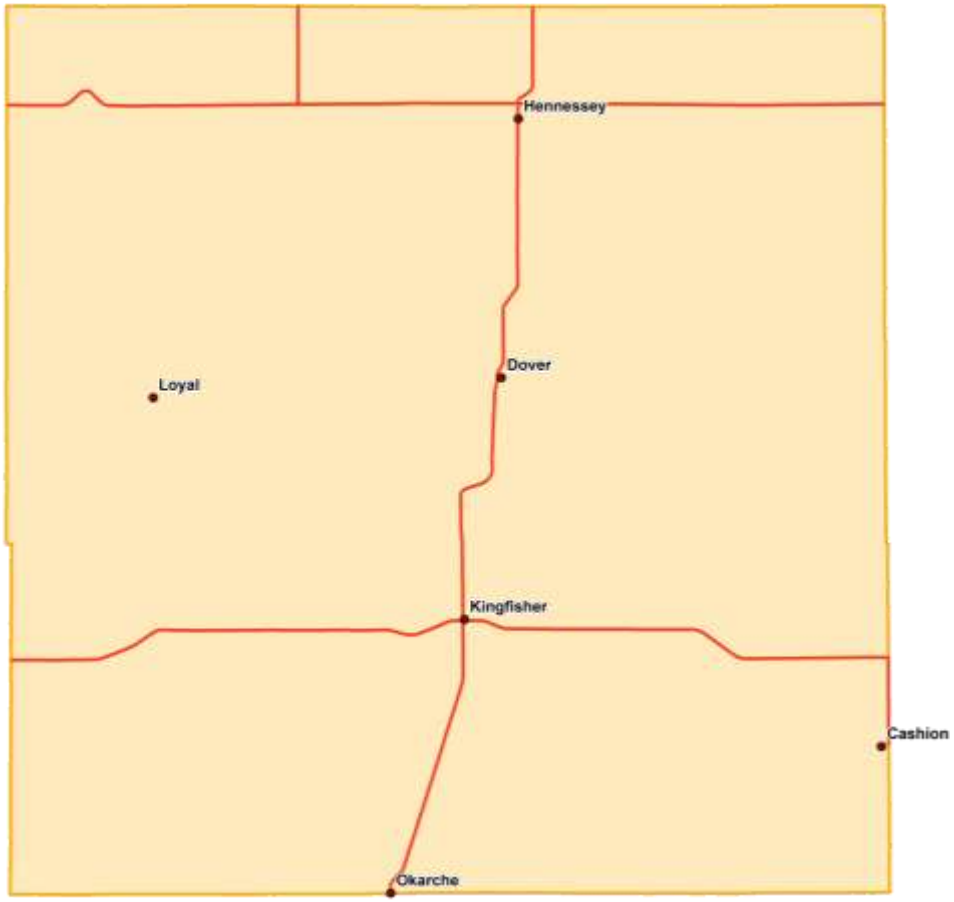
Northern Oklahoma Regional
Transportation Planning Organization

Kingfisher County Oklahoma
2038 Long Range Transportation Plan

Northern Oklahoma Regional Transportation Planning Organization (NORTPO)



Northern Oklahoma Development Authority

NODA

Northern Oklahoma Regional Transportation Planning Organization

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In cooperation with:

The County of Kingfisher

The City of Kingfisher

The Towns of Cashion, Dover, Hennessey, Loyal, & Okarche

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

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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.

Northern Oklahoma Regional
Transportation Planning Organization

Resolution Adopting the Kingfisher County 2038 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 Kingfisher County 2038 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 regulation, and

NOW, THEREFORE BE IT RESOLVED, that the NORTPO Policy Board hereby approves and adopts the Kingfisher County 2038 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 25th day of October, 2018.

Richard Rampe

NORTPO Policy Board Chairman

ATTEST:

Marci Hyde

EXECUTIVE SUMMARY

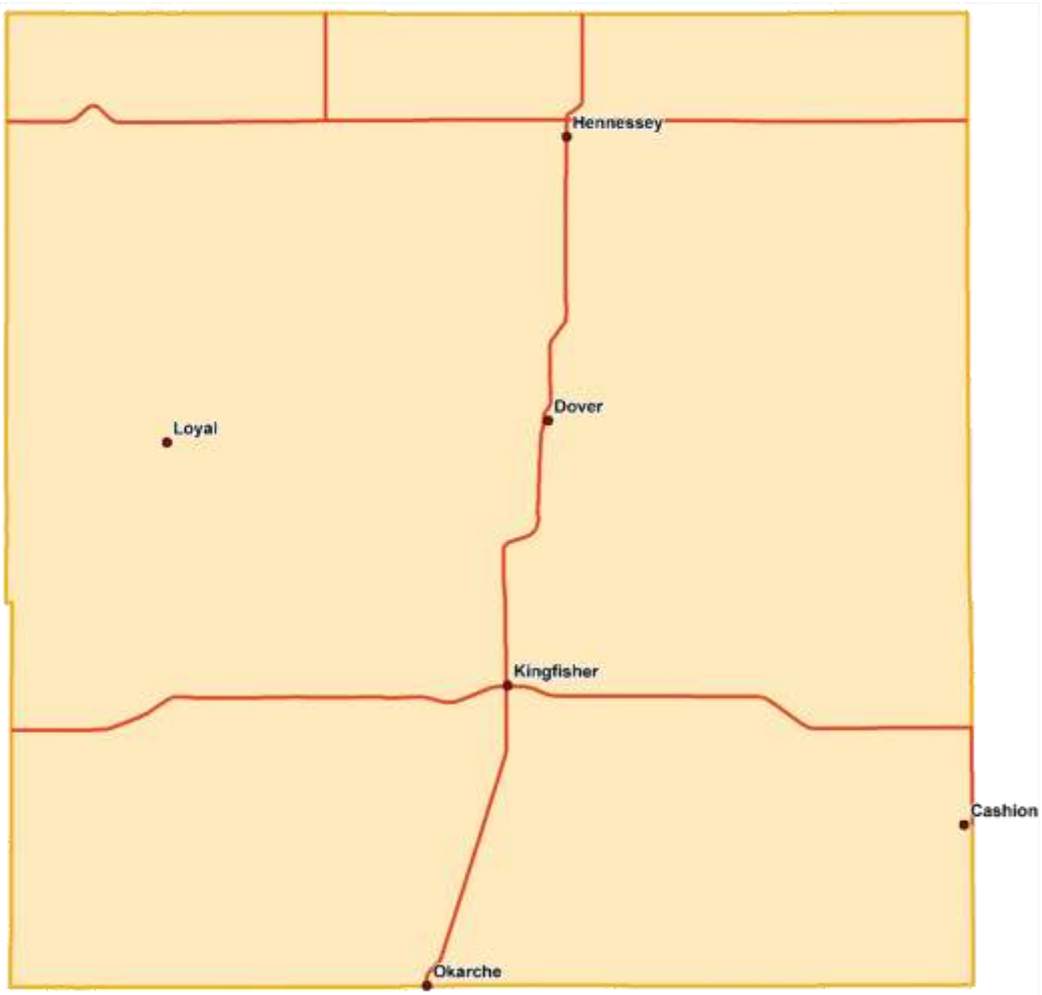
The Northern Oklahoma Regional Transportation Planning Organization (NORTPO) developed the Kingfisher County 2038 Long Range Transportation Plan (LRTP) in coordination and collaboration with stakeholders, communities, local, state, and federal agencies. The LRTP includes an inventory of the different modes of travel and identifies issues, opportunities, and trends that may influence transportation in the County over the next 20 years. The LRTP also identifies existing and potential future transportation improvement needs.

The Kingfisher 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) includes the NODA region and its eight counties for a total of sixteen counties. The region is approximately 18,900 square miles, more than on hundred cities and towns, and twenty conservation districts. The area is predominately rural, with the majority of the population within the incorporated cities of Enid, Ponca City, Woodward, and Guymon.

Map ES.2 Kingfisher County



Kingfisher County is located in north-central Oklahoma. It is surrounded by Logan County to the East, Blaine County to the West, Canadian County to the South and Garfield and Major Counties to the North. Kingfisher County has a total of 906 square miles of land and water.

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's boundaries. These 11 districts make up the Oklahoma Association of Regional Councils (OARC). Throughout the past 48 years, the regional councils have evolved from conduits for regional planning and major 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. These COGS have developed Regional Transportation Planning Organizations (RTPOs): Northern Oklahoma Regional Transportation Planning Organization (NORTPO), South Western Oklahoma Regional Transportation Organization (SORTPO), and Central Oklahoma Regional Transportation Organization (CORTPO). In October 2015 ODOT selected Association of South Central Oklahoma Governments (ASCOG) and Grand Gateway Economic Development Association (GGEDA) to participate in the transportation planning process. These five RTPOs are working together as part of a state-wide pilot regional transportation planning process.

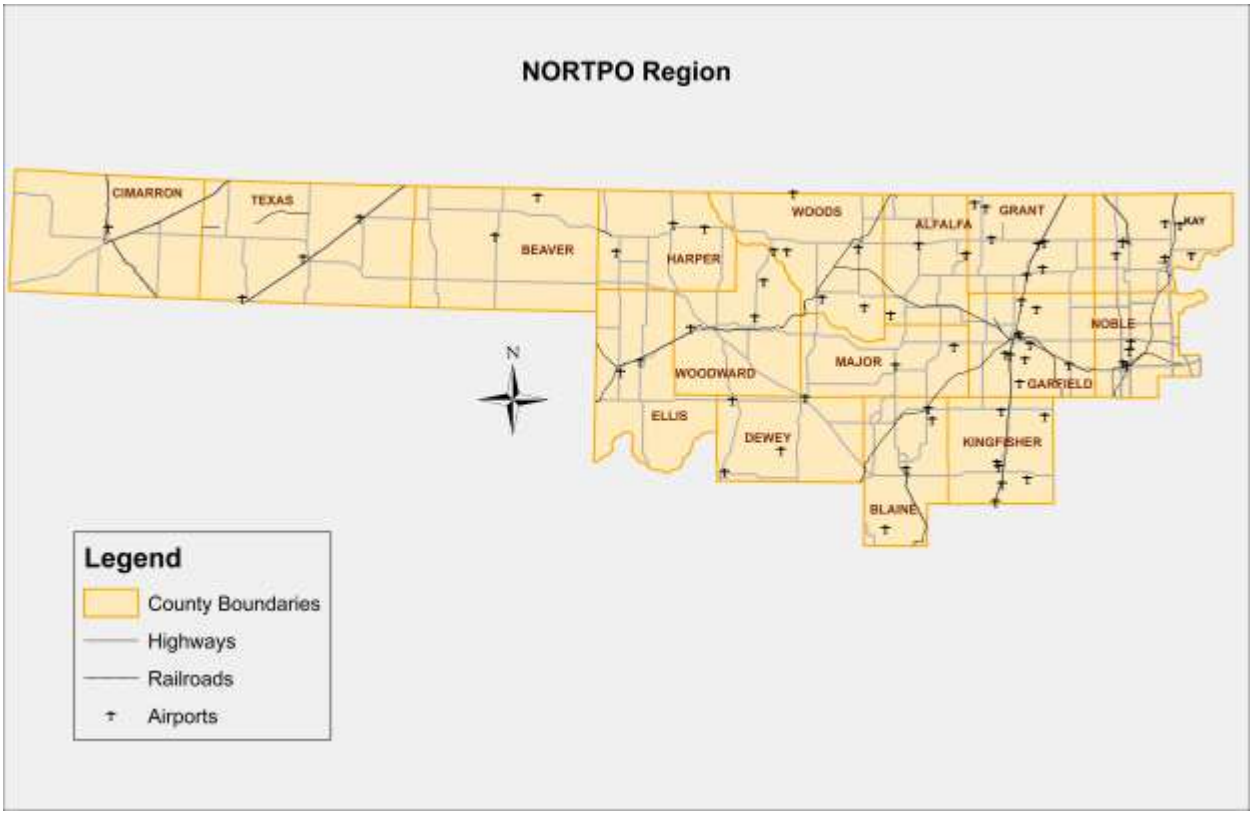
The Northern Oklahoma Development Authority (NODA) on June 16, 2010 created Northern Oklahoma Regional Transportation Planning Organization (NORTPO). In 2017, Oklahoma Economic Development Authority (OEDA) joined NORTPO to grow the region to sixteen counties total, as illustrated in Map 1.1. Additional tables and maps referred to in this chapter are included in Appendix G-1.

NORTPO is tasked with developing a Long Range Transportation Plan (LRTP) for Kingfisher 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 divers characteristics of the population in Oklahoma. With less populated communities and counties, maintenance funding of transportation projects and programs will be an issue. It became evident in the early stages of development that the region would need to be assessed and long-range plans created for each county with the culmination of a regional planning document encompassing eight counties within five years.

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.

Map 1.1 NORTPO Region



Source: NORTPO

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 priority sets. The process allows the community to focus their attention on transportation in the context of Kingfisher County, as well, as the NORTPO region.

Regional Transportation Planning

Regional transportation planning is a collaborative process designed to foster participation by all interested parties such as business communities, community groups, elected officials, and the general public through a proactive public participation process. Emphasis by the Federal Highway Administration (FHWA) and 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. This committee reviews transportation planning work efforts and provides a recommendation to the NORTPO

Policy Board for their consideration and action. The day-to-day activities of NORTPO are supported by one full-time NODA staff member. Additional NODA staff members contribute to the transportation planning process to ensure the overall planning program is executed in a timely and efficient manner and in accordance with Federal regulations. Staff is housed at the NODA office located in Enid, Oklahoma. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to NORTPO by the FHWA State Planning & Research (SPR) program funds at 80% of the total amount of the work effort and the local match of 20% is provided by NODA.

The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs. This planning process follows the four "C's" identified by federal transportation regulations:

- Consideration means that one or more parties takes into account the opinions, actions and relevant information from other parties in making decisions or determining a course of action.
- Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), consider the views of the other parties and periodically inform them about action(s) taken.
- Cooperation means that the parties involved in carrying out the transportation planning programming processes work together to achieve a common goal or objectives.
- Coordination means the cooperative development of plans, programs and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

The LRTP was developed with the regulatory framework of Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act).

Purpose of the Plan

The *Kingfisher County 2038 Long Range Transportation Plan (LRTP)* is a document that can be utilized by Cashion, Dover, Hennessey, Kingfisher, Loyal, Okarche, Kingfisher County, and residents as a guide to maintain and improve the County's transportation system through 2038. 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, 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 2038 was chosen as the planning horizon year for the LRTP for the following reasons:

- The year 2038 is far enough into the future to allow for the anticipated growth of the area to be implemented, and
- Allows the local governments and participating agencies to adequate time to plan for long range solutions to anticipated needs.

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.

As a means of achieving the successful implementation of the LRTP, the plan has been developed in five year increments. The five-year incremental format will offer realistic goals later in this chapter and are 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 Kingfisher County.

Cashion, Dover, Hennessey, Kingfisher, Loyal, Okarche, Kingfisher County Commissioners, regional stakeholders, and the public were contacted to compile a county-wide list of projects and prioritize a list of Kingfisher 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 was developed in cooperation and collaboration with the federal, 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 The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) which was signed into law in December 2015. The FAST Act added two additional factors for a total of ten (Table ##), which NORTPO will strive to address through their LRTP planning process.

Planning Factors

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

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

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

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 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. Implementation of goals is the responsibility of local, county and state governments and the RTPOs. Objectives were developed in coordination with partner agencies. The policies developed do not fall solely under the responsibility of NORTPO. Local and community agencies should consider their roles in affecting outcomes. It will be necessary to prioritize the policies and build the data collection for those policies deemed most important, into annual programs such as the Planning Work Program (PWP).

Objectives are more focused statements that should be specific and measureable, and typically are more tangible statements of approach related to attaining the set goals. Policies identified in the Plan are formal statements of approach related to attaining the set goals and 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 Kingfisher County is:

Kingfisher County Transportation Goal Categories

Goal	Description
1. Community and Economic Vitality.	Facilitate the easy movement of people and goods and improve interconnectivity of regions. Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations, and promote a County and regional transportation system that contributes to communities' livability and sustainability. The transportation system will support and improve the economic vitality of the county and region by providing access to economic opportunities.
2. Environment	Reduce impacts to the County's natural environment, historic areas and under-represented communities resulting from transportation programs and projects.
3. Finance and Funding	A cooperative process between RTPO partners, state officials, and private interests in the pursuit and funding of transportation improvements.
4. 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.
5. Safety and Security	The transportation system will safely ad securely support the people, goods and emergency preparedness.

Goal 1. Community and Economic Vitality

Facilitate the easy movement of people and goods and improve interconnectivity of regions. Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations, and promote a County and regional transportation system that contributes to communities' livability and sustainability. The transportation system will support and improve the economic vitality of the county and region by providing access to economic opportunities.

Objectives

1. Improve or expand the multi-modal transportation system to meet the needs of the community and under-represented population.
2. 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.
3. Improve multi-modal access to county and regional employment concentrations.
4. Support transportation projects that promote economic development and job creation.
5. Support the County and region's economic competitiveness through the efficient movement of freight.
6. Invest in a multi-modal transportation system to attract and retain businesses and residents.

Policies

1. Support transportation projects serving already-developed locations of residential or commercial/industrial activity.
2. Consider local economic development activities in the transportation planning process.
3. Coordinate with local and tribal governments on the placement of regionally significant developments.
4. Maintain local and state support for the general aviation airports that serve the region.
5. Prioritize transportation projects that serve major employment areas, activity centers, and freight corridors.
6. The RTPO will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to support economic vitality.
7. Emphasize improvements to the major truck freight corridors.
8. The 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.
9. Design the transportation network to protect cultural, historical and scenic resources, community cohesiveness, and quality of life.

Goal 2: 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. RTPO partners will avoid, minimize, and mitigate disproportionately high and adverse impacts of transportation projects to the County's under-represented communities.

Goal 3: 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.
4. Assist jurisdictions in identifying and applying for funds that enhance or support the region's transportation system.

Goal 4: 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, highway system, bikes, trails, sidewalks and infrastructure.

Policies

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Emphasize system rehabilitation and preservation.
3. Establish a regular traffic count and reporting system for the region.

Goal 5: 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. Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.
2. Incorporate emergency service agencies in the transportation planning and implementation processes in order to ensure delivery of transportation security to the travelling public.
3. Coordinate with local governments and other agencies to identify safety concerns and conditions. 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. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders to designated two-lane highways.

Key Issues, Trends and Challenges

Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at these locations and developing a plan to address them is an important part of rural planning. Unanticipated changes may happen
that can have impacts on a city, town, county or region. There are several issues, challenges and trends facing the county that have a direct or indirect impact on the transportation system. Key issues, trends and challenges were obtained by NORTPO through the stakeholder's meeting, technical committee meetings and NORTPO Policy Board meetings, and public surveys. The following information is intended to identify issues, trends and challenges in Kingfisher County.

Key issues

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

- Maintenance and preservation of the existing transportation system
- Road flooding/drainage

- Safety/Lack of proper signage at intersections
- Localized congestion in cities and towns
- Traffic caused by the oil/gas industry's vehicles

Challenges

The challenges facing the transportation system in Kingfisher County include:

- Lack of significant financial resources necessary to maintain the existing system and make improvements as necessary
- An aging population and their need for alternate transportation services
- Lack of funding for public transportation
- Lack of commercial airline

Trends

Trends identified include:

- Increase in aging population
- Freight traffic will fluctuate
- Traffic congestion

CHAPTER 2

CURRENT CONDITIONS and FUNDED IMPROVEMENTS

This chapter provides a “snapshot” of current conditions that relate to transportation in Kingfisher 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 G-2.

Transportation planning in Oklahoma has typically been limited to urban areas. Rural or regional transportation planning is evolving into an opportunity to consider both the short and long term transportation needs for locations outside of urban areas. This plan will consider growth and development patterns in the county and will not address development regulations. However, critically important complements to these growth areas are the locations that may generate significant demands on the transportation system. Such “activity generators” include business and industrial sites, governmental, schools, universities, tourism, and recreation centers. Counties in the NORTPO region are working to seek new economic growth and diversification while striving to preserve their natural, historic and cultural resources.

As the population fluctuates (either through economic changes in or out migration or shifting within the region) the needs of the communities include education, health care, social services, employment, and transportation. In rural areas they include, but are not limited to, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, tribal land development and investments.

Located in north central Oklahoma, the Northern Oklahoma Regional Transportation Planning Organization (NORTPO) region is predominately rural with the majority of the population located within the incorporated cities of Enid (a population of 50,122), Ponca City, (24,220), Woodward (12,051) and Guymon (11,442) from the 2016 American Community Survey (ACS) estimates. Table G2.1 provides population data for NORTPO Counties. Kingfisher County encompasses 906 square miles and includes six cities and towns.

Each county in the region, although a separate entity as far as governmental services, the counties are linked together through commerce, employment and regional transportation. Population growth and shifts for the NORTPO region are dependent on many factors for each particular county. Kingfisher County’s deviations in population and employment pattern is attributed to the volatile nature of the oil and gas industry and subsequent impact to declines in prices in the oil and gas industry. Although current data indicates this decline, historical data found in Table G2.2 in the appendices illustrates Kingfisher County’s growth from 1980 to 2016.

According to (ACS) 2016 census estimates, Kingfisher County has a total population of 15,392. Kingfisher is the largest community in Kingfisher County with a population of 4,784, Hennessey is the second largest town with a population of 2,350 and Okarche comes in third with 1,338. The remaining towns all have a population less than 700 each: Cashion with 688, Dover with 335, and Loyal with 68. The remaining 5,829 of the county's population resides outside of the towns and cities.

Historically, Kingfisher County's economy was based principally upon agriculture. Wheat and rye have been the most important crops. Oil and gas exploration became important in the 1920s and has remained significant throughout the decades. The largest industries are mining, quarrying, oil, and gas extraction next would be healthcare and social assistance.

Kingfisher is the county seat and was literally settled overnight. It was named for King David Fisher, a settler who operated a trading station on the Chisholm Trail. The city is the site of the Seay Mansion, the restored home of Oklahoma's second territorial governor, A.J. Seay. The Chisholm Trail Museum is located directly on the Chisholm Trail in Kingfisher and traces history of the Trail. Major employers include Pioneer Telephone Co Op Inc., Walmart Supercenter, and Linn Energy Inc. plus the Kingfisher Public Schools.

Hennessey is the second largest town in Kingfisher County. It was named after Pat Hennessey, an Irish wagon master killed in the Buffalo War. The town was home to Roy Cashion, the first Oklahoman to die in a foreign war and the first woman to serve as an officer in the Oklahoma Medical Association. Major employers include PPS Trucking, Longhorn Service Company and Ranger Oilfield Services plus the Hennessey Public Schools.

Okarche is a town located in both Kingfisher County and Canadian County. The location was originally assigned to the Creek and Seminole people but after the US Civil War is was designated for resettlement of the Plains Indians. Later German immigrants were a greater part of the population. The town is best known for Eischen's Bar, which claims to be "the oldest bar" in the state of Oklahoma and famous for its fried chicken. It has been featured on the Food Network. Major employers include Temtrol Inc. and Okarche Public Schools.

The County population is distributed 50% male and 50% female with a median age of 38.3. Kingfisher County's population 65 years and older (2012-2016 ACS) represents 15% of the total population. Transportation is crucial to keeping older adults independent, healthy and connected to friends, family and health providers. However, older residents' transportation needs differ based on their health, income, marital status, age, race and whether they live in the city, town, or rural area. The needs of this segment of the population will influence the demand for public transportation services, which is limited in the region.

According to data obtained from the Oklahoma Employment Security Commission, the Local Area Unemployment Statistic (LAUS) data indicates the number of people employed between 2012-2017 ranged from 7,286 to 8,420 a net increase of 1,134; while total labor force during the same time period ranged from 7,580 to 8,662.

Figure 2.1 illustrates the changes in the civilian labor force from 1990-2018.

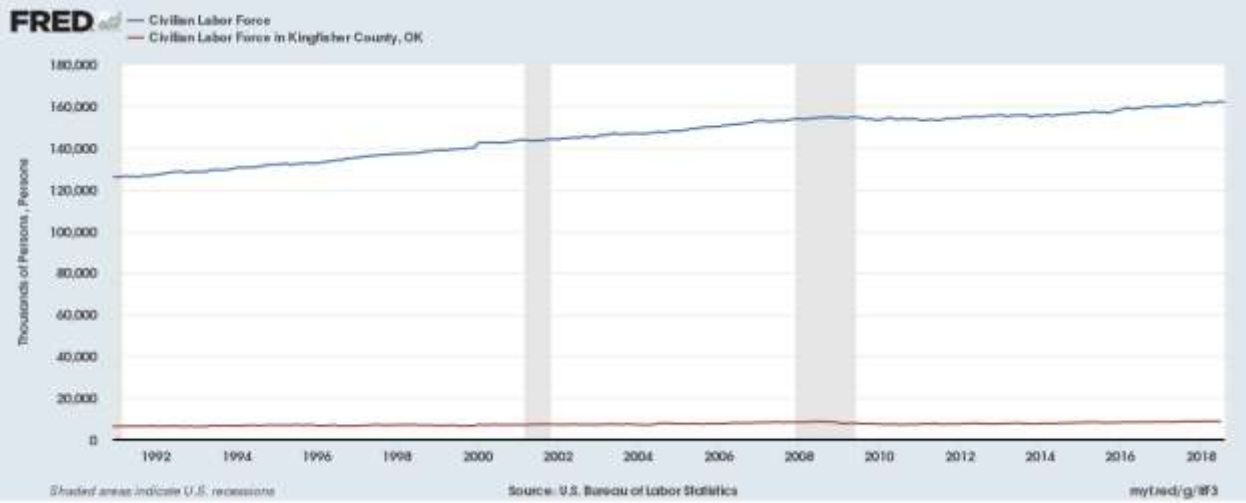


Table G2.3 summarizes vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and farm truck registration continues to show little fluctuation from years 2012 to 2016. The data on the in the appendix confirms that the primary vehicle is the automobile. Data obtained from the 2012-2016 ACS reveals that 40.9% of the working population had access to two or more vehicles, while 0.8% of the working population did not have access to a vehicle. Commute patterns to work for workers 16 years and older according the 2012-2016 ACS identify that 86.3% of workers drove alone, less than 6% carpooled, and 6.5% work from home. Mean travel time was estimated at less than 10 minutes to get to work.

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. TAZ delineation for the areas other than Metropolitan Planning Organizations (MPO) are the responsibility of ODOT. Historically in non-MPO areas the TAZ boundary defaulted to the census tract boundary. This makes the process of maintaining and updating socioeconomic data much easier. However, utilizing this default for the plan did not provide NORTPO with transportation data that met the needs of the planning process. NORTPO staff reviewed the existing TAZ boundaries and after analysis of data, community boundaries were based on the population thresholds of 200 to 500 and employment thresholds of 300. In

the future NORTPO will work cooperatively with ODOT in designation or revision to TAZ boundaries.

Geographically, Kingfisher County is subdivided into 28 TAZs. Because of the rural nature of Kingfisher County, there are a minimal amount of TAZs. Kingfisher is the only city that is located over multiple TAZs, because it is the area with the highest population and work force or have a highway running through the community plus Okarche is split into two counties. 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 C.1 illustrates the TAZs for Kingfisher County. Map C.2 shows the population by TAZ. Map C.3 and Map C.4 shows TAZ and Population by TAZ specifically for the City of Kingfisher. Population changes have not changed significantly over the past twenty years.

Physical Development Constraints, Development Conditions and Patterns

There are several factors that constrain development in Kingfisher County. These include but are not limited to, land ownership of large tracks of land, existing developments, and environmental features that affect the growth of Kingfisher County. These constraints, both physical and manmade, have shaped and impacted the development of the County. Current growth is concentrated in cities and towns as well non-incorporated areas of the county. A comprehensive plan has not been completed for Kingfisher County, however a list was given of future transportation projects which is noted later in this LRTP. The City of Kingfisher and the County both have a completed comprehensive plan.

According to information received from the public, lack of stoplights and traffic is mentioned as one of the constraining factors. Maps G2.6, G2.8, and G2.9 depict the location of the highways, rivers, airports and railroad. The primary east/west corridor is State Hwy 33 and the primary north/south corridor is US Hwy 81. Union Pacific (UP) Railroad provides Class I rail in the county. The airports in Kingfisher County include publicly owned #. Transit services are limited to call-on-demand van services provided by MAGB Transportation Inc. and Cherokee Strip Transit (CST).

Kingfisher County is home to environmental features and natural and cultural resources which can influence the transportation system. 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. There are many different types of environmentally sensitive areas and potential impacts to the natural and human environment that may be affected by various actions associated with the 2038 LRTP.

These include (but are not necessarily limited to):

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

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 E.)

Bodies of water in Kingfisher County include Skelton Creek, Cottonwood Creek, Cimarron River, and Elmer Lake. Streams are natural corridors that provide habitat for fish, insects, and wildlife, and recreational benefits. Streams also provide drinking water for wild animals, livestock, and people.

Kingfisher County Floodplains

Floodplains have been mapped for Dover, Kingfisher, and Loyal plus the unincorporated areas of Kingfisher County. Special flood hazard areas are ta 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. Additional information can be accessed through www.msc.fema.gov.

Earthquakes
Although earthquakes have become a reoccurring issue in Kingfisher County, according to a study form ODOT, none of the earthquakes are a high enough magnitude to cause any noticeable damage to roads and bridges.

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 preservation, or minimization and mitigation of impact. Such Kingfisher County properties are listed in Table G2.4. For additional information visit the website noted here:
http://www.nationalregisterofhistoricplaces.com/ok/Kingfisher/state.html

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 Kingfisher County may include: Whooping Crane, Interior Least Tern, Piping Plover, and Arkansas River Shiner. Additional information can be found at:
http://www.wildlifedepartment.com/wildlifemgmt/endangeredspecies.htm

Air Quality
The Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standard (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. At this point in time air quality data is not collected.

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 tan 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. Kingfisher County has two wind farms.

County and Community Development

Planning in Oklahoma has been nonexistent or very limited outside of urbanized cities and towns. This LRTP will consider growth and development patterns in the County. A critically important component to transportation planning is growth areas that may generate significant demands on the transportation system. The predominant land use in Kingfisher County is agricultural with limited commercial and residential within the cities and towns.

With historical trends in population declining county and community governments must consider the long term impact of declining revenues dedicated to transportation systems and infrastructure. Efforts to maintain and attract business and industry will remain the focus of the communities for the future. Investment in infrastructure to support industry and business will careful analysis and consideration prior to expenditure of funds. In Kingfisher County changes that impact the transportation system include, but are not limited to, loss or gain of a major employer and movement of younger sectors of the population to more urban areas. Areas that may generate demands on the transportation system include agriculture operations, retail sites, industrial and energy related facilities. The concentration of employers can be found in Cashion, Dover, Hennessey, Kingfisher, Loyal, and Okarche as illustrated in Map C.1.

Streets and roads considered to be most important in the development of a LRTP are shown in Map G2.2. This includes the US and State Highways and those county roads considered to be critical to overall mobility in Kingfisher County. The majority of the roads in the county are two-lane undivided roads. The critical roads are functionally classified and illustrated in Map G2.1.

Road Classification

Functional classification is a well-established system utilized by the Federal Highway Administration (FHWA) for grouping streets and highways into classes based on roadway characteristics and intended services. Basic to this process is the recognition that individual roads and streets cannot serve travel independently; rather, most travel involves movement through a network of roads. Thus, it is necessary to determine how to channelize travel within the network in a logical and efficient manner. Functional classification defines the extent to which roadways provide for through travel versus the extent to which they provide access to land parcels. An interstate highway provides service exclusively for through travel, while a local street is used exclusively for land access. Each roadway has a classification number based on its location, access, and capacity characteristics. Functional class and jurisdiction are important not only in relation too operational and maintenance responsibility, but also in how roadway improvement projects can be funded. Map G2.1 illustrates Kingfisher County’s Rural Functional Classification.

An efficient transportation system includes a proper balance between movement of traffic and access to abutting land. The majority of the roads in Kingfisher County are designated as rural. See Functional Classification Hierarchy Charts below in Figure 2.2 and Figure 2.3. Figure 2.4 shows the relationship between functional classification and travel characteristics.

Figure 2.2 illustrates the functional classification hierarchy.

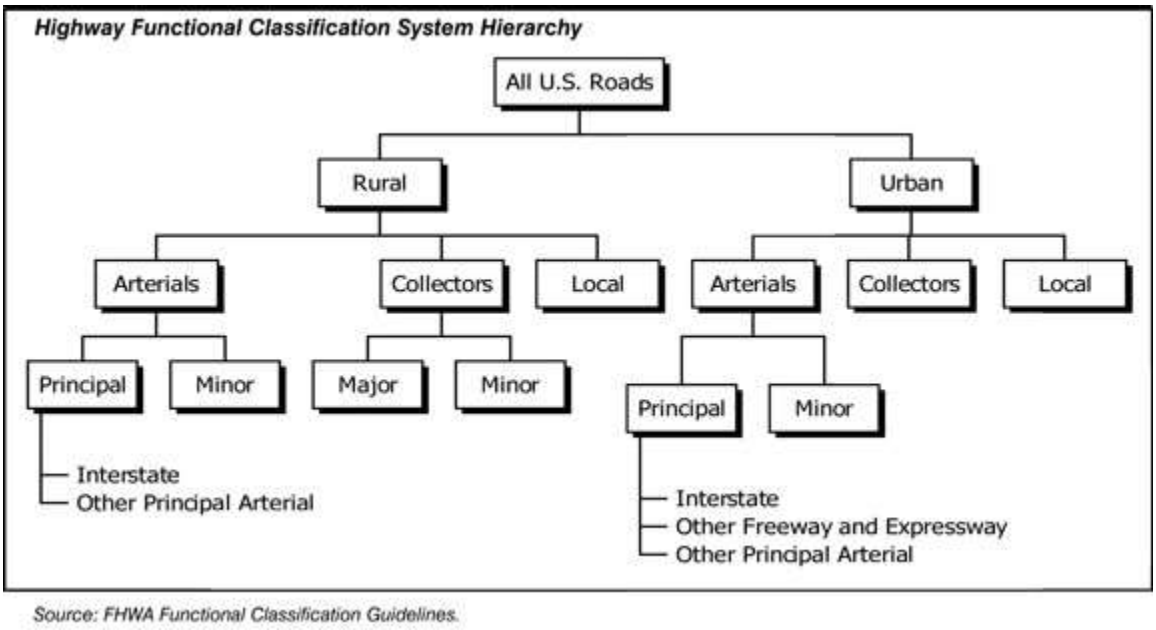
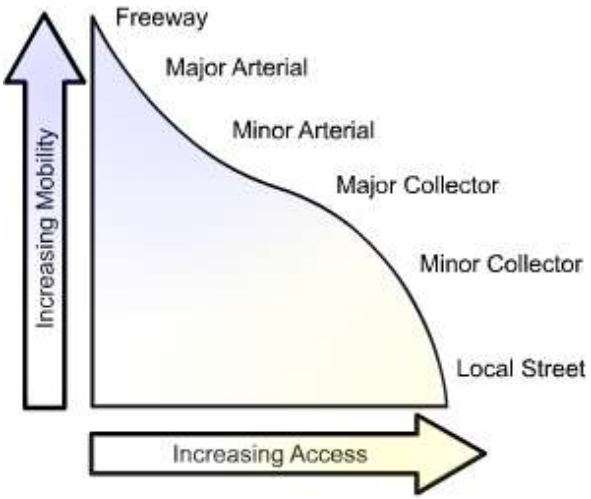


Figure 2.3 Conceptual Roadway Functional Hierarchy



Source: FHWA

Figure 2.4 Functional Classification and Travel Characteristics

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Funding eligibility limitations include:

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

Traffic count collected by ODOT for 2016 are illustrated in Map G2.2. This data reveals that the largest volume of traffic is on US 81 between Kingfisher and Okarche, SH 51 around Hennessey, and SH 33 near Kingfisher. Kingfisher County has no high volume truck corridors.

Public Safety Issues

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

FAST Act required all states to prepare and annually evaluate their Strategic Highway Safety Plan (SHSP). A SHSP is a statewide, coordinated safety plan which includes goals, objectives and emphasis areas for reducing highway fatalities and serious injuries on all public roads. More information on the Oklahoma SHSP can be found on the State of Oklahoma Highway Safety Office's website (http://ohso.ok.gov/strategic-planning-results).

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

Collisions

To help identify safety issues, traffic safety data must be analyzed. Trend analysis based upon multiple-years' worth of data will give a more accurate reflection of the safety condition of the county. Collision records were collected from ODOT for the years 2012-2016 which is the most completed and up-to-date data.

There were 1,163 total crashes involving 577 people and 23 fatality crashes killing 24 people in Kingfisher County over the 2012-2016 timeframe with an average of 233 crashes per year. Map G2.3 shows the locations of collisions for 2012-2016. Table G2.2 crash data for 2012-2016 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. The highest concentration of collisions occurred along US 81 and SH 33. The majority of collisions occurred were with a fixed object and of those crashes had no improper action involved. The second highest was due to failed to yield.

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. Below is Figure 2.5, a chart of locations and severity index of collisions in Kingfisher County. *(Source: ODOT)*

Figure 2.5 Severity Index of Collisions in Kingfisher County

								-----INTERSECTING-----					
COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	CITY STREET NAME	HWY	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
(37)KINGFISHER	(15)KINGFISHER	7	04	02	US-81	INTER	MAIN ST.	BROADWAY	SH-3	09.79	51	43	1
(37)KINGFISHER	(15)KINGFISHER	8		06	SH-3	INTER	BROADWAY AVE.	13 ST.		15.14	33	18	2
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	SEAY AVE.		08.80	26	19	3
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	MITCHELL/MARTIN		07.80	26	18	4
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	WILL ROGERS DR.		08.42	24	19	5
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	BOWMAN AVE.		09.43	24	16	6
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	STARLITE DR.		07.50	21	11	7
(37)KINGFISHER	(00)	4		06	SH-3	INTER		LOYAL BLACKTOP(09)		05.10	18	9	8
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	VICTORY/STRIDE(12)		06.40	15	7	9
(37)KINGFISHER	(00)	1		02	US-81	INTER		EW 84(10)		05.40	13	5	10
(37)KINGFISHER	(15)KINGFISHER	7		02	US-81	INTER	MAIN ST.	OVERSTREET AVE.		08.92	11	9	11
(37)KINGFISHER	(00)	1		04	US-81			CIMARRON RIV.		06.80	11	7	12
(37)KINGFISHER	(15)KINGFISHER	7		04	US-81	INTER	MAIN ST.	AIRPORT/EW 79(20)		00.70	10	7	13
(37)KINGFISHER	(00)	4		16	SH-51					09.80	10	5	14
(37)KINGFISHER	(15)KINGFISHER	7		04	US-81	INTER	MAIN ST.	ROBERTS AVE.		00.23	9	9	15
(37)KINGFISHER	(00)	4		10	SH-33	INTER		NS 285.5		01.00	9	6	16
(37)KINGFISHER	(00)	4		06	SH-3	INTER		NS 270(01)		00.90	9	5	17
(37)KINGFISHER	(00)	5		0197						0000	9	2	18
(37)KINGFISHER	(00)	5		0270		INTER				0240	8	3	19
(37)KINGFISHER	(00)	1		04	US-81					04.05	8	2	20
(37)KINGFISHER	(00)	4		12	SH-51					01.40	8	2	21

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 NORTPO Technical Committee and NORTPO Policy Board, and information obtained via public comment, data areas of concern were identified. The major areas of concern are:

- Oilfield traffic – Congestion and tearing up roads
- County roads high traffic volume
- U.S. Highway 81 – high traffic volume

Transportation Inventory and Improvement Needs

Road System

The state owned highway system in Oklahoma is comprised of the State numbered route highways, the US numbered route highways and the Interstate Highway System. The state system of highways encompasses 12,265 centerline miles as measured in one direction along the dividing strip of two lane facilities and in one direction along the general median of multilane facilities. Transportation on our highways is also facilitated by over 6,800 bridge structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads, highways, and railroads. On average passenger vehicles, buses and trucks travelled more than 68.8 million vehicle miles each day (daily vehicle miles travelled or DVMT) in 2017 on the state-owned highway system (not including toll roads).

Oklahoma's rural nature and historically agriculture and energy-based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,600 miles (Is it current) of Oklahoma highways are two-lane facilities without paved shoulders Map G2.4 illustrates the location of two lane highways with no paved shoulders.

Map G2.5 illustrates the Steep Hill/Sharp Curves areas of concern (statewide). Kingfisher County transportation system has approximately 3,168 miles of roadways that make up the road network. *(Source: ODOT)*

Preserving the transportation system has emerged as a national, state, and local transportation priority. Aging infrastructure continues to deteriorate, reducing the quality of the system and increasing maintenance costs. All roads deteriorate over time due to environmental conditions and the volume and type of traffic using the roadway. Without proper maintenance, roadways wear out prematurely. ODOT's annual evaluation of pavement conditions and safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves in 2017 reveals about 28% or approximately 3,466 of the

State's 12,265 miles of highway rate as critical or inadequate which includes 2,858 miles of two-lane highway. The interstate system in Oklahoma is the highest class of highway and is designed to be the critical transportation link. While the 673 miles of interstate account for only 5.5% on the centerline miles of our state system, it carries 33.6% of daily miles travelled.

Kingfisher County is served by three State Highways and has one US Highway, as well as municipally owned streets and county roads.

The major highways are:

- US 81 (connecting Enid to Okarche)
- SH 33 (connecting Guthrie to Watonga)
- SH 51 (connecting Hennessey to Okeene)
- SH 132 (connecting Kingfisher County to Garfield County)

The NORTPO network of roads consists of more than 10,000 lane miles (centerline miles multiplied by the number of lanes). 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.

Bridges

Federal law requires that all bridges be inspected biennially; those that have specific structural problems may require more frequent inspections. Inspections include evaluation and rating of numerous elements of the substructure, superstructure, and deck, with special attention paid to fracture-critical members. Underwater inspections occur no less than every 5 years to check for scour (sediment removal from moving water causing holes) around bridge piers.

Bridges are rated on a numerical scale of "1" to "7" that translates into arrange of Poor, Fair, Good, and Excellent. Bridges are also described as "Structurally Deficient" and "Functionally Obsolete." The former may have any of a number of structural problems noted in the section; while some may be closed or load-posted, many remain safe for traffic. The latter are bridges that do not meet current design standards. They may have narrow lanes, or inadequate clearances, but they may also be structurally sound. More information can be found in Appendix G2.

The NORTPO planning area has more than 4,300 bridges, culverts, and structures constructed since 1902 that are critical for regional mobility. These structures enable vehicles, bicycles, pedestrian and wildlife to cross an obstacle. More specifically, culvers are structures designed to increase water flow, while bridges are structures that span more than 20 feet between supports. Like roads, bridges and culverts deteriorate over time due to weather and normal wear-and-tear with the passage of vehicles. To ensure safety and minimize disruption to the transportation network these structures undergo regular inspections by qualified engineers. Inspections help locate and identify

potential problems early and trigger protection mechanisms when a problem is found. The bridges and culvers in the county vary greatly in their age, averaging 48 years. There are 298 bridges in Kingfisher County. Map G2.6 shows the bridges and Table G2.6 lists the bridges by location and identifies structurally deficient and functionally obsolete. According to data received from ODOT, there are numerous deficient bridges, not only in Oklahoma but Kingfisher County, as well. In the last few years repair and/or replacement of deficient bridges has been a priority of ODOT.

Freight

The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network (PFN) and Nation Freight Network and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN). The FAST Act included the Interstate System – including Interstate facilities not located on the Primary Highway Freight System (PHFS) in the NHFN. All interstate systems' roadways may not yet be reflected on the national and state NHFN maps (Map G2.7). While Kingfisher County does not include roads identified in the NHFN the NORTPO Policy Board recognizes that highways US 81, SH 33, SH 51, and SH 132 are significant statewide and regional highway freight corridors. Kingfisher County Freight Corridors determined by the NORTPO Technical Committee are located on Map 2.8. The majority of freight movement in the region is by truck and rail. Figure 2.6 shows the average daily long haul traffic on the National Highway System (NHS) for 2015.

Figure 2.6 - Average Daily Long Haul Traffic

Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.

Growth of freight by truck will continue to grow as industrial business grows. To assist with the inspection and enforcement of truck permits the Ports of Entry (POE) facilities were constructed. The POE are state-of-the-art facilities established as the mechanism to create a more controlled freight transportation environment on the highway system. This system monitors freight ingress at the state line and allow better enforcement of vehicle and freight laws. Figure 2.7 illustrates existing and proposed ports of entry.

Figure 2.7 Existing and Proposed Ports of Entry

Rail

Freight traffic continues to be the main source of railroad activity in the State. An estimated 287.5 million tons of freight flows through the state on rail lines each year with many rail lines carrying 50 to 100 trains a day. Rail freight traffic will experience significant growth over the next few decades with the number of trains on some corridors expected to double over the next 20 years. The state-owned tracks are leased by privately operated railroads. *(Source: ODOT)*

There are three Class I railroads and 19 Class III railroads in Oklahoma. Union Pacific is a Class I railroad and is the only rail company in Kingfisher County. The State of Oklahoma owns approximately 306 miles of track and the tracks are leased by privately operated railroads. In August 2014, ODOT and the Stillwater Central Railroad completed a $75 million sale of the Sooner Sub rail line between Midwest City and

Sapulpa. With the sale of the 97.5 mile, ODOT announced a $100 million initiative to improve safety at the State's railroad crossings.

Most of the money for this program comes from the $75 million sale of the Sooner Sub. Improvements are to be made to more than 300 rail crossings statewide and will add flashing lights and crossing arms to many of these crossings. Federal funding, as well as funds provided by railroad companies will also be used in completing the three to four-year program. Map G2.9 shows the railroads in Kingfisher County.

Grain and mining products are the main freight transported through the County. Freight movement by rail in the NORTPO region is primarily used by the agricultural industries. There are more than 1,375 miles of open rail track in the region. The rail infrastructure is the responsibility of the railroads. According to information obtained from "Freight Flow Report 2012" prepared by Parsons Brinkerhoff, to enhance the state freight truck model county-level traffic and truck counts are needed.

Oklahoma is a part of the Strategic Rail Corridor Network (STRACNET), (Figure 2.8) a function of the Railroads for National Defense. STRACNET consists of 38,800 miles of rail lines important to national defense serving military installations that require rail service. Both Fort Sill and the McAlester Army Ammunition Depot are actively connected to STRACNET, while Vance Air Force Base, Altus Air Force Base, and Tinker Air Force Base all have the capability to reconnect to STRACNET "connector line" through Kingfisher County and can service some of these military installations.

Figure 2.8 STRACNET

Source:https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/RND%20Publications/STRACNET%202018_Reduced.pdf

Bicycle and Pedestrian Network

Kingfisher, Hennessey, and Okarche are communities that have at least a partial system of sidewalks to aid pedestrians, particularly near schools. Pedestrian travel requires a network of sidewalks without gaps and with accommodations for people with disabilities as defined by the Americans with Disabilities Act (ADA). There are instances, particularly in rural areas, where a wide shoulder is an acceptable substitute for a sidewalk. Safe pedestrian travel also requires protected crossings of busy streets with marked crosswalks and pedestrian signals and appropriate pedestrian phases at signalized intersections. Kingfisher County's rural nature has limited the available investment in a bicycle and pedestrian network.

Transportation Alternative Program (TAP) administered by ODOT is a grant program for Oklahoma communities to receive funding for transportation access other than motor vehicles. Okarche received a TAP grant in 2016. Another round of applications are being sought for 2018 awards.

Public Transportation

Public transportation systems and services in rural areas are limited. Low population densities in the NORTPO region and the distances between activity centers complicate the delivery of public transportation in rural areas. There are limited activity generators (mostly job destinations) that produce concentrations of transit need. That is, at least one end-of-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 (LOS) that can be provided. ODOT's Transit Programs Division is responsible for the administration of the Federal Transit Administration (FTA) for rural transit operations.

Public transportation services for the area is limited to on demand van services provided by (Major, Alfalfa, Grant, & Blaine) MAGB Transportation, Inc. and Cherokee Strip Transit (CST) through NODA.

MAGB Transportation, Inc. serves all of NW Oklahoma, while focusing on Major, Alfalfa, Grant, and Blaine Counties. Their main office is located in Fairview, Oklahoma. They serve not only passengers that are 60 and older, but also low/moderate income residents. Table G2.7 shows MAGB's ridership and revenue data.

CST, originally known as Garber Elderly Transportation Systems (GETS), merged and expanded to include most of north central Oklahoma. Their main office remained in Garber, Ok (Garfield County), but also offices in Perry (Noble County), Tonkawa (Kay County), Watonga (Blaine County), and Kingfisher (Kingfisher County). They have several routes to accommodate most of the region. Table G2.8 shows CST's ridership and revenue data.

Aviation

NORTPO area consists of more than 25 general aviation airports (Figure 2.9) 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. Kingfisher Airport is a general aviation airport located one mile northwest of Kingfisher, OK. It has a 2800' x 60' concrete runway with aircraft operation of 77 per week. It is the only Airport in the county.

Source: http://www.airnav.com/airport

Figure 2.9 List of NORTPO Airports

County	**Towns**	**Airports**
Alfalfa County	Cherokee	Cherokee Municipal Airport
Beaver County	Beaver	Beaver Municipal Airport
Blaine County	Okeene	Christman Airfield
	Watonga	Watonga Regional Airport
Cimarron County	Boise City	Boise City Airport
Dewey County	Seiling	Seiling Airport
	Vici	Vici Municipal Airport
Ellis County	Gage	Gage Airport
Garfield County	Enid	Enid Woodring Regional Airport
Grant County	Medford	Medford Municipal Airport
	Pond Creek	Pond Creek Municipal Airport
Harper County	Buffalo	Buffalo Municipal Airport
	Laverne	Laverne Municipal Airport
Kay County	Blackwell	Blackwell-Tonkawa Municipal Airport
	Ponca City	Ponca City Regional Airport
Kingfisher	**Kingfisher**	**Kingfisher Airport**
Major County	Fairview	Fairview Municipal Airport
Noble County	Perry	Perry Municipal Airport
Texas County	Guymon	Guymon Municipal Airport
	Hooker	Hooker Municipal Airport
	Texhoma	Municipal Airport
Woods County	Alva	Alva Regional Airport
	Freedom	Freedom Municipal Airport
	Waynoka	Waynoka Municipal Airport
Woodward County	Mooreland	Mooreland Municipal Airport
	Woodward	West Woodward Airport

Source: http://www.tollfreeairline.com/oklahoma.htm

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 2038. 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 2038. Tables and maps referred to in this plan are included in Appendix G3.

Future Conditions

The population and employment projections for Kingfisher County were produced at the TAZ level for 2038. The 2038 population projection of 15,701 and employment projection of 7,528 were distributed through the Census Block Groups. The projected population and employment data are illustrated in Map G3.1 and Map G3.2. Table G3.1 contains supporting data for the maps. Compared to the 2010, population and employment is projected to remain consistent with the 2016 ACS estimated population of 15,392 and Oklahoma Employment Security Commission’s LAUS employment data of 7,514 through 2038. *(Source: NORTPO)*

Population and employment projections are based upon available data. When utilizing this data, it is imperative to understand with this knowledge of the continued fluctuation in growth, NORTPO will continue to monitor projections and impact on the LRTP.

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.

The need for safety and intersection improvements in Kingfisher 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.

2038 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.

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.

The funded projects identified in Table G3.2 were obtained from the ODOT 8-Year Construction Program 2018-2025, CIRB Plan 2018-2022 (Table G3.3), County Commissioners, Local Governments, and Transit operators. Map G3.3 illustrates the location of projects included in the ODOT 8-Year Construction Program 2018-2025.

Planned Improvements

Planned improvements are projects that are desired but funding has not been secured. ODOT initiated projects are those listed in years 2019-2023. After contacting the individual city and towns of Kingfisher County, only the city of Kingfisher and Kingfisher County had transportation plans in place for the next five to 20 years. The City of Kingfisher stated that their twenty-year plan consists of projects listed below:

- Resurfacing 1 mile of West Will Rogers from Main Street to 13th Street.
- Resurfacing 2 miles of West Starlite Drive west from US 81.
- Improving South 13th Street from Will Rogers to West Victory (2 miles) from 2-lanes to 4-lanes.
- Street abatement and removals from West Bottom as structures are removed from the Flood Buyout Project.
- Rehab East Bowman approaches to rail road crossing.
- Resurface Overstreet.
- Resurface Fay Avenue.
- Resurface 6th Street.

The County of Kingfisher provided a list of projects for the next five years. They are listed in Figure 3.1 below:

Figure 3.1 Kingfisher County 5-year Projects

Project Description	Project ID	Projected Year	Estimated Cost
Bridge Replacement	JP 28437	2018	$865,000
Bridge Replacement	JP 28349	2019	$800,000
Sidewalks to connect park		2019	
Bridge Replacement	JP 31857	2020	$1,500,000
Bridge Replacement	JP 31996	2021	$1,000,000
Bridge Replacement	JP 29362	2021	$1,500,000
Road Construction 3 miles of a 6-mile project	JP 32851	2022	$2,500,000
Bridge Replacement	JP 31985	2022	$800,000
Road Construction 3 miles of a 6-mile project	JP 32851	2023	$2,500,000
Bridge Replacement	JP 32860	2023	$1,000,000
Bridge Replacement	JP 32859	2023	$1,000,000

Beyond those projects, Kingfisher County is also continuing to build smaller bridges with county funds every year. Each district tries to build two-three bridges each year where the funds will not exceed $100,000. Additionally, this year (2018) they have also bid some road improvements projects including asphalt overlays and cold-in-place recycling (milling) of blacktop roads. These projects will go beyond the regular annual maintenance of the roads and bridges in the County.

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 G-6

Funding Sources

Federal

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

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

Taxes on gasoline and other motor fuels are collected and distributed from the HTF and are distributed to the states by the FHWA and the Federal Transit Administration (FTA) to each state through a system of formula Majors and discretionary allocations. Motor fuels taxes, consisting of the 17 cents per gallon tax on gasoline and 14 cents per gallon tax on diesel fuels, are the trust fund's main dedicated revenue source. Taxes on the sale of heavy vehicles, truck tires, and the use of certain kinds of vehicles bring in smaller amounts of revenue for the trust fund.

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

State

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

In 1923, Oklahoma enacted its first state level excise tax on motor fuels. The last increase was in 1987 and the tax is currently seventeen cents ($0.17) per gallon for gasoline and diesel at fourteen cents ($0.14) per gallon. There is also a transportation-dedicated five cents ($0.05) per gallon tax on natural gas used for motor vehicle fuel. Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. The motor fuel taxes that are deposited to the State Transportation Fund (STF) are gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. The fuel tax is assessed on consumers when they purchase fuel, and the gasoline tax is the largest generator of revenue to the STF. The motor fuel tax revenues are also apportioned to municipalities and county governments for road and bridge repair and maintenance and to Native American Tribes.

In addition to the above taxes the ROADS Fund is guaranteed an annual apportionment but capped at $575 million annually. In FY 2017 the Fund received $571.7 million. In addition, the County Improvement for Roads and Bridges (CIRB) fund, created in 2006 and administered by ODOT, was increased to twenty percent (20%) of motor vehicle registration fees and capped at $120 million beginning in SFY 2016.

Public transportation funding for rural transit agencies is as follows:

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

- Sub recipients are reimbursed for eligible administrative, operational, and capital expense, at specific rates, for services performed within their total pre-approved Section 5311 service areas.

Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget and federal funding. Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption. While most taxes are not tied to fuel prices, when gas prices go up, consumption tends to go down and thus tax revenues decline. Oklahoma's state budget continues to experience historic downfall revenues and these downfalls have a negative impact on the transportation system. With this plan development it is anticipated that there will continue to be a downfall in available revenue for transportation programs and projects. Therefore, the coordination with local, regional and statewide agencies in the development of transportation programs and projects is significant in order to accomplish the projects.

County

The main funding program for county roads and bridges is the County Highway Fund, which consists of revenues from the state taxes on gasoline and diesel fuels, as well as, motor vehicle registration fees and a portion of the state gross production tax on oil and gas in the case of counties that have oil and gas production. A county's apportionment is based on several formulas that use proportional shares of each factor as it relates to the total statewide county totals. Counties that have oil and natural gas production receive a portion of the seven percent (7%) state tax for roads and bridges with revenues earmarked for roads and bridges.

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.

In the summer of 2006 a law created the County Improvements for Roads and Bridges (CIRB) program. The funds apportioned to the program are in equal amounts to the eight Transportation Commission Districts. The sole purpose of the funds is for the construction or reconstruction of county roads or bridges on the county highway system that are the highest priority. Funds may accumulate annual funding for a period of up to five years for a specific project. Information obtained from a report published by the National Association of Counties, funds collected by OTC for transportation projects are distributed directly to the counties. Revenues for specifically for the CIRB category are collected from state gasoline and diesel tax, special fuel tax and state gross production tax on oil. Table 3.3 summarizes the CIRB for Kingfisher County. The County uses a small percentage of tax revenues for maintenance and minor improvements, relying on outside funding sources for major improvements.

Local

The main source of funding for community transportation projects is found in the general operating budgets. Generally, these funds are derived by city sales tax and fees.

Funding for rural transportation projects may also be available through federal sources such as CDBG through Oklahoma Department of Commerce, EDA, and US Department of Agriculture Rural Development (USDA RD) programs. Oklahoma has limited funding available for projects through REAP administered by Councils of Government (COG).

CHAPTER 5

PUBLIC PARTICIPATION SUMMARY

This chapter presents and describes the public participation tools the RTPOs utilize as part of the planning process. Public participation is a federal requirement identified in the FAST Act. NORTPO has an adopted Public Participation Plans that was followed.

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 2015 population estimates, Kingfisher County's racial and ethnic composition is 82.9% White, followed by 3.9% American Indian and Alaska Native, and then .88% African American. In comparison, Oklahoma's is 72.9% White, followed by 7.4% American Indian and Alaska Native, and then 7.3% African American. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county.

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. The review included:

- FAST Act Federal Planning Factors (MAP-21 Federal Planning Factors)
- ODOT 2015-2040 Long Range Transportation Plan
- Freight Flow study
- 2012 Transit Gap Overview and Analysis
- Oklahoma Mobility Plan
- STIP: http://www.okladot.state.ok.us/p-r-div/stip/STIP_2018-21/Complete_2018-21_STIPSEP2018.pdf
- https://www.ok.gov/odot/Programs_and_Projects/8_Year_Construction_Work_Plan/
- CIRB: http://www.okladot.state.ok.us/cirb/index.htm
- Rail Plan: http://www.okladot.state.ok.us/rail/rail-plan/pdfs/2012_RailPlan.pdf

Public involvement is an integral part of the transportation process. NORTPO is proactive in its efforts to effectively communicate with the public and in 2017 adopted a revised Public Participation Plan (PPP) (on NORTPO website) to ensure that the transportation planning process and procedures complies with federal requirement for public to take an active role in the decision making process.

NORTPO hosted one public meeting in Kingfisher County and 16 at NODA's office in Enid, and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Surveys were distributed at the stakeholders meeting held at the Chisholm Trail Museum, and were available on NORTPO's website (www.nortpo.org), and is shown in Appendix D.

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 (such as, Emergency Operation Procedures, Hazard Mitigation Plans, Capital Improvement Plans, etc.) and other such issues. The information provided in the LRTP is to provide guidance on recommended projects, studies and plans. It is assumed that only those Kingfisher County projects included in the FFY2018-2025 ODOT eight-year construction program and CIRB will be constructed by the year 2038.

The projects included in the LRTP are primarily funded by ODOT, some have additional funding from local grants and/or local funds. 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.

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. Table G3.2 and Table G3.3 in the appendix shows the recommended transportation projects both funded projects from ODOT's eight-year Construction Program (2018-2025) and CIRB's five-year Construction Program (2018-2022).

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.

Bicycle and Pedestrian

- Develop an education safety awareness program.
- 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 local and regional transportation providers and users.
- 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 and maintain electronic database and mapping of environmental resources or areas of concern.
- Participate in regional and statewide planning efforts.

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 Economic Development Administration (EDA), United States Department of Agriculture (USDA), Community Development Block Grant (CDBG), Rural Economic Action Plan (REAP) Grant, Industrial Access, Lake Access, and Transportation Alternative Programs (TAP).

Committed Improvements

The ODOT eight-year Construction plan groups projects according to anticipated state and federal fund categories. With regard to federally funded projects, the current plan is fiscally balanced in that the total project costs do not exceed the anticipated federal funds. ODOT policy prohibits start of future projects until all funding is in place and policy dictates projects cannot be programmed in the Statewide Transportation Improvement Program (STIP) unless there is a programmatic and financial game plan for completing the project within six years. Transportation projects that are part of the ODOT eight-year plan (Table G3.2), CIRB (Table G3.3), and county lists are described in Chapter 3.

Figure 6.1 Kingfisher County Combined Anticipated Projects

LOCATION/DESCRIPTION	PROJECT TYPE	PROJECT YEAR	PROJECT COST
US-81: Reconstruction From 5.4 Mi. North of the Canadian C/L. 3.0 MIIN Kingfisher	Grade, Drain & Surface	FFY2018	$11,000,000.00
US-81: Over Kingfisher Creek 0.7 MIS N of SH 33	Bridge & Approaches	FFY2018	$4,500,000.00
COUNTY BRIDGE ON EW 60 OVER TURKEY CREEK, 2.2 MILES WEST AND 2.0 MILES NORTH OF JCT US-81/SH-51 RW FOR 28437(04) CIRB FUNDS. COBRGE 0.25 MI.	RIGHT OF WAY	FFY2018	$25,000
BRIDGE AND APPROACHES ON EW-64 OVER TURKEY CREEK, 1.5 MILES SOUTH AND 0.8 MILES WEST OF HENNESSEY PE FOR 31996(04).COBRGE 0.25 MI.	BRIDGE AND APPROACHES CONTRACT P.E. (AS OF 10/1/2013)	FFY2018	$100,000
CO RD EW-73, FROM NS-289 EXTEND EAST 6 MILES TO NS-295 PE FOR 32851(04). CO RD 6.00 MI.	CONTRACT P.E. (AS OF 10/1/2013)	FFY2018	$100,000
S OKARCHE: US 81/OKLAHOMA AVE SIDEWALK PROJECT. ENHAN 0.00 MI.	PEDESTRIAN IMPROVEMENT	FFY2018	$750,000
ON EW-88 OVER UNCLE JOHN CREEK, 1.0 MILES NORTH & 3.4 MILES EAST OF OKARCHE. COBRGE 0.25 MI.	BRIDGE & APPROACHES	FFY2018	$800,000
Bridge Replacement	Bridge & Approaches	FFY2018	$865,000.00
SH-51: From US-81 in Hennessey east. 7.53 Mi. includes RCB Extensions & RCB Replacement over Camp Creek	Grade, Draining, Bridge & Surface	FFY2019	$14,140,000.00
SH-33: From the Logan County Line, extend West 5.0 miles (ROW for 31812(04))	Right of Way	FFY2019	$103,000.00

LOCATION/DESCRIPTION	PROJECT TYPE	PROJECT YEAR	PROJECT COST
SH-33: From the Logan County Line, extend west 5.0 miles (UT for 31812(04))	Utilities	FFY2019	$103,000.00
Division 4 Bridge Painting: NB Bridge on US-81 over the Cimarron River, NB and SB Bridges on I-44 over Black Gold Drive and BNSF	Bridge Painting	FFY2019	$2,600,750.00
COUNTY BRIDGE ON EW 60 OVER TURKEY CREEK, 2.2 MILES WEST AND 2.0 MILES NORTH OF JCT US-81/SH-51. COBRGE 0.25 MI.	BRIDGE & APPROACHES	FFY2019	$800,000
COUNTY BRIDGE ON EW-67 OVER TURKEY CREEK, 4.5 MILES SOUTH AND 2.4 MILES WEST OF HENNESSEY. COBRGE 0.25 MI.	BRIDGE & APPROACHES	FFY2019	$800,000
ON EW 79.5 OVER UNCLE JOHN CREEK, 0.2 MILES NORTH AND 0.7 MILES EAST OF JCT SH-33/US-81 RW FOR 31857(04). COBRGE 0.25 MI.	RIGHT OF WAY	FFY2019	$50,000
ON EW 79.5 OVER UNCLE JOHN CREEK, 0.2 MILES NORTH AND 0.7 MILES EAST OF JCT SH-33/US-81 UT FOR 31857(04). COBRGE 0.25 MI.	UTILITIES	FFY2019	$20,000
ON NS-274 APPROX, 2.0 MILES SOUTH OF SH-33 PE FOR 32859(04)	BRIDGE AND APPROACHES CONTRACT P.E. (AS OF 10/1/2013)	FFY2019	$100,000
(MULTI COUNTIES IN DIV 4) (DESIGN FOR 33574(04))	CHIP SEAL STP PROJECT: CONTRACT P.E. (AS OF 10/1/2013)	FFY2019	$50,000
Bridge Replacement	Bridge & Approaches	FFY2019	$800,000.00
Sidewalks to connect park		FFY2019	
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, East 9.4 miles (ROW for 31003(04))	Right of Way	FFY2020	$1,545,300.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, East 9.4 miles (UT for 31003(04))	Utilities	FFY2020	$1,545,300.00
OVER COTTONWOOD CR. 2.2 MILES SOUTH OF CASHION PE FOR 32860(04)	BRIDGE AND APPROACHES CONTRACT P.E. (AS OF 10/1/2013)	FFY2020	$75,000
Bridge Replacement	Bridge & Approaches	FFY2020	$1,500,000.00
SH-51: From SH-74, Extend west 9.9 miles (RW for 30447(04)(07))	Right of Way	FFY2021	$1,648,000.00
SH-51: From SH-74, Extend west 9.9 miles (UT for 30447(04)(07))	Utilities	FFY2021	$824,000.00

LOCATION/DESCRIPTION	PROJECT TYPE	PROJECT YEAR	PROJECT COST
2 BRIDGES & APPROACHES EW-71.5 0.3MILES WEST,0.2 SOUTH & 0.3 WEST OF DOVER	BRIDGE & APPROACHES	FFY2021	$1,500,000
ON EW-64 OVER TURKEY CREEK, 1.5 MILES SOUTH AND 0.8 MILES WEST OF HENNESSEY	BRIDGE & APPROACHES	FFY2021	$1,000,000
Bridge Replacement	Bridge & Approaches	FFY2021	$1,000,000.00
Bridge Replacement	Bridge & Approaches	FFY2021	$1,500,000.00
SH-33: Pavement Rehabilitation in Kingfisher on SH-33 from US-81 JCT 0.4 Mi. east to 2nd st; on US-81, from SH-33 JCT, 2 Blks South	Pavement Rehabilitation	FFY2022	$600,000.00
US-81: Bridge Rehabilitation on SB US-81 over the Cimarron River, 6.9 Miles north of SH-33 JCT	Bridge Rehabilitation	FFY2022	$800,000.00
Road Construction 3 miles of a 6-mile project	Widen & Resurface	FFY2022	$2,500,000.00
Bridge Replacement	Bridge & Approaches	FFY2022	$800,000.00
SH-51: Widen & Resurface from SH-132, Extend east to US-81 (ROW for 3181104)	Right of Way	FFY2023	$750,000.00
SH-51: Widen & Resurface from SH-132, Extend east to US-81 (UT for 3181104)	Utilities	FFY2023	$750,000.00
SH-33: From the Logan County Line, Extend west 5.0 miles	Widen & Resurface	FFY2023	$9,000,000.00
Road Construction 3 miles of a 6-mile project	Widen & Resurface	FFY2023	$2,500,000.00
Bridge Replacement	Bridge & Approaches	FFY2023	$1,000,000.00
Bridge Replacement	Bridge & Approaches	FFY2023	$1,000,000.00
US-81: NB & SB Bridges over the UP RR 5.3 miles North of SH-33	Bridge & Approaches	FFY2024	$10,500,000.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, east 4.44 miles	Widen & Resurface	FFY2024	$10,000,000.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, east 4.97 miles	Widen & Resurface	FFY2024	$6,000,000.00
SH-51: From the Logan County Line, Extend west 4.9 miles	Widen & Resurface	FFY2025	$5,000,000.00

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

Acronyms

ACS	American Community Survey (Census)
ADA	Americans with Disabilities Act
AWOS	Automated Weather Observation System
CDBG	Community Development Block Major
CIRB	County Improvements for Roads and Bridges
COG	Council of Government
CST	Cherokee Strip Transit
C/L	County Line
DVMT	Daily Vehicle Miles Travelled
EDA	Economic Development Administration
EJ	Environmental Justice
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HTF	Federal Highway Trust Fund
IRR	Indian Reservation Road
LAUS	Local Area Unemployment Statistic
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAGB	Major, Alfalfa, Grant, Blaine (county transit system)
MI	Miles
NBI	National Bridge Inventory
NHFN	National Highway Freight Network
NHPP	National Highway Performance Program
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
ODOT	Oklahoma Department of Transportation
OTC	Oklahoma Tax Commission
PFN	Primary Freight Network
PHFS	Primary Highway Freight System
POE	Points of Entry
PWP	Planning Work Program
REAP	Rural Economic Action Plan
ROADS	Rebuilding Oklahoma Access and Driver Safety

RTPO	Regional Transportation Planning Organization
SHSP	Strategic Highway Safety Plan
STF	State Transportation Fund
STP	Surface Transportation Program
STRACNET	Strategic Rail Corridor Network
TAP	Transportation Alternate Program
USDA-RD	US Department of Agriculture Rural Development
TAZ	Traffic Analysis Zone
USDA-RD	US Department of Agriculture Rural Development
WIM	Weight in Motion

Appendix B

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.

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.

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-lined 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 Class I railroads.

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

Deck: The portion of the bridge that directly carries traffic.

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.

Culvert: A pipe or small structure used for drainage under a road, railroad or other embankment. A culvert with a span length greater than 20 feet is included in the National Bridge Inventory (NBI) and receives a rating using the NBI scale.

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 100-foot distance.

Functionally Obsolete: A bridge term used when any of the geometric properties of a bridge are deficient such as being too narrow or load posted; any restriction of strength or weight.

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.

Structurally Deficient: A bridge term used when the physical condition of any of the bridge elements are lacking. These properties have a major bearing in qualifying a bridge for federal bridge replacement or rehabilitation funds.

Substructure: The portion of the bridge that supports the superstructure and distributes all bridge loads to below-ground bridge footings.

Superstructure: The portion of the bridge that supports the deck and connects one substructure element to another.

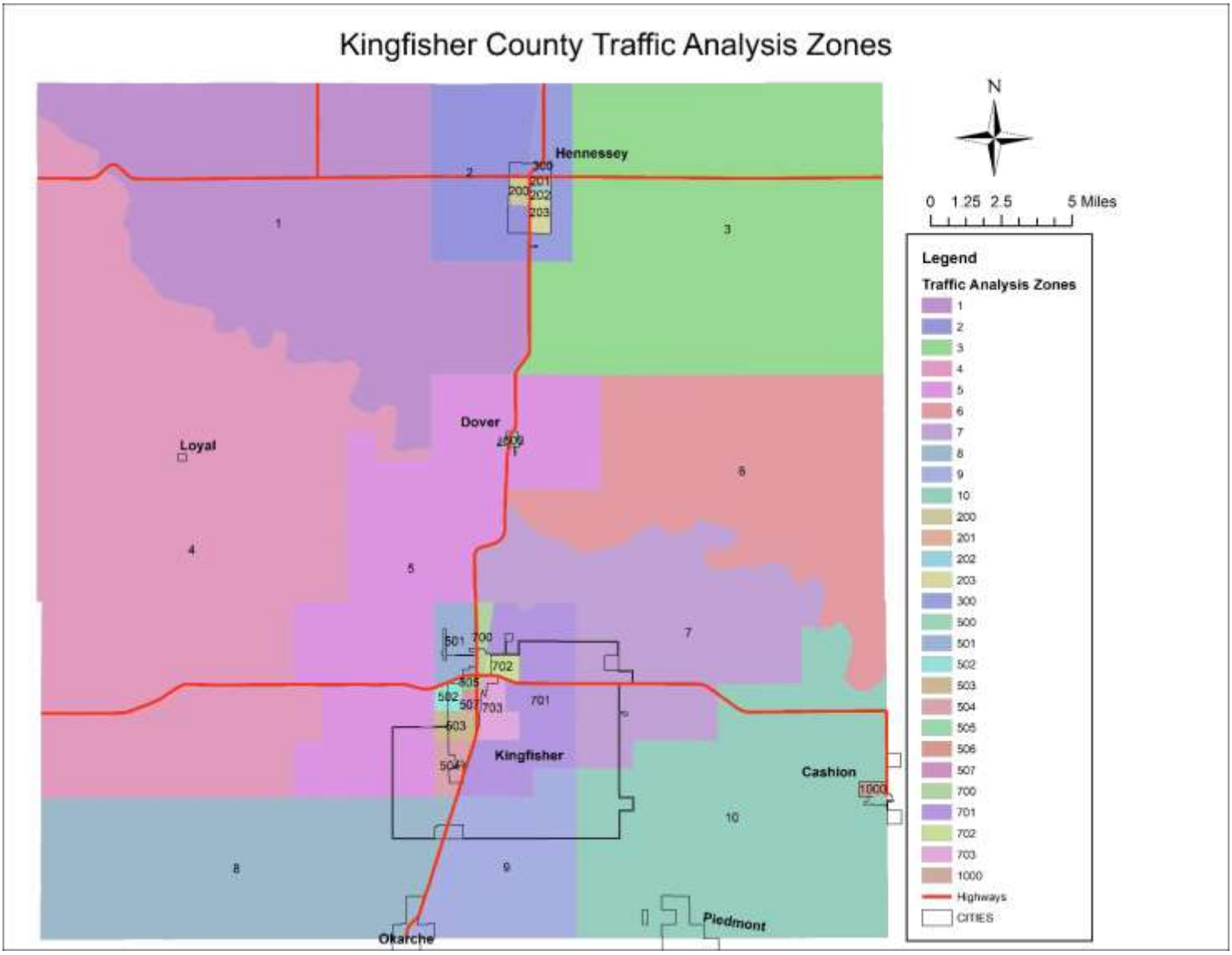
Surface Transportation Program (STP) – A category of federal transportation funds administered by the Federal Highway Administration and allocated to states and metropolitan areas based on a prescribed formula. This category of funds can provide 80% of the cost to complete transportation improvement 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.

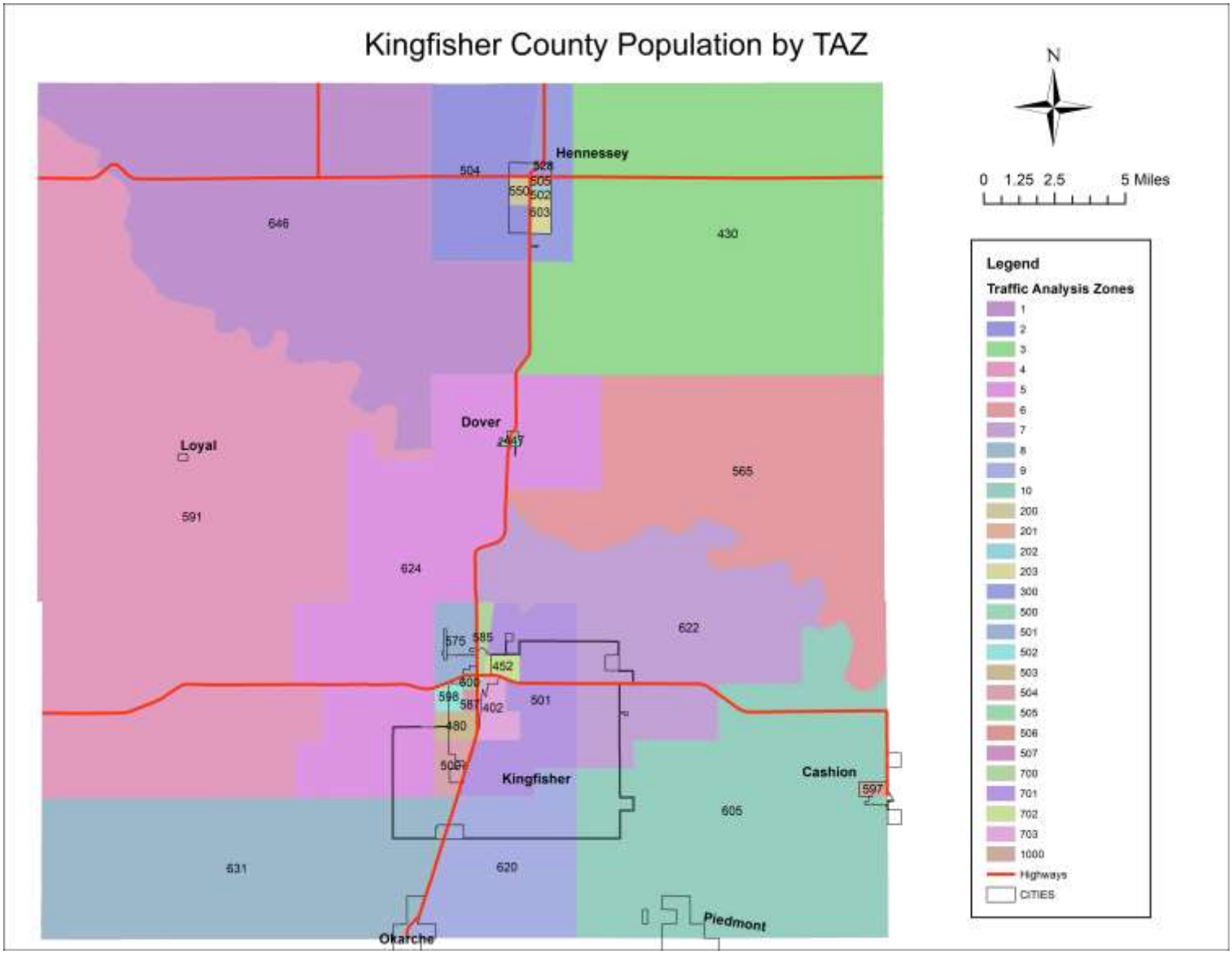
Appendix C

Traffic Analysis Zones (TAZ)

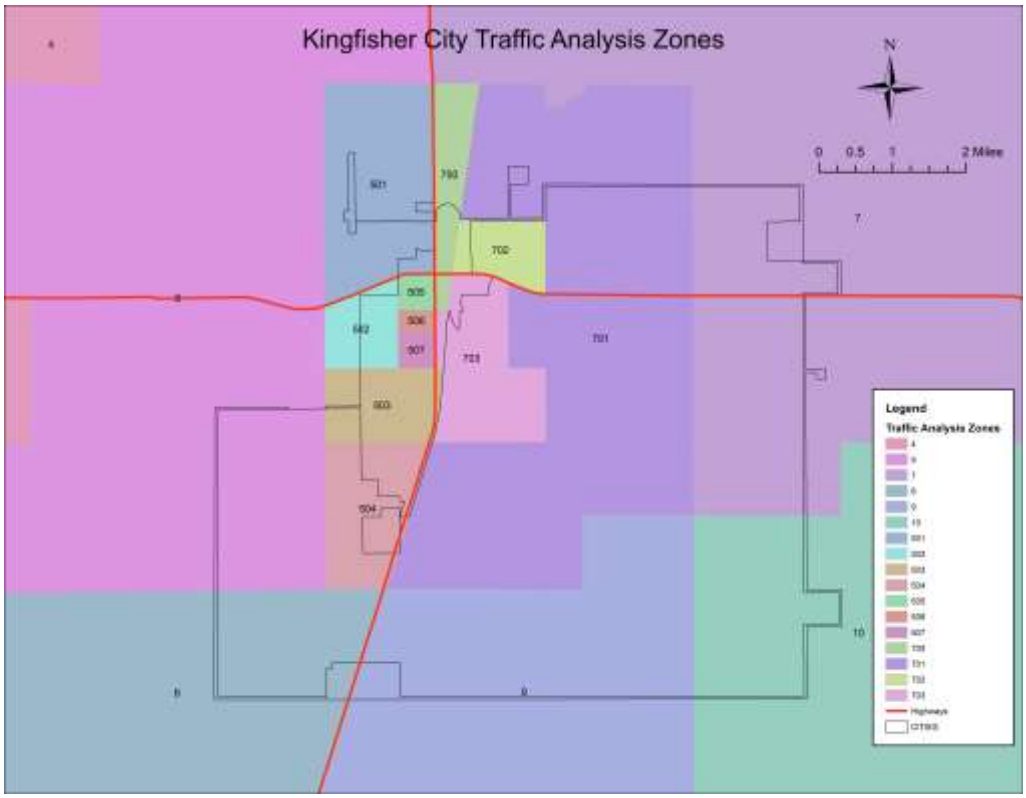
Map C.1 Blaine County TAZ



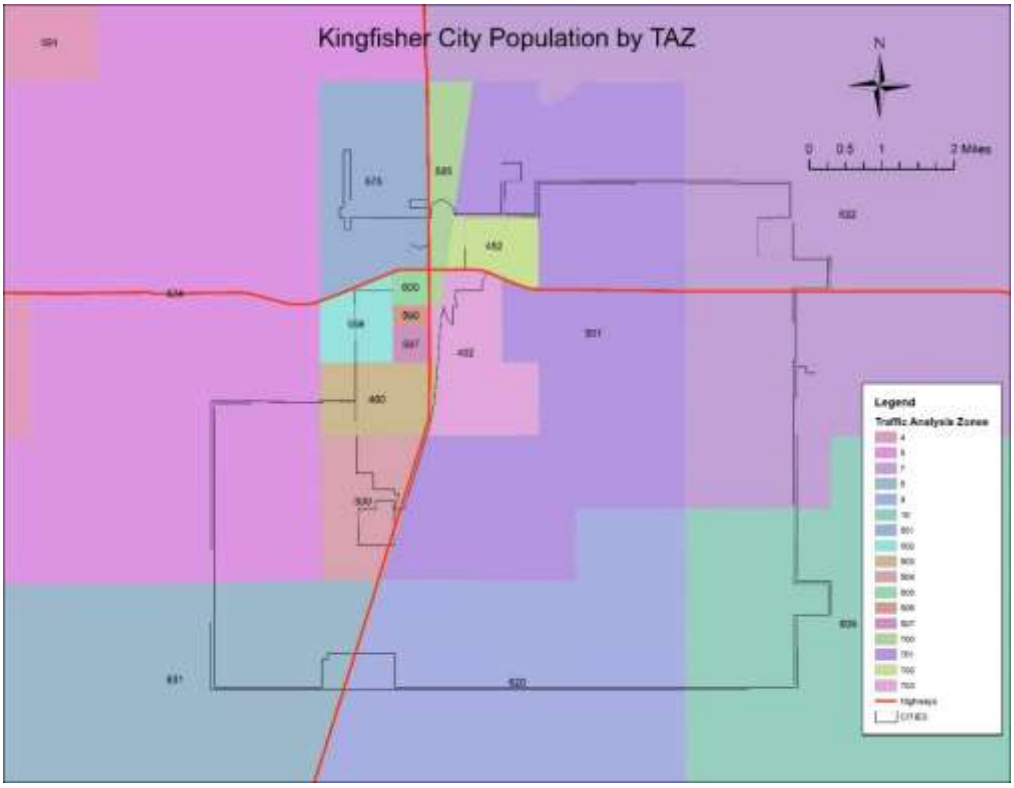
Map C.2 Kingfisher County Population by TAZ



Map C.3 City of Kingfisher by TAZ



Map C.4 City of Kingfisher Population by TAZ



Appendix D

Stakeholder Surveys and Summary

Stakeholder Survey for 2038 Regional Transportation Plan

1. In which City/County do you reside? **Kingfisher (1)**
2. In which City/County do you work? **Kingfisher (1) Kingfisher (1)** or attend school? **Kingfisher (1)**
3. How many days per week do you travel to work? **7 () 6 () 5 (1) 4 () 3 () 2 ()** to school? **5 (1)**
4. What type of transportation do you use most often to go to work/school? (Circle one)
   Drive (alone) **(1)** Carpool () Bus Motorcycle () Bicycle Walk ()
   Other (please specify) ___
5. How many miles do you travel (round trip) for work and/or school? (Circle one)
   Less than 1 mile **(1)** 2-5 miles () 6-10 miles ()
   11-20 miles () 21-30 miles () 31-50 miles () 50 miles + ()
6. How much time does it usually take to travel to and from work? (Circle one)
   Less than 10 minutes **(1)** 11-15 minutes() 16-30 minutes ()
   31-45 minutes () 46-60 minutes () 61 minutes + ()
7. How much time does it usually take to travel to and from school? (Circle one)
   Less than 10 minutes **(1)** 11-15 minutes () 16-30 minutes ()
   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 () 2-5 miles () 6-10 miles ()
   11-20 miles () 21-30 miles **(1)** 31-50 miles () 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)		1			
Carpool with others					1
Bus/Public Transportation					1
Motorcycle					
Bicycle/Walk		1			1
Other - Please list.					

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 () 25-34 () 35-44 () 45-54 **(1)** 55-65 () 65-74 () 75+ ()

Gender: Male **(1)** Female ()

Household Income: Under $35,000 () $35,000 to $50,000 () $50,001 - $75,000 () $75,000+ **(1)**

American Indian/Alaska Native __ Asian __ Black or African American __ Hispanic __

Native Hawaiian or other Pacific Islander __ White **1** Other _____

Stakeholder Survey for 2038 Regional Transportation Plan

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				1
Intersection Improvements				1
Pedestrian Facilities/Sidewalks				1
Maintenance Improvements				1
Bicycle Lanes				1
Public Transportation				1
Availability of Passenger Rail Service				1
Connection to State or US Highways				1
Maintenance of Bridges				1
Protecting the environment				1
Improving access to freight rail service				1
Providing a smooth driving surface				1
Improve existing roadways				1
Add shoulders on State or US Highways				1
Improve signs along existing roadways				1

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

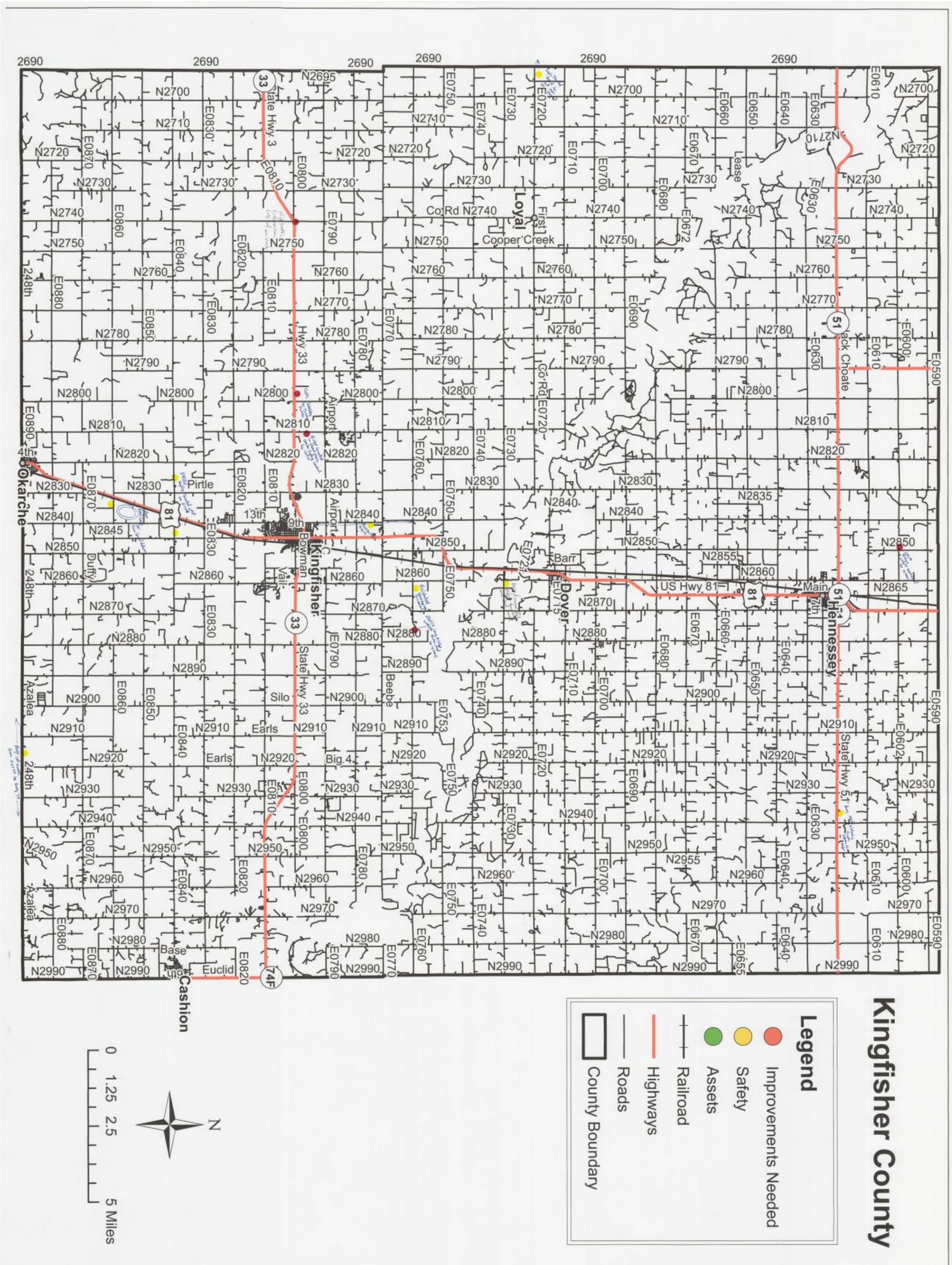
	Not Important	Somewhat Important	Important	Very Important
Supports Economic Development				1
Improves Safety				1
Reduces Congestion				1
Bicycle Lanes or Facilities		1		
Improve Pedestrian walkways			1	
Improves Travel Choices				1
Reduces Energy Consumption/Pollution			1	
Improves freight movement				1
Other (specify)				

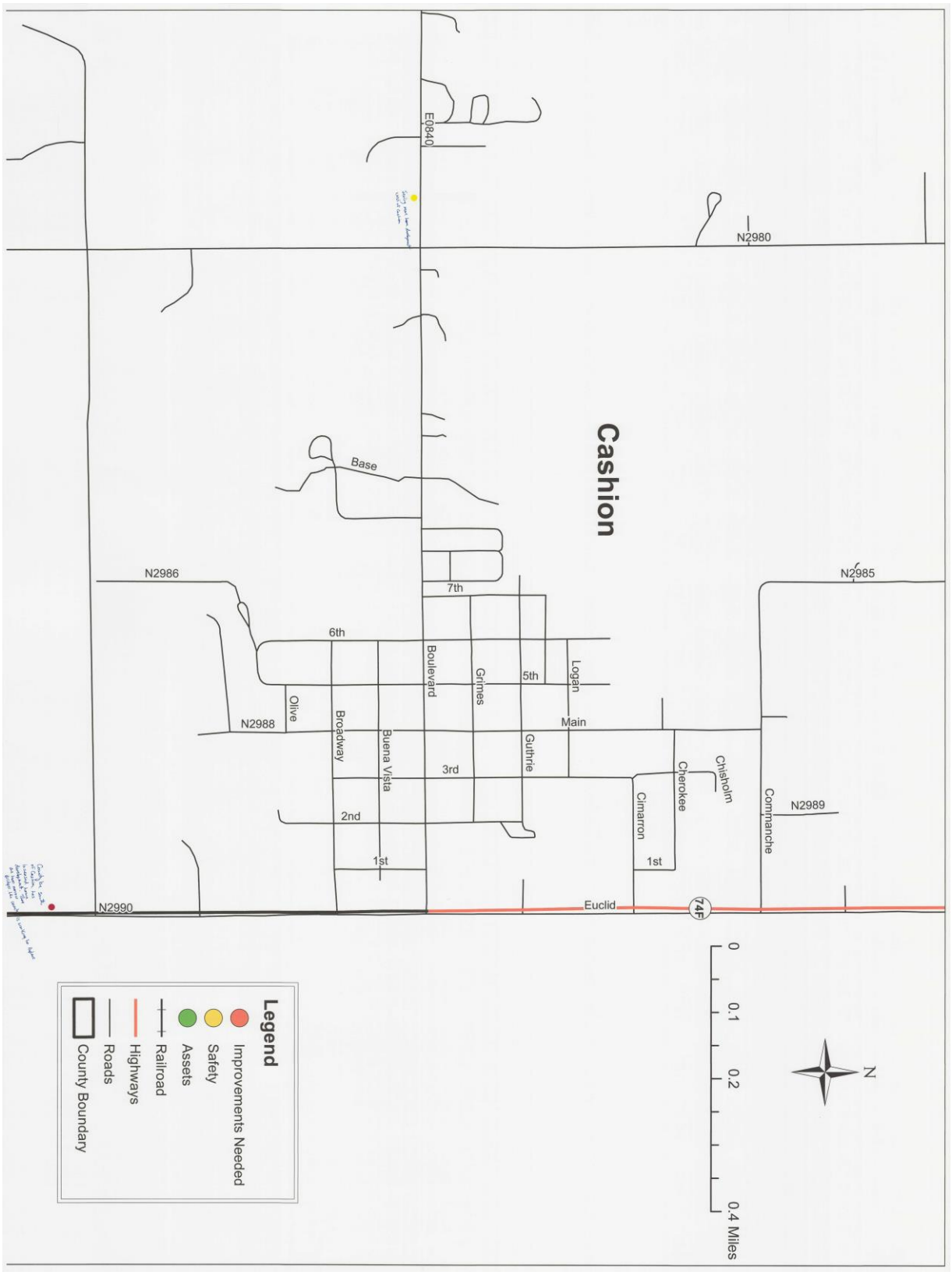
Stakeholder Survey for 2038 Regional Transportation Plan

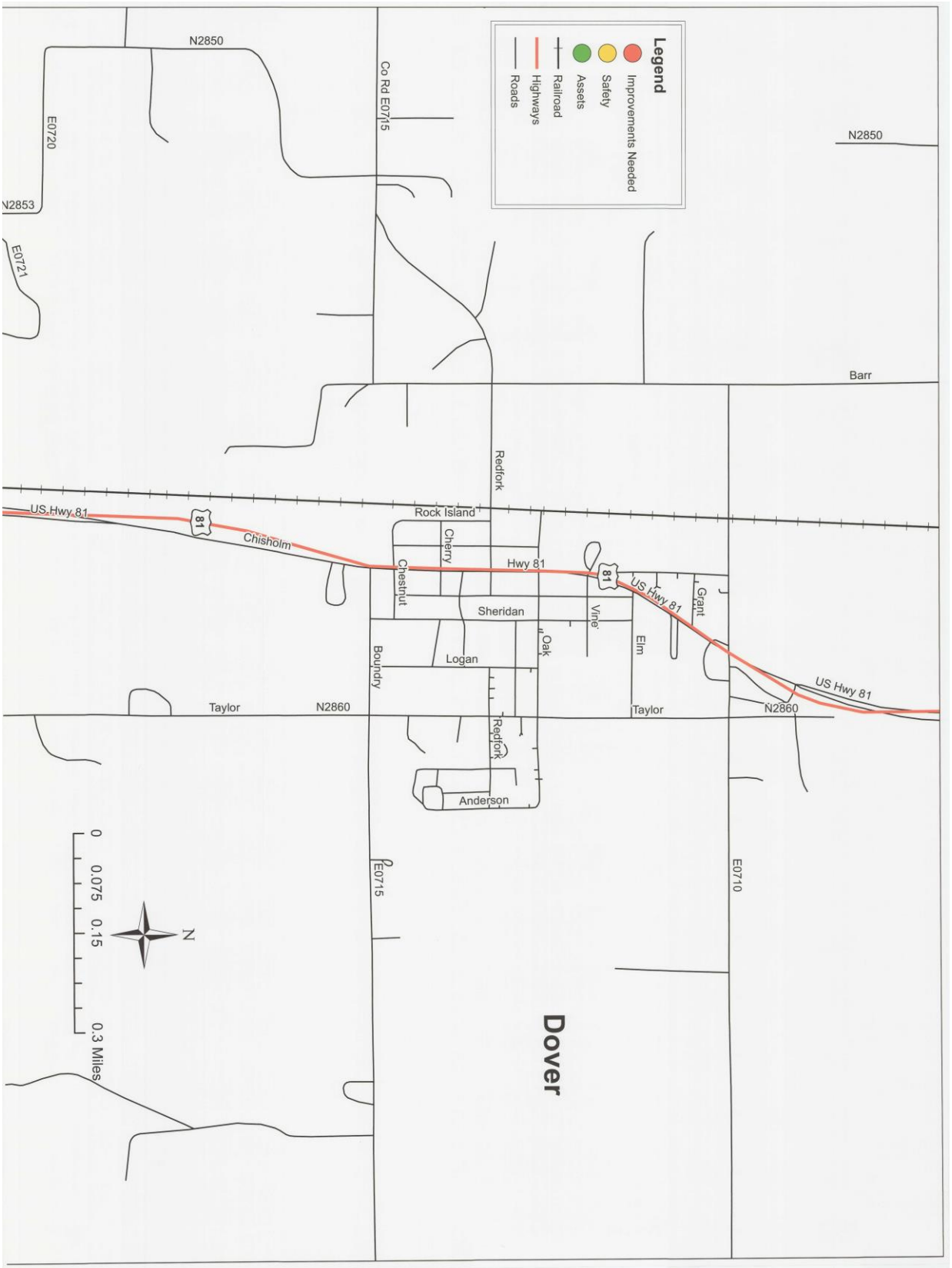
13. In your community are there challenges to accessing the transportation system? (Circle one)
    Yes 1 No
    Please describe access limitations:
    Lack of stop lights & traffic

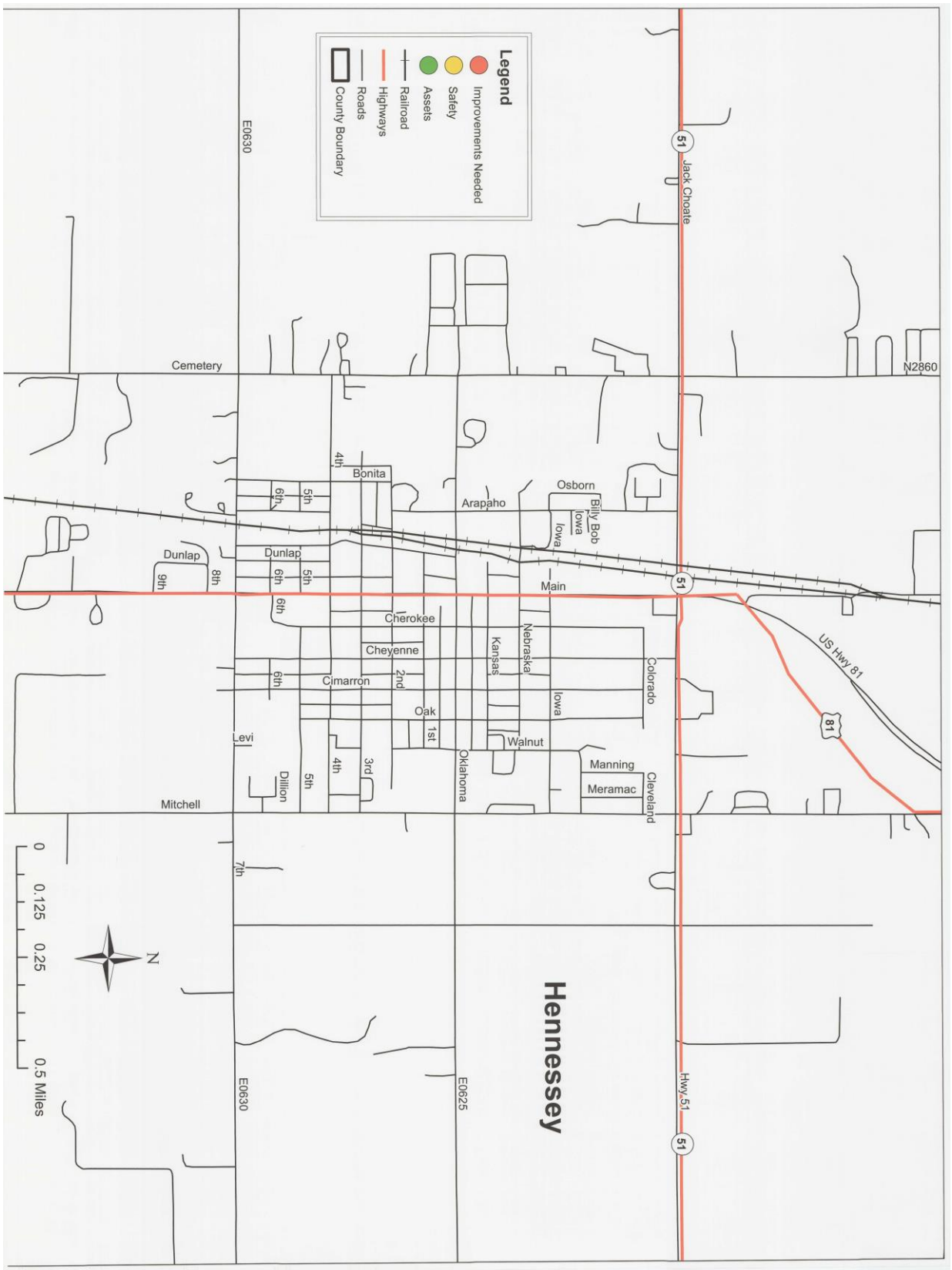
14. **What are some specific locations with traffic problems that you encounter through the day**?
    Hwy 81

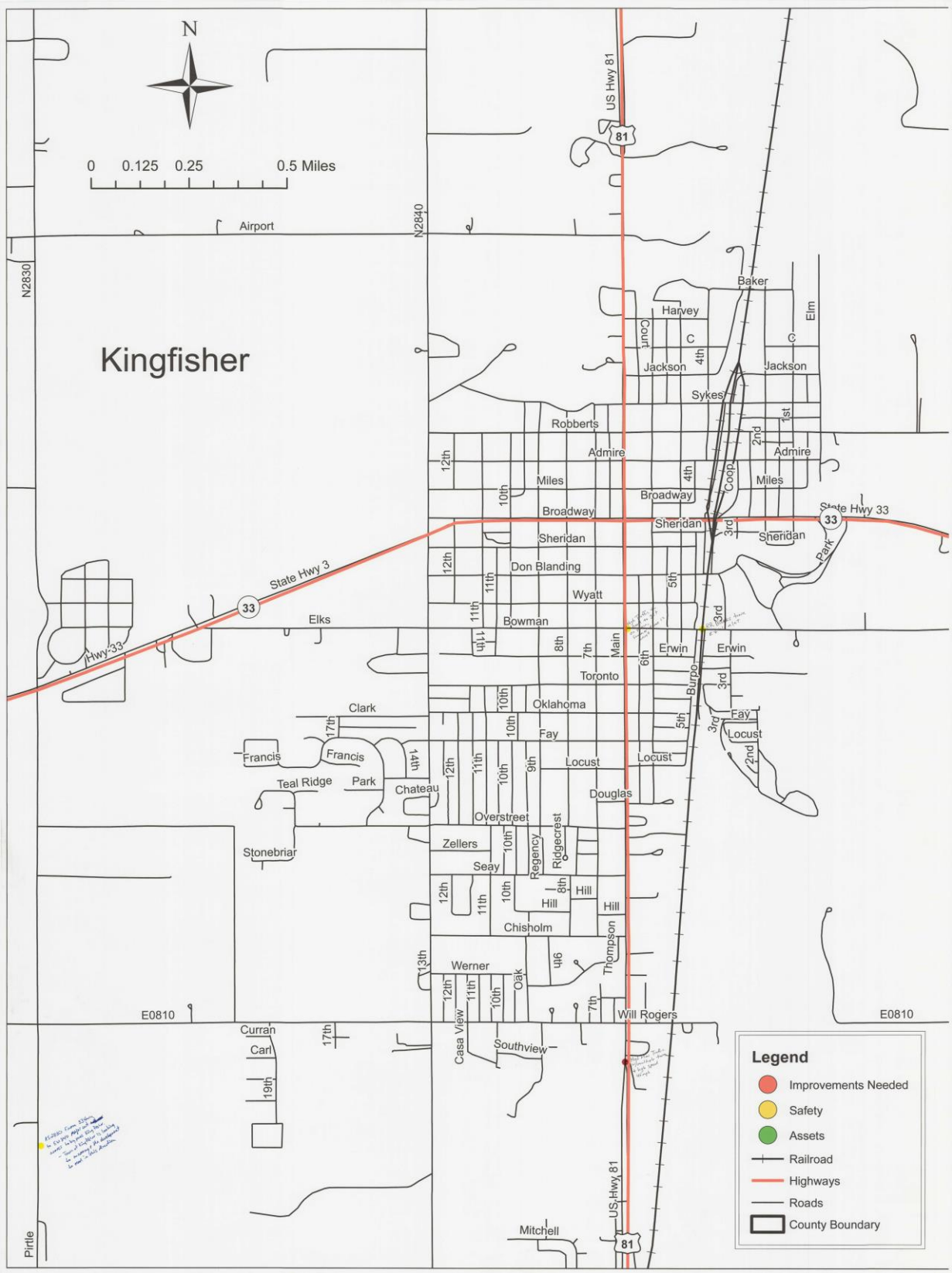
15. **Please provide additional comments regarding transportation improvement needs**:

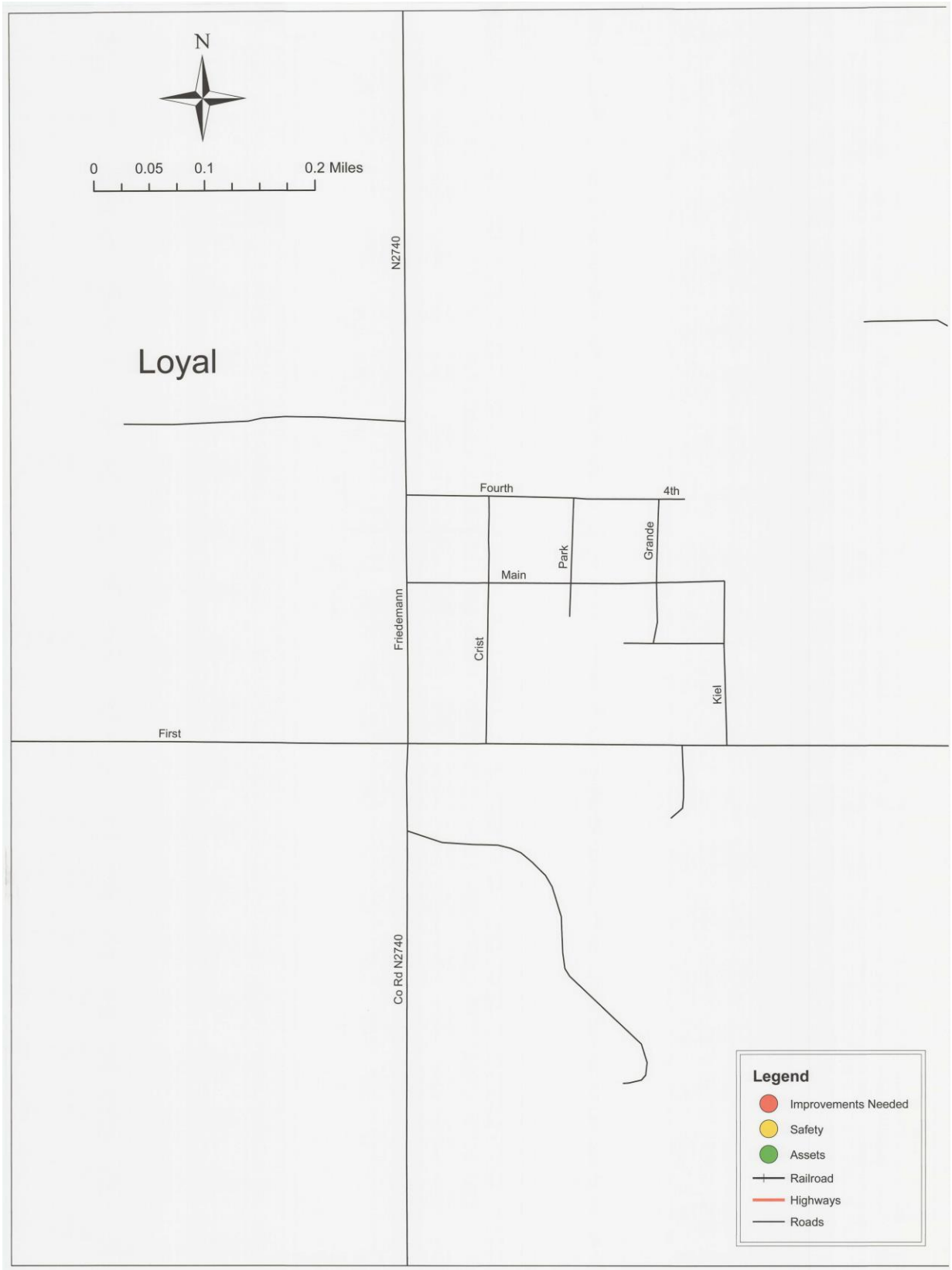

Kingfisher County
Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads
County Boundary
0 1.25 2.5 5 Miles
N
Kingfisher
Hennessey
Dover
Loyal
Okarche
Cashion

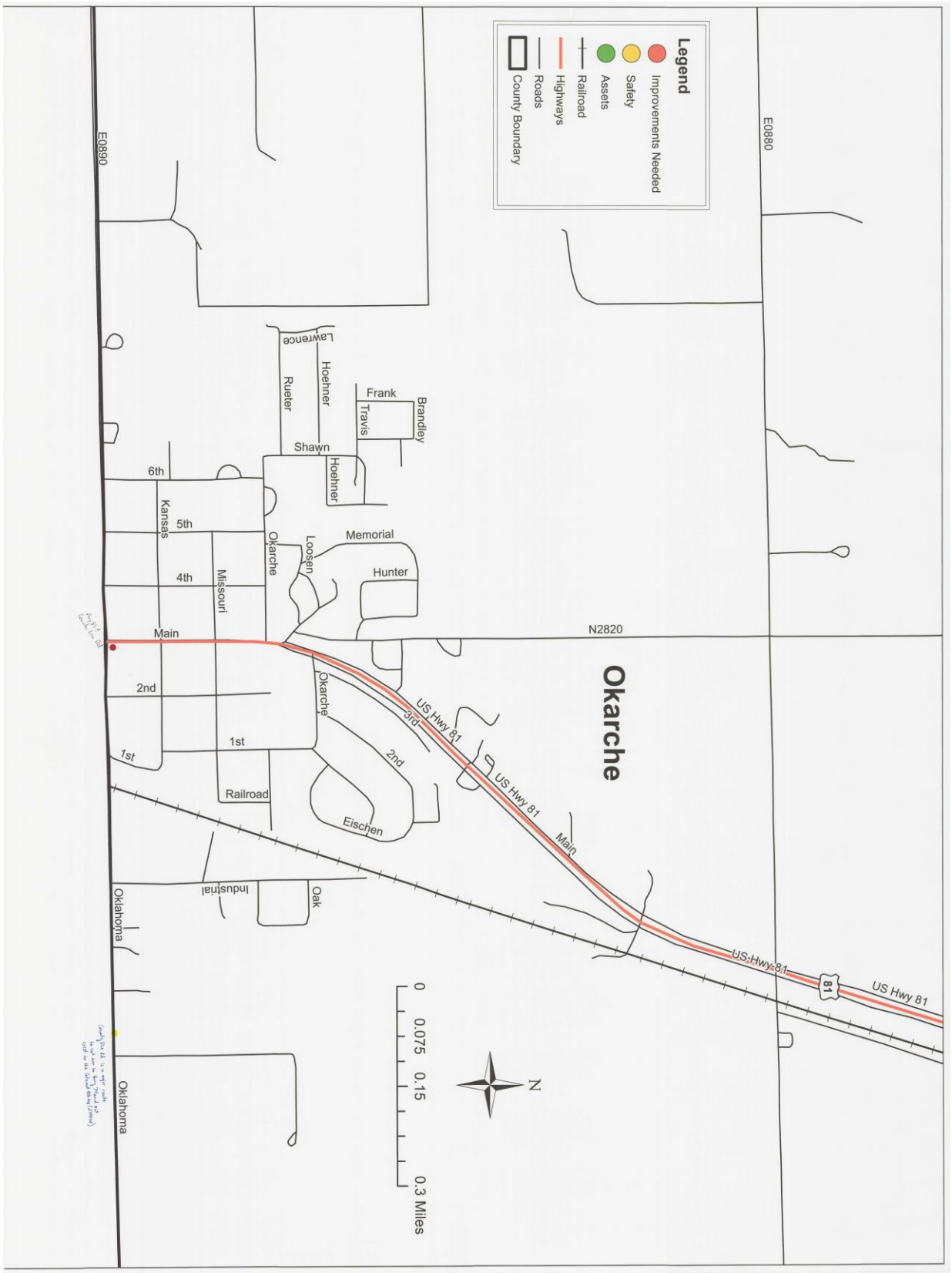

Cashion
E0840
N2980
Base
N2986
N2985
7th
6th
Boulevard
Grimes
5th
Logan
Olive
Broadway
Buena Vista
N2988
Main
Guthrie
3rd
Cherokee
Chisholm
Cimarron
Commanche
N2989
2nd
1st
1st
N2990
Euclid
74E
Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads
County Boundary
0
0.1
0.2
0.4 Miles
N


Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads
N2850
Co Rd E0715
E0720
N2853
E0721
N2850
Barr
Redfork
US Hwy 81
81
Rock Island
Chisholm
Cherry
Chestnut
Hwy 81
81
US Hwy 81
Grant
Sheridan
Vine
Oak
Elm
Boundry
Logan
US Hwy 81
Taylor
N2860
Taylor
N2860
Redfork
Anderson
E0715
E0710
Dover
0
0.075
0.15
0.3 Miles
N


Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads
County Boundary
E0630
Jack Choate
51
Cemetery
N2860
4th
Bonita
6th
5th
Arapaho
Osborn
Billy Bob
Iowa
Dunlap
9th
8th
Main
Cherokee
Cheyenne
Cimarron
2nd
Kansas
Nebraska
Colorado
US Hwy 81
81
Oak
1st
Walnut
Levi
Dillion
3rd
Oklahoma
Manning
Meramac
Cleveland
Mitchell
7th
0
0.125
0.25
0.5 Miles
N
Hennessey
E0625
Hwy 51


N
0 0.125 0.25 0.5 Miles
Kingfisher
US Hwy 81
81
Airport
N2840
N2830
Baker
Harvey
Elm
Court
C
Jackson
4th
Sykes
1st
2nd
Robberts
Admire
12th
Miles
10th
Broadway
Coop
State Hwy 33
33
Sheridan
3rd
Park
Don Blanding
11th
5th
Wyatt
Bowman
State Hwy 3
Elks
Hwy-33
8th
7th
Main
6th
Erwin
Burpo
Toronto
Oklahoma
Clark
17th
Fay
Locust
Francis
14th
9th
Teal Ridge
Park
Chateau
Douglas
Overstreet
Zellers
Regency
Ridgecrest
Stonebriar
Seay
Hill
8th
Chisholm
Thompson
13th
Werner
Oak
9th
Will Rogers
E0810
Curran
Carl
19th
Casa View
Southview
Pirtle
Mitchell
Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads
County Boundary


N
0
0.05
0.1
0.2 Miles
N2740
Loyal
Fourth
4th
Park
Grande
Main
Friedemann
Crist
Kiel
First
Co Rd N2740
Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads


Legend
Improvements Needed
Safety
Assets
Railroad
Highways
Roads
County Boundary
E0890
E0880
N2820
Okarche
Lawrence
Hoehner
Rueter
Frank
Travis
Brandley
Shawn
Hoehner
6th
Kansas
5th
Okarche
Loosen
Memorial
Hunter
4th
Missouri
Main
2nd
1st
1st
Okarche
3rd
2nd
US Hwy 81
US Hwy 81
Main
Railroad
Eischen
Industrial
Oak
Oklahoma
Oklahoma
US Hwy 81
US Hwy 81
81
0
0.075
0.15
0.3 Miles
N

Appendix E

Corresponding Websites and Plans

Kingfisher County Hazard Mitigation Plan

Rail Plan: http://www.okladot.state.ok.us/maps/railroad/2016-2017/RRmap1_2016-17_web.pdf

http://www.fhwa.dot.gov/

www.oksafe-t.org

www.census.gov

http://geography.brucemyers.com/bridges/county/40-11

https://www.ok.gov/odot/About_ODOT/Contact_ODOT_Divisions/Strategic_Asset_&_Performance_Management_(SAPM)_Division.html

http://www.odot.org/maps/aadt/index.htm

http://www.odot.org/maps/aadt/2016/06-Blaine.pdf

https://ok.gov/odot/Bridges.html

https://www.ok.gov/odot/Funding_Transportation_in_Oklahoma.html

http://www.airnav.com/airports/us/OK

http://www.tollfreeairline.com/oklahoma.htm

http://nodanet.org/cherokee-strip-transit/

http://www.okladot.state.ok.us/newsmedia/pdfs/freight-goods-movement.pdf

http://www.okladot.state.ok.us/p-r-div/long_range_plan/ODOT%20Freight%20Flows%20Nov2012.pdf

http://www.okhistory.org

http://www.okladot.state.ok.us/rail/rail-plan/index.htm

http://www.okstatefreightplan.com/

https://ok.gov/odot/Programs_and_Projects/Transportation_Programs/LRTP_2015-2040.html

https://www.wildlifedepartment.com/wildlifemgmt/endangered/State_Listed_by_County.pdf

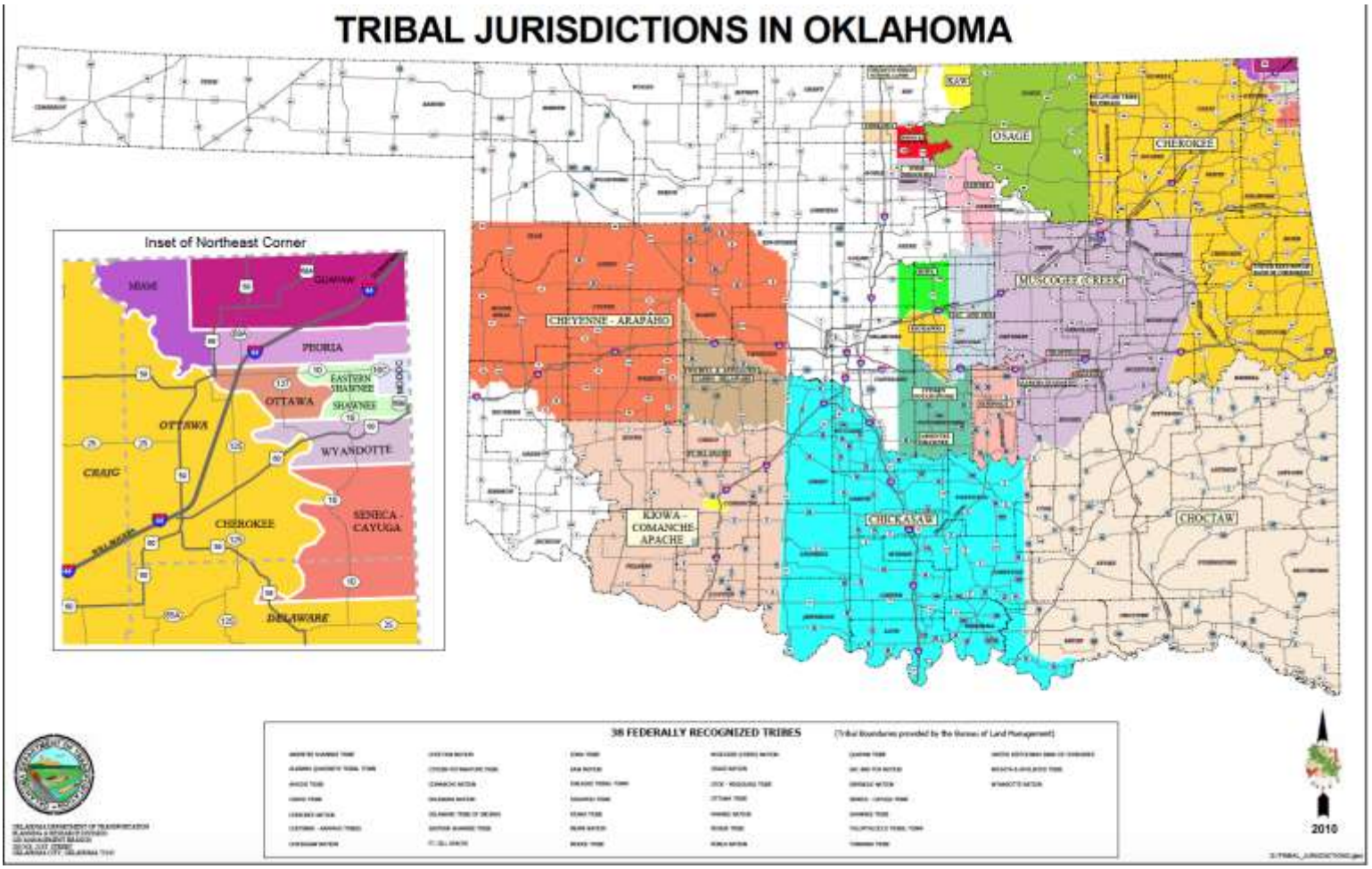
https://nationalregisterofhistoricplaces.com/ok/Kingfisher/state.html

https://www.okwindpower.com/oklahoma-wind/wind-farms/

Appendix F

Tribal Information

Cheyenne & Arapaho Tribes – Concho, Ok



Appendix G

Maps and Tables by Chapters

Appendix G-2 Chapter 2

Table G1.1 – NORTPO population Data

Table G1.2 – Kingfisher County Growth Chart

Table G2.3 – Vehicle Registration Chart

Table G2.4 – Kingfisher County Historical Sites

Map G2.1 – Kingfisher County Rural Functional Classification

Map G2.2 – Traffic Count Data

Map G2.3 – Locations of Collisions

Table G2.5 – Crash Data

Map G2.4 – Location of Two-Lane Highways with no Paved Shoulder

Map G2.5 - Steep Hill/Sharp Curves areas of concern (statewide)

Map G2.6 – Kingfisher County Bridges

Table G2.3 – Kingfisher County Bridges

Map G2.7 – NHFN maps

Map G2.8 – Kingfisher County Freight Corridors and Connectors

Map G2.9 – Kingfisher County Railroads

Table G2.4 – MAGB Ridership and Revenue Data

Table G2.5 – Cherokee Strip Transit (CST) Ridership and Revenue Data

Appendix G-3 Chapter 3

Map G3.1 – Projected Population Data by TAZ

Map G3.2 – Projected Employment Data by TAZ

Table G3.1 – Supporting Data for Projected Population and Employment

Map G3.2 – Location of Projects on the ODOT 8-year Construction Program 2018-2025

Table G3.2 – Funded projects from ODOT 8-year Construction Program 2018-2025

Table G3.3 – CIRB 5-Year Construction Program 2018-2022

Appendix G-2

Chapter 2

Table G2.1 NORTPO Counties Population Data

NORTPO Counties	2016 Estimate	2015 Estimate	2014 Estimate	2013 Estimate	2012 Estimate	2010 Estimate
Alfalfa County	5,784	5,868	5,793	5,847	5,666	5,642
Blaine County	9,777	9,833	9,896	9,720	9,785	11,943
Beaver County	5,400	5,435	5,519	5,558	5,583	5,636
Cimarron County	2,170	2,202	2,271	2,307	2,383	2,475
Dewey County	4,886	4,961	4,949	4,844	4,805	4,810
Ellis County	4,083	4,215	4,116	4,132	4,077	4,151
Garfield County	62,481	63,569	62,977	62,267	61,189	60,580
Grant County	4,497	4,523	4,496	4,528	4,516	4,527
Harper County	3,794	3,842	3,894	3,873	3,706	3,685
Kay County	45,398	45,366	45,510	45,633	45,779	46,562
Kingfisher County	**15,392**	**15,584**	**15,509**	**15,276**	**14,994**	**15,029**
Major County	7,721	7,771	7,758	7,683	7,667	7,527
Noble County	11,470	11,554	11,519	11,446	11,546	11,561
Texas County	21,131	21,379	21,677	21,959	21,497	20,640
Woods County	9,134	9,283	9,231	8,981	8,834	8,878
Woodward County	20,924	21,575	21,518	21,224	20,656	20,081
NORTPO Region	147,128	164,059	163,458	162,400	161,142	163,371
Oklahoma	3,875,589	3,911,338	3,879,610	3,850,568	3,815,780	3,751,357

Source: US Census Bureau

Table G2.2 Kingfisher County Growth Chart 1980-2016 ACS Estimate

	1980	1990	2000	2010	2016
Oklahoma	2,328,284	2,559,229	3,025,290	3,145,585	3,875,589
Kingfisher County	**14,187**	**13,212**	**13,932**	**15,034**	**15,392**
Cashion	547	430	707	802	688
Dover	570	382	375	464	335
Hennessey	2,287	1,909	2,055	2,131	2,350
Kingfisher	4,245	4,169	4,384	4,633	4,784
Loyal	112	76	81	79	68
Okarche	1,000	1,161	1,143	1,215	1,338
Remainder of County	5,426	5,085	5,187	5,710	5,829

Source: American Community Survey

Table G2.3 Vehicle Registration Table

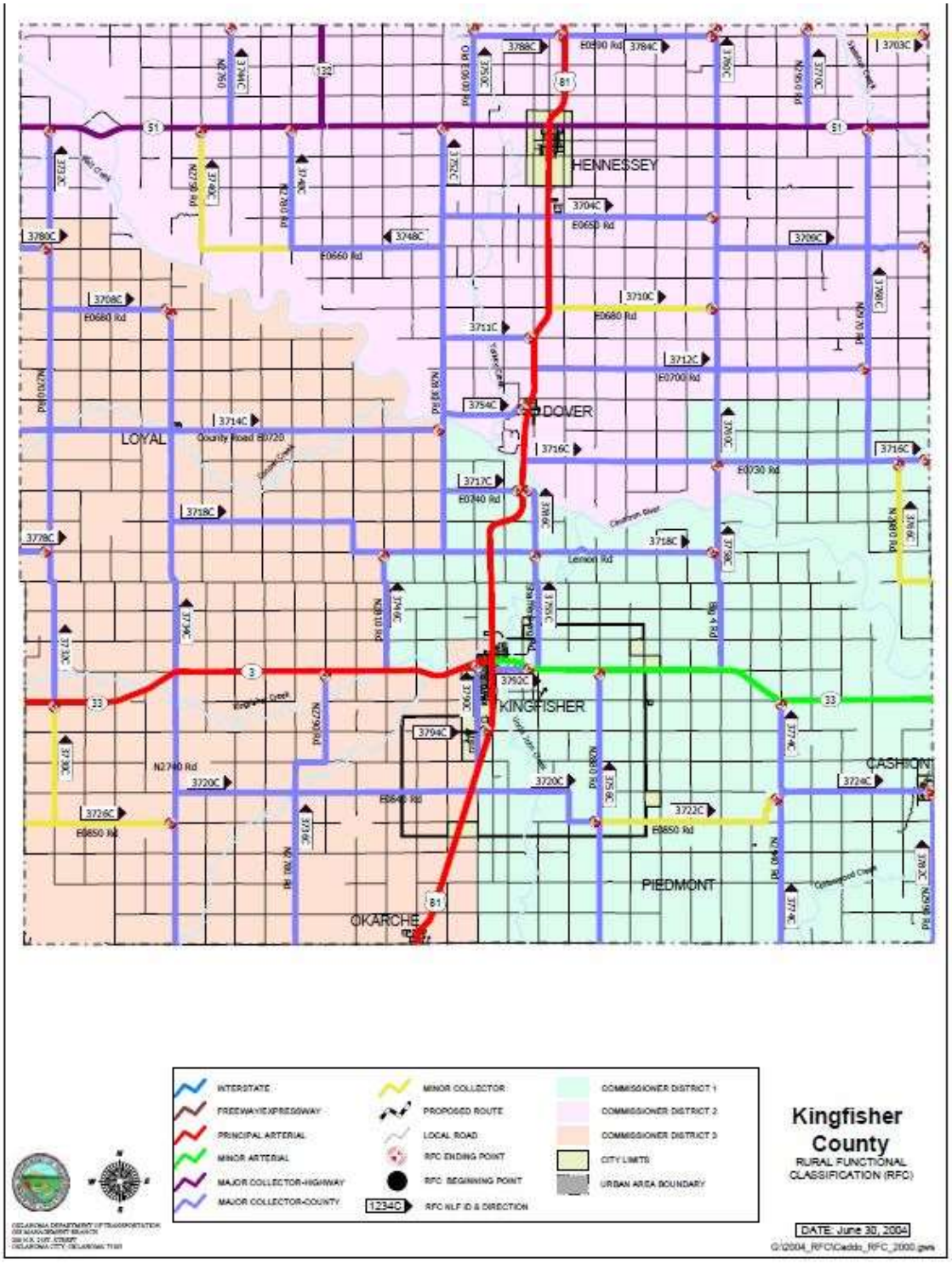
	2013	2014	2015	2016	2017
Automobile	12,339	12,799	13,347	14,626	14,837
Farm Truck	2,821	2,874	2,990	3,205	3,307
Commercial Truck	1,600	1,713	1,611	1,489	1,628
Commercial Truck Tractor	238	293	297	306	371
Commercial Trailer	358	420	556	804	1,124
Motorcycles	644	675	681	746	711

Source:https://ok.gov/tax/Forms_&_Publications/Publications/Motor_Vehicle_Annual_Report/

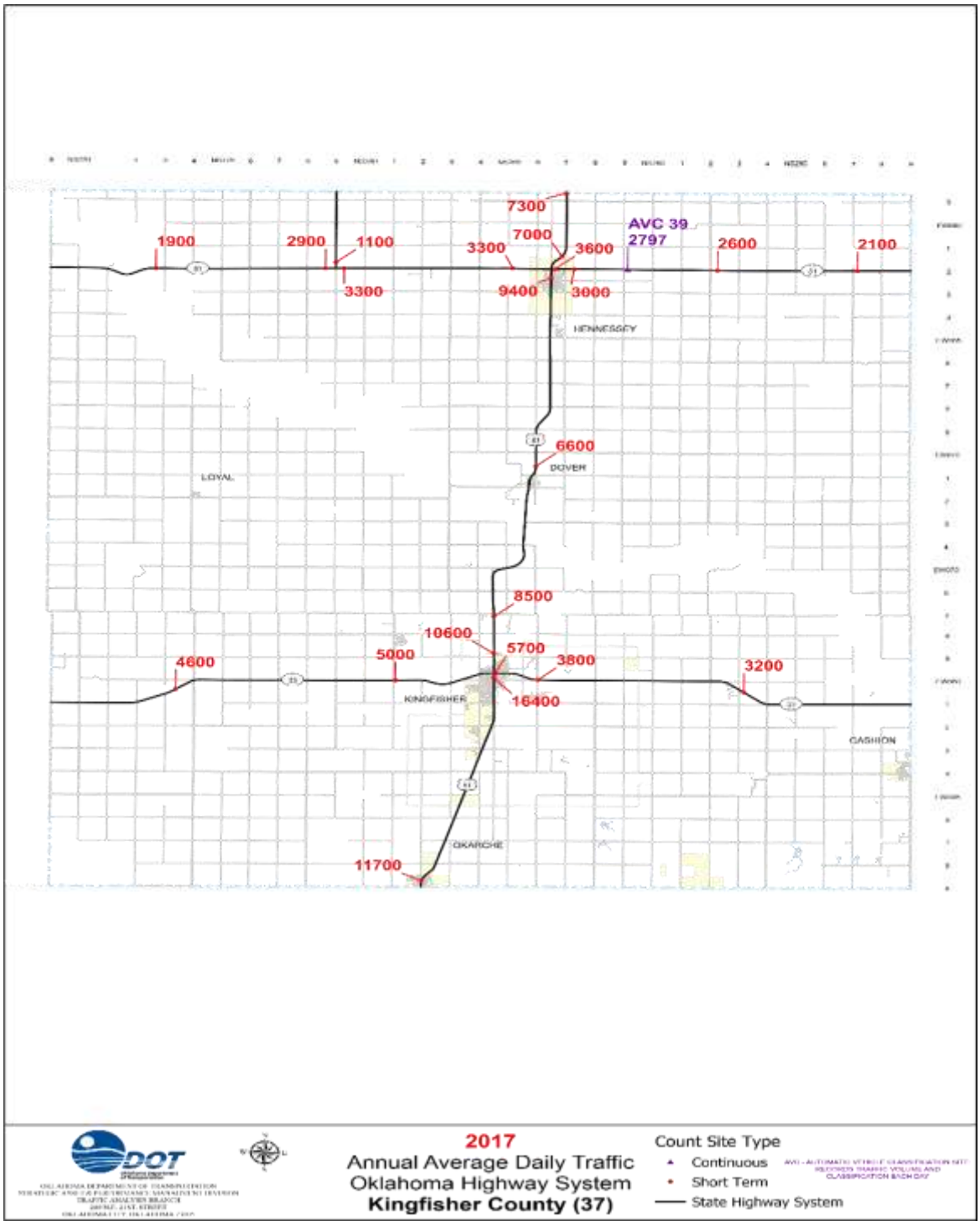
Table G2.4 Kingfisher County Historical Sites

Historical Site	Added	Located	Historical Function	Current Function	Owner
Burrus Mills Elevator C AKA Burrus Mills Elevator	2000	NE Corner, Jct. of Admire Ave & 4th St, Kingfisher	Agriculture/Subsistence 1950-1974, 1925-1949	Agriculture/Subsistence	Private
Dow Grain Elevator	2000	105 E Oklahoma St, Okarche	Agriculture/Subsistence 1950-1974, 1925-1949	Agriculture/Subsistence	Private
Farmers Co-op Elevator	2000	121 W Kansas St, Hennessey	Agriculture/Subsistence 1950-1974, 1925-1949	Agriculture/Subsistence	Private
Farmers & Merchants National Bank AKA Enix Flower Shop	1984	197 S Main St, Hennessey	Commerce/Trade 1900-1924, 1875-1899	Commerce/Trade	Private
Kiel-Dover Farmers Elevator AKA Dover Farmers Co-op Elevator	2000	Jct. E Chestnut St & Railroad, Dover	Agriculture/Subsistence 1950-1974, 1925-1949	Agriculture/Subsistence	Private
Kingfisher Armory AKA Kingfisher National Guard Armory	1994	301 N 6th St., Kingfisher	Defense 1925-1949	Defense	State
Kingfisher College Site	1976	1 mi. E of Kingfisher, Kingfisher	Education 1900-1924, 1875-1899	Agriculture/Subsistence	Private
Kingfisher Memorial Hall	2006	123 W Miles Ave, Kingfisher	Education, Recreation & Culture, Social 1950-1974, 1925-1949, 1900-1924	Commerce/Trade, Recreation & Culture, Social	Local
Kingfisher Post Office AKA The Old Post Office	1978	Main & Robberts Sts, Kingfisher	Government 1900-1924	Vacant/Not in Use	Federal
Seay Mansion AKA Seay (Gov.) Mansion; Seay Home	1971	11th St. & Zellers Ave, Kingfisher	Domestic 1875-1899	Recreation & Culture	State

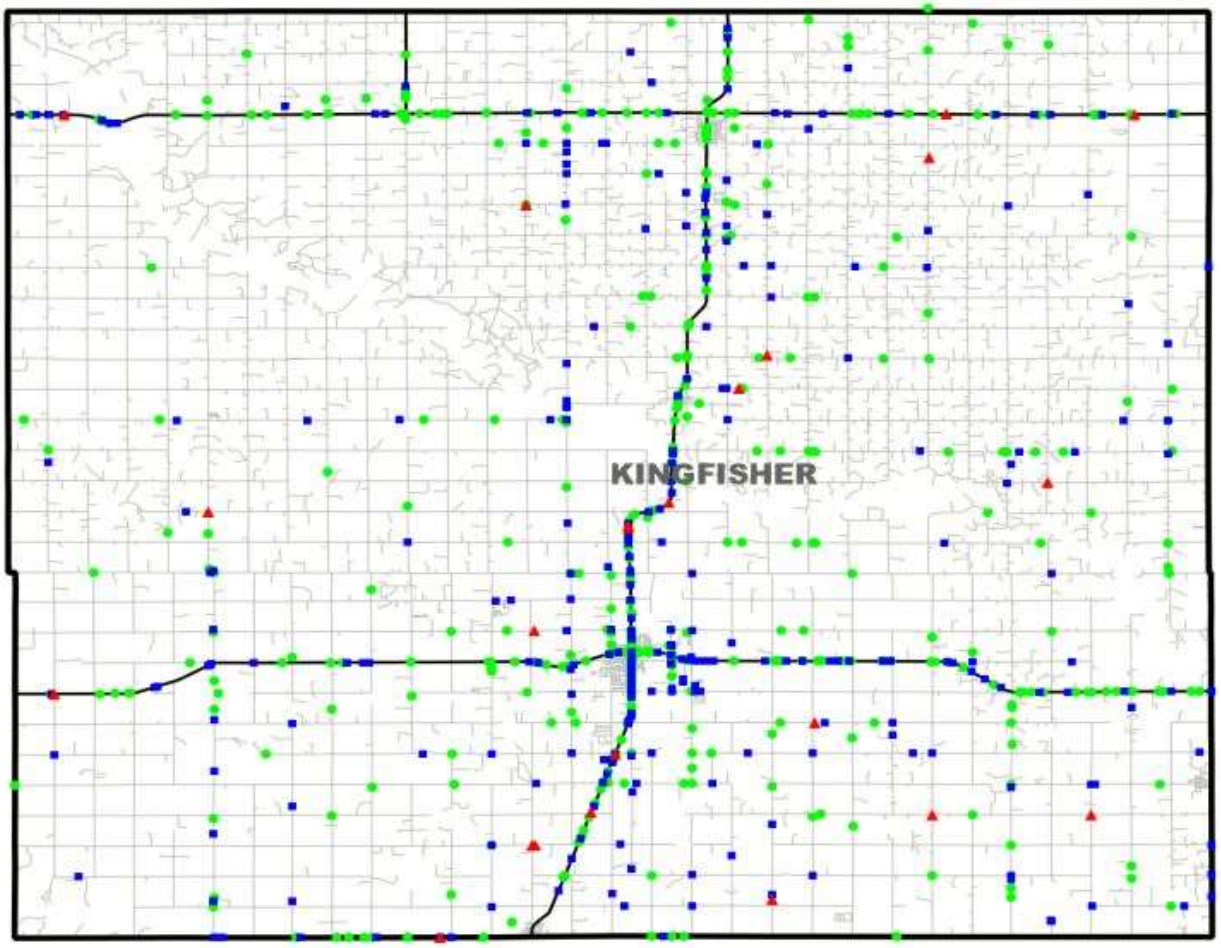
Map G2.1 Kingfisher County Rural Functional Classification



Map G2.2 Traffic Count Data



Map G2.3 Locations of Collisions for 2012-2016



Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 10/23/2018
by NODA2

Study Map & Totals

Legend

- Fatality
- Injury
- Property Damage

N
W E
S

Table G2.5 Crash Data for 2012-2016

Date Range: 01-01-2012 thru 12-31-2016

	2012						2013						2014					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	4	11	39	31	146	231	2	10	32	32	124	200	5	14	25	32	152	228
Persons	4	13	52	48		117	3	12	46	50		111	5	15	43	57		120

	2015						2016					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	6	4	30	34	170	244	6	13	30	40	171	260
Persons	6	7	36	48		97	6	13	45	68		132

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	23	52	156	169	763	1163
Persons	24	60	222	271		577

** NONMAPPABLE COLLISIONS ARE NOT PLOTTED ON THE MAP DUE TO INSUFFICIENT LOCATION INFORMATION.

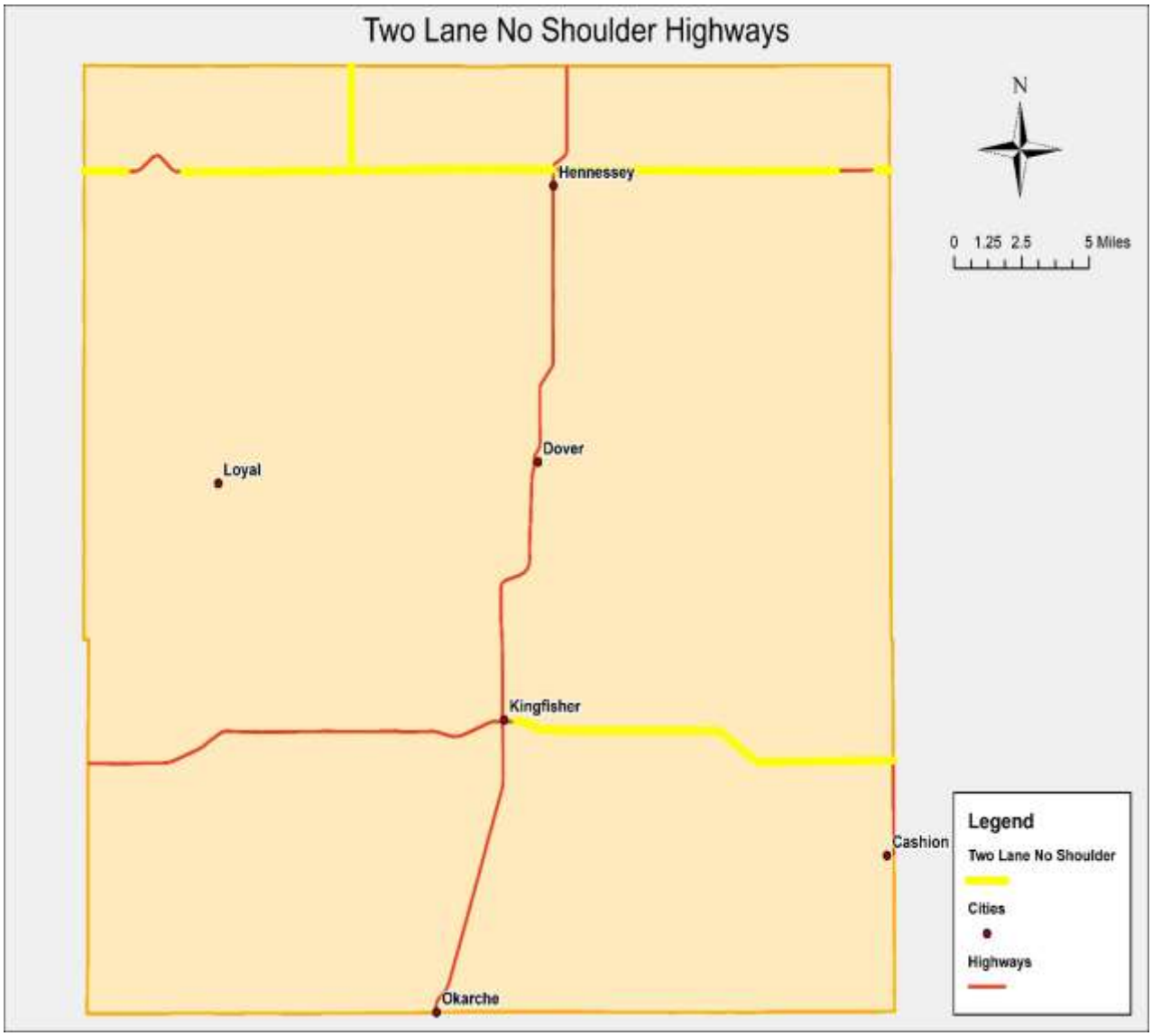
STUDY TOTALS

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2012	1	38	91	130		8	28	36	3	35	27	65	4	81	146	231
2013	1	42	72	115		8	18	26	1	24	34	59	2	74	124	200
2014		33	87	120		3	22	25	5	35	43	83	5	71	152	228
2015	4	29	85	118		2	23	25	2	37	62	101	6	68	170	244
2016	3	54	115	172		3	21	24	3	26	35	64	6	83	171	260
Total:	9	196	450	655		24	112	136	14	157	201	372	23	377	763	1163

County: (37) KINGFISHER

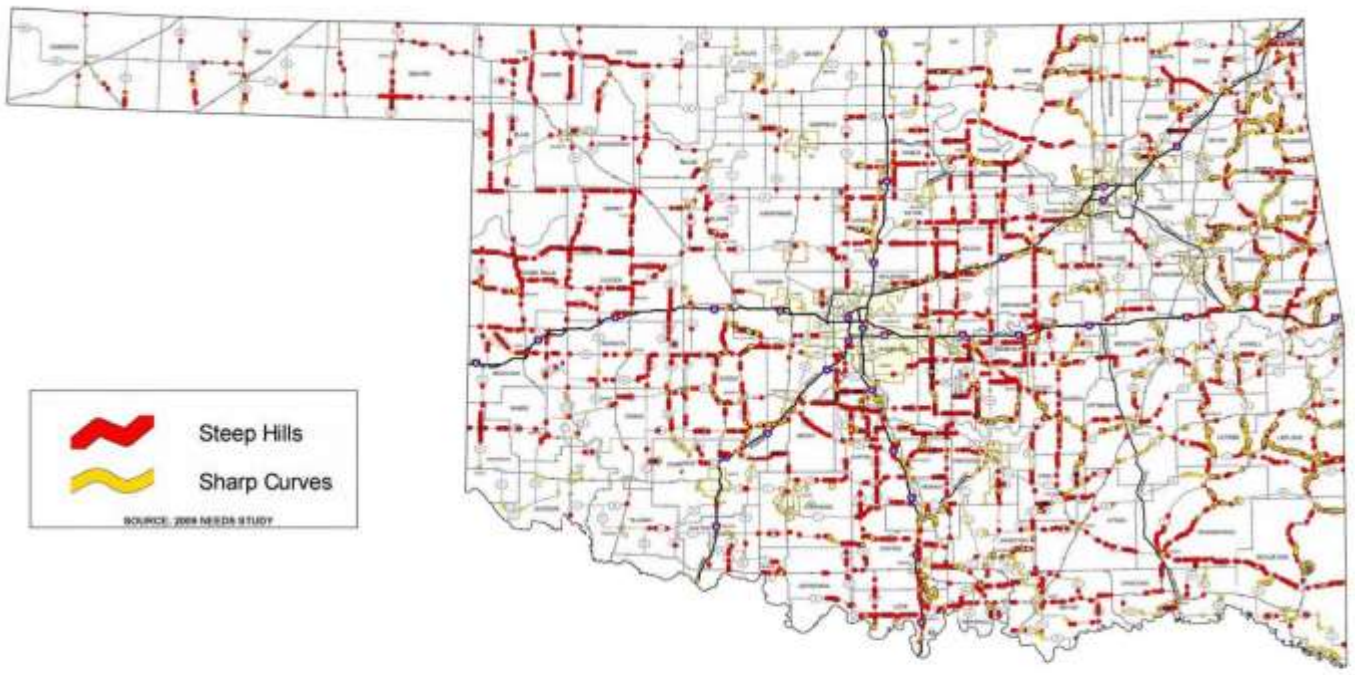
	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(00) - RURAL -	8	107	188	303					14	157	201	372	22	264	389	675
(10) HENNESSEY			14	14		2	5	7						2	19	21
(15) KINGFISHER	1	88	242	331		22	103	125					1	110	345	456
(20) LOYAL							1	1							1	1
(35) OKARCHE							2	2							2	2
(40) DOVER		1	6	7			1	1						1	7	8
Total:	9	196	450	655		24	112	136	14	157	201	372	23	377	763	1163

Map G2.4 Locations of Two-Lane Highways with no Paved Shoulder



Source: NORTPO

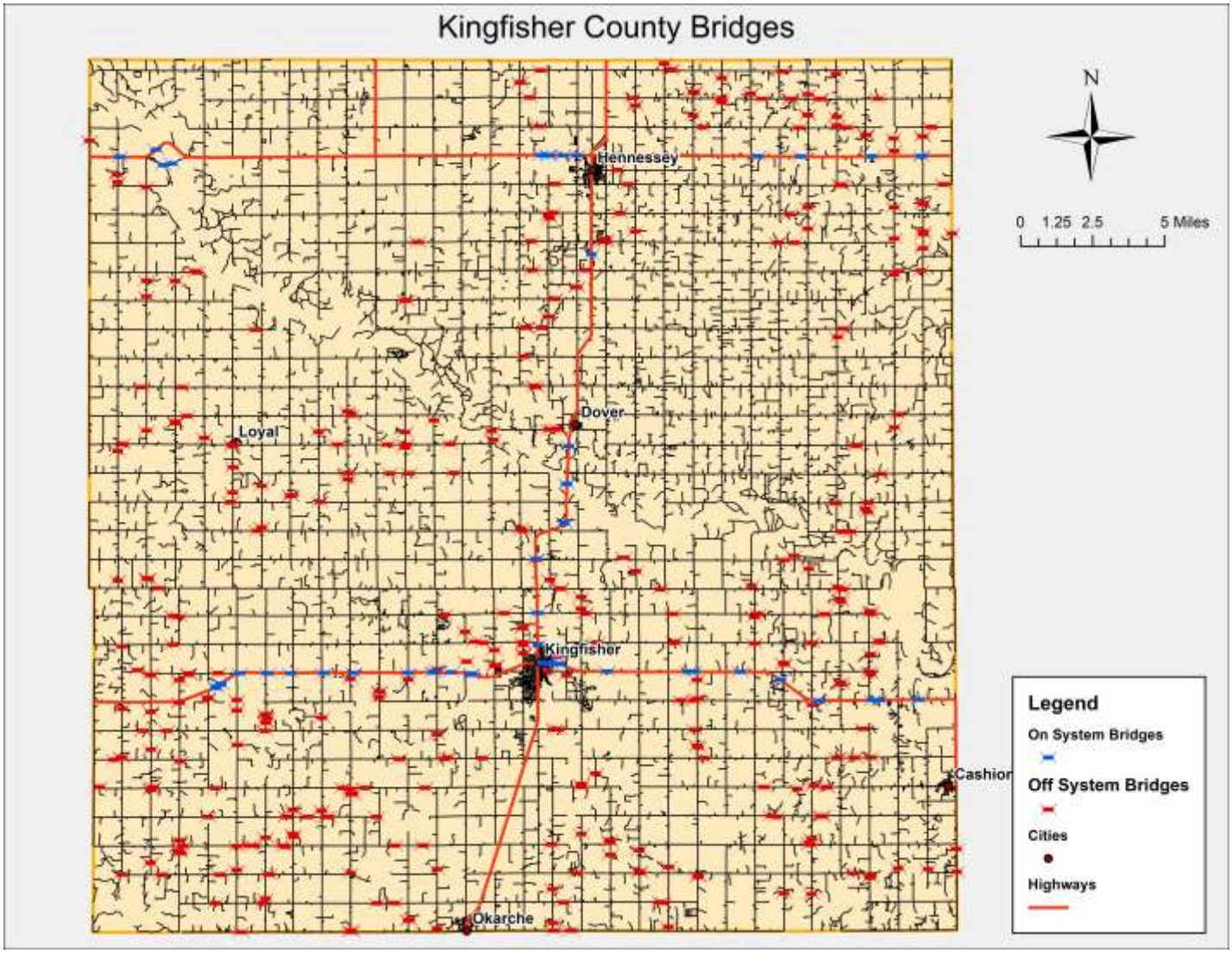
Map G2.5 Steep Hill and Sharp Curves Areas of Concern (Statewide)



Steep Hills and Sharp Curves

Source: ODOT

Map G2.6 Kingfisher County Bridges



Source: NORTPO

Table G2.6 Kingfisher County Bridges

Carries	Crosses	Location	Material	Design	Rating %	Status
N2860	CREEK	1.5E 2N of US81/SH33	Steel	Stringer / Multi-beam or Girder	61.2	
E0790	OTTER CREEK	2.2E OF OMEGA	Concrete	Arch - deck	58.5	Structurally deficient
N2780	COOPER CREEK	4E 1S OF LOYAL	Concrete continuous	Stringer / Multi-beam or Girder	39.1	Structurally deficient
E0850	CREEK	2E OF ALTONA	Concrete	Arch - deck	71.3	
E0800	CREEK	.5E 1S .5E OF OMEGA	Steel	Stringer / Multi-beam or Girder	24.4	Structurally deficient
E0760	KINGFISHER CREEK	3.7N 3.2E OF KINGFISHER	Steel	Truss - thru	17.0	Structurally deficient
E0790	CREEK	2.E .7N OF US81/SH33	Concrete	Stringer / Multi-beam or Girder	95.0	
N2700	CREEK	.5E .7S OF OMEGA	Wood or Timber	Stringer / Multi-beam or Girder	32.3	Structurally deficient
E0740	CREEK	2.7S 10.2E OF DOVER	Steel	Stringer / Multi-beam or Girder	51.1	Structurally deficient
S.H. 3 & S.H. 33	CREEK	7.1 MI E BLAINE C/L	Concrete	Culvert	88.5	
S.H. 3 & S.H. 33	CREEK	9.2 MI E BLAINE C/L	Concrete	Culvert	88.2	
S.H. 3 & S.H. 33	CREEK	3.4 MI W JCT US 81	Concrete	Culvert	86.2	
S.H. 33	CREEK	.9 MI E JCT US 81	Concrete	Culvert	90.4	
S.H. 3 & S.H. 33	CREEK	5.3 MI E BLAINE C/L	Concrete	Culvert	89.6	
S.H. 3 & S.H. 33	CREEK	6.3 MI E BLAINE C/L	Concrete	Culvert	89.6	
S.H. 3 & S.H. 33	CREEK	4.8 MI W JCT US 81	Concrete	Culvert	88.7	
S.H. 3 & S.H. 33	CREEK	8.2 MI E BLAINE C/L	Concrete	Culvert	79.9	
S.H. 33	WALNUT CREEK	8.7 MI E JCT US 81	Concrete	Culvert	89.0	
S.H. 33	WHITE CREEK	1.4 MI W LOGAN C/L	Concrete	Culvert	89.0	
S.H. 33	FOREMAN CREEK	10.2 MI E JCT US 81	Concrete	Culvert	36.3	Structurally deficient
N2740	DEAD INDIAN CREEK	3E 1.8S OF ALTONA	Concrete	Culvert	96.9	
UP R.R.	S.H. 33 UNDER	.1 MI E JCT US 81	Steel	Stringer / Multi-beam or Girder		
S.H. 33	CREEK	7.3 MI E JCT US 81	Concrete	Culvert	86.4	
S.H. 33	JECH CREEK	5.4 MI E JCT US 81	Concrete	Culvert	82.2	
S.H. 33	CREEK	2.5 MI E JCT US 81	Concrete	Culvert	81.2	
S.H. 33	TRAIL CREEK	5.6 MI E JCT US 81	Concrete	Culvert	83.6	
N2720	CREEK	2.5E .9N OF OMEGA	Wood or Timber	Stringer / Multi-beam or Girder	34.0	Structurally deficient
S.H. 51	CREEK	1 MI W JCT US 81	Concrete	Culvert	87.3	
S.H. 51	CREEK	.5 MI W JCT US 81	Concrete	Culvert	84.6	

Carries	Crosses	Location	Material	Design	Rating %	Status
N2980	COTTONWOOD CREEK	11.5E 3.2S OF US81/SH51	Concrete	Arch - deck	85.0	
N2860	CLEAR CREEK	4E 3.4N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	31.8	Structurally deficient
N2740	CREEK	3E 1S OF ALTONA	Concrete	Culvert	96.9	
N2700	CREEK	.5E 7.9S OF OMEGA	Wood or Timber	Stringer / Multi-beam or Girder	38.0	Structurally deficient
S.H. 51	CREEK	1.8 MI W JCT US 81	Concrete	Culvert	74.8	
S.H. 51	CREEK	1.1 MI E BLAINE C/L	Concrete	Culvert	89.4	
N2855	CREEK	1E .2S OF US81/SH33	Wood or Timber	Stringer / Multi-beam or Girder	32.0	Structurally deficient
E0600	LYON CREEK	5.9E 2.N OF US81 & SH51	Steel	Stringer / Multi-beam or Girder	87.1	
N2700	OTTER CREEK	4W4.6S OF LOYAL	Steel	Stringer / Multi-beam or Girder	47.9	Structurally deficient
E0730	CREEK	.1S3.9E1S1.5E OF LOYAL	Concrete	Stringer / Multi-beam or Girder	76.0	Functionally obsolete
N2780	CREEK	3.9E 1.3S OF LOYAL	Wood or Timber	Stringer / Multi-beam or Girder	19.4	Structurally deficient
N2710	CREEK	3W 5.2N OF LOYAL	Wood or Timber	Stringer / Multi-beam or Girder	33.0	Structurally deficient
N2800	PREACHER CREEK	4E 5.1S OF LACEY	Wood or Timber	Stringer / Multi-beam or Girder	38.4	Structurally deficient
N2710	COOPER CREEK	3W .5N OF LOYAL	Steel	Stringer / Multi-beam or Girder	58.0	Structurally deficient
E0880	CREEK	1N 7.1W OF OKARCHE	Concrete	Culvert	94.0	
E0730	BUNCH CREEK	.1S 5.9E 1S .1E OF LOYAL	Wood or Timber	Stringer / Multi-beam or Girder	34.0	Structurally deficient
E0650	PREACHER CREEK	2.5S 6W OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	44.4	Structurally deficient
E0660	LITTLE TURKEY CREEK	3.5S .1W OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	40.0	Structurally deficient
E0610	CREEK	3.8E 1.N OF US81 & SH51	Concrete	Arch - deck	50.0	Structurally deficient
E0830	CREEK	3.S 5.8E US81/SH33	Wood or Timber	Stringer / Multi-beam or Girder	35.0	Structurally deficient
S.H. 51	CREEK	.6 MI E JCT US 81	Concrete	Culvert	89.4	
S.H. 51	CREEK	5.7 MI E JCT US 81	Concrete	Culvert	89.1	
N2870	LITTLE TURKEY CREEK	1.5S .5E .9S OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	60.0	
N2710	CREEK	.9N OF ALTONA	Steel	Stringer / Multi-beam or Girder	97.0	
E0890	CREEK	7.9W OF OKARCHE	Concrete	Culvert	85.9	
E0720	CREEK	.1S 7.4E OF LOYAL	Steel	Stringer / Multi-beam or Girder	27.2	Structurally deficient
E0640	SPRING CREEK	1.5S 6.9E OFHENNESSEY	Concrete	Stringer / Multi-beam or Girder	51.0	Functionally obsolete

Carries	Crosses	Location	Material	Design	Rating %	Status
E0610	CAMP CREEK	7.3E 1.N OF US81 & SH51	Steel	Stringer / Multi-beam or Girder	96.0	
N2940	SPRING CREEK	7.5E 1.6S OF US81/SH51	Steel	Stringer / Multi-beam or Girder	46.1	Functionally obsolete
S.H. 51	CAMP CREEK	7 MI E JCT US 81	Concrete	Culvert	26.0	Structurally deficient
N2930	CREEK	11E 1.3N OF OKARCHE	Wood or Timber	Stringer / Multi-beam or Girder	97.0	
E0830	CREEK	3S & 11.5E OF US81 & SH33	Wood or Timber	Stringer / Multi-beam or Girder	34.0	Structurally deficient
S.H. 51	SPRING CREEK	9.6 MI E JCT US 81	Concrete	Slab	80.3	
E0840	CREEK	5N & 10E OF OKARCHE	Steel	Stringer / Multi-beam or Girder	94.0	
U.S. 81	KINGFISHER CREEK	.7 MI N JCT SH 33	Steel continuous	Stringer / Multi-beam or Girder	45.4	Structurally deficient
E0780	CREEK	1.7N 1.2W OF SH33/US81	Concrete	Culvert	97.0	
E0790	WALNUT CREEK	.8N 9.5E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	68.3	Structurally deficient
E0600	TURKEY CREEK	2.2W 2N OF US8/SH51	Steel	Stringer / Multi-beam or Girder	46.6	Structurally deficient
N2990	COTTONWOOD CREEK	2.2S OF CASHION	Steel	Stringer / Multi-beam or Girder	28.8	Structurally deficient
S.H. 51	SKELETON CREEK	11.3 MI E JCT US 81	Steel continuous	Stringer / Multi-beam or Girder	17.2	Structurally deficient
N2990	CREEK	.2E 2.8S OF CASHION	Steel	Stringer / Multi-beam or Girder	40.2	Functionally obsolete
E0720	COOPER CREEK	.1S 4.W OF LOYAL	Concrete	Culvert	96.9	
U.S. 81	LITTLE TURKEY CREEK	3.5 MI S JCT SH 51	Concrete	Culvert	69.5	
E0720	COOPER CREEK	.1S .2W of LOYAL	Prestressed concrete	Stringer / Multi-beam or Girder	85.0	
N2700	SALT CREEK	6W .9S OF LACEY	Prestressed concrete	Stringer / Multi-beam or Girder	30.1	Structurally deficient
E0780	BIRD CREEK	1.7N 7.6E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	80.5	
E0670	LITTLE TURKEY CREEK	4.5S 1.3W OF HENNESEY	Concrete	Stringer / Multi-beam or Girder	68.0	Structurally deficient
E00715	CREEK	.3W .2S .2W OF DOVER	Concrete	Culvert	96.9	
E2950	CREEK	2.9N 10.5E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	76.4	
E0880	CREEK	1N & 2.4W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	75.2	
N2860	LITTLE TURKEY CREEK	3.5S .5W .6S OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	36.2	Structurally deficient
E0720	CREEK	.1S 3.6E OF LOYAL	Concrete	Culvert	98.9	
E0720	CREEK	.1S 5.4E OF LOYAL	Concrete	Culvert	96.9	
N2930	BIRD CREEK	8.5E 3.N OF US81/SH33	Steel	Stringer / Multi-beam or Girder	86.8	

Carries	Crosses	Location	Material	Design	Rating %	Status
E0670	TURKEY CREEK	4.5S 2.4W OF HENNESEY	Steel	Stringer / Multi-beam or Girder	37.0	Structurally deficient
E0870	UNCLE JOHN CREEK	2N 3.9E OF OKARCHE	Steel	Stringer / Multi-beam or Girder	39.8	Structurally deficient
E0640	TURKEY CREEK	1.5S .8W OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	49.5	Structurally deficient
E0715	TURKEY CREEK	.3W .2S .3W OF DOVER	Steel	Stringer / Multi-beam or Girder	49.2	Structurally deficient
E0720	CREEK	.1S 5.9E OF LOYAL	Prestressed concrete	Stringer / Multi-beam or Girder	47.9	Structurally deficient
E0630	TURKEY CREEK	.5S 1.2W OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	70.8	Structurally deficient
E0795	UNCLE JOHN CREEK	.2N .7E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	54.5	Structurally deficient
E0715	TURKEY CREEK O'FLOW	.3W .2S .5W OF DOVER	Steel	Stringer / Multi-beam or Girder	42.2	Structurally deficient
E0660	CREEK	3.5S 11.4E OF HENNESSEY	Concrete	Culvert	53.0	Structurally deficient
E0590	BUFFALO CREEK	1.7W 3.N OF US81 & SH51	Concrete	Arch - deck	70.5	Functionally obsolete
N2940	CREEK	2.3S 9.5E OF SH33/US81	Concrete	Culvert	96.9	
U.S. 81	CIMARRON RIVER	6.9 MI N JCT SH 33	Steel continuous	Stringer / Multi-beam or Girder	70.8	
U.S. 81	UP R.R. UNDER	5.3 MI N JCT SH 33	Steel	Stringer / Multi-beam or Girder	74.0	
U.S. 81	UP R.R. UNDER	5.3 MI N JCT SH 33	Steel	Stringer / Multi-beam or Girder	74.0	
N2740	CREEK	.1W .7S OF LOYAL	Concrete	Culvert	97.0	
N2740	CREEK	.1W 1.6S OF LOYAL	Concrete	Culvert	97.0	
E0890	UNCLE JOHN CREEK	3.6E OF OKARCHE	Prestressed concrete	Stringer / Multi-beam or Girder	85.4	
N2940	STOVER CREEK	5W 1.8S OF CASHION	Concrete	Culvert	97.0	
E0760	CREEK	3.7N .1E OF KINGFISHER	Concrete	Culvert	97.0	
N2940	CREEK	4.7W 3.7S OF CASHION	Concrete	Culvert	99.0	
U.S. 81	CREEK	3.7 MI N JCT SH 33	Concrete	Culvert	66.5	
U.S. 81	CREEK	1.8 MI N JCT SH 33	Concrete	Culvert	66.5	
N2740	CREEK	3E 3.7N of ALTONA	Concrete	Stringer / Multi-beam or Girder	95.9	
N2740	CREEK	3E 2.5N of ALTONA	Concrete	Stringer / Multi-beam or Girder	84.9	
N2740	KINGFISHER CREEK	4.5E 2S OF OMEGA	Concrete	Stringer / Multi-beam or Girder	44.3	Structurally deficient
N2780	CREEK	6.5W .2S OF KINGFISHER	Concrete	Culvert	97.0	
E0670	PREACHER CREEK	4.5S 6.4W OF HENNESEY	Steel	Stringer / Multi-beam or Girder	72.8	Functionally obsolete

Carries	Crosses	Location	Material	Design	Rating %	Status
E0610	LYON CREEK	.5N 8.5E 1N .4E HENNESSEY	Steel	Stringer / Multi-beam or Girder	82.3	
E0600	SKELETON CREEK	.5N 9.5E 2N .4E HENNESSEY	Steel	Stringer / Multi-beam or Girder	63.0	
N2740	COOPER CREEK	.1W .1S OF LOYAL	Steel	Stringer / Multi-beam or Girder	84.4	
N2970	CREEK	10.5E 1.8S OF US81/SH51	Steel	Stringer / Multi-beam or Girder	89.8	
N2970	COTTONWOOD CREEK	10.5E 4.1S OF US8/SH51	Steel	Stringer / Multi-beam or Girder	53.6	
E0840	CREEK	4W 5N .3W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	53.7	
N2920	BIRD CREEK	.7N 7.5E .9N OF SH33/US81	Steel	Stringer / Multi-beam or Girder	78.4	
N2700	COOPER CREEK	.1S 4W .1S OF LOYAL	Steel	Stringer / Multi-beam or Girder	43.5	
E0840	DEAD INDIAN CREEK	4W 5N .5E OF OKARCHE	Steel	Stringer / Multi-beam or Girder	26.3	Structurally deficient
N2950	CREEK	8.5E 1.5N OF US81/SH51	Steel	Stringer / Multi-beam or Girder	76.5	
N2700	KINGFISHER CREEK	.5E 1.1S OF OMEGA	Steel	Stringer / Multi-beam or Girder	40.0	Structurally deficient
N2790	KINGFISHER CREEK	5.5W .8S OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	70.7	Structurally deficient
E0650	TURKEY CREEK	2.5S 2W OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	82.0	
U.S. 81	CIMARRON RIVER	6.9 MI N JCT SH 33	Prestressed concrete	Stringer / Multi-beam or Girder	87.0	
N2860	CREEK	4E 5.1N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	39.0	Structurally deficient
E0860	DEAD INDIAN CREEK	3N 7.4W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	78.0	
N2950	CREEK	8.5E 1.2N OF US8/SH51	Steel	Stringer / Multi-beam or Girder	86.2	
N2970	CREEK	10.5E 2.8S OF US81/SH51	Steel	Stringer / Multi-beam or Girder	35.0	Structurally deficient
N2970	CREEK	.3N 11.E .3S OF DOVER	Steel	Stringer / Multi-beam or Girder	69.2	
N2850	LITTLE TURKEY CREEK	4.5S 1.5W .4SOF HENNESSEY	Steel	Stringer / Multi-beam or Girder	84.8	
E0870	CREEK	2N 6.1E OF OKARCHE	Steel	Stringer / Multi-beam or Girder	89.0	
E0780	TRAIL CREEK	1.7N 4.7E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	80.8	
E0870	DEAD INDIAN CREEK	8W 2N .3W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	84.9	
N2770	CREEK	3E .4 N OF LOYAL	Steel	Stringer / Multi-beam or Girder	90.0	
N2810	KINGFISHER CREEK	3W .1N OF KINGFISHER	Concrete	Culvert	82.0	Functionally obsolete

Carries	Crosses	Location	Material	Design	Rating %	Status
E0660	COTTONWOOD CREEK	3.5S 10.6E OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	87.2	
N2750	COOPER CREEK	1E 1.3S OF LOYAL	Steel	Stringer / Multi-beam or Girder	85.0	
N2780	DEAD INDIAN CREEK	4W 5N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	70.8	
E0840	UNCLE JOHN CREEK	4.3S 1.4E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	91.1	
N2800	CREEK	6E .4N OF LOYAL	Steel	Stringer / Multi-beam or Girder	97.0	
N2750	DEAD INDIAN CREEK	7W 3.3N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	96.0	
N2800	COOPER CREEK	6E .3S OF LOYAL	Steel	Stringer / Multi-beam or Girder	96.0	
E0690	TURKEY CREEK	5.5S1.5W1S.8WOF HENNESY	Prestressed concrete	Stringer / Multi-beam or Girder	99.0	
N2860	KINGFISHER CREEK	1.5E 2.5N OF US81/SH33	Steel	Stringer / Multi-beam or Girder	62.7	Structurally deficient
N2880	CREEK	6E 2.1N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	92.1	
N2880	CLEAR CREEK	6E 2.7N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	71.0	Structurally deficient
N2770	DEAD INDIAN CREEK	5W 4.2N OF OKARCHE	Concrete	Stringer / Multi-beam or Girder	71.0	Structurally deficient
N2770	KINGFISHER CREEK	6E 3.4N OF ALTONA	Steel	Stringer / Multi-beam or Girder	97.0	
E0800	UNCLE JOHN CREEK	.4E OF US 81 ON BOWMAN	Prestressed concrete	Tee beam	69.9	Structurally deficient
E0750	CREEK	4.7N 11E OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	44.1	Structurally deficient
N2710	CREEK	1.5E 2.3S OF OMEGA	Steel	Stringer / Multi-beam or Girder	96.0	
N2880	TRAIL CREEK	3.3N 3.5E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	95.0	
E0820	CREEK	3N 4.1E OF ALTONA	Steel	Stringer / Multi-beam or Girder	97.0	
N2910	LYON CREEK	.5N4.5E2.9N OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	73.8	
E0880	UNCLE JOHN CREEK	1N 3.4E OF OKARCHE	Steel	Stringer / Multi-beam or Girder	33.0	Structurally deficient
N2970	COTTONWOOD CREEK	15E 2.1N OF OKARCHE	Prestressed concrete	Tee beam	100	
E0770	OTTER CREEK	5.1S 2.7W OF LOYAL	Steel	Stringer / Multi-beam or Girder	85.0	
N2770	COOPER CREEK	3E 1.9 S OF LOYAL	Steel	Stringer / Multi-beam or Girder	94.0	
N2850	CREEK	3E .2N OF OKARCHE	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2810	COOPER CREEK	7E .7N OF LOYAL	Steel	Stringer / Multi-beam or Girder	84.0	Functionally obsolete

Carries	Crosses	Location	Material	Design	Rating %	Status
E0880	CREEK	1N 3.1W OF OKARCHE	Concrete	Stringer / Multi-beam or Girder	100	
E0760	BIRD CREEK	3.7N 8.6E OF SH33/US81	Prestressed concrete	Stringer / Multi-beam or Girder	87.0	
N2940	LYON CREEK	7.5E 2.1N OF US81/SH51	Concrete	Stringer / Multi-beam or Girder	100	
E0860	CREEK	3N 2.5W OF OKARCHE	Concrete	Stringer / Multi-beam or Girder	100	
E0610	TURKEY CREEK	.5W 1.5N 1.4W HENNESSEY	Steel	Stringer / Multi-beam or Girder	68.4	
U.S. 81	CREEK	7.4 MI N JCT SH 33	Concrete	Culvert	69.5	
E0840	CREEK	1N 2.2E OF ALTONA	Prestressed concrete	Tee beam	71.5	
N2890	CREEK	7E .1N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	96.0	
N2960	CREEK	1.8S 10.4E 1.3S OF DOVER	Steel	Stringer / Multi-beam or Girder	83.1	
N2960	FORMAN CREEK	1E 2.1S OF WANDELL	Steel	Stringer / Multi-beam or Girder	82.1	
N2960	COTTONWOOD CREEK	14E 1.9N OF OKARCHE	Prestressed concrete	Tee beam	100	
N2710	CREEK	5W 1.2S OF LACEY	Steel	Stringer / Multi-beam or Girder	96.0	
S.H. 3 & S.H. 33	KINGFISHER CREEK	4.4 MI E BLAINE C/L	Prestressed concrete	Stringer / Multi-beam or Girder	86.6	
S.H. 3 & S.H. 33	LITTLE OTTER CREEK	4.5 MI E BLAINE C/L	Prestressed concrete	Stringer / Multi-beam or Girder	86.6	
E0700	TURKEY CREEK	1.2 N 1.4 W OF DOVER	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2950	FORMAN CREEK	4W .8N SH74F/SH33	Prestressed concrete	Stringer / Multi-beam or Girder	100	
E0600	LYON CREEK	.5N7.5E2N.4E HENNESSEY	Concrete	Stringer / Multi-beam or Girder	95.0	
N2850	TURKEY CREEK	1.5S 1.5W .2SOF HENNESSEY	Steel	Stringer / Multi-beam or Girder	77.5	Functionally obsolete
S.H. 3 & S.H. 33	KINGFISHER CREEK	3.9 MI W JCT US 81	Prestressed concrete	Stringer / Multi-beam or Girder	91.9	
S.H. 3 & S.H. 33	WINTER CAMP CREEK	2.8 MI W JCT US 81	Prestressed concrete	Stringer / Multi-beam or Girder	91.5	
N2710	KINGFISHER CREEK	1.5E 1S OF OMEGA	Steel	Stringer / Multi-beam or Girder	96.0	
N2730	CREEK	3N 2E 1.1N OF ALTONA	Steel	Stringer / Multi-beam or Girder	96.0	
N2790	CREEK	5.5W .6S OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	100	
N2950	WALNUT CREEK	.6N OF WANDELL	Steel	Stringer / Multi-beam or Girder	68.0	
E0850	CAMPBELL CREEK	1S 4.7W OF CASHION	Prestressed concrete	Stringer / Multi-beam or Girder	100	
E0840	CREEK	.5E 5S 1.1E OF OMEGA	Steel	Stringer / Multi-beam or Girder	76.8	

Carries	Crosses	Location	Material	Design	Rating %	Status
N2830	KINGFISHER CREEK	1.5W .2N OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	89.1	
N2920	CREEK	7.5E .9N OF SH33/US81	Steel	Stringer / Multi-beam or Girder	90.0	
E0810	CREEK	1.2E 3S OF OMEGA	Wood or Timber	Stringer / Multi-beam or Girder	34.0	Structurally deficient
N2900	TRAIL CREEK	8E 6.4N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	85.0	
N2760	COOPER CREEK	.1S 1.9E 1.8S OF LOYAL	Prestressed concrete	Tee beam	100	
N2870	CLEAR CREEK	5E 3.1N OF OKARCHE	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2910	CREEK	4.5E 2.4N OF HENNESSEY	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2760	CREEK	6W 3.3N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	77.8	
N2720	CREEK	1E 1.2S OF ALTONA	Steel	Stringer / Multi-beam or Girder	97.0	
E0680	LITTLE TURKEY CREEK	5.5S 1.8W OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	74.3	
E0600	LYON CREEK	6.5E 2.N .4E OF US81/SH51	Steel	Stringer / Multi-beam or Girder	95.0	
E0680	TURKEY CREEK	3.2N 1.6W OF DOVER	Prestressed concrete	Stringer / Multi-beam or Girder	95.0	
E0790	WALNUT CREEK	.7N 11.8E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	65.9	
E0700	CREEK	1.9N 3.1W OF LOYAL	Wood or Timber	Stringer / Multi-beam or Girder	35.0	Structurally deficient
N2710	CREEK	1.5E 3.6S OF OMEGA	Concrete	Culvert	96.0	
N2900	LYON CREEK	3.5E 2.2N OF US81 & SH51	Wood or Timber	Stringer / Multi-beam or Girder	84.3	
N2810	DEAD INDIAN CREEK	3.5W 2.4S OF KINGFISHER	Prestressed concrete	Stringer / Multi-beam or Girder	81.4	
N2900	CREEK	5.5E .9S OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	85.0	
N2980	CREEK	11.5E 2.7S OF US81/SH51	Steel	Stringer / Multi-beam or Girder	87.5	
E0830	CREEK	3.3S 3.2W OF KINGFISHER	Prestressed concrete	Stringer / Multi-beam or Girder	100	
E0800	OTTER CREEK	.5E 1S 2.3E OF OMEGA	Steel	Stringer / Multi-beam or Girder	86.2	
N2900	TRAIL CREEK	.5N 3.5W 1.4N OF REEDING	Steel	Stringer / Multi-beam or Girder	96.0	
E0730	CREEK	1.7S 10.8E OF DOVER	Steel	Stringer / Multi-beam or Girder	53.0	Structurally deficient
E0780	LAKE ELMER	1.7N 3.3W OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	97.0	
E0820	CREEK	1.5E 3S .5E OF OMEGA	Steel	Stringer / Multi-beam or Girder	55.5	
N2750	CREEK	4E 2.9S OF ALTONA	Concrete	Culvert	96.0	

Carries	Crosses	Location	Material	Design	Rating %	Status
N2800	CREEK	2W .4N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	96.3	
N2780	CREEK	4W 4.8N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	96.0	
E0850	CREEK	4N 10.7E OF OKARCHE	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2840	LOU ANNA CREEK	.5W 1.2N OF US-81/SH-33	Steel	Stringer / Multi-beam or Girder	81.8	
N2980	CREEK	11.5E 1.7S OF US81/SH51	Steel	Stringer / Multi-beam or Girder	95.0	
E0890	CREEK	3.1E OF OKARCHE	Steel	Stringer / Multi-beam or Girder	94.4	
N2710	CREEK	13.5W 3.3N OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	96.0	
S.H. 51	CIMARRON RIVER O'FLOW	2.4MI E OF BLAINE C/L	Prestressed concrete	Stringer / Multi-beam or Girder	96.2	
S.H. 51	CIMARRON RIVER	2.60E BLAINE C/L	Prestressed concrete	Stringer / Multi-beam or Girder	96.2	
E0860	STOVER CREEK	5W 5S .1W OF SH33/SH74F	Steel	Stringer / Multi-beam or Girder	97.0	
N2780	CREEK	4W .1N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	89.0	
E0830	CREEK	1N 2.9W OF CASHION	Steel	Stringer / Multi-beam or Girder	96.0	
E0720	CREEK	.2S 1.2E .5S 8.7EOF DOVER	Steel	Stringer / Multi-beam or Girder	96.0	
N2780	CREEK	4W 2.1N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	89.0	
E0600	CREEK	2N 1.9E OF SH 51 & US 81	Steel	Stringer / Multi-beam or Girder	96.0	
N2810	CREEK	1W .2N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	68.4	
N2710	CREEK	1.6S OF ALTONA	Steel	Stringer / Multi-beam or Girder	87.5	
N2920	CREEK	7.5E 3.1N OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	87.0	
N2720	COOPER CREEK	2W .7N OF LOYAL	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2720	COOPER CREEK TRIB.	2W .8N OF LOYAL	Concrete	Culvert	97.0	
E0830	CREEK	3.3S 2W OF SH33/US81	Steel	Stringer / Multi-beam or Girder	96.0	
N2930	CREEK	.3S 8.5E .3N OF US81/SH33	Steel	Stringer / Multi-beam or Girder	96.0	
N2880	LYON CREEK	1.5N 1.5E .8N OF HENNESSE	Steel	Stringer / Multi-beam or Girder	97.0	
N2840	CREEK	.5W 4.7N OF KINGFISHER	Concrete	Slab	67.0	Structurally deficient
N2750	CREEK	9.5W 1.5S OF KINGFISHER	Steel	Stringer / Multi-beam or Girder	91.0	Functionally obsolete
E0630	SPRING CREEK	.5S 8.6E OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	96.0	

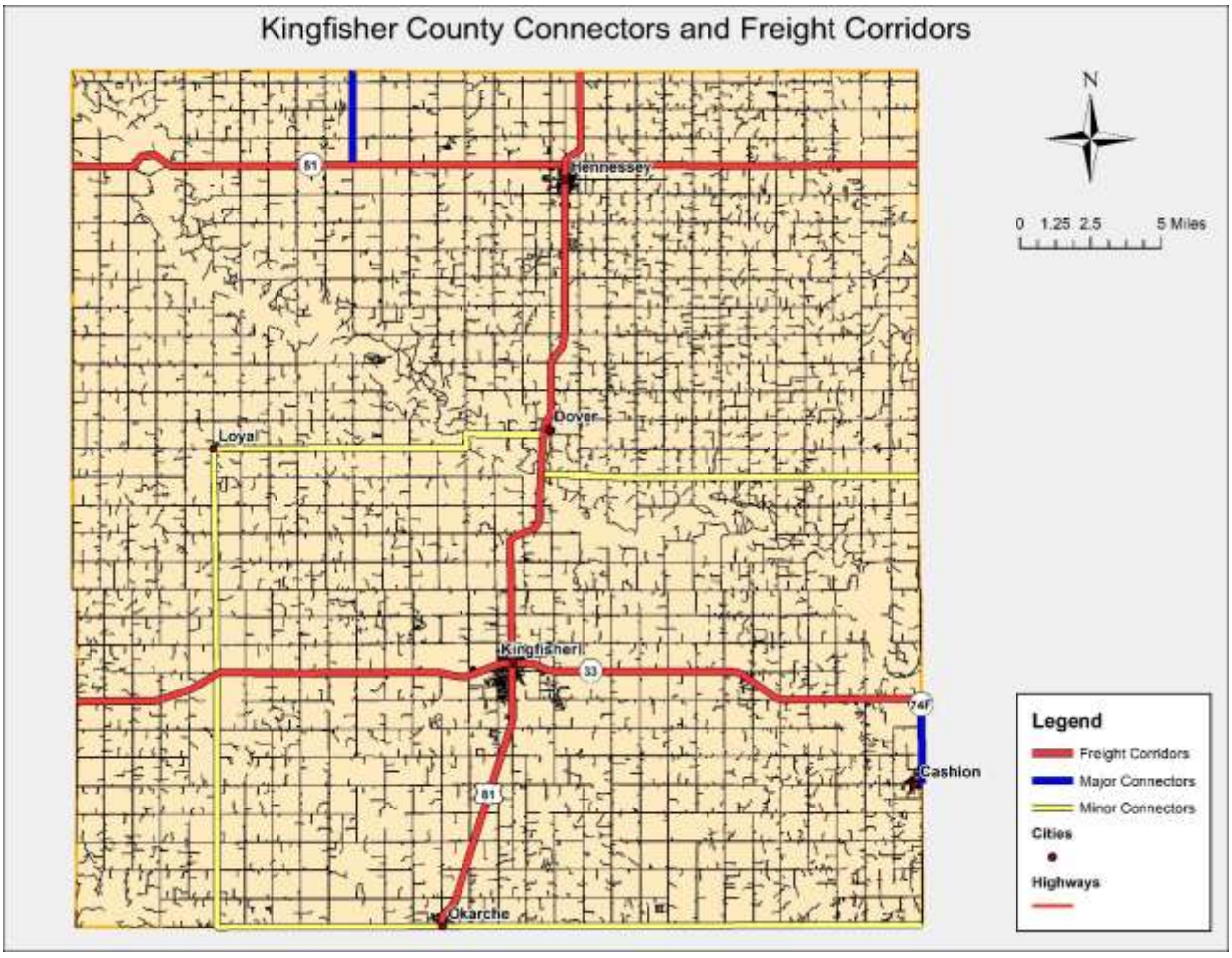
Carries	Crosses	Location	Material	Design	Rating %	Status
N2840	TURKEY CREEK	2.5N 2.5W JCT SH51/US81	Prestressed concrete	Stringer / Multi-beam or Girder	100	
N2900	CLEAR CREEK	8E 1.9N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	97.0	
E0590	CREEK	2.5E 3.5N .2E OF HENNESSE	Steel	Stringer / Multi-beam or Girder	97.0	
UP R.R. & CITY ST	S.H. 33 UNDER	.1E OF JCT U.S. 81	Steel	Stringer / Multi-beam or Girder	91.0	Functionally obsolete
UP R.R. & CITY ST	S.H. 33 UNDER	.1E OF JCT U.S. 81	Steel	Stringer / Multi-beam or Girder	91.0	Functionally obsolete
E0880	CREEK	1N 6.8E OF OKARCHE	Concrete	Stringer / Multi-beam or Girder	97.0	
N2840	CREEK	.5W .7N OF JCT US81/SH33	Steel	Stringer / Multi-beam or Girder	94.1	
E0860	CREEK	3N 6.3W OF OKARCHE	Concrete	Stringer / Multi-beam or Girder	88.5	
E0790	CREEK	2 W OF US/81ON AIRPORT RD	Concrete	Stringer / Multi-beam or Girder	96.0	
E0830	WINTER CAMP CREEK	3.2S 4.8W OF KINGFISHER	Prestressed concrete	Tee beam	100	
E0840	CAMPBELL CREEK TRIB.	4.4W OF CASHION	Prestressed concrete	Tee beam	94.5	
N2940	CREEK	7.5E 1.4N OF US81/SH51	Steel	Stringer / Multi-beam or Girder	97.0	
N2830	CIMARRON RIVER	3.0 W, 0.3 S OFF DOVER.	Prestressed concrete	Stringer / Multi-beam or Girder	94.4	
E0790	TRAIL CREEK	0.7N,4.7E, OF S.H.33/US81	Prestressed concrete	Stringer / Multi-beam or Girder	97.0	
E0770	CREEK	2.7N .8E OF SH 33& US 81	Steel	Stringer / Multi-beam or Girder	49.4	Structurally deficient
E0660	PEPPER CREEK	.1S 1.1W 6N .3W OF LOYAL	Steel	Stringer / Multi-beam or Girder	95.9	
E0810	CREEK	1.2E, 3S OF OMEGA	Steel	Stringer / Multi-beam or Girder	97.0	
N2960	LYON CREEK	9.5E, .7N OF US81/SH51	Steel continuous	Stringer / Multi-beam or Girder	96.0	
E0850	CREEK	4W, 4N, .8W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	97.0	
N2700	CREEK	.5E, 3.9S OF OMEGA	Steel	Stringer / Multi-beam or Girder	97.0	
N2720	CREEK	2.5E, 4.2S OF OMEGA	Steel	Stringer / Multi-beam or Girder	97.0	
E0850	WINTER CAMP CREEK	5W,4N,.5W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	86.2	
E0650	LITTLE TURKEY CREEK	3S, .5E OF SH 51 & US81	Steel	Stringer / Multi-beam or Girder	96.0	
N2840	KINGFISHER CREEK	.5W, .3N OF SH-33 / US-81	Prestressed concrete	Stringer / Multi-beam or Girder	97.0	
E0780	WALNUT CREEK	1.7N 10E JCT SH33/US81	Steel	Stringer / Multi-beam or Girder	97.0	
N2920	LYON CREEK	.5N .5E 2.2N HENNESSEY	Steel	Stringer / Multi-beam or Girder	97.0	

Carries	Crosses	Location	Material	Design	Rating %	Status
E0840	CREEK	5N 1.3W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	94.5	
E0870	CREEK	6W 2N .9W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	97.0	
E0850	WINTER CAMP CREEK	6W 4N .3W OF OKARCHE	Steel	Stringer / Multi-beam or Girder	97.0	
E0590	CREEK	5.5E,3N,1.2E OF JCT 51/81	Steel	Stringer / Multi-beam or Girder	97.0	
E0780	OTTER CREEK	.5E 1N 1.8E OF OMEGA	Steel	Stringer / Multi-beam or Girder	97.0	
E0680	CREEK	5.5S 8.7E OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	97.0	
N2850	CREEK	.5E 3N OF US81/SH33	Steel	Stringer / Multi-beam or Girder	97.0	
N2940	CAMPBELL CREEK	4.9W, .1N OF CASHION	Prestressed concrete	Stringer / Multi-beam or Girder	100	
IRR E0820	CREEK	.5E 3S .7E OF OMEGA	Steel	Stringer / Multi-beam or Girder	95.0	
S.H. 33	UNCLE JOHNS CREEK O'FLOW	.8 E JCT U.S. 81	Prestressed concrete	Stringer / Multi-beam or Girder	90.4	
S.H. 33	UNCLE JOHNS CREEK	.5 E JCT U.S. 81	Prestressed concrete	Stringer / Multi-beam or Girder	77.6	
N2720	SQUAW CREEK	2W 5.7N OF LOYAL	Steel	Stringer / Multi-beam or Girder	97.0	
E0640	LITTLE TURKEY CREEK	1.5S 1E OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	95.0	
N2890	CLEAR CREEK	7E 2.2N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	95.8	
S.H. 33	CAMPBELL CREEK	12 E OF JCT U.S. 81	Prestressed concrete	Stringer / Multi-beam or Girder	93.2	
N2980	CREEK	11.5E .7N OF US81/SH51	Steel	Stringer / Multi-beam or Girder	95.0	
E0650	SPRING CREEK	2.5S 6.4E OF HENNESEY	Steel	Stringer / Multi-beam or Girder	96.0	
E0610	CREEK	11.5E 1N .3E OF JCT51/81	Steel	Stringer / Multi-beam or Girder	95.0	
E0820	UNCLE JOHN CREEK	2S .6E OF JCT SH33/US81	Prestressed concrete	Stringer / Multi-beam or Girder	94.8	
E0820	CREEK	2S .9E OF SH33/US81	Concrete	Culvert	94.1	
E0780	CREEK	1.7N 1.6E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	95.0	
IRR N2760	WINTER CAMP CREEK	6W 4.2N OF OKARCHE	Steel	Stringer / Multi-beam or Girder	95.0	
E0770	CREEK	2.8N 10.6E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	95.0	
S.H. 33	CREEK	12.2 E JCT U.S. 81	Concrete	Culvert	92.0	
IRR N2720	CREEK	.5E 2S 2E .1S OF OMEGA	Steel	Stringer / Multi-beam or Girder	97.0	

Carries	Crosses	Location	Material	Design	Rating %	Status
E0770	TRAIL CREEK	2.7N 4.3E OF SH33/US81	Steel	Stringer / Multi-beam or Girder	97.0	
S.H. 51	TURKEY CREEK	1.5 W JCT OF U.S. 81	Prestressed concrete	Stringer / Multi-beam or Girder	90.3	
E0830	CAMPBELL CREEK	1.4E 1.5N OF REEDING	Steel	Stringer / Multi-beam or Girder	97.0	
IRR N2750	KINGFISHER CREEK	3N 4E .3N OF ALTONA	Steel	Stringer / Multi-beam or Girder	97.0	
E0660	TURKEY CREEK	3.5S 2.1W OF HENNESSEY	Prestressed concrete	Stringer / Multi-beam or Girder	95.0	
E0630	SKELETON CREEK	.5S 12.2E OF HENNESSEY	Steel	Stringer / Multi-beam or Girder	89.0	
N2720	KINGFISHER CREEK	.5E 1S 2E .2S of OMEGA	Steel	Stringer / Multi-beam or Girder	95.0	
E0800	CREEK	3.5E 1S .5E OF OMEGA	Steel	Stringer / Multi-beam or Girder	95.0	
E0620	LITTLE TURKEY CREEK	.5E HENNESSY .5S US 51	Steel	Stringer / Multi-beam or Girder	95.0	

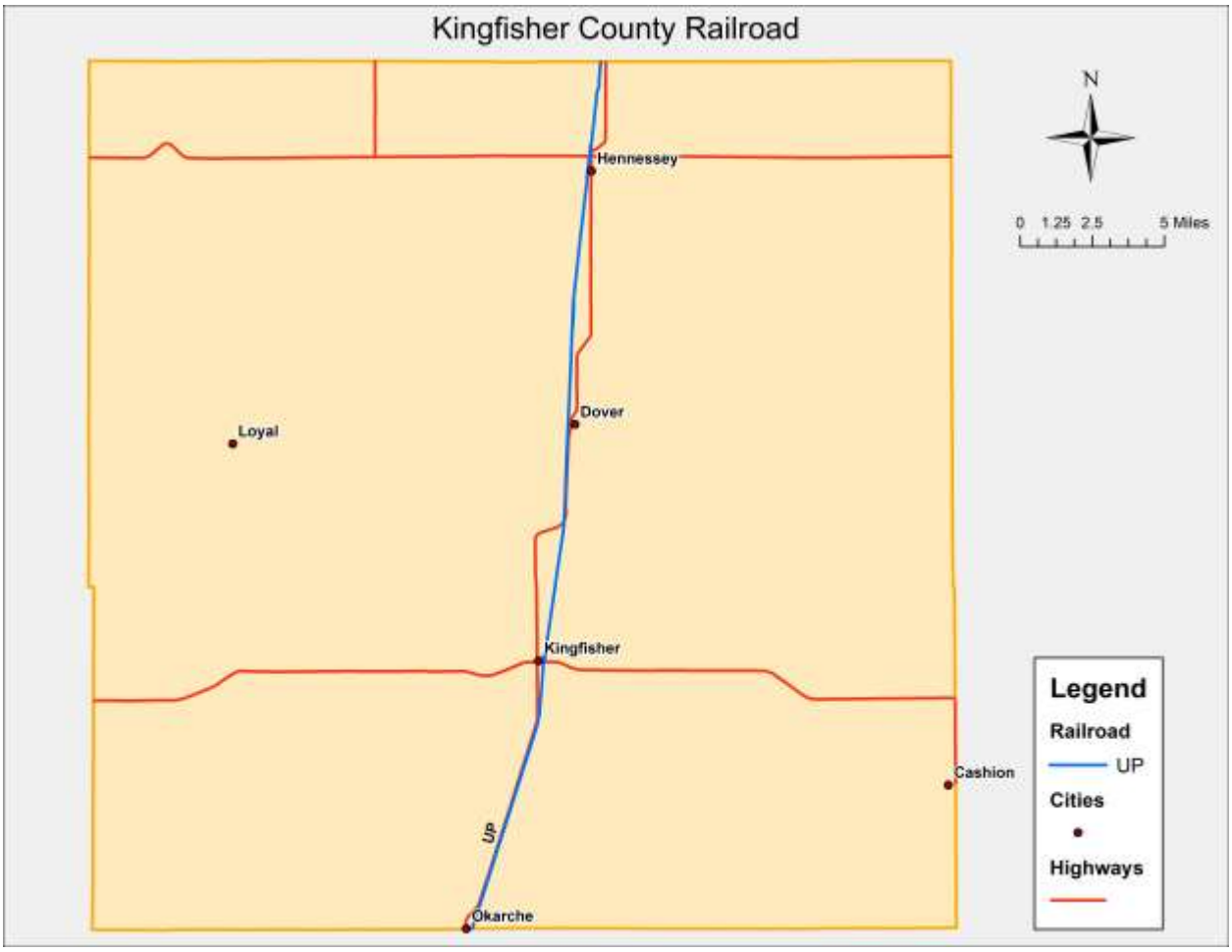
Map G2.7 NHFN Map

Map G2.8 Kingfisher County Freight Corridors and Connectors



Source: NORTPO

Map G2.9 – Kingfisher County Railroads



Source: NORTPO

Table G2.7 MAGB Ridership and Revenue Data

MAGB Ridership January 1, 2017 - December 31, 2017					
County	**Route Miles**	**Passenger Count**	**Elderly Count**	**Disabled Count**	**Elderly and Disabled Count**
Major	97,302	2,660	1,419	104	41
Alfalfa	19,370	241	24	18	9
Blaine	52,308	1,110	367	160	233
Garfield	50,097	2,979	189	487	1,741
Grant	10,809	200	10	15	67
Kay	4,010	36	2	0	0
Kingfisher	**13,648**	**155**	**136**	**0**	**0**
Noble	0	0	0	0	0

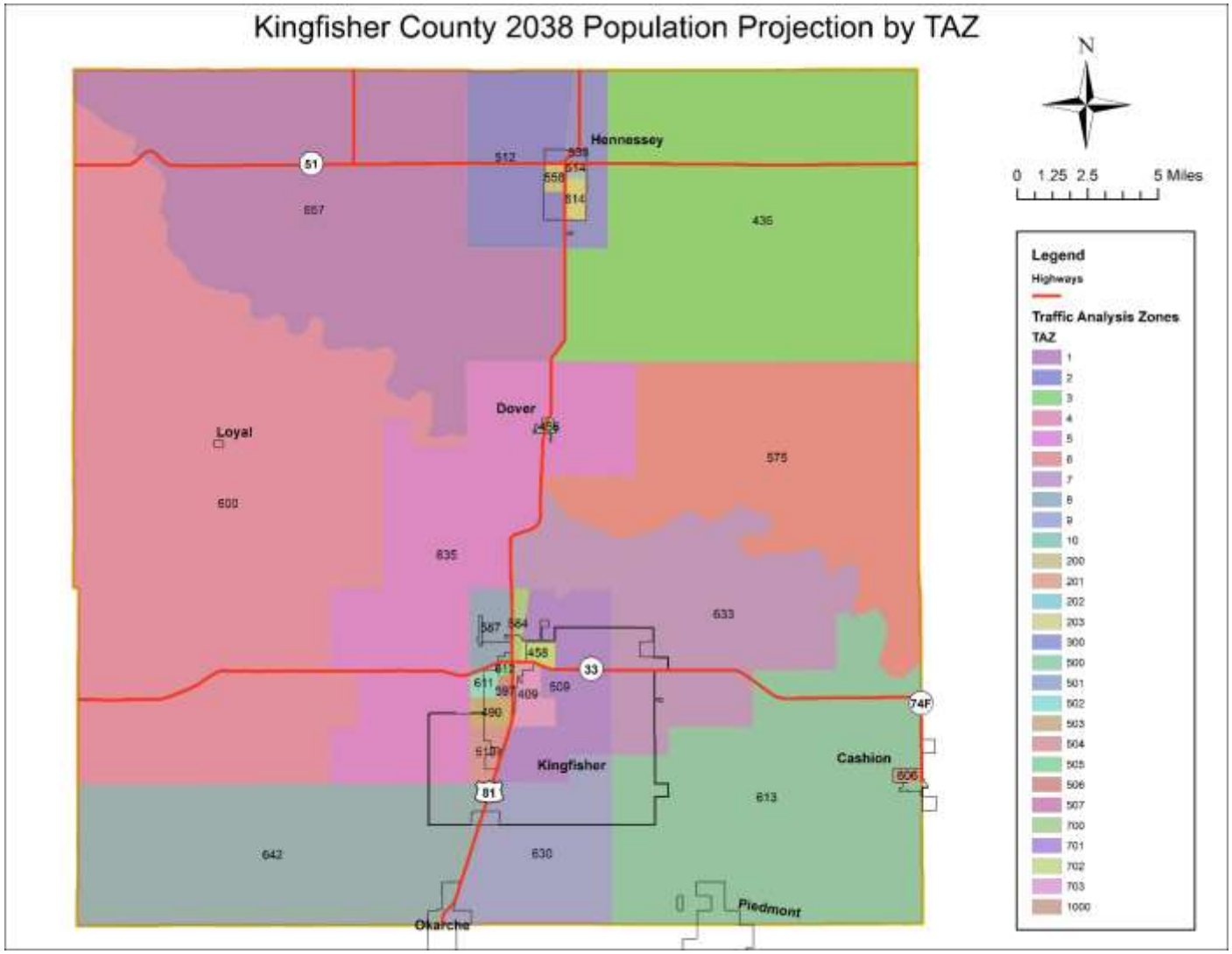
Table G2.8 Cherokee Strip Transit (CST) Ridership and Revenue Data

	October 2015 – September 2016	**October 2016 – September 2017**
Trips	13,024	13,129
Passenger Miles	166,484	125,957
Revenue Miles	170,476	118,657.8

Appendix G-3

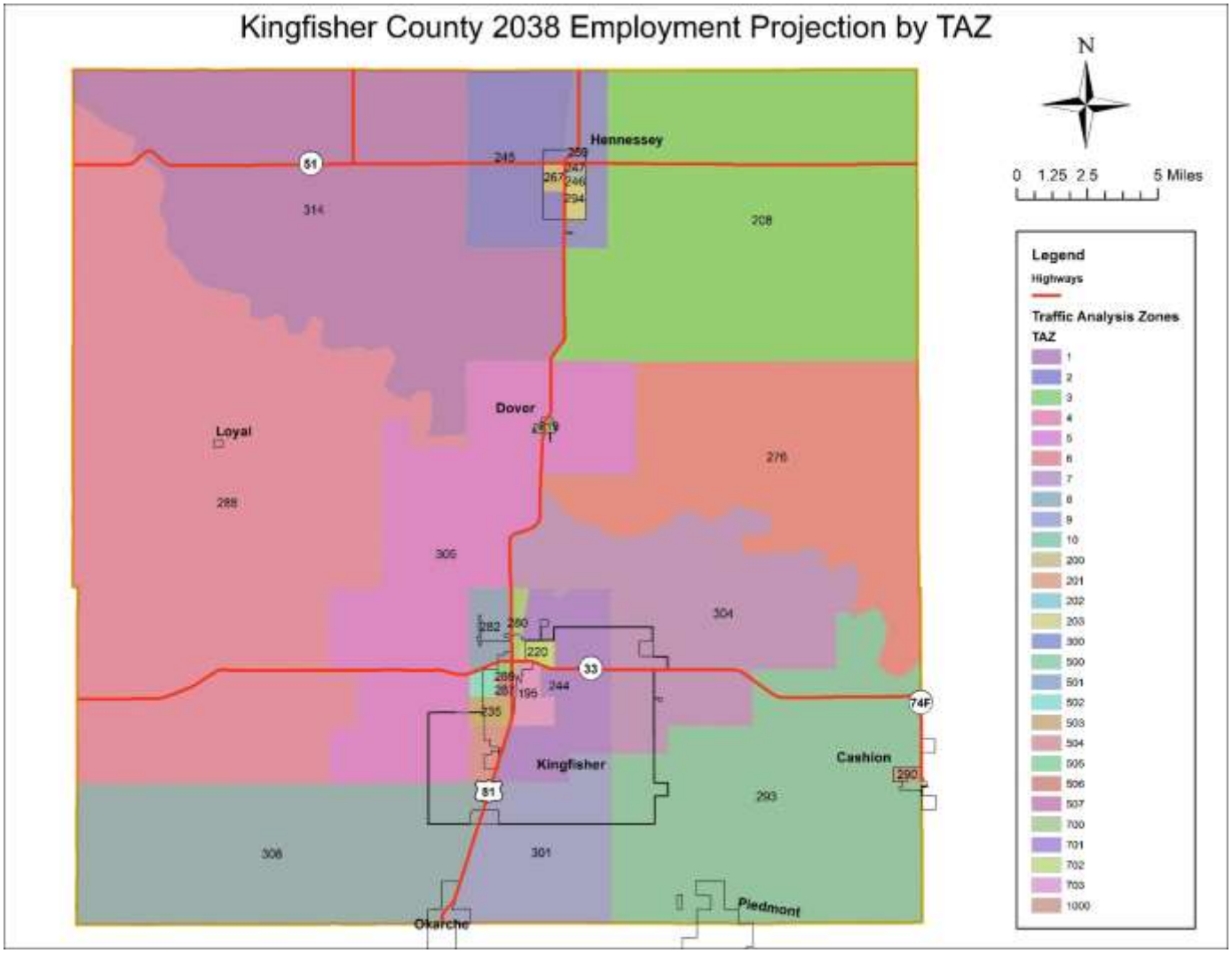
Chapter 3

Map G3.1 – Projected Population Data by TAZ



Source: NORTPO

Map G3.2 Projected Employment Data by TAZ

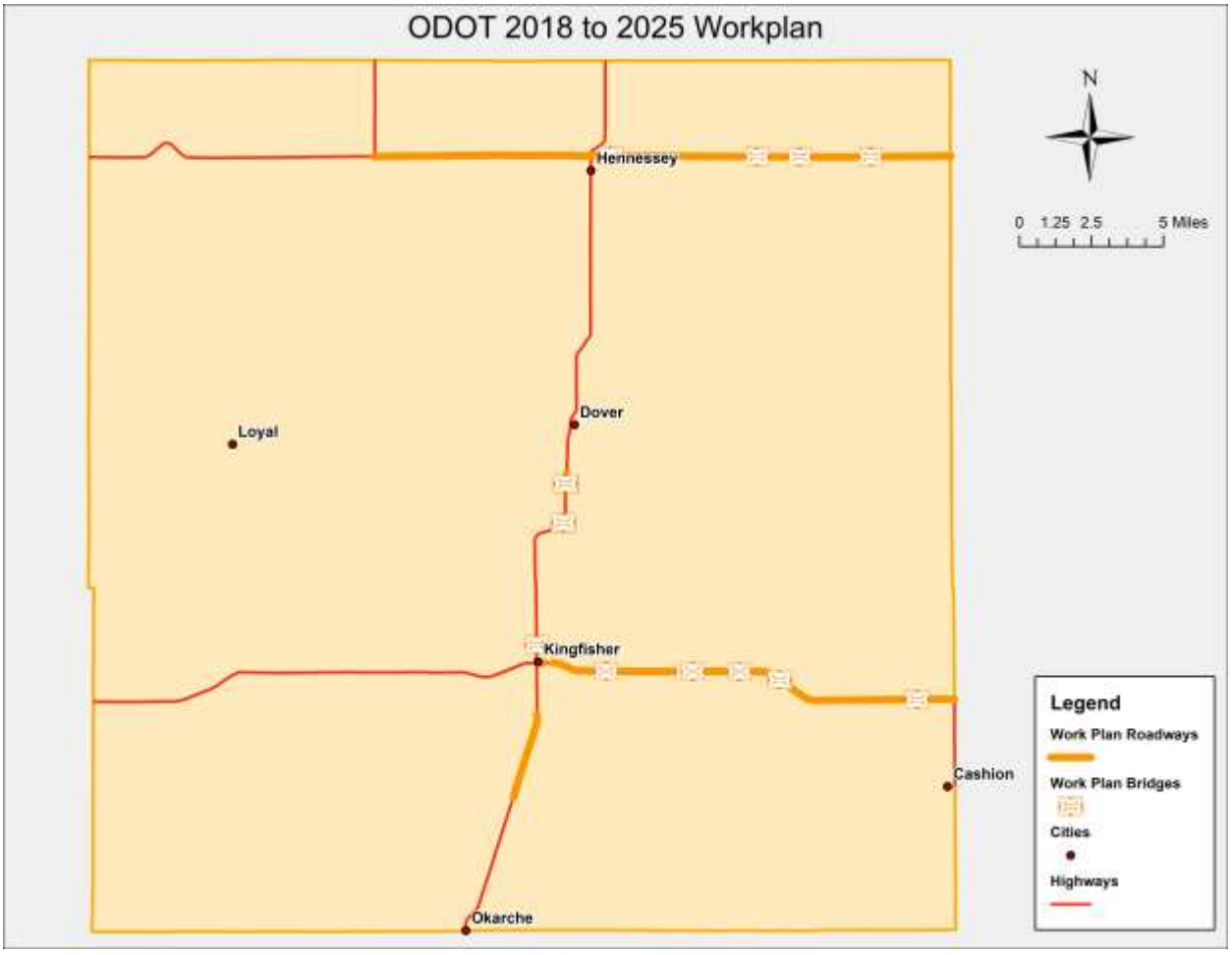


Source: NORTPO

Table G3.1 – Supporting Data for Projected Population and Employment

Year	Population	Employment
2016	15,392	7,379
2026	15,546	7,453
2038	15,701	7,528

Map G3.3 – Location of Projects on the ODOT 8-year Construction Program 2018-2025



Source: NORTPO

Table G3.2 Funded Projects from ODOT 8-year Construction Program 2018-2025

LOCATION	PROJECT TYPE	PROJECT YEAR	PROJECT COST
US-81: Reconstruction From 5.4 Mi. North of the Canadian C/L. 3.0 MIIN Kingfisher	Grade, Drain & Surface	FFY2018	$11,000,000.00
US-81: Over Kingfisher Creek 0.7 MIS N of SH 33	Bridge & Approaches	FFY2018	$4,500,000.00
SH-51: From US-81 in Hennessey east. 7.53 Mi. includes RCB Extensions & RCB Replacement over Camp Creek	Grade, Draining, Bridge & Surface	FFY2019	$14,140,000.00
SH-33: From the Logan County Line, extend West 5.0 miles (ROW for 31812(04))	Right of Way	FFY2019	$103,000.00
SH-33: From the Logan County Line, extend west 5.0 miles (UT for 31812(04))	Utilities	FFY2019	$103,000.00
Division 4 Bridge Painting: NB Bridge on US-81 over the Cimarron River, NB and SB Bridges on I-44 over Black Gold Drive and BNSF	Bridge Painting	FFY2019	$2,600,750.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, East 9.4 miles (ROW for 31003(04))	Right of Way	FFY2020	$1,545,300.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, East 9.4 miles (UT for 31003(04))	Utilities	FFY2020	$1,545,300.00
SH-51: From SH-74, Extend west 9.9 miles (RW for 30447(04)(07))	Right of Way	FFY2021	$1,648,000.00
SH-51: From SH-74, Extend west 9.9 miles (UT for 30447(04)(07))	Utilities	FFY2021	$824,000.00

LOCATION	PROJECT TYPE	PROJECT YEAR	PROJECT COST
SH-33: Pavement Rehabilitation in Kingfisher on SH-33 from US-81 JCT 0.4 Mi. east to 2nd st; on US-81, from SH-33 JCT, 2 Blks South	Pavement Rehabilitation	FFY2022	$600,000.00
US-81: Bridge Rehabilitation on SB US-81 over the Cimarron River, 6.9 Miles north of SH-33 JCT	Bridge Rehabilitation	FFY2022	$800,000.00
SH-51: Widen & Resurface from SH-132, Extend east to US-81 (ROW for 3181104)	Right of Way	FFY2023	$750,000.00
SH-51: Widen & Resurface from SH-132, Extend east to US-81 (UT for 3181104)	Utilities	FFY2023	$750,000.00
SH-33: From the Logan County Line, Extend west 5.0 miles	Widen & Resurface	FFY2023	$9,000,000.00
US-81: NB & SB Bridges over the UP RR 5.3 miles North of SH-33	Bridge & Approaches	FFY2024	$10,500,000.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, east 4.44 miles	Widen & Resurface	FFY2024	$10,000,000.00
SH-33: Shoulders & Resurface from 0.56 miles east of US-81 JCT, east 4.97 miles	Widen & Resurface	FFY2024	$6,000,000.00
SH-51: From the Logan County Line, Extend west 4.9 miles	Widen & Resurface	FFY2025	$5,000,000.00

Table G3.3 – CIRB 5-Year Construction Program 2018-2022

		Fiscal Year	Type	Description	AdvCon$ Federal$ State$	Other$ CIRB$ Tribe$	TOTAL$
KINGFISHER Div. 4 28437(06)	COBRG E 0.25 MI.	FY 2018	RIGHT OF WAY	COUNTY BRIDGE ON EW 60 OVER TURKEY CREEK, 2.2 MILES WEST AND 2.0 MILES NORTH OF JCT US-81/SH-51 RW FOR 28437(04) CIRB FUNDS	$0 $0 $0	$0 $25,000 $0	$25,000
KINGFISHER Div. 4 31188(04)	COBRG E 0.25 MI.	FY 2018	BRIDGE & APPROACH ES	BRIDGE & APPROACHES ON EW-88 OVER UNCLE JOHN CREEK, 1.0 MILES NORTH & 3.4 MILES EAST OF OKARCHE	$0 $0 $0	$0 $800,000 $0	$800,000
KINGFISHER Div. 4 31996(05)	COBRG E 0.25 MI.	FY 2018	CONTRACT P.E. (AS OF 10/1/2013)	BRIDGE AND APPROACHES ON EW-64 OVER TURKEY CREEK, 1.5 MILES SOUTH AND 0.8 MILES WEST OF HENNESSEY PE FOR 31996(04)	$0 $0 $0	$0 $100,000 $0	$100,000
KINGFISHER Div. 4 32851(05)	CO RD 6.00 MI.	FY 2018	CONTRACT P.E. (AS OF 10/1/2013)	CO RD EW-73, FROM NS-289 EXTEND EAST 6 MILES TO NS-295 PE FOR 32851(04)	$0 $0 $0	$0 $100,000 $0	$100,000
KINGFISHER Div. 4 33017(04)	ENHAN 0.00 MI.	FY 2018	PEDESTRIA N IMPROVEM ENT	S OKARCHE: US 81/OKLAHOMA AVE SIDEWALK PROJECT	$0 $600,000 $0	$0 $150,000 $0	$750,000

		Fiscal Year	Type	Description	AdvCon$ Federal$ State$	Other$ CIRB$ Tribe$	TOTAL$
KINGFISHER Div. 4 28437(04)	COBRGE 0.25 MI.	FY 2019	BRIDGE & APPROACHES	COUNTY BRIDGE ON EW 60 OVER TURKEY CREEK, 2.2 MILES WEST AND 2.0 MILES NORTH OF JCT US-81/SH-51	$0 $640,000 $0	$0 $160,000 $0	$800,000
KINGFISHER Div. 4 28439(04)	COBRGE 0.25 MI.	FY 2019	BRIDGE & APPROACHES	COUNTY BRIDGE ON EW-67 OVER TURKEY CREEK, 4.5 MILES SOUTH AND 2.4 MILES WEST OF HENNESEY	$0 $640,000 $0	$0 $160,000 $0	$800,000
KINGFISHER Div. 4 31857(06)	COBRGE 0.25 MI.	FY 2019	RIGHT OF WAY	BRIDGE AND APPROACHES ON EW 79.5 OVER UNCLE JOHN CREEK, 0.2 MILES NORTH AND 0.7 MILES EAST OF JCT SH-33/US-81 RW FOR 31857(04)	$0 $0 $0	$0 $50,000 $0	$50,000
KINGFISHER Div. 4 31857(07)	COBRGE 0.25 MI.	FY 2019	UTILITIES	BRIDGE AND APPROACHES ON EW 79.5 OVER UNCLE JOHN CREEK, 0.2 MILES NORTH AND 0.7 MILES EAST OF JCT SH-33/US-81 UT FOR 31857(04)	$0 $0 $0	$0 $20,000 $0	$20,000

		Fiscal Year	Type	Description	AdvCon$ Federal$ State$	Other$ CIRB$ Tribe$	TOTAL$
KINGFISHER Div. 4 32859(05)	COBRGE 0.25 MI.	FY 2019	CONTRACT P.E. (AS OF 10/1/2013)	BRIDGE AND APPROACHES ON NS-274 APPROX, 2.0 MILES SOUTH OF SH-33 PE FOR 32859(04)	$0 $0 $0	$0 $100,000 $0	$100,000
KINGFISHER Div. 4 33574(05)	CO RD 0.00 MI.	FY 2019	CONTRACT P.E. (AS OF 10/1/2013)	CHIP SEAL STP PROJECT: (MULTI COUNTIES IN DIV 4) (DESIGN FOR 33574(04))	$0 $0 $0	$0 $50,000 $0	$50,000
KINGFISHER Div. 4 32860(05)	COBRGE 0.25 MI.	FY 2020	CONTRACT P.E. (AS OF 10/1/2013)	BRIDGE & APPROACHES OVER COTTONWOOD CR. 2.2 MILES SOUTH OF CASHION PE FOR 32860(04)	$0 $0 $0	$0 $75,000 $0	$75,000
KINGFISHER Div. 4 29362(04)	COBRGE 3.00 MI.	FY 2021	BRIDGE & APPROACHES	2 BRIDGES & APPROACHES EW-71.5 0.3MILES WEST,0.2 SOUTH & 0.3 WEST OF DOVER	$0 $1,000,000 $0	$0 $500,000 $0	$1,500,000
KINGFISHER Div. 4 31996(04)	COBRGE 0.25 MI.	FY 2021	BRIDGE & APPROACHES	BRIDGE AND APPROACHES ON EW-64 OVER TURKEY CREEK, 1.5 MILES SOUTH AND 0.8 MILES WEST OF HENNESSEY	$0 $800,000 $0	$0 $200,000 $0	$1,000,000

		Fiscal Year	Type	Description	AdvCon$ Federal$ State$	Other$ CIRB$ Tribe$	TOTAL$
KINGFISHER	CO RD 6.00 MI.	FY 2021	RIGHT OF WAY	CO RD EW-73, FROM NS-289 EXTEND EAST 6 MILES TO NS-295 RW FOR 32851(04)	$0	$0	
Div. 4					$0	$25,000	
32851(06)					$0	$0	$25,000
KINGFISHER	CO RD 6.00 MI.	FY 2021	UTILITIES	CO RD EW-73, FROM NS-289 EXTEND EAST 6 MILES TO NS-295 UT FOR 32851(04)	$0	$0	
Div. 4					$0	$25,000	
32851(07)					$0	$0	$25,000
KINGFISHER	COBRGE 0.25 MI.	FY 2022	BRIDGE & APPROACHES	BRIDGE AND APPROACHES ON EW-72 OVER UNNAMED CREEK, 0.1 MILES SOUTH AND 7.4 MILES EAST OF LOYAL	$0	$0	
Div. 4					$640,000	$160,000	
31985(04)					$0	$0	$800,000
KINGFISHER	COBRGE 0.25 MI	FY 2022	CONTRACT P.E. (AS OF 10/1/2013)	BRIDGE AND APPROACHES ON EW-72 OVER UNNAMED CREEK, 0.1 MILES SOUTH AND 7.4 MILES EAST OF LOYAL PE FOR 31985(04)	$0	$0	
Div. 4					$0	$75,000	
31985(05)					$0	$0	$75,000
KINGFISHER	CO RD 3.00 MI.	FY 2022	GRADE, DRAIN & SURFACE	CO RD EW-73, FROM NS-289 EXTEND EAST 3 MILES TO NS-292	$0		
Div. 4					$0		
32851(04)					$0	$0 $2,500,000 $0	$2,500,000

		Fiscal Year	Type	Description	AdvCon$ Federal$ State$	Other$ CIRB$ Tribe$	TOTAL$
KINGFISHER Div. 4 33574(04)	CO RD 12.00 MI.	FY 2022	CHIP SEAL	CHIP SEAL STP PROJECT: (MULTI COUNTIES IN DIV 4)	$0 $366,667 $0	$0 $100,000 $0	$466,667