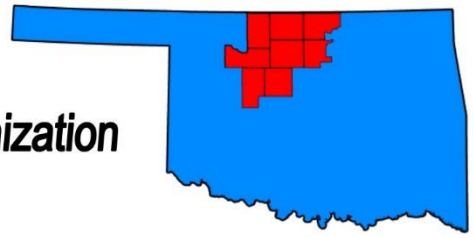
Northern Oklahoma Regional
Transportation Planning Organization



Kay County Oklahoma
2035 Long Range Transportation Plan

Northern Oklahoma Regional Transportation Planning Organization (NORTPO)

Northern Oklahoma Development Authority

NODA
NORTHERN OKLAHOMA DEVELOPMENT AUTHORITY

Northern Oklahoma Regional Transportation Planning Organization

Prepared by:

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In cooperation with:
The County of Kay

The Cities and Towns of
Blackwell
Braman
Kaw City
Kildare
Newkirk
Ponca City
Tonkawa

Transit Providers
Cherokee Strip Transit
Cimarron Public Transit
White Eagle Transit

Native American Tribes
Kaw Nation
Ponca Nation
Tonkawa

The Oklahoma Department of Transportation
The Federal Highways Administration
The Federal Transit Administration

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Northern Oklahoma Regional
Transportation Planning Organization

Resolution Adopting the Kay County 2035 Long Range Transportation Plan

Whereas, The Northern Oklahoma Regional Transportation Planning Organization (NORTPO) is the Regional Transportation Planning Organization for the Northern Oklahoma Development Authority, for the expressed purposes to carrying out the transportation planning requirements of U.S. C. Title 23, Chapter 134 and U.S.C. 49, Subtitle III, Section 5303; and

Whereas, the Kay County 2035 Long Range Transportation Plan (LRTP) has been prepared by the NORTPO in consultation with all member local and state governments and local, state and federal transportation agencies in a continuing, cooperative, coordinated and comprehensive planning process; and

Whereas, the Plan has been presented to the general public for review and comment in accordance with the Public Participation Plan in addition to the series of public meetings and the Plan was posted on the NORTPO website for public review and comment.

Whereas, the Plan is consistent with local, regional, and state transportation and other planning goals and objectives and has been prepared in accordance with all relative state and federal rules and regulations, and

NOW, THEREFORE BE IT RESOLVED, that the NORTPO Policy Board hereby approves and adopts the Kay County 2035 Long Range Transportation Plan. Further be it resolved that the NORTPO Policy Board recommends that the Plan be accepted by the Oklahoma Department of Transportation and the Federal Highway Administration and the Federal Transit Administration as the official long range transportation plan for the above cited area.

Approved and Adopted by NORTPO Policy Board and signed this 18th day of June, 2015.

NORTPO Policy Board Chairman

ATTEST:

Marci Hyde

NORTHERN OKLAHOMA DEVELOPMENT AUTHORITY - *Regional Solutions*

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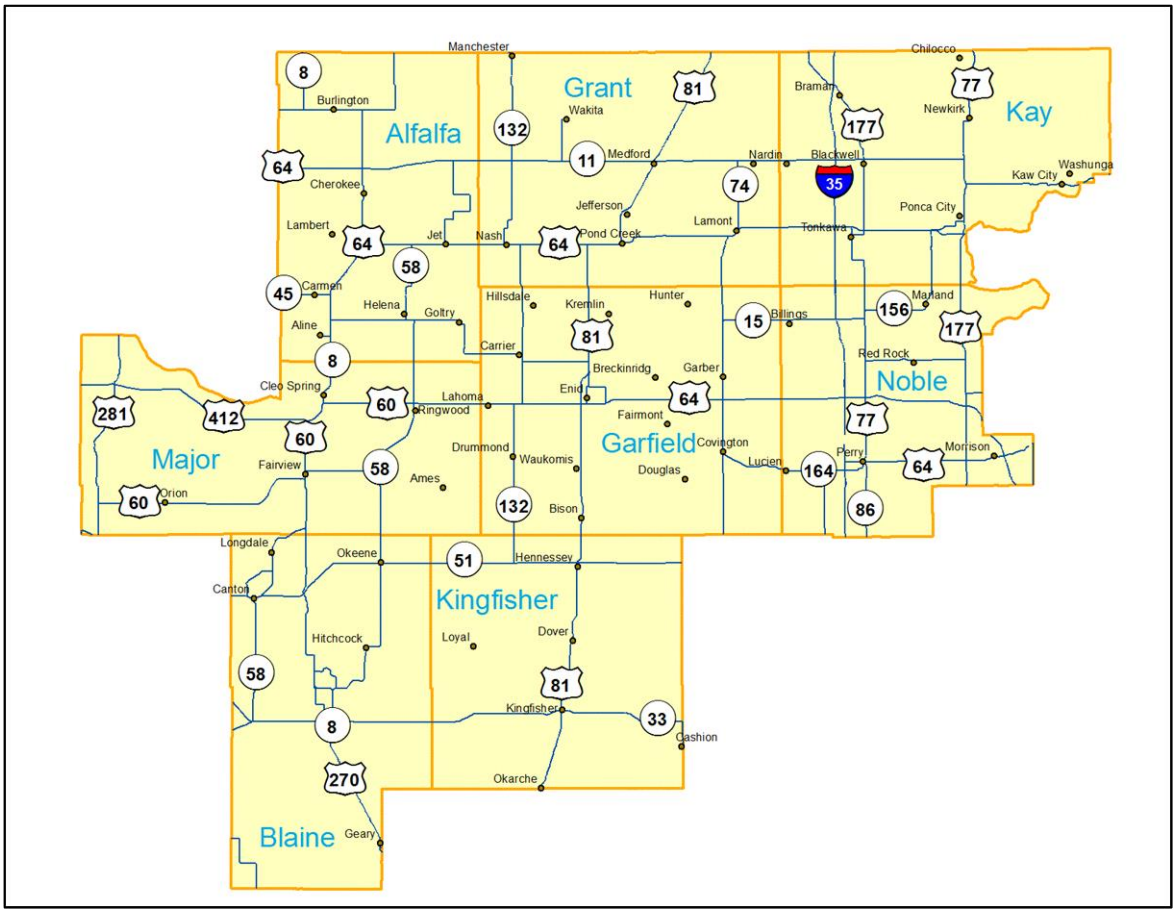
Supporting/endorsing resolutions from the County Commissioners and Cities/Towns within the county will be executed after the public review period has ended.

EXECUTIVE SUMMARY

The Northern Oklahoma Regional Transportation Planning Organization (NORTPO) developed the Kay County 2035 Long Range Transportation Plan (LRTP) in coordination and collaboration with stakeholders, communities, local, state and federal agencies. This is the first transportation plan for the Northern Oklahoma Development Authority (NODA) region, which encompasses municipalities and unincorporated portions of counties in northern Oklahoma. The LRTP includes an inventory of the different modes of travel and identifies issues, opportunities, and trends that may influence transportation in the County over the next 20 years. The Plan also identifies existing and potential future transportation improvement needs.

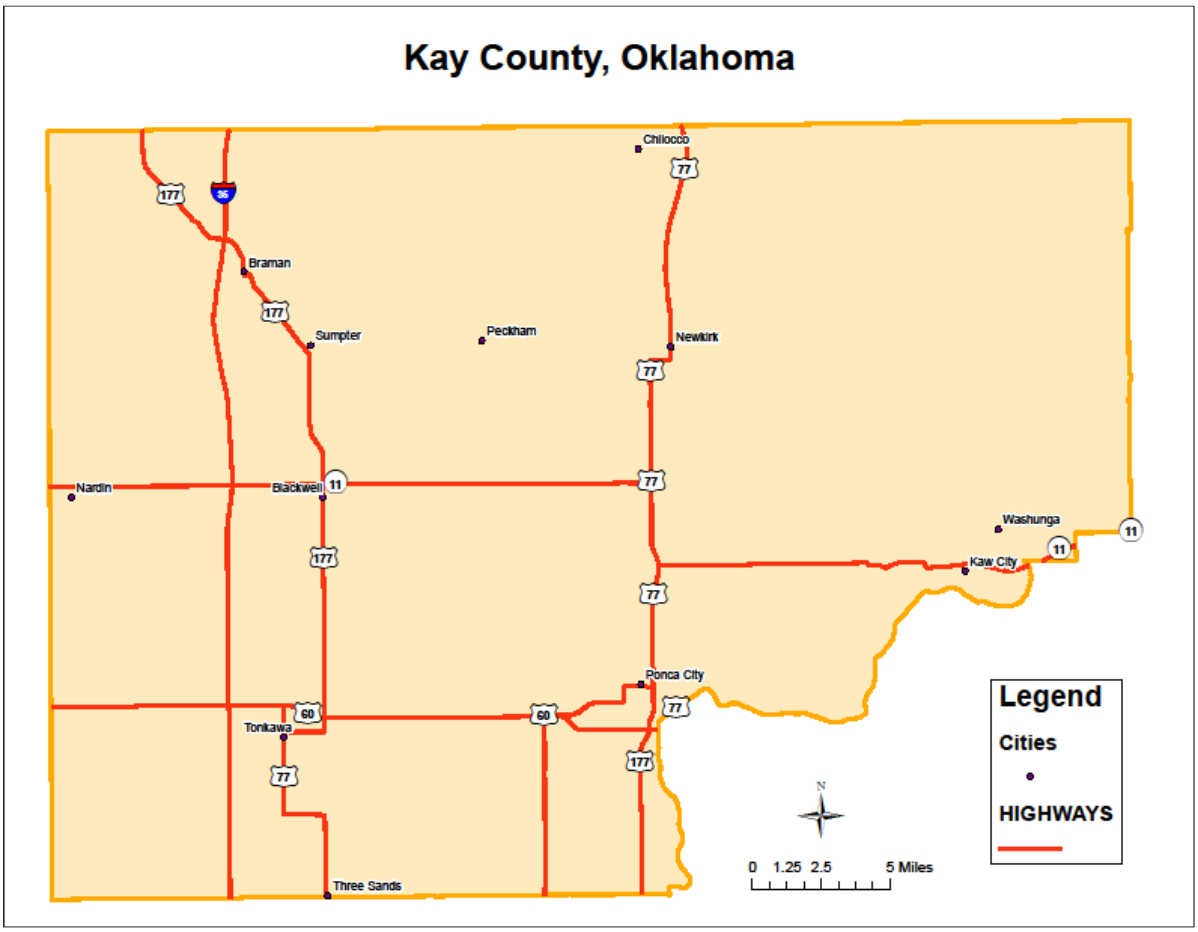
The Kay County LRTP is part of a pilot project to help determine feasibility and organizational structure of an eventual statewide regional transportation improvement plan. This plan will be a part of the region-wide effort of NORTPO in their continuation of a regional approach to identify and
Examine both short and long range goals for development. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma.

Map ES.1 NORTPO Area



The NORTPO Area (Map ES.1) is also the NODA region and is approximately 7,400 square miles and includes eight counties, seventy-one cities and towns, and nine conservation districts. The region is predominately rural, with the majority of the population being within the incorporated cities of Enid and Ponca City.

Map ES.2 Kay County



Kay County is located in north central Oklahoma and borders the Kansas state line. Newkirk is the county seat while Ponca City is its largest city. Kay County was formed from the Cherokee Outlet and originally designated as county "K" before statehood. It is the only county to keep the same name when Oklahoma became a state. After the Civil War the federal government relocated other Native American tribes into the area known as the Cherokee Outlet - the Kansa (Kaw) arrived in June 1873 and settled in what would become the northeastern part of Kay County. The Ponca tribe arrived in 1877 followed by Tonkawa tribe around 1885.

Kay County's northern boundary is the state of Kansas, its eastern boundary is Osage County, southern boundary is Noble County and western boundary is Grant County. Kaw Lake, a large reservoir on the Arkansas River in eastern Kay County, was completed in 1975 and includes most of the water surface area of the county. East of Kaw Lake and the Arkansas River is the region called the Osage Hills or *The Osage*, a tall-grass prairie region of large livestock, mostly cattle, and ranches. West of the Arkansas River in Kay County the land is flatter with a mixture of cultivated lands and livestock ranches. The principal rivers flowing through the county are the Chikaskia, the Arkansas, and the Salt Fork of the Arkansas. The highest point is west of North Sage Lane in northeast Kay County, more than 1,310 feet above sea level.

Several interstate highways cross through Kay County, as well as rail service and a network of county maintained roads. Kay County residents have access to a multitude of recreational, cultural and employment opportunities.

Long range transportation planning requires the planning process to be a cooperative, continuing, coordinated, and comprehensive process that monitors regional growth and any subsequent socio-

economic changes resulting from growth. The monitoring efforts of the NORTPO transportation planning process are conducted in cooperation with the member local governments in order to maintain an accurate and current representation of street and highway improvement needs.

The federal surface transportation legislation Moving Ahead for Progress in the 21st Century (MAP-21), passed in 2012 and included a definition of the basic structure and responsibilities of Regional Transportation Planning Organizations (RTPOs) for the first time in federal statute (Title 23 CFR). This statutory language describes RTPOs as being voluntary institutions representing local governments.

Regional transportation planning is a collaborative process designed to foster participation by all interested parties, such as business community, community groups, elected officials, and the general public through a proactive public participation process. Emphasis by the Federal Highway Administration (FHWA) and 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 primary goals of the NORTPO Transportation Plan include enhancement of a regional transportation system connectivity, promotion of regional mobility/congestion relief, and enhancement of regional transportation safety. The objective of the LRTP is to coordinate with regional stakeholders and the public to compile a statewide list of capacity/mobility projects, develop scoring criteria, and prioritize a list of regional roadway projects. Non-highway modes will also be a part of the Plan.

The transportation planning process involves both long-term transportation system objectives and short-term implementation of projects and will provide a blueprint for the development of a safer, more efficient and less congested transportation network between population centers. Long-term objectives are identified and documented in the regional transportation planning process. The identified planned transportation improvements will be implemented within the next 20 years. Steps have been taken to determine what short-term projects can be completed within the next 5 years.

Maps and tables referred to in this plan are included in Appendix H (by chapter) and listed in the Table of Contents.

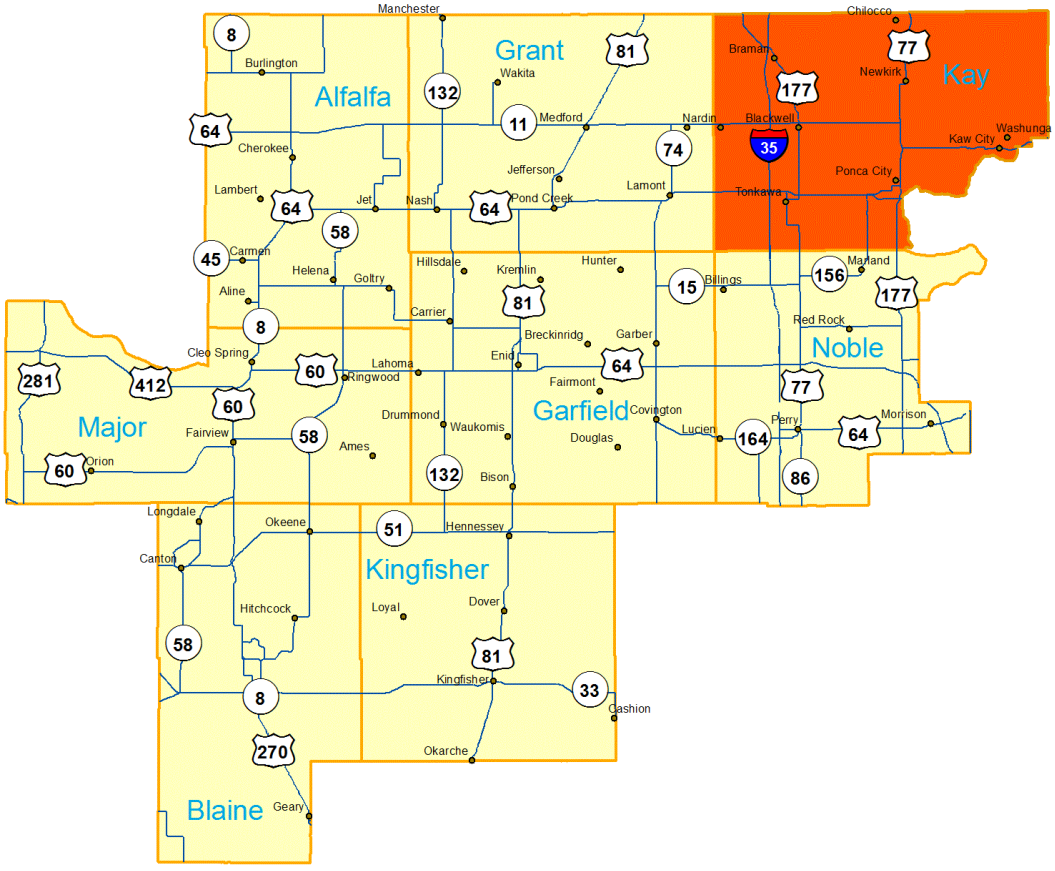
CHAPTER 1
INTRODUCTION, GOALS AND KEY ISSUES

Introduction, Transportation Plan Purpose and Process

In 1970 Oklahoma's governor established 11 sub-state planning districts. Subsequently, the local governments served by the planning districts created the 11 Councils of Government (COG) using the sub-state planning district boundaries. These 11 districts make up the Oklahoma Association of Regional Councils (OARC). Throughout the past 44 years, the regional councils have evolved from conduits for regional planning and grant administration to catalysts of change in all aspects of life throughout the state. During April of 2012 the Oklahoma Department of Transportation (ODOT) contracted with OARC to implement a transportation planning process in three selected COGs. Subsequently these COGSs have developed Regional Transportation Planning Organizations (RTPOs): Northern Oklahoma Regional Transportation Planning Organization (NORTPO), South Western Oklahoma Regional Transportation Planning Organization (SORTPO), and Central Oklahoma Regional Transportation Planning Organization (CORTPO). These three RTPOs are working together as part of a state-wide pilot regional transportation planning process.

The Northern Oklahoma Development Authority (NODA) on June 16, 2010 created the Northern Oklahoma Regional Transportation Planning Organization (NORTPO), as illustrated below. Additional tables and maps referred to in this chapter are included in Appendix H-1.

Map 1.1 NORTPO and NODA Region



Source: NORTPO

NORTPO, a member of the pilot project, is tasked with developing a Long Range Transportation Plan (LRTP) for Kay County. This plan will be a part of the region wide effort of NORTPO in their continuation of a regional approach to identify and examine both short and long range goals for development. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. With lower populated towns, cities and counties, maintenance funding of transportation projects and programs will be an issue. The Kay County Long Range Transportation Plan was undertaken by NORTPO for the purpose of establishing a regional concept to address transportation programs.

The purpose of the transportation system is to move people and goods in the safest and most efficient manner possible. The LRTP envisions the transportation system as a critical element of the quality of life for the citizens. Transportation systems for 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, along with their location, capacity and future needs. The process of developing the Plan provides an opportunity for participating in both planning and priority sets. The process allows the community to focus their attention on transportation in the context of Kay County as well as the NORTPO region.

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 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. All aspects of the transportation planning process are overseen by the NORTPO Policy Board with input provided by the Technical Committee. The Board makes the final decision on the transportation plan as well as other transportation planning documents.

Purpose of the Plan

The *Kay County 2035 Long Range Transportation Plan* (LRTP) is a document that can be utilized by Blackwell, Braman, Kaw City, Kildare, Newkirk, Ponca City, Tonkawa, Kay County, Cherokee Strip Transit, Cimarron Public Transit, White Eagle Transit, Kaw Tribe, Ponca Tribe and Tonkawa Tribe, and residents as a guide to maintain and improve the County's transportation system through 2035. (Map 1.2 shows tribal districts in Kay County.) The LRTP is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit of public funds. This is accomplished by developing a realistic project list based upon available resources, analysis of data, and input from the communities. The prioritized list of transportation projects will provide elected officials and citizens a clear focus for future transportation projects and programs.

The transportation planning process involves both long-term transportation system objectives and short-term implementation of projects that will provide a blueprint for the development of a healthier, safer, and more efficient transportation system. The year 2035 was chosen as the planning horizon year for the LRTP for many reasons:

- The year 2035 is far enough into the future to allow for the anticipated growth of the area to be implemented.

- By establishing the year 2035 as the planning horizon, the local governments and participating agencies are looking into the future for long range solution to anticipated needs.
- Federal regulations require a 20 year planning horizon.

Although this may appear to be a rather pragmatic approach in response to critical planning issues, it is a direction that will enable local governments and participating agencies to adequately plan and prepare to achieve the long term goals, while maintaining the necessary short term vision and implementation techniques to respond to crucial short term issues. The identified planned transportation improvement projects will be prioritized with the goal of being implemented within the next 20 years. Steps were taken to determine what short-term projects can be completed within the next 5 years.

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 while still addressing the ultimate long range goals. Additionally, the five year incremental approach presents a "good fit" with the local governments' ability to program and commit local financial resources for transportation improvements. The incremental approach also provides a reasonable opportunity in scheduling state and/or federally funded transportation improvements within Kay County.

Blackwell, Braman, Kaw City, Kildare, Newkirk, Ponca City, Tonkawa, White Eagle Transit, Cherokee Strip Transit, Cimarron Public Transit, Kay County Commissioners, regional stakeholders and the public were contacted to compile a countywide list of projects and prioritize a list of Kay County transportation projects. Projects were also taken from County Improvements for Roads and Bridges (CIRB) and ODOT.

Relationship and Requirements with State and Federal Agencies

The LRTP has been developed in cooperation and in collaboration with the federal, tribal, state, county, local member governments, ODOT, FHWA and FTA. The LRTP is the culmination of a continuing, cooperative, coordinated and comprehensive planning effort among the federal, state, and local governments. Directed by NORTPO it provides for consideration and implementation of projects, strategies, and services that address the eight planning factors identified in Moving Ahead for Progress in the 21st Century Act (MAP-21) and listed below. Included in MAP-21 are transportation performance measures that will be addressed when the final rules are developed. Appendix D list these standards that are under review and rule development. The following federal transportation planning requirements are incorporated into the 2035 RTPO plan development:

- Address a twenty year planning horizon; the effective date of the LRTP is 2015. The 20 year transportation planning horizon is to the year 2035. Population and employment data as well as funded capital and non-capital improvements are identified and projected to the year 2035;
- Identify pedestrian walkway and bicycle facilities in accordance with 23 U.S.C. 217(g);
- Indicate, as appropriate, the transportation alternative program activities, and
- Include a financial plan that demonstrates how adopted transportation plan can be implemented.

Planning Factors

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by 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 development 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.

*23 USC Section 135(d) (1) and 23 USC Section 134(h) (1) - *refers to "the metropolitan area"*

Goals, Objectives and Policies

The Plan format follows a hierarchy that includes goals, objectives, and policies to assist NORTPO in planning and prioritization of transportation system projects and studies. The following definitions describe the scope and intent of the goals, objectives, and policies in this plan. Goals are far-reaching statements of intent and were developed cooperatively with the community by identifying shared values and understanding of existing trends and issues. Goals are the responsibility of each local and community agency and each should consider its role in affecting outcomes.

Objectives are more focused statements that should be specific and measurable. Objectives are typically more tangible statements of approach related to attaining the set goals. Policies identified in this Plan are formal statements of practice or procedures that are recommended to be adopted by the NORTPO Policy Board. Policies are how to implement goals and objectives and are the responsibility of the appropriate agency(s). The summary of goal categories for Kay County are:

Kay County Transportation Goal Categories

Goal	Description
1. Regional Accessibility and Mobility	A transportation system that increases accessibility, connectivity and mobility options for people and freight. (Page 5)
2. Awareness, Education, and Cooperative Process	Create effective transportation partnerships and cooperative processes that encourage citizen participation that enhance awareness of the needs and benefits of the transportation system. (Page 6)
3. Bicycle and Pedestrian	To create safe, accessible, and convenient routes to schools and places of work that promote walking and biking as an alternative form of transportation and that integrate into other existing transportation systems. (Page 6)
4. Community	Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations. (Page 7)

5. Economic Vitality	The transportation system will support and improve the economic vitality of the county and region by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity. (Page 7)
6. Environment	Reduce impacts to the County's natural environment, historic areas and under-represented communities resulting from transportation programs and projects. (Page 8)
7. Finance and Funding	A cooperative process between RTPO partners, state officials and private interests in the pursuit and funding of transportation improvements. (Page 8)
8. Healthy Access	Promote a County and regional transportation system that contributes to communities' livability and sustainability. (Page 8)
9. Maintenance and Preservation	Preserve the existing transportation system and promote efficient system management in order to promote access and mobility for both people and freight. (Page 8)
10. Safety and Security	The transportation system will safely and securely support the people, goods and emergency preparedness. (Page 9)

Goal 1. Accessibility and Mobility
A transportation system that increases accessibility, connectivity, and mobility options for people and freight.

Objectives

1. Promote accessibility and mobility by increasing and improving multi-modal transportation choices.
2. Promote connectivity across and between modes for people and freight.
3. Provide maximize access to the transportation system and improve the mobility of the transportation under-represented population.

Policies

1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multi-modal and provide connections between modes.
2. Increase inter- and intra-county transit services between multi-modal facilities within the County.
3. Promote transit system that provides service to major employment and activity centers, such as hospitals, educational facilities, parks and retail areas.
4. Develop, distribute and collect transit user surveys to measure the need of transit service and ensure adequate frequency of transit services.
5. Assess and collect demographic data (when available) to identify the most distressed areas of the region (economic distress, low auto availability, etc.) and target transit programs to these areas on a priority basis.
6. Maintain and expand the demand-responsive transit services in the County and enhance better coordination between various providers.

7. Add curb ramps to crosswalks where needed and move unsafe curb ramps to safer areas within that location.
8. Map the locations of major employment centers, including existing and proposed developments, and identify types of transportation available.
9. Increase access to bicycle and pedestrian facilities within ½ mile of transit route and/or facilities connecting to regional activity center(s).
10. Document locations and conditions of current freight routes.
11. Hold joint meetings between the rail, freight community, and public transportation agencies.
12. Track the increase in households or jobs by TAZ to identify potential employment and residential growth areas. Also assist in the prioritization of future transportation projects.

Goal 2: Awareness, Education, and Cooperative Process

Create effective transportation partnerships and cooperative processes that encourage citizen participation to enhance awareness of the needs and benefits of the transportation system.

Objective

Promote local, regional and state cooperation on collection of data, identification of transportation needs, and early public participation.

Policies

1. Participate on state, regional and local committees regarding County transportation issues.
2. Undertake studies (when needed) to address emerging transportation needs through cooperation, participation and initiation with relevant regional agencies and affected parties.
3. Engage the public in workshops, public hearings, surveys and other methods to encourage awareness and participation.
4. Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
5. Educate the driving public about the rights of bicyclists, while also educating bicyclists about the responsibilities of cycling.
6. Develop and implement techniques to eliminate barriers to public engagements.
7. Coordinate with local and state partners to identify type, frequency and responsibility of data collected and maintained. Develop procedures to identify data needs, collection and distribution process.
8. Establishment of coordination policies to promote communications between various agencies.

Goal 3: Bicycle and Pedestrian

Create safe, accessible, and convenient routes to schools and places of work that promote walking and biking as an alternative form of transportation that integrate into other existing transportation systems.

Objectives

1. Ensure new facilities are built to American Association of State Highway and Transportation Officials (AASHTO) design standards.
2. Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities.
3. Provide accessible and convenient non-motorized routes to destinations throughout the county such as schools, commercial areas, recreational facilities, education, major employment areas and activity centers.
4. Incorporate bicycle and pedestrian friendly designs into considerations for transportation improvement projects.
5. Minimize conflicts between pedestrians, bicyclists and vehicles while accommodating each type of travel.

Policies

1. Encourage public acquisition of abandoned right-of-ways to permit multi-modal use of these properties. Identify designated routes for use by non-motorized users.
2. Ensure that when feasible any transportation improvements consider multi-modal issues during planning and design phases, including bicycle, pedestrian improvements, multi-modal connections, etc.
3. Develop and implement a regional bicycle and pedestrian network that provides for travel across or around physical barriers, and/or improves continuity between jurisdictions.
4. Include bicycle racks at education facilities, health facilities, major employment areas and activity centers.

Goal 4: Community

Ensure continued quality of life during project development and implementation by considering community environments, including under-represented populations.

Objective

Improve or expand the multi-modal transportation system to meet the needs of the community and under-represented population.

Policies

1. Support transportation projects serving already-developed locations of residential or commercial/industrial activity.
2. Design the transportation network to protect cultural, historical and scenic resources, community cohesiveness, and quality of life.
3. Increase the number of quiet zones, especially around residential areas.
4. Consider local economic development activities in the transportation planning process.
5. Coordinate with local and tribal governments on the placement of regionally significant developments.
6. Maintain local and state support for the general aviation airports that serve the region, including adoption and enforcement of such land use and height regulations as may be necessary to maintain air safety.

Goal 5: Economic Vitality

The transportation system will support and improve the economic vitality of the County and region by providing access to economic opportunities, such as industrial access, recreational travel, tourism, as well as enhancing inter-modal connectivity.

Objectives

1. Improve multi-modal access to county and regional employment concentrations.
2. Support transportation projects that promote economic development and job creation.
3. Invest in a multi-modal transportation system to attract and retain businesses and residents.
4. Support the County and region’s economic competitiveness through the efficient movement of freight.

Policies

1. Prioritize transportation projects that serve major employment areas, activity centers, and freight corridors.
2. The RTPO will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to support economic vitality.
3. Emphasize improvements to the major truck freight corridors.
4. Encourage the railroad industry to upgrade and/or expand the freight and passenger rail infrastructure.

Goal 6: Environment
Reduce impacts to the County's natural environment, historic areas, and under-represented communities resulting from transportation programs and projects.

Objective

Plan and design new expanded transportation projects while preserving historical, cultural and natural environments, and under-represented communities.

Policies

1. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
2. Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit vehicles.
3. Assist in identification of potential environmental mitigation issues by acquiring, creating, and updating geographic information system (GIS) data layers.
4. Develop an Air Quality Awareness and Education program.
5. RTPO partners will avoid, minimize, and mitigate disproportionately high and adverse impacts of transportation projects to the County's under-represented communities.

Goal 7: Finance and Funding
Develop a cooperative process between RTPO partners, state officials, and private interests in the pursuit and funding of transportation improvements.

Objective

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

Policies

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 and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes, and fiscal constraint.

Goal 8: Healthy Access
Promote a County and regional transportation system that contributes to communities' livability and sustainability.

Objective

Increase access to ensure all residents have the capability of moving affordably between where they live, work, play and get services, using transportation options that promote a healthy lifestyle.

Policy

RTPO partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities.

Goal 9: Maintenance and Preservation
Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

Objective

Preserve, maintain and improve the existing street and highway system.

Policies

1. Collect and monitor roadway pavement ratings and bridge sufficiency ratings.

2. Emphasize system rehabilitation and preservation.
3. Establish a regular traffic count and reporting system for the region.

Goal 10: Safety and Security
The transportation system will safely and securely sustain people, goods and emergency support services.

Objective

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

Policies

1. NORTPO partners should work with local, state and federal public safety officials, including emergency responders, to protect and strengthen the transportation system.
2. Coordinate with local governments and other agencies to identify safety concerns and conditions. Also recommend projects to address key deficiencies (such as high crash locations, lighting and signage).
3. Coordinate county and regional actions with the Statewide Highway Safety Plan.
4. Improve the transportation infrastructure to better support emergency response and evacuations.
5. Assist in the designation of various corridors and development of procedures to provide for safe movement of hazardous materials.
6. Minimize the impacts of truck traffic on roadways not designated as local truck routes or regional goods movement corridors.
7. Adopt best practices to provide and improve facilities for safe walking and bicycling.
8. Facilitate coordination among emergency management and transportation agencies to improve county and regional planning for emergency management.
9. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders to designated two lane highways.
10. Collect and review incident data at rail crossings.
11. Collect and review motor vehicle accidents data and identify local trends.
12. Upgrade passively protected at-grade rail-highway crossings.

Key Issues, Trends and Challenges
There are many issues facing the region that have a direct or indirect impact on the transportation system. This section is intended to identify these issues, trends, and challenges, and they were also identified through public surveys (Appendix I), stakeholder meetings, public comments, other plans, data sources, and reports. Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at the locations and developing a plan to address them is an important part of rural/regional planning.

Key issues

Key issues as identified through public comment and by existing plans and reports include:

- Maintenance and preservation of the existing transportation system;
- Smoothness of roads;
- Lack of inter-modal facilities for rail and truck;
- Lack of multi-modal connections to transit, and
- Education of the public on changing traffic signal and sign technology.

Challenges

The challenges facing the transportation system in Kay County include:

- Lack of significant financial resources necessary to maintain the existing system and make improvements as necessary;
- Lack of interconnection of transportation services/systems;
- Duplication of transit services;
- Lack of transportation service to 3rd shift employees and non-drivers;
- An aging population and their need for reliable transportation services, and
- Lack of designated freight route.

Trends

Trends identified include:

- I-35 will continue to serve the region as a vital transportation route for freight and connectivity;
- Commuters will continue to utilize US 77, US 177 and US 60 to and from Kansas;
- Kay County Healthy Coalition will continue with planning to create healthy communities;
- Investment in bicycle and pedestrian facilities will continue in Ponca City;
- Freight traffic will increase;
- Population and growth in the County is impacted by the energy sector;
- Diversification of the County's industry and employment will continue, and
- Industries in Ponca City are beginning discussions on freight transfer needs and the need for a multi-modal approach to transportation investments and improvements.

CHAPTER 2

CURRENT CONDITIONS AND FUNDED IMPROVEMENTS

This chapter provides a "snapshot" of current conditions that relate to transportation in Kay County. Understanding the status of the transportation system provides a basis for developing the transportation plan. Much of this data and information was obtained from county, state and federal agencies or institutions. Tables and maps referred to in this chapter are included in Appendix H-2.

Located in north central Oklahoma, the NORTPO region is predominately rural with the majority of the population located within the incorporated cities of Enid (49,379) and Ponca City (25,401). Table 2.1 provides population data for NORTPO Counties. Kay County encompasses 945 square miles and includes the cities and towns of Blackwell, Braman, Kaw City, Kildare, Newkirk, Ponca City and Tonkawa.

Ponca City is the largest community in Kay County with a population of 24,879 according to 2013 census estimates. This labor market center community is the primary retail center for Kay County. The Ponca City Central Business District (CBD) located in the downtown area is being impacted by the development of new shopping centers and national discount stores in non-CBD locations. Ponca City is involved in the Oklahoma Main Street Program and is making local efforts in the redevelopment and transition of the CBD, and it is showing signs of improvement because of these efforts. However, according to the 2013 census estimate Kay County's unemployment rate was 7.9%, largely due to Conoco/Phillips headquarters downsizing and the negative spin off in the Kay County economy. But according to the Employment Securities Commission and the Bureau of Labor Statistics, the unemployment rate for Kay County as of December 2014 has improved to 4.3%. In 1996 Ponca City was the recipient of an Economic Development Authority (EDA) public works grant to improve water service to the Conoco Oil Refinery. Ponca City has made good progress over the last few years in developing new and expanding small existing industries. Ponca City has a sales tax for economic development activities to aid in this effort. Long-term continued success in areas of economic development should reverse the economic decline and help to ensure success of Ponca City's local efforts to improve their CBD.

The City of Blackwell is located just off of Interstate Highway 35 (I-35) and had a population estimated at 6,944 in 2013. Blackwell has potentially one of the better industrial parks in this part of the county due in part to the Blackwell Industrial Authority's active work to bring industries and employment to their community. The Authority encompasses approximately 213 acres, including the industrial park on the west side of town and several buildings in town. Currently only one building in the industrial park is vacant and there is still room for additional buildings. Within the industrial park is the site of a former zinc smelter plant located southwest of State Highway 11 and 13th Street on the west side of Blackwell and operated from 1916 to 1972. The smelter was one of the largest at the time and employed 800 to 1,000 people. After its closure it was designated a brownfield (contaminated site) due to lead, cadmium and zinc contamination in the soils and cadmium and zinc contamination in the ground water. Cleanup has occurred and Blackwell received a settlement for expenses related to continued monitoring and cleanup of the community. Blackwell's CBD is generally occupied with antique shops while much of the general retail activity has moved to a closer proximity to I-35. Improvement of downtown and the community in general is affected by the redevelopment of the brownfield industrial site. In 2012 the Authority received a $750,000 EDA technical assistance grant for the construction of a transload facility in the industrial park. The project is scheduled to be completed summer 2015.

Tonkawa is a small community of about 3,200 people, according to the 2014 census estimates, and is the home of Northern Oklahoma College, a community college with additional campuses in Enid and Stillwater. Tonkawa is located in close proximity to I-35 and is located southwest of Ponca City. The Tonkawa CBD is largely occupied by general businesses including restaurants, gift shops, antiques, insurance agencies and banks. Successful efforts to improve the overall economy of Kay County should strengthen the potential of redevelopment possibilities for the Tonkawa CBD.

Newkirk is a small community of 2,317 in population, according to the 2013 census estimates, and is the county seat of Kay County. In 1984 Newkirk's entire business district was placed on the National Register as a historic district and much of it consists of turn of the century limestone buildings. Although largely vacant the Newkirk CBD has tourism potential. Again the return of Kay County to good economic condition would help efforts greatly.

Traffic Analysis Zones

The Traffic Analysis Zone (TAZ) Program is a specialized software program used for delineating TAZs in support of the Census Transportation Planning Products (CTPP). This software program is designed to allow agencies the ability to define areas to and associate demographic data that supports transportation system analysis as well as creation of geographic summary layers suitable to their planning. NORTPO utilizes TAZ delineation in review of socio economic data. TAZ delineation for the non-urban parts of Oklahoma is the responsibility of ODOT. The 2010 base year data will be used for the 2014 data and was derived from the 2010 US Census Bureau. Additional information was obtained from the CTPP.

Geographically, Kay County is subdivided into eleven TAZs and the socioeconomic data (including population and employment) are summarized for each TAZ. Because of the rural nature of Kay County, there are a minimal amount of TAZs. Ponca City is the only city in Kay County that is located over multiple TAZs, because it is the area with the highest population. Historically, in non-metropolitan planning organization areas, the TAZ boundary defaulted to the census tract boundary. NORTPO will work in coordination with ODOT to maintain and update TAZs in the future. Map 2.1 and Map 2.2 illustrate the TAZs for Kay County and Ponca City.

The 2010 population of Kay County is illustrated in Map 2.3 and the 2010 employment is illustrated in Map 2.4. Table 2.2 and Table 2.3 are the corresponding tables to support these maps. TAZ 100 has the largest concentration of population and includes the largest employment population centers. Table 2.4 Vehicles Available and Occupied Housing Units lists vehicles available. Table 2.5 summarizes vehicle registration data obtained from the Oklahoma Tax Commission. Automobile and commercial truck registration continues to show an increase annually. Table 2.6 lists 2000 and 2010 census characteristics.

Physical Development Constraints, Development Conditions and Patterns

There are transportation, land ownership, existing development, and environmental features that affect the growth of Kay County. These constraints, both physical and manmade, have shaped and impacted the development of the County. Current growth is concentrated in Ponca City, Blackwell and Tonkawa areas as well as non-incorporated areas of the County. Growth in Ponca City, Blackwell and Tonkawa are guided by development codes. Ponca City is the only city in the County that has an adopted comprehensive plan. There are no regulations guiding development and growth in areas outside of the populated cities. The most significant commercial growth areas continue to occur in Ponca City. Map 2.5, Major Employers, illustrate the locations of industry growth.

Kay County major constraints for development include I-35, streams, rivers, tribal lands, and Kaw Lake. I-35 runs north and south and bisects the County (Map 2.6). The primary east/west corridors

are State Highway (SH) 11 and US Highway 60 (US 60). Additional north-south highways in the County are US 70 and 177. There are rail lines running north and south through the County providing freight service. Rail service providers in the area include Burlington Northern Santa Fe (BNSF) and Blackwell Northern Gateway Railroad (BNGR). Map 2.7 shows the location of highways and rail lines. In Kay County there are six regional airports (Map 2.8). Transit services are shown on Map 2.9.

One of the areas difficult to quantify has been the influx into the area as a result of the recent oil boom. This is not a part of the current population growth discussed above but certainly impacts the local and regional transportation system. Oil field exploration typically involves very heavy trucks on county roads and a workforce that tends to use heavier vehicles for commuting back and forth to the field. Ponca City has served as a hub for the activity in this part of the Mississippian Lime formation due to the infrastructure of hotels, restaurants, markets and other amenities. The best data to capture this has been hotel taxes, which have almost doubled since 2010. Although recent activity in the Mississippian Lime has slowed considerably due to the current price of oil, estimates for a more stable price of oil strongly indicate that a significant amount of this activity will resume in the area in late 2015 or 2016.

Kay County is home to environmental features and natural and cultural resources which can influence the transportation system. With every project, care must be taken to ensure minimal environmental impacts. Environmental information collected and mapped provides for an understanding and awareness of important features and resources early in the planning process. This way the protection of these resources, either through avoidance or minimization of impact, can be more fully considered as an integral part of plan and project development.

Identification of important environmental features provide agencies and officials, involved with addressing the transportation issues, baseline information necessary to afford protection or to minimize impact to environmental resources, as required by the National Environmental Policy Act (NEPA) and other state and federal laws, rules, and regulations. As individual projects or transportation improvements are advanced from this plan, detailed environmental impact assessments will be required for any projects using federal funds, and in many cases, also any using state funds.

Environmental (Streams/creeks, floodplains and wetlands), Deficient Bridges, Historic and Archeological Sites, Federal or State Listed Species

The environmental features and constraints in this section were identified and mapped using secondary source information that included mapping, publications, and correspondence 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. (A complete list of references is included in Appendix F.)

Principal rivers flowing through the county are the Arkansas, Chikaskia and the Salt Fork of the Arkansas. Streams are natural corridors that provide habitat for fish, insects, and wildlife, and recreational benefits to people such as hunting, fishing, boating, and bird watching, as well as aesthetic benefits. Streams also provide drinking water for wild animals, livestock, and people.

Kay County Floodplains

Special flood hazard areas are a designated width along a stream or river which has a 1% chance of flooding annually. Flood hazard areas are protected to prevent any increase in the risks or severity of

possible future floods and to maintain their natural and ecological benefits. Flood zones are identified on Map 2.10.

Deficient Bridges
There are over 400 bridges in Kay County. Map 2.11 shows those bridges and Table 2.7 lists the bridges by location. According to data received from ODOT, there are numerous deficient bridges, not only in Oklahoma but Kay County as well. In the last few years repair and/or replacement of deficient bridges has been a priority of ODOT. Table 2.8 lists these bridges for Kay County.

Historic Places
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. Such Kay County properties are plotted on Map 2.12 and listed in Table 2.9.

Threatened and Endangered Species
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. Federally listed endangered and threatened species in Kay County may include: Interior Least Tern (Sterna antillarum), classified as endangered and Piping Plover (Charadrius melodus) classified as threatened.

Air Quality
The Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The Clean Air Act identifies air quality standards to protect public health, including protecting the health of "sensitive" populations such as asthmatics, children and the elderly.

EPA has set NAAQS for six principal pollutants, which are called "criteria" pollutants: carbon monoxide, lead, nitrogen dioxide, ozone (O_3), particulate matter $(PM)_{2.5}$, PM_{10}, and sulfur dioxide (SO_2). The three criteria pollutants of most concern to the Kay County are O_3, $PM_{2.5}$, and SO_2. Kay County is home to four air quality monitors. Data gathered at these monitors are used by the EPA and Oklahoma Department of Environmental Quality (ODEQ) to report on air quality (Table 2.10). Two monitors operated by ODEQ monitor the $PM_{2.5}$ and SO_2 and are located at the Kanza Travel Plaza near Braman. Studies indicate $PM_{2.5}$ and O_3 have health effects on the respiratory system and can lead to heart diseases. Major sources of PM are motor vehicles, power plants and wood-burning stoves. Near ground level ozone is a harmful pollutant and is formed when pollutants emitted by cars, power plants, refineries, chemical plants and other sources react chemically in the presence of sunlight. Kay County is currently in compliance with the NAAQS. The US Supreme Court is expected to make a final determination in October 2015 regarding revised standards for O_3. The current standard of 0.075 parts per million (ppm) is expected to be reduced to a range from 0.60 ppm to 0.70 ppm. The final impact to the County cannot be determined until the decision is reached.

Wind Farms

An increasing source of electricity around the nation has been through the harnessing of wind power. Due to the geographic location of Oklahoma in the Great Plains and the Rocky Mountains to the west, and the pattern of meteorological systems' general movement of west to east, winds tend to come over the mountains onto the plains at an increasing rate, thus making Oklahoma a prime location for power-generating wind turbines to be located to harness this energy.

Wind farms, locations with multiple wind turbines in fairly close proximity to each other, are created by energy companies to collect the energy created and move it via power lines to other locations. There are two such wind farms in Kay County as illustrated on Map 2.13.

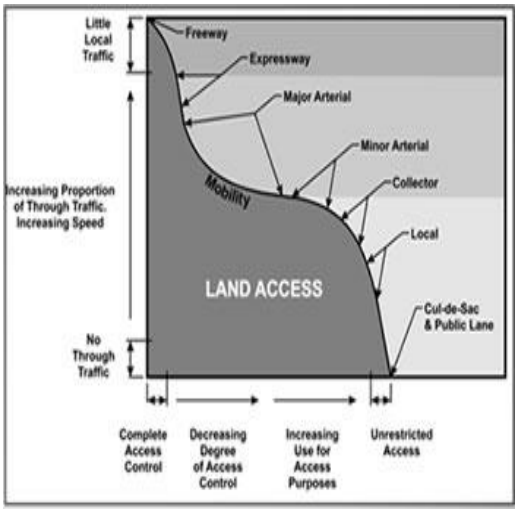
County and Community Development

Rural or regional transportation planning in Oklahoma has been nonexistent or very limited outside of cities and towns. This Plan will consider growth and development patterns in the County and will not address development regulations. However, a critically important complement to these growth areas is the locations that may generate significant demands on the transportation system. Counties in the NORTPO region are working to seek new economic growth and diversification. Most of the land in Kay County is agricultural with more intensive land use in the cities and towns and at major intersections of I-35.

With changes in the population, either through 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 unchanged. Changes that impact the transportation system in the rural areas include, but are not limited to, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, and tribal land development and investment. Areas that may generate significant demands on the transportation system such as "activity generators" include business, industrial and governmental sites, schools/universities, tourism, and recreation centers. Table 2.11 illustrates the major employers by TAZ.

The study area network – those streets and roads considered to be most important in the development of a long range transportation plan – is shown in Map 2.14. This includes the interstates, US highways and those county roads considered to be critical to overall mobility in Kay County. With the exception of the interstate, the majority of the roads in the study area network (SAN) are two-lane undivided roads. SAN is comprised primarily of interstate highways, US highways, and county roads. They are classified as collectors and are critical to the overall mobility in Kay County. Existing traffic conditions were evaluated to provide an overall snapshot of the demand on the roadway system and its current ability to meet that demand. Traffic counts for the SAN were obtained from ODOT and are found on Map 2.15.

Figure 2.1



An efficient transportation system includes a proper functional hierarchy among its highways, arterials, collectors, and local streets and roads in order to maintain the proper balance between movement of traffic and access to abutting land. This hierarchy is illustrated in Figure 2.1. The challenge is to plan future improvements that enable the roadway system to maintain this functional hierarchy while addressing the cumulative impacts of growth.

Public Safety Issues
Transportation safety issues encompass a wide variety of characteristic, most of which cannot be addressed by transportation system planning.

Crashes
To help identify safety issues, traffic safety data must be analyzed. Trend analysis based upon multiple-years' worth of data will give a more accurate reflection of the safety condition of the study area. This type of analysis assists in weeding out data that may not truly reflect the safety condition. Map 2.16 depicts crash data of the top ten highest accident severity index locations and is listed in Table 2.12.

There were 38 fatal crashes in Kay County over the 2010-2014 timeframe. A total of 3,587 crashes occurred over the five-year period, with an average of 717 crashes per year. Of those 717 average crashes yearly, an average of 13.7% were due to a failure to stop, 9.2% from negligent driving, 6.8% from Driving While Impaired (DWI), and 4.7% from speeding. In comparison, for the State of Oklahoma during this same time period, total crashes declined by 4.39%, and fatal crashes decreased by 2.86%. Map 2.17 shows the locations of collisions by fatality, injury and property damage for crashes in 2014. Table 2.13 crash data for 2010-2014 shows total crashes and fatalities. A severity index is a measure of the severity of collisions at a particular location, derived by assigning a numeric value according to the severity of each collision and totaling those numeric values.

Crash data for 2010-2014 obtained from ODOT shows:

- Total of 743 crashes were reported in Kay County during 2014.
- The majority of collisions occurred at the intersection of 14th St. and Prospect Ave.
- Most of the accidents were from failure to yield.
- There were no fatalities recorded at the intersection. However, there were two fatalities in Kay County in 2014.
- Kay County is responsible for an average of 1.03% of accidents and an average of 1.18% of fatalities in the state of Oklahoma

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 Technical Committee and Policy Board, and information obtained via public comment, data areas of concern were identified. The scope of the LRTP does not include solutions to the areas of concern but the areas are included as general projects in Table 2.14.

Transportation Inventory and Improvement Needs

Road System
Kay County is served by many State, US and Interstate Highways, as well as municipally owned streets, county roads and improved farm to market roads (Map 2.14).

The major access roads are:

- I-35 is the major north-south transportation corridor.
- US 77 and 177 are also north-south corridors through Kay County.
- US 60 and SH 11 are east-west corridors and provide access to the western counties from the major north-south corridors.

I-35 is a divided four lane highway with shoulders and limited access and provides for north-south movement from Kansas to Texas. US 77 and 177 are two lane highways with narrow shoulders in

most places. These three highways form the "spine" of the highway network in Kay County. Local streets and roads fill in the areas between state routes. Some local roads, such as Hubbard and Peckham, serve as important connectors between state routes. Data obtained through ODOT's GRIP system shows there are over 1,883 miles of roadway in Kay County.

Table 2.15 summarizes the mileage of highway by surface type. There are 1,557 miles of rural roadway in Kay County. Appendix E and Map 2.18 provides data identifying the mileage of roadway by functional classification. Rural major collector miles in the County total 313 and provide access to the cities and towns (Blackwell, Braman Kaw City, Kildare, Newkirk, Ponca City and Tonkawa) and highways (I-35, US 60, US 77, US 177, SH 11, SH 156). The majority of the roads classified as major collector are two lane roadways with no shoulders. Map 2.19 illustrates the location of two lane highways with no shoulders. According to data obtained through 2006-2013 American Community Survey and CTPP 83% of total workers drove to work alone; a decrease from 87% in 2000. During this same time period travel time for workers driving alone increased from 16.1 minutes in 2000 to 16.4 minutes in 2013. Travel time for workers utilizing public transportation in 2013 was 35.6 minutes.

The NORTPO network of roads consists of more than 10,000 lane miles. The municipalities are responsible for road maintenance within the corporate limits excluding the Interstate system, US and State Highways which are maintained by ODOT. The County maintains the roads outside the municipalities' corporate limits. Kay County roads are rated as being in relatively good condition. ODOT has assigned an average score of 107 on the International Roughness Index, a measure of the pavement performance standards for good and acceptable ride. A score below 95 is in the good category.

Freight

The majority of freight movement in the region is by truck. Primary freight routes in the County include I-35, US 60, US 77 and US 177. I-35 is considered a major truck route and truck volume is projected to grow by the year 2040. Map 2.20 illustrates the long haul truck volume in 2011 and Map 2.21 illustrates the long haul volume 2040 projection. Comparing the information portrayed in Map 2.22 (Major Truck Route on NHS 2011) and Map 2.23 illustrates the project truck volume increase on I-35 in the year 2040.

Growth of freight by truck will continue to grow. With the State's opening of state-of-the art weigh station (port of entry truck weigh and inspection station) on I-35 near Braman in April 2012 additional information on truck traffic will be available. This station is the first of nine planned in Oklahoma. The stations are operated by the Oklahoma Corporation Commission.

Rail freight is moved through Kay County primarily by Burlington Northern Santa Fe Railway (BNSF) utilizing 4 axle cars and operating 27 trains per day. Agricultural, automotive and coal products are the main freight transported through the County.

The rail lines are owned by ODOT, BNSF and BNGR. Information obtained from "Freight Flow Report 2012" prepared by Parsons Brinkerhoff recommends that to enhance the State freight truck model traffic and truck counts are needed at the county level.

Rail

The State of Oklahoma owns approximately 428 miles of track. The state-owned tracks are leased by privately operated railroads (Map 2.7). There are three Class I railroads and 19 Class III railroads in Oklahoma with Class I railroad BNSF and Class III rail line BNGR operating in Kay County.

Ponca City is served by the BNSF, which more or less bisects the community. There is one major spur on the south side of town that serves Continental Carbon Company and can easily accommodate one or more unit trains. Downtown Ponca City has a significant number of smaller sidings which have historically been used for train de-coupling and connections. This area is prime for a multi-modal center and industry demands suggest that it will become a major issue in the near future. In addition, there is an east west spur easement that runs approximately three miles to the west and just south of the Ponca City Airport Industrial Park. This easement was a former rail line and recent interest suggests that there may be a desire for this to resume sometime in the future. A considerable amount of rail traffic comes through this line with coal bound for the Sooner Power Plant. There is also a great deal of freight traffic transiting the county as well.

Freight movement by rail in the NORTPO region is primarily used by the agricultural industries in the NOTRPO region. There are approximately 1,375 miles of open rail track in the region. The rail infrastructure is the responsibility of the railroads. Private railroad spurs are located at several industrial and agriculture locations. Examples of these are Dolese Brothers spurs at Enid, Dover, Blackwell Industrial Park at Blackwell, US Gypsum at Southard, and Johnson Grain terminal in Enid.

Passenger Rail

Currently there is no passenger rail service available in Kay County. However, ODOT and Kansas Dept. of Transportation (KDOT) completed a Service Development Plan looking at expansion of the Heartland Flyer from Oklahoma City to Newton, Kansas, where passengers could then to Los Angeles, Kansas City and Chicago. At this time it is cost prohibitive, but if funding becomes available it would be considered.

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. Ponca City has an adopted bicycle and pedestrian system as illustrated in Map 2.24. During the past four years ODOT has installed sidewalks adjacent to state highways in Blackwell and Tonkawa. Major cities in the study area are separated from one another by large areas of undeveloped land corridors, interstate, state and US highways bisecting the area, and land held in trust. In turn, these corridors do not have sufficient population or activity to generate the need for pedestrian improvements. However, as state and US highways are improved, NORTPO will suggest that pedestrian improvements be considered in the highways' final study and design. As cities continue to grow, and needs such as pedestrian improvements arise, the NORTPO staff will coordinate pedestrian plans to ensure connectivity.

Public Transportation

Public transportation service for the area is complicated by low population densities and lack of funding. Low population densities in NORTPO 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 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. Service provided within the NORTPO region is limited to demand response service. This service is provided based on a pre-arrangement or an agreement between a passenger (or group of passengers or an agency representing passengers) and a transportation provider for those needing "curb to curb" transportation. The pre-arrangement may be scheduled well in advance or, if available,

on short notice and may be for a single trip or for repetitive trips over an extended period (called "subscription service").

The Cherokee Strip Transit System (CST), a division of Northern Oklahoma Development Authority, began operations in 1995 and is a demand response transportation system that is open to the public. The service area for Cherokee Strip Transit in Kay County includes the towns Tonkawa, Ponca City, and Blackwell. Incidental trips to other nearby communities are also provided as needed as well as trips to Oklahoma City, Wichita, Enid, and Tulsa.

Cimarron Public Transit System (CPTS) is the second largest on demand transit service in the NORTPO area. A division of United Community Action Program, Inc., CPTS has been providing public transportation to communities in Kay County since 1999. Demand response service is available in Ponca City, Blackwell, Tonkawa and Newkirk. Incidental trips to other communities are also provided as needed, including trips to Oklahoma City, Stillwater, Enid, and Tulsa.

With prior arrangement, Cherokee Strip Transit and Cimarron Public Transit both have additional destinations available with connection to other modes of transportation:

- Enid Woodring Airport (For flights into/out of Enid).
- Oklahoma City (Will Rogers World International Airport, Amtrak, Greyhound, and Metro Trans of OKC).
- Tulsa (Greyhound, Jefferson & Tulsa Transit, Tulsa International Airport).
- Perry (Greyhound, Jefferson Bus Lines).

Tables2.16 and 2.17 provide transit ridership and revenue data for CST and CPTS. Map 2.9 is the service area for the systems.

Within Ponca City, private sector taxi cab services are in operation and can supplement transit. The 2012 Transit Gap and Overview analysis results revealed the need for coordination of existing services. Development and implementation of a coordinated system approach to delivery of transit services will enhance the opportunities for rural communities to reach destinations outside of the region.

Aviation

The NORTPO area consists of thirteen general aviation airports (Map 2.8) which are considered all civil aviation operations other than scheduled air services and non-scheduled air transport operation for remuneration or hire. General aviation flights range from gliders and powered parachutes to corporate jet flights. General aviation covers a large range of activities, both commercial and non-commercial, including flying clubs, flight training, agricultural aviation, light aircraft manufacturing and maintenance.

The largest airports in Kay County are Ponca City Regional and Blackwell-Tonkawa Municipal. Ponca City Regional Airport covers 500 acres at an elevation of 1,008 feet above mean sea level. Its' one runway is 17/35, 7,201 by 150 feet (2,195 x 46 m) concrete. In the year ending August 26, 2008 the airport had 61,500 aircraft operations, average 168 per day: 93% general aviation and 7% military. 64 aircraft were then based at this airport: 91% single-engine, 5% multi-engine, 3% jet, and 2% ultralight.

Blackwell-Tonkawa Municipal Airport covers an area of 209 acres (85 ha) at an elevation of 1,030 feet (314 m) above mean sea level. It has one runway designated 17/35 with an asphalt surface measuring 3,501 by 60 feet (1,067x18 m), the airport had 2,400 general aviation aircraft operations, an average of 200 per month. At that time there were 15 aircraft based at this airport: 100% single-engine.

Funded Improvements

In Kay County there are 51 planned/funded transportation improvement projects totaling just over $69,000,000. The majority of projects are bridge related and focus on improvements for maintenance. Table 2.18 summarizes the funded/planned improvements.

CHAPTER 3
FUTURE CONDITIONS AND PLANNED 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 2035. It is assumed that only those projects included in the current ODOT eight year construction plan, CIRB and projects funded by local governments will be constructed by the year 2035. Tables and maps referred to in this plan are included in Appendix H-3.

Future Conditions

The population projections for Kay County were produced on a TAZ level where growth/decline was calculated for each TAZ. The 2035 projections were developed for TAZs that represent Kay County. For the Plan population and employment projections by TAZ, were developed based on location of employment and activity centers, proposed development, Census data, and work force data. Within the established range of typical densities, population densities and employment for TAZs were adjusted as necessary to reflect the community's characteristics. The 2035 population projection of 46,562 and employment projection of 20,455 were used to distribute the growth through the TAZs. The projected population and employment data are illustrated in Maps 3.1 and 3.2. Tables 3.1 and 3.2 contain supporting data for the maps. Compared to the year 2010, population is expected to decrease by less than 1% from 46,562 to 46,465 by 2035. In general population growth will be greatest in the Ponca City area. Employment is predicted to increase from 17,935 jobs in 2010 to 20,455 jobs in 2035, an increase of 12%. The County must plan for providing adequate infrastructure and services to accommodate this growth.

Population and employment projections are based upon several components. When utilizing this data it is imperative to understand that the Kay County economy is continuing to rebound from previous industries relocating in and out of the County. With this knowledge of the continued fluctuation in growth NORTPO will continue to monitor projections and impact on the LRTP. The County must plan for providing adequate infrastructure and services to accommodate this growth.

While I-35 is designed to carry tens of thousands of vehicles per day, the primary roadway network is designed to carry considerably less. With limited population forecast the traffic volume is forecasted to remain constant through 2035. Roadways at capacity include portions of US 77 between US 60 and US 60 Business Loop on the southeast side of Ponca City. These areas identified in Map 3.3 illustrate the location of the roadway network identified as critical capacity. There may be other areas that experience congestion such as areas near major activity generators. Studies to identify specific causes and solutions for these areas will need to be considered on a case-by-case basis. As population changes occur the impact on the traffic volume and roadway capacity will need to be re-examined.

Data obtained from the Freight Analysis Framework and as illustrated in Map 3.4 truck volume and long haul truck traffic is projected to increase.

With continued trends in the number of vehicle registration, increased freight traffic, commute patterns and aging population there are opportunities to plan and identify transportation improvements. Forecast of increases in truck volume on I-35 is important because of its status as a freight corridor. The needs along this corridor are the responsibility of ODOT. Increase to capacity and safety improvements will be along other roadway corridors that have demonstrated high accident concentrations, curve deficiencies, two lane highways with no shoulders and railroad crossings.

The need for safety and intersection improvements in Kay County is widespread and not practical to address all the improvements at once. Instead careful review is needed prior to prioritization of the projects. Often times through new road construction or improvement safety problems can be addressed. However, many of the local roads experiencing safety concerns do not need widening or are not conducive to widening. There are a number of options for addressing safety concerns on rural roads. These include but are not limited to: widening and paving shoulders, designing shoulders to accommodate pedestrians and bicyclists, realigning intersections and curves, and intersection improvements.

2035 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 were obtained by identifying Kay County projects listed in the current ODOT Eight Year Construction Program, rail line projects, transit projects, CIRB projects for FY 2015-2019, and local governments. Table 6.5 identifies the future projects.

ODOT has been contacted for a list of Rail Safety Improvement Projects and transit projects for Kay County and will be included in this plan as soon as they become available.

CHAPTER 4
FINANCIAL SUMMARY

Financial Assessment
The assessment is intended to summarize federal, state and local transportation sources. Maps and tables referred to in this plan are included in Appendix H-4.

Funding Sources
Federal
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. MAP-21, signed into law July 2012, the federal transportation legislation that identifies specific funding programs. This legislation was extended with Congresses' approval of the Highway and Transportation Funding Act (HTFA) of 2014, an eight-month extension of the federal surface transportation program. The program, initially set to expire on September 30, 2014, will now run through May 31, 2015. Congress will need to pass new legislation prior to the May 31 extension expiration to ensure prompt federal reimbursements to states for road, highway, bridge, and transit repairs and improvements.

In Fiscal Year 2013 The Oklahoma Department of Transportation (ODOT) provided $26 million of Surface Transportation Program (STP) federal funds to the County Highway System. These STP funds may provide up to 80 percent of the construction costs of these projects. Counties fund the remaining 20 percent match for construction costs, plus the costs for engineering, right of way and utility relocation through local sources or state CBRI and CIRB funds. Counties also receive road and bridge funding from the federal government, channeled through the state. In addition, counties raise their own revenue sources to supplement state and federal funding through local option sales taxes.

State
Funding for highway improvements in Oklahoma comes primarily from two sources – the Federal Highway Trust Fund and state funds. In 1923, Oklahoma enacted its first State-level excise tax on motor fuels. The last increase was in 1987 and the tax is currently 17 cents per gallon for gasoline and diesel at 14 cents. Oklahoma's primary sources of funding for road and bridge construction and maintenance projects are derived from fuel taxes and motor vehicle tax. Table 4.1 summarizes transportation funding categories, funding eligibility and funding limits provided at the State level.

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 7 percent 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. Table 4.2 summarizes the funding categories and taxes apportioned by the Oklahoma Tax Commission for FY 2010-2013.

In addition to revenues apportioned by the OTC the recognized tribal governments who receive federal funds and may also designate their own local funds for transportation projects. Counties and tribal governments have been successful in working together to coordinate implementation of transportation

projects. The opportunity to utilize a combination of funding sources for transportation projects is an opportunity that Counties value. Challenges faced by local and state governments include: dependence on revenues from the state gas tax, the state's fixed rate gas tax, major disaster declarations, and impact on the infrastructure.

According to information obtained from a report published by the National Association of Counties, funds collected by the Oklahoma Tax Commission 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 grow production tax on oil. Table 4.3 summarizes Kay County's CIRB funding for 2015-2019.

Local

The main source of funding for community transportation projects is found in the general operating budgets. Generally these funds are derived by city sales tax and fees, however, several communities identified below have specific ongoing transportation funding programs or have been awarded specific transportation improvement projects.

Ponca City Development Authority (PCDA) Public Trust was formed in 2003 and is funded by a half cent sales tax for economic development projects. The sales tax is voted on every five years and was last approved in 2013. It generates approximately 1.8 million annually. Ponca City also has a street sales tax that is separate from the Economic Development sales tax that funds PCDA. There is a third ½ cent dedicated sales tax that funds the City's recreation center.

Blackwell has funding for transportation projects through their street and alley fund from Gas Sales Tax which generated $103,981.50 in 2014. Blackwell has a current street project funded through a loan from 2012 where they borrowed $5,000,000 for water and street improvements. One mile of Ferguson Street was rebuilt, several blocks of 7th Street, 13th street from Blackwell Ave. north to Highway 11 was overlayed, and one mile of Coolidge Street is under construction. There will be approximately $2,000,000 in the loan after the completion of Coolidge Street. Plans are to rebuild the base and street of 13th from Blackwell Ave. south to the city limits and to replaces some water lines or repairs to the water plant. Blackwell would like both 13th street and Chrysler Ave., because they are also county roads that run through the City and carry heavy truck traffic, to receive some assistance from county or state funds. No funds have been set aside for Chrysler Ave. Blackwell could split some of the remaining loan funds for matching on both projects.

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 some infrastructure funding available through Rural Economic Action Plan (REAP) administered by Councils of Government (COG), and local tribes have special Tribal transportation funds that may also be combined with other sources for projects that benefit tribal members as well as Oklahoma citizens.

The total expenditures identified in Table 4.4 are within the total federal, state and local revenues estimated for the 2035 LRTP and are adequate to fund the projects listed. Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget and federal funding. Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption. While most taxes are not tied to fuel prices, when gas prices go up, consumption tends to go down and thus tax revenues decline. Through the past five years Oklahoma's state budget has witnessed declining revenues and these declines have a negative impact on the transportation system. With this plan development it is anticipated that there

will continue to be a decline 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 in order to accomplish the projects.

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 MAP-21. The RTPOs have adopted Public Participation Plans that will be followed. Additionally, this chapter includes examination of the projects to determine if they disproportionally adversely affect identified populations.

Environmental Justice (EJ)
The Federal Highway Administration (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 or African American, Hispanic or Latino, 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.

According to the US Census Bureau's 2013 population estimates, Kay County's racial and ethnic composition is 81.6% White, followed by 10.3% American Indian and Alaska Native, then 7% Hispanic or Latino, and 2.2% African American. In comparison, Oklahoma's is 75.4% White, followed by 9% American Indian and Alaska Native, then 9.6% Hispanic or Latino, and 7.7% African American. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county.

Low income populations were also identified for Kay County. Low income populations are defined by the FHWA for transportation planning purposes as families of four with a household income that is below the poverty guidelines set by HHS. The 2014 HHS poverty guideline for a family of four is $23,850. Appendix H-5 contains a series of maps and tables that identifies the areas considered under-represented.

Coordination Efforts
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:

- MAP-21 Federal Planning Factors
- 2012 Transit Gap Overview and Analysis
- Oklahoma Mobility Plan
- 2012 Freight Flow Study
- ODOT 2010-2035 Intermodal Long Range Transportation Plan
- Ponca City Comprehensive Plan.

Several environmental laws require tribal consultation during project development. Kaw Nation, Ponca Nation and Tonkawa Tribes were 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.

Public involvement is an integral part of the transportation process. NORTPO is proactive in its efforts to effectively communicate with the public and has adopted a Public Participation Plan (PPP) (on NORTPO website) 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.

NORTPO hosted at least three 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 notice of availability for public outreach for the LRTP will be published and posted. Notices of meetings and public hearings will be specifically provided in minority and ethnic gathering places to promote participation in the transportation planning process. After the draft LRTP is developed, NORTPO will host three additional public meetings and/or notice of availability for public outreach to solicit comments on the draft plan. A final draft LRTP will be presented to the NORTPO Board and any appropriate focus group for review and comment prior to recommendation to the NORTPO Policy Board for adoption. All public comments received will be made a part of the final adopted document.

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, survey information, existing plans and other such issues. Included in the plan are studies and plans that will provide information and data to support the goals identified in Chapter 2. The information provided in the LRTP is to provide guidance on recommended projects, studies and plans.

Not all of 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 in order to develop a comprehensive set of solutions.

Tables in Appendix H-6 include the projects for Newkirk (Table 6.1) and Ponca City (Table 6.2). Table 6.3 is Kay County's CIRB projects and Table 6.4 lists ODOT's Statewide Transportation Improvement Program (STIP) projects for Kay County. Map 6.1 identifies project locations of Kay County Eight Year Workplan. Below is a summary of the relationship of the policies by mode of transportation. Construction projects identified in Table 6.5 are based on information provided by ODOT and the cities of Blackwell, Ponca City and Newkirk.

Implementation policies and solutions include:

Roadway

- Plan and implement transportation systems that are multi-modal and provide connections between modes.
- Support transportation projects serving already developed locations.
- Protect cultural, historical, scenic resources.
- Establish a scheduled traffic count and reporting system for the region.
- Develop a regional freight plan.
- Improve infrastructure to support emergency response and evacuations.
- Utilize ODOT's bridge rating system as a tool to identify marginally sufficient structures.
- Collect and review data from Weight In Motion (WIM, aka Truck Weigh Station/Port of Entry) and identify trends.
- Participate in updates of the State Multi-modal Freight Plan.

Rail

- Collect and review incident data at rail crossings. Identify crossings for potential upgrade.
- Support upgrades to state-owned Class III track and structures to permit use of 286,000–pound standard rail cars and larger, which in turn will support Class I service and improve service efficiency.
- Participate in studies and other efforts in development of passenger rail route from Oklahoma City to Newton, Kansas.

Bicycle and Pedestrian

- Increase bicycle and pedestrian facilities witin1/2 mile of transit facility and major activity centers.
- Develop an education safety awareness program.
- Incorporate bicycle and pedestrian improvements in the planning and design phase of roadway

improvements.
- Develop a regional bicycle and pedestrian plan.
- Participate in ODOT's planning efforts to develop a statewide bicycle and pedestrian plan.

Safety
- Coordinate with local governments to identify safety concerns.
- Collect and review accident data and identify trends.

Public Transportation
- Increase inter and intra County transit services.
- Promote transit systems providing service to major activity centers and enhance coordination among providers.
- Measure transit service and identify needs.

Planning and Community
- Coordinate with local, regional and state partners to identify type, frequency and responsibility of data collection and maintenance.
- Facilitate meetings with rail, freight community and public transportation agencies
- Engage the public in various methods to increase their understanding of the planning process.
- Protect the general aviation airports from encroachment of incompatible development.
- Prioritize transportation projects that serve major activity centers and freight corridors.
- Develop air quality education and awareness program
- Develop and maintain electronic database and mapping of environmental resources or areas of concern.
- Participate in updates of the State Rail Plan.

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 that some projects have multiple funding sources, these represent the primary sources and additional sources not listed may also be available. Additional sources could include funding from sources such as but not limited to EDA, USDA, CDBG, REAP, Industrial Access, Lake Access, and Transportation Alternative Programs. When implementing this plan, NORTPO will continue to review potential funding sources as they become available or as projects become eligible for other sources. NORTPO 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.

Conclusion

This plan will be used to develop and implement programs to enhance the County and region's multi-modal transportation system, providing the public and businesses safe, convenient, affordable and environmentally responsible transportation choices. NORTPO will work with elected officials, various state and federal agencies, and public and private stakeholders as it is the intent of this plan to also encourage communities to invest in improving their streets, ensuring the transportation network is a high-performing system for economic competitiveness for the next 20 years.

APPENDICES

Appendix A
Resolutions

1. Resolution adopting plan
2. Resolutions from Cities/Counties

Appendix B

Acronyms

AASHTO	The American Association of State Highway Transportation Officials
ADA	Americans with Disabilities Act
AVC	Auto Vehicle Classifier
BNGR	Blackwell Northern Gateway Railroad
BNSF	Burlington Northern Santa Fe Railroad
CBG	Central Business District
CIP	Capital Improvement Program
CTPP	Census Transportation Planning Products
CIRB	County Improvements for Roads and Bridges
CORTPO	Central Oklahoma Regional Transportation Planning Organization
CPTS	Cimarron Public Transit System
CST	Cherokee Strip Transit
EJ	Environmental Justice
EDA	Economic Development Administration
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
IRR	Indian Reservation Roads/Bridges Program
LEP	Limited English Proficiency
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
O_3	Ozone
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
$PM_{2.5}$	Particulate Matter 2.5
PPM	Parts Per Million
PWP	Planning Work Program
RTPO	Regional Transportation Planning Organization
SA	Study Area
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SO_2	Sulphur Dioxide
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization
TAZ	Traffic Analysis Zone
WIM	Weigh in Motion

Appendix C
Definitions

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

Americans with Disabilities Act of 1990 (ADA) - Federal law which requires accessible public transportation services for persons with disabilities, including complementary or supplemental paratransit services in areas where fixed route transit service is operated. Expands definition of eligibility for accessible services to persons with mental disabilities, temporary disabilities, and the conditions related to substance abuse. The Act is an augmentation to, but does not supersede Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination on the basis of disability against otherwise qualified individuals in programs receiving federal assistance.

Brownfield - A term used to describe land that has been contaminated with or feared to be contaminated with hazardous waste or pollution.

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

Capital Improvement Program (CIP) - An orderly plan for meeting the community's needs for physical infrastructure facilities such as streets, parks, water/sewer and public buildings. The CIP is 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.

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.

Class I railroad - Having annual carrier operating revenues of $250 million or more after adjusting for inflation using the Railroad Freight Price Index.

Class III or short-line railroad – Having an annual operating revenue of less than $20 million and typically serve a small number of towns and industries or haul cars for one or more of the Class I railroads.

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

Demand Response Service (DRS) – Provides travel assistance from one location to another within a specific area for medical appointments, shopping, and other basic needs destinations. The vehicles do not operate over a fixed route or on a fixed schedule but in response to calls from passengers or their agents. Fares will vary based on length of trip and users are required to call in advance to make reservations. The vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations.

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

Functional Classification (FC) - 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. G Grade - The slope (ratio of change in elevation to change in distance) of a roadway typically given in percent. For example, a 2% grade represents 2-feet of elevation change over a 100foot distance.

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.

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

Multimodal - The consideration of more than one mode to serve transportation needs in a given 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 (NHS) - A nation-wide system of approximately 155,000 miles of major roads. The entire Interstate System is a component of the National Highway System, and includes a large percentage of urban and rural principal arterials, the defense-strategic highway

Ozone (O_3) - Ozone is a colorless, odorless reactive gas comprised of three oxygen atoms. It is found naturally in the earth's stratosphere and near the earth's surface, where pollutants emitted from various community activities react in the presence of sunlight to form ozone. Principal pollutants involved in these reactions are nitrogen oxides (NOx) and volatile organic compounds (VOCs); carbon monoxide (CO) also participates in the reactions to help form ozone. All of these compounds (NOx, VOCs, and CO) are termed ozone precursors.

Particulate Matter (PM) - The term "particulate matter" (PM) includes both solid particles and liquid droplets found in air. Many manmade and natural sources emit PM directly or emit other pollutants that react in the atmosphere to form PM. These solid and liquid particles come in a wide range of sizes. Particles less than 10 micrometers in diameter (PM_{10}) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ($PM_{2.5}$) are referred to as "fine" particles and are believed to pose the largest health risks. Because of their small size (less than one-seventh the average width of a human hair), fine particles can lodge deeply into the lungs. Sources of fine particles include all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. Particles with diameters between 2.5 and 10 micrometers are referred to as "coarse." Sources of coarse particles include crushing or grinding operations, and dust from paved or unpaved roads. Additional information may be found at: http://www.epa.gov/ttn/naaqs/pm/pm25_index.html and http://www.airnow.gov/index.cfm?action=airnow.local_state

Sulfur Dioxide (SO_2) - Sulfur dioxide (SO_2) is one of a group of highly reactive gasses known as "oxides of sulfur." The largest sources of SO_2 emissions are from fossil fuel combustion at power plants (73%) and other industrial facilities (20%). Smaller sources of SO_2emissions include industrial processes such as extracting metal from ore, and the burning of high sulfur containing fuels by locomotives, large ships, and non-road equipment. SO_2 is linked with a number of adverse effects on the respiratory system. Additional information may be found at:
http://www.epa.gov/airquality/sulfurdioxide/ and
http://www.airnow.gov/index.cfm?action=airnow.local_state

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. Typically these blocks are used in transportation models by providing socio-economic data. This information helps to further the understanding of trips that are produced and attracted within the zone.

Appendix D

Performance Measures – MAP-21

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.

Under MAP-21 US Department of Transportation (US DOT) will establish 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 areas in which performance measures will be developed:

- Safety – to achieve reduction in facilities and serious injuries on all public roads.
- Infrastructure Condition – to maintain highway infrastructure assets in state of good repair.
- Congestion Reduction – to achieve reduction in congestion on the National Highway System
- System Reliability – performance on the Interstate/Non Interstate system.
- Freight Movement – freight movement on the Interstate and Economic Vitality –
- Environment Sustainability to enhance the performance of the transportation system while protecting and enhancing the environment
- Reduced Project Delivery Delays – to reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

As of today Notice of Proposed Rule Making (NPRM) has been released for Safety. Waiting on NPRM on statewide, metropolitan and non-metropolitan planning regulations that will provide guidance on how performance measures will be integrated. A second performance NPRM will focus on pavement, bridges and asset management and a third will focus on congestion, emissions, system performance, freight and public transportation. The schedule for the second and third release is unknown.

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. This NPRM proposes in 23 CFR 450.206 and 450.306 that States, MPOs, and providers of public transportation coordinate their targets. The MAP-21 requires that MPOs reflect those targets in their metropolitan transportation plan and encourages States to do the same in their long-range statewide transportation plan. Accordingly, this NPRM proposes that MPOs would reflect those targets in the metropolitan transportation plans. In addition, FHWA and FTA propose that States should reflect the targets in their long-range statewide transportation plans. Both States and MPOs would describe the anticipated effect toward achieving the targets in their respective transportation improvement programs.

The FHWA proposes to add language that funding shall be used for highway safety improvement projects that have the greatest potential net benefits and that achieve the State's fatality and serious injury performance targets in order to correlate this regulation with the provisions of section 1203 of MAP-21 regarding safety performance targets under 23 U.S.C. 150. The FHWA also proposes to clarify that prior to approving the use of HSIP funds for non-infrastructure related safety projects, FHWA will assess the extent to which other Federal funds provided to the States

for non-infrastructure safety programs (including but not limited to those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration) are programmed. The FHWA expects States to fully program these non-infrastructure funds prior to seeking HSIP funds for such uses.

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 described in 23 U.S.C. 150(b) and the general purposes described in 29 U.S.C. 5301. These processes are where decision-making and investment priorities would be linked to targets in key areas. See 23 U.S.C. 150 and 49 U.S.C. 5326 and 5329

The MAP-21 transforms the Federal-aid highway program and the Federal transit program by requiring a transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of Federal transportation funds. [11] As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds would be required to link the investment priorities contained in the STIP and TIP to achieving performance targets. This proposed rule is one of several proposed rules that would establish the basic elements of a performance driven, outcome-based program. This proposed rule is important to the FHWA's and FTA's overall implementation of the performance management provisions of MAP-21 because the planning process brings all of the elements together by tying performance to investment decision-making.

Appendix E
Functional Classification and Level of Service

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

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 list below helps depict the hierarchy of the roadway system. As the figure indicates, local streets provide the most access to the adjacent properties, but function poorly in terms of mobility. Freeways exhibit high mobility because of speeds and volumes, serve poorly as access to adjacent roads and properties. Streets that carry higher volumes of traffic should have a limited number of “curb cuts” (driveway openings, few intersections) so traffic movement will not be impeded. 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.

The functional classification of streets is shown in Map 2.17 and includes the following functional classes: Interstate, Freeway, Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector and Rural Minor Collector. Rural roads consist of those facilities that are outside of small urban and urbanized areas. The functional classification of streets is shown Map xxx and 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 and 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

Other classifications of roadways include:

1. The National Highway System represents 4% to 5% of the total public road mileage in the US. This System was designed to contain the follow subcategories:
   a. Interstate -The current Interstate System retained its separate identity within the NHS along with specific provisions to add mileage to the existing Interstate subsystem.
   b. Other Principal Arterials - These routes include highways in rural and urban areas which provide access between an arterial route and a major port, airport, public transportation facility or other intermodal transportation facility.
   c. Intermodal Connecting Links - These are highways that connect NHS routes to major ports, airport, international border crossings, public transportation and transit facilities, interstate bus terminals and rail and intermodal transportation facilities.

2. The Strategic Highway Network (STRAHNET). This system includes the Dwight D. Eisenhower system of Interstate and Defense Highways, identified as strategically important to the defense of the United States.

3. The National and Scenic Byways recognizes highways that are outstanding examples of our

nation's beauty, culture, and recreational experience in exemplifying the diverse regional characteristics of our nation.

Level of Service

Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Street Capacity is the measure of a street's ability to accommodate the traffic volume along the street. Level-of-service range from LOS A, which 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 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 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 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 70% to 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 90% to 99% of capacity.

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

Plans and Corresponding Websites

Ponca City Comprehensive Plan: http://www.poncacityok.gov/index.aspx?NID=533
Oklahoma Long Range Transportation Plans: http://www.okladot.state.ok.us/p-r-div/lrp_2010-2035/index.htm
MAP-21 Federal Planning Factors
2012 Transit Gap Overview and Analysis
Oklahoma Mobility Plan
2012 Freight Flow Study
ODOT 2010-2035 Intermodal Long Range Transportation Plan

Oklahoma Dept. of Transportation http://ok.gov/odot/
- STIP: http://www.okladot.state.ok.us/p-r-div/stip/2015-2018%20STIP%20Book.pdf
- CIRB: http://www.okladot.state.ok.us/cirb/pdfs/cirb_fy2015-2019_workplan.pdf
- Rail Plan: http://www.okladot.state.ok.us/rail/rail-plan/pdfs/2012_RailPlan.pdf

Federal Highway Administration http://www.fhwa.dot.gov/

csa.ou.edu
data5.ctpp.transportation.org
www.oksafe-t.org
www.census.gov
www.kaycounty.info
www.kansasenergy.org
www.nationalregisterofhistoricplaces.com
www.uglybridges.com

Appendix G
Letter to/from State Agencies

Appendix H
Maps and Tables by Chapters

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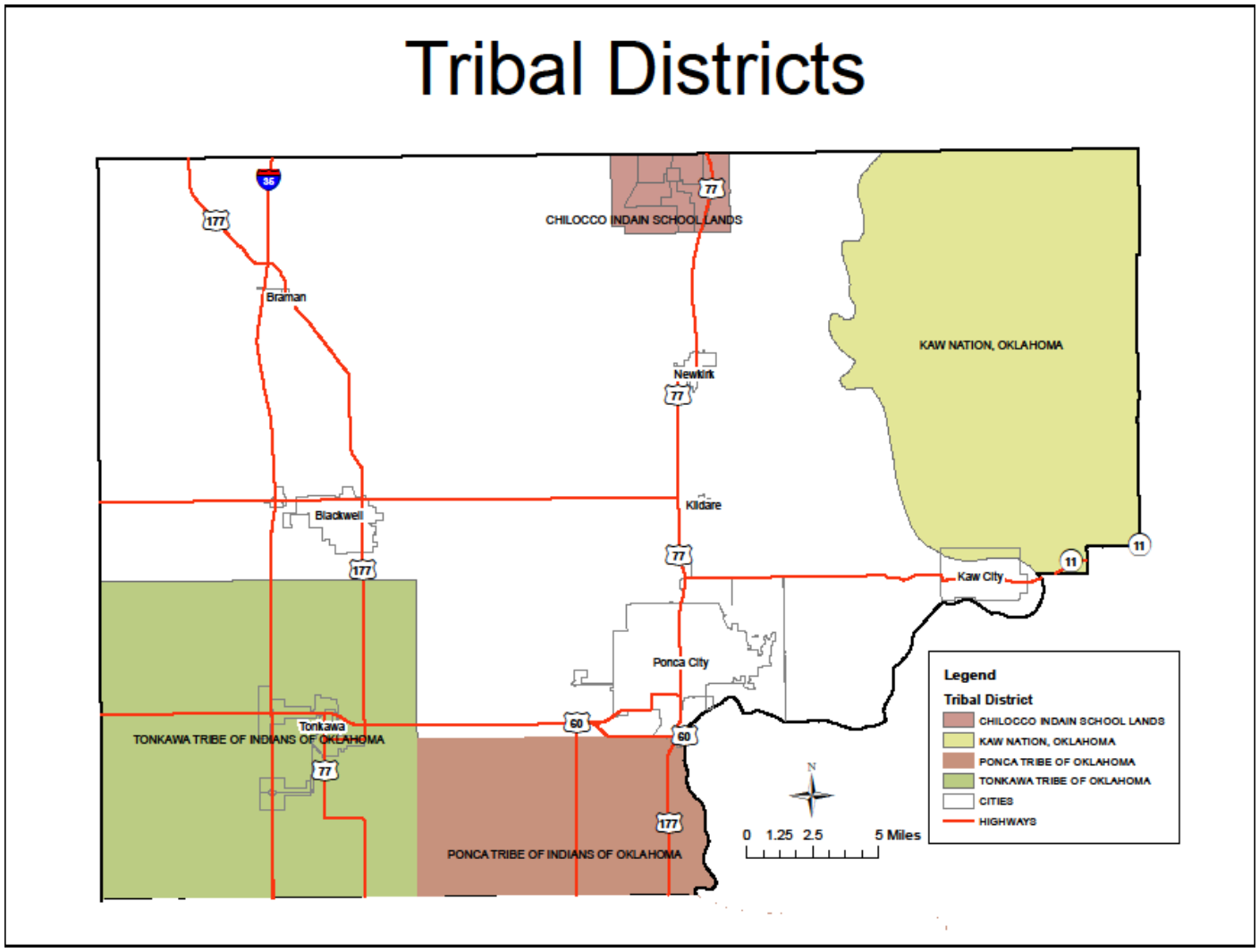
Appendix H-1
Chapter 1

Map 1.2 Kay County Tribal Districts



SOURCE: csa.ou.edu

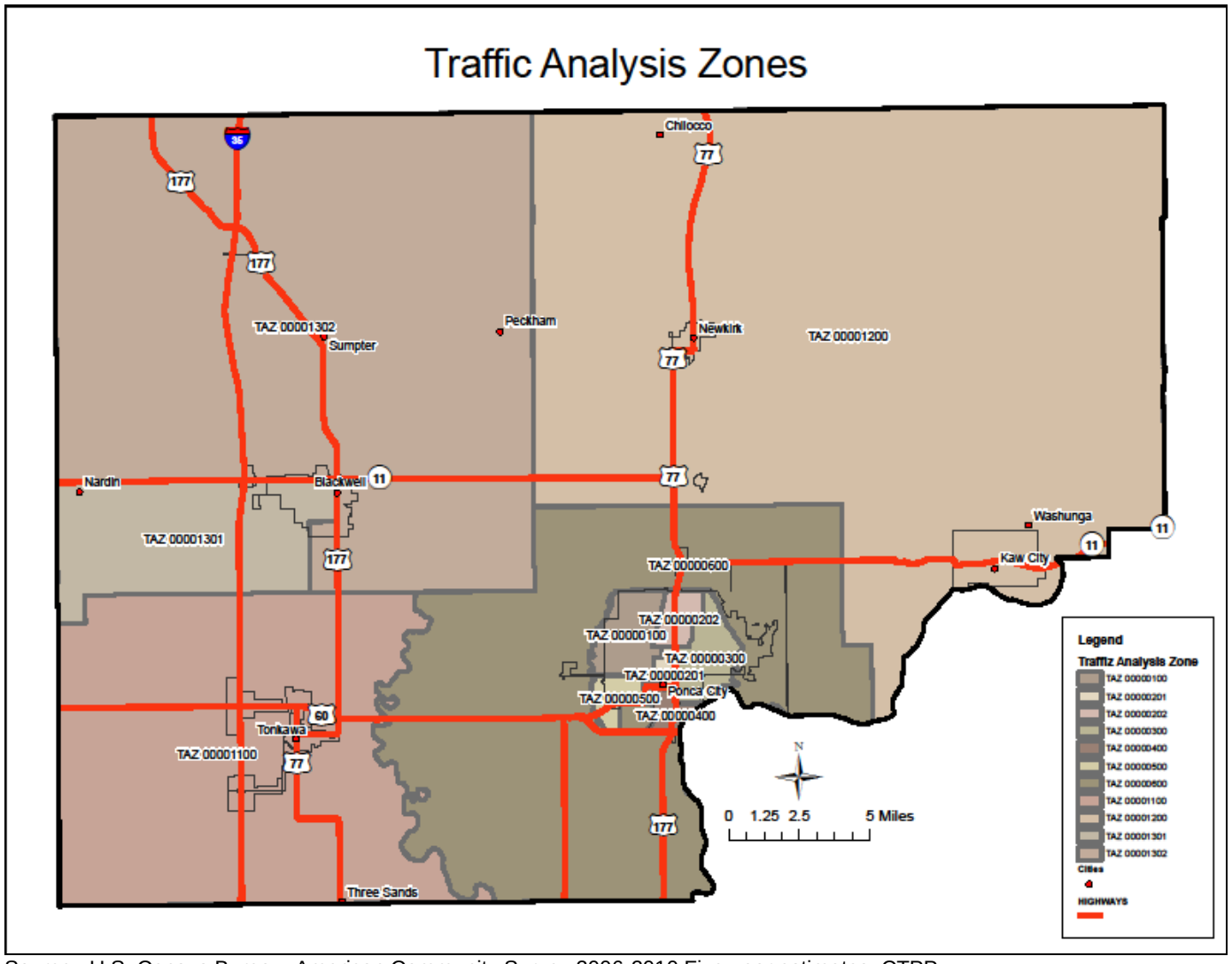
Appendix H-2
Chapter 2

Table 2.1 NORTPO Counties Population Data

Populations	2013 Estimate	2012 Estimate	4/1/2010 Estimate Base	% Change, 4/1/2010 to 7/1/2013
Alfalfa County	5,847	5,666	5,642	3.6%
Blaine County	9,720	9,785	11,943	-18.6%
Garfield County	62,267	61,189	60,580	2.8%
Grant County	4,528	4,516	4,527	0.0%
Kay County	45,633	45,779	46,562	-2.0%
Kingfisher County	15,276	14,994	15,029	1.6%
Major County	7,683	7,667	7,527	2.1%
Noble County	11,446	11,546	11,561	-1.0%
NORTPO Region	162,400	161,142	163,371	-0.6%
Oklahoma	3,850,568	3,815,780	3,751,357	2.6%

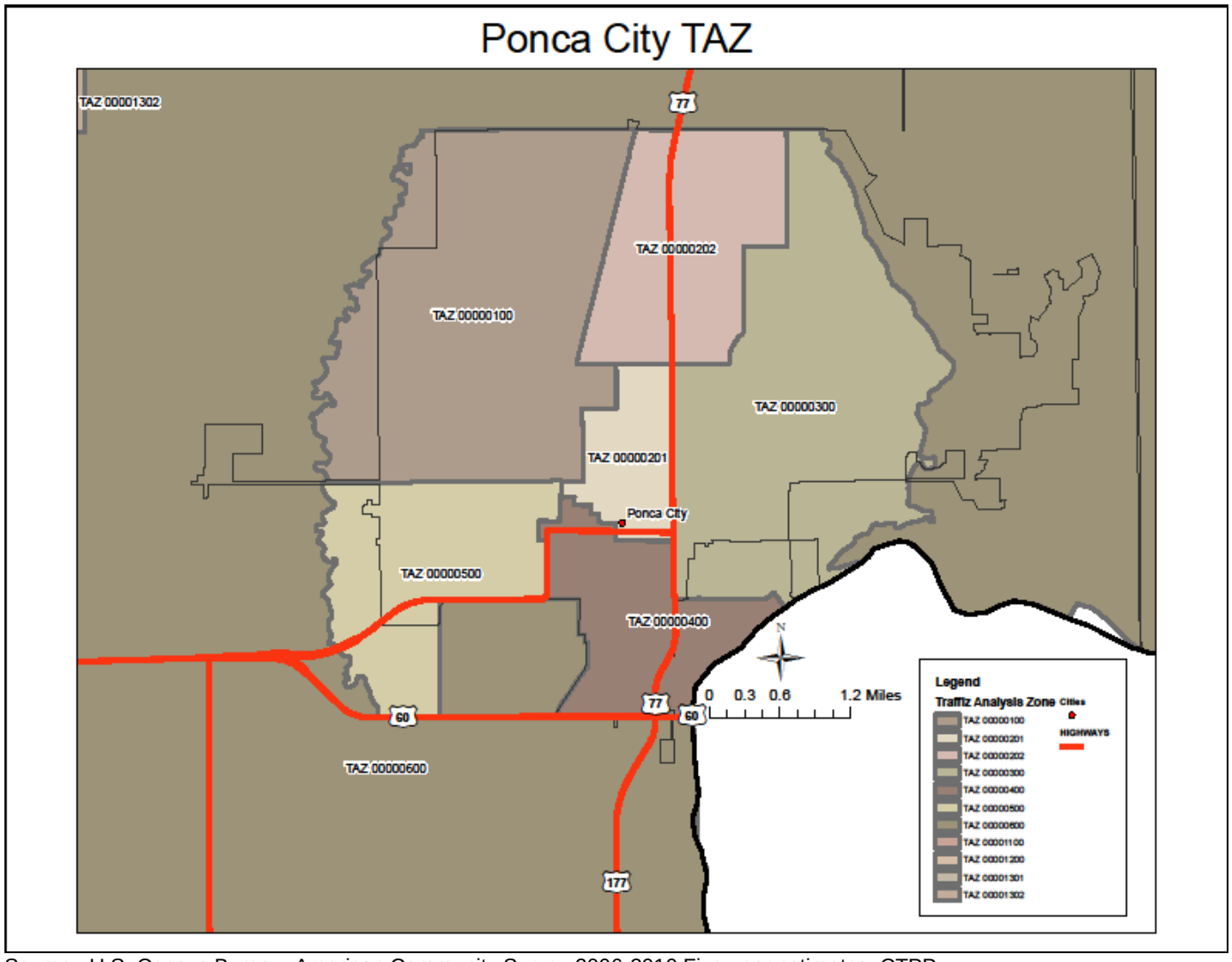
Source: US Census Bureau

Map 2.1 Kay County Traffic Analysis Zones



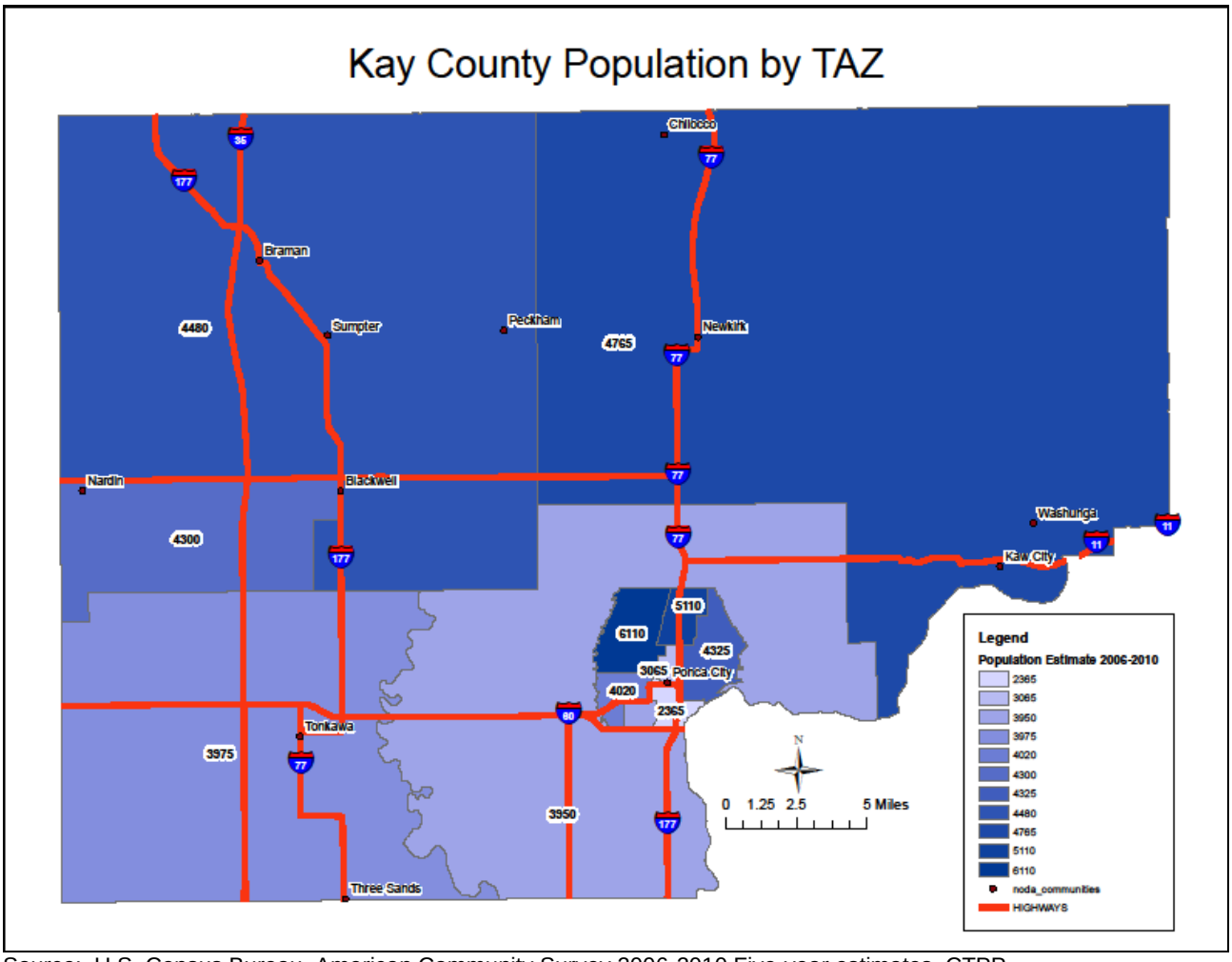
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 2.2 Ponca City Traffic Analysis Zones



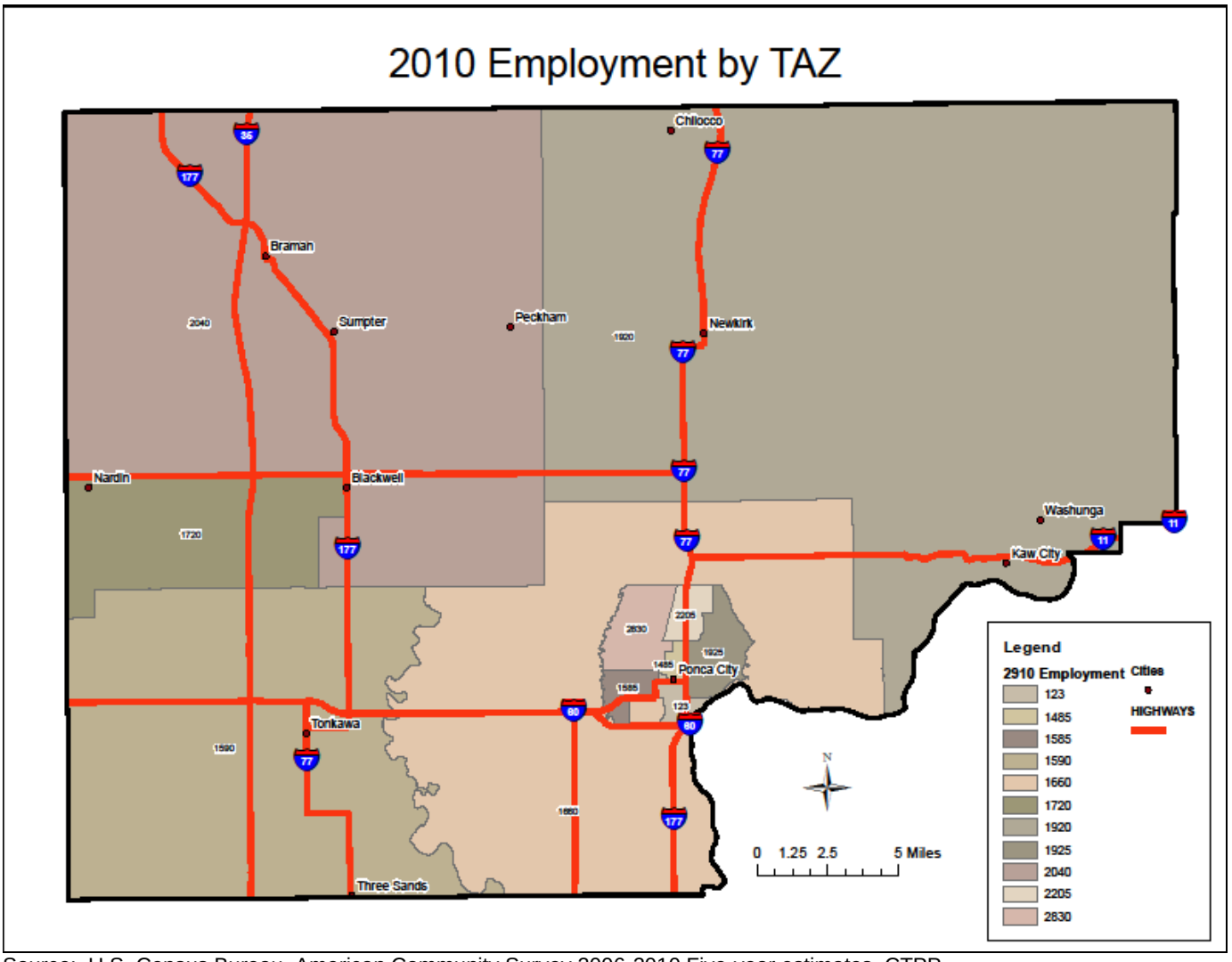
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 2.3 Kay County 2010 Population by TAZ



Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 2.4 Kay County 2010 Employment by TAZ



Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 2.2 2010 Population Table

TAZ	POPULATION	Margin of Error
100	6,110	342
201	3,065	228
202	5,110	261
300	4,325	227
400	2,365	261
500	4,020	392
600	3,950	244
1100	3,975	179
1200	4,765	185
1301	4,300	359
1302	4,480	388

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 2.3 Workers 16 years and Over

TAZ	WORKERS 16 and OVER	Margin of Error
100	2,830	197
201	1,485	166
202	2,205	193
300	1,925	155
400	955	123
500	1,585	217
600	1,660	154
1100	1,590	132
1200	1,920	112
1301	1,720	258
1302	2,040	213

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 2.4 2010 Kay County Vehicles Available and Occupied Housing Units

TAZ	VEHICLES AVAILABLE	OCCUPIED HOUSING UNITS	MARGIN OF ERROR
100	Total, vehicles available	2,365	105
	0 vehicles	175	74
	1 vehicle	990	148
	2 vehicles	875	131
	3 vehicles	270	73
	4-or-more vehicles	50	38
201	Total, vehicles available	1,425	93
	0 vehicles	115	52
	1 vehicle	630	99
	2 vehicles	410	81
	3 vehicles	215	84
	4-or-more vehicles	55	27
202	Total, vehicles available	2,145	105
	0 vehicles	95	52
	1 vehicle	885	123
	2 vehicles	755	91
	3 vehicles	340	81
	4-or-more vehicles	70	32
300	Total, vehicles available	1,825	10
	0 vehicles	35	24
	1 vehicle	440	82
	2 vehicles	945	106
	3 vehicles	250	63
	4-or-more vehicles	150	44
400	Total, vehicles available	915	88
	0 vehicles	30	20
	1 vehicle	370	90
	2 vehicles	310	68
	3 vehicles	155	60
	4-or-more vehicles	55	37
500	Total, vehicles available	1,450	127
	0 vehicles	190	71
	1 vehicle	520	98
	2 vehicles	515	90
	3 vehicles	155	55
	4-or-more vehicles	70	39
600	Total, vehicles available	1,465	79

	0 vehicles	70	43
	1 vehicle	175	54
	2 vehicles	770	79
	3 vehicles	265	60
	4-or-more vehicles	180	43
1100	Total, vehicles available	1,255	100
	0 vehicles	60	29
	1 vehicle	395	63
	2 vehicles	510	58
	3 vehicles	210	41
	4-or-more vehicles	80	22
1200	Total, vehicles available	1,880	93
	0 vehicles	60	26
	1 vehicle	475	71
	2 vehicles	685	83
	3 vehicles	445	62
	4-or-more vehicles	215	42
1301	Total, vehicles available	1,640	129
	0 vehicles	80	59
	1 vehicle	465	157
	2 vehicles	840	155
	3 vehicles	165	82
	4-or-more vehicles	85	63
1302	Total, vehicles available	2,035	181
	0 vehicles	70	51
	1 vehicle	685	168
	2 vehicles	840	143
	3 vehicles	260	85
	4-or-more vehicles	185	65

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 2.5 Kay County Vehicles Registered

	2010 Kay	2011 Kay	2012 Kay	2013 Kay	2014 Kay
Commercial Trailer	263	243	302	461	351
Commercial Truck	1,430	1,402	1,469	1,485	1,456
Commercial Truck/Tractor	112	120	159	179	194
Farm Truck	2,693	2,789	2,900	2,930	2,986
Automobile	35,095	34,631	34,784	34,829	35,645

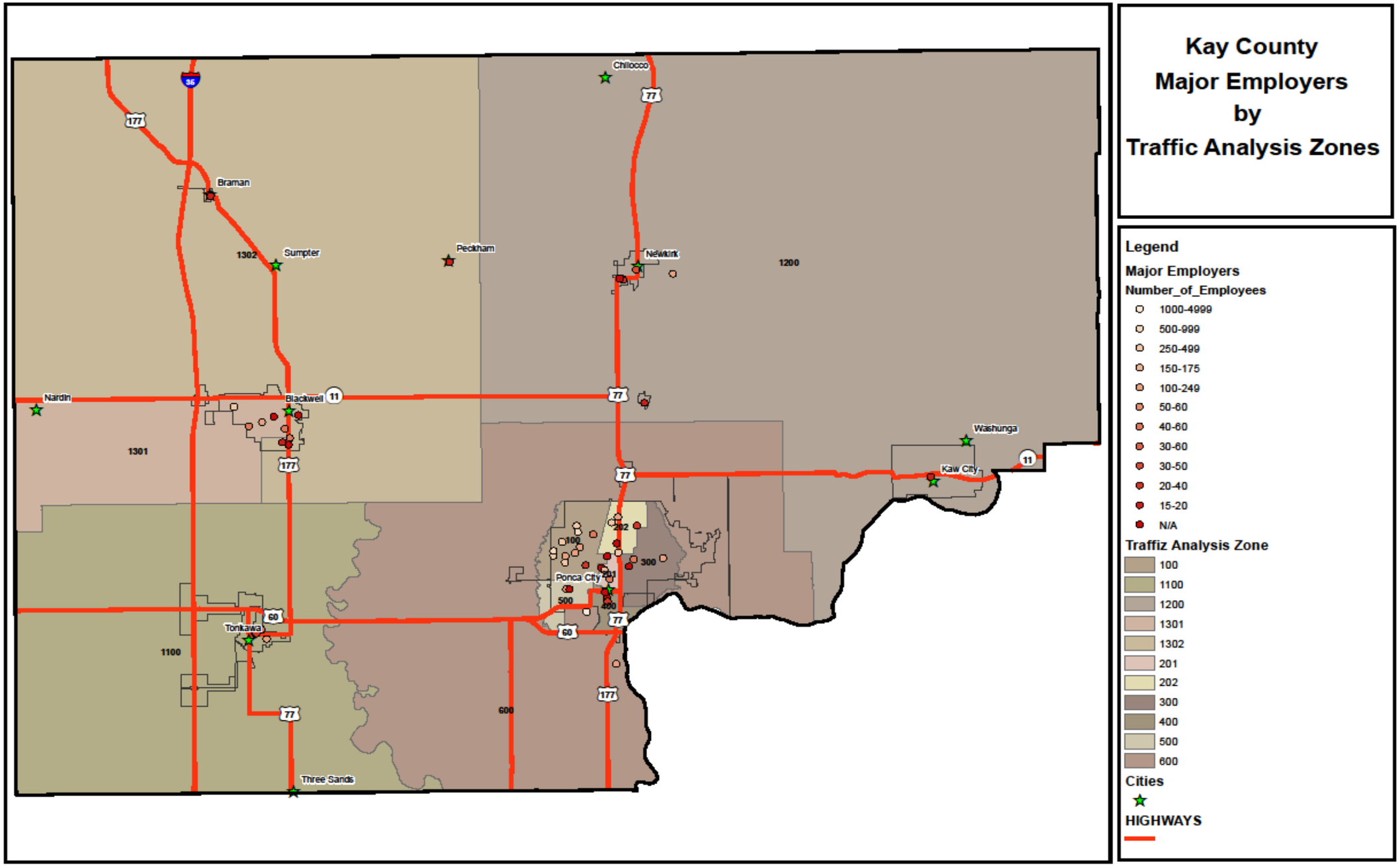
Source: Annual Vehicle Registration Report – Ok Tax Commission

Table 2.6 Census 2000 and 2010 ACS Selected Characteristics

Selected Characteristics	CENSUS 2000 TOTAL	CENSUS 2010 TOTAL
Total Persons	48,080	46,473
Persons in Households	46,915	45,636
Total Households	19,138	18,397
Average Number of Persons per Household	2.45	2.48
Average Household Income	$41,015	$52,126
Average Number of Vehicles per Household	1.75	1.86
Percent of Persons in Poverty	16.00	17.90
Percent Minority	15.60	19.10
Percent of Persons 65 and Over	16.90	16.80
Percent of Persons Foreign Born	2.30	3.30
Total Workers at Place of Residence	20,384	20,304

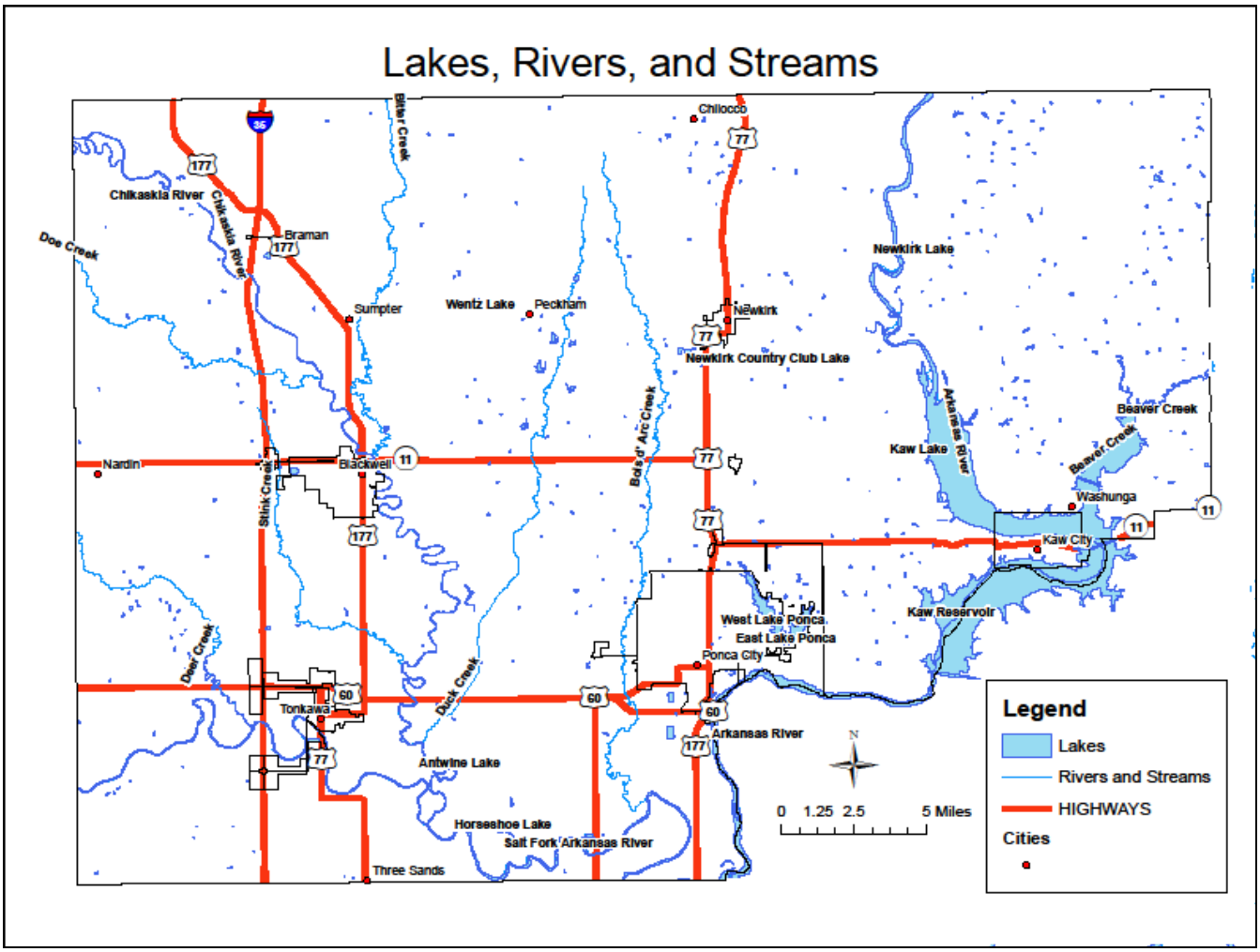
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 2.5 Kay County Major Employers by TAZ



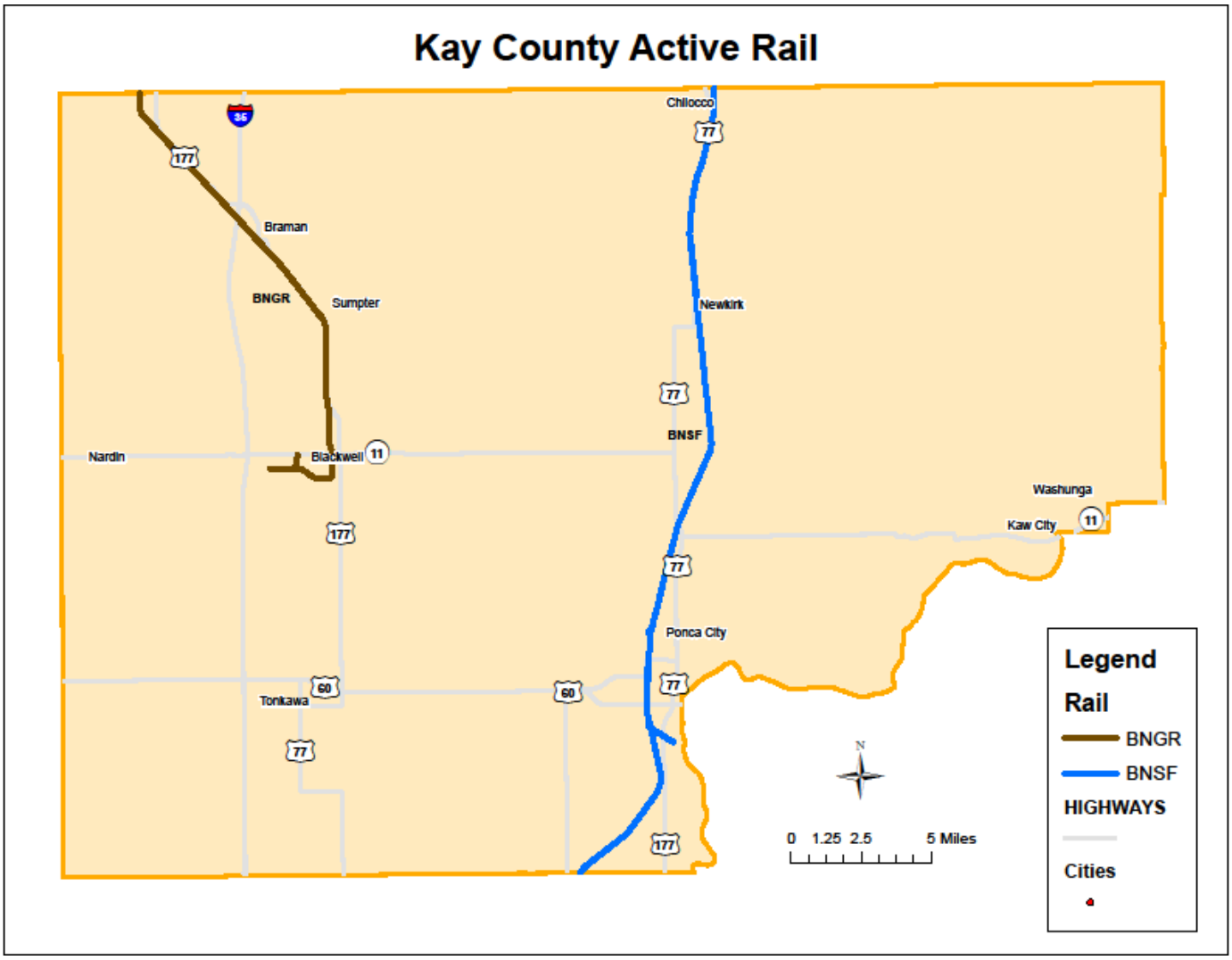
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 2.6 Kay County Lakes, Rivers and Streams



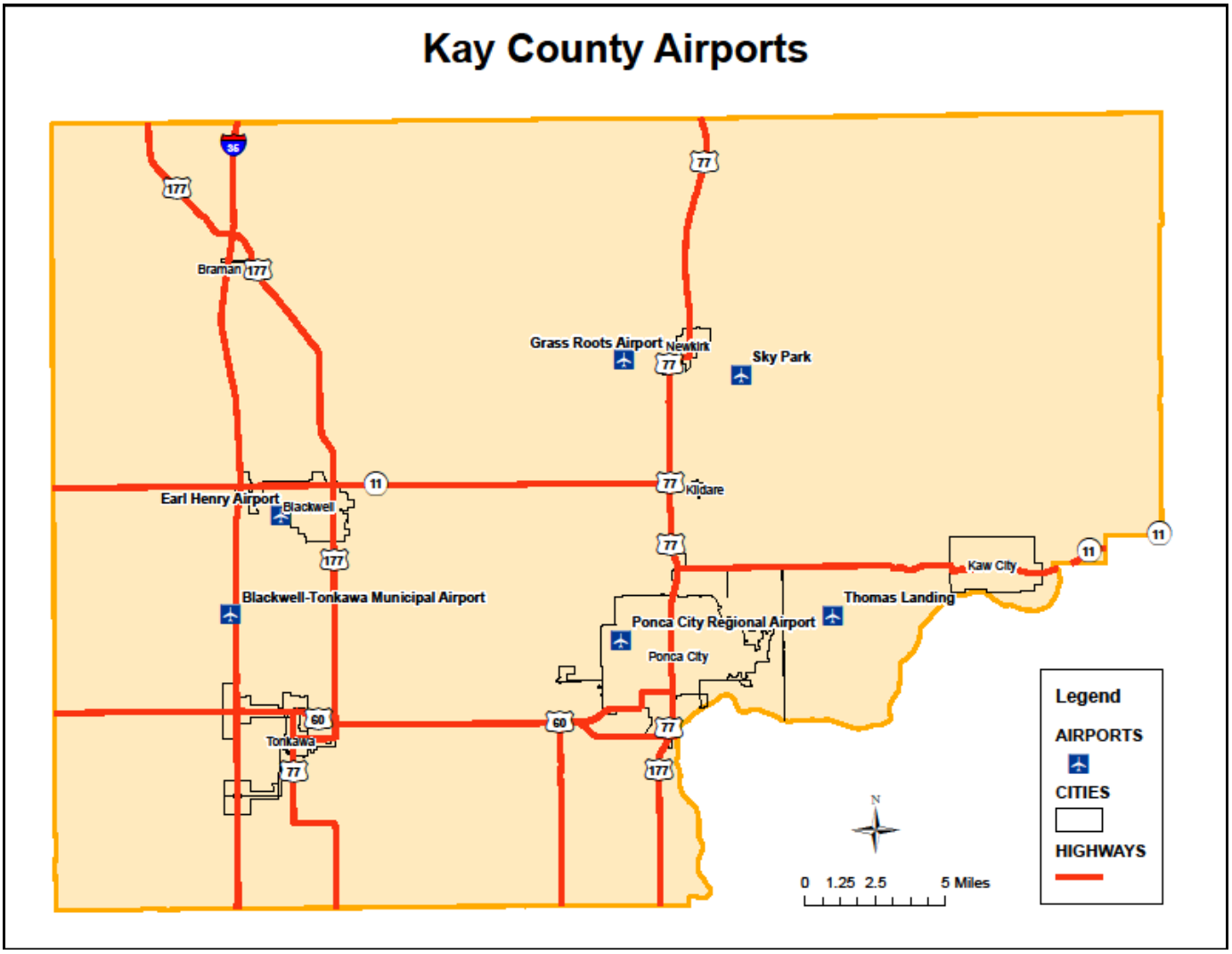
Source: csa.ou.edu

Map 2.7 Kay County Active Rail



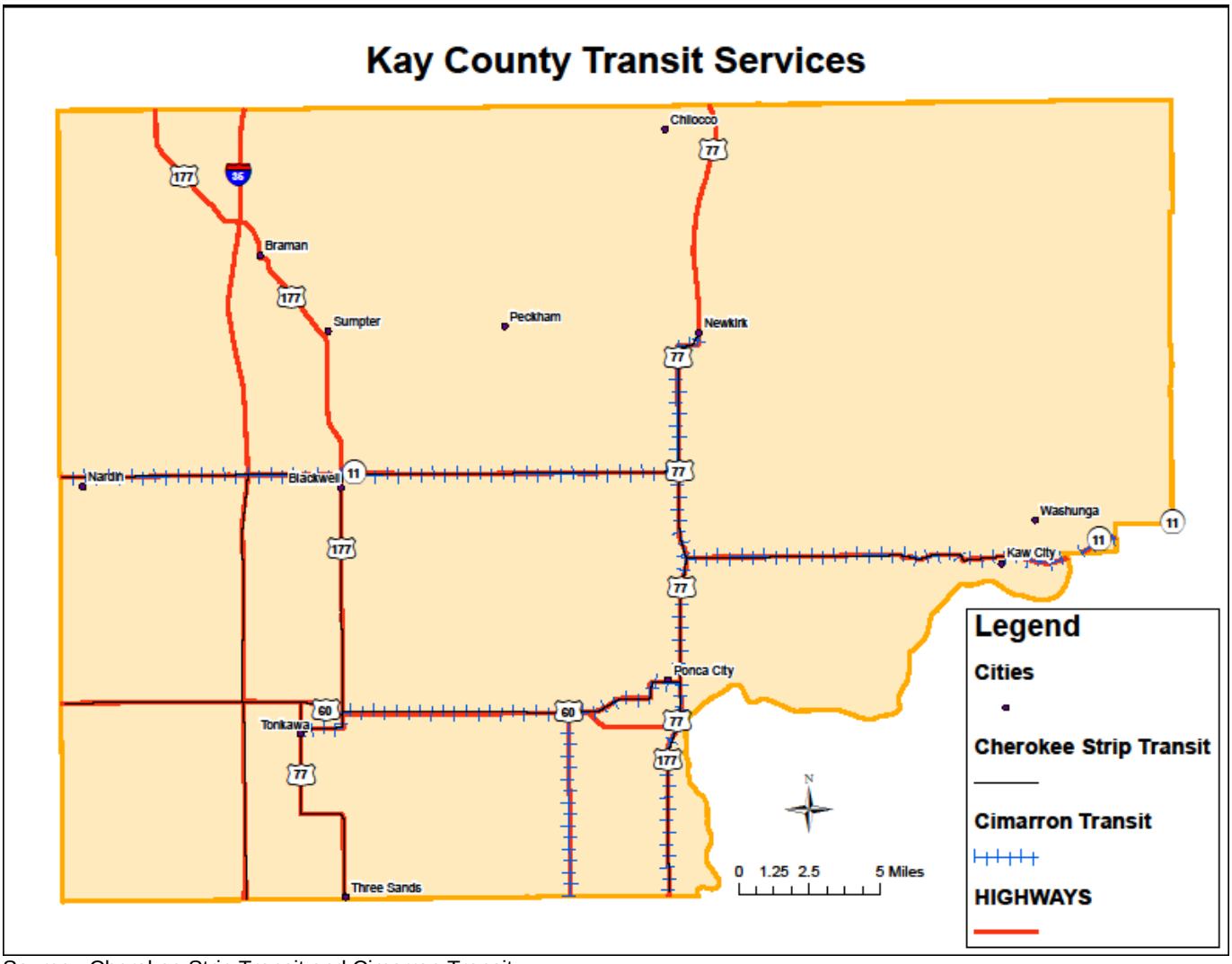
Source: ODOT

Map 2.8 Kay County Airports



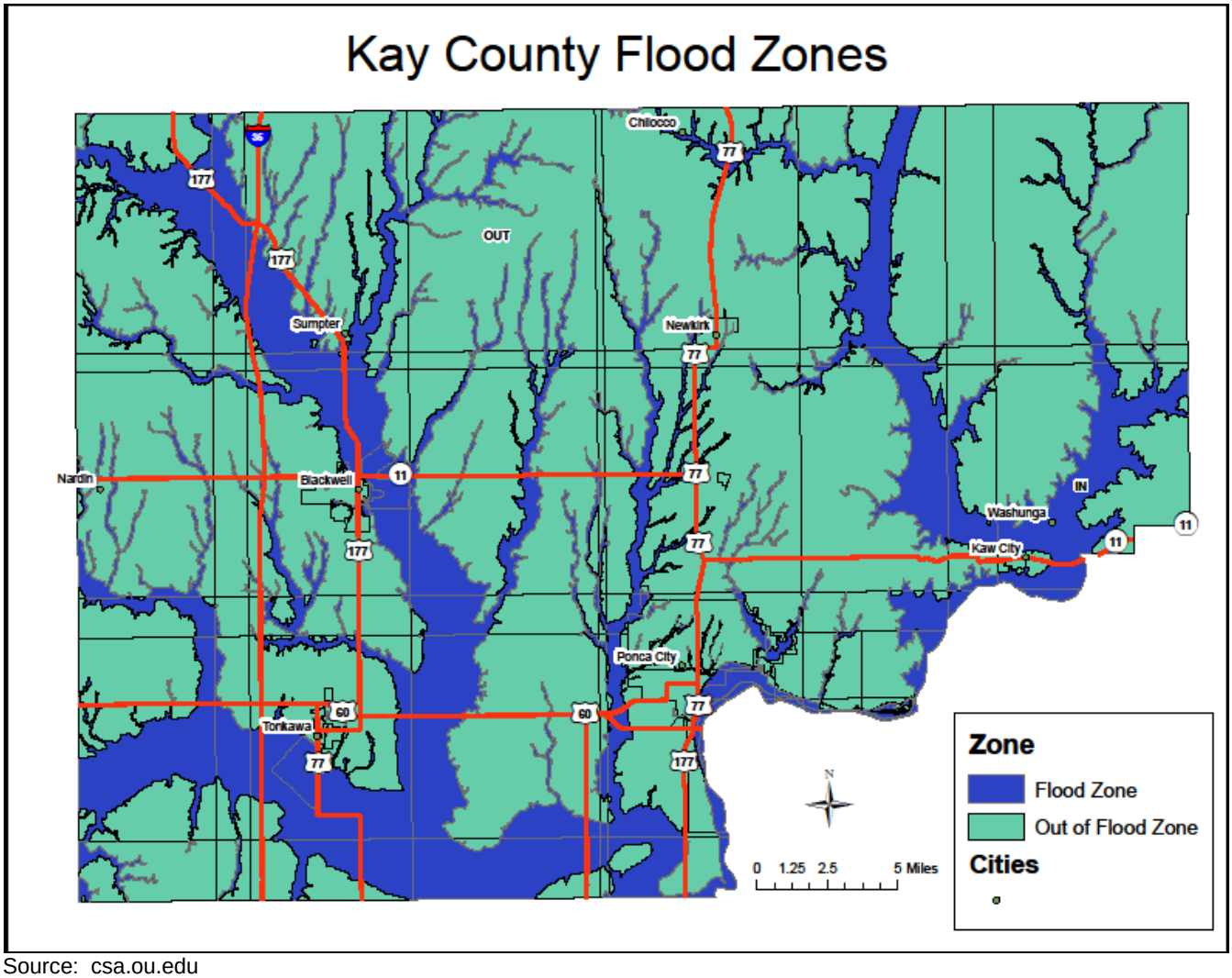
Source: ODOT

Map 2.9 Kay County Transit Services



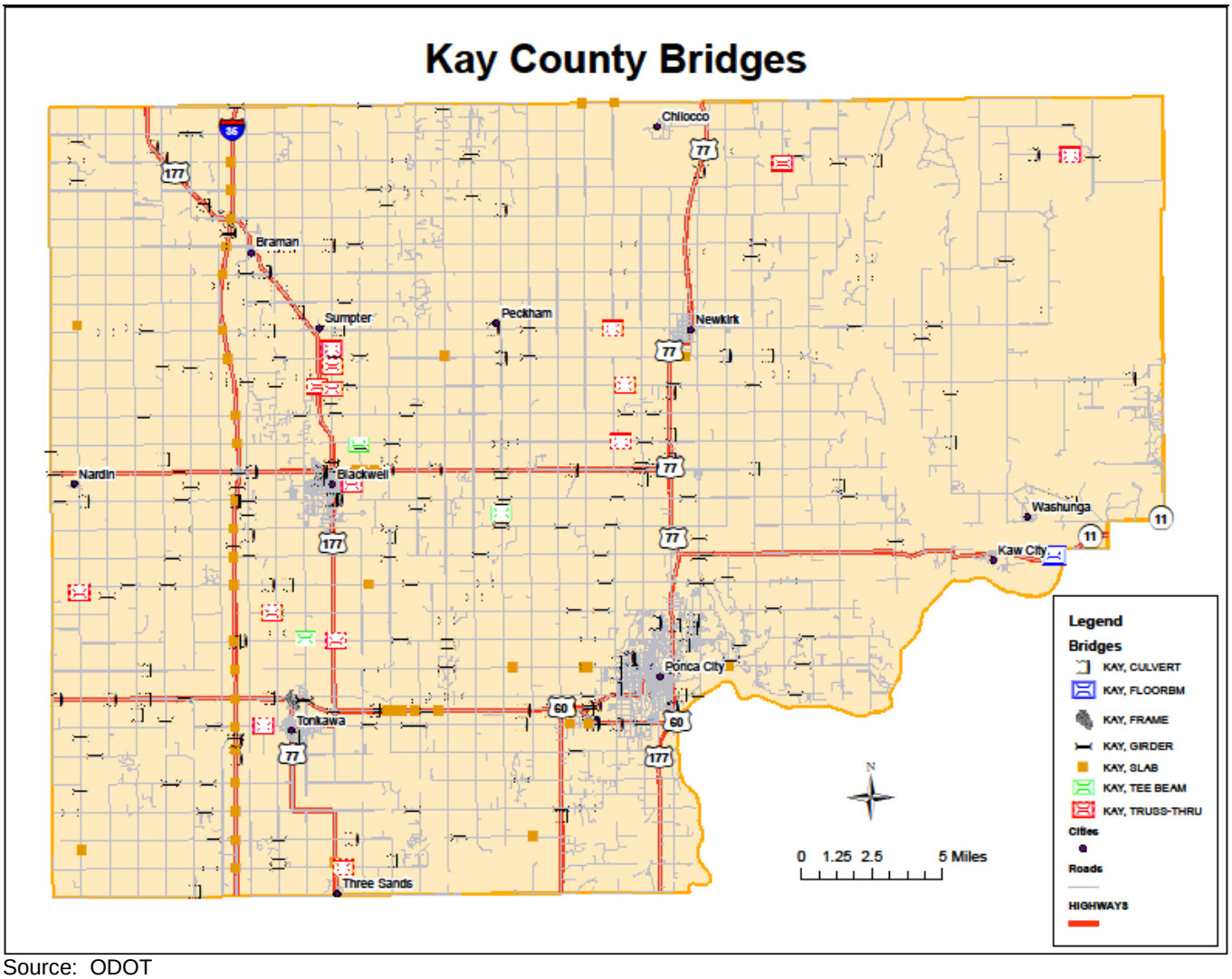
Source: Cherokee Strip Transit and Cimarron Transit

Map 2.10 Kay County Flood Zones



Source: csa.ou.edu

Map 2.11 Kay County Bridges



Source: ODOT

Table 2.7 Kay County Bridge Inventory

OWNER	CITY	FACILITY	FEATURE	LOCATION	YEAR BUILT	DESIGN	MATERIAL
Design Abbreviation: AD/ARCH DECK, BB/BOX BM.MULTI, C/CULVERT, F/FRAME, FL/FLOORBEAM, G/GIRDER, S/SLAB, TT/TRUSS THRU, TB/TEE BEAM							
STATE	Unknown	U.S. 60	CREEK	0.1 MI E GRANT C/L	1927	C	CONCRETE
STATE	Unknown	U.S. 60	CREEK	2.1 MI E GRANT C/L	2001	C	CONCRETE
STATE	Unknown	U.S. 60	CREEK	3.3E GRANT C/L	2011	C	CONCRETE
STATE	Unknown	U.S. 60	DEER CREEK	4.7 MI E GRANT C/L	1985	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 60	CREEK	1.2 MI E JCT I 35	1969	C	CONCRETE
STATE	TONKAWA	U.S. 60	U.S. 77 UNDER	2 MI E JCT I 35	1969	F	CONC. CONTINUOUS
STATE	TONKAWA	U.S. 60	U.S. 77 UNDER	2 MI E JCT I 35	1969	F	CONC. CONTINUOUS
STATE	Unknown	U.S. 60	VACATED R.R RIGHT-OF-WAY	2.5 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	VACATED R.R RIGHT-OF-WAY	2.5 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	PUBLIC STREET UNDER	2.6 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	PUBLIC STREET UNDER	2.6 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 177	U.S. 60 UNDER	3.6 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	S.H. 156	SALT FORK OF ARKANSAS	1.1N OF NOBLE C/W	2011	G	PRESTRESSED CONC.
STATE	Unknown	S.H. 156	COWSKIN CREEK	2.8 MI N NOBLE C/L	1924	C	CONCRETE
STATE	PONCA CITY	U.S. 77	CREEK	195' N JCT U.S. 60/U.S.77	2006	C	CONCRETE
STATE	PONCA CITY	U.S. 77	CREEK	0.8 MI N JCT US 60	1951	C	CONCRETE
STATE	PONCA CITY	U.S. 77	CREEK	2 MI N JCT US 60	1958	C	CONCRETE
R.R.	Unknown	BNSF R.R.	U.S. 77 SB UNDER	4.6 MI N US 60	1936	G	STEEL
STATE	Unknown	U.S. 77 NB	BNSF R.R.	4.6 MI N US 60	1981	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 77	SPRING CREEK	9. MI N JCT US 60	1956	C	CONCRETE
STATE	Unknown	U.S. 77	CREEK	10.3 MI N JCT US 60	1956	C	CONCRETE
STATE	Unknown	U.S. 77	STRIKING CREEK	11.8 MI N JCT US 60	1956	C	CONCRETE
STATE	Unknown	U.S. 77	ROCKFORD CREEK	2..6 S OF KANSAS LINE	1966	C	CONCRETE

STATE	Unknown	U.S. 77	CHILOCCO CREEK	6.0 MI N OF NEWKIRK	1966	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 77	BIRD'S NEST CREEK	1.3 MI N NOBLE C/L	1926	S	CONCRETE
STATE	Unknown	U.S. 77	SALT FORK RIVER	6.9 MI N NOBLE C/L	1960	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 177	STINK CREEK	3.2 MI N JCT US 60	1975	G	PRESTRESSED CONC.
STATE	BLACKWELL	U.S. 177	CREEK	8.1 MI N JCT US 60	1941	C	CONCRETE
STATE	BLACKWELL	U.S. 177	LEGION CREEK	.2 MI N JCT SH 11	1957	C	CONCRETE
STATE	Unknown	U.S. 177	CHIKASKIA RIVER	9.3 MI N JCT US 60	1957	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 177	DRY CREEK	3N OF JCT U.S. 177/S.H.11	2009	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 177	DRY CREEK O'FLOW	3.3N OF JCT U.S.177/SH11	2010	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 177	CREEK	5.6 MI N JCT SH 11	1926	C	CONCRETE
STATE	Unknown	U.S. 177	CREEK	6.7N OF JCT U.S. 177/SH11	2009	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 177	CREEK	7.3 MI N JCT SH 11	1926	C	CONCRETE
STATE	Unknown	U.S. 177	EAST BRANCH DRY CREEK	9.3N OF JCT S.H. 11	2010	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 177	WEST BRANCH DRY CREEK	.25 MI WEST OF JCT I-35	1999	C	CONCRETE
STATE	Unknown	U.S. 177	SHOE FLY CREEK	1.2 MI NW JCT I-35	2001	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 177	CREEK	1.8 MI NW JCT I-35	2001	C	CONCRETE
STATE	Unknown	U.S. 177	CREEK	3.5 MI NW JCT I-35	2001	C	CONCRETE
STATE	Unknown	U.S. 177	CREEK	4.0 MI NW JCT I-35	2001	C	CONCRETE
STATE	Unknown	S.H. 11	DEER CREEK	0.1 MI E GRANT C/L	1918	G	STEEL
STATE	Unknown	S.H. 11	THOMPSON CREEK	4.5 MI E GRANT C/L	1918	G	STEEL
STATE	BLACKWELL	S.H. 11	CREEK	.5 MI E I-35 JCT	1962	C	CONCRETE
STATE	BLACKWELL	S.H. 11	LEGION CREEK	3.0 MI E I-35	1936	C	CONCRETE
STATE	Unknown	S.H. 11	CHIKASKIA RIVER	0.3 MI E JCT US 177	1970	G	STEEL CONTINUOUS
STATE	Unknown	S.H. 11	CHIKASKIA RIVER O'FLOW	0.5 MI E JCT US 177	1970	G	STEEL CONTINUOUS
STATE	Unknown	S.H. 11	ABANDONED R.R. UNDER	0.7 MI E JCT US 177	1970	G	STEEL CONTINUOUS

STATE	Unknown	S.H. 11	CHIKASKIA RIVER O'FLOW	0.9 MI E JCT US 177	1970	S	CONCRETE
STATE	Unknown	S.H. 11	CHIKASKIA RIVER O'FLOW	1.1 MI E JCT US 177	1970	S	CONCRETE
STATE	Unknown	S.H. 11	CHIKASKIA RIVER O'FLOW	1.5 MI E JCT US 177	1970	S	CONCRETE
STATE	Unknown	S.H. 11	LOST CREEK	1.7 MI E JCT US 177	1970	C	CONCRETE
STATE	Unknown	S.H. 11	CREEK	3.6 MI E JCT US 177	1983	C	CONCRETE
STATE	Unknown	S.H. 11	DUCK CREEK	6 MI E JCT US 177	1982	G	PRESTRESSED CONC.
STATE	Unknown	S.H. 11	CREEK	8.4 MI E US 177	1983	C	CONCRETE
STATE	Unknown	S.H. 11	BOIS D'ARC CREEK	10.1 MI E JCT US 177	1975	G	PRESTRESSED CONC.
STATE	Unknown	S.H. 11	SPRING CREEK	1.1 MI W JCT US 77	1982	G	PRESTRESSED CONC.
STATE	Unknown	S.H. 11	CREEK	.75 MI W OF US 77	1982	C	CONCRETE
STATE	Unknown	S.H. 11	CREEK	0.4 MI W JCT US 77	1983	C	CONCRETE
STATE	Unknown	CO. RD. E0280	I-35 UNDER	1 MI N NOBLE C/L	1959	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0270	I-35 UNDER	2 MI N NOBLE C/L	1959	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0260	I-35 UNDER	3.0 MI N NOBLE C/L	1959	S	CONC. CONTINUOUS
STATE	TONKAWA	FOUNTAIN RD. 3636	I-35 UNDER	4 MI N NOBLE C/L	1959	S	CONC. CONTINUOUS
STATE	Unknown	I-35	SALT FK ARK RVR O'FLOW	4.8 MI N NOBLE C/L	1959	C	CONCRETE
STATE	Unknown	I-35	SALT FK ARK RVR O'FLOW	5.2 MI N NOBLE C/L	1975	S	CONCRETE
STATE	Unknown	I-35	SALT FK ARK RVR O'FLOW	5.2 MI N NOBLE C/L	1975	S	CONCRETE
STATE	Unknown	I-35	SALT FK ARK RVR O'FLOW	5.4 MI N NOBLE C/L	1962	C	CONCRETE
STATE	Unknown	I-35	SALT FK ARK RVR O'FLOW	5.5 MI N NOBLE C/L	1962	C	CONCRETE
STATE	Unknown	I-35	SALT FORK ARKANSAS RIVER	5.6 MI N NOBLE C/L	1959	G	STEEL CONTINUOUS
STATE	Unknown	I-35	SALT FORK ARKANSAS RIVER	5.6 MI N NOBLE C/L	1959	G	STEEL CONTINUOUS
STATE	Unknown	CO. RD. E0230	I-35 UNDER	1 MI S US60 JCT	1959	S	CONC. CONTINUOUS
STATE	TONKAWA	I-35	U.S. 60 UNDER	JCT US 60	1959	S	CONC. CONTINUOUS
STATE	TONKAWA	I-35	U.S. 60 UNDER	JCT US 60	1959	S	CONC. CONTINUOUS

STATE	Unknown	CO. RD. E0210	I-35 UNDER	1 MI N JCT US 60	1959	S	CONC. CONTINUOUS
STATE	Unknown	I-35	CREEK	8.9 MI N NOBLE C/L	1959	C	CONCRETE
STATE	Unknown	CO. RD. E0200	I-35 UNDER	9. MI N NOBLE C/L	1959	S	CONC. CONTINUOUS
STATE	Unknown	HUBBARD RD.	I-35 UNDER	11 MI N NOBLE C/L	1960	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0170	I-35 UNDER	12 MI N NOBLE C/L	1960	S	CONC. CONTINUOUS
STATE	Unknown	I-35	ABANDONED R.R. UNDER	12.4 MI N NOBLE C/L	1960	G	STEEL
STATE	Unknown	I-35	ABANDONED R.R. UNDER	12.4 MI N NOBLE C/L	1960	G	STEEL
STATE	Unknown	CO. RD. E0160	I-35 UNDER	13 MI N NOBLE C/L	1960	S	CONC. CONTINUOUS
STATE	Unknown	I-35	CREEK	13.9 MI N NOBLE C/L	1960	C	CONCRETE
STATE	Unknown	CO. RD. E0150	I-35 UNDER	1 MI S SH 11	1960	S	CONC. CONTINUOUS
STATE	Unknown	I-35	ABANDONED R.R. ROW UNDER	0.6 MI S JCT SH 11	1960	G	STEEL
STATE	Unknown	I-35	ABANDONED R.R. ROW UNDER	0.6 MI S JCT SH 11	1960	G	STEEL
STATE	BLACKWELL	S.H. 11	I-35 UNDER	8 MI N. JCT I-35 & US60	2007	G	STEEL
STATE	BLACKWELL	S.H. 11	I-35 UNDER	8 MI N I-35 & US 60 JCT	2006	G	STEEL
STATE	Unknown	CO. RD. E0130	I-35 UNDER	1 MI N JCT SH 11	1960	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0120	I-35 UNDER	2 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	I-35	DOE CREEK	3.2 MI N JCT SH 11	1959	G	STEEL
STATE	Unknown	I-35	DOE CREEK	3.2 MI N JCT SH 11	1959	G	STEEL
STATE	Unknown	CO. RD. E0100	I-35 UNDER	4 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0090	I-35 UNDER	5 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	I-35	CHIKASKIA RIVER	6.7 MI N JCT SH-11	2003	G	PRESTRESSED CONC.
STATE	Unknown	I-35	CHIKASKIA RIVER	6.7 MI N JCT SH-11	2003	G	PRESTRESSED CONC.
STATE	Unknown	CO. RD. E0070	I-35 UNDER	7 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	BENDER RD.	I-35 UNDER	8.1 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	I-35	BNGR R.R. UNDER	8.6 MI N JCT SH 11	1959	G	STEEL

STATE	Unknown	I-35	GNGR R.R. UNDER	8.6 MI N JCT SH 11	1959	G	STEEL
STATE	Unknown	I-35	DRY CREEK	8.7 MI N JCT SH 11	1959	C	CONCRETE
STATE	Unknown	I-35	U.S. 177 UNDER	9.1 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	I-35	U.S. 177 UNDER	9.1 MI N JCT SH 11	1959	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0040	I-35 UNDER	3 MI S KAN S/L	1958	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. E0030	I-35 UNDER	2 MI S KAN S/L	1958	S	CONC. CONTINUOUS
STATE	Unknown	CO. RD. 3604C	I-35 UNDER	OKLA-KAN S/L	1958	G	STEEL CONTINUOUS
STATE	PONCA CITY	U.S. 60 BUS.	BOIS D'ARC CREEK O'FLOW	0.4 MI E JCT US 60	1969	C	CONCRETE
STATE	PONCA CITY	U.S. 60 BUS.	BOIS D'ARC CREEK	0.5 MI E JCT US 60	1969	G	STEEL CONTINUOUS
STATE	PONCA CITY	U.S. 60 BUS.	BOIS D'ARC CREEK	0.5 MI E JCT US 60	1969	G	STEEL CONTINUOUS
STATE	PONCA CITY	U.S. 60 BUS.	BOIS D'ARC CREEK O'FLOW	0.6 MI E JCT US 60	1969	C	CONCRETE
STATE	PONCA CITY	U.S. 60 BUS	CREEK	1.25 N U.S. 60	2011	C	CONCRETE
STATE	Unknown	S.H. 11	TURKEY CREEK	1E OF JCT US77/SH11	2007	G	PRESTRESSED CONC.
STATE	Unknown	S.H. 11	ARKANSAS RIVER	14.1 MI E JCT US 77	1975	FL	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	CREEK	1.4 MI E US 177	1973	C	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER	1.7 MI E US 177	1973	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 60	CHIKASKIA RIVER	1.7 MI E US 177	1973	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	1.9 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	1.9 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	2.1 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	2.1 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	2.4 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	2.4 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	2.9 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	CHIKASKIA RIVER O'FLOW	2.9 MI E US 177	1973	S	CONCRETE

STATE	Unknown	U.S. 60	DUCK CREEK	3.3 MI E US 177	1973	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 60	DUCK CREEK	3.3 MI E US 177	1973	G	PRESTRESSED CONC.
STATE	Unknown	U.S. 60	DUCK CREEK O'FLOW	3.8 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	DUCK CREEK O'FLOW	3.8 MI E US 177	1973	S	CONCRETE
STATE	Unknown	U.S. 60	COWSKIN CREEK	10.3 MI E JCT I 35	1969	C	CONCRETE
STATE	Unknown	U.S. 60	CREEK	11.5 MI E JCT I 35	1969	C	CONCRETE
STATE	Unknown	S.H. 156	U.S. 60 UNDER	11.7 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	CREEK	12.1 MI E JCT I 35	1969	C	CONCRETE
STATE	Unknown	U.S. 60	U.S. 60 BUS. UNDER	12.2 MI E JCT I 35	1969	G	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	BOIS D'ARC CREEK O'FLOW	12.6 MI E JCT I 35	1969	G	STEEL
STATE	Unknown	U.S. 60	BOIS D'ARC CREEK O'FLOW	12.6 MI E JCT I 35	1969	G	STEEL
STATE	Unknown	U.S. 60	BOIS D'ARC CREEK O'FLOW	12.8 MI E JCT I 35	1969	C	CONCRETE
STATE	Unknown	U.S. 60	BOIS D'ARC CREEK	12.9 MI E JCT I 35	1951	G	STEEL
STATE	PONCA CITY	U.S. 60	CREEK	14.3 MI E JCT I 35	1952	C	CONCRETE
STATE	Unknown	U.S. 60	BNSF R.R. & RD UND	US 60; 0.9W OF US77/177	1951	G	STEEL
STATE	Unknown	U.S. 60	BNSF RR, PIPELINE, UTIL.	14.5 MI E JCT I 35	1951	G	STEEL
COUNTY	Unknown	D0221	ARKANSAS RIVER	8 S. OF KIL DARE	2005	G	PRESTRESSED CONC.
COUNTY	Unknown	D3402	OSAGE CREEK	7.1W .6S OF HARDY	1965	C	CONCRETE
COUNTY	Unknown	E0010	WEST BITTER CREEK	5N 4.2E OF BRAMAN	2001	G	STEEL
COUNTY	Unknown	E0010	CREEK	.8N 3W OF CHILOCCO	1912	S	CONCRETE
COUNTY	Unknown	E0010	CREEK	.8N 1.9W OF CHILOCCO	1912	S	CONCRETE
COUNTY	Unknown	E0020	CREEK	1W 4N 1.2W OF BARMAN	1950	G	STEEL CONTINUOUS
COUNTY	Unknown	E0020	SHOO FLY CREEK	1W 4N .9W OF BRAMAN	1941	G	STEEL
COUNTY	Unknown	E0020	CREEK	1W 4N .8W OF BRAMAN	1992	G	STEEL

COUNTY	Unknown	E0020	LITTLE BEAVER CREEK	.4W .8N OF HARDY	1936	G	STEEL
COUNTY	Unknown	E0030	BITTER CREEK	2N .6W OF DILWORTH	2000	G	STEEL
COUNTY	Unknown	E0030	SPRING CREEK	1W 5.8 N OF PECKHAM	1950	G	STEEL
COUNTY	Unknown	E0030	CREEK	4.6E 1.2S OF CHILOCCO	1941	G	STEEL
COUNTY	Unknown	E0030	MUD CREEK	.2S, 1.3W OF HARDY	2010	C	STEEL
COUNTY	Unknown	3612C	BEAVER CREEK	.2S .2W OF HARDY	1920	TT	STEEL
CITY	Unknown	E0040	BITTER CREEK	.7E 5N 1.6E OF SUMPTER	2010	G	STEEL
COUNTY	Unknown	E0040	EAST BITTER CREEK	3S 5.9E OF KS SL / I-35	2011	G	STEEL
COUNTY	Unknown	E0050	SHOO FLY CREEK	1W 1N .4W OF BRAMAN	1956	G	STEEL
COUNTY	Unknown	E0060	CHIKASKIA RIVER	.2N 2.2W OF BRAMAN	1988	G	STEEL CONTINUOUS
COUNTY	Unknown	E0060	DRY CREEK	.2N .7W OF BRAMAN	1940	G	STEEL
COUNTY	Unknown	E0060	CREEK	.2 N .8 E OF BRAMAN	1950	C	CONCRETE
COUNTY	Unknown	E0060	CREEK	.2N 1.3E OF BRAMAN	1950	C	CONCRETE
COUNTY	Unknown	E0060	CREEK	.4E 3N OF SUMPTER	1950	C	CONCRETE
COUNTY	Unknown	E0060	BITTER CREEK	.2N 3.9E OF BRAMAN	1960	G	STEEL
COUNTY	Unknown	E0060	CREEK	3N 2.4W OF NEWKIRK	1971	G	STEEL
COUNTY	Unknown	E0060	CREEK	3N 2.8E OF NEWKIRK	2012	G	STEEL
COUNTY	Unknown	E0060	DEER CREEK	3.5E 4.1S OF CHILOCCO	2012	G	STEEL
COUNTY	Unknown	E0070	DRY CREEK	.1W .8S OF BRAMAN	1950	G	STEEL
COUNTY	Unknown	E0070	BOIS D'ARC CREEK	2N 2.5W OF NEWKIRK	1950	G	STEEL
COUNTY	Unknown	E0080	CREEK	1.8S .2E OF BRAMAN	1950	G	STEEL
COUNTY	Unknown	E0080	DRY CREEK	6N 2.4W OF SH 11/US 177	1950	G	STEEL
COUNTY	Unknown	E0080	BITTER CREEK	1.1E 1N OF SUMPTER	2012	G	CONCRETE
COUNTY	Unknown	E0090	DOE CREEK	5N 3.2W OF SH11/ I-35	1950	G	STEEL

COUNTY	Unknown	E0090	DRY CREEK	1.5W OF SUMPTER	1994	C	STEEL
COUNTY	Unknown	E0090	BITTER CREEK	.6 E OF SUMPTER	1930	G	STEEL
COUNTY	Unknown	E0090	CREEK	1.0E OF SUMPTER	1930	C	CONCRETE
COUNTY	Unknown	E0090	CREEK	.2S OF PECKHAM	1945	C	CONCRETE
COUNTY	Unknown	E0090	DUCK CREEK	.2E .2S 1E OF PECKHAM	1984	G	CONCRETE
COUNTY	Unknown	E0090	BOIS D'ARC CREEK	.1N 3W OF NEWKIRK	1930	TT	STEEL
COUNTY	Unknown	E0090	ARKANSAS RIVER	5.9E OF NEWKIRK	1965	G	PRESTRESSED CONC.
COUNTY	Unknown	E0090	SWEETWATER CREEK	8.6E OF NEWKIRK	1960	G	STEEL
COUNTY	Unknown	E0100	DRY CREEK	.2W 1S .8W OF SUMPTER	1940	G	STEEL
COUNTY	Unknown	E0100	CREEK	.7E 1S .1E OF SUMPTER	1950	G	STEEL
COUNTY	Unknown	E0100	CREEK	.1E 1.2S OF PECKHAM	1966	C	CONCRETE
COUNTY	Unknown	E0100	DUCK CREEK	1.1E 1.2S OF PECKHAM	1940	G	WOOD OR TIMBER
COUNTY	Unknown	E0100	CREEK	.5S .1W 13TH/MAIN,NEWKIRK	1938	S	CONCRETE
COUNTY	Unknown	E0100	NEWKIRK CNTRY CLUB UNDER	1.4E .5S OF 13TH MAIN	1984	C	CONCRETE
COUNTY	Unknown	E0100	CREEK	2.3E 1S .5E OF NEWKIRK	1960	C	CONCRETE
COUNTY	Unknown	E0110	DRY CREEK	2S OF SUMPTER	1902	TT	STEEL
COUNTY	Unknown	E0110	CREEK	3N .3E OF SH 11/US177	1960	G	STEEL
COUNTY	Unknown	E0110	SCATTER CREEK	.7E 2.S .6E OF SUMPTER	1950	G	STEEL
COUNTY	Unknown	E0110	BOIS D'ARC CREEK	3N 1.6W OF SH11/US77	1940	TT	STEEL
COUNTY	Unknown	E0110	CREEK	.7W 25.1E OF NEWKIRK	2006	G	STEEL
COUNTY	Unknown	E0110	LITTLE BEAVER CREEK	2S 13.6E OF NEWKIRK	1965	G	PRESTRESSED CONC.
COUNTY	Unknown	E0110	RABBIT CREEK	2S 15.8E OF NEWKIRK	1965	C	CONCRETE
COUNTY	Unknown	E0120	THOMPSON CREEK	2.5N 2.3E OF NARDIN	2012	G	STEEL

COUNTY	Unknown	E0120	CHIKASKIA RIVER	2N .7W SH11/US177	1996	G	PRESTRESSED CONC.
COUNTY	Unknown	E0120	DRY CREEK	.7E 3S .2E OF SUMPTER	1930	G	STEEL
COUNTY	Unknown	E0120	LOST CREEK	2N 2.7E OF SH11/US177	1950	G	STEEL
COUNTY	Unknown	E0120	LOST CREEK	2N 2.7E OF SH11/US177	1910	AD	MASONRY
COUNTY	Unknown	E0120	BOIS D'ARC CREEK	1.7W 3S .5W OF NEWKIRK	1940	G	STEEL
COUNTY	Unknown	E0120	SPRING CREEK	2N 1.6W OF KILDARE	1940	G	STEEL
COUNTY	Unknown	E0130	BITTER CREEK	4.1E 1N .1W OF I35/SH11	2002	TB	PRESTRESSED CONC.
COUNTY	Unknown	E0130	LOST CREEK	2.7E 4S .1E OF SUMPTER	1950	G	STEEL CONTINUOUS
COUNTY	Unknown	E0130	DUCK CREEK	.5E 4.1S OF PECKHAM	2008	G	STEEL
COUNTY	Unknown	E0130	BOIS D'ARC CREEK	2.9W & 1N OF KILDARE	1940	TT	STEEL
COUNTY	Unknown	E0130	SPRING CREEK	1N 1.9W OF KILDARE	1950	G	STEEL
COUNTY	Unknown	E0140	CREEK	2E OF KILDARE	1949	C	CONCRETE
CITY	BLACKWELL	E0141 (FLORENCE)	CREEK	1BLK S .4W OF SH11/US177	1940	C	CONCRETE
COUNTY	Unknown	E0145 (BLACKWELL)	CHIKASKIA RIVER	.5S .7E OF SH11/US177	1924	TT	STEEL
COUNTY	Unknown	E0150	CREEK	.5S .7W OF NARDIN	1958	G	STEEL
COUNTY	Unknown	E0150	CREEK	.6S .1E OF NARDIN	1950	C	CONCRETE
COUNTY	Unknown	IRR E0150	THOMPSON CREEK	2W, 1S OF JCT I-35/SH11	2011	G	STEEL
COUNTY	Unknown	E0150	CREEK	.7W 1S .3E OF I-35/SH11	1960	C	CONCRETE
COUNTY	Unknown	E0150	CREEK	.3E 1S .1E OF I-35/SH11	1950	G	STEEL
COUNTY	Unknown	E0150	CREEK	3E 1S .2E OF US177/SH11	1937	G	STEEL
COUNTY	Unknown	E0150	DUCK CREEK	.3E 6.2S OF PECKHAM	1996	G	STEEL
COUNTY	Unknown	E0150	BOIS D'ARC CREEK	3.1W .9S OF KILDARE	1940	G	STEEL
COUNTY	Unknown	E0150	SPRING CREEK	1S OF SH11, 2W OF US77	2006	G	PRESTRESSED CONC.
COUNTY	Unknown	E0150	CREEK	1S 5.3E OF KILDARE	1937	G	STEEL

COUNTY	Unknown	3674C	KAW LAKE	.5E WASHUNGA BAY	1965	G	PRESTRESSED CONC.
COUNTY	Unknown	E0156	CREEK	3.6E 1.2N OF KAW CITY	1965	C	CONCRETE
COUNTY	Unknown	E0160	THOMPSON CREEK	.7W 2S 1.3W OF I35/SH11	1940	G	STEEL
COUNTY	Unknown	E0160	WENTZ CREEK	2.1E 1.5S OF BLACKWELL	2003	G	STEEL
COUNTY	Unknown	E0160	DUCK CREEK	5E 2S .9E OF US177/SH11	1989	G	CONCRETE
COUNTY	Unknown	E0160	EAST CATTLE CREEK	2S 4.9W OF KILDARE	1987	G	STEEL
COUNTY	Unknown	E0160	BOIS D'ARC CREEK	2S 3.1W OF KILDARE	1987	G	CONCRETE
COUNTY	Unknown	E0170	THOMPSON CREEK	3S, 2.3W OF SH11/I-35	2008	G	STEEL
COUNTY	Unknown	E0170	STINK CREEK	.3E 3S .1E OF I-35/SH11	1950	G	STEEL
COUNTY	Unknown	E0170	DUCK CREEK	2.5S 5.3E BLACKWELL	1996	G	STEEL
COUNTY	Unknown	E0170	BOIS D'ARC CREEK	2.6 W OF US 77	1940	G	STEEL
COUNTY	Unknown	E0180	PETERS CREEK	3.5S .1E OF NARDIN	1930	G	STEEL
COUNTY	Unknown	E0180	CREEK	4N 3.7W OF US60/ I-35	1930	G	STEEL
COUNTY	Unknown	E0180	THOMPSON CREEK	4N 2.3W OF US60/I-35	1940	G	STEEL
COUNTY	Unknown	E0180	STINK CREEK	.3E 4S .7E OF I-35/SH11	1965	C	CONCRETE
COUNTY	Unknown	E0180	CREEK	4N 1.9E OF US60/I-35	1964	C	CONCRETE
COUNTY	Unknown	E0180	CREEK	4S 1.3E OF SH11/US177	1950	S	CONCRETE
COUNTY	Unknown	E0180	CHIKASKIA RIVER	4N 6.2E OF US60/I-35	1962	G	STEEL CONTINUOUS
COUNTY	Unknown	E0180	DUCK CREEK	4S 7.6W OF KILDARE	1990	G	CONCRETE
COUNTY	Unknown	E0180	BOIS D'ARC CREEK	4S 3.5W OF KILDARE	1950	G	STEEL
COUNTY	Unknown	E0180	CREEK	1S .7E PF US77/SH11E	2001	G	STEEL
COUNTY	Unknown	IRR E0180	WEST PONCA LAKE	4S OF KILDARE	2012	G	PRESTRESSED CONC.
COUNTY	Unknown	E0180	TURKEY CREEK	4S 3.2E OF KILDARE	1940	G	STEEL
COUNTY	Unknown	E0190	STINK CREEK	.5E 3N .8E OF I-35/US60	1945	TT	STEEL

COUNTY	Unknown	E0190	CREEK	4.5S 2.1W OF BLACKWELL	1940	G	STEEL
COUNTY	Unknown	E0190	EAST CATTLE CREEK	3.5N .5E OF US60/SH156	1997	G	STEEL
COUNTY	Unknown	IRR E0190	BOIS D'ARC CREEK	3.5N 1.5E OF US60/SH156	2012	G	STEEL
COUNTY	Unknown	E0190	TURKEY CREEK	2E, 5S, .6E OF KILDARE	2008	G	STEEL
CITY	PONCA CITY	E0194 DONNER AVE	CREEK	300 FT E OF EL CAMINO	1995	C	CONCRETE
CITY	PONCA CITY	E0195 BRADLEY	CREEK	.2E OF US77 ON BRADLEY	1970	C	CONCRETE
COUNTY	Unknown	E0200	CREEK	500'E 2N OF I-35/US60	1959	C	CONCRETE
COUNTY	Unknown	E0200	STINK CREEK	1.6E 3.1N OF TONKAWA	1940	TT	STEEL
COUNTY	Unknown	E0200	CHIKASKIA RIVER O'FLOW	5.5S 2.4E OF BLACKWELL	1965	G	STEEL
COUNTY	Unknown	E0200	CHIKASKIA RIVER	2N 6E OF I - 35 / U.S. 60	2006	G	PRESTRESSED CONC.
COUNTY	Unknown	E0200	DUCK CREEK	2N 7.6E OF I35/US60	1939	G	STEEL
COUNTY	Unknown	E0200	BOIS D'ARC CREEK	12.6E 2N OF I-35/US60	1985	G	STEEL
COUNTY	Unknown	E0200	COON CREEK	6S 3.9E OF KILDARE	1940	G	STEEL
CITY	PONCA CITY	E0203 EMPORIA	CREEK	1.4W OF US77 ON EMPORIA	1989	C	CONCRETE
CITY	PONCA CITY	E0203 (L.A. CANN	PONCA CITY LAKE	0.9 MI E-N KYGER RD.	1940	G	CONCRETE
CITY	PONCA CITY	E0207 (L.A. CANN	CREEK	6.7S 1.1E OF KILDARE	1950	G	STEEL
COUNTY	Unknown	E0210	CREEK	3.2W 1N OF I-35/US60	1938	C	CONCRETE
COUNTY	Unknown	E0210	STINK CREEK	4.9E 1N OF I-35/US60	1982	G	PRESTRESSED CONC.
COUNTY	Unknown	E0210	DUCK CREEK	1.5N 4.1W OF US60/SH156	1992	G	CONCRETE
COUNTY	Unknown	E0210	COWSKIN CREEK	6.5S 6.6E OF BLACKWELL	1920	S	CONCRETE
COUNTY	Unknown	E0210	CREEK	7S 4.2W OF KILDARE	1935	S	CONCRETE
COUNTY	Unknown	E0210	BOIS D'ARC CREEK	7S 3.9W OF KILDARE	1999	G	PRESTRESSED CONC.
COUNTY	Unknown	E0210	CREEK	7S 4.W OF KILDARE	1935	S	CONCRETE
R.R.	PONCA CITY	A.T. & S.F. R.R.	E0210 UNDER	1.5N 3.1E OF US60/SH156	1963	G	STEEL

CITY	PONCA CITY	E0210 (LAKE RD.)	CREEK	.7E OF US77 ON HIGHLAND	1975	G	STEEL
COUNTY	Unknown	E0210 (LAKE RD)	TURKEY CREEK	7S 1E OF KILDARE	1963	S	CONC. CONTINUOUS
COUNTY	Unknown	E0210	COON CREEK	4.7 E OF PIONEER WOMAN	2007	G	PRESTRESSED CONC.
COUNTY	Unknown	E0220	DUCK CREEK	7.2E OF I-35/US60	1985	G	STEEL
COUNTY	Unknown	E0220	CREEK	7.8E OF I-35/US60	1939	G	STEEL
COUNTY	Unknown	E0220	BOIS D'ARC CREEK	.5N 1.1E OF US 60/SH156	1982	G	PRESTRESSED CONC.
R.R.	PONCA CITY	RAILROAD OVERPASS	SOUTH AVE. UNDER	R.R. BETWEEN PINE & 1ST	1950	G	STEEL
COUNTY	Unknown	E0220 (SOUTH AVE)	CREEK	15.8E OF I-35/US60	1920	C	CONCRETE
COUNTY	Unknown	E0220	CREEK	16.E OF I-35/US60	2001	G	STEEL
COUNTY	Unknown	E0220	COON CREEK	8S 3.4E OF KILDARE	1982	G	PRESTRESSED CONC.
CITY	PONCA CITY	E0225 EDWARDS AVE.	DRAINAGE DITCH	214' E OF US77 ON EDWARDS	2006	C	CONCRETE
COUNTY	Unknown	E0230	DEER CREEK	.5W 1S .3W OF I-35/US60	1974	G	STEEL
COUNTY	Unknown	E0230	CREEK	.5E 1S .5E OF I35/US60	1935	TT	STEEL
COUNTY	Unknown	IRR E0230	CHIKASKIA RIVER	4.5E 1S .2E OF I-35/US60	2010	G	PRESTRESSED CONC.
COUNTY	Unknown	E0230	CREEK	1S 6.2E OF I-35/US60	1950	G	STEEL
COUNTY	Unknown	E0230	DUCK CREEK	.5S 4.9W OF US60/SH156	1950	G	STEEL
COUNTY	Unknown	E0230	COWSKIN CREEK	.5S 1.3W OF US177/SH156	1926	C	CONCRETE
COUNTY	Unknown	E0230	CREEK	11.8E 1S OF I35/US60	1926	S	CONCRETE
COUNTY	Unknown	E0230	CREEK	.5S 1E OF US60/SH156	1951	S	CONCRETE
COUNTY	Unknown	E0230	CREEK	.5S 1.1E OF US177/SH156	1951	C	CONCRETE
COUNTY	Unknown	E0240	CREEK	5W 2S OF I-35 /US 60	2000	G	STEEL
COUNTY	Unknown	E0240	BOIS D'ARC CREEK	1.5S .6E OF US177/SH156	1950	G	STEEL
COUNTY	Unknown	E0250	CREEK	3S 2.5W OF US60/I35	1925	G	STEEL

COUNTY	Unknown	E0250	CREEK	3S 2.4W OF US60/I-35	1925	G	STEEL
COUNTY	Unknown	E0250	CREEK	3S 1W OF I-35/US60	1987	G	STEEL
COUNTY	Unknown	E0250	COWSKIN CREEK	2.5S 1.4W JCT US60/SH156	2009	G	STEEL
COUNTY	Unknown	E0260	CREEK	4S 5.9W OF US60/I-35	1987	G	STEEL
COUNTY	Unknown	IRR E0260	CREEK	4S, 1.1W OF US60/I-35	2011	G	STEEL
COUNTY	Unknown	E0260	CHIKASKIA RIVER	3S. 5.4W OF U.S.260/SH156	2006	G	PRESTRESSED CONC.
COUNTY	Unknown	IRR E0260	BOIS D'ARC CREEK	3.5S 1E OF US60 & SH156	1997	G	PRESTRESSED CONC.
COUNTY	Unknown	IRR E0270	CREEK	5S, 1W OF US60/I-35	2011	G	STEEL
COUNTY	Unknown	E0270	CREEK	2N .6E OF THREE SANDS	1960	C	CONCRETE
COUNTY	Unknown	IRR E0270	CREEK	1N 3.5W OF ARK R./SH156	2010	G	STEEL
COUNTY	Unknown	E0270	CREEK	4.5S .9W OF US 60/H156	1919	S	CONC. CONTINUOUS
COUNTY	Unknown	E0280	CREEK	1N 4.4W OF THREE SANDS	1938	G	STEEL
COUNTY	Unknown	E0280	CREEK	1.N 2.1W OF THREE SANDS	1999	G	STEEL
COUNTY	Unknown	E0280	BIRD'S NEST CREEK	1N .3E OF THREE SANDS	1915	TT	STEEL
COUNTY	Unknown	N3110	DEER CREEK	.5N 10W .7N OF BLACKWELL	2000	G	STEEL
COUNTY	Unknown	N3120	CHIKASKIA RIVER	.2N 6.1W 3.6N OF BRAMAN	2001	G	PRESTRESSED CONC.
COUNTY	Unknown	N3120	BLUFF CREEK	6W 3.3N OF BRAMAN	1992	G	PRESTRESSED CONC.
COUNTY	Unknown	N3120	SAND CREEK	.2N 6.1W 2.2N OF BRAMAN	1930	G	STEEL
COUNTY	Unknown	N3120	DOE CREEK	5.7W 5.1N OF I-35/SH11	1940	S	CONCRETE
COUNTY	Unknown	N3120	DEER CREEK	5.6W 4.3S OF SH11/I-35	1930	TT	STEEL
COUNTY	Unknown	3644C	CREEK	5.5W 1.4S OF I35 & US60	1970	G	STEEL
COUNTY	Unknown	N3120	SALT FORK ARKANSAS RIVER	5.5W 3.4S OF I-35/US60	1976	G	PRESTRESSED CONC.
COUNTY	Unknown	N3120	CREEK	5.5W 5.3S OF I-35/ US60	1930	S	CONC. CONTINUOUS
COUNTY	Unknown	N3130	DOE CREEK	4.7W 5N OF I-35/SH11	1950	G	STEEL CONTINUOUS

COUNTY	Unknown	N3130	DEER CREEK	4.5W 3.7N OF I-35/US60	1987	G	STEEL
COUNTY	Unknown	N3140	CHIKASKIA RIVER	.5W 2.6S OF US177/KS LINE	1925	AD	CONCRETE
COUNTY	Unknown	N3140	DOE CREEK	2E 5.7N OF NARDIN	2012	G	STEEL
COUNTY	Unknown	N3140	CREEK	3.5W .5S OF I35/US60	1938	C	CONCRETE
COUNTY	Unknown	N3150	DOE CREEK	2.7E 3.8N OF SH11/I-35	2012	G	STEEL
COUNTY	Unknown	N3150	THOMPSON CREEK	2.5W .5N OF I-35/SH11	1978	C	CONCRETE
COUNTY	Unknown	N3150	DEER CREEK	2.6W .8S OF I-35/US60	1940	G	STEEL
COUNTY	Unknown	N3160	DOE CREEK	1.7W 3.7N OF I-35/SH11	2012	G	STEEL
COUNTY	Unknown	N3160	CREEK	1.6W .4S OF I-35/SH11	1928	G	WOOD OR TIMBER
COUNTY	Unknown	N3160	CREEK	3S 1.5W .6N OF US60/I-35	1930	BB	STEEL
COUNTY	Unknown	N3160	CREEK	3S 1.5W 3.8S OF US60/I35	1940	C	CONCRETE
COUNTY	Unknown	N3170	DOE CREEK	.5 W 5.6 S OF I-35/US177	1982	G	STEEL
COUNTY	Unknown	N3180	CREEK	.5E 1.9S OF I-35/US177	1952	G	STEEL
COUNTY	Unknown	N3180	DRY CREEK	.5E 2.1S OF I-35/US177	1950	G	STEEL
COUNTY	Unknown	N3180	CHIKASKIA RIVER	.1W 2.8S OF BRAMAN	1994	G	PRESTRESSED CONC.
COUNTY	Unknown	N3180	CREEK	9.8S KANSAS LINE	1993	G	PRESTRESSED CONC.
COUNTY	Unknown	N3180	STINK CREEK	.3E, 1.6S OF I-35/SH11	2011	G	STEEL
COUNTY	Unknown	N3180	STINK CREEK	.4W 2.3S OF I-35/SH11	1940	C	STEEL
COUNTY	Unknown	N3190	DOE CREEK	1.3E 3.1N OF I-35/SH11	1940	G	STEEL
COUNTY	Unknown	N3190	STINK CREEK	1.5E 2.3N OF I-35/US60	1938	G	STEEL
COUNTY	Unknown	N3190	CREEK	1.5E 2.3N OF I-35/US60	2012	G	STEEL
COUNTY	Unknown	N3190	CREEK	1.5E 2.3N OF I-35/US60	1938	G	STEEL CONTINUOUS
CITY	TONKAWA	N3196	CREEK	1/2 BLK N. PARK ST.ON 7TH	1930	C	CONCRETE
COUNTY	Unknown	N3200	CREEK	1W 3.5N US177/SH11	1995	G	PRESTRESSED CONC.

COUNTY	Unknown	N3200	DRY CREEK	1W 3.3N US177/SH11	1995	G	PRESTRESSED CONC.
COUNTY	Unknown	N3200	STINK CREEK	2.5E 2.1 N I-35/US60	2007	TB	PRESTRESSED CONC.
CITY	BLACKWELL	N3205 (6 ST)	CREEK	.5W .3S OF US177/SH11	1935	C	CONCRETE
CITY	BLACKWELL	N3209 (1 ST.)	CREEK	1BLK W 1.1S OF US177/SH11	1950	C	CONCRETE
COUNTY	Unknown	N3210	BITTER CREEK	.7E .2N OF SUMPTER	1960	G	STEEL
COUNTY	Unknown	N3210	BITTER CREEK	.7E .6S OF SUMPTER	1915	TT	STEEL
COUNTY	Unknown	N3210	BITTER CREEK	.7W 1.2S OF SUMPTER	1940	G	STEEL
COUNTY	Unknown	N3210	BITTER CREEK	3.7N OF SH 11/US177	1930	TT	STEEL
COUNTY	Unknown	N3210	BITTER CREEK	.7E 2.1S OF SUMPTER	1930	TT	STEEL
COUNTY	Unknown	N3210	BITTER CREEK	3.3W 2.3N OF I-35/SH11	1965	G	STEEL
CITY	BLACKWELL	N3211(S.OF FERGUSON)	CREEK	1S 1/2 BLK E.JCT 11/177	1950	C	CONCRETE
COUNTY	Unknown	N3220	SCATTER CREEK	1.7E .9S OF SUMPTER	1950	G	STEEL
COUNTY	Unknown	N3220	CREEK	1.7E 4.2S OF SUMPTER	1963	G	STEEL
COUNTY	Unknown	N3220	BIRD'S NEST CREEK	4.5E 6.6S OF I-35/US60	1938	BB	STEEL
COUNTY	Unknown	N3230	EAST BITTER CREEK	2.7E 4.5N OF SUMPTER	1940	G	STEEL
COUNTY	Unknown	N3230	LOST CREEK	5.3E .4N OF I-35/SH11	1960	G	STEEL
COUNTY	Unknown	N3230	CREEK	5.3E 2.3S OF I-35/SH11	1982	C	CONCRETE
COUNTY	Unknown	N3230	CHIKASKIA RIVER	5.5N 2E US177/SH60	1994	G	PRESTRESSED CONC.
COUNTY	Unknown	N3230	CREEK	2E 1.2N OF THREE SANDS	1970	C	CONCRETE
COUNTY	Unknown	N3240	SPRING CREEK	6 E 1.9 N OF BRAMAN	1929	G	STEEL
COUNTY	Unknown	N3240	LOST CREEK	2.7W 2.7S OF PECKHAM	1939	G	STEEL
COUNTY	Unknown	N3240	CREEK	3E 1.3S OF SH11/US177	2000	G	STEEL
COUNTY	Unknown	N3250	UNKNOWN CREEK	1E 3.7 N OF DILWORTH	2005	G	STEEL
COUNTY	Unknown	N3250	LOST CREEK	7.2E 4.1N OF I-35/SH11	1939	S	CONCRETE

COUNTY	Unknown	N3250	CREEK	4W 3.2N OF SH156/US60	1997	G	STEEL
COUNTY	Unknown	N3250	DUCK CREEK	7.5E 1.7N OF I-35/US60	1939	G	STEEL
COUNTY	Unknown	N3250	CREEK	.1S 7.5E OF US60/I-35	1938	G	STEEL
COUNTY	Unknown	N3260	EAST SPRING CREEK	.7W 6N OF PECKHAM	1941	G	STEEL
COUNTY	Unknown	N3260	CREEK	.7W 4.5N OF PECKHAM	2012	G	STEEL
COUNTY	Unknown	N3260	DUCK CREEK	8.3E 4.6S OF I-35/SH11	1988	G	PRESTRESSED CONC.
COUNTY	Unknown	N3270	CREEK	.2E 4N OF PECKHAM	1939	C	CONCRETE
COUNTY	Unknown	N3270	CREEK	6.9 W 1.1S OF NEWKIRK	1930	C	CONCRETE
COUNTY	Unknown	N3270	DUCK CREEK	7W .9N OF KILDARE	1950	G	STEEL
COUNTY	Unknown	N3270	DUCK CREEK	9.3E .3S I-35/SH11	1995	G	STEEL
COUNTY	Unknown	N3270	DUCK CREEK	7W 1.2S OF KILDARE	1960	G	STEEL
COUNTY	Unknown	N3270	DUCK CREEK	7W 1.5 S OF KILDARE	1984	TB	PRESTRESSED CONC.
COUNTY	Unknown	N3270	DUCK CREEK	7W 1.9S OF KILDARE	2000	G	STEEL
CITY	PONCA CITY	N3310 (WAVERLY ST)	CREEK	.2N OF HIGHLAND AVE	1995	C	CONCRETE
CITY	PONCA CITY	N3310 (WAVERLY ST)	CREEK	.2S OF HIGHLAND AVE	2001	C	CONCRETE
CITY	PONCA CITY	BIRCH ST.	CREEK	.4 MI N OF HIGHLAND	1950	C	CONCRETE
CITY	PONCA CITY	N3314 (ASH ST.)	CREEK	.3N OF HIGHLAND	1920	C	CONCRETE
COUNTY	Unknown	N3320	SPRING CREEK	2W 0.4N OF KILDARE	1997	G	STEEL
COUNTY	Unknown	N3320	CREEK	2W.3S OF KILDARE	2004	C	STEEL
CITY	PONCA CITY	N3320 UNION STREET	HIGHLAND UNDER	1N OF US60B ON UNION ST	1963	G	STEEL
CITY	PONCA CITY	N3324 (5TH ST.)	CREEK	250 FT N OF BRADLEY AVE	1997	C	CONCRETE
CITY	PONCA CITY	MONUMENT RD	CREEK	150'E OF 14TH AND LAKE RD	1938	C	CONCRETE
CITY	PONCA CITY	N3337 (EL CAMINO)	CREEK	.4N OF HARTFORD AVE	1995	C	CONCRETE

COUNTY	Unknown	N3340	DEER CREEK	2.7N OF NEWKIRK	1950	G	STEEL
COUNTY	Unknown	N3340	CREEK	2.4S OF KILDARE	1999	G	STEEL
COUNTY	Unknown	N3340	CREEK	3.1S OF KILGORE	1995	G	STEEL
COUNTY	Unknown	N3350	CHILOCCO CREEK	1.2E 6.2N OF NEWKIRK	1940	G	STEEL
COUNTY	Unknown	N3350	CREEK	1E 3.8S OF KILDARE	1940	G	STEEL
COUNTY	Unknown	N3360	DEER CREEK	2.2E 2.5N OF NEWKIRK	2006	G	PRESTRESSED CONC.
COUNTY	Unknown	N3360	WOLF CREEK	2.2E 2.S OF NEWKIRK	2006	G	STEEL
COUNTY	Unknown	N3370	CHILOCCO CREEK	4.2E 1.4S OF CHILOCCO	1940	TT	STEEL
COUNTY	Unknown	N3370	WOLF CREEK	3.2E, 1.6S OF NEWKIRK	2008	G	STEEL
COUNTY	Unknown	N3380	DEER CREEK	4 E 2.7 N OF NEWKIRK	1930	AD	MASONRY
COUNTY	Unknown	N3380	WOLF CREEK	4.2E 1.1S OF NEWKIRK	1970	G	CONCRETE
COUNTY	Unknown	N3390	CHILOCCO CREEK	5.2E 5.8N OF NEWKIRK	1992	G	STEEL
COUNTY	Unknown	N3390	WOLF CREEK	5.1E .2S OF NEWKIRK	1914	AD	MASONRY
COUNTY	Unknown	N3390	CREEK	5E .7S OF KILDARE	1974	C	CONCRETE
COUNTY	Unknown	N3400	CREEK	6.2E 2.6N OF NEWKIRK	1965	G	STEEL
COUNTY	Unknown	N3400	CREEK	6.3E & 1.8N OF NEWKIRK	1998	G	PRESTRESSED CONC.
COUNTY	Unknown	N3410	WILDCAT CREEK	7.7E .4N OF SH11/US77	1930	G	STEEL
COUNTY	Unknown	N3420	SWEETWATER CREEK	8.2E .4S OF NEWKIRK	1940	G	STEEL
COUNTY	Unknown	N3430	BEAR CREEK	9.2E 2.6S OF NEWKIRK	1965	G	CONCRETE
COUNTY	Unknown	N3430	CREEK	9.2E 4S OF NEWKIRK	1965	C	CONCRETE
COUNTY	Unknown	N3450	CREEK	11.2E 5.3N OF NEWKIRK	1940	G	STEEL
COUNTY	Unknown	N3450	CREEK	11.2E 2.3N OF NEWKIRK	1950	G	STEEL
COUNTY	Unknown	N3465	CANADIAN CREEK	12.7E, 0.4N OF NEWKIRK	2011	G	PRESTRESSED CONC.
COUNTY	Unknown	N3480	MYER'S CREEK	.5E .4S OF HARDY	1920	G	STEEL

Table 2.8 Structurally Deficient and Functionally Obsolete Bridges

Carries	Crosses	Location	Design	Year Built	SD/ FO
E0110	DRY CREEK	2 MI S OF SUMPTER	Steel Truss - Thru	1902	SD
E0010	CREEK	.8 MI N 3W OF CHILOCCO	Concrete Slab (2 spans)	1912	SD
E0010	CREEK	.8 MI N 1.9W OF CHILOCCO	Concrete Slab	1912	SD
N3390	WOLF CREEK	5.1 MI E .2S OF NEWKIRK	Masonry Arch - Deck	1914	SD
E0280	BIRD'S NEST CREEK	1 MI N .3E OF THREE SANDS	Steel Truss - Thru	1915	SD
N3210	BITTER CREEK	.7 MI E .6S OF SUMPTER	Steel Truss - Thru	1915	SD
E0270	CREEK	4.5 MI S .9W OF US 60/H156	Concrete Slab (2 spans)	1919	SD
3612C	BEAVER CREEK	.2 MI S .2W OF HARDY	Steel Truss - Thru	1920	SD
E0210	COWSKIN CREEK	6.5 MI S 6.6E OF BLACKWELL	Concrete Slab (2 spans)	1920	SD
S.H. 156	COWSKIN CREEK	2.8 MI N NOBLE C/L	Concrete Culvert (6 spans)	1924	FO
E0145 (BLACKWELL)	CHIKASKIA RIVER	.5S .7E OF SH11/US177	Steel Truss - Thru (3 spans)	1924	SD
N3140	CHIKASKIA RIVER	.5W 2.6S OF US177/KS LINE	Concrete Arch - Deck (3 spans)	1925	SD
U.S. 77	BIRD'S NEST CREEK	1.3 MI N NOBLE C/L	Concrete Slab (4 spans)	1926	SD
E0230	CREEK	11.8E 1S OF I35/US60	Concrete Slab (2 spans)	1926	SD
N3240	SPRING CREEK	6 E 1.9 N OF BRAMAN	Steel Stringer/Multi-beam or girder	1929	SD
N3120	DEER CREEK	5.6 MI W 4.3S OF SH11/I-35	Steel Truss - Thru	1930	SD
N3380	DEER CREEK	4 MI E 2.7 N OF NEWKIRK	Masonry Arch - Deck (2 spans)	1930	SD
E0090	BITTER CREEK	.6 MI E OF SUMPTER	Steel Stringer/Multi-beam or girder (2 spans)	1930	SD
E0120	DRY CREEK	.7 MI E 3S .2E OF SUMPTER	Steel Stringer/Multi-beam or girder	1930	SD
N3210	BITTER CREEK	3.7 MI N OF SH 11/US177	Steel Truss - Thru	1930	SD
N3210	BITTER CREEK	.7 MI E 2.1S OF SUMPTER	Steel Truss - Thru	1930	SD
E0090	BOIS D'ARC CREEK	.1 MI N 3W OF NEWKIRK	Steel Truss - Thru	1930	SD
E0230	CREEK	.5 MI E 1S .5E OF I35/US60	Steel Truss - Thru	1935	SD
E0020	LITTLE BEAVER CREEK	.4 MI W .8N OF HARDY	Steel Stringer/Multi-beam or girder (2 spans)	1936	SD
E0150	CREEK	1 MI S 5.3E OF KILDARE	Steel Stringer/Multi-beam or girder	1937	SD
E0150	CREEK	3 MI E 1S .2E OF US177/SH11	Steel Stringer/Multi-beam or girder	1937	SD
MONUMENT RD	CREEK	150' E OF 14TH AND LAKE RD	Concrete Culvert (3 spans)	1938	FO
N3190	STINK CREEK	1.5 MI E 2.3N OF I-35/US60	Steel Stringer/Multi-beam or girder (2 spans)	1938	SD
N3190	CREEK	1.5 MI E 2.3N OF I-35/US60	Steel Stringer/Multi-beam or girder (2 spans)	1938	SD
E0200	STINK CREEK	1.6 MI E 3.1N OF TONKAWA	Steel Truss - Thru	1940	SD
E0110	BOIS D'ARC CREEK	3 MI N 1.6W OF SH11/US77	Steel Truss - Thru	1940	SD
N3370	CHILOCCO CREEK	4.2 MI E 1.4S OF CHILOCCO	Steel Truss - Thru	1940	SD
N3150	DEER CREEK	2.6 MI W .8S OF I-35/US60	Steel Stringer/Multi-beam or girder	1940	SD

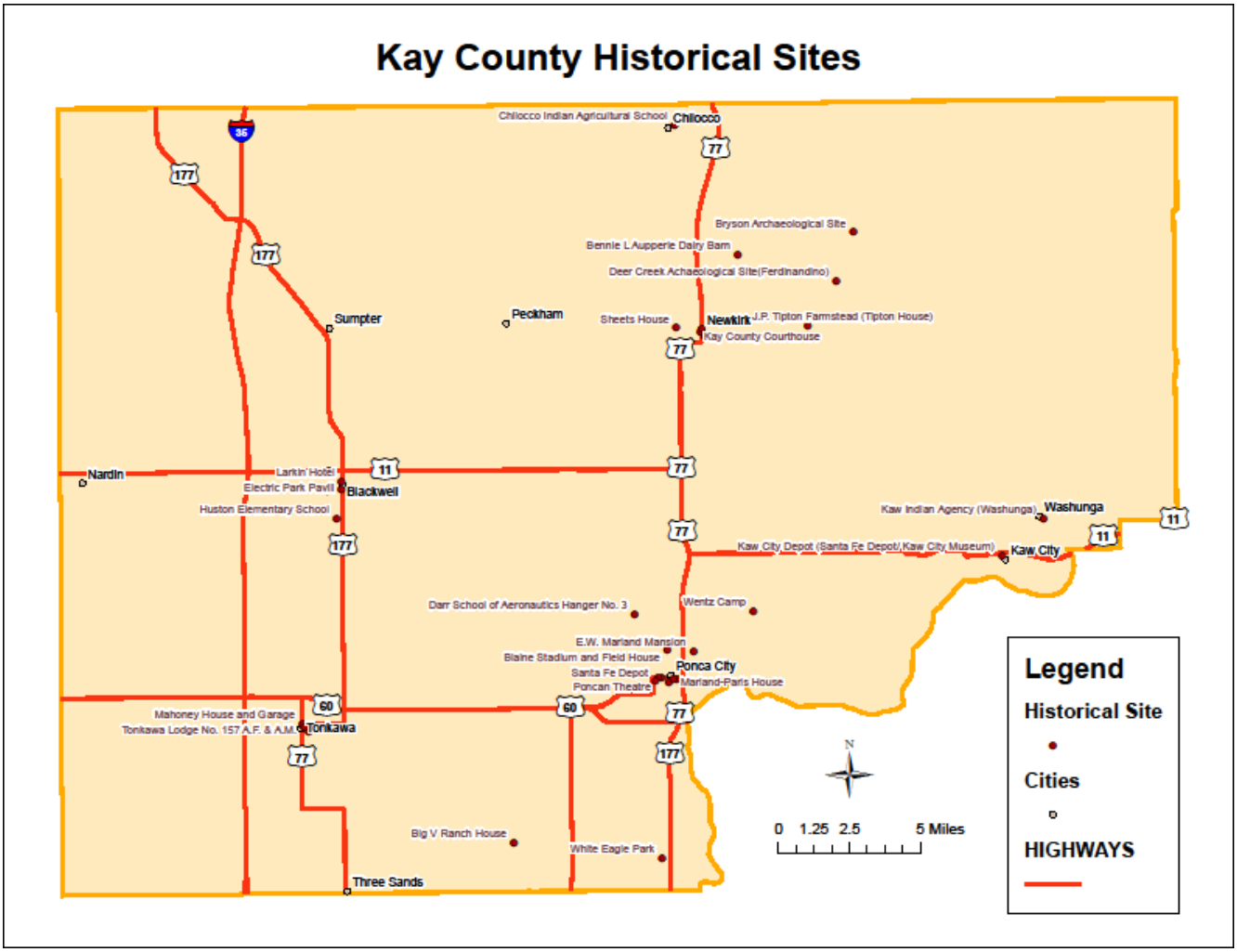
N3350	CREEK	1 MI E 3.8S OF KILDARE	Steel Stringer/Multi-beam or girder	1940	SD
N3190	DOE CREEK	1.3 MI E 3.1N OF I-35/SH11	Steel Stringer/Multi-beam or girder	1940	SD
N3450	CREEK	11.2 MI E 5.3N OF NEWKIRK	Steel Stringer/Multi-beam or girder	1940	SD
E0160	THOMPSON CREEK	.7 MI W 2S 1.3W OF I35/SH11	Steel Stringer/Multi-beam or girder	1940	SD
E0200	COON CREEK	6 MI S 3.9E OF KILDARE	Steel Stringer/Multi-beam or girder	1940	SD
E0100	DRY CREEK	.2 MI W 1S .8W OF SUMPTER	Steel Stringer/Multi-beam or girder	1940	SD
E0180	THOMPSON CREEK	4 MI N 2.3W OF US60/I-35	Steel Stringer/Multi-beam or girder	1940	SD
N3210	BITTER CREEK	.7 MI W 1.2S OF SUMPTER	Steel Stringer/Multi-beam or girder	1940	SD
E0190	STINK CREEK	.5 MI E 3N .8E OF I-35/US60	Steel Truss - Thru	1945	SD
E0090	DOE CREEK	5 MI N 3.2W OF SH11/ I-35	Steel Stringer/Multi-beam or girder	1950	SD
E0130	SPRING CREEK	1 MI N 1.9W OF KILDARE	Steel Stringer/Multi-beam or girder (3 spans)	1950	SD
E0070	BOIS D'ARC CREEK	2 MI N 2.5W OF NEWKIRK	Steel Stringer/Multi-beam or girder	1950	FO
E0100	CREEK	.7MI E 1S .1E OF SUMPTER	Steel Stringer/Multi-beam or girder (3 spans)	1950	SD
E0240	BOIS D'ARC CREEK	1.5 MI S .6E OF US177/SH156	Steel Stringer/Multi-beam or girder	1950	SD
E0180	BOIS D'ARC CREEK	4 MI S 3.5W OF KILDARE	Steel Stringer/Multi-beam or girder	1950	FO
E0070	DRY CREEK	.1 MI W .8S OF BRAMAN	Steel Stringer/Multi-beam or girder	1950	SD
E0020	CREEK	1 MI W 4N 1.2W OF BARMAN	Steel Stringer/Multi-beam or girder (2 spans)	1950	SD
E0150	CREEK	.6 MI S .1E OF NARDIN	Concrete Culvert (2 spans)	1950	SD
E0080	DRY CREEK	6 MI N 2.4W OF SH 11/US 177	Steel Stringer/Multi-beam or girder	1950	SD
BIRCH ST.	CREEK	.4 MI N OF HIGHLAND	Concrete Culvert (2 spans)	1950	SD
E0080	CREEK	1.8 MI S .2E OF BRAMAN	Steel Stringer/Multi-beam or girder	1950	SD
E0130	LOST CREEK	2.7 MI E 4S .1E OF SUMPTER	Steel Stringer/Multi-beam or girder (2 spans)	1950	SD
N3180	DRY CREEK	.5 MI E 2.1S OF I-35/US177	Steel Stringer/Multi-beam or girder	1950	SD
E0170	STINK CREEK	.3 MI E 3S .1E OF I-35/SH11	Steel Stringer/Multi-beam or girder	1950	SD
N3130	DOE CREEK	4.7 MI W 5N OF I-35/SH11	Steel Stringer/Multi-beam or girder (2 spans)	1950	SD
U.S. 60	BOIS D'ARC CREEK	12.9 MI E JCT I 35	Steel Stringer/Multi-beam or girder (3 spans)	1951	SD
E0230	CREEK	.5 MI S 1E OF US60/SH156	Concrete Slab (7 spans)	1951	SD
N3180	CREEK	.5 MI E 1.9S OF I-35/US177	Steel Stringer/Multi-beam or girder	1952	SD
E0050	SHOO FLY CREEK	1 MI W 1N .4W OF BRAMAN	Steel Stringer/Multi-beam or girder	1956	SD
CO. RD. E0030	I-35 UNDER	2 MI S KAN S/L	Concrete Slab (4 spans)	1958	FO

CO. RD. E0040	I-35 UNDER	3 MI S KAN S/L	Concrete Slab (4 spans)	1958	FO
CO. RD. E0100	I-35 UNDER	4 MI N JCT SH 11	Concrete Slab (4 spans)	1959	FO
CO. RD. E0230	I-35 UNDER	1 MI S US60 JCT	Concrete Slab (4 spans)	1959	FO
CO. RD. E0090	I-35 UNDER	5 MI N JCT SH 11	Concrete Slab (4 spans)	1959	FO
CO. RD. E0070	I-35 UNDER	7 MI N JCT SH 11	Concrete Slab (4 spans)	1959	FO
FOUNTAIN ROAD 3636	I-35 UNDER	4 MI N NOBLE C/L	Concrete Slab (4 spans)	1959	SD
BENDER RD.	I-35 UNDER	8.1 MI N JCT SH 11	Concrete Slab (4 spans)	1959	SD
CO. RD. E0280	I-35 UNDER	1 MI N NOBLE C/L	Concrete Slab (4 spans)	1959	FO
I-35	U.S. 177 UNDER	9.1 MI N JCT SH 11	Concrete Slab (3 spans)	1959	SD
I-35	U.S. 177 UNDER	9.1 MI N JCT SH 11	Concrete Slab (3 spans)	1959	SD
I-35	U.S. 60 UNDER	JCT US 60	Concrete Slab (4 spans)	1959	SD
CO. RD. E0260	I-35 UNDER	3.0 MI N NOBLE C/L	Concrete Slab (4 spans)	1959	FO
I-35	U.S. 60 UNDER	JCT US 60	Concrete Slab (4 spans)	1959	SD
I-35	ABANDONED R.R. UNDER	12.4 MI N NOBLE C/L	Steel Stringer/Multi-beam or girder (3 spans)	1960	SD
CO. RD. E0170	I-35 UNDER	12 MI N NOBLE C/L	Concrete Slab (4 spans)	1960	FO
CO. RD. E0150	I-35 UNDER	1 MI S SH 11	Concrete Slab (4 spans)	1960	FO
HUBBARD RD.	I-35 UNDER	11 MI N NOBLE C/L	Concrete Slab (4 spans)	1960	SD
U.S. 77	SALT FORK RIVER	6.9 MI N NOBLE C/L	Steel Stringer/Multi-beam or girder (4 spans)	1960	SD
CO. RD. E0160	I-35 UNDER	13 MI N NOBLE C/L	Concrete Slab (4 spans)	1960	FO
I-35	ABANDONED R.R. UNDER	12.4 MI N NOBLE C/L	Steel Stringer/Multi-beam or girder (3 spans)	1960	SD
I-35	ABANDONED R.R. ROW UNDER	0.6 MI S JCT SH 11	Steel Stringer/Multi-beam or girder (3 spans)	1960	SD
E0090	SWEETWATER CREEK	8.6 MI E OF NEWKIRK	Steel Stringer/Multi-beam or girder	1960	SD
N3210	BITTER CREEK	.7 MI E .2N OF SUMPTER	Steel Stringer/Multi-beam or girder	1960	SD
N3270	DUCK CREEK	7 MI W 1.2S OF KILDARE	Steel Stringer/Multi-beam or girder	1960	SD
E0110	CREEK	3N .3E OF SH 11/US177	Steel Stringer/Multi-beam or girder (3 spans)	1960	SD
I-35	ABANDONED R.R. ROW UNDER	0.6 MI S JCT SH 11	Steel Stringer/Multi-beam or girder (3 spans)	1960	SD
N3220	CREEK	1.7 MI E 4.2S OF SUMPTER	Steel Stringer/Multi-beam or girder	1963	SD
N3400	CREEK	6.2 MI E 2.6N OF NEWKIRK	Steel Stringer/Multi-beam or girder (3 spans)	1965	SD
E0110	RABBIT CREEK	2 MI S 15.8E OF NEWKIRK	Concrete Culvert	1965	SD
N3430	CREEK	9.2 MI E 4S OF NEWKIRK	Concrete Culvert (2 spans)	1965	SD
U.S. 77	CHILOCCO CREEK	6.0 MI N OF NEWKIRK	Steel Stringer/Multi-beam or girder (3 spans)	1966	SD

U.S. 60	BOIS D'ARC CREEK O'FLOW	12.6 MI E JCT I 35	Steel Stringer/Multi-beam or girder (5 spans)	1969	SD
U.S. 60	U.S. 60 BUS. UNDER	12.2 MI E JCT I 35	Steel Stringer/Multi-beam or girder (2 spans)	1969	SD
U.S. 60 BUS.	BOIS D'ARC CREEK	0.5 MI E JCT US 60	Steel Stringer/Multi-beam or girder (3 spans)	1969	SD
U.S. 60 BUS.	BOIS D'ARC CREEK	0.5 MI E JCT US 60	Steel Stringer/Multi-beam or girder (3 spans)	1969	FO
U.S. 60	BOIS D'ARC CREEK O'FLOW	12.6 MI E JCT I 35	Steel Stringer/Multi-beam or girder (5 spans)	1969	SD
S.H. 156	U.S. 60 UNDER	11.7 MI E JCT I 35	Steel Stringer/Multi-beam or girder (2 spans)	1969	SD
U.S. 60	PUBLIC STREET UNDER	2.6 MI E JCT I 35	Steel Stringer/Multi-beam or girder (3 spans)	1969	SD
U.S. 60	PUBLIC STREET UNDER	2.6 MI E JCT I 35	Steel Stringer/Multi-beam or girder (3 spans)	1969	SD
S.H. 11	CHIKASKIA RIVER O'FLOW	1.5 MI E JCT US 177	Concrete Slab (19 spans)	1970	SD
E0060	CREEK	3 MI N 2.4W OF NEWKIRK	Steel Stringer/Multi-beam or girder (3 spans)	1971	SD
U.S. 60	CHIKASKIA RIVER O'FLOW	1.9 MI E US 177	Concrete Slab (10 spans)	1973	SD
U.S. 60	CREEK	1.4 MI E US 177	Concrete Culvert (3 spans)	1973	SD
U.S. 60	CHIKASKIA RIVER O'FLOW	2.4 MI E US 177	Concrete Slab (16 spans)	1973	SD
U.S. 60	CHIKASKIA RIVER O'FLOW	2.4 MI E US 177	Concrete Slab (16 spans)	1973	SD
U.S. 60	CHIKASKIA RIVER O'FLOW	2.9 MI E US 177	Concrete Slab (12 spans)	1973	SD
E0210 (LAKE RD.)	CREEK	.7 MI E OF US77 ON HIGHLAND	Steel Stringer/Multi-beam or girder	1975	FO
U.S. 177	STINK CREEK	3.2 MI N JCT US 60	Prestressed Stringer/Multi-beam or girder	1975	SD
N3260	DUCK CREEK	8.3 MI E 4.6S OF I-35/SH11	Prestressed Stringer/Multi-beam or girder (3 spans)	1988	SD
N3390	CHILOCCO CREEK	5.2 MI E 5.8N OF NEWKIRK	Steel Stringer/Multi-beam or girder (3 spans)	1992	SD

Source: National Bridge Inventory

Map 2.12 Kay County Historical Sites



Source: National Register of Historic Places

NOTE: The Governor William W. Jenkins Homestead has a restricted address in the Newkirk vicinity, therefor the exact location is not mapped. The Nez Perce Reservation also has a restricted address. It is a 5 acre burial site and is in the Ponca City vicinity. The Northside Elementary School in Blackwell has since been demolished so it wasn't mapped.

Table 2.9 Kay County Historical Sites by Address

ID	SITE NAME	LOCATION
1	Bennie L Aupperle Dairy Barn	8700 N. La Cann Rd. Ponca City
2	Big V Ranch House	Southwest of Ponca City
3	Blackwell Armory	SE Corner of 6th and Doolin, Blackwell
4	Blaine Stadium and Field House	SE Corner of 5th and Brookfield, Ponca City
5	Bryson Archaeological Site	NE of Newkirk (Address Restricted)
7	Chilocco Indian Agricultural School	E0018 Road, West of State Highway 77
8	Daniel J. Donahoe House	302 S. 7th St., Ponca City
9	Darr School of Aeronautics Hanger No. 3	Ponca City
10	Deer Creek Archaeological Site(Ferdinandino)	E. of Newkirk (Address Restricted)
11	Downtown Ponca City Historical District	Bounded by Pine, 7th, Central, Chestnut, Ponca City
12	E.W. Marland Mansion	901 Monument Rd. #2, Ponca City
13	Electric Park Pavilion	300 S. Main, Blackwell
15	First Presbyterian Church of Tonkawa	109 S. 4th St., Tonkawa
16	Huston Elementary School	304 Viddedge, Blackwell
17	J.P. Tipton Farmstead (Tipton House)	3.1 Miles East of Newkirk
18	Kaw City Depot (Santa Fe Depot/ Kaw City Museum)	910 Washunga Dr., Newkirk
19	Kaw Indian Agency (Washunga)	Washunga Dr., Newkirk
20	Kay County Courthouse	201 S Main St., Newkirk
21	Larkin Hotel	201 N Main St., Blackwell
22	Mahoney House and Garage	302 N Main St., Tonkawa
23	Marland-Paris House	1000 East Grand, Ponca City
24	Newkirk, Oklahoma Central Business District	E. of Main between 7th/8th N. of 7th between Main/Maple, Newkirk
25	Newkirk Water Purification Plant	10th & Elm, Newkirk
27	Parkside Elementary School	502 East College, Blackwell
28	Pioneer Woman Statue	Monument Cr. Corner of Lake & 14th, Ponca City
29	Poncan Theatre	104 E. Grand Ave., Ponca City
30	Santa Fe Depot	Railroad right of way near S. 1st St. and W. Oklahoma, Ponca City
31	Sheets House	1350 W. Peckham Rd., Newkirk
32	Soldani Mansion (Ponca City Art Centers)	819 East Central, Ponca City
33	Tonkawa Armory	3rd and North Street, Tonkawa
34	Tonkawa Lodge No. 157 A.F. & A.M.	112 North 7th St., Tonkawa
35	Washington Elementary School	723 West College, Blackwell
37	Wentz Camp	Prospect and La Cann Rd., Ponca City
38	White Eagle Park	White Eagle Dr. & E. Cowboy Hill Rd., White Eagle

Source: National Register of Historic Places

Table 2.10 Air Quality SO^2 Data 2012 – 2014 and 2015 Highest 1 Hour Daily Highs (April 15, 2015)

Site			2015 Daily Max 1-hr Values				3 Year Avg. of 99th Percentile		
2012	**2013**	**2014**	**1st**	**2nd**	**3rd**	**4th***	**12-14 Avg.**	**13-15 Avg.**	**2015**
99th%	**99th%**	**99th%**	**(date)**	**(date)**	**(date)**	**(date)**	**99th%**	**99th%**	**Critical Value**
Ponca City (604)			18.0	18.0	17.0	16.0	n/a	n/a	158
38.0	30.0	40.0	1-Apr	5-Apr	5-Feb	25-Feb			
Ponca City (602)			(closed)				n/a	n/a	n/a
34.0	(closed)	(closed)							

* 4th Highs are considered 99th percentile until end of year data completeness can be calculated.
Ozone data is collected by station operated by the Cherokee Tribe. This data is not available for download or review.

Map 2.13 Kay County Wind Farms

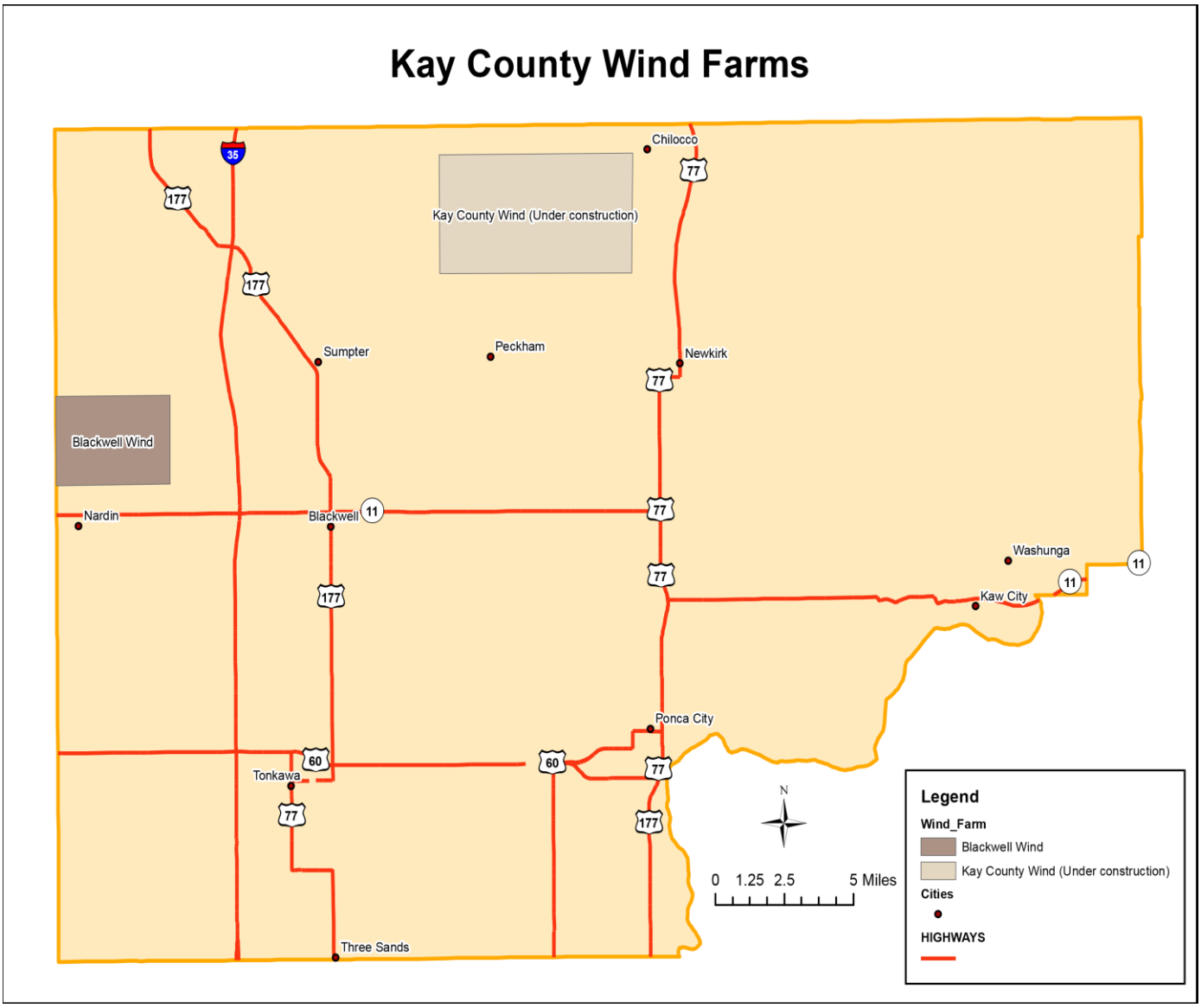


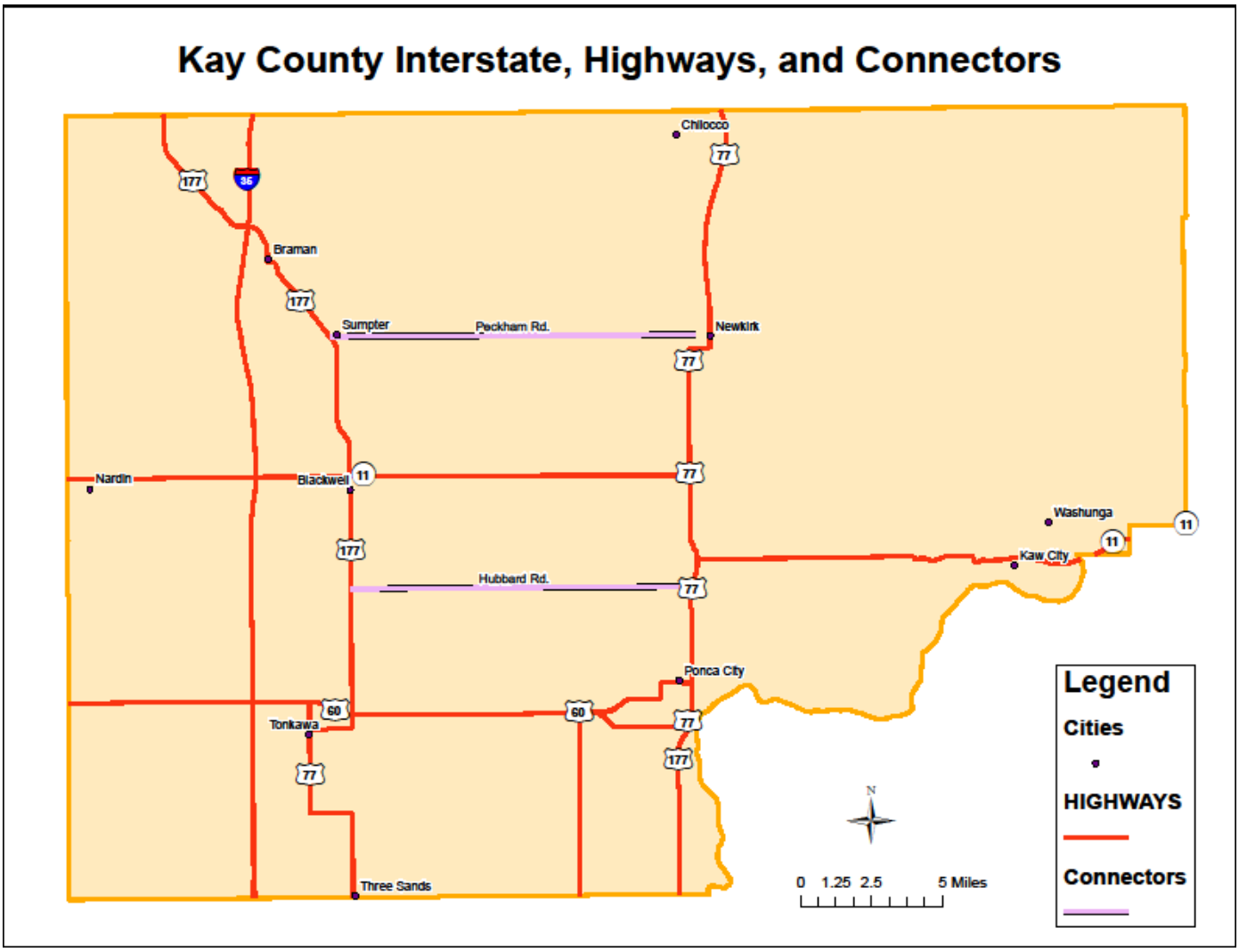
Table 2.11 Major Employers by TAZ

TAZ	ADDRESS	CITY	2014 NUMBER OF EMPLOYEES	COMPANY NAME
100	1001 W. Hartford Ave.	Ponca City	100-249	MidAmerican Door
100	1405 N. Waverly St.	Ponca City	250-499	Smith International / Schlumberger
100	1701 N. Waverly St.	Ponca City	100-249	Mertz Manufacturing Llc.
100	1701 Sykes Blvd.	Ponca City	250-499	Sykes Enterprises
100	2000 Hall Blvd.	Ponca City	500-999	Dorada Foods
100	2101 N. Ash St.	Ponca City	100-249	Pioneer Technology Center
100	2500 Industrial Blvd.	Ponca City	250-499	Albertsons Distribution
100	2617 N. Union St.	Ponca City	40-60	Union Elementary School
100	505 W. Liberty	Ponca City	20-40	Liberty Elementary School
100	900 Darr Park Rd.	Ponca City	500-999	Air System Company
100	900 Darr Park Rd.	Ponca City	250-499	Tompkins Industries
100	901 Monument Rd. # 3	Ponca City	N/A	Ponca City Christian Academy
201	1101 N. 4th St.	Ponca City	N/A	First Lutheran School
201	1615 N 7th St.	Ponca City	N/A	Washington Elementary School
201	421 South 7th St.	Ponca City	N/A	St. Mary's School
201	600 S. 8th St.	Ponca City	20-40	Garfield Academy
201	815 E. Highland	Ponca City	40-60	Roosevelt Elementary School
201	927 N. 5th St.	Ponca City	150-175	Ponca City High school
202	1101 Prospect Ave.	Ponca City	250-499	Walmart Supercenter
202	1900 N. 14th St.	Ponca City	250-499	Ponca City Medical Center
202	2109 E. Prospect Ave.	Ponca City	20-40	E M Trout Elementary School
202	3320 N. 14th St.	Ponca City	100-249	Evans & Assoc. Construction
202	433 Fairview Ave.	Ponca City	N/A	Ponca City Health Department
300	1601 Academy Rd.	Ponca City	100-249	Via Christi Village
300	2005 E. Woodland Rd.	Ponca City	40-60	Woodlands Elementary School
400	612 E. Grand Ave	Ponca City	N/A	Ponca City East Middle School
500	1401 W. Grand Ave.	Ponca City	N/A	Ponca City West Middle School
500	1501 W. Grand Ave.	Ponca City	50-60	Lincoln Elementary School
600	1000 S. Pine St.	Ponca City	1,000-4,999	Conoco Philips Refinery
600	1006 E. Oakland Ave.	Ponca City	100-249	Continental Carbon
1100	1220 E. Grand Ave.	Tonkawa	100-249	Northern Oklahoma College
1100	500 E. North Ave.	Tonkawa	20-40	Tonkawa Middle School
1100	500 E. North Ave.	Tonkawa	20-40	Tonkawa High School
1100	501 N. Public St.	Tonkawa	40-60	Tonkawa Elementary School
1200	1265 Church St.	Ponca City/Kildare	15-20	Kildare Elementary School

1200	221 S. Main St.	Newkirk	30-50	Newkirk High school
1200	5460 N. Lacann Rd.	Newkirk	100-249	Kaw Southwind Casino and Bingo
1200	701 W. South St.	Newkirk	30-60	Newkirk Elementary School
1200	711 S. Academy	Newkirk	20-40	Newkirk Middle School
1200	7175 W. School St.	Newkirk/Peckham	15-20	Peckham Elementary School
1200	801 W. South St.	Newkirk	N/A	Department of Human Services
1200	904 Washunga Dr.	Kaw City	15-20	Shidler Middle School
1301	1041 S. 1st St.	Blackwell	40-60	Blackwell Middle School
1301	2105 W. Furguson	Blackwell	40-60	Blackwell Elementary School
1301	304 Vinnedge Ave.	Blackwell	15-20	Huston Center Elementary School
1301	318 N. 29th St.	Blackwell	250-499	Southwest Cupid
1301	710 S. 13th St.	Blackwell	100-249	Integris Regional Hospital Blackwell
1301	723 W. College Ave.	Blackwell	N/A	Washington Center Elementary School
1302	1706 S. Main St.	Blackwell	N/A	Blackwell Health Department
1302	303 E. Coolidge Ave.	Blackwell	40-60	Blackwell High School
1302	400 Kimmell Ave.	Braman	15-20	Braman Elementary School
1302	400 Kimmell Ave.	Braman	15-20	Braman High School
1302	502 E. College Ave.	Blackwell	N/A	Parkside Elementary School

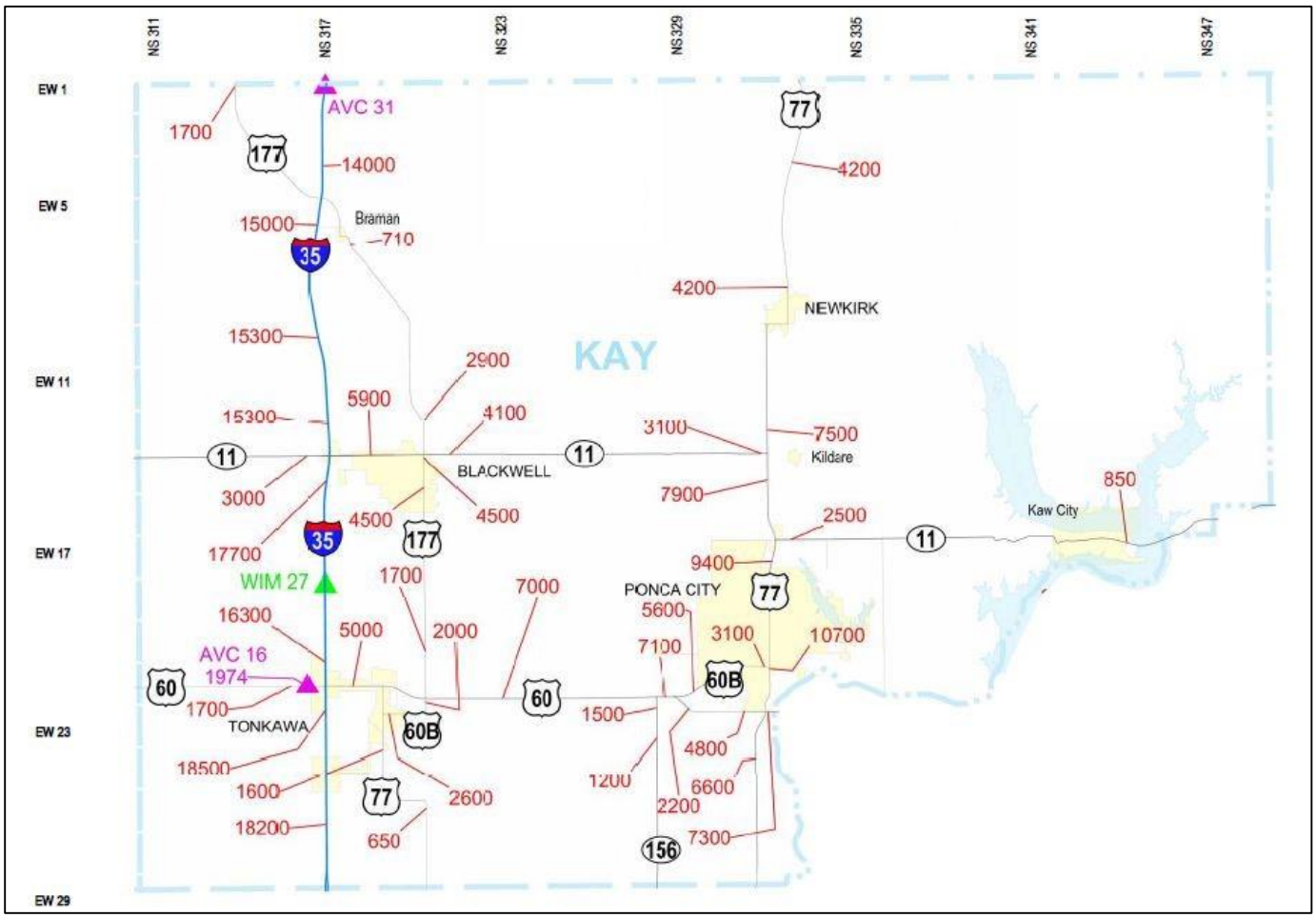
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 2.14 Kay County Interstate, Highways, and Connectors



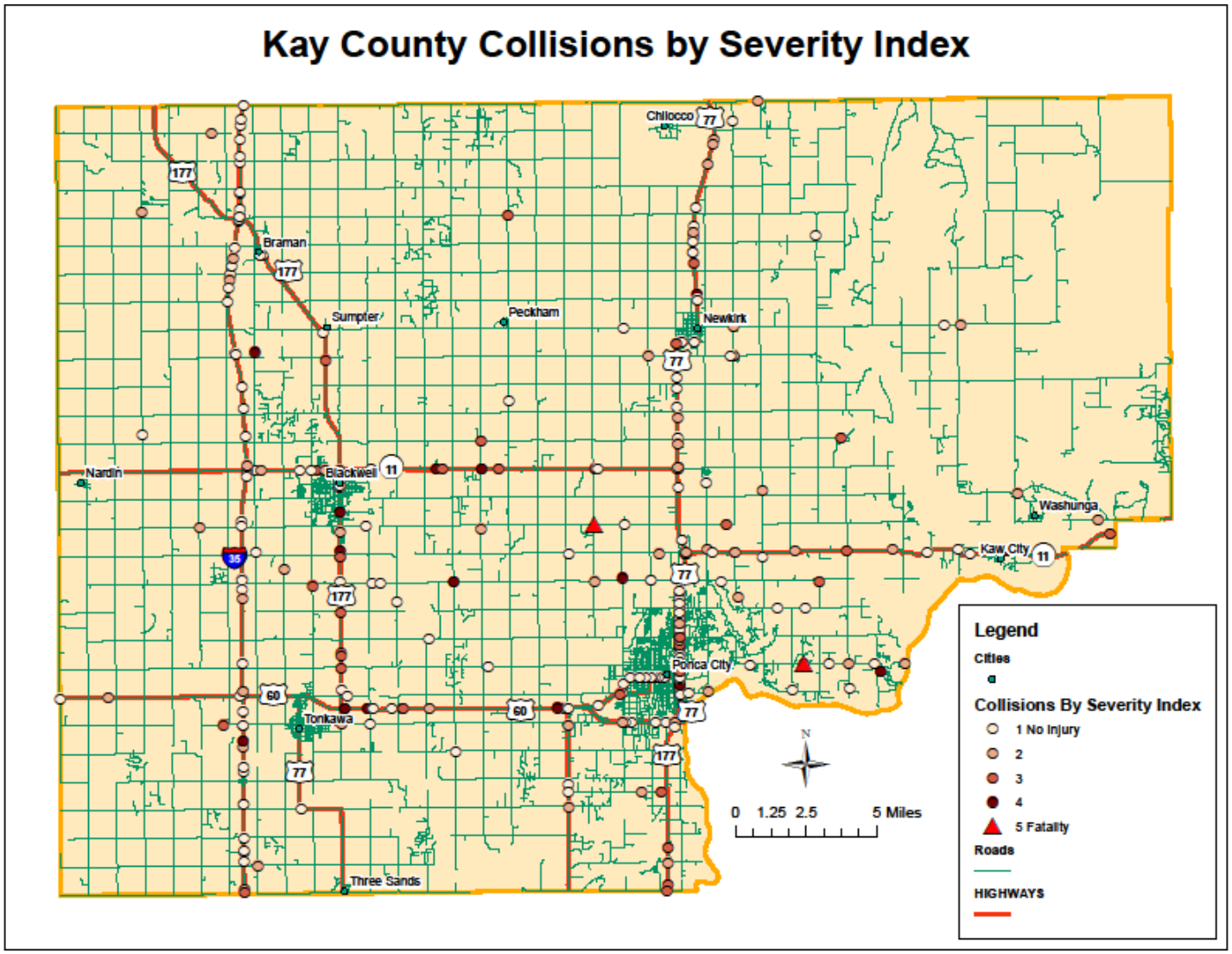
Source: ODOT

Map 2.15 Kay County Traffic Count Data 2013



Source: *ODOT*

Map 2.16 Kay County Collisions by Severity Index 2014



Source: http://www.oksafe-t.org/

Table 2.12 2010-2014 Accident Summary by Top 10 Severity Index

E/W STREET	N/S STREET	ACCIDENT SEVERITY INDEX	NUMBER OF INJURIES	NUMBER OF DEATHS	CAUSE OF CRASH
2010					
SH-11 West Kildare	US-77	40	26	1	Failure to yield(8) D-W-I(1) Inattention(1)
E Prospect Ave. East of Intersection Ponca City	5th St.	24	5	0	Failure to yield(4) Following too close(2) Improper turn(1) Inattention(1)
E Prospect Ave. West of Intersection Ponca City	14th St.	24	5	0	Failure to yield(6) Unsafe Speed(1) Following too close(1)
Bradley Ave. Ponca City	14th St.	14	5	0	Failure to yield(1) Inattention(1) Defective Vehicle(1) Improper backing(1) Failure to stop(1)
Highland Ave./Lake Ponca City	14th St.	14	5	0	Following too close(2) Inattention(1) D-W-I(1)
Whitlock Rd./PVT Ponca City	14th St.	13	6	0	Failure to yield(1) Left of center(1) Inattention(1)
Central Ave. Ponca City	14th St.	12	2	0	Failure to yield(2) Improper turn(1) Inattention(1)
Grand Ave. Ponca City	14th St.	12	1	0	Improper turn(4) Inattention(1)
E Prospect Ave. Ponca City	14th St.	10	0	0	Following too close(3) Improper passing(1) Other(1)
South Ave. Ponca City East of Intersection	Pine St.	10	0	0	Negligent driving(5)
2011					
Bradley Ave. Ponca City	14th St.	30	4	0	Following too close(3) Failure to yield(2) Failure to stop(2) Defective vehicle(2) Improper turn(1) Improper lane

					change(1)
E. Prospect Ave. East of intersection Ponca City	5th St.	26	7	0	Failure to yield(6) Improper turn(2) Unsafe speed(1)
E. Hartford Ave. Ponca City	14th St.	24	7	0	Failure to stop(3) Failure to yield(2) Following too close(2) Other(1)
E. Prospect Ave. West of intersection Ponca City	14th St.	22	5	0	Failure to yield(6) Inattention(1) Other(1)
E. Harding Ave. Ponca City	14th St.	16	2	0	Failure to stop(2) Failure to yield(1) Following to close(1) Improper lane change(1) No improper act(1)
E. Grand Ave. Ponca City	14th St.	16	4	0	Failure to yield(3) Improper turn(1) Inattention(1)
E. Highland Ave. Ponca City	7th St.	14	1	0	Failure to yield(2) Failure to stop(1) Following too close(1) Improper turn(1) Other(1)
Cooley Ave. Ponca City	14th St.	12	3	0	Failure to yield(1) Following too close(1) D-W-I
E. Highland Ave./Lake Ponca City	14th St.	10	0	0	Following too close(3) Inattention(1) Sleepy(1)
W. Highland Ave. Ponca City	N. Osage St.	10	3	0	Failure to yield(3) Improper turn(1)
2012					
E. Prospect Ave. Ponca City	14th St.	24	2	0	Following too close(3) Inattention(2) Failure to Yield(1) Improper turn(1) Improper start(1) D-W-I(1) No improper act(1)
E. Bradley Ave. Ponca City	14th St.	24	8	0	Failure to yield(4) Following too close(2) Failure to stop(1) Improper turn(1) Unsafe speed(1)

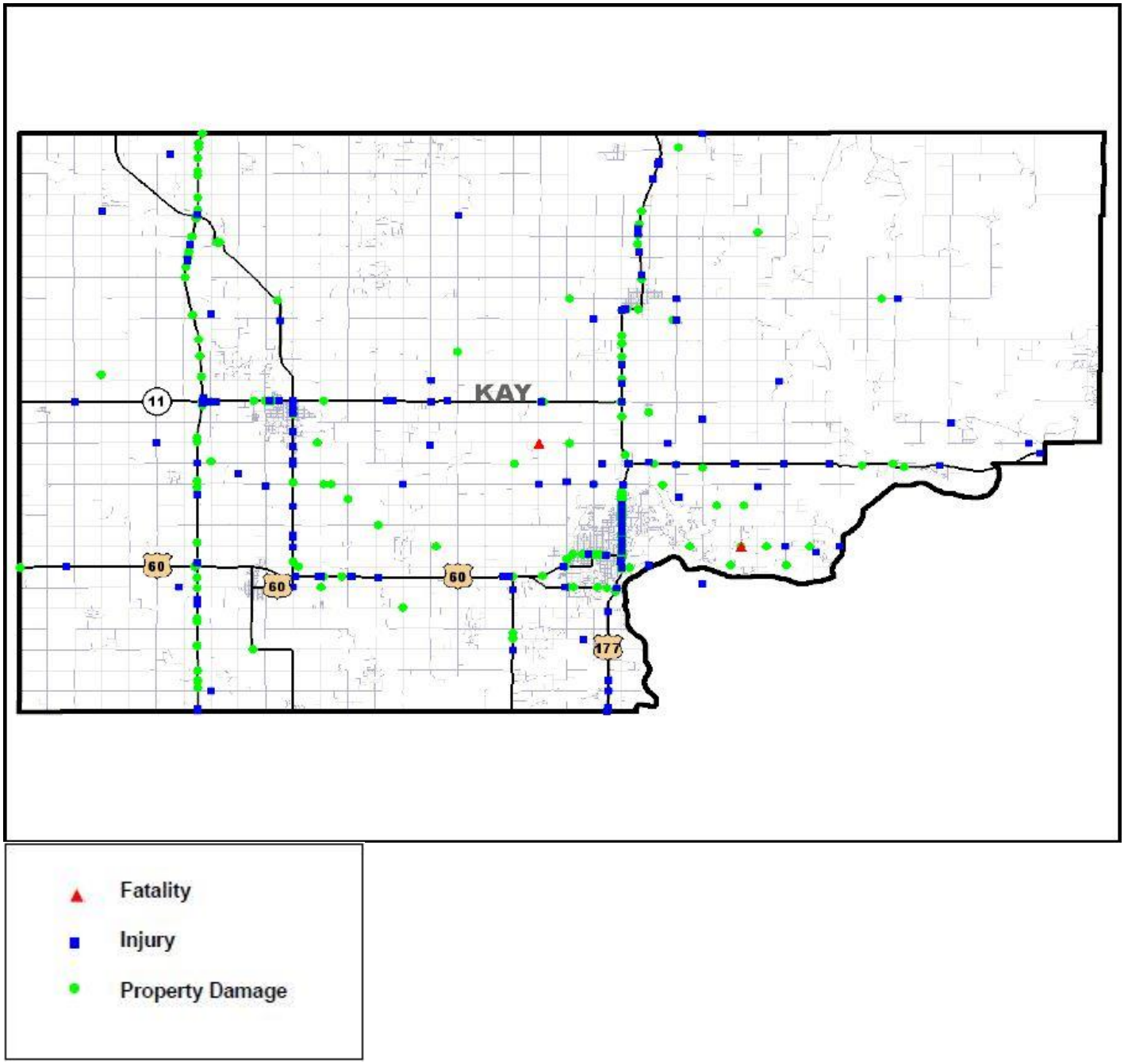
E. Hartford Ave. Ponca City	14th St.	18	4	0	Following too close(2) Failure to stop(2) Inattention(1) Other(1)
W. Highland Ave. Ponca City	N. Waverly St.	16	3	0	Failure to yield(2) Improper lane change(1) Improper turn(1) Inattention(1)
E. Highland Ave. Ponca City	5th St.	16	3	0	Following too close(2) Other(2) Failure to stop(1)
W. Hartford Ave. Ponca City	Waverly St.	14	2	0	Failure to yield(2) Following too close(2) Inattention(1)
East Prospect Ave. West of intersection Ponca City	14th St.	14	4	0	Failure to yield(4) Following too close(1)
E. Blackwell Ave. Blackwell	Main St.	12	1	0	Following too close(2) Unsafe speed(1) Inattention(1) Improper backing up(1)
E. Prospect Ave. Ponca City	5th St.	12	1	0	Failure to yield(5)
E. Highland Ave/Lake Ponca City	14th St.	12	4	0	Inattention(2) Failure to stop(1) Following too close(1)
2013					
E. Hartford Ave. Ponca City	14th St.	56	14	0	Failure to yield(7) Following too close(3) Inattention(3) Unsafe speed(2) Failure to stop(1) Improper turn(1) Defective vehicle(1) No improper act(1)
E. Prospect Ave. Ponca City	14th St.	40	3	0	Failure to yield(6) Following too close(5) Improper turn(3) Inattention(2) Failure to stop(1) Other(1)

E. Harding Ave Ponca City	14th St.	28	10	0	Inattention(4) Failure to yield(1) Failure to stop(1) Following too close(1) Other(1)
E. Bradley Ave. Ponca City	14th St.	22	6	0	Failure to yield(4) Following too close(1) Defective Vehicle(1) Inattention(1)
E. Highland Ave./Lake Ponca City	14th St.	18	2	0	Failure to yield(2) Inattention(2) Failure to stop(1) Following too close(1) No improper act(1)
E. Hartford Ave. Ponca City	5th St.	18	4	0	Failure to yield(4) Following too close(1) Unsafe speed(1)
E. Prospect Ave. Ponca City	5th St.	16	1	0	Failure to yield(3) Failure to stop(1) Following too close(1) Improper backing up(1) Other(1)
E. Princeton Ave. Ponca City	14th St.	16	4	0	Failure to yield(1) Following too close(1) Left of center(1) Improper lane change(1) Unsafe speed(1)
E. Highland Ave. Ponca City	5th St.	14	2	0	Following too close(2) Failure to yield(1) Failure to stop(1) Improper turn(1)
W. Grand Ave. Ponca City	Waverly St.	14	6	0	Failure to yield(2) Following too close(1) Inattention(1)
2014					
E. Prospect Ave. Ponca City	14th St.	36	5	0	Failure to yield(6) Following too close(3) Improper turn(2) Other(2) Inattention(1) Defective vehicle(1)
E. Hartford Ave. Ponca City	14th St.	24	4	0	Failure to yield(3) Following too close(2) Inattention(2) Other(2) Improper turn(1)

E. Prospect Ave. West of intersection Ponca City	14th St.	18	1	0	Failure to yield(7) Inattention(1)
US-177	I-35 UP *8*	18	4	0	Improper stop(3) Unsafe speed(2) Negligent driving(1) Sleepy
Prospect Ave. Ponca City East of intersection	5th St.	18	2	0	Failure to yield(5) Improper lane change(1) Improper turn(1)
Doolin Blvd. Blackwell	I-35	16			
W. Hartford Ave. Ponca City	N. Ash St.	16	4	0	Following too close(2) Improper turn(1) Inattention(1) Other(1)
W. Highland Ave. Ponca City	Waverly St.	14	2	0	Following too close(2) Failure to yield(1) Improper turn(1) Inattention(1)
W. Liberty Ave. Ponca City	N. Ash St.	14	2	0	Failure to yield(5)
E. Hartford Ave.	5th St.	14	2	0	Failure to yield(2) Following too close(1) Inattention(1) Other(1)

Source: ODOT

Map 2.17 Kay County Collisions by Fatality, Injury, and Property Damage 2014



Source: http://www.oksafe-t.org/

Table 2.13 Total Crashes and Fatalities for Kay County and Oklahoma 2010-2014

	2010	2011	2012	2013	2014
Kay County Total Crashes	686	699	709	750	743
Oklahoma Total Crashes	70,440	69,269	71,877	69,578	67,349
Kay County Deaths	9	9	8	12	2
Oklahoma Deaths	665	684	710	677	646

Source: http://www.oksafe-t.org/

Table 2.14 Projects for Areas of Concern

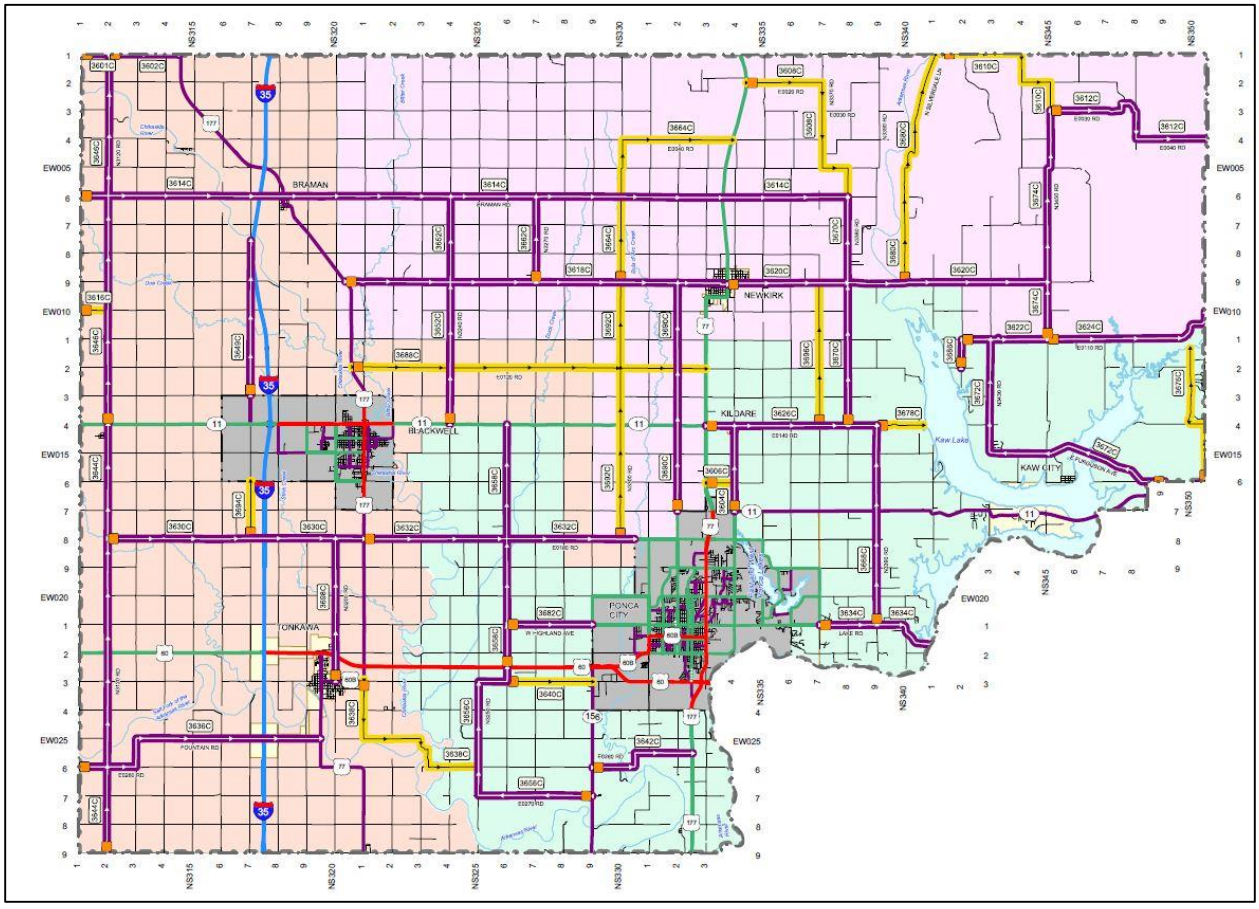
(To be completed after public review)

Table 2.15 Mileage by Surface Type

Surface Type	Mileage
Concrete	93.78
Asphalt	506.42
Gravel	1,115.60
Graded	81.67
Brick	33.96
Primitive	11.95
Total	1,883.38

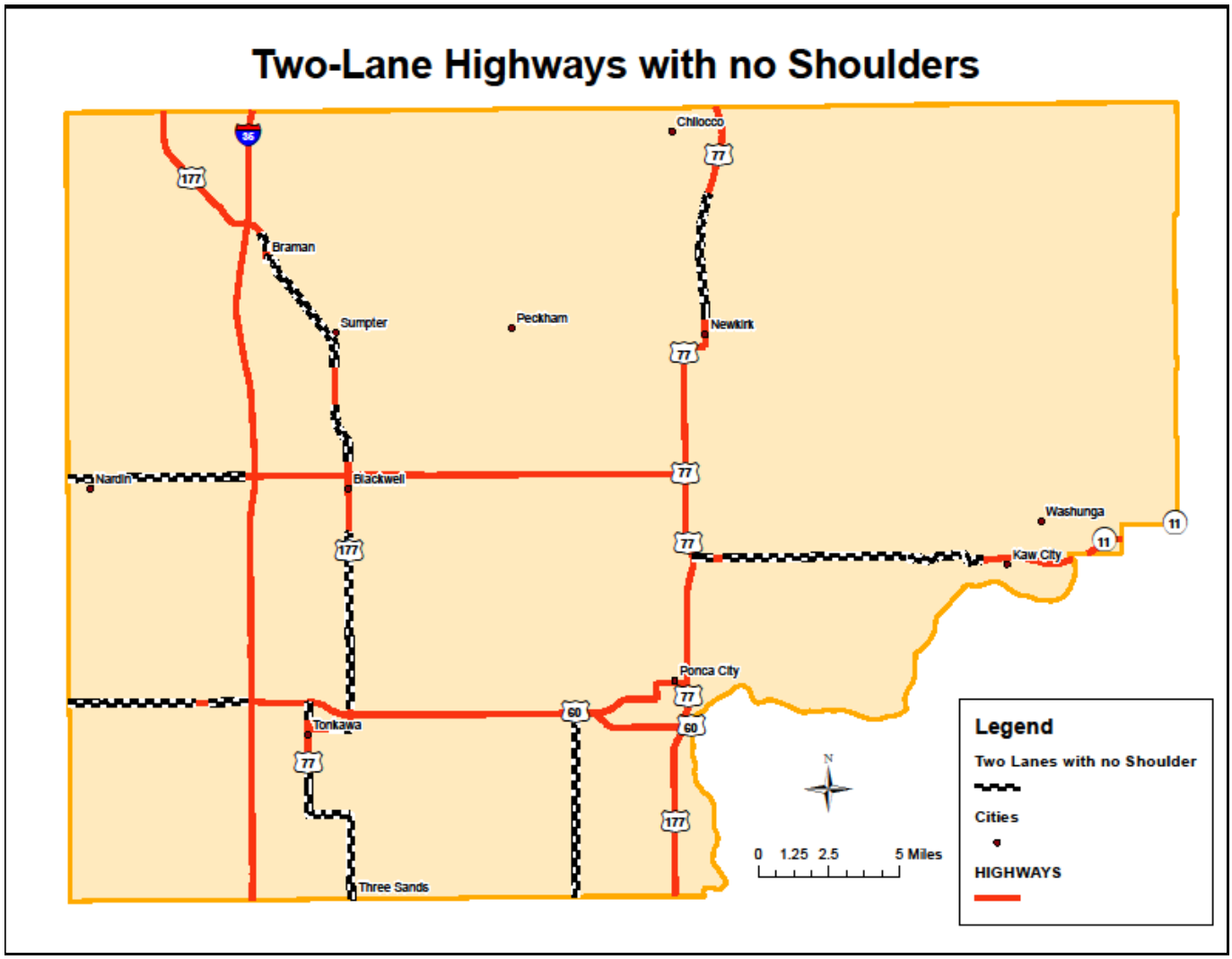
Source: ODOT GRIP

Map 2.18 Kay County Functional Classification



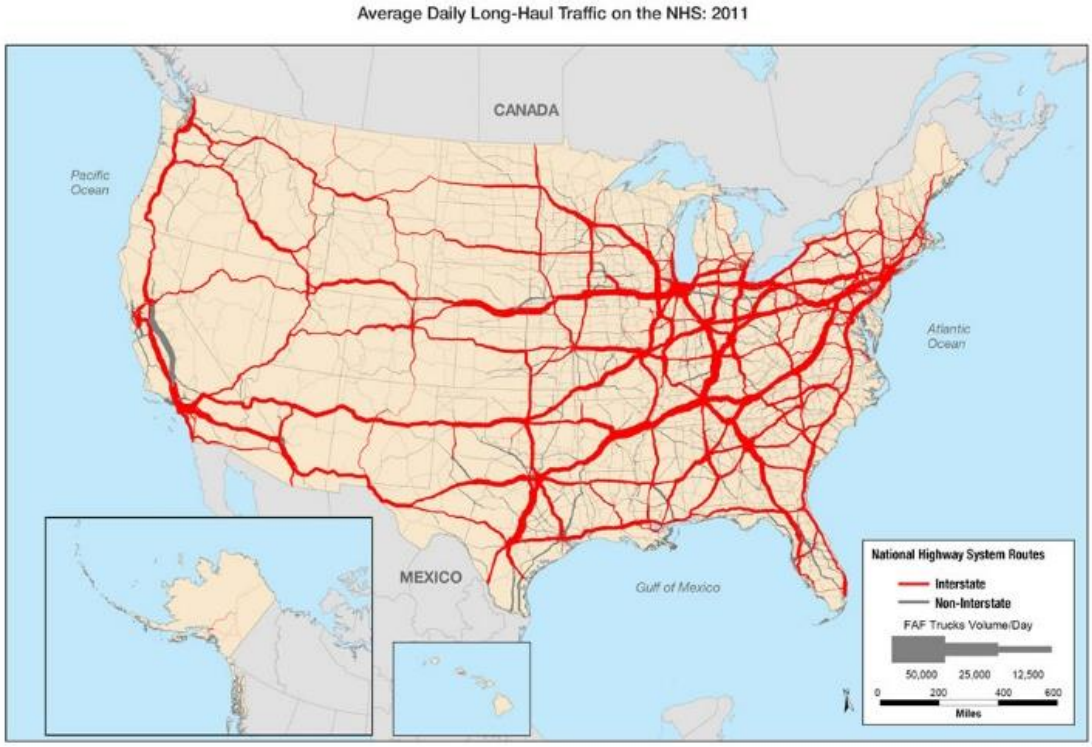
Source: ODOT

Map 2.19 Two-Lane Highways with no Shoulders



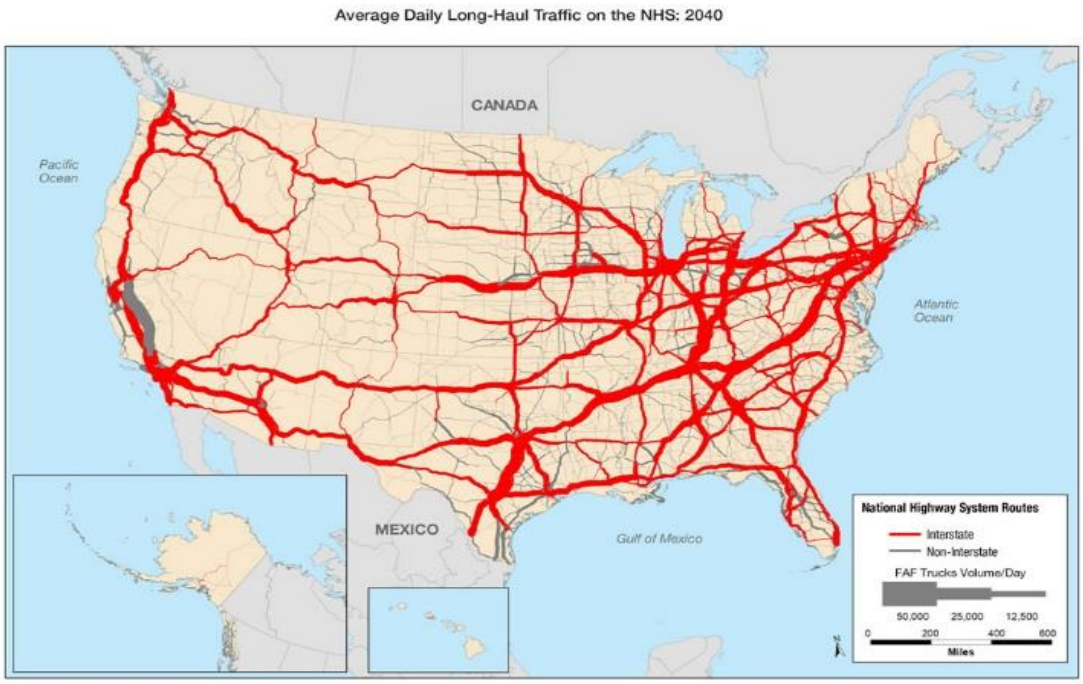
Source: ODOT

Map 2.20 Average Daily Long-Haul Traffic 2011



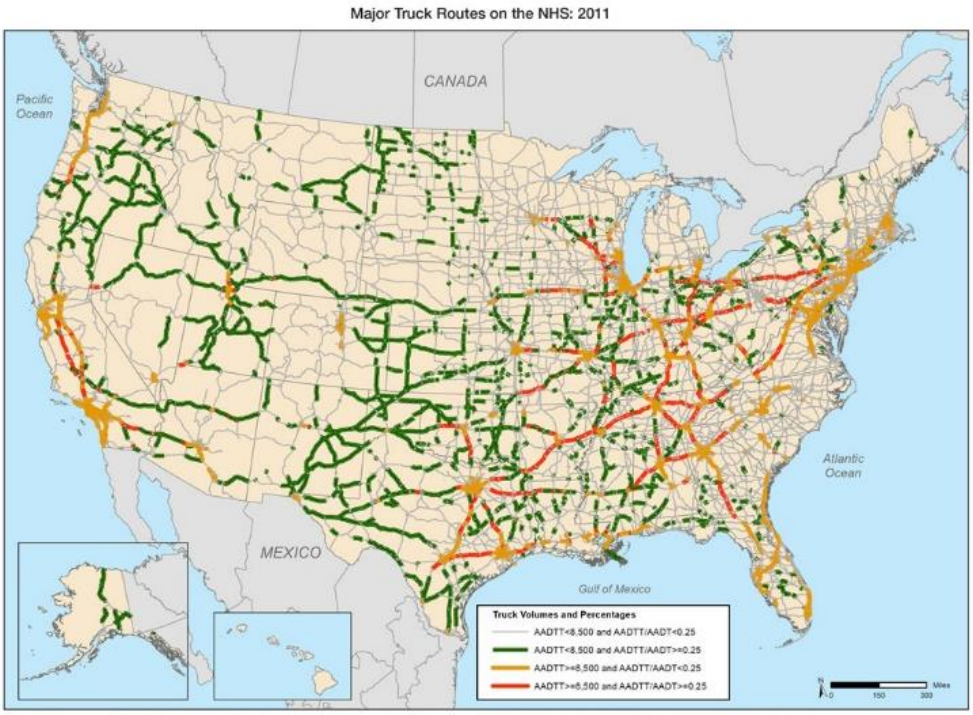
Notes: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Map 2.21 Average Daily Long-Haul Traffic 2040



Notes: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Map 2.22 Major Truck Route 2011



Notes: AADTT is average annual daily truck traffic and includes all freight-hauling and other trucks with six or more tires. AADT is average annual daily traffic and includes all motor vehicles. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Map 2.23 Major Truck Route 2040

Notes: AADTT is average annual daily truck traffic and includes all freight-hauling and other trucks with six or more tires. AADT is average annual daily traffic and includes all motor vehicles. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.4, 2013.

Map 2.24 Ponca City Bikeways and Trail Connections

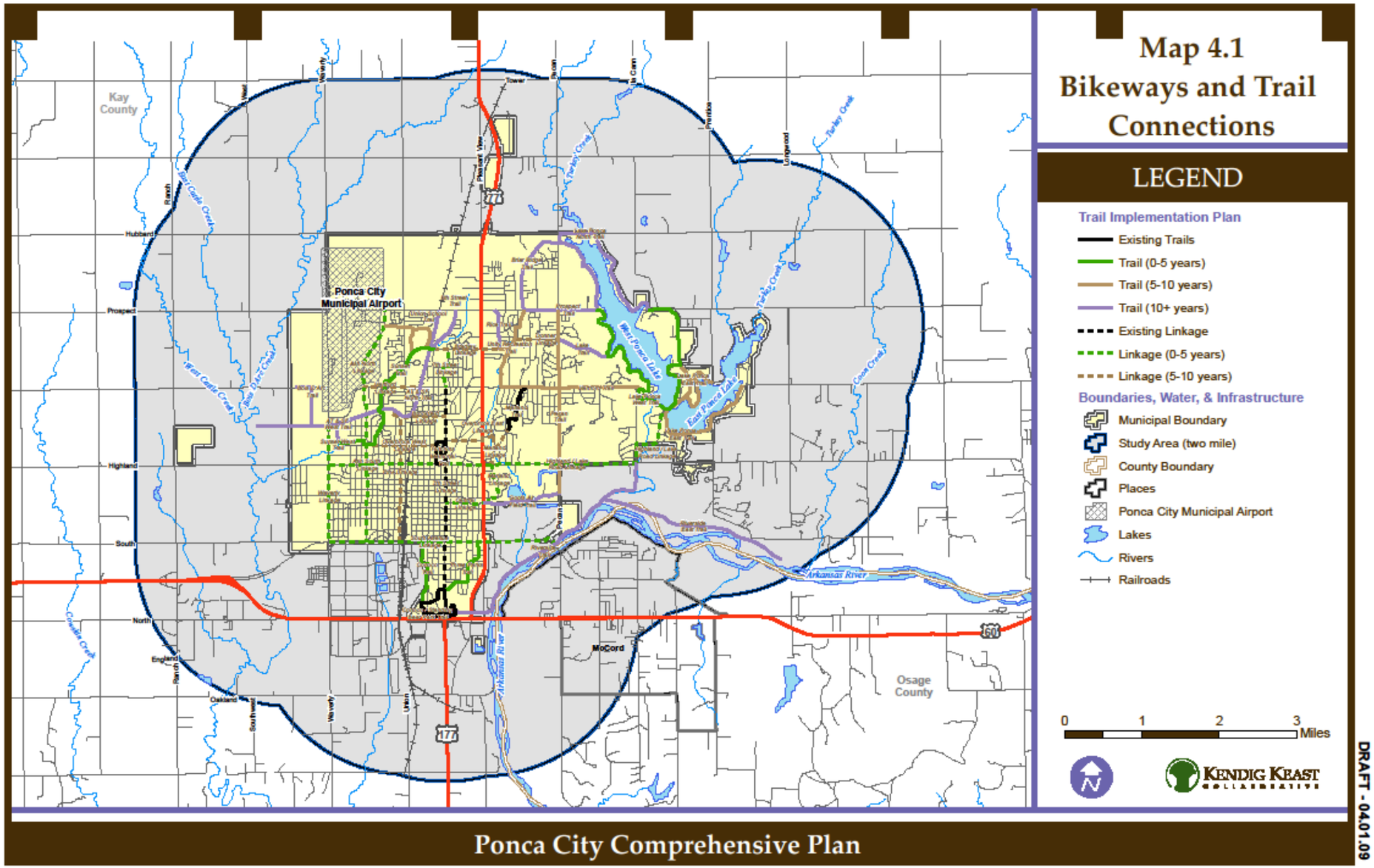


Table 2.16 Cherokee Strip Transit Ridership and Revenue

	Oct. 1, 2012-Sep. 30, 2013	Oct. 1, 2011-Sep. 30, 2012	Oct. 1, 2010-Sep. 30, 2011	Oct. 1, 2009-Sep. 30, 2010
Trips	12,607	14,405	18,884	17713
Passenger Miles	157,578.10	222,980.10	283,913.50	308,687
Revenue Miles	219,606.30	333,113.50	428,217	404,946

Source: Cherokee Strip Transit

Table 2.17 Cimarron Transit Ridership and Revenue

	2013	2012	2011	2010	2009
Trips	35,034	37,301	41,174	36,986	44,175
Passengers	249,954	238,018	218,824	198,184	227,537
Revenue	$304,777	$299,323	$272,289	$262,979	$252,194

Source: Cimarron Transit

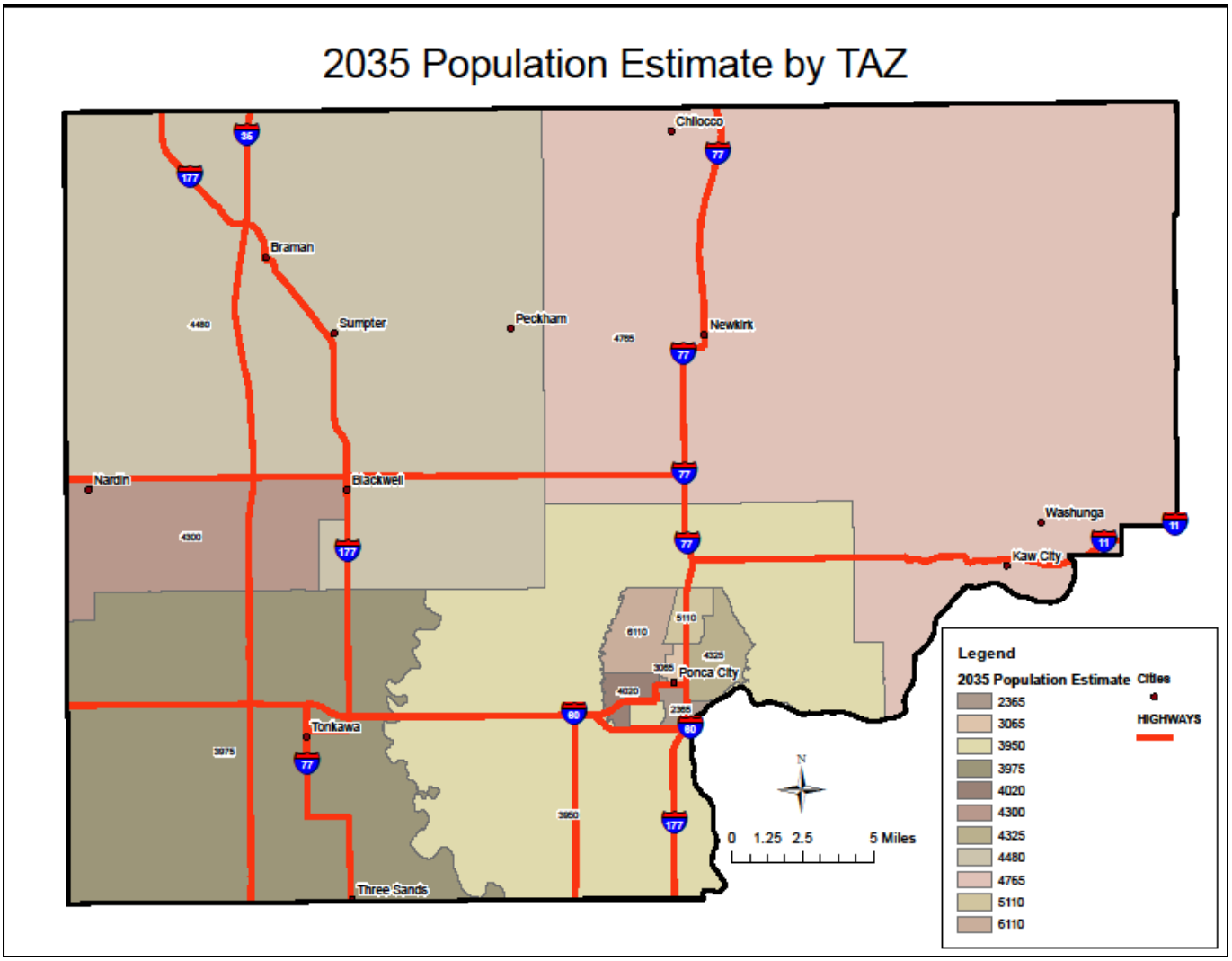
Table 2.18 Funded Improvements

LOCATION	PROJECT DESCRIPTION	CONSTRUCTION YEAR	ESTIMATED COST
Newkirk	Street asphalt overlay	2015	$103, 198
Ponca City	Road extensions	2015-2019	
Ponca City	Rail crossing safety improvements at 9 at-grade crossings	2015-2019	$100,000 per crossing
Ponca City	New construction	2015-2019	
	RR underpass	2015-2019	$3,500,000
Kay County	Resurface	2015-2019	$11,408,473
Kay County	Bridges & approaches	2015-2019	$24,745,414
Kay County	Right of way	2015-2019	$1,091,149
Kay County	Utilities	2015-2019	$736,213
Kay County	Engineering	2015-2019	$515,880

Source: ODOT Transit System and ODOT Rail System

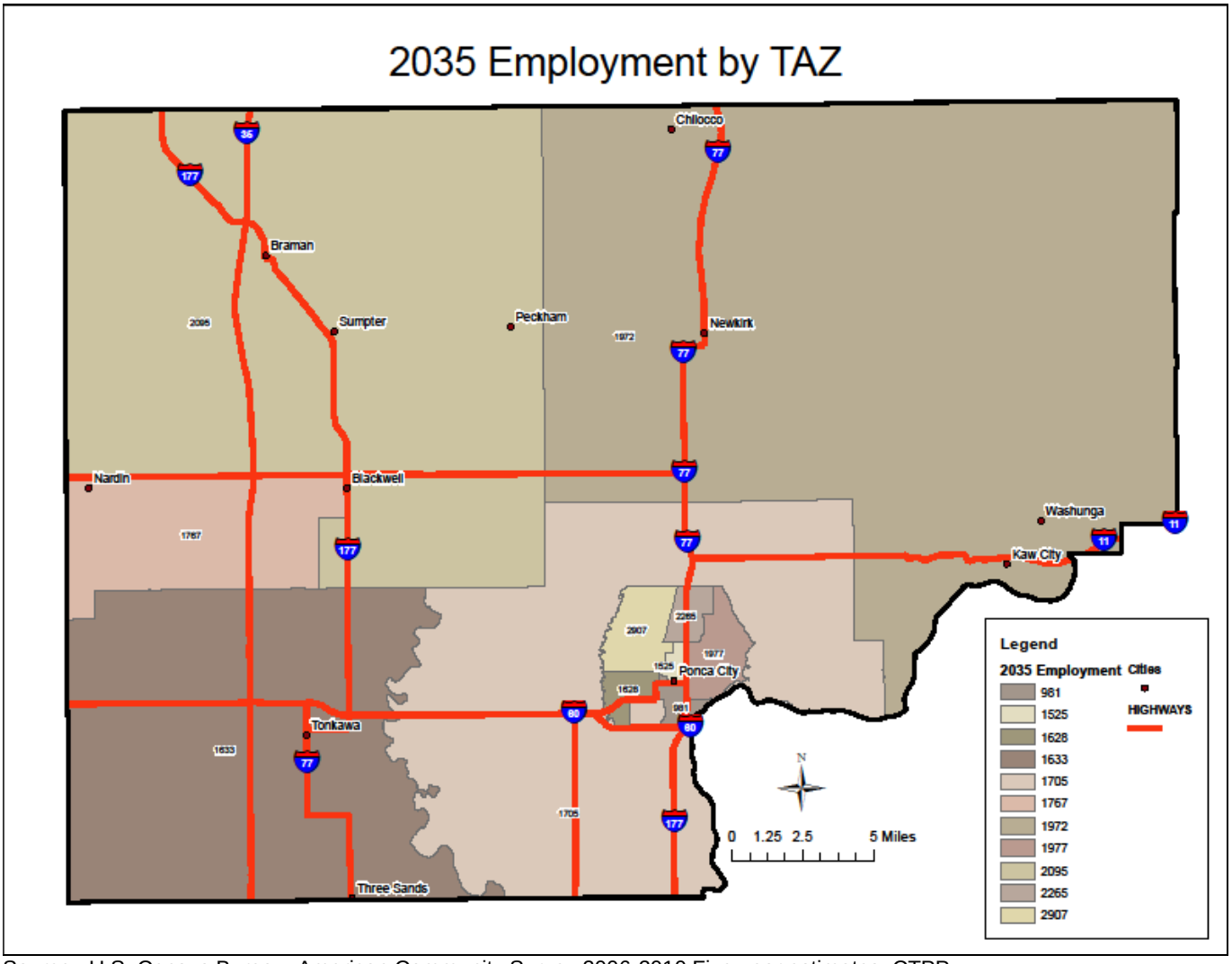
Appendix H-3
Chapter 3

Map 3.1 – Kay County 2035 Population by TAZ



Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 3.2 – 2035 Employment by TAZ



Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 3.1 Kay County 2035 Population by TAZ

TAZ	2035 POPULATION
100	6,110
201	3,070
202	5,175
300	4,350
400	2,367
500	4,020
600	3,950
1100	3,975
1200	4,765
1301	4,300
1302	4,480
Total	46,562

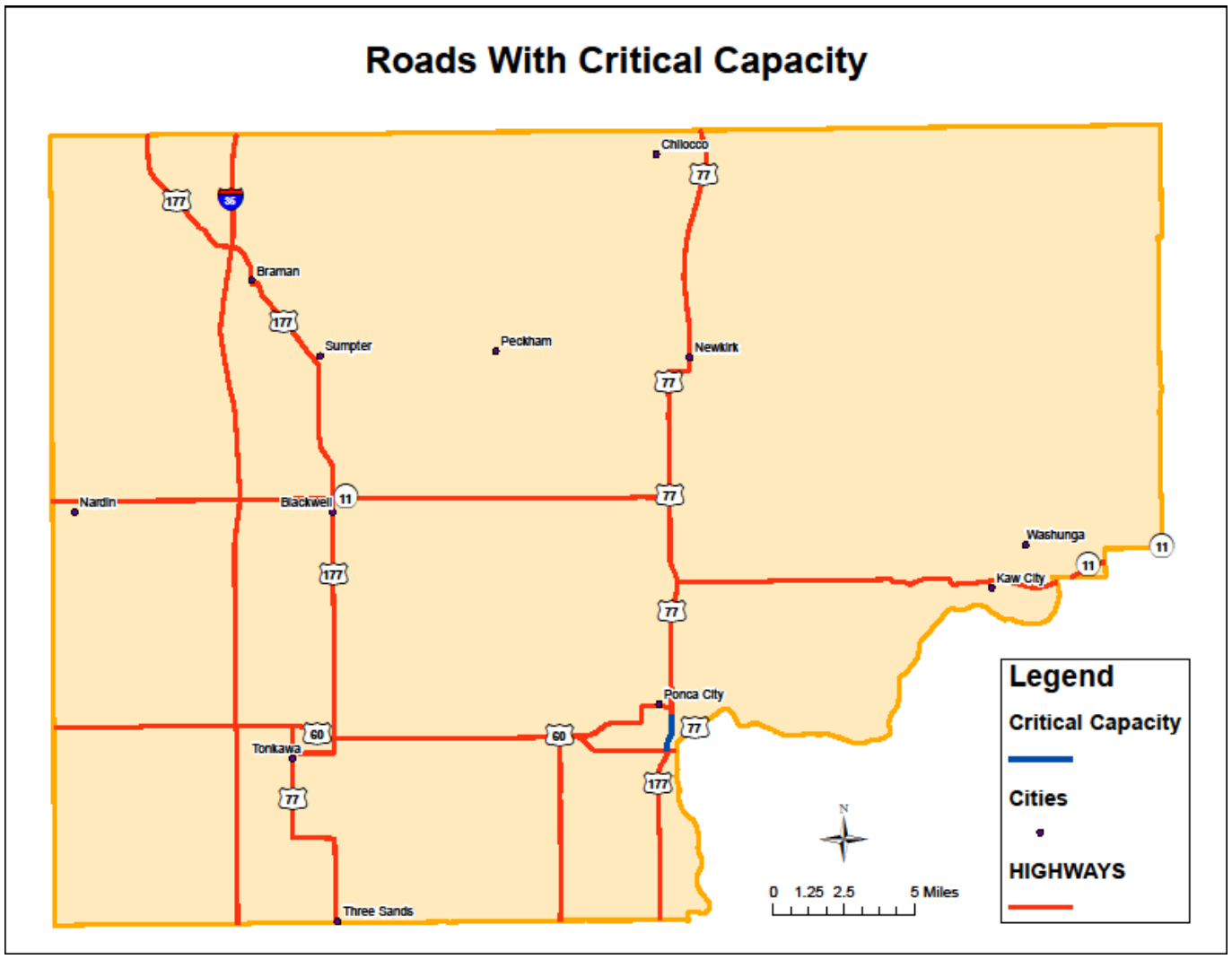
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 3.2 Kay 2035 Employment by TAZ

TAZ	2006-2010 CTPP EMPLOYMENT	2035 EMPLOYMENT
100	2,830	2,907
201	1,485	1,525
202	2,205	2,265
300	1,925	1,977
400	955	981
500	1,585	1,628
600	1,660	1,705
1100	1,590	1,633
1200	1,920	1,972
1301	1,720	1,767
1302	2,040	2,095
Total	19,915	20,455

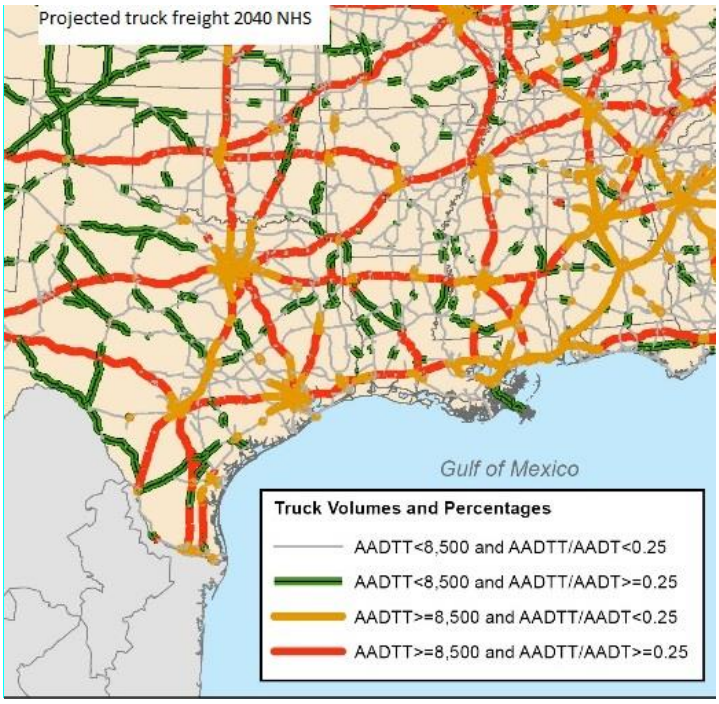
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 3.3 Roads with Critical Capacity



Source: ODOT

Map 3.4 2040 Projected Truck Volumes



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Chapter 4

Table 4.1 Funding Category Summary

State	FUNDING ELIGIBITY	FUNDING LIMITS
County Equipment Revolving Fund		$4.5 to$ 5 million a year
Industrial, Historic site and Lake Access Funds,	Can be used on city streets and county roads.	$2.5 million, FY 2011, industrial access $2.5 million, FY 2011, lake/historic access
County Improvements for Roads and Bridges, (CIRB)	Only contract projects let thru ODOT	Averages $75 million/year, divided evenly between ODOT's Field Divisions
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.	BR, BH and PM all together limited to $16.5 million in odd numbered years and $20 million in even numbered years. Safety Bridge Inspection funded with $3.5 million in odd numbered years.
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.	$6 million for roadway projects $20 million for safety bridge inspections, replacement or repair of county bridges. ODOT is currently funding the 20 percent match on regular safety bridge inspection costs and 100 percent of all the county fracture critical bridge inspection costs.

Emergency Relief (ER) Funds	Disaster funding on Major x	
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.	In FY 2009, ODOT made a one-time appropriation of $25 million to the Emergency and Transportation Revolving Fund.
Circuit Engineering District Revolving fund		$3.5 million annually
County Road & Bridge Improvement Fund (CBR)	County Built, contract projects and maintenance on roads/bridges	
County Highway Fund		

Source: ODOT

Table 4.2 Apportionment of Statutory Revenues

	FY 2010-2011	FY 2011-2012	FY 2012-2013
Circuit Engineering District Revolving Fund	$4,177,355	$4,463,613	$3,759,043
Counties for Bridge & Road Improvement	$27,468,584	$29,469,291	$24,556,139
Counties for Roads	$227,595,325	$233,167,431	$224,693,223
County Improvement Road and Bridge Revolving Fund	$87,902,919	$96,381,454	$99,297,039
County Road Fund	$15,703,140	$16,567,078	$17,075,040
County Road Improvement Revolving Fund	$21,975,669	$23,162,249	$23,869,001
Public Transit Revolving Fund	$3,8500,000	$3,850,000	$3,850,000
Railroad Maintenance Fund	$619,364	$666,388	$716,415

State Highway Construction and Maintenance Funds	$n/a	$2,079,421	$3,123,679
State Transportation Fund	$206,749,394	$208,864,879	$204,316,900

Source: Oklahoma Tax Commission

Table 4.3 County CIRB Funding FY 2015-2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Kay	$ 5,126,000	$ -	$ 885,000	$ 300,000	$ 6,450,000	$12,761,000

Source: ODOT

Table 4.4 Kay County Funded Projects

Project Year	Construction Type/Detail	General Location	Federal Funding	State Funding	Local/Other Funding	Total Funding
Newkirk						
2015	Asphalt overlay	Elm St. from 7th St. to South St.			$103,197.73	$103,197.73
Ponca City						
	Road extension	Bradley Av. from Rice St. to Donner Av.				$1,200,000
	Supplemental Safety Measure	Rail crossing safety improvements at 10 at-grade crossings				$100,000 per crossing
	Road extension	5th St. from Knight Av. to Hubbard Rd.				$1,500,000
	Realign/new construction	Central Av. from 14th St. to Pecan Rd.				$3,100,000
	Road extension	Turner St. from Prospect Av. to Hubbard Rd.				$2,000,000
	Road extension	Ash St. from Prospect Av. to Hubbard Rd.				$3,200,000
	New construction	Flormable St. from Highland Av. to Industrial Blvd.				$3,100,000
	Road extension	Knight Av. from 5th St. to Ash St. extension				$1,900,000
	New construction	Liberty Av. from Waverly St. to Flormable St.				$1,600,000
County						
CIRB						
FY2015	Bridge &	County bridge over Bird's			$120,000	$600,000

	approaches	Nest Creek, 4.8 miles S and 1.8 miles E of Tonkawa				
FY2015	Bridge & approaches	County road over Sand Creek 6.0 miles W, 3.4 miles N of Braman			$400,000	$400,000
FY2017	Right of way	County road beg. At SH 177 E appr. 6.7 miles			$100,000	$100,000
FY2017	Utilities	County road from Sumpter E to Newkirk			$100,000	$100,000
FY2017	Preliminary engineering (ODOT)	County road from Sumpter E to Newkirk			$165,000	$165,000
FY2017	Bridge & approaches	County bridge over Bois D'Arc Creek, 4.0 miles S and 3.5 miles W of Kildare			$200,000	$1,200,000
FY2017	Resurface	County road (EW-18) from I-35 E appr. 3.5 miles to US-177			$320,000	$1,600,000
FY2018	Right of way	County road from 7.0 miles E of Sumpter E 6.5 miles to Newkirk			$100,000	$100,000
FY2018	Utilities	County road from 7.0 miles E of Sumpter E 6.5 miles to Newkirk			$50,000	$50,000
FY2018	Bridge & approaches	County bridge over Beaver Creek 0.2 mile S and 0.2 mile W of Hardy			$150,000	$750,000
FY2019	Grade, draining, bridge & surface	County road (EW-9) beg. at SH 177 E appr. 6.7 miles			$6,150,000	$6,150,000
FY2019	Bridge & approaches	NS-314 over Chikaskia Rover 4.0 miles W & 3.4 miles N of Braman			$300,000	$1,500,000
ODOT						
FY2015	Bridge rehabilitation	I-35 northbound & southbound bridges over abandoned RR 0.6 miles S of SH 11	$850,000	$850,000		$1,700,000
FY2015	Grade, drain & surface	I-35 bridge removal of abandoned RR bridges, 2.58 miles S of SH 11	$1,000,000	$1,000,000		$2,000,000
FY2015	Bridge & approaches	I-35 under Hubbard Rd. 11 miles N of Noble County line	$854,334	$854,334		$1,708,668
FY2015	Preliminary engineering	US 60 over Chikaskia River appr. 1.7 miles E of US 177	$141,104	$35,276		$176,380

FY2015	Preliminary engineering	SH 156 over Cowskin Creek appr. 2.8 miles N of Noble County line	$139,600	$34,900		$174,500
FY2015	Bridge	County bridge over Bird's Nest Creek 4.8 miles S and 1.8 miles E of Tonkawa	$480,687	$120,172		$600,859
FY2016	Right of way	SH 156 over Cowskin Creek appr. 2.8 miles N of Noble County line	$48,080	$48,080		$96,160
FY2016	Utilities	SH 156 over Cowskin Creek appr. 2.8 miles N of Noble County line	$121,930	$0		$121,930
FY2016	Right of way	I-35 northbound & southbound over AT&SF RR 8.6 miles N of SH 11	$2,575	$2,575		$5,150
FY2016	Utilities	I-35 northbound & southbound over AT&SF RR 8.6 miles N of SH 11	$30,881	$0		$30,881
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River appr. 1.7 miles E of US 177	$397,500	$397,500		$795,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 1.9 miles E of US 177	$291,500	$291,500		$583,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 2.1 miles E of US 177	$318,000	$318,000		$636,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 2.4 miles E of US 177	$424,000	$424,000		$848,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 2.9 miles E of US 177	$318,000	$318,000		$636,000
FY2017	Shoulder rehabilitation	US 77 from SH 11W junction N appr. 4. Mile to South St. in Newkirk (southbound only)	$1,167,366	$1,167,367		$2,334,733
FY2017	Bridges & approaches	US 177 over unnamed creek 7.3 miles N of SH 11	$373,744	$373,744		$747,488
FY2017	Bridges & approaches	US 177 over unnamed creek 5.6 miles N of SH 11	$284,170	$284,169		$568,339
FY2017	Right of way	SH 11 over Deer Creek 0.1 miles E of Grant	$223,130	$223,130		$446,260

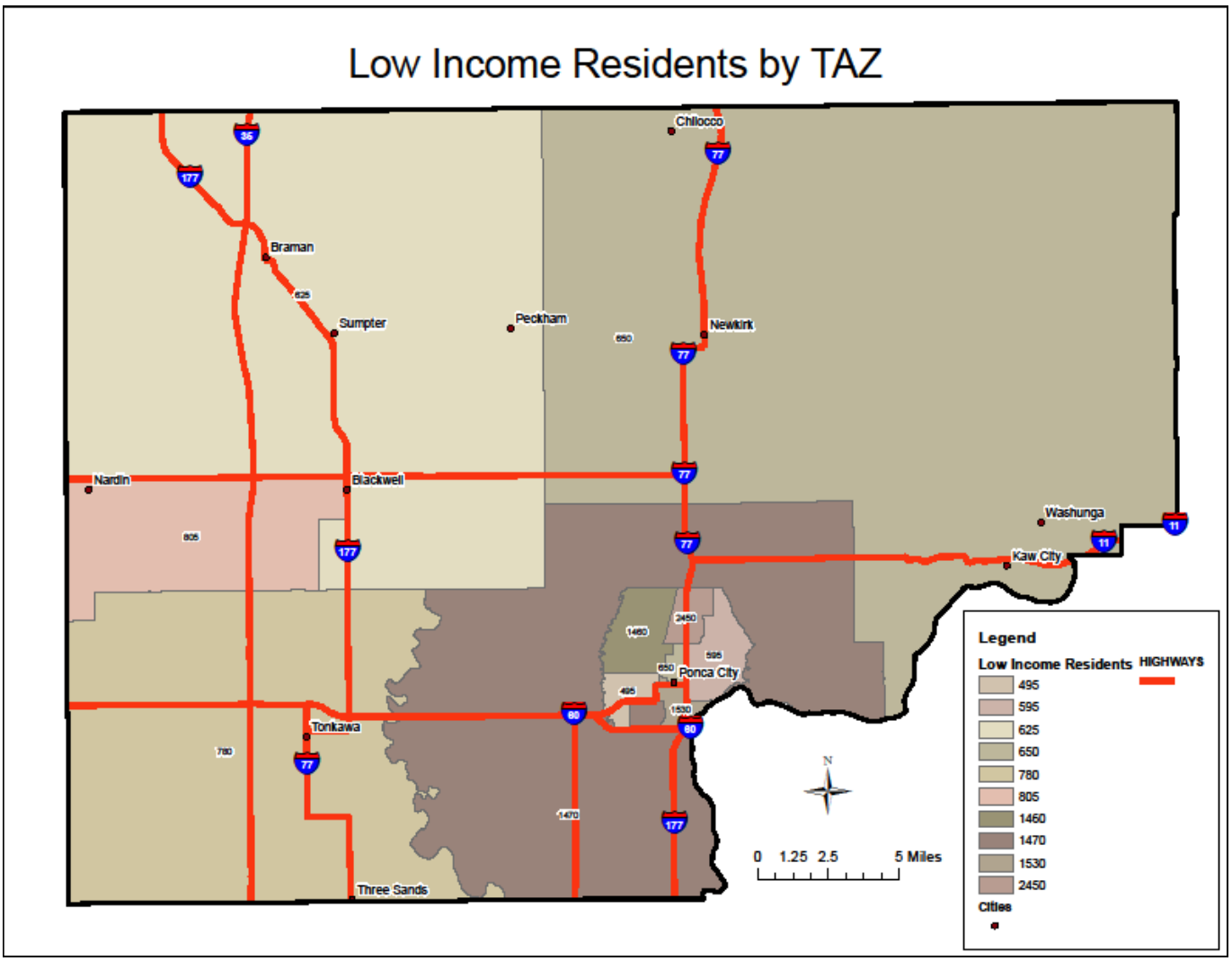
		county line				
FY2017	Utilities	SH 11 over Deer Creek 0.1 miles E of Grant County line	$190,523	$0		$190,523
FY2017	Right of way	SH 11 over Thompson Creek 4.5 miles E of Grant County line	$50,350	$50,350		$100,700
FY2017	Utilities	SH 11 over Thompson Creek 4.5 miles E of Grant County line	$242,879	$0		$242,879
FY2018	Shoulder improvement & resurface	US 77 add shoulders and resurface from Newkirk city limit N 3.2 miles S of Kansas state line	$3,159,018	$3,159,019		$6,318,037
FY2018	Bridge & approaches	I-35 Fountain Rd. bridge over I-35 4 miles N of Noble County line	$830,515	$830,515		$1,661,030
FY2018	Bridge & approaches	I-35 Bender Rd. bridge over I-35 8.1 miles N of SH 11 junction	$830,515	$830,515		$1,661,030
FY2018	Pavement rehabilitation	US 60 from Waverly St. in Ponca City E 1.8 miles to US 177 junction	$1,745,199	$1,745,199		$3,490,398
Airports						
Rail Companies						
Transit Providers						
Tribal Projects						

Source: City of Newkirk, City of Ponca City, Kay County CIRB and ODOT STIP

Appendix H-5

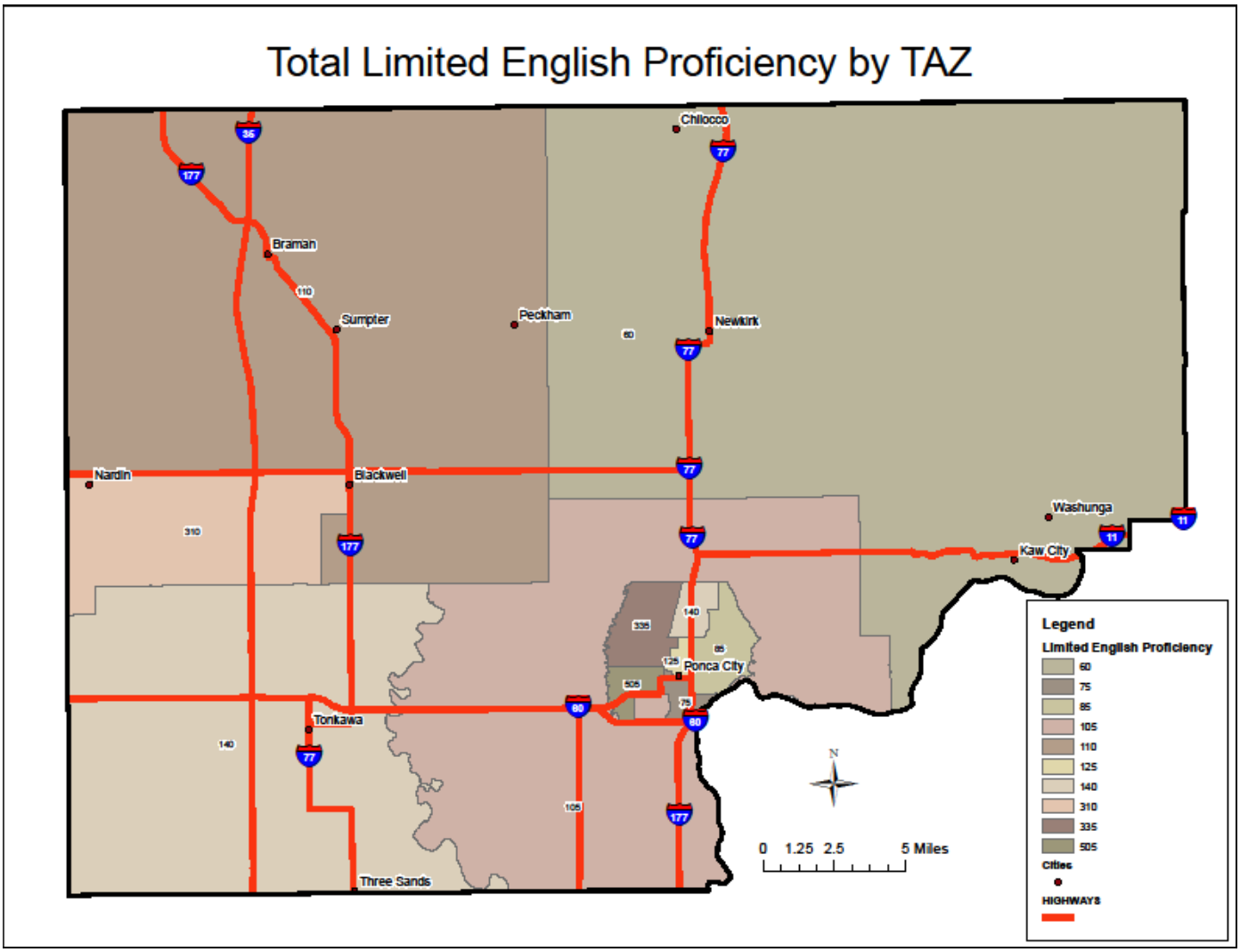
Chapter 5

Map 5.1 Kay County Low Income Residents by TAZ



Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 5.2 2010 Kay County Limited English Proficiency Residents by TAZ



Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 5.1 2010 Kay County Low Income Residents by TAZ

TAZ	TOTAL POVERTY STATUS (WORKERS 16 YEARS AND OVER)	Margin of Error
100	1465	249
201	650	131
202	2450	279
300	595	158
400	1530	180
500	495	107
600	1470	183
1100	780	136
1200	650	104
1301	805	190
1302	625	168

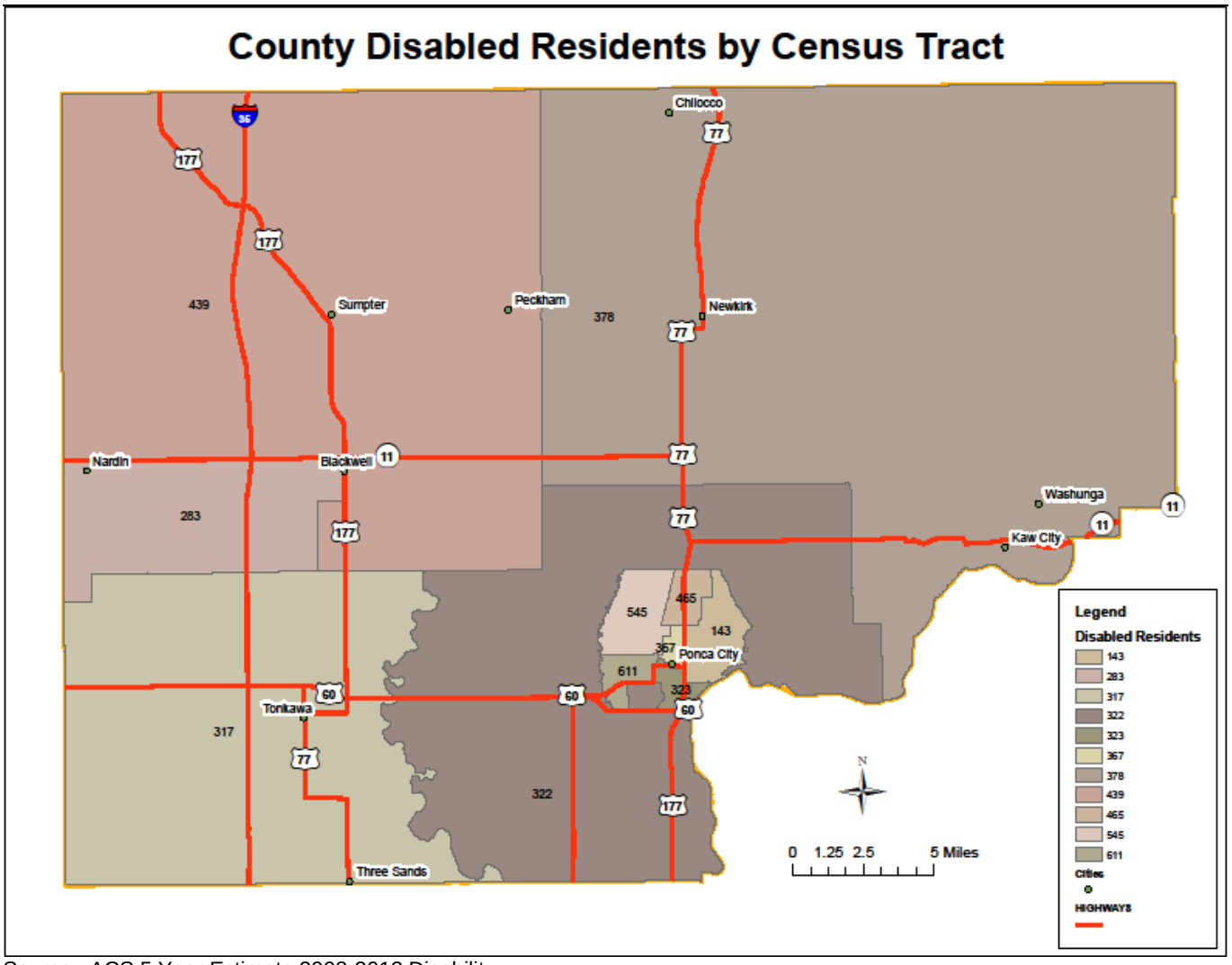
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Table 5.2 2010 Kay County Limited English Proficiency Residents by TAZ

TAZ	TOTAL LIMITED ENGLISH PROFICIENCY	MARGIN OF ERROR	POPULIATION 5 AND OVER IN HOUSEHOLDS	MARGIN OF ERROR
100	335	**104**	5,415	**305**
201	125	**85**	2,940	**219**
202	140	**88**	4,625	**263**
300	85	**58**	4,170	**211**
400	75	**50**	2,175	**205**
500	505	**153**	3,555	**335**
600	105	**63**	3,710	**212**
1100	140	**50**	3,180	**237**
1200	60	**64**	4,365	**195**
1301	310	**206**	3,980	**316**
1302	110	**71**	4,255	**353**

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Map 5.3 2009-2013 5 Year Estimate Kay County Disabled Residents by CT



Source: ACS 5 Year Estimate 2008-2012 Disability

Table 5.3 2008-2012 5 Year Estimate Kay County Disabled Residents by TAZ

Geography	Total Civilian Estimate	Margin of Error	Estimate Population 18 to 64 years	Margin of Error Population 18 to 64 years	With a disability Estimate; Population 18 to 64 years	With a disability Margin of Error Population 18 to 64 years
Kay County, Oklahoma	45,671	128	26,494	99	4,213	303
TAZ 100	5,734	361	3,329	261	545	124
TAZ 201	3,284	230	1,995	155	367	105
TAZ 202	4,992	294	2,878	215	465	105
TAZ 300	4,294	209	2,313	124	143	52
TAZ 400	2,370	200	1,526	144	323	79
TAZ 500	4,034	374	2,520	263	611	142
TAZ 600	3,936	246	2,302	147	322	69
TAZ 1100	3,962	124	2,331	136	317	55
TAZ 1200	4,577	204	2,461	115	378	62
TAZ 1301	4,112	354	2,297	283	303	118
TAZ 1302	4,376	356	2,542	263	439	161

Source: ACS 5 Year Estimate 2008-2012 Disability

Table 5.4 2010 Kay County Resident Race by TAZ

RESIDENCE TAZ	RACE OF PERSON	POPULATION	Margin of Error
100	All races	6,110	342
100	White alone	4,640	325
100	Black or African American alone	345	127
100	Asian alone	35	28
100	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	1,095	318
201	All races	3,065	228
201	White alone	2,530	194
201	Black or African American alone	45	40
201	Asian alone	25	26
201	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	465	160
202	All races	5,110	261
202	White alone	4,280	284

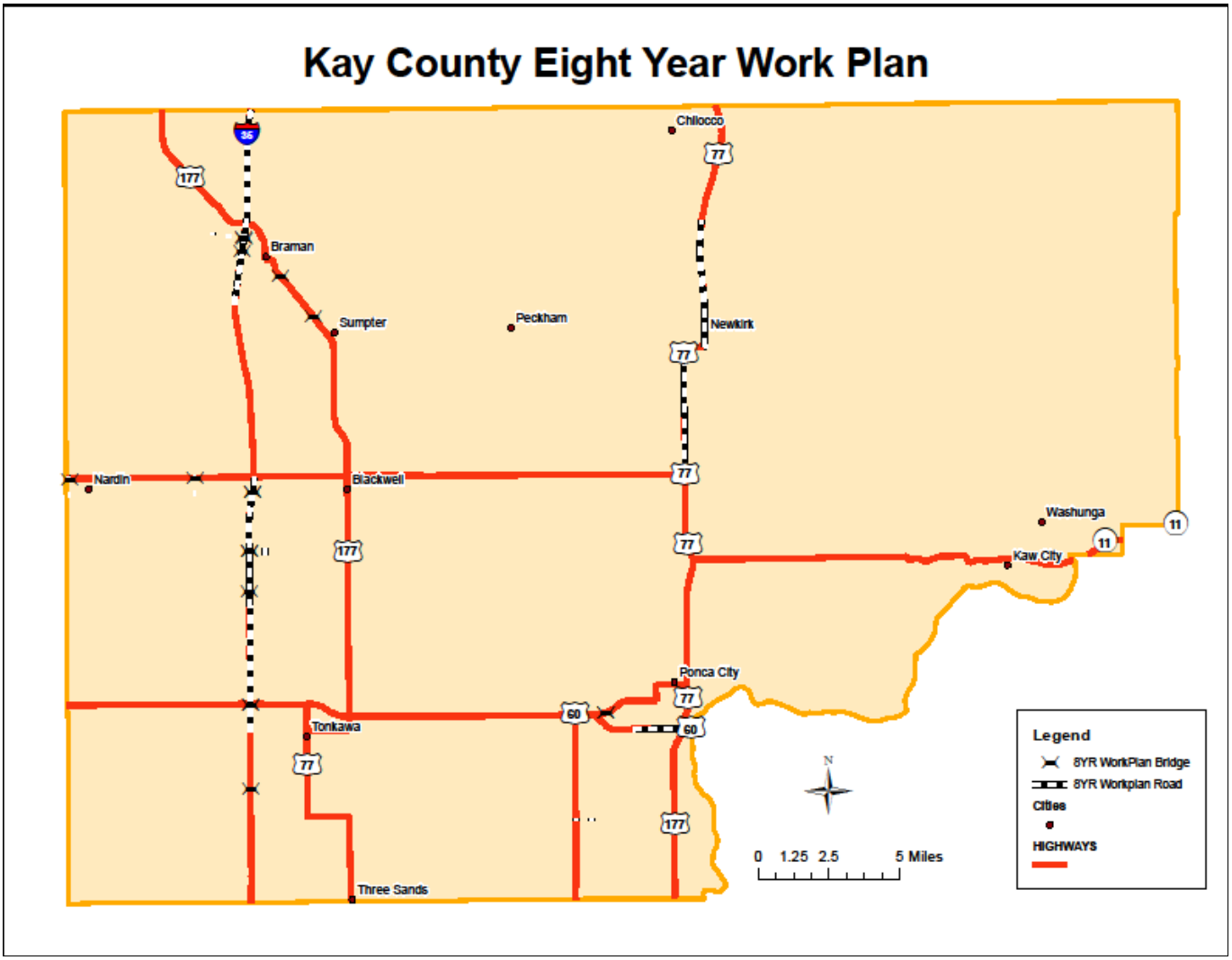
202	Black or African American alone	95	101
202	Asian alone	30	28
202	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	705	175
300	All races	4,325	227
300	White alone	3,845	253
300	Black or African American alone	50	48
300	Asian alone	55	34
300	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	375	160
400	All races	2,365	261
400	White alone	1,645	239
400	Black or African American alone	225	87
400	Asian alone	45	40
400	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	455	190
500	All races	4,020	392
500	White alone	2,810	320
500	Black or African American alone	100	79
500	Asian alone	30	28
500	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	1,085	274
600	All races	3,950	244
600	White alone	3,040	224
600	Black or African American alone	0	109
600	Asian alone	15	18
600	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	895	259
1100	All races	3,975	179
1100	White alone	3,155	131
1100	Black or African American alone	25	18
1100	Asian alone	15	19
1100	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	780	165
1200	All races	4,765	185
1200	White alone	3,940	198
1200	Black or African American alone	20	20
1200	Asian alone	20	17
1200	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	790	143
1301	All races	4,300	359
1301	White alone	3,675	394
1301	Black or African American alone	0	109

1301	Asian alone	0	109
1301	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	630	250
1302	All races	4,480	388
1302	White alone	4,065	387
1302	Black or African American alone	4	3
1302	Asian alone	0	109
1302	All Other, i.e., 2 or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, Other race	415	151

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates, CTPP

Appendix H-6
Chapter 6

Map 6.1 Kay County Eight Year Work Plan



Source: ODOT

Table 6.1 Prioritized List of Projects for Newkirk

	Project Year	Construction Type/Detail	General Location	Funding Source State/Federal	Funding Source Local
Newkirk	2015	Three inches of asphalt overlay. Cost of $103.197.76	Elm Street from 7th to South Street.		Annual Street Budget of $150,000.00

Source: Newkirk City Manager

Table 6.2 Prioritized List of Projects for Ponca City

PHASE I - YEARS 1 THROUGH 5					
ROAD	**FUNCTIONAL CLASSIFICATION**	**FROM**	**TO**	**IMPROVEMENT**	**ESTIMATED COSTS**
Bradley Av.	Collector	Rice St.	Donner Av.	Road extension	$1,200,000
Rail crossing safety improvements at 10 at-grade crossings				Supplemental Safety Measure	$100,000 per crossing
PHASE II - YEARS 6 THROUGH 10					
ROAD	**FUNCTIONAL CLASSIFICATION**	**FROM**	**TO**	**IMPROVEMENT**	
5th St.	Minor Arterial	Knight Av.	Hubbard Rd.	Road extension	$1,5000,000
Central Av.	Collector	14th St.	Pecan Rd.	Realign/New construction	$3,100,000
Turner St.	Collector	Prospect Av.	Hubbard Rd.	Road extension	$2,000,000
PHASE III - YEARS 11 THROUGH 15					
ROAD	**FUNCTIONAL CLASSIFICATION**	**FROM**	**TO**	**IMPROVEMENT**	
Ash St.	Collector	Prospect Av.	Hubbard Rd.	Road extension	$3,200,000
Flormable St.	Collector	Highland Av.	Industrial Blvd.	New construction	$3,100,000
Knight Av.	Collector	5th St.	Ash St. Extension	Road extension	$1,900,000
Liberty Av.	Collector	Waverly St.	Flormable St.	New construction	$1,600,000

Source: Ponca City Traffic Engineer

Table 6.3 Kay County CIRB Projects

Project Year	Construction Type/Detail	General Location	Federal Funding	State Funding	Local/Other Funding	Total Funding
FY2015	Resurface	Hubbard Rd. beg. appr. 0.1 mile E of Waverly Rd. E appr. 1.9 miles to US 77			$4,606,000	$4,606,000
FY2015	Bridge & approaches	County bridge over Bird's Nest Creek, 4.8 miles S and 1.8 miles E of Tonkawa			$120,000	$600,000
FY2015	Bridge & approaches	County road over Sand Creek 6.0 miles W, 3.4 miles N of Braman			$400,000	$400,000
FY2017	Right of way	County road beg. At SH 177 E appr. 6.7 miles			$100,000	$100,000
FY2017	Utilities	County road from Sumpter E to Newkirk			$100,000	$100,000
FY2017	Preliminary engineering (ODOT)	County road from Sumpter E to Newkirk			$165,000	$165,000
FY2017	Bridge & approaches	County bridge over Bois D'Arc Creek, 4.0 miles S and 3.5 miles W of Kildare			$200,000	$1,200,000
FY2017	Resurface	County road (EW-18) from I-35 E appr. 3.5 miles to US-177			$320,000	$1,600,000
FY2018	Right of way	County road from 7.0 miles E of Sumpter E 6.5 miles to Newkirk			$100,000	$100,000
FY2018	Utilities	County road from 7.0 miles E of Sumpter E 6.5 miles to Newkirk			$50,000	$50,000
FY2018	Bridge & approaches	County bridge over Beaver Creek 0.2 mile S and 0.2 mile W of Hardy			$150,000	$750,000
FY2019	Grade, draining, bridge & surface	County road (EW-9) beg. at SH 177 E appr. 6.7 miles			$6,150,000	$6,150,000
FY2019	Bridge & approaches	NS-314 over Chikaskia Rover 4.0 miles W & 3.4 miles N of Braman			$300,000	$1,500,000

Source: Kay County CIRB

Table 6.4 ODOT STIP Projects for Kay County

Project Year	Construction Type/Detail	General Location	Federal Funding	State Funding	Local/ Other Funding	Total Funding
FY2015	Bridge rehabilitation	I-35 northbound & southbound bridges over abandoned RR 0.6 miles S of SH 11	$850,000	$850,000		$1,700,000
FY2015	Grade, drain & surface	I-35 bridge removal of abandoned RR bridges, 2.58 miles S of SH 11	$1,000,000	$1,000,000		$2,000,000
FY2015	Bridge & approaches	I-35 under Hubbard Rd. 11 miles N of Noble County line	$854,334	$854,334		$1,708,668
FY2015	Preliminary engineering	US 60 over Chikaskia River appr. 1.7 miles E of US 177	$141,104	$35,276		$176,380
FY2015	Preliminary engineering	SH 156 over Cowskin Creek appr. 2.8 miles N of Noble County line	$139,600	$34,900		$174,500
FY2015	Bridge	County bridge over Bird's Nest Creek 4.8 miles S and 1.8 miles E of Tonkawa	$480,687	$120,172		$600,859
FY2016	Right of way	SH 156 over Cowskin Creek appr. 2.8 miles N of Noble County line	$48,080	$48,080		$96,160
FY2016	Utilities	SH 156 over Cowskin Creek appr. 2.8 miles N of Noble County line	$121,930	$0		$121,930
FY2016	Right of way	I-35 northbound & southbound over AT&SF RR 8.6 miles N of SH 11	$2,575	$2,575		$5,150
FY2016	Utilities	I-35 northbound & southbound over AT&SF RR 8.6 miles N of SH 11	$30,881	$0		$30,881
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River appr. 1.7 miles E of US 177	$397,500	$397,500		$795,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 1.9 miles E of US 177	$291,500	$291,500		$583,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 2.1 miles E of US 177	$318,000	$318,000		$636,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 2.4 miles E of US 177	$424,000	$424,000		$848,000
FY2017	Bridge rehabilitation	US 60 bridges over Chikaskia River overflow appr. 2.9 miles E of US 177	$318,000	$318,000		$636,000

FY2017	Shoulder rehabilitation	US 77 from SH 11W junction N appr. 4. Mile to South St. in Newkirk (southbound only)	$1,167,366	$1,167,367		$2,334,733
FY2017	Bridges & approaches	US 177 over unnamed creek 7.3 miles N of SH 11	$373,744	$373,744		$747,488
FY2017	Bridges & approaches	US 177 over unnamed creek 5.6 miles N of SH 11	$284,170	$284,169		$568,339
FY2017	Right of way	SH 11 over Deer Creek 0.1 miles E of Grant county line	$223,130	$223,130		$446,260
FY2017	Utilities	SH 11 over Deer Creek 0.1 miles E of Grant County line	$190,523	$0		$190,523
FY2017	Right of way	SH 11 over Thompson Creek 4.5 miles E of Grant County line	$50,350	$50,350		$100,700
FY2017	Utilities	SH 11 over Thompson Creek 4.5 miles E of Grant County line	$242,879	$0		$242,879
FY2018	Shoulder improvement & resurface	US 77 add shoulders and resurface from Newkirk city limit N 3.2 miles S of Kansas state line	$3,159,018	$3,159,019		$6,318,037
FY2018	Bridge & approaches	I-35 Fountain Rd. bridge over I-35 4 miles N of Noble County line	$830,515	$830,515		$1,661,030
FY2018	Bridge & approaches	I-35 Bender Rd. bridge over I-35 8.1 miles N of SH 11 junction	$830,515	$830,515		$1,661,030
FY2018	Pavement rehabilitation	US 60 from Waverly St. in Ponca City E 1.8 miles to US 177 junction	$1,745,199	$1,745,199		$3,490,398

Source: ODOT

Table 6.5 Prioritized List of Long Term Projects in Kay County

PROJECT DESCRIPTION	GOAL, POLICY	PROJECT YEAR	FUNDING PROGRAM/ SOURCE	FUNDING STATE / FEDERAL	FUNDING OTHER	TOTAL
Develop data collection standards. Develop procedures to identify and collect traffic count data at specific locations.	Goal 1, Policies 6, 10 Goal 2, Policy 7, Goal 5, Policies 1, Goal 9, Policies 1, 2, Goal 10, Policies 2,3,5,12,13,	2015-2019	SPR, LOCAL			
Education and Awareness	Goal 2, Policies 3, 4, 5, 6, and 8, Goal 5, Policy 2	2015-2019	SPR, LOCAL			
Economic Vitality	Goal 5, Policies 1	2015-2019	SPR, LOCAL, CDBG, USDA			
Environment	Goal 6 Policies 3, 4, 5	2015-2019	SPR, LOCAL, USDA			
Speed study at intersection locations with high accident severity index and corridors with major attractors.	Goal 10, Policies	2015-2019	LOCAL, STATE, FEDERAL			
Right of way (for 28984(04) SH 156 over Cowskin Creek approx. 2.8 mis N of		2015-2019	STIP FFY 2015-2018	$ 48,080	$ 48,080	

the Noble County Line						
Utilities SH 156 (for 28984(04) Cowskin Creek approx. 2.8 mis N of the Noble County Line		2015-2019	STIP FFY 2015-2018	$ 121,930	$ -	
Right of way (for 298845(04)) I-35 NB & SB over the AT&SF railroad 8.6 mis. N. of SH 11		2015-2019	STIP FFY 2015-2018	$ 2,575	$ 2,575	
Utilities (for 298845(04)) I-35 NB & SB over the AT&SF railroad 8.6 mis. N. of SH 11		2015-2019	STIP FFY 2015-2018	$ 30,881		
Bridge Rehabilitation US-60 Bridges over the Chikaskia River Overflow approx 2.1 mis. E of US 177		2015-2019	STIP FFY 2015-2018	$ 318,000	$ 318,000	
Bridge Rehabilitation US-60 Bridges over the Chikaskia River Overflow approx. 2.4 mis. E of US 177		2015-2019	STIP FFY 2015-2018	$ 424,000	$ 424,000	
Bridge Rehabilitation US-60 Bridges over the Chikaskia River		2015-2019	STIP FFY 2015-2018	$ 318,000	$ 318,000	

Overflow approx 2.9 mis. E of US 177						
Shoulder rehabilitation SU 77 from SH11W junction N approx. 4.5 mis. To South St in Newkirk (southbound only)		2015-2019	STIP FFY 2015-2018	$ 1,167,366	$ 1,167,367	
Bridges and approaches US 177 over unnamed creek 7.3 mis. N. of SH 11		2015-2019	STIP FFY 2015-2018	$ 373,744	$ 373,744	
Bridges and approaches US 177 over unnamed creek 5.6 mis. N. of SH 11		2015-2019	STIP FFY 2015-2018	$ 284,170	$ 284,169	
Right of Way SH 11 over Deer Creek .1 mis. E. of the Grant County line		2015-2019	STIP FFY 2015-2018	$ 223,130	$ 23,130	
Utilities (for 29839(04) over Deer Creek .1 mis. E. of the Grant County line		2015-2019	STIP FFY 2015-2018	$ 190,523	$ -	
Right of Way (for 29840(04) SH 11 over Thompson Creek 4.5 mis. E. of		2015-2019	STIP FFY 2015-2018	$ 50,350	$ 50,350	

the Grant County Line						
Utilities (for 29840(04) SH 11 over Thompson Creek 4.5 mis. E. of the Grant County Line		2015-2019	STIP FFY 2015-2018	$ 242,879	$ -	
I-35 Bender Road Bridge 4 mis. N. of Noble County Line		2015-2019	FY 2015 - 2022 8 Year Construction Work Program			$ 1,661,029
US 77 Add shoulder and resurface from Newkirk city limits N. 3.2 mis. To Kansas state line		2015-2019	FY 2015 - 2022 8 Year Construction Work Program			$ 6,818,038
I-35 Fontain Bridge 4.0 mis. N. of Noble to SH 11 junction		2015-2019	FY 2015 - 2022 8 Year Construction Work Program			$ 1,661,029
Resurface I-35 begin at mile marker 22 N. to mile marker 224.43		2015-2019	FY 2015 - 2022 8 Year Construction Work Program			$ 18,000,000

Pavement rehabiliation I-35 milepost 213.91 N. to 220		2015-2019	FY 2015 - 2022 8 Year Construction Work Program			$ 23,302,130
BRIDGE & APPROACHES BR AND APP ON NS-312 OVER SAND CREEK, 6.0 MILES WEST, 3.4 MILES NORTH OF BRAMAN CT BEAMS		2015-2019	FY 2015 - 2022 8 Year Construction Work Program			
CIRB	2015-2019			$ 4,606,000		$ 4,606,000
CIRB	2015-2019			$ 600,000		$ 600,000
Statewide Maintenance		2015-2019				$ -
Statewide Bridge		2015-2019				$ -
Statewide Safety		2015-2019				$ -
Statewide Transit		2015-2019				$ -
Statewide Rail		2015-2019				$ -

Transit Planning & Survey	Goal 2, Policies 3, 4, 5, 6, and 8, Goal 5, Policy 2	2020-2024	SPR, LOCAL, CDBG, USDA			$ -
Education and Awareness	Goal 2, Policies 3, 4, 5, 6, and 8, Goal 5, Policy 2	2020-2024	SPR, LOCAL			$ -
Bicycle and Pedestrian Planning	Goal 4, Policies 1, 3 Goal 5, Policies 3	2020-2024	SPR, LOCAL,			$ -
Evaluate the need and priority of expanding US 177 from 2 lanes to 4 lanes	Goal 2, Policy 5	2020-2024	SPR, LOCAL,			$ -
Collect traffic count data at specific locations within the County	Goal 10, Policies	2020-2024	SPR, LOCAL			$ -
Speed study at intersection locations with high accident severity index and corridors with major attractors.	Goal 4, Policies 6, Goal 10, Policies 8, 9	2020-2024	SPR, LOCAL, SAFETY			$ -
Railroad crossings (upgrade and improve)	Goal 10, Policies	2020-2024	LOCAL, STATE			$ -
Bridges/approaches US 60B EB/WB over Bois D'Arc Creek .5 mis. E. of US 60 junction		2020-2024	FY 2015 - 2022 8 Year Construction Work Program			$ 2,363,040

Bridges/approaches SH 11 over Deer Creek .1 mis. E of Grant County Line		2020-2024	FY 2015 - 2022 8 Year Construction Work Program			$ 1,058,940
Bridges/approaches SH 11 over Thompson Creek 4.5 mis. E of Grant County Line		2020-2024	FY 2015 - 2022 8 Year Construction Work Program			$ 1,168,938
Bridges/approaches I-35 NB/SB over AT&SF railroad 8.6 mis. N. of SH 11		2020-2024	FY 2015 - 2022 8 Year Construction Work Program			$ 3,323,535
Pavement rehabilitation I-35 milepost 229.33 N. to 235.96		2020-2024	FY 2015 - 2022 8 Year Construction Work Program			$ 24,828,640
Safety Improvement US 77 overheight warning system for low clearance bridge of SB US 77		2020-2024	FY 2015 - 2022 8 Year Construction Work Program			$ 100,000
Statewide Maintenance		2020-2024				$ -
Statewide Bridge		2020-2024				$ -
Statewide Safety		2020-2024				$ -
Statewide Transit		2020-2024				$ -

Statewide Rail		2020-2024				$ -
Bicycle & Pedestrian Projects	Goal 2, Policies 3, 4, 5, 6, and 8, Goal 5, Policy 2	2025-2029	TAP, LOCAL			$ -
Eduction & Awareness	Goal 4, Policies 6, Goal 10, Policies 8, 9	2025-2029	SPR, LOCAL			$ -
Railroad crossings (upgrade and improve)	Goal 1, Policies 8, 9, Goal 10 Polciies 5, 6	2025-2029	STATE, LOCAL			$ -
Freight Planning	Goal 2, Policy 5	2025-2029	SPR, LOCAL			$ -
Collect traffic count data at specific locations within the County	Goal 10, Policies	2025-2029	SPR, LOCAL			$ -
Speed study at intersection locations with high accident severity index and corridors with major attractors.		2025-2029	SPR, LOCAL, STATE			$ -
Statewide Maintenance		2025-2029				$ -
Statewide Bridge		2025-2029				$ -
Statewide Safety		2025-2029				$ -
Statewide Transit		2025-2029				$ -
Statewide Rail		2025-2029				$ -
Bicycle & Pedestrian Projects	Goal 2, Policies 3, 4, 5, 6, and 8, Goal 5, Policy 2	2030-2035	TAP, LOCAL			$ -
Eduction & Awareness	Goal 4, Policies 6, Goal 10, Policies 8, 9	2030-2035	SPR, LOCAL			$ -

Railroad crossings (upgrade and improve)	Goal 2, Policy 5	2030-2035	STATE, LOCAL			$ -
Collect traffic count data at specific locations within the County	Goal 10, Policies	2030-2035	SPR, LOCAL			$ -
Speed study at intersection locations with high accident severity index and corridors with major attractors.		2030-2035	SPR, LOCAL, STATE			$ -
Statewide Maintenance		2030-2035				$ -
Statewide Bridge		2030-2035				$ -
Statewide Safety		2030-2035				$ -
Statewide Transit		2030-2035				$ -
Statewide Rail		2030-2035				$ -

Appendix I

Public Participation

NORTPO developed a two page survey and began distributing it in September 2014 and collected them until Jan. 15, 2015. The surveys were distributed at the stakeholders meeting held in Ponca City in September, at a meeting of Kay County mayors in November, through NORTPO technical committee and policy board members. Cherokee Strip Transit and Cimarron Public Transit distributed and collected surveys of their staff and riders, and Kay County mayors were given surveys to distribute within their communities. The survey is also available on the NORTPO website.

1. In which City/County do you reside? *Kay, Newkirk, Blackwell, Tonkawa, Braman, South Haven, Ponca City, Shidler, Osage*

2. In which City/County do you work? *Kay, Ponca City, Tonkawa, Bartlesville, Newkirk* or attend school? _____
3. How many days per week do you travel to work? 5(100); 7(1); 6(4); 1(2); 2(1); 4(7); 3(1) to school? 5(4)
4. What type of transportation do you use most often to go to work/school? (Circle one)
   Drive (alone) (107) Carpool (4) Bus Motorcycle (1) Bicycle Walk (4)
   Other (please specify) Drive with children
5. How many miles do you travel (round trip) for work and/or school? (Circle one)
   Less than 1 mile (15) 2-5 miles (34) 6-10 miles (33)
   11-20 miles (12) 21-30 miles (8) 31-50 miles (3) 50 miles + (5)
6. How much time does it usually take to travel to and from work? (Circle one)
   Less than 10 minutes (48) 11-15 minutes (35) 16-30 minutes (11)
   31-45 minutes (6) 46-60 minutes (1) 61 minutes + (5)
7. How much time does it usually take to travel to and from school? (Circle one)
   Less than 10 minutes (16) 11-15 minutes (12) 16-30 minutes (2)
   31-45 minutes 46-60 minutes 61 minutes +___
8. How many total miles do you travel for other trips per day? (Circle your response)
   Less than 1 mile (6) 2-5 miles (24) 6-10 miles (34)
   11-20 miles (31) 21-30 miles (11) 31-50 miles (4) 50 miles +
9. What are your usual methods of transportation for other trips such as shopping, appointments, entertainment?

	Every Day	3-4 Times a Week	1-2 Times a Week	1-2 Times a Month	Never
Car (alone or with household members)	81	32	11		
Carpool with others	1	4	6	14	6
Bus/Public Transportation		1		7	15
Motorcycle	3	2	3	2	17
Bicycle/Walk	6	5	5	2	10
Other - Please list.				4	1

10. So that we can ensure this survey has reached a variety of individuals in the community, please provide the information below (Circle your response):

Your Age Group: 18-24 (**6**) 25-34 (**22**) 35-44 (**19**) 45-54 (**28**) 55-65 (**27**) 65-74 (**11**) 75+ (**34**)

Gender: Male (**45**) Female (**68**)

Household Income: Under $35,000 (**33**) $35,000 to $50,000 (**15**) $50,001 - $75,000 (**26**) $75,000+ (**35**)

American Indian/Alaska Native _7_ Asian _4_ Black or African American _1_ Hispanic _2_

Native Hawaiian or other Pacific Islander _3_ White _96_ Other _____

11. Please indicate how important each of the transportation system components is to you.

	Not Important	Somewhat Important	Important	Very Important
Improve Technology of Signals	10	22	58	37
Intersection Improvements	4	22	56	36
Pedestrian Facilities/Sidewalks	10	25	42	41
Maintenance Improvements	3	13	51	52
Bicycle Lanes	30	32	29	20
Public Transportation	23	30	30	28
Availability of Passenger Rail Service	37	24	25	25
Connection to State or US Highways	10	19	40	42
Maintenance of Bridges	3	18	43	48
Protecting the environment	13	28	38	31
Improving access to freight rail service	31	23	33	18
Providing a smooth driving surface	3	10	44	55
Improve existing roadways	1	12	43	56
Add shoulders on State or US Highways	5	13	37	53
Improve signs along existing roadways	6	28	48	28

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

	Not Important	Somewhat Important	Important	Very Important
Supports Economic Development	8	16	43	41
Improves Safety	1	3	33	69
Reduces Congestion	1	22	43	41
Bicycle Lanes or Facilities	22	36	29	17
Improve Pedestrian walkways	12	29	36	28
Improves Travel Choices	6	30	45	23
Reduces Energy Consumption/Pollution	16	31	27	32
Improves freight movement	20	27	37	18
Other (specify) *Airport & railways* *Smooth road at railroad tracks* *Routing truck traffic off 14th Street*				3

Semis vs. cars *Maint. Of existing infrastructure*				

13. In your community are there challenges to accessing the transportation system? (Circle one)

    Yes 29 No 41

Please describe access limitations:

- ✓ No intercity connection (Greyhound bus) demand exceeds resources for public transit ability to get around Kay County limited public transit. – Kay Co
- ✓ No commercial transportation available out of town - Ponca City
- ✓ We are a small town & don't have a transportation system - Braman
- ✓ Limited types of affordable services - Ponca City
- ✓ Cost for public transit - Ponca City
- ✓ Small town need help - Shidler
- ✓ No bus system, lower income folks may have limited access to get to stores etc. - Ponca City
- ✓ Lack of knowledge re: what is available - Ponca City
- ✓ Track very bumpy on Martford
- ✓ No taxi service - Newkirk
- ✓ Improving bridges & roads - Ponca City
- ✓ Bus & rails – Kay Co
- ✓ There is no schedule bus service out town or tram - Ponca City
- ✓ Kay County does not commercial air or rail transportation - Ponca City
- ✓ Not door to door pick up on call, have to schedule rides, through public transportation - Ponca City
- ✓ No trains or buses within @ 40 miles - Kay Co
- ✓ Not really a public transportation system- Ponca City
- ✓ Turning in and out of school parking lots- Ponca City
- ✓ No service that I am aware of for bus after 6pm & a day or 2 wait to get a ride. - Ponca City
- ✓ Cimmarron transit does not take incoming calls after 3pm - Ponca City
- ✓ Our community has a limited number of rides available because there is a lack of sufficient funding - Ponca City
- ✓ There are no passenger bus services airline services or passenger rail services in Ponca City - Ponca City
- ✓ Outside city limits roads are in need of repair & bridges - Ponca City
- ✓ Some of the new style headlights are blinding at nighttime when approaching oncoming traffic - Ponca City
- ✓ There are problems w/ overpasses on state highways in & out of city limits – Osage Co
- ✓ Propect & 14th St - Ponca City

14. **What are some specific locations with traffic problems that you encounter through the day**?

- ✓ 14tth is overloaded. Stillwater to Ponca City; North and south of Newkirk - Ponca City
- ✓ State Highway 11 & I77-Truck Traffic-Needs By-way to move Traffic - Blackwell
- ✓ Fountain Rd. & I-35 bridge, ramps, road-sidewalks on north Main St.-Bridge Railing

@ Public & Ft. - Tonkawa
- ✓ Oakland- safe school route. - Tonkawa
- ✓ Traffic lights are marginal at best. - Tonkawa
- ✓ State Highway I77 needs to have shoulders. - Braman
- ✓ 14th & Hartford, 14th & Prospect, 14th & Highland (concern with flashing yellows, esp. @ 14th and Hartford. - Ponca City
- ✓ The railroad crossings are rough - Braman
- ✓ Prospect between 5th & 14th- poorly designed entrances, exits & signage - Ponca City
- ✓ N of Newkirk, S of Ponca between P.C. & Stillwater, N 14 Ponca City
- ✓ Highway travel is impossible on highway 11 - Shidler
- ✓ No major locations - Ponca City
- ✓ The new left turn flashing light is very strong in many situations - Ponca City
- ✓ Flashing lights @ intersections - Ponca City
- ✓ 14TH & Hartford, 14th & Prospect - Ponca City
- ✓ Every intersection with the flashing yellow lights - Ponca City
- ✓ School zones - Ponca City
- ✓ Yellow left hand turn signals - Ponca City
- ✓ Too many stop lights - Ponca City
- ✓ Pecan & Hartford- flashing red light but should have full traffic light - Ponca City
- ✓ Not enough stop signs - Ponca City
- ✓ 5th & highland - Ponca City
- ✓ Union & Hartford- Waverly & Hartford - Ponca City
- ✓ More lights at Wal-Mart - Ponca City
- ✓ Downtown to North shopping district – Kay Co
- ✓ School zone at Roosevelt school in the morning, traffic turning left off of 14th between Hartford Highland - Ponca City
- ✓ Lake Rd. & Pecan intersection needs a light not flasher - Ponca City
- ✓ Speeding; discourteous drivers – Osage Co
- ✓ Too much traffic – Osage Co
- ✓ I hate the flashing yellow arrows, they are a death trap waiting to happen (all over town) - Ponca City
- ✓ 14th St. can become congested after storms, traffic signals become four way stops can b problem in busy streets - Ponca City
- ✓ N 14th street, Bradley - Ponca City
- ✓ Trying to leave Walmart parking lot and the parking lots on 14th street. - Ponca City
- ✓ 14th Bradley the blinking yellow lights - Ponca City
- ✓ 5th & Hartford 14th prospect in front of Wal-Mart the flashing yellow turn arrows are dangerous - Ponca City
- ✓ Hubbard Rd.in Ponca City all the way to I-35 is to narrow and needs shoulders and wider lanes. -Ponca City
- ✓ New left hand turn signals- very dangerous - Ponca City
- ✓ Waverly & Hubbard rd. - Ponca City
- ✓ 14th street from North to South of Ponca City - Ponca City, Osage Co
- ✓ Support expanded rail passenger service - Newkirk

15. **Please provide additional comments regarding transportation improvement needs**:

- ✓ Ponca City takes good care of streets signals intersections, need to continue this; expand funding so more resources for citizens to access public transit. - Ponca City

- ✓ Oklahoma roadways are inferior to other states. Rough. - Ponca City
- ✓ Railroad on and off load yard to connect interstate and rail systems. - ?
- ✓ No main St. - ?
- ✓ Sidewalks in town. - Ponca City
- ✓ In working with public schools, sidewalks are in need of improvements for students walking to school. Students within 1 ½ miles of their home school do not receive bus transportation. - Ponca City
- ✓ The highway needs to be wide all the way from barman to Blackwell - Braman
- ✓ Better maint. on existing roads - Braman
- ✓ No railway station in the city for public transport and no big airport. - Ponca City
- ✓ Highway between Ponca City & Stillwater should b 4 lane the entire way very dangerous & unsafe 2 lane - Ponca City
- ✓ Just better upkeep of the roads - Ponca City
- ✓ The left turn land on 14th needs to be extended all the way to South Ave. a light on prospect and Walmart enter once light from grand on 2nd, 3rd, 4th streets. - Ponca City
- ✓ Need light up off of I-35 exit onto HWY 60 - Ponca City
- ✓ Continued improvement of hiway 177 North and South of Ponca City - Ponca City
- ✓ And additional form of transportation is good for our community - Ponca City
- ✓ Need more hours of operation on mass tans, & less 1 have 1 passenger so the bus is full. - Ponca City
- ✓ I drive on Hwy 156/Ranch Drive/ Road and the road is awful, it has pot holes, cracks, bumps, etc. - Ponca City
- ✓ Need public transportation a bus system that wasn't just for schools - Ponca City
- ✓ Pedestrian crosswalks are not marked well in some locations & missing signals in some locations - Ponca City
- ✓ Funds should be made available to provide up to date modes of transportation and to cover the cost of well trained employees - Ponca City
- ✓ Need public transportation - Ponca City
- ✓ Larger sun shades around the east and west bound traffic lights - Ponca City
- ✓ It would be nice to have a route to bypass congestion of 14th st traffic - Ponca City
- ✓ This city needs more silent railroads crossing-thousands of people are tormented by blaring train sirens all night long - Ponca City
- ✓ Would like to see a trail system through Ponca City - Ponca City
- ✓ Speed Limits in residential areas - Ponca City