

KIOWA COUNTY OKLAHOMA

2040 LONG RANGE TRANSPORTATION PLAN



Southwest Oklahoma Regional Transportation Planning Organization

Prepared by:
South Western Oklahoma Development Authority

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In cooperation with:
Cities and Towns of Kiowa County
Kiowa County

Oklahoma Department of Transportation
Federal Highways Administration
South Western Oklahoma Development Authority

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Resolution No. 2018-5
Adopting the Kiowa 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 Kiowa County 2040 Long Range Transportation Plan (LRTP) was prepared by SORPTO consultation with member local and state governments and local, state and federal transportation agencies; and

Whereas, the Plan has been presented to the general public for review and comment in accordance with the SORTPO Public Participation Plan in addition to the series of public meetings between October 2017 and September 2018 and the Plan was posted on the SORTPO website for public review and comment; and

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

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

Approved and Adopted by SORTPO Policy Board and signed this 25th day of October, 2018.



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) 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 Oklahoma Department of Transportation (ODOT) a transportation planning pilot project comprising sixteen (16) counties was initiated representing two Council of Governments SWODA and ASCOG. The SWODA Board of Trustees adopted Resolution 16-06 (Appendix B) amending the SORTPO region (Map 1.1).

Located in southwest Oklahoma, the SORTPO region is comprised of 14,180 square miles. Total population for SORTPO according to the 2010 U.S. Census Bureau was 416,257. Population data obtained from the 2012-2016 ACS estimates the population has increased to 421,747. 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 SORTPO region are dependent on many factors depending on a county.



All aspects of the regional transportation planning process are overseen by the SORTPO Policy Board. The SORTPO Technical Committee serves as the advisory group for transportation planning and policy initiatives. This committee reviews transportation planning work efforts and provides a recommendation to the SORTPO Policy Board for their consideration and action. The day-to-day activities of SORTPO are supported by staff located in the SWODA (Burns Flat) and ASCOG (Duncan) offices. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to SORTPO by the FHWA State Planning & Research (SPR) program funds 80% of the total amount of the work effort and the local

match of 20% is provided by SWODA and ASCOG.

History

Kiowa County is located in the southwestern boundary of the SORTPO region. According to the [U.S. Census Bureau](#), the county has a total of 1,031 square miles (1,015 square miles land and 15 square miles of water). The county is mainly flatlands, although the southwest border includes the Washita Mountains. The North Fork of the Red River runs across the west border of the county. The County is predominately rural, with much of the population being within the incorporated cities of Hobart and Snyder.

The county's economy has been based primarily on education services, retail, public administration. Major industries include: Dolese Plant near Roosevelt; Dolese Plant near Cooperton, Martin Marietta Aggregates in Snyder, Sand Plant in Snyder, Duff Feed Lot east of Hobart, Ralph Freeman Feed Lot west of Hobart and Sesaco Corporation in Hobart, Highland Supply in Hobart, manufacturer of Easter grass; and the Parsons Monument Company in Mountain Park, County Courthouse, Medical complex and hospital. Within the County are seven highways: US 62, US 183, SH 9, SH 19, SH 44, SH 54 and SH 115.

- US 183 runs north and south of the county through Hobart to connect with Interstate 40 to the north and US 62 to the south.
- US 62 is located south of Kiowa county and extends east through Jackson County and west through Comanche County.
- State Highway 9 runs east and west of the county through Hobart connecting with US 283 to the west to Greer County and to the east connecting with SH 58 to the east to Caddo County.
- State Highway 19 is located in the south part of the county and runs east and west through the county. To the west it connects with US 283 to Jackson County and to the east it connects with SH 58 in Caddo County.
- State Highway 44 runs southwest of Lone Wolf and connects with US 283 in Greer County.
- State Highway 54 runs north and south of the county through Gotebo and Cooperton.
- State Highway 115 runs north and south of the county through Mt. View connecting to SH 152 to the north into Washita County to the south connecting to US 62 into Comanche County.

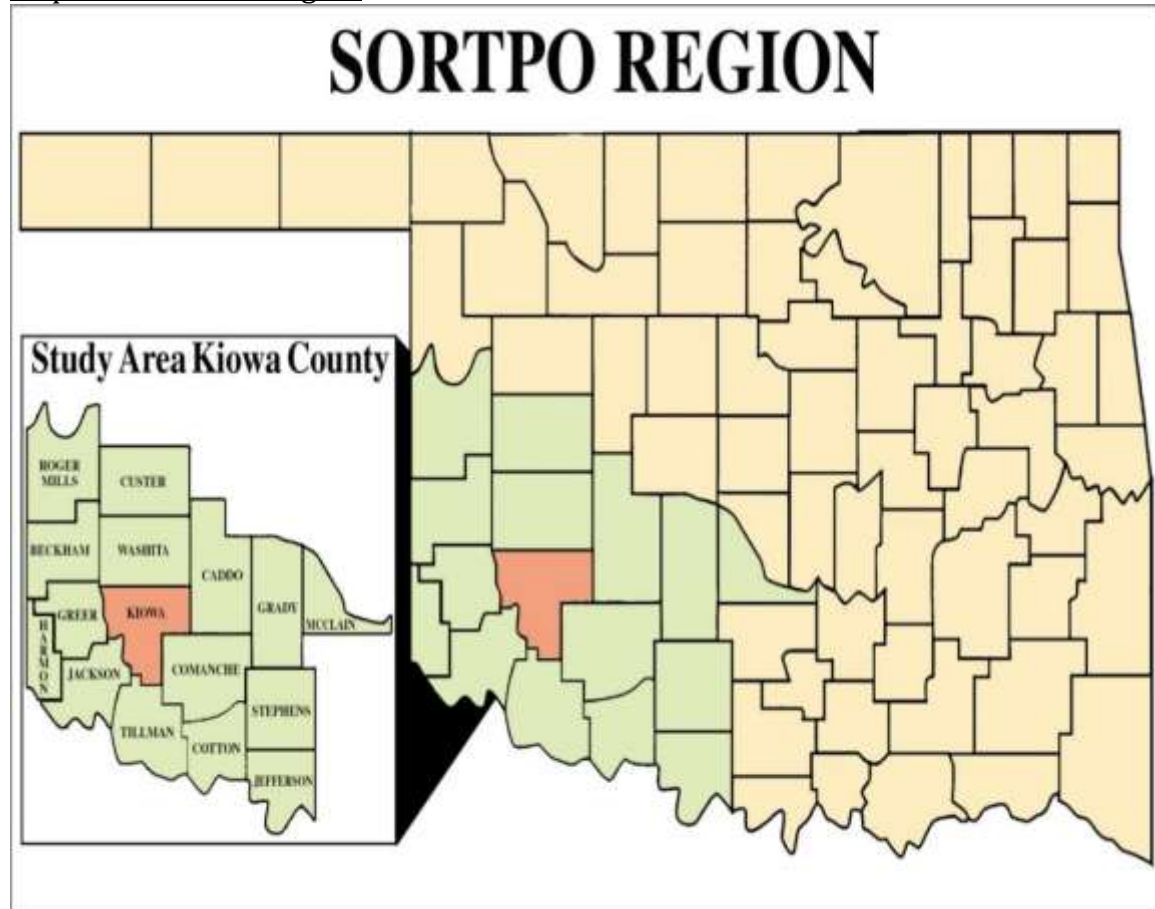
Historic structures include the Kiowa county courthouse located in Hobart (National Register 84003094), the downtown Hobart Historic District (National Register 05000130), and other buildings in the county seat. Also listed is Camp Radziminski (National Register 72001067).

According to the 2012-16 American Community Survey (ACS) predominant industries include education and health care, public administration and agriculture. Data obtained from the 2012-16 ACS, reveals the County population was nine thousand

four hundred forty-six (9,446) resulting in a population density of less than 10 people per square mile. In Kiowa county there are two (2) larger communities and five (5) smaller ones.

- **Hobart** is the County Seat for Kiowa County and encompasses 3.0 per square miles, with a population of three thousand six hundred and sixty-six (3,666) according to the (2012-2016 ACS). This city of Hobart is approximately 120 miles southwest of the Oklahoma City and approximately 65 miles northwest of Lawton. Major employers include Kiowa County Courthouse, Hobart Public Schools, Elkview Medical Hospital and Quartz Mountain Medical Center. It has 2 museums: The General Tommy Franks & Kiowa County Museum.
- **Snyder** is located south of Hobart on US-183 and is the second most populated town in Kiowa County. Snyder's land encompasses 1.34 per square miles of land area and a population of one thousand four hundred and seventy-three (1,473) (2012-16 ACS). Snyder's largest employers include: Ayers Nursing Home and Snyder Public Schools. Some of the other employers are farming, ranching and emergency services.
- **Mountain View** located northeast of Hobart on SH 9. Mountain View's land encompasses 2.23 per square miles, with an estimated population of seven hundred and ninety-five (795) (2012-16 ACS). Major employers: farming, ranching, emergency services and the Mountain View Public Schools.
- **Mountain Park** southeast of Hobart on US 183. Mountain Park's land encompasses 1.2 per square miles and a population of five hundred and forty-nine (549) (2012-16 ACS). Major employers: farming, ranching, Mountain Park Public Schools and emergency services.
- **Lone Wolf** is located west of Hobart on SH 9 and SH 44. Lone Wolf's land area encompasses 1.89 square miles and a population of four hundred and sixty-six (466) (2012-16 ACS). Lone Wolf's major employers are the Lone Wolf Public Schools, farming, ranching and emergency services.
- **Roosevelt** is located south of Hobart on US 183. Roosevelt's land area encompasses less than .5 square mile and a population of two hundred and seventy-four (274) (2012-16 ACS). Major employers are farming, ranching and Auto Salvage and sales.
- **Gotebo** is located northeast of Hobart on US-183 and SH-9. Gotebo's land area encompasses .76 square miles and an estimated population of one hundred sixty-four (164) (2012-16 ACS). Major employers are farming and ranching.

Map ES1: SORTPO Region



Source: SWODA

Regional Transportation Planning

Regional transportation planning is a collaborative process designed to foster participation by all interested parties such as business communities, community groups, elected officials, and the general public through a proactive public participation process. Emphasis by the 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 of the transportation system is to move people and goods in the safest and most efficient manner possible. SORTPO envisions the transportation system as a critical element of the quality of life for the citizens. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. Transportation systems, 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.

Purpose of Plan

The 2040 Kiowa 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 reason:

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

The plan is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit for funding. The purpose of the long-range transportation plan is to direct investment of available resources toward meeting the region's highest priority needs. The needs are determined by comparing the plan's 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.

Key Issues, Trends and Challenges

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

There are many issues facing the area that have a direct or indirect impact on the transportation system. This section is intended to identify these issues, trends and challenges. At the onset of the transportation planning process, the SORTPO staff,

policy board and technical committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys (Appendix 5.2), stakeholder meetings, public comments, other plans, data sources, and reports.

Key Issues:

- Access to healthcare and emergency services.
- Trucks and farming equipment impact to roads and bridges.
- State of Oklahoma budget.
- Limited Transit Services
- Lack of funding to adequately maintain roadway systems and bridges.
- Lack of funding for improvements of rail crossings
- Forced school consolidations due to state of the State's flat revenues and multiple year budget cuts.
- Class III lines are not 286,000 pounds compliant.
- Lack of shoulders on 2 lane highways.
- Urban verses rural mindset.
- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

- Maintain access to health services.
- Competition for medical professionals between urban and rural.
- Age of infrastructure.
- Attracting workforce to support the employment needs.
- Access to affordable to high speed internet.
- Working together regionally to attract/maintain workforce, industry and community.
- Communication and coordination with list Tribes in Kiowa County on development projects and transportation needs.
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- 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.
- Bedroom community to Beckham and Jackson Counties.
- Freight traffic will grow.
- Industrial development
- 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.
- The wind farm sector and agriculture industry will continue to rely heavily on trucks in rural area.
- Technology impact on retail, employment and how medical services are

obtained.

- Quartz Mountain State Park will continue as a regionally significant destination for recreation and tourism.
- Projects to upgrade internet connectivity can improve delivery of education and healthcare services.
- Three industries: Manufacturing, education and healthcare services provide the greatest number of employment.
- Rural population shrinking due to: long term outmigration of young adults, fewer births, increased mortality among working age adults and aging population. Increased mortality among working-age adults is recent trend contributing to lower population growth. Rising rates of prescription abuse, opioids and heroin overdose deaths contribute to this trend.
- State of Oklahoma's budget negative impact on rural communities.

Data was collected from community members and through public meetings to identify locally funded 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 8 Year Construction Work Program 2017-2024. Other projects include development of studies, plans, and collection of data that can be included in SORTPO's Planning Work Program (PWP).

Table ES1: Kiowa County Locally Funded Transportation Projects and Areas of Concern

Hobart	Hwy 9 business area and N 2170 Rd	Flooding issues on the road.
Hobart	Hwy 9 Business & Main	Flooding across the highway.
Hobart	Broadway, 12 th and Hillcrest	No sidewalks main road connecting business, school, hospital and employment. NO access for wheelchairs
Hobart	West of town	Beef Farm heavy traffic need shoulders
Hobart	N. Business 9 on US HWY 183	Hobart Stockyards
Hobart	City roads	Need Repair
County	HWY 152 & 44	Unsafe intersection
Hobart	Elementary School	Congestions pick up and drop
County	County	Elderly and disabled have no transportation

Source: Stakeholder Meetings, Surveys, SORTPO

Table ES2: Kiowa County Recommended Transportation Projects

LOCATION	YEAR	DESCRIPTION	FUNDING
Kiowa County	2018-2022	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/LOCAL
Kiowa County	2018-2022	Conduct a freight assessment for the county.	SPR/LOCAL
Kiowa County	2018-2022	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/LOCAL
Kiowa County	2018-2022	Develop data collection standards.	SPR/LOCAL
Kiowa County	2018-2022	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/LOCAL
Kiowa County	2018-2022	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Kiowa County	2018-2022	RESURFACE: US-183 begin 2,3330 FT. north of SH-9 east & extended north to Washita C/L.	\$1,894,460.00
Kiowa County	2018-2022	RESURFACE: SH-9; begin 0.3 miles east of SH-115 north, extended east 6.94 miles to the Caddo C/L.	\$1,163,702.00
Kiowa County	2018-2022	RESURFACE: SH-44A , begin at JCT SH-44 and extended NE 1.43 MI.	\$343,378.00
Kiowa County	2018-2022	A.D.A PROJECTS FOR COMPLIANCE: US-183 from SH-19 south to west Hamilton St.	\$421,000.00
Kiowa County	2018-2022	RESURFACE: SH-9; begin at the US-183 JCT and extend east to SH-54 JCT.	\$2,198,605.00
Kiowa County	2018-2022	RESURFACE: SH-9; begin east edge of Gotebo and extend east 6.73 ML to Mt. View.	\$3,039,000.00

LOCATION	YEAR	DESCRIPTION	FUNDING
Kiowa County	2018-2022	BRIDGE & APPROACHES: SH-19; bridge and approaches over an unnamed creek located 1.8 ML east of the SH-115 JCT.	\$1,577,507.00
Kiowa County	2018-2022	BRIDGE & APPROACHES: SH-19, bridge and approaches over an unnamed creek located 0.2 ML west of Caddo C/L.	\$979,039.00
Kiowa County	2018-2022	RIGHT OF WAY: SH-115, Three bridges, two over tribe of Saddle MTN creek, over Saddle MTN creek 1.8, 2.0 & 2.2 MI NW of the Comanche C/L.	\$81,750.00
Kiowa County	2018-2022	UTILITIES: SH-115, Three bridges, two over tribe of Saddle MTN creek and one over Saddle MTN creek, 1.8, 2.0 & 2.2 MI NW of the Comanche C/L.	\$81,751.00
Kiowa County	2018-2022	RIGHT OF WAY: SH-49, over an unnamed creek, 1.2 east of SH-54 RW.	\$54,500.00
Kiowa County	2018-2022	UTILITIES: SH-49, over an unnamed creek located 1.2 east of SH 54 UT.	\$54,500.00
Kiowa County	2018-2022	RIGHT OF WAY: US-62B, over east Otter and two unnamed creeks 0.8 & 2.6 ML west of the US-183 JCT.	\$81,750.00
Kiowa County	2018-2022	UTILITIES: US-62B, over east Otter and two unnamed creeks 0.8, 3.5 & 2.6 ML west of the US-183 JCT.	\$81,751.00
Kiowa County	2023-2027	Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.	SPR/LOCAL
Kiowa County	2023-2027	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available	SPR/LOCAL
Kiowa County	2023 – 2027	Working with area employers and stakeholders develop a database and map identifying transportation needs	SPR/LOCAL

LOCATION	YEAR	DESCRIPTION	FUNDING
Kiowa County	2023 – 2027	Develop database and mapping to identify the County's underrepresented	SPR/LOCAL
Kiowa County	2028-2032	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
Kiowa County	2028-2032	Develop a regional map that identifies tourism destinations and regionally significant facilities	SPR/LOCAL
Kiowa County	2028-2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2033-2037	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2033-2037	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Kiowa County	2038-2040	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2038-2040	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL

Source: ODOT, SORTPO

The 2040 Kiowa 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 the RTPO and to view the full LRTP. For more information on the 2040 Kiowa County Long Range Transportation Plan, please contact:

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 or visit www.sortpo.org

Chapter 1: Introduction, Goals, and Key Issues

SORTPO History

In 1970, Oklahoma's governor established eleven (11) sub-state planning districts. Subsequently, the local governments served by the planning districts created the eleven (11) Councils of Governments (COGs) using the sub-state planning district boundaries. These districts make up the Oklahoma Association of Regional Councils (OARC). South Western Oklahoma Development Authority (SWODA) 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 Oklahoma Department of Transportation (ODOT) a transportation planning pilot project comprising sixteen (16) counties was initiated representing two Council of Governments SWODA and ASCOG. The SWODA Board of Trustees adopted Resolution 16-06 (Appendix B) amending the SORTPO region.

Located in southwest Oklahoma, the SORTPO region is comprised of 14,180 square miles. (Map 1.1) The SORTPO region is comprised of sixteen (16) counties, one hundred-twenty (120) cities and towns and nineteen (19) conservation districts. Total population for SORTPO according to the 2010 U.S. Census Bureau was 416,257. Population data obtained from the 2012-2016 ACS estimates the population has increased to 421,747. Although much of the region is comprised of large tracts of farming and agriculture lands there are multiple areas that contain urbanized areas that feature regional medical facilities, universities, military installations and governmental offices. Population growth and shifts for the SORTPO region are dependent on many factors depending on a county. Each county in the region although a separate entity is interconnected through commerce, employment, health services, education and transportation.



All aspects of the regional transportation planning process are overseen by the SORTPO Policy Board. The SORTPO Technical Committee serves as the advisory group for transportation planning and policy initiatives. This committee reviews transportation planning work efforts and provides a recommendation to the SORTPO Policy Board for their consideration and action. The day-to-day activities of SORTPO are supported by staff located in the SWODA (Burns Flat) and ASCOG (Duncan) offices.

Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to SORTPO by the Federal Highway Administration (FHWA) State Planning & Research (SPR) program funds 80% of the total amount of the work effort and the local match of 20% are provided by SWODA.

Map 1.1: SORTPO Region



Source: SWODA

Regional Transportation Planning

Regional transportation planning is a collaborative process designed to foster participation by all interested parties such as business communities, community groups, elected officials, and the 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 of the transportation system is to move people and goods in the safest and most efficient manner possible. SORTPO envisions the transportation system as a critical element of the quality of life for the citizens. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. Transportation systems, 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 Kiowa County as well as the SORTPO region. The LRTP was developed within the regulatory framework of Map-21 and the Fixing America's Surface Transportation Act (FAST Act). The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs.



Purpose of Plan

The 2040 Kiowa 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:

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

The Plan is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit for funding. The purpose of the long-range transportation plan is to direct investment of available resources toward meeting the region's highest priority needs. The needs are determined by comparing the plan's goals, "What do we want to accomplish over the life of the plan?" with current conditions and forecasts, "Where are we starting, and how are demographics and economics expected to change?" The projects and 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. SORTPO's transportation planning process includes opportunities for the community's transportation stakeholders to participate in development of the LRTP. This process includes soliciting comments from the public on current and future transportation needs. Whether urban or suburban, more people desire a neighborhood that is walkable and bikeable and has access to schools and

shopping and should public transit.

Appendix 5.2 illustrates survey results obtained during the planning process. Survey Question 11 includes information on the importance of selected transportation components in Kiowa County. The following components received the highest ratings: maintenance improvements, maintenance of bridges, providing a smooth driving surface, intersection improvements, add shoulder on state highways or US highways and reconstruction of steep hills and sharp curves. When selecting projects survey respondents indicated in Question 12 have a higher preference for projects that improve safety, supports economic development, improve travel choices, and reduce congestion.



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 plan was developed in cooperation and in collaboration with municipal, county governments, transit providers, Oklahoma Department of Transportation (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 U.S.C 135 (d)(1)

In addition, The FAST Act continues Map-21 requirement to State Departments of Transportation and Metropolitan Planning Organizations to use a performance-based approach to support seven (7) national goals for the transportation system. This requirement has not been mandated to non-metropolitan areas. Though specific performance measures are not identified in this plan, SORTPO recognizes the significance of such measures and will begin the collection of data needed to establish standards in plans (Appendix 1).

Goals and Strategies

The L RTP format follows a hierarchy that includes goals, objectives and strategies to assist Kiowa 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 Kiowa County.

Goals were developed from meetings held with stakeholders, technical committee and policy board meetings. It is important to recognize that many factors influence transportation system performance and transportation is only one component of a community. Economic development, housing, the economy and natural resources also can play a role. Implementing goals is the responsibility of local, county and state governments and SORTPO. Strategies were developed in coordination with partner

agencies. The strategies developed do not fall solely under the responsibility of SORTPO. Local and community agencies should consider their roles in affecting outcomes. It will be necessary to prioritize the strategies and build the data collection and analysis, for those deemed most important, into annual programs, such as the Planning Work Program (PWP).

Table 1.2: Kiowa 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. 8)	Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.
6. Maintenance and Preservation (pg.9)	Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.
7. Safety & Security (pg.9)	Improve the safety and security of the transportation System by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.
8. Community & Health (pg.9-10)	Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region.
9. Tourism & Travel (pg.10)	Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.

Goal 1: Accessibility and Mobility

Improve accessibility and mobility for people and freight.

Strategies:

1. Support opportunities to expand the transit system(s) in the county improving access health care facilities, education facilities, cultural and tourist sites and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment for the region.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn't create barriers for the access or mobility of other modes.
5. Participate with ODOT, Class III Rail Companies and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000 pounds.
6. Participate with state agencies, such as the Oklahoma Department of Transportation, Department of Commerce, Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO), Regional Economic Development Agencies, Rail Industry and Shippers of rail products to discuss and comment current rail issues affect that counties, regions and state.

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.

Goal 3: Freight & Economic Vitality

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

Strategies:

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

Goal 4: Environment

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

Strategies:

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

Goal 5: Finance and Funding

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

Strategies:

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.

3. Encourage multi-year capital improvement planning by local, county, tribal, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes and fiscal constraint.
4. Assist jurisdictions in finding and applying for funds.

Goal 6: Maintenance and Preservation

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

Strategies:

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

Goal 7: Safety and Security

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

Strategies:

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

Goal 8: Community & Health

Facilitate development of transportation projects and programs that support 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.

Goal 9: Tourism & Travel

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

Strategies:

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

Key Issues, Challenges and Trends

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 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, 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.
- Trucks and farming equipment impact to roads and bridges.
- State of Oklahoma budget.
- Limited Transit Services.
- Lack of funding to adequately maintain roadway systems and bridges.
- Forced school consolidations due to state of the State's flat revenues and multiple year budget cuts.
- Class III lines are not 286,000 pounds compliant.
- Lack of funding for improvement of rail crossings.
- Lack of shoulders on 2 lane highways.
- Urban versus rural mindset.

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

Challenges:

- Competition for medical professionals between urban and rural.
- Maintain access to health services and emergency services.
- Age of infrastructure.
- Attracting workforce to support the employment needs.
- Access to affordable to high speed internet.
- Working together regionally to attract/maintain workforce, industry and community.
- Communication and coordination with Kiowa Tribe, Comanche Nation, Apache Tribe and Fort Sill Apache Tribe on development projects and transportation needs.
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.
- Elkview General Hospital in Hobart only delivers babies on an emergency basis. There are no birthing centers in this county, patients travel to hospital in Jackson, Beckham, Comanche and Custer counties for this service.

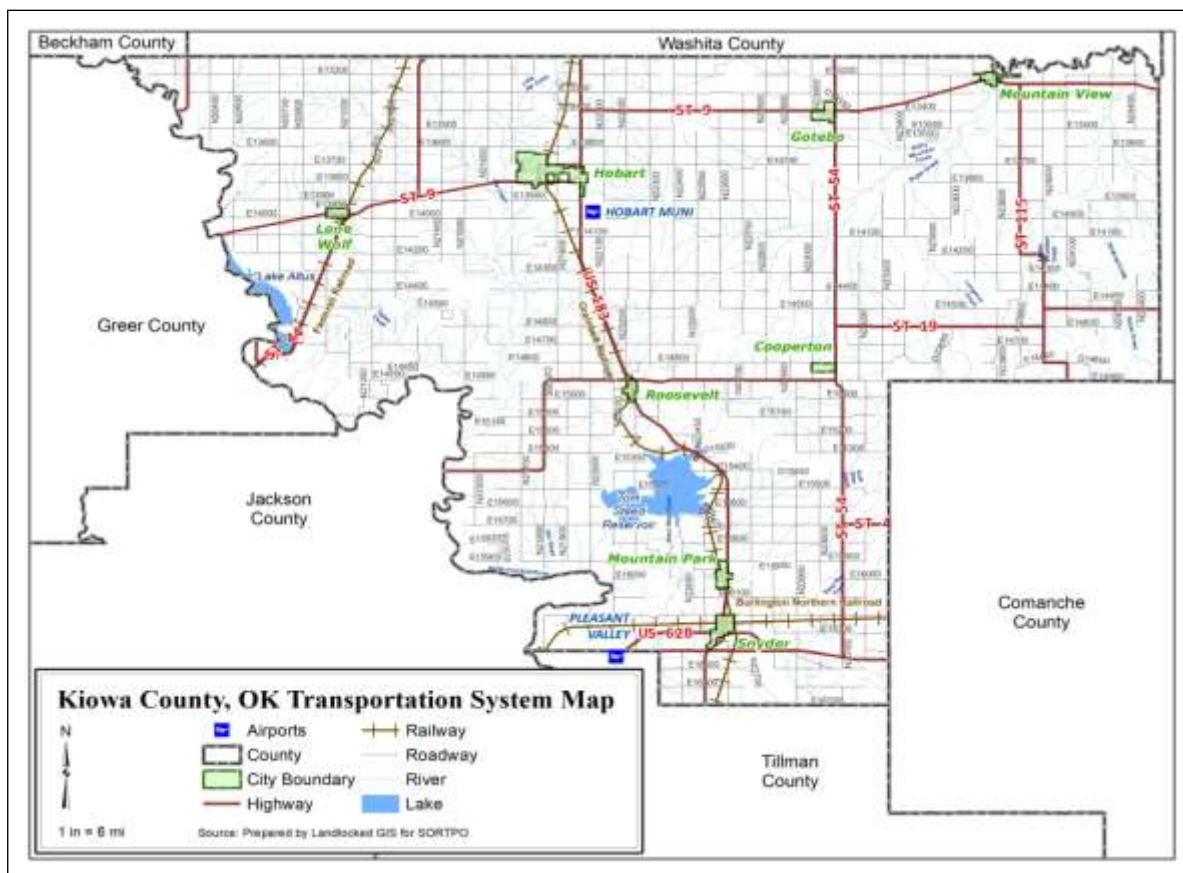
Trends:

- Population is declining in the rural areas.
- Growth continues for online shopping areas.
- Freight traffic will grow along US 183, US 62 and SH 9.
- Kiowa County's population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The wind farm sector and farming industry will continue to rely heavily on trucks in rural areas.
- Quartz Mountain State Park will continue as a regionally significant destination for recreation and tourism.
- Availability of high speed internet and other technological improvements changes in rural areas include: how medical services are obtained (Telehealth), where and how people shop (online), employees working from home and autonomous vehicles.
- State of Oklahoma's budget negative impact on rural communities.
- Rural population continues to decline due to: long term outmigration of young adults, fewer births, increased mortality among working age adults is recent trend contributing to lower population growth due prescription abuse, opioids and heroin overdose deaths.

Chapter 2: Current Conditions, Needs and Funded Improvements

This chapter provides a “snapshot” of current conditions that relate to transportation in Kiowa County. Demographics, economic conditions, environmental factors, community development and transportation and traffic data are included in this chapter. Kiowa County is located in southwestern Oklahoma. The county is bordered by Washita County to the north, Greer County to the west (including the Washita Mountains), Tillman and Comanche Counties to the south and Caddo County to the east. Map 2.1 illustrates Kiowa County’s location. Located in the southwest quadrant of the county is the Quartz Mountain State Park. The County is predominately rural, with the majority of the population being within the incorporated cities of Hobart and Snyder.

Map 2.1: Kiowa County Transportation System



Source: SWODA/ Landlocked GIS

History

Kiowa County is located in the southwestern boundary of the SORTPO region. According to the [U.S. Census Bureau](#), the county has a total of 1,031 square miles (1,015 square miles land and 15 square miles of water). The county is mainly flatlands, although the southwest border includes the Washita Mountains. The North Fork of the Red River runs across the west border of the county. The County is predominately rural, with much of the population being within the incorporated cities of Hobart and Snyder.

The county's economy has been based primarily on education services, retail, public administration. Major industries include: Dolese Plant near Roosevelt; Dolese Plant near Cooperton, Martin Marietta Aggregates in Snyder, Sand Plant in Snyder, Duff Feed Lot east of Hobart, Ralph Freeman Feed Lot west of Hobart and Sesaco Corporation in Hobart, Highland Supply in Hobart, manufacturer of Easter grass; and the Parsons Monument Company in Mountain Park, County Courthouse, Medical complex and hospital. Within the County are seven highways: US 62, US 183, SH 9, SH 19, SH 44, SH 54 and SH 115.

- US 183 runs north and south of the county through Hobart to connect with Interstate 40 to the north and US 62 to the south.
- US 62 is located south of Kiowa county and extends east through Jackson County and west through Comanche County.
- State Highway 9 runs east and west of the county through Hobart connecting with US 283 to the west to Greer County and to the east connecting with SH 58 to the east to Caddo County.
- State Highway 19 is located in the south part of the county and runs east and west through the county. To the west it connects with US 283 to Jackson County and to the east it connects with SH 58 in Caddo County.
- State Highway 44 runs southwest of Lone Wolf and connects with US 283 in Greer County.
- State Highway 54 runs north and south of the county through Gotebo and Cooperton.
- State Highway 115 runs north and south of the county through Mt. View connecting to SH 152 to the north into Washita County to the south connecting to US 62 into Comanche County.

In addition to the highways, Kiowa County's transportation system includes 2 Class III railways that run north and south through the county: Grainbelt (GNBC) and the Farmrail (FMRC). There is one airport in Kiowa County, Hobart Regional. (Map 2.1) illustrates the location of Kiowa County's transportation system.

Historic structures include the Kiowa county courthouse located in Hobart (National Register 84003094), the downtown Hobart Historic District (National Register 05000130), the Rock Island Depot (NR 95001418), Hobart City Hall (NR 78002240), the Hobart Public Library (NR 80003267) and Camp Radzinski (National Register 72001067) in the Mountain Park vicinity.

According to the 2012-16 American Community Survey (ACS) predominant industries include education and retail trade, and public administration. Data obtained from the (2012-16 ACS), reveals the County population was nine thousand two hundred and thirty-nine (9,239) resulting in a population density of less than 11 people per square mile. In Kiowa county there are two (2) larger communities and five (5) smaller ones.

- **Hobart** is the County Seat for Kiowa County and encompasses 3.0 per square miles, with a population of three thousand six hundred and sixty-six (3,666) according to the (2012-2016 ACS). This city of Hobart is approximately 120 miles southwest of the Oklahoma City and approximately 65 miles northwest of Lawton. Major employers include Kiowa County Courthouse, Hobart Public Schools, Elkhart Medical Hospital and Quartz Mountain Medical Center. It has 2 museums: The General Tommy Franks & Kiowa County Museum.
- **Snyder** is located south of Hobart on US-183 and is the second most populated town in Kiowa County. Snyder's land encompasses 1.34 per square miles of land area and a population of one thousand four hundred and seventy-three (1,473) (2012-16 ACS). Snyder's largest employers include: Ayers Nursing Home and Snyder Public Schools. Some of the other employers are farming, ranching and emergency services.
- **Mountain View** located northeast of Hobart on SH 9. Mountain View's land encompasses 2.23 per square miles, with an estimated population of seven hundred and ninety-five (795) (2012-16 ACS). Major employers: farming, ranching, emergency services and the Mountain View Public Schools.
- **Mountain Park** southeast of Hobart on US 183. Mountain Park's land encompasses 1.2 per square miles and a population of five hundred and forty-nine (549) (2012-16 ACS). Major employers: farming, ranching, Mountain Park Public Schools and emergency services.
- **Lone Wolf** is located west of Hobart on SH 9 and SH 44. Lone Wolf's land area encompasses 1.89 square miles and a population of four hundred and sixty-six (466) (2012-16 ACS). Lone Wolf's major employers are the Lone Wolf Public Schools, farming, ranching and emergency services.
- **Roosevelt** is located south of Hobart on US 183. Roosevelt's land area encompasses less than .5 square mile and a population of two hundred and seventy-four (274) (2012-16 ACS). Major employers are farming, ranching and Auto Salvage and sales.

- **Gotebo** is located northeast of Hobart on US-183 and SH-9. Gotebo's land area encompasses .76 square miles and an estimated population of one hundred sixty-four (164) (2012-16 ACS). Major employers are farming and ranching.

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.



Transportation is crucial to keeping older adults independent, healthy and connected to friends, family, recreation, shopping and health services. However, older residents' transportation needs differ based on their health, income, marital status, age, race and whether they live in a city, town or rural county area. The needs of this segment of the population will continue to influence the transportation needs and services for this region. Table 2.1 provides population data for the cities, towns, and county between 1980-2016.

Table 2.1: Kiowa County Population 1980-2016 Estimate

Census Population					
	1980	1990	2000	2010	2012-2016 ACS
Hobart	4,735	4,305	3,997	3,756	3,666
Snyder	1,848	1,619	1,509	1,394	1,473
Mountain View	1,189	1,086	880	795	795
Mountain Park	557	473	390	409	549
Lone Wolf	613	576	500	438	466
Roosevelt	396	323	280	248	274
Gotebo	457	370	272	226	164
Balance of Kiowa County	2,916	2,595	2,399	2,180	1,923
Kiowa County, TOTAL	12,711	11,347	10,227	9,446	9,310

Source: American Fact Finder, US Census

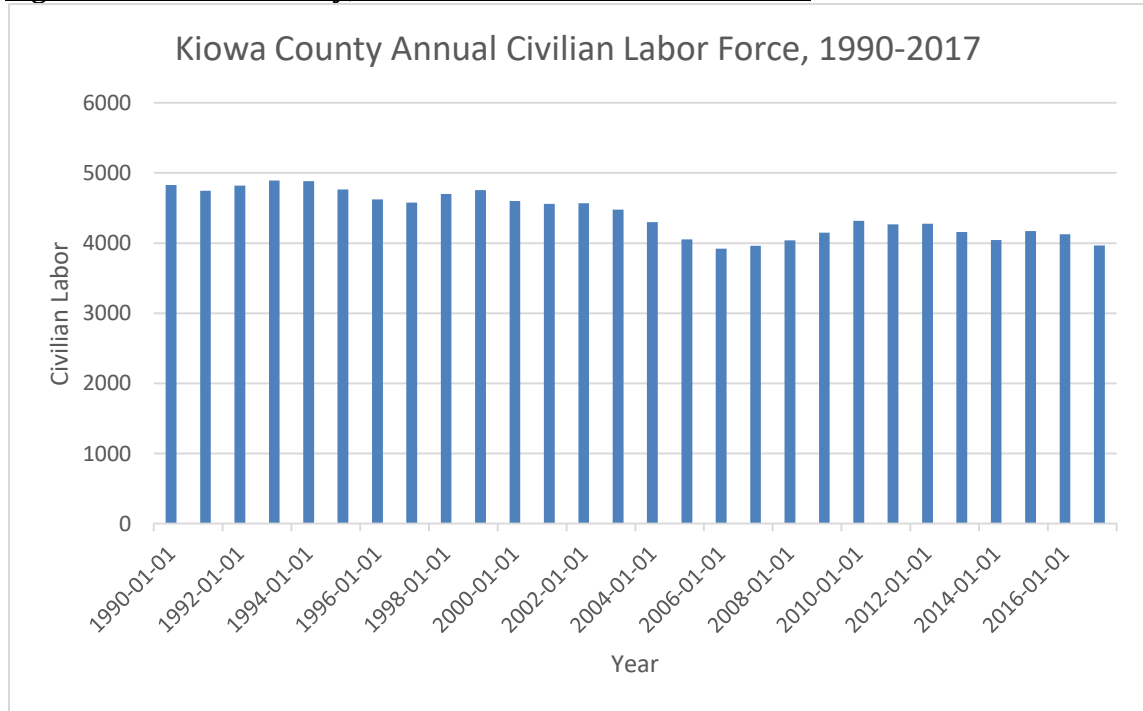
Below is information obtained from the 2012-16 ACS provides facts on the makeup of the county. Additional demographic data can be found in Appendices 2.1-2.7.

- ✓ Population was distributed between male (49.9%) and female (50.1%),
- ✓ Median age of years - 43.3
- ✓ Race:

- White -79.0 %,
- African American -3.8%,
- American Indian - 5.5%,
- Asian - 0.5%
- Hispanic/Latino -10.8%,
- ✓ Mean travel time to work - 20.2 minutes
- ✓ Vehicles Available Workers 16 years and over - 3,935
 - No vehicles available -0.9 %
 - One vehicle available -25.8 %
 - Two vehicles available - 42.5%
 - Three or more vehicles available - 30.8%
- ✓ Total Housing Units - 5,173
 - Occupied Housing Units - 3,956
 - Owner Occupied Units -2,712
 - Renter Occupied Units -1,244
 - Single Family Detached Housing Units- 4,242
 - 1 unit, attached -151
 - 2 unit - 153
 - 3 or 4 units- 198
 - 5 or 9 units- 58
 - 10 to 19 units- 3
 - 20 or more units- 30
 - Mobile Home or Other type of Home- 338
 - Boats, RV, van, etc.-0
- ✓ Educational Attainment population 25 years and Older -6,414
 - High School Graduate/GED - 2,396
 - Some College - 1,483
 - Bachelor's Degree - 792
- ✓ Commute Patterns to Work Age 16 years and Older -3,938
 - Car, truck or van -3,200
 - Public Transportation -19
 - Walked -26
 - Other Means -39
 - Worked at Home -272
- ✓ Industry- 883
 - Agriculture and forestry - 110
 - Construction - 261
 - Retail Trade -415
 - Educational Services -433
 - Public Administration - 292

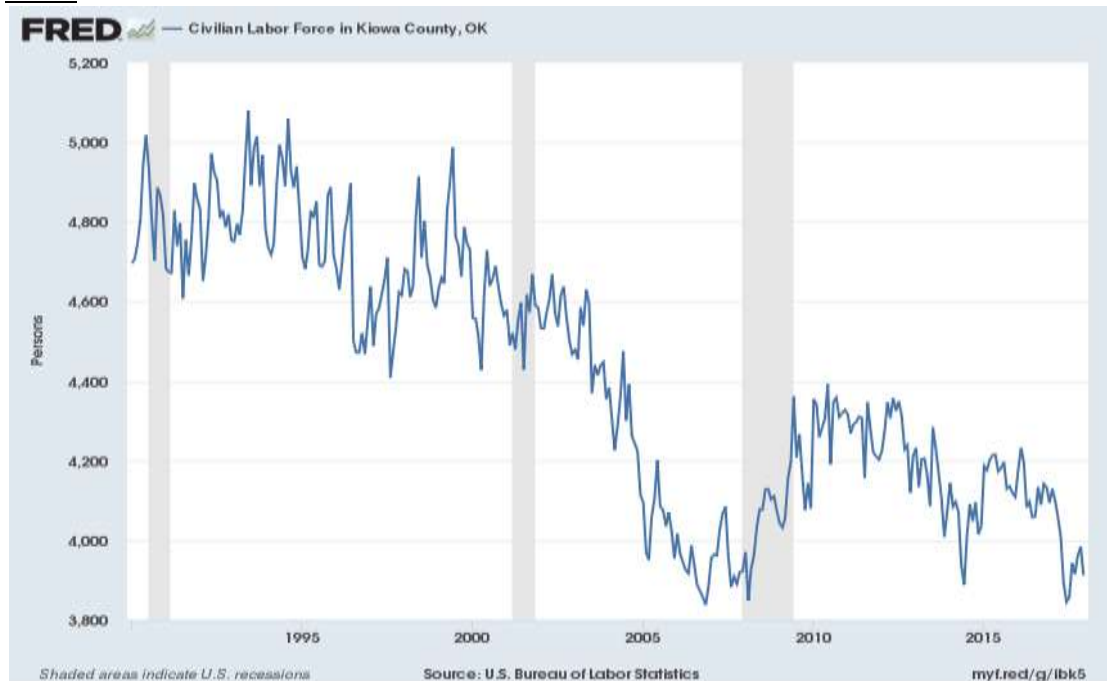
Annual civilian labor force data for years 1990-2017 as illustrated in Figure 2.1 and Figure 2.2 illustrates the Kiowa County, Civilian Labor Force, Annual not seasonally adjusted, 1990-2016. Figure 2.3 illustrates Kiowa County Business Patterns for the year 2010 - 2015. Healthcare and retail industries remain the categories with the highest concentration of establishments.

Figure 2.1: Kiowa County, Civilian Labor Force 1990 - 2017



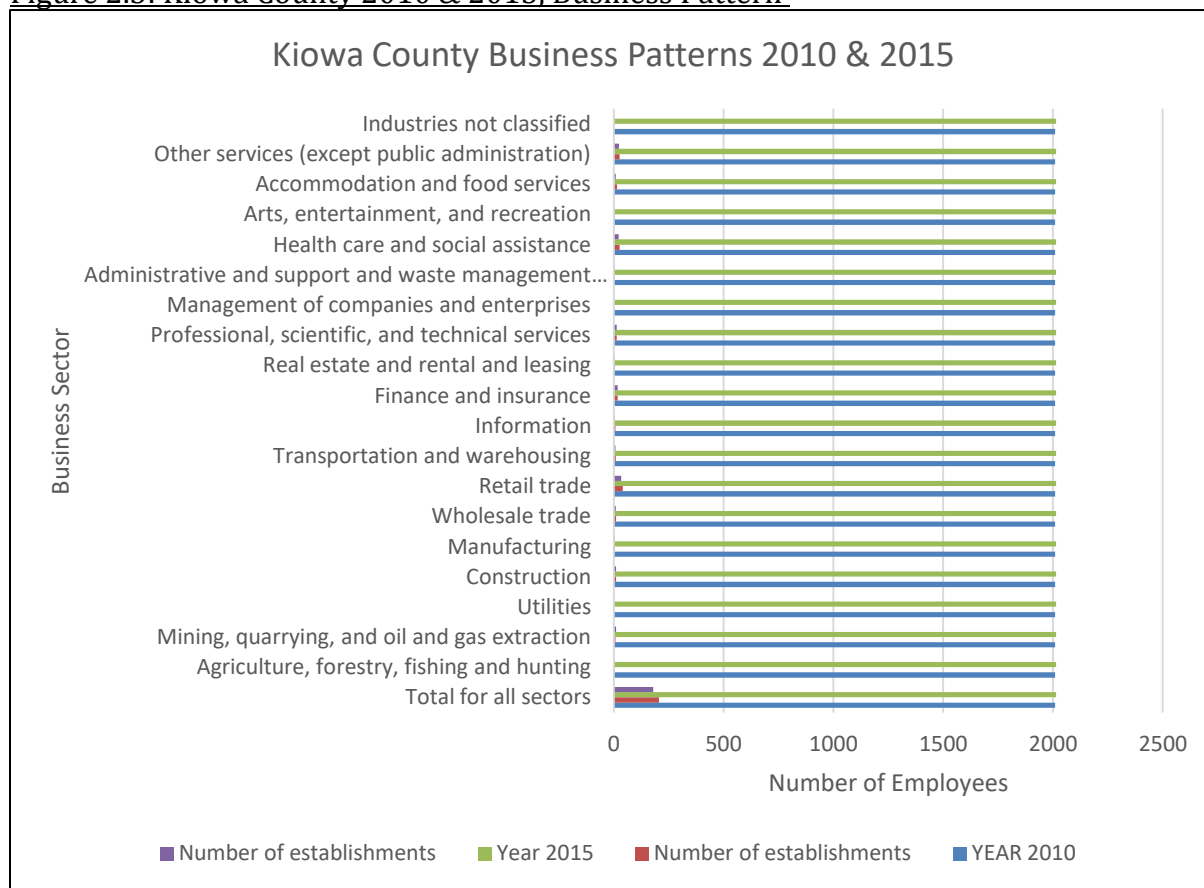
Source: US. Bureau of Labor Statistics, Release: Unemployment in States and Local Areas (all other areas)
Growth Rate Calculations | US recession dates

Figure 2.2: Kiowa County, Civilian Labor Force, Annual not seasonally adjusted, 1990 – 2016



Source: Bureau of Labor Statistics

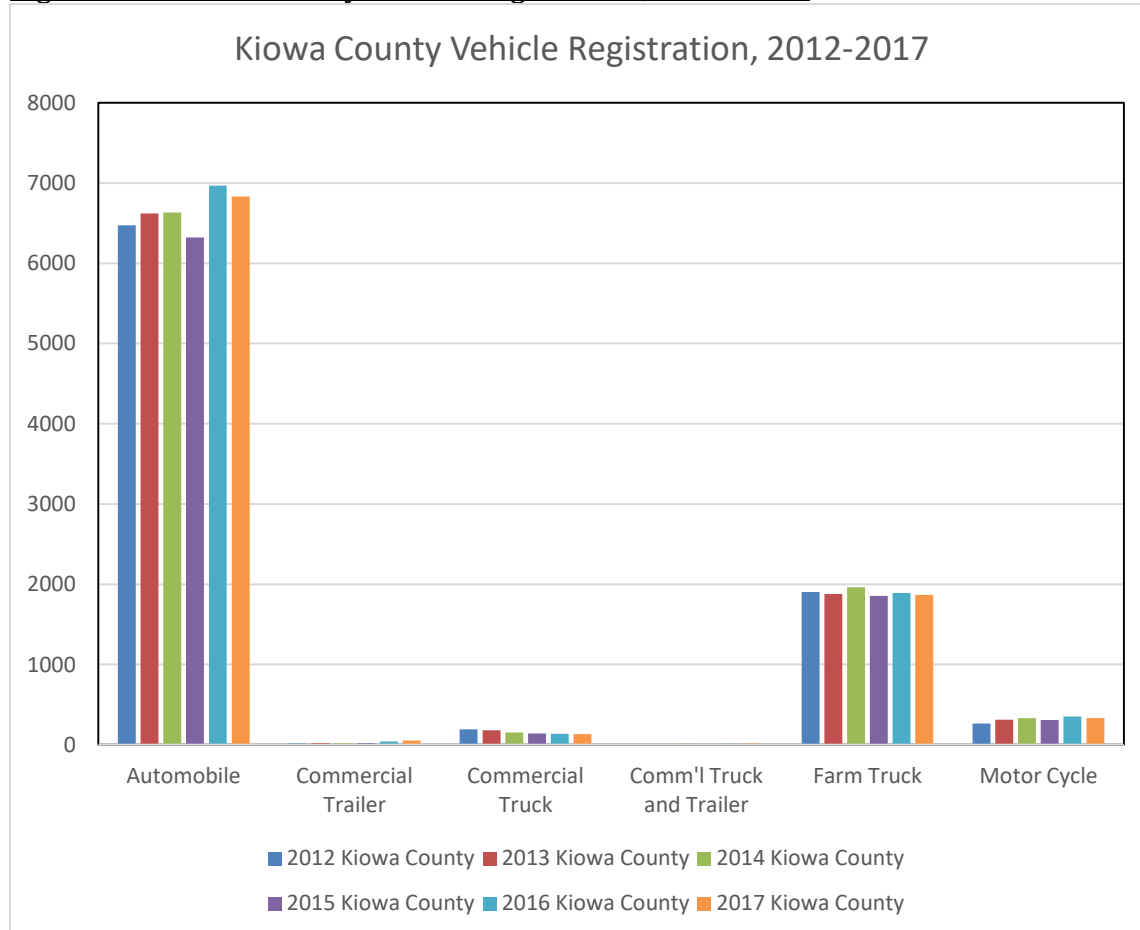
Figure 2.3: Kiowa County 2010 & 2015, Business Pattern



Source: US Census Statistics

Figure 2.4 provides information related to vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile registration has fluctuated between 2012-2017, however the primary vehicle remains the automobile as shown in Figure 2.4. During this period there was a decline of 359 vehicles. Registration of farm truck vehicles was the second largest group of registered vehicles during the period and has remained relatively unchanged. Population estimate of nine thousand, two hundred and thirty-nine (9,239) when compared to vehicle registration supports the continuing trend of multiple vehicle ownership Data obtained from the 2012-2016 ACS reveals that 34.9% of the population had access to three or more vehicles available; while 1.3% of the population did not have access to a vehicle. Commute patterns to work for Workers 16 years and older according to the 2012-2016 (ACS) identify that 85.6% workers drove alone, 7.2% carpooled, and 4.9% worked at home. Mean travel time was estimated 22.0 at minutes.



Figure 2.4: Kiowa County Vehicle Registration, 2012-2017

Source: Oklahoma Tax Commission

Traffic Analysis Zones

The Traffic Analysis Zone (TAZ) Program is a specialized computer program used for delineating zones in support of the Census Transportation Planning Products (CTPP). TAZ delineation follows the decennial census and is designed to allow planning agencies the ability to define areas to associate demographic data that supports transportation system analysis. Boundaries of a TAZ typically follow U.S. Census boundaries and are an aggregation of several census blocks. Socio economic data for the plan was obtained by the 2010 U.S. Census Bureau, and Oklahoma Department of Commerce. The year 2015 is the base year for the plan and 2012-2016 ACS population estimate is 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 RTPPO's are responsible for developing these zones and 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 a large 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*

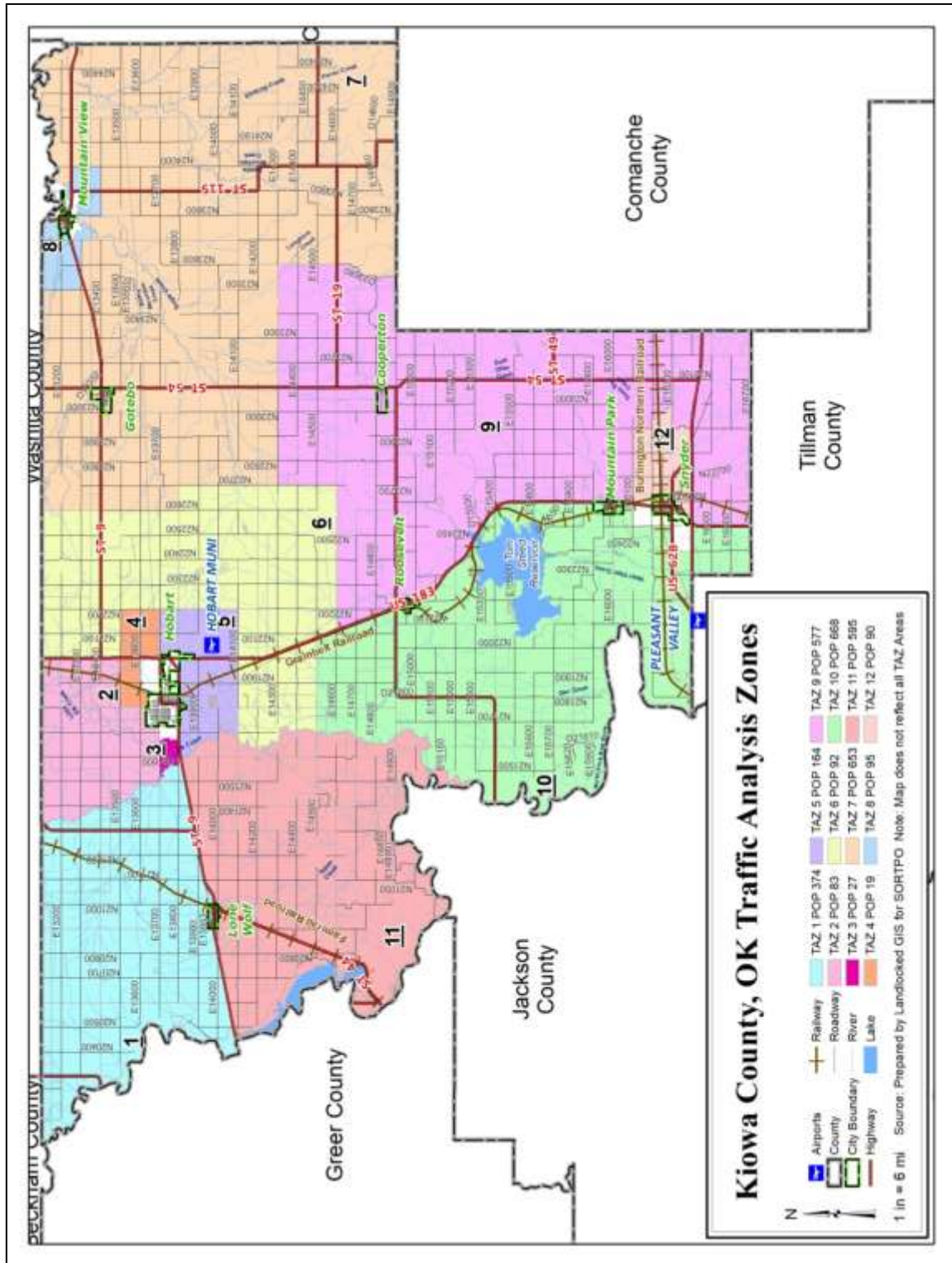
➤ *Large populated counties (population > 35,000)*

population thresholds of 600 to 800 and employment thresholds of 400-500

Geographically, the County and cities/towns were subdivided into twenty-two (27) TAZ's and the socio-economic data (including population and employment) are summarized for each TAZ. Map 2.2 illustrates the revised TAZ boundaries for the areas of the County. Maps 2.2 through 2.5 illustrate TAZ areas for Hobart, Granite, and Willow. The 2012-2016 ACS population estimate of nine thousand two hundred and thirty-nine (9,239) and employment of three thousand nine hundred and ninety-one (3,991) were distributed into the new TAZs. Appendix 2.8 provide information on the population and employment data by TAZ. Traffic analysis zone 7, 10 and 102 TAZ have the largest concentration of population and TAZ numbers 7, 104, and 105 contain the largest employment population concentrations. 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 or town and County by TAZ are included in Appendix 2.9.

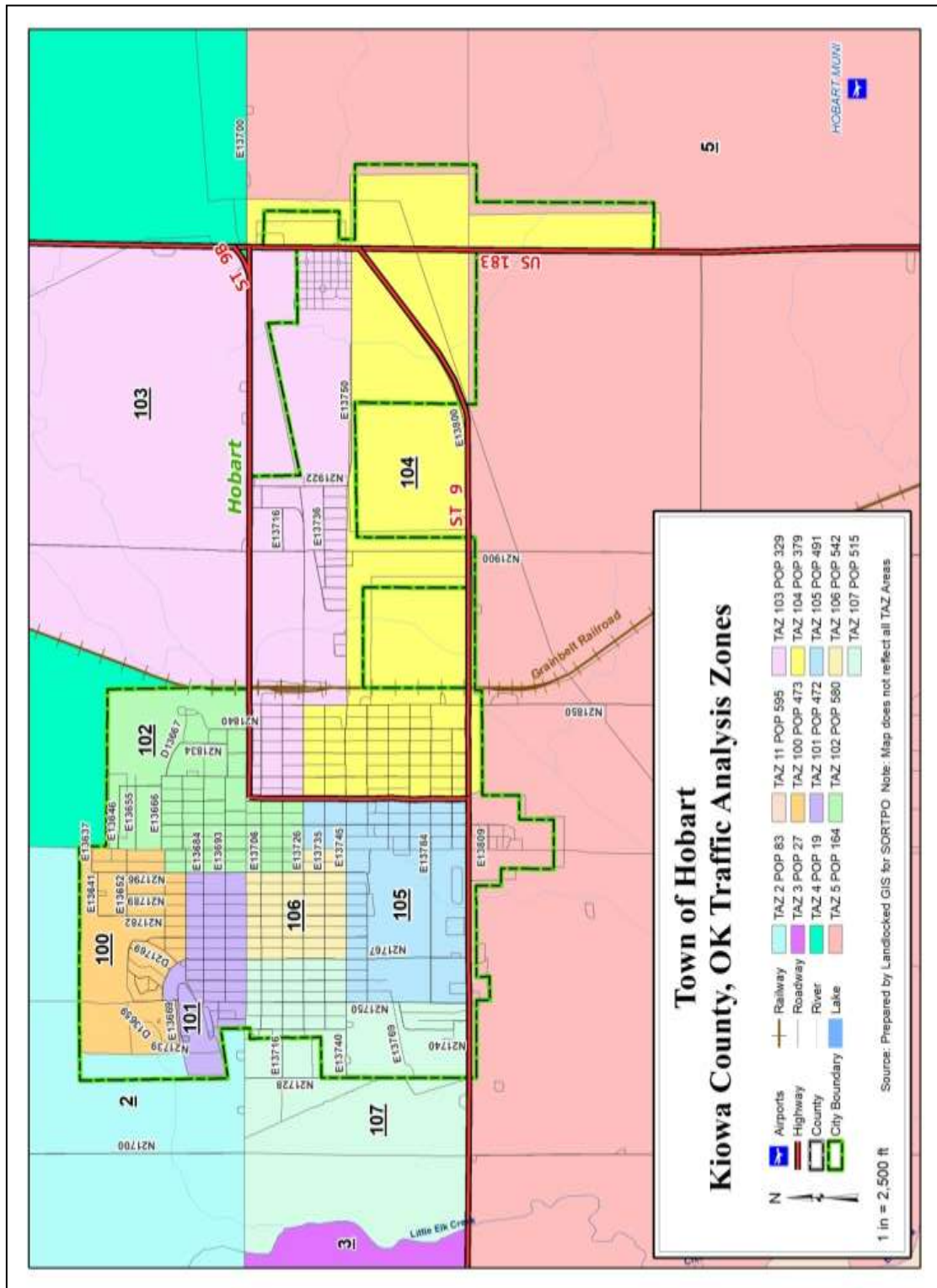
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Map 2.2: Kiowa County Traffic Analysis Zones



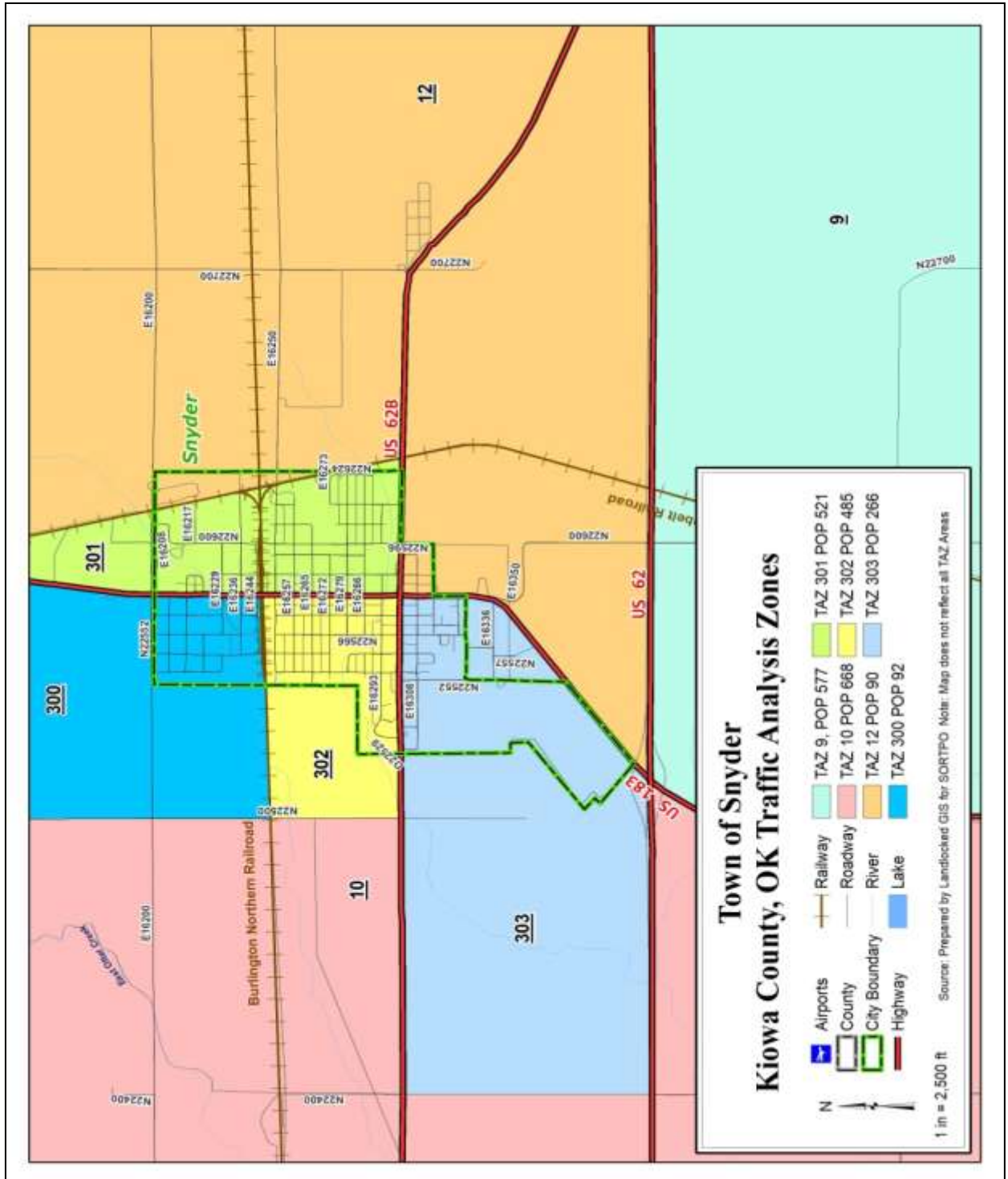
Source: SWODA/ Landlocked GIS

Map 2.3: Hobart Area Traffic Analysis Zones



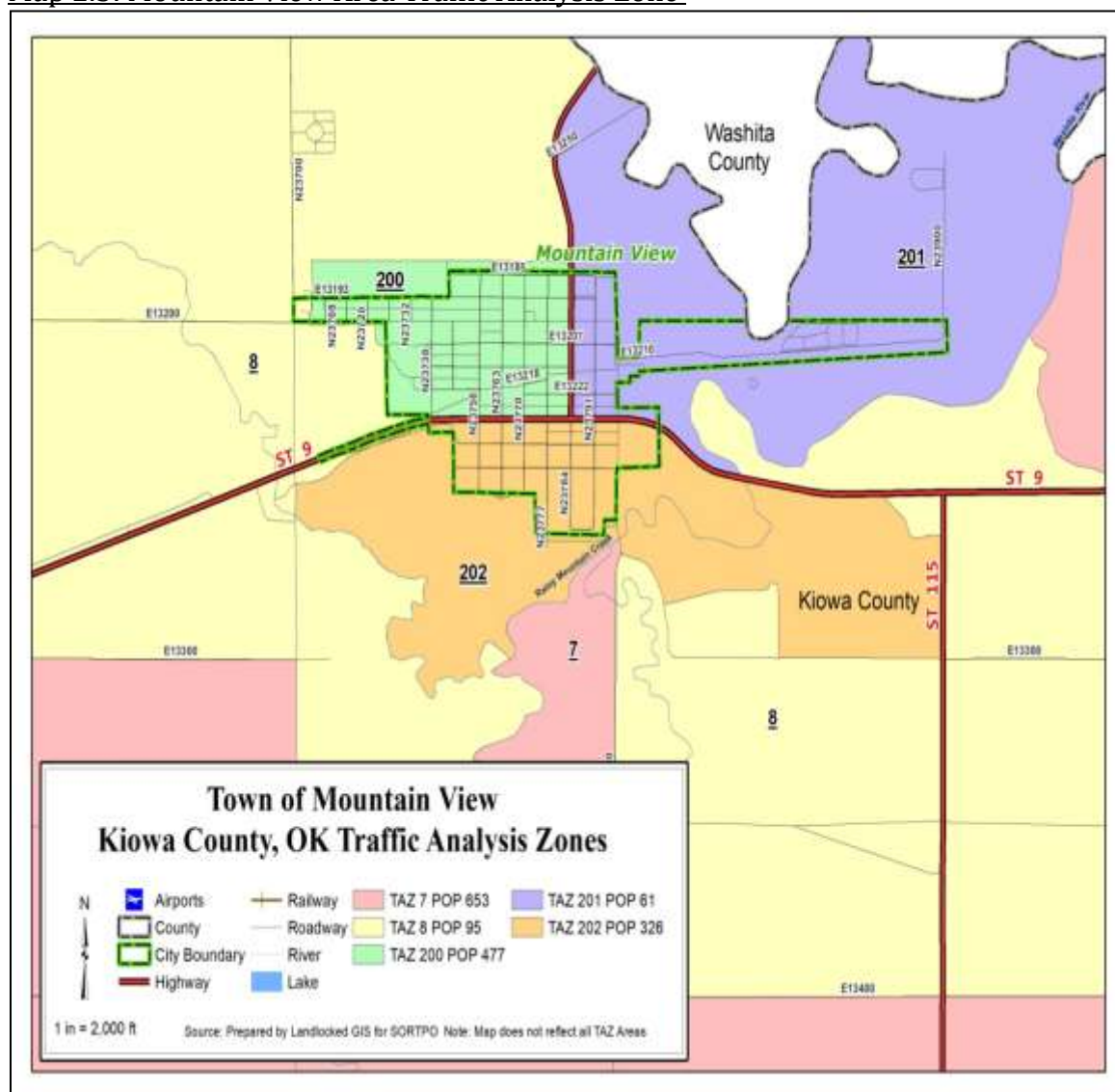
Source: SWODA/ Landlocked GIS

Map 2.4: Snyder Area Traffic Analysis Zone



Source: SWODA/ Landlocked GIS

Map 2.5: Mountain View Area Traffic Analysis Zone



Source: SWODA/ Landlocked GIS

Physical Development Constraints and Conditions

There are transportation facilities, land ownership, existing development and environmental features that affect the growth of Kiowa County. These constraints both physical and manmade have shaped and impacted the development of the county.

Current growth is concentrated in the city of Hobart and area surrounding this City. Kiowa County major constraints for development include the US and State Highway system, towns, large acreage farms, rail line, tribal land and Quartz Mountain State Park. State Highways 115, 54, 44 and US -183 bisect the county north and south. US-62, SH-9, 19, bisects the county east and west. Map 2.1 on page 16 illustrates the location of the highways. Tribal jurisdiction in Kiowa County includes: The Kiowa Tribe, Comanche Nation, Apache Tribe and Fort Sill Apache Tribe. (Appendix 2.10 illustrates these jurisdiction).

Historic, Natural or Man Made Significant Features

Kiowa County is home to environmental features natural and cultural resources which can influence the transportation system. The environmental features and constraints were identified using secondary source information from the following: United States Environmental Protection Agency (USEPA), Oklahoma Geological Survey, Oklahoma Department of Fish and Wildlife Resources, Oklahoma Department for Environmental Quality (ODEQ), United States Department of Agriculture (USDA), United States Department of the Interior Fish and Wildlife Service (USFWS), United States Geological Survey (USGS), Oklahoma University Geographic Information System (GIS) and other state and local agencies. There are many different types of environmentally sensitive areas and potential impacts to the natural and human environment that may be affected by various actions associated with the 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. 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 Kiowa 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, collision data must be analyzed. Trend analysis based upon multiple-years' worth of data provides a more accurate indication of the safety conditions in the county. An analysis of collision records collected and maintained by ODOT was performed for the calendar years 2012-2016. Between 2012-2016 there were 544 collisions with eighteen (18) fatalities and two hundred- nineteen (219) injuries or possible injuries occurring on the highways and roadways in Kiowa County. The highest concentration of collisions occurred on US 183, US-62, SH-54, SH-44 SH-19 and SH-9. United States Highway 62 is ranked number one in the number and severity of collisions during this time. Map 2.5 illustrates the location of collisions. Table 2.2 and 2.3 provides information on total collisions and collision by concentration and severity.



Primary types of collisions occurred with a fixed object (34.6%), animals (19.1%), and overturn/rollover (11.6%). Figure 2.5 illustrates collisions by vehicle type, where pickup truck is identified with (35.1%), passenger vehicle 4-door (30.1%), and sports utility vehicle (13.6%) represent the highest concentration by vehicle types. The top three categories for collisions by driver condition included no improper action (37.8%), DWI (18.9%), and Negligent driving (12.5 %). Appendices 2.13-2.17 provide supplemental information on collision data.

Table 2.2: Kiowa County Collision Total, 2012-2016

	FAT	INCAP INJ	NON INCAP INJ	POSSIBLE INJURY	PROPERTY DAMAGE	TOTAL
Collisions	16	26	79	51	372	544
Persons	18	42	113	64		237

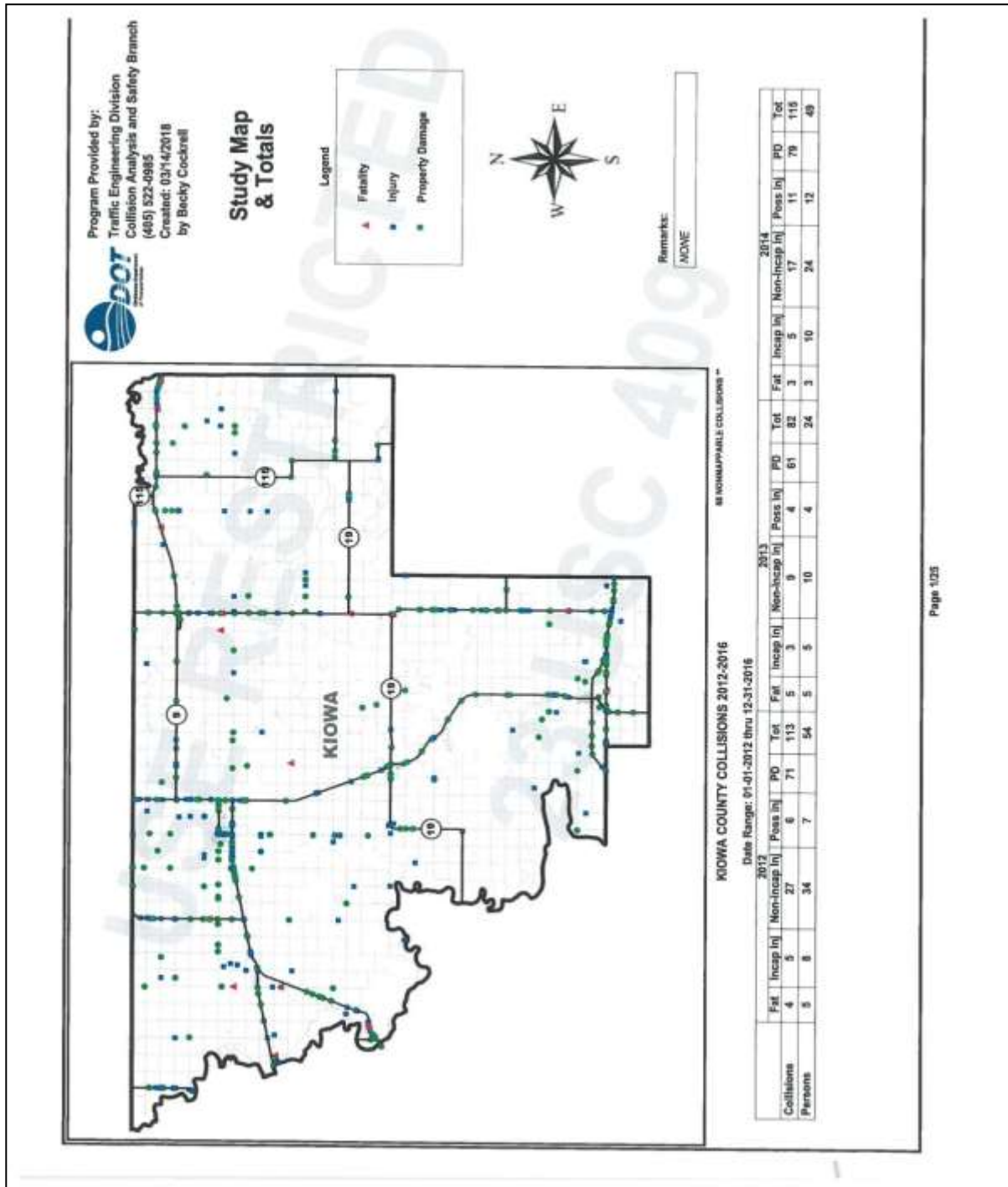
Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Table 2.3: Kiowa County Collision Concentration, 2012- 2016

CITY/Co	HWY	CITY STREET NAME	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
Kiowa	US-62B		07.66	4	1	1
Kiowa	US-62B		00.40	3	1	2
Kiowa	US-62B		06.40	2	2	3
Kiowa	US-62B	EW 163(08)	01.40	1	1	4
Kiowa	US-62B		01.91	1	1	5
Kiowa	US-62B		02.50	1	1	6
Kiowa	US-62B		03.30	1	1	7
Kiowa	US-62B		06.54	1	1	8
Kiowa	US-62B		07.26	1	1	9
Kiowa	US-62B		07.66	1	1	10

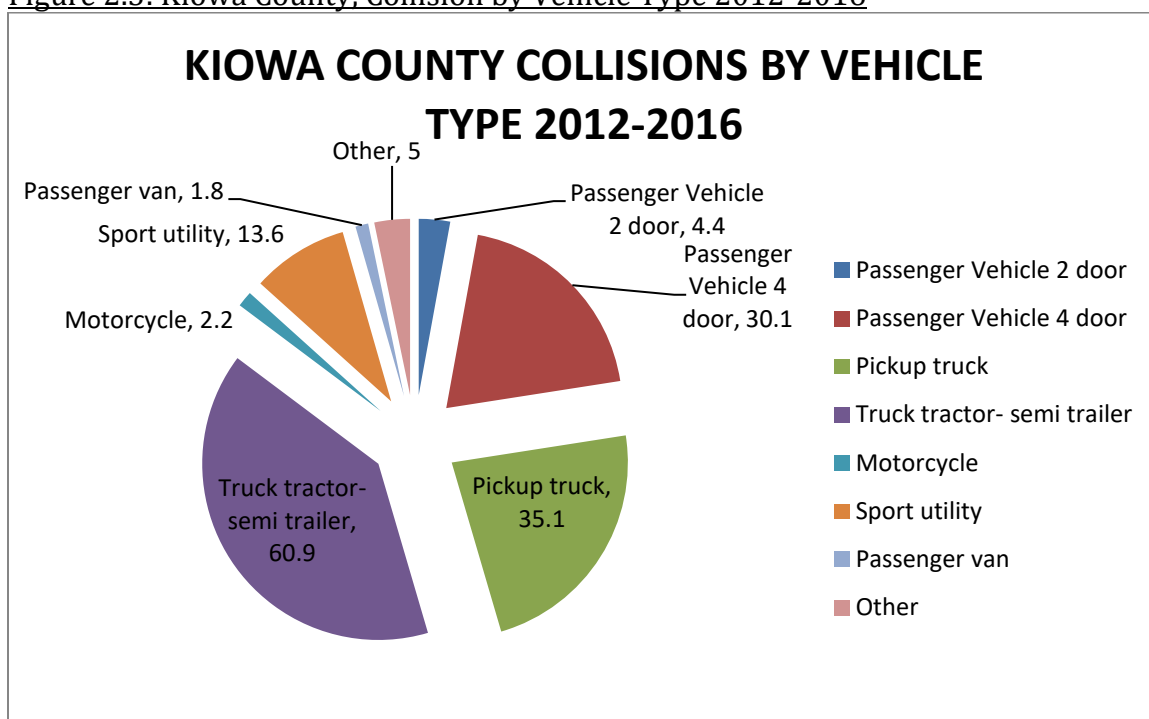
Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Map 2.5: Kiowa County 2012-2016 Collision Map



Source: SWODA/ ODOT

Figure 2.5: Kiowa 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 2.4. The scope of the LRTP does not include solutions to the areas of concern.

Table 2.4: Kiowa County Transportation Areas of Concern

CITY/TOWN	LOCATION	DESCRIPTION
Hobart	Hwy 9 business area and N 2170 Rd	Flooding issues on the road.
Hobart	Hobart Elementary School	Congestion picking up and drop off.
County	County	Elderly and disabled could use buses to Lawton and other places out of town that are not provided for them.
County	County	Intersections need mowed and maintained where county roads and main roads intersect.
Hobart	Hwy 9 Business &	Flooding across the highway.
Hobart	Broadway, 12 th	No sidewalks main road connecting

CITY/TOWN	LOCATION	DESCRIPTION
	and Hillcrest	business, school, hospital and employment. NO access for wheelchairs
Hobart	West of town	Beef Farm heavy traffic need shoulders
Hobart	N. Business 9 on US HWY 183	Hobart Stockyards
Hobart	Elementary School	Congestions pick up and drop

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. Appendix 2.19 illustrates the Two Lane Highways without paved shoulders areas (statewide).

Preserving the transportation system has emerged as a national, state and local transportation priority. Aging infrastructure continues to deteriorate, reducing the quality of the system and increasing maintenance costs. All roads deteriorate over time due to environmental conditions and the volume and type of traffic using the roadway. Without proper maintenance, roadways wear out prematurely. ODOT's annual evaluation of pavement conditions and safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves in 2017 reveals about 33% or approximately 4,038 of the State's 12,257 miles of highway rate as poor which includes 3,462 miles of two-lane highway.

Traffic Count

ODOT collects traffic count data on a triennial basis primarily on the highway system and in rural areas. Other governmental entities may also be a source of additional traffic counts. Appendix 2.20 illustrates the 2016 Traffic Count Data collected by ODOT.

Functional Classification and Road Systems

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

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

Streets are grouped into functional classes according to the character of service they are intended to provide. Oklahoma's Functional Classification system undergoes a comprehensive review after each decennial U.S. Census. The functional classification of streets includes the following functional classes: Interstate, Freeway, Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector and Rural Minor Collector. Appendix 2.21 provides additional information on this topic. Appendix 2.22 illustrates Kiowa County Functional Classification system.

Bridges

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



- **Functionally Obsolete:** A bridge term used when any of the geometric properties of a bridge are deficient such as being too narrow or load posted; any restriction of strength or weight.
- **Structurally Deficient:** A bridge term used when the physical condition of any of the bridge elements are lacking. These properties have a major bearing in qualifying a bridge for federal bridge replacement or rehabilitation funds.

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.

Kiowa County is home to six hundred two (602) bridges that are critical for regional mobility. 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. The bridges in the County vary greatly in their age with the oldest constructed in 1901 and most recent construction occurred in 2017. Between 2010-2017 forty-four (44) bridges were constructed (11 On System and 33 Off System). County bridges (off-system) with a sufficiency rating of 60 to 75 total twenty-four (24) bridges with sufficiency rating of 59 or less total 110. (Appendices 2.24 and Appendices 2.25) include the On and Off-System bridges for Kiowa County.

Traffic Control

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

Freight System

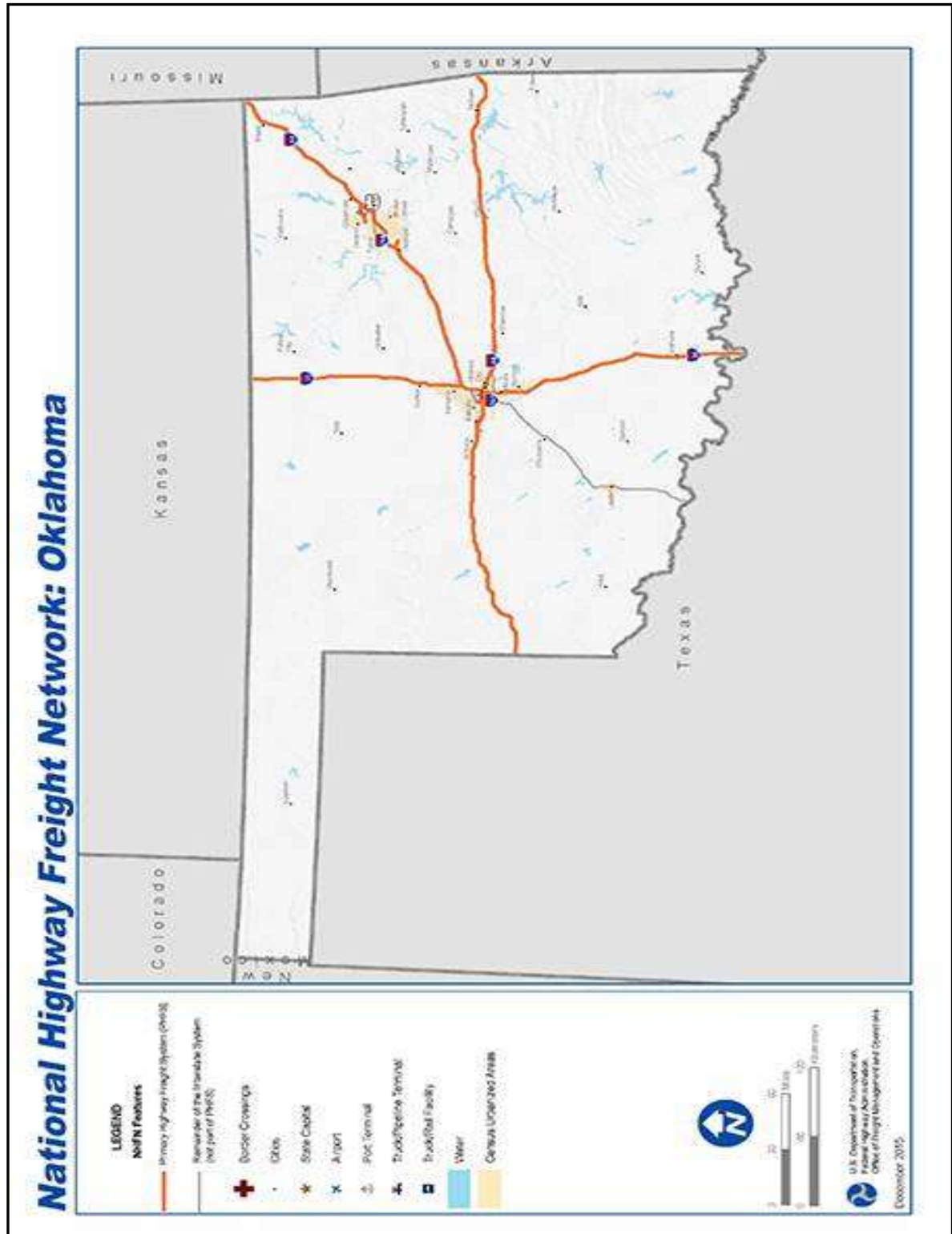
The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network and National Freight Network and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) (Appendix 2.26) The FAST Act included the Interstate System—including Interstate 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 2.6). The SORTPO Policy Board identified corridors listed in Table 2.5 and illustrated in Map 2.7 as significant statewide and regional highway freight corridors. Figure 2.6 illustrates the long-haul truck volume in 2011. Map 2.8 illustrates the Oklahoma 2014 High Volume Truck Corridors.

Table 2.5: Kiowa County Significant Freight Corridors

CITY/TOWN	LOCATION/DESCRIPTION
Kiowa County	US 183 is a 2 lane highway (with shoulders in limited areas) that runs north of Kiowa, and Washita County that will allow to east and west bound I-40.
Kiowa County	US 62 Is a 4 lane highway that runs east and west from Lawton through Altus extending into the Texas panhandle and passes through the south part of Kiowa County.
Hobart	SH 9, is a 2 lane highway that runs extends from SH 115 in Mountain View through Hobart continuing west through Granite and connecting in Mangum with US 283. US 283 is a major freight route extending north to **** SH 9 extends west **** Texas.
Kiowa Co.	SH 19 is a 2 lane highway continues from the Kiowa and Comanche county line extending west through Roosevelt to US 283. US 283 is a major freight route extending north to ****
Kiowa Co.	SH 44, Is a 2 lane highway that runs northeast from Lone Wolfe to the southwest to Quartz Mountain State Park.
Kiowa Co	SH 54 is a 2 lane highway that runs north to SH 152 and south to US 62 in this County.

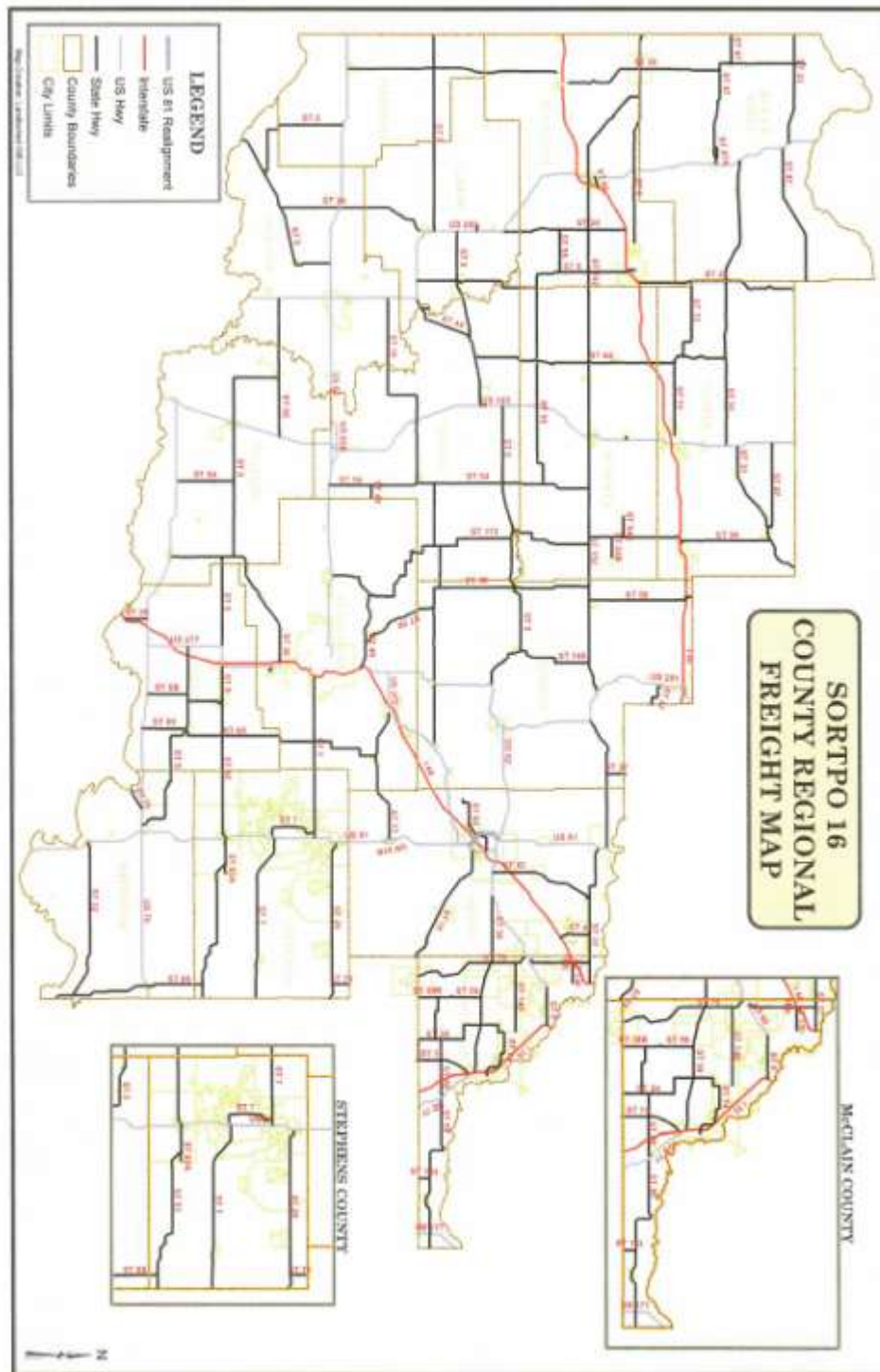
Source: SORTPO

Map 2.6: National Highway Freight Network, Oklahoma



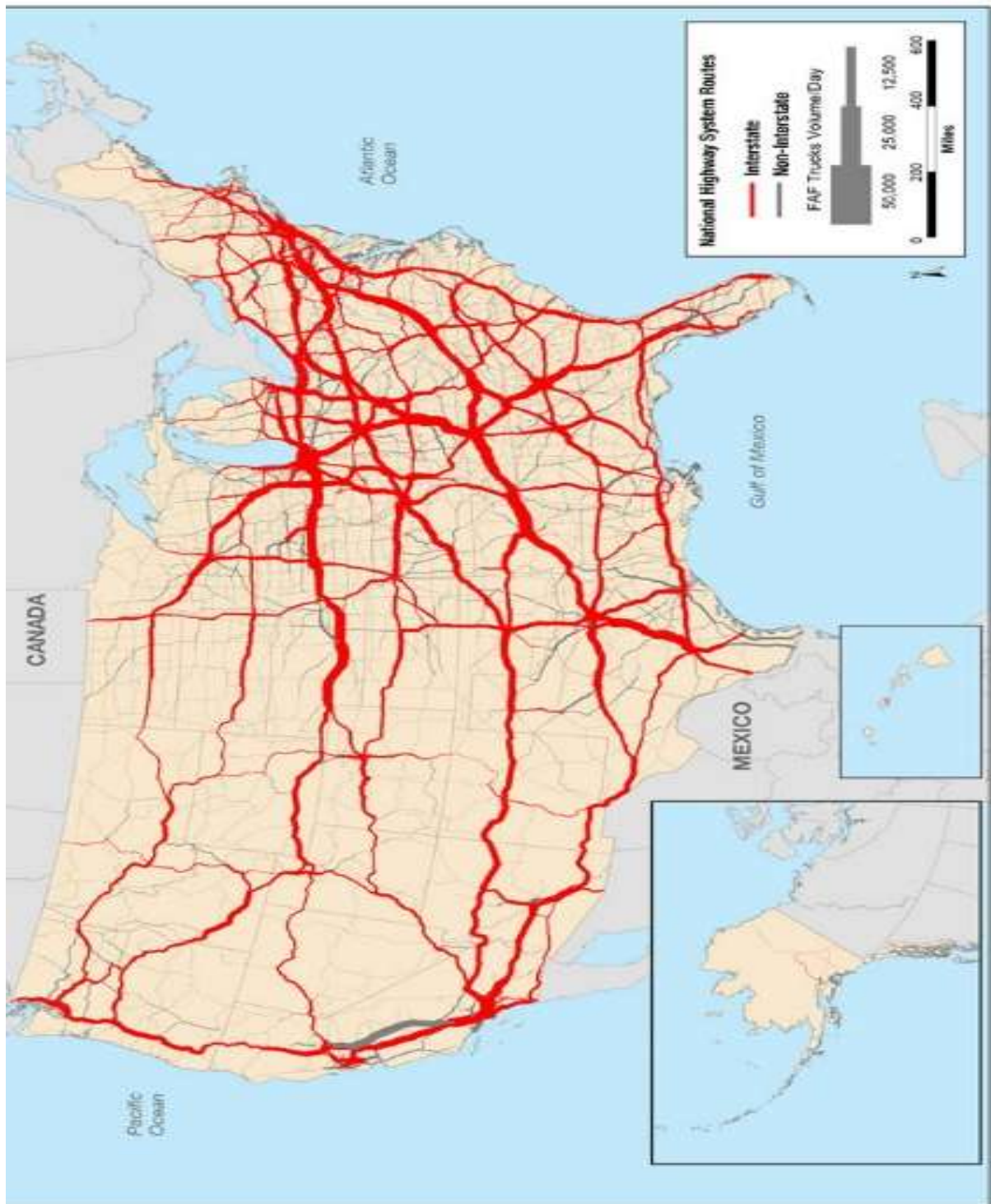
Source: US DOT

Map 2.7: SORTPO Significant Freight Corridors



Source: SWODA/Landlocked GIS

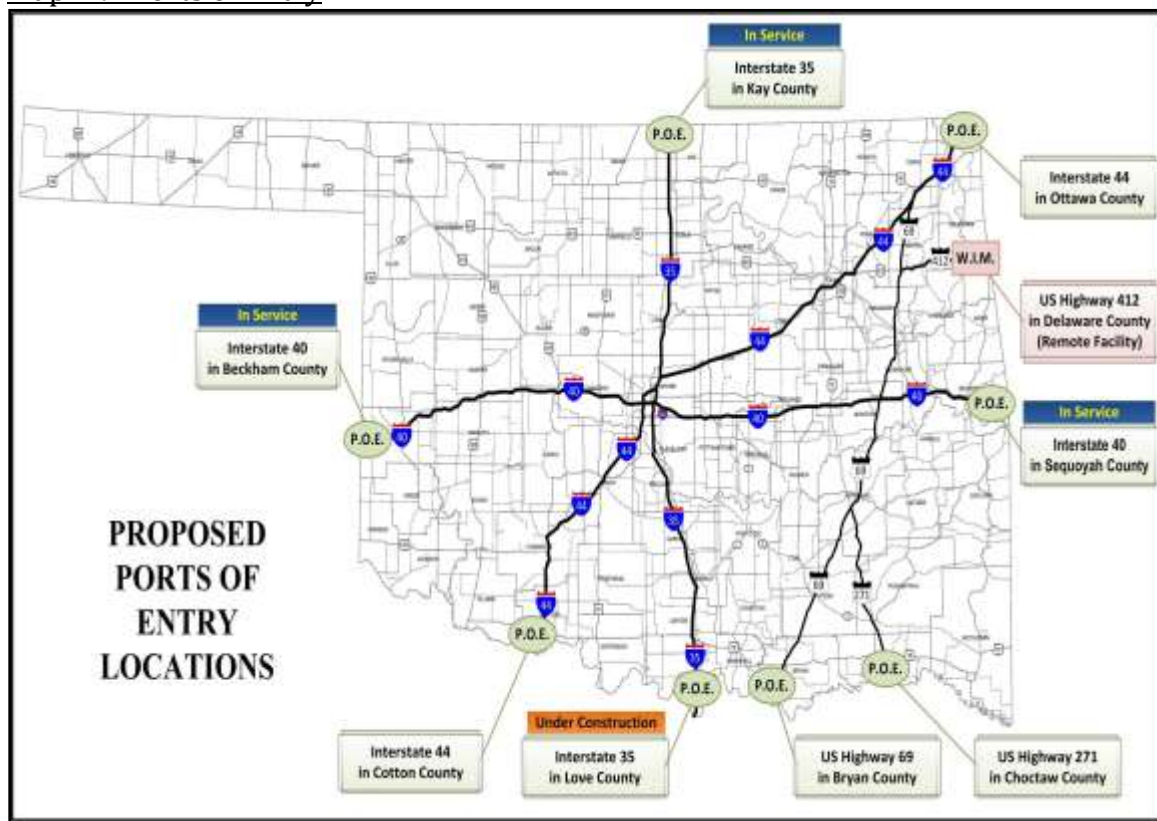
Figure 2.6: Average Daily Long-Haul Traffic on NHS 2011



Source: Freight Analysis Framework (FAF)

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

Map 2.9: Ports of Entry



Source: ODOT

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 sale of the Sooner Sub rail line between Midwest City and Sapulpa. After the sale ODOT began a \$100 million initiative to improve safety at railroad crossings statewide. The state-owned tracks are leased by privately operated railroads. Statewide there are three (3) Class I railroads and nineteen (19) Class III railroads. 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.



Kiowa County has national railroad access via routes operated by coordinated subsidiaries of Clinton-based regional railroad Farmrail System (FMRC). Three “spokes” join there to make interline connections at Enid with two Class I inter-city long-haul railroads, BNSF and Union Pacific, which cover the entire western United States. All two lines FMRC and GNBC serve industrial customers Kiowa County.

Affiliate FMRC manages the state-owned line from the Clinton hub west through Foss and Canute and the company-owned line from Clinton south to Dill City and Sentinel in Washita County, including a spur to the Clinton-Sherman Industrial Park. Affiliate GNBC serves Bessie, Cordell and Rocky in Washita County as well as Hobart, Roosevelt, Mountain Park and Snyder in Kiowa County. A second BNSF interchange can be made at Snyder or Altus, the latter via track age rights that also allow GNBC to deliver local grain to the Great Plains commodities shuttle-loader east of Altus and haul stone from Martin-Marietta’s Kiowa County granite quarry.

The service level varies widely, with generally daily trains through Foss and Canute, rare movements at Dill City and Sentinel, and multiple times weekly to the stations on GNBC. The physical condition of the respective tracks is consistent with activity levels and tonnage hauled. Potential rail-served industrial sites are available at all on-line communities, and Farmrail remains alert for new prospects that could serve to increase the length and frequency of trains to more remunerative levels. Existing side tracks have been used from time to time for storage of out-of-service railcars, but active customers clearly would be preferable.

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

One opportunity to develop and implement bicycle and pedestrian facilities is the Transportation Alternative Projections (TAP) and Safe Routes to School (SRTS), administered by ODOT. In FFY 2016, seven (17) TAP projects were awarded in the SORTPO region to the following communities: Apache, Bessie, Chickasha, Duncan, Elk City, Hobart, and Lawton. Potential TAP/SRTS projects in the county include: pedestrian and bicycle facilities in Hobart from Broadway, 12th and Hillcrest, access to the hospital and elementary school.

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 are provided by Red River Transportation and Kiowa FasTrans. Additional information on the services provided can be obtained from their respective offices or from the Oklahoma Department of Transportation, Transit Division.

Airports

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

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

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



Features of a DA include providing access to a part of the state that is not well served

by a RBA. Typically, these airports will,

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

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

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

The SORTPO area consists of twenty-two (22) general aviation airports identified in Table 2.6. Kiowa County is home to one public airport and is illustrated on Map 2.1.

Table 2.6: SORPTO Public Airports

CITY	COUNTY	AIRPORT NAME	TYPE OF AIRPORT	OWNER
Sayre	Beckham	Sayre Municipal	CA	Municipal
Elk City	Beckham	Elk City Regional	RBA	Municipal
Carnegie	Caddo	Carnegie Municipal	CA	Municipal
Anadarko	Caddo	Anadarko Municipal	DA	Municipal
Hinton	Caddo	Hinton Municipal	DA	Municipal
Lawton	Comanche	Lawton-Ft. Sill Regional	RBA	Municipal
Walters	Cotton	Walters Municipal	CA	Municipal
Clinton	Custer	Clinton Regional	RBA	Municipal
Weatherford	Custer	Thomas P Stafford	RBA	Municipal
Chickasha	Grady	Chickasha Municipal	RBA	Municipal
Mangum	Greer	Scott Field	DA	Municipal
Hollis	Harmon	Hollis Municipal	DA	Municipal
Altus	Jackson	Altus/Quartz Mt. Reg.	RBA	Municipal
Hobart	Kiowa	Hobart Regional	RBA	Municipal
Purcell	McClain	Purcell	DA	Municipal
Cheyenne	Roger Mills	Migon Laird Municipal	CA	Municipal
Duncan	Stephens	Halliburton Field	RBA	Municipal
Tipton	Tillman	Tipton Municipal	CA	Municipal

CITY	COUNTY	AIRPORT NAME	TYPE OF AIRPORT	OWNER
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

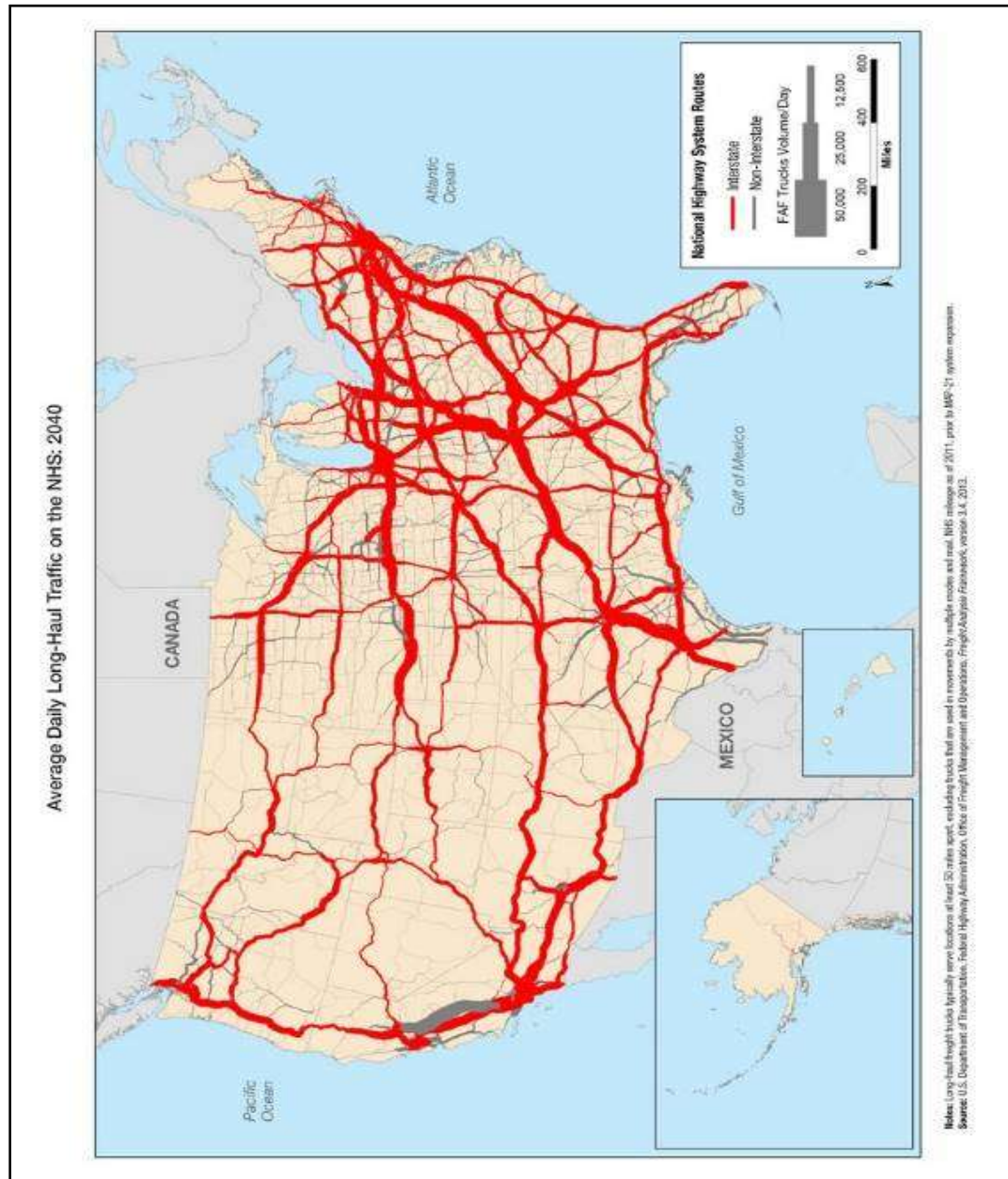
Kiowa County’s proximity to Beckham, Jackson and Comanche counties enables residents to live in Kiowa County and travel to work, shopping and medical services located in the above adjoining counties. The population and employment patterns for Kiowa County rely heavily on education services, retail trade, public administration and construction. The region’s dependence on the oil and gas industry creates a dynamic relationship and provides opportunities for support businesses for this industry. A review of historical demographic and employment data (Chapter 2) indicates a declining population beginning with the 1990 Decennial Census. The decline in population can be attributed to loss of large industries and the trend of rural population moving to urban areas.



Employment and population projections were developed based on local development knowledge, location of employment and activity centers. Future population and civilian employment growth was calculated at approximately .1% annually per decade. Population growth by 2040 is projected to be nine thousand four hundred twenty six (9,426). Civilian labor force employment is projected to be four thousand seventy-two (4,072). With the relatively small growth in population during this planning process the population and employment were distributed to TAZ near the downtown and highways. Appendix 3.1 provides the Kiowa County 2040 projected population and employment by TAZ.

Increased freight traffic and congestion along the interstate system could provide an opportunity for additional truck freight traffic on the state and US highways. Figure 3.1 illustrates the Projected Average Daily Long-Haul Traffic on NHS.

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



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.

Future Projects

Planned improvements identified in Table 3.1 are local (city/county) projects. The projects were identified through a public survey, public meetings and local expertise

Table 3.1: Future Projects

CITY/TOWN	LOCATION	DESCRIPTION
Hobart	TAP Project	Sidewalks Main Street downtown.
Hobart	Water treatment plant	Give overhaul to make ready for treating the water in the New Rocky Lake.
Rocky	Rocky Lake project south of the lake.	DOT has started work on bridge that is on HWY 55. The lake will be a second back up water supply to Foss Dam Reservoir.
Kiowa Co.	Dist.#1 BIA Project Hwy 115	4 miles
Kiowa Co.	Dist. #1NS2420-Hwy 9-EW1380	Re-pave 6 miles
Kiowa Co.	Dist. #1 NS2440-Hwy 9 North	Re-pave 2 miles
Kiowa Co.	Dist. #1 NS2440-Hwy 9 South	Re-pave 2 miles
Kiowa Co.	Dist. #1 NS2360EW1440005	Replace Bridge
Kiowa Co.	Dist. #1 NS2290EW1320	Replace Bridge
Kiowa Co.	Dist. #1 EW1380 & Hwy 183 East	Overlay 6 miles
Kiowa Co.	Dist. #1 Mountain View Streets	Chip & Seal 5 miles
Kiowa Co.	Dist. #2 Iris Project	Overlay 5 miles
Kiowa Co.	Dist. #3 Mountain Park Phase 2	Overlay 4 miles

Source: SORTPO, Kiowa County Commissioners, Cities and Towns of Hobart

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 trajectory as multiple factors force the funding available for transportation to continue 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. 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

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

Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget, and the Highway Trust Fund. Three key components for Oklahoma transportation funding and investment include: House Bill 1078 (Rebuilding Oklahoma Access and Driver Safety), House bill 2248 and House Bill 2249. 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 shortfalls since 2010 continues to have a negative impact on the transportation system. In FY 2017 there was a \$367 million reduction in transportation funding. During FY 2018 \$156.6 million was transferred from the State Transportation fund which led to a reduction and removal of projects under the 8 Year Construction Work Program.

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. 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.

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 for 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 Kiowa 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).

Table 4.1: State Funding Categories

	FY13 ACTUAL	FY14 ACTUAL	FY15 ACTUAL	FY16 ACTUAL	FY17 ACTUAL	FY18 BUDGET
State Transportation Fund	\$206,405,702	\$208,707,119	\$197,228,227	\$184,901,463	\$154,958,361	\$155,047,956
Motor Fuel Tax – HP Bridges	\$6,047,108	\$6,130,546	\$6,238,149	\$6,182,915	\$6,304,136	\$6,200,000
Bond Proceeds	-	-	-	-	\$200,000,000	-
Income Tax	\$297,400,000	\$357,100,000	\$416,800,000	\$457,048,911	\$316,749,912	\$476,448,912
Motor Fuel Tax Rail				\$850,000	\$850,000	\$850,000
Motor Fuel Tax Transit				\$850,000	\$850,000	\$850,000
Total allocation	\$509,852,810	\$571,937,665	\$620,266,376	\$649,833,289	\$679,711,409	\$639,396,868
OTA Transfers	\$41,340,937	\$41,712,534	\$44,049,331	\$45,755,547	\$45,459,651	\$42,000,000
<i>Total State Revenue</i>	<i>\$551,193,747</i>	<i>\$613,650,199</i>	<i>\$664,315,707</i>	<i>\$695,588,836</i>	<i>\$664,446,360</i>	<i>\$626,327,868</i>
CIP Debt Service	\$11,526,973	\$11,358,296	\$0	\$0	\$0	\$0
ROADS Debt Service	\$32,367,490	\$35,971,788	\$42,599,529	\$36,434,743	\$51,924,706	\$43,969,000
Highways and Bridges	\$495,399,284	\$554,420,115	\$612,316,178	\$659,069,092	\$664,446,360	\$626,327,868
Lake & Industrial Access	\$5,000,000	\$5,000,000	\$2,500,000	\$1,485,000	\$1,200,000	\$2,500,000
Passenger Rail	\$2,000,000	\$2,000,000	\$2,000,000	\$2,285,000	\$2,285,000	\$2,285,000
Public Transit	\$3,000,000	\$3,000,000	\$3,000,000	\$3,585,000	\$3,585,000	\$3,585,000
Intermodal	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000
Total Allocation	\$551,193,747	\$613,650,199	\$664,315,707	\$695,588,835	\$726,171,060	\$681,396,868

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 U.S. Department of Health and Human Services (HHS) Poverty Guidelines and minority persons and populations (Black, Hispanic, Asian American, American Indian and Alaskan Natives). As such, public involvement and outreach for the LRTP must adhere to Presidential Executive Order 12898, Environmental Justice (EJ).

Kiowa County's racial and ethnic composition is 79.0% White, followed by 10.8% Hispanic or Latino, and 5.5% American Indian and Alaska Native. In comparison, Oklahoma's racial ethnic composition (2012-2016 ACS) data, 72.9% White, 7.3% African American, 7.4% American Indian, 0.2% Asian and 9.8% Hispanic or Latino. Data from (2012-2016 ACS) identifies 21.6% of the County's population below the poverty level. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county. Additional information is in Appendix 5.1.



Low income populations were also identified for Kiowa 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 HHS 2018 poverty guidelines for a family of four (4) is twenty-five thousand one hundred dollars (\$25,100.00).

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

Coordination with Other Plans

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

- FAST Act Federal Planning Factors,
- MAP-21 Federal Planning Factors,
- 2012 Transit Gap Overview and Analysis,
- 2017 ODOT Rail Plan
- Quartz Mountain Master Plan,
- Oklahoma Aeronautics,
- 2018-2022 Oklahoma Freight Transportation Plan
- ODOT 2015-2040 Long Range Transportation Plan.

Conversation and consultation has been initiated and will be ongoing with the local governments, health services, State and Federal 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 US Corp of Engineers. All the above agencies were 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 18 public meetings and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. SORTPO staff presented information on the LRTP and transportation planning process to the Kiowa County Health Coalition and KTJS radio station. 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. [The survey and responses are included in](#) Appendix 5.2. Appendix 5.3 provides additional information supporting SORTPO'S public engagement and outreach in development of the LRTP.

Chapter 6: Transportation Recommendations

This chapter identifies the recommendations and summary of improvements that were developed as a result of the previous review of demographics, growth, activity generators, transportation system and other such issues. It is assumed that only those Kiowa 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 FFY 2018-2025 assembles projects according to anticipated state and federal fund categories. Regarding federally funded projects, the current plan is fiscally balanced in that the total project costs do not exceed the anticipated federal funds. ODOT policy prohibits start of future projects until all funding is in place and federal regulations dictate projects cannot be programmed in the Statewide Transportation Improvement Program (STIP) unless there is a programmatic and financial game plan for completing the project within six (6) years.

Table 6.1 includes a list of projects through the year 2040. The table includes projects FFY 2018-2025 ODOT 8 Year Construction Work Program, FFY 2018-2021 Asset Preservation Program, FFY 2018-2022 CIRB and other projects such as development of studies, plans, and collection of data identified in Chapter 1 goals and strategies. The development of studies, plans and collection of data can be included in SORTPO's Planning Work Program (PWP).

Table 6.1: Recommended List of Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Kiowa County	2018-2022	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/LOCAL
Kiowa County	2018-2022	Conduct a freight assessment for the county.	SPR/LOCAL
Kiowa County	2018-2022	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/LOCAL
Kiowa County	2018-2022	Develop data collection standards.	SPR/LOCAL
Kiowa County	2018-2022	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/LOCAL
Kiowa County	2018-2022	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Kiowa County	2018-2022	Resurface: US-183 begin 2,3330 ft. North of SH-9 east & extended north to Washita C/L.	\$1,894,460.00
Kiowa County	2018-2022	Resurface: SH-9 begin 0.3 miles east of SH-115 north, extended east 6.94 miles to the Caddo C/L.	\$1,163,702.00
Kiowa County	2018-2022	Resurface: SH-44A begins at JCT SH-44 and extended NE 1.43 MI.	\$343,378.00
Kiowa County	2018-2022	A.D.A Projects for Compliance: US-183 from SH- 19 south to west Hamilton St.	\$ 421,000.00
Kiowa County	2018-2022	Resurface: SH-9 begin at the US-183 JCT and extend east to SH-54 JCT.	\$2,198,605.00
Kiowa County	2018-2022	Resurface: SH-9 begin east edge of Gotebo and extend east 6.73 ML to Mt.View.	\$3,039,000.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Kiowa County	2018-2022	Bridge & Approaches: SH-19 bridge and approaches over an unnamed creek located 1.8 ML east of the SH-115 JCT.	\$ 1,577,507.00
Kiowa County	2018-2022	Bridge & Approaches: SH-19 bridge and approaches over an unnamed creek located 0.2 ML west of Caddo C/L.	\$979,039.00
Kiowa County	2018-2022	Right of Way: SH-115, three bridges, two over tribe of Saddle MTN creek, over Saddle MTN creek 1.8, 2.0 & 2.2 MI NW of the Comanche C/L.	\$81,750.00
Kiowa County	2018-2022	Utilities: SH-115, three bridges, two over tribe of Saddle MTN creek and one over Saddle MTN creek, 1.8, 2.0 & 2.2 MI NW of Comanche C/L.	\$81,751.00
Kiowa County	2018-2022	Right of Way: SH-49, over an unnamed creek, 1.2 east of SH-54 RW.	\$ 54,500.00
Kiowa County	2018-2022	Utilities: SH-49, over an unnamed creek located 1.2 east of SH-54 UT.	\$54,500.00
Kiowa County	2018-2022	Right of Way: US-62B, over east Otter and two unnamed creeks 0.8 & 2.6 ML west of the US-183 JCT.	\$81,750.00
Kiowa County	2018-2022	Utilities: US-62B over east Otter and two unnamed creeks 0.8, 3.5 & 2.6 ML west of the US-183 JCT.	\$81,751.00
Kiowa County	2023 – 2027	Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.	SPR/LOCAL
Kiowa County	2023 – 2027	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.	SPR/LOCAL
Kiowa County	2023 – 2027	Working with area employers and stakeholders develop a database and map identifying transportation needs.	SPR/LOCAL
Kiowa County	2023 – 2027	Develop database and mapping to identify the County's underrepresented.	SPR/LOCAL

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Kiowa County	2028- 2032	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
Kiowa County	2028- 2032	Develop a regional map that identifies tourism destinations and regionally significant facilities.	SPR/LOCAL
Kiowa County	2028- 2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2033- 2037	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2033- 2037	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Kiowa County	2038- 2040	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2038- 2040	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL

Source: ODOT, SORTPO

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
CA	Community Airport
CIP	Capital Improvement Program
COEDD	Central Oklahoma Economic Development District
CORTPO	Central Oklahoma Regional Transportation Planning Organization
DA	District Airport
EJ	Environmental Justice
FAST Act	Fixing America's Transportation Act
FAT	Fatality
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HHS	Health and Human Services
HWY	Highway
INJ	Injury
IRI	International Roughness Index
JCT	Junction
LEP	Limited English Proficiency
LOS	Levels of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
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
PD	Property Damage
PHFS	Primary Highway Freight System
PPP	Public Participation Plan
PWP	Planning Work Program
RBA	Regional Business Airport
RTPO	Regional Transportation Planning Organization
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
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
SWODA	South Western Oklahoma Development Authority
TAZ	Traffic Analysis Zone
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation

Appendix D: Definitions

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

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

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

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

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

Environmental Justice (EJ) - A 1994 Presidential Executive Order requiring agencies receiving federal funds to review if the benefits and burdens of transportation investments appear to be distributed evenly across the regional demographic profile and, if necessary, mitigation of such effects.

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

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

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

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

Local Sustaining Economies - Geographical regions that function with some degree of independence from the rest of the state. The Oklahoma Department of Commerce

(ODOC) has identified 47 of these regions.

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

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

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

Appendix 1: Performance Measures

Transportation performance measures data/information about the condition, use and impact of the system. The performance measures (or indicators) to track progress toward established goals.

US DOT has established performance measures and state DOTs will develop performance targets in consultation with MPOs and others. The law allows the state DOT to develop performance targets for rural and urban areas. The targets must be established in coordination with MPOs and public transit operators in areas not represented by MPOs. Seven (7) areas in which performance measures will be developed:

1. Safety – to achieve reduction in fatalities and serious injuries on all public roads.
2. Infrastructure Condition – to maintain highway infrastructure assets in state of good repair.
3. Congestion Reduction – to achieve reduction in congestion on the National Highway System.
4. System Reliability – performance on the Interstate/Non-Interstate system.
5. Freight Movement – freight movement on the Interstate and
6. Economic Vitality – Environment Sustainability to enhance the performance of the transportation system while protecting and enhancing the environment
7. 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.

As a fundamental element of a performance management framework, states, MPOs and providers of public transportation will need to establish targets in key national performance areas to document expectations for future performance. The statewide and metropolitan transportation planning processes shall provide for the use of a performance-based approach to transportation decision-making to support the national goals.

Appendix 2: Current Conditions

Appendix 2.1: Kiowa County, Demographic and Housing, 2012-2016 ACS

SEX AND AGE	2012-2016 ACS	MARGIN OF ERROR	2012-2016 ACS %
Total population	9,239	*****	9,239
Male	4,611	+/-82	49.9%
Female	4,628	+/-82	50.1%
Under 5 years	575	+/-25	6.2%
5 to 9 years	710	+/-75	7.7%
10 to 14 years	516	+/-70	5.6%
15 to 19 years	533	+/-99	5.8%
20 to 24 years	491	+/-65	5.3%
25 to 34 years	1,068	+/-65	11.6%
35 to 44 years	1,009	+/-44	10.9%
45 to 54 years	1,231	+/-46	13.3%
55 to 59 years	630	+/-98	6.8%
60 to 64 years	695	+/-99	7.5%
65 to 74 years	1,037	+/-46	11.2%
75 to 84 years	559	+/-52	6.1%
85 years and over	185	+/-43	2.0%
Median age (years)	43.3	+/-1.0	(X)
18 years and over	7,071	****	76.5%
21 years and over	6,838	+/-74	74.0%
62 years and over	2,240	+/-95	24.2%
65 years and over	1,781	+/-41	19.3%
65 years and over	1,781	+/-41	1,781
Male	796	+/-24	44.7%
Female	985	+/-32	55.3%
Race			
Total population	9,239	*****	9,239
One race	8,718	+/-105	94.4%
Two or more races	521	+/-105	5.6%
One race	8,718	+/-105	94.4%
White	7,300	+/-112	79.0%
Black or African American	351	+/-42	3.8%
American Indian and Alaska Native	505	+/-101	5.5%
Cherokee tribal	29	+/-30	0.3%

SEX AND AGE	2012-2016 ACS	MARGIN OF ERROR	2012-2016 ACS %
grouping			
Chippewa tribal grouping	2	+/-4	X
Navajo tribal grouping	0	+/-13	X
Sioux tribal grouping	3	+/-4	X
Asian	42	+/-63	X
Asian Indian	0	+/-13	X
Chinese	0	+/-13	X
Filipino	28	+/-47	X
Japanese	3	+/-5	X
Korean	0	+/-13	X
Vietnamese	0	+/-13	X
Other Asian	11	+/-17	X
Native Hawaiian /Other Pacific Islander	6	+/-9	X
Native Hawaiian	0	+/-13	X
Guamanian or Chamorro	0	+/-13	X
Samoan	0	+/-13	X
Other Pacific Islander	6	+/-9	X
Some other race	514	+/-128	5.6%

Source: 2012-2016 ACS, Population, Demographic and Housing Estimates

Appendix 2.2: Kiowa County, Housing Occupancy 2012-2016ACS

	2012- 2016 ACS	MARGIN OF ERROR	2012-2016 ACS %
Housing Occupancy			
Total housing units	5,173	+/-56	(X)
Occupied housing units	3,956	+/-161	76.5%
Vacant housing units	1,217	+/-154	23.5%
Homeowner vacancy rate	2.2	+/-1.1	(X)
Rental vacancy rate	5.7	+/-4.5	(X)

Source: 2012-2016 ACS, Housing, Selecting Housing Characteristics

Appendix 2.3: Kiowa County, Educational Attainment 2012 – 2016 ACS

	2012-2016 ACS	Margin of Error	2012- 2016 ACS
Population 25 years and over	6,414	+/-62	(X)
Less than 9 th grade	326	+/-66	5.1%
9 th to 12 th grade, no diploma	659	+/-139	10.3%
High School graduate/GED	2,396	+/-207	37.4%
Some college, no degree	1,483	+/-165	23.1%
Associate's Degree	423	+/-108	6.6%
Bachelor's Degree	792	+/-129	12.3%
Graduate or professional degree	335	+/-83	5.2%
Percent high school graduate or higher	(X)	(X)	84.6%
Percent high bachelor's degree or higher	(X)	(X)	17.6%

Source: 2012-2016 ACS, Education, Education Attainment

Appendix 2.4: Kiowa County, Housing Units and Vehicles Available 2012- 2016 ACS

	Occupied housing units		Owner-occupied housing units		Renter- occupied housing units	
	2012- 2016 ACS	MARGIN OF ERROR	2012- 2016 ACS	MARGIN OF ERROR	2012- 2016 ACS	MARGIN OF ERROR
Occupied Housing Units	3,956	+/-161	2.2%	+/-1.1	5.7%	+/-4.5
Units in Structure						
1, detached	82.0%	+/-2.3	92.1%	+/-2.1	60.5%	+/-6.9
1, attached	2.9%	+/-54	1.1%	+/-0.8	9.2%	+/-4.0
2 apartments	3.0%	+/-54	0.0%	+/-0.7	10.6%	+/-4.3
3 or 4 apartments	3.8%	+/-73	0.1%	+/-0.2	12.7%	+/-5.8
5 to 9 apartments	1.1%	+/-47	0.0%	+/-0.7	1.3%	+/-1.9
10 or more apartments	0.6%	+/-24	0.0%	+/-0.7	2.7%	+/-1.9
Mobile home or other	6.5%	+/-78	6.6%	+/-1.8	3.1%	+/-1.8

Vehicles Available						
No vehicle available	6.2%	+/-87	2.2%	+/-0.9	15.0%	+/-6.4
1 vehicle available	36.3%	+/-145	29.5%	+/-3.5	51.3%	+/-7.5
2 vehicles available	36.1%	+/-160	41.0%	+/-3.8	25.5%	+/-7.0
3 or more vehicles available	21.4%	+/-113	27.4%	+/-4.0	8.2%	+/-2.8

Source: 2012-2016 ACS, Housing, Selected Housing Characteristics

Appendix 2.5: Kiowa County, Employment Status and Commute to Work 2012 – 2016
ACS

	2012- 2016 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Employment Status				
Population 16 years and over	7,309	+/-52	7,309	(X)
In labor force	4,259	+/-207	58.3%	+/-2.8
Civilian labor force	4,240	+/-208	58.0%	+/-2.8
Employed	3,991	+/-216	54.6%	+/-2.9
Unemployed	249	+/-70	3.4%	+/-1.0
Armed Forces	19	+/-17	%0.3	+/-0.2
Not in labor force	3,050	+/-203	41.7%	+/-2.8
Civilian labor force	4,240	+/-208	4,240	(X)
Percent Unemployed	(X)	(X)	5.9%	+/-1.7
Commuting to Work				
Workers 16 years and over	3,938	+/-210	3,938	(X)
Car, truck, van - drove alone	3,200	+/-222	81.3%	+/-2.8
Car, truck, van - carpooled	382	+/-90	9.7%	+/-2.3
Public transit -not taxicab	19	+/-26	0.5%	+/-0.7
Walked	26	+/-21	0.7%	+/-0.5
Other means	39	+/-27	1.0%	+/-0.7
Worked at home	272	+/-80	6.9%	+/-2.0
Mean travel time to work (min)	20.2	+/-1.9	(X)	(X)

Source: 2012-2016 ACS, Income, Selected Economic Characteristics

Appendix 2.6: Kiowa County Occupation and Industry 2012 – 2016 ACS

Occupation	2012-2016 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Civilian employed population 16 years and over	3,991	+/-216	3,991	(X)
Management, business, science, and arts occupations	1,202	+/-141	30.1%	+/-3.4
Service occupations	797	+/-141	20.0%	+/-3.2
Sales and office occupations	712	+/-109	17.8%	+/-2.5
Natural resources, construction, and maintenance occupations	583	+/-111	14.6%	+/-2.7
Production, transportation, and material moving occupations	697	+/-126	17.5%	+/-3.0

Industry				
Civilian employed population 16 years and over	3,991	+/-216	3,991	(X)
Agriculture, forestry, fishing and hunting, and mining	522	+/-101	13.1%	+/-2.5
Construction	220	+/-69	5.6%	+/-1.7
Manufacturing	400	+/-88	10.0%	+/-2.2
Wholesale trade	137	+/-56	3.4%	+/-1.4
Retail trade	415	+/-108	10.4%	+/-2.6
Transportation and warehousing, and utilities	191	+/-71	4.8%	+/-1.7
Information	18	+/-13	0.5%	+/-0.3
Finance and insurance, and real estate and rental and leasing	140	+/-36	3.5%	+/-0.9
Professional, scientific, and management, and administrative and waste management services	119	+/-61	3.0%	+/-1.5
Educational services, and health care and social assistance	1,015	+/-170	25.4%	+/-4.0
Arts, entertainment, and recreation, and accommodation and food services	281	+/-89	7.0%	+/-2.1
Other services, except public administration	241	+/-78	6.0%	+/-2.0
Public administration	292	+/-85	7.3%	+/-2.1

Occupation	2012-2016 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Class of Worker				
Civilian employed population 16 years and over	3,991	+/-216	3,991	(X)
Private wage and salary workers	2,740	+/-212	68.7%	+/-3.5
Government workers	802	+/-149	20.1%	+/-3.5
Self-employed in own not incorporated business workers	435	+/-91	10.9%	+/-2.3
Unpaid family workers	14	+/-16	0.4%	+/-0.4

Source: 2012-2016 ACS, Business and Industry, Industry by Sex

Appendix 2.7: Mode of Travel to Work Kiowa County 2012- 16 ACS

Mode to Work	2012-2016 ACS	PERCENT	MARGIN OF ERROR
Total Workers	3,938	X	+/-
Drove alone	3,200	81.3%	+/-2.8
2-person Carpool	382	8.6%	+/-2.0
3-or-more-person Carpool	32	0.8%	+/-1.2
Public Transportation	19	0.5%	+/-0.7
Bike	4	0.1%	+/-0.2
Walked	26	0.7%	+/-0.5
Taxi, Motorcycle and Other means	39	0.9%	+/-0.6
Worked at Home	272	6.9%	+/-2.0

Source: 2012-2016 ACS, Business and industry , Commuting Characteristics

Appendix 2.8: Kiowa County 2010 Population and Employment by TAZ

location	TAZ NUM.	2010 HU	2010 POP 9446	2040 Pop 9426	2016 Emp. 3991
Near Lonewolf	1	210	374	374	125
	2	32	83	83	45
	3	12	27	27	45
Near Hobart	4	74	164	164	100
	5	10	19	19	55
	6	48	92	92	35
Near Gotebo	7	418	653	605	325
	8	60	95	95	25
Cooperton	9	342	577	539	285
Near Roosevelt/MP	10	389	668	668	262
Near Lonewolf	11	486	595	595	185
Near Snyder	12	48	90	100	35
		2129	3437	3361	1522
Hobart	100	229	473	473	275
	101	227	472	472	35
	102	303	580	580	105
	103	1985	329	329	150
	104	233	379	379	525
	105	229	491	491	301
	106	274	542	542	20
	107	242	515	515	85
		3722	3781	3781	1496
Mountain View	200	244	477	472	225
	201	36	61	61	139
	202	202	326	308	225
		482	864	841	589
Snyder	300	53	92	92	45
	301	2637	521	521	115
	302	221	485	519	149
	303	132	266	311	75
		3043	1364	1443	384
Total		9376	9446	9426	3991

Source: SORTPO

Appendix 2.9: Kiowa County Major Employers, 2016-2017

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
Heller Const Co.	13247 N. 2320 Rd.	Gotebo	10-19	7
Gotebo VFD	402 Commercial	Gotebo	10-19	7
54 Truckstop	502 SH 54	Gotebo	5-9	7
Tilley Pressure Test	600 Commercial Ave.	Gotebo	5-9	7
Subway	1100 S. Broadway	Hobart	5-9	4
Sunnys Deli	1100 S. Broadway	Hobart	10-19	4
Highland Supply Co	3005 Highland	Hobart	5-9	4
Natural Resources	800 W. 11th	Hobart	5-9	4
US Ag Dept	800 W. 11th	Hobart	5-9	4
US Rural Development	806 W. 11th	Hobart	5-9	4
Dr. Samantha Jackson	411 W. Forest Ln.	Hobart	10-19	100
Elkview General Hospital	429 W. Elm St.	Hobart	100-249	100
County Health Dept.	431 W. Elm	Hobart	5-9	100
Elkview Home Health	700 N. Hill St.	Hobart	10-19	100
Hobart Living Ctr Inc	709 N. Lowe St.	Hobart	50-99	100
Hobart Headstart Ctr	400 N. Randlett St.	Hobart	20-49	101
Hobart Stockyard	607 Terrace	Hobart	5-9	101
Hobart Elementary	115 W. Iris	Hobart	50-99	102
Millenium Medical Service	222 S. Broadway	Hobart	5-9	102
Oklahoma DOC	311 S. Washington	Hobart	10-19	102
Hobart High School	400 N. Jefferson St.	Hobart	20-49	102
Kenneth O'Neil Middle School	410 N. Jefferson St.	Hobart	20-49	102
Nuevo Leon	118 N. Broadway	Hobart	5-9	103
Hobart Police Dept	204 N. Lincoln St.	Hobart	10-19	103
Sonic Drive-In	1025 S .Washington St.	Hobart	20-49	104
Sinor EMS	1028 S. Monroe St.	Hobart	10-19	104
Western Equipment LLC	1029 E. 11th St.	Hobart	10-19	104
Bank First	105 W. 4th	Hobart	10-19	104
Perry Gentry Att.	108 E. 4th	Hobart	5-9	104
City of Hobart Admin.	111 E. 3rd St.	Hobart	5-9	104

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
Hobart Water Dept	111 E. 3rd St.	Hobart	5-9	104
Great Plains	124 Iris	Hobart	5-9	104
Kiowa County Barn	1301 Main	Hobart	10-19	104
Community Action	220 S. Broadway	Hobart	5-9	104
Washita County Jail	301 S. Jefferson	Hobart	10-19	104
Kiowa County Civil Defense	301 S. Jefferson St.	Hobart	10-19	104
Corner Station	301 S. Washington	Hobart	5-9	104
Grinnel RX	304 S. Broadway	Hobart	5-9	104
Children's Center	306 S. Jefferson St.	Hobart	5-9	104
Kiowa County Courthouse	316 S. Main St.	Hobart	20-49	104
Washita County Courthouse	316 S. Main St.	Hobart		104
Sunny's Express	400 S. Broadway	Hobart	5-9	104
Inter Bank	400 S. Main St.	Hobart	10-19	104
Shelburne Heating & Air	410 Jefferson St.	Hobart	10-19	104
Clink's Supermarket	410 S Broadway	Hobart	10-19	104
Big-A Burger Drive Inn	418 S. Jefferson St.	Hobart	10-19	104
InterBank double check	429 S. Jefferson St.	Hobart	10-19	104
Department of Human Services	430 S. Main St.	Hobart	10-19	104
IESI	524 S. Jefferson St.	Hobart	10-19	104
Sesaco Corp	530 S. Main St.	Hobart	20-49	104
Dollar General	601 S. Broadway	Hobart	5-9	104
Pizza Hut	1009 S. Park St.	Hobart	10-19	105
US Post Office	229 S. Main St.	Hobart	10-19	105
United Supermarkets	315 S. Broadway	Hobart	20-49	105
S K F USA Inc.	711 W. 9th St.	Hobart	100-249	105
Searchlight Inc	828 W. 9th St.	Hobart	50-99	105
Great Plains Youth Services	901 S. Broadway	Hobart	20-49	105
Great Plains National Bank	429 S. Broadway	Hobart	10-19	106
Walmart	923 W 11th St	Hobart	50-99	107
Walmart RX	923 W. 11th St.	Hobart	5-9	107
Lone Wolf School	1001 7th St.	Lone	10-19	11

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
District		Wolf		
Lone Wolf Senior Center	1101 Main St.	Lone Wolf	5-9	11
Quartz Mountain State Park Conference Center	2249 Lodge Rd.	Lone Wolf	50-99	11
Quartz Mountain State Park	43393 Scissortail Rd.	Lone Wolf	10-19	11
Planters Cooperative Assn	501 Rock Island Ave.	Lone Wolf	10-19	11
County Barn District 2	Po Box 653	Lone Wolf	10-19	11
E M S	206 Spruce St.	Mountain Park	10-19	9
John D Moeller Primary	Walnut St. & N. SH 183	Mountain Park	20-49	9
Ray & Martha's Funeral Home	1100 Main St.	Mountain View	5-9	200
Kiowa County Barn	205 N. 9th St.	Mountain View	10-19	200
Farmers' Cooperative Assn.	217 N. 3rd. St.	Mountain View	5-9	200
Kiowa County Barn District 1	22275 E. 1380 Rd.	Mountain View	10-19	200
US Post Office	302 Main St.	Mountain View	5-9	200
Mountain View Fire Dept	S. 3rd & Oklahoma St.	Mountain View	10-19	200
Hop & Sack	105 Main St.	Mountain View	5-9	202
Mt. View Quick Stop	105 Main St.	Mountain View	5-9	202
Campbell's Diesel	144 N. 3rd St.	Mountain View	5-9	202
Mountain View High School	150 S. First St.	Mountain View	20-49	202
Shamrock	200 Main St.	Mountain View	5-9	202
Jerry's Rx	225 Main St.	Mountain View	5-9	202
MVCH	321 Main St.	Mountain View	5-9	202

BUSINESS / INDUSTRY NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
EZ Out Drive In	330 N. 3rd St.	Mountain View	5-9	202
Mountain View Elementary School	401 W. Main St.	Mountain View	10-19	202
Sunny's Express	100 N. Main St.	Roosevelt	5-9	9
Dolese Brothers	15129 N. 2220 Rd.	Roosevelt	20-49	9
Beck & Root Fuel	501 N. Main St.	Roosevelt	5-9	9
Parts World	620 S. Main St.	Roosevelt	5-9	9
Hop & Sack	503 13th St.	Snyder	10-19	301
Deer Wood Works	530 E St.	Snyder	5-9	301
APAC OK	600 8th St.	Snyder	1-4	301
Perrin Farms	907 7th St.	Snyder	10-19	301
Kiowa County Barn District 3	N. SH 183	Snyder	10-19	301
US Post Office	401 7th St.	Snyder	5-9	302
Bank of Wichita	623 E St.	Snyder	10-19	302
City Hall	721 E St.	Snyder	20-49	302
Snyder City Hal	721 E St.	Snyder	10-19	302
Snyder Fire Dept.	721 E St.	Snyder	10-19	302
Ayers Nursing Home	801 B St.	Snyder	50-99	302
Willis Quick Stop	801 E St.	Snyder	10-19	302
Trend Teck Inc	8th St.	Snyder	5-9	302
Dollar General	120 W. 13th	Snyder	5-9	303
Baker Vet Supply	220 W. 13th.	Snyder	5-9	303
District 3	Rt. 2 Box 16 B	Snyder	10-19	303
Farmers' Cooperative Assn	411 E St.	Snyder	10-19	400
Snyder Grade School	921 C St.	Snyder	20-49	400
Snyder High School	515 9th St.	Snyder	20-49	401
Martin Marietta Aggregates	22065 E. 1630 Rd.	Snyder	20-49	402
All America Bank	623 E St.	Snyder	20-49	402
Bookkeeping Department	623 E St.	Snyder	10-19	402
Snyder Volunteer Fire Dept	721 E St.	Snyder	20-49	402
Ayers Nursing Home	801 B St.	Snyder	50-99	402

Source: Workforce Improvement Board, Ok Dept. of Commerce

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 streams are dry. As of the origin of this plan, none are on the “watch list” of the Oklahoma Department of Environmental Quality (ODEQ) and none are designated as scenic waterways.

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

Source: SORTPO

Appendix 2.13: Kiowa County Collision Total, 2012-2016

	FAT	INC INJ	NON INC INJ	POS INJ	PD	TOTAL
Collisions	16	26	79	51	372	544
Persons	18	42	113	64		237

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch. (NON INC – non-incapacitating)

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

Type of Collision	FAT	INJ*	PD	TOT	PCT
Rear-End (front-to-rear)	0	12	19	31	5.7
Head-On (front-to-front)	1	3	2	6	1.1
Right Angle (front-to-side)	2	6	26	34	6.3
Angle Turning	0	14	26	40	7.4
Other Angle	0	0	0	0	0
Sideswipe Same Direction	0	0	11	11	2.0
Sideswipe Opposite Direction	0	2	5	7	1.3
Fixed Object	5	61	122	188	34.6
Pedestrian	2	0	0	2	0.4
Pedal Cycle	0	1	0	1	0.2
Animal	0	15	89	104	19.1
Overturn/Rollover	5	34	24	63	11.6
Vehicle-Train	0	0	0	0	0
Other Single Vehicle Crash		3	9	12	2.2
Other	1	5	39	45	8.3
Total	16	156	372	544	100
Percent	2.9	28.7	68.4	100	

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

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Appendix 2.15: Kiowa County Vehicle by Vehicle Type, 2012 – 2016

VEHICLE TYPE	FAT	INJ*	PD	TOT	PCT
Passenger Vehicle-2 Door	0	4	28	32	4.4
Passenger Vehicle-4 Door	4	44	169	217	30.1
Passenger Vehicle-Convertible	0	0	2	2	0.3
Pickup Truck	6	58	189	253	35.1
Single-Unit Truck (2 axles)	0	0	3	3	0.4

Single-Unit Truck (3 or more axles)	0	0	2	2	0.3
School Bus	0	0	1	1	0.1
Truck/Trailer	0	1	4	5	0.7
Truck-Tractor (bobtail)	0	0	2	2	0.3
Truck-Tractor/Semi-Trailer	0	6	44	50	6.9
Truck-Tractor/Double	0	0	0	0	0
Truck-Tractor/Triple	0	0	0	0	0
Bus/Large Van (9-15 seats)	0	0	1	1	0.1
Bus (16+ seats)	0	0	0	0	0
Motorcycle	3	11	2	16	2.2
Motor Scooter/Moped	0	0	0	0	0
Motor Home	0	0	1	1	0.1
Farm Machinery	0	0	5	5	0.7
ATV	1	1	0	2	0.3
Sport Utility Vehicle (SUV)	0	32	66	98	13.6
Passenger Van	0	5	8	13	1.8
Truck More Than 10,000 lbs.	0	0	3	3	0.4
Van (10,000 lbs. or less)	0	1	6	7	1.0
Other	0	0	7	7	1.0
Total	14	163	543	720	100
Percent	1.9	22.6	75.4	100	X

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

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Appendix 2.16: Kiowa 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	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2
2013	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
2014	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
2015	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4
2016	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	2	10	12	0	0	0	0	0	0	0	0	0	2	10	12

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

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Appendix 2.17: Kiowa County Collision by Driver Conditions, 2012 – 2016

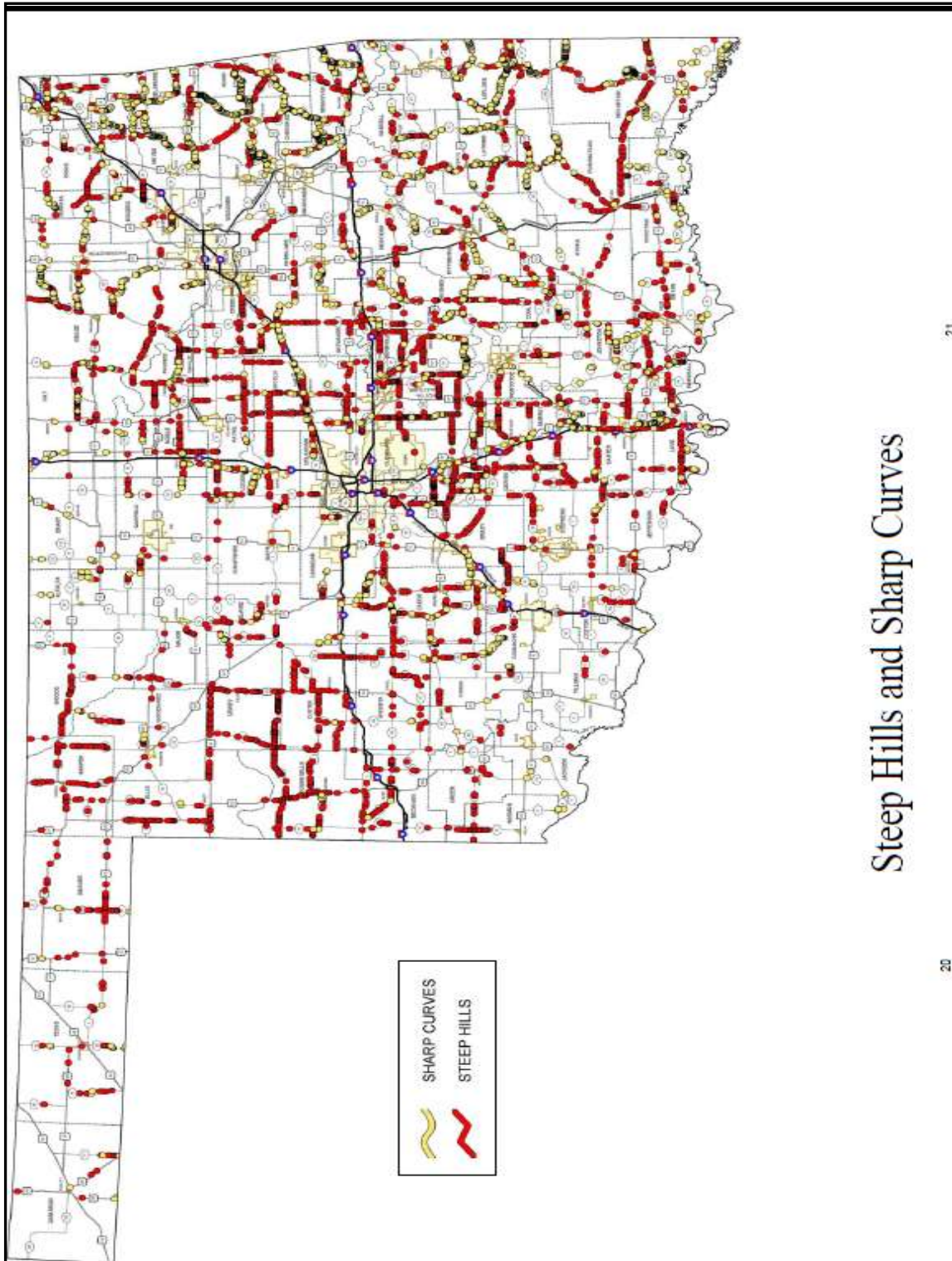
Unsafe / Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	FAT	INJ*	PD	FAT	INJ*	PD	FAT	INJ*	PD	FAT	INJ*	PD	FAT	INJ*	PD	FAT	INJ*	PD	FAT	INJ*	PD	TOT	Pcnt
Failed to Yield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	0.3
Failed to Stop	2	10	32	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	2	13	33	48	6.8
Failed to Signal	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0.7
Improper Turn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.1
Improper Start	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	15	2.1
Improper Stop	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0.4
Improper Backing	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.1
Improper Parking	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	18	2.0	2.8
Improper Passing	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	5	6	0.9
Improper Lane Change	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	11	1.6
Left of Center	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.3
Following Too Close	1	2	4	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	1	4	6	11	1.6
Unsafe Speed	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0.9
DWI	1	46	65		2		1	2	1			1				1	1	12	3	51	79	133	18.9
Inattention	0	0	0	1	12	12	1	3	3	0	0	0	1	6	6	8	0	0	3	21	23	47	6.7
Negligent		21	35		1				1		11	15				1	1	2	1	34	53	88	12.5

Driving																							
Defective Vehicle	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	6	7	1.0
Wrong Way	0	5	9	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	6	11	17	2.4
No Improper Action	2	49	201	0	0	2	0	0	0	0	0	0	0	0	0	2	2	8	4	51	211	266	37.8
Other	1	2	4	1	0	1	0	0	0	0	0	0	0	0	0	1	2	3	3	4	8	15	2.1
Total	8	147	407	2	15	16	2	8	7	0	12	16	1	7	8	6	8	34	19	197	488	704	100

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

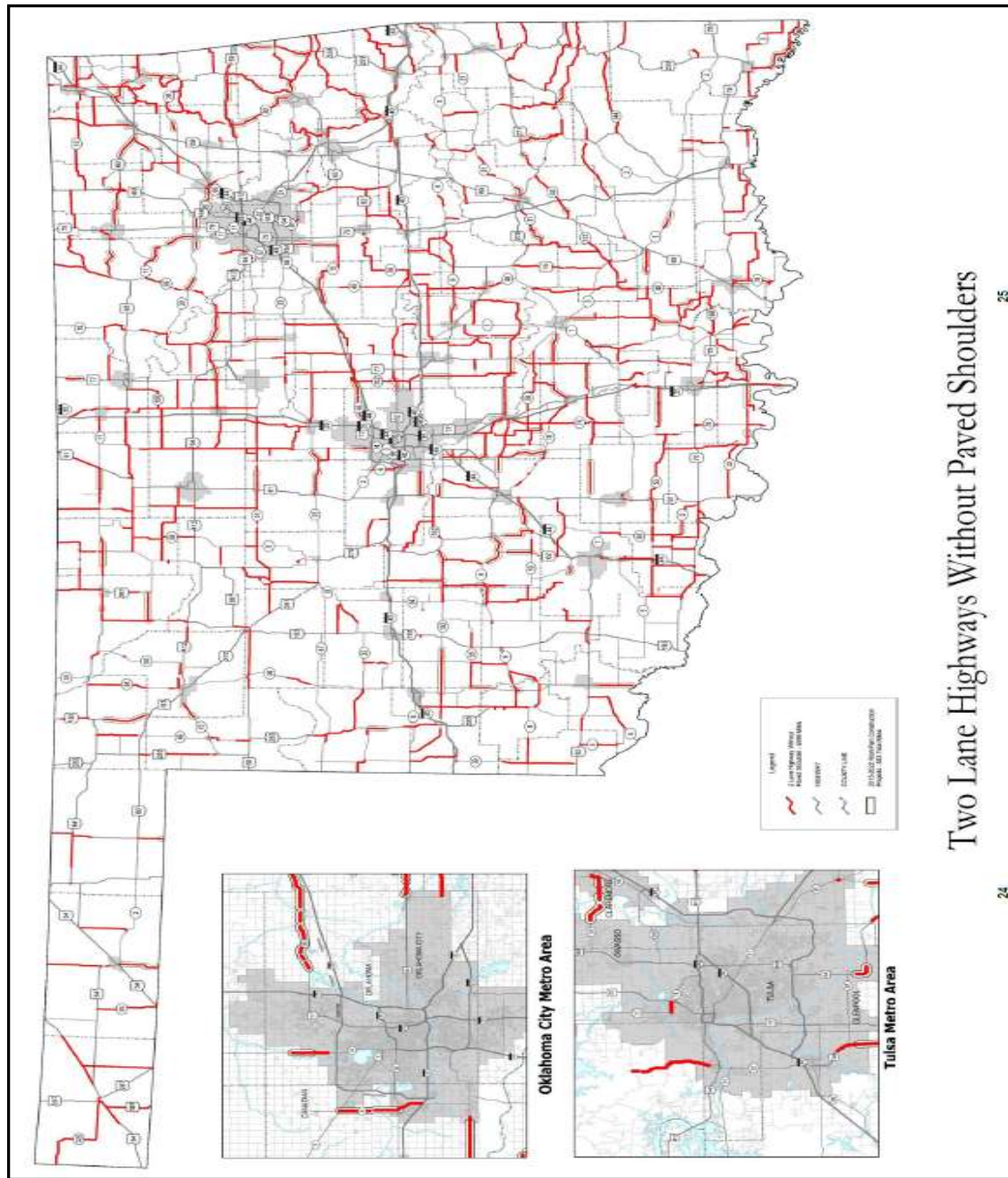
* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Appendix 2.18: Steep Hills and Sharp Curves



Source: ODOT

Appendix 2.19: Two Lane Highways Without Paved Shoulder



Two Lane Highways Without Paved Shoulders

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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 road should play in providing mobility for through movements and access adjoining land. This grouping acknowledges that roads have different levels of importance and provides a basis for comparing roads fairly.

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

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

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

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

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

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

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

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

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

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

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

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

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

- Two-lane undivided roads with intersections at grade.
- Traffic movements between collectors and adjacent lands.

- Traffic movements involving relatively short distances.
- Desired LOS A.

Level of Service

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

Level of Service (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.

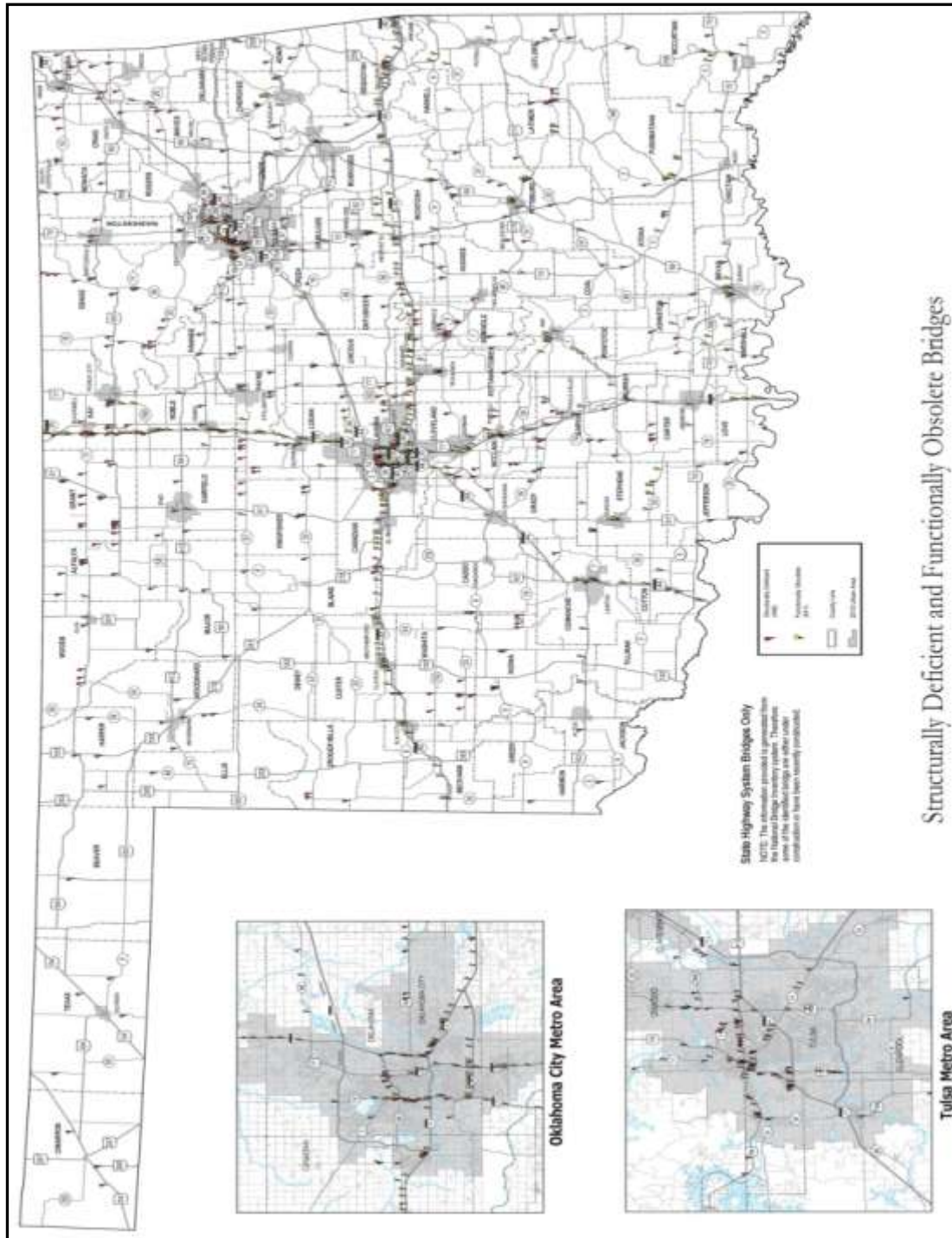
The following is a list of the various LOS with abbreviated definitions from the Highway Capacity Manual:

- 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 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 2.23: Structurally Deficient and Functionally Obsolete Bridge



Appendix 2.24: Kiowa County on System Bridges with Sufficiency Rate

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
U.S. 62B	2.2 NE TILLMAN C/L	-1	-	state	1901
U.S. 62B	2.3 NE TILLMAN C/L	-1	-	state	1901
U.S. 62B	4 NE TILLMAN C/L	-1	-	state	1901
U.S. BUS.	2.4E U.S. 183	-1	-	state	1901
S.H. 19	1.8 E S.H. 115	-1	-	state	1901
S.H. 19	. 2 W OF CADDO C/L	-1	-	state	1901
S.H. 115	.4 N S.H. 19 E	-1	-	state	1901
S.H. 115	6.7 N S.H. 19 E	-1	-	state	1901
S.H. 44	0.3 MI. S. SH-9	5	1	state	1932
S.H. 44	2.1 MI. S. SH-9	6	1	state	1932
S.H. 9	12.4 MI E GREER C/L	27.2	1	state	1937
S.H. 9	12.0 MI E GREER	30.9	1	state	1937
S.H. 9	0.5 MI E SH115	34	2	state	1931
S.H. 44	3.3 MI. N. SH-9	34.3	1	state	1936
S.H. 54	28.9 MI N U.S. 62	35.1	1	state	1953
S.H. 54	1.0 MI N S.H. 9	35.6	1	state	1953
S.H. 9	12.7 MI E GREER C/L	36.4	1	state	1937
S.H. 54	23.5 MI N U.S. 62	36.6	1	state	1953
S.H. 54	24.4 MI N U.S. 62	38.7	1	state	1953
S.H. 54	23.9 MI N U.S. 62	41.1	1	state	1953
S.H. 9	5.5 MI E OF SH-115	43.7	2	state	1931
S.H. 115	1.8 MI N COMANCHE C/L	44	0	state	1935
U.S. 62 BUS.	2.0 MI NE TILLMAN C/L	51.8	0	state	1931
S.H. 44	7.8 MI N S.H. 9	54.6	1	state	1950
S.H. 19	0.3 MI. E. JCT. S.H. 115	56	1	state	1918
S.H. 19	1.8 MI. E. JCT. S.H. 115	59	1	state	1918
U.S. 183	0.1 MI. N. US-62 BUS.	61.8	2	state	1918
S.H. 44	7.6 MI N S.H. 9	68.5	1	state	1950
S.H. 19	2.8 MI. E. JCT. S.H. 115	69.2	2	state	1918
S.H. 44	0.9 MI. NE GREER C/L	69.6	0	state	1958
U.S. 62	8.2 MI E TILLMAN C/L	69.9	0	state	1971
S.H. 115	2.3 MI N COMANCHE	70.9	0	state	1935

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
	C/L				
U.S. 62 BUS.	2.2 MI NE TILLMAN C/L	71.2	0	state	1931
U.S. 62 BUS.	2.3 MI NE TILLMAN C/L	71.2	0	state	1931
U.S. 62 BUS.	2.1 MI NE TILLMAN C/L	71.2	0	state	1931
U.S. 62 BUS.	1.9 MI NE TILLMAN C/L	72.2	0	state	1931
U.S. 62 BUS.	2.4 MI E U.S. 183	74.7	2	state	1932
S.H. 19	0.2 MI. W. CADDO C/L	75.2	0	state	1918
U.S. 183	1.7 MI N S.H. 9	77.8	0	state	1936
S.H. 115	6.7 MI N S.H. 19 E	79.3	0	state	1947
S.H. 115	0.3 MI N S.H. 19 E	81.4	0	state	1947
S.H. 115	1.1 MI N S.H. 9	82.2	0	state	1965
S.H. 115	2.1 MI N COMANCHE C/L	82.4	0	state	1935
S.H. 9	1.4 MI E U.S. 183	82.7	0	state	1926
U.S. 62 BUS.	4.0 MI NE TILLMAN C/L	83.2	0	state	1931
S.H. 44A	1.4 MI N SH44	83.2	0	state	1957
S.H. 9	6.0 MI E GREER C/L	84.4	0	state	1937
S.H. 49	1.2 MI E S.H. 54	84.8	0	state	1918
U.S. 62	9.9 MI E TILLMAN C/L	84.9	0	state	1971
U.S. 62	5.2 MI E TILLMAN C/L	85	0	state	1970
S.H. 54	8.9 MI N U.S. 62	86.9	0	state	1941
S.H. 9 BUS.	1.4 MI NE S.H. 9	87	0	state	1918
S.H. 54	25.4 MI N U.S. 62	88.7	0	state	1953
S.H. 9	14.7 MI E GREER C/L	89.1	0	state	1938
S.H. 19	0.3 MI E U.S. 183	89.7	0	state	1963
S.H. 54	1.7 MI N S.H. 9	91.4	0	state	1953
U.S. 183	0.8 MI N U.S. 62 BUS.	91.5	0	state	1989
U.S. 183	0.1 N OF U.S. 62 BUS.	91.5	0	state	2006
S.H. 9	8.3 MI E GREER C/L	91.6	0	state	1937
U.S. 183	2.7 MI N U.S. 62 BUS.	91.7	0	state	1918
U.S. 183	2.9 MI N U.S. 62 BUS.	91.7	0	state	1934
U.S. 183	2.8 MI N U.S. 62 BUS.	91.7	0	state	1992
U.S. 62	0.3 MI E TILLMAN	92.3	0	state	1970

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
	C/L				
U.S. 183	0.3 MI S S.H. 9	92.8	0	state	1933
U.S. 62	0.3 MI E TILLMAN C/L	92.9	0	state	1994
U.S. 62	0.2 MI E TILLMAN C/L	93	0	state	1993
S.H. 9	3.9 MI E GREER C/L	93.2	0	state	1938
S.H. 9	4.6 MI E GREER C/L	93.2	0	state	1938
U.S. 183	0.3 MI S U.S. 62	93.3	0	state	1972
S.H. 54	1.4 MI N U.S. 62	93.4	0	state	1959
U.S. 183	6.2 MI N S.H. 9	93.8	0	state	1932
S.H. 54	4.1 MI S S.H. 9	94.2	0	state	1953
S.H. 44	5.0 MI N S.H. 9	94.4	0	state	1950
S.H. 44	5.8 MI N S.H. 9	94.4	0	state	1950
S.H. 44	6.6 MI N S.H. 9	94.4	0	state	1950
S.H. 44	6.8 MI N S.H. 9	94.4	0	state	1950
S.H. 44	6.9 MI N S.H. 9	94.4	0	state	1950
S.H. 19	4.6 MI E S.H. 54	95	0	state	1967
S.H. 9	12 E OF GREER C/L	95.5	0	state	2016
S.H. 9	12.4 E GREER C/L	95.5	0	state	2016
S.H. 9	12.7 E OF GREER C/L	95.5	0	state	2016
U.S. 183	1.8 MI N JCT S.H. 19	95.6	0	state	1992
S.H. 115	0.9 MI N S.H. 9	95.7	0	state	1965
S.H. 49	0.1 MI E S.H. 54	95.9	0	state	1973
U.S. 62	1.4 MI E TILLMAN C/L	96	0	state	1970
S.H. 19	7.9 MI E S.H. 54	96.1	0	state	1967
U.S. 183	0.6 MI N JCT S.H. 19	96.3	0	state	1932
U.S. 183	1.7 MI N JCT S.H. 19	96.3	0	state	1932
U.S. 183	6.3 MI S SH-9	96.3	0	state	1932
U.S. 183	5.8 MI S S.H. 9	96.3	0	state	1932
S.H. 9	5.4 MI E GREER C/L	96.3	0	state	1939
U.S. 183	1.0 MI S JCT S.H. 19	96.4	0	state	1992
U.S. 183	13.0 MI N U.S. 62 BUS.	96.7	0	state	1932
U.S. 183	5.9 MI N U.S. 62 BUS.	96.7	0	state	1992
S.H. 19	3.9 MI E U.S. 183	96.8	0	state	1963
U.S. 183	9.4 MI N U.S. 62 BUS.	96.9	0	state	1973
U.S. 183	9.8 MI N U.S. 62 BUS.	96.9	0	state	1973
U.S. 183	10.8 MI N U.S. 62	96.9	0	state	1973

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
	BUS.				
U.S. 183	11.3 MI N U.S. 62 BUS.	96.9	0	state	1973
S.H. 44	KIOWA-GREER C/L	96.9	0	state	1988
S.H. 9	2.6 MI E S.H. 115	97	0	state	1931
S.H. 9	3.0 MI E S.H. 115	97	0	state	1931
U.S. 183	14.2 MI N U.S. 62 BUS.	97.1	0	state	1992
S.H. 9	1.0 MI W S.H. 115	97.2	0	state	1992
U.S. 62	6.5 MI E TILLMAN C/L	97.3	0	state	1971
S.H. 9	4.9 MI E S.H. 54	97.4	0	state	1928
U.S. 62 BUS.	0.3 MI NE TILLMAN C/L	97.5	0	state	1931
S.H. 9	0.9 MI E S.H. 54	97.5	0	state	1992
S.H. 9	0.9 MI E S.H. 54	97.5	0	state	1992
S.H. 54	19.9 MI N U.S. 62	97.6	0	state	1953
S.H. 54	1.4 S JCT S.H. 54/S.H. 9	97.7	0	state	2014
S.H. 54	5.2 N S.H. 19 E JCT	97.7	0	state	2015
S.H. 54	5.5 N OF S.H. 19 E JCT	97.7	0	state	2015
S.H. 54	6 N OF S.H. 19 E JCT	97.7	0	state	2015
S.H. 9 RAMP	15.8 MI E GREER C/L	97.8	0	state	1938
U.S. 62	0.2 MI E TILLMAN C/L	98	0	state	1970
U.S. 62	6.5 MI E TILLMAN C/L	98	0	state	1994
S.H. 9	KIOWA-GREER C/L	98.1	0	state	1986
S.H. 44	6.3 MI N S.H. 9	98.2	0	state	1950
S.H. 44	6.4 MI N S.H. 9	98.2	0	state	1950
S.H. 44	3.1 MI S S.H. 9	98.5	0	state	1932
S.H. 19	3.0 MI W U.S. 183	98.5	0	state	1960
S.H. 19	4.4 MI E S.H. 54	98.5	0	state	1967
S.H. 19	6.3 MI E S.H. 54	98.5	0	state	1967
S.H. 19	0.6 MI E S.H. 54	98.5	0	state	1970
S.H. 44	2.1 S JCT S.H. 9/S.H. 44	98.5	0	state	2006
S.H. 44	0.3 S JCT S.H. 44/S.H. 9	98.5	0	state	2006
S.H. 9	0.5 MI E S.H. 115	98.5	0	state	2008

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
S.H. 54	.9 N JCT S.H. 54/S.H. 9	98.6	0	state	2014
S.H. 9	5.5 MI E S.H. 115	98.8	0	state	2008
S.H. 19	5.2 MI E U.S. 183	98.9	0	state	1963
U.S. 183	2.2 MI E TILLMAN C/L	98.9	0	state	1972
S.H. 19	3.5 MI W U.S. 183	99	0	state	1960
S.H. 19	0.5 MI W U.S. 183	99	0	state	1960
S.H. 19	3.7 MI W U.S. 183	99	0	state	1977
S.H. 44	2.5 MI N S.H. 9	99.1	0	state	1936
S.H. 54	7.3 MI N U.S. 62	99.1	0	state	1959
S.H. 54	14.6 MI N U.S. 62	99.1	0	state	1959
S.H. 44	3.3 N OF S.H. 9	99.1	0	state	2006
S.H. 44	7.6 N OF S.H. 9	99.1	0	state	2017
S.H. 54	15.9 MI N U.S. 62	99.3	0	state	1959
S.H. 19	2.8 E. OF JCT. S.H. 115	99.4	0	state	2017
S.H. 19	1.4 MI E S.H. 54	99.5	0	state	1970
S.H. 54	3.4 MI N U.S. 62	99.6	0	state	1959
S.H. 115	3.5 MI N S.H. 19	99.6	0	state	1985
S.H. 19	0.3 E. OF JCT. S.H. 115	99.6	0	state	2017
U.S. 62 BUS.	2 NE TILLMAN C/L	99.9	0	state	2014

Source: ODOT

Appendix 2.25 Kiowa County Off System Bridges

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1320	8N 6.1W of LONE WOLF	-1	-	County	1901
IRR N2170	1W .4N of SH9/SH9 BUS.	-1	-	County	1901
N2190	4.6N of HOBART	-1	-	County	1901
IRR N2430	5. E 1.4 S OF MT VIEW	5.3	1	County	1950
IRR N2140	1. N 7.9 W OF ROOSEVELT	13.9	1	County	1950
E1470	19&115 1.0 S1.1W	15.7	1	County	1920
E1330	5. N 4.4 W OF HOBART	17.2	1	County	1910
E1480	N SIDE COOPERTON4.4MEAST	18.9	1	County	1950

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
N2320	1. E 4. S OF GOTEBO	18.9	1	County	1950
IRR E1470	7. S 2.2 E OF LONE WOLF	19.1	1	County	1940
N2110	1. E 5.6 N OF ELW	19.1	0	County	1940
N2290	GOTEBO 2W 2.1 N	19.1	1	County	1950
N2250	HOBART 6 E 2.6 S	19.5	1	County	1950
E1320	6. N 5.9 E OF US 183	20.6	1	County	1920
E1440	E1440N2390003	21.1	0	County	1920
E1660	4. E 3. S OF SNYDER	22.2	1	County	1925
IRR FAS 3825	3.0 S 1.2 W HOBART	22.4	0	County	1940
IRR 3886C	5.6 W OF ROOSEVELT	22.5	0	County	1960
N2430	N2430E1450002	23.3	0	County	1960
N2440	MT VIEW 6 E 2.2 S	23.9	1	County	1950
E1320	4.5 W 6. N OF HOBART	27.3	1	County	1922
N2100	6.3 MI N OF ELW	27.9	1	County	1925
FAS 3813	2 MI S 2 W ROOSEVELT	27.9	0	County	1972
E1400	4.2E&2S OF JCT SH9W&US183	28.8	1	County	1950
E1440	GOTEBO 10 S 3.8 E	28.8	1	County	1950
N2280	3. W 6.9 S OF GOTEBO	28.8	1	County	1950
IRR E1350	3. S 4.5 E OF MT VIEW	28.9	1	County	1950
IRR E1400	2S,.8W OF HOBART	28.9	0	County	1950
E1410	7S&1.8W OF JCT SH9&SH54	28.9	1	County	1950
N2250	1. W 1.8 N OF MT PARK	28.9	0	County	1988
IRR E1320	N SIDE MT VIEW 1.3 W	29.8	1	County	1950
E1430	5. N 1.1 W OF COOPERTON	29.8	1	County	1950
IRR N2400	2. E 6.1 S OF MT VIEW	29.8	1	County	1950
IRR N2410	10. E 2.7 N OF COOPERTON	29.9	1	County	1950
E1650	2. S 3.4 E OF SNYDER	30.9	1	County	1950
N2160	2. W .5 S OF HOBART	30.9	0	County	1960
E1372	CITY OF HOBART E. SIDE	31.9	0	County	1920
FAS 3803	1.3 E JT US 183 HOBART	31.9	0	County	1930
IRR E1440	4. S 2.6 E OF LONE WOLF	31.9	1	County	1940

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1600	0.5 MI E OF MT PARK	31.9	0	County	1940
E1660	3. E 3. S OF SNYDER	31.9	1	County	1940
N2270	4W&6.7S OF JCT SH9&SH54	31.9	1	County	1950
IRR FAS 3815	7 S 1 MI W OF HOBART	31.9	0	County	1959
E1350	3. N 3.8 W OF HOBART	31.9	1	County	1991
FAS 3802	3.7 MI N SH9A HOBART	32.9	1	County	1940
IRR E1400	2S& 1.2W OF HOBART	32.9	1	County	1950
E1470	2. N 2.1 E OF ROOSEVELT	32.9	1	County	1950
E1650	2. S 4.1 E OF SNYDER	32.9	0	County	1950
E1440	4. S .6 E OF LONE WOLF	32.9	1	County	1960
IRR N2430	115&9 3.0 E .1 N	33.9	1	County	1936
E1330	7. N 4.1 W OF WLW	33.9	1	County	1940
E1340	2. S .1 W OF MT VIEW	33.9	0	County	1950
E1330	5. N 5.3 E OF HOBART	34.5	0	County	1950
N2240	6.6 N 6. E OF HOBART	34.8	1	County	1950
E1390	1. N 1.1 E OF LONE WOLF	34.9	1	County	1940
E1370	5. S 1.1 W OF MT VIEW	34.9	1	County	1950
E1380	4. S 5.9 E OF GOTEBO	34.9	1	County	1950
IRR E1410	9. S 2.4 E OF MT VIEW	34.9	1	County	1950
E1440	10. S .8 E OF GOTEBO	34.9	1	County	1950
E1620	1. N 3.5 E OF SNYDER	34.9	0	County	1950
3854C	12.0 E 4.6 S GOTEBO	34.9	1	County	1950
IRR 3871C	2.N .9W JCT US 62 &US 183	34.9	1	County	1982
E1450	11. S 1.5 E OF GOTEBO	34.9	1	County	1990
FAS 3810	7.7 MI W CAMBRIDGE	35.9	1	County	1932
N2120	7. N 2. E OF ELW	35.9	1	County	1935
N2190	3. W 3.5 N OF ROOSEVELT	35.9	0	County	1950
E1650	2. S 3.6 E OF SNYDER	36.9	0	County	1950
3884C	6.0 W 0.6 N CAMBRIDGE	37.9	1	County	1920
IRR 3810C	4.0 S 11.2 E GOTEBO	38.4	1	County	1950
N2300	1W&6.6S OF JCT SH9&SH54	38.8	1	County	1960
N2260	4. E 1.5 S OF	38.9	1	County	1931

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
	ROOSEVELT				
FAS 3809	2 N .6 MI W COOPERTON	38.9	1	County	1935
IRR E1430	5. S .1 E OF HOBART	38.9	1	County	1950
N2440	6. E .6 N OF MT VIEW	38.9	0	County	1950
E1320	8. N 6.1 W OF WLW	39.9	1	County	1950
N2190	1. E .5 N OF HOBART	39.9	1	County	1950
N2255 (A ST.)	IN THE CITY SNYDER	39.9	0	Municipal	1950
N2280	8. S 3. W OF GOTEBO	39.9	1	County	1950
FAS 3824	4S .8W OF ROCKY	39.9	1	County	1990
E1590	1. N 1.8 W OF MT PARK	40.1	0	County	1960
E1620	2.3 E OF SNYDER	40.9	1	County	1930
N2300	1. W .3 S OF COOPERTON	40.9	1	County	1970
IRR E1400	E1400N2340004	42	0	County	1950
IRR N2250	1W&.6S OF N. SNYDER	43.3	0	County	1987
FAS 3803	8.7 E JT US 183 HOBART	43.4	1	County	1929
FAS 3803	10.2 E US 183 HOBART	43.4	1	County	1930
IRR E1550	5N 5.1E OF MT PARK	43.7	1	County	1916
E1390	1. N 2.6 W OF LONE WOLF	44.4	1	County	1936
IRR FAS 3827	5.0 E 4.4 N COOPERTON	45.3	1	County	1940
N2170	1. W .4 N OF HOBART	45.4	1	County	1989
E1490	9. S 1.8 E OF ELW	46.3	1	County	1960
E1360	2N 3.2W OF HOBART	46.4	1	County	1992
IRR 3871C	3.0 W 1.0 N SNYDER	47.1	0	County	1930
IRR N2400	2. E 7.4 S OF MT VIEW	47.5	0	County	1950
IRR N2250	1W .6S OF N. SNYDER	49.8	1	County	1999
N2150	1W .8N OF CON-8	51.1	1	County	1998
E1400	8. S 2.5 E OF MT VIEW	52	1	County	1988
IRR 3871C	2.9 W 1.0 N SNYDER	52	0	County	1998
N2120	6. W 1.5 N OF HOBART	52.5	0	County	1916
N2300	MT VIEW 7.1 MIL S 2 MIL E	52.5	0	County	1960
FAS 3802	2.7 MI S SH 9 HOBART	52.9	1	County	1949
N2190	3. W 3.5 N OF ROOSEVELT	52.9	1	County	1987

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1450	4N 2.6W OF JCT 183/19	53.2	1	County	2001
E1330	5. N .7 E OF HOBART	53.5	0	County	1950
3834C	6.0 W 4.4 S ROOSEVELT	53.5	0	County	1970
IRR E1630	3.2 MI E OF SNYDER	56.1	1	County	1950
N2080	1. W .4 N OF L.W.	57.4	1	County	1950
E1620	N SNYDER .2 E OF SH 183	57.5	0	County	1992
E1440	MT VIEW 11.0 S 1.3 E	58.4	1	County	1994
D2285	1. S 3.3 E OF SNYDER	58.5	0	County	1932
N2130	3. E 7.9 S OF LONE WOLF	59.1	1	County	1987
IRR E1440	12. S 2.9 E OF MT VIEW	62.3	0	County	1992
IRR E1440	12. S 2.9 E OF MT VIEW	62.5	0	County	1994
N2066	BELOW LAKE ALTUS DAM	63.2	0	County	1950
IRR FAS 3804	2 MI W OF MT. PARK	63.9	0	County	1930
3848C	5.0 W 2.6 N GOTEBO	64.6	2	County	1915
FAS 3817	5.7 MI S LONG WOLF	65.1	1	County	1938
IRR E1630	4.3E OF SNYDER	65.6	2	County	1921
N2190	4.6 MI N OF HOBART	66.1	0	County	1925
N2410	1. E .5 S OF SH 19	66.1	1	County	1936
N2110	3.0 MI E OF LUGERT	66.1	1	County	1938
IRR E1580	2. N 1.3 W OF MT PARK	66.1	1	County	1939
E1350	2. N 5.5 W OF HOBART	66.1	1	County	1941
E1340	4. N .6 W OF HOBART	66.5	0	County	1992
N2280	3W 2.1N OF GOTEBO	66.8	2	County	1912
FAS 3803	3.6 E JT US 183 HOBART	66.8	0	County	1930
E1310	9. N 4.7 W OF LONE WOLF	67.4	0	County	1991
E1474	BELOW LUGERT DAM	69.1	0	County	1987
FAS 3814	2.4 MI W OF HOBART	70	1	County	1965
N2380	0.7 MI S OF MT VIEW	70	1	County	1985
E1450	7S, 4.9E OF HOBART	70	1	County	1990
N2150	11. W 4.4 N OF MT PARK	71.1	0	County	1980

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1310	7. E 1.1 E OF HOBART	72.5	2	County	1930
N2300	1. W 1.8 N OF GOTEBO	73.9	0	County	1960
FAS 3827	6.4 MI N OF SEDAN	74.9	0	County	1960
FAS 3827	1.0 W 3.0 S MT VIEW	74.9	0	County	1960
E1410	1. S .2 W OF LONE WOLF	75.6	2	County	1925
IRR E1630	2.1 MI E OF SNYDER	75.6	2	County	1930
E1310	1. W 1. N OF MT VIEW	75.6	2	County	1940
N2380	1.9 MI S OF MT VIEW	76.5	0	County	1950
E1350	2. N .8 W OF HOBART	78.2	0	County	1987
E1440	4S 2.6E OF LONEWOLF	78.5	0	County	2007
FAS 3809	2.0 N & 9.7 W COOPERTON	79.2	0	County	1995
IRR E1630	6.9E OF SNYDER	79.4	0	County	1917
E1390	1. N .3 E OF LONE WOLF	80.1	0	County	1930
FAS 3808	6 E 1.6 MI S ROOSEVELT	80.1	0	County	1930
E1330	5N .7E OF HOBART	80.2	0	County	2004
IRR E1630	3.9E OF SNYDER	81.1	0	County	1919
FAS 3801	3.8 MI N OF LONE WOLF	81.1	0	County	1930
E1350	3. S 5.1 E OF MT VIEW	81.6	2	County	1955
E1360	2. N 5.1 E OF HOBART	82.1	0	County	1930
E1450	11. S .6 W OF GOTEBO	82.1	0	County	1930
FAS 3817	2.2 MI S LONG WOLF	82.1	0	County	1938
IRR E1580	2. N .3 W OF MT PARK	82.1	0	County	1939
E1450	5. S .8 E OF LONE WOLF	82.1	0	County	1942
3852C	4.0 E 3.1 S GOTEBO	82.7	0	County	1970
N2240	6E 5.1N OF HOBART	82.8	0	County	2011
E1450	5. S .3 E OF LONE WOLF	84.1	2	County	1929
E1320	2. N 2.1 W OF GOTEBO	85	0	County	1950
N2230	3. E .4 S OF US 183	85	0	County	1950
N2340	4. W 3.9 S OF MT VIEW	85	0	County	1950
N2350	3. W .3 N OF MT VIEW	85.5	2	County	1925
E1390	1N 2.6W OF LONE WOLF	85.5	0	County	2016
E1390	1N 2.1W OF LONE WOLF	85.5	0	County	2016

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
N2090	1. W 5.4 S OF LONE WOLF	86	0	County	1930
N2260	4. E .2 S OF ROOSEVELT	86	0	County	1983
3854C	12.0 E 6.6. S GOTEBO	86.5	0	County	1950
E1430	9S 4.3E OF GOTEBO	87.1	0	County	2011
N2410	1E 2.9N JCT SH 19/115	87.2	0	County	1999
E1360	2. N 1.4 W OF HOBART	87.5	0	County	1992
E1520	3S 1.5W OJ JCT 19/54	87.5	0	County	1999
IRR E1660	2S 1.7W JCT 183/62	87.5	0	County	2000
E1590	1N 6.1W OF MT PARK	88.7	0	County	1999
3890C	2E .7S OF US 183	88.7	0	County	1999
FAS 3804	8.7 W 2 MI N MT. PARK	89.1	2	County	1935
E1593	10.3 W 1. N OF MT PARK	89.1	2	County	1938
3852C	4.0 E 3.3. S GOTEBO	89.7	0	County	1970
N2380	0.9 MI S OF MT VIEW	89.7	0	County	1989
N2230	3E 4.3S JCT SH 9/183	89.7	0	County	1997
N2190	1E .5N OF HOBART	89.7	0	County	2004
IRR N2190	3W 3.5N OF ROOSEVELT	89.7	0	County	2013
IRR N2260 (3843C)	5W 2.6N OF GOTEBO	89.7	0	County	2013
E1440	6. S .5 W OF HOBART	90.2	0	County	1972
E1540	6. N 5.1 E OF MT PARK	90.2	0	County	1975
IRR N2280	2. S .5 N OF MT PARK	90.2	0	County	1988
E1350	5N 5.3W OF LONEWOLF	90.8	0	County	2007
IRR N2300	1W .3S OF COOPERTON	90.9	0	County	1970
E1399 (SECOND ST.)	SECOND ST. LONE WOLF	91	0	Municipal	1991
IRR B STREET	B STREET& 4 TH STREET	91	0	Municipal	2002
3892C	3.0 N 2.0 E MT. PK.	91.1	0	County	1937
3834C	6.0 W 2.3 S ROOSEVELT	91.1	0	County	1937
3852C	4.0 E 1.8 S GOTEBO	91.7	0	County	1970
E1550	5N 1.3E OF MT PARK	92.1	0	County	1920
N2380	1.4S OF MT VIEW	92.1	0	County	1920

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
FAS 3814	2 MI W OF HOBART	92.1	0	County	1926
FAS 3814	.7 MI W OF HOBART	92.1	0	County	1926
E1400	183&TRAIL 6.1 E 2.0 MILES S	92.1	0	County	1930
FAS 3825	8.0 S 6.1 W GOTEBO	92.1	0	County	1930
FAS 3804	9.8 W 2 N MT. PARK	92.1	0	County	1930
FAS 3804	8.2 W 2 MI N MT. PARK	92.1	0	County	1930
FAS 3804	7.1 W 2 MI N MT. PARK	92.1	0	County	1930
FAS 3804	5.6 W 2 MI N MT. PARK	92.1	0	County	1930
IRR FAS 3827	7.7 MI N OF SEDAN	92.1	0	County	1930
E1440	54&TRAIL 6.0 S 1.5 E	92.1	0	County	1936
N2240	6. E 5.1 N OF HOBART	92.1	0	County	1936
N2300	4E, .8S OF SNYDER	92.1	0	County	1937
IRR N2300	4. E .1 S OF SNYDER	92.1	0	County	1937
E1390	1. S .3 W OF HOBART	92.1	0	County	1938
E1400	S OF LONE WOLF .2 E	92.1	0	County	1940
FAS 3825	3.0 S 0.6 W HOBART	92.1	0	County	1940
E1350	2. N 6.5 W OF HOBART	92.1	0	County	1941
IRR FAS 3815	7 S 2 MI W OF HOBART	92.1	0	County	1959
FAS 3801	1.0 W 1.8 S LONE WOLF	93.1	0	County	1925
E1360	2. N .5 E OF SH 9	93.1	0	County	1930
E1360	4. S 1.1 E OF MT VIEW	93.1	0	County	1930
E1370	1.3 MI E OF US 183	93.1	0	County	1930
E1370	183&TRAIL 2.9 E 1.0 MIL N	93.1	0	County	1930
3860C	5.0 S 5.9 E GOTEBO	93.1	0	County	1930
IRR FAS 3827	8.5 S 0.5 W MT VIEW	93.1	0	County	1930
FAS 3825	4.0 S 0.5 E HOBART	93.1	0	County	1930
E1483	.3 WEST COOPERTON	93.1	0	County	1930
N2260	6.0 E 1.7 S HOBERT	93.1	0	County	1930
N2260	6.0 E 1.9 S HOBERT	93.1	0	County	1930
N2270	4.5 N 1. E OF MT PARK	93.1	0	County	1930
N2300	1. W 1.9 S OF GOTEBO	93.1	0	County	1930
3860C	1.0 E 4.4 S GOTEBO	93.1	0	County	1930
IRR FAS 3827	8.6 MI N OF SEDAN	93.1	0	County	1930
E1360	2. S 8.3 E OF GOTEBO	93.1	0	County	1936

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1370	1. N 8.5 E OF HOBART	93.1	0	County	1936
E1390	7. S 1.2 E OF MT VIEW	93.1	0	County	1936
E1400	8. S 5.3 E OF MT VIEW	93.1	0	County	1936
N2270	7. E .9 N OF HOBERT	93.1	0	County	1936
N2290	9. E 2.6 N OF HOBART	93.1	0	County	1936
IRR N2290	3. E 3.2 S OF SNYDER	93.1	0	County	1936
N2330	2. E 2.5 N OF SH 54	93.1	0	County	1936
N2360	5. E .3 N OF GOTEBO	93.1	0	County	1936
E1370	3. N 1.4 W OF WLW	93.1	0	County	1937
E1495	.6W OF ROOSEVELT	93.1	0	County	1937
IRR E1500	1. S .5 E OF COOPERTON	93.1	0	County	1937
IRR E1500	1. S .9 E OF COOPERTON	93.1	0	County	1937
IRR E1590	1. N .1 W OF MT PARK	93.1	0	County	1937
IRR E1600	0.8 MI E OF MT PARK	93.1	0	County	1937
N2200	2. W 1.5 S OF ROOSEVELT	93.1	0	County	1937
IRR N2320	1. E .9 S OF COOPERTON	93.1	0	County	1937
IRR N2400	2. E .5 S OF MT VIEW	93.1	0	County	1937
IRR N2400	2. E 2.9 S OF MT VIEW	93.1	0	County	1937
3856C	11.0 E 0.6 N GOTEBO	93.1	0	County	1937
E1360	1. E 1.6 N OF HOBART	93.1	0	County	1938
E1375 (5TH STREET)	5TH ST. .6 E OF EASTERN	93.1	0	Municipal	1938
3818C	6.0 N 0.6 E SADDLE MT.	93.1	0	County	1938
E1450	GOTEBO 11 S 5.9 E	93.1	0	County	1938
FAS 3815	4.6 MI E OF LUGERT	93.1	0	County	1938
E1590	1. N 6.4 W OF MT PARK	93.1	0	County	1938
N2160	10. W 1.8 N OF MT PARK	93.1	0	County	1938
N2185 EASTERN ST.	.1 S OF HWY9 ON EASTERN	93.1	0	Municipal	1938
N2185	1. E.6 S OF HOBERT	93.1	0	County	1938
IRR N2260	1.9 MI S OF SNYDER	93.1	0	County	1938
IRR E1580	2. N .7 W OF MT PARK	93.1	0	County	1939
IRR E1580	2. N .4 W OF MT PARK	93.1	0	County	1939
FAS 3817	0.8 MI S LONG WOLF	93.1	0	County	1939

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
N2110	1. E 4.7 N OF ELW	93.1	0	County	1939
FAS 3810	1.3 MI W OF CAMBRIDGE	93.1	0	County	1940
E1360	2. N 8.6 E OF HOBART	93.1	0	County	1940
3860C	5.0 S 3.6 E GOTEBO	93.1	0	County	1940
E1550	5. N 8.5 W OF MT PARK	93.1	0	County	1940
IRR E1580	2. N 2. E OF MT PARK	93.1	0	County	1940
FAS 3801	1.0 W 8.4 N LONG WOLF	93.1	0	County	1940
FAS 3801	1.0 W 5.8 N LONE WOLF	93.1	0	County	1940
IRR N2256 (C ST.)	11 TH. & C STREET	93.1	0	municipal	1940
IRR N2260 (G ST.)	F STREET & 12TH STREET	93.1	0	municipal	1940
N2280	4. N 2. E .5 N MT PARK	93.1	0	County	1940
IRR N2300	4. E 1.8 S OF SNYDER	93.1	0	County	1940
N2260	5.0 W 6.9 S GOTEBO	93.1	0	County	1941
N2260	8. S 5. W OF GOTEBO	93.1	0	County	1941
FAS 3815	2.5 MI E OF LUGERT	93.1	0	County	1969
N2210	5. W .4 N OF MT PARK	93.1	0	County	1991
N2280	8S 3W OF GOTEBO	93.1	0	County	2010
IRR E1590	1. N 1.8 W OF MT PARK	93.9	0	County	1998
FAS 3808	6 E 1.5 MI S ROOSEVELT	94	0	County	1983
IRR E1580	2N 2.2E OF MTN. PARK	94.1	0	County	1998
IRR E1620	1N 3.5E OF SNYDER	94.1	0	County	2003
FAS 3815	3.4 MI E LUGERT	94.7	0	County	1939
IRR E1590	1. N 2. W OF MT PARK	94.9	0	County	1970
E1430	5S .1E OF HOBART	94.9	0	County	2005
E1340	3. N 2.8 W OF HOBART	95	0	County	1930
E1320	2. N .1 W OF GOTEBO	95	0	County	1989
IRR E1660	3E 3S OF SNYDER	95.7	0	County	2005
E1330	5N 5.3E OF HOBART	95.8	0	County	2000
N2150	N2150E1470005	95.9	0	County	1928
FAS 3815	7.0 S & 0.5 W HOBART	95.9	0	County	1977
N2380	2. N 7. E OF COOPERTON	95.9	0	County	1988
E1430	5+ & 9S, 1.3E GOTEBO	95.9	0	County	2008

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
FAS 3810	6.5W OF CAMBRIDGE	96	0	County	1920
E1330	1. N 4.7 E OF GOTEBO	96	0	County	1925
D2285	4.E 2. S OF SNYDER	96	0	County	1930
FAS 3810	2.9 MI W OF CAMBRIDGE	96	0	County	1930
IRR E1530	4. S .7 E OF COOPERTON	96	0	County	1930
3884C	6.0 W 1.5 N CAMBRIDGE	96	0	County	1930
IRR 3872C	2.5 N 6.7 E SNYDER	96	0	County	1932
N2090	1. W 6.2 S OF LONE WOLF	96	0	County	1937
FAS 3814	.8 MI W OF HOBART	96	0	County	1940
FAS 3802	.8 MI S SH 9 HOBART	96	0	County	1949
N2340	3. E 2. S OF GOTEBO	96	0	County	1950
E1430	9. S .1 W OF GOTEBO	96	0	County	1953
FAS 3825	8.0 S 0.6 W GOTEBO	96	0	County	1970
E1460	8S , .5W OF HOBART	96	0	County	1978
N2210	1. W 1.8 S OF ROOSEVELT	96	0	County	1980
N2220	0.7 MI N OF ROOSEVELT	96	0	County	1984
IRR E1640	1. S 6.6 E OF SNYDER	96	0	County	1985
E1310	3. N 2.6 W OF GOTEBO	96	0	County	1986
N2320	GOTEBO 10.6 S 1.0 E	96	0	County	1986
IRR N2290	3. E .8 S OF MT PARK	96	0	County	1987
E1395 (SIXTH ST.)	SIXTH ST. LONE WOLF	96	0	Municipal	1988
N2330	GOTEBO 5.7 S 2.0 E	96	0	County	1988
N2330	2. E 2.5 N OF SH 54	96	0	County	1990
E1372 (3RD STREET)	.5 E. OF EASTERN ON 3RD	96	0	Municipal	1994
N2230	3E 5.8S JCT SH 9/US 183	96	0	County	1994
N2330	2. E 2.5 N OF SH 54	96	0	County	1994
FAS 3808	6.0 E & 1.9 S ROOSEVELT	96	0	County	1996
N2420	2E .4N OF S.H.115/19 JCT.	96.4	0	County	2002
N2230	3.0 E & 0.4S US-183/SH-9B	96.4	0	County	2008

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1500	1S 1.9W JCT 183/19	96.8	0	County	1999
N2210	5.1 S & 2.0 E OF HOBART	96.8	0	County	2006
N2300	1W 6.6S OF JCT 9/54	96.9	0	County	2003
FAS 3813	2 MI S 0.7 E ROOSEVELT	97	0	County	1930
IRR FAS 3802	5.1 MI S SH 9 HOBART	97	0	County	1930
IRR FAS 3829	4.0 W 0.8 N SNYDER	97	0	County	1930
FAS 3808	7 N .9 MI E MT. PARK	97	0	County	1950
N2160	2. W .6 S OF HOBART	97	0	County	1960
3810C	4.0 S 12.9 E GOTEBO	97	0	County	1981
3860C	5.0 S 3.8 E GOTEBO	97	0	County	1981
FAS 3825	8.0 S 2.7 W GOTEBO	97	0	County	1981
E1360	4S 5.4N OF MT VIEW	97	0	County	1983
3810C	4.0 S 11.7 E GOTEBO	97	0	County	1983
3826C	9.0 S 4.5 E GOTEBO	97	0	County	1983
N2080	N2080E1330007	97	0	County	1983
FAS 3817	0.1 MI S LONG WOLF	97	0	County	1983
N2200	2. W 4.7 N OF ROOSEVELT	97	0	County	1983
IRR E1600	5.5 MI E OF MT PARK	97	0	County	1987
IRR E1500	1. S 1.2 E OF COOPERTON	97	0	County	1988
E1590	1. N 6.1 W OF MT PARK	97	0	County	1988
N2200	6. W 1.1 N OF MT PARK	97	0	County	1988
E1450	11. S .6 W OF GOTEBO	97	0	County	1990
E1480	1N&.9W OF JCT SH19&US183	97	0	County	1991
N2220	2E 5.1S JCT SH 9/183	97	0	County	1994
IRR E1620	0.5 N OF SNYDER	97	0	County	1995
N2290	2W .9S JCT SH 54/OZARK TR	97	0	County	1998
E1350	5N 3.5W OF LONE WOLF	97	0	County	2000
E1380	.6S 3.1E OF HOBART	97	0	County	2000
IRR N2400	2. E 7.4 S OF MT VIEW	97	0	County	2000
IRR N2255 (A ST.)	A STREET & 10 TH. STREET	97	0	Municipal	2001
IRR E1350	2.5S 3.5E JCT.SH9 /	97	0	County	2002

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
	SH115				
IRR E1650	2S 4.1E OF SNYDER	97	0	County	2002
IRR N2250	1W 1.8N OF MT. PARK	97	0	County	2002
E1560	4N OF MT. PARK	97	0	County	2003
IRR N2410	10E 2.7N OF COOPERTON	97	0	County	2003
IRR E1620	2N .9W OF JCT 183/62	97	0	County	2005
IRR E1620	2.3E OF SNYDER	97	0	County	2005
E1430	5.0MI S. 1.1E.US183&WEST9	97	0	County	2006
N2160	6.0 W 4.4S. OF ROOSEVELT	97	0	County	2006
E1310	7N 1.1E OF HOBART	97	0	County	2007
E1440	4S 4.6E OF LONEWOLF	97	0	County	2007
E1490	9.S 1.8 E. LONE WOLF	97	0	County	2007
E1670	4 S. , 2.2 E. OF SNYDER	97	0	County	2007
N2170	5W 1.8S OF ROOSEVELT	97	0	County	2007
E1320	2N, 5.9E OF 183&E9	97	0	County	2008
E1460	2N .6W OF COOPERTON	97	0	County	2008
E1470	7.5 2.2 E OF LONE WOLF	97	0	County	2008
N2120	6W 1.5N OF HOBART	97	0	County	2008
N2260	4E 1.5S OF ROOSEVELT	97	0	County	2008
E1410	1S 2W OF LONE WOLF	97	0	County	2009
E1595	.5N .7W OF MTN. PARK	97	0	County	2009
N2060	6W, .6N OF CAMBRIDGE	97	0	County	2010
N2300	7.1S, 2E OF MT. VIEW	97	0	County	2010
IRR E1440	10S 3.8E OF GOTEBO	97	0	County	2011
E1470	2N 2.1E OF ROOSEVELT	97	0	County	2012
N2090	9S 1W OF LONE WOLF	97	0	County	2012
N2060	4W 2.6N OF LONE WOLF	97	0	County	2014
N2060	4W 1.6N OF LONE WOLF	97	0	County	2014
E1370	5S 1.2W OF MT. VIEW	97	0	County	2016

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
E1380	6S 1.2W OF MT. VIEW	97	0	County	2016
IRR E1630	2.1E OF SNYDER	97	0	County	2016
N2080	1W .4N OF LONE WOLF	97	0	County	2016
N2100	5.3N 3W OF SH44/SH9	97	0	County	2016
N2100	3.3N 3W OF SH44/SH9	97	0	County	2016
N2250	5E 2.4S OF HWY9/HWY183	97	0	County	2016
N2290	7E 1.1S OF ROOSEVELT	97	0	County	2016
E1480	1N 2.3E OF 183/19	97	0	County	2017
E1590	5N 6.2W OF 183/62	97	0	County	2017
N2200	2W 3.1S OF 183/19	97	0	County	2017
IRR 3871C	1.6 W OF N SNYDER	98	0	County	1982
IRR 3871C	1.3 W OF SNYDER	98	0	County	1982
IRR N2290	3E 1.5N OF MT PARK	98	0	County	1983
N2040	5.5 N 5. W OF WLW	98	0	County	1984
3890C	2.0 MI E .7 S US 183	98	0	County	1989
FAS 3802	4.0 W 1.0 N ROOSEVELT	99	0	County	1977
3890C	183& TRAIL 2.0 E .2 S	99	0	County	1989
N2160	2. W 4.3 S HOBART	99.9	0	County	1960
3860C	1.0 E 4.7 S GOTEBO	99.9	0	County	1981
N2300	GOTEBO 6.3 S 1.0 W	99.9	0	County	1986
E1450	7S1MI W OF HOBART	99.9	0	County	2000
IRR FAS 3802	7.7 MI S SH 9 HOBART	100	0	County	1930
N2160	2. W 4.3 S OF HOBART	100	0	County	1960
N2410	3. E 3.5 S OF MT VIEW	100	0	County	1960
N2410	3. E 5.7 S OF MT VIEW	100	0	County	1960
3810C	4.0 S 9.6 E GOTEBO	100	0	County	1970
3856C	11.0 E 1.6 S GOTEBO	100	0	County	1970
3860C	5.0 S 2.0 E GOTEBO	100	0	County	1981
3860C	5.0 S 3.4 E GOTEBO	100	0	County	1981
FAS 3815	2.7 MI E SH 44	100	0	County	1981
N2260	4. E .8 S OF ROOSEVELT	100	0	County	1983
N2260	4. E 1.1 S OF ROOSEVELT	100	0	County	1983
3834C	5.0 W 1.7 S ROOSEVELT	100	0	County	1985

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
FAS 3825	8.0 S 0.2 W GOTEBO	100	0	County	1986
FAS 3810	7.6 MI W OF CAMBRIDGE	100	0	County	1987
E1340	4. N 4.2 W OF HOBART	100	0	County	1987
E1390	1. S .2 W OF HOLBERT	100	0	County	1987
IRR E1570	3. N 4.5 E OF MT PARK	100	0	County	1987
IRR FAS 3804	2.1 MI W OF MT. PARK	100	0	County	1990
3884C	6.0 W 1.1 S CAMBRIDGE	100	0	County	1990
E1430	3. S .5 E LONE WOLF	100	0	County	1991
FAS 3809	2 N 8.4 MI W COOPERTON	100	0	County	1991
IRR 3886C	5.6 W OF ROOSEVELT	100	0	County	1992
FAS 3813	2 MI S 2 W ROOSEVELT	100	0	County	1993
E1340	2S OF MT. VIEW	100	0	County	1994
IRR E1400	2S,.8W OF HOBART	100	0	County	1994
N2110	1. E 5.6 N OF ELW	100	0	County	1994
IRR FAS 3825	3.0 S 1.2 W HOBART	100	0	County	1995
E1410	5N 3.4E JCT SH 19/54	100	0	County	1995
N2160	2. W .5 S OF HOBART	100	0	County	1995
IRR E1600	0.5 MI E OF MT PARK	100	0	County	1997
N2430	3E .2S JCT SH 19/115	100	0	County	1997
E1380	.6S 5.4E OF HOBART	100	0	County	2000
IRR 3871C	3.0 W 1.0 N SNYDER	100	0	County	2000
N2440	6 MIL E .6 MIL N MT VIEW	100	0	County	2000
IRR 12TH STREET	12TH & D STREET	100	0	Municipal	2001
E1380	4.0 S 11.2E GOTEBO	100	0	County	2003
E1400	2S & 1.2W HOBART	100	0	County	2003
E1320	4.5W 6N OF HOBART	100	0	County	2005
E1410	1.5E SH115, S OF MTN VIEW	100	0	County	2005
N2257 (D ST.)	D STREET & 12 TH. STREET	100	0	Municipal	2005
IRR N2300	1W & 1.3S OF COOPERTON	100	0	County	2005
E1330	.5E SH 44,5.5N SH9	100	0	County	2006
IRR E1650	1S US 621, SE OF SNYDER	100	0	County	2006

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT
N2270	4W 6.7S OF JCT SH9/SH544	100	0	County	2007
N2290	2.0MI.W&2.1MI.N OF GOTEBO	100	0	County	2009
E1470	1S & 1.1W OF S.H. 115	100	0	County	2010
N2180	4.7N OF HOBART	100	0	County	2010
E1660	4E, 3S OF SNYDER	100	0	County	2011
N2250	3N .1W OF US62/US183	100	0	County	2012
N2280	3W 6.9S OF GOTEBO	100	0	County	2013
IRR E1600 FAS 3804	2W OF MOUNTAIN PARK	100	0	County	2015
IRR E1600	2.5S OF MOUNTAIN PARK	100	0	County	2015
IRR E1350	3N 3.8E OF HOBART	100	0	County	2016
E1430	3N .7E OF SH19/SH54 JCT	100	0	County	2016

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

Primary Highway Freight System (PHFS) Routes			
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	21 st St. (33 rd W. Avenue to Burlington Northern RR at 23 rd St.)	1.27
OK3R	Burlington Northern Railroad	23 rd St. (BN Terminal to Southwest Avenue) SW Avenue (23 rd 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. 21 st 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

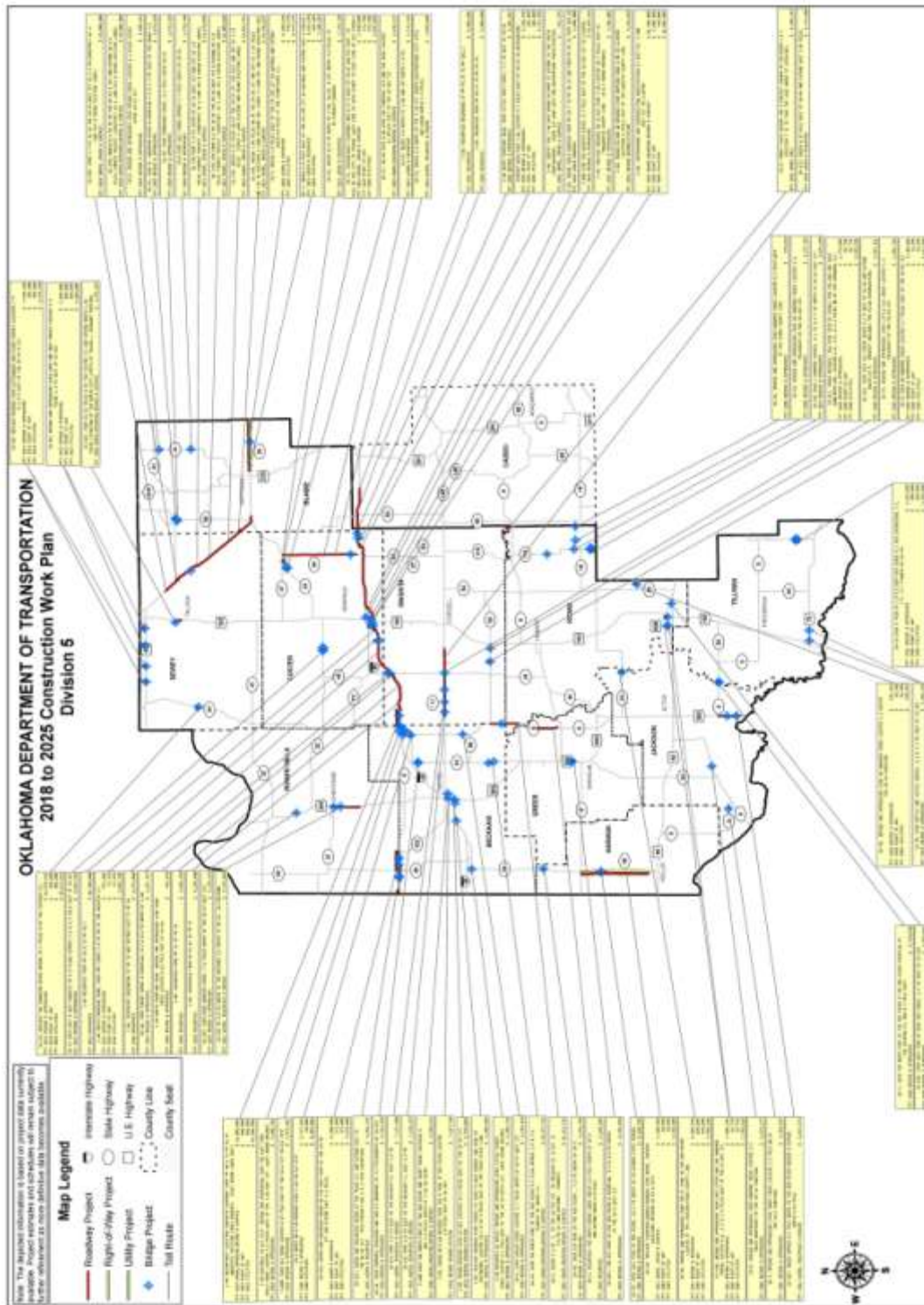
Appendix 3: Future Conditions

Appendix 3.1: Kiowa County 2040 Population and Employment Projections by TAZ

location	TAZ NUM.	2010 HU	2010 POP	2040 Pop	2016 Emp.	2040 Emp.
			9446	9426	3991	4072
Near Lonewolf	1	210	374	374	125	125
	2	32	83	83	45	45
	3	12	27	27	45	45
Near Hobart	4	74	164	164	100	100
	5	10	19	19	55	55
	6	48	92	92	35	35
Near Gotebo	7	418	653	605	325	325
	8	60	95	95	25	25
Cooperton	9	342	577	539	285	285
Near Roosevelt/MP	10	389	668	668	262	262
Near Lonewolf	11	486	595	595	185	185
Near Snyder	12	48	90	100	35	35
		2129	3437	3361	1522	1522
Hobart	100	229	473	473	275	280
	101	227	472	472	35	35
	102	303	580	580	105	105
	103	1985	329	329	150	170
	104	233	379	379	525	525
	105	229	491	491	301	315
	106	274	542	542	20	20
	107	242	515	515	85	85
		3722	3781	3781	1496	1535
Mountain View	200	244	477	472	225	225
	201	36	61	61	139	139
	202	202	326	308	225	225
		482	864	841	589	589
Snyder	300	53	92	92	45	66
	301	2637	521	521	115	125
	302	221	485	519	149	155
	303	132	266	311	75	80
		3043	1364	1443	384	426
Total			9376	9446	3991	4072

Source: SORTPO

Appendix 3.2: ODOT 8-year Construction Work Program 2018-2025 Map



Source: ODOT, SORTPO

Appendix 4: Financial

Appendix 4.1: Federal Funding Categories

Streets & Highways	
Federal Highway Administration Formula Program	Bridge Replacement and Rehabilitation (BR) Congestion Mitigation/Air Quality (CMAQ) Highway Safety Improvement Program (HSIP) Interstate Maintenance (IM) National Highway System (NHS) Surface Transportation Program (STP) (Statewide, Urbanized Area, Enhancement and Safety)
Federal Highway Administration Discretionary Programs:	American Recovery and Reinvestment Act of 2009 (ARRA) Demonstration Funds High Priority Projects (HPP) Intelligent Transportation Systems (ITS) Transportation Community Systems Preservation (TCSP) Other Discretionary Earmarks
Federal Transit Administration Formula Programs	Sec. 5307 – Urbanized Area Funds (Oklahoma City UZA and Norman UZA) Sec. 5310 – Elderly and Persons with Disabilities Program Sec. 5311 – Non-Urbanized Area Formula Program Sec. 5316 – Jobs Access and Reverse Commute (JARC) Sec. 5317 – New Freedom (NF) Congestion Mitigation/Air Quality (CMAQ) – Transferred from FHWA to FTA
Federal Transit Administration	Discretionary Programs: Sec. 5309 – Discretionary Capital Program 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) Bridge Rehabilitation (BH) Preventive Maintenance (PM) Safety Bridge Inspection	Bridge < 50 sufficiency rating & functionally obsolete or structurally deficient. Bridge between 50 & 80 sufficiency rating. Must have a systematic process for project selection. 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	FY 2015-16	FY 2016-17
Circuit Engineering District Revolving Fund	\$4,463,612.89	\$3,759,042.61	\$4,257,973.22	\$3,606,553.45	\$2,454,282.96	\$2,573,399.41
Counties for Bridge & Road Improvement	\$29,469,291.00	\$24,556,139.05	\$28,025,910.64	\$23,430,017.08	\$15,225,256.66	\$16,200,387.04
Counties for Roads	\$233,167,431.04	\$224,693,222.81	\$252,415,798.31	\$254,470,157.23	\$228,861,816.51	\$233,699,714.86
County Improvement Road and Bridge Revolving Fund	\$96,381,44.43	\$99,297,039.31	\$129,693,227.84	\$138,133,545.79	\$120,000,000.00	\$120,000,000.00
County Road Fund	\$16,567,078.24	\$17,075,040.15	\$18,701,249.31	\$17,701,249.31	\$17,933.883.32	\$17,212,153.19
County Road Improvement Revolving Fund	\$23,162,249.21	\$23,869,001.05	\$26,138,425.71	\$26,138,425.71	\$25,065,890.98	\$24,057,140.75
High Priority State Bridge Revolving Fund	\$63,036,200.98	\$5,932,688.65	\$6,159,069.25	\$6,225,331.10	\$6,393,096.46	\$6,333,887.30
Public Transit Revolving Fund	\$3,850,000.00	\$3,850,000	\$3,850,000	\$3,850,000	\$3,640,000.00	\$3,829,000.00
Railroad Maintenance Revolving Fund	\$666,387.67	\$716,415.44	\$837,887.56	\$826,792.79	\$850,452.97	\$796,860.87
Rebuild Oklahoma Access & Driver Safety Fund	\$250,700,000.00	\$292,400,000.00	\$352,100,000.00	\$411,800,000.00	\$441,045,432.00	\$508,678,655.32
State Hwy. Construction & Maintenance Funds	\$2,079,421.18	\$3,123,679.15	\$7,246,116.42	\$4,785,497.76	\$4,144,636.34	\$4,110,742.06
State Transportation Fund	\$208,864,879.28	\$204,316,899.57	\$213,905,376.86	\$214,115,706.14	\$217,307,803.50	\$216,795,526.28

Source: Oklahoma Tax Commission

Appendix 4.4: Kiowa County CIRB Funding FY 2018-2022

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Kiowa County	\$45,000	\$480,000	\$45,000	\$ 437,500	\$5,800,000	\$6,807,500

Source: ODOT

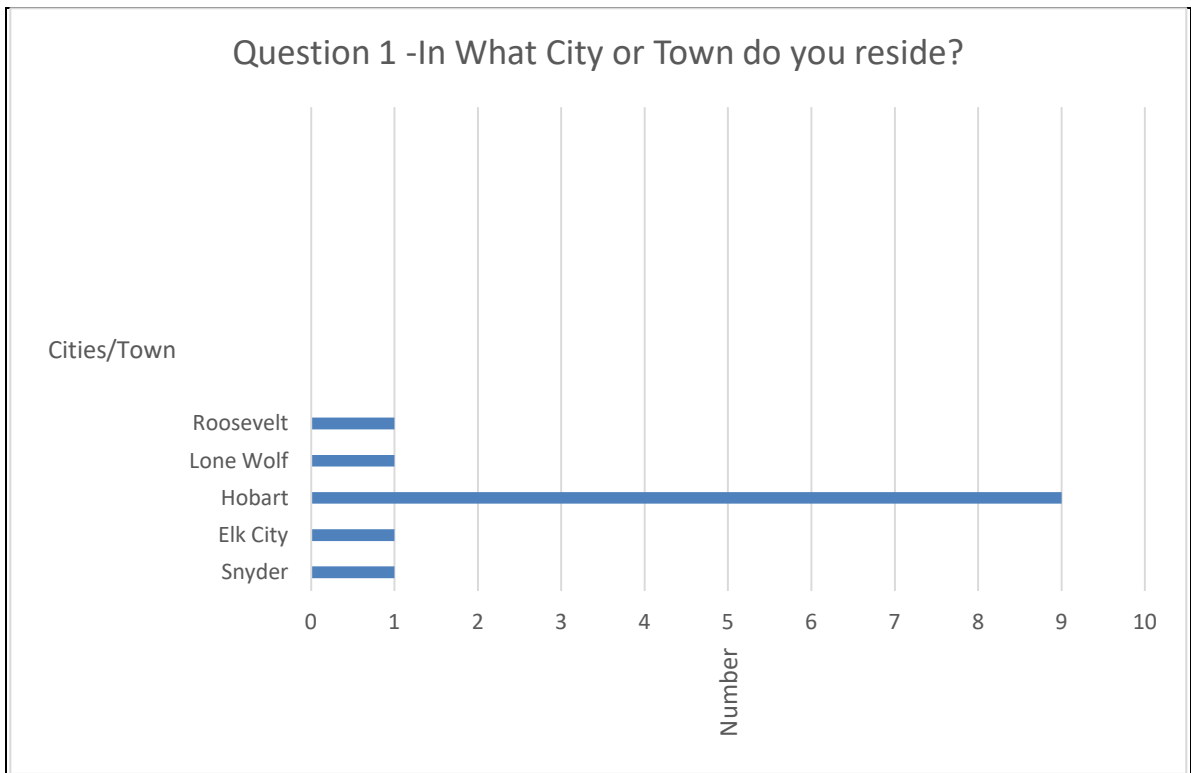
Appendix 5: Public Participation

Appendix 5.1: Kiowa County Socio Economic Characteristics

	Kiowa County
Total Population (2010 Census)	9,446
Average household size	2.29
Average household income	\$38,853
Median age	43.0
Persons 65 years and over	18.4%
Median selected monthly owner costs with mortgage*	\$ 59,600
Median gross rent*	545
Percent in poverty*	22.3%
Percent with a disability under age 65 years*	74.6%
Percent without health insurance coverage, under 65 years	16.7%
Percent veterans	676
Percent foreign born*	162
Language other than English spoken at home, 5 years and older*	688
Mean travel time to work (min)	20.2

Source: US Census 2010.

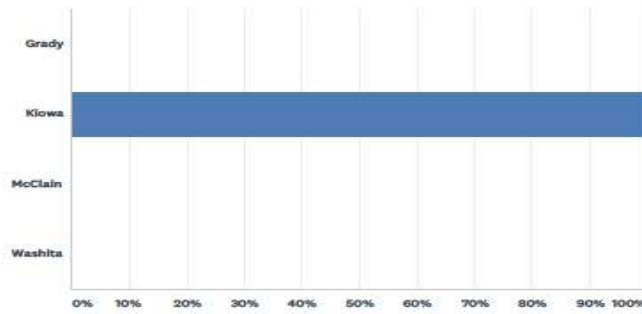
Appendix 5.2: Survey



FFY 2017-2018 Survey for 2040 Regional Transportation Plan

Q2 What county do you reside in?

Answered: 18 Skipped: 0

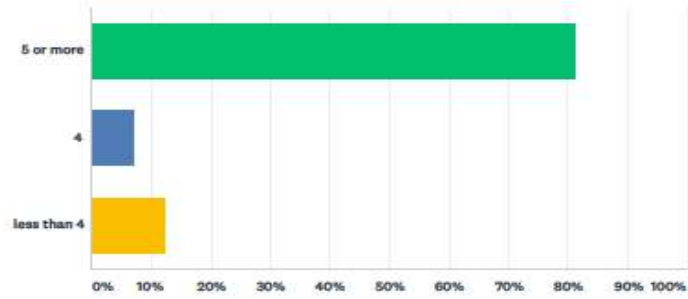


ANSWER CHOICES	RESPONSES	
Grady	0.00%	0
Kiowa	100.00%	18
McClain	0.00%	0
Washita	0.00%	0
TOTAL		18

FFY 2017-2018 Survey for 2040 Regional Transportation Plan

Q3 If you work or attend school outside the home, how many days per week?

Answered: 307 Skipped: 35

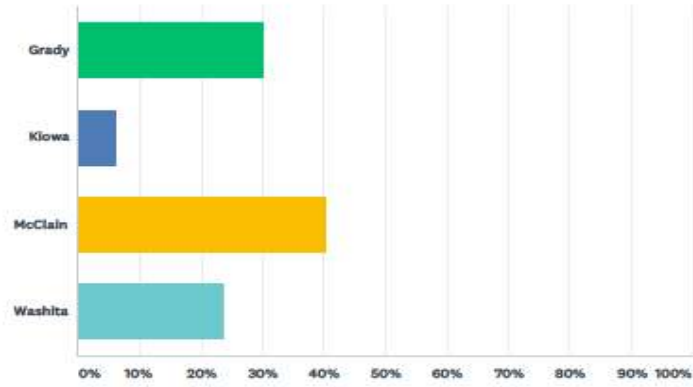


ANSWER CHOICES	RESPONSES	
5 or more	81.11%	249
4	6.84%	21
less than 4	12.05%	37
TOTAL		307

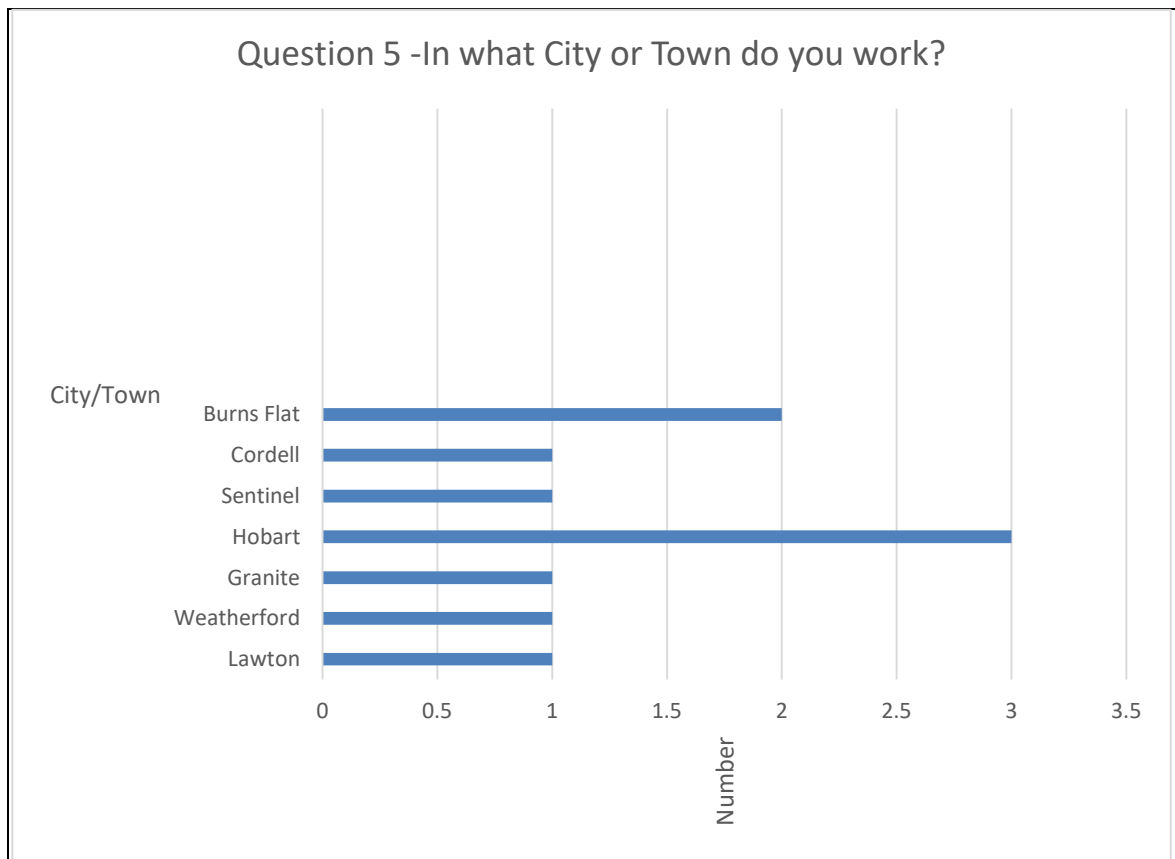
FFY 2017-2018 Survey for 2040 Regional Transportation Plan

Q4 In which county do you work or attend school?

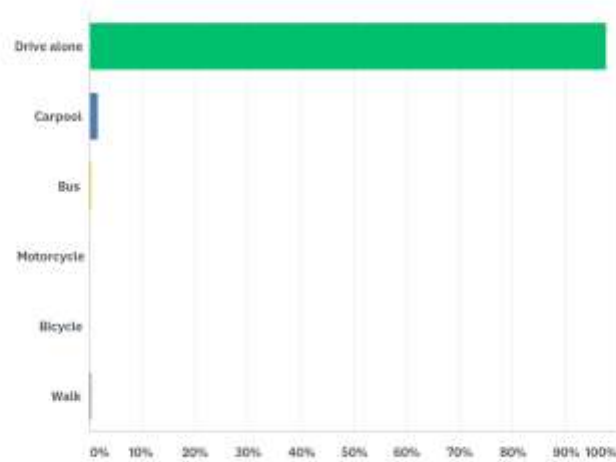
Answered: 216 Skipped: 126



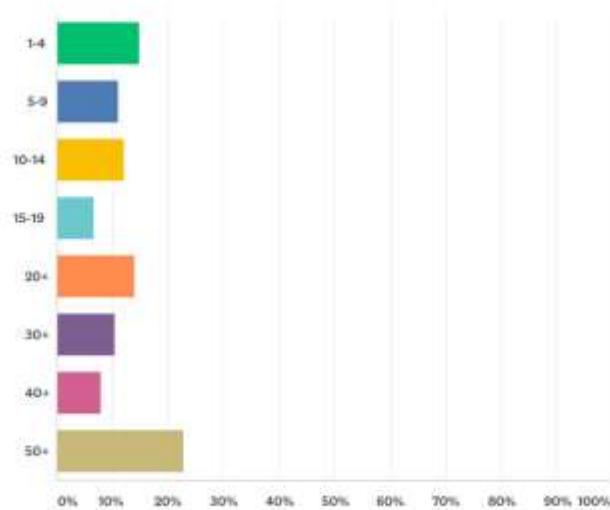
ANSWER CHOICES	RESPONSES	
Grady	30.09%	65
Kiowa	6.02%	13
McClain	40.28%	87
Washita	23.61%	51
TOTAL		216



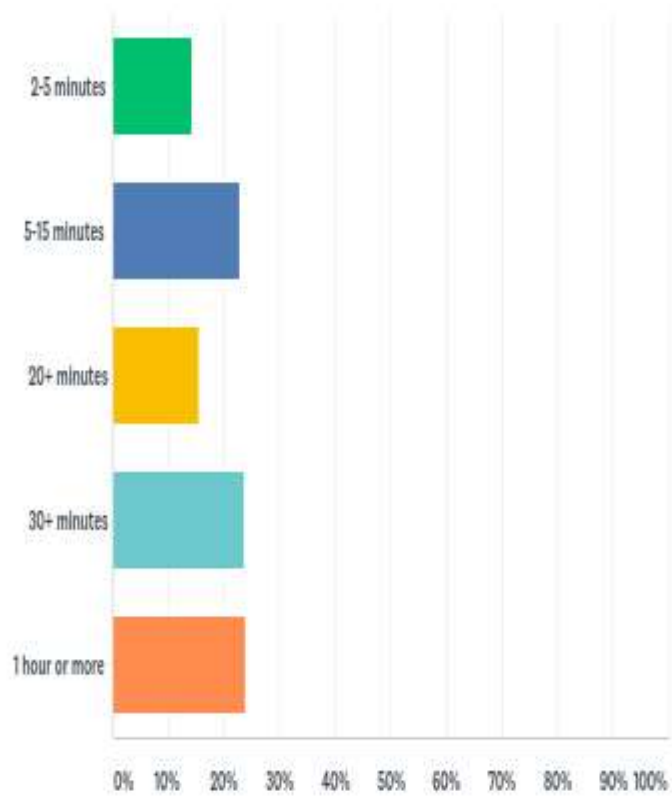
Q6 What type of transportation do you use most often to go to work/school?



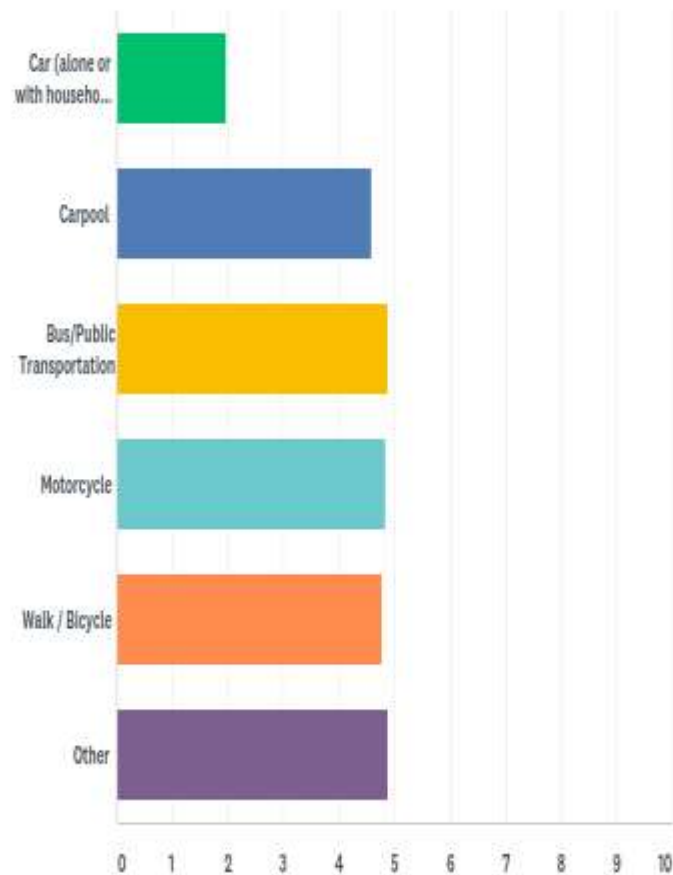
Q7 Number of miles traveled (round trip) for work/school?



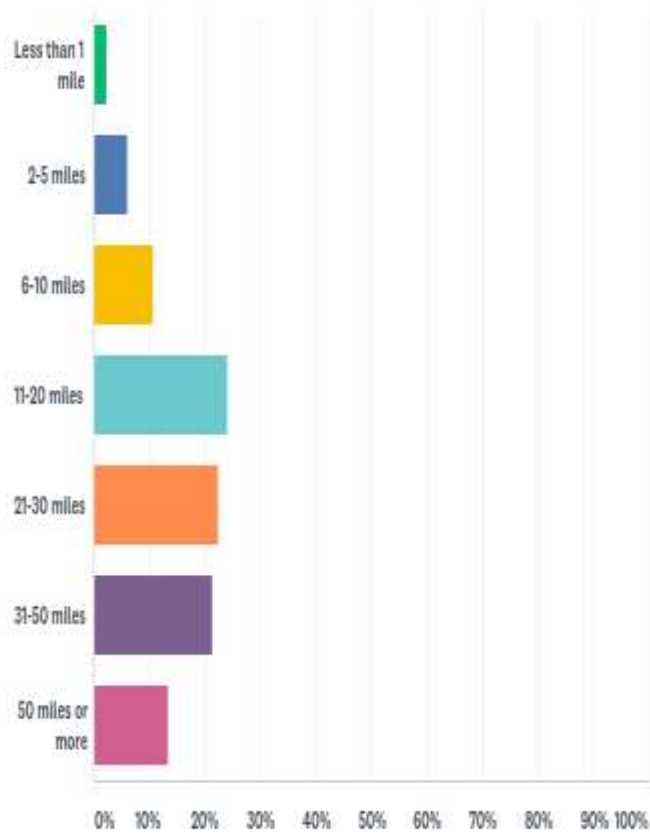
Q8 How much TIME does it usually take to travel (round trip) to work/school?



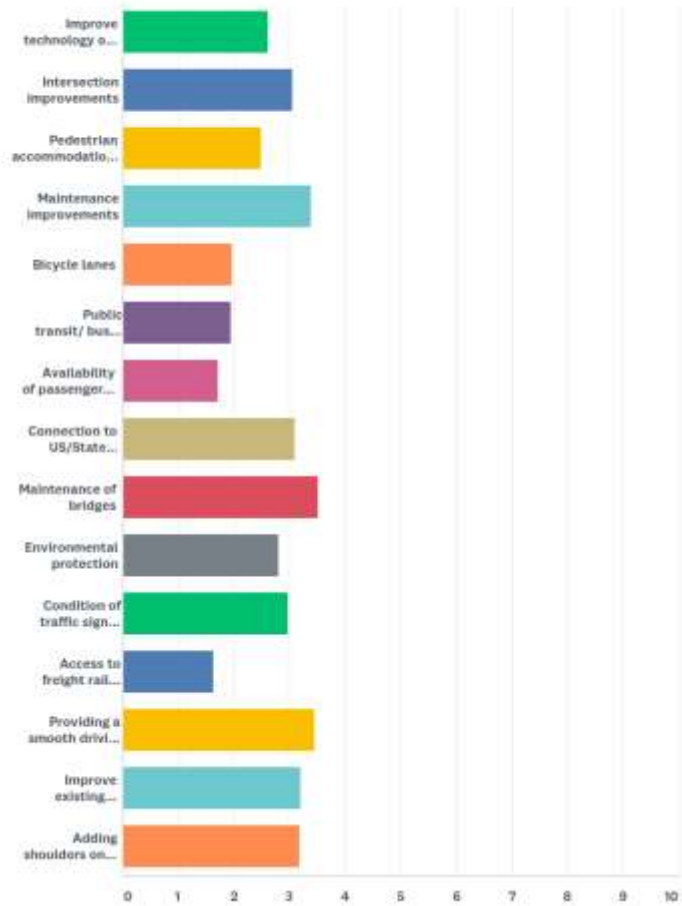
Q9 What is your usual method of transportation for OTHER trips such as shopping, appointments, or social outings?



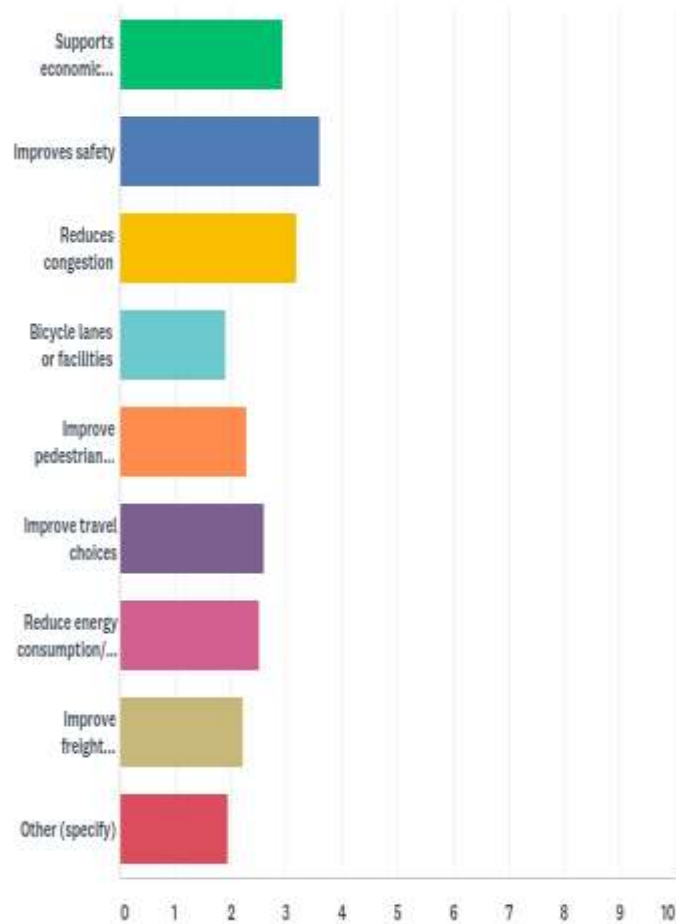
Q10 How many miles do you usually travel for these other trips (per outing)?



Q11 Please indicate how important each of these transportation system components is to you:



Q12 Which do you think should be a priority when selecting transportation projects?

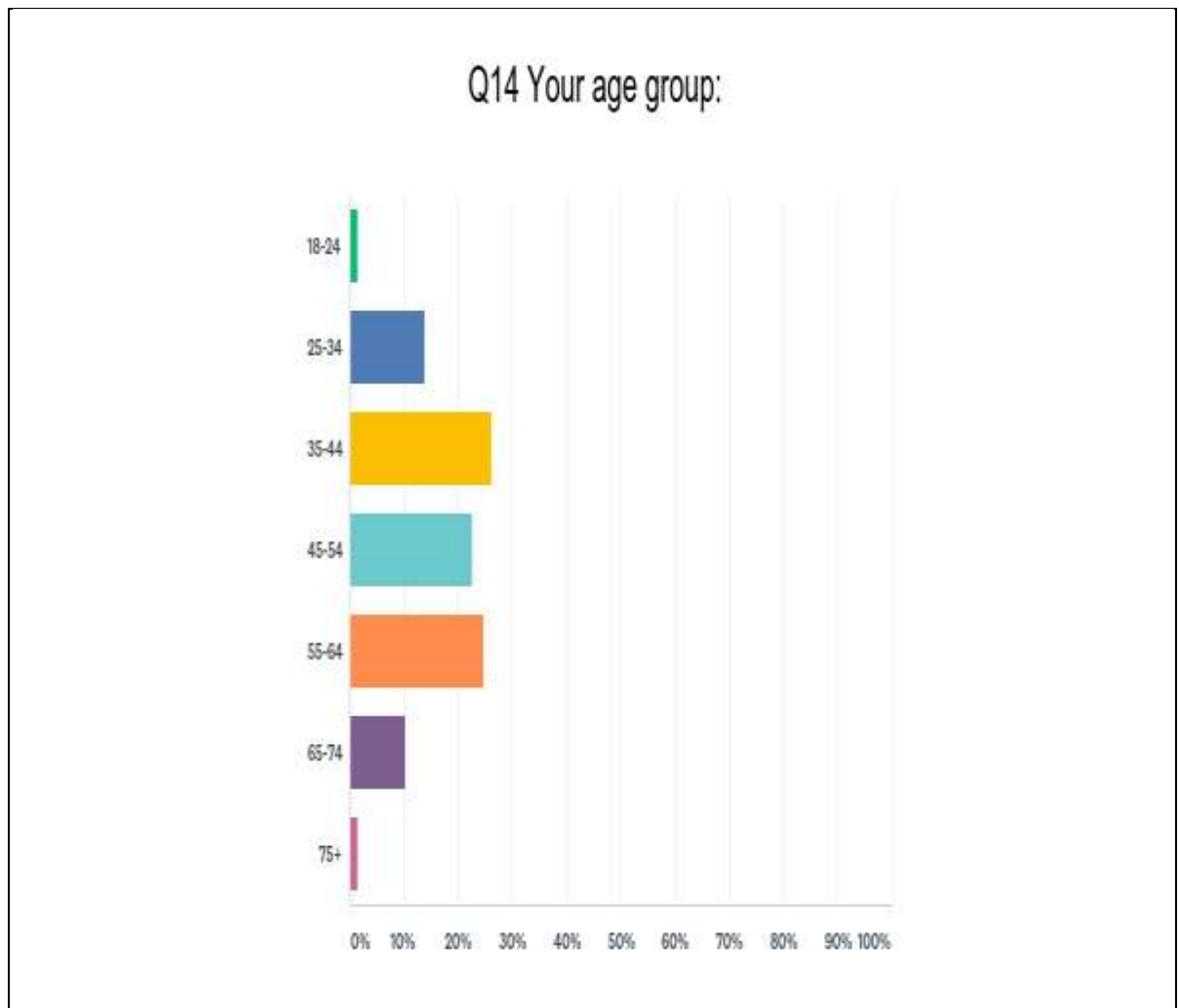


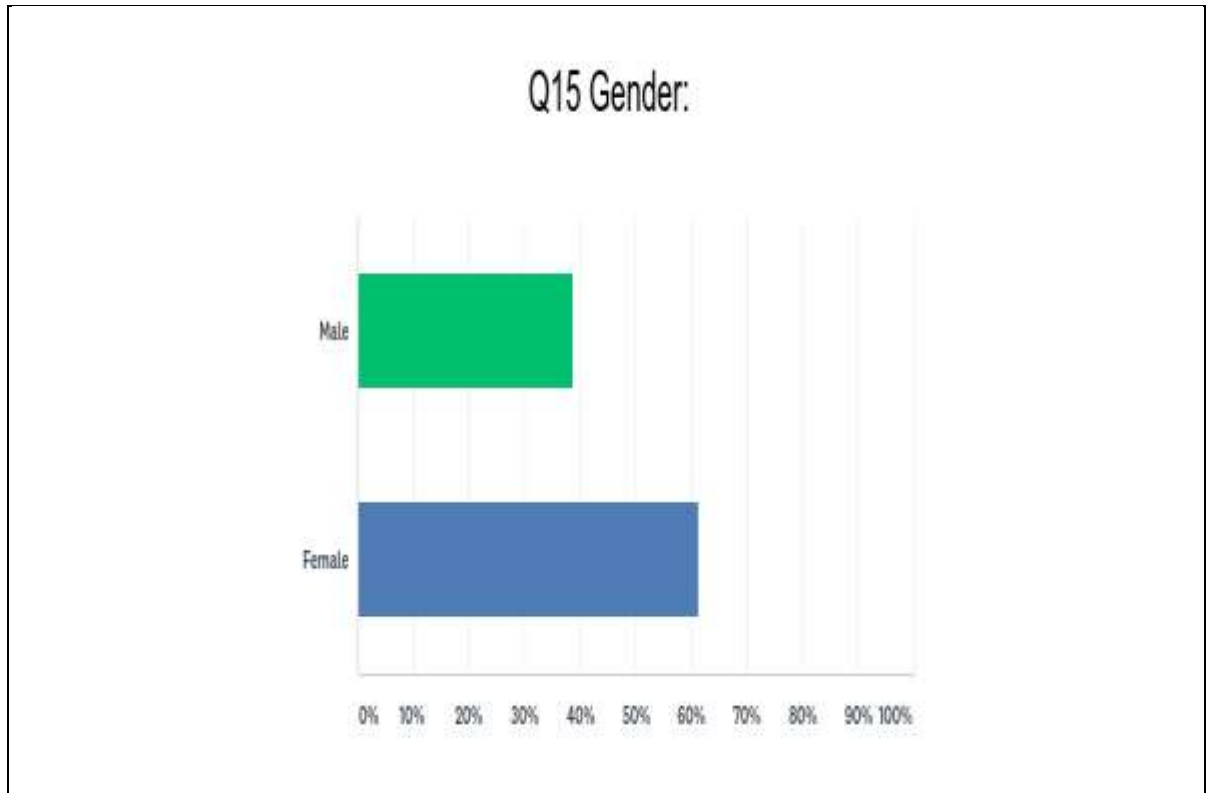
FFY 2017-2018 Survey for 2040 Regional Transportation Plan

Q13 What are some specific locations with traffic problems that you encounter?

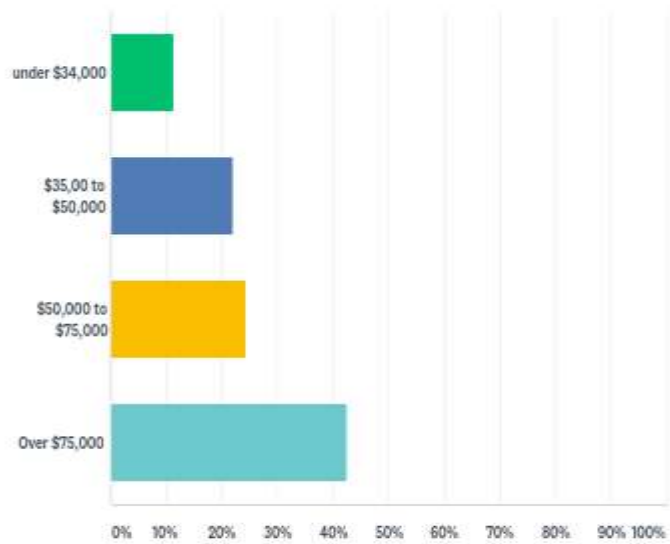
Answered: 8 Skipped: 10

#	RESPONSES	DATE
1	Blanchard	3/5/2018 9:37 AM
2	Blanchard City roads are in need of repair.	1/29/2018 12:31 PM
3	Hobart US and SH Unsafe intersections Hwy 152 and hwy 44 also very poor local streets in the town of hobart. Pot holes are horrible and cracks on roadways	1/29/2018 12:22 PM
4	Altus Clinton Congestion Elk City Intersection Signals/lane marking US and SH Weatherford In some of the larger of our communities such as Altus, Elk City and Weatherford the turning lane traffic can get backed up into other lanes of traffic while awaiting the signal light to change. The city of Weatherford has (maybe had- there has been some construction recently) an area where multiple intersections meet from different directions and streets and can be very difficult to navigate through as they all meet a short distance from a stop light with turning lanes on to I-40 and Main street. The cities of Clinton and Elk City have multiple intersections downtown where 4 way stops are not in place and vehicles have to ease out into thru traffic in order to see around the vehicles that are parked at store fronts in an effort to determine if it is safe to proceed.	1/24/2018 5:32 PM
5	County Intersection We live in a rural area, the intersections are overgrown with grass, I was in involved in a head on collision, due to the fact that we could not see each other. The roads are NOT maintained. When the county workers are contacted, it is to deaf ears. The grass along the roads are taller than most pick-ups. The roads are very rough, like wash boards, when it rains, there are areas that wash out, naturally, but it will take weeks to repair, and then it is repaired so that the next slight rain will wash it out again. There has to be some type of fix, spend a little money up front to keep from spending a little money a bunch of times. Would be cheaper in the long run. Have been told Cant do a lot since there are no school busses, won't do much work to the road, but this road has a lot of traffic. Will the county pay for the damage to my new car???	10/18/2017 9:21 AM
6	Congestion Hobart congestion near Hobart Elementary School and pick up and drop off.	10/17/2017 11:23 AM
7	Road condition Road conditions	10/17/2017 8:25 AM
8	Hobart Elementary School in Hobart	10/12/2017 3:52 PM

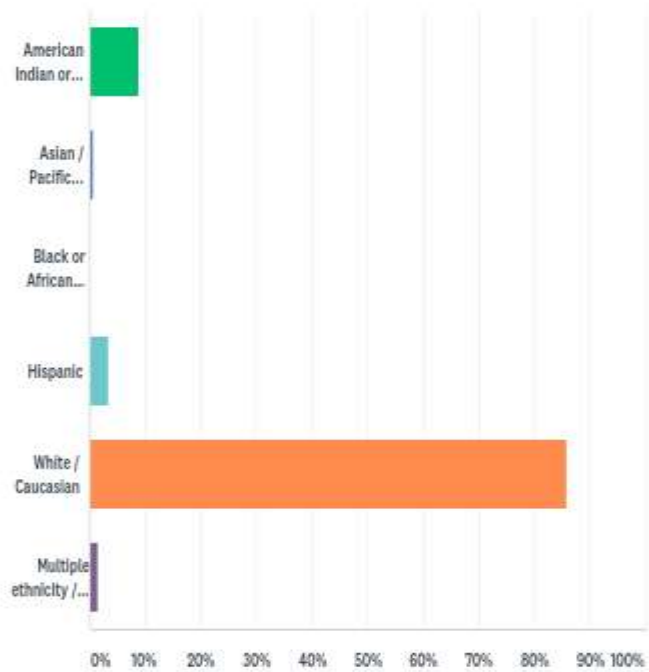




Q16 Household income:



Q17 Which race/ethnicity best describes you? (Please choose only one.)



FFY 2017-2018 Survey for 2040 Regional Transportation Plan

Q18 Please feel free to provide additional comments regarding transportation improvement needs:

Answered: 3 Skipped: 15

#	RESPONSES	DATE
1	Rideshare, transit I don't use it but I know some elderly/disabled that could use buses to Lawton and other places out of town that are not provided for them.	1/29/2018 1:45 PM
2	Maintenance & Preserv Any assistance to get our roads improved is greatly appreciated.	10/18/2017 9:22 AM
3	Maintenance & Preserv Intersections need mowed and maintained where county roads and main roads intersect.	10/17/2017 8:28 AM

Appendix 5.3: Public Outreach

On October 10, 2017, a stakeholder's meeting was held at the Western Technology Center, 1000 S Bailey St, Hobart, OK. On October 16, 2017, a stakeholder meeting was held at the Kiowa County Health Department, 901 S Broadway, Hobart, OK. Prior to this meeting invitation were sent to local stakeholders.

SORTPO staff distributed a copy of the Kiowa County 2040 LRTP on December 6, 2018 to the following agencies. No comments were received.

A legal notice advertising SORTPO's public hearing to adopt the Kiowa County 2040 Long Range Transportation Plan was placed in the Hobart Democrat Chief and Mountain View Times News newspaper on October 15, 2018. The SORTPO Policy Board held a public hearing on October 25, 2018 to receive comments on the Kiowa County 2040 LRTP prior to its' adoption. No comments were received.

Public Review and Comment

(Beginning September 4, 2018- October 3, 2018) No Comments were received

Stakeholder Invitation Letter



October 5, 2017

The Southwest Oklahoma Regional Transportation Planning Organization (“SORTPO”) is the regional transportation planning organization for southwest Oklahoma. Within this region there 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: October 10, 2017
Time: 10:00 a.m.
Location: Western Technology Center
1000 S. Bailey
Hobart, OK 73651

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!

Letter to State/Federal Agencies



September 5, 2018

Mr. Frank Lucas
Congressman
10952 NW Expressway, Suite B
Yukon, OK 73099

Dear Mr. Lucas,

The **Southwest Oklahoma Regional Transportation Planning Organization (SORTPO)**, is a regional transportation planning organization involving a collaboration between the Association of South Central Oklahoma Governments (ASCOG), the South Western Oklahoma Development Authority (SWODA) and the Oklahoma Department of Transportation (ODOT). SORTPO is responsible for the development of long range transportation plans in southwest Oklahoma.

At their August 30, 2018 SORTPO Policy Board meeting a 30-day public review and comment period was approved for the purpose of obtaining public comments on the 2040 Long Range Transportation Plans for the following counties: Kiowa and Washita Counties. These plans are the principal of a long-range planning document for each county. During this comment period we are encouraging individuals, agencies, and organizations to review the 2040 Long Range Transportation Plans of each county and submit written comments.

The plans are available for public review on the www.sortpo.org website and a hard copy is available in the County Commissioners office of each county starting on September 5, 2018. If you are unable to attend the public hearing meeting on October 25, 2018 to give your input on the important transportation issues on these five counties please submit comments no later than October 22, 2018 at the address below:

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

Press Release



PRESS RELEASE

"For Immediate Release"

Southwest Oklahoma Regional Transportation Planning Organization

420 Sooner Dr. PO Box 569, Burns Flat, OK 73624

580-562-4882

Comment period on Public Participation of the Kiowa County 2040 Long Range Transportation Plan concerning transportation is open for 30 days

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) is seeking public comment on the Public Participation Plan for the development of the Regional Long-Range Transportation Plans. The Public Participation Plan serves to encourage citizens and organizations to actively participate in their community-related transportation issues, building a relationship for better communication and cooperation. Prior to adoption of the plan there is a 30-day public comment period which will end on October 3, 2018. During this comment period individuals, agencies, and organizations are encouraged to review the document and submit comments. The Plan is available from the SORTPO office in Burns Flat or on www.sortpo.org (see "Publications" page) for review. Please submit written comments to Becky Cockrell, SORTPO, 420 Sooner Dr., PO Box 569, Burns Flat, OK 73624 or to becky@swoda.org.

Appendix 6: Recommendations

Table 6.1: Kiowa County Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Kiowa County	2018-2022	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/LOCAL
Kiowa County	2018-2022	Conduct a freight assessment for the county.	SPR/LOCAL
Kiowa County	2018-2022	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/LOCAL
Kiowa County	2018-2022	Develop data collection standards.	SPR/LOCAL
Kiowa County	2018-2022	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/LOCAL
Kiowa County	2018-2022	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Kiowa County	2018-2025	Resurface: US-183 begin 2,3330 ft. North of SH-9 east & extended north to Washita C/L.	\$1,894,460.00
Kiowa County	2019-2021	Resurface: SH-9 begin 0.3 miles east of SH-115 north, extended east 6.94 miles to the Caddo C/L.	\$1,163,702.00
Kiowa County	2020-2021	Resurface: SH-44A begins at JCT SH-44 and extended NE 1.43 MI.	\$343,378.00
Kiowa County	2020-2021	A.D.A Projects for Compliance: US-183 from SH- 19 south to west Hamilton St.	\$ 421,000.00
Kiowa County	2021	Resurface: SH-9 begin at the US-183 JCT and extend east to SH-54 JCT.	\$2,198,605.00
Kiowa County	2021	Resurface: SH-9 begin east edge of Gotebo and extend east 6.73 ML to Mt.View.	\$3,039,000.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Kiowa County	2018-2025	Bridge & Approaches: SH-19 bridge and approaches over an unnamed creek located 1.8 ML east of the SH-115 JCT.	\$ 1,577,507.00
Kiowa County	2018-2025	Bridge & Approaches: SH-19 bridge and approaches over an unnamed creek located 0.2 ML west of Caddo C/L.	\$979,039.00
Kiowa County	2018-2025	Right of Way: SH-115, three bridges, two over tribe of Saddle MTN creek, over Saddle MTN creek 1.8, 2.0 & 2.2 MI NW of the Comanche C/L.	\$81,750.00
Kiowa County	2018-2025	Utilities: SH-115, three bridges, two over tribe of Saddle MTN creek and one over Saddle MTN creek, 1.8, 2.0 & 2.2 MI NW of Comanche C/L.	\$81,751.00
Kiowa County	2018-2025	Right of Way: SH-49, over an unnamed creek, 1.2 east of SH-54 RW.	\$ 54,500.00
Kiowa County	2018-2025	Utilities: SH-49, over an unnamed creek located 1.2 east of SH-54 UT.	\$54,500.00
Kiowa County	2018-2025	Right of Way: US-62B, over east Otter and two unnamed creeks 0.8 & 2.6 ML west of the US-183 JCT.	\$81,750.00
Kiowa County	2018-2025	Utilities: US-62B over east Otter and two unnamed creeks 0.8, 3.5 & 2.6 ML west of the US-183 JCT.	\$81,751.00
Kiowa County	2023 – 2027	Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.	SPR/LOCAL
Kiowa County	2023 – 2027	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.	SPR/LOCAL
Kiowa County	2023 – 2027	Working with area employers and stakeholders develop a database and map identifying transportation needs.	SPR/LOCAL
Kiowa County	2023 – 2027	Develop database and mapping to identify the County's underrepresented.	SPR/LOCAL

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Kiowa 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
Kiowa County	2028- 2032	Develop a regional map that identifies tourism destinations and regionally significant facilities.	SPR/LOCAL
Kiowa County	2028- 2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2033- 2037	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2033- 2037	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Kiowa County	2038- 2040	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Kiowa County	2038- 2040	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL

Source: ODOT, SORTPO