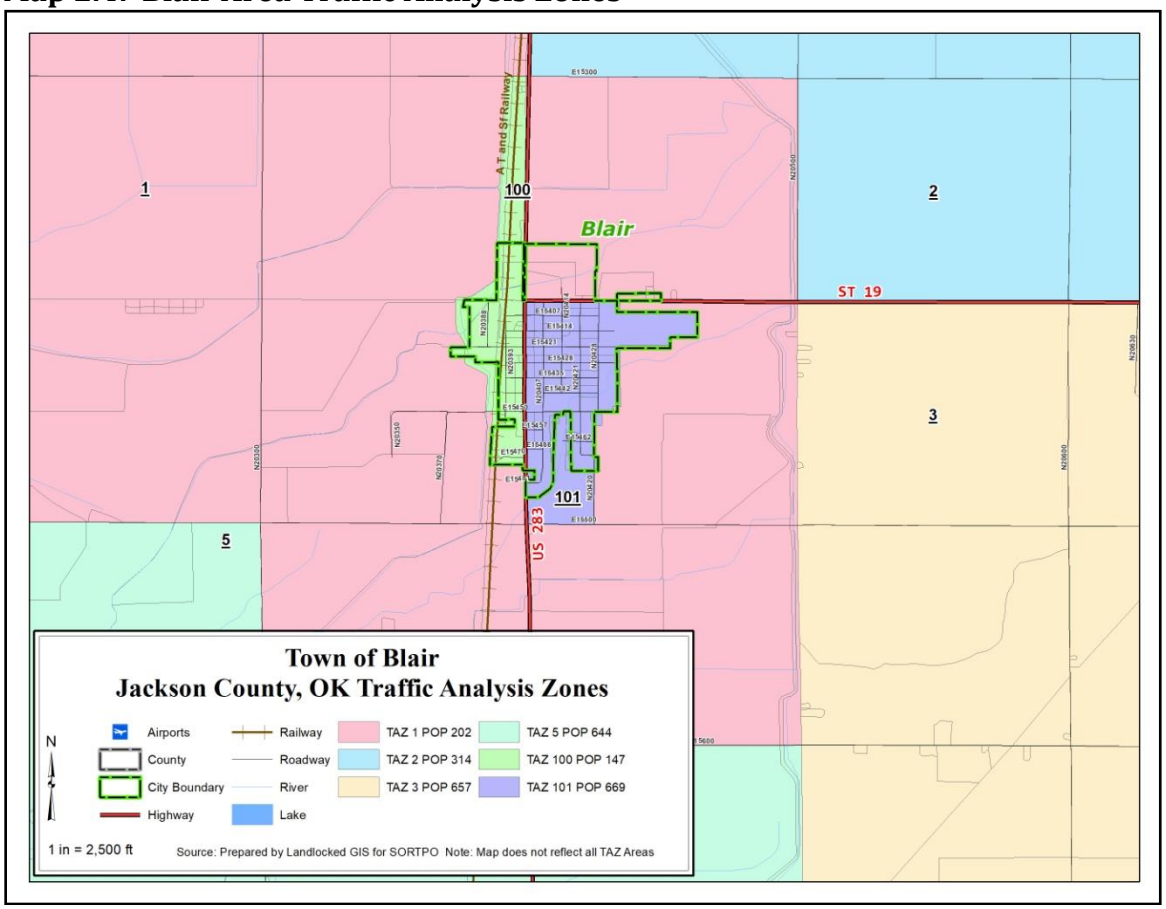
## Map 2.2: Jackson County Traffic Analysis Zones



## Map 2.3: Altus Area Traffic Analysis Zones



**Map 2.4: Blair Area Traffic Analysis Zones**




**Source: SWODA**

Two highways (US 283 and US 62) provide access from the north and south and east and west. Altus Air Force Base is in the northeast quadrant of the City of Altus. Map 2.1 located on page 13 illustrates the location of the highways, rail lines and airports. There are no federally recognized tribal lands in Jackson County, Appendix 2.10 illustrates the Tribal Land in the state.

Jackson County is home to environmental features natural and cultural resources which can influence the transportation system. 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 2040 LRTP. 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. Most transportation capital and maintenance projects have the potential to affect natural and human-made resources in both positive and negative ways. To minimize impact on County environmental features. Appendix 2.11 and Appendix 2.12 provides description of 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 including development of the Jackson 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. A review of collision records collected and maintained by ODOT was performed for the calendar years 2012-2016. A total of 1,954 collisions were reported in Jackson County during this period. The highest concentration of collisions occurred at the intersection of Main St/US 62 and Tamarack Rd. Table 2.2 identifies the number of collisions (in highest concentration), location and accident severity index for the years 2012-2016. The intersection of Main St. (US-283) and Tamarack Rd. is ranked number one in the number and severity of collisions during this time period.

Between 2012-2016 there were fifteen (15) fatalities and 774 injuries. Type of collisions included rear-ends (24.6%), with right angles (16.3%), fixed object (14.3%), other (13.5%), and angle (12.4%). Vehicle collisions occurred predominately in 4 door passenger vehicles and pickup trucks. Figure 2.5 illustrates collisions by vehicle type. Driver condition for cause of collisions includes no improper action (42.6%), inattention (13.4%), failed to stop (10.1%), and unsafe speed (6.6%). Appendices (2.13-2.17) provide supplemental information on collision data.

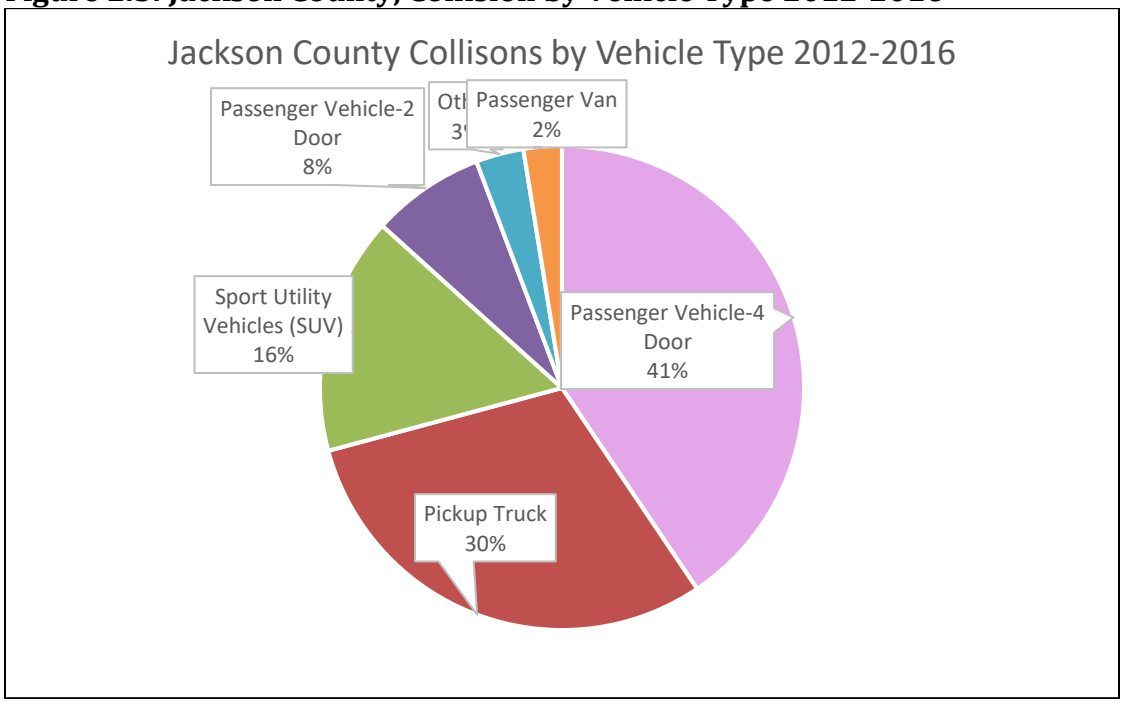
**Table 2.2: Jackson County Collision Concentration, 2012- 2016**

| CITY | CITY STREET NAME/HWY | CITY STREET NAME/HWY | SEV INDEX | NUM COLLS | RANK |
|---|---|---|---|---|---|
| Altus | Main St./US 283 | Tamarack Rd. | 71 | 53 | 1 |
| Altus | Broadway Ave./US 62 | Navajo St. | 49 | 31 | 2 |
| Altus | Main St./US 283 | Bradford Ave. | 43 | 37 | 3 |
| Altus | Main St./US 283 | Falcon Rd. | 42 | 32 | 4 |
| Altus | Broadway Ave./US 62 | Main St./US 283 | 38 | 29 | 5 |
| Altus | Main St./US 283 | Sequoyah Ln. | 37 | 28 | 6 |
| Altus | Broadway Ave./US 62 | Park Ln. | 34 | 23 | 7 |
| Altus | Main St./US 283 | Cypress Ave. | 29 | 18 | 8 |
| Altus | Main St./US 283 | A St. | 28 | 19 | 9 |
| Altus | Veterans Blvd. | Falcon Rd. | 24 | 18 | 10 |
| Altus | Main St./US 283 | Commerce Ave. | 23 | 14 | 11 |
| Altus | Main St./US 283 | Simpson | 22 | 16 | 12 |
| Altus | Park Ln. | Tamarack Rd. | 20 | 11 | 13 |
| Altus | Park Ln. | Falcon Rd. | 17 | 14 | 14 |

| CITY | CITY STREET NAME/HWY | CITY STREET NAME/HWY | SEV INDEX | NUM COLLS | RANK |
|---|---|---|---|---|---|
| Altus | Main St./US 283 | Sutherland Ave. | 16 | 12 | 15 |
| Altus | Main St./US 283 | Walmart/Braum's Entrance | 16 | 12 | 16 |
| Altus | Broadway Ave./US 62 | Park Ave. | 16 | 11 | 17 |
| Altus | Broadway Ave./US62 | Veterans Blvd. | 14 | 10 | 18 |
| Altus | Main St./US 283 | Val Verde St. | 13 | 10 | 19 |
| Altus | Spurgeon St. | Falcon Rd. | 13 | 5 | 20 |

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

**Figure 2.5: Jackson County, Collision by Vehicle Type 2012-2016**




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

## 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 2.3. The scope of the LRTP does not include solutions to the areas of concern.

**Table 2.3: Jackson County Transportation Areas of Concern**

| CITY/TOWN | LOCATION | DESCRIPTION |
|---|---|---|
| Altus | S. County Road 210 | Narrow road needs widen /no shoulders a lot of traffic. Going toward Navajo. |
| Altus | Tamarack Rd. /Falcon Rd. | Reduce Speed |
| Altus | Tamarack Rd. | Turning lanes and Light |
| Altus | Falcon Rd. Broadway/Tamarack Rd. | Need sidewalks and bike lanes |
| Altus | Tamarack Rd./ Park Ln. | Needs light at intersection |
| Altus | Falcon Rd. | There is a lot of traffic needs to be a 4-lane street and add sidewalks. Due to school traffic coming and going. |
| Altus | Jackson St. | Have dips in the roads where cars frequently bottom out. |
| Altus | Downtown / Parks | Sidewalks do not connect. No bicycle lanes. |
| Altus | US 283/ Tamarack Rd. | Intersection needs turning radius for trucks. |
| Altus | US 62 | Needs sidewalks. |
| Altus | County Road E1620 | Needs shoulders parents park on side of road to pick up kids off school bus that go to Navajo School |
| Altus | Veterans St. | Need to do a traffic study. Need sidewalks. |
| Altus | Scoggins Rd | Needs repaired sharp drop offs |
| Blair | US 283/ SH 19 | Need a stop light to slow traffic down. |
| Jackson Co | US H283 | South of Altus terrible roads heavy freight moves on this road. |
| Jackson Co | US 283 | Accidents at the intersection going toward Quartz Mt. Park |
| Jackson Co | US 62, US 283, SH-5, SH-6, SH-19, SH-34 | Need road repairs. |

Source: Stakeholder Meetings, Surveys, SORTPO

## Existing Roadway 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 12,257 centerline miles as measured in one direction along the dividing stripe of two lane facilities and in one direction along the general median of multilane facilities. Transportation on our highways is also facilitated by over 6,800 bridge structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads and highways and railroads.

Oklahoma's rural nature and historically agricultural and energy based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,600 miles of Oklahoma highways are two-lane facilities without paved shoulders Appendix 2.18 illustrates the Steep Hill/Sharp Curves areas of concern (statewide). Appendix 2.19 illustrates the location of two lane highways with no shoulders.

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

**Traffic Count**

Traffic counts are collected by ODOT (Appendix 2.20) and data included in this plan reveal that the largest volume of traffic is carried US 283 from the Jackson County Line north through Cheyenne to SH 47.

**Functional Classification and Road System**

Functional classification is a well-established system utilized by the Federal Highway Administration (FHWA) for grouping streets and highways into classes based on roadway characteristics and intended services. Basic to this process is the recognition that individual roads and streets cannot serve travel independently; rather, most travel involves movement through a network of roads. Thus, it is necessary to determine how to channelize travel within the network in a logical and efficient manner. Functional classification (Appendix 2.21) defines the extent to

which roadways provide for through travel versus the extent to which they provide access to land parcels. An interstate highway provides service exclusively for through travel, while a local street is used exclusively for land access. Each roadway has a classification number based on its location, access, and capacity characteristics. Functional class and jurisdiction are important not only in relation to operational and maintenance responsibility, but also in how roadway improvement projects can be funded. It is important to note that Rural Local and urban local streets which are not eligible for federal funds. Jackson County functionally classified roads are illustrated on the Functional Classification Map in Appendix 2.22.

Funding eligibility limitations include:

- FHWA National Highway Performance Program (NHPP) can be used only on the National Highway System, which comprises the Interstates, all other Principal Arterials, and all designated NHS Connectors.
- FHWA Surface Transportation Program (STP) can be used on any facility except Local Roads and Rural Minor Collectors.
- FHWA Highway Safety Improvement Program can be used to address safety problems on any public road.

**Bridges**

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

Bridges are rated on a numerical scale of "1" to "7" that translates into a range of Poor, Fair, Good, and Excellent. Bridges are also described as "Structurally Deficient" and "Functionally Obsolete" (Appendix 2.23). The former may have any of many structural problems noted in the inspection; while some may be closed or load-posted, many remain safe for traffic. The latter are bridges that do not meet current design standards. They may have narrow lanes, or inadequate clearances, but they may also be structurally sound. These structures enable vehicles, bicycles, pedestrian and wildlife to cross an obstacle. Bridges are structures that span more than 20 feet between supports and deteriorate over time due to weather and normal wear-and-tear with the passage of vehicles. To ensure safety and minimize disruption to the transportation network bridges undergo regular inspections by qualified engineers. Inspections help locate and identify potential problems early

and trigger protection mechanisms when a problem is found.

Jackson County is home to 243 bridges that are critical for regional mobility. The bridges in the County vary greatly in their age with the oldest constructed in 1930 and most recent construction occurred in 2016. Between 2010-2016 eleven bridges were constructed (63 On System and 324 Off System). County bridges (off-system) with a sufficiency rating of 60 to 75 total 18 and bridges with a sufficiency rating of 59 or less total 86. Appendix 2.24 and Appendices 2.25 includes On and Off system bridges in Jackson County.

**Traffic Control**

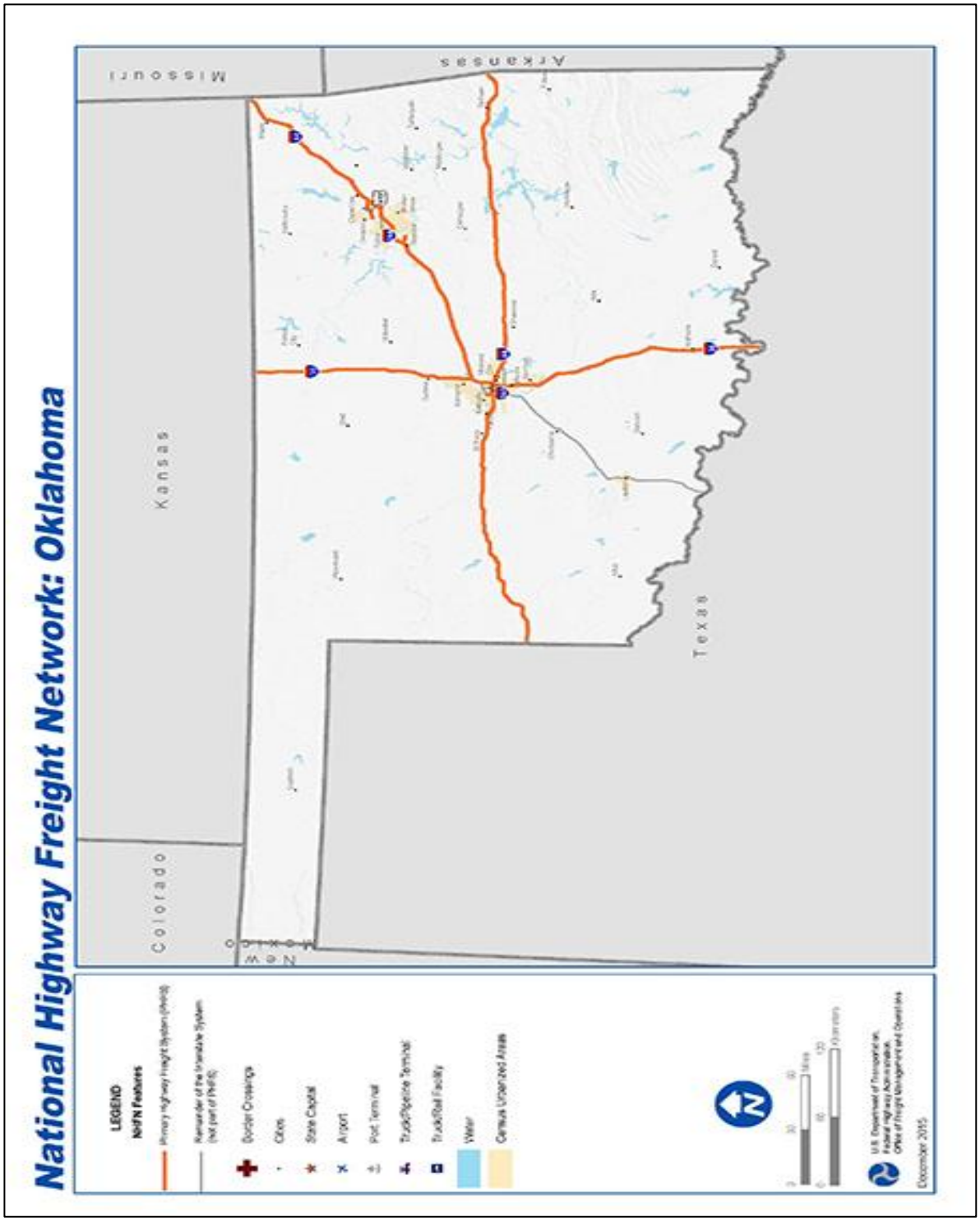
Traffic signals are a key element of traffic control. Their location and timing affects the mobility of vehicles and pedestrians. National studies demonstrate that poorly timed traffic signals are responsible for a significant proportion of urban traffic congestion. Signal timing that does not allow 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 Jackson 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) (Appendix 2.26.) The FAST Act included 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 maps (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 2.6 illustrates the long-haul truck volume in 2011. Map 2.13 illustrates the Oklahoma 2014 High Volume Truck Corridors.

## Map 2.11: National Highway Freight Network, Oklahoma



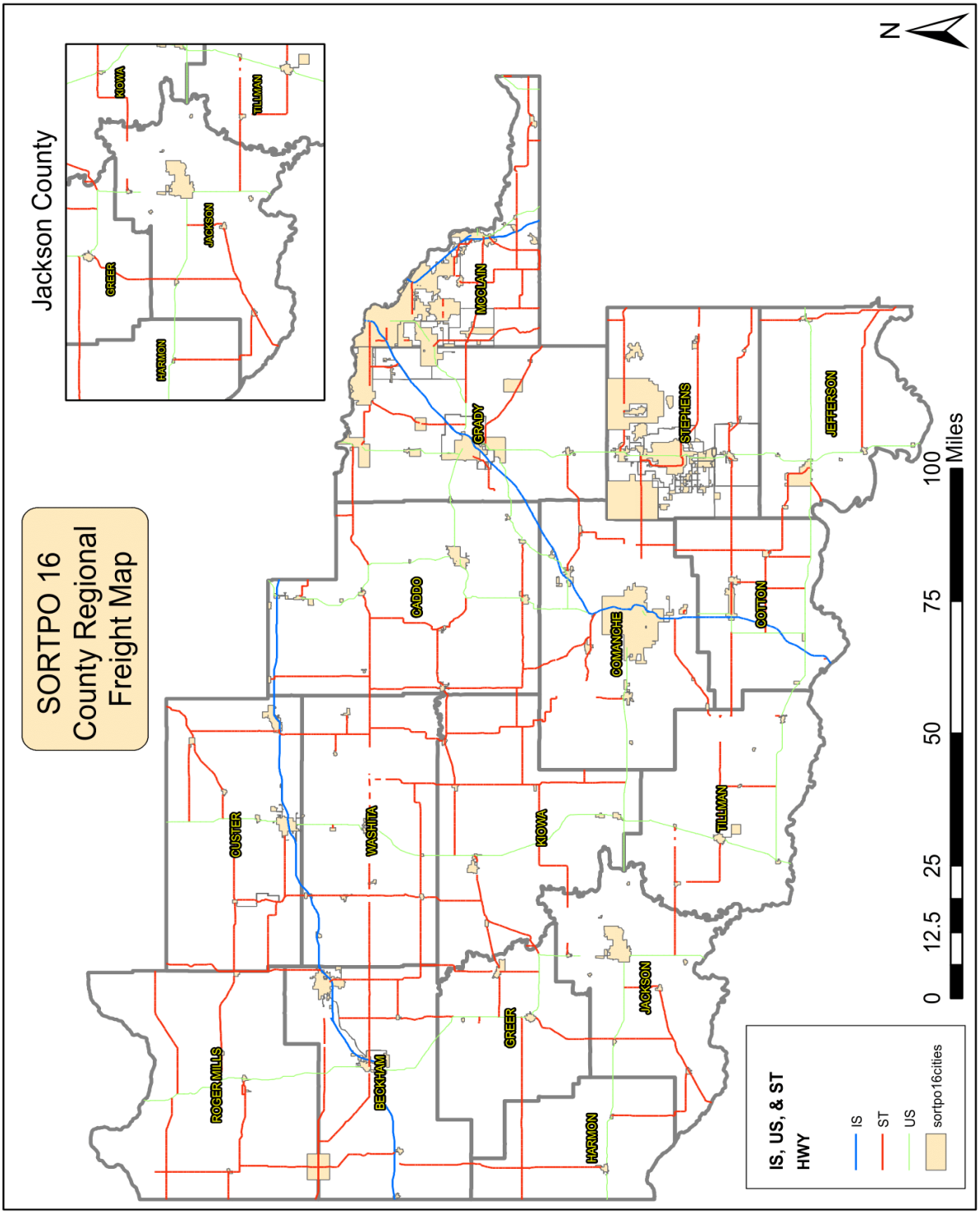

Source: US DOT

**Table 2.4: Jackson County Significant Freight Corridors**

| CITY/TOWN | LOCATION/DESCRIPTION |
|---|---|
| Jackson County | State Highway 5 |
| Jackson County | State Highway 6 |
| Jackson County | State Highway 19 |
| Jackson County | State Highway 34 |
| Jackson County | US Highway 283 |
| Jackson County | US Highway 62 |

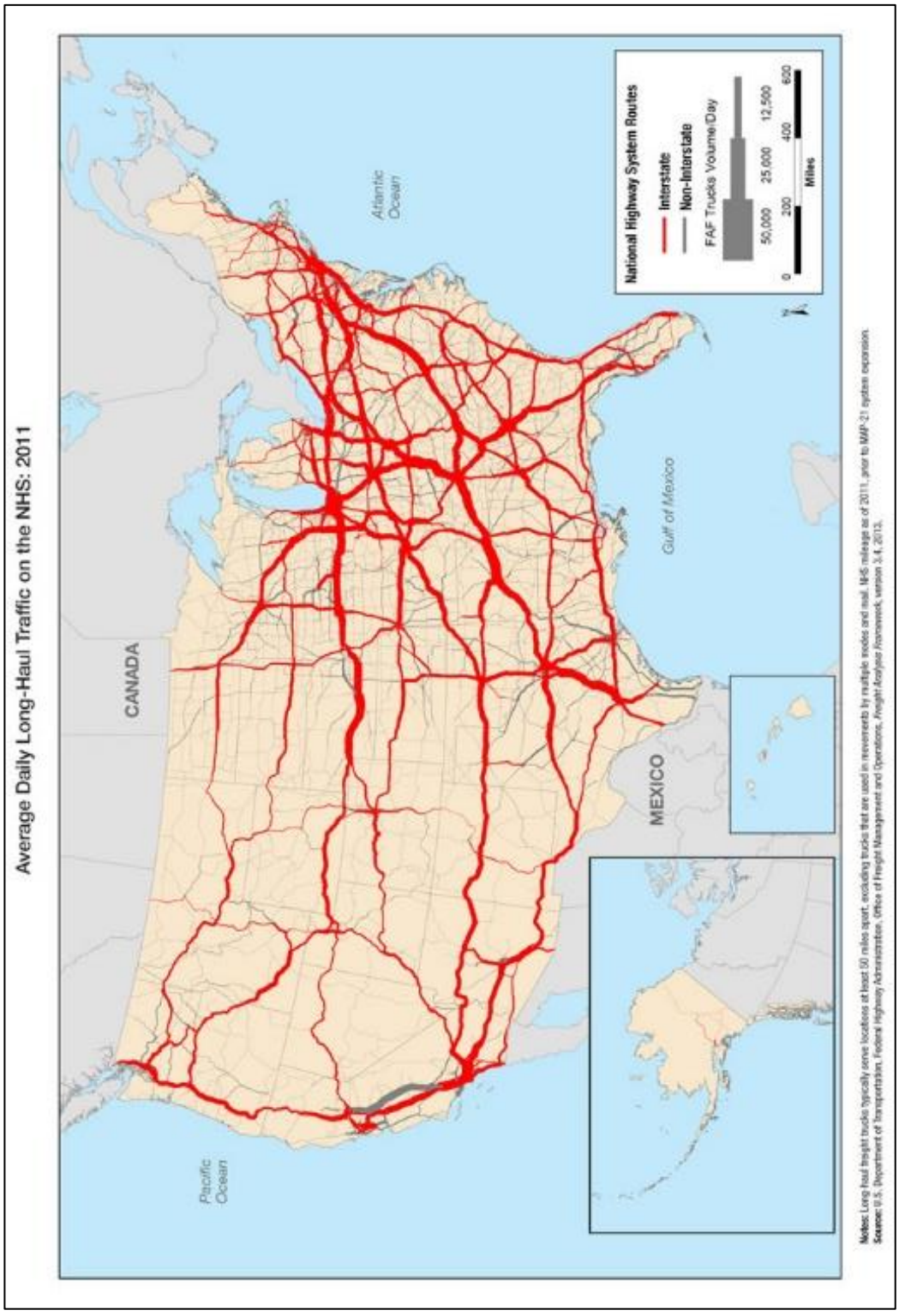
Source: SORTPO

## Map 2.12: SORTPO Significant Freight Corridors



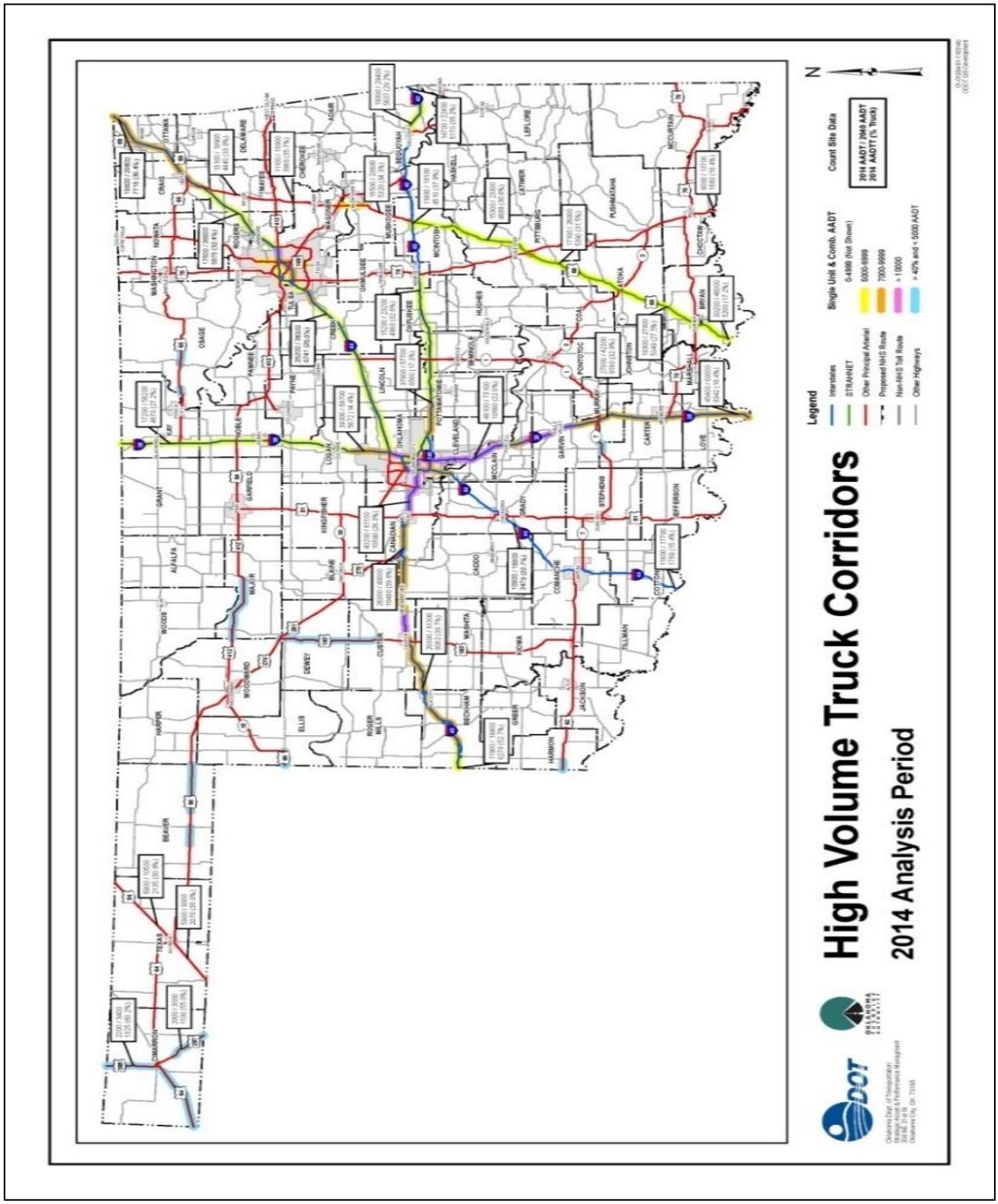

Source: SWODA

**Figure 2.6: Average Daily Long-Haul Traffic on NHS 2011**




Source: Freight Analysis Framework (FAF)

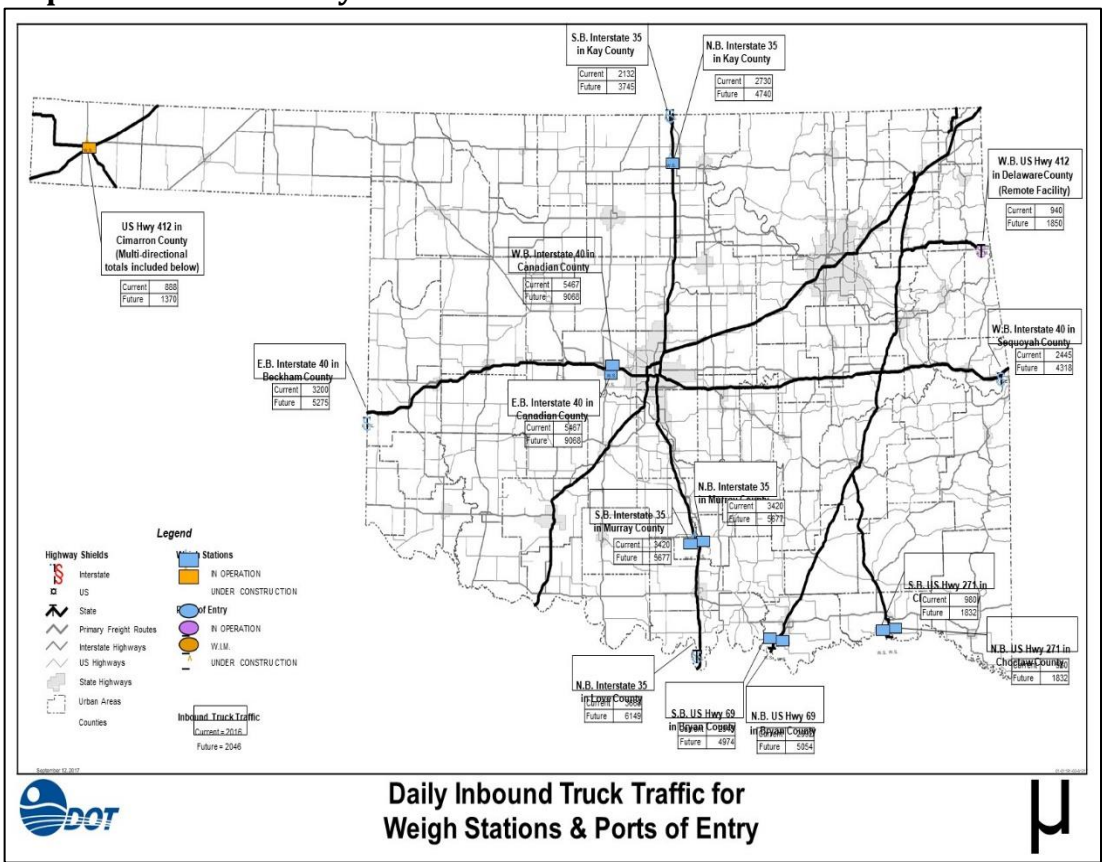
## Map 2.13: High Volume Truck Corridors 2014 Analysis




Source: ODOT

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: Ports of Entry**




## Rail

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 $75 million sale of the Sooner Sub rail line between Midwest City and Sapulpa. With the sale of this 97.5 mile, ODOT announced a $100 million initiative to improve safety at the State's railroad crossings. Most of the money for this program comes from the $75 million sale of the

Sooner Sub. Improvements are to be made to more than 300 rail crossings statewide and will add flashing lights and crossing arms to many of these crossings. Federal funding, as well as funds provided by railroad companies will also be used in completing the three to four-year program.
The state-owned tracks are leased by privately operated railroads. Statewide there are three (3) Class I railroads and nineteen (19) Class III railroads. Class I railroad lines include Burlington Northern Santa Fe Railway (BNSF), Union Pacific Railroad (UPRR), and Kansas City Southern Railway Co. (KCS). ODOT is in the preliminary stage of developing the 2017 Rail Plan.

Jackson County is served by five different railroad companies: SLWC, BNSF, WT&J, UP and KCS. Connections are made with Class I trunk lines BNSF at Altus, Oklahoma, or with UP at Wichita Falls, Texas. Local feeder service is provided in Jackson County by FMRC and GNBC (both subsidiaries of holding company Farmrail System), SLWC and WT&J. None operates on state-owned rail properties.

Most rail activity takes place at Altus, the junction with BNSF for all short lines, making it perhaps the most over-served city in America. Rail traffic is generally light, justifying only a twice-weekly BNSF local train. BNSF also runs 100-car unit trains as needed from the Great Plains Commodities ("GPC") shuttle loader east of Altus and the Martin-Marietta ("MM") granite quarry situated farther east on its line in Kiowa County. BNSF's carload count is proprietary.

FMRC-GNBC bases two crews at Altus to handle the principal commodities produced in the immediate region. Winter wheat is transported from country elevators to GPC and cottonseed interchanged to BNSF and WTJR at Altus, where there is also a livestock feed distributor. A limited amount of traffic is interchanged between BNSF and GNBC at Altus for GNBC-FMRC stations beyond the subject counties. SLWC operates to the quarry from the east and serves the Eagle Materials wallboard plant at Duke about weekly, while WTJR runs essentially as needed to Altus and Frederick.

The Jackson County portion of FMRC's 66-mile line between Clinton and Altus has century-old 70-pound jointed rail and is operated at Federal Railroad Administration (FRA) Class 1 (10 miles per hour). The most active portion, between Lone Wolf and Altus, is rated at 268,000 pounds gross weight and scheduled to receive 5,000 replacement ties this year. It has 17 small timber bridges. All traffic is local and handled in FMRC-provided equipment, so there is no practical need for upgrading to the contemporary commercial level of 286,000 pounds, which would necessitate extensive rail replacement. FMRC's 10 miles of line south of Altus has no customer and is used solely for railcar storage and positioning.

GNBC has track age rights over BNSF between Snyder and Altus affording access to the GPC grain facility for captive traffic only. Also in Jackson County, GNBC

has unused delivery rights west of Altus to the grain shuttle-loader at Eldorado and interchange with BNSF at Quanah, Texas. That entire BNSF branch is operationally rated at FRA Class 2 (25 miles per hour).

Physically, the lightly traveled portion of GNBC's 19-mile Snyder-Frederick line in Tillman County has been maintained to FRA Class 2 standards. Laid with 90-pound jointed rail and including seven small bridges, it would require substantial investment to justify an increase in allowable gross weight from 268,000 to 286,000.

All 2016 traffic attributable to rail customers within Jackson County originated or terminated at Altus on FMRC (709 carloads, of which 546 were interchanged there with BNSF and 163 with WTJR) or was delivered to GPC by GNBC for later forwarding by BNSF (36 carloads). An additional 234 carloads from GNBC stations outside the counties were delivered to GPC for forwarding by BNSF and 1,208 interchanged in both directions between GNBC and BNSF at Altus. Several miles of empties also were exchanged to and from temporary storage on FMRC.

Except for new customer Producers Cotton Oil at Altus, which is contemplating expansion of its current facility because of increased cotton acreage in the immediate region, industrial development prospects are limited. Country elevators at Sentinel (Washita County), Cambridge and Lone Wolf (Kiowa County) remain active, but those at Dill City (Washita County), Blair (Jackson County), Lugert (Kiowa County) and Manitou (Tillman County) are dormant (though they do have side tracks that could be utilized for purposes other than car storage). FMRC-GNBC remains alert for new prospects that could serve to increase the length and frequency of trains to more remunerative levels.

## Bicycle and Pedestrian Network

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

## Public Transportation

Public transportation systems and services in rural areas are limited. Low population densities in the SORTPO region and the distances between activity centers complicate the delivery of public transportation in rural areas. There are limited activity generators (mostly job destinations) that produce concentrations of transit need. That is, at least one (1) end of a trip is concentrated enough that public transit may be attractive. The difficulty then becomes establishing feasible routes and scheduling service such that the trip is acceptable to the workers. Federal, state and especially local funding is limited. This limits the type and level of service that can be provided. ODOT's Transit Programs Division is responsible for the administration of the Federal Transit Administration (FTA) grants for rural transit operations.

Service provided within the SORTPO region is limited to demand response service. This service is provided based on a pre-arrangement or an agreement between a passenger (or group of passengers or an agency representing passengers) and a transportation provider for those needing "curb-to-curb" transportation. The pre-arrangement may be scheduled well in advance or, if available, on short notice and may be for a single trip or for repetitive trips over an extended period (called "subscription service").

Demand response services in Greer County are provided by Southwest Transit Transportation. Southwest Transit began under the guidance of a group of volunteers known as the Road Runners with the Altus Christian Ministries. The program provided rides for seniors and persons with disabilities to shopping and medical appointments. In 1983, Southwest Transit management was shifted to the South West Oklahoma Community Action Group. The Transit System operates twenty-seven (27) vehicles including mini-vans and cutaway buses. According to their website Southwest Transit provides transportation to Head Start and day-care children, non-emergency medical transportation, transportation for employment and education, and provides transportation to our service men and women at the Altus Air Force Base.

Transit services are available in Altus, Hollis, Mangum, and Granite on a demand response basis. Additional services include:

- Feeder routes from Altus to Lawton to connect to Jefferson Bus and from Altus to Elk City to connect to Greyhound, and
- Altus Express shuttle operates in Altus from 6:00PM to 2:10AM on Friday and Saturday nights. The route originates at the Altus Air Force Base, Club Altus and travels Main Street and East Broadway to stop at local favourites. This route is repeated hourly and supported by local businesses and rider donations.

The ODOT 2012 Transit Gap and Overview Analysis results revealed the need for coordination of existing services. Development and implementation of a coordinated system approach to delivery of transit services will enhance the opportunities for rural communities to reach destinations outside of the region.

## Aviation

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

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

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

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

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

The CA airports are entry-level airports. These airports regularly serve small communities, where the city population is less than 5,000, and for many, the population is less than 2,000,

- normally these airports are not attended, have no services available, and
- the sponsor has limited financial capability to fund capital improvement projects.

The SORTPO area consists of twenty-two (22) general aviation airports identified in Table 2.5. Greer County is home to one public airport and is illustrated on Map 2.1.

**Table 2.5: 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 | Hobert Regional | RBA | Municipal |
| Purcell | McClain | Purcell | DA | Municipal |
| Cheyenne | Roger Mills | Migon Laird Municipal | CA | Municipal |
| Duncan | Stephens | Halliburton Field | RBA | Municipal |
| Tipton | Tillman | Tipton Municipal | CA | Municipal |
| Grandfield | Tillman | Grandfield Municipal | DA | Municipal |
| Frederick | Tillman | Frederick Regional | RBA | Municipal |
| Cordell | Washita | Cordell Municipal | CA | Municipal |
| Burns Flat | Washita | Clinton/Sherman | RBA | Municipal |

Source: Oklahoma Aeronautics Commission

# Chapter 3: Future Conditions and Improvements

The objective of the Future Conditions and Planned Improvements chapter is to portray a "snapshot" of typical daily traffic conditions in the county for the year 2040. It is assumed that only those 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.

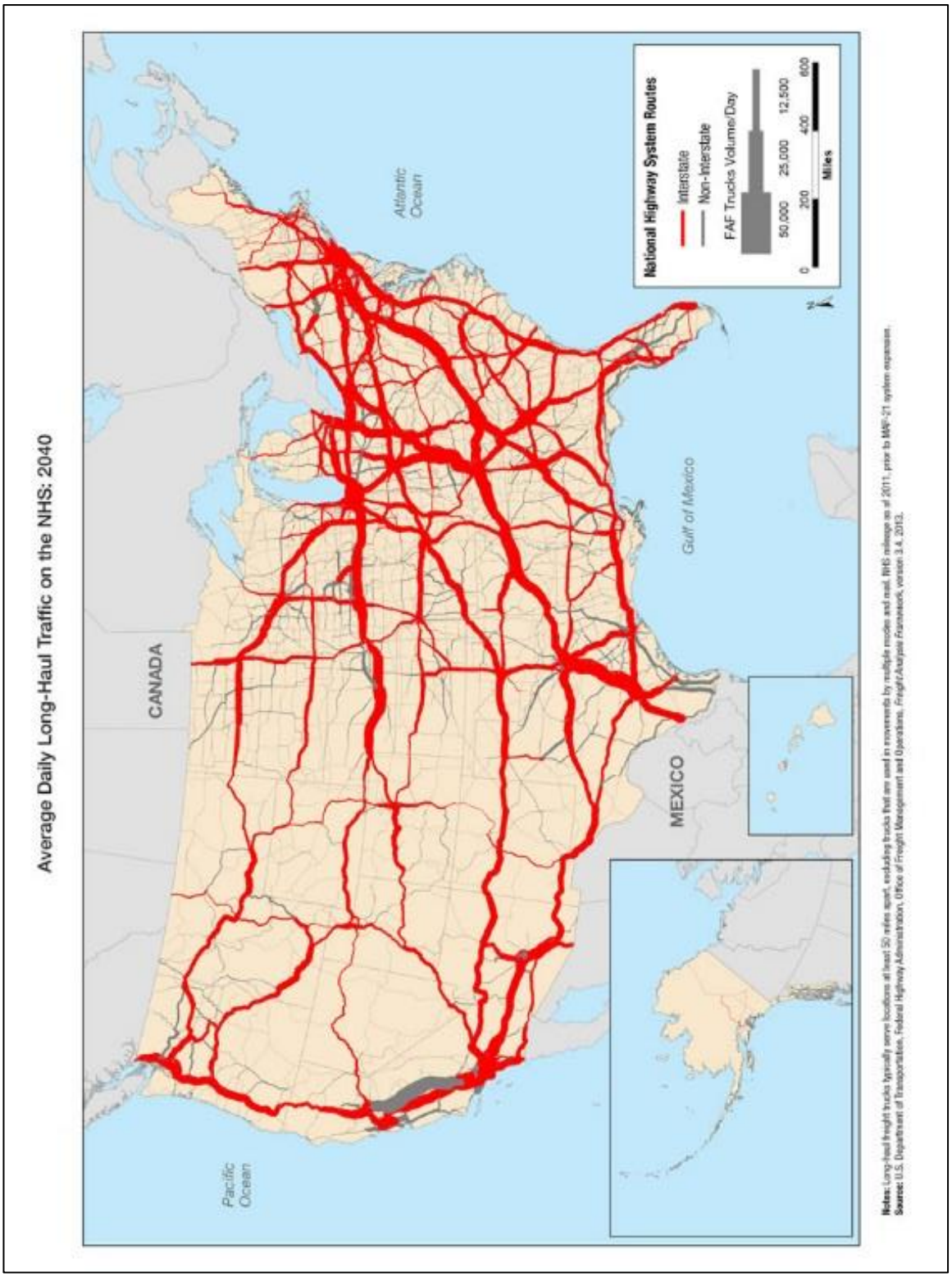

**Future Conditions**

Jackson County population and employment is projected to increase by the year 2040. This growth is attributed to the addition of the KC-46 Pegasus refueling aircraft and training center at Altus Air Force Base. The Base serves as the primary training center for KC-46 flight crews. This addition is expected to produce approximately 600 additional jobs at the base.

Employment and population projections were developed based on local development knowledge, location of employment and activity centers and growth at Altus Air Force Base. Growth was calcuated at approximately .5% per decade and a .5% growth between 2035 and 2040, totaling a 2040 population projection of 28,933 and civilian labor force projection of 12,482. The population and employment projections were distrubuted through the TAZs with primary distribution in the City of Altus, County TAZs 7 and 8. In general, population growth will be greatest in the following TAZs: 201, 202, 204, 205, 206, 216, 218 and221. Employment growth will be greatest in TAZs: 216 (Altus Air Force Base) Appendix 3.1 provides the Jackson County 2040 projected population and employment by TAZ.

Within Jackson County, there may be areas that experience congestion such as areas near major activity generators. Studies to identify specific causes and solutions for these areas will need to be considered on a case by case basis. As population changes the impact on the traffic volume and roadway capacity will need to be re-examined. Increase in truck freight growth on the State and US Highways is projected to increase as shown in Figure 3.1.

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




Source: Freight Analysis Framework (FAF)

## 2040 Transportation Improvements

Not all service needs for the transportation system are for constructed improvements. In many instances additional data will need to be collected and studies developed to provide a complete list of needs. In the interim projected construction improvement needs will rely on information, data, programs implemented by state, tribal governments, rail line companies, county and city governments.

### Improvements

Future transportation projects in Jackson County includes projects listed in Table 3.1 and Appendix 3.2 which illustrates the locations of projects identified in the ODOT 8 Year Construction Work Program for years 2017-2020, CIRB FY 2017-2021, and the FY 2017-2020 Asset Preservation Program.

**Table 3.1: Future Projects**

| CITY/TOWN | LOCATION | DESCRIPTION |
|---|---|---|
| Altus | Falcon Rd. from Main St to Park Ln. | Full replacement and widening of roadway to construction super 3 lane street with concrete pavement |
| Altus | Navajoe Gateway Project Phase V from Navajoe St. to Horizon Dr. | Street Scape improvements new sidewalks and new curb and gutters. |
| Altus | Ridgecrest Rd. and Carver Rd. from Broadway to Ridgecrest Rd. | Milling, Chip and Seal resurfacing |
| Altus | N. Park Lane to Falcon Rd. and Tamarack Rd. | Extend sidewalk on N. Park Lane to Falcon Rd. and E. Tamarack Rd. |
| Altus | Falcon Rd. from N. Main St. to Veterans Dr. | Add sidewalk during planning widening and paving of Falcon Rd. |
| Altus | Tamarack Rd. Intersection with Main St. | Widen east side approach to add turn lane full pavement replacement upgrade signalization. |
| Altus | Upgrade Carver Rd. and Market Rd. from Ridgecrest Rd. to Tamarack Rd. | Full replacement of roadway and widening to serve as west truck bypass. |
| Altus | Falcon Rd. from Park Ln. to Veterans Dr. | Full replacement and widening of roadway to construction super 3 lane street with concrete pavement |
| Altus | Intersection of N. Park Lane and Tamarack Rd. | Replace stop signs with signalization. |
| Altus | A St., Grady St., East Ridgecrest Rd, Commerce St., Cypress St. | Overlay various City Streets |
| Altus | Trail (City of Altus 2017 | Trails |

| CITY/TOWN | LOCATION | DESCRIPTION |
|---|---|---|
| | Transportation Improvement Plan thru 2040) | |
| Altus | Trail (City of Altus 2017 Transportation Improvement Plan thru 2040) | Pedestrian Facilities |
| Jackson County District 1 | E. County Rd. 159, 207, 20<br>E. County Rd. 155, 205, 201<br>S. County Rd. 206, 162, 154<br>E. County Rd. 160, 210, 214<br>S. County Rd. 213, 160, 164 | Chip, seal and or rebuild |
| Jackson County District 2 | S. County Rd. 199, 173 and 185<br>E. County Rd. 175, 199, 204<br>S. County Rd. 202, 173, 169<br>S. County Rd. 207, 164, 166<br>E. County Rd. 165, 207, 210<br>E. County Rd. 169, 210, 204<br>E. County Rd. 169, 204, 201<br>S. County Rd. 207, 173, 189<br>S. County Rd. 205, 175, 176<br>S. County Rd. 199, 175, 179<br>E. County Rd. 179, 199, 196<br>S. County Rd. 216, 164, 163<br>E. County Rd. 166, 214, 213<br>S. County Rd. 215, 164, 166 | Chip and seal |
| Jackson County District 3 | Carver Rd.<br>S. County Rd. 183-184/E. County Rd. 179<br>S. County Rd. 183/E. County Rd. 177-178<br>S. County Rd. 183-184/E. County Rd. 176<br>S. County Rd. 184/ E. County Rd. 178-179 | Chip and seal |

| CITY/TOWN | LOCATION | DESCRIPTION |
|---|---|---|
| | S. County Rd./Hwy 34/E. County Rd. 168<br>S. County Rd./Hwy 62/E. County Rd. 163<br>S. County Rd. 188-189/E. County Rd. 168<br>S. County Rd. 188-190/E. County Rd. 177<br>S. County Rd. 190/191/E. County Rd. 177 | |

Source: City of Altus 2040 Transportation Improvement Plan, Jackson County Commissioners

# Chapter 4: Financial Summary

## Financial Assessment

The assessment is intended to summarize federal, state and local transportation funding sources.

### Federal

In general, transportation revenues continue to follow an unsustainable course as multiple factors force the funding available for transportation continues a downward trend. For example, both the Oklahoma and federal gas tax rates are fixed on a per-gallon basis, and therefore gas tax revenues are not responsive to inflation. There is a price elasticity associated with gasoline. Consumers change driving habits and stop purchasing gasoline as the price per gallon increases and then revenues generated from gasoline sales decrease. As the cost of transportation infrastructure projects increases, the amount of revenue generated from the gas tax remains static. It is not possible to maintain past levels of transportation investments as per capita collections continue to decline. Additionally, as cars become more fuel efficient, drivers pay less in gas taxes. At the same time, the wear and tear on roadways caused by these vehicles remains the same. The federal funding levels related to highways are typically established through authorizing legislation commonly referred to as the Federal Highway Bill. This legislation normally authorizes projected funding levels for a period of six years. Consistent, long-term funding anticipations are critical to understand the expected annual federal funding availability and prepare projects accordingly. Each year, the legislation is funded through the Administration's budgeting and the congressional appropriations processes. The primary source for the dedicated federal transportation funding appropriation is the gasoline and diesel tax deposits directed to the Highway Trust Fund.

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

Taxes on gasoline and other motor fuels are collected and distributed from the Federal Highway Trust Fund (HTF) and are distributed to the states by the FHWA and the FTA to each state through a system of formula grants and discretionary allocations. Motor fuels taxes, consisting of the 18.4-cent per gallon tax on gasoline and 24-cent per gallon tax on diesel fuels, are the trust

fund's main dedicated revenue source. Taxes on the sale of heavy vehicles, truck tires and the use of certain kinds of vehicles bring in smaller amounts of revenue for the trust fund.

Surface Transportation Program (STP) is federal funds utilized on road projects. These STP funds may provide up to eighty percent (80%) of the construction costs of these projects. Counties fund the remaining twenty percent (20%) match for construction costs, plus the costs for engineering, right of way and utility relocation through local sources or state fund. taxes. Appendix 4.1 identifies the transportation funding categories.

**State**

Funding for highway improvements in Oklahoma comes primarily from two sources – federal and revolving funds including federal and state motor fuel taxes directed to the Highway Trust Fund and the State Transportation Fund along with the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund as initiated by House Bill 1078 in 2005. House Bill 2248 and House Bill 2249 provide funding to reduce the number of structurally deficient bridges and deteriorating road conditions on the state highway system.

In 1923, Oklahoma enacted its first state level excise tax on motor fuels. The last increase was in 1987 and the tax is currently seventeen cents (17¢) per gallon for gasoline and diesel at fourteen cents (14¢). There is also a transportation dedicated 5 cents per gasoline gallon equivalent excise tax on natural gas used for motor vehicle fuel Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. The motor fuel taxes that are deposited to the State Transportation Fund (STF) are gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. The fuel tax is assessed on consumers when they purchase fuel, and the gasoline tax is the largest generator of revenue to the STF. The motor fuel tax revenues are also apportioned to municipalities and county governments for road and bridge repair and maintenance and to Native American Tribes.

In addition to the above taxes the ROADS Fund is guaranteed an annual apportionment equal to the amount apportioned for the previous year plus an additional $59.7 million until it reaches a cap of $575 million. In FY 2015 the Fund received $416.8 million. In addition, the County Improvement for Roads and Bridges (CIRB) fund, as administered by ODOT was increased to 20% of motor vehicle registration fees and capped at $120 million beginning in SFY 2016. Table 4.1 summarizes the state funding categories supporting transportation. Appendix 4.2 summarizes transportation funding categories, funding eligibility and funding limits provided at the state level.

**Table 4.1: State Funding Categories**

| | FY13 Actual | FY14 Actual | FY15 Actual | FY16 Budget |
|---|---|---|---|---|
| State Transportation Fund | $206,405,702 | $208,707,119 | $197,228,227 | $184,901,463 |
| Motor Fuel Tax – HP Bridges | $6,047,108 | $6,130,546 | $6,238,149 | $6,200,000 |
| Income Tax | $297,400,000 | $357,100,000 | $416,800,000 | $476,500,000 |
| Total allocation | $509,852,810 | $571,937,665 | $620,266,376 | $667,601,463 |
| OTA Transfers | $41,340,937 | $41,712,534 | $44,049,331 | $42,000,000 |
| Total State Revenue | $551,193,747 | $613,650,199 | $664,315,707 | $709,601,463 |
| CIP Debt Service | $11,526,973 | $11,358,296 | $0 | $0 |
| ROADS Debt Service | $32,367,490 | $35,971,788 | $42,599,529 | $36,434,743 |
| Highways and Bridges | $495,399,284 | $554,420,115 | $612,316,178 | $662,766,720 |
| Lake & Industrial Access | $5,000,000 | $5,000,000 | $2,500,000 | $3,500,000 |
| Passenger Rail | $2,000,000 | $2,000,000 | $2,000,000 | $2,000,000 |
| Public Transit | $3,000,000 | $3,000,000 | $3,000,000 | $3,000,000 |
| Intermodal | $1,900,000 | $1,900,000 | $1,900,000 | $1,900,000 |
| Total Allocation | $551,193,747 | $613,650,199 | $664,315,707 | $709,601,463 |

Source: ODOT

Public transportation funding for rural transit agencies is as follows:

- ODOT receives FTA's Section 5311 funding.
- Subrecipients submit application for Section 5311 funds annually.
- ODOT reviews application which includes service areas. Service areas usually include multiple counties and/or city limits.
- Funds are allocated to eligible sub recipients based on the average of their last two previous years of performance measures (i.e. revenue miles, passenger trips, etc.) within their pre-approved Section 5311 service areas.
- Subrecipients are reimbursed for eligible administrative, operational, and capital expense, at specific rates, for services performed within their total pre-approved Section 5311 service areas.

The total expenditures identified in Table 4.1 are within the total federal, state and local revenues estimated for the 2040 LRTP and are adequate to fund the projects listed. Funding of local transportation projects and programs is heavily influenced by the 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.

**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. Appendix 4.3 summarizes the funding categories and taxes apportioned by the Oklahoma Tax Commission (OTC) for FY 2011 -2015 in addition to revenues apportioned by the OTC the recognized tribal governments who receive federal funds and may also designate their own local funds for transportation projects. Counties and tribal governments have been successful in working together to coordinate implementation of transportation projects. The opportunity to utilize a combination of funding sources for transportation projects is an opportunity that counties value. Challenges faced by local and state governments include: dependence on revenues from the state gas tax; the state's fixed rate gas tax and major disaster declarations and impact on the infrastructure.

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. Appendix 4.4 summarizes the CIRB for Jackson County. 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 5: Public Participation Summary

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 US 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).

Jackson County's racial and ethnic composition is 82.0% White, followed by 21.9% Hispanic or Latino, and 7.2% African American. In comparison, Oklahoma is 75.4% White, 9.6% Hispanic or Latino and 7.7% African American. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county. Additional information is found in Appendix 5.1.

Low income populations were also identified for Jackson County. Low income populations are defined by the FHWA for transportation planning purposes as families of four (4) with a household income that is below the poverty guidelines set by HHS. The 2014 HHS poverty guideline for a family of four (4) is twenty-four thousand three hundred dollars ($24,300.00).

## 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,
- 2017 City of Altus Transportation Improvement Plan thru 2040,
- Oklahoma Aeronautics Commission, and
- ODOT 2015-2040 Long Range Transportation Plan

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

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


The SORTPO has hosted 15 public meetings and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Notices of public hearings and/or notices of availability for public outreach for the RTPO were published in local newspapers and SORTPO website. Surveys were distributed throughout the County and were made available on at www.sortpo.org. Appendix 5.2 provides a summary of the survey results. Appendix 5.3 contains information identifying the public outreach processes utilized in development of the 2040 Jackson County LRTP.

# Chapter 6: 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 Jackson County projects included in the current ODOT eight (8) year construction program and CIRB 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.

## Committed Improvements

The ODOT 8 Year Construction Work Program FY 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 6.1 includes a list of projects through the year 2040 including projects identified the ODOT 8 Year Construction Work Program for years 2017-2020, CIRB FY 2017-2021, FY 2017-2020 Asset Preservation 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).

# APPENDICES

# 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
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 Butchee, Secretary**

# Appendix C: Acronyms

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

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

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

# Appendix D: Definitions

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

**Capacity** - The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction during a given 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 US. This system was designed to contain the follow subcategories:

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

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

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

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

System of Interstate and Defense Highways, identified as strategically important to the defense of the United States.

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

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

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

# Appendix 1: 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 Transportations and Metropolitan Planning Organizations will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decisions. The new performance aspects of the Federal-aid highway program that result from this rule will provide FHWA the ability to better communicate a national performance story and to assess the impacts of Federal funding investments more reliably.

The FHWA is required to establish performance measures to assess performance in 12 areas 1 generalized as follows:
(1) Serious injuries per vehicle miles traveled (VMT);

(2) fatalities per VMT;
(3) number of serious injuries;
(4) number of fatalities;
(5) pavement condition on the Interstate System;
(6) pavement condition on the non-Interstate NHS;
(7) bridge condition on the NHS;
(8) performance of the Interstate System;
(9) performance of the non-Interstate NHS;
(10) freight movement on the Interstate System;
(11) traffic congestion; and
(12) on-road mobile source emissions.

# Appendix 2: Current Conditions

**Appendix 2.1: Jackson County, Socio Economic Information, 2010-2014**

| SEX AND AGE | 2010-2014 ACS | MARGIN OF ERROR | 2010-2014 ACS % |
|---|---|---|---|
| **Total population** | 26,275 | ***** | 26,275 |
| Male | 12,996 | +/-64 | 49.5% |
| Female | 13,279 | +/-64 | 50.5% |
| | | | |
| Under 5 years | 2,105 | +/-39 | 8.0% |
| 5 to 9 years | 2,080 | +/-185 | 7.9% |
| 10 to 14 years | 1,647 | +/-195 | 6.3% |
| 15 to 19 years | 1,698 | +/-107 | 6.5% |
| 20 to 24 years | 2,162 | +/-117 | 8.2% |
| 25 to 34 years | 3,702 | +/-126 | 14.1% |
| 35 to 44 years | 3,146 | +/-108 | 12.0% |
| 45 to 54 years | 3,256 | +/-86 | 12.4% |
| 55 to 59 years | 1,679 | +/-164 | 6.4% |
| 60 to 64 years | 1,311 | +/-148 | 5.0% |
| 65 to 74 years | 1,900 | +/-63 | 7.2% |
| 75 to 84 years | 1,240 | +/-105 | 4.7% |
| 85 years and over | 349 | +/-88 | 1.3% |
| | | | |
| Median age (years) | 34.0 | +/-0.3 | (X) |
| | | | |
| 18 years and over | 19,473 | ***** | 74.1% |
| 21 years and over | 18,245 | +/-170 | 69.4% |
| 62 years and over | 4,283 | +/-154 | 16.3% |
| 65 years and over | 3,489 | +/-76 | 13.3% |
| | | | |
| 65 years and over | 3,489 | +/-76 | 3,489 |
| Male | 1,533 | +/-36 | 43.9% |
| Female | 1,956 | +/-58 | 56.1% |
| | | | |
| **Race** | | | |
| Total population | 26,275 | ***** | 26,275 |
| One race | 24,235 | +/-310 | 92.2% |
| Two or more races | 2,040 | +/-310 | 7.8% |
| | | | |
| One race | 24,235 | +/-310 | 92.2% |
| White | 19,722 | +/-348 | 75.1% |

| SEX AND AGE | 2010-2014 ACS | MARGIN OF ERROR | 2010-2014 ACS % |
|---|---|---|---|
| Black or African American | 1,951 | +/-133 | 7.4% |
| American Indian and Alaska Native | 374 | +/-128 | 1.4% |
| Cherokee tribal grouping | 62 | +/-40 | 0.2% |
| Chippewa tribal grouping | 0 | +/-17 | X |
| Navajo tribal grouping | 0 | +/-17 | X |
| Sioux tribal grouping | 0 | +/-17 | X |
| Asian | 347 | +/-57 | 1.3% |
| Asian Indian | 65 | +/-68 | 0.2% |
| Chinese | 38 | +/-38 | 0.1% |
| Filipino | 111 | +/-58 | 0.4% |
| Japanese | 39 | +/-42 | 0.1% |
| Korean | 38 | +/-42 | 0.1% |
| Vietnamese | 7 | +/-11 | X |
| Other Asian | 49 | +/-63 | 0.2% |
| Native Hawaiian /Other Pacific Islander | 70 | +/-65 | 0.3% |
| Native Hawaiian | 30 | +/-38 | 0.1% |
| Guamanian or Chamorro | 0 | +/-17 | X |
| Samoan | 40 | +/-50 | 0.2% |
| Other Pacific Islander | 0 | +/-17 | X |
| Some other race | 1,771 | +/-309 | 6.7% |

Source: 2010-2014 ACS

**Appendix 2.2: Jackson County, Housing Occupancy 2010-2014**

| | 2010-2014 ACS | MARGIN OF ERROR | 2010-2014 ACS % |
|---|---|---|---|
| **Housing Occupancy** | | | |
| Total housing units | 12,106 | +/-85 | 12,106 |
| Occupied housing units | 10,407 | +/-258 | 86.0% |
| Vacant housing units | 1,699 | +/-233 | 14.0% |
| | | | |
| Homeowner vacancy rate | 4.3 | +/-2.2 | (X) |
| Rental vacancy rate | 5.5 | +/-2.3 | (X) |

Source: 2010-2014 ACS

**Appendix 2.3: Jackson County, Educational Attainment 2010 – 2014 ACS**

| | TOTAL | | % OF ENROLLED POPULATION | | | |
|---|---|---|---|---|---|---|
| | | | In public school | | In private school | |
| | 2010-2014 ACS | MARGIN OF ERROR | 2010-2014 ACS | MARGIN OF ERROR | 2010-2014 ACS | MARGIN OF ERROR |
| Population 25 years and over | 16,583 | +/-94 | 8,004 | +/-66 | 8,579 | +/-70 |
| Less than 9th grade | 8.4% | +/-1.5 | 8.5% | +/-1.5 | 8.4% | +/-2.0 |
| 9th to 12th grade, no diploma | 8.3% | +/-1.2 | 8.0% | +/-1.9 | 8.7% | +/-1.6 |
| High school graduate/GED | 27.6% | +/-1.9 | 25.6% | +/-2.4 | 29.4% | +/-2.8 |
| Some college, no degree | 26.6% | +/-2.1 | 28.6% | +/-3.3 | 24.6% | +/-3.0 |
| Associate's degree | 9.3% | +/-1.3 | 9.8% | +/-1.7 | 8.8% | +/-1.5 |
| Bachelor's degree | 12.8% | +/-1.7 | 12.7% | +/-2.4 | 13.0% | +/-2.1 |
| Graduate or professional degree | 7.0% | +/-1.1 | 6.8% | +/-1.4 | 7.1% | +/-1.7 |
| Percent high school graduate or higher | 83.2% | +/-1.8 | 83.5% | +/-2.1 | 82.9% | +/-2.6 |
| Percent bachelor's degree or higher | 19.8% | +/-2.1 | 19.5% | +/-2.6 | 20.1% | +/-2.5 |

Source: 2010-2014 ACS

**Appendix 2.4: Jackson County, Housing Units and Vehicles Available 2010–2014 ACS**

| | Occupied housing units | | Owner-occupied housing units | | Renter-occupied housing units | |
|---|---|---|---|---|---|---|
| | **2010-2014 ACS** | **MARGIN OF ERROR** | **2010-2014 ACS** | **MARGIN OF ERROR** | **2010-2014 ACS** | **MARGIN OF ERROR** |
| Occupied Housing Units | 10,407 | +/-258 | 6,165 | +/-239 | 4,242 | +/-282 |
| Units in Structure | | | | | | |
| 1, detached | 82.3% | +/-2.0 | 93.4% | +/-1.4 | 66.1% | +/-4.2 |
| 1, attached | 3.0% | +/-1.1 | 0.5% | +/-0.5 | 6.6% | +/-2.7 |
| 2 apartments | 1.3% | +/-0.7 | 0.0% | +/-0.3 | 3.2% | +/-1.7 |
| 3 or 4 apartments | 1.8% | +/-0.8 | 0.0% | +/-0.3 | 4.3% | +/-2.1 |
| 5 to 9 apartments | 3.2% | +/-1.0 | 0.0% | +/-0.3 | 7.9% | +/-2.4 |
| 10 or more apartments | 4.1% | +/-1.2 | 0.1% | +/-0.2 | 9.9% | +/-2.7 |
| Mobile home or other | 4.4% | +/-0.9 | 6.0% | +/-1.3 | 2.0% | +/-0.9 |
| Vehicles Available | | | | | | |
| No vehicle available | 5.5% | +/-1.4 | 2.1% | +/-0.9 | 10.3% | +/-3.0 |
| 1 vehicle available | 34.2% | +/-2.6 | 24.1% | +/-3.1 | 48.9% | +/-5.4 |
| 2 vehicles available | 39.2% | +/-2.7 | 44.6% | +/-3.5 | 31.3% | +/-4.8 |
| 3 or more vehicles available | 21.1% | +/-2.2 | 29.1% | +/-2.8 | 9.4% | +/-2.8 |

Source: 2010-2014 ACS

**Appendix 2.5: Jackson County, Employment Status and Commute to Work 2010 – 2014 ACS**

| | 2010-2014 ACS | MARGIN OF ERROR | PERCENT | MARGIN OF ERROR |
|---|---|---|---|---|
| **Employment Status** | | | | |
| Population 16 years and over | 19,894 | +/-106 | 19,894 | (X) |
| In labor force | 13,016 | +/-381 | 65.4% | +/-1.9 |
| Civilian labor force | 11,818 | +/-457 | 59.4% | +/-2.3 |
| Employed | 10,960 | +/-500 | 55.1% | +/-2.5 |
| Unemployed | 858 | +/-184 | 4.3% | +/-0.9 |
| Armed Forces | 1,198 | +/-203 | 6.0% | +/-1.0 |
| Not in labor force | 6,878 | +/-391 | 34.6% | +/-1.9 |
| Civilian labor force | 11,818 | +/-457 | 11,818 | (X) |
| Percent Unemployed | (X) | (X) | | |
| **Commuting to Work** | | | | |
| Workers 16 years and over | 11,885 | +/-396 | 11,885 | (X) |
| Car, truck, van - drove alone | 9,755 | +/-395 | 82.1% | +/-2.0 |
| Car, truck, van - carpooled | 1,332 | +/-224 | 11.2% | +/-1.9 |
| Public transit -not taxicab | 22 | +/-24 | 0.2% | +/-0.2 |
| Walked | 344 | +/-142 | 2.9% | +/-1.2 |
| Other means | 173 | +/-71 | 1.5% | +/-0.6 |
| Worked at home | 259 | +/-144 | 2.2% | +/-1.2 |
| | | | | |
| Mean travel time to work (min) | 14.4 | +/-1.1 | (X) | (X) |

Source: 2010-2014 ACS

**Appendix 2.6: Jackson County Occupation and Industry 2010 – 2014 ACS**

| Occupation | 2010-2014 ACS | MARGIN OF ERROR | PERCENT | MARGIN OF ERROR |
|---|---|---|---|---|
| Civilian employed population 16 years and over | 10,960 | +/-500 | 10,960 | (X) |
| Management, business, science, and arts occupations | 3,112 | +/-345 | 28.4% | +/-2.7 |
| Service occupations | 2,432 | +/-297 | 22.2% | +/-2.5 |
| Sales and office occupations | 2,252 | +/-275 | 20.5% | +/-2.4 |
| Natural resources, construction, and maintenance occupations | 1,624 | +/-207 | 14.8% | +/-1.91 |
| Production, transportation, and material moving occupations | 1,540 | +/-284 | 14.1% | +/-2.5 |
| **Industry** | | | | |
| Civilian employed population 16 years and over | 10,960 | +/-500 | 10,960 | (X) |
| Agriculture, forestry, fishing and hunting, and mining | 665 | +/-133 | 6.1% | +/-1.2 |
| Construction | 637 | +/-112 | 5.8% | +/-1.0 |
| Manufacturing | 975 | +/-217 | 8.9% | +/-2.0 |
| Wholesale trade | 181 | +/-79 | 1.7% | +/-0.7 |
| Retail trade | 1,254 | +/-199 | 11.4% | +/-1.9 |
| Transportation and warehousing, and utilities | 430 | +/-113 | 3.9% | +/-1.0 |
| Information | 127 | +/-88 | 1.2% | +/-0.8 |
| Finance and insurance, and real estate and rental and leasing | 436 | +/-140 | 4.0% | +/-1.2 |
| Professional, scientific, and management, and administrative and waste management services | 567 | +/-203 | 5.2% | +/-1.8 |
| Educational services, and health care and social assistance | 2,711 | +/-283 | 24.7% | +/-2.4 |
| Arts, entertainment, and recreation, and accommodation and food services | 1,106 | +/-261 | 10.1% | +/-2.2 |
| Other services, except public administration | 325 | +/-97 | 3.0% | +/-0.9 |
| Public administration | 1,546 | +/-318 | 14.1% | +/-2.9 |

| Occupation | 2010-2014 ACS | MARGIN OF ERROR | PERCENT | MARGIN OF ERROR |
|---|---|---|---|---|
| **Class of Worker** | | | | |
| Civilian employed population 16 years and over | 10,960 | +/-500 | 10,960 | (X) |
| Private wage and salary workers | 7,199 | +/-484 | 65.7% | +/-3.1 |
| Government workers | 3,098 | +/-330 | 28.3% | +/-2.8 |
| Self-employed in own not incorporated business workers | 656 | +/-141 | 6.0% | +/-1.2 |
| Unpaid family workers | 7 | +/-7 | 0.1% | +/-0.1 |

Source: 2010-2014 ACS

**Appendix 2.7: Mode of Travel to Work Jackson County, 2010-14 ACS**

| Mode to Work | 2010-2014 ACS | PERCENT | MARGIN OF ERROR |
|---|---|---|---|
| Total Workers | 11,274 | | +/-421 |
| Drove alone | 9757 | 81.5% | +/-2.4 |
| 2-person Carpool | 1058 | 10.3% | +/-1.8 |
| 3-or-more-person Carpool | 155 | 1.6% | +/-0.8 |
| Public Transportation | 23 | 0.2% | +/-,.2 |
| Bike | 12 | 0.2% | +/-0.3 |
| Walked | 345 | 2.3% | +/-0.9 |
| Taxi, Motorcycle and Other means | 166 | 1.0% | +/-0.5 |
| Worked at Home | 261 | 2.1% | +/-1.2 |

Source: 2010-2014 ACS

## Appendix 2.8: Jackson County 2010 Population and Employment by TAZ

| RVSD. TAZ NO. | 2010 POP. | 2010 EMPL. |
|---|---|---|
| 1 | 202 | 35 |
| 2 | 314 | 75 |
| 3 | 657 | 65 |
| 4 | 709 | 25 |
| 5 | 644 | 20 |
| 6 | 374 | 35 |
| 7 | 513 | 30 |
| 8 | 523 | 40 |
| 9 | 633 | 50 |
| 10 | 406 | 35 |
| 11 | 90 | 75 |
| 12 | 103 | 25 |
| 13 | 359 | 125 |
| 14 | 38 | 155 |
| 15 | 13 | 45 |
| 16 | 42 | 205 |
| 100 | 147 | 25 |
| 101 | 669 | 35 |
| 200 | 0 | 5 |
| 201 | 97 | 205 |
| 202 | 445 | 45 |
| 203 | 247 | 0 |
| 204 | 485 | 0 |
| 205 | 575 | 0 |
| 206 | 441 | 0 |
| 207 | 396 | 95 |
| 208 | 471 | 105 |
| 209 | 480 | 0 |
| 210 | 492 | 125 |
| 211 | 423 | 75 |
| 212 | 408 | 250 |
| 213 | 392 | 0 |
| 214 | 293 | 150 |
| 215 | 320 | 0 |
| 216 | 1603 | 5000 |
| 217 | 3 | 65 |

| RVSD. TAZ NO. | 2010 POP. | 2010 EMPL. |
|---|---|---|
| 218 | 707 | 25 |
| 219 | 561 | 65 |
| 220 | 479 | 0 |
| 221 | 504 | 85 |
| 222 | 393 | 0 |
| 223 | 545 | 0 |
| 224 | 342 | 0 |
| 225 | 606 | 45 |
| 226 | 425 | 125 |
| 227 | 5 | 285 |
| 228 | 562 | 0 |
| 229 | 74 | 285 |
| 230 | 437 | 0 |
| 231 | 432 | 0 |
| 232 | 489 | 0 |
| 233 | 0 | 90 |
| 234 | 244 | 90 |
| 235 | 0 | 190 |
| 236 | 53 | 350 |
| 237 | 129 | 360 |
| 238 | 285 | 375 |
| 239 | 593 | 450 |
| 240 | 574 | 85 |
| 241 | 233 | 290 |
| 242 | 444 | 285 |
| 243 | 361 | 125 |
| 244 | 305 | 320 |
| 245 | 415 | 205 |
| 246 | 403 | 15 |
| 247 | 396 | 0 |
| 248 | 119 | 0 |
| 249 | 575 | 0 |
| 250 | 127 | 0 |
| 251 | 622 | 100 |

Source: SORTPO, Oklahoma Employment Security Commission, American Fact Finders

## Appendix 2.9: Jackson County Major Employers

| BUSINESS / INDUSTRY NAME | STREET ADDRESS | CITY | 2016 # EMPLOYEES | TAZ | REVISED TAZ |
|---|---|---|---|---|---|
| 1st National Bank | 110 E. Broadway | Altus | 20-49 | 149 | 149 |
| Ace Hardware | 300 Falcon Rd | Altus | 10-19 | 121 | 121 |
| Agpreference | 3120 N. Main | Altus | 10-19 | 103 | 103 |
| Altus Air Force Base | 301 N 1st Street | Altus | 5,000 | 162 | 162 |
| Altus Christian Academy | 1220 N Grady | Altus | 30 | 12 | 12 |
| Altus High School | 400 N Park Ave. | Altus | 100 | 143 | 143 |
| Altus Intermediate School | 1221 N Howes St. | Altus | 62 | 127 | 127 |
| Altus Jr. High School | 1600 S. Park Ln | Altus | 70 | 157 | 157 |
| Altus Police Dept. | 509 S Main St | Altus | 50-99 | 150 | 150 |
| Altus Primary School | 1200 Glenda St | Altus | 50 | 158 | 158 |
| Altus Public Works Dept. | 1417 N Jackson St | Altus | 100-249 | 153 | 153 |
| Angel Care Health | 1008 N. Main | Altus | 10-19 | 121 | 121 |
| Applebee's Restaurant | 3501 N Main St | Altus | 50-99 | 102 | 102 |
| Arbys | 1201 N. Main | Altus | 20-49 | 135 | 135 |
| Atwoods | 2220 N. Main | Altus | 20-49 | 110 | 110 |
| Bar-S- Food | 500 S Bar S Blvd | Altus | 500-999 | 144 | 144 |
| Braum's | 2505 N. Main | Altus | 20-49 | 112 | 112 |
| Braum's | 515 E. Broadway | Altus | 20-49 | 141 | 141 |
| Burger King | 2516 E. Broadway | Altus | 20-49 | 145 | 145 |
| Cancer Center of SW Ok | 1200 E. Broadway | Altus | 10-19 | 146 | 146 |
| Carter Health Care | 1015 E. Broadway | Altus | 10-19 | 143 | 143 |
| City of Altus | 509 S. Main | Altus | 220 | 150 | 150 |
| Days Inn Hotel | 2804 N. Main | Altus | 20-49 | 103 | 103 |
| Dish Network | 1116 N. Main | Altus | 10-19 | 135 | 135 |
| Dr Pepper and Snapple | 400 1/2 S. Main | Altus | 20-49 | 150 | 150 |
| English Village Manor Nursing | 1515 Canterbury Blvd. | Altus | 120 | 126 | 126 |

| BUSINESS / INDUSTRY NAME | STREET ADDRESS | CITY | 2016 # EMPLOYEES | TAZ | REVISED TAZ |
|---|---|---|---|---|---|
| Home | | | | | |
| EZ Go | 2516 E. Broadway | Altus | 10-19 | 145 | 145 |
| First National Bank Altus | 110 E. Broadway St | Altus | 20-49 | 141 | 141 |
| Fox Bldg. Supply & Carpet | 2401 E. Broadway | Altus | 20-49 | 131 | 131 |
| Frazer Bank | 110 E. Broadway St. | Altus | 72 | 149 | 149 |
| Fred's Famous Fish & Steakhouse | 2011 N. Main St. | Altus | 20-49 | 115 | 115 |
| Gallager Ortho | 3216 Main St. | Altus | 10-19 | 103 | 103 |
| Grace Living Center | 2610 Cedar Ave. | Altus | 50-99 | 108 | 108 |
| Hampton Inn | 3601 N. Main St. | Altus | 20 | 102 | 102 |
| Health Watch Home Health | 103 S. Hudson | Altus | 20-49 | 150 | 150 |
| Helena Chemical Co | 20369 E. CR 158 | Altus | 10-19 | 7 | 7 |
| Herring Bank | 721 N. Main St. | Altus | 50-99 | 136 | 136 |
| Holiday Inn Express | 2812 E. Broadway St. | Altus | 22 | 144 | 144 |
| Home Health Care & Hospice | 1204 E. Tamarack Rd. | Altus | 10-19 | 108 | 108 |
| Human Services Dept. | 201 S. Main St. St. | Altus | 50-99 | 150 | 150 |
| Humphrey's Coop Assoc. | 2109 Asphalt Rd. | Altus | 36 | 145 | 145 |
| INTEGRIS Family Care | 201 S. Park Ln. | Altus | 20-49 | 148 | 148 |
| Jackson County Courthouse | 101 N. Main St. | Altus | 104 | 140 | 140 |
| Jackson County Health Dept. | 401 W. Tamarack Rd. | Altus | 20-49 | 140 | 140 |
| Jackson County Jail | 100 N. Hudson | Altus | 20-49 | 140 | 140 |
| Jackson County Medical Clinic | 204 S. Park Ln. | Altus | 100-249 | 145 | 145 |
| Jackson County Memorial Hospital | 1200 E. Pecan St. | Altus | 300 | 146 | 146 |
| L Mendel Rivers | 3000 N. Veterans | Altus | 50-99 | 144 | 144 |

| BUSINESS / INDUSTRY NAME | STREET ADDRESS | CITY | 2016 # EMPLOYEES | TAZ | REVISED TAZ |
|---|---|---|---|---|---|
| School | Dr. | | | | |
| L-3 Communications | 3001 Falcon Rd. | Altus | 20-49 | 107 | 107 |
| Livestock Nutrition | 601 Old Mill Rd. | Altus | 10-19 | 153 | 153 |
| Mc Donald's | 220 E. Broadway St. | Altus | 50-99 | 149 | 149 |
| Navajo Public School | 15695 S. County Rd. | Altus | 55 | 149 | 149 |
| NBC Bank | 123 W. Commerce | Altus | 20-49 | 139 | 139 |
| Ok-1 Manufacturing Co | 709 S. Veterans Dr. | Altus | 50-99 | 129 | 129 |
| Oklahoma Cotton Coop | 20284 E. CR 165 | Altus | 20-49 | 130 | 130 |
| Plantation Village Nursing Center | 2610 Cedar Creek | Altus | 100-249 | 108 | 108 |
| Planter's Coop | 1015 E. Cypress St. | Altus | 6 | 143 | 143 |
| Planters Coop | 701 S. Lee | Altus | 50-99 | 153 | 153 |
| Plaza IV | 2512 N. Main St. St. | Altus | 20-49 | 110 | 110 |
| Putnam Imports | 2600 E. Broadway St. | Altus | 50-99 | 144 | 144 |
| Red River Federal Credit Union | 2721 N. Main St. | Altus | 20-49 | 112 | 112 |
| Red River Van Lines | 1707 E. Broadway | Altus | 10-19 | 131 | 131 |
| Roosevelt Elementary School | 1200 Glenda St. | Altus | 20-49 | 158 | 158 |
| Shamrock Bank | 401 E Tamarack Rd. | Altus | 10 | 13 | 13 |
| Silva San Juanita Home Care | 604 Chris Ave | Altus | 10-19 | 120 | 120 |
| Sonic Drive-In | 1113 N. Main St. | Altus | 20-49 | 135 | 135 |
| Southwest Dedicated Transportation | 601 Eastside Dr. | Altus | 40 | 144 | 144 |

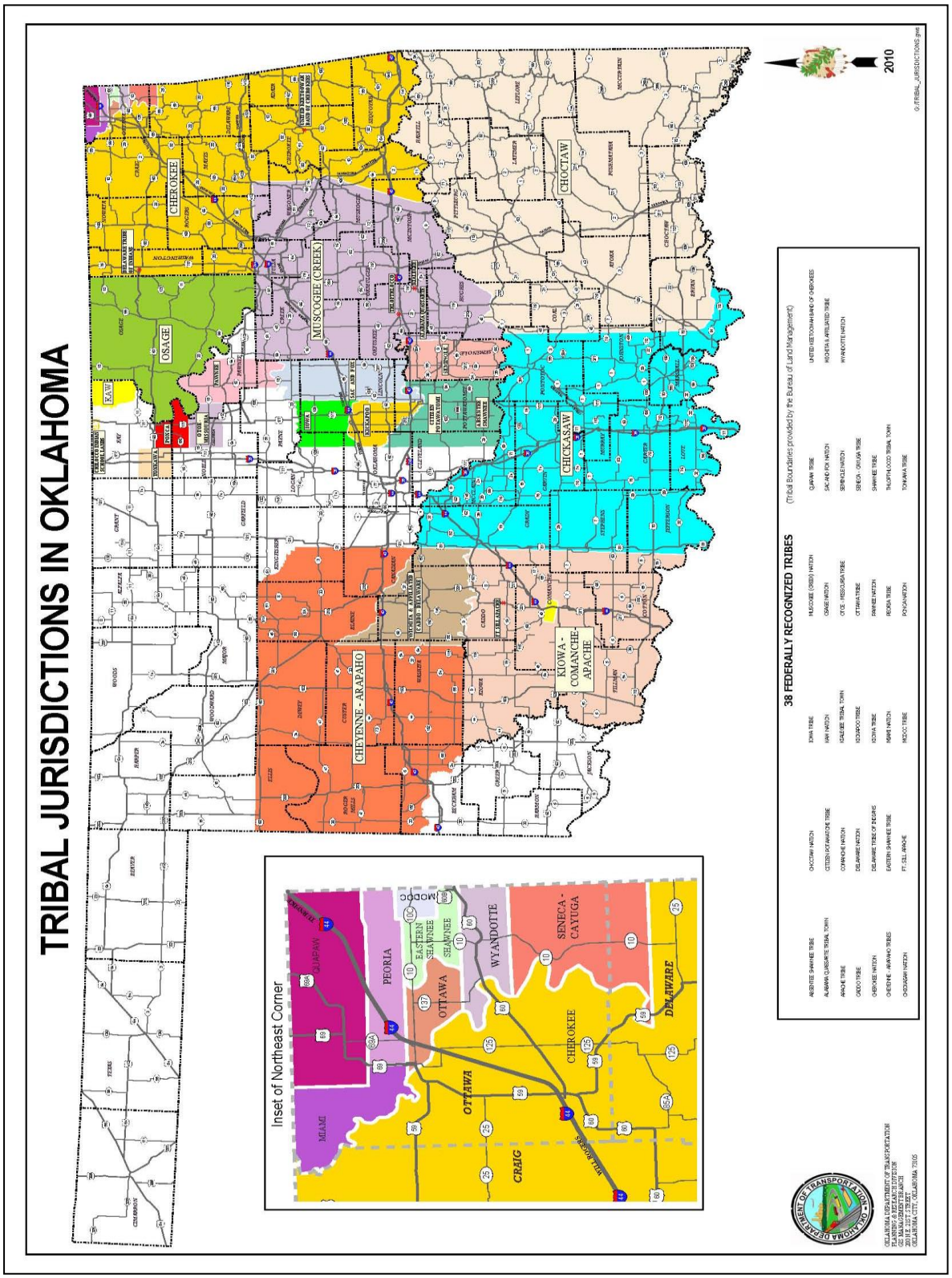
| BUSINESS / INDUSTRY NAME | STREET ADDRESS | CITY | 2016 # EMPLOYEES | TAZ | REVISED TAZ |
|---|---|---|---|---|---|
| LLC | | | | | |
| Southwest Technology Center | 711 W. Tamarack Rd. | Altus | 20-49 | 112 | 112 |
| Southwest Transit | 1401 E. Ridge Crest | Altus | 20-49 | 157 | 157 |
| Southwestern Youth Services | 317 N. Hudson | Altus | 20-49 | 138 | 138 |
| Stockmans Bank | 3421 N. Main St. | Altus | 10-19 | 102 | 102 |
| Sunset Elementary School | 1830 Sunset Dr | Altus | 20-49 | 211 | 211 |
| Taco Bell | 1701 N. Main St. | Altus | 20-49 | 118 | 118 |
| Tamarack Assisted Living Center | 1224 E. Tamarack Rd. | Altus | 20-49 | 108 | 108 |
| United Supermarket | 600 E. Broadway St. | Altus | 79 | 148 | 148 |
| UPS Customer Ctr | 1811 E Broadway St | Altus | 50-99 | 117 | 117 |
| USPS | 217 W. Cypress St. | Altus | 20-49 | 138 | 138 |
| Wal-Mart Super Center | 2500 N Main St. St. | Altus | 300 | 110 | 110 |
| Washington Elementary School | 311 E Cypress St. | Altus | 20-49 | 141 | 141 |
| Western Oklahoma State College | 2801 N. Main St. St. | Altus | 250 | 102 | 102 |
| Western Sizzling Restaurant | 3200 N. Main St. St. | Altus | 50-99 | 103 | 103 |
| Whataburger | 2728 N. Main St. St. | Altus | 20-49 | 110 | 110 |
| Will Rogers Elementary | 1100 N Forrest St. | Altus | 20-49 | 122 | 122 |
| Wilmes Chevrolet & Buick | 2215 E. Broadway | Altus | 50-99 | 131 | 131 |
| Wilmes Ford & Lincoln | 108 N. Veterans | Altus | 50-99 | 130 | 130 |

| BUSINESS / INDUSTRY NAME | STREET ADDRESS | CITY | 2016 # EMPLOYEES | TAZ | REVISED TAZ |
|---|---|---|---|---|---|
| Wilmes Superstore | 108 N Veterans Dr | Altus | 20-49 | 130 | 130 |
| Wrights Comfort Solutions | 1106 N. Spurgeon | Altus | 10-19 | 121 | 121 |
| All American | 105 Zinn St. | Blair | 5-9 | 200 | 100 |
| Blair Public Schools | 610 Zinn St. | Blair | 40 | 201 | 101 |
| Blair Superette | 302 Zinn St. | Blair | 10-19 | 200 | 101 |
| The People's State Bank | 117 E. Main St. St. | Blair | 6 | 200 | 100 |
| Town of Blair | 118 W. Main St. | Blair | 5-9 | 200 | 100 |
| USPS | 111 E. Main St. | Blair | 1-4 | 200 | 101 |
| American Gypsum Co | 18972 US Highway 62 | Duke | 100-249 | 400 | 7 |
| Darby's Big Furniture | 129 Main St. St. | Duke | 6 | 400 | 7 |
| Duke Public School | 300 N Chickasaw | Duke | 30 | 400 | 7 |
| Farmers & Merchants Bank | 400 E. 6th St. | Duke | | 400 | 7 |
| Reliant Energy | | Duke | 20-49 | 400 | 7 |
| USPS | 106 E. 2nd | Duke | 1-4 | 400 | 7 |
| Eldorado Public Schools | 200 7th St. | Eldorado | 15 | 500 | 8 |
| Farmers' Cooperative Assoc. | 18587 St HWY 6 | Eldorado | 38 | 500 | 8 |
| Paupers Corner | 102 S. Market | Eldorado | 1-4 | 500 | 8 |
| USPS | 116 N. 4th | Eldorado | 1-4 | 500 | 8 |
| City of Eldorado | 500 SH 6 | Eldorado | 1-4 | 500 | 8 |
| Great Plains Commodities | 21080 US HWY 62 | Headrick | 15 | 800 | 13 |
| T&G Sand Plant | 21598 E. CR 167 | Headrick | 5-9 | 800 | 13 |
| USPS | 310 N. Broadway | Headrick | 1-4 | 800 | 13 |
| Boars Nest & Grill | 522 W. Main St. | Martha | 1-4 | 300 | 5 |
| Darby's Big Furniture | 129 E. Main St. | Martha | 5-9 | 300 | 5 |
| Farmers & Merchants Bank | 101 E. Main St. | Martha | 5-9 | 300 | 5 |
| Farmers' | 304 Walnut St. | Martha | 27 | 300 | 5 |

| BUSINESS / INDUSTRY NAME | STREET ADDRESS | CITY | 2016 # EMPLOYEES | TAZ | REVISED TAZ |
|---|---|---|---|---|---|
| Cooperative Assoc. | | | | | |
| Shop Around the Corner | 213 E. 2nd | Martha | 1-4 | 300 | 5 |
| USPS | 106 E. Church | Martha | 1-4 | 300 | 5 |
| Olustee Pit Stop | 121 E. 4th | Olustee | 1-4 | 700 | 9 |
| Olustee Public Schools | 606 East 6th St | Olustee | 26 | 700 | 9 |
| USPS | 104 E. 4th | Olustee | 1-4 | 700 | 9 |

Source: Workforce Improvement Board, Ok Dept. of Commerce

## Appendix 2.10: Tribal Jurisdiction Map



## Appendix 2.11: 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 steams 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 Jackson 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 2.12: Environmental Features Table**

| DESCRIPTION | LOCATION |
|---|---|
| Jackson County Courthouse | Altus |
| Fullerton Dam | Olustee |
| Red Bed Plains | Jackson |
| Gypsum Hills | Jackson |
| Washita Mountains | Jackson |
| W.C. Baker House | Altus |
| Frazer Cemetery | Altus |
| Elmer and Lela Garnett House | Altus |
| Washita Falls | Altus |
| Northwestern Railroad Passenger Depot | Altus |
| Perryman Ranch Headquarters | Duke |
| Cross Ranch Headquarters | Olustee |
| Olustee Public Library | Olustee |
| Olustee Park | Olustee |

Source: Oklahoma Historical Society

**Appendix 2.13: Jackson County Collision Total, 2012-2016**

| | FAT | INCAP INJ | NON INCAP INJ | POSSIBLE INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|---|---|
| Collisions | 13 | 56 | 185 | 299 | 1,401 | 1,965 |
| Persons | 15 | 74 | 260 | 440 | | 789 |

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

**Appendix 2.14: Jackson County Collisions by Type of Collisions, 2012 – 2016**

| TYPE OF COLLISION | TOTAL | | | | |
|---|---|---|---|---|---|
| | FAT | INJ | PD | TOT | PCT |
| Rear-End (front-to-rear) | 0 | 478 | 668 | 7/01 | 24.6 |
| Head-On (front-to-front) | 3 | 4 | 5 | 12 | 0.6 |
| Right Angle (front-to-side) | 1 | 108 | 29 | 318 | 16.3 |
| Angle Turning | 1 | 64 | 172 | 237 | 12.1 |

| TYPE OF COLLISION | TOTAL | | | | |
|---|---|---|---|---|---|
| | FAT | INJ | PD | TOT | PCT |
| Sideswipe Same Direction | 0 | 9 | 73 | 82 | 4.2 |
| Sideswipe Other Direction | 1 | 2 | 12 | 15 | 0.8 |
| Fixed Object | 3 | 95 | 182 | 280 | 14.3 |
| Pedestrian | 0 | 12 | 3 | 15 | 0.8 |
| Pedal Cycle | 2 | 8 | 3 | 13 | 0.7 |
| Animal | 0 | 8 | 79 | 87 | 4.5 |
| Vehicle – Train | 0 | 0 | 1 | 1 | 0.1 |
| Overturn/Rollover | 1 | 55 | 47 | 103 | 5.3 |
| Other Single Vehicle Crash | | 11 | 25 | 36 | 1.8 |
| Other | 1 | 17 | 245 | 263 | 13.5 |
| Total | 13 | 54 | 1,401 | 1,954 | 100 |
| PCT | 0.7 | 27.6 | 71.7 | 100 | |

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

**Appendix 2.15: Jackson County Vehicle by Vehicle Type, 2012 – 2016**

| VEHICLE TYPE | TOTAL | | | | |
|---|---|---|---|---|---|
| | FAT | INJ | PD | TOT | PCT |
| Passenger Vehicle-2 Door | 1 | 46 | 196 | 243 | 7.1 |
| Passenger Vehicle-4 Door | 5 | 250 | 1,057 | 1,312 | 38.1 |
| Pickup Truck | 4 | 147 | 826 | 977 | 28.4 |
| Single Unit Truck (2 axles) | 0 | 2 | 11 | 13 | 0.4 |
| Single Unit Truck (3 or more axels) | 0 | 0 | 5 | 5 | 0.1 |
| School bus | 0 | 0 | 5 | 5 | 0.1 |
| Truck/Trailer | 0 | 0 | 16 | 16 | 0.5 |
| Truck-Tractor (bobtail) | 0 | 0 | 9 | 9 | 0.3 |
| Truck-Tractor/Semi-Trailer | 0 | 3 | 48 | 51 | 1.5 |
| Truck-Tractor Double | 0 | 1 | 1 | 2 | 0.1 |
| Motorcycle | 0 | 28 | 8 | 36 | 0.9 |
| Bus/Large Van (9-15 seats) | | 1 | 3 | 4 | 0.1 |

| VEHICLE TYPE | TOTAL | | | | |
|---|---|---|---|---|---|
| | FAT | INJ | PD | TOT | PCT |
| Bus (16+ seats) | | | 3 | 3 | 0.1 |
| Motorcycle | | 25 | 9 | 34 | 1.0 |
| Motor Scooter/Moped | | | 1 | 1 | |
| Motor Home | | | 3 | 3 | 0.1 |
| Farm Machinery | | 1 | 5 | 6 | 0.2 |
| ATV | 0 | 1 | 0 | 1 | 0 |
| Sport Utility Vehicles (SUV) | | 90 | 422 | 512 | 14.9 |
| Passenger Van | 1 | 16 | 67 | 84 | 2.4 |
| Truck More Than 10,000 lbs. | | 1 | 9 | 10 | 0.3 |
| Van (10,000 lbs. or less) | | 9 | 40 | 49 | 1.4 |
| Other | | 1 | 103 | 104 | 3.0 |
| Total | 14 | 644 | 3,228 | 3,886 | 100 |
| PCT | 0.3 | 17.2 | 82.4 | 100 | |

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

## Appendix 2.16: Jackson County Collision Locations, 2012-2016

| | HIGHWAY COLLISIONS | | | | CITY STREET COLLISIONS | | | | COUNTY ROAD COLLISIONS | | | | TOTAL COLLISIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Year** | **FAT** | **INJ** | **PD** | **TOT** | **FAT** | **INJ** | **PD** | **TOT** | **FAT** | **INJ** | **PD** | **TOT** | **FAT** | **INJ** | **PD** | **TOT** |
| 2012 | 2 | 78 | 138 | 218 | | 36 | 130 | 166 | | 16 | 22 | 38 | 2 | 130 | 290 | 422 |
| 2013 | 1 | 64 | 142 | 207 | 1 | 35 | 130 | 166 | | 18 | 25 | 43 | 2 | 117 | 297 | 416 |
| 2014 | 3 | 60 | 152 | 215 | | 31 | 129 | 160 | | 19 | 17 | 36 | 3 | 110 | 298 | 411 |
| 2015 | 2 | 60 | 144 | 205 | 1 | 33 | 123 | 157 | 1 | 14 | 28 | 43 | 4 | 107 | 294 | 405 |
| 2016 | 0 | 42 | 109 | 151 | | 25 | 93 | 118 | 2 | 9 | 20 | 31 | 2 | 76 | 222 | 300 |
| Total | 8 | 304 | 684 | 996 | 2 | 160 | 605 | 767 | 3 | 76 | 112 | 191 | 13 | 540 | 1,401 | 1,954 |

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

## Appendix 2.17: Jackson County Collision by Driver Condition, 2012 – 2016

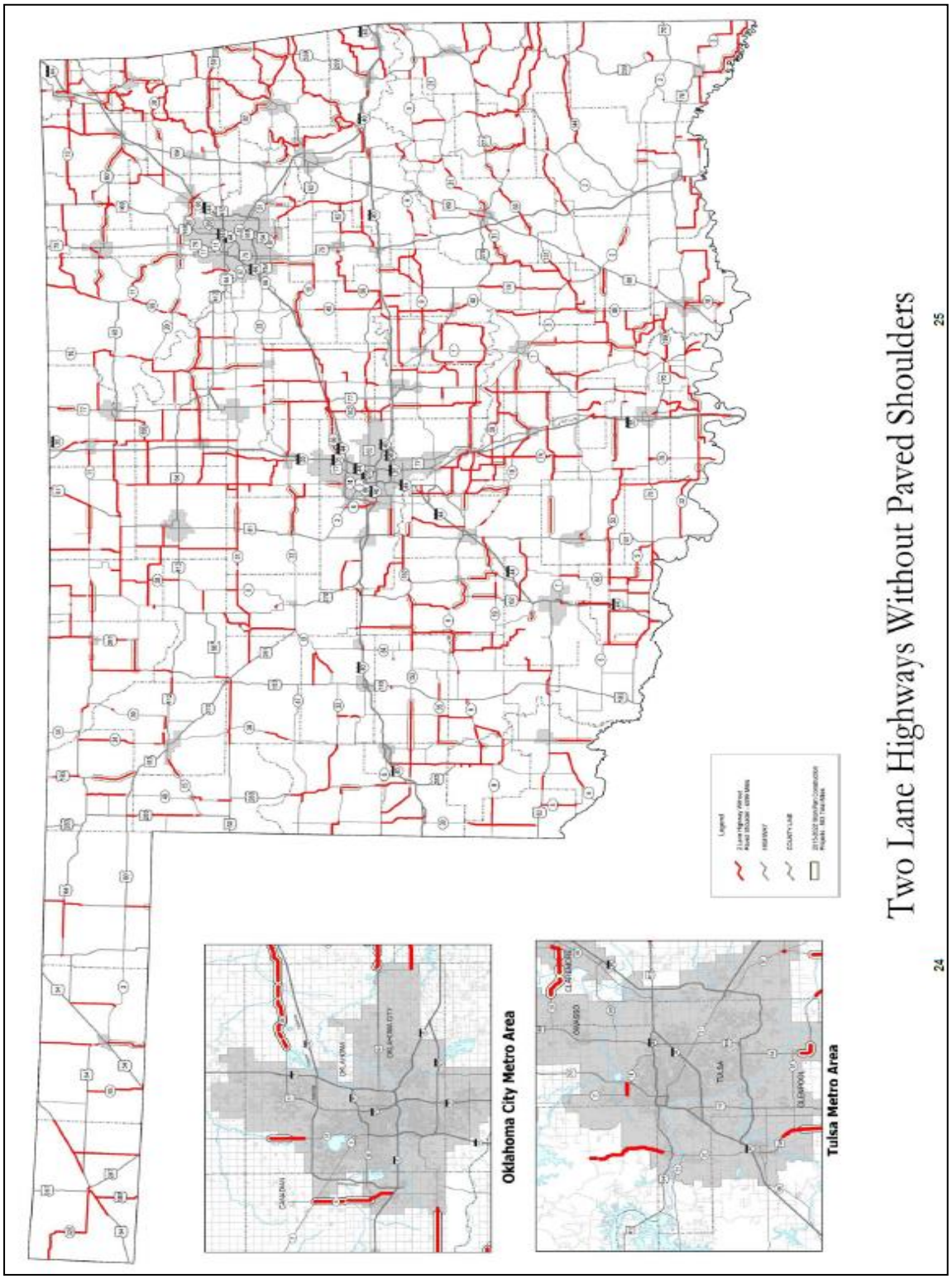
| **Unsafe/ Unlawful** | **Apparently Normal** | | | **Alcohol Involved** | | | | | | **Sleep Suspected** | | | **Drug Use Indicated** | | | **Unknown Condition** | | | **Total** | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **Ability Impaired** | | | **Odor Detected** | | | | | | | | | | | | | | | | |
| | **Fat** | **Inj *** | **PD** | **Fat** | **Inj *** | **PD** | **Fat** | **Inj *** | **PD** | **Fat** | **Inj** | **PD** | **Fat** | **Inj** | **PD** | **Fat** | **Inj** | **PD** | **Fat** | **Inj** | **PD** | **Total** | **Pcnt** |
| Failed to Yield | | 3 | 1 | | | | | | | | | | | | | | 1 | | | 4 | 1 | 5 | 0.2 |
| Failed to Stop | 2 | 87 | 220 | | | 2 | | | 1 | | 1 | | | 1 | | | 8 | 11 | 2 | 97 | 234 | 333 | 10.1 |
| Failed to Signal | | 45 | 69 | | 2 | | | | | | 1 | | | 1 | | | 6 | 5 | | 55 | 74 | 129 | 3.9 |
| Improper Turn | | 17 | 63 | | 1 | | | | 1 | | | | | | | | 1 | 7 | | 19 | 71 | 90 | 2.7 |
| Improper Start | | 1 | 9 | | | | | | | | | | | 1 | | | | | | 2 | 9 | 11 | 0.3 |

| Unsafe/ Unlawful | Apparently Normal | | | Alcohol Involved | | | | | | Sleep Suspected | | | Drug Use Indicated | | | Unknown Condition | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Ability Impaired | | | Odor Detected | | | | | | | | | | | | | | | | |
| | Fat | Inj * | PD | Fat | Inj * | PD | Fat | Inj * | PD | Fat | Inj | PD | Fat | Inj | PD | Fat | Inj | PD | Fat | Inj | PD | Total | Pcnt |
| Improper Stop | | 4 | 6 | | | | | | | | 1 | | | | | | | | | 5 | 6 | 11 | 0.3 |
| Improper Backing | | | 106 | | | 1 | | | 2 | | | | | | 1 | | 1 | 9 | | 1 | 119 | 120 | 3.6 |
| Improper Parking | | 1 | 1 | | | | | | | | | | | | | | | 9 | | 1 | 10 | 11 | 0.3 |
| Improper Passing | | 1 | 22 | | | | | | | | | | | | | | | 2 | | 1 | 24 | 25 | 0.8 |
| Improper Lane | | 5 | 30 | | | | | | 1 | | | | | | | | | 2 | | 5 | 33 | 38 | 1.2 |
| Left of | | 1 | 10 | | | | | | | | | | | | | 1 | 1 | 3 | 1 | 2 | 13 | 16 | 0.5 |
| Following Too Close | | 30 | 70 | | | | | | | | | | | | | | 2 | 6 | | 32 | 76 | 108 | 3.3 |
| Unsafe | 2 | 77 | 116 | | 1 | 1 | | | 2 | | | 1 | | | 1 | | 5 | 10 | 2 | 83 | 131 | 216 | 6.5 |
| DWI | | 1 | 1 | 1 | 13 | 28 | | 8 | 4 | | | | | 5 | 11 | | | 1 | 1 | 27 | 45 | 73 | 2.2 |
| Inattention | 1 | 102 | 270 | | 2 | 1 | 1 | 2 | | | 12 | 17 | | | 1 | 1 | 9 | 24 | 3 | 127 | 313 | 443 | 13.4 |
| Negligent Driving | | 2 | 12 | | | | | | | | | | | | | | 1 | 3 | | 3 | 15 | 18 | 0.5 |
| Defective Veh. | | 11 | 17 | | | 1 | | | | | | | | | | | | | | 11 | 18 | 29 | 0.9 |
| No Improper | 6 | 373 | 943 | | | | | | 1 | | | | | | | 1 | 11 | 71 | 7 | 384 | 1015 | 1406 | 42.6 |
| Other | 1 | 32 | 89 | | | 1 | | 1 | | | | 2 | | | | 3 | 11 | 77 | 4 | 44 | 169 | 217 | 6.6 |

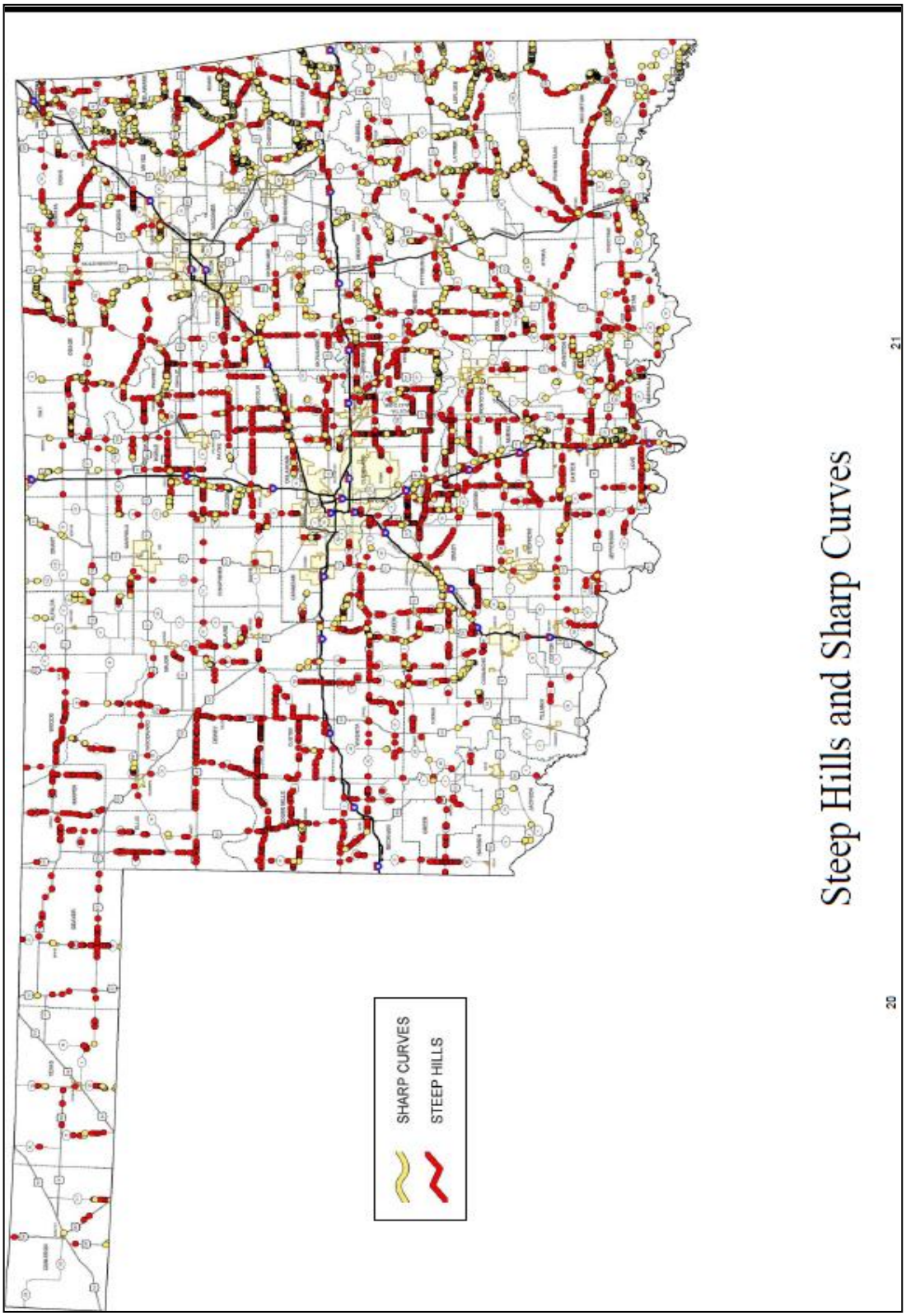
| Unsafe/ Unlawful | Apparently Normal | | | Alcohol Involved | | | | | | Sleep Suspected | | | Drug Use Indicated | | | Unknown Condition | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Ability Impaired | | | Odor Detected | | | | | | | | | | | | | | | | |
| | Fat | Inj * | PD | Fat | Inj * | PD | Fat | Inj * | PD | Fat | Inj | PD | Fat | Inj | PD | Fat | Inj | PD | Fat | Inj | PD | Total | Pcnt |
| Total | 12 | 793 | 205 | 1 | 19 | 35 | 1 | 11 | 12 | | 15 | 2 | | 8 | 14 | 6 | 57 | 24 | 20 | 903 | 237 | 3299 | 100 |
| Percent | 0.4 | 24. | 62.3 | | 0.6 | 1.1 | | 0.3 | 0.4 | | 0.5 | 0. | | 0.2 | 0.4 | 0.2 | 1.7 | 7.3 | 0. | 27.4 | 72. | 100 | |

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

## Appendix 2.18: Two Lane Highways Without Paved Shoulders

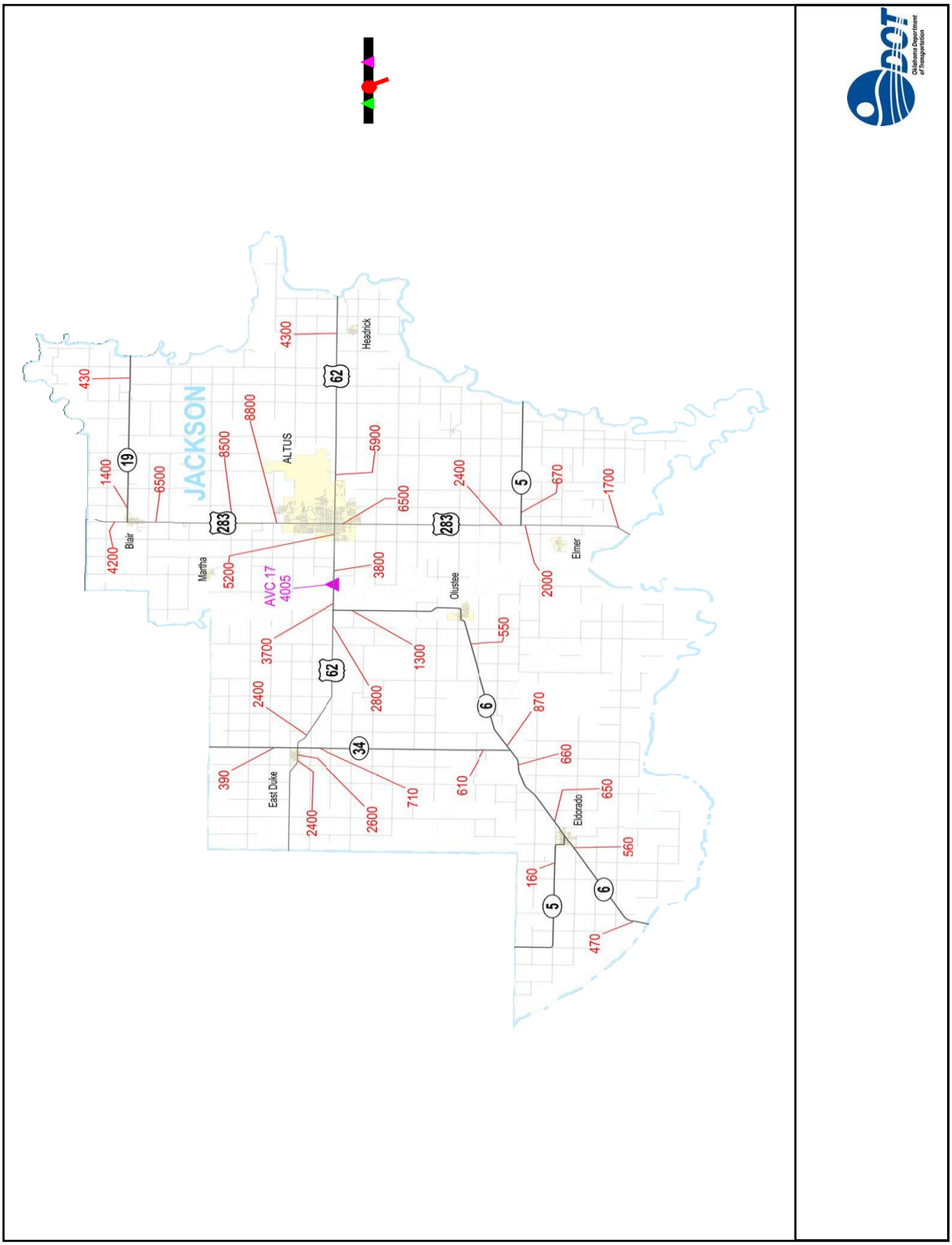


## Appendix 2.19: Steep Hills and Sharp Curves



## Appendix 2.20: Jackson County Traffic Count Data and Map, 2014

Existing traffic conditions were evaluated to provide an overall snapshot of the demand on the roadway system and its current ability to meet that demand. Traffic counts for the SA were obtained from ODOT. Traffic count data for 2014 and the Map illustrating the traffic count location are shown below.



## Appendix 2.21: 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 particular 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 US 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 (LOS): A phrase representative of several factors, including speed, travel time, traffic interruptions and operating cost of a traffic facility (roadway), used to measure the quality of the facility.

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.

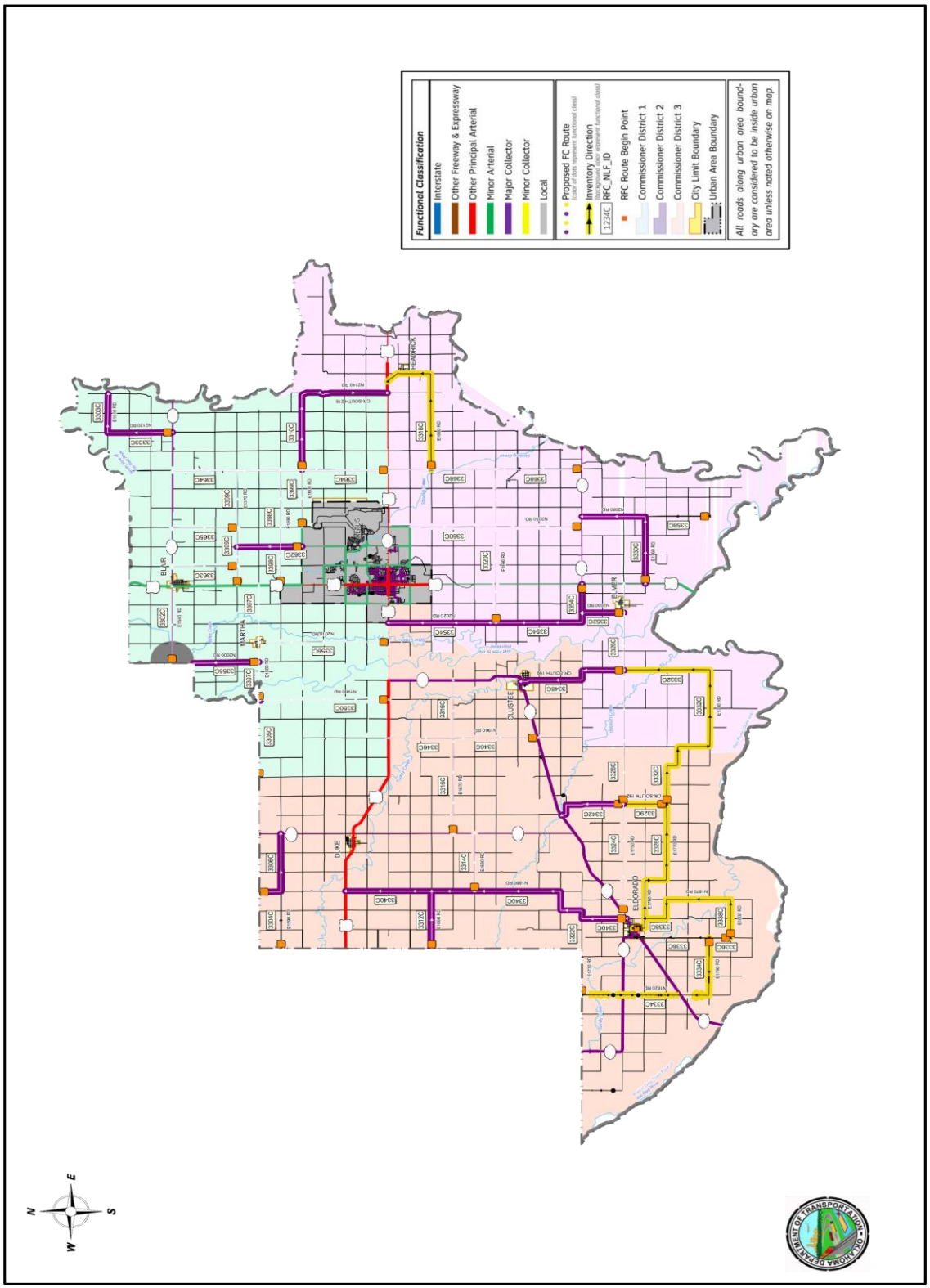
- LOS D: Describes high density flow in which speed and freedom to maneuver is severely restricted even though flow remains stable. LOS D is considered acceptable during short periods of time and is often used in large urban areas. Operating capacity can be measured as less than seventy percent (70%) 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.

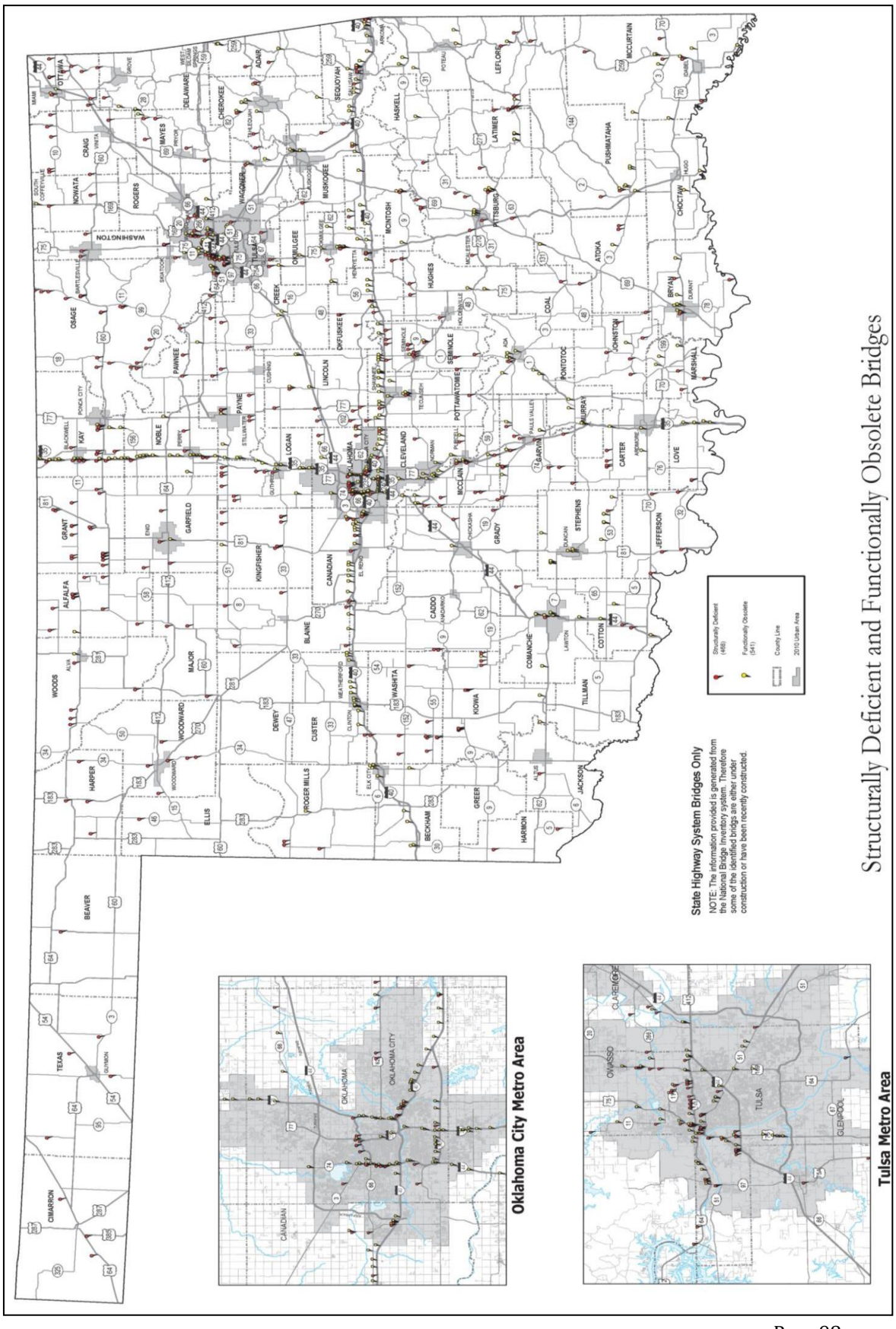
- LOS F: Is used to define forced or breakdown flow. This condition exists whenever the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by demand volumes greater than the roadway capacity. Under these conditions, motorists seek other routes in order to bypass congestion, thus impacting adjacent streets. Operating capacity can be measured above one hundred percent (100%) of capacity.

Future increases in traffic volume can be traced to population growth and land use development patterns. Capacity and LOS can also be diminished by increasing the number of access points and median cuts on the road network.

## Appendix 2.22: Jackson County Functional Classification Map



## Appendix 2.23: Structurally Deficient and Functionally Obsolete Bridges



**Appendix 2.24: Jackson County On- System Bridges with Sufficiency Rate**

| FACILITY | LOCATION | SUFFICIENCY RATE | YEAR BUILT | ADT TOTAL | ADT YEAR |
|---|---|---|---|---|---|
| US 283 | 2.0 MI N Texas S/L | -1 | 1901 | -1 | 2010 |
| SH 34 | 2.1 MI N JCT US 62 | 95.7 | 1936 | 420 | 2015 |
| SH 34 | 2.8 MI N JCT US 62 | 95.9 | 1936 | 420 | 2015 |
| US 62 | 14.4 MI E JCT US 283 | 70.9 | 1936 | 5000 | 2015 |
| SH 34 | 1.2 MI N JCT US 62 | 98.8 | 1936 | 420 | 2015 |
| US 62 | 12.3 MI E JCT US 283 | 81.9 | 1937 | 5000 | 2015 |
| SH 5 | 1.3 MI NW JCT SH 6 | 83.8 | 1939 | 190 | 2015 |
| US 62 | 0.6 E. SH 6 | -1 | 1901 | -1 | -1 |
| SH 5 | 1.8 MI E JCT US 283 | 92.2 | 1953 | 700 | 2015 |
| SH 5 | 2.6 MI E OF JCT US 283 | 96.2 | 1953 | 700 | 2015 |
| SH 5 | 0.8 MI NW JCT SH 6 | 90.2 | 1955 | 190 | 2015 |
| SH 5 | 4.4 MI NW JCT SH 6 | 86.8 | 1939 | 190 | 2015 |
| SH 5 | 6.2 MI NW JCT SH 6 | 80.5 | 1939 | 190 | 2015 |
| US 62 | 4.2 MI E JCT SH 34 | 73.2 | 1939 | 2200 | 2015 |
| SH 5 | 5.1 MI NW JCT SH 6 | 77.2 | 1939 | 190 | 2015 |
| SH 6 | 0.7 NE JCT SH 5 | 81.1 | 1945 | 690 | 2015 |
| US 62 | 5.1 MI E JCT US 283 | 80.4 | 1930 | 5400 | 2015 |
| US 62 | 6.5 MI E JCT US 283 | 70.2 | 1930 | 5400 | 2015 |
| SH 6 | 2.6 NE JCT SH 34 | -1 | 1901 | -1 | -1 |
| US 62 | 4.7 MI E JCT US 283 | 85.8 | 1930 | 5400 | 2015 |
| US 283 | 0.1 MI N JCT SH 19 | 95.7 | 1999 | 3100 | 2015 |
| SH 6 | 5.7 MI NE OF Texas S/L | 92.9 | 2014 | 470 | 2015 |
| SH 6 | 14.2 NE JCT SH 34 | 97.2 | 2014 | 1500 | 2015 |
| US 283 | 6.9 MI N Texas S/L | 89.9 | 1932 | 2100 | 2015 |
| US 283 | 3.9 MI N Texas S/L | 91.6 | 1932 | 1700 | 2015 |
| US 283 | 3.2 MI S JCT SH 19 | 84.9 | 1932 | 6200 | 2015 |
| US 283 | 7.3 MI N Texas S/L | 92.1 | 1932 | 2100 | 2015 |
| US 283 | 2.0 MI N Texas S/L | 74.1 | 1932 | 1700 | 2015 |
| US 62 SD | Park Ln. Shopping Ctr. | 89.6 | 1933 | 50 | 2015 |
| SH 6 | 0.8 MI SW JCT SH 34 | 96.3 | 1933 | 690 | 2015 |
| SH 6 | 2.6 MI NE JCT SH 34 | 72 | 1933 | 930 | 2015 |
| US 62 | 3.4 MI E JCT US 283 | 89.1 | 1933 | 5900 | 2015 |
| SH 5 | 0.9 MI NW JCT SH 6 | 87.8 | 1955 | 190 | 2015 |

| FACILITY | LOCATION | SUFFICIENCY RATE | YEAR BUILT | ADT TOTAL | ADT YEAR |
|---|---|---|---|---|---|
| SH 5 | 7.8 MI NW JCT SH 6 | 98.2 | 1956 | 190 | 2015 |
| SH 19 | 8.9 MI E JCT US 283 | 97.7 | 1957 | 390 | 2015 |
| SH 34 | 5.1 MI N JCT SH 6 | 80.6 | 1961 | 550 | 2015 |
| SH 34 | 9.4 MI N JCT SH 6 | 92.8 | 1961 | 610 | 2015 |
| SH 34 | 1.4 MI N JCT SH 6 | 93.9 | 1963 | 550 | 2015 |
| US 62 | 2.6 MI W Tillman C/L | 84.9 | 1968 | 4200 | 2015 |
| US 62 | 0.8 MI W Tillman C/ | 84.9 | 1968 | 4200 | 2015 |
| SH 6 | 1.2 MI NE JCT SH 34 | 87.5 | 1972 | 930 | 2015 |
| US 62 | 2.2 MI E SH 6 | 87.8 | 1973 | 3900 | 2015 |
| US 62 | 2.1 MI E SH 6 | 87 | 1973 | 1950 | 2015 |
| US 62 | 0.6 MI E SH 6 | 70 | 1973 | 1950 | 2014 |
| US 62 | 3.7 MI E OF Harmon C/L | 77.9 | 1975 | 2400 | 2015 |
| US 62 | 0.8 MI E JCT SH 34 | 92 | 1979 | 2200 | 2015 |
| US 62 | 6.2 MI E JCT SH 34 | 79 | 1979 | 2200 | 2015 |
| US 62 | 2.1 MI. E. SH 6 | 98 | 1983 | 2100 | 2015 |
| US 62 | 0.6 MI E SH 6 | 100 | 1983 | 2100 | 2015 |
| US 62 | Jackson/Tillman C/L | 98 | 1991 | 2100 | 2015 |
| US 283 | 3.0 MI S JCT SH 19 | 84.9 | 1999 | 6200 | 2015 |
| SH 19 | Jackson/Kiowa C/L | 77.5 | 1956 | 390 | 2015 |
| US 62 | Jackson/Tillman C/L | 98 | 1968 | 2350 | 2015 |
| SH 5 | 2.3 MI N & W JCT SH 6 | 67.7 | 1939 | 190 | 2015 |
| US 283 | Oklahoma-Texas S/L | 93.3 | 1983 | 1500 | 2015 |
| SH 6 | 5.7 MI NE Texas S/L | 55.2 | 1948 | 470 | 2012 |
| SH 6 | 8.8 MI NE JCT SH 34 | 54.9 | 1933 | 1500 | 2011 |
| US 283 | 2 MI S JCT SH 19 Blair | 97 | 1932 | 5920 | 1999 |
| US 283 | .1 MI N JCT SH 19 | 92.1 | 1932 | 3810 | 1999 |
| US 283 | 3 MI S JCT SH 19 Blair | 97 | 1932 | 5920 | 1999 |
| SH 6 | Oklahoma-Texas S/L | 2 | 1931 | 670 | 1999 |
| US 283 | 2.6 MI S JCT US62 | 94 | 1932 | 2500 | 1999 |
| SH 5 | 2.3 NW OF SH 6 JCT | -1 | 1901 | -1 | -1 |
| SH 6 | Oklahoma-Texas S/L | 92.7 | 1993 | 500 | 2015 |

Source: ODOT

**Appendix 2.25: Jackson County Off- System Bridges**

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 0.5 W 2.0 S Eldorado | 26.9 | 1950 | 100 | 1999 | County |
| 4 S 0.6 MI E Duke | 34 | 1940 | 70 | 2002 | County |
| 3.5 N 2.8 W SH 34 & US 62 | 97 | 1993 | 60 | 1999 | County |
| 3.5 W 1.6 N Eldorado | 16.4 | 1920 | 50 | 1999 | County |
| 3.0 W 1.5 S Duke | 97 | 1994 | 60 | 1999 | County |
| 8 W 3.4 MI S Altus | 19.2 | 1930 | 100 | 1999 | County |
| 5 S 4.6 MI E OF Altus | 40.9 | 1938 | 100 | 2011 | County |
| 6 E 6.4 MI S OF Altus | 87.5 | 1941 | 400 | 2014 | County |
| 4 S 0.5 MI E Duke | 39.4 | 1940 | 70 | 2002 | County |
| 5S 4.6E OF Altus | 100 | 2013 | 100 | 2015 | County |
| 2 W 1.9 MI S OF Altus | 88.1 | 1937 | 200 | 2015 | County |
| 2 W 2.9 MI S OF Altus | 89.1 | 1937 | 200 | 2015 | County |
| 2 W 6.4 MI S OF Altus | 82.1 | 1937 | 100 | 2015 | County |
| 4.6 MI N OF Friendship | 95.9 | 1938 | 400 | 2015 | County |
| .2 MI S of Friendship | 99.8 | 1938 | 600 | 2015 | County |
| 5 S 2.5 MI E OF Altus | 93.1 | 1939 | 100 | 2015 | County |
| 5 S 3.2 MI E OF Altus | 92.1 | 1939 | 100 | 2015 | County |
| 6E 6.9S OF Altus | 99.9 | 2016 | 400 | 2015 | County |
| 6E 6.4S OF Altus | 99.9 | 2016 | 400 | 2015 | County |
| 5 S 4.6 MI E OF Altus | 92.1 | 1939 | 100 | 2015 | County |
| 1.5 S 1.3 W Headrick | 80.1 | 1939 | 50 | 2015 | County |
| 4.6 MI W OF Elmer | 92.1 | 1938 | 100 | 2015 | County |
| 7.0 W 0.9 S Martha | 91.1 | 1939 | 50 | 2015 | County |
| 3.2 N 6.1 W Olustee | 93.1 | 1938 | 70 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| .5 MI E OF Elmer | 92.1 | 1936 | 200 | 2015 | County |
| 6 E .8 MI S OF Altus | 34.2 | 1990 | 400 | 1999 | County |
| 0.5 W 3.8 S Eldorado | 83 | 1950 | 100 | 2006 | County |
| 2.0 N 2.9 W OF Altus | 32 | 1920 | 50 | 2004 | County |
| 6.0 E 1.7 N Eldorado | 95 | 1920 | 50 | 2015 | County |
| 3 W 4.1 MI S Martha | 86.5 | 1930 | 75 | 2015 | County |
| 4.2 N 1.5 E Eldorado | 93.9 | 1930 | 70 | 2015 | County |
| 1.5 S 7.4 E Eldorado | 95 | 1930 | 50 | 2015 | County |
| .1 MI S OF Greer C/L | 99.5 | 1932 | 4200 | 2015 | County |
| 1.5 S 0.5 W Headrick | 91.1 | 1938 | 50 | 2015 | County |
| 4 S 2.1 MI E Duke | 93.1 | 1938 | 70 | 2015 | County |
| 0.5 W 1.2 N Elmer | 92.1 | 1938 | 100 | 2015 | County |
| 3 E 2.8 MI S OF Altus | 97 | 1936 | 100 | 2015 | County |
| 3 E 4.9 MI S OF Altus | 97 | 1936 | 100 | 2015 | County |
| 2.0 S 9.0 E Eldorado | 95 | 1936 | 50 | 2015 | County |
| 2 MI W OF Martha | 32.4 | 1920 | 100 | 2007 | County |
| 3.0 W 1.5 S Duke | 100 | 1994 | 60 | 2015 | County |
| 8.0 W & 3.4 S OF Altus | 100 | 1997 | 100 | 2015 | County |
| 3.5 W & 1.6 N. Eldorado | 100 | 2001 | 100 | 2015 | County |
| 1.0 W 2.5 N Elmer | 92.1 | 1940 | 200 | 2015 | County |
| 0.5 S 0.8 E Blair | 35.9 | 1940 | 100 | 2015 | County |
| .1 MI N Hess | 93.1 | 1940 | 100 | 2015 | County |
| 6.0 E & 0.8 S OF Altus | 99.3 | 2000 | 2255 | 2015 | County |
| 4.0 S & 0.5E OF Duke | 99.9 | 2001 | 250 | 2015 | County |
| 4.0S & 0.6E OF Duke | 99.9 | 2001 | 250 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 1.5 E 2.6 S Eldorado | 93.1 | 1940 | 100 | 2015 | County |
| 2N 2.9W OF Altus | 100 | 2006 | 50 | 2015 | County |
| 8W .8S US62/US283 Altus | 100 | 2005 | 100 | 2015 | County |
| 6 E .4 MI S OF Altus | 86.9 | 1960 | 400 | 2015 | County |
| 1.5 S 3.3 E Eldorado | 92 | 1965 | 100 | 2015 | County |
| 5 S 0.5 MI W OF Altus | 98 | 1965 | 100 | 2015 | County |
| 5.1 MI W OF Elmer | 100 | 1970 | 100 | 2015 | County |
| 2 MI W OF Elmer | 72.7 | 1970 | 100 | 2015 | County |
| 6 E 3.1 MI S OF Altus | 99.9 | 1991 | 400 | 2015 | County |
| 9.1 MI E OF Eldorado | 100 | 1992 | 100 | 2015 | County |
| 3.5 N, 2.8 W SH34 & US62 | 100 | 1993 | 60 | 2015 | County |
| 1.4 S .4 W Eldorado | 100 | 1988 | 100 | 2015 | County |
| 2 S & 1.5 W OF 283 & 5 | 100 | 1990 | 200 | 2015 | County |
| 4.0 S & 2.0 E OF Blair | 98.6 | 1990 | 1200 | 2015 | County |
| 1.5 S 2.1 W Headrick | 93.1 | 1940 | 50 | 2015 | County |
| 3.5 MI E Duke | 93.1 | 1941 | 100 | 2015 | County |
| 4.5 S 0.8 E Eldorado | 91.1 | 1941 | 50 | 2015 | County |
| 4.5 W 3.0 S OF Elmer | 92.1 | 1942 | 60 | 2015 | County |
| 3.1 MILES W Blair | 96.9 | 1950 | 200 | 2015 | County |
| 0.2 MI W OF Blair | 51.9 | 1950 | 200 | 2015 | County |
| 4.5 W 1.8 S OF Elmer | 85.7 | 1950 | 100 | 2015 | County |
| 283 & 62 1.0 S & 5.7 E | 100 | 2000 | 100 | 2015 | County |
| 1.5S & 0.5E OF Eldorado | 84.3 | 1997 | 100 | 2015 | County |
| 0.5 W 2.0 S Eldorado | 97 | 1996 | 100 | 2015 | County |
| 0.5N & 2S OF Eldorado | 96.4 | 1996 | 100 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 2.9 MI W OF Blair | 99.9 | 1982 | 200 | 2015 | County |
| 3 N 1 MI W Olustee | 98 | 1982 | 100 | 2015 | County |
| 3 W .1 MI S OF Blair | 100 | 1983 | 70 | 2015 | County |
| 2.2 MI N Martha | 100 | 1984 | 70 | 2015 | County |
| 3.4N OF Elmer | 99.9 | 1984 | 200 | 2015 | County |
| 1.8 MI North Hess | 100 | 1985 | 100 | 2015 | County |
| 6.7 N 1.5 E Eldorado | 100 | 1986 | 70 | 2015 | County |
| 1.6 MI E OF Martha | 99.9 | 1980 | 300 | 2015 | County |
| 1 MI E OF Martha | 99.9 | 1980 | 300 | 2015 | County |
| 12 S 1.1 MI E Altus | 100 | 1987 | 70 | 2015 | County |
| 12 S 1.2 MI E Altus | 97 | 1940 | 70 | 2015 | County |
| 3 E 4.1 MI S Altus | 100 | 1982 | 100 | 2015 | County |
| 1.0 E 0.5 S OF Warren | 52.6 | 1950 | 60 | 2002 | County |
| 1.8 N 1. E OF Altus | 23.6 | 1941 | 3000 | 1999 | Municipal |
| 7.2 E 1. N OF Altus | 26.8 | 1971 | 100 | 1999 | County |
| 4.7 E 3. N OF Altus | 34 | 1940 | 24 | 1999 | County |
| 1. N 11.8 W Olustee | 17.2 | 1913 | 100 | 1999 | County |
| E1700N2100007 | 39 | 1930 | 50 | 1999 | County |
| E1710N2110002 | 19 | 1915 | 100 | 1999 | County |
| 3. E 2.6 S OF Duke | 27.4 | 1920 | 50 | 1999 | County |
| N1970E1740005 | 18.8 | 1920 | 40 | 1999 | County |
| N1970E1770005 | 35.9 | 1935 | 100 | 1999 | County |
| 5. E 2.9 N OF Altus | 33.9 | 1939 | 50 | 2010 | County |
| 2.0 E 0.8 S OF Warren | 33.9 | 1940 | 50 | 2010 | County |
| 62 & 6 4.E & 1.1 S | 33.9 | 1940 | 100 | 2010 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 3.7 S 9.5 E Eldorado | 32.9 | 1940 | 50 | 2010 | County |
| 1.2 E 2.6 S Eldorado | 24.4 | 1940 | 40 | 2010 | County |
| .4 N 11.8 W Olustee | 24.2 | 1920 | 50 | 2010 | County |
| 2. N .8 W OF Olustee | 32.9 | 1930 | 50 | 2010 | County |
| 3.2 S &1.5 W Olustee | 32.9 | 1930 | 40 | 2010 | County |
| 1.8 S 6.3 E OF Blair | 33.9 | 1930 | 50 | 2010 | County |
| 1.6 S 3.2 W OF Duke | 32.9 | 1930 | 50 | 2010 | County |
| 5.5 N 2. W OF Altus | 49.8 | 1938 | 60 | 2012 | County |
| 283 & 5 5.5 E 1.7 S | 33 | 1940 | 30 | 2010 | County |
| 2.8 S 5.6 E Eldorado | 34 | 1940 | 24 | 2010 | County |
| 6. N 5.9 E OF Altus | 32.9 | 1940 | 50 | 2010 | County |
| 6.5 MI E OF Ozark | 26.9 | 1929 | 40 | 2008 | County |
| 283 &5 4.5 E2.6 S | 40 | 1938 | 50 | 2015 | County |
| 5.4 E 4. N OF Altus | 40.9 | 1939 | 100 | 2015 | County |
| 2.6 S .7 E Eldorado | 24.3 | 1920 | 40 | 2008 | County |
| 4.1 S.  2 E JCT. 283 62 | 32.9 | 1950 | 50 | 2012 | County |
| 8.3 W .9 S Olustee | 19.2 | 1930 | 40 | 2010 | County |
| 1.0 E 2.6 N OF Altus | 48.2 | 1940 | 400 | 1999 | County |
| E1710N2030002 | 32.9 | 1939 | 100 | 1999 | County |
| E1610N1900009 | 97 | 1950 | 50 | 1999 | County |
| E1670N2090009 | 38.9 | 1940 | 100 | 1999 | County |
| 5.8 E 2. S Altus | 70.3 | 1938 | 50 | 2004 | County |
| 5.6 E 4. N OF Altus | 60.3 | 1940 | 50 | 1999 | County |
| 5 N 1 MI E OF Altus | 25.5 | 1940 | 400 | 2002 | County |
| 1.0 N 6.8 W OF Altus | 21.4 | 1930 | 100 | 1999 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 2.4 N 1.5 W OF Blair | 39 | 1940 | 40 | 1999 | County |
| E1670N2070001 | 35.9 | 1940 | 100 | 1999 | County |
| N2110E1700008 | 19.9 | 1940 | 30 | 1999 | County |
| 2.0 W 1.7 N OF Blaine | 19.4 | 1940 | 30 | 1999 | County |
| 1.5 E 4.2 S Eldorado | 29.9 | 1940 | 100 | 1999 | County |
| 2.0 S 1.3 E Friendship | 50 | 1994 | 50 | 1999 | County |
| N2080E1680009 | 33.9 | 1940 | 100 | 1999 | County |
| 5 N 2.7 MI E OF Altus | 18 | 1940 | 800 | 1999 | County |
| 3.0 N 2.7 W OF Altus | 25.6 | 1910 | 50 | 1999 | County |
| N2010E1650006 | 33.9 | 1941 | 100 | 1999 | County |
| N1950E1840009 | 34.9 | 1920 | 100 | 1999 | County |
| 5E 3.5N OF US 62 & US 283 | 87.2 | 2009 | 50 | 2015 | County |
| 4W, 2S OF US 62 & US 283 | 97 | 2009 | 50 | 2015 | County |
| 7E 3.1N OF JCT US62&283 | 96.4 | 2009 | 50 | 2015 | County |
| 8.3W, .9S OF Olustee | 100 | 2011 | 40 | 2015 | County |
| 283 & 62 4.0 E 5.1 S | 93.1 | 1937 | 50 | 2015 | County |
| 1.9 N 3.8 W OF Olustee | 93.1 | 1937 | 50 | 2015 | County |
| 3.7S 1.9W OF Duke | 93.1 | 1937 | 50 | 2015 | County |
| 1.0 W 3.2. S Blair | 91.1 | 1938 | 30 | 2015 | County |
| 5W 2.1S OF SH34/US62 | 97 | 2012 | 100 | 2015 | County |
| 5.5N 2W OF Altus | 100 | 2014 | 60 | 2015 | County |
| 1.3W .7S OF Duke | 100 | 2016 | 50 | 2015 | County |
| Olustee 2S & 2.2 W | 93.1 | 1939 | 50 | 2015 | County |
| 7.0 M S Olustee | 92.1 | 1939 | 40 | 2015 | County |
| 4.5 E 2. N OF Altus | 86.9 | 1939 | 25 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 7.0 M S 0.1 E Olustee | 93.1 | 1939 | 40 | 2015 | County |
| 3. N 1.9 W OF Altus | 92.1 | 1939 | 100 | 2015 | County |
| 283 & 61 1.0 S & 10.7 E | 93.1 | 1939 | 60 | 2015 | County |
| .5 S 1. W OF Blair | 35.9 | 1939 | 50 | 2015 | County |
| 1.5 N 4.6 E Eldorado | 93.1 | 1939 | 50 | 2015 | County |
| 1.4 N 4.6 E Eldorado | 93.1 | 1939 | 50 | 2015 | County |
| .9 S 8.3 W Olustee | 92.1 | 1939 | 40 | 2015 | County |
| .4 N 3. W OF Blair | 91.1 | 1939 | 50 | 2015 | County |
| 4.1 N 1. W OF ELM | 93.1 | 1939 | 50 | 2015 | County |
| 4.3N 3E US62/283 Altus | 96 | 2000 | 100 | 2015 | County |
| 7S 0.2E OF US-62/US-283 | 100 | 2009 | 50 | 2015 | County |
| 2.0 W. OF Martha | 99.9 | 2009 | 100 | 2015 | County |
| 7W & 2.2N OF US 62 | 100 | 2009 | 30 | 2015 | County |
| .5W, 3.8S Eldorado | 97 | 2008 | 100 | 2015 | County |
| 3.9 S 1.4 E OF Duke | 93.1 | 1939 | 50 | 2015 | County |
| 6.0 E 1.4 N OF Blair | 32.1 | 1940 | 24 | 2014 | County |
| 1.0 E 1.4 S OF Warren | 32.9 | 1940 | 50 | 2014 | County |
| 4.5 S 0.4 E OF Blair | 64.5 | 1938 | 100 | 2015 | County |
| 1.8 N 4.8 W OF Olustee | 93.1 | 1938 | 50 | 2015 | County |
| 283 & 5 5.0 E & 4.2 S | 93.1 | 1938 | 30 | 2015 | County |
| Olustee 8.0 S & 2.4 W | 93.1 | 1938 | 50 | 2015 | County |
| 1.1 S 1. W OF Blair | 66.1 | 1939 | 30 | 2015 | County |
| 2.9 N 2. W OF Altus | 93.1 | 1939 | 100 | 2015 | County |
| 2. W 1.7 N OF Altus | 93.1 | 1939 | 60 | 2015 | County |
| .6 N 5. W OF Altus | 93.1 | 1939 | 60 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 283 & 62 7.0 E & 2.6 S | 93.1 | 1939 | 50 | 2015 | County |
| 1.1W&3.M S Duke | 93.1 | 1939 | 50 | 2015 | County |
| 2.0 S 9.9 W OF Martha | 93.1 | 1938 | 40 | 2015 | County |
| 7.2 W .9 S Olustee | 93.1 | 1938 | 40 | 2015 | County |
| 1.0 N 2.8 W OF Altus | 92 | 1938 | 50 | 2015 | County |
| E1750N2040007 | 91.1 | 1938 | 100 | 2015 | County |
| 1.2 N 5.6 E OF Blair | 93.1 | 1938 | 30 | 2015 | County |
| 1.5 W & 9.4 S Olustee | 93.1 | 1936 | 40 | 2015 | County |
| 0.5 W 1.1 N Headrick | 96 | 1937 | 50 | 2015 | County |
| 283&62 3.0 S &2.9 W | 24.9 | 1913 | 25 | 2015 | County |
| .4 S 2.4 W Eldorado | 92.1 | 1937 | 60 | 2015 | County |
| Olustee 2 N & 4.8 W | 93.1 | 1937 | 50 | 2015 | County |
| 1.0 S & 1.1 W. OF Duke | 29.9 | 1938 | 50 | 2015 | County |
| 1.3 W & 0.7 S OF Duke | 26.9 | 1938 | 50 | 2014 | County |
| E1680N2060009 | 33.9 | 1950 | 50 | 1999 | County |
| 1.5 W 1.2 N OF Blair | 68 | 1940 | 50 | 2004 | County |
| 2.8 S & 2.4 M E Duke | 28.4 | 1930 | 100 | 2004 | County |
| N2030E1650001 | 39.6 | 1999 | 500 | 2010 | County |
| 5.7 E 2. S Altus | 32.9 | 1989 | 50 | 2002 | County |
| .9 S 7. W OF Olustee | 24.5 | 1920 | 24 | 2004 | County |
| .7 N .9 E Humphreys | 33.9 | 1985 | 50 | 2002 | County |
| 4.0 E 2.8 N OF Altus | 49.3 | 1946 | 100 | 1999 | County |
| 1.6 N 3.6 W OF Duke | 33.9 | 1940 | 100 | 1999 | County |
| E1670N2100005 | 35.9 | 1950 | 100 | 1999 | County |
| 1.8 S & 1.1E Duke | 81.1 | 1920 | 100 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 2. S 5.8 W OF Olustee | 73.5 | 1930 | 50 | 2015 | County |
| 3.S & 2.8 W. OF Olustee | 32.9 | 1930 | 40 | 2014 | County |
| 1.8S&.6E Duke | 39.9 | 1930 | 100 | 2015 | County |
| .9 S .5 E OF Olustee | 95 | 1930 | 50 | 2015 | County |
| N1970E1770002 | 48.5 | 1935 | 40 | 2015 | County |
| .6 S 5.9 E OF Duke | 93.1 | 1938 | 24 | 2015 | County |
| 4.0 N 2.7 W OF Altus | 63.6 | 1938 | 30 | 2015 | County |
| .8 S .8 W OF Blair | 93.1 | 1938 | 50 | 2015 | County |
| 3.0 N 1.2 E OF Altus | 64.5 | 1938 | 100 | 2015 | County |
| 1. S 1.3 E Friendship | 93.1 | 1938 | 40 | 2015 | County |
| 2.6 E 2. N OF Ozark | 93.1 | 1938 | 40 | 2015 | County |
| 3.7 E 1. S Friendship | 93.1 | 1938 | 40 | 2015 | County |
| 1.5 N 1.4 W Headrick | 92.1 | 1938 | 40 | 2015 | County |
| 1.5 N .1 E Headrick | 92.1 | 1938 | 50 | 2015 | County |
| .3 E 1.5 N Headrick | 92.1 | 1938 | 50 | 2015 | County |
| 283 & 62 1.0E & 2.9S | 92.1 | 1938 | 40 | 2015 | County |
| .4 S 5.6 E Eldorado | 93.1 | 1938 | 50 | 2015 | County |
| 1.5W &11.3 S Olustee | 87.8 | 1938 | 40 | 2015 | County |
| 3.7W&1S Duke | 82.1 | 1938 | 50 | 2015 | County |
| 3. E .3 N OF Duke | 91.1 | 1938 | 40 | 2015 | County |
| .6 S 4. E OF Duke | 65.1 | 1938 | 50 | 2015 | County |
| 5 E & 7.5 S OF 283 & 19 | 64.5 | 1938 | 50 | 2015 | County |
| .5 N .6 W OF Duke | 93.1 | 1938 | 50 | 2015 | County |
| 2.2 N 4.6 E Eldorado | 93.1 | 1938 | 50 | 2015 | County |
| 283 & 5 6.0E &0.9S | 92.1 | 1938 | 30 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 1.5W &7.6 S Olustee | 61.2 | 1936 | 40 | 2015 | County |
| 1.1 N 4.5 W Olustee | 97 | 1936 | 50 | 2015 | County |
| 7. S & 1/4 E OF Altus | 35.9 | 1940 | 50 | 2008 | County |
| 3.5 S 5.6 E Eldorado | 32 | 1940 | 30 | 2007 | County |
| 7E 3.1N OF JCT US62/US283 | 36.9 | 1950 | 50 | 2007 | County |
| 7.0 W 2.2 N OF Altus | 19.8 | 1940 | 30 | 2008 | County |
| 4. N 5.5 E OF Altus | 36.9 | 1990 | 50 | 2007 | County |
| 0.5 E & 1.0 N OF Duke | 100 | 1993 | 50 | 2015 | County |
| 283 & 62 2.0 S &3.5 E | 66.5 | 1940 | 50 | 2015 | County |
| 4. N 5.8 E OF Altus | 93.1 | 1940 | 100 | 2015 | County |
| 5.5 S 7.4 E OF Blair | 48.9 | 1940 | 50 | 2015 | County |
| 283 & 62 1.0 S & 10.6 E | 92.1 | 1940 | 60 | 2015 | County |
| 1.0 W 1.6 S OF Blaine | 58.5 | 1940 | 30 | 2015 | County |
| 4.3 N .8 W OF Olustee | 31.9 | 1940 | 50 | 2014 | County |
| 3.0 E 2.5 N Friendship | 36.9 | 1940 | 60 | 2015 | County |
| 3.4 S 9.E OF Blair | 36.9 | 1940 | 50 | 2015 | County |
| 5.9 MI N OF Altus | 93.1 | 1940 | 80 | 2015 | County |
| 3.8 N 1.8 W OF Olustee | 93.1 | 1940 | 50 | 2015 | County |
| 283 & 5 6.5 E 0.9 N | 56.5 | 1940 | 30 | 2015 | County |
| 1.9 N 4.6 E Eldorado | 93.1 | 1940 | 50 | 2015 | County |
| 283 & 5 4.5E &1.8 S | 84.8 | 1991 | 50 | 2015 | County |
| 1.8 S .4 W OF Blair | 68.3 | 1940 | 25 | 2015 | County |
| .1 W .8 S OF Blair | 41 | 1940 | 50 | 2015 | County |
| 283 &62 2.0 S & 0.5E | 52.2 | 1940 | 60 | 2015 | County |
| 7.0 E 0.6 N OF Altus | 80 | 1940 | 50 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 62&6 2E 71.2S | 90.1 | 1940 | 24 | 2015 | County |
| 3.2 N .8 W OF Olustee | 92.1 | 1940 | 50 | 2015 | County |
| 1.6 N `.8 W OF Olustee | 93.1 | 1940 | 50 | 2015 | County |
| 2.0 N 0.5 E Blair | 54.4 | 1940 | 50 | 2015 | County |
| 3.5 S 0.6 E OF Blair | 64.5 | 1940 | 70 | 2015 | County |
| 1.5 S 0.9 OF Blair | 64.5 | 1940 | 100 | 2015 | County |
| 3.0 E & 2.6 S OF Duke | 100 | 2002 | 50 | 2015 | County |
| 5.0 N & 2.7 E OF Altus | 99.8 | 2001 | 800 | 2015 | County |
| 2.0W & 1.7S OF Blair | 100 | 2001 | 50 | 2015 | County |
| 62 & 34 .9 W. | 90.1 | 1940 | 100 | 2015 | County |
| 283 & 62 7.0 S 1.3 W | 65.1 | 1940 | 50 | 2015 | County |
| 283 & 62 4.0 S & 0.4 W | 49.9 | 1940 | 50 | 2015 | County |
| 5.5 M E OF Olustee | 74.7 | 1940 | 50 | 2015 | County |
| 283 & 5 2.0 N 1.1E | 68.3 | 1940 | 50 | 2015 | County |
| 283 % 1.0 N 2.2 E | 93.1 | 1940 | 50 | 2015 | County |
| 5.7E & 2.0S OF Altus | 100 | 2003 | 100 | 2015 | County |
| 5.0N & 1.0E OF Altus | 99.8 | 2002 | 800 | 2015 | County |
| 1.3E OF Friendship | 97 | 2002 | 50 | 2015 | County |
| 6.5E US283 1 NE Humphreys | 100 | 2004 | 50 | 2015 | County |
| 8.0E OF Blair, 0.5S SH-19 | 100 | 2003 | 60 | 2015 | County |
| 2.8S 2.4E OF JCT US62/SH3 | 100 | 2005 | 100 | 2015 | County |
| 1.5W 1.2N OF Blair | 96 | 2005 | 50 | 2015 | County |
| .9 S AND 7 W OF Olustee | 91 | 2003 | 24 | 2015 | County |
| 283 &62 4.0S &2.2E | 77.6 | 1940 | 50 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 283 & 5 1.0 N 2.8 E | 80.2 | 1940 | 50 | 2015 | County |
| 5.6N of SH5 | -1 | 1901 | 100 | 2014 | County |
| 283 & 5 2.0E 0.1 S | 97 | 1953 | 50 | 2015 | County |
| Ordance & .3N Broadway | 96.9 | 1961 | 200 | 2015 | Municipal |
| 4.0 N & 3.2 E OF Altus | 99.9 | 1992 | 300 | 2015 | County |
| 7th St. & .7 W Hughes | 90.1 | 1950 | 100 | 2015 | Municipal |
| Taylor & 6th St. | 97 | 1997 | 100 | 2015 | Municipal |
| 3. S 1.1 W OF Ozark | 100 | 1993 | 50 | 2015 | County |
| 3. S 3.1 E OF Altus | 100 | 1993 | 60 | 2015 | County |
| 2.0 S 1.3 E Friendship | 100 | 1994 | 50 | 2015 | County |
| 5.5 W & 1.2 S OF Elmer | 94 | 1930 | 40 | 2015 | County |
| .5W of Humphreys | -1 | 1901 | 100 | 2014 | County |
| .1S 9.E OF Blair | 100 | 1987 | 50 | 2015 | County |
| 1.8S&.3E Duke | 97 | 1988 | 100 | 2015 | County |
| Olustee2.2S3.5W | 100 | 1988 | 60 | 2015 | County |
| 1.6E .6N OF Hendrick | 100 | 1989 | 50 | 2015 | County |
| 1.0N & 0.2W-Friendship | 99.8 | 1990 | 800 | 2015 | County |
| 62&6 1S &2.3E | 100 | 1990 | 50 | 2015 | County |
| 1 N 0.8 E OF Blair | 54.4 | 1940 | 60 | 2015 | County |
| .5S 1W OF Blair | -1 | 2017 | 50 | 2015 | County |
| 283 & 62 8.0E & 4.8 S | 96 | 1950 | 50 | 2015 | County |
| 3.5 S & 1.5 W Olustee | 100 | 1998 | 100 | 2015 | County |
| 2.4 N 1.5 W OF Blair | 97 | 1996 | 40 | 2015 | County |
| 6.5E & 3.0S OF Altus | 100 | 1995 | 50 | 2015 | County |
| 4S &2.9E OF Altus | 96.8 | 1997 | 50 | 2015 | County |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| 283 & 62 6.0S &6.7 E | 100 | 1996 | 50 | 2015 | County |
| 283 &62 4.0E &4.9 S | 97 | 1996 | 30 | 2015 | County |
| 1.5E, 1.5S OF Humphreys | 95.8 | 1996 | 30 | 2015 | County |
| 3S & 7E OF Eldorado | 88.8 | 1997 | 40 | 2015 | County |
| 5W &1N OF Duke | 80.2 | 1997 | 100 | 2015 | County |
| Park Ln. & Trail Dr. | 100 | 1998 | 400 | 2015 | Municipal |
| 3.0 N & 2.7 W OF Altus | 100 | 1998 | 100 | 2015 | County |
| 1S 1.4W of SH19/US283 JCT | -1 | 1901 | 50 | 2015 | County |
| 1.8S&2.6E Duke | 98 | 1982 | 100 | 2015 | County |
| 0.2 MI S Humphreys | 100 | 1983 | 50 | 2015 | County |
| .4 N 1. E OF Duke | 98 | 1983 | 100 | 2015 | County |
| 283&62 1.S &4.0E | 97 | 1984 | 100 | 2015 | County |
| 5.0 E 2.0 N OF Altus | 100 | 1986 | 100 | 2015 | County |
| 3.5 S 8.4 E OF Blair | 46 | 1987 | 40 | 2015 | County |
| 5 N 5.4 MI E OF Altus | 96 | 1987 | 800 | 2015 | County |
| 2. E 1.2 N OF Altus | 39.5 | 1992 | 1500 | 1999 | Municipal |
| Park Ln. & .4 N Falcon | 80.9 | 2014 | 3050 | 2015 | Municipal |
| Concord & Gettsyburg | 97 | 2016 | 100 | 2015 | Municipal |
| Veterans & .2 N OF US-62 | 81.3 | 1940 | 7750 | 2015 | Municipal |
| Veterans & .8 S Tamarack Rd. | 80.7 | 2000 | 1550 | 2015 | Municipal |
| Tamarack Rd. & Gettysburg | 93.3 | 2000 | 1050 | 2015 | Municipal |
| Falcon & .3 E Veterans | 77.9 | 1957 | 6350 | 2015 | Municipal |
| Tamarack Rd. & N. Ridge | 90.5 | 1979 | 1050 | 2015 | Municipal |
| 2.0 E. & 1.2 N. OF Altus | 77.1 | 1941 | 3000 | 2014 | Municipal |

| LOCATION | SUFFICIENCY | YEAR BUILT | ADT TOTAL | ADT YEAR | OWNER |
|---|---|---|---|---|---|
| Falcon & .4 E Veterans | 77.1 | 1945 | 6355 | 2015 | Municipal |
| Stonehocker & 6th St. | 94.5 | 1997 | 200 | 2015 | Municipal |

Source: ODOT

## Appendix 2.26: National Highway Freight Network – Oklahoma

The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the US freight transportation system determined by measurable and objective national data. The network consists of 41,518 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** | | | |
|---|---|---|---|
| **ROUTE No.** | **START 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

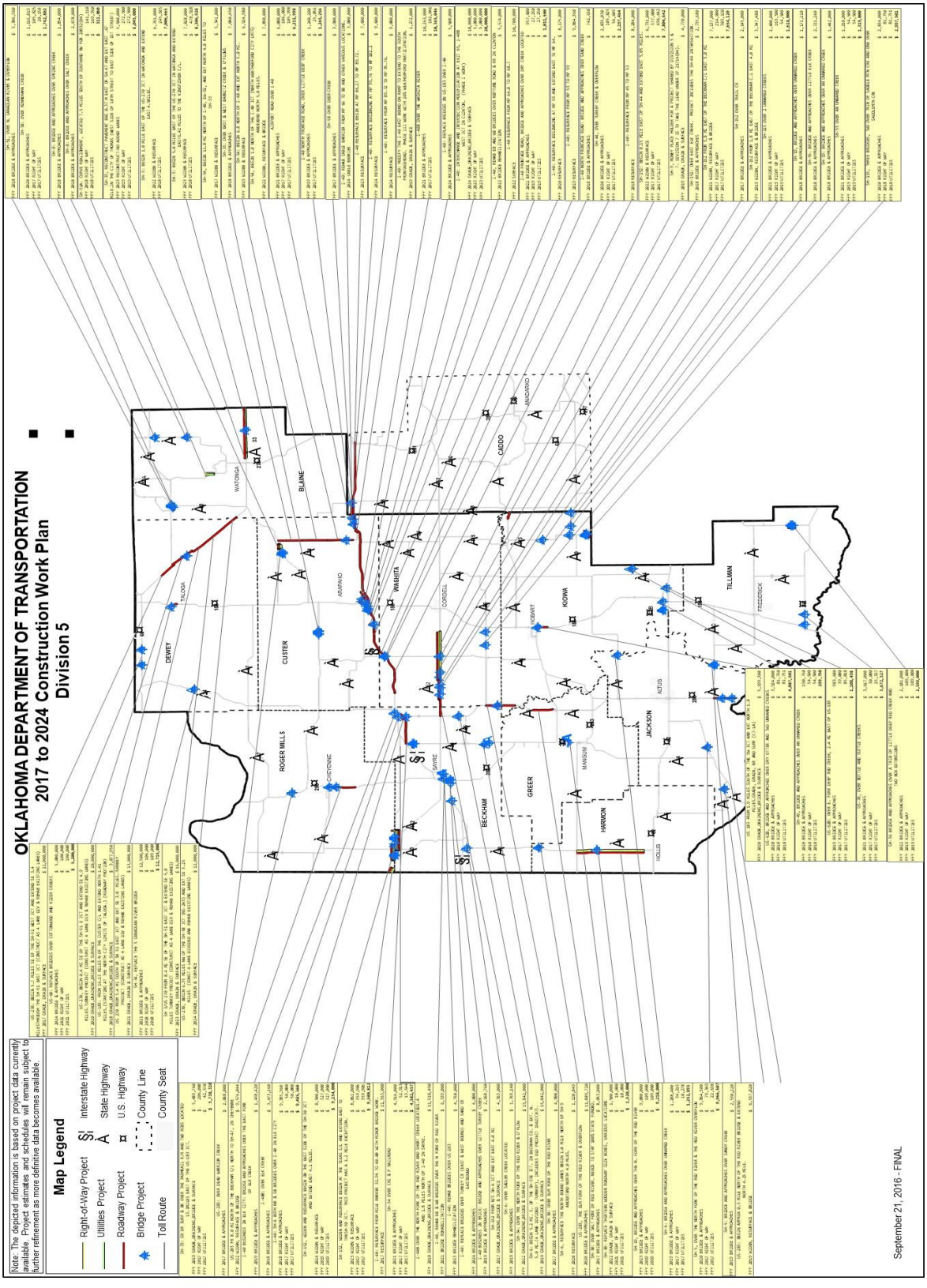
## Appendix 3.1: Jackson County 2040 Population and Employment Projections by TAZ

| RVSD. TAZ NO. | 2010 POP. | 2040 POP. | 2040 EMPL. |
|---|---|---|---|
| | | | |
| 1 | 202 | 215 | 35 |
| 2 | 314 | 345 | 75 |
| 3 | 657 | 675 | 65 |
| 4 | 709 | 725 | 25 |
| 5 | 644 | 655 | 20 |
| 6 | 374 | 400 | 35 |
| 7 | 513 | 515 | 30 |
| 8 | 523 | 525 | 40 |
| 9 | 633 | 630 | 50 |
| 10 | 406 | 415 | 35 |
| 11 | 90 | 110 | 80 |
| 12 | 103 | 110 | 25 |
| 13 | 359 | 375 | 125 |
| 14 | 38 | 45 | 160 |
| 15 | 13 | 15 | 45 |
| 16 | 42 | 59 | 235 |
| 100 | 147 | 150 | 25 |
| 101 | 669 | 675 | 35 |
| 200 | 0 | 0 | 5 |
| 201 | 97 | 505 | 215 |
| 202 | 445 | 500 | 50 |
| 203 | 247 | 300 | 0 |
| 204 | 485 | 600 | 0 |
| 205 | 575 | 760 | 0 |
| 206 | 441 | 750 | 0 |
| 207 | 396 | 405 | 100 |
| 208 | 471 | 545 | 135 |
| 209 | 480 | 500 | 0 |
| 210 | 492 | 495 | 135 |
| 211 | 423 | 500 | 100 |
| 212 | 408 | 475 | 260 |
| 213 | 392 | 419 | 0 |
| 214 | 293 | 300 | 165 |

| RVSD. TAZ NO. | 2010 POP. | 2040 POP. | 2040 EMPL. |
|---|---|---|---|
| 215 | 320 | 365 | 0 |
| 216 | 1603 | 2000 | 5550 |
| 217 | 3 | 15 | 70 |
| 218 | 707 | 800 | 25 |
| 219 | 561 | 575 | 65 |
| 220 | 479 | 525 | 0 |
| 221 | 504 | 550 | 90 |
| 222 | 393 | 393 | 0 |
| 223 | 545 | 545 | 0 |
| 224 | 342 | 345 | 0 |
| 225 | 606 | 610 | 45 |
| 226 | 425 | 435 | 145 |
| 227 | 5 | 5 | 315 |
| 228 | 562 | 575 | 0 |
| 229 | 74 | 75 | 325 |
| 230 | 437 | 440 | 0 |
| 231 | 432 | 442 | 0 |
| 232 | 489 | 500 | 0 |
| 233 | 0 | 0 | 100 |
| 234 | 244 | 255 | 100 |
| 235 | 0 | 0 | 205 |
| 236 | 53 | 55 | 375 |
| 237 | 129 | 130 | 370 |
| 238 | 285 | 285 | 400 |
| 239 | 593 | 600 | 475 |
| 240 | 574 | 600 | 95 |
| 241 | 233 | 245 | 315 |
| 242 | 444 | 445 | 295 |
| 243 | 361 | 370 | 145 |
| 244 | 305 | 320 | 325 |
| 245 | 415 | 425 | 222 |
| 246 | 403 | 415 | 15 |
| 247 | 396 | 400 | 0 |
| 248 | 119 | 135 | 0 |
| 249 | 575 | 600 | 0 |
| 250 | 127 | 135 | 0 |
| 251 | 622 | 630 | 110 |

Source: SORTPO

# Appendix 3.2: ODOT 8-year Construction Work Program 2017-2024



# Appendix 4: Financial

## Appendix 4.1: Federal Funding Categories

| Streets & Highways | |
|---|---|
| Federal Highway Administration Formula Program | • Bridge Replacement and Rehabilitation (BR)<br>• Congestion Mitigation/Air Quality (CMAQ)<br>• Highway Safety Improvement Program (HSIP)<br>• Interstate Maintenance (IM)<br>• National Highway System (NHS)<br>• Surface Transportation Program (STP) (Statewide, Urbanized Area, Enhancement and Safety) |
| Federal Highway Administration Discretionary Programs: | • American Recovery and Reinvestment Act of 2009 (ARRA<br>• Demonstration Funds<br>• High Priority Projects (HPP)<br>• Intelligent Transportation Systems (ITS)<br>• Transportation Community Systems Preservation (TCSP)<br>• Other Discretionary Earmarks |
| Federal Transit Administration Formula Programs | • Sec. 5307 – Urbanized Area Funds (Oklahoma City UZA and Norman UZA)<br>• Sec. 5310 – Elderly and Persons with Disabilities Program<br>• Sec. 5311 – Non-Urbanized Area Formula Program<br>• Sec. 5316 – Jobs Access and Reverse Commute (JARC)<br>• Sec. 5317 – New Freedom (NF)<br>• Congestion Mitigation/Air Quality (CMAQ) – Transferred from FHWA to FTA |
| Federal Transit Administration | Discretionary Programs:<br>• Sec. 5309 – Discretionary Capital Program<br>• Other Discretionary Earmarks |
| Public Transit Revolving Fund | |
| Railroad | |

Source: FHWA

**Appendix 4.2: Funding Category Summary**

| State | FUNDING ELIGIBILITY |
|---|---|
| County Equipment Revolving Fund | |
| Industrial, Historic site and Lake Access Funds | Can be used on city streets and county roads. |
| County Improvements for Roads and Bridges, (CIRB) | Only contract projects let thru ODOT |
| Federal | |
| Federal Bridge Funds Bridge Replacement Funds (BR)<br><br>Bridge Rehabilitation (BH)<br><br>Preventive Maintenance (PM)<br><br>Safety Bridge Inspection | Bridge < 50 sufficiency rating & functionally obsolete or structurally deficient.<br><br>Bridge between 50 & 80 sufficiency rating.<br><br>Must have a systematic process for project selection.<br><br>Mandated by the Federal Highway Administration, FHWA, on bridge length structures. |
| Surface Transportation Program | Road projects, grade, drain and surface on county major and minor collectors. Funding may provide up to 80 percent of the construction costs. Local governments fund the remaining 20 percent match plus costs for engineering, right of way and utility relocation. |
| Emergency Relief (ER) Funds | Disaster funding. |
| Emergency Transportation and Revolving Fund (ETR) | The funds are split amongst the eight CEDs. Counties can apply to their CED and borrow any amount of money from the fund. |
| Circuit Engineering District Revolving fund | |
| County Road & Bridge Improvement Fund (CBR) | County Built, contract projects and maintenance on roads/bridges |

Source: ODOT

## Appendix 4.3: Apportionment of Statutory Revenues

| | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|---|---|---|---|---|
| Circuit Engineering District Revolving Fund | $4,463,612.89 | $3,759,042.61 | $4,257,973.22 | $3606,553.448 |
| Counties for Bridge & Road Improvement | $29,469,291.00 | $24,556,139.05 | $28,025,910.64 | $23,430,017.08 |
| Counties for Roads | $233,167,431.04 | $224,693,222.81 | $252,415,798.31 | $254,470,157.23 |
| County Improvement Road and Bridge Revolving Fund | $96,381,44.43 | $99,297,039.31 | $129,693,227.84 | $138,133,545.79 |
| County Road Fund | $16,567,078.24 | $17,075,040.15 | $18,701,249.31 | $17,701,249.31 |
| County Road Improvement Revolving Fund | $23,162,249.21 | $23,869,001.05 | $26,138,425.71 | $26,138,425.71 |
| High Priority State Bridge Revolving Fund | $6,3036,200.98 | $5,932,688.65 | $6,159,069.25 | $6,225,331.10 |
| Public Transit Revolving Fund | $3,850,000.00 | $3,850,000 | $3,850,000 | $3,850,000 |
| Railroad Maintenance Fund | $666,387.67 | $716,415.44 | $837,887.56 | $826,792.79 |
| Rebuild Oklahoma Access & Driver Safety Fund | $250,700,000.00 | $292,400,000.00 | $352,100,000.00 | $411,800,000.00 |
| State Hwy. Construction & Maintenance Funds | $2,079,421.18 | $3,123,679.15 | $7,246,116.42 | $4,785,497.76 |
| State Transportation Fund | $208,864,879,28 | $204,316,899.57 | $213,905,376.86 | $214,115,706.14 |

Source: Oklahoma Tax Commission

## Appendix 4.4: Jackson County CIRB Funding FY 2015-2019

| | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
|---|---|---|---|---|---|---|
| Jackson County | $6,273,247 | $482,500 | $582,500 | $2,857,500 | 0 | $9,195,747 |

Source: ODOT

# Appendix 5: Public Participation

## Appendix 5.1: Jackson County Socio Economic Characteristics

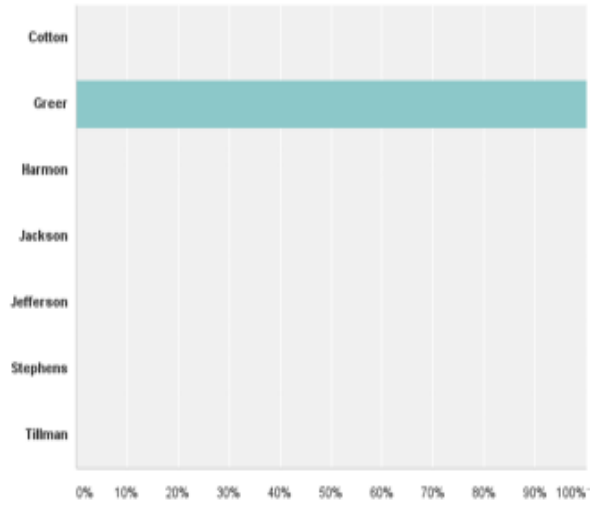
| | **Jackson County** |
|---|---|
| Total Population (2010 Census) | 26,446 |
| Average household size | 2.51 |
| Average household income | $41,560 |
| Median age | 34.1 |
| Persons 65 years and over | 13.6% |
| Median selected monthly owner costs with mortgage* | $1,010 |
| Median gross rent* | $708 |
| Percent in poverty* | 17.0% |
| Percent with a disability under age 65 years* | 11.7% |
| Percent without health insurance coverage, under 65 years | 14.8% |
| Percent veterans | 4.9% |
| Percent foreign born* | 1.6% |
| Language other than English spoken at home, 5 years and older* | 17.2% |
| Mean travel time to work (min) | 14.4 |

Source: US Census – *2010-2014 ACS

## Appendix 5.2: Survey

### Q1: In which COUNTY do you currently reside?

Answered: 49 Skipped: 0

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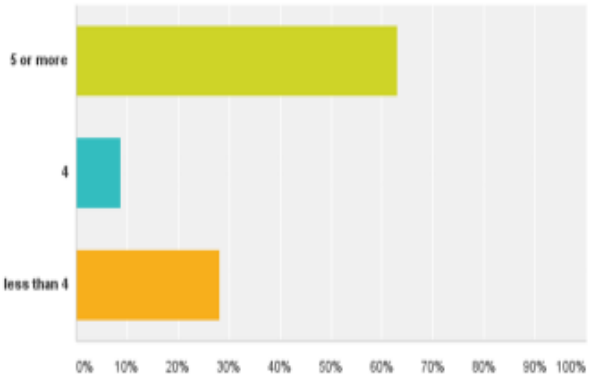
### Q2: If you work or attend school outside the home, how many days per week?

Answered: 46 Skipped: 3

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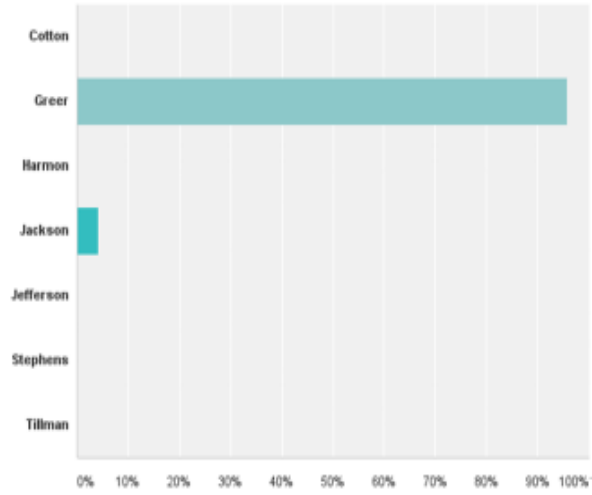
## Q3: In which county do you work or attend school?

Answered: 47 Skipped: 2

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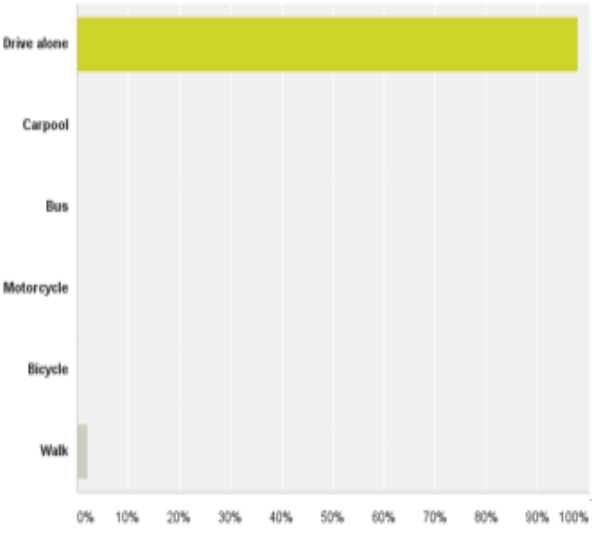
## Q4: What type of transportation do you use most often to go to work/school?

Answered: 47 Skipped: 2

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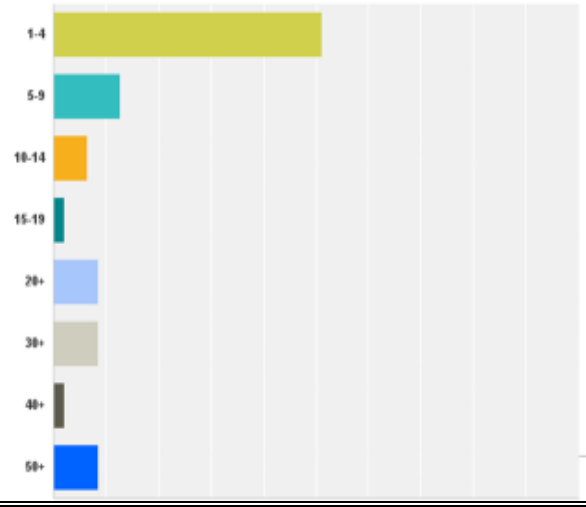
## Q5: Number of miles travelled (round trip) for work/school?

Answered: 47 Skipped: 2

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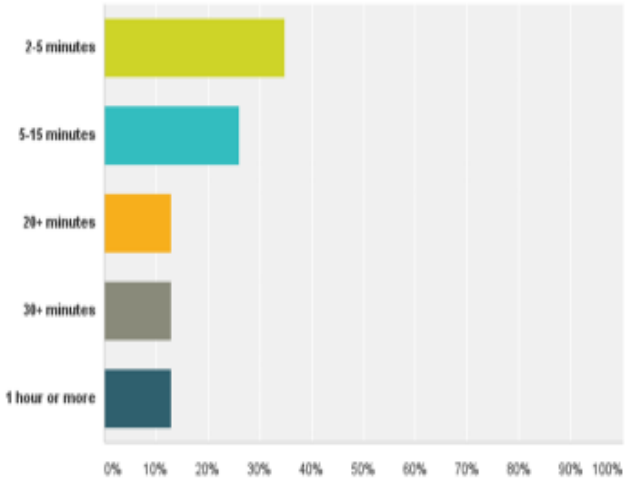
## Q6: How much TIME does it usually take to travel (round trip) to work/school?

Answered: 46 Skipped: 3

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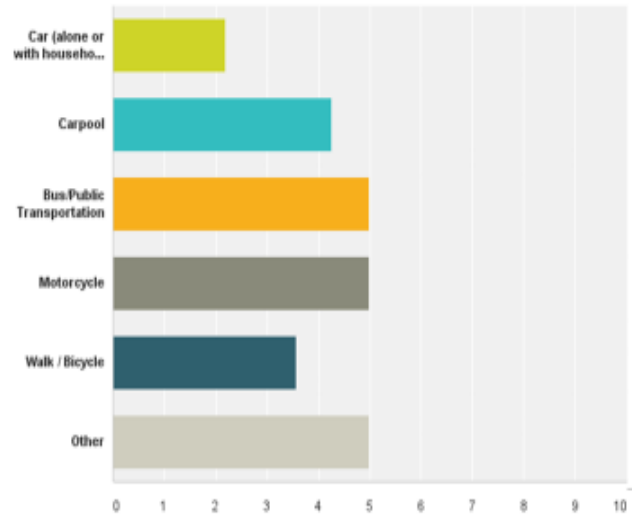
## Q7: What is your usual method of transportation for OTHER trips such as shopping, appointments, or social outings?

Answered: 48 Skipped: 1

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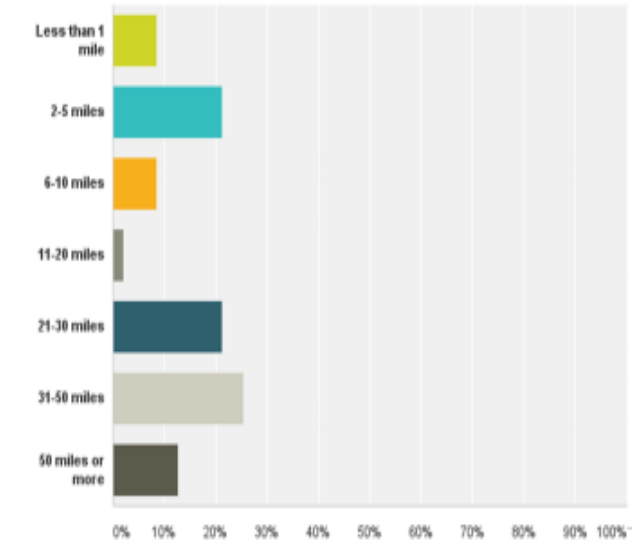
## Q8: How many miles do you usually travel for these other trips (per outing)?

Answered: 47 Skipped: 2

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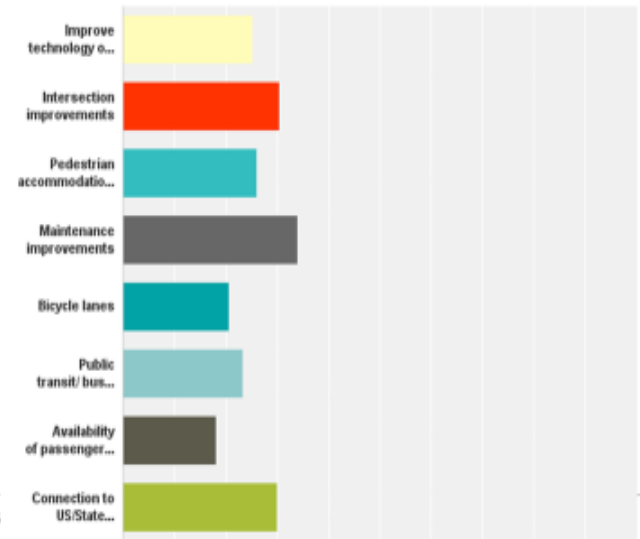
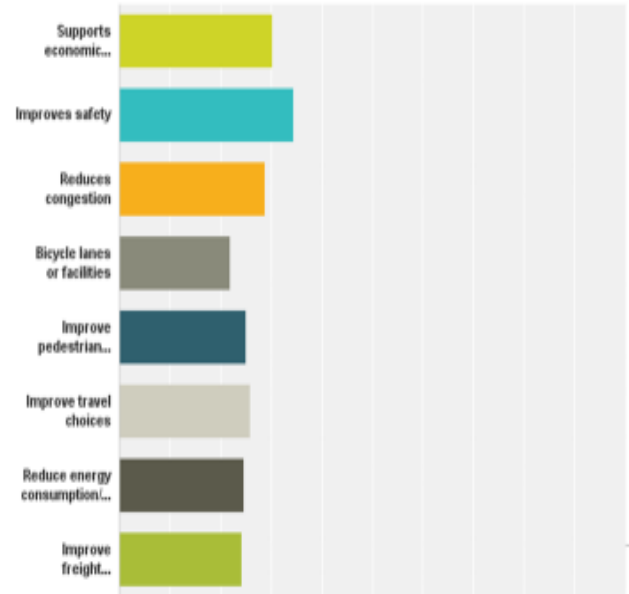
## Q9: Please indicate how important each of these transportation system components is to you:

Answered: 47 Skipped: 2




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

Answered: 47 Skipped: 2



Survey for 2040 Regional Transportation Plan

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

Answered: 74 Skipped: 48

| # | RESPONSES | DATE |
|---|---|---|
| 1 | None | 5/12/2017 11:06 AM |
| 2 | Traffic signal at intersection of Park Lane and Falcon in Altus ok | 5/10/2017 12:39 PM |
| 3 | i usually don't have a problem on my normal commutes around town. | 5/10/2017 9:12 AM |
| 4 | There needs to be a traffic light at the intersection of Tamarack and North Park Lane in Altus, OK. Unfortunately, most drivers do not know the "right-of-way" rules and it causes mass confusion at the four-way stop. | 5/10/2017 7:55 AM |
| 5 | In Altus, Tamarack and Park Lane intersection. | 5/10/2017 7:37 AM |
| 6 | park ln and falcon, main and tamarack, | 5/10/2017 7:12 AM |
| 7 | In Altus-the intersection of Park & Tamarack needs to be a Roundabout. In Altus-the intersection of Veterans Dr & E. Tamarack Rd. needs to be re-engineered due to E. Tamarack intersecting on a corner with no turning lane, this creates an unsafe traffic pattern. In Altus, there are far too few sidewalks and lanes for bicycles on main and residential roads. | 5/9/2017 4:14 PM |
| 8 | Hwy 283 & Heritage Road, Altus | 5/8/2017 10:39 AM |
| 9 | When riding a bike, no bicycle or sidewalks, many close calls with cars and many stopped riding bikes because of the vehicle traffic and lack of bike paths or sidewalks to assist people with getting healthy or alternative means of transportation. | 5/8/2017 8:07 AM |
| 10 | Lots of county roads are in poor repair with potholes and extremely rough surfaces | 5/5/2017 11:07 AM |
| 11 | Highway 62 between Altus and Duke there are times where large farm vehicles block the flow of traffic, and with only the one lane it can sometimes be a long time before an opportunity to pass comes up. | 5/5/2017 10:59 AM |
| 12 | just potholes and infrequent shoulders wide enough for a tractor to pull aside to allow traffic to pass | 5/5/2017 10:57 AM |
| 13 | More bus options or carpool options could be nice. | 5/4/2017 8:55 AM |
| 14 | Altus - St/Inters Safety busy dangerous intersection at N. Park Lane. & E. Tamarck Rd. This intersection only has a 4 way stop sign for multi-lane traffic flow which includes left turn lanes. During peak traffic times it is very congested and dangerous. | 5/3/2017 3:20 PM |
| 15 | Driver distraction Maintenance Poor road conditions such uneven surface of asphalt/pavement which also causes problems with flooding conditions. Individuals running red lights. | 5/3/2017 10:05 AM |
| 16 | Bike/Sidewalks Safety Being grazed by vehicles when trying to ride or walk to work. | 5/3/2017 8:38 AM |
| 17 | Altus - St/Inters Bike/Sidewalks 4-way stop sign at park and tamarac unmarked right turn lane at park and falcon no sidewalks/bikepaths on most or Altus' major roads | 4/26/2017 1:34 PM |
| 18 | Bus School and medical | 3/27/2017 11:42 AM |
| 19 | Altus - St/Inters Falcon RD & Main, Broadway & Main, in Altus,Ok Carver Rd is a tragedy. | 3/27/2017 11:37 AM |
| 20 | Altus - St/Inters The corner of Simpson and Main because there is no left hand turn signal | 3/22/2017 3:26 PM |
| 21 | Safety 4 way stop signs and busy 2 lane roads that could benefit being 4 lanes | 3/17/2017 11:54 AM |
| 22 | Age of Driver ELDERLY DRIVERS | 3/16/2017 10:58 AM |
| 23 | Altus - St/Inters Park Lane and Tamarack | 3/15/2017 10:29 PM |
| 24 | Altus - St/Inters Market Road (west side of Altus) in poor condition. Traffic at the intersection of Grady and Spurgeon Streets in Altus impeded by high water during a heavy rain (poor drainage). | 3/15/2017 7:48 PM |

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## Survey for 2040 Regional Transportation Plan

| | | |
|---|---|---|
| 25 | Altus - St/Inters Tamarack Rd./ N. Main Altus | 3/15/2017 2:43 PM |
| 26 | Maintenance Pot holes in city streets | 3/15/2017 2:40 PM |
| 27 | Altus - St/Inters North Main Street from Falcon Road Street thru Tamarack. Especially Tamarack & North Main. Broadway & Navajoe--rough pavement, narrow street. | 3/15/2017 11:14 AM |
| 28 | Lawton, OKC | 3/15/2017 8:04 AM |
| 29 | Roads County rural intersections | 3/14/2017 4:46 PM |
| 30 | Altus - St/Inters Tamarack and Park lane | 3/14/2017 4:26 PM |
| 31 | Altus - St/Inters Park Lane and Tamarack, Falcon, Broadway | 3/14/2017 3:30 PM |
| 32 | Altus - St/Inters S. Carver Road, Altus, OK | 3/14/2017 3:14 PM |
| 33 | Altus - St/Inters Tamarack and Park Lane 4 way stop Tamarack and Main Trying to make a left turn onto Tamarack from the 4 way stop to Main | 3/13/2017 11:38 AM |
| 34 | Safety when people really don't stop at stop signs and don't look for when people are coming. | 3/13/2017 7:26 AM |
| 35 | Roads County Heritage Road traffic is too heavy for "county" road; not great access to neighborhood and unsafe. | 3/11/2017 3:09 PM |
| 36 | Altus - St/Inters main streets with 4 way stop signs need to light signals | 3/10/2017 4:16 PM |
| 37 | . | 3/10/2017 12:14 PM |
| 38 | Safety TRAFFIC LIGHTS | 3/10/2017 10:31 AM |
| 39 | Altus - St/Inters ntersections that are too narrow for 4 lanes with the amount of truck traffic we have. | 3/9/2017 6:18 PM |
| 40 | Altus - St/Inters Intersection of Tamarack and Park Lane | 3/9/2017 4:14 PM |
| 41 | Altus - St/Inters Maintenance Neighborhood roads are getting bad. Basically any road other than Main roads used. I.e. Main, broadway, tamarack and park lane | 3/9/2017 3:59 PM |
| 42 | Altus - St/Inters Safety Tamarack and Park Lane intersection in Altus. It is dangerous when other drivers do not know how a 4-way stop works. I think that a stop light should be at that intersection because of how busy it is. | 3/9/2017 3:51 PM |
| 43 | Altus - St/Inters Falcon Road, Altus OK | 3/9/2017 3:46 PM |
| 44 | Altus - St/Inters 4 way stop | 3/9/2017 3:35 PM |
| 45 | Bus We have many people in Altus and Jackson County that must use public transportation and there are very limited options available. We must at least maintain and support the few sources of low cost transportation available. | 3/9/2017 3:34 PM |
| 46 | Altus - St/Inters The intersection on Park Lane and Tamarack in Altus OK. | 3/9/2017 3:33 PM |
| 47 | Altus - St/Inters Intersection of Park Lane and Tamarck | 3/9/2017 3:27 PM |
| 48 | Bridge Bridge construction. no shoulder to pull off on. | 3/9/2017 2:55 PM |
| 49 | Bike/Sidewalks Not enough sidewalks/bike paths | 3/9/2017 2:54 PM |
| 50 | Altus - St/Inters Falcon rd and park land light is horriblely slow. The 18wheelers run the light at veterans and broad way. Main Street is always congested. | 3/9/2017 2:40 PM |
| 51 | Altus - St/Inters The 4 way stop at Tamarack and Park Lane needs to have stop lights. The majority of Altus lacks sidewalks, and therefore it makes it hard to walk from place to place, especially with a family. | 3/9/2017 2:28 PM |
| 52 | Altus - St/Inters north main st, | 3/8/2017 1:50 PM |
| 53 | Highways HE Bailey toll booth coming from Lawton. Fast drivers are going to rear end those obeying the signs. | 3/8/2017 8:16 AM |
| 54 | Roads County The county roads are getting really beat up | 3/8/2017 7:26 AM |
| 55 | Roads County Safety gnal light timing, turn-lanes needed on main roads, congestion, better county roads (resurfaced due to potholes) | 3/7/2017 11:13 PM |

## Survey for 2040 Regional Transportation Plan

| | | |
|---|---|---|
| 56 | Highways Roads County est side of altus during cotton harvest. We need a west by-pass very bad. | 3/7/2017 10:44 PM |
| 57 | Altus - St/Inters Highways In Comanche county the highway immediately adjacent to Ft. Sill has a lot of congestion. There is not enough lighting on state route 62 for safe nighttime travel. In Altus, Falcon to Main stretch of road is particularly poor. The intersection at S. Hudson & W. Walnut the stop sign does not have enough visibility. Tamarack does not have enough lighting for safe travel at night. Tamarack west of Main st. intersection abruptly turns from 2 lanes to 1 lane without enough signage to give proper warning. | 3/7/2017 9:26 PM |
| 58 | Altus - St/Inters Falcon and Park Lane Altus intersection also Tamarack and Park Lane Altus intersection | 3/7/2017 8:01 PM |
| 59 | Altus - St/Inters Gettysburg and Concord intersection since Hunter Pointe bridge opened. Intersection of Tamarack and North Park Lane. Exists around Walmart on Tamarack and North Main. People turning off Broadway into businesses and streets. Where 2 lanes move into one on Falcon. All intersections and turn onto/off Falcon. | 3/7/2017 7:59 PM |
| 60 | Altus - St/Inters Traffic lights need to be on good cameras | 3/7/2017 7:56 PM |
| 61 | Altus - St/Inters Falcon Rd Main and Tamarack, rough North Park Ln between Tamarack and Heritage Falcon and Park Ln, light | 3/7/2017 6:19 PM |
| 62 | Altus - St/Inters Main and Tamarack | 3/7/2017 4:07 PM |
| 63 | Altus - St/Inters Bike/Sidewalks Highways Safety Bike lanes anywhere, pedestrian crossings are faded ir do not exist, also intersection of Tamarack and Park Lane is terrible. Lots of accidents there. Hiway 19 East of Blair needs brush cleared east of blue water tower to cut down on deer/vehicle accidents. Multiple per year | 3/7/2017 3:42 PM |
| 64 | Altus - St/Inters Bike/Sidewalks Highways Main Street in Altus, lack of sidewalks in Altus, lack of shoulders on highways in much of our area | 3/7/2017 2:18 PM |
| 65 | Altus - St/Inters Park Lane and Tamarack intersection. | 3/7/2017 2:13 PM |
| 66 | Safety All of the stop lights in Altus | 3/7/2017 1:36 PM |
| 67 | Altus - St/Inters Main street around walmart | 3/7/2017 1:22 PM |
| 68 | Altus - St/Inters Tamarack and Main, Tamarack and N.Park Lane, North Park lane(North of Tamarack | 3/7/2017 1:02 PM |
| 69 | CITY OF ALTUS | 3/7/2017 12:50 PM |
| 70 | Altus - St/Inters The light at main and tamarack. | 3/7/2017 12:15 PM |
| 71 | Altus - St/Inters Intersection of North Park Lane and Tamarack. | 3/3/2017 2:10 PM |
| 72 | Altus - St/Inters Park Lane and Tamarack in Altus; Tamarack and Main Street in Altus | 3/2/2017 3:56 PM |
| 73 | none | 2/28/2017 2:15 PM |
| 74 | na | 2/27/2017 2:35 PM |

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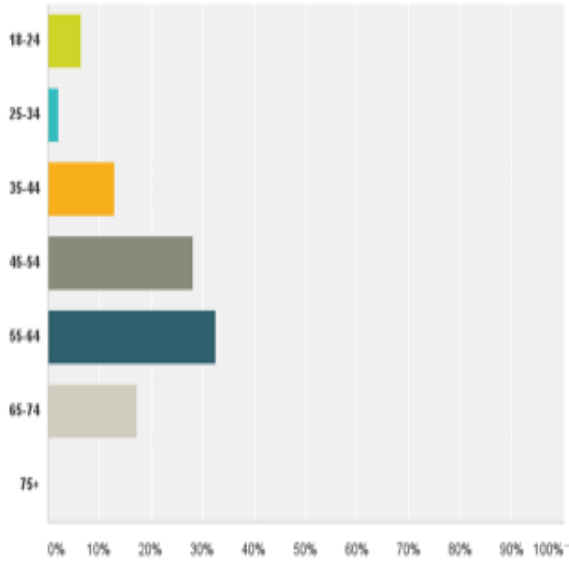
## Q12: Your age group:

Answered: 46 Skipped: 3

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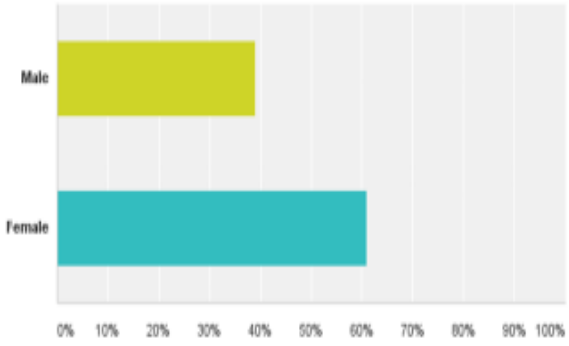
## Q13: Gender:

Answered: 46 Skipped: 3

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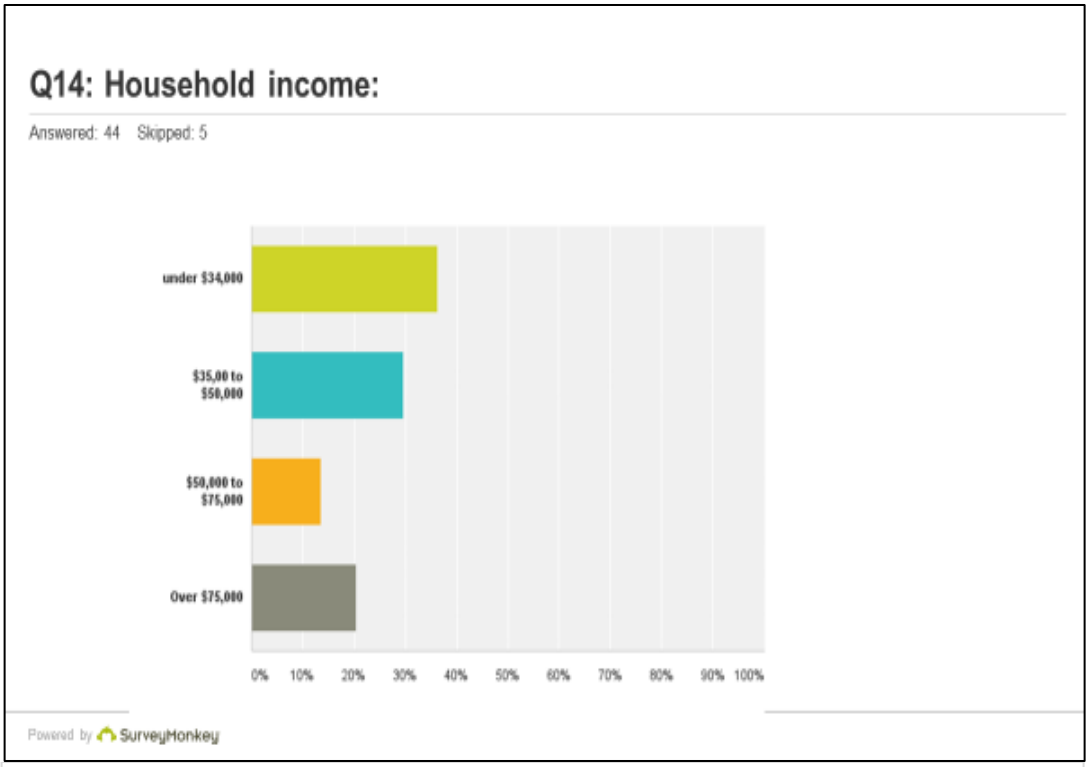
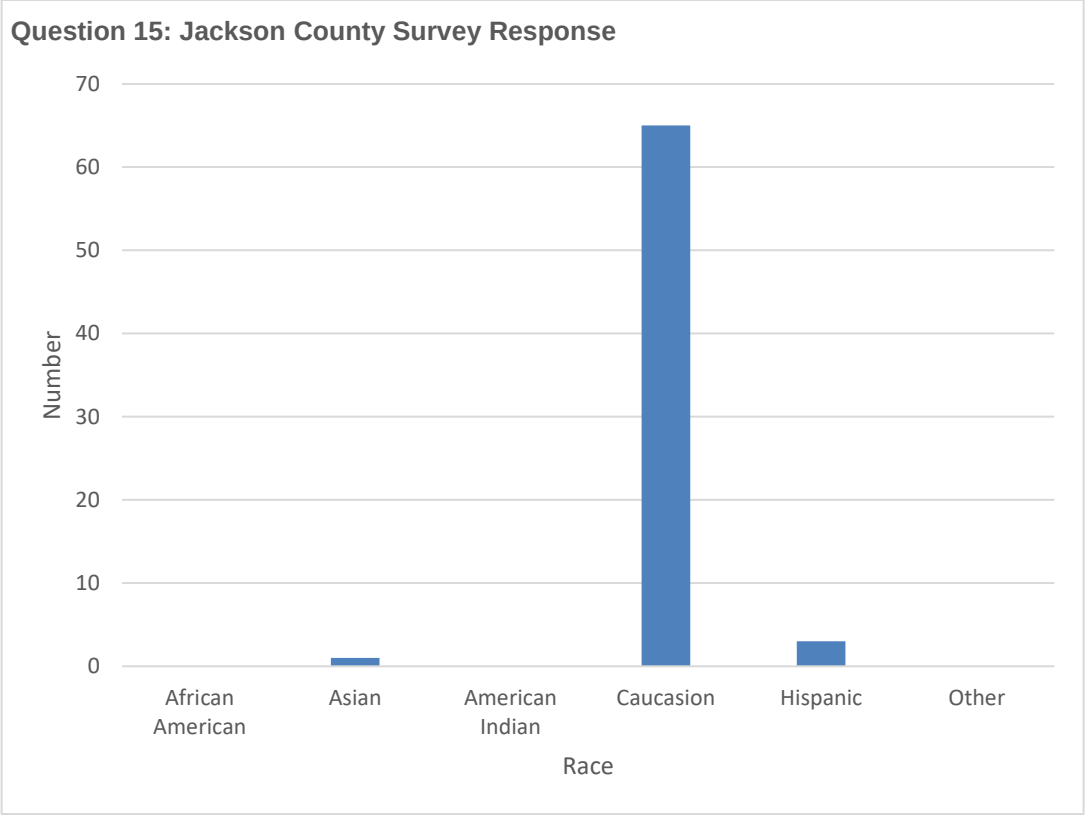
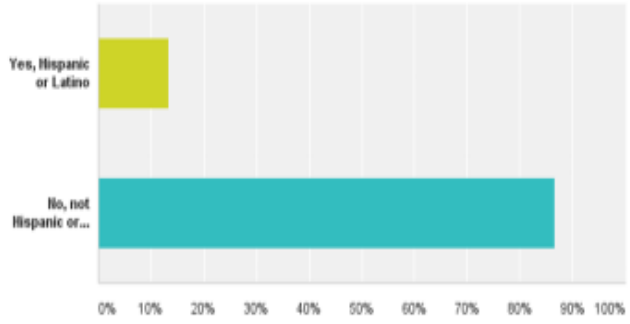

Q14: Household income:
Answered: 44 Skipped: 5
under $34,000
$35,00 to $50,000
$50,000 to $75,000
Over $75,000
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
Powered by SurveyMonkey


Question 15: Jackson County Survey Response
70
60
50
40
30
20
10
0
Number
African American
Asian
American Indian
Caucasion
Hispanic
Other
Race

## Q16: Are you of Hispanic or Latino origin or descent?

Answered: 45 Skipped: 4

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# Appendix 5.3: Public Outreach

During the months of March and April 2017 SORTPO participated in Stakeholder meetings in Jackson County (Altus Chamber of Commerce on March 7th, Jackson County Health Coalition, March 8th, 2017, and Altus Air Force Base April 26, 2017.

SORTPO staff distributed a copy of the Jackson County 2040 LRTP on August 28, 2017 to the following agencies: Jackson County Commissioners, Altus City Hall, Oklahoma Aeronautics Commission, Oklahoma Agriculture Food & Forestry, Oklahoma Department of Environmental Quality, Oklahoma Geological Survey, Oklahoma Department of Transportation, Oklahoma Department of Wildlife, Oklahoma Historical Society, and Oklahoma Water Resources Board.

A legal notice advertising SORTPO's public hearing to adopt the 2040 Jackson County Long Range Transportation Plan was placed in the Altus Times newspaper. The SORTPO Policy Board held a public hearing on September 28, 2017 to receive comments on the 2040 Jackson County LRTP prior to its' adoption.

Amendment #1

The SORPTO Policy Board at their August 22, 2019 established a 30 day public review and comment period (August 26, 2019 – September 24, 2019 for Amendment #1, modifying population and employment thresholds Traffic Analysis Zone maps and Tables.

COMMENTS –

At their September 26, 2019 meeting the SORTPO Policy Board held a public hearing to receive comment on Amendment #1 no comments were received.

Invitation to Stakeholder Meeting

January 5, 2016

Dear,

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: February 9, 2017**
**Time: 10:00 am**
**Location: Hollis City Hall**
**208 W. Jones**
**Hollis, Ok 73550**

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!

Becky Cockrell
Transportation Planner
South Western Oklahoma Development Authority
PO Box 569, Building 420 Sooner Drive
Burns Flat, OK 73624
580-562-4882 Ext. 118

## Public Review and Comments Received

**(Beginning August 28, 2017- September 26, 2017)**

| Agency | Contact Name | Comments |
|---|---|---|
| ODEQ | Jon A. Roberts | This is in response to your August 28, 2017 request for comments on the 2040 Long Range Transportation Plans for Greer, Harmon, Jackson, Jefferson, and Stephens Counties. DEQ has no specific comments about the individual county plans; however, as you assess environmental risk posed by the projects please refer to DEQ Land Protection GIS data layers available for download athttp://gisdata-deq.opendata.arcgis.com/. |
| OK State Depart. Of Health | Dennie Christian | Here are some suggestions for unfunded transportation projects for Jackson County.<br>1. Extend sidewalk on N. Park Ln. to Falcon Rd. and E. Tamarack Rd.<br>2. Add sidewalks t Falcon Rd. from N. Main St. to Veterans Rd. during planned widening and paving of Falcon Rd. |
| ODOT | Lisa Lam | Editorial comments. |
| Retired OSU Alumni | John Sheppard | Editorial comments. |

# Appendix 6: Recommendations

## Appendix 6.1: Jackson County Transportation Projects

| COUNTY | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| Jackson County | 2017 - 2021 | Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems. | SPR/Local |
| Jackson County | 2017 - 2021 | Conduct a freight assessment for the county. | SPR/Local |
| Jackson County | 2017 - 2021 | Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ). | SPR/Local |
| Jackson County | 2017 - 2021 | Develop data collection standards. | SPR/Local |
| Jackson County | 2017 - 2021 | Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives. | SPR/Local |
| Jackson County | 2017 - 2021 | Conduct study at intersection locations with high accident severity index and corridors with major attractors. | SPR/Local |
| JACKSON 28778(06) UTILITIES | 2017 - 2021 | SH-6: OVER UNNAMED CREEK, 2.6 MILES N.E. OF SH-34 UT FOR 28778(04) | $10,278 |
| JACKSON 30085(06) RIGHT OF WAY | 2017 - 2021 | GRADE, DRAIN SURFACE (EW-165) BEG.AT US-283/EW-165 JCT EXT. WEST 1.0 MI. & EXT. 2.0 MI. NORTH ON NS-2030 TO (EW-163) RIGHT OF WAY FOR 3008504 | $20,000 |
| JACKSON 28778(05) RIGHT OF WAY | 2017 - 2021 | SH-6: OVER UNNAMED CREEK 2.6 MILES N.E. OF SH-34 RW FOR 28778(04) | $34,215 |

| COUNTY | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| JACKSON 30698(05) CONTRACT PE (AS OF 10/1/2013) | 2017 - 2021 | BRIDGE AND APPROACHES (NS-198) OVER UNNAMED CREEK, LOCATED 4.3 MI NORTH AND 0.8 MI WEST OF Olustee. (ENGINEERING) | $45,000 |
| JACKSON 31149(05) CONTRACT PE (AS OF 10/1/2013) | 2017 - 2021 | BRIDGE AND APPROACHES OVER BITTER CREEK LOCATED 3.0 MILES SOUTH AND 2.9 MILES WEST OF US 283/US 62 JCT | $45,000 |
| JACKSON 30060(05) CONTRACT PE (AS OF 10/1/2013) | 2017 - 2021 | RECONSTRUCT NAVAJO ROAD (PHASE II) PRELIMINARY ENGINEERING | $100,000 |
| JACKSON BRIDGE REHABILITATION | 2017 - 2021 | SH-6; BRIDGE REHAB OVER GYPSUM CREEK, 1.2 MILES NE OF SH-34 JCT | $250,000 |
| JACKSON 30085(07) UTILITIES | 2017 - 2021 | GRADE, DRAIN SURFACE (EW-165) BEG.AT US-283/EW-165 JCT EXT. WEST 1.0 MI. & EXT. 2.0 MI. NORTH ON NS-2030 TO (EW-163) RIGHT OF WAY FOR 3008504 | $400,000 |
| JACKSON RESURFACE | 2017 - 2021 | SH-19 BEGIN AT THE US-283 JCT AND EXTEND EAST 1.60 MILES. | $413,893 |
| JACKSON 30698(04) BRIDGE & APPROACHES | 2017 - 2021 | BRIDGE AND APPROACHES (NS-198) OVER UNNAMED CREEK, LOCATED 4.3 MI NORTH AND 0.8 MI WEST OF Olustee. | $437,500 |
| JACKSON 31149(04) BRIDGE & APPROACHES | 2017 - 2021 | BRIDGE AND APPROACHES OVER BITTER CREEK LOCATED 3.0 MILES SOUTH AND 2.9 MILES WEST OF US 283/US 62 JCT | $437,500 |
| JACKSON 32622(04) BRIDGE & APPROACHES | 2017 - 2021 | CO BR: EW-1550 OVER TRIB. OF BITTER CREEK,1.0 MILE SOUTH & 1.4 MILE WEST OF JCT. US-283/SH-19 IN Blair | $437,500 |
| JACKSON 3272604 BRIDGE REHABILITATION | 2017 - 2021 | US-62: US-62 OVER TURKEY CREEK, 3.7 MILES EAST OF HARMON C/L. | $950,000 |

| COUNTY | YEAR | DESCRIPTION | FUNDING |
|---|---|---|---|
| JACKSON RESURFACE | 2017 - 2021 | SH-6; BEGIN 8.77 MI NE OF SH-34 & EXT. NORTH 6.06 MILES | $1,242,780 |
| JACKSON 30060(04) GRADE & DRAIN | 2017 - 2021 | RECONSTRUCT NAVAJO ROAD (PHASE II) | $2,000,000 |
| JACKSON RESURFACE | 2017 - 2021 | US-62 BEGIN 365 FEET WEST OF THE SH-34 JCT AND EXTEND EAST 7.56 MI TO THE DIVIDED 4 LANE SECTION. | $2,126,008 |
| Jackson County | 2022-2026 | Develop procedures to identify and collect traffic count data at specific locations within the county. | SPR/LOCAL |
| Jackson County | 2022 - 2026 | Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances. | SPR/LOCAL |
| Jackson County | 2022 - 2026 | Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available. | SPR/LOCAL |
| Jackson County | 2022 - 2026 | Working with area employers and stakeholders develop a database and map identifying transportation needs | SPR/LOCAL |
| Jackson County | 2022 - 2026 | Develop database and mapping to identify the County's underrepresented | SPR/LOCAL |
| Jackson County | 2027 - 2031 | 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 |
| Jackson County | 2027-2031 | Develop a regional map that identifies tourism destinations and regionally significant facilities | SPR/LOCAL |

Source: ODOT, SORTPO