WASHITA COUNTY
OKLAHOMA

2040 LONG RANGE TRANSPORTATION PLAN

SOUTHWEST OKLAHOMA
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

South Western Oklahoma Development Authority

Association of South Central Oklahoma Governments

Southwest Oklahoma Regional Transportation Planning Organization

Prepared by:
South Western Oklahoma Development Authority

Bldg. 420 Sooner Drive
Burns Flat, OK 73624
580-562-4882
www.sortpo.org

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

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

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

Resolution No. 2018-6
Adopting the Washita 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 Washita 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 Washita 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

Table of Content

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.

Located in southwest Oklahoma, the SORTPO region is comprised of 14,180 square miles. (Map1.1). 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. Each county in the region although a separate entity as far as governmental services the counties are linked through commerce, employment and regional 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 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

Washita County is located along the southwestern boundary of the SORTPO region and according to the U.S. Census Bureau, the county has a total area of 1,009 square miles (1,003 square miles of land and 5.6 square miles of water). The Washita River is the outlet for most of the county, except the southwest corner outlet goes into the North Fork of the Red River. The County is predominately rural, with much of the population being within the incorporated cities of Cordell and Burns Flat.

The county economy has been based primarily on agriculture and forestry, retail, education, and more recently wind farms. Within the County are six highways Interstate 40, US 183, SH 152, SH 44, SH 54, SH 55, and SH 115.

- Interstate 40 is a 4 lane highway that divides the county on its northwest corner. State Highway 152 bisects the county in the east west direction continuing from the Beckham county line to the east to the Caddo County line.
- State Highway 55 is located in the lower southwest quarter of the county continuing from the Beckham County line to the East SH 54.
- State Highway 44 runs north and south of the western half of the county, from the Kiowa county line going north crossing I-40 to the Custer county line.
- US 183 run north and south of the county through Cordell from the Kiowa county line to the north to I-40 crossing Custer County line.
- State Highway 54 continues from the Kiowa county line north to SH 152 then east to SH 54 then continuing north to Custer county line.
- State highway 115 beginning at the Kiowa county line extending north to SH 152.

The railway that runs north and south through Washita County are Grainbelt (GNBC) and Farmrail (FMRC). There are two public airports in the County (one in Cordell and the other in Burns Flat).

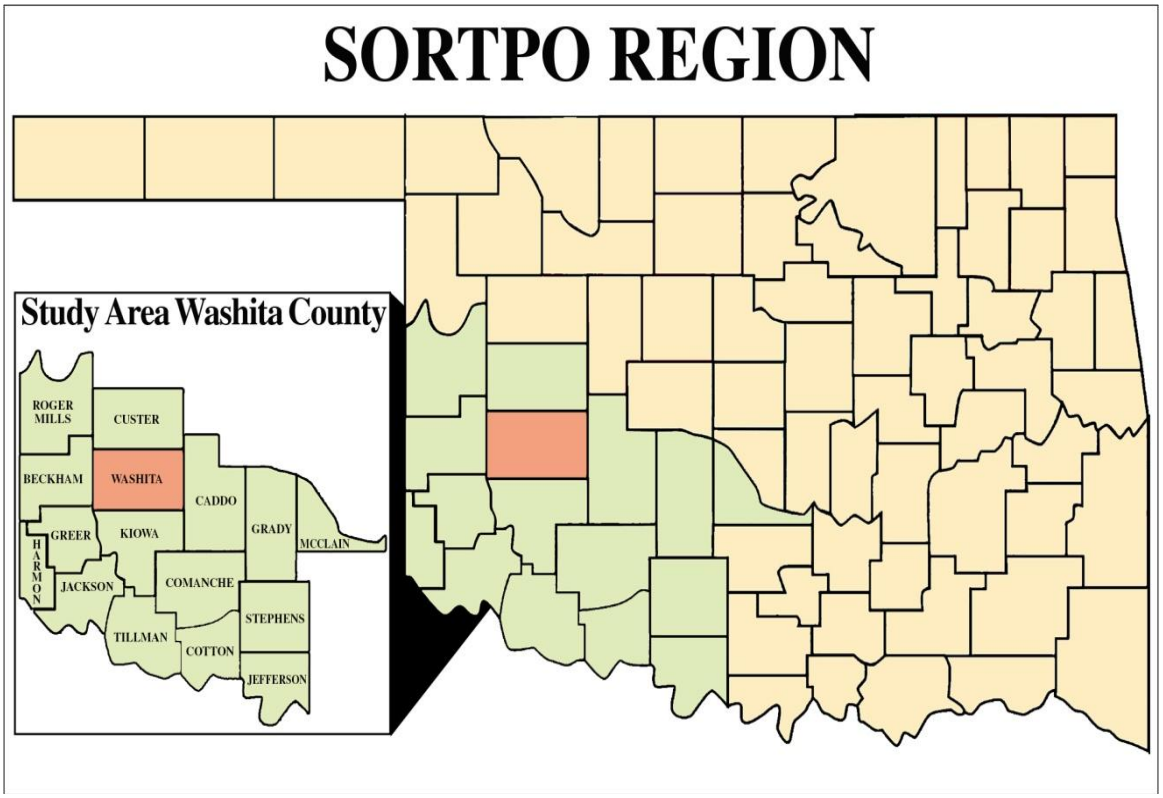
Historic structures include the Washita county courthouse located in Cordell (National Register 84003452), and the New Cordell Courthouse square (National Register 98001592), two archaeological sites Cedar Creek (National Register 75001577) and McLemore (National Register 66000636); the Segar Indian Training School (National Register 71001080) near Colony; the Canute Service Station (NR 94001611); the Cordell Carnegie Library (NR 89001966).

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- 2016 ACS, reveals the County population was Eleven thousand six hundred and twenty-six (11,626) resulting in a population density of less

than 12 people per square mile. In Washita County there are six (6) larger communities and four (4) smaller ones. In 2010 there were ten incorporated communities: Bessie, Burns Flat, Canute, Colony, Cordell, Corn, Dill City, Foss, Rocky and Sentinel.

- **Cordell** is the County Seat for Washita County and encompasses 2.6 persons per square miles, with a population of two thousand nine hundred (2,900) according to the 2012-2016 ACS. This city is approximately 28 miles east of the Beckham County line on SH 152 and approximately 12 miles north of the Kiowa County line on US 183. Major employers include Washita County Courthouse, Cordell Public Schools, and Cordell Memorial Hospital.
- **Burns Flat** is located northwest of Cordell on SH 152 on SH 44 and is the second most populated town in Washita County. Burns Flat's land area encompasses 1.08 square miles and has estimated population of two thousand one hundred and seventeen (2,117) (2012-16 ACS). Major employers are the Western Technology Center, SWODA and Burns Flat Public Schools.
- **Sentinel** is located southwest of Cordell on US 183 and SH 55. Sentinel's land area encompasses 1.74 square miles, with an estimated population of eight hundred sixty-five (865) (2012-16 ACS). Major employers are the Sentinel Public Schools and agriculture.
- **Dill City** is located 8 miles west of Cordell on SH 152. Dill City's land area encompasses 1.46 square miles, with an estimated population of six hundred forty-one (641) (2012-16 ACS). Major industry is agriculture.
- **Corn** is located 17 miles northeast of Cordell on SH 54A. Corn's land area encompasses 2.32 square miles, with an estimated population of six hundred and two (602) (2012-16 ACS). Major employers are Corn Heritage Village nursing home and Corn Bible School.
- **Canute** located far northwest corner of Washita County south of I-40 approximately 8 miles east of Elk City in Beckham County. Canute's land area encompasses 1.98 square miles, with an estimated population of four hundred and fifty-four (454) (2012-16 ACS). Major employer is the Canute Publics School.

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

Transportation planning is a process that develops information to help make decisions on the future development and management of transportation systems. It involves the determination of the need for new or expanded roads, transit systems, freight facilities and bicycle/pedestrian facilities their location, their capacity and the future needs. The process of developing the LRTP provides an opportunity for participating in the planning of the future transportation system. The process allows the community to focus their attention on transportation in the context of Jackson County as well as the SORTPO region. The LRTP was developed within the regulatory framework of Moving Ahead for Progress in the 21st Century Act (Map-21) and the Fixing America's Surface Transportation Act (FAST Act). The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs.

Purpose of Plan

The 2040 Washita 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 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 and emergency 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 Cheyenne-Arapaho Tribe of Nation development project 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.
- Growth continues for online shopping sales.
- The northern quarter of Washita County is a bedroom community to Beckham and Custer Counties.
- Freight traffic will grow along US 183, I 40 and SH 152.

- Washita County population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The wind farm sector and agriculture industry will continue to rely heavily on trucks in rural area.
- Foss Lake State Park destination for recreation and tourism.
- Technology impact on retail, employment and how medical services are obtained.
- State of Oklahoma's budget negative impact on rural communities.
- 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.
- 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.

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 2016-2023. Other projects include development of studies, plans, and collection of data that can be included in SORTPO's Planning Work Program (PWP).

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

CITY/TOWN	LOCATION	DESCRIPTION
Washita Co.	SH 152 & SH 44	Intersection improvements / Heavy Traffic
Washita Co.	SH 152& SH 6	Needs more signage.
Corn/Cordell	US 183 / SH 54A	Turning onto US 183 coming from Corn. Need lighting .
Washita Co.	SH 152	Needs shoulders from Tuttle OK to the Texas state line. Oversize / overweight freight is hauled on this highway bypassing scales.
Burns Flat	SH 44	Needs crossing area from Rudy's Convenience Store to grade school congestion in the mornings.
Washita Co	SH 152 & SH 54	Intersection improvements.
Washita Co	SH 152 & SH 54 north	Intersection improvements.
Washita Co	SH 152	Hazardous material not allowed on interstate move to state highways and

CITY/TOWN	LOCATION	DESCRIPTION
		local roads.
Washita Co	E 1120 RD(SH 44 & US 183)	Bad curves & bad bridges this road is use for bypasses.
Washita Co	N 2080 Rd (North of SH 152 going toward Canute)	Heavy Traffic
Washita Co	N 2160 Rd (north to SH 152)	Heavy Traffic
Washita Co	SH 54 north/south to SH 152	Intersections improvements
Washita Co	SH 115 to SH 152	Intersections improvements
Washita Co	N 2440 Rd	Heavy Traffic bypass road/dangerous steep hills no shoulders.
Cordell/ Burns Flat		Need sidewalks around school for kids
Washita Co	US 183	Intersection coming from Corn to go to Cordell. Several wrecks and fatalities.
Washita Co	SH 44, 54, 55, 115	Need shoulders on highways for slower traffic.
Washita Co.	US 183, SH 152	Intersection
Washita Co.	SH 152 & SH 44 & US 183	Resurface beginning 5.23 ML east of SH 44 Jct. and extending east 5.12 to US 183 Jct.
Cordell	US 183 & SH 152	Maintenance and improvements needed due to high traffic volume / heavy truck equipment.
Washita Co.	US 183	4 lanes needed in the southern part of Washita County.

Table ES2: Washita County Recommended Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE/FEDERAL
Washita County	2018-2022	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/LOCAL
Washita County	2018-2022	Conduct a freight assessment for the county.	SPR/LOCAL

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE/FEDERAL
Washita County	2018-2022	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/LOCAL
Washita County	2018-2022	Develop data collection standards.	SPR/LOCAL
Washita County	2018-2022	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/LOCAL
Washita County	2018-2022	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Washita County	2018-2022	RESURFACE: SH-152 Begins 5.23 miles east of the SH-44 JCT and Ext. East 5.12 miles to the US-183 JCT.	$1,833,273.00
Washita County	2018-2022	BRIDGE REHABILITATION: SH-44, over east Elk Creek located 44 miles north of the SH -152 JCT.	$850,000.00
Washita County	2018-2022	BRIDGE REHABILITATION: SH-44, bridge rehab over Calvary Creek located 1 mile south of the SH-152 JCT.	$1,225,000.00
Washita County	2018-2022	BRIDGE & APPROACHES: SH-152: over east Elk Creek begin 0.2 ML west of SH-44 and extend east 0.35 m project includes the SH-44 intersection.	$ 2,947,121.00
Washita County	2018-2022	BRIDGE & APPROACHES: SH-55 Bridge and approaches over little Elk Creek located 5.6 miles east of the SH-44 JCT.	$2,986,394.00
Washita County	2018-2022	RESURFACE: I-40 Resurface from MP 45.17 to MP 53	$8,284,000.00
Washita County	2018-2022	BRIDGE & APPROACHES: I-40 north frontage road, bridge and approaches over sand creek located 0.11 miles east of SH-44.	$742,630.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE/FEDERAL
Washita County	2018-2022	RESURFACE : I-40 Resurface from MP 53 to MP 59.	$9,864,360.00
Washita County	2018-2022	RIGHT OF WAY: SH-55 over an Unnamed Creek located 2.7 miles east of the SH-44 JCT RW for 30336(04)	$54,500.00
Washita County	2018-2022	UTILITIES: SH-55 over an Unnamed Creek located 2.7 miles east of the SH-44 JCT. UT for 30336(04)	$54,500.00
Washita County	2018-2022	BRIDGE & APPROACHES: SH-55 over and Unnamed Creek located 2.7 miles east of the SH-44 JCT.	$1,318,900.00
Washita County	2018-2022	WIDEN, RESURFACE & BRIDGE: SH-152 from 1.8 MI east of the Beckham C.L. east 4.0 ML.	$3,158,957.00
Washita County	2018-2022	WIDEN, RESURFACE & BRIDGE: SH-152 from 5.8 MI east of the Beckham C/L east 5.0 MI.	$7,137,000.00
Washita County	2018-2022	BRIDGE & APPROACHES: SH-44 over Turkey Creek and overflow 0.5 & 0.6 MI north of I-40.	$2,197,393.00
Washita County	2018-2022	WIDEN & RESURFACE: SH-152, begin 0.15 ML east of SH-44 and extend east 5.05 ML.	$6,731,000.00
Washita 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
Washita County	2023-2027	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available	SPR/LOCAL
Washita County	2023-2027	Working with area employers and stakeholders develop a database and map identifying transportation needs	SPR/LOCAL
Washita County	2023-2027	Develop database and mapping to identify the County's underrepresented	SPR/LOCAL

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

Becky Cockrell, SORTPO
South Western Oklahoma Development Authority
PO Box 569, 420 Sooner Dr.
Burns Flat, OK 73624
580-562-4882 ext.118
becky@swoda.org
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.

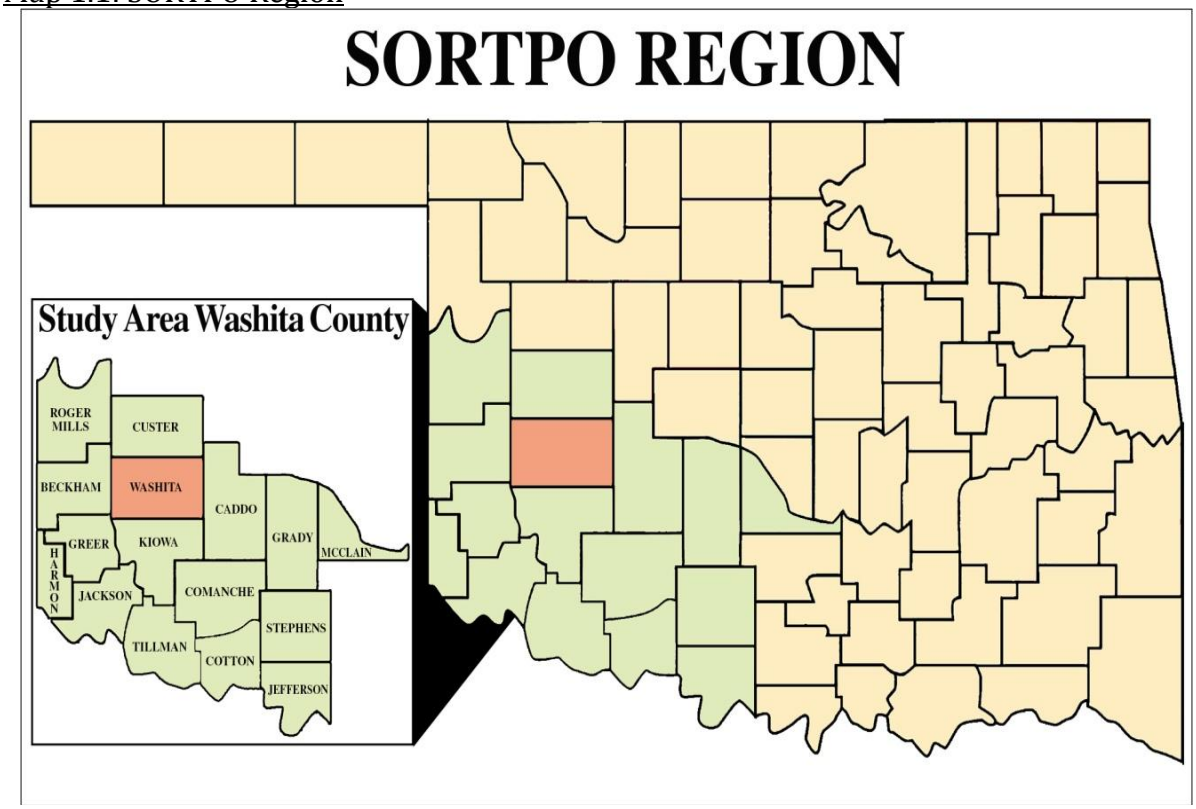
In April 2012, the Oklahoma Department of Transportation (ODOT) entered into an agreement with OARC to oversee development of the regional transportation planning process and the regional public participation process in the non-metropolitan areas of the state. Three councils of governments were selected 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 2011-2015 ACS estimates the population has increased to 422,165. Although much of the region is comprised of large tracts of farming and agriculture lands there are multiple areas that contain urbanized areas that feature regional medical facilities, universities, military installations and governmental offices. Each county in the region although a separate entity as far as governmental services the counties are linked through commerce, employment and regional transportation.

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% 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 if the transportation system is to move people and goods in the safest and most efficient manner possible. SORTPO envisions the transportation system as a critical element of the quality of life for the citizens. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. Transportation systems, both highway and transit, must safely, efficiently and effectively allow citizens to

travel to work and to conduct their personal lives. Transportation systems must further provide for the efficient movement of goods to markets to support the county's economic vitality. Additionally, transportation decisions should carefully consider and reflect environmental and community concerns.

Transportation planning is a process that develops information to help make decisions on the future development and management of transportation systems. It involves the determination of the need for new or expanded roads, transit systems, freight facilities and bicycle/pedestrian facilities their location, their capacity and the future needs. The process of developing the LRTP provides an opportunity for participating in the planning of the future transportation system. The process allows the community to focus their attention on transportation in the context of Washita 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 Washita 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 objectives, "What do we want to accomplish over the life of the plan?" with current conditions and forecasts, "Where are we starting, and how are demographics and economics expected to change?" The projects and policies that are included in the LRTP the plan arise from the needs and those needs also span the twenty-year planning period.

A key concept that underlies the discussion of needs is affordability. With limited fiscal resources, every jurisdiction that owns and operates part of the countywide transportation system must consider what they can afford to operate and maintain into the future.

People of all ages are making different decisions about where they choose to live, and what constitutes a positive quality of life. SORTPO's transportation planning process includes opportunities for the community's transportation stakeholders to participate in development of the LRTP. This process includes soliciting comments from the public on current and future transportation needs.

Appendix 5.2 illustrate survey results obtained during the planning process. Survey Question 11 includes information on the importance of selected transportation components in Washita County. The 4 components receiving the highest ratings: maintenance improvements, intersection improvements, bridge improvements, smooth driving surface, and adding shoulders. When selecting projects survey respondents indicated in Question 12 have a higher preference for projects that improve safety, supports economic development, improve pedestrian walk ways and travel choices.

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, 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 LRTP format follows a hierarchy that includes goals, objectives and strategies to assist Washita 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 specific, quantifiable steps towards the realization of those goals. Table 1.2 identifies the goal categories for the Washita 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: Washita 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.7-8)	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. 8-9)	Reduce impacts to the county's natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.
5. Finance & Funding (pg. 9)	Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.
6. Maintenance 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. 9-10)	Improve the safety and security of the transportation System by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

Goal	Description
8. Community & Health (pg.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. Identify opportunities to provide a transit system(s) in the region to improves access to health care facilities, education facilities and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment for the county.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn't create barriers for the access or mobility of other modes.
5. Participate with ODOT, Class III Rail Companies and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000.
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 a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help inform sound planning decisions.

5. Facilitate and support the coordination of regional training opportunities.
6. Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.
7. Develop and implement a bicycle and pedestrian public awareness and education program.

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, 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 to ensure delivery of transportation security to the traveling public.
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 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.
- 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 improvements of rail crossings.
- 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 and emergency 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 Cheyenne-Arapaho Tribe of Nation development project 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:

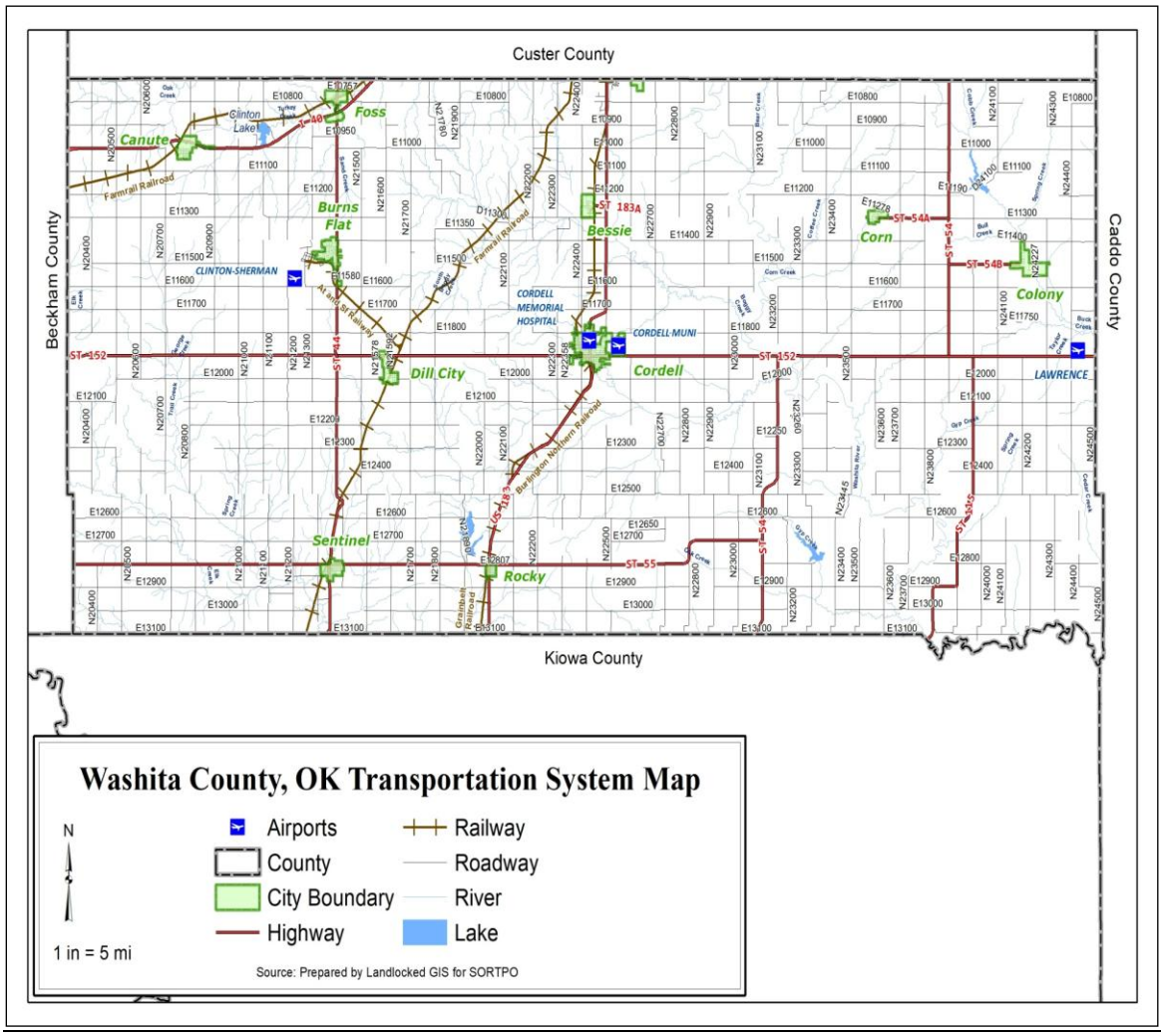
- Population is declining in the rural areas.
- Growth continues for online shopping sales.
- The northern quarter of Washita County is a bedroom community to Beckham and Custer Counties.

- Freight traffic will grow along US 183, I40 and SH 152.
- Washita County population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The wind farm sector and agriculture industry will continue to rely heavily on trucks in rural area.
- Foss Lake State Park destination for recreation and tourism.
- Technology impact on retail, employment and how medical services are obtained.
- State of Oklahoma's budget negative impact on rural communities.
- 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.
- 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 Washita County. Demographics, economic conditions, environmental factors, community development and transportation and traffic data provide information for transportation planning. Washita County is in western Oklahoma (Map 2.1). Washita County is bordered by Beckham County to the west, Kiowa County on the south, Caddo County on the east, and Custer County to the north. The county lies in the Western Redbeds Plains sub-region of Osage Plains.

Map 2.1: Washita County Transportation System



Source: SWODA/Landlocked GIS

History

Washita County is located along the southwestern boundary of the SORTPO region and according to the U.S. Census Bureau, the county has a total area of 1,009 square miles (1,003 square miles of land and 5.6 square miles of water). The Washita River is the outlet for most of the county, except the southwest corner outlet goes into the North Fork of the Red River. The County is predominately rural, with much of the population being within the incorporated cities of Cordell and Burns Flat.

The county economy has been based primarily on agriculture and forestry, retail, education, and more recently wind farms. Within the County are six highways Interstate 40, US 183, SH 152, SH 44, SH 54, SH 55, and SH 115.

- Interstate 40 is a 4 lane highway that divides the county on its northwest corner.
- State Highway 152 bisects the county in the east west direction continuing from the Beckham county line to the east to the Caddo County line.
- State Highway 55 is located in the lower southwest quarter of the county continuing from the Beckham County line to the East SH 54.
- State Highway 44 runs north and south of the western half of the county, from the Kiowa county line going north crossing I-40 to the Custer county line.
- US 183 runs north and south of the county through Cordell from the Kiowa county line to the north to I-40 crossing Custer County line.
- State Highway 54 continues from the Kiowa county line north to SH 152 then east to SH 54 then continuing north to Custer county line.
- State highway 115 beginning at the Kiowa county line extending north to SH 152.

In addition to the highways, Washita County's transportation system includes 2 Class III railways that run north and south through the county: Grainbelt (GNBC) and the Farmrail (FMRC). One line is located in the eastern half of the county and the other line is parallel to I40 to the northwest of the corner. There are two public airports in the County (one in Cordell and the other in Burns Flat). (Map 2.1) illustrates the location of Washita County's transportation system.

Historic structures include the Washita county courthouse located in Cordell (NR 84003452), the two archaeological sites, Cedar Creek (NR 75001577), and McLemore (NR 66000636) the Seger Indian Training School (NR 71001080) near Colony; the Canute Service Station (NR 94001611); the Cordell Carnegie Library (NR 89001966); the New Cordell Courthouse Square Historic District (NR 98001592).

According to the 2012-16 American Community Survey (ACS) predominant industries include: retail trade, agriculture and forestry, education services and public administration. Data obtained from the 2012- 2016 ACS, reveals the County population was eleven thousand, six hundred and twenty-six (11,626) resulting in a population density of less than 12 people per square mile. In Washita County there are six (6) communities and four (4) smaller communities Bessie, Colony, Foss and

Rocky.

- **Cordell** is the County Seat for Washita County and encompasses 2.6 persons per square miles, with a population of two thousand nine hundred (2,900) according to the 2012-2016 ACS. This city is approximately 28 miles east of the Beckham County line on SH 152 and approximately 12 miles north of the Kiowa County line on US 183. Major employers include Washita County Courthouse, Cordell Public Schools, and Cordell Memorial Hospital.
- **Burns Flat** is located northwest of Cordell on SH 152 on SH 44 and is the second most populated town in Washita County. Burns Flat's land area encompasses 1.08 square miles and has estimated population of two thousand one hundred and seventeen (2,117) (2012-16 ACS). Major employers are the Western Technology Center, SWODA and Burns Flat Public Schools.
- **Sentinel** is located southwest of Cordell on US 183 and SH 55. Sentinel's land area encompasses 1.74 square miles, with an estimated population of eight hundred sixty-five (865) (2012-16 ACS). Major employers are the Sentinel Public Schools and agriculture.
- **Dill City** is located 8 miles west of Cordell on SH 152. Dill City's land area encompasses 1.46 square miles, with an estimated population of six hundred forty-one (641) (2012-16 ACS). Major industry is agriculture.
- **Corn** is located 17 miles northeast of Cordell on SH 54A. Corn's land area encompasses 2.32 square miles, with an estimated population of six hundred and two (602) (2012-16 ACS). Major employers are Corn Heritage Village nursing home and Corn Bible School.
- **Canute** is located far northwest corner of Washita County south of I-40 approximately 8 miles east of Elk City in Beckham County . Canute's land area encompasses 1.98 square miles, with an estimated population of four hundred and fifty-four (454) (2012-16 ACS). Major employer is the Canute Publics School.

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.

Washita County's residents travel to Beckham County for work, retail and medical services. The population and employment patterns for Washita County and Beckham County's dependence on the oil and gas industry creates a dynamic relationship for growth. During periods of oil and gas growth there is an increase in population in Washita County due to housing affordability and proximity for workers to travel to work in Beckham County. Decline in oil and gas activities reduces employment opportunities in Beckham County which impacts the growth of Washita County. Growth of Elk City (Beckham County) continues to the east toward the Washita County line creating additional for growth in the northwest quarter of Washita County. Table 2.1 summarizes Washita County's population between the years 1980 - 2016.

Table 2.1: Washita County Population 1980-2016 Estimate

	Census Population				
	1980	**1990**	**2000**	**2010**	**2012-2016 ACS ESTIMATED POPULATION**
New Cordell	3,301	2,903	2,867	2,915	2,900
Burns Flat	2,431	1,027	1,782	2,057	2,117
Sentinel	1,016	960	859	901	865
Canute	676	542	524	541	454
Dill City	649	628	526	562	641
Corn	542	548	591	503	602
Bessie	245	242	190	181	154
Rocky	242	181	174	162	154
Foss	188	143	127	151	210
Colony	185	163	147	136	102
Balance of Washita Co.	4323	4104	3721	3520	**3,427**
Washita Co.	13,798	11,441	11,508	11,629	**11,626**

Source: American Fact Finder

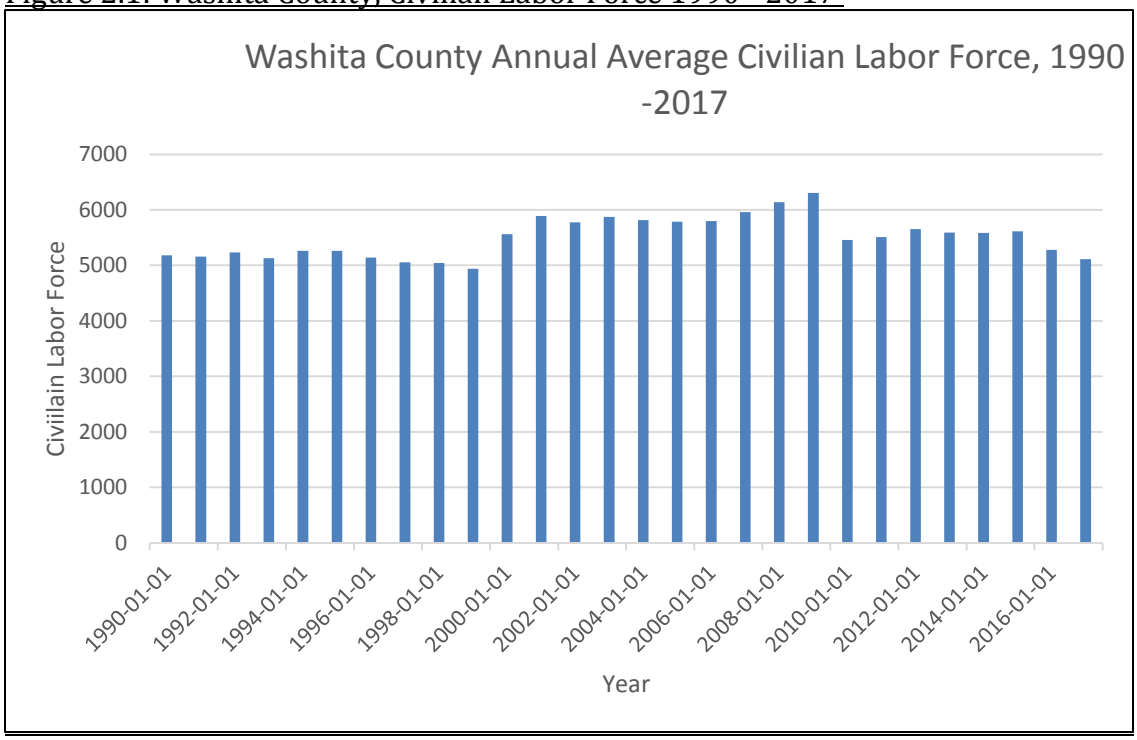
Below is information obtained from the 2012-2016 ACS provides facts on the makeup of the county. Additional demographic data can be found in Appendices 2.1–2.7.

- Population was distributed between male (49.9 %) and female (50.1%)
- Median age of years: 38.5

- Race:
    - White- 91.5%
    - African American -0.1%
    - American Indian-0.9%
    - Asian-0.1%
    - Hispanic/Latino-9.5%
- Mean travel time to work- 22.0 minutes
- Vehicles Available Workers 16 years and over- 4,849
    - No vehicles available-1.3%
    - One vehicle available-16.7%
    - Two vehicles available-47.1%
    - Three vehicles available-34.9%
- Total Housing Units – 5,458
    - Occupied Housing Units- 4,539
    - Owner Occupied Units-3,274
    - Renter Occupied Units -1,265
    - Single Family Detached Housing Units- 4,439
    - 1 unit, attached – 270
    - 2 units – 23
    - 3 or 4 units – 17
    - 5 to 9 units - 31
    - 10-19 units - 37
    - Mobile Home or Other types of Home- 603
    - Boat, RV, van etc. - 5
- Educational Attainment population 25 years and Older – 7,735
    - High School Graduate/GED– 40.9%
    - Some College – 19.9 %
    - Bachelor's Degree –15.7 %
- Commute Patterns to Work Age 16 years and Older - 4,849
    - Car, truck or van – 92.8%
    - Public Transportation –0.1%
    - Walked –1.7%
    - Other Means – 0.2%
    - Worked at Home – 4.9%
- Industry -1,101
    - Agriculture and forestry – 370
    - Construction – 267
    - Retail Trade –539
    - Educational Services – 504
    - Public Administration – 316

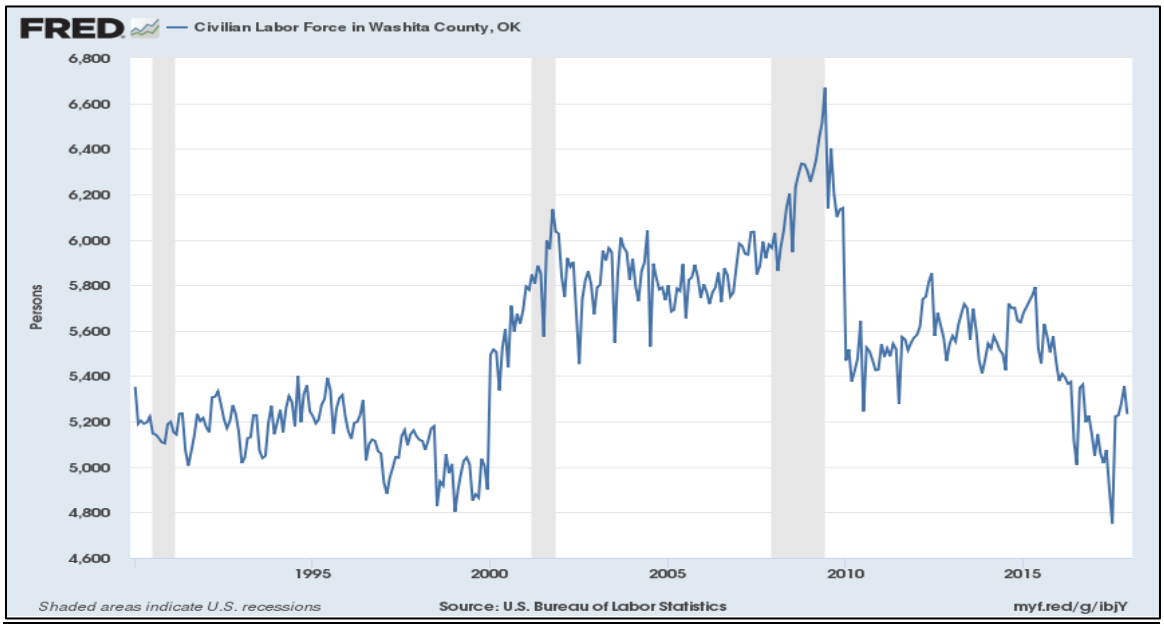
Annual civilian labor force data for years 1990-2017 as illustrated in Figure 2.1 and Figure 2.2 illustrates the Washita County, Civilian Labor Force, Annual not seasonally adjusted, 1990-2017. Figure 2.3 illustrates Washita County Business Pattern for 2010 & 2015 shows that retail trade, construction, and other services remain the categories with the highest concentration of establishments.

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



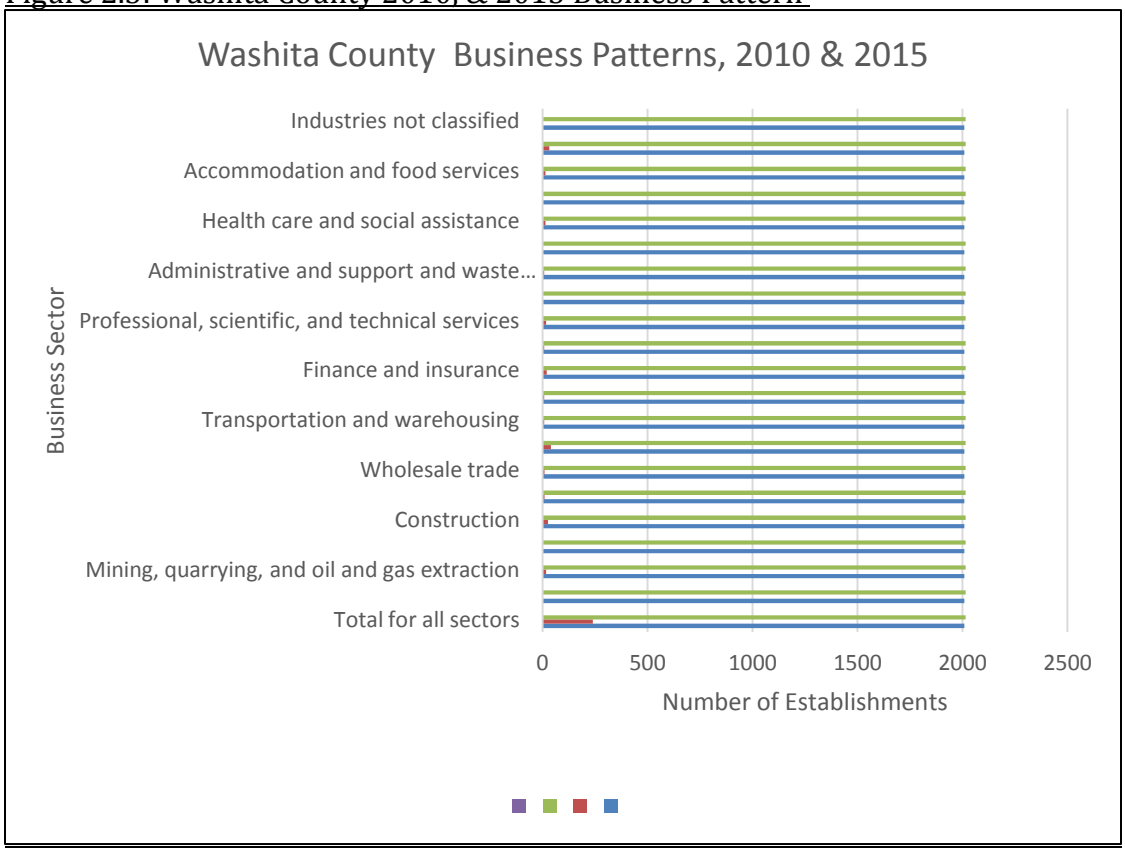
Source: US. Bureau of Labor Statistics, Release: Unemployment in States and Local Areas (all other areas) Growth Rate Calculations | US recession dates

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



Source: Bureau of Labor Statistics

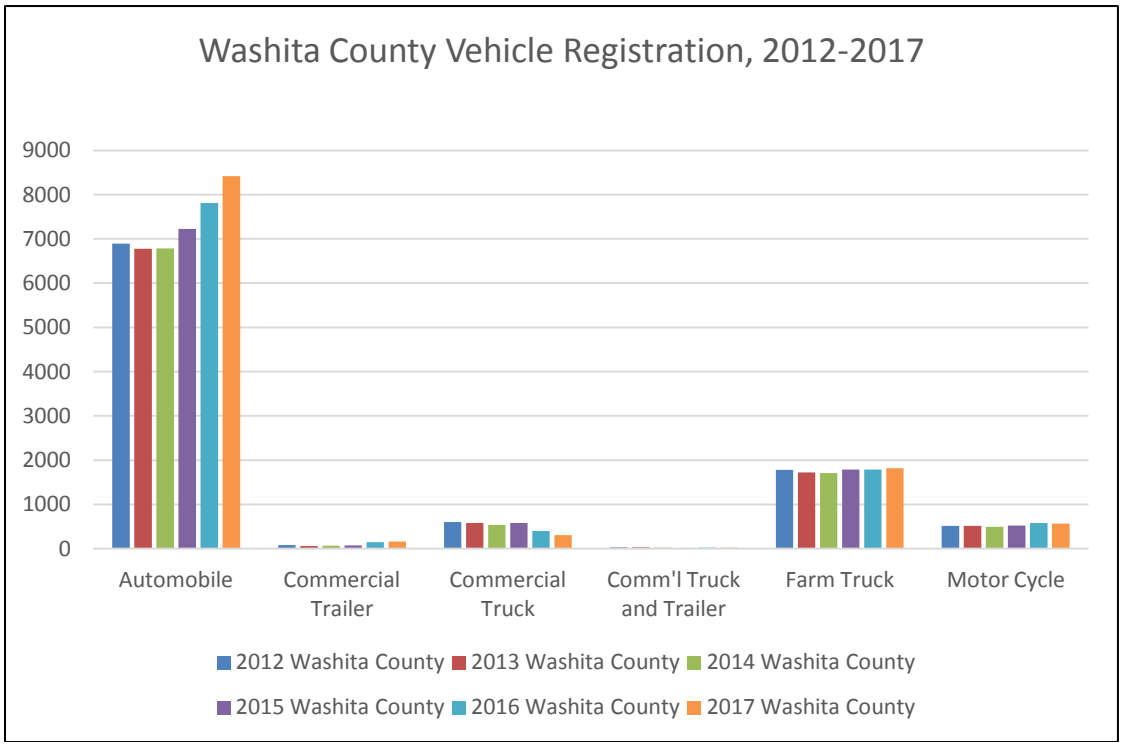
Figure 2.3: Washita County 2010, & 2015 Business Pattern



Source: US Census Statistics

Figure 2.4 provides information related to vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and farm trucks registration continues to show an increase annually. The historic growth in farm truck registration and population growth can be linked to the farming and ranching industry. The data in figure 2.4 confirms that the primary vehicle is the automobile, which saw an increase of approximately 1,525 vehicles between 2012–2017. Population estimate of eleven thousand, six hundred and twenty-six (11,626) (2012-2016 ACS) 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: Washita 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 RTPO'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. Except for the area apart of OCARTS 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*

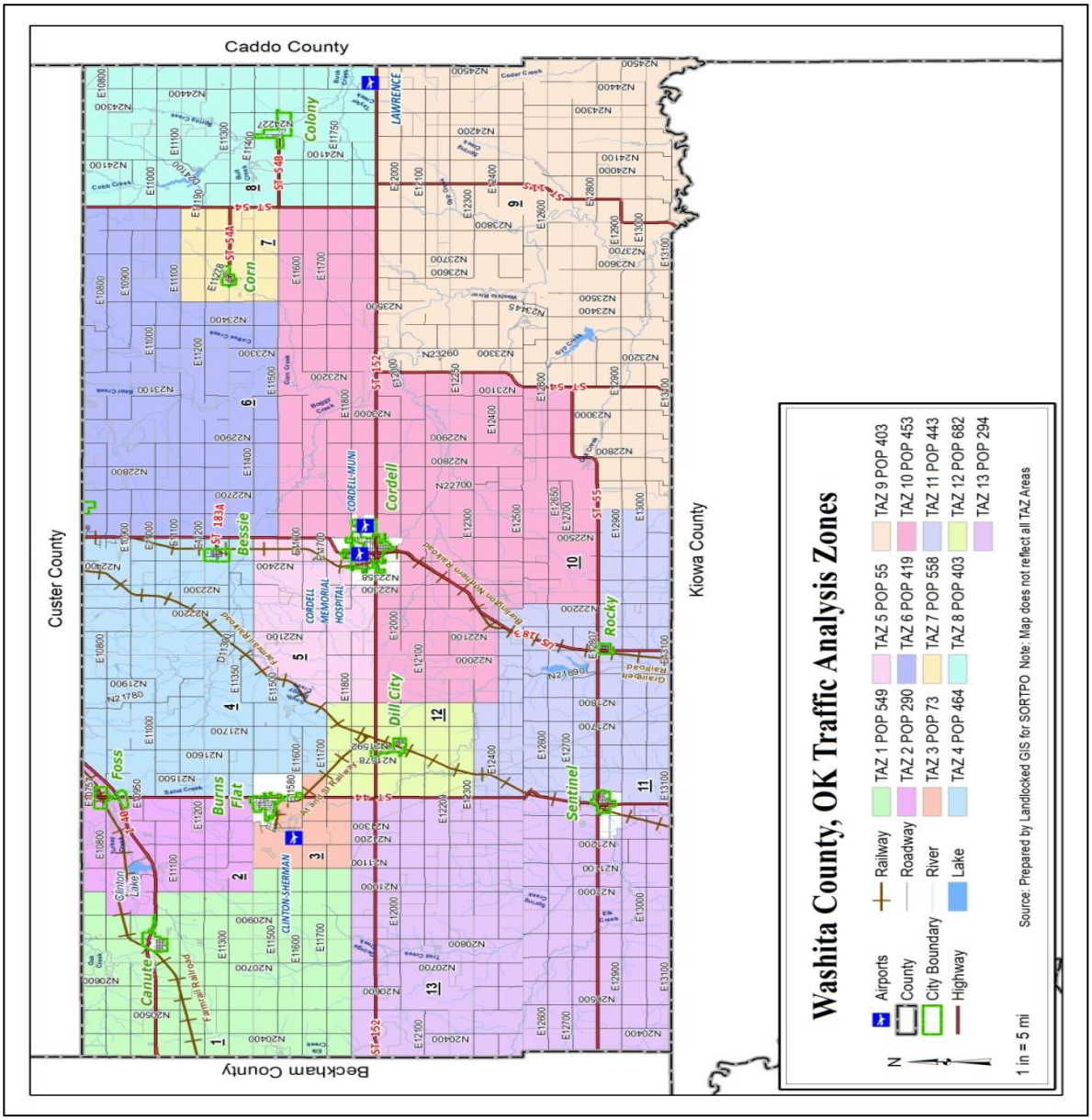
- *Medium populated counties (population 6,001 – 34,999)*
  - *population thresholds of 400 to 600 and employment thresholds of 300-400*
- *Large populated counties (population > 35,000)*

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

Geographically, the County and cities/towns were subdivided into twenty-eight (28) 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 2.6 illustrate TAZ areas for Cordell, Burns Flat, Sentinel and Canute. The 2012-2016 ACS population estimate of Eleven thousand six hundred and twenty-six (11,626) and civilian employment of four thousand nine hundred and forty eight (4,948) were distributed into the new TAZs. Appendix 2.8 provides information on the population and employment data by TAZ. Traffic analysis zone 1, 100, 201 and 306 have the largest concentration of population and TAZ numbers 1, 1033 and 303 contain the largest employment population centers. The rural nature of the County requires the Plan development to consider that a major employer is determined by the individual community. In some instances, a major employer may be identified as an employer with as few as 10-15 employees. Major employers by city or town and County by TAZ are included in Appendix 2.9.

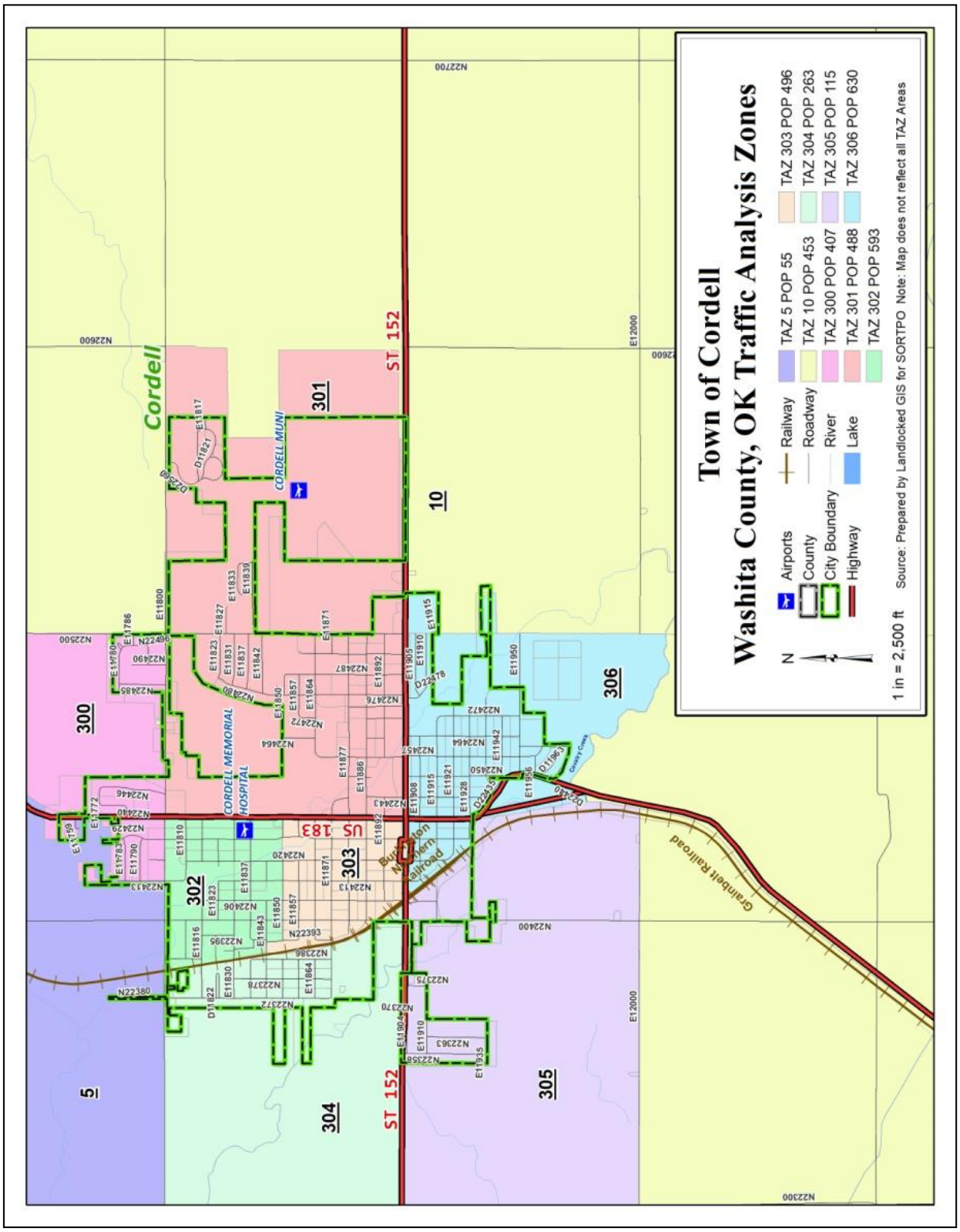
-

Map 2.2: Washita County Traffic Analysis Zones



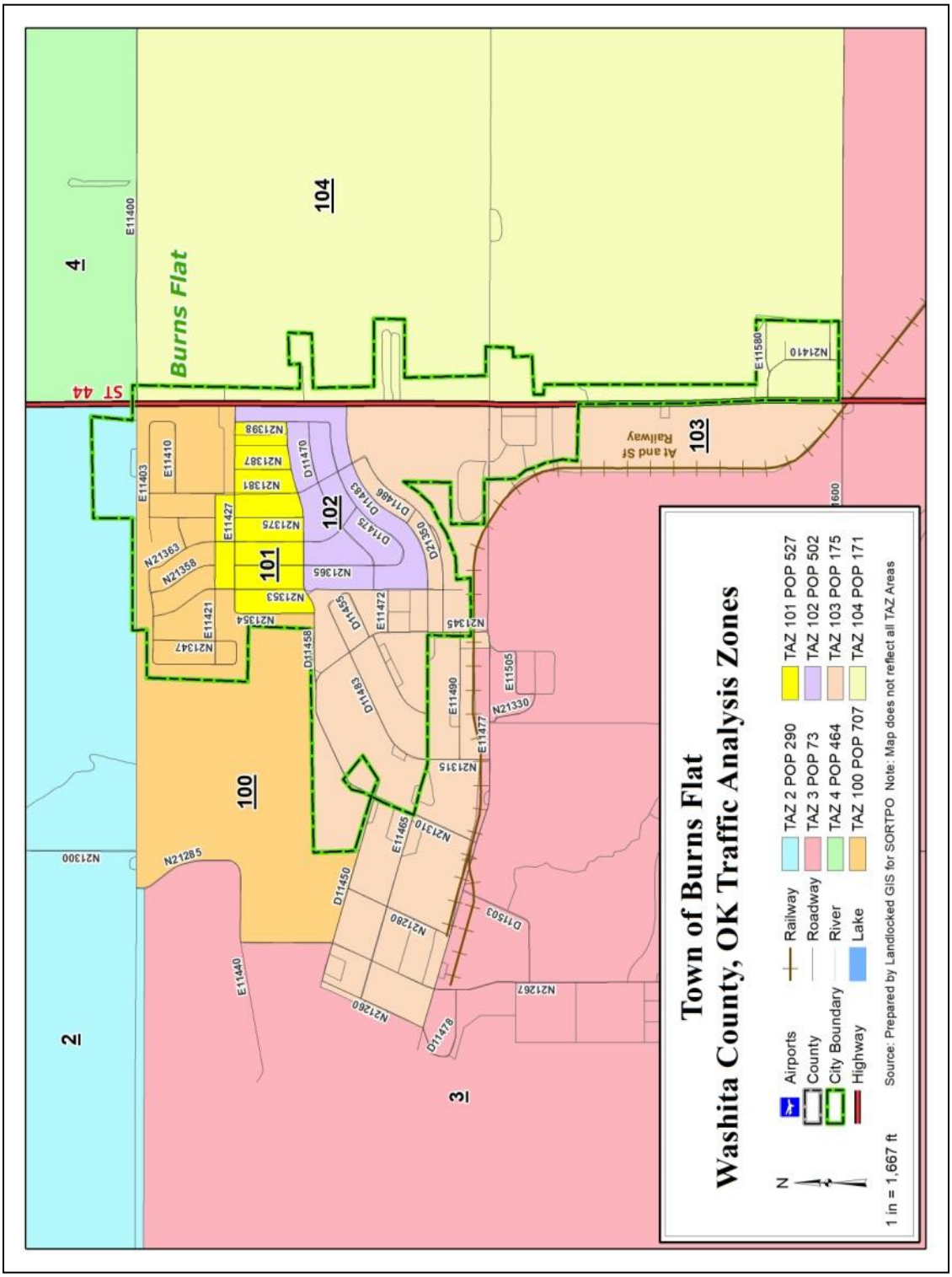
Source: SWODA/Landlocked GIS

Map 2.3: Cordell Traffic Analysis Zones



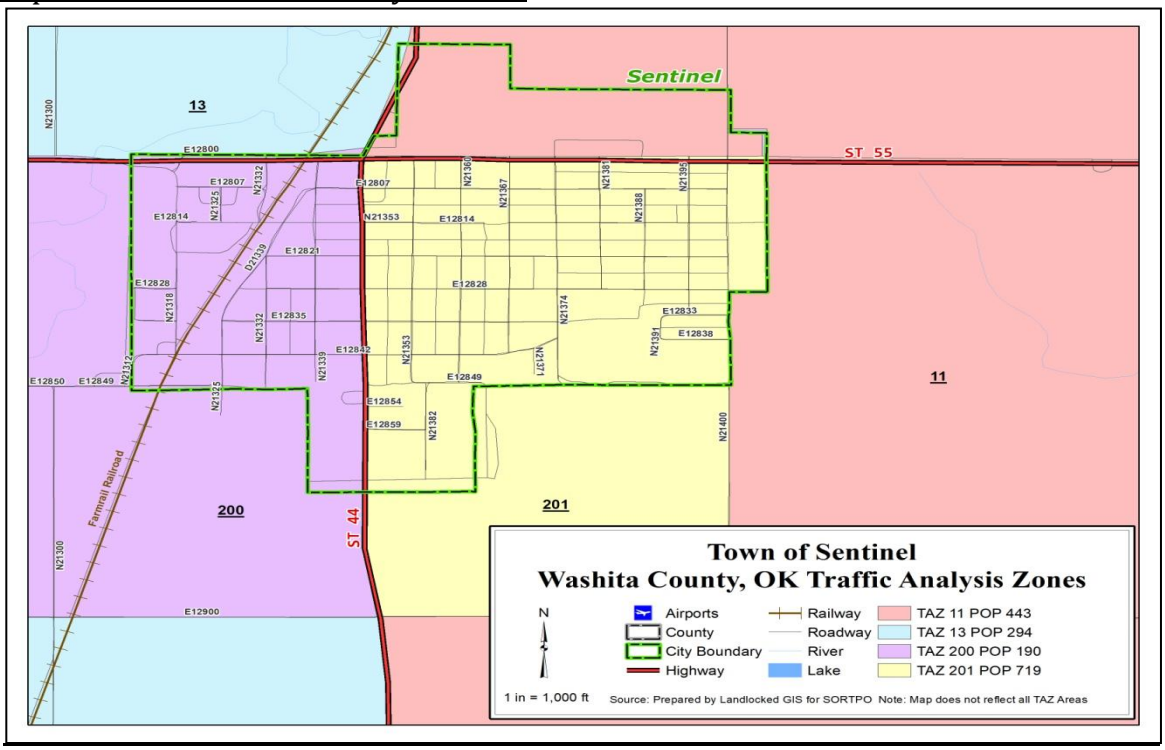
Source: SWODA/Landlocked GIS

Map 2.4: Burns Flat Traffic Analysis Zones



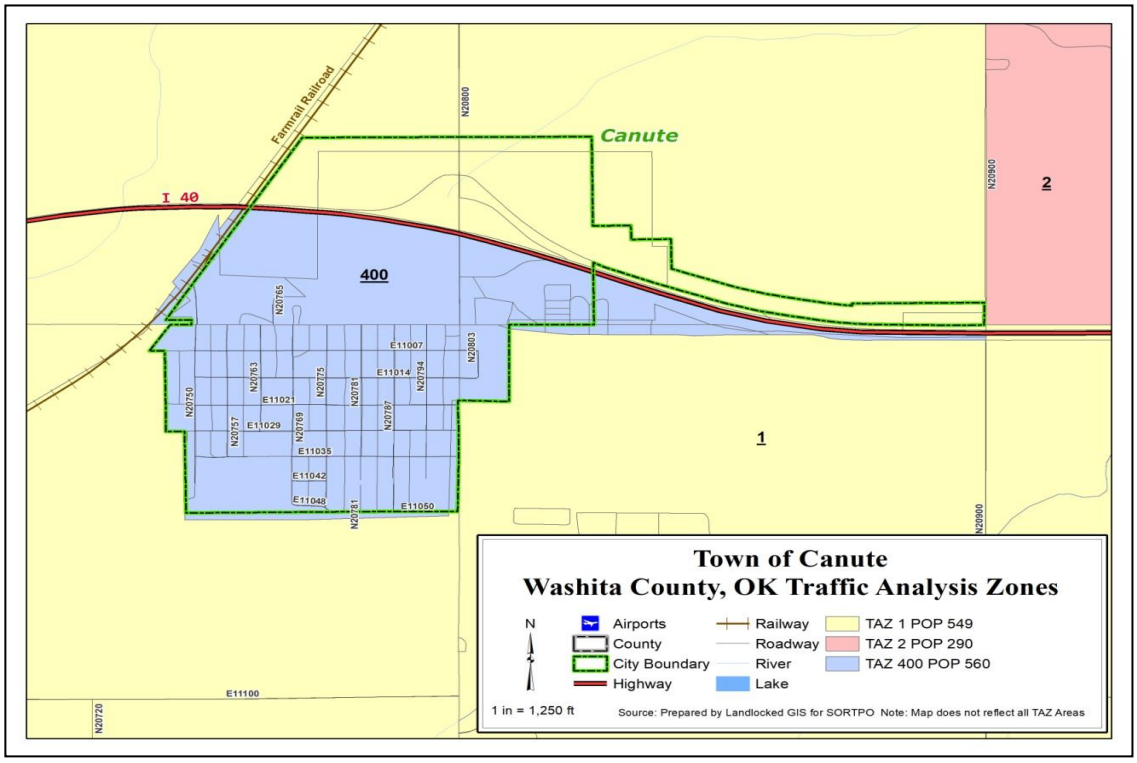
Source: SWODA/Landlocked GIS

Map 2.5: Sentinel Traffic Analysis Zone



Source: SWODA / Landlocked GIS

Map 2.6: Canute Traffic Analysis Zone

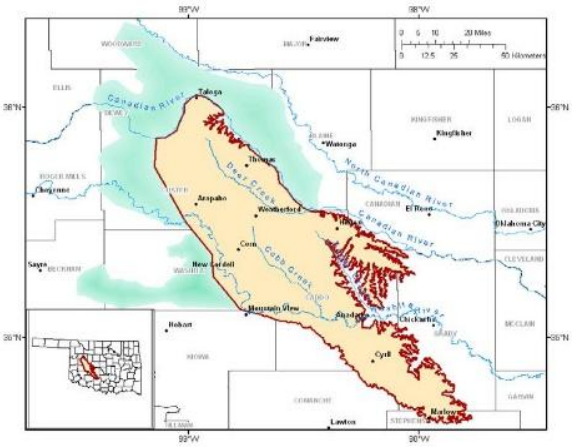


Source: SWODA/ Landlocked GIS

Physical Development Constraints and Conditions

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

Washita County major constraints for development include the US and State Highway system, towns, tribal land, rail lines ,wind farms, state park and large acreage farms. State Highways 152, 55, 54A and 54B run east-west and State Highways 44, 42, 54 and 115 provide north-south transportation. U.S. Highway 183 traverses north-south through the county. Interstate 40 crosses the north corner of the county. Map 2.1 illustrates the location of the highways, rail lines and airports. Cheyenne-Arapaho tribal territory encompasses the entire county based upon information obtained from the U.S. Census Bureau Tiger Files. (Appendix 2.10 illustrates the tribal jurisdictions).



Washita County is home to environmental features natural and cultural resources which can influence the transportation system. There are many different types of environmentally sensitive areas and potential impacts to the natural and human environment that may be affected by various actions associated with the 2040 LRTP. These include (but are not necessarily limited to):

- Threatened and Endangered Species
- Wetlands
- Floodplains
- Surface and Ground Waters
- Stormwater Management and Erosion and Sediment Control
- Hazardous Materials
- Air Quality
- Historical/Cultural Resources
- Right-of-Way/Property Impacts, Including Impacts to Parks, Farmland and Neighborhoods
- Scenic View sheds
- Traffic and Train Noise

State and federal environmental regulations, require that environmental considerations be addressed in transportation decision making, plans and programs. Most transportation capital and maintenance projects have the potential to affect natural and human-made resources in both positive and negative ways. To

minimize impact on County environmental features. Appendix 2.11 and Appendix 2.12 provides description of significant environmental features to be considered in development of residential, commercial/industrial or transportation projects.

Public Safety Issues

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

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

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

Collisions

To help identify safety issues, traffic safety data must be analyzed. Trend analysis based upon multiple-years' worth of data provides a more accurate indication of the safety condition in the county. An analysis of collision records collected and maintained by ODOT was performed for the calendar years 2012-2016. Between 2012-2016 there was a total of 661 collisions with 24 fatalities and 282 injuries or possible injuries occurring on the highways and roadways in Washita County. The highest concentration of collisions occurred along Interstate 40, US 183, N 2080 Rd. (SH 152 north to Canute), SH 44, SH 152, SH 54A and SH 54B. The intersection SH 152 and SH 44 had highest number of collisions. Map 2.7 illustrates the location of collisions. Table 2.2 and Table 2.3 provides information on total collisions and collision by concentration and severity.

Primary types of collisions occurred with a fixed object (41.9%), overturn/rollover (19.2%), right angle (8.0%) and rear end (7.1%). Figure 2.5 illustrates collisions by vehicle type, where pickup truck is identified with (33.6%), passenger vehicle 4–door (23.5%), and sports utility vehicle (15.2%) represent the highest concentration by vehicle types. The top three categories for collisions by driver condition includes no improper action (29.4%), unsafe speed (23.4%), and inattention (17.0%). Appendices 2.13-2.17 provide supplemental information on collision data.

Table 2.2: Washita County Collision Total, 2012-2016

	FAT	INCAP INJ	NON INCAP INJ	POSSIBLE INJURY	PROPERTY DAMAGE	TOTAL
Collisions	24	66	131	85	355	661
Persons	25	75	196	136		432

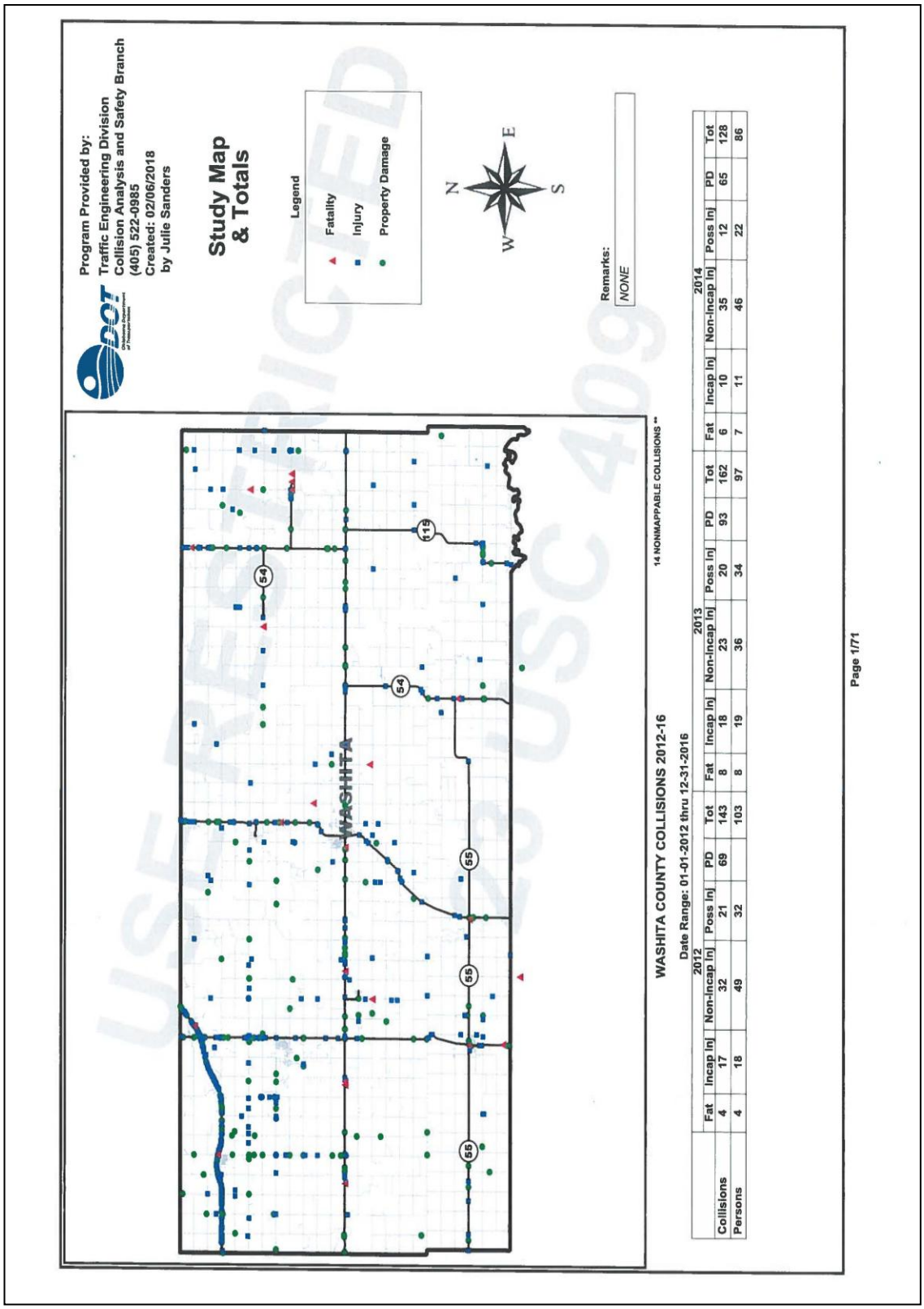
Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Table 2.3: Washita County Collision Concentration, 2012- 2016

County	HWY	CITY STREET NAME	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
Washita	SH-152		10.98	27	15	1
Washita	I-40	SH-44 UP*3*	11.43	15	13	2
Washita	I-40		03.28	8	6	4
Washita	I-40		09.78	8	4	5
Washita	I-40		2.98	6	4	6
Washita	I-40		06.15	6	4	7
Washita	I-40		07.25	6	4	8
Washita	SH-152	SH-54 south (57)	07.63	6	4	9
Washita	I-40		02.57	6	3	10

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

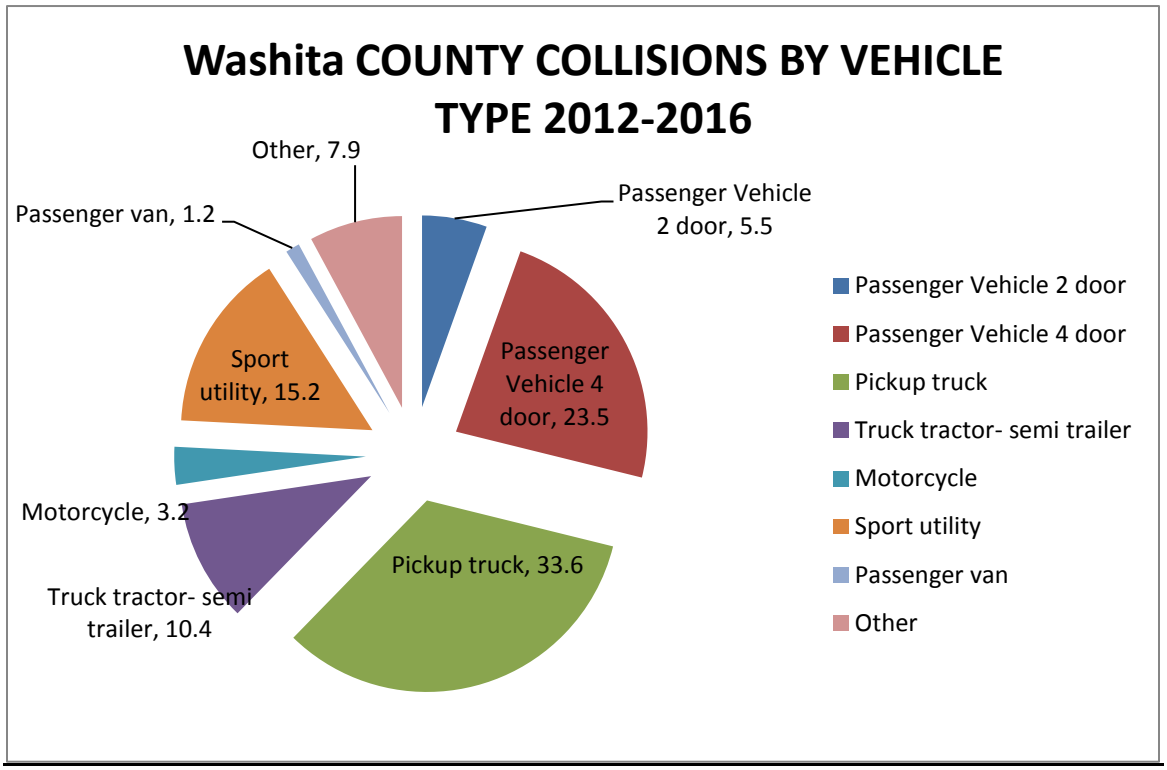
Map 2.7 Washita County 2012-2016 Collision Map



	2012						2013						2014					
	Fat	Incap Inj	Non-incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-incap Inj	Poss Inj	PD	Tot
Collisions	4	17	32	21	69	143	8	18	23	20	93	162	6	10	35	12	65	128
Persons	4	18	49	32		103	8	19	36	34		97	7	11	46	22		86

Source: ODOT

Figure 2.5: Washita 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: Washita County Transportation Areas of Concern

CITY/TOWN	LOCATION	DESCRIPTION
Washita Co.	SH 152 & SH 44	Intersection improvements / Heavy Traffic
Washita Co.	SH 152& SH 6	Needs more signage.
Corn/Cordell	US 183 / SH 54A	Turning onto US 183 coming from Corn. Need lighting .
Washita Co.	SH 152	Needs shoulders from Tuttle OK to the Texas state line. Oversize / overweight freight is hauled on this highway bypassing scales.
Burns Flat	SH 44	Needs crossing area from Rudy's Convenience Store to grade school

CITY/TOWN	LOCATION	DESCRIPTION
		congestion in the mornings.
Washita Co	SH 152 & SH 54	Intersection improvements.
Washita Co	SH 152 & SH 54 north	Intersection improvements.
Washita Co	SH 152	Hazardous material not allowed on interstate move to state highways and local roads.
Washita Co	E 1120 RD(SH 44 & US 183)	Bad curves & bad bridges this road is use for bypasses.
Washita Co	N 2080 Rd (North of SH 152 going toward Canute)	Heavy Traffic
Washita Co	N 2160 Rd (north to SH 152)	Heavy Traffic
Washita Co	SH 54 north/south to SH 152	Intersections improvements
Washita Co	SH 115 to SH 152	Intersections improvements
Washita Co	N 2440 Rd	Heavy Traffic bypass road/dangerous steep hills no shoulders.
Cordell/ Burns Flat		Need sidewalks around school for kids
Washita Co	US 183	Intersection coming from Corn to go to Cordell. Several wrecks and fatalities.
Washita Co	SH 44, 54, 55, 115	Need shoulders on highways for slower traffic.
Washita Co.	US 183, SH 152	Intersection
Washita Co.	SH 152 & SH 44 & US 183	Resurface beginning 5.23 ML east of SH 44 Jct. and extending east 5.12 to US 183 Jct.
Cordell	US 183 & SH 152	Maintenance and improvements needed due to high traffic volume / heavy truck equipment.
Washita Co.	US 183	4 lanes needed in the southern part of Washita County.

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 location of two lane highways with no shoulders. Appendix 2.19 illustrates the Steep Hill/Sharp Curves areas of concern (statewide).

Preserving the transportation system has emerged as a national, state and local transportation priority. Aging infrastructure continues to deteriorate, reducing the quality of the system and increasing maintenance costs. All roads deteriorate over time due to environmental conditions and the volume and type of traffic using the roadway. Without proper maintenance, roadways wear out prematurely. ODOT's annual evaluation of pavement conditions and safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves in 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

Traffic counts are collected by ODOT (Appendix 2.20) and data included in this plan reveal that the largest volume of traffic is carried on US 183 from the Washita County Line north to I-40.

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 Washita 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.

Washita County is home to (625) 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 fifteen (15) bridges were constructed (4 On System and 11 Off System). County bridges (off-system) with a sufficiency rating of 60 to 75 total sixty (60) and bridges with sufficiency rating of 59 or less total 229. (Appendices 2.24 and Appendices 2.25) include the On and Off-System bridges for Washita County.

Traffic Control

Traffic signals are a key element of traffic control. Their location and timing affects the mobility of vehicles and pedestrians. National studies demonstrate that poorly timed traffic signals are responsible for a significant proportion of urban traffic congestion. Signal timing that does not allow sufficient time for pedestrians to cross a street can contribute to safety problems and act as a barrier to walking. The Manual on Uniform Traffic Control Devices (MUTCD) establishes minimum warrants that are to be met for installation of a signal, and for designation of exclusive turn lanes and movements. Signal ownership is an important element, as each jurisdiction may have its own protocols for maintaining and retiming signals. Currently no collective data and it is needed.

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 2.8). The SORTPO Policy Board identified corridors listed in Table 2.5 and illustrated in Map 2.9 as significant statewide and regional highway freight corridors. Figure 2.6 illustrates the long-haul truck volume in 2011. Map 2.10 illustrates the Oklahoma 2014 High Volume Truck Corridors.

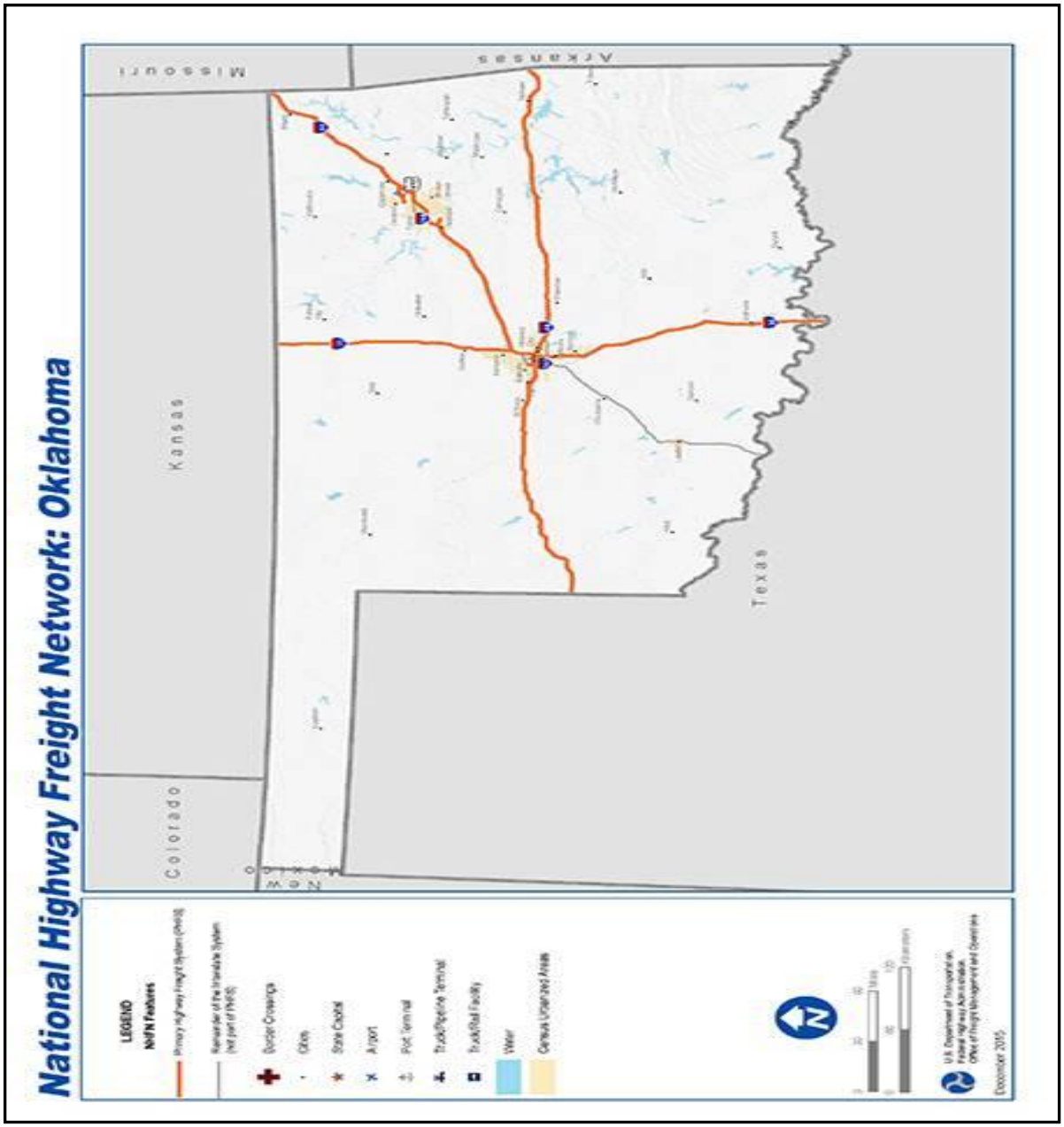
Table 2.5: Washita County Significant Freight Corridors

CITY/TOWN	LOCATION/DESCRIPTION
Washita County	US 183 is a 4 lane highway that goes north from Cordell that will allow you to exit onto I-40. US 183 south of Cordell is a 2 lane road that crosses into Kiowa County.
Washita County	SH 44 is a 2 lane highway with shoulders that runs north and south from Kiowa County line south to I-40 to the north.
Washita County	SH 54 is a 2 lane highway that runs north and south. Going north you will enter onto SH 152 and going south on SH 54 you will cross into Kiowa County.
Washita County	I-40 crosses in the northwest corner of Washita County.

CITY/TOWN	LOCATION/DESCRIPTION
Washita County	SH 152 is a 2 lane highway that runs east into Caddo County and to the west into Beckham County.
Washita County	SH 55 is a 2 lane highway that runs west into SH 6 or to the east SH 54.
Washita County	SH 54 A is 2 lane road that runs east and west through the town of Corn
Washita County	SH 54 B is a 2 lane road that runs east and west
Washita County	SH 115 is 2 lane road that runs north into SH 152 and to the south crossing into Kiowa County.

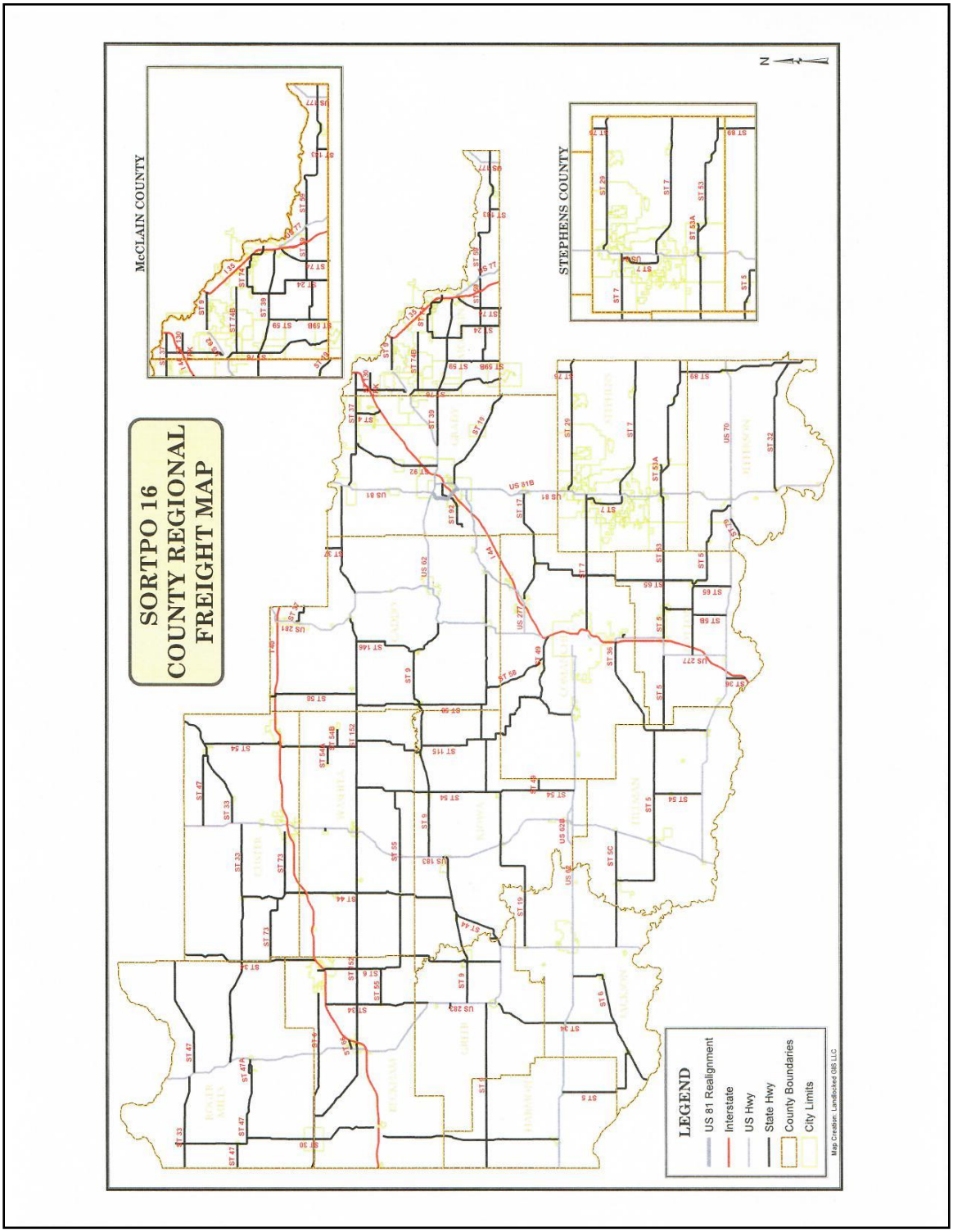
Source: SORTPO

Map 2.8: National Highway Freight Network, Oklahoma



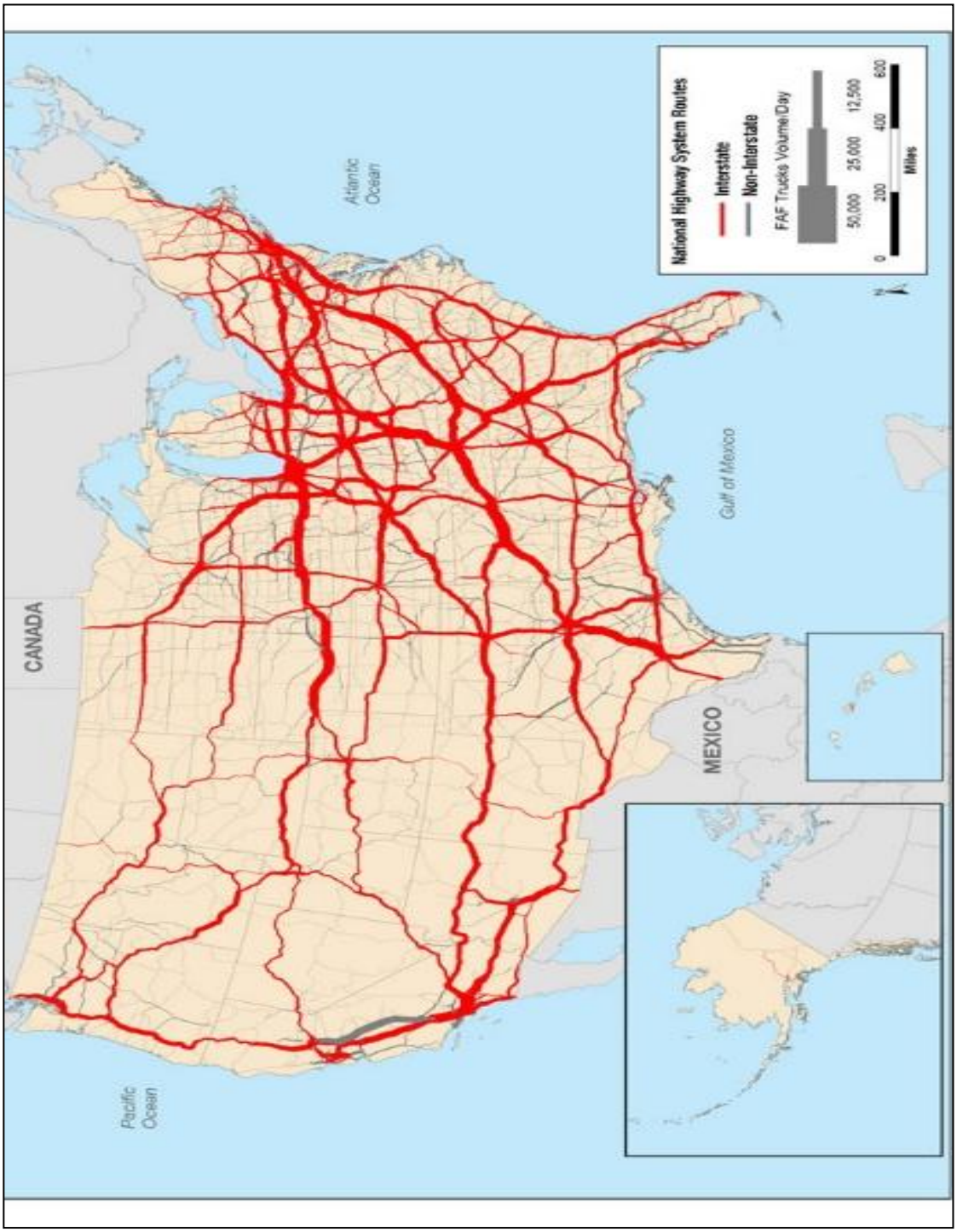
Source: US DOT

Map 2.9 SORTPO Significant Freight Corridors



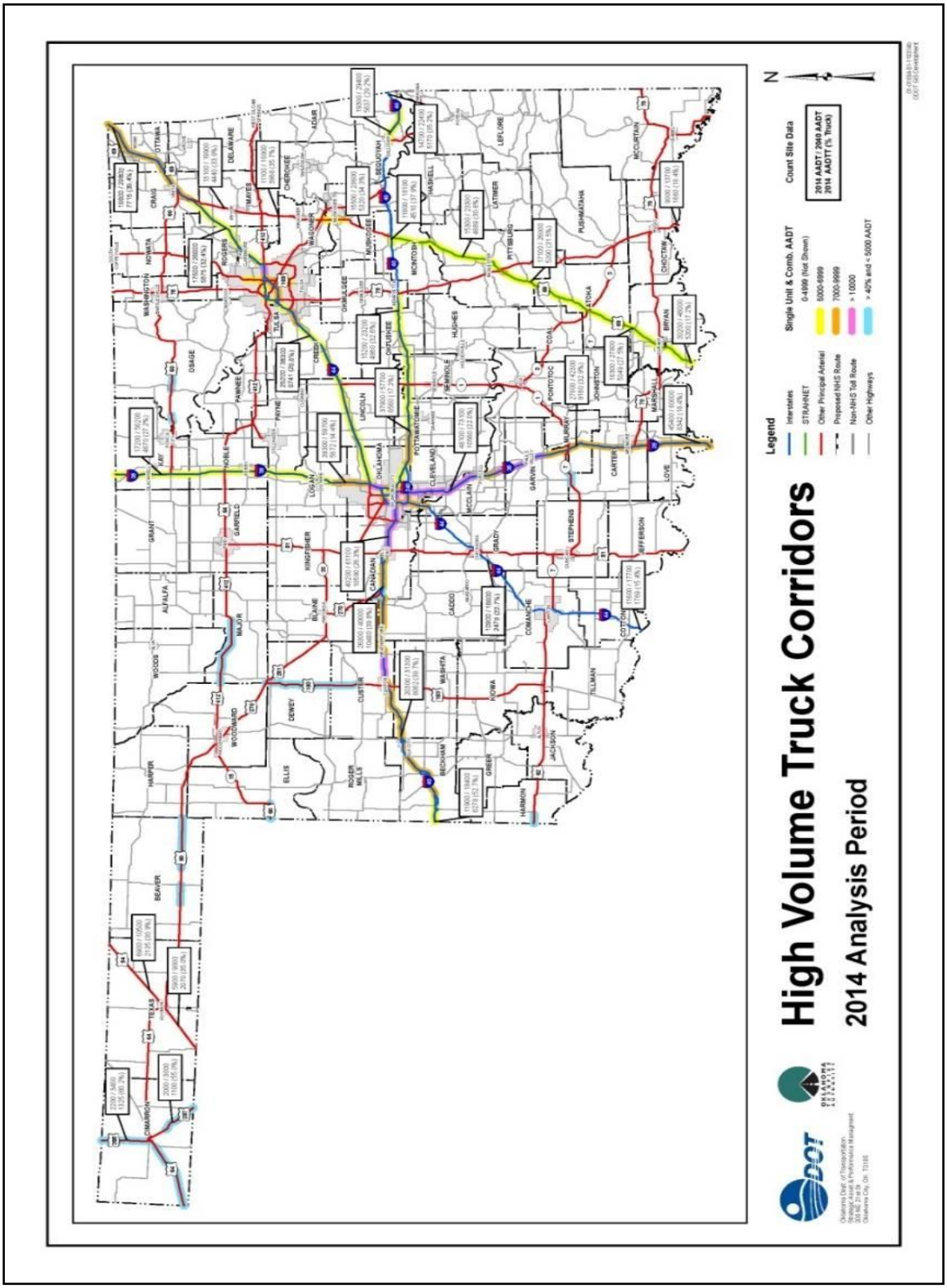
Source: Landlocked GIS

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



Source: Freight Analysis Framework (FAF)

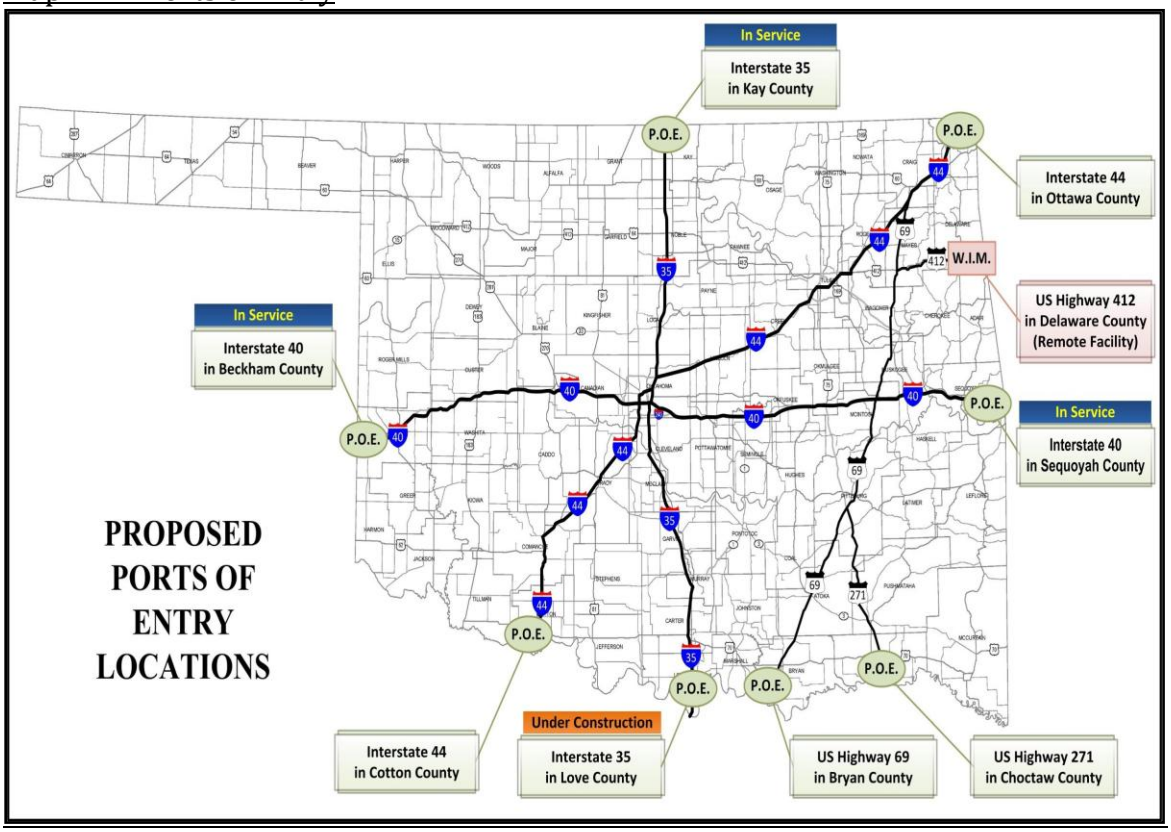
Map 2.10: High Volume Truck Corridors 2014 Analysis



Source: ODOT

To assist with the inspection and enforcement of truck permits Ports of Entry (POE) facilities were constructed by ODOT. This system of POE monitors freight ingress at the state line and allows better enforcement of vehicle and freight laws. The POE (Map 2.11) are state-of-the-art facilities established as the mechanism to create a more controlled freight transportation environment on the highway system.

Map 2.11: 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 $75 million sale of the Sooner Sub rail line between Midwest City and Sapulpa. With the sale of this 97.5 mile, ODOT announced a $100 million initiative to improve safety at the State's railroad crossings. Most of the money for this program comes from the $75 million sale of the Sooner Sub. Improvements are to be made to more than 300 rail crossings statewide and will add flashing lights and crossing arms to many of these crossings. Federal

funding, as well as funds provided by railroad companies will also be used in completing the three to four-year program. The state-owned tracks are leased by privately operated railroads. Statewide there are three (3) Class I railroads and nineteen (19) Class III railroads. Class I railroad lines include Burlington Northern Santa Fe Railway (BNSF), Union Pacific Railroad (UPRR), and Kansas City Southern Railway Co. (KCS).

Washita 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 serve industrial customers in Washita 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 applicants in the county include:

- Cordell Public Schools- sidewalks linking neighborhoods to the elementary and junior high schools.
- Bessie- sidewalks linking through neighborhoods.
- Corn – replace sidewalks through town, walking trail and curbing around new park.

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 Cheyenne-Arapaho Transit. Additional information on these services can be obtained from Red River Community Action Corporation, ODOT Transit Division and the Cheyenne-Arapaho Transportation Director.

Aviation

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

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

Source: Oklahoma Aeronautics Commission

Chapter 3: Future Conditions and Improvements

The objective of the Future Conditions and Planned Improvements chapter is to portray a "snapshot" of typical daily traffic conditions in the county for the year 2040. It is assumed that only those projects included in the current ODOT eight (8) year construction plan, County Improvements for Road & Bridges Program (CIRB) and projects funded by local governments will be constructed by the year 2040.

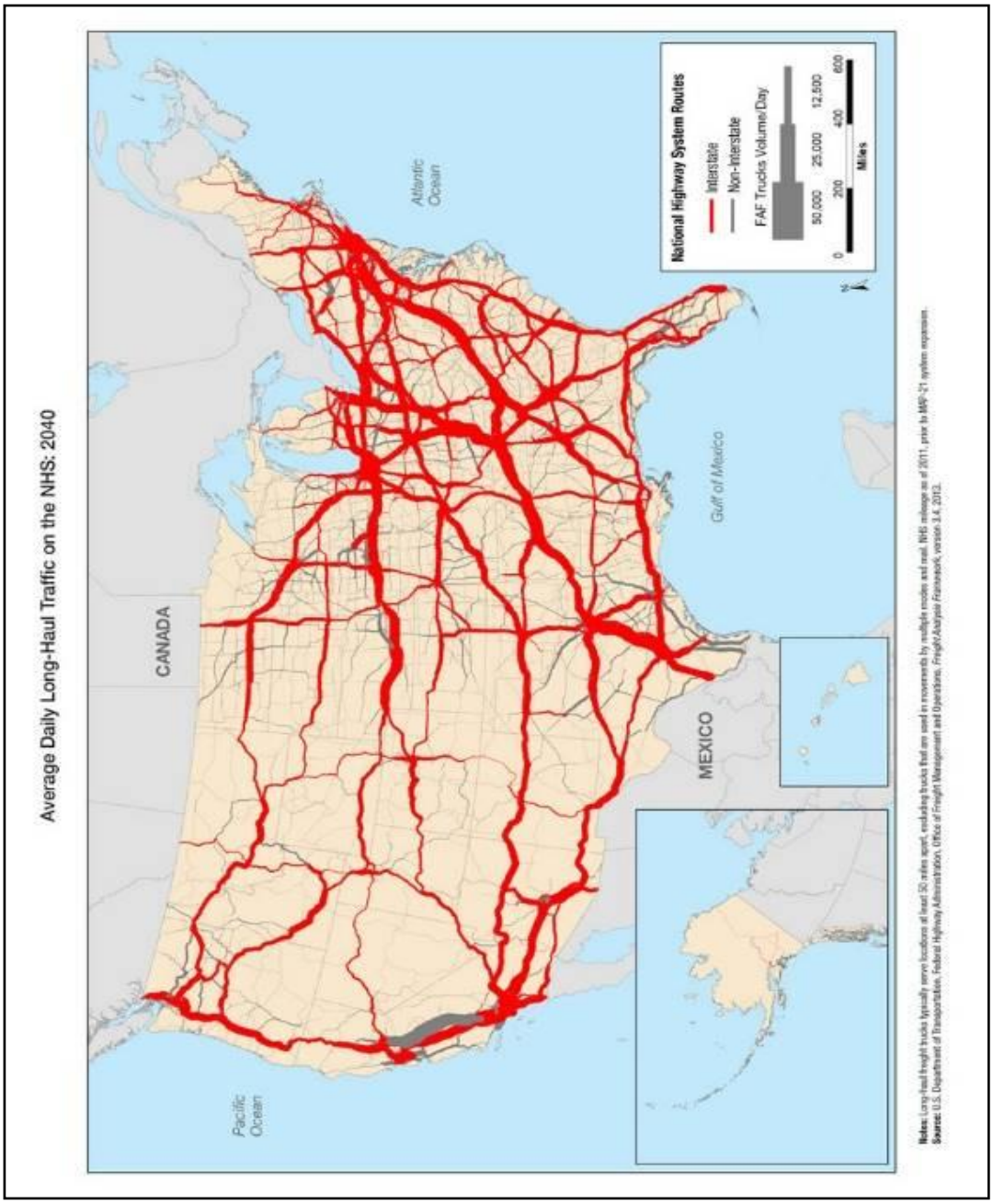
Future Conditions

The population and employment patterns for Washita County are highly influenced by the growth in Beckham County to the west, regional oil and gas industry fluctuation and agriculture. During periods of oil and gas growth there is an increase in population in Washita County due to housing affordability and proximity for workers to travel to work in Beckham County. Decline in oil and gas activities reduces employment opportunities in Beckham County which impacts the growth of Washita County. A review of historical demographic and employment data (Chapter 2) indicates a small decline in population described as typical in a region dependent on the oil and gas industry. It is projected that the oil and gas industry volatility will stabilize and population and employment will react accordingly. With the stabilization of the employment opportunities population will regain losses and continue to grow. Although employment sector is heavily concentrated in the education, agriculture and retail trades; oil and gas industry and related industries continue to expand.

With the changing economy at the regional and state level the population projection developed for Washita County was based on historic population growth from 1980 – 2016 (2012-2016 ACS estimate) and local development knowledge, location of employment and activity centers. Population and civilian employment growth was calculated at approximately 1% per decade and a .5% growth annually between the years 2035 and 2040. Washita County population projection of 11,861 and employment projection of 5,048 by the year 2040. With the relatively small growth in population during this planning process the population and employment were distributed to TAZ near the downtown, highways, recreation areas and services. The 2040 population projection and employment projection Appendix 3.1 provides the Washita 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

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
Washita Co	Dist. #3 CR 1140 from Burns Flat to Beckham Co. line	Asphalt over lay for 11 miles
Washita Co	Dist. #1 CR 2450 between 1310-1300	Asphalt over lay for 1 mile
Washita Co	Dist. #1 CR 1300 between Hwy 115-2450	Asphalt over lay for 7 miles
Washita Co	Dist. #1 CR 1290 between Hwy 54-2360	Asphalt over lay for 5 miles
Washita Co	Dist. #1 CR 2360 between Hwy 54a 1070	Chip & seal over lay for 6 miles
Washita Co	Dist. #1 CR 2440 between 1290-1300	Chip & seal over lay for 1 mile
Washita Co.	Dist. #1 CR 1290 between 2390-2440	Chip & seal over lay for 5 miles
Washita Co	Dist. #1 CR 1230 between 115-2450	Chip & seal over lay for 5 miles
Washita Co	Dist. #1 CR 1220 between 54-2410	Chip & seal over lay for 9.5 miles
Washita Co	Dist. #1 CR 2360 between 1310-1280	Chip & seal over lay for 3 miles
Washita Co	Dist. #1 CR 1280 between 2360-2370	Chip & seal over lay for 1 mile
Washita Co	Dist. #1 CR 2370 between 1280-1250	Chip & seal over lay for 3 miles
Washita Co	Dist. #1 CR 1250 between 2370-2380	Chip & seal over lay for 1 mile
Washita Co	Dist.# 1 CR 2380 between 1250- Hwy 152	Chip & seal over lay for 6 miles
Washita Co	Dist. #1 CR 2330 between 1130-1110	Chip & seal over lay for 2 miles
Washita Co	Dist. #1 CR 1110 between 2330-2280	Chip & seal over lay for 5 miles
Washita Co	Dist. #1 CR 2320 between 1110-1080	Chip & seal over lay for 3 miles
Washita Co	Dist. #1 CR 1090 between 2320-2300	Chip & seal over lay for 2 miles
Washita Co	Dist. #1 CR 2310 between 1100-1070	Chip & seal over lay for 3 miles

CITY/TOWN	LOCATION	DESCRIPTION
Washita Co	Dist. #2 CR 2280 between 1130- Hwy 152	Asphalt over lay for 6 miles
Washita Co	Dist. #2 CR 2250 between Hwy 152-1220	Asphalt over lay for 3 miles
Washita Co	Dist. #2 CR 1220 between 2250-2260	Asphalt over lay for 1 mile
Washita Co	Dist. #2 CR 2260 between 1220-Hwy 55	Asphalt over lay for 6 miles
Washita Co	Dist. #2 CR 2160 between 1150-Hwy 152	Asphalt over lay for 4 miles
Washita Co	Dist. #2 CR 1100 between Hwy 183-2280	Chip & seal over lay for 3 miles
Washita Co	Dist. #2 CR 1110 between Hwy 183-2290	Chip & seal over lay for 4 miles
Washita Co	Dist. #2 CR 2280 between 1100-1130	Chip & seal over lay for 3 miles
Washita Co	Dist. #2 CR 1140 between 183-2200	Chip & seal over lay for 5 miles
Washita Co	Dist. #2 CR 2195 between 2190-2200	Chip & seal over lay for 1 mile
Washita Co	Dist. #2 CR 1150 between 2190-Hwy 44	Chip & seal over lay for 5 miles
Washita Co	Dist. #2 CR 2160 between 1200-1230	Chip & seal over lay for 3 miles
Washita Co	Dist. #2 CR 1250 between 2170-2210	Chip & seal over lay for 4 miles
Washita Co	Dist. #2 CR 1260 between 183-2240	Chip & seal over lay for 4 miles
Washita Co	Dist. #2 CR 2240 between Hwy 152-1260	Chip & seal over lay for 7 miles
Washita Co	Dist. #2 CR 2260 between Hwy 55- 1300	Chip & seal over lay for 2 miles
Washita Co	Dist. #2 CR 1300 between 2260 Hwy 54	Chip & seal over lay for 5 miles

Source: SORTPO, Washita County Commissioners

Chapter 4: Financial Summary

Financial Assessment

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

Federal

In general, transportation revenues continue to follow an unsustainable 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.

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

The County Commissioners established Circuit Engineering Districts (CEDs) to provide common engineering and project support services. All potential transportation projects are initiated by the County Commissioners and are coordinated with the appropriate CED who directs the development of the recommended list of projects to be considered by ODOT for inclusion in the CIRB Construction Work Plan. ODOT and the Transportation Commission have the responsibility for the expenditure of the CIRB funding. When the CIRB Construction Work Plan is approved, ODOT coordinates and cooperates with the Counties and the CEDs in management of the project.

<u>Local</u>

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

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
Total State Revenue	*$551,193,747*	*$613,650,199*	*$664,315,707*	*$695,588,836*	*$664,446,360*	*$626,327,868*
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**

Source: ODOT

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).

Washita County's racial and ethnic composition is 93.8 % White, followed by 9.5% Hispanic or Latino, and 0.9% 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 15.9% 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 Washita 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 2018 HHS poverty guideline 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 Cheyenne-Arapaho 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 17 public meetings and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Notices of public hearings and/or notices of availability for public outreach for the RTPO were published in local newspapers and SORTPO website. Surveys were distributed throughout the County and were made available on at www.sortpo.org. 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 Washita 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 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 identified the ODOT 8 Year Construction Work Program for years 2018-2025, FFY 2018-2021 Asset Preservation, FFY 2018-2022 CRIB and other project 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
Washita County	2018-2022	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/LOCAL
Washita County	2018-2022	Conduct a freight assessment for the county.	SPR/LOCAL
Washita County	2018-2022	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/LOCAL
Washita County	2018-2022	Develop data collection standards.	SPR/LOCAL
Washita County	2018-2022	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/LOCAL
Washita County	2018-2022	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Washita County	2018-2022	Resurface: SH-152 begins 5.23 ML east of the SH-44 JCT and Ext. east 5.12 to the US-183 JCT.	$1,833,273.00
Washita County	2018-2022	Bridge Rehabilitation: SH-44, over east Elk Creek located 44 miles north of the SH-152 JCT.	$850,000. 00
Washita County	2018-2022	Bridge Rehabilitation: SH-44, bridge rehab over Calvary Creek located 1 mile south of the SH-152 JCT.	$1,225,000.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2018-2022	Bridge & Approaches : SH-152, over east Elk Creek begin 0.2 ML west of SH-44 and extend east 0.35 ML project includes the SH-44 intersection.	$ 2,947,121.00
Washita County	2018-2022	Bridge & Approaches: SH-55 bridge and approaches over little Elk Creek located 5.6 miles east of the SH-44 JCT.	$2,986,394.00
Washita County	2018-2022	Resurface: I-40 Resurface from MP 45.17 to MP 53.	$8,284,000.00
Washita County	2018-2022	Bridge & Approaches: I-40 north frontage road, bridge and approaches over sand creek located 0.11 miles east of SH-44.	$742,630.00
Washita County	2018-2022	Resurface: I-40 from MP 53 to MP 59.	$9,864,360.00
Washita County	2018-2025	Right of Way: SH-55 over an Unnamed Creek located 2.7 miles east of the SH-44 JCT RW for 30336(04)	$54,500.00
Washita County	2018-2022	Utilities: SH-55 over an Unnamed Creek located 2.7 miles east of the SH-44 JCT. 30336(04)	$54,500.00
Washita County	2018-2022	Bridge & Approaches: SH-55 over and Unnamed Creek located 2.7 miles east of the SH-44 JCT.	$1,318,900.00
Washita County	2018-2022	Widen, Resurface and Bridge: SH-152 from 1.8 MI east of the Beckham C/L east 5.0 MI.	$3,158,957.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2018-2022	Widen, Resurface and Bridge: SH-152 from 5.8 MI east of the Beckham C/L east 5.0 MI.	$7,137,000.00
Washita County	2018-2022	Bridge & Approaches: SH-44 over Turkey Creek and overflow 0.5 & 0.6 MI north of I-40.	$2,197,393.00
Washita County	2018-2022	Widen & Resurface: SH-152 begin 0.15 ML east of SH-44 and extend east 5.05 ML.	$6,731,000.00
Washita 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
Washita County	2023-2027	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available	SPR/LOCAL
Washita County	2023-2027	Working with area employers and stakeholders develop a database and map identifying transportation needs	SPR/LOCAL
Washita County	2023 – 2027	Develop database and mapping to identify the County's underrepresented	SPR/LOCAL
Washita 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
Washita County	2028-2032	Develop a regional map that identifies tourism destinations and regionally significant facilities	SPR/LOCAL

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2028-2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Washita County	2033-2037	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Washita County	2033-2037	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Washita County	2038-2040	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Washita 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

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
AADT	Average Annual Daily Traffic
ASCOG	Association of South Central Oklahoma Governments
C/L	County Line
CA	Community Airport
CIP	Capital Improvement Program
COEDD	Central Oklahoma Economic Development District
COG	Council of Government
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
FFY	Federal Fiscal Year
GIS	Geographic Information System
HHS	Health and Human Services
HWY	Highway
INJ	Injury
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
MI	Mile
MSA	Metropolitan Statistical Area

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
OKCARTS	Oklahoma City Area Regional Transportation Study
PD	Property Damage
PHFS	Primary Highway Freight System
POE	Port of Entry
PPP	Public Participation Plan
PWP	Planning Work Program
RBA	Regional Business Airport
ROW	Right of Way
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
SLWC	Stillwater Central
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
SWODA	South Western Oklahoma Development Authority
TAP	Transportation Alternate Program
TAZ	Traffic Analysis Zone
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.

Metropolitan Statistical Area - As designated by the U.S. Office of Management and Budget and defined by the U.S. Bureau of the Census, an MSA consists of the central county or counties containing a city or an urbanized area with a population of at least 50,000 and the adjacent or outlying counties that have close economic and social relationships with the central counties, with a total metropolitan population of at least 100,000.

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.

Oklahoma City Area Regional Transportation Study (OCARTS) - refers to a geographical area within Central Oklahoma (for transportation planning) which includes all the currently urbanized area plus the surrounding area which is anticipated to become urbanized over the next 20 years. The OCARTS area encompasses all of Oklahoma County and Cleveland County and portions of Canadian, Cleveland, Grady, Logan and McClain Counties.

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 facilities 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: Washita County, Socio Economic Information, 2012-2016 ACS

SEX AND AGE	2012-2016 ACS	MARGIN OF ERROR	2012-2016 ACS %
Total population	11,626	*****	11,626
Male	5,797	+/-47	49.9%
Female	5,829	+/-47	50.1%
Under 5 years	783	****	6.7%
5 to 9 years	855	+/-86	7.4%
10 to 14 years	875	+/-85	7.5%
15 to 19 years	717	+/-36	6.2%
20 to 24 years	661	+/-36	5.7%
25 to 34 years	1,432	+/-46	12.3%
35 to 44 years	1,270	+/-47	10.9%
45 to 54 years	1,538	+/-55	13.2%
55 to 59 years	892	+/-99	7.7%
60 to 64 years	681	+/-91	5.9%
65 to 74 years	990	+/-27	8.5%
75 to 84 years	661	+/-65	5.7%
85 years and over	271	+/-70	2.3%
Median age (years)	38.5	+/-1.0	(X)
18 years and over	8,620	****	74.1%
21 years and over	8,250	+/-61	71.0%
62 years and over	2,353	+/-96	20.2%
65 years and over	1,922	+/-27	16.5%
65 years and over	1,922	+/-27	1,922
Male	841	+/-25	43.8%
Female	1,081	+/-17	56.2%
Race			
Total population	11,626	*****	11,626
One race	10,903	+/-84	93.8%
Two or more races	723	+/-84	6.2%
One race	10,903	+/-84	93.8%
White	10,638	+/-144	91.5%
Black or African American	9	+/-8	0.1%

SEX AND AGE	2012-2016 ACS	MARGIN OF ERROR	2012-2016 ACS %
American Indian and Alaska Native	105	+/-49	0.9%
Asian	17	+/-18	X
Other Asian	0	+/-15	X
Native Hawaiian /Other Pacific Islander	0	+/-15	X
Some other race	134	+/-114	1.2%

Source: 2012-16 ACS, Population,

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

	2012-2016 ACS	MARGIN OF ERROR	2012-2016 ACS %
Housing Occupancy			
Total housing units	5,458	+/-58	(X)
Occupied housing units	4,539	+/-132	83.2%
Vacant housing units	919	+/-127	16.8%
Homeowner vacancy rate	2.4	+/-1.5	(X)
Rental vacancy rate	4.7	+/-2.8	(X)

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

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

	2012-2016 ACS	Margin of Error	2012-2016 ACS
Population 25 years and over	7,735	+/-26	(X)
Less than 9th grade	335	+/-77	4.3%
9th to 12th grade, no diploma	589	+/-91	7.6%
High School graduate/GED	3,167	+/-206	40.9%
Some college, no degree	1,543	+/-154	19.9%
Associate's Degree	442	+/-90	15.7%
Bachelor's Degree	1,212	+/-168	15.7%
Graduate or professional degree	447	+/-97	5.8%
Percent high school graduate or higher	(X)	(X)	88.1%
Percent high bachelor's degree or higher	(X)	(X)	21.4%

Source: 2012-2016 ACS, Education, Education Attainment

Appendix 2.4: Washita 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	4,539	+/-132	3,274	+/-157	1,265	+/-146
Units in Structure						
1, detached	82.8%	+/-2.4	86.9%	+/-2.4	72.3%	+/-5.8
1, attached	4.1%	+/-1.0	2.3%	+/-0.8	9.0%	+/-3.3
2 apartments	0.4%	+/-0.3	0.1%	+/-0.2	1.2%	+/-1.0
3 or 4 apartments	0.4%	+/-0.4	0.0%	+/-0.6	1.3%	+/-1.3
5 to 9 apartments	0.7%	+/-0.9	0.0%	+/-0.6	2.5%	+/-3.1
10 or more apartments	1.4%	+/-0.7	0.1%	+/-0.2	4.6%	+/-2.7
Mobile home or other	10.2%	+/-1.8	10.6%	+/-2.3	9.1%	+/-3.3
Vehicles Available						
No vehicle available	3.1%	+/-1.3	1.3%	+/-0.9	7.6%	+/-3.4
1 vehicle available	28.2%	+/-3.3	22.4%	+/-3.0	43.2%	+/-6.9
2 vehicles available	44.1%	+/-3.1	47.8%	+/-3.6	34.6%	+/-5.6
3 or more vehicles available	24.6%	+/-2.5	28.5%	+/-3.3	14.6%	+/-3.9

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

Appendix 2.5: Washita 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	8,916	+/-49	8,916	(X)
In labor force	5,100	+/-158	57.2%	+/-1.8
Civilian labor force	5,100	+/-158	57.2%	+/-1.8

	2012-2016 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Employed	4,948	+/-152	55.5%	+/-1.7
Unemployed	152	+/-60	1.7%	+/-0.7
Armed Forces	0	+/-15	0.0%	+/-0.2
Not in labor force	3,816	+/-167	42.8%	+/-1.8
Civilian labor force	2,113	+/-124	46.9%	(X)
Percent Unemployed	(X)	(X)	3.0%	+/-1.1
Commuting to Work				
Workers 16 years and over	4,849	+/-153	4,849	(X)
Car, truck, van - drove alone	4,151	+/-180	85.6%	+/-2.5
Car, truck, van - carpooled	348	+/-108	7.2%	+/-2.2
Public transit -not taxicab	5	+/-6	0.1%	+/-0.1
Walked	84	+/-34	1.7%	+/-0.7
Other means	21	+/-14	0.4%	+/-0.3
Worked at home	240	+/-69	4.9%	+/-1.4
Mean travel time to work (min)	22.0	+/-1.7	(X)	(X)

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

Appendix 2.6: Washita 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	4,948	+/-152	(X)	(X)
Management, business, science, and arts occupations	1,567	+/-158	31.7%	+/-3.1
Service occupations	720	+/-120	14.6%	+/-2.4
Sales and office occupations	1,109	+/-142	22.4%	+/-2.7
Natural resources, construction, and maintenance occupations	694	+/-118	14.5%	+/-2.0
Production, transportation, and material moving occupations	835	+/-113	16.9%	+/-2.3

Occupation	2012-2016 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Industry				
Civilian employed population 16 years and over	4,948	+/-152	2,888	(X)
Agriculture, forestry, fishing and hunting, and mining	1,101	+/-135	22.3%	+/-2.8
Construction	267	+/-75	5.4%	+/-1.5
Manufacturing	299	+/-107	6.0%	+/-2.1
Wholesale trade	97	+/-39	2.0%	+/-0.8
Retail trade	539	+/-97	10.9%	+/-1.9
Transportation and warehousing, and utilities	312	+/-69	6.3%	+/-1.4
Information	52	+/-28	1.1%	+/-0.6
Finance and insurance, and real estate and rental and leasing	209	+/-62	4.2%	+/-1.2
Professional, scientific, and management, and administrative and waste management services	204	+/-70	4.1%	+/-1.4
Educational services, and health care and social assistance	1,010	+/-128	20.4%	+/-2.5
Arts, entertainment, and recreation, and accommodation and food services	255	+/-69	5.2%	+/-1.4
Other services, except public administration	287	+/-72	5.8%	+/-1.4
Public administration	316	+/-79	6.4%	+/-1.6
Class of Worker				
Civilian employed population 16 years and over	4,948	+/-152	4,948	(X)
Private wage and salary workers	3,563	+/-190	72.0%	+/-2.8
Government workers	896	+/-104	18.1%	+/-2.1
Self-employed in own not incorporated business workers	474	+/-90	9.6%	+/-1.8
Unpaid family workers	15	+/-12	0.3%	+/-0.2

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

Appendix 2.7: Mode of Travel to Work Washita County 2012-2016 ACS

Mode to Work	**2012-2016 ACS**	**PERCENT**	**MARGIN OF ERROR**
Total Workers	4,849		+/-153
Drove alone	4,151	85.6%	+/-180
2-person Carpool	348	7.2%	+/-108
3-or-more-person Carpool	39	0.8%	+/-0.6
Public Transportation	5	0.1%	+/-6
Bike	10	0.2%	+/-0.2
Walked	84	1.7%	+/-34
Taxi, Motorcycle and Other means	21	0.4%	+/-14
Worked at Home	240	4.9%	+/-69

Source: 2012-2016 ACS, Business & Industry, Commuting Characteristics

Appendix 2.8: Washita County 2010 Population and Employment by TAZ

Location	TAZ Num.	2010 HU	2010 POP	2040 Pop	2016 Emp.
			10331	**11,861**	**4,948**
Near Canute	1	273	677	1208	385
Near Foss	2	146	362	575	335
	3	35	70	70	185
Near Bessie	4	29	65	65	265
	5	28	62	70	195
Near Clinton	6	199	233	425	95
Near Corn	7	238	465	600	335
Near Colony	8	200	335	400	85
	9	213	285	335	55
	10	224	275	285	270
Near Rocky	11	208	264	265	130
Near Dill City	12	319	385	385	45
Near Sentinel	13	161	300	425	85
		2273	**3778**	**5108**	**2465**
Burns Flat	100	311	707	725	57
	101	226	527	527	15
	102	200	502	502	55
	103	93	175	185	450
	104	79	171	178	215
		909	**2082**	**2117**	**792**
Sentinel	200	81	190	165	105
	201	330	719	705	260
		190	**909**	**870**	**365**
Cordell	300	175	417	450	26
	301	267	488	492	285
	302	245	593	593	150
	303	230	496	496	450
	304	123	263	305	25
	305	56	115	115	50
	306	327	630	630	155
		1423	**3002**	**3081**	**1141**
Canute	400	263	560	685	185
		263	**560**	**685**	**185**
total		**5058**	**10331**	**11861**	**4948**

Source: SORTPO

Appendix 2.9: Washita County Major Employers 2016-2017

BUSINESS NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
Tlc Rentals	11128 N 2080 Rd.	Canute	20-49	1
Beck & Root Propane	20734 S. Rt. 66	Canute	5-9	1
Msn Trucking	20835 Rt. 66 N.	Canute	20-49	1
Greens Burns Flat Golf Course	465 Williams St. # 133	Burns Flat	10-19	3
Bessie Fire Dept	714 W. Main	Bessie	10-19	4
Foss Fire Dept		Foss	10-19	4
Portside Restaurant	1 Marina Dr.	Foss	5-9	4
Pendleton Truck Stop	10874 SH 44	Foss	10-19	4
Sydco	10879 SH 44	Foss	10-19	4
Sydco Rotating	10879 SH 44	Foss	5-9	4
Foss Lake Adventure Program	21149 Highway 73 # 116B	Foss	20-49	4
US Post. Office	302 E Broadway	Foss	5-9	4
Chesapeake Midstream	3400 N. 2166 Rd.	Foss		4
Perry Construction	407 Williams	Foss	5-9	4
Granna's LLC	412 Main	Bessie	20-49	6
Corn Heritage Village	106 W Adams St.	Corn	100-249	7
Nurnberg Roofing & Sheet Metal	109 Williams	Corn	10-19	7
Corn Bible Academy	208 N Reimer	Corn	20-49	7
Corn City Fire Dept	213 W Main St.	Corn	10-19	7
Hidden Valley MFG	23849 SH 152	Corn	5-9	7
Enable Midstream Partners	SH 152	Corn	20-49	7
Colony Fire Dept	1 N Watan Ave	Colony	10-19	8
Ray & Karen EMPL	101 Harver	Colony	10-19	8
Crowder Lake State Park	11095 N 2410 Rd.	Colony	20-49	8
Washita County District 1		Cordell	10-19	10
Rocky Farmer's Coop	105 Main	Rocky	10-19	11
Fire Extinguishing Sales/Service	12372 N. 2240 Rd.	Rocky	5-9	11

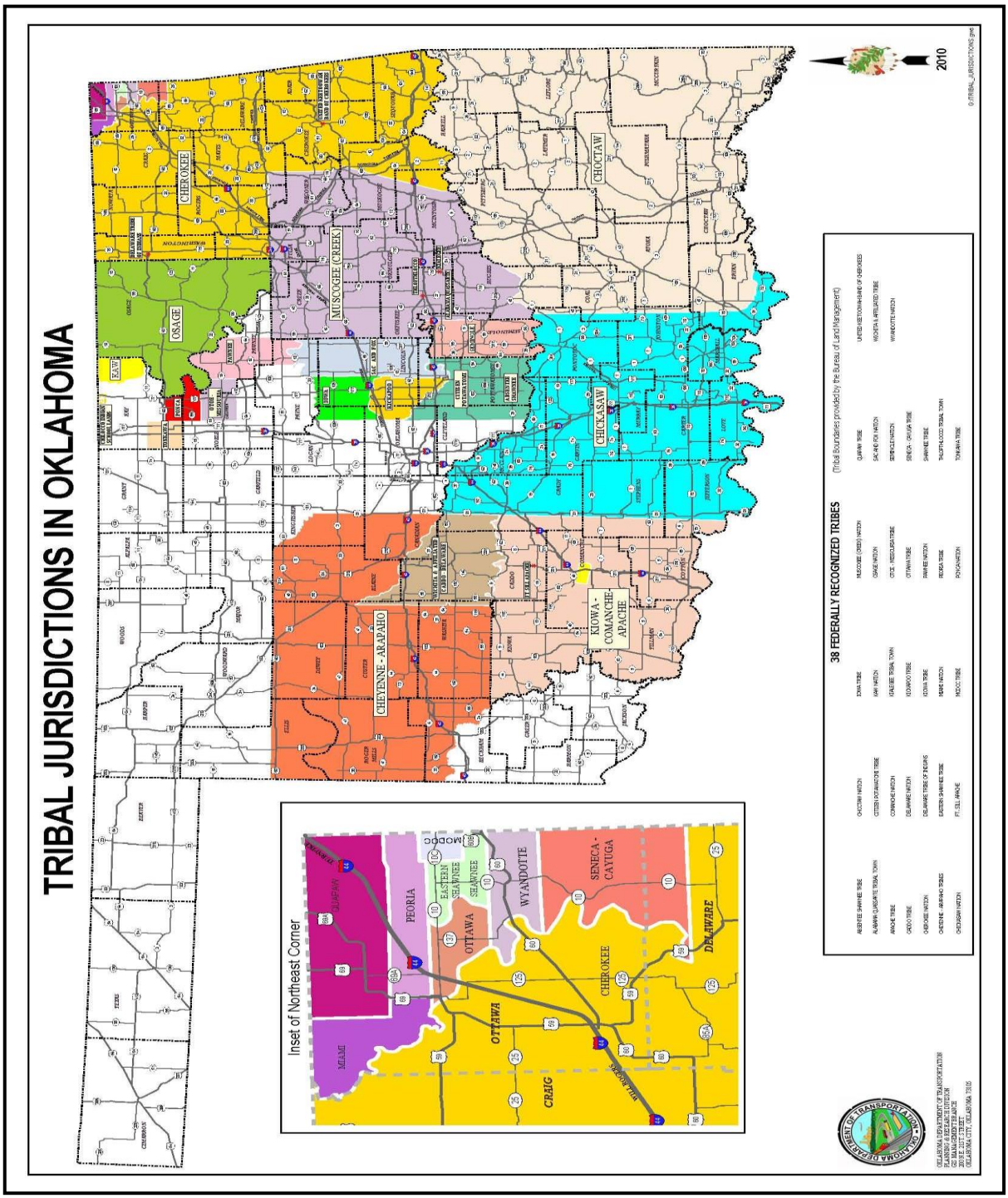
BUSINESS NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
Tittles CuSt.om Metal	12624 N. 2220	Rocky	5-9	11
Washita County District 3		Cordell	10-19	12
Windstream Communications		Dill City	10-19	12
Ensey Grocery	101 SH 152	Dill City	5-9	12
Will Rogers Elementary School	102 Highway 44	Burns Flat	20-49	103
G & W Grocery	218 SH 44	Burns Flat	10-19	103
Bird Equipment LLC	220 Clinton Sherman	Burns Flat	20-49	103
Great Plains National Bank	224 SH 44	Burns Flat	10-19	103
Burns Flat High School	306 SH 44	Burns Flat	20-49	103
Burns Flat-Dill City Middle School	306 SH 44	Burns Flat	20-49	103
South Western Ok Dev Auth	420 Sooner Rd.	Burns Flat	20-49	103
Western Technology Ctr	621 Sooner Dr.	Burns Flat	50-99	103
ALS Oil & Gas	820 Pioneer Way	Burns Flat	20-49	103
Windstream Communications		Burns Flat	10-19	104
Rudy's Superette	101 N Highway 44	Burns Flat	10-19	104
Monterrey's Mexican Restaurant	229 Highway 44	Burns Flat	10-19	104
Dollar General	339 SH 44	Burns Flat	5-9	104
Washita Bank	701 SH 44	Burns Flat	5-9	104
Sentinel Farmers Coop	100 S. Howell	Sentinel	5-9	200
All America Bank	122 E Main St.	Sentinel	10-19	200
Community Action	122 S. 3rd	Sentinel	5-9	200
Superior Resources	218 E. Main	Sentinel	5-9	200
Gerald's Fine Food	223 E. Main	Sentinel	5-9	200
Pearce's Southside Grocery	616 S 3rd	Sentinel	10-19	200
The Red Barn Drive	203 N 3rd St.	Sentinel	10-19	201
Sentinel Volunteer Fire Dept	207 S Third St.	Sentinel	10-19	201
Sentinel Police Dept.	316 E. Main	Sentinel	5-9	201

BUSINESS NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
Blanche Thomas High School	708 E Washington St.	Sentinel	20-49	201
McMurray Elementary School	708 E Washington St.	Sentinel	20-49	201
Dept of Human Services	106 Lowber Ln.	Cordell	10-19	300
Natural Resource Conservation	1505 N. Glenn L. English St.	Cordell	5-9	300
US AG	1505 N. Glenn L. English St.	Cordell	5-9	300
Lindsey Farm Equip	415 E. Main	Cordell	10-19	300
Brown Ford Inc	700 N Glenn L. English St.	Cordell	10-19	300
Washita County District 2		Cordell	10-19	300
Caprock Plungers	100 NE McClary St.	Cordell	10-19	301
Erv's Quick Store	1113 E Main St.	Cordell	10-19	301
Tractor Supply Co	1301 E. Main	Cordell	10-19	301
Church of the Harvest.	1307 N Glenn L. English St.	Cordell	20-49	301
United Supermarket	1428 N Glenn L. English St.	Cordell	20-49	301
Cordell Elementary School	419 N Massingale Dr.	Cordell	20-49	301
Cordell Junior High School	606 E 3rd St.	Cordell	10-19	301
Cordell Memorial Hospital	1220 N Glenn L. English St.	Cordell	50-99	302
Cordell Christian Home	1400 N College St.	Cordell	100-249	302
Bank of Cordell	808 N. Glenn L. English St.	Cordell	5-9	302
Cordell City Offices	101 E Main St.	Cordell	10-19	303
Cordell Fire Dept	101 E Main St.	Cordell	10-19	303
Cordell Police Dept	105 W. Main	Cordell	10-19	303
Mid 1St. Bank	110 E. 1St. St..	Cordell	5-9	303
Washita County Courthouse	111 E Main St. # 23	Cordell	10-19	303
Bank of Western Oklahoma	116 N. College	Cordell	5-9	303
Kiwash Electric Co-Operative	120 West. 1St St.	Cordell	20-49	303
US Post. Office	121 E. 1St.	Cordell	10-19	303

BUSINESS NAME	STREET ADDRESS	CITY	2016-2017 # EMPLOYEES	TAZ
Sonic Drive-In	1312 N Glenn L. English St.	Cordell	10-19	303
First. State Bank	200 N College	Cordell	5-9	303
Cordell Lumber	201 S. College St..	Cordell	5-9	303
Wheelers Brothers Grain	320 N. Grant	Cordell	5-9	303
Right Here C	420 N Glenn L. English St.	Cordell	10-19	303
Subway	420 N. Glenn L. English St.	Cordell	10-19	303
Dollar General	120 W. Main	Cordell	5-9	305
Kwik 'N' Eze	105 S Glenn L. English St.	Cordell	10-19	306
Republic Services	108 S Grant St.	Cordell	50-99	306
Napa Auto Parts	111 N. Massingale Dr.	Cordell	5-9	306
Russell Elect.	114 W. Main	Cordell	5-9	306
First. National Bank & Trust.	120 S. Market	Cordell	5-9	306
Great Plains National Bank	201 N. Glenn L. English St.	Cordell	5-9	306
Killhoffer Propane	11068 N. 2080	Canute	5-9	400
Domino Food/Fuel	112 N. 9th	Canute	5-9	400
Canute Fire Dept	201 S 4th St..	Canute	10-19	400
Greg Dodson	20843 Rt. 66	Canute	5-9	400
Canute Elementary School	3rd St. & Walk St.	Canute	10-19	400
Canute High School	506 Walk St.	Canute	10-19	400
First. State Bank	620 Rt. 66	Canute	5-9	400

Source: Workforce Improvement Board, Oklahoma Employment Security Commission

Appendix 2.10: Tribal Jurisdiction Map



Source: ODOT

Appendix 2.11: Environmental and Development Concerns

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

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

State and federal agencies classify plants and animals as threatened or endangered when their numbers are low or declining due to direct destruction (from development or pollution, for example) or loss or degradation of suitable habitat. The presence of a threatened or endangered species in an area is an indicator of a better or good quality environment. However, there is no state or federally listed endangered species specific to Washita 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
Cedar Creek Archaeological Site	Washita County
McLemore Archaeological Site	Washita County
Seger Indian Training School	Washita County
Canute Service Station	Canute
Cordell Carnegie Library	Cordell
Washita County Courthouse	Washita County
New Cordell Courthouse Square	Cordell

Source: SORTPO

Appendix 2.13: Washita County Collision Total, 2012-2016

	FAT	INC INJ	NON INC INJ	POS INJ	PD	TOTAL
Collisions	24	66	131	85	355	**661**
Persons	25	75	196	136		**432**

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

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

Type of Collision	FAT	INJ*	PD	TOT	PCT
Rear-End (front-to-rear)	2	24	21	**47**	**7.1**
Head-On (front-to-front)	4	4	4	**12**	**1.8**
Right Angle (front-to-side)	3	24	26	**53**	**8.0**
Angle Turning	1	13	14	**28**	**4.2**
Other Angle	0	1	0	1	.02
Sideswipe Same Direction	0	8	25	**33**	**5.0**
Sideswipe Opposite Direction	0	2	7	**9**	**1.4**
Fixed Object	9	117	151	**277**	**41.9**
Pedestrian	2	0	0	2	0.3
Pedal Cycle	1	0	0	1	0.2
Animal	0	9	27	**36**	**5.4**
Overturn/Rollover	2	73	52	**127**	**19.2**

Type of Collision	FAT	INJ*	PD	TOT	PCT
Vehicle-Train	0	1	0	1	0.2
Other Single Vehicle Crash	0	1	7	**8**	**1.2**
Other	0	5	21	**26**	**3.9**
Total	**24**	**282**	**355**	**661**	**100**
Percent	**3.6**	**42.7**	**53.7**	**100**	

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch
* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

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

Type of Vehicle	FAT	INJ*	PD	TOT	PCT
Passenger Vehicle-2 Door	4	19	26	49	5.5
Passenger Vehicle-4 Door	4	79	125	208	23.5
Passenger Vehicle-Convertible	0	0	0	0	0
Pickup Truck	7	99	191	297	33.6
Single-Unit Truck (2 axles)	0	2	7	9	1.0
Single-Unit Truck (3 or more axles)	0	2	3	5	0.3
School Bus	0	0	0	0	0
Truck/Trailer	0	2	17	19	2.1
Truck-Tractor (bobtail)	0	1	2	3	0.3
Truck-Tractor/Semi-Trailer	1	17	74	92	10.4
Truck-Tractor/Double	0	0	3	3	0.3
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	2	21	5	28	3.2
Motor Scooter/Moped	0	1	0	1	0.1
Motor Home	0	0	4	4	0.5
Farm Machinery	0	0	5	5	0.6
ATV	0	1	0	1	0.1
Sport Utility Vehicle (SUV)	4	61	69	134	15.2

Type of Vehicle	FAT	INJ*	PD	TOT	PCT
Passenger Van	0	3	8	11	1.2
Truck More Than 10,000 lbs.	0	1	1	2	0.2
Van (10,000 lbs. or less)	0	3	5	8	0.9
Other	0	0	4	4	0.5
Total	**22**	**312**	**550**	**884**	**100**
Percent	**2.5**	**35.3**	**62.2**	**100**	

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch
* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Appendix 2.16: Washita County Collision Locations, 2012-2016

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	**FAT**	**INJ***	**PD**	**TOT**	**FAT**	**INJ***	**PD**	**TOT**	**FAT**	**INJ***	**PD**	**TOT**	**FAT**	**INJ***	**PD**	**TOT**
2012	2	35	49	**86**	0	3	0	3	2	32	20	**54**	4	70	69	**143**
2013	6	38	70	**114**	0	0	2	**2**	2	23	21	**46**	8	61	93	**162**
2014	3	27	49	**79**	1	1	2	**4**	2	29	14	**45**	6	57	65	**128**
2015	2	37	58	**97**	0	0	2	**2**	3	22	14	**39**	5	59	74	**138**
2016	0	23	37	**60**	1	1	1	3	0	11	16	**27**	1	35	54	**90**
Total	**13**	**160**	**263**	**436**	**2**	**5**	**7**	**14**	**9**	**117**	**85**	**211**	**24**	**282**	**355**	**661**

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch
* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

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

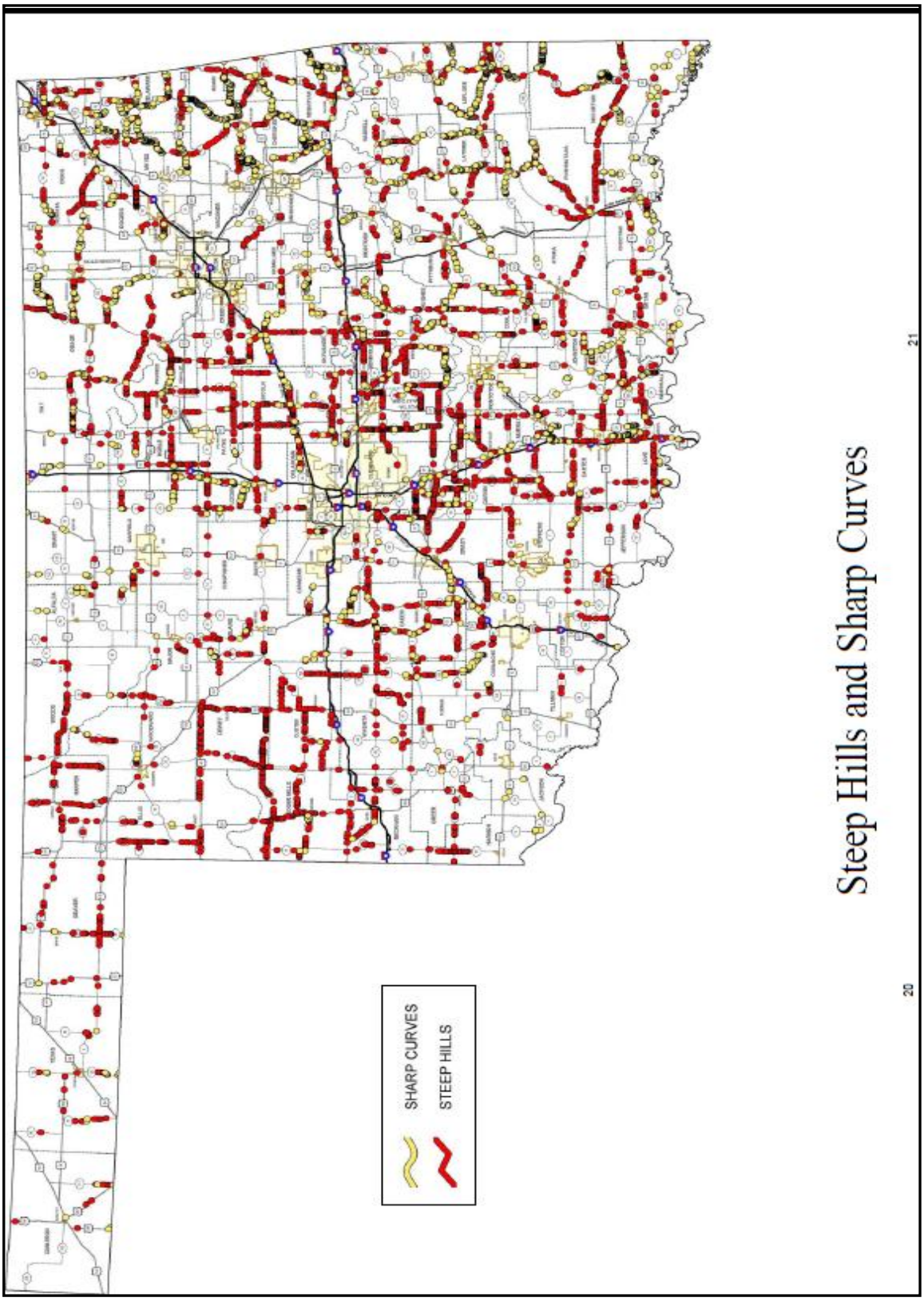
Unsafe / Unlawful	**Apparently Normal**			**Alcohol Involved**						**Sleep Suspected**			**Drug Use Indicated**			**Unknown Condition**			**Total**				
				Ability Impaired			**Odor Detected**																
	FAT	**INJ***	**PD**	**FAT**	**INJ***	**PD**	**FAT**	**INJ***	**PD**	**FAT**	**INJ***	**PD**	**FAT**	**INJ***	**PD**	**FAT**	**INJ***	**PD**	**FAT**	**INJ***	**PD**	**TOT**	**Pcnt**
Failed to Yield	4	24	28	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	24	31	**59**	**6.7**
Failed to Stop	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	**5**	**0.6**
Failed to Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
Improper Turn	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	**9**	**1.0**
Improper Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
Improper	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**	0.9

Stop																							
Improper Backing	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	**8**	0.9
Improper Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	**2**	0.2
Improper Passing	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	6	11	**17**	**1.9**
Improper Lane Change	0	4	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5	13	**18**	2.1
Left of Center	0	2	8	0	0	0	0	1	0	0	1	0	0	0	0	3	0	1	3	4	9	**16**	**1.8**
Following Too Close	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	3	**7**	**0.8**
Unsafe Speed	3	95	89	1	0	1	0	2	0	0	2	0	0	0	1	0	2	9	4	101	100	**205**	**23.4**
DWI	0	0	0	1	26	15	1	3	0	0	0	0	1	10	6	0	1	0	3	40	21	**64**	**7.3**
Inattention	2	36	41	0	0	0	0	1	1	1	31	30	0	0	0	0	2	4	3	70	76	**149**	**17.0**
Negligent Driving	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	3	9	**13**	**1.5**
Defective Vehicle	0	9	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	19	**28**	**3.2**
Wrong Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Improper Action	10	92	150	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	12	92	154	**258**	**29.4**
Other	0	1	7	1	0	0	0	0	1	0	0	0	0	0	0	2	2	4	3	3	12	**18**	**2.1**
Total	**20**	**282**	**384**	**3**	**27**	**17**	**1**	**7**	**2**	1	**34**	**30**	1	**10**	**8**	**8**	**11**	**31**	**34**	**371**	**472**	**877**	**100**

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

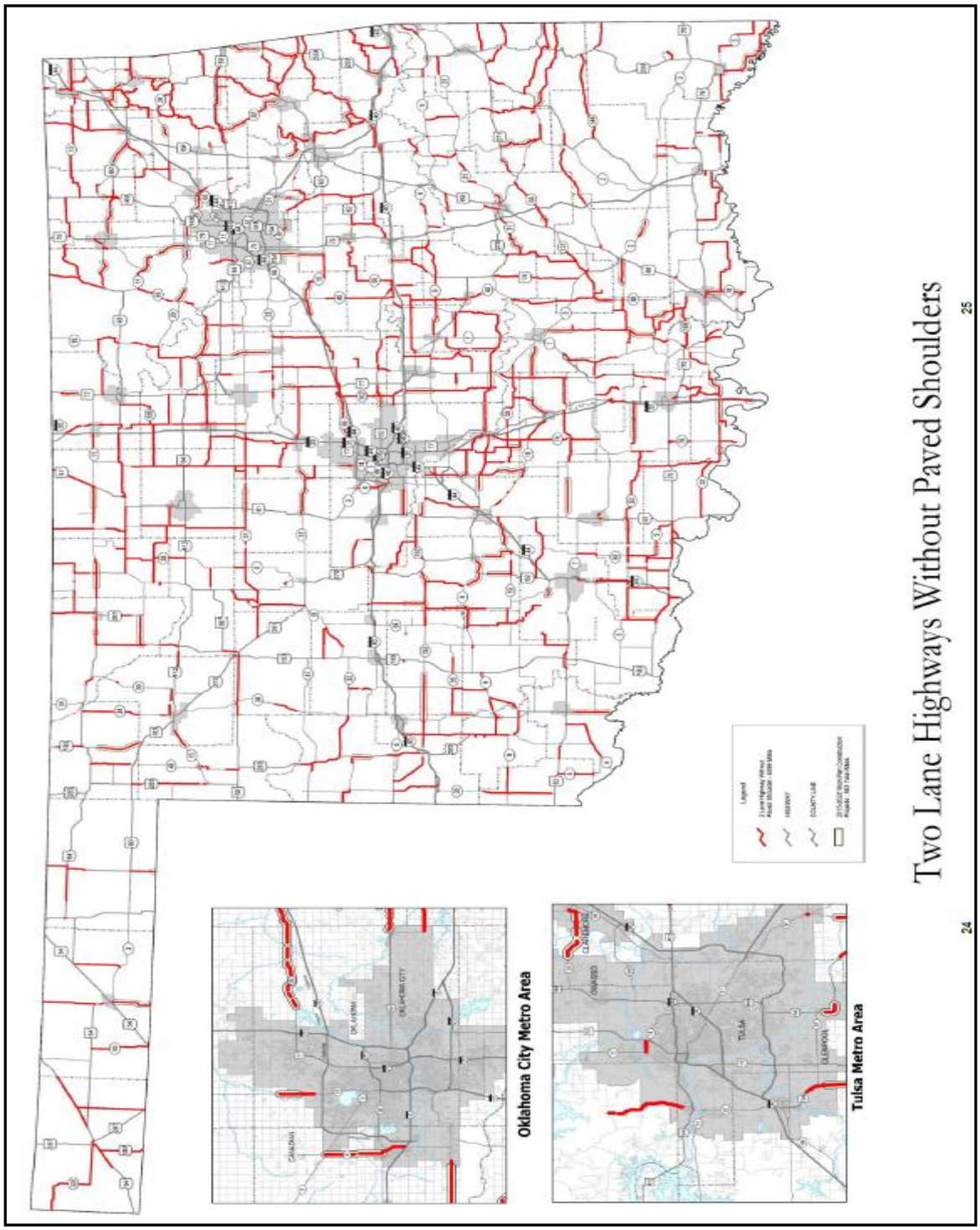
* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Appendix 2.18: Steep Hills and Sharp Curves



Source: ODOT

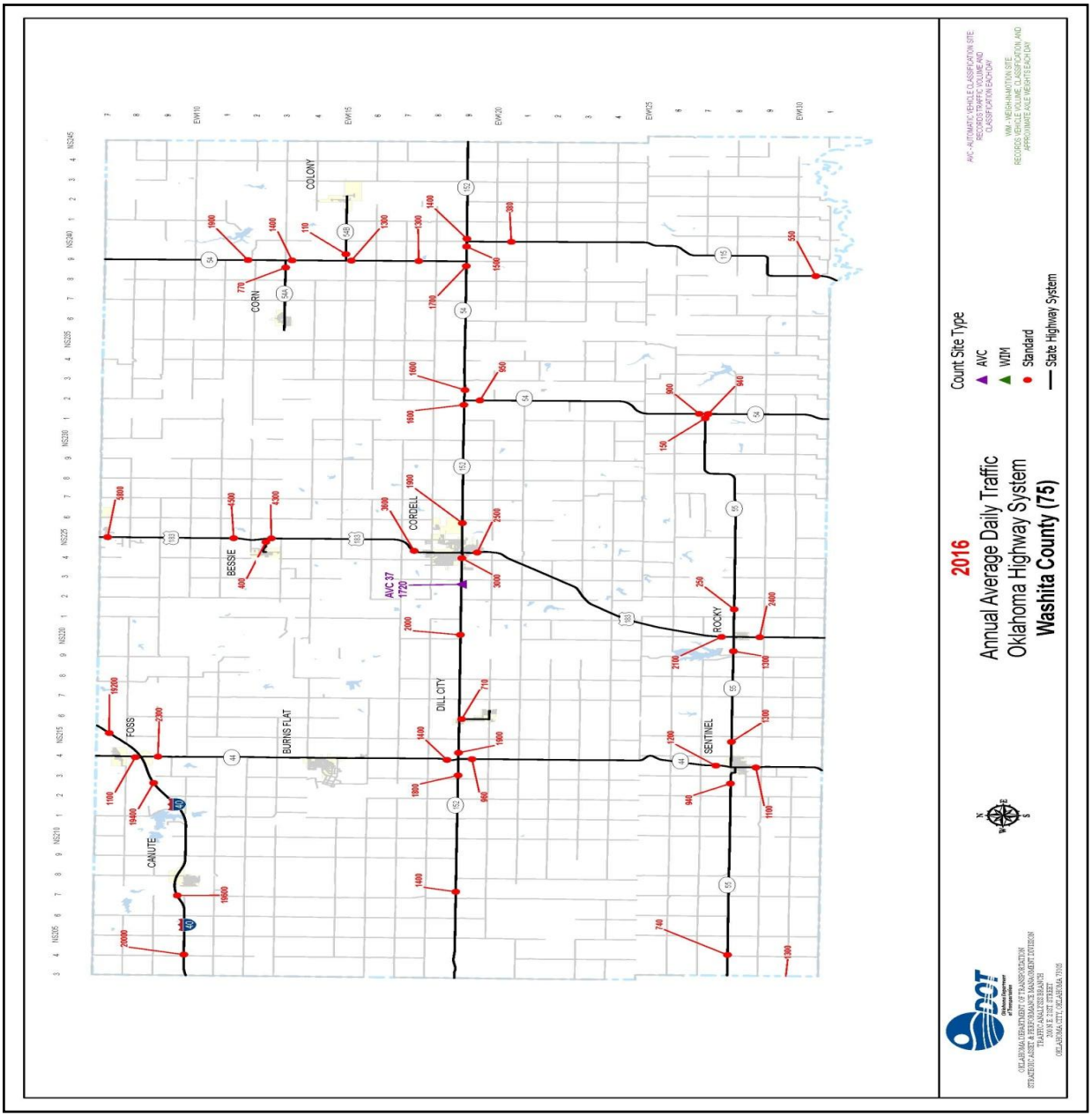
Appendix 2.19: Two Lane Highways Without Paved Shoulders



Source: ODOT

Appendix 2.20: Washita County Traffic Count Data and Map, 2016

Existing traffic conditions were evaluated to provide an overall snapshot of the demand on the roadway system and its current ability to meet that demand. Traffic counts for Washita County were obtained from ODOT. Traffic count data for 2016 and the Map illustrating the traffic count location are shown below.



Appendix 2.21: Functional Classification and Road Systems

Functional classification is the grouping of roads, streets and highways into integrated systems ranked by their importance to the general welfare, motorist and land use structure. It is used to define the role that any 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.

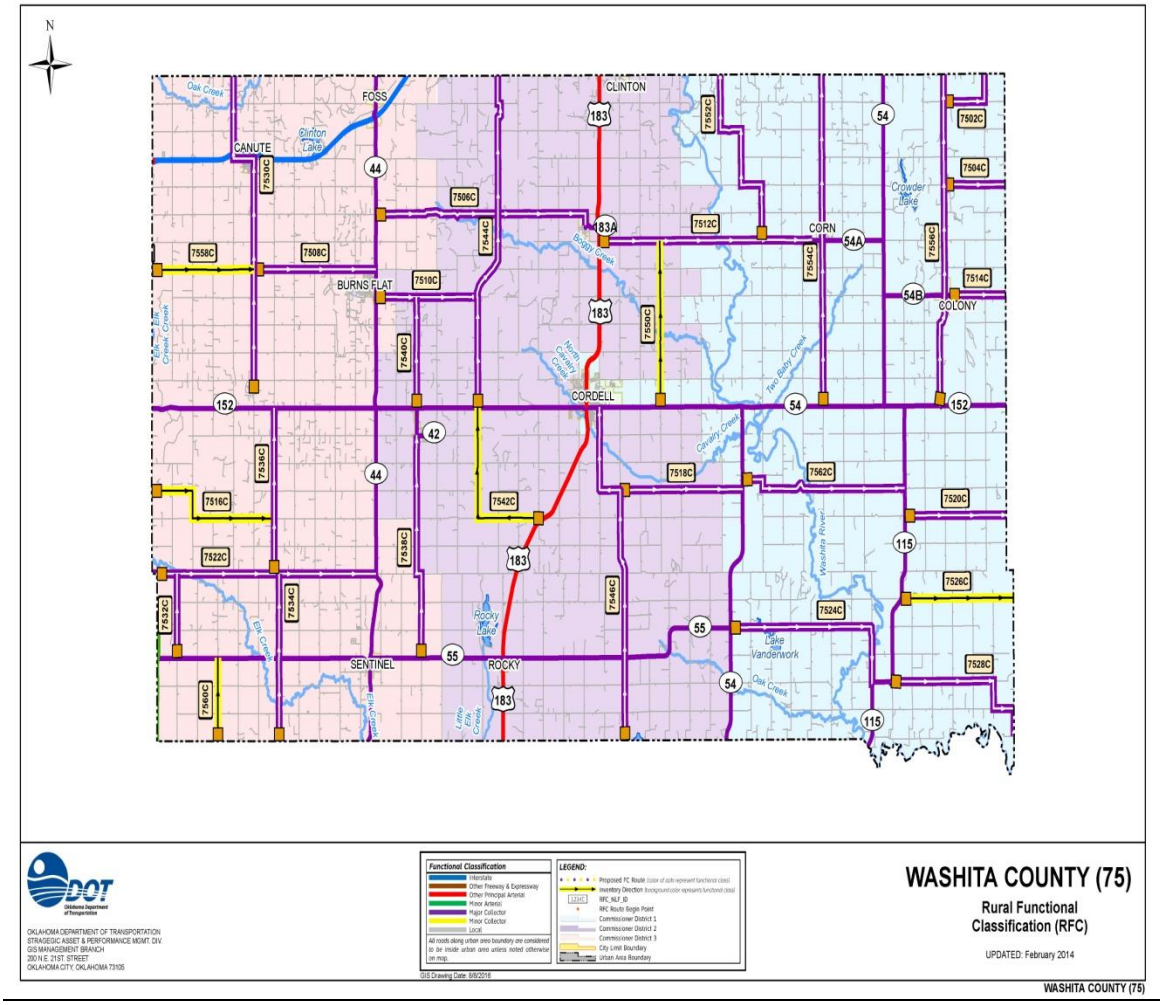
- LOS E: Describes operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. Operating capacity can be measured as between ninety percent (90%) to ninety-nine percent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

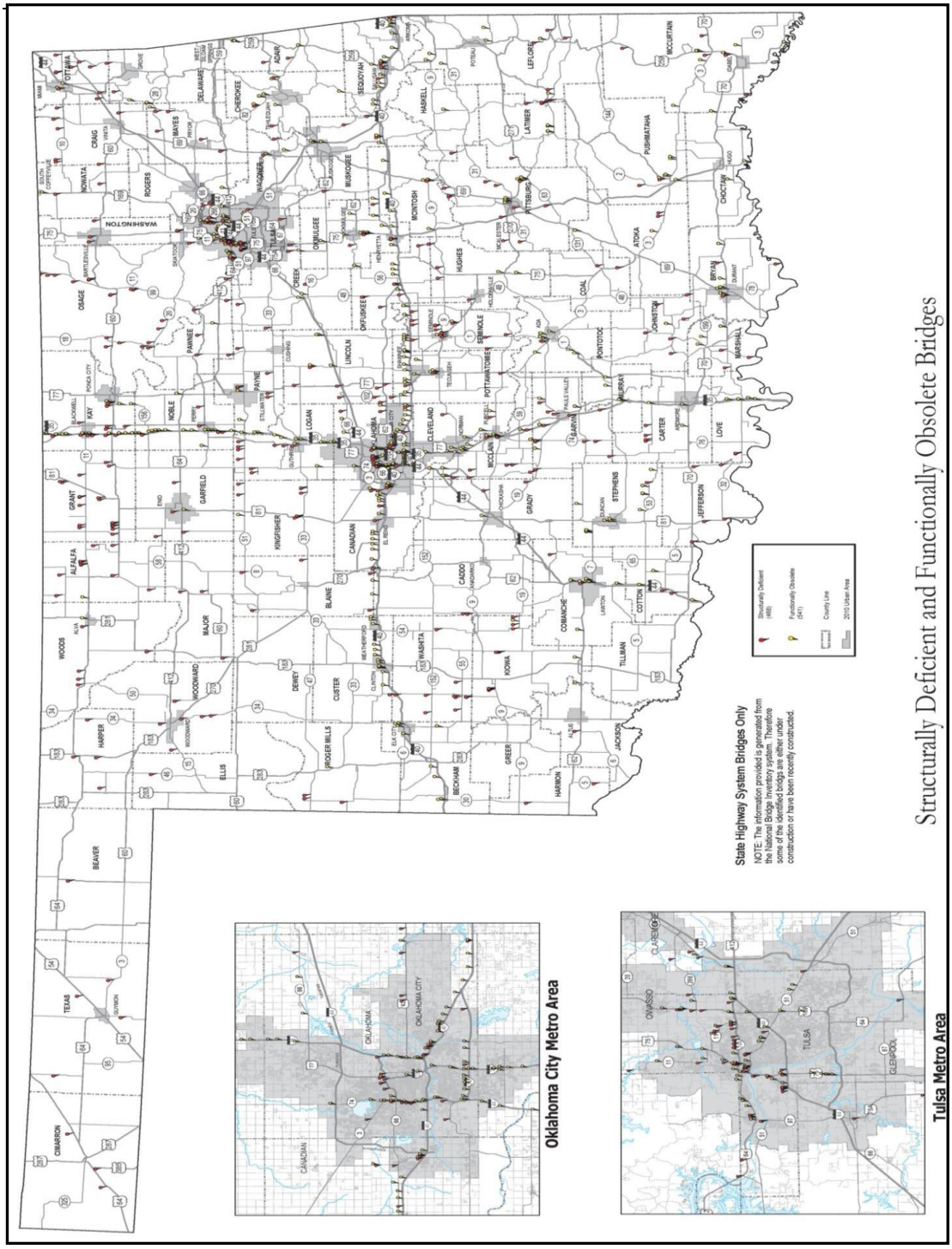
Future increases in traffic volume can be traced to population growth and land use development patterns. Capacity and LOS can also be diminished by increasing the number of access points and median cuts on the road network.

Appendix 2.22: Washita County Functional Classification Map



Source: ODOT

Appendix 2.23: Structurally Deficient and Functionally Obsolete Bridges



Appendices 2.24: Washita County on System Bridges with Sufficiency Rate

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
U.S. 62B	2.2 NE TILLMAN C/L	-1	_	State	1901	-1
U.S. 62B	2.3 NE TILLMAN C/L	-1	_	State	1901	-1
U.S. 62B	4 NE TILLMAN C/L	-1	_	State	1901	-1
U.S. BUS.	2.4E U.S. 183	-1	_	State	1901	-1
S.H. 19	1.8 E S.H. 115	-1	_	State	1901	-1
S.H. 19	. 2 W OF CADDO C/L	-1	_	State	1901	-1
S.H. 115	.4 N S.H. 19 E	-1	_	State	1901	-1
S.H. 115	6.7 N S.H. 19 E	-1	_	State	1901	-1
S.H. 44	0.3 MI. S. SH-9	5	1	State	1932	1300
S.H. 44	2.1 MI. S. SH-9	6	1	State	1932	1300
S.H. 9	12.4 MI E GREER C/L	27.2	1	State	1937	2100
S.H. 9	12.0 MI E GREER	30.9	1	State	1937	2100
S.H. 9	0.5 MI E SH115	34	2	State	1931	1500
S.H. 44	3.3 MI. N. SH-9	34.3	1	State	1936	540
S.H. 54	28.9 MI N U.S. 62	35.1	1	State	1953	1300
S.H. 54	1.0 MI N S.H. 9	35.6	1	State	1953	910
S.H. 9	12.7 MI E GREER C/L	36.4	1	State	1937	2100
S.H. 54	23.5 MI N U.S. 62	36.6	1	State	1953	960
S.H. 54	24.4 MI N U.S. 62	38.7	1	State	1953	960
S.H. 54	23.9 MI N U.S. 62	41.1	1	State	1953	960
S.H. 9	5.5 MI E OF SH-115	43.7	2	State	1931	1200
S.H. 115	1.8 MI N COMANCHE C/L	44	0	State	1935	120
U.S. 62 BUS.	2.0 MI NE TILLMAN C/L	51.8	0	State	1931	400
S.H. 44	7.8 MI N S.H. 9	54.6	1	State	1950	480
S.H. 19	0.3 MI. E. JCT. S.H. 115	56	1	State	1918	200
S.H. 19	1.8 MI. E. JCT. S.H. 115	59	1	State	1918	200
U.S. 183	0.1 MI. N. US-62 BUS.	61.8	2	State	1918	3500
S.H. 44	7.6 MI N S.H. 9	68.5	1	State	1950	480
S.H. 19	2.8 MI. E. JCT. S.H. 115	69.2	2	State	1918	200
S.H. 44	0.9 MI. NE GREER C/L	69.6	0	State	1958	1200
U.S. 62	8.2 MI E TILLMAN C/L	69.9	0	State	1971	5000
S.H. 115	2.3 MI N COMANCHE C/L	70.9	0	State	1935	120

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
U.S. 62 BUS.	2.2 MI NE TILLMAN C/L	71.2	0	State	1931	400
U.S. 62 BUS.	2.3 MI NE TILLMAN C/L	71.2	0	State	1931	400
U.S. 62 BUS.	2.1 MI NE TILLMAN C/L	71.2	0	State	1931	400
U.S. 62 BUS.	1.9 MI NE TILLMAN C/L	72.2	0	State	1931	400
U.S. 62 BUS.	2.4 MI E U.S. 183	74.7	2	State	1932	1100
S.H. 19	0.2 MI. W. CADDO C/L	75.2	0	State	1918	200
U.S. 183	1.7 MI N S.H. 9	77.8	0	State	1936	2200
S.H. 115	6.7 MI N S.H. 19 E	79.3	0	State	1947	180
S.H. 115	0.3 MI N S.H. 19 E	81.4	0	State	1947	180
S.H. 115	1.1 MI N S.H. 9	82.2	0	State	1965	650
S.H. 115	2.1 MI N COMANCHE C/L	82.4	0	State	1935	120
S.H. 9	1.4 MI E U.S. 183	82.7	0	State	1926	930
U.S. 62 BUS.	4.0 MI NE TILLMAN C/L	83.2	0	State	1931	400
S.H. 44A	1.4 MI N SH44	83.2	0	State	1957	540
S.H. 9	6.0 MI E GREER C/L	84.4	0	State	1937	2100
S.H. 49	1.2 MI E S.H. 54	84.8	0	State	1918	80
U.S. 62	9.9 MI E TILLMAN C/L	84.9	0	State	1971	5000
U.S. 62	5.2 MI E TILLMAN C/L	85	0	State	1970	4300
S.H. 54	8.9 MI N U.S. 62	86.9	0	State	1941	460
S.H. 9 BUS.	1.4 MI NE S.H. 9	87	0	State	1918	3500
S.H. 54	25.4 MI N U.S. 62	88.7	0	State	1953	960
S.H. 9	14.7 MI E GREER C/L	89.1	0	State	1938	1900
S.H. 19	0.3 MI E U.S. 183	89.7	0	State	1963	340
S.H. 54	1.7 MI N S.H. 9	91.4	0	State	1953	910
U.S. 183	0.8 MI N U.S. 62 BUS.	91.5	0	State	1989	3600
U.S. 183	0.1 N OF U.S. 62 BUS.	91.5	0	State	2006	3600
S.H. 9	8.3 MI E GREER C/L	91.6	0	State	1937	2100
U.S. 183	2.7 MI N U.S. 62 BUS.	91.7	0	State	1918	3500
U.S. 183	2.9 MI N U.S. 62 BUS.	91.7	0	State	1934	3500
U.S. 183	2.8 MI N U.S. 62 BUS.	91.7	0	State	1992	3500
U.S. 62	0.3 MI E TILLMAN C/L	92.3	0	State	1970	1950

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
U.S. 183	0.3 MI S S.H. 9	92.8	0	State	1933	1300
U.S. 62	0.3 MI E TILLMAN C/L	92.9	0	State	1994	1950
U.S. 62	0.2 MI E TILLMAN C/L	93	0	State	1993	1950
S.H. 9	3.9 MI E GREER C/L	93.2	0	State	1938	1200
S.H. 9	4.6 MI E GREER C/L	93.2	0	State	1938	1200
U.S. 183	0.3 MI S U.S. 62	93.3	0	State	1972	1700
S.H. 54	1.4 MI N U.S. 62	93.4	0	State	1959	450
U.S. 183	6.2 MI N S.H. 9	93.8	0	State	1932	2200
S.H. 54	4.1 MI S S.H. 9	94.2	0	State	1953	1300
S.H. 44	5.0 MI N S.H. 9	94.4	0	State	1950	480
S.H. 44	5.8 MI N S.H. 9	94.4	0	State	1950	480
S.H. 44	6.6 MI N S.H. 9	94.4	0	State	1950	480
S.H. 44	6.8 MI N S.H. 9	94.4	0	State	1950	480
S.H. 44	6.9 MI N S.H. 9	94.4	0	State	1950	480
S.H. 19	4.6 MI E S.H. 54	95	0	State	1967	160
S.H. 9	12 E OF GREER C/L	95.5	0	State	2016	2100
S.H. 9	12.4 E GREER C/L	95.5	0	State	2016	2100
S.H. 9	12.7 E OF GREER C/L	95.5	0	State	2016	2100
U.S. 183	1.8 MI N JCT S.H.19	95.6	0	State	1992	1200
S.H. 115	0.9 MI N S.H. 9	95.7	0	State	1965	650
S.H. 49	0.1 MI E S.H. 54	95.9	0	State	1973	80
U.S. 62	1.4 MI E TILLMAN C/L	96	0	State	1970	3900
S.H. 19	7.9 MI E S.H. 54	96.1	0	State	1967	160
U.S. 183	0.6 MI N JCT S.H. 19	96.3	0	State	1932	1200
U.S. 183	1.7 MI N JCT S.H. 19	96.3	0	State	1932	1200
U.S. 183	6.3 MI S SH-9	96.3	0	State	1932	1200
U.S. 183	5.8 MI S S.H. 9	96.3	0	State	1932	1200
S.H. 9	5.4 MI E GREER C/L	96.3	0	State	1939	2300
U.S. 183	1.0 MI S JCT S.H. 19	96.4	0	State	1992	1500
U.S. 183	13.0 MI N U.S. 62 BUS.	96.7	0	State	1932	1400
U.S. 183	5.9 MI N U.S. 62 BUS.	96.7	0	State	1992	1400
S.H. 19	3.9 MI E U.S. 183	96.8	0	State	1963	340
U.S. 183	9.4 MI N U.S. 62 BUS.	96.9	0	State	1973	1300
U.S. 183	9.8 MI N U.S. 62 BUS.	96.9	0	State	1973	1300
U.S. 183	10.8 MI N U.S. 62 BUS.	96.9	0	State	1973	1300
U.S. 183	11.3 MI N U.S. 62 BUS.	96.9	0	State	1973	1300
S.H. 44	KIOWA-GREER C/L	96.9	0	State	1988	1500

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
S.H. 9	2.6 MI E S.H. 115	97	0	State	1931	1100
S.H. 9	3.0 MI E S.H. 115	97	0	State	1931	1100
U.S. 183	14.2 MI N U.S. 62 BUS.	97.1	0	State	1992	1200
S.H. 9	1.0 MI W S.H. 115	97.2	0	State	1992	840
U.S. 62	6.5 MI E TILLMAN C/L	97.3	0	State	1971	2450
S.H. 9	4.9 MI E S.H. 54	97.4	0	State	1928	840
U.S. 62 BUS.	0.3 MI NE TILLMAN C/L	97.5	0	State	1931	400
S.H. 9	0.9 MI E S.H. 54	97.5	0	State	1992	800
S.H. 9	0.9 MI E S.H. 54	97.5	0	State	1992	800
S.H. 54	19.9 MI N U.S. 62	97.6	0	State	1953	470
S.H. 54	1.4 S JCT S.H. 54/S.H. 9	97.7	0	State	2014	1300
S.H. 54	5.2 N S.H. 19 E JCT	97.7	0	State	2015	960
S.H. 54	5.5 N OF S.H. 19 E JCT	97.7	0	State	2015	960
S.H. 54	6 N OF S.H. 19 E JCT	97.7	0	State	2015	960
S.H. 9 RAMP	15.8 MI E GREER C/L	97.8	0	State	1938	1050
U.S. 62	0.2 MI E TILLMAN C/L	98	0	State	1970	1950
U.S. 62	6.5 MI E TILLMAN C/L	98	0	State	1994	2400
S.H. 9	KIOWA-GREER C/L	98.1	0	State	1986	1200
S.H. 44	6.3 MI N S.H. 9	98.2	0	State	1950	480
S.H. 44	6.4 MI N S.H. 9	98.2	0	State	1950	480
S.H. 44	3.1 MI S S.H. 9	98.5	0	State	1932	1100
S.H. 19	3.0 MI W U.S. 183	98.5	0	State	1960	310
S.H. 19	4.4 MI E S.H. 54	98.5	0	State	1967	160
S.H. 19	6.3 MI E S.H. 54	98.5	0	State	1967	160
S.H. 19	0.6 MI E S.H. 54	98.5	0	State	1970	160
S.H. 44	2.1 S JCT S.H. 9/S.H. 44	98.5	0	State	2006	1100
S.H. 44	0.3 S JCT S.H. 44/S.H. 9	98.5	0	State	2006	1100
S.H. 9	0.5 MI E S.H. 115	98.5	0	State	2008	1300
S.H. 54	.9 N JCT S.H. 54/S.H. 9	98.6	0	State	2014	910
S.H. 9	5.5 MI E S.H. 115	98.8	0	State	2008	1100
S.H. 19	5.2 MI E U.S. 183	98.9	0	State	1963	340
U.S. 183	2.2 MI E TILLMAN C/L	98.9	0	State	1972	3900
S.H. 19	3.5 MI W U.S. 183	99	0	State	1960	310
S.H. 19	0.5 MI W U.S. 183	99	0	State	1960	310
S.H. 19	3.7 MI W U.S. 183	99	0	State	1977	310

FACILITY	LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
S.H. 44	2.5 MI N S.H. 9	99.1	0	State	1936	490
S.H. 54	7.3 MI N U.S. 62	99.1	0	State	1959	450
S.H. 54	14.6 MI N U.S. 62	99.1	0	State	1959	460
S.H. 44	3.3 N OF S.H. 9	99.1	0	State	2006	480
S.H. 44	7.6 N OF S.H. 9	99.1	0	State	2017	480
S.H. 54	15.9 MI N U.S. 62	99.3	0	State	1959	410
S.H. 19	2.8 E. OF JCT. S.H. 115	99.4	0	State	2017	200
S.H. 19	1.4 MI E S.H. 54	99.5	0	State	1970	160
S.H. 54	3.4 MI N U.S. 62	99.6	0	State	1959	450
S.H. 115	3.5 MI N S.H. 19	99.6	0	State	1985	180
S.H. 19	0.3 E. OF JCT. S.H. 115	99.6	0	State	2017	200
U.S. 62 BUS.	2 NE TILLMAN C/L	99.9	0	State	2014	400

Source: ODOT

Appendix 2.25 Washita County Off System Bridges

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
5S 2.8W OF 152/183	-2	0	Railroad	2012	25
10E .2S of ROCKY	-1	_	County	1901	25
2W 2.4S of CORN	-1	_	County	1901	25
2.7 S OF SH 152	13.8	1	County	1930	250
1 W 1.9 MI N CANUTE	14.6	1	County	1930	125
.5 MI W OF BESSIE	15.4	1	County	1930	125
1.5E OF SENTINEL	15.8	0	County	1920	100
4.4N 1.5E OF CORDELL	15.8	0	County	1920	100
9. E .2 S OF ROCKY	15.8	0	County	1925	100
3.S 11.8W OF DILL CITY	18.8	1	County	1940	24
4.S 5.7W OF DILL CITY	18.9	1	County	1940	100
10.8 E 1. S OF ROCKY	19	0	County	1920	100
3. S .1 W BURNS FLAT	19.1	0	County	1940	100
8.5W OF DILL CITY	19.1	0	County	1940	100
2. N .2 E BURNS FLAT	19.1	0	County	1950	100
8.S 3.9E COWDEN	19.1	0	County	1950	100
3.S 3.2E OF COWDEN	19.2	1	County	1925	50
.9N 1.E OF CANUTE	19.2	1	County	1930	50
4.5 MI W OF BESSIE	19.2	1	County	1930	50
3. N 1.2 W BURNS FLAT	19.2	1	County	1940	50
3.W 1.9N OF CANUTE	19.2	1	County	1972	50
3.E .6N OF CLOUD CHIEF	19.3	1	County	1950	25
7. N 1.7 E BURNS FLAT	19.4	1	County	1920	24
3.E 1.4S OF CANUTE	19.4	1	County	1920	24
5.N 1.E OF COLONY	19.4	1	County	1922	25
4.5N 5.W OF BESSIE	19.4	1	County	1925	25
4.9W OF DILL CITY	19.4	1	County	1925	25
1.E 2.3S OF RETROP	19.4	1	County	1930	24

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
2. N 2.2 W CANUTE	19.4	1	County	1940	25
7. N 2.1 E BURNS FLAT	19.4	1	County	1940	25
7. N 2.2 E BURNS FLAT	19.4	1	County	1940	25
2. N 1.2 W BURNS FLATS	19.4	1	County	1940	25
4.6 E 2.N OF CORDELL	19.4	0	County	1940	25
1.0 E 1.1 N RETROP	19.4	1	County	1940	25
2.7S E OF RETROP	19.4	1	County	1940	25
4.E 1.1S OF RETROP	19.4	1	County	1940	25
5.5W 4.0N OF BESSIE	19.4	1	County	1940	25
3.5N 5.5W OF BESSIE	19.4	1	County	1940	25
2.9 S 5. E OF ROCKY	19.4	1	County	1940	25
4.8W 3.5N OF BESSIE	19.4	1	County	1950	25
3.2W 3.5N OF BESSIE	19.4	1	County	1950	25
4. N 2.7 E BURNS FLAT	19.4	1	County	1950	25
1.5N 7.5W OF BESSIE	19.4	1	County	1950	24
1. N 1.9 E BURNS FLAT	19.4	1	County	1950	25
6.9W OF BURNS FLAT	19.4	1	County	1950	25
5.1 MI E OF BURNS FLAT	19.4	1	County	1950	24
10.1W 1.S OF BURNSFLAT	19.4	1	County	1950	25
3.3E 2.N OF CORDELL	19.4	1	County	1950	25
1.S 5.6W OF DILL CITY	19.4	1	County	1950	25
4. S 2.5 E OF CORDELL	19.4	1	County	1950	25
5. S 2.3 E OF CORDELL	19.4	0	County	1950	25
6. S .7 E OF CORDELL	19.4	1	County	1950	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
3.S 1.8W OF COWDEN	19.4	1	County	1950	24
1.9N 2.W OF BURNS FLAT	19.4	1	County	1950	25
1.5W .8N OF SENTINEL	19.4	1	County	1950	25
5.M 3.5W OF BESSIE	19.4	1	County	1950	25
2.1 S 3.3 W OF CORDELL	19.4	1	County	1950	25
3.1S 3.E OF LAKE VALLE	19.4	1	County	1950	25
4.E 3.1S OF LAKE VALLE	19.4	1	County	1950	25
2.E 4.2S OF CORN	19.4	1	County	1950	25
6. N 1.7 W BURNS FLAT	19.4	1	County	1960	25
6.9W 3.S OF BURNS FLAT	19.4	1	County	1960	25
6.0 N 0.9 E RETROP	19.4	1	County	1960	25
1.2N OF RETROP	19.4	1	County	1965	25
2. N 1.8 W BURNS FLAT	19.4	1	County	1973	25
.6W .5S OF SENTINEL	19.6	0	County	1920	100
3.5W .5S OF BESSIE	19.9	1	County	1925	24
4.4W 1.5S OF BESSIE	20	0	County	1920	50
1.1 S OF SH 152	20.3	0	County	1930	350
5.4E 1.S OF RETROP	20.4	0	County	1940	25
2.5W .8S OF BESSIE	20.4	0	County	1940	25
1.8 S 1.3 W OF CORDELL	20.8	1	County	1920	50
2.6 W 2. N OF CANUTE	20.9	1	County	1920	25
4. S .5 W OF DILL CITY	21.2	0	County	1950	100
5.8E 2.N OF CORDELL	21.3	1	County	1920	25
1. S 2.9 E DILL CITY	21.4	1	County	1930	25
10.W .2S OF BURNS FLAT	21.4	0	County	1940	25
.5W OF SENTINEL	21.4	0	County	1950	25
2. S 5.5 E OF ROCKY	21.4	0	County	1960	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
1.N 6.2E OF CORDELL	21.7	0	County	1920	100
.5 S 2.1 W OF SENTINEL	21.9	0	County	1920	24
1.W .6S OF BESSIE	21.9	1	County	1920	25
9.5 MI W OF BESSIE	21.9	1	County	1927	100
3.8E 1.N OF RETROP	21.9	0	County	1940	25
3.2W 2.N OF CANUTE	22.2	1	County	1920	25
4.5E 2.7N OF BESSIE	22.2	1	County	1920	24
1.N 3.7E OF MOUNT. VIE	22.5	1	County	1925	24
3.1 W 3. S OF CORDELL	22.9	1	County	1950	24
1.3N OF RETROP	23.3	0	County	1965	100
4.E .9N OF RETROP	23.3	0	County	1970	100
7.W 1.6S OF BURNS FLAT	23.4	1	County	1926	25
4.E 3.8N OF RETROP	23.4	0	County	1930	50
1.3 W 2.3 S OF CORDELL	23.4	0	County	1930	25
2.W 5.S OF CORN	23.4	1	County	1940	25
2.3 S 1.7 E OF CORDELL	23.4	1	County	1950	25
4.E .7N OF CANUTE	24.3	0	County	1940	100
1. S .7 E OF CANUTE	24.3	0	County	1950	100
2.N 1.9W OF OKL	24.3	0	County	1950	100
.9N 10.W OF DILL CITY	24.3	0	County	1950	100
4.8E 3.2N OF RETROP	24.3	0	County	1950	100
AT CORDELL LAKE	24.3	0	County	1950	100
3.E .4S OF BURNS FLAT	24.3	0	County	1950	100
3.W 2.3N OF CORN	24.3	0	County	1950	100
2.8S 4.W OF CANUTE	24.3	0	County	1986	100
3N.,.2E. OF BURNS FLAT	24.4	0	County	1930	100
2.S 1.1W OF CORN	24.4	0	County	1930	25
1.0E 5.2S OF CORN	24.4	1	County	1930	25
4.7 W 2. N CANUTE	24.4	0	County	1940	25
4.5E 1.N OF RETROP	24.4	0	County	1940	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
8.W .3S OF DILL CITY	24.4	0	County	1940	25
1.3N OF SENTINEL	24.4	1	County	1940	25
2.5W 1.S OF BESSIE	24.4	0	County	1940	25
2. N 4.4 W BURNS FLAT	24.4	0	County	1950	25
2. N 3.8 W BURNS FLAT	24.4	0	County	1950	24
10.5W 2.S OF BURNS FLA	24.4	0	County	1950	24
1.N 1.1E OF MOUNTAIN V	24.4	0	County	1950	50
2.1S 1.W OF DILL CITY	24.4	0	County	1950	24
5.5 E 2.3 N OF CORDELL	24.4	0	County	1950	25
2.0E 2.5S OF LAKE VALL	24.4	1	County	1950	25
1 N 10.3 W BURNS FLAT	24.4	0	County	1955	25
1.S 2.1E OF BURNS FLAT	24.4	1	County	1960	25
3.E 2.4N OF RETROP	24.4	0	County	1960	50
1 N 10.4 W BURNS FLAT	24.4	0	County	1975	25
1.2S OF SENTINEL	24.9	0	County	1920	24
3.E 2.9S OF COLONY	25	0	County	1950	100
4. N .7 W BURNS FLAT	25.4	0	County	1950	50
3.S 5.7W OF DILL CITY	25.5	0	County	1940	25
.8E .5S OF SENTINEL	25.7	0	County	1940	50
4.E 1.9N OF RETROP	26.1	0	County	1926	100
4. W .9 N OF CANUTE	26.3	0	County	1940	100
3.N 3.6W OF CORN	26.4	1	County	1930	25
2.N 2.4W OF SENTINEL	26.5	0	County	1950	25
2.2S 12.W OF DILL CITY	26.5	0	County	1950	25
4. N 2.8 E OF CORDELL	26.8	0	County	1950	100

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
1.5 S 1.8 W OF BESSIE	26.9	1	County	1925	50
5.N .9W OF COLONY	26.9	1	County	1940	25
2. S 1.1 W OF CORDELL	26.9	1	County	1940	25
2.2 E 2. S DILL CITY	27	0	County	1940	0
3.8S 4.W OF CANUTE	27.2	0	County	1940	25
1.5N 3.E OF BURNS FLAT	27.4	0	County	1950	50
3.E 3.2S OF COLONY	27.4	0	County	1950	100
5.7 MI W BESSIE	28.3	1	County	1927	100
.7S .5W OF BESSIE	28.4	1	County	1930	50
4.W 1.3N OF CANUTE	28.4	0	County	1940	100
3. S 1. W OF ROCKY	28.5	0	County	1940	25
1. E .6 S OF CANUTE	28.5	0	County	1950	25
9.6 MI W BESSIE	28.8	1	County	1927	100
2. S 6.7 E OF ROCKY	28.9	1	County	1950	50
4. E 2.1 S DILL CITY	29	1	County	1950	25
3.N 2.5W OF BESSIE	29	1	County	1960	25
5.6W OF DILL CITY	29.4	0	County	1938	100
2.6N OF CANUTE	29.4	0	County	1950	50
2.E .6S OF CANUTE	29.4	0	County	1950	50
4.W 2.5N OF BURNS FLAT	29.4	0	County	1950	50
4. N .1 W BURNS FLAT	29.4	0	County	1960	50
4. S .1 E OF DILL CITY	29.5	0	County	1940	25
5.S 1.3E OF COLONY	29.5	0	County	1950	25
1.W OF DILL CITY	29.5	0	County	1950	25
1.W .5S OF DILL CITY	29.5	0	County	1950	25
2.2 E 2. S OF COLO	29.5	0	County	1960	25
1.E 5.5S OF COLONY	29.6	0	County	1930	100
9.W 4.6S OF DILL CITY	29.9	1	County	1950	50
2.7N 1.W OF CORN	29.9	0	County	1950	50
7.9W OF DILL CITY	30	1	County	1930	25
2. N 10.4 E OF ROCKY	30	1	County	1930	25
1.N 1.1E OF RETROP	30	1	County	1940	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
4.N 2.9E OF CORDELL	30	1	County	1950	25
1. W .1 N OF SH 19	30.4	0	County	1940	100
0.4 MI E COLONY	30.5	1	County	1965	400
1.5W .9S OF BESSIE	31.1	1	County	1940	24
4 MI N MT. VIEW	31.9	0	County	1975	100
2.6W 1.S OF CORN	32	1	County	1950	25
4.W 2.6S OF CORN	32	1	County	1950	24
3.S 3.8E OF COWDEN	32	1	County	1987	25
3.2S 1.W OF COLONY	32.2	0	County	1930	50
4.0 N 1.0 E COLONY	32.5	1	County	1960	50
1. E 1. S OF CORDELL	32.6	1	County	1950	50
2.N 1.6W OF CORN	32.7	0	County	1950	100
4.W 3.S OF CANUTE	33	1	County	1926	25
2. S 1.9 E OF CORDELL	33	1	County	1987	25
.5 N .5 E MOUNTAINVIEW	33.9	1	County	1925	50
13.9 MI E COWDEN	33.9	1	County	1930	50
2.W .4N OF CANUTE	33.9	1	County	1950	50
2.6 S 3.5 E OF CORDELL	33.9	0	County	1960	50
1.5E 2.6N OF CORDELL	34	1	County	1940	25
3.S 3.8 E OF LAKE VALL	34	1	County	1950	25
1.5W .8N OF CORDELL	34	1	County	1950	25
9.W .7S OF DILL CITY	34.9	1	County	1950	50
2.5 E & 0.3 S OF SENTINEL	34.9	1	County	1987	50
1.7 E 1.9 S OF CORDELL	35	0	County	1930	25
2.W 2.4S OF CORN	35	1	County	1940	25
1.S 5.7W OF BURNS FLAT	35	1	County	1950	25
3.0 N 1.3 E OF DILL CITY	35	1	County	1950	25
5. S 1.6 E OF CORDELL	35	0	County	1950	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
2.S 4.2 E OF COWDEN	35	0	County	1950	50
3.1 S 1. E DILL CITY	35	0	County	1950	25
1. E 1.2 S OF ROCKY	35	1	County	1950	25
4.5 E 3. S OF CORDELL	35	1	County	1950	50
2.6 W 1. N OF CANUTE	35	1	County	1960	25
6.E 1.N OF CORDELL	35	1	County	1960	25
1.E 1.3S OF CLOUD CHIE	35	1	County	1960	25
1.E 1.2N OF CORN	35	0	County	1960	50
2.S .8E OF CORN	35	1	County	1970	25
6.9 MI N COLONY	35.9	0	County	1920	100
3.9 W 1. N OF CANUTE	36	0	County	1940	100
4.N .6E OF CORDELL	36	1	County	1942	25
3. S 1.2 E OF COWDEN	36.2	0	County	1920	100
4.7S 12.W OF DILL CITY	36.5	1	County	1930	25
4.5 MI W OF BESSIE	36.8	1	County	1927	100
2. E 1.1 S DILL CITY	38	1	County	1940	25
2. E .8 S DILL CITY	38	1	County	1975	25
1.S 1.3W OF COWDEN	38.2	1	County	1950	25
4.0 N 4.8 W CORN	38.9	0	County	1965	100
3.3E 4.9S OF COWDEN	39	1	County	1920	25
3.N .6E OF CORN	39	1	County	1950	25
5.E 2.8N OF RETROP	39	1	County	1950	25
.5S .5E OF CLOUD CHIEF	39	1	County	1960	25
2.W .8 N OF CORN	39	1	County	1960	50
3.4N 2.5E OF CORDELL	39	1	County	1970	25
1.E 1.8S OF CORN	39	1	County	1970	25
3.5S 2.7W OF COWDEN	39.8	0	County	1972	100
4.9 MI W COWDEN	39.9	0	County	1938	100
8.5S .5W OF BESSIE	39.9	0	County	1950	75
2. N .2 E SENTINEL	40	0	County	1940	50

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
2.3E 5.S CORN	40	1	County	1950	25
.5 W 3.S OF COLONY	40	1	County	1950	50
1.W 1.5S OF COLONY	40	0	County	1950	50
2.E 1.3N COLONY	40.9	1	County	1982	75
3.6 S .5 W OF CORDELL	41.6	1	County	1976	200
3.3E 2.N OF MOUNTAIN V	41.8	1	County	1984	25
5.S 3.4W OF CORN	42	1	County	1960	25
5.0 N 4.3 E RETROP	42.3	0	County	1950	100
3.8 E 3. N OF CORDELL	42.3	0	County	1988	100
1.N 1.9W OF CORN	42.4	1	County	1940	25
2.S 4.3W OF CORN	43.3	0	County	1928	100
3.W 2.6S OF CORN	44.1	1	County	1950	25
10. E .2 S OF ROCKY	45.2	2	County	1950	25
1.6N 3.W OF SENTINEL	45.5	1	County	1979	25
3.E 1.4N OF CLOUD CHIEF	46.2	1	County	1960	25
2.N 1.2E OF COLONY	47	0	County	1930	100
1.5W 2.N OF BESSIE	47	0	County	1950	100
3.0 N 8.4 E RETROP	47.8	2	County	1926	75
2.5 S 5.5 W BESSIE	47.8	2	County	1930	50
2.S 3.5W OF CORN	47.8	0	County	1950	100
5.2 W 2. N OF CORDELL	47.8	0	County	1950	25
2.S 4.1W OF CORN	48.3	1	County	1960	25
4.7W OF COWDEN	48.4	1	County	1920	100
3.W .6N OF COWDEN	48.6	1	County	1930	25
2. S 2.5 E LAKE VALLEY	48.8	0	County	1930	100
1.75 MI E LAKE VALLEY	49.1	1	County	1970	50
2.S 1.5E OF COWDEN	49.4	1	County	1970	50
1. S .7 W OF ROCKY	49.6	1	County	1930	25
.1M OF HWY 152 ON MAGN	50.2	1	County	1940	200
N2070E1210007	50.7	2	County	1930	25
6E 2S OF CORDELL	51.6	1	County	1923	25
3.1 W 3 N SENTINEL	51.6	1	County	1977	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
6.1 MI W BESSIE	52.7	2	County	1927	100
1. S 5.7 W OF DILL CITY	53.7	2	County	1925	25
2.0 E & 5.7 S OF CORN	53.7	2	County	1925	25
1.3N OF RETROP	54	1	County	1994	25
1.2 MI W OF DILL CITY	54.4	1	County	1950	200
4.0 N 0.7 E COLONY	54.5	0	County	1982	50
3.9 S 2.5 E OF CORDELL	55.5	0	County	1950	25
2.3S 1.E OF LAKE VALLE	57.1	2	County	1950	25
3.E 1.2N OF RETROP	57.7	2	County	1930	50
3.5 E 3.1 S OF CORDELL	57.7	2	County	1930	25
11.6 MI W COWDEN	58.6	2	County	1940	50
2.3 MI W OF CORN	58.7	0	County	1981	550
7.W .2S OF BURNS FLAT	59.2	2	County	1930	25
6.8E 2.N OF RETROP	59.5	0	County	1960	25
2.3 W 1.2 S OF CORDELL	60.2	0	County	1950	25
2.8 S JCT 152 CORDELL	64.5	0	County	1960	240
12.5 MI N COWDEN	64.5	0	County	1980	50
3N 4.9E OF RETROP	64.6	2	County	1920	100
1.5N 2.6W OF SENTINEL	64.6	2	County	1921	25
3.5E OF CLOUD CHIEF	64.6	2	County	1925	25
4S .9W OF CORDELL	65.2	0	County	1920	25
3.0 E 3.1 N CORDELL	65.7	0	County	1976	75
3.0 N 10.2 E RETROP	66.2	2	County	1926	75
1. S 6.9 E OF ROCKY	68.5	2	County	1925	25
6.0 E 2.8 S OF ROCKY	68.7	2	County	1925	50
1.3N 1.E OF MOUNTAIN V	69	1	County	1988	25
5.N 2.1W OF CORN	69.3	0	County	1977	25
1.6W 1.S OF COLONY	69.6	2	County	1920	25
5.N 2.7E OF CORN	69.6	2	County	1925	24
10.0 MI W COWDEN	69.6	2	County	1925	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
7.W 2.4S OF COWDEN	69.6	2	County	1925	25
5.5 E 1.6 S OF CORDELL	69.6	2	County	1930	25
7.8N 1.W OF COLONY	69.6	2	County	1930	24
1S 16.2E OF ROCKY	69.7	0	County	1920	100
7.0 N 1.2 E COLONY	71.1	0	County	1920	50
1.5N 3.8W OF SENTINEL	71.6	0	County	1972	25
2.0 N 3.9 E COWDEN	73	1	County	1985	100
3.S .5E OF CORN	74.1	0	County	1930	25
3N 5E OF RETROP	76.1	2	County	1920	100
2. S .2 W BURNS FLAT	76.6	2	County	1925	25
2.N 2.8W OF CORDELL	76.6	2	County	1925	25
4.W 2.4N OF CANUTE	76.6	2	County	1925	25
3.6 E 1. S DILL CITY	76.6	2	County	1930	25
3 MI S COLONY	76.7	0	County	1976	75
1.S 7.3W OF BURNS FLAT	77.6	0	County	1970	25
3.5E 1.S OF RETROP	78	0	County	1927	25
1.S 11.8W OF DILL CITY	78.8	0	County	1941	25
7.1W OF COWDEN	79.1	0	County	1920	100
2.7 MI W OF BESSIE	80.2	0	County	1930	125
3.9 MI W COWDEN	80.2	0	County	1930	100
4.8S 11.W OF DILL CITY	80.2	0	County	1938	25
.9S .5W OF BESSIE	80.2	0	County	1960	50
2.7 MI S COLONY	80.2	0	County	1976	75
2.W .4N OF CORN	80.2	0	County	1978	50
1.E 2.7S OF COLONY	80.2	0	County	1987	25
1E, 1.2S OF ROCKY	80.3	0	County	2010	25
.7 S. OF CORDELL	80.8	0	City /Municipal	1928	100
2.S 2.1E OF LAKE VALLE	81.6	2	County	1925	50
2.E 1.9S PF LAKE VALLE	81.6	2	County	1925	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
1.1N 2.E OF BURNS FLAT	81.6	2	County	1927	50
4. N .9 W OF ROCKY	81.6	2	County	1930	25
1.8N 2.W MOUNTAIN VIEW	81.8	0	County	1970	50
1.8N 1.E OF MOUNTAIN V	81.8	0	County	1987	25
0.3 MI W COWDEN	82.1	0	County	1939	100
2.E 2.5S OF COLONY	82.8	0	County	1975	100
2.7N OF CORN	83	0	County	1983	125
1.1 S OF SH 152	83.4	0	County	1998	350
2.5W 1S OF BESSIE	83.5	2	County	2000	25
2.2 MI S DILL CITY	83.6	0	County	1962	200
2.E 2.7S OF COLONY	83.8	0	County	1975	100
4E 7N OF SH115 / SH152	84.3	0	County	2014	100
2.N .5W OF COLONY	85	0	County	1973	100
4. N .7 W BURNS FLAT	85	0	County	1997	50
2.S 3.5W OF CORN	85.7	0	County	1993	25
4.0 S 4.8 E COWDEN	85.8	0	County	1985	50
1.W 1.5S OF COLONY	86	0	County	1998	50
1 MI N COLONY	86.9	0	County	1982	375
6.0 E 1.6 S RETROP	87	0	County	1982	75
1.W 1.9S OF CORN	87.2	0	County	1984	25
2E, .9S OF COWDEN	87.2	0	County	1991	25
0.3 MI N OF CORN	87.6	0	County	1940	150
.5 S JCT SH69 US183	87.9	0	County	1948	400
5.6 MI N OF CORN	88.5	0	County	1982	150
1.2S 1.5E OF SENTINEL	89.8	0	County	1940	25
8.S 3.6E OF CORN	89.8	0	County	1980	25
2.3 W 2.7 S OF CORDELL	90	0	County	1938	25
3.1 MI N OF CORN	90.6	0	County	1940	125
2.E 1.3S OF CLOUD CHIE	90.8	0	County	1950	24
1.2 MI W COWDEN	90.9	0	County	1975	100
2 ND. & CORDELL STREET	91	0	City /Municipal	1939	200
.9N .5E OF CLOUD CHIEF	91	0	County	1987	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
3. N .7 W OF ROCKY	91.1	0	County	1925	50
.5W 1.1N OF CORDELL	91.1	0	County	1925	50
3.5 MI S CORN	91.4	0	County	1976	250
2.W 2.4S OF COWDEN	91.4	0	County	1987	150
3S 1.8W OF COWDEN	91.8	0	County	2003	24
5.N 1.5W OF CORN	92	2	County	1982	25
4.1S 11.W OF DILL CITY	92.1	0	County	1938	25
1. S 3.2 E OF CANUTE	92.1	0	County	1982	25
1.E 1.3 S OF COLONY	92.1	0	County	1989	100
2.3E 5S OF CORN	92.1	0	County	2005	25
.4E OF COLONY	92.1	0	County	2009	212
3.1S 3E OF LAKE VALLEY	92.1	0	County	2011	25
5.W 2.9S OF COWDEN	92.4	2	County	1950	24
3.0 E 2.5 N CORDELL	93	2	County	1982	100
3S 3.8E OF COWDEN	93	0	County	2014	25
4.4S .3W OF CLOUD CHIE	93.1	0	County	1930	25
4.9S 11.W OF DILL CITY	93.1	0	County	1938	25
3.W 1.4S OF CORN	93.1	0	County	1938	50
3 RD & CORDELL STREET	93.1	0	City /Municipal	1939	200
1. W 1.3 S OF ROCKY	93.1	0	County	1939	25
8.W 1.3S OF DILL CITY	93.1	0	County	1940	25
5.W 2.2N OF CORN	93.1	0	County	1989	25
3. S 1.2 E OF COWDEN	93.1	0	County	1991	25
1E 1.2N OF CORN	93.1	0	County	2002	50
1N 10.3W OF BURNS FLAT	94.1	0	County	2000	25
1S, 1.3E OF CORDELL	94.1	0	County	2010	50
1.E .5N OF BESSIE	95	0	County	1939	75
4.N 2.8W OF CORN	95	0	County	1990	24

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
5.5 E 2.3 N OF CORDELL	95	0	County	1993	25
2.S 1.9 E OF CORDELL	95	0	County	2006	25
7.0 S 2.5 E OF COWDEN	95.7	0	County	1979	100
2E, .8S OF DILL CITY	95.7	0	County	2010	25
0.5W & 0.2S OF CORDELL	95.9	0	County	1992	200
.7E2.7 S OF HWY 183 &152	95.9	0	County	2012	250
1.4W 2.N CORN	96	0	County	1950	50
1. S .7 E OF CANUTE	96	0	County	1993	25
4.E & .9N OF RETROP	96	0	County	1994	25
3.S 5.7W OF DILL CITY	96	0	County	1996	25
6.8E 2.N OF RETROP	96	0	County	1996	25
2.N 2.4W OF SENTINEL	96	0	County	1996	25
.5W OF SENTINEL	96	0	County	1996	25
.8E .5S OF SENTINEL	96	0	County	1996	50
1.5N 3.E OF BURNS FLAT	96	0	County	1998	50
3.1 S 1. E DILL CITY	96	0	County	1998	25
1. N .2 W OF SENTINEL	96.4	0	County	1973	50
4.0 N 1.0 E. COLONY	96.4	0	County	2006	50
3.S 1.2E OF COWDEN	96.7	0	County	1991	100
.9 MI S OF CANUTE	96.8	0	County	1949	600
1E 1.8S OF CORN	96.8	0	County	2007	25
2E 5.7S OF CORN	96.8	0	County	2009	25
1.0 MI N BURNS FLAT	96.9	0	County	1943	200
1.1 MI E COLONY	96.9	0	County	1965	400
2.6N .5W OF CORDELL	97	0	County	1930	50
MEMORIAL & SEGER	97	0	City /Municipal	1930	75
2 BLOCKS E MEMORIAL & SEGER	97	0	City /Municipal	1930	50

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
2.5W 1.9N OF SENTINEL	97	0	County	1947	50
WATAN & SEGER	97	0	City /Municipal	1960	150
2. S 4.3 W OF CANUTE	97	0	County	1972	100
3. N 3.2 W BURNS FLAT	97	0	County	1972	50
5.S 1.2E OF CORN	97	0	County	1982	25
4.3S 1.W OF CORN	97	0	County	1982	25
1S .7W OF CORN	97	0	County	1983	25
2. S 5.7 E OF CORDELL	97	0	County	1984	25
4.2N 1.5E OF CORDELL	97	0	County	1984	24
6.2S 1.E OF CORN	97	0	County	1984	25
5.W 2.8N OF CORN	97	0	County	1985	50
1.W 3.3S OF COLONY	97	0	County	1985	50
2.1N 1.W OF CORN	97	0	County	1986	50
4.S .9W OF CORN	97	0	County	1987	50
3. S 5.9 W BURNS FLAT	97	0	County	1987	25
5.S 1.6W OF CORN	97	0	County	1987	25
5.S .6E OF CORN	97	0	County	1987	25
2.E .9N OF RETROP	97	0	County	1987	25
1.7S 1.W OF DILL CITY	97	0	County	1987	25
5.W 2.5N OF CORN	97	0	County	1987	50
2.N .5E OF CLOUD CHIEF	97	0	County	1987	25
5.N 3.1W OF CORN	97	0	County	1988	25
3. N 3.4 W OF BURNS FLATS	97	0	County	1988	50
7.6W OF BURNS FLAT	97	0	County	1988	25
4.7W 2.5N OF SENTINEL	97	0	County	1988	25
8.W .1S OF DILL CITY	97	0	County	1988	25
1.4W OF SENTINEL	97	0	County	1989	25
3. N 3.5 W BURNS FLAT	97	0	County	1990	50

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
.3S 1.W OF SENTINEL	97	0	County	1990	25
1.1S 1.W OF DILL CITY	97	0	County	1990	25
4.7E 3.1N OF RETROP	97	0	County	1991	25
6.0 E 1.8 N RETROP	97	0	County	1991	75
3.0S & 0.1W OF BURNS FLAT	97	0	County	1993	25
3.E 3.2S OF COLONY	97	0	County	1993	25
3.8 E 3. N OF CORDELL	97	0	County	1994	25
3.E & .4S OF BURNS FLAT	97	0	County	1994	25
2.2 E 2. S DILL CITY	97	0	County	1995	25
1.N 1.1E OF MOUNTAIN V	97	0	County	1998	50
1.2S OF SENTINEL	97	0	County	1998	24
2.3E 4S OF CORN	97	0	County	2001	100
2S 4.2E OF COWDEN	97	0	County	2001	100
1.7E 1.9S OF CORDELL	97	0	County	2001	25
1W 2.7N OF CORN	97	0	County	2001	75
3.2S 1W OF COLONY	97	0	County	2001	50
2N 2E OF SENTINEL	97	0	County	2003	50
2.1S 1W OF DILL CITY	97	0	County	2003	24
1E 5.2S OF CORN	97	0	County	2004	25
.5W 3S OF COLONY	97	0	County	2005	50
2.3S 1.7E OF CORDELL	97	0	County	2005	25
2.W 5.S OF CORN	97	0	County	2006	25
HWY 54&115 2.MI.S., .3W	97	0	County	2006	25
2.0E 2.5 & OF LAKE VALLY	97	0	County	2006	25
1N .9E OF SENTINEL	97	0	County	2007	35
2.6W 1.5S OF CORN	97	0	County	2008	25
2W .8N OF CORN	97	0	County	2008	50
4.5W OF BESSIE	97	0	County	2010	50
4E 3.1S OF LAKE VALLEY	97	0	County	2010	25

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
2S .8E OF CORN	97	0	County	2012	25
1.1N 2E OF BURNS FLAT	97	0	County	2012	50
2.5S 5.5W OF BESSIE	97	0	County	2012	50
2.3W 1.2S OF CORDELL	97	0	County	2013	25
.5S .5E OF CLOUD CHIEF	97	0	County	2013	25
2.5W .8S OF BESSIE	97.5	0	County	1998	150
2S .3W OF CANUTE	98	0	County	1983	100
3.1 S 2. E DILL CITY	98	0	County	1983	25
4.5E 2.6S OF CORDELL	98	0	County	1983	50
2.S 7.1W OF BURNS FLAT	98	0	County	1987	25
3.S 7.W OF BURNS FLAT	98	0	County	1987	25
2.S 1.1W OF DILL CITY	98	0	County	1989	25
2S 4.1W OF CORN	98	0	County	2016	25
5.4 MI W CORN	98.6	0	County	1977	400
.5 S JCT 152 CORDELL	98.8	0	County	1990	600
2.W 2.8S OF COWDEN	98.9	0	County	1988	150
.6W .5S OF SENTINEL	99	0	County	1996	150
4.5E 1.N OF RETROP	99	0	County	2003	50
1. E 4.7 S OF CORDELL	99.9	0	County	1961	200
5.1 S 1.5 E OF CORDELL	99.9	0	County	1961	200
4.4 MI E BURNS FLAT	99.9	0	County	1987	300
1.N 6.4E OF BESSIE	99.9	0	County	1988	100
3.5 S. 2.7 W. OF COWDEN	99.9	0	County	1995	50
4.9 MI W COWDEN	99.9	0	County	1998	100
4.0 MI N MT VIEW	99.9	0	County	2000	100
2N .5W OF COLONY	99.9	0	County	2005	100
4.5W OF BESSIE	99.9	0	County	2007	100
2N 1.8W OF BURNS	99.9	0	County	2007	300

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
FLATS					
2N 1.8E BURNS FLATS	99.9	0	County	2007	300
1 S 1.6 MI E COWDEN	100	0	County	1962	75
1 W 1 MI N OF CANUTE	100	0	County	1963	125
1. S 1.1 W DILL CITY	100	0	County	1985	75
.7W .5S OF BESSIE	100	0	County	1986	25
5.N 2.2W OF COLONY	100	0	County	1987	100
2.W 1.9N OF CANUTE	100	0	County	1987	50
3.0 N 3.1 E RETROP	100	0	County	1989	100
8.5W 3.5N OF SENTINEL	100	0	County	1989	25
0.1 MI W COWDEN	100	0	County	1990	100
2.N 1.6W OF MOUNT VIEW	100	0	County	1990	50
3.N 1.7E OF CORDELL	100	0	County	1991	25
2.S 4.3W OF CORN	100	0	County	1992	25
3. S .4 E OF DILL CITY	100	0	County	1992	50
4.0 N 4.8 W CORN	100	0	County	1993	50
1.N 6.2E OF CORDELL	100	0	County	1994	25
4.E 1.9N OF RETROP	100	0	County	1994	25
3.8N OF DILL CITY	100	0	County	1994	50
2.9N OF DILL CITY	100	0	County	1994	50
3.E 2.9S OF COLONY	100	0	County	1994	25
1.5 E OF SENTINEL	100	0	County	1995	25
4.4W 1.5S OF BESSIE	100	0	County	1996	50
3.E 2.4N OF RETROP	100	0	County	1997	100
2.S 1.1W OF CORN	100	0	County	1999	25
.5 S 2.1 W OF SENTINEL	100	0	County	1999	25
8.5S .5W OF BESSIE	100	0	County	2000	75
5.4E 1.S OF RETROP	100	0	County	2001	25
1E .6S OF CANUTE	100	0	County	2003	100
2.6S 3.5E OF CORDELL	100	0	County	2003	50

LOCATION	SUFFICIENCY	FOSD	OWNER	YEAR BUILT	ADT TOTAL
3W 2.6S OF CORN	100	0	County	2003	25
4W 3S OF CANUTE	100	0	County	2004	100
1.W .6S OF BESSIE	100	0	County	2004	25
3.0 S & 3.9 E OF CORDELL	100	0	County	2006	50
5E 2.8N OF RETROP	100	0	County	2006	25
4.5E 3S OF CORDELL	100	0	County	2006	50
3.0MI.E&1.4MI.N CLD CHIEF	100	0	County	2007	50
1.75E LAKE VALLEY RD.	100	0	County	2009	50
3N 8.4E RETROP	100	0	County	2010	75
4S, 2.5E OF CORDELL	100	0	County	2011	25
4.7S 12W OF DILL CITY	100	0	County	2013	25
6E 1N OF CORDELL	100	0	County	2014	30
2E 1.1S OF DILL CITY	100	0	County	2015	25
1.6N 3W OF SENTINEL	100	0	County	2016	25

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

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

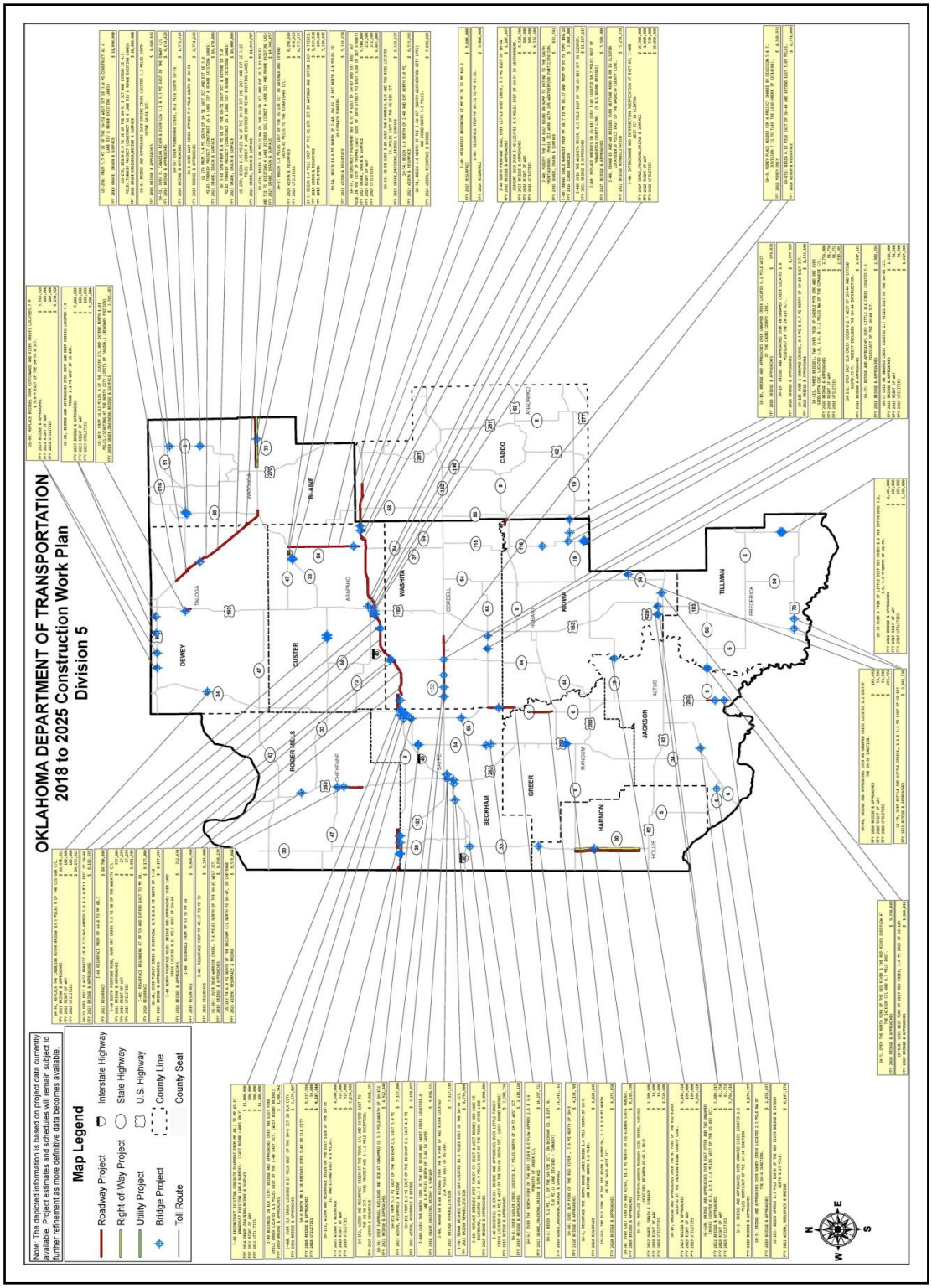
Appendix 3: Future Conditions

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

Location	TAZ Num.	2010 HU	2010 POP	2040 Pop	2016 Emp.	2040 Emp.
			10331	**11,861**	**4,948**	**5,048**
Near Canute	1	273	677	1208	385	385
Near Foss	2	146	362	575	335	335
	3	35	70	70	185	185
Near Bessie	4	29	65	65	265	265
	5	28	62	70	195	195
Near Clinton	6	199	233	425	95	95
Near Corn	7	238	465	600	335	335
Near Colony	8	200	335	400	85	85
	9	213	285	335	55	55
	10	224	275	285	270	270
Near Rocky	11	208	264	265	130	130
Near Dill City	12	319	385	385	45	48
Near Sentinel	13	161	300	425	85	85
		2273	**3778**	**5108**	**2465**	**2468**
Burns Flat	100	311	707	725	57	55
	101	226	527	527	15	15
	102	200	502	502	55	55
	103	93	175	185	450	450
	104	79	171	178	215	215
		909	**2082**	**2117**	**792**	**790**
Sentinel	200	81	190	165	105	105
	201	330	719	705	260	260
		190	**909**	**870**	**365**	**365**
Cordell	300	175	417	450	26	50
	301	267	488	492	285	300
	302	245	593	593	150	155
	303	230	496	496	450	450
	304	123	263	305	25	30
	305	56	115	115	50	75
	306	327	630	630	155	160
		1423	**3002**	**3081**	**1141**	**1220**
Canute	400	263	560	685	185	205
		263	**560**	**685**	**185**	**205**
total		**5058**	**10331**	**11861**	**4948**	**5048**

Source: SORTPO

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



Source: ODOT

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
Circuit Engineering District Revolving fund	
County Road & Bridge Improvement Fund (CBR)	County Built, contract projects and maintenance on roads/bridges
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.

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: Washita County CIRB Funding FY 2018-2022

	FY 2018	**FY 2019**	**FY 2020**	**FY 2021**	**FY 2022**	**TOTAL**
Washita County	$45,000	$6,637,500	$45,000	$45,000	$437,000	$7,209,500

Source: ODOT

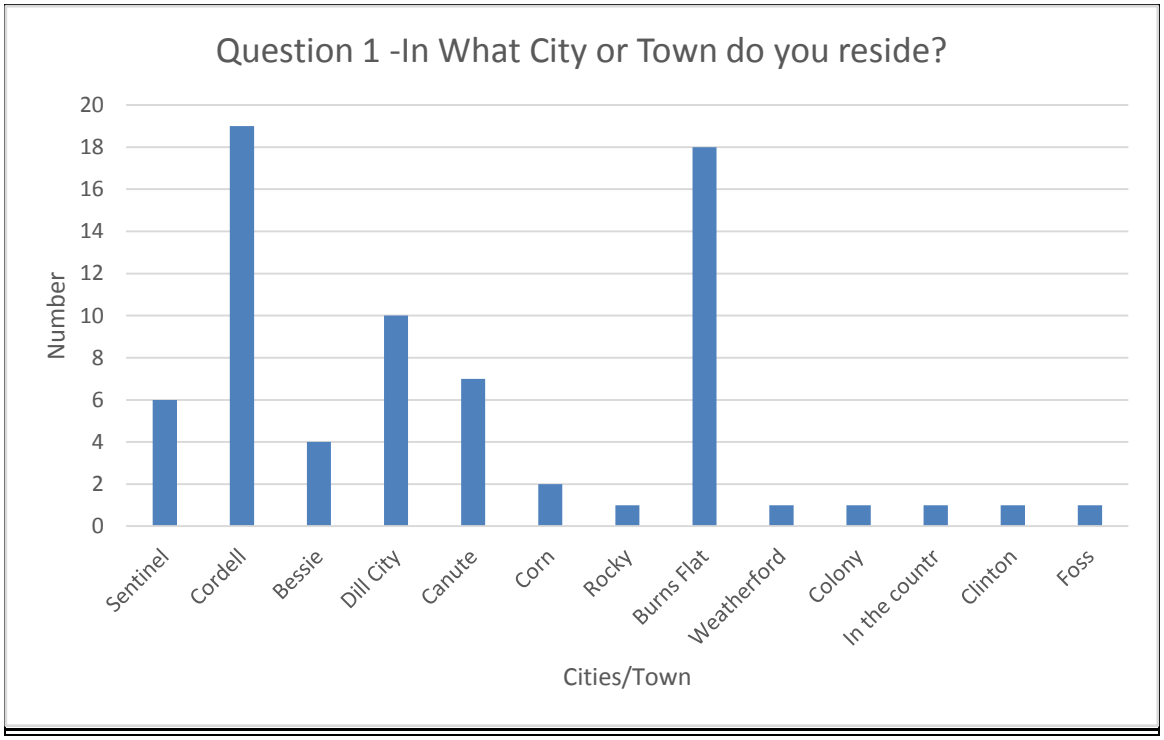
Appendix 5: Public Participation

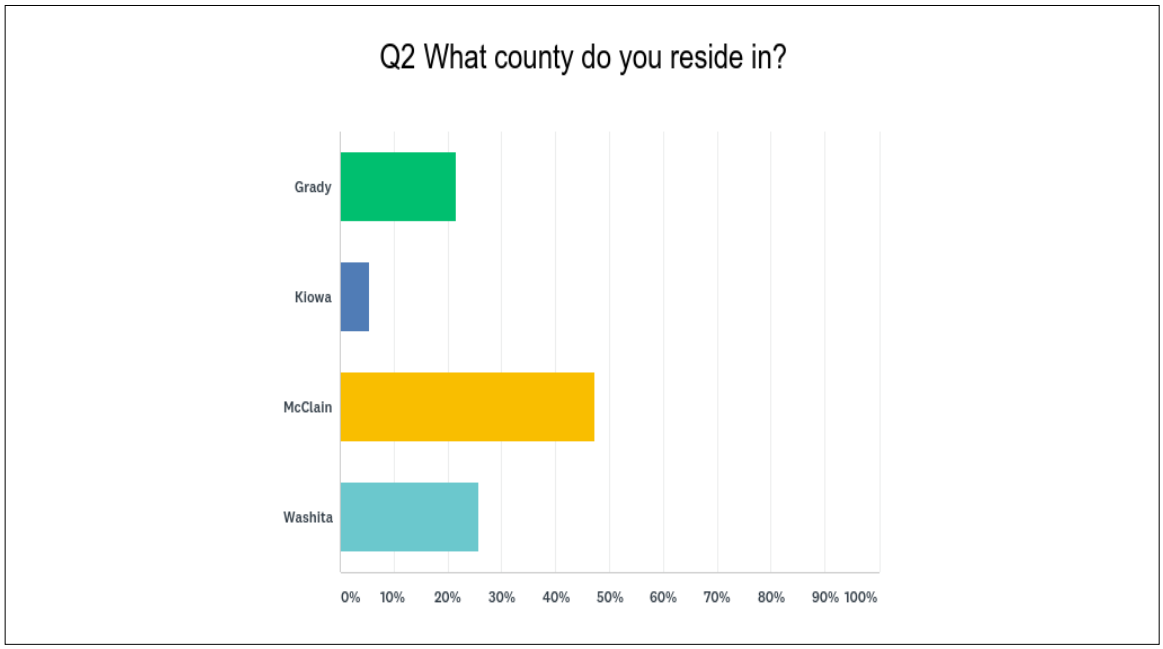
Appendix 5.1: Washita County Socio Economic Characteristics

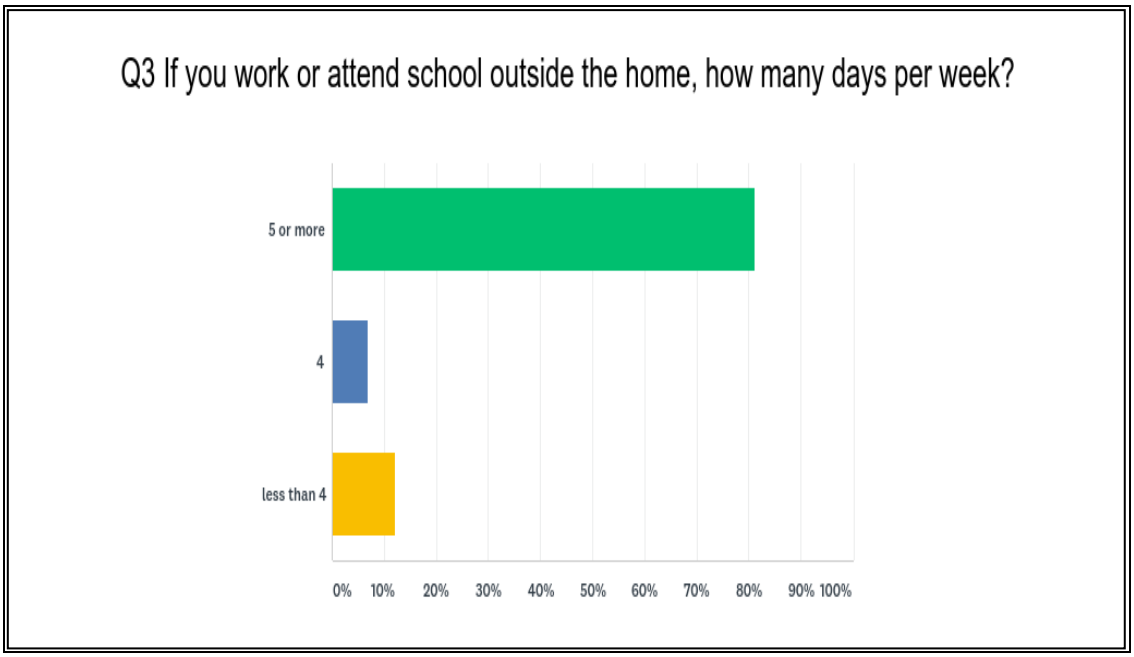
	Washita County
Total Population (2010 Census)	11,629
Average household size	2.51
Average household income	$48,715
Median age	38.5
Persons 65 years and over	17.1%
Median selected monthly owner costs with mortgage*	$347.00
Median gross rent*	$651.00
Percent in poverty*	16%
Percent with a disability under age 65 years*	8.1%
Percent without health insurance coverage, under 65 years	15.6%
Percent veterans	84.9%
Percent foreign born*	2.7%
Language other than English spoken at home, 5 years and older*	5.0%
Mean travel time to work (min)	22.0

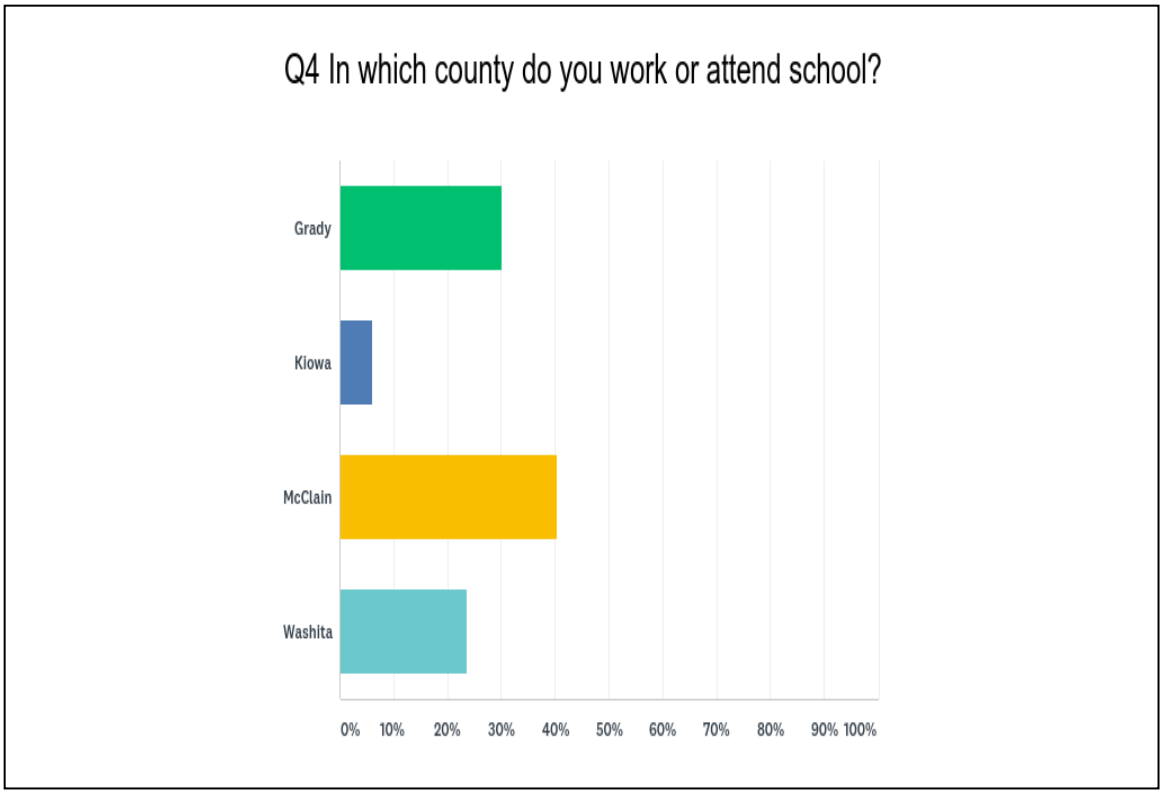
Source: US Census 2010.

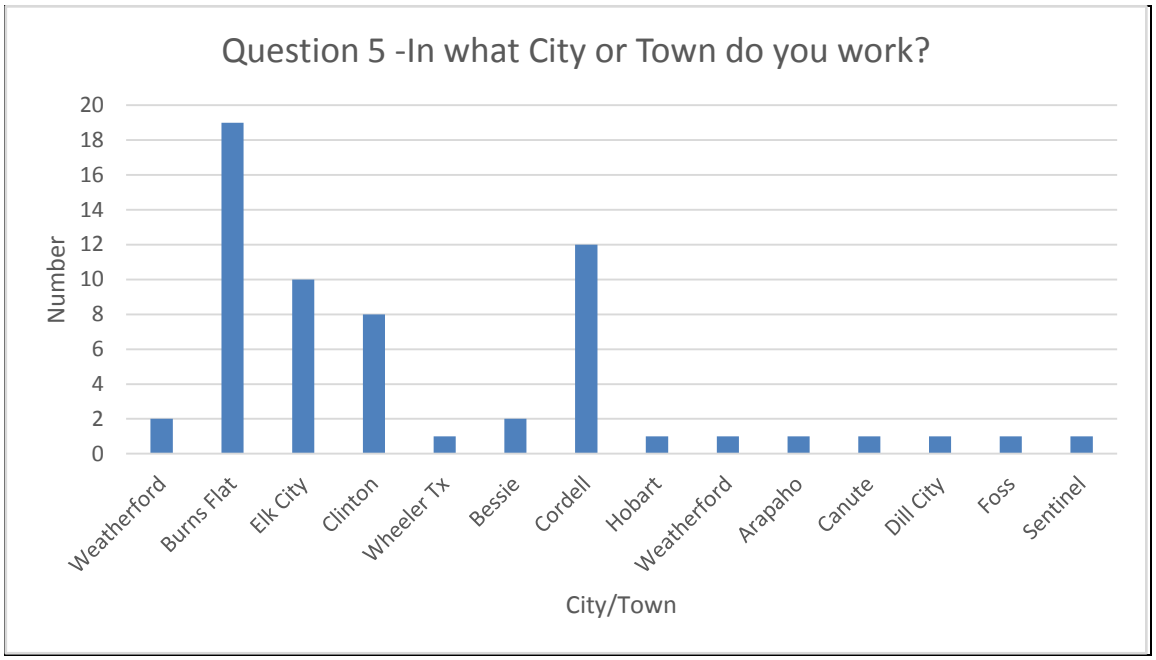
Appendix 5.2: Stakeholders Survey

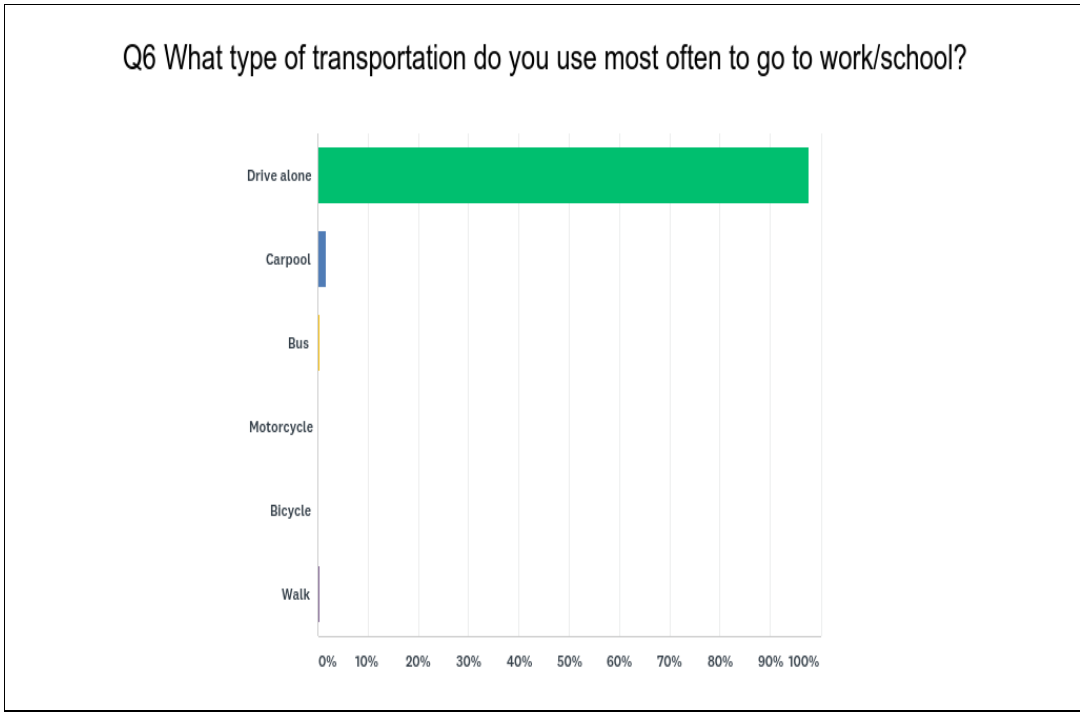




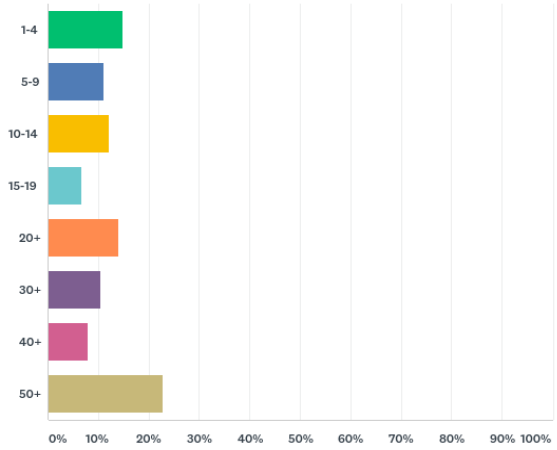

Q3 If you work or attend school outside the home, how many days per week?
5 or more
4
less than 4
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%


Q4 In which county do you work or attend school?
Grady
Kiowa
McClain
Washita
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

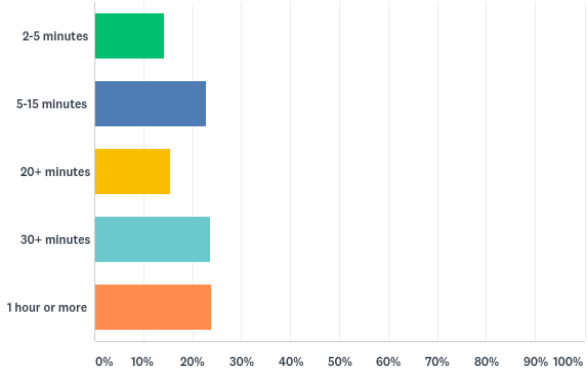

Question 5 -In what City or Town do you work?
Number
20
18
16
14
12
10
8
6
4
2
0
Weatherford
Burns Flat
Elk City
Clinton
Wheeler Tx
Bessie
Cordell
Hobart
Weatherford
Arapaho
Canute
Dill City
Foss
Sentinel
City/Town


Q6 What type of transportation do you use most often to go to work/school?
Drive alone
Carpool
Bus
Motorcycle
Bicycle
Walk
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

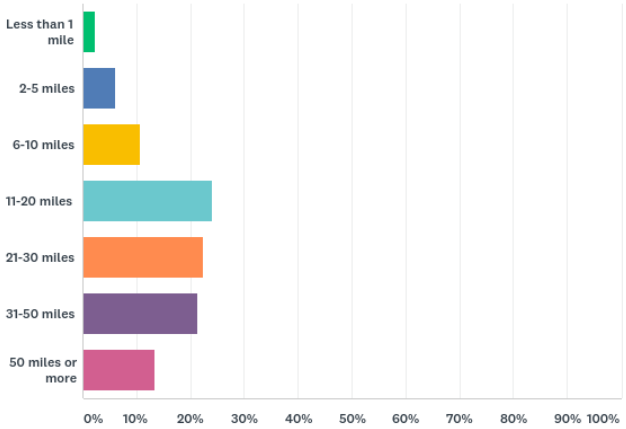
Q7 Number of miles traveled (round trip) for work/school?



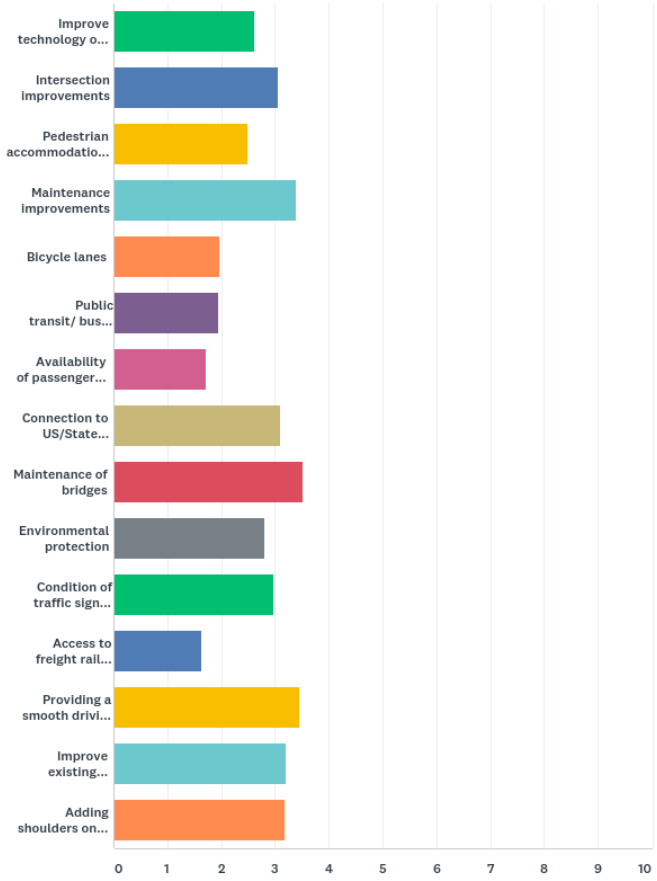
Q8 How much TIME does it usually take to travel (round trip) to work/school?

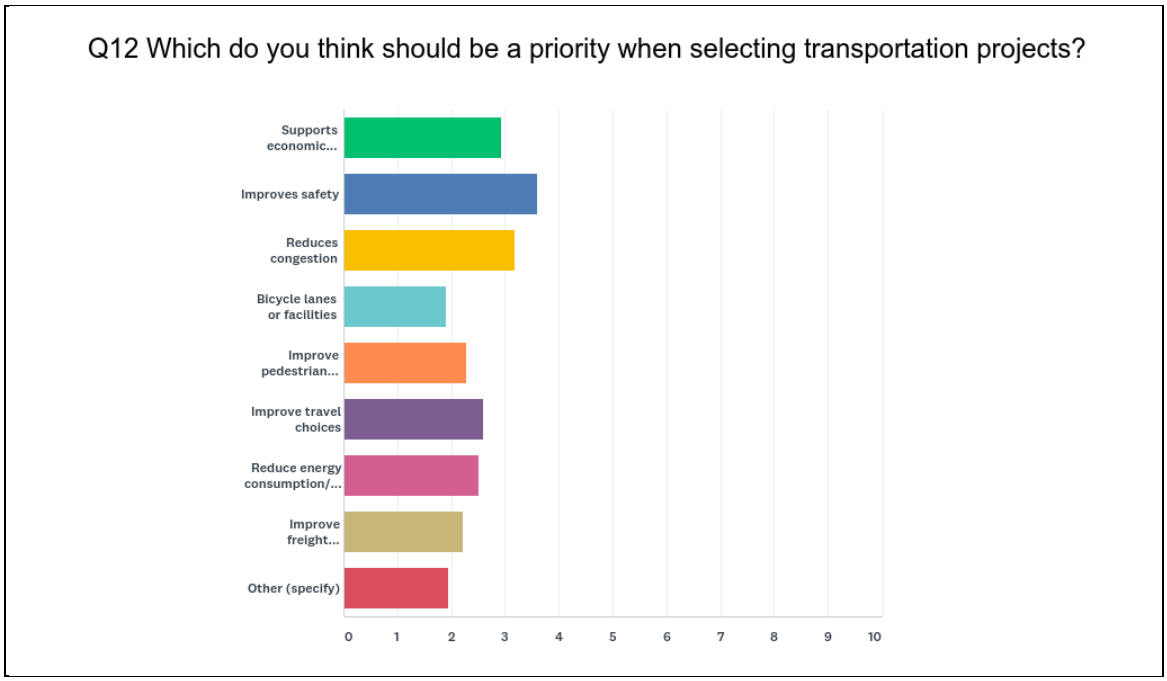


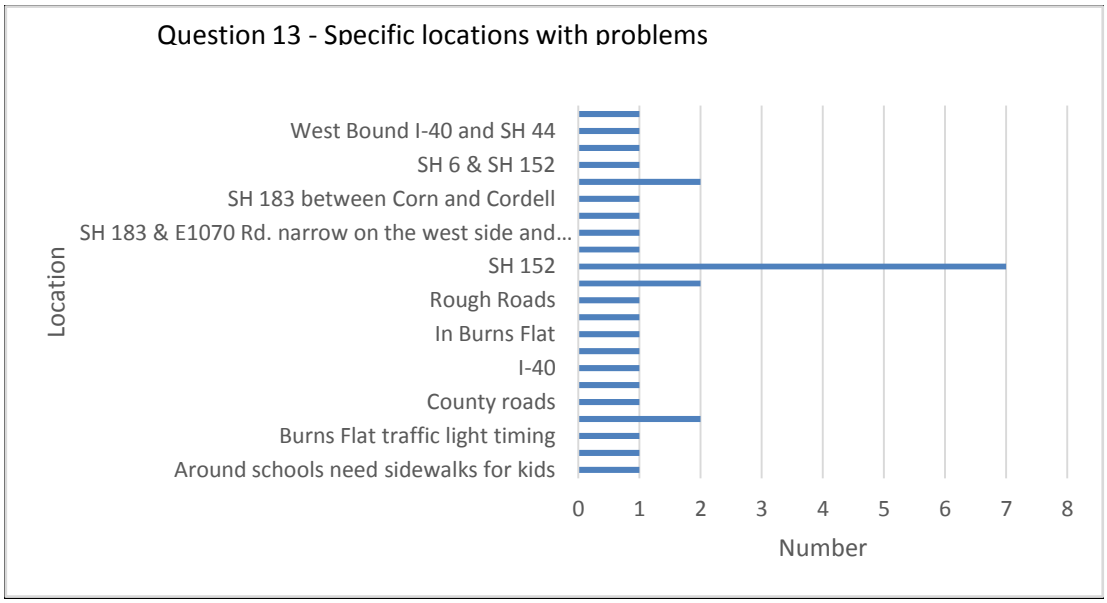
Q10 How many miles do you usually travel for these other trips (per outing)?

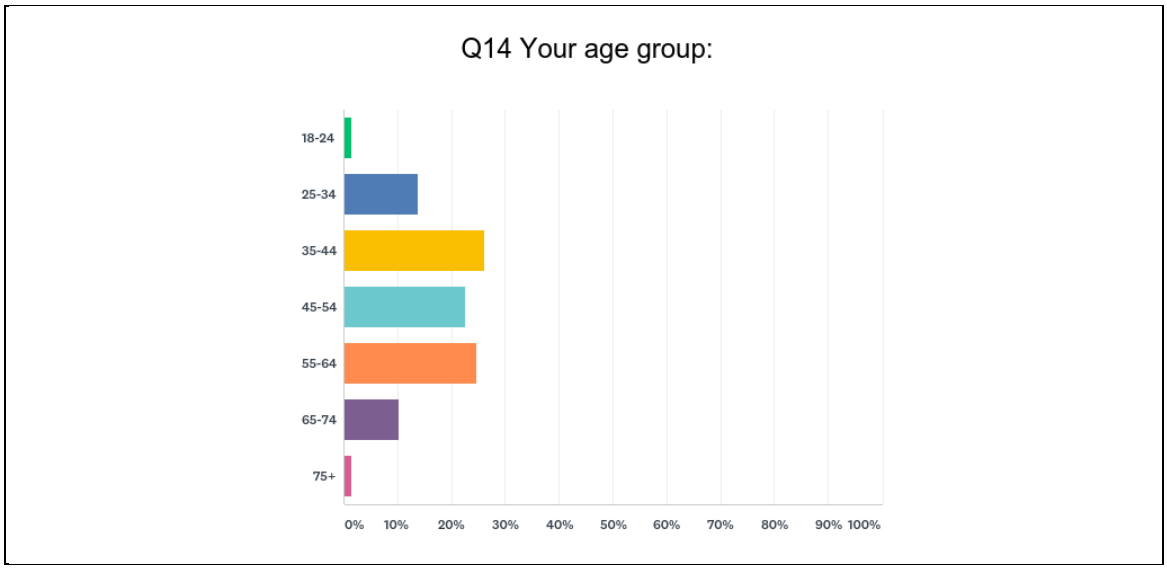


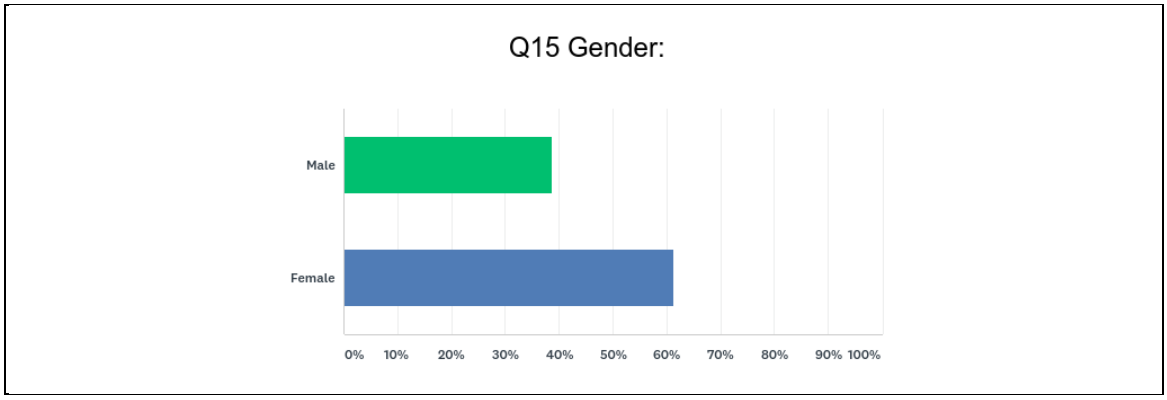
Q11 Please indicate how important each of these transportation system components is to you:

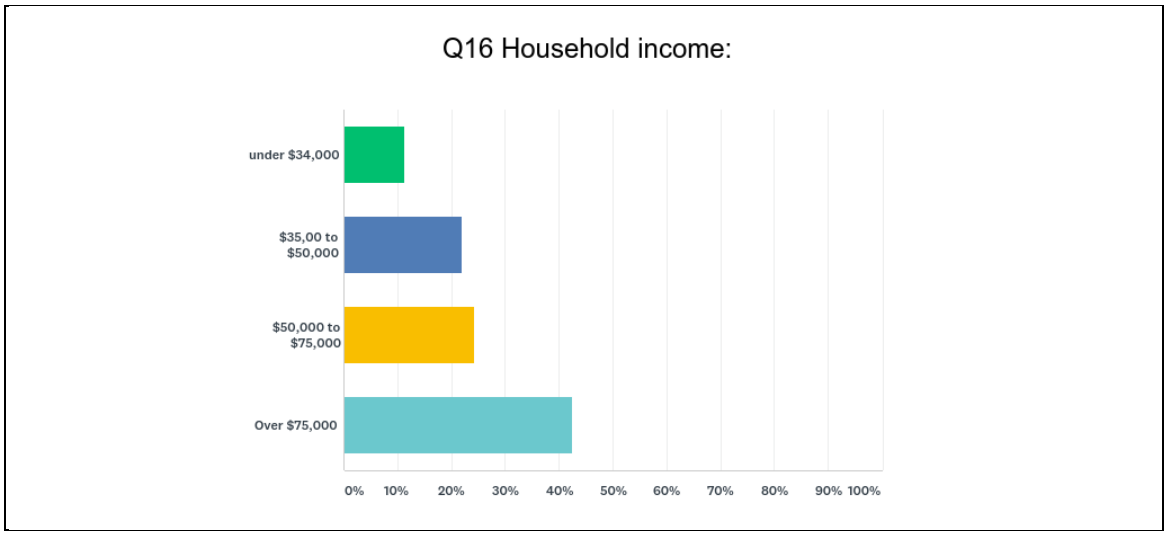


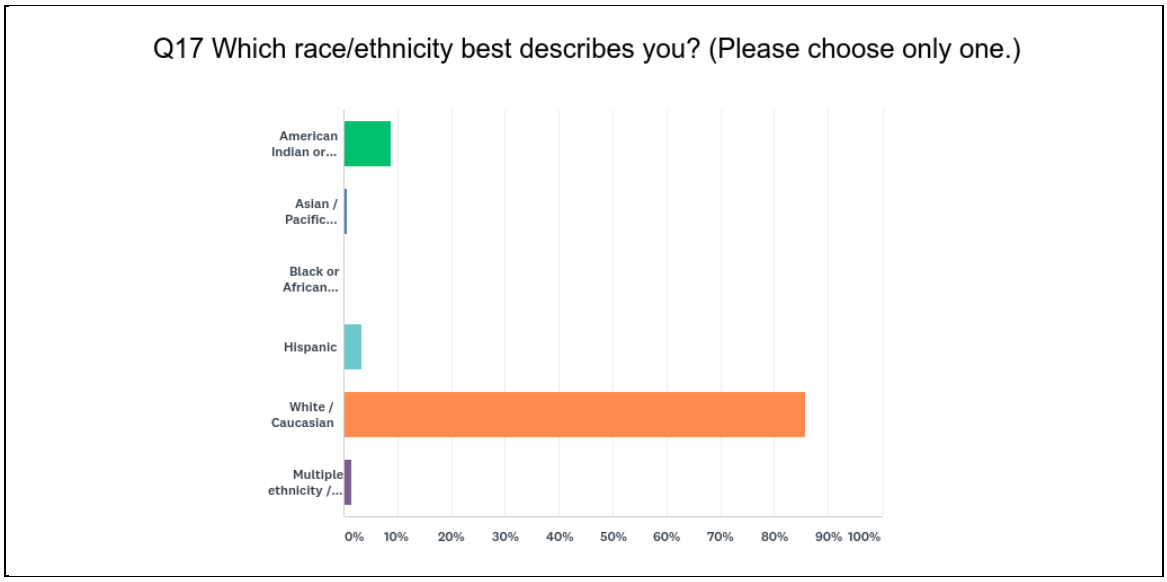

Q12 Which do you think should be a priority when selecting transportation projects?
Supports economic...
Improves safety
Reduces congestion
Bicycle lanes or facilities
Improve pedestrian...
Improve travel choices
Reduce energy consumption/...
Improve freight...
Other (specify)
0
1
2
3
4
5
6
7
8
9
10


Question 13 - Specific locations with problems
Location
West Bound I-40 and SH 44
SH 6 & SH 152
SH 183 between Corn and Cordell
SH 183 & E1070 Rd. narrow on the west side and...
SH 152
Rough Roads
In Burns Flat
I-40
County roads
Burns Flat traffic light timing
Around schools need sidewalks for kids
0
1
2
3
4
5
6
7
8
Number


Q14 Your age group:
18-24
25-34
35-44
45-54
55-64
65-74
75+
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%


Q15 Gender:
Male
Female
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%


Q16 Household income:
under $34,000
$35,00 to $50,000
$50,000 to $75,000
Over $75,000
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%


Q17 Which race/ethnicity best describes you? (Please choose only one.)
American Indian or...
Asian / Pacific...
Black or African...
Hispanic
White / Caucasian
Multiple ethnicity /...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

FFY 2017-2018 Survey for 2040 Regional Transportation Plan

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

Answered: 6 Skipped: 80

#	RESPONSES	DATE
1	I think, with specialists required for many illnesses now, transportation to and from those appointments is a great need at least in my life.	1/29/2018 2:14 PM
2	Just leave shit alone we don't want you or your police up our ass thats why we don't live in town fuck you	1/29/2018 12:14 PM
3	Uber or taxis needed in the area for the elderly who can not drive. It is hard to find rides to and from stores and doctors offices.	1/29/2018 11:43 AM
4	none	1/24/2018 3:25 PM
5	Our County roads are in extreme need of being rebuilt. For safer highways the addition of shoulders would be of great importance for safety of travelers.	1/23/2018 2:57 PM
6	Thanks for providing the survey. hope it helps!	10/23/2017 10:10 AM

1 / 1

Appendix 5.3: Public Outreach

On October 17, 2017, a stakeholder's meeting was held at the Western Technology Center, 621 Sooner Dr, Burns Flat, Oklahoma. Prior to this meeting invitation were sent to local stakeholders. SORTPO staff distributed a copy of the Washita County 2040 LRTP on December 6, 2018 to the following agencies.

A legal notice advertising SORTPO's public hearing to adopt the Washita County 2040 Long Range Transportation Plan was placed in the Cordell Beacon newspaper on October 15, 2018. The SORTPO Policy Board held a public hearing on October 25, 2018 to receive comments on the Washita County 2040 LRTP prior to its' adoption.

Public Review and Comments Received
(Beginning September 4, 2018- October 3, 2018)

Agency	Contact Name	Comments
City of Cordell, Mayor	Robert Plummer	Attached letter on page 139.
ODOT Div. 7 Engineer	Cole Vonfeldt	Goal 9 Tourism & Travel- remove Foss State Park from Washita County Plan. It is in Custer County.
Tech. Committee	John Sheppard	Editorial Comments. Problematic traffic issue locations, what are Truck Generators (most use alternators…now), I am confused. Added to paragraph. (Facility or business that generates truck traffic)

Public Review and Comments Received – Letter Mayor of Cordell

CITY OF CORDELL
AMERICA'S HOMETOWN
101 EAST MAIN
CORDELL, OKLAHOMA 73632-4823
(580) 832-3825
FAX: (580) 832-5432

September 28, 2018

Becky Cockrell, SORTPO
SWODA
PO Box 569, 420 Sooner Drive
Burns Flat, Oklahoma 73624

Reference: Comments and Recommendations for the Draft Washita County 2040 Long Range Transportation Plan

Ms. Cockrell:

We appreciate the opportunity to review and comment on the Draft Washita County 2040 Long Range Transportation Plan. The following are our comments and recommendations.

- The SORTPO planning group is commended for presenting a great amount of very good safety and demographic information and analyses. However it appears that this information was not fully used to develop the Recommended List of Projects (pp. 55-58 of the plan), By comparing the project descriptions with an Oklahoma Road Map, it appears that most of the identified roadway improvement projects in Washita County are in lower traffic zones. Our specific concerns and recommendations are:
  - **Table 6.1: Recommended List of Projects [pp. 55-58]**. The recommendation on page 55, the 4th paragraph from the bottom of the page, proposes to "*Resurface: SH-152 begins 5.23 ML east of the SH-44 JCT and Ext. east 5.12 to the US-183 JCT.*" This is the only roadway improvement in the Cordell Area that is proposed from now to 2040. US-183 is listed as one of the principal traffic arteries of western Oklahoma {See **Map 2.10**: **High Volume Truck Corridors in Western Oklahoma.**}. Cordell has greater traffic volume due to its location at the junctions of US-183 and SH-152. These roadways are heavily used by agricultural, petrochemical, and mining trucking. **It seems that the plan should include more recommended projects for the improvement and maintenance of the major roadways in this part of Washita County---especially US-183 and SH-152.**
  - **Recommendation: Table 6.1: Recommended List of Projects [pp. 55-58]** does not include a proposal to complete widening of U.S. Highway 183 to four lanes in the southern part of Washita County. **It would seem that this would be one of the plan's priorities, since US-183 is listed as one of the principal traffic arteries of western Oklahoma** {See **Map 2.10**: **High Volume Truck Corridors in Western Oklahoma.**}
  - **Comment:** It appears that there is a *typographical error* in **Table 6.1: Recommended List of Projects [pp. 55-58]**. Page 55, the third paragraph from the bottom of the page reads, "*Bridge Rehabilitation: SH-44, over east Elk Creek located 44 miles north of the SH-152 JCT.*" Forty-four miles north of SH 152 would place the location of the work in Custer County.

Sincerely,

Robert Plummer

Robert Plummer, Mayor

Stakeholder Invitation Letter

SOUTHWEST OKLAHOMA
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

South Western Oklahoma Development Authority

Association of South Central Oklahoma Governments

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
621 Sooner Dr.
Burns Flat, OK 73624

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

SOUTHWEST OKLAHOMA
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

South Western Oklahoma Development Authority

Association of South Central Oklahoma Governments

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 two 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

SOUTHWEST OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

South Western Oklahoma Development Authority

Association of South Central Oklahoma Governments

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 for Public Participation of the Washita 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

Appendix 6:1: Washita County Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2018-2022	Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems.	SPR/LOCAL
Washita County	2018-2022	Conduct a freight assessment for the county.	SPR/LOCAL
Washita County	2018-2022	Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).	SPR/LOCAL
Washita County	2018-2022	Develop data collection standards.	SPR/LOCAL
Washita County	2018-2022	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR/LOCAL
Washita County	2018-2022	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Washita County	2018-2022	Resurface: SH-152 begins 5.23 ML east of the SH-44 JCT and Ext. east 5.12 to the US-183 JCT.	$1,833,273.00
Washita County	2018-2022	Bridge Rehabilitation: SH-44, over east Elk Creek located 44 miles north of the SH-152 JCT.	$850,000. 00
Washita County	2018-2022	Bridge Rehabilitation: SH-44, bridge rehab over Calvary Creek located 1 mile south of the SH-152 JCT.	$1,225,000.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2018-2022	Bridge & Approaches: SH-152, over east Elk Creek begin 0.2 ML west of SH-44 and extend east 0.35 ML project includes the SH-44 intersection.	$ 2,947,121.00
Washita County	2018-2022	Bridge & Approaches: SH-55 bridge and approaches over little Elk Creek located 5.6 miles east of the SH-44 JCT.	$2,986,394.00
Washita County	2018-2022	Resurface: I-40 Resurface from MP 45.17 to MP 53.	$8,284,000.00
Washita County	2018-2022	Bridge & Approaches: I-40 north frontage road, bridge and approaches over sand creek located 0.11 miles east of SH-44.	$742,630.00
Washita County	2018-2022	Resurface: I-40 from MP 53 to MP 59.	$9,864,360.00
Washita County	2018-2022	Right of Way: SH-55 over an Unnamed Creek located 2.7 miles east of the SH-44 JCT RW for 30336(04)	$54,500.00
Washita County	2018-2022	Utilities: SH-55 over an Unnamed Creek located 2.7 miles east of the SH-44 JCT. 30336(04)	$54,500.00
Washita County	2018-2022	Bridge & Approaches: SH-55 over and Unnamed Creek located 2.7 miles east of the SH-44 JCT.	$1,318,900.00
Washita County	2018-2022	Widen, Resurface and Bridge: SH-152 from 1.8 MI east of the Beckham C/L east 5.0 MI.	$3,158,957.00

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2018-2022	Widen, Resurface and Bridge: SH-152 from 5.8 MI east of the Beckham C/L east 5.0 MI.	$7,137,000.00
Washita County	2018-2022	Bridge & Approaches: SH-44 over Turkey Creek and overflow 0.5 & 0.6 MI north of I-40.	$2,197,393.00
Washita County	2018-2022	Widen & Resurface: SH-152 begin 0.15 ML east of SH-44 and extend east 5.05 ML.	$6,731,000.00
Washita 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
Washita County	2023-2027	Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available	SPR/LOCAL
Washita County	2023-2027	Working with area employers and stakeholders develop a database and map identifying transportation needs	SPR/LOCAL
Washita County	2023 – 2027	Develop database and mapping to identify the County's underrepresented	SPR/LOCAL
Washita 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
Washita County	2028-2032	Develop a regional map that identifies tourism destinations and regionally significant facilities	SPR/LOCAL

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Washita County	2028-2032	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Washita County	2033-2037	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Washita County	2033-2037	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL
Washita County	2038-2040	Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.	SPR/LOCAL
Washita County	2038-2040	Conduct study at intersection locations with high accident severity index and corridors with major attractors.	SPR/LOCAL

Source: ODOT, SORTPO