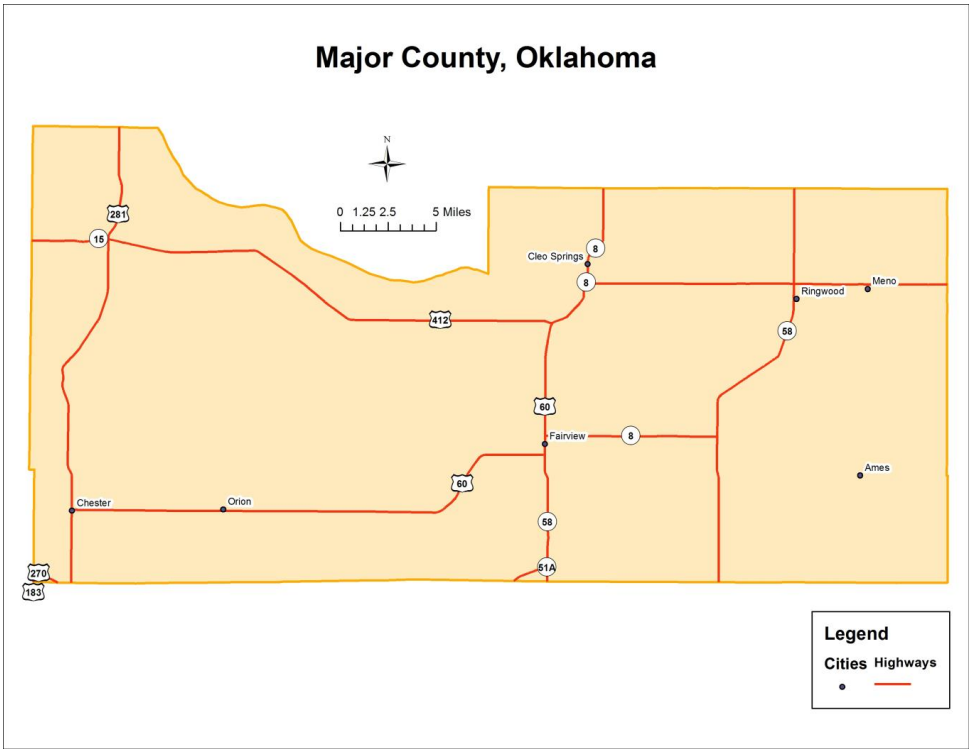
Northern Oklahoma Regional
Transportation Planning Organization

Major County Oklahoma
2037 Long Range Transportation Plan

Northern Oklahoma Regional Transportation Planning Organization (NORTPO)



Northern Oklahoma Development Authority

NODA
NORTHERN OKLAHOMA DEVELOPMENT AUTHORITY

Northern Oklahoma Regional Transportation Planning Organization

Prepared by:

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In cooperation with:
The County of Major

The City of Fairview

The Towns of Ames, Cleo Springs, Meno, and Ringwood

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

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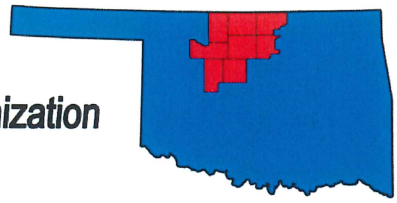
Supporting/endorsing resolutions from the County Commissioners and Cities/Towns within the county will be executed after the public review period has ended.

Northern Oklahoma Regional
Transportation Planning Organization



Resolution Adopting the Major County 2037 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 Major County 2037 Long Range Transportation Plan (LRTP) has been prepared by the NORTPO in consultation with all member local and state governments and local, state and federal transportation agencies in a continuing, cooperative, coordinated and comprehensive planning process; and

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

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

NOW, THEREFORE BE IT RESOLVED, that the NORTPO Policy Board hereby approves and adopts the Major County 2037 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 24th day of August, 2017.

Richard Rampe

NORTPO Policy Board Chairman

ATTEST:

Marci Hyde

NORTHERN OKLAHOMA DEVELOPMENT AUTHORITY - *Regional Solutions*

— a council of local governments providing opportunities to improve the quality of life in the counties of
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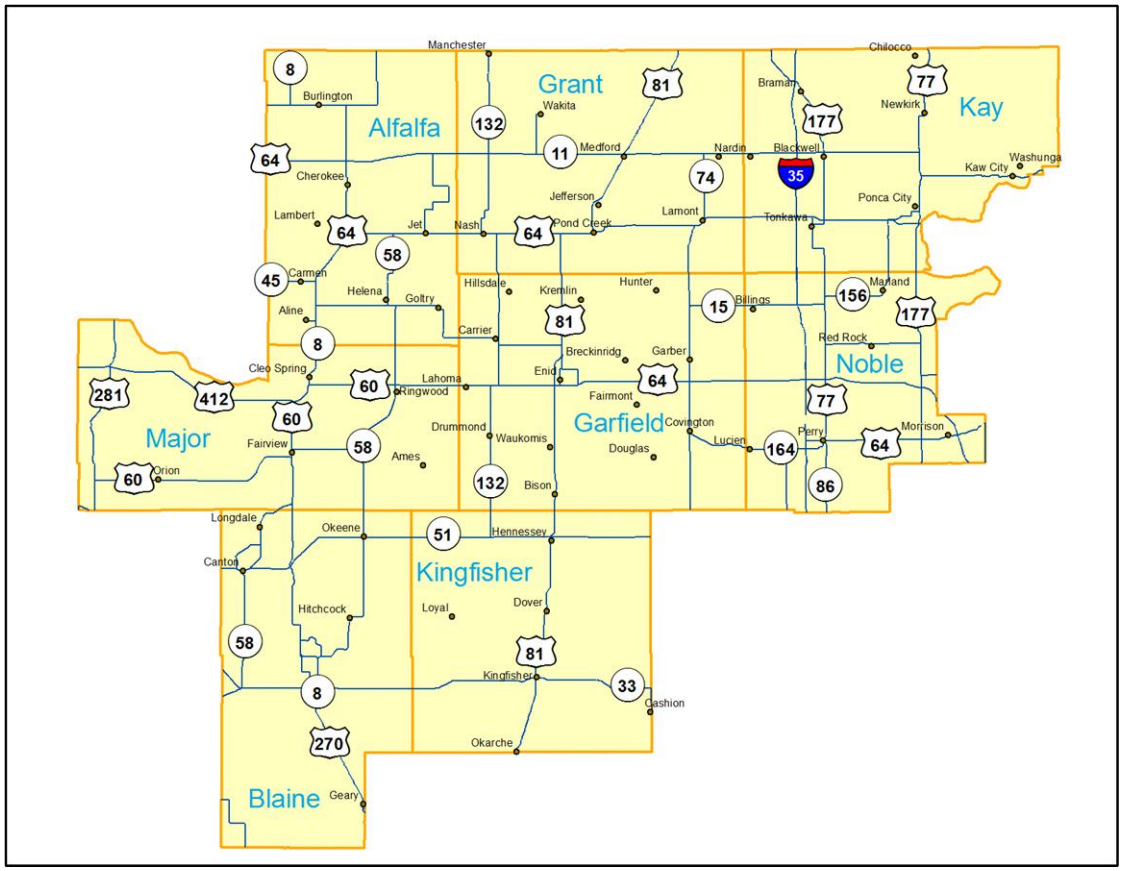
EXECUTIVE SUMMARY

The Northern Oklahoma Regional Transportation Planning Organization (NORTPO) developed the Major County 2037 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 Plan also identifies existing and potential future transportation improvement needs.

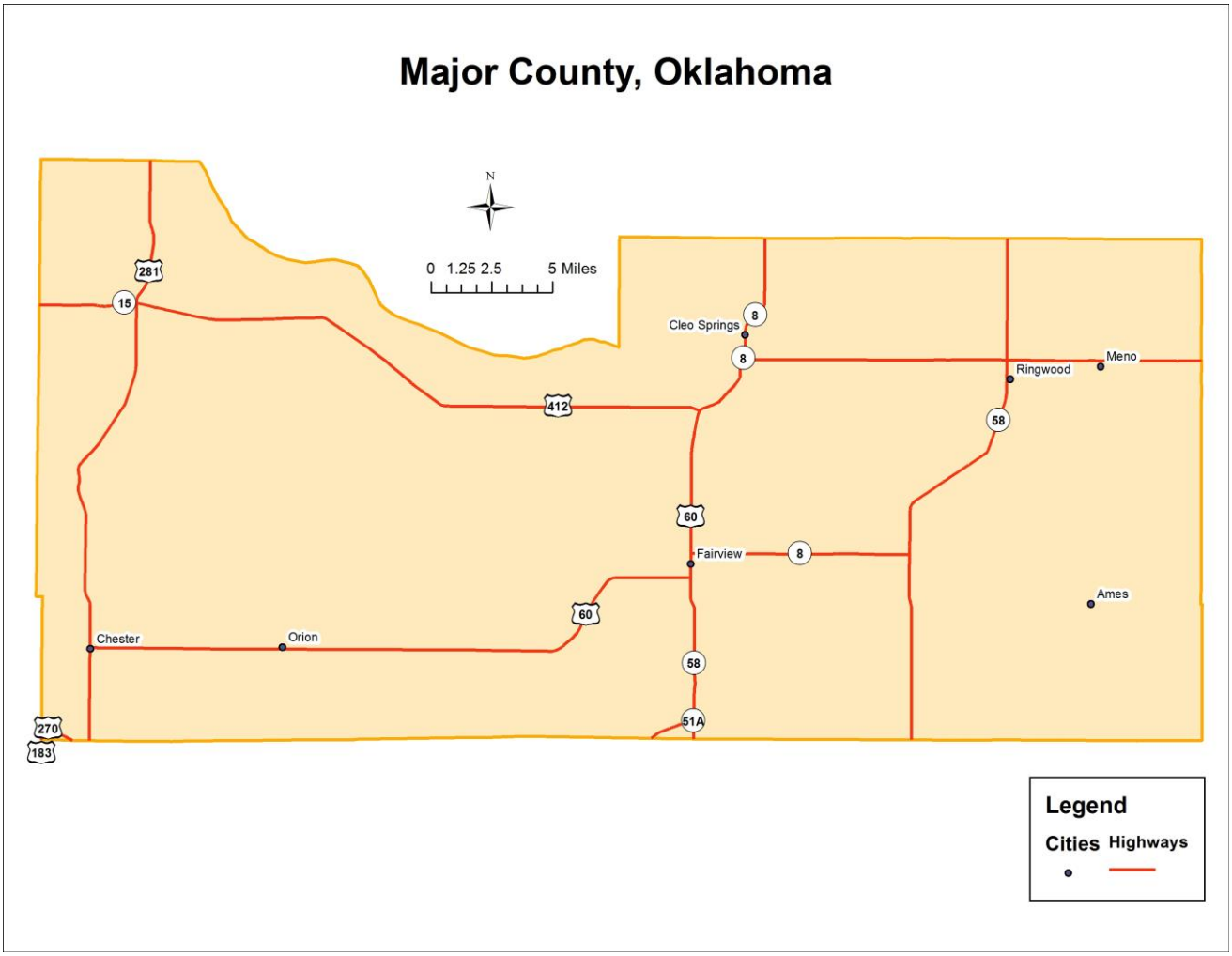
The Major County LRTP is part of a pilot project to help determine feasibility and organizational structure of an eventual statewide regional transportation improvement plan. This plan will be a part of the region-wide effort of NORTPO in their continuation of a regional approach to identify and
examine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

Map ES.1 NORTPO Area



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

Map ES.2 Major County



Major County is located in north-central Oklahoma and is surrounded by Garfield County to the East, Blaine and Dewey Counties on the south, Kingfisher County to the South East and Woodward County to the west, and Alfalfa and Woods County to the North. Major County has a total of 958 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 boundaries. These 11 districts make up the Oklahoma Association of Regional Councils (OARC). Throughout the past 44 years, the regional councils have evolved from conduits for regional planning and 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. Subsequently these COGs have developed Regional Transportation Planning Organizations (RTPOs): Northern Oklahoma Regional Transportation Planning Organization (NORTPO), South Western Oklahoma Regional Transportation Planning Organization (SORTPO), and Central Oklahoma Regional Transportation Planning Organization (CORTPO). 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.

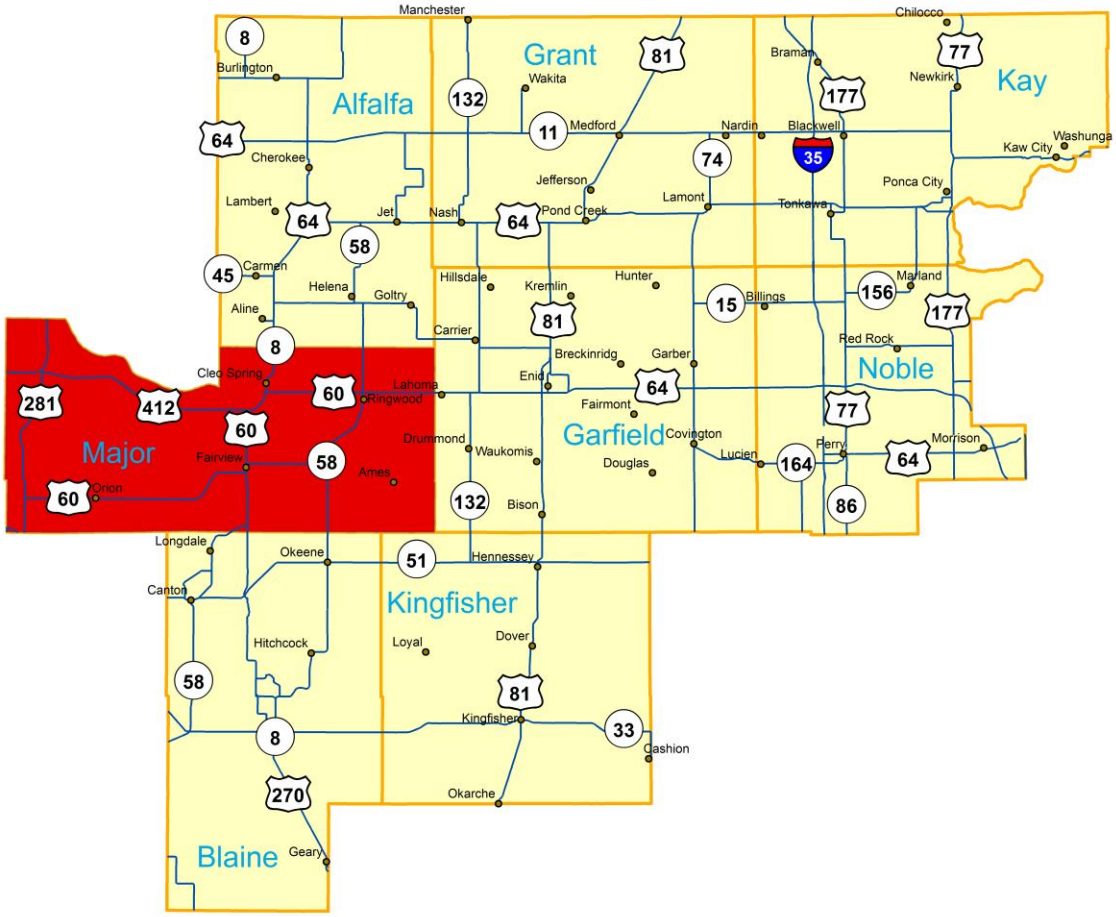
The Northern Oklahoma Development Authority (NODA) on June 16, 2010 created the Northern Oklahoma Regional Transportation Planning Organization (NORTPO), as illustrated below in map 1.1. Additional tables and maps referred to in this chapter are included in Appendix H-1.

NORTPO, a member of the pilot project, is tasked with developing a Long Range Transportation Plan (LRTP) for Major County. This plan will be a part of the region-wide effort of NORTPO in their continuation of a regional approach to identify and examine both short and long range goals for development. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. With 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 concern.

Map 1.1 NORTPO and NODA 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 bicycle/pedestrian facilities, along with their location, capacity and future needs. The process of developing the Plan provides an opportunity for participating in both planning and priority sets. The process allows the community to focus their attention on transportation in the context of Major 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 within the regulatory framework of MAP-21 and the Fixing America's Surface Transportation Act (FAST Act).

Purpose of the Plan

The *Major County 2037 Long Range Transportation Plan* (LRTP) is a document that can be utilized by Ames, Cleo Springs, Fairview, Meno, Ringwood, Major County, MAGB Transportation, and residents as a guide to maintain and improve the County's transportation system through 2037. The LRTP is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit of public funds. This is accomplished by developing a realistic project list based upon available resources, analysis of data, and input from the communities. The prioritized list of transportation projects will provide elected officials and citizens a clear focus for future transportation projects and programs.

The transportation planning process involves both long-term transportation system objectives and short-term implementation of projects that will provide a blueprint for the development of a healthier, safer, and more efficient transportation system. The year 2037 was chosen as the planning horizon year for the LRTP for the following reasons:

- The year 2037 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 increment format will offer realistic goals in Chapter 6 relative to the LRTP's short range implementation activities while still addressing the ultimate long range goals. Additionally, the five-year incremental approach presents a "good fit" with the local governments' ability to program and commit local financial resources for transportation improvements. The incremental approach also provides a reasonable opportunity in scheduling state and/or federally funded transportation improvements within Major County.

Ames, Cleo Springs, Fairview, Meno, Ringwood, Major County, MAGB Transportation, Major County Commissioners, regional stakeholders and the public were contacted to compile a countywide list of projects and prioritize a list of Major 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) which was signed into law in December 2015. The FAST Act added two additional factors for a total of ten (Table 1), 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 stormwater 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. Please see Appendix D for Performance Measures.

Goals, Objectives and Policies

The Plan format follows a hierarchy that includes goals, objectives, and policies to assist NORTPO in planning and prioritization of transportation system projects and studies. The following definitions describe the scope and intent of the goals, objectives, and policies in this plan. Goals are far-reaching statements of intent and were developed cooperatively with the community by identifying shared values and understanding of existing trends and issues. 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 measurable. Objectives are typically more tangible statements of approach related to attaining the set goals. Policies identified in this Plan are formal statements of practice or procedures that are recommended to be adopted by the NORTPO Policy Board. Policies are how to implement goals and objectives and are the responsibility of the appropriate agency(s). The summary of goal categories for Major County is:

Major County Transportation Goal Categories

Goal	Description
1. Mobility Choice, Connectivity and Accessibility	Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.
2. Awareness, Education, and Cooperative Process	Create effective transportation partnerships and cooperative processes that encourage citizen participation that enhance awareness of the needs and benefits of the transportation system.
3. Community	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
4. Economic Vitality	The transportation system will support and improve the economic vitality of the county and region by providing access to economic opportunities.
5. Environment	Reduce impacts to the County's natural environment, historic areas and under-represented communities resulting from transportation programs and projects.
6. Finance and Funding	A cooperative process between RTPO partners, state officials and private interests in the pursuit and funding of transportation improvements.
7. 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.
8. Safety and Security	The transportation system will safely and securely support the people, goods and emergency preparedness.

Goal 1. Mobility Choice, Connectivity and Accessibility

Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.

Objectives

1. Promote accessibility and mobility by increasing and improving multi-modal transportation choices.
2. Promote connectivity across and between modes for people and freight.
3. Maximize access to the transportation system and improve the mobility of the transportation under-represented population.
4. Ensure new facilities are built to American Association of State Highway and Transportation Officials (AASHTO) design standards.
5. Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities in compliance with the Americans with Disabilities Act (ADA) standards.
6. Provide accessible and convenient non-motorized routes to destinations throughout the county such as schools, commercial areas, recreational facilities, education, major employment areas and activity centers.
7. Incorporate bicycle and pedestrian friendly designs into considerations for transportation improvement projects.
8. Minimize conflicts between pedestrians, bicyclists and vehicles while accommodating each type of travel.

Policies

1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multi-modal and provide connections between modes.
2. Increase inter- and intra-county transit services between multi-modal facilities within the County.
3. Promote transit system that provides service to major employment and activity centers, such as hospitals, educational facilities, parks and retail areas.
4. Develop a Transit Development Plan that will identify effective tools to measure transit service, assess and collect data, enhance coordination between providers and provide guidance on future needs and system expansion.
5. Maintain and expand the demand-responsive transit services in the County and enhance better coordination between various providers.
6. Add curb ramps to crosswalks where needed and move unsafe curb ramps to safer areas within that location.
7. Map the locations of major employment centers, including existing and proposed developments, and identify types of transportation available.
8. Increase access to bicycle and pedestrian facilities within ½ mile of transit route and/or facilities connecting to regional activity center(s).
9. Document locations and conditions of current freight routes.
10. Hold joint meetings between the rail, freight community, and public transportation agencies.
11. Track the increase in households or jobs by TAZ to identify potential employment and residential growth areas.
12. Encourage public acquisition of abandoned right-of-ways to permit multi-modal use of these properties. Identify designated routes for use by non-motorized users.

Conduct a bicycle and pedestrian needs assessment to be able to develop a bicycle and pedestrian network. Ensure that when feasible any transportation improvements consider multi-modal issues during planning and design phases, including bicycle and pedestrian improvements, multi-modal connections, etc., and provides for travel across or around physical barriers, and/or improves continuity between jurisdictions.

13. Include bicycle racks at education facilities, health facilities, major employment areas and activity centers.
14. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).

Goal 2: Awareness, Education, and Cooperative Process

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

Objective

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

Policies

1. Participate on state, regional and local committees regarding County transportation issues.
2. Undertake studies (when needed) to address emerging transportation needs through cooperation, participation and initiation with relevant regional agencies and affected parties.
3. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of NORTPO.
4. Annually review the Public Participation Plan.
5. Develop a clearinghouse for regional data sets, such as geographic information systems to help inform sound planning decisions.
6. Facilitate and support the coordination of regional training opportunities.
7. Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.

Goal 3: Community

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.

Objective

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.

Policies

1. Support transportation projects serving already-developed locations of residential or commercial/industrial activity.
2. Design the transportation network to protect cultural, historical and scenic resources, community cohesiveness, and quality of life.
3. Increase the number of quiet zones, especially around residential areas.
4. Consider local economic development activities in the transportation planning process.
5. Coordinate with local and tribal governments on the placement of regionally significant developments.
6. Maintain local and state support for the general aviation airports that serve the region.
7. RTPO partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities.

Goal 4: Economic Vitality

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

Objectives

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

Policies

1. Prioritize transportation projects that serve major employment areas, activity centers, and freight corridors.
2. The RTPO will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to support economic vitality.
3. Emphasize improvements to the major truck freight corridors.
4. Encourage the railroad industry to upgrade and/or expand the freight and passenger rail infrastructure.
5. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
6. Working with area employers and stakeholders develop a database and map identifying transportation needs.

Goal 5: Environment

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

Objective

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

Policies

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

Goal 6: 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 7: 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 8: 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 traveling 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 Major County.

Key issues

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

Challenges

The challenges facing the transportation system in Major 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 Major County. Understanding the status of the transportation system provides a basis for developing the transportation plan. Much of this data and information was obtained from county, state and federal agencies or institutions. Tables and maps referred to in this chapter are included in Appendix H-2.

Transportation planning in Oklahoma has typically been limited to urban areas. Rural or regional transportation planning has begun to evolve into an opportunity to consider both the short and long term transportation needs for areas 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 the natural, historic and culture resources.

As the population fluctuates, either through economic changes, in or out migration or shifting within the region, the needs of the communities including education, health care, social services, employment, and transportation remain relatively stable. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, tribal land development and investment.

Located in north central Oklahoma, the NORTPO region is predominately rural with the majority of the population located within the incorporated cities of Enid (49,379) and Ponca City (25,401). Table 2.1 provides population data for NORTPO Counties. Major County encompasses 881 square miles and includes ten cities and towns.

The economy of Major County is primarily based upon agriculture, mining, quarrying, oil, and gas extraction. Much of the region is comprised of large tracts of farming and agriculture lands and most of the populous of the county are within the cities and towns Ames, Cleo Springs, Fairview, Meno, and Ringwood. According to American Community Survey(ACS) 2015 census estimates, Major County has a total population of 7,700. Fairview is the largest community in Major County with a population of 2,629 and Ringwood is the second largest with a population of 615. The remaining towns all have a population of less than 400 each: Cleo Springs with 359, and Ames and Meno with 239. The remaining population resides outside of any towns or cities.

Ames is a small town located in South East Major County with a population of 239 according to the 2015 census. Ames is best known because it is located within the boundary of a geological structure that is called Ames crater or the Ames Astrobleme. The Ames Astrobleme Museum is located in the town. Cimarron Public Schools offer school for children in Ames.

Cleo Springs, a small town of 259 according to the 2015 census is located in North Central Major County one mile north of the intersection of State Highway 8 and U.S. Highway 60 and shares school districts with Aline out Alfalfa County.

Fairview is the largest city in Major County with a population estimate of 2,629 according to the 2015 census. Fairview, the county seat of Major County, is located at the junction of State Highway 8 and State Highway 58/U.S. Highway 60. Fairview currently has the Fairview Public School system. Fairview has one elementary school that provides kindergarten through grade five, Cornelson Elementary School; one middle school/junior high that provides grades six through eight, Chamberlin Middle School; and one high school that provides grades nine through twelve, Fairview High School. In addition, there are number of different pre-K centers in the city as well as vocational education through the Northwest Technology Center.

Meno is a small town Located in northeastern Major County with a population of 239 according to the 2015 census. Meno is situated fifteen miles west of Enid on U.S. Highway 412. School is provided by the Ringwood School district just five miles west of town.

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. Major 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 2.2 in the appendices illustrates Major County's growth from 1980 to 2015.

With the heavy dependence on the oil and gas industry as the economic driving force for the County it is necessary to collect data from additional sources to support the concept that although there is a current downward trend in population and employment there is historical data to support that the employment does rebound. Figure 2.1 illustrates the Civilian Labor Force Not Adjusted. Table 2.3 illustrates employment by industry.

The County population is distributed 50.7% male and 49.3% female with a median age of 34.9. Major County's population 65 years and older (2011-2015 ACS) represents 18.5% 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 a city, town or rural county 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 2011-2016 ranged from 3,880 to 3,797 a net decrease of 83; while total labor force during this same time period ranged from 4,052 to 3,950.

Figure 2.1 illustrates the changes in the civilian labor force from 1990-2016.

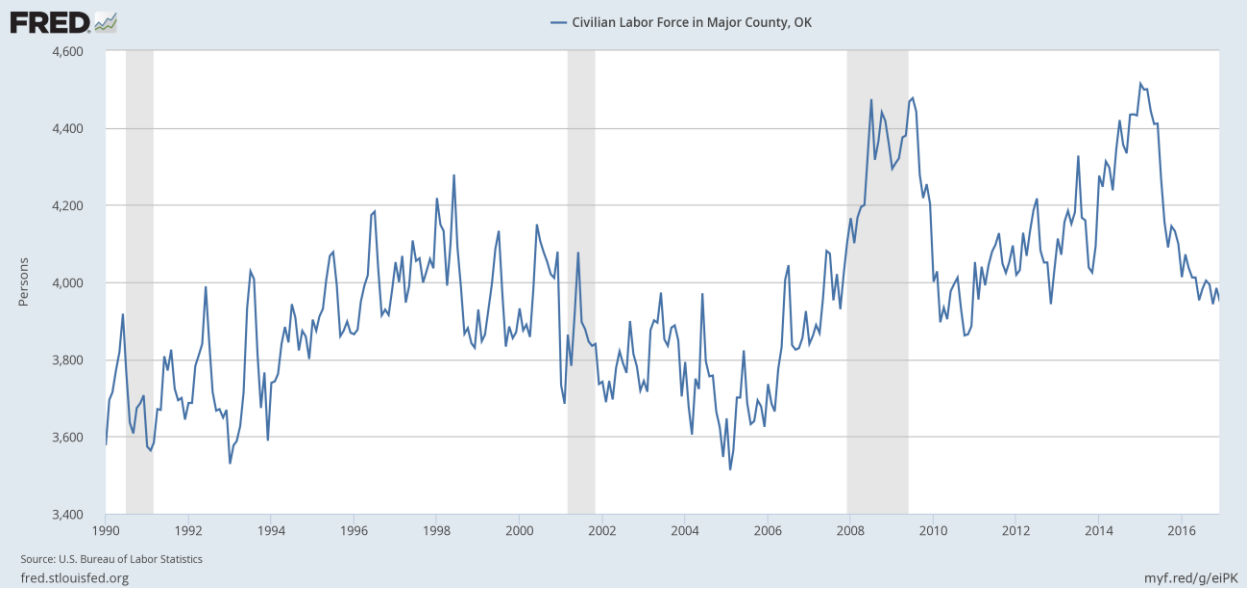


Table 2.4 summarizes vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and farm truck registration continues to show an increase annually. The data in the graph confirms that the primary vehicle is the automobile, which saw an increase of approximately 543 automobiles between 2012-2016. Data obtained from the 2011-2015 ACS reveals that 37.1% of the working population had access to two or more vehicles available; while 4.6% of the working population did not have access to a vehicle. Commute patterns to work for Workers 16 years and older according to the 2011-2015 ACS identify that 84.8% of workers drove alone, 6.9% carpooled, and 3.3% worked at home. Mean travel time was estimated at 21.9 minutes.

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 and TAZ guidelines new boundaries were drafted. The revised TAZ 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, Major County is subdivided into 22 TAZs. Because of the rural nature of Major County, there are a minimal amount of TAZs. Fairview, Cleo Springs, and Ringwood are the only cities in Major County that are located over multiple TAZs, because they are the areas with the highest population and work force or have a highway running through the community. Historically, in non-metropolitan planning organization areas, the TAZ boundary defaulted to the census tract boundary. NORTPO will work in coordination with ODOT to maintain and update TAZs in the

future. Map 2.1 illustrates the TAZs for Major County. Map 2.3 and table 2.5 show the population by TAZ.. Major employer data is found in table 2.6. Major employers by TAZ can be found in map 2.4. 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 Major County. These include but are not limited to, land ownership of large tracks of land, existing development, and environmental features that affect the growth of Major 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. Ringwood is currently the only town in Major County that has a completed comprehensive plan. Fairview has a comprehensive plan that is currently being developed.

According to information received from the public, lack of transportation is mentioned as one of the constraining factors. Maps 2.5, 2.6, and 2.7 depict the location of the highways, rivers, airports and railroad. The primary east/west corridor is State Highways (SH) 412. BNSF Railroad provides Class 1 rail in the county and GNBC provides Class 3 rail. The airports in Major County include publicly owned Fairview Municipal, and Decker Field Airport. Transit services are limited to call-on-demand van services provided by MAGB.

Major 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 2037 LRTP. These include (but are not necessarily limited to):

- Threatened and Endangered Species
- Wetlands
- Floodplains
- Surface and Ground Waters
- Stormwater Management and Erosion and Sediment Control
- Hazardous Materials
- Air Quality
- Historical/Cultural Resources
- Right-of-Way/Property Impacts, Including Impacts to Parks, Farmland and Neighborhoods
- 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 F.)

Bodies of water flowing through the county are the Cimarron River, Turkey Creek, Elm Creek, Indian Creek, Hoyle Creek, Eagle Chief Creek, Sand Creek, Deep Creek, Gypsum Creek, Skunk Creek, Cheyenne Creek, Barney Creek, West Barney Creek, Griever Creek, Middle Griever Creek, East Griever Creek, Cuddy Creek, West Creek, Ewers Creek, Main Creek, and Cystak Lake, Streams are natural corridors that provide habitat for fish, insects, and wildlife, and recreational benefits to people such as hunting, fishing, boating, and bird watching, as well as aesthetic benefits. Streams also provide drinking water for wild animals, livestock, and people.

Major County Floodplains
Floodplains have only been determined for the incorporated areas of Major County. Special flood hazard areas are a designated width along a stream or river which has a 1% chance of flooding annually. Flood hazard areas are protected to prevent any increase in the risks or severity of possible future floods and to maintain their natural and ecological benefits. Additional information can be accessed through www.msc.fema.gov.

Earthquakes
Although earthquakes have become a reoccurring issue in Major County, according to a study from 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 through preservation, or minimization and mitigation of impact. Such Major County properties are plotted on Map 2.8 and listed in Table 2.7. http://www.nationalregisterofhistoricplaces.com/ok/Major/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 Major County may include: Interior Least Tern (Sterna antillarum), classified as endangered, Piping Plover (Charadrius melodus) classified as threatened, Whooping Crane (Grus Americana) classified as endangered and the Arkansas River Shiner (Notropis Girardi) classified as threatened.
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 Standards (NAAQS) for pollutants considered harmful to public health and the environment. The Clean Air Act identifies air quality standards to protect public health, including protecting the health of "sensitive" populations such as asthmatics, children and the elderly. 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 an increasing rate, thus making Oklahoma a prime location for power-generating wind turbines to be located to harness this energy.

Wind farms, locations with multiple wind turbines in fairly close proximity to each other, are created by energy companies to collect the energy created and move it via power lines to other locations. Major County currently has no wind farms, but has monitoring towers to study for future building of wind farms.

County and Community Development
Planning in Oklahoma has been nonexistent or very limited outside of urbanized cities and towns. This Plan will consider growth and development patterns in the County. A critically important component to transportation planning is growth areas that that may generate significant demands on the transportation system.. The predominant land use in Major 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 Major 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 Fairview, and Ringwood as illustrated in map 2.4.

Streets and roads considered to be most important in the development of a long range transportation plan are shown in Map 2.7. This includes the US and State Highways and those county roads considered to be critical to overall mobility in Major County. The majority of the roads in the county are two-lane undivided roads. The critical roads are functionally classified and illustrated in Map 2.9.

Road Classification

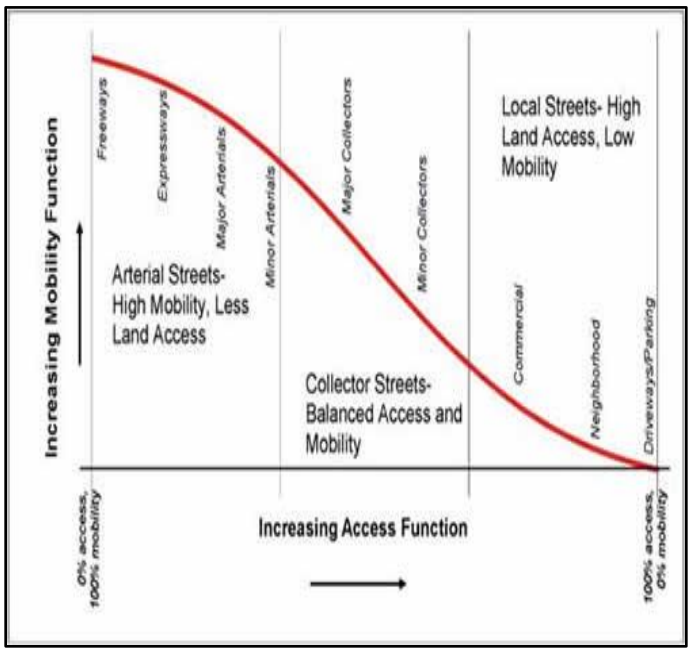
Functional classification is a well-established system utilized by the Federal Highway Administration (FHWA) for grouping streets and highways into classes based on roadway characteristics and intended services. Basic to this process is the recognition that individual roads and streets cannot serve travel 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.

Funding eligibility limitations include:

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

An efficient transportation system includes a proper functional hierarchy among its highways, arterials, collectors, local streets and roads in order to maintain the proper balance between movement of traffic and access to abutting land. The majority of the roads in Major County are designated as rural. Figure 2.2 illustrates the functional classification hierarchy.

Figure 2.2



Traffic count data was collected from ODOT (Map 2.10). Traffic counts are collected by ODOT and data included in this plan reveal that the largest volume of traffic is carried on US 412 east and west of Fairview connecting to Woodward and Garfield County, SH 8 north of Fairview heading into Alfalfa County and SH 58 south of Fairview heading into Blaine County. Major 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 development of the Major County Multi-jurisdiction Hazard Mitigation Plan. Ongoing participation in these planning activities helps prepare for and to better manage transportation security situations.

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

The safety of the traveling public, regardless of vehicle type or highway system classification, is of 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 2011-2015.

There were 513 total crashes involving 350 people and 22 fatality crashes killing 23 in Major County over the 2011-2015 timeframe with an average of 103 crashes per year. Map 2.11 shows the locations of collisions for 2011-2015. Table 2.8 crash data for 2011-2015 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 State Highway 412. The majority of type of collisions occurred were overturned or vehicle rollovers. The majority of the crashes had no improper action involved. The second highest was due to unsafe speeds.

Areas of Concern

Areas of concern were identified through surveys, holding public meetings and soliciting comments from stakeholders. Through the collective knowledge and experience of the members of the Technical Committee and Policy Board, and information obtained via public comment, data areas of concern were identified. According to the public surveys the major areas of concern are

- The lack of 4-lane highways,
- The lack of shoulders on narrow highways,
- Level of Service (Quality of roads), and
- Flooding on roadways.

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 12,264 centerline miles as measured in one direction along the dividing stripe of two lane facilities and in one direction along the general median of multilane

facilities. Transportation on our highways is also facilitated by over 6,800 bridge structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads and highways and railroads. On the average, passenger vehicles, buses and trucks traveled more than 68.8 million vehicle miles each day (daily vehicle miles traveled or DVMT) in 2014 on the state owned highway system (not including toll roads).

Oklahoma's rural nature and historically agricultural and energy based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,600 miles of Oklahoma highways are two-lane facilities without paved shoulders Map 2.11 illustrates the location of two lane highways with no shoulders. Map 2.12 illustrates the Steep Hill/Sharp Curves areas of concern (statewide). The County transportation system has approximately 1972 miles of roadways that make up the road network.

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 2015 reveals about 28% or approximately 3,466 of the State's 12,264 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.

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

The major access roads are:
- US 412 is the major east-west transportation corridor.
- SH 8, SH 58, U.S. 281 are the north-south corridors through Major County.

The NORTPO network of roads consists of more than 10,000 lane miles. The municipalities are responsible for road maintenance within the corporate limits excluding the Interstate system, US and State Highways which are maintained by ODOT. The County maintains the roads outside the municipalities' corporate limits.

Bridges

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

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

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

The NORTPO planning area has more than 3,000 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, culverts 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 culverts in the county vary greatly in their age, averaging 48 years.

There are over 300 bridges in Major County. Map 2.14 shows the bridges and Table 2.9 lists the bridges by location. According to data received from ODOT, there are numerous deficient bridges, not only in Oklahoma but Major County as well. In the last few years repair and/or replacement of deficient bridges has been a priority of ODOT.

Table 2.10 lists bridges identified as structurally deficient and functionally obsolete for Major County.

Freight

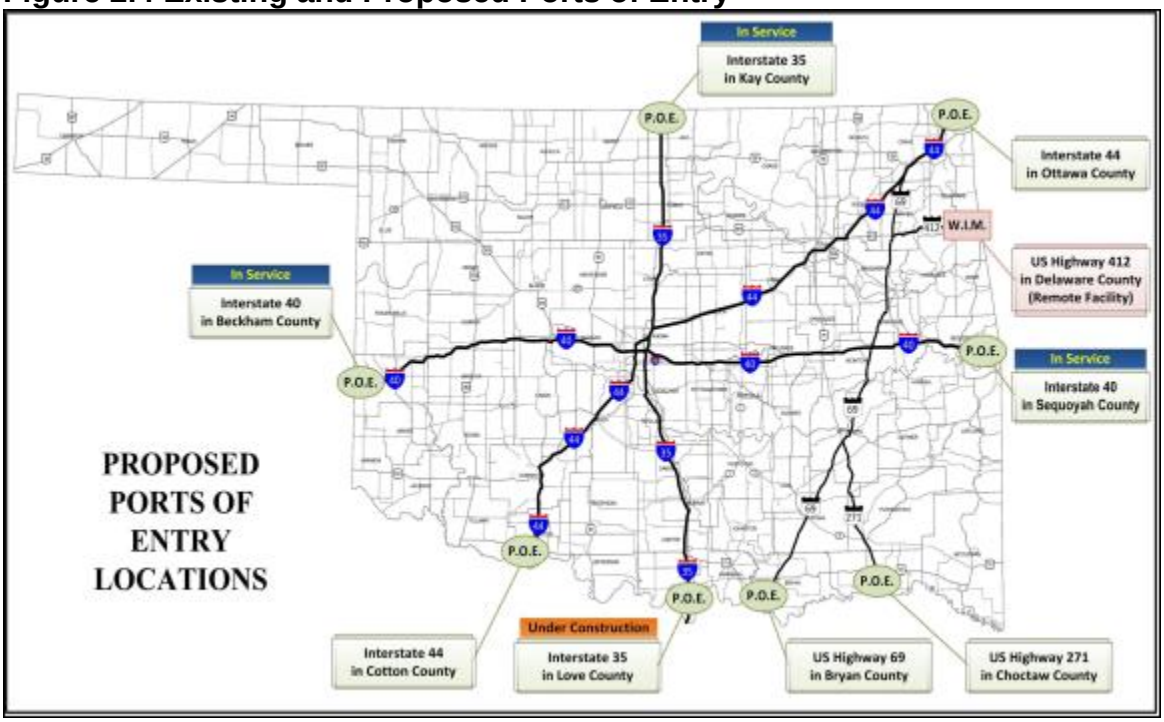
The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network (PFN) and National Freight Network and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN). The FAST Act included the Interstate System - including Interstate facilities not located on the Primary Highway Freight System (PHFS) in the NHFN. All Interstate System roadways may not yet be reflected on the national and state NHFN maps (Map 2.15). While Major County does not include roads identified in the PFN the NORTPO Policy Board recognizes that highways SH 8, SH 58 and U.S. 412 are significant statewide and regional highway freight corridor. Major County Freight Corridors determined by the NORTPO Technical Committee are located on Map 2.16

The majority of freight movement in the region is by truck. I-35 east of Major County is considered a major truck route and truck volume is projected to grow by the year 2040. Figure 2.3 illustrates the long haul truck volume in 2011.

Figure 2.3 - Average Daily Long Haul Traffic on NHS 2011

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 construction. The POE (Figure 2.4) 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 2.4 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.

There are three Class I railroads and 19 Class III railroads in Oklahoma, Union Pacific the only Class I railroad in Major 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 this 97.5 mile, ODOT announced a $100 million initiative to improve safety at the State's railroad crossings. Most of the money for this program comes from the $75 million sale of the Sooner Sub. Improvements are to be made to more than 300 rail crossings statewide and will add flashing lights and crossing arms to many of these crossings. Federal funding, as well as funds provided by railroad companies will also be used in completing the three to four-year program.

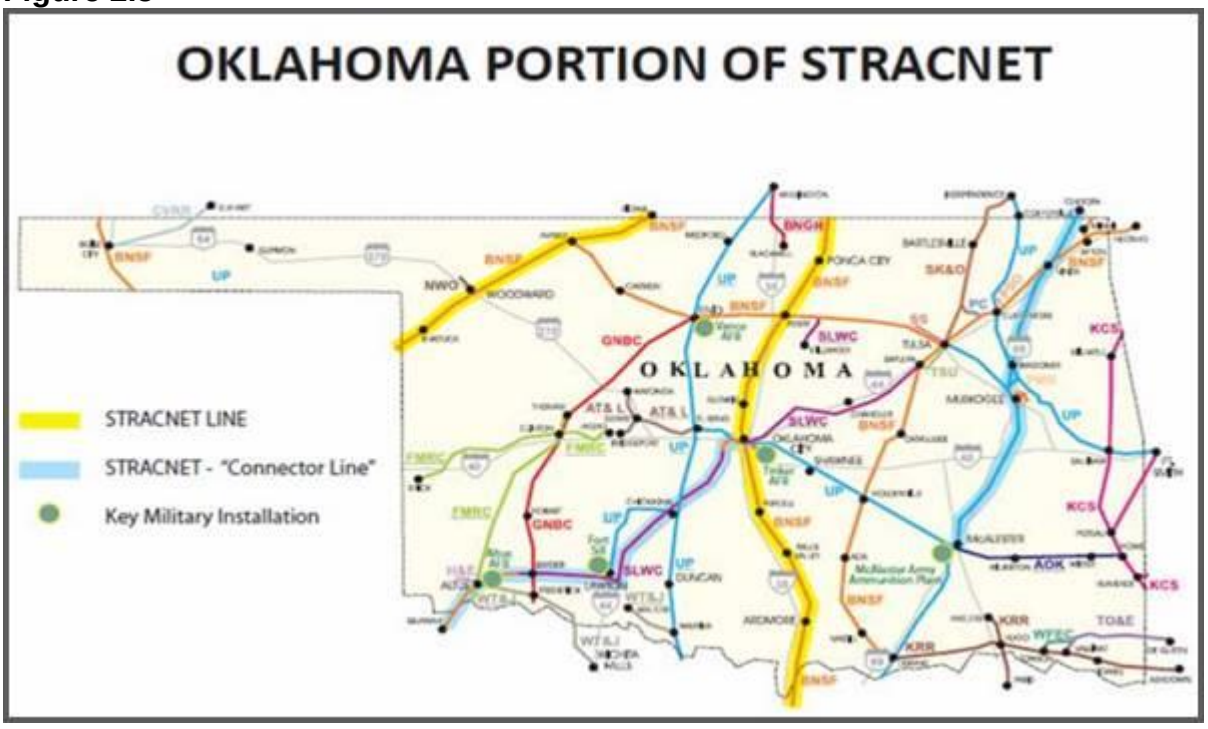
Grain, automotive and rock and gravel products are the main freight transported through the County. Freight movement by rail in the NORTPO region is primarily used by the agricultural industries in the NORTPO region. There are approximately 1,375 miles of open rail track in the region. The rail infrastructure is the responsibility of the railroads. Major County does not have any railroad spurs, the closest of which are in the following

communities: Dolese Brothers spurs at Enid and Dover, Blackwell Industrial Park at Blackwell, US Gypsum at Southard, and W.B. Johnston Grain terminal in Enid.

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), 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 should the need arise. Union Pacific Railroad line is STRACNET “connector line” through Major County and can service some of these military installations.

Figure 2.5



Passenger Rail
Currently there is no passenger rail service available in Major County.

Bicycle and Pedestrian Network
Bicycle and pedestrian facilities have been primarily a local issue, usually within communities. Most communities have at least a partial system of sidewalks to aid pedestrians, particularly near schools. Pedestrian travel requires a network of sidewalks without gaps and with accommodations for people with disabilities as defined by the Americans with Disabilities Act (ADA). There are instances, particularly in rural areas,

where a wide shoulder is an acceptable substitute for a sidewalk. Safe pedestrian travel also requires protected crossings of busy streets with marked crosswalks and pedestrian signals and appropriate pedestrian phases at signalized intersections. Major County's rural nature has limited the available investment in a bicycle and pedestrian network.

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 (1) end of a trip is concentrated enough that public transit may be attractive. The difficulty then becomes establishing feasible routes and scheduling service such that the trip is acceptable to the workers. Federal, state and especially local funding is limited. This limits the type and level of service that can be provided. ODOT's Transit Programs Division is responsible for the administration of the Federal Transit Administration (FTA) for rural transit operations.

Public transportation services for the area is limited to on demand van services provided by MAGB Transportation. This service is provided based on a pre-arrangement or an agreement between a passenger (or group of passengers or an agency representing passengers) and a transportation provider for those needing "curb to curb" transportation. The pre-arrangement may be scheduled well in advance or, if available, on short notice and may be for a single trip or for repetitive trips over an extended period (called "subscription service"). Low population densities in NORTPO and the distances between activity centers complicate the delivery of public transportation in rural areas. Table 2.11 shows the ridership and revenue data for MAGB Transportation from October 2014 - September 2015 and October 2015 - September 2016 for Major County.

Aviation

NORTPO area consists of thirteen general aviation airports 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. Fairview Municipal is a general aviation airport located 1 mile North of Fairview covering 81 acres at 1,272 feet above sea level. Its one runway is designated 17/35, 3,620 by 60 feet (1103x18 meters), located at 36º17'18N 98º28'54W. The year ending February 11, 2016, the airport averaged 103 general aviation aircraft operations per week. At that time there were 21 aircraft based at this airport, twenty single engine and one multi engine, 56% local general aviation and 44% transient general aviation. Decker Field Airport is another general aviation airport located 1 mile south of Meno covering 240 acres of land at 1,330 feet above sea level. Its one grass runway is designated 3/21, 2215 by 75 ft(675x23 meters), located 36º22'17N 98º10'82W. The year ending February 11, 2016, the airport averaged 25 general aviation aircraft operations per month. At the time there were three aircraft

based at this airport, all three single engine, 67% local general aviation and 33% transient general aviation. *Source: http://www.airnav.com /airport/4O5*

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 2037. 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 2037. Tables and maps referred to in this plan are included in Appendix H-3.

Future Conditions

The population and employment projections for Major County were produced at the Census Block Group level for 2037. The 2037 population projection of 7,855 and employment projection of 3,793 were distributed through the Census Block Groups. The projected population and employment data are illustrated in Map 3.1. Table 3.1 contains supporting data for the maps. Compared to the year 2010, population and employment is projected to remain consistent with the 2015 ACS estimated population of 7,700 and Oklahoma Employment Security Commission's LAUS employment data of 3,718 through 2037.

Population and employment projections are based upon available data. When utilizing this data, it is imperative to understand that the Major County economy is continuing to rebound from previous industries relocating in and out of the County. With this knowledge of the continued fluctuation in growth NORTPO will continue to monitor projections and impact on the LRTP.

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 Major 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.

2037 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 3.2 were obtained from the ODOT Eight Year Construction Program 2017-2024, CIRB Plan 2017-2020, County Commissioners, Local Governments and Transit operators. Map 3.2 illustrates the location of projects included in the ODOT Eight Year Construction Program.

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.

CHAPTER 4
FINANCIAL SUMMARY

Financial Assessment

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

Funding Sources

Federal

In general, transportation revenues continue to follow an unsustainable trajectory as multiple factors force the funding available for transportation to continue a downward trend. For example, both the Oklahoma and federal gas tax rates are fixed on a per-gallon basis, and therefore gas tax revenues are not responsive to inflation. As the cost of transportation infrastructure projects increases, the amount of revenue generated from the gas tax remains static. It is not possible to maintain past levels of transportation investments as per capita collections continue to decline. Additionally, as cars become more fuel efficient, drivers pay less in gas taxes. At the same time, the wear and tear on roadways caused by these vehicles remains the same. The federal funding levels related to highways are typically established through authorizing legislation commonly referred to as the Federal Highway Bill. This legislation normally authorizes projected funding levels for a period of six years. Consistent, long-term funding anticipations are critical 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. 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 FTA to each state through a system of formula Majors and discretionary allocations. Motor fuels taxes, consisting of the 18.4 cents per gallon tax on gasoline and 24 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 fund the remaining twenty percent (20%) match for construction costs,

plus the costs for engineering, right of way and utility relocation through local sources or state fund. taxes. Table 4.1 identifies the transportation funding categories.

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 17 cents per gallon for gasoline and diesel at 14 cents per gallon. There is also a transportation-dedicated 5 cents 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 equal to the amount apportioned for the previous year plus an additional $59.7 million until it reaches a cap of $575 million. In FY 2015 the Fund received $416.8 million. In addition, the County Improvement for Roads and Bridges (CIRB) fund, created in 2006 and administered by ODOT, was increased to 20% of motor vehicle registration fees and capped at $120 million beginning in SFY 2016. Table 4.2 summarizes the state funding categories supporting transportation.

Public transportation funding for rural transit agencies is as follows:

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

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 of the state gross production tax on oil and gas in the case of counties that have oil and gas production. A county's apportionment is based on several formulas that use proportional shares of each factor as it relates to the total statewide county totals. Counties that have oil and natural gas production receive a portion of the 7 percent state tax on natural gas and oil. Counties have authority to impose a countywide sales tax for roads and bridges with revenues earmarked for roads and bridges

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 Major 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 Community Development Block Major (CDBG) through Oklahoma Department of Commerce, Economic Development Administration (EDA), and US Department of Agriculture Rural Development (USDA RD) programs. Oklahoma has limited funding

available for projects through Rural Economic Action Plan (REAP) administered by Councils of Government (COG).

CHAPTER 5
PUBLIC PARTICIPATION SUMMARY

This chapter presents and describes the public participation tools the RTPOs utilize as part of the planning process. Public participation is a federal requirement 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, Major County's racial and ethnic composition is 88.5% White, followed by 4.2% American Indian and Alaska Native, then 5.3% Hispanic or Latino, and 4.3% African American. In comparison, Oklahoma's is 79.8% White, followed by 13.3% American Indian and Alaska Native, then 10.1% Hispanic or Latino, and 9.2% African American. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county.

Low income populations were also identified for Major County. Low income populations are defined by the FHWA for transportation planning purposes as families of four with a household income that is below the poverty guidelines set by HHS. The 2015 HHS poverty guideline for a family of four is $24,250. Appendix H-5 contains a series of maps and tables that identifies the areas considered under-represented.

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

- FAST Act Federal Planning Factors
- MAP-21 Federal Planning Factors
- ODOT 2015-2040 Long Range Transportation Plan
- Ringwood Comprehensive Plan
- 2012 Freight Flow study
- 2012 Transit Gap Overview and Analysis
- Oklahoma Mobility Plan
- STIP:http://ok.gov/odot/Programs_and_Projects/8_Year_Construction_Work_Plan/index.html
- 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 on Jan. 21, 2016 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 involvement and participation. These procedures provide opportunities for the public to take an active role in the decision making process.

NORTPO hosted one public meeting in Major County and 15 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, Major County Fairgrounds, and were available on NORTPO's website (www.nortpo.org), and is shown in Appendix H-5

CHAPTER 6

TRANSPORTATION RECOMMENDATIONS

This chapter identifies the recommendations and summary of improvements that were developed as a result of the previous review of demographics, growth, activity generators, transportation system, survey information, existing plans and other such issues. The information provided in the LRTP is to provide guidance on recommended projects, studies and plans. It is assumed that only those Major County projects included in the current ODOT eight-year construction program and CIRB will be constructed by the year 2037.

The projects included in the LRTP are primarily funded by ODOT. 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 6.1 shows the recommended transportation project.

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 EDA, USDA, CDBG, REAP, Industrial Access, Lake Access, and Transportation Alternative Programs. When implementing this plan, NORTPO will continue to review potential funding sources as they become available or as projects become eligible for other sources. NORTPO will expand on this effort by identifying additional projects that are needed in the County and helping local governments with the identification of funding sources for those projects.

Committed Improvements

The ODOT eight-year 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. Table 6.1 includes a list of projects for through the year 2037. Some projects may include development of studies, plans, and collection of data.

Table 6.1: Recommended List of Projects

PROJECT DESCRIPTION	GOAL, POLICY	PROJECT YEAR	FUNDING PROGRAM/ SOURCE	FUNDING STATE /FEDERAL	FUNDING OTHER	TOTAL
Develop data collection standards. Develop procedures to identify and collect traffic count data at specific locations.		2016-2020	SPR, LOCAL			
Education and Awareness		2016-2020	SPR, LOCAL			
Economic Vitality		2016-2020	SPR, LOCAL, CDBG, USDA			
Environment		2016-2020	SPR, LOCAL, USDA			
Speed study at intersection locations with high accident severity index and corridors with major attractors.		2016-2020	LOCAL, STATE, FEDERAL			
27009(05) Right of Way: US-60 over Cimarron Riv., 1.8 MI south of SH-8 Jct. ROW for 27009(04)		FFY2015	STIP	$96,160.00	$0.00	$96,160.00
27009(06) Utilities: US-60 over Cimarron Riv., 1.8 MI		FFY2015	STIP	$122,200.00	$0.00	$122,200.00

south of SH-8 Jct. UT for 27009(04)						
29446(05) Right of Way: US-60 over N. Canadian Riv, 1.6 MI north of Dewey Co. line. ROW for 29446(04)		FFY2015	STIP	$150,000.00	$0.00	$150,000.00
29446(06) Utilities: US-60 over N. Canadian Riv, 1.6 MI north of Dewey Co. line. UT for 29446(04)		FFY2015	STIP	$154,500.00	$0.00	$154,500.00
12569(05) Right of Way: SH-8 from US-412 north to Alfalfa Co. line. ROW for 12569(04)		FFY2017	STIP	$115,540.00	$0.00	$115,540.00
12569(05) Utilities: SH-8 from US-412 north to Alfalfa Co. line. UT for 12569(04)		FFY2017	STIP	$599,934.00	$0.00	$599,934.00
27009(04) Bridge & Approaches: US-60 over Cimarron Riv., 1.8 MI south of the SH-8 Jct.		FFY2017	STIP	$9,113,800.00	$0.00	$9,113,800.00
29446(04) Bridge & Approaches: US-60 over N. Canadian Riv., 1.5 MI north of Dewey Co. line.		FFY2017	STIP	$8,315,976.00	$0.00	$8,315,976.00
12569(05) Right of Way: SH-8 from US-412 north to Alfalfa Co. line. ROW for 12569(04)		FFY2017	FY 2017-2024 8 Year Construction Work Program			$1,155,400.00

27009(04) Bridges & Approaches: US-60 over Cimarron Riv. 1.8 MI south of SH-8 Jct.		FFY2017	FY 2017-2024 8 Year Construction Work Program			$9,113,800.00
29446(04) Bridges & Approaches: US-60 over N. Canadian Riv. 1.5 MI north of Dewey Co. line.		FFY2017	FY 2017-2024 8 Year Construction Work Program			$7,500,000.00
12569(06) Utilities: SH-8 from US-412 north to Alfalfa Co. line. UT for 12569(04)		FFY2018	FY 2017-2024 8 Year Construction Work Program			$599,934.00
31059(05) Right of Way: US-60 begin 5.7 MI west of Major/Garfield Co. line extend east approx. 6.2 MI. ROW for 31059(04)		FFY2019	FY 2017-2024 8 Year Construction Work Program			$250,000.00
31059(06) Utilities: US-60 begin 5.7 MI west of Major/Garfield Co. line extend east approx. 6.2 MI. UT for 31059(04)		FFY2019	FY 2017-2024 8 Year Construction Work Program			$250,000.00
12569(04) Widen & Resurface: SH-8 from US-412 north to Alfalfa Co. line.		FFY2020	FY 2017-2024 8 Year Construction Work Program			$6,200,000.01
31863(05) Right of Way: US-281 from US-412 Jct. extend north approx. 5.9 MI. ROW for 31863(04)		FFY2021	FY 2017-2024 8 Year Construction Work Program			$400,000.00

31863(06) Utilities: US-281 from US-412 Jct. extend north approx. 5.9 MI. UT for 31863(04)		FFY2021	FY 2017-2024 8 Year Construction Work Program			$400,000.00
31059(04) Widen & Resurface: US-60 begin 5.7 MI west of Major/Garfield Co. line extend east approx. 6.2 MI (westbound lanes only)(part within Div. 4).		FFY2023	FY 2017-2024 8 Year Construction Work Program			$9,700,000.00
31863(04) Widen & Resurface: US-281 from US-412 Jct extend north approx. 5.9 MI.		FFY2023	FY 2017-2024 8 Year Construction Work Program			$10,300,000.00
28346(04) Bridge & Approaches: on CR NS-256 over Eagle Chief Cr., 1.5 MI north of Cleo Springs.		FFY2016	CIRB	$1,044,100.00	$0.00	$1,044,100.00
28417(05) Contract PE: Co. bridge on NS-228 over West Cr., 3.0 MI west & 4.1 MI north of Jct US-412/US-281. PE for 28417(04)		FFY2016	CIRB	$75,000.00	$0.00	$75,000.00
28662(05) Contract PE: CR on EW-57, begin at NS-233 and extend south 1.0 MI, then on EW-58 extend 4.0 MI east. PE for 28662(04)		FFY2016	CIRB	$100,000.00	$0.00	$100,000.00

31771(05) Contract PE: Bridge rehab on D-0553 5.4 MI southwest of Ames. PE for 31771(04)		FFY2016	CIRB	$75,000.00	$0.00	$75,000.00
29751(04) Bridge & Approaches: on NS-262 over Deep Cr., 0.2 MI east & 4.5 MI south of Isabella. CT beams		FFY2017	CIRB	$600,000.00	$0.00	$600,000.00
31810(05) ODOT PE: Bridge and approaches on EW-40 over Indian Cr., 1.0 MI west and 2.5 MI north of Jct SH-58/US-60. PE for 31810(04)		FFY2017	CIRB	$750,000.00	$0.00	$750,000.00
28348(04) Bridge & Approaches: Co. bridge on EW-52 over Sand Cr., 0.5 MI south and 0.9 MI east of Fairview.		FFY2018	CIRB	$900,000.00	$0.00	$900,000.00
28662(06) Right of Way: CR on EW-58, begin at EW-57 and extend south 1.0 MI, then on EW-58 extend 5.0 MI east. ROW for 28662(04)		FFY2018	CIRB	$10,000.00	$0.00	$10,000.00
28662(07) Utilities: CR on EW-58, begin at EW-57 and extend south 1.0 MI, then on EW-58 extend 5.0 MI east. UT for 28662(04)		FFY2018	CIRB	$10,000.00	$0.00	$10,000.00

31771(04) Bridge Rehab: on D-0553 5.4 MI southwest of Ames.		FFY2018	CIRB	$500,000.00	$0.00	$500,000.00
31843(05) Contract PE: Bridge and approaches on NS-260 over Indian Cr., 1.0 MI west and 3.2 MI north of Jct US-60/SH-58. PE for 31843(04)		FFY2018	CIRB	$75,000.00	$0.00	$75,000.00
28417(04) Bridge & Approaches: Co. bridge on NS-228 over West Cr., 3.0 MI west and 4.1 MI north of Jct US-412/US-281.		FFY2019	CIRB	$800,000.00	$0.00	$800,000.00
28662(04) Resurface: CR on EW-57, begin at NS-233 and extend south 1.0 MI, then on EW-58 extend 4.0 MI east.		FFY2019	CIRB	$4,000,000.00	$0.00	$4,000,000.00
29790(04) Bridge & Approaches: on EW-43 over Unnamed Cr., 2.1 MI south and 0.9 MI west of US-412/US-281. CT beams		FFY2019	CIRB	$500,000.00	$0.00	$500,000.00
31158(05) Contract PE: CR EW-58, from NS-237 extend east to NS-242. PE for 31158(04)		FFY2019	CIRB	$100,000.00	$0.00	$100,000.00

31773(05) Contract PE: Bridge and approaches on EW-52 over Cheyenne Cr. 3.0 MI north and 1.9 MI east of Bado. PE for 31773(04)		FFY2019	CIRB	$75,000.00	$0.00	$75,000.00
31158(06) Right of Way: CR EW-58, from NS-237 extend east to NS-242. ROW for 31158(04)		FFY2020	CIRB	$20,000.00	$0.00	$20,000.00
31158(07) Utilities: CR EW-58, from NS-237 extend east to NS-242. UT for 31158(04)		FFY2020	CIRB	$20,000.00	$0.00	$20,000.00
31810(04) Bridge & Approaches: on EW-40 over Indian Cr., 1.0 MI west and 2.5 MI north of Jct SH-58/US-60.		FFY2020	CIRB	$800,000.00	$0.00	$800,000.00
Statewide Maintenance		2016-2020				
Statewide Bridge		2016-2020				
Statewide Safety		2016-2020				
Statewide Transit		2016-2020				
Statewide Rail		2016-2020				
Transit Planning & Survey		2021-2025	SPR, LOCAL, CDBG, USDA			
Eduction and Awareness		2021-2025	SPR, LOCAL			
Bicycle and Pedestrian Planning		2021-2025	SPR, LOCAL,			

Evaluate the need and priority of expanding US 177 from 2 lanes to 4 lanes		2021-2025	SPR, LOCAL,			
Collect traffic count data at specific locations within the County		2021-2025	SPR, LOCAL			
Speed study at intersection locations with high accident severity index and corridors with major attractors.		2021-2025	SPR, LOCAL, SAFETY			
Railroad crossings (upgrade and improve)		2021-2025	LOCAL, STATE			
Statewide Maintenance		2021-2025				
Statewide Bridge		2021-2025				
Statewide Safety		2021-2025				
Statewide Transit		2021-2025				
Statewide Rail		2021-2025				
Bicycle & Pedestrian Projects		2025-2029	TAP, LOCAL			
Eduction & Awareness		2025-2029	SPR, LOCAL			
Railroad crossings (upgrade and improve)		2025-2029	STATE, LOCAL			
Freight Planning		2025-2029	SPR, LOCAL			
Collect traffic count data at specific locations within the County		2025-2029	SPR, LOCAL			

Speed study at intersection locations with high accident severity index and corridors with major attractors.		2025-2029	SPR, LOCAL, STATE			
Statewide Maintenance		2026-2030				
Statewide Bridge		2026-2030				
Statewide Safety		2026-2030				
Statewide Transit		2026-2030				
Statewide Rail		2026-2030				
Bicycle & Pedestrian Projects		2031-2035	TAP, LOCAL			
Eduction & Awareness		2031-2035	SPR, LOCAL			
Railroad crossings (upgrade and improve)		2031-2035	STATE, LOCAL			
Collect traffic count data at specific locations within the County		2031-2035	SPR, LOCAL			
Speed study at intersection locations with high accident severity index and corridors with major attractors.		2031-2035	SPR, LOCAL, STATE			
Statewide Maintenance		2031-2035				
Statewide Bridge		2031-2035				
Statewide Safety		2031-2035				
Statewide Transit		2031-2035				
Statewide Rail		2031-2035				

Conclusion

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

APPENDICES

Appendix A
Resolutions

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

Appendix B

Acronyms

AASHTO	The American Association of State Highway Transportation Officials
ADA	Americans with Disabilities Act
AVC	Auto Vehicle Classifier
CTPP	Census Transportation Planning Products
CIRB	County Improvements for Roads and Bridges
CORTPO	Central Oklahoma Regional Transportation Planning Organization
EJ	Environmental Justice
EDA	Economic Development Administration
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
LEP	Limited English Proficiency
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
NEPA	National Environmental Policy Act
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
PWP	Planning Work Program
RTPO	Regional Transportation Planning Organization
SAN	Study Area Network
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization
TAZ	Traffic Analysis Zone

Appendix C
Definitions

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

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

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

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

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

Environmental Justice (EJ) - The fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the

development, implementation, and enforcement of environmental laws, regulations, and policies. In transportation, this requires review of whether the benefits and burdens of transportation investments appear to be distributed evenly across the regional demographic profile and, if necessary, mitigation of such effects.

Functional Classification (FC) - Identification and categorization scheme describing streets according to the type of service they provide into one of four categories: principal arterials, minor arterials, collectors and local. G Grade - The slope (ratio of change in elevation to change in distance) of a roadway typically given in percent. For example, a 2% grade represents 2-feet of elevation change over a 100foot distance.

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

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

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

National Highway System (NHS) - A nation-wide system of approximately 155,000 miles of major roads. The entire Interstate System is a component of the National Highway System, and includes a large percentage of urban and rural principal arterials, the defense-strategic highway

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

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

Appendix D

Performance Measures – MAP-21

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

Under MAP-21 US Department of Transportation (US DOT) will establish performance measures and state DOTS will develop performance targets in consultation with MPOs and others. The law allows the State DOT to develop performance targets for rural and urban areas. The targets must be established in coordination with MPOs and public transit operators in areas not represented by MPOs. Seven areas in which performance measures will be developed:

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

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

As a fundamental element of a performance management framework, States, MPOs, and providers of public transportation will need to establish targets in key national performance areas to document expectations for future performance. This NPRM proposes in 23 CFR 450.206 and 450.306 that States, MPOs, and providers of public transportation coordinate their targets. The MAP-21 requires that MPOs reflect those targets in their metropolitan transportation plan and encourages States to do the same in their long-range statewide transportation plan. Accordingly, this NPRM proposes that MPOs would reflect those targets in the metropolitan transportation plans. In addition, FHWA and FTA propose that States should reflect the targets in their long-range statewide transportation plans. Both States and MPOs would describe the anticipated

effect toward achieving the targets in their respective transportation improvement programs.

The FHWA proposes to add language that funding shall be used for highway safety improvement projects that have the greatest potential net benefits and that achieve the State's fatality and serious injury performance targets in order to correlate this regulation with the provisions of section 1203 of MAP-21 regarding safety performance targets under 23 U.S.C. 150. The FHWA also proposes to clarify that prior to approving the use of HSIP funds for non-infrastructure related safety projects, FHWA will assess the extent to which other Federal funds provided to the States for non-infrastructure safety programs (including but not limited to those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration) are programmed. The FHWA expects States to fully program these non-infrastructure funds prior to seeking HSIP funds for such uses.

The statewide and metropolitan transportation planning processes shall provide for the use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 29 U.S.C. 5301. These processes are where decision-making and investment priorities would be linked to targets in key areas. See 23 U.S.C. 150 and 49 U.S.C. 5326 and 5329

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

Appendix E
Functional Classification and Level of Service

Functional Classification

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

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

Streets are grouped into functional classes according to the character of service they are intended to provide. Oklahoma's Functional Classification system undergoes a comprehensive review after each decennial U.S. Census. The list below helps depict the hierarchy of the roadway system. As the figure indicates, local streets provide the most access to the adjacent properties, but function poorly in terms of mobility. Freeways exhibit high mobility because of speeds and volumes, serve poorly as access to adjacent roads and properties. Streets that carry higher volumes of traffic should have a limited number of “curb cuts” (driveway openings, few intersections) so traffic movement will not be impeded. While eligibility for federal funding continues to be an important use for functional classification, it has also become an effective management tool in other areas of transportation planning.

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

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

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

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

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

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

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

Rural Minor Collector - A rural minor collector road includes the following service characteristics: • Traffic movements between local roads and collector roads

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

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

- Two-lane undivided roads with intersections at grade
- Traffic movements between collectors and adjacent lands
- Traffic movements involving relatively short distances
- Desired LOS A

Other classifications of roadways include:

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

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

3. The National and Scenic Byways recognizes highways that are outstanding examples of our nation's beauty, culture, and recreational experience in exemplifying the diverse regional characteristics of our nation.

Level of Service

Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Street Capacity is the measure of a street's ability to accommodate the traffic volume along the street. Level-of-service range from LOS A, which indicates good operating conditions with little or no delay, to LOS F, which indicates extreme congestion and long vehicle delays.

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

- LOS A describes a condition with low traffic volumes with little or no delays. There is little or no restriction in maneuverability due to the presence of other vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily. Operating capacity can be measured as less than 30% of capacity.

- LOS B describes a condition with stable traffic flow with a high degree of choice to select speed and operating conditions, but with some influence from other drivers. Operating capacity can be measured as less than 50% of capacity.

- LOS C describes the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of "average conditions" for design of facilities in suburban and urban locations. Operating capacity can be measured as less than 69% of capacity.

• LOS D describes high density flow in which speed and freedom to maneuver is severely restricted even though flow remains stable. LOS D is considered acceptable during short periods of time and is often used in large urban areas. Operating capacity can be measured as less than 70% to 90% of capacity.

• LOS E describes operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. Operating capacity can be measured as between 90% to 99% of capacity.

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

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

Appendix F

Plans and Corresponding Websites

Ringwood Comprehensive Plan
Major County Hazard Mitigation Plan
ODOT: http://ok.gov/odot/Programs_and_Projects/Transportation_Programs/LRTP_2015-2040.html
MAP-21 Federal Planning Factors
2012 Transit Gap Overview and Analysis
Oklahoma Mobility Plan
Oklahoma Dept. of Transportation http://ok.gov/odot/
STIP:http://ok.gov/odot/Programs_and_Projects/8_Year_Construction_Work_Plan/index.html
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

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

csa.ou.edu
data5.ctpp.transportation.org
www.oksafe-t.org
www.census.gov
www.nationalregisterofhistoricplaces.com
www.fhwa.dot.gov

Appendix G
Letter to/from State Agencies

Appendix H
Maps and Tables by Chapters

Appendix H-1 Chapter 1

Appendix H-2 Chapter 2

Appendix H-3 Chapter 3

Appendix H-4 Chapter 4

Appendix H-5 Chapter 5

Appendix H-6 Chapter 6

Appendix H-2
Chapter 2

Table 2.1 NORTPO Counties Population Data

Populations	2015 Estimate	2014 Estimate	2013 Estimate	2012 Estimate	4/1/2010 Estimate Base	% Change, 4/1/2010 to 7/1/2015
Major County	5,868	5,793	5,847	5,666	5,642	3.9%
Blaine County	9,833	9,896	9,720	9,785	11,943	-21.5%
Garfield County	63,569	62,977	62,267	61,189	60,580	4.7%
Grant County	4,523	4,496	4,528	4,516	4,527	-0.1%
Kay County	45,366	45,510	45,633	45,779	46,562	-2.6%
Kingfisher County	15,584	15,509	15,276	14,994	15,029	3.6%
Major County	7,771	7,758	7,683	7,667	7,527	3.1%
Noble County	11,554	11,519	11,446	11,546	11,561	-0.1%
NORTPO Region	164,059	163,458	162,400	161,142	163,371	0.4%
Oklahoma	3,911,338	3,879,610	3,850,568	3,815,780	3,751,357	4.1%

Source: US Census Bureau

Table 2.2 Major County Growth 1980-2015 ACS Estimate

	1980	1990	2000	2010	2015 ACS
Oklahoma	2,328,284	2,559,229	3,025,290	3,145,585	3,911,338
Major	8,772	7,999	7,529	7,501	7,700
Ames	314	261	214	239	239
Cleo Springs	514	449	330	338	359
Fairview	3,370	2,995	2,731	2,579	2,629
Meno	171	142	195	235	239
Ringwood	389	359	418	497	615
Remainder of County	4,026	3,793	3,641	3,613	3,619

Table 2.3 Employment by Industry

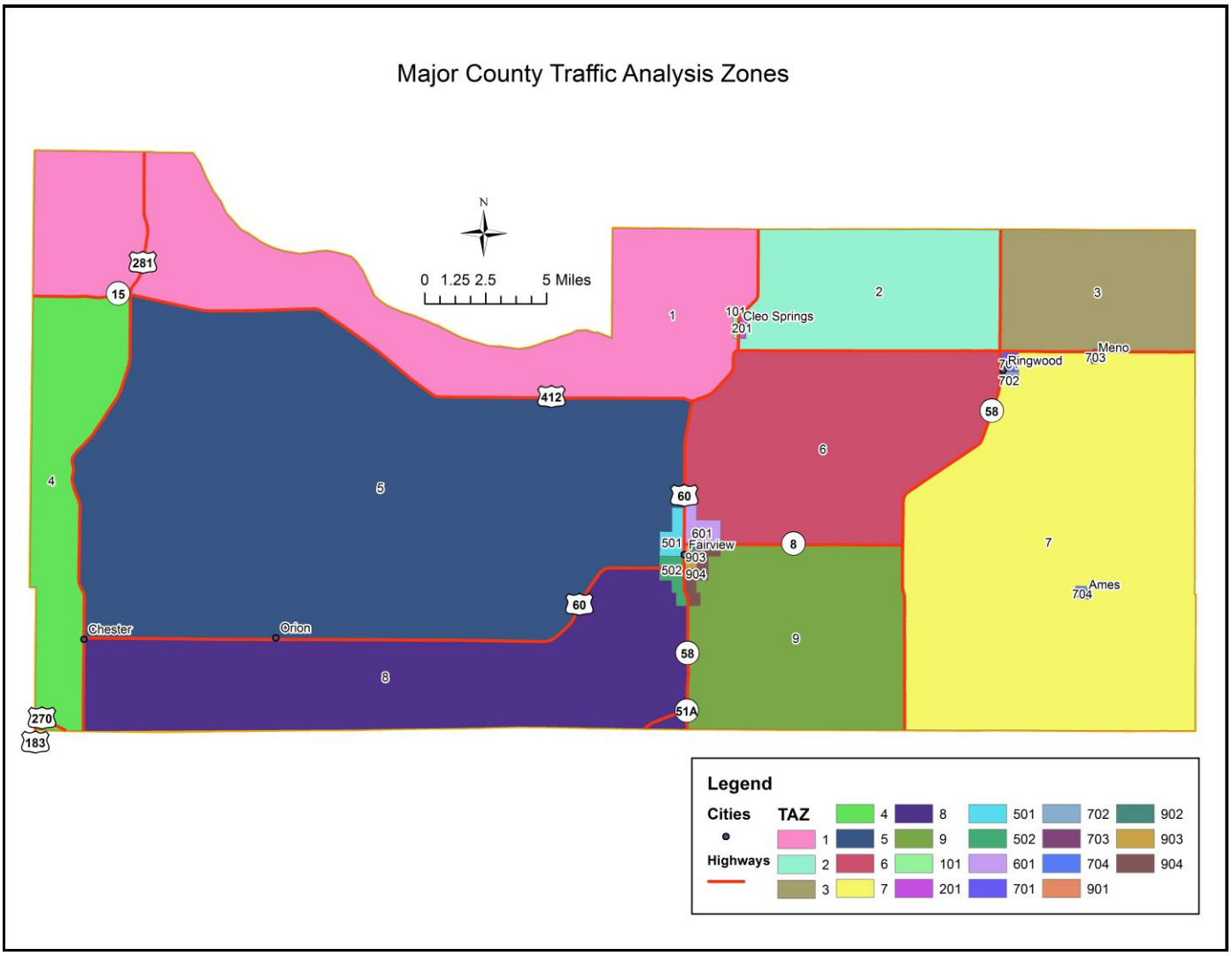
Industry	Major County, Oklahoma					
	Total		Percent Male		Percent Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Civilian employed population 16 years and over	3,518	+/-138	58.9%	+/-2.3	41.1%	+/-2.3
Agriculture, forestry, fishing and hunting, and mining:	679	+/-103	89.0%	+/-3.7	11.0%	+/-3.7
Agriculture, forestry, fishing and hunting	302	+/-75	81.5%	+/-8.1	18.5%	+/-8.1
Mining, quarrying, and oil and gas extraction	377	+/-72	95.0%	+/-2.7	5.0%	+/-2.7
Construction	235	+/-66	88.9%	+/-7.4	11.1%	+/-7.4
Manufacturing	381	+/-77	82.9%	+/-7.4	17.1%	+/-7.4
Wholesale trade	113	+/-44	77.9%	+/-15.9	22.1%	+/-15.9
Retail trade	322	+/-74	41.0%	+/-10.4	59.0%	+/-10.4
Transportation and warehousing, and utilities:	230	+/-66	84.8%	+/-9.0	15.2%	+/-9.0
Transportation and warehousing	171	+/-54	83.6%	+/-11.3	16.4%	+/-11.3
Utilities	59	+/-33	88.1%	+/-12.9	11.9%	+/-12.9
Information	6	+/-7	16.7%	+/-29.7	83.3%	+/-29.7
Finance and insurance, and real estate and rental and leasing:	216	+/-55	38.0%	+/-13.6	62.0%	+/-13.6
Finance and insurance	162	+/-49	30.2%	+/-12.1	69.8%	+/-12.1
Real estate and rental and leasing	54	+/-35	61.1%	+/-34.1	38.9%	+/-34.1
Professional, scientific, and management, and administrative and waste management services:	181	+/-59	43.1%	+/-15.9	56.9%	+/-15.9
Professional, scientific, and technical services	117	+/-49	41.9%	+/-20.3	58.1%	+/-20.3
Management of companies and enterprises	0	+/-13	-	**	-	**
Administrative and support and waste management services	64	+/-25	45.3%	+/-23.0	54.7%	+/-23.0
Educational services, and health care and social assistance:	655	+/-100	16.8%	+/-6.4	83.2%	+/-6.4
Educational services	293	+/-76	22.2%	+/-9.3	77.8%	+/-9.3
Health care and social assistance	362	+/-80	12.4%	+/-7.9	87.6%	+/-7.9
Arts, entertainment, and recreation, and accommodation and food services:	148	+/-48	56.8%	+/-15.9	43.2%	+/-15.9
Arts, entertainment, and recreation	27	+/-18	100.0%	+/-44.8	0.0%	+/-44.8
Accommodation and food services	121	+/-46	47.1%	+/-17.6	52.9%	+/-17.6
Other services, except public administration	168	+/-49	44.6%	+/-12.0	55.4%	+/-12.0
Public administration	184	+/-51	53.8%	+/-13.3	46.2%	+/-13.3

Table 2.4 Major County Vehicle Registrations

	2012	2013	2014	2015	2016
Automobile	6,804	6,982	7,040	7,027	7,347
Farm Truck	1,983	1,998	1,982	1,956	1997
Commercial Truck	627	679	721	665	598
Commercial Truck Tractor	172	165	185	136	140
Commercial Trailer	184	193	174	142	140
Motorcycles	370	411	432	431	461

Source: Oklahoma Tax Commission Annual Vehicle Registration Reports

Map 2.1 Major County Traffic Analysis Zones



Map 2.2 Major County Population by Traffic Analysis Zone

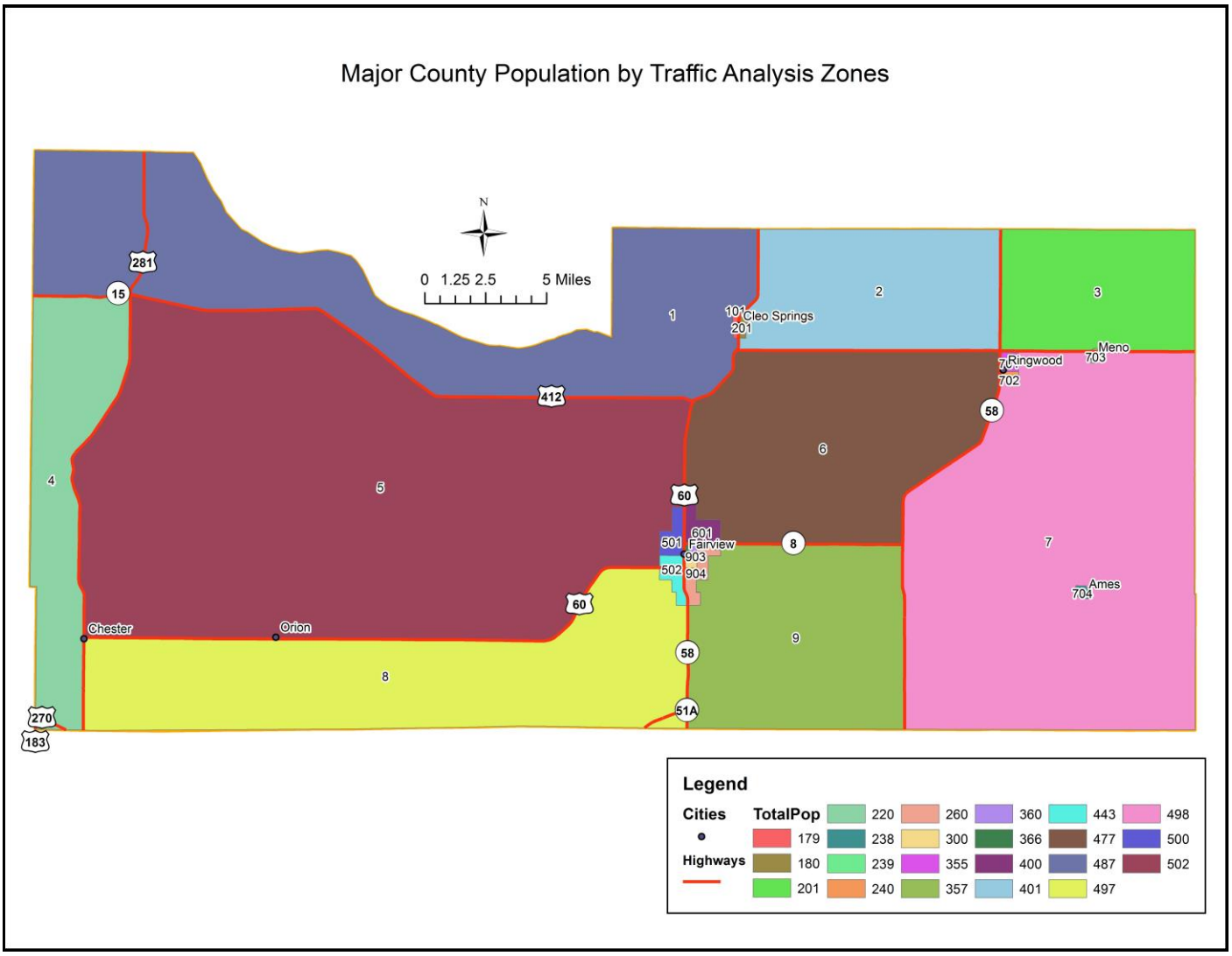
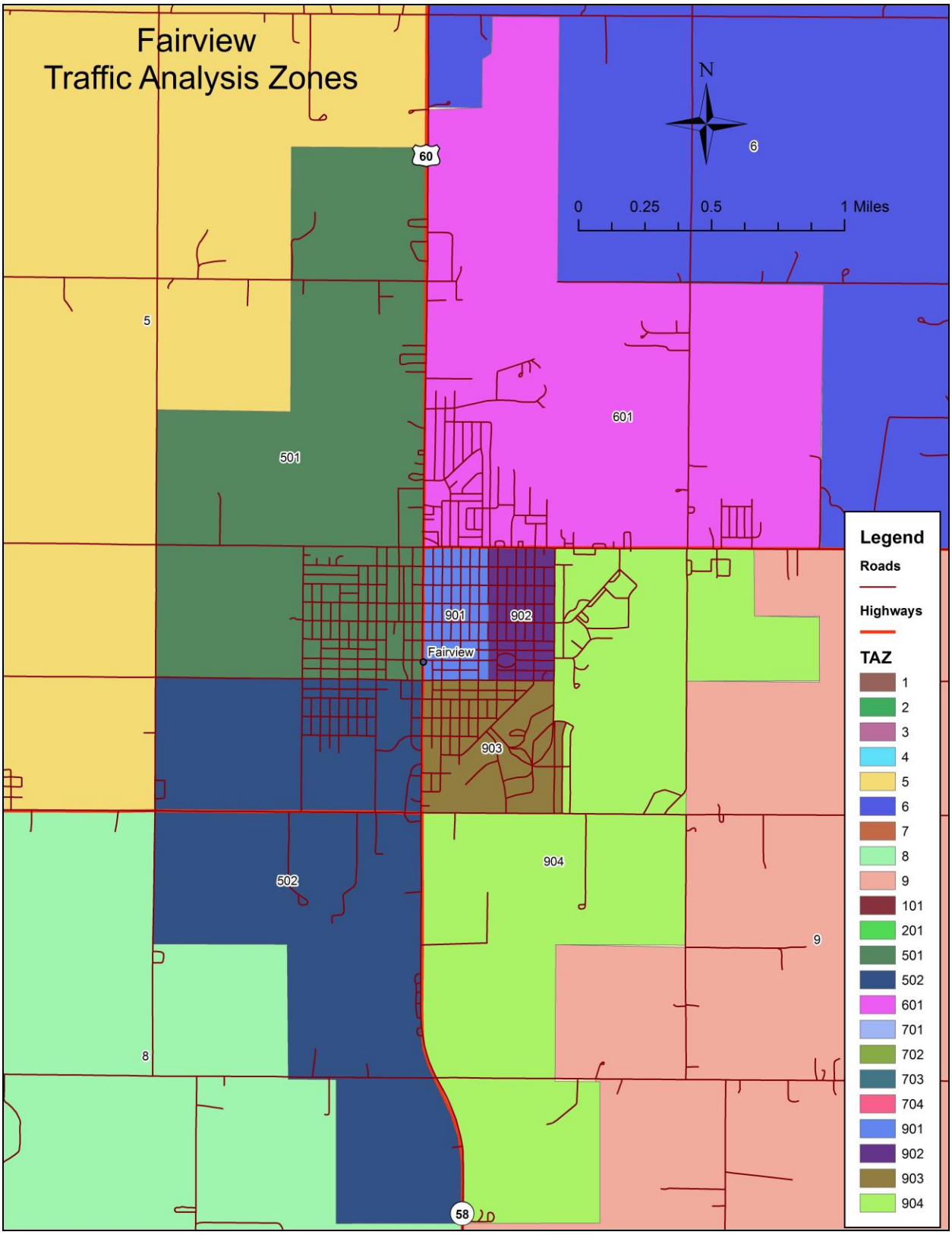


Table 2.5 Major County Population by Traffic Analysis Zone

TAZ	Population
1	487
2	401
3	201
4	220
5	502
6	477
7	498
8	497
9	357
101	179
201	180
501	500
502	443
601	400
701	355
702	240
703	239
704	238
901	366
902	360
903	300
904	260

Map 2.3 Fairview Traffic Analysis Zones



Map 2.4 Major County Major Employers by TAZ

The table is complete. The map is currently being developed.

Table 2.6 Major County Major Employers

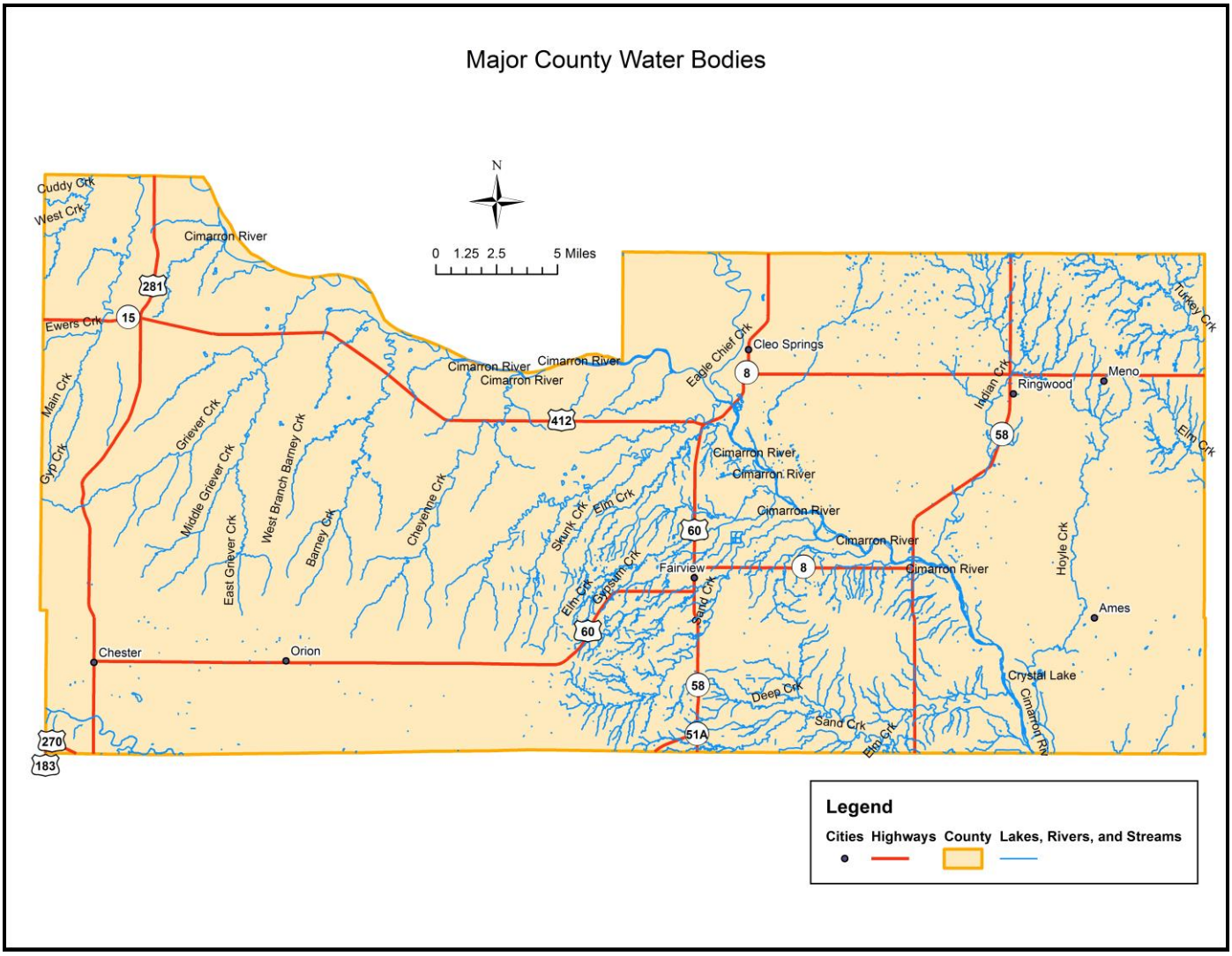
EMPLOYER	ADDRESS	# OF EMPLOYEES
Fairview Fellowship Home	605 E State Rd, Fairview, OK	[100 - 249]
D & B Fabrication Svc Inc	223 E Melrose St, Ringwood, OK	[50 - 99]
Permian Well Svc Ltd	S Main St, Meno, OK	[50 - 99]
Ringwood Public Schools	101 W 5th St, Ringwood, OK	[50 - 99]
Fairview Regional Medical Ctr	523 E State Rd, Fairview, OK	[50 - 99]
Hanor Co Inc	57339 S County Road 271, Ames, OK	[20 - 49]
Basic Energy Svc	N2460 Rd, Fairview, OK	[20 - 49]
Ringwood Gathering Co	43339 S County Road 261, Ringwood, OK	[20 - 49]
Farmers Elevator Co	400 E Main St	[20 - 49]
Hamm & Phillips Svc Co	US State Highway 60, Fairview, OK	[20 - 49]
Stride Well Svc	Highway 412 & 58, Ringwood, OK	[20 - 49]
Livingston Machinery Co	2005 N Main St, Fairview, OK	[20 - 49]
Seaboard Farms	S 60 Hwy County Rd 224, Chester, OK	[20 - 49]
Fairview Sale Barn	State Road, Fairview, OK	[20 - 49]
G W Well Tools	274638 E County Road 55, Ames, OK	[20 - 49]
Apple Market	820 E State Rd, Fairview, OK	[20 - 49]
Farmers & Merchants Natl Bank	312 N Main St, Fairview, OK	[20 - 49]
Fairview Bancshares Inc	312 N Main St, Fairview, OK	[20 - 49]
B & B Sanitation Inc	38558 S County 270 Rd, Meno, OK	[20 - 49]
Chamberlain School	1000 E Elm St, Fairview, OK	[20 - 49]
Cornelsen Elementary School	408 E Broadway, Fairview, OK	[20 - 49]
Fairview High School	316 N 8th Ave, Fairview, OK	[20 - 49]
G B's Grill & Lounge	902 N Main St, Fairview, OK	[20 - 49]
Sonic Drive-In	1211 N Main St, Fairview,OK	[20 - 49]
Major County Courthouse	500 E Broadway, Fairview, OK	[20 - 49]
Continental Resources Inc	1124 N Main St, Ringwood, OK	[10 - 19]
Range Production Co	253632 E County Road 49, Fairview, OK	[10 - 19]
DCP Midstream	315 W Beck St, Fairview, OK	[10 - 19]
Levings Concrete LLC	253373 E County Road 49, Fairview, OK	[10 - 19]
Davidson Electric LLC	709 N Main St, Ringwood, OK	[10 - 19]
Center Point Energy	Fairview, OK	[10 - 19]
Saber Roustabout Svc	44795 S County Road 267, Ringwood, OK	[10 - 19]
Chaney Dell Plant	3196 Highway 58, Ringwood, OK	[10 - 19]
Waldon Manufacturing LLC	201 W Oklahoma Ave, Fairview, OK	[10 - 19]
Rother Brothers Inc	120 Waldon Blvd, Fairview, OK	[10 - 19]
Sturgeon Tractor & Truck Sales	202 Highway 412, Meno, OK	[10 - 19]
Jensen's Inc	218 S Main St, Fairview,OK	[10 - 19]
Vinton Baker Ford Inc	205 S Main St, Fairview, OK	[10 - 19]

Pete Eischen Chevrolet Co	2323 N Main St, Fairview, OK	[10 - 19]
Progressive Windows	255972 E County Road 54, Fairview, OK	[10 - 19]
Jiffy Trip	43197 S County Road 256, Cleo Springs, OK	[10 - 19]
MAGB Senior Svc	101 S Main St, Faifview, OK	[10 - 19]
US Post Office	115 W Broadway, Fairview, OK	[10 - 19]
W B Johnston Grain Co Inc	110 W Ash St, Fairview, OK	[10 - 19]
Wymer Brownlee & Assoc	126 S Main St, Fairview, OK	[10 - 19]
American Measurement Svc	104 E Highway 60, Meno, OK	[10 - 19]
Aline-Cleo Elementary School	124 W Illinois St, Cleo Springs, OK	[10 - 19]
Northwest Technology Ctr	801 S Vo Tech Dr, Fairview, OK	[10 - 19]
Fairview Family Clinic	519 E State Rd, Fairview, OK	[10 - 19]
Major County Ambulance	224 N Main St, Fairview, OK	[10 - 19]
Heritage Inn	911 N Main St, Fairview, OK	[10 - 19]
Belgabos Restaurant	122 N Main St, Fairview, OK	[10 - 19]
Pizza Hut	1202 N Main St, Fairview, OK	[10 - 19]
Taco Mayo	1210 N Main St, Fairview, OK	[10 - 19]
County Barn	236512 E County Road 54, Fairview, OK	[10 - 19]
County Warehouse	115 W Broadway St, Meno, OK	[10 - 19]
Fairview City Light Plant	424 S Main St, Fairview, OK	[10 - 19]
Major County Warehouse & Shop	253399 E County Road 49, Fairview, OK	[10 - 19]
Police Department	203 E Central St, Fairview, OK	[10 - 19]
Ames Fire Dept	500 E Broadway, Ames, OK	[10 - 19]
Fairview Fire Dept	203 E Central St, Fairview, OK	[10 - 19]
ONEOK Field Svc	Ames, OK	[5 - 9]
Atlas Pipeline Mid Continent	Ringwood, OK	[5 - 9]
Keck Rod Construction	610 N 11th Ave, Fairview, OK	[5 - 9]
Stockton Transports Inc	N/A	[5 - 9]
Davidson Brothers Lumber	110 E 3rd St, Ringwood, OK	[5 - 9]
Harmons Electric	49532 S County Road 268, Ringwood, OK	[5 - 9]
Continental Resources Inc	Ames, OK	[5 - 9]
Double R Svc Co Inc	46953 S County Road 267, Ringwood, OK	[5 - 9]
JMC Service Inc	222 W Texas St, Cleo Springs, OK	[5 - 9]
MOI Oil & Gas	274413 E County Road 53, Ames, OK	[5 - 9]
O Tex Pumping LLC	254445 E County Road 49, Fairview, OK	[5 - 9]
Indian Creek Village Winery	42595 S 264 Rd, Ringwood, OK	[5 - 9]
Artistic Printing	112 N Main St, Fairview, OK	[5 - 9]
Martens Machine Shop	1414 N Main St, Fairview, OK	[5 - 9]
Bramco Inc	513 N Main St, Fairview, OK	[5 - 9]
Burrell Implement Co	24120 Highway 60, Fairview, OK	[5 - 9]
M & M Supply Co	1400 S Main St, Fairview, OK	[5 - 9]
Sooner Cooperative Inc	724 S Main St, Fairview, OK	[5 - 9]

Cochran Chemical Co	11149 Highway 8, Fairview, OK	[5 - 9]
Exxcel Stimulation LLC	Cleo Springs, OK	[5 - 9]
O'Reilly Auto Parts	620 N Main St # 327, Fairview, OK	[5 - 9]
Kimball Ready Mix Seiling	201 W Central St, Fairview, OK	[5 - 9]
Power Components & Supply	415 S Main St, Fairview, OK	[5 - 9]
3-D Sprinklers	Ringwood, OK	[5 - 9]
Richard's Food Store	325 N Main St, Fairview, OK	[5 - 9]
Jacket Stop	807 E State Rd, Fairview, OK	[5 - 9]
Jack's General Store	7682 Highway 58, Ringwood, OK	[5 - 9]
Jiffy Trip	801 S Main St, Fairview, OK	[5 - 9]
Korner Store	101 N Frisco St, Ames, OK	[5 - 9]
Kidd Drug & Gifts	104 N Main St, Fairview, OK	[5 - 9]
Olivers Express Pharmacy LLC	820 E State Rd, Fairview, OK	[5 - 9]
Love's Travel Stop	401 N Main St, Fairview, OK	[5 - 9]
Midway Station	9317 Highway 8, Fairview, OK	[5 - 9]
Mustang Gas	4 Mile S, Ringwood, OK	[5 - 9]
Northside Sinclair	1105 N Main St, Fairview, OK	[5 - 9]
Phillips 66	801 S Main St, Fairview, OK	[5 - 9]
Brent's Tank Trucks Inc	274413 E County Road 53, Ames, OK	[5 - 9]
Great Plains Co-Op	700 S Main St, Meno, OK	[5 - 9]
Johnston Grain Oreinta Lctn	9271 Highway 8, Fairview, OK	[5 - 9]
Fairview Republican	112 N Main St, Fairview, OK	[5 - 9]
102 Services Inc	121 E Broadway, Fariview, OK	[5 - 9]
Fairview Public Library	115 S 6th Ave, Fairview, OK	[5 - 9]
Cleo State Bank	202 S Square St, Cleo Springs, OK	[5 - 9]
Cleo State Bank	101 W Highway 412, Meno, OK	[5 - 9]
Community National Bank	101 N Main St, Fairview, OK	[5 - 9]
Fairview Savings & Loan Assn	301 N Main St, Fairview, OK	[5 - 9]
Eitzen Agency	102 S Main St, Fairview, OK	[5 - 9]
R & R Oilfield Rental Svc LLC	8453 S Hwy 58, Ringwood, OK	[5 - 9]
Fairview Abstract Co	116 E Broadway, Fairview, OK	[5 - 9]
Moose & Stewart	101 E Ash St, Fairview, OK	[5 - 9]
Melissa K Mainord CPA PC	115 E Broadway, Fairview, OK	[5 - 9]
Robison Auction & Real Est LLC	108 N Main St # 377, Fairview,OK	[5 - 9]
Red Carpet Landfill	County Road 270, Meno, OK	[5 - 9]
Dykes Levi DVM Clinic	Cleo Springs, OK	[5 - 9]
Fairview Health Svc	123 S 6th Ave, Fairview, OK	[5 - 9]
Marc Nutrition Site	215 W Melrose St, Ringwood, OK	[5 - 9]
Adventure Time Learning Ctr	720 Cedar Springs Rd, Fairview, OK	[5 - 9]
Kiddie Junction Learning Ctr	101 Santa Fe St, Fairview, OK	[5 - 9]
Kiddie Korral	306 S Meno Ave, Meno, OK	[5 - 9]

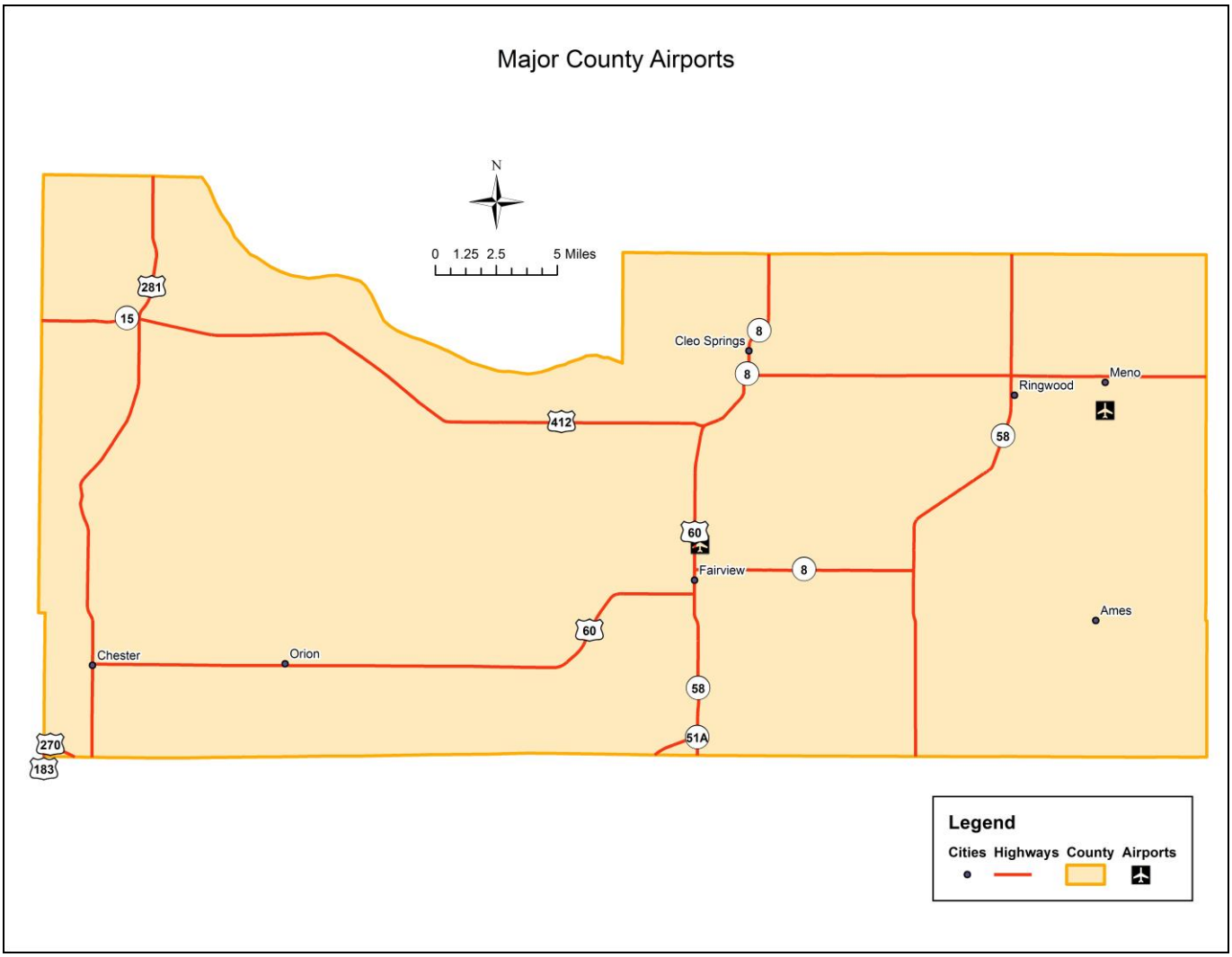
Island Guest Ranch	267043 E County Road 55, Ames, OK	[5 - 9]
Knights Inn Fairview	801 N Main St, Fairview, OK	[5 - 9]
El Maya	508 S Main St, Fairview, OK	[5 - 9]
Vanessa's Mexican Restaurant	216 N Main, Ringwood, OK	[5 - 9]
SUBWAY	401 N Main St, Fairview, OK	[5 - 9]
Ewald Bros Tire & Svc	609 N Main St, Fairview, OK	[5 - 9]
Leviathan Industries LLP	1925 Industrial Blvd, Fairview, OK	[5 - 9]
Pembrook's Salon	107 S Main St, Fairview, OK	[5 - 9]
Central Christian Church	223 E Broadway, Fairview, OK	[5 - 9]
Church of God In Christ	101 N 2nd Ave, Fairview, OK	[5 - 9]
Fairview Mennonite Brethren	1600 E State Rd, Fairview, OK	[5 - 9]
Faith Center Fellowship	201 S Meno Ave, Meno, OK	[5 - 9]
Parker Chapel Church	269215 E County Road 51, Ringwood, OK	[5 - 9]
Fairview City Clerk	123 S 6th Ave, Fairview, OK	[5 - 9]
Human Services Dept	1425 N Main St, Fairview, OK	[5 - 9]
US Consolidated Farm Svc Agcy	110 W Elm St, Fairview, OK	[5 - 9]
Chester Fire Dept	Chester, OK	[5 - 9]
Nichols Insurance Agency	310 N Main St, Ringwood, OK	[5 - 9]

Map 2.5 Major County Water Bodies



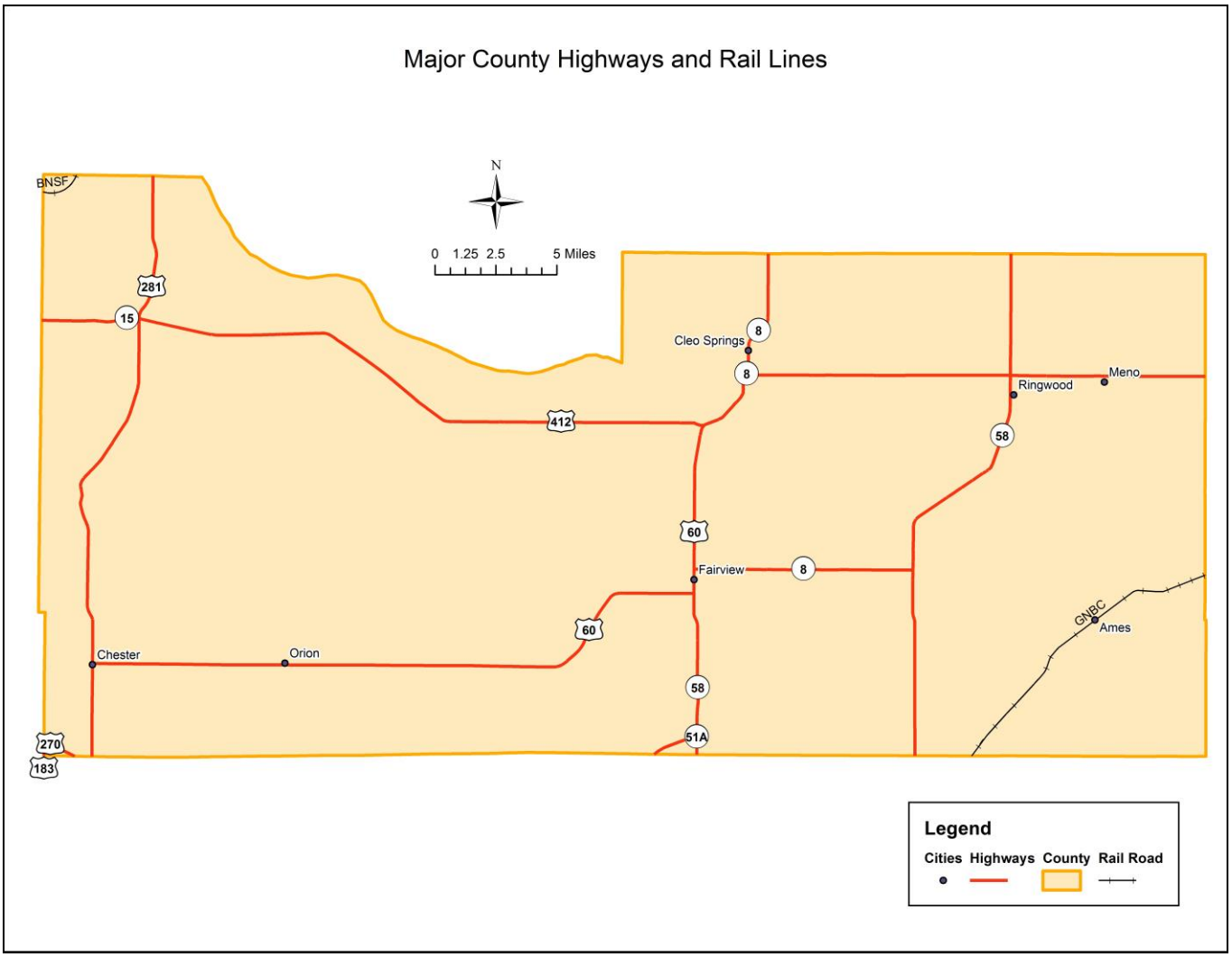
Source: csa.ou.edu

Map 2.6 Major County Airports



Source:csa.ou.edu

Map 2.7 Major County Highways and Rail Lines



Map 2.8 Major County Historic Places

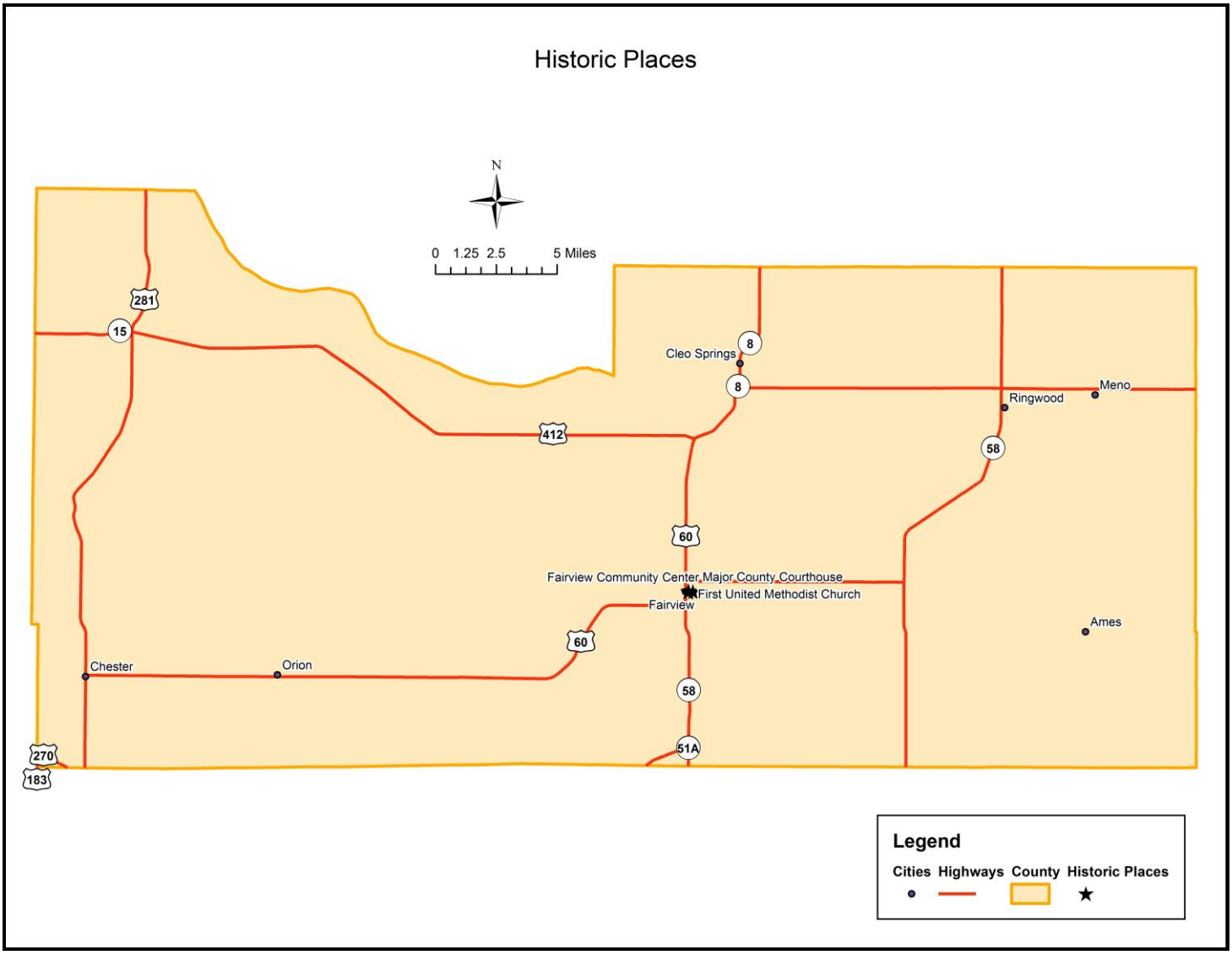
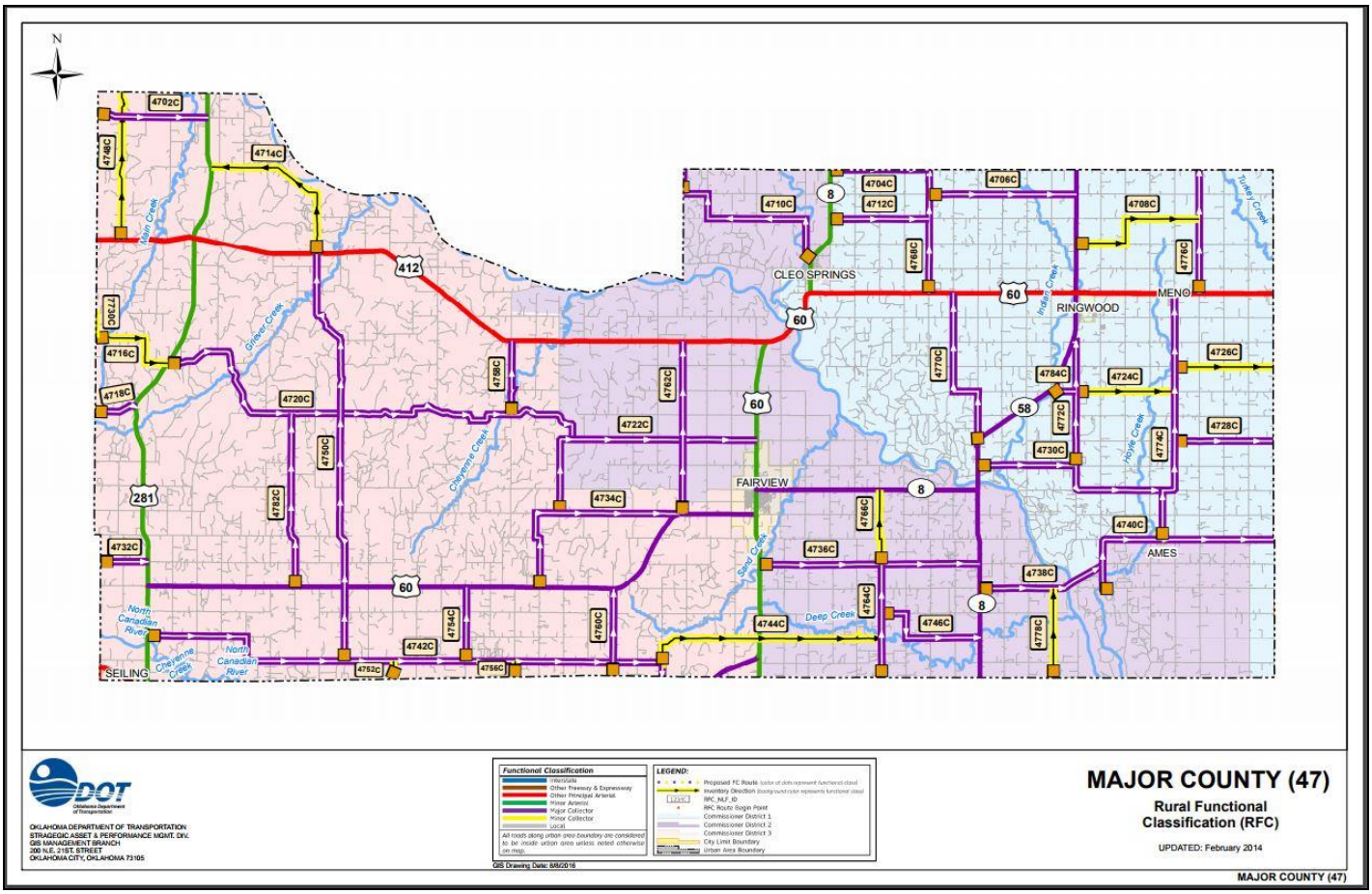


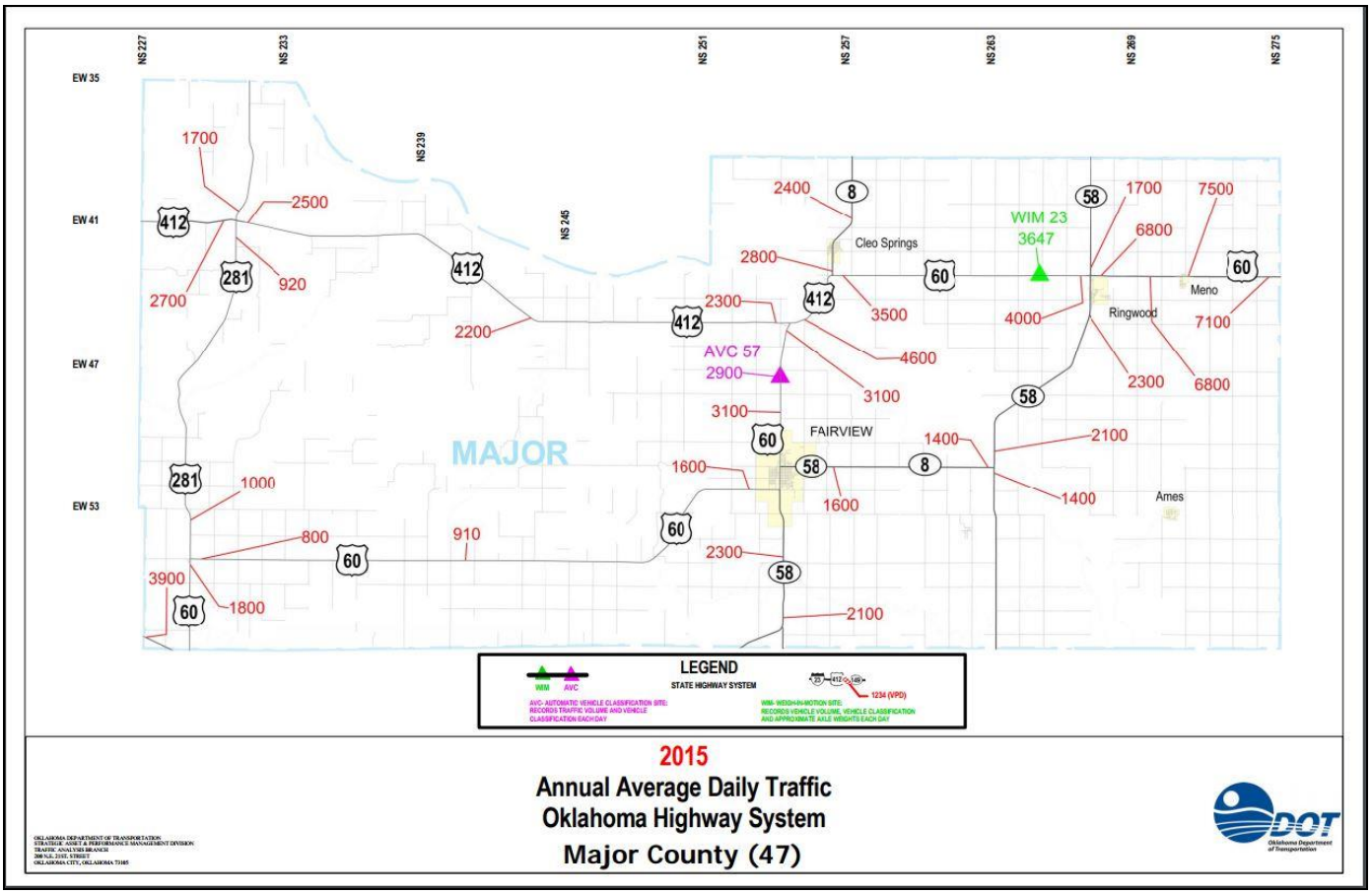
Table 2.9 Major County Historic Places

Name	Address	City	Owner	Category	Ownership
Fairview Community Center	206 East Broadway	Fairview	Public	Building	Public
First United Methodist Church	118 North 7th	Fairview	Steven and Margaret O'Malley	Building	Private
Major County Courthouse	Courthouse Square	Fairview	Major County	Building	Public

Map 2.9 Major County Functional Classification



Map 2.10 Major County Average Daily Traffic Counts



Map 2.11 Major County Collisions by Severity

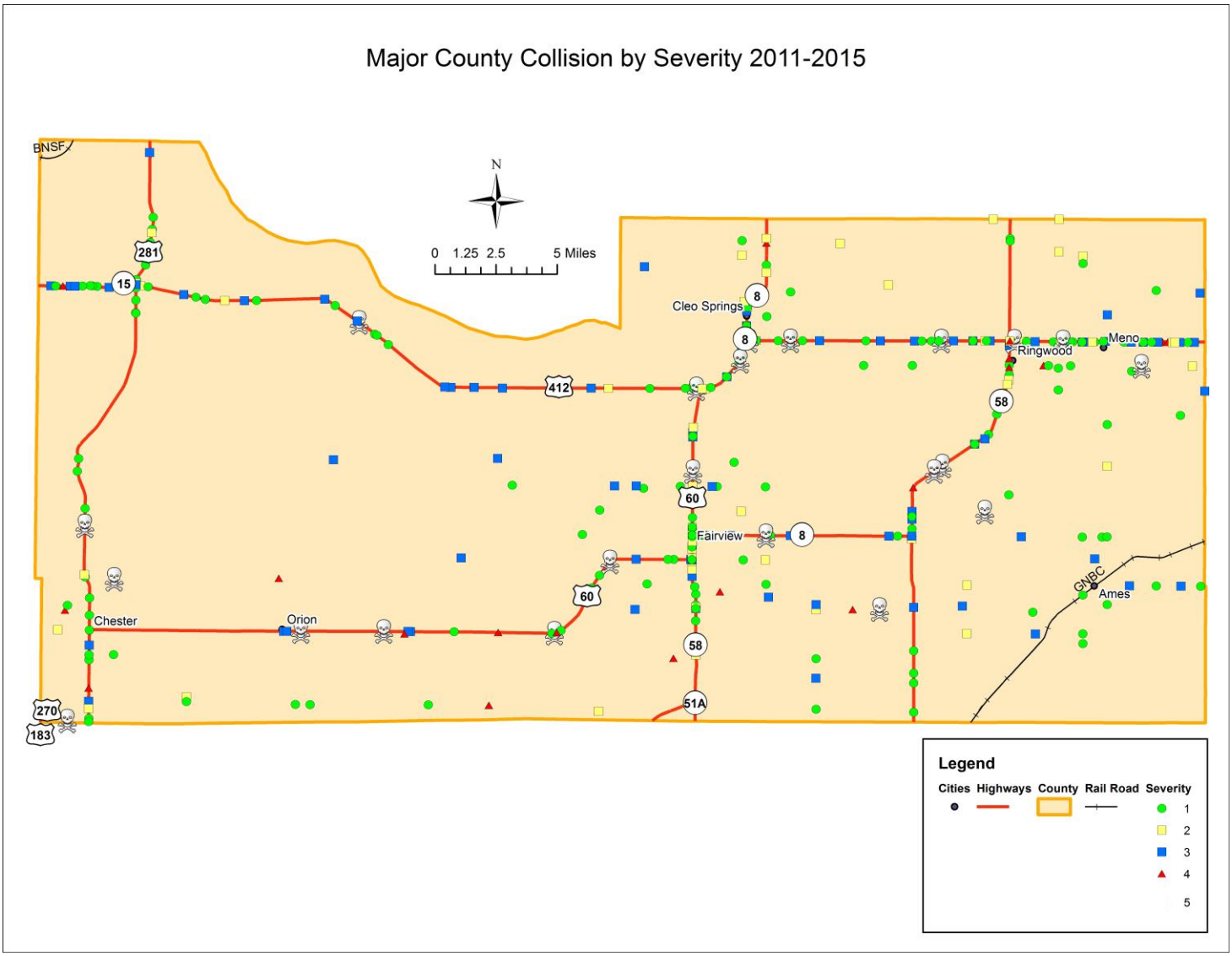


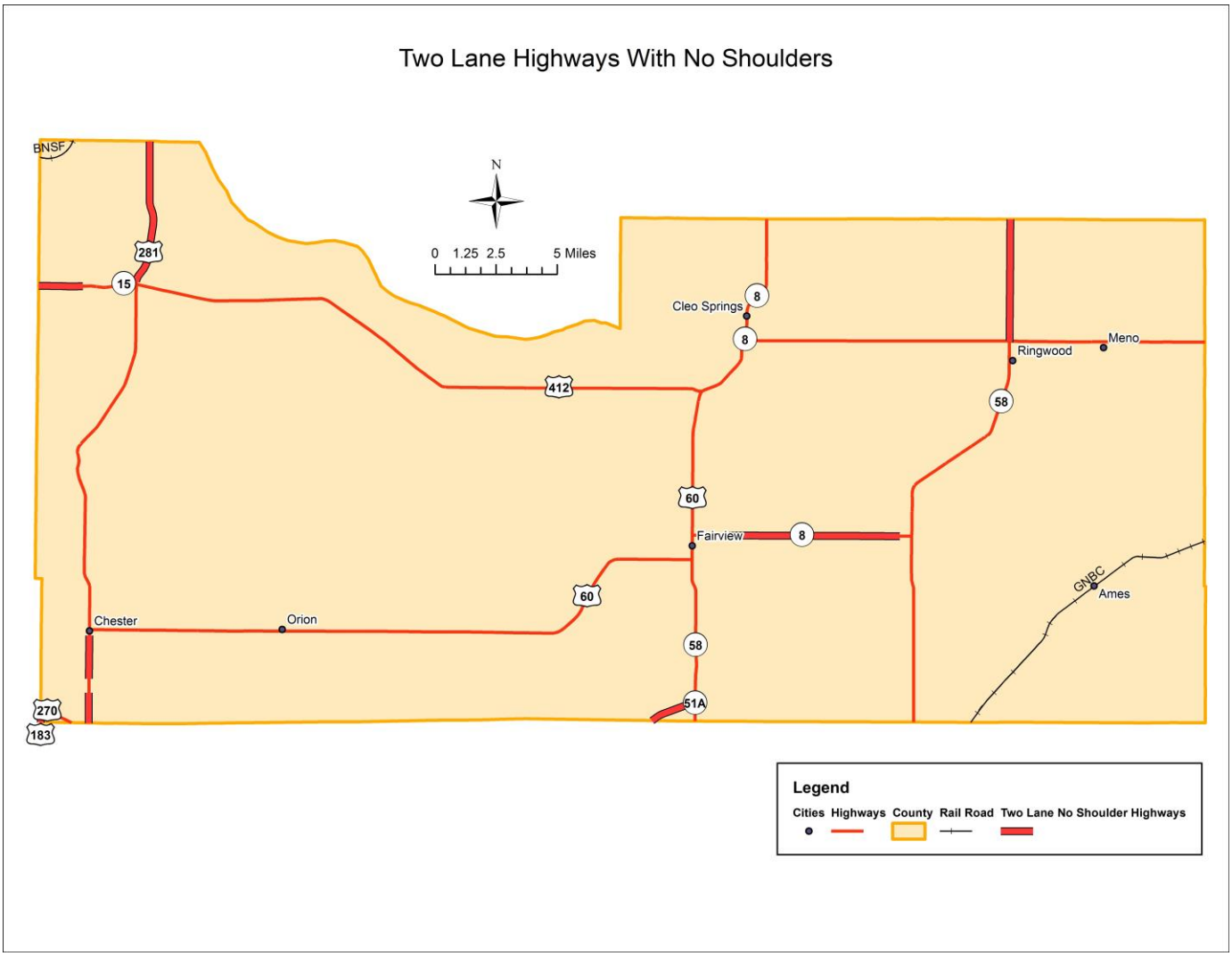
Table 2.8 Collision Concentration 2011- 2015

County: (47) MAJOR

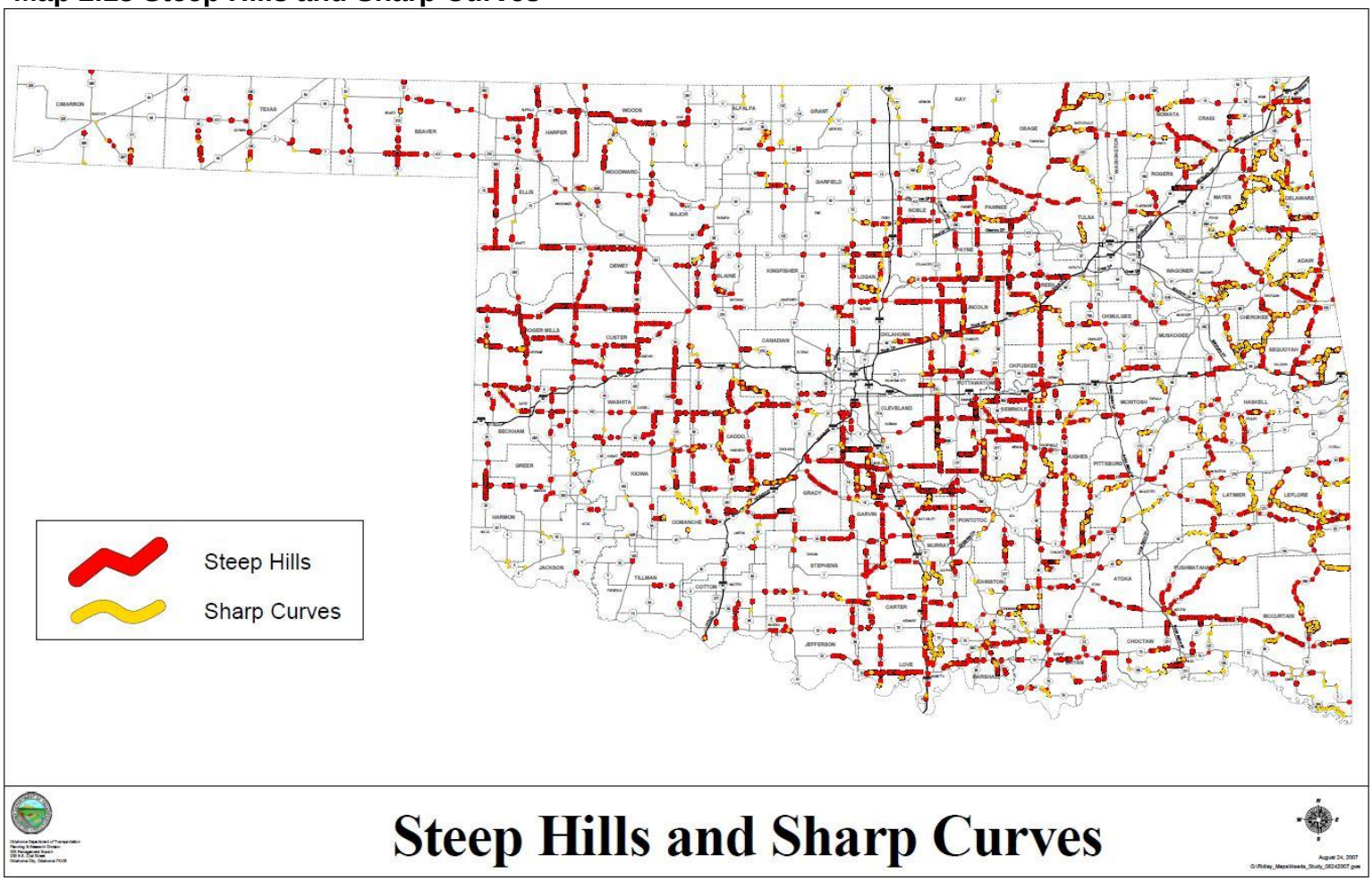
	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(00) - RURAL -	18	110	117	245					4	48	47	99	22	158	164	344
(05) AMES						1	1	2						1	1	2
(10) CLEO SPRINGS		2	1	3		1	2	3						3	3	6
(15) FAIRVIEW		25	44	69		7	71	78						32	115	147
(20) MENO		1	2	3			2	2						1	4	5
(25) RINGWOOD		1	1	2			7	7						1	8	9
Total:	18	139	165	322		9	83	92	4	48	47	99	22	196	295	513

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

Map 2.12 Major County Two Lane Highways Without Shoulders



Map 2.13 Steep Hills and Sharp Curves



Map 2.14 Major County Bridges

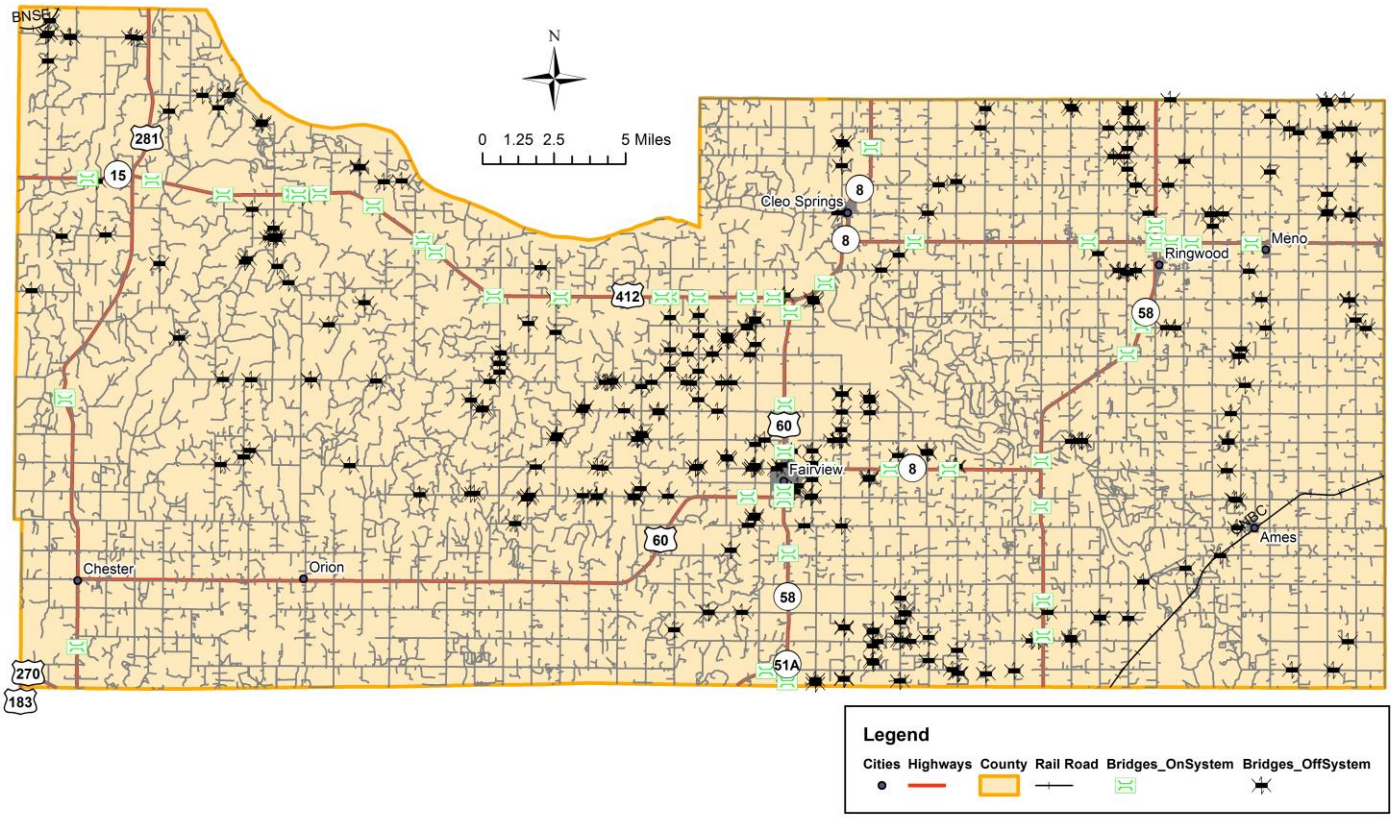


Table 2.9 Major County Bridges

Owner	City	Facility	Feature	Location	Year Built	Design	Material
STATE	Unknown	U.S. 60	N. CANADIAN RIVER	1.5 MI.N. DEWEY C/L	1964	GIRDER	STEEL CONTINUOUS
STATE	Unknown	U.S. 60	CREEK	1.3 MI. W JCT. SH58	1931	CULVERT	CONCRETE
STATE	FAIRVIEW	U.S. 60	CREEK	0.2 MI N JCT SH 58	1977	CULVERT	CONCRETE
STATE	FAIRVIEW	U.S. 60	CREEK	1.5 MI N JCT SH 58	1931	CULVERT	CONCRETE
STATE	Unknown	U.S. 60	GYPSUM CREEK	3.2 MI N JCT SH 58	1978	CULVERT	CONCRETE
STATE	Unknown	U.S. 60	ELM CREEK	0.5 MI.S.JCT.SH15	1978	SLAB	CONCRETE
STATE	Unknown	U.S. 60	CIMARRON RIVER	1.8 MI S JCT SH 8	1956	GIRDER	STEEL
STATE	Unknown	U.S. 60	CREEK	2.3 MI E OF JCT. SH 8	1983	CULVERT	CONCRETE
STATE	Unknown	U.S. 60	CREEK	8.4 MI E OF SH 8	1983	CULVERT	CONCRETE
STATE	Unknown	U.S. 60	INDIAN CREEK	100' E OF SH 58	1980	GIRDER	PRESTRESSED CONC.
STATE	Unknown	U.S. 60	INDIAN CREEK	100 FT E JCT SH 58	1973	GIRDER	STEEL
STATE	Unknown	U.S. 60	CREEK	0.4 MI E JCT SH 58	1981	CULVERT	CONCRETE
STATE	Unknown	U.S. 60	CREEK	1.1 MI E JCT SH 58	1981	CULVERT	CONCRETE
STATE	Unknown	U.S. 60	CREEK	3.3 MI E OF SH 58	1981	CULVERT	CONCRETE
STATE	Unknown	U.S. 281	CREEK	6.5 MI N JCT US 60	1938	CULVERT	CONCRETE
STATE	Unknown	U.S. 281	GRIEVER CREEK	5E OF JCT U.S. 60E	2011	GIRDER	PRESTRESSED CONC.
STATE	Unknown	S.H. 8	DEEP CREEK	2.0 MI N BLAINE C/L	1953	GIRDER	STEEL
STATE	Unknown	S.H. 8	CREEK	3.1 MI N BLAINE C/L	1953	CULVERT	CONCRETE
STATE	Unknown	S.H. 8	CREEK	6.4 MI N BLAINE C/L	1953	CULVERT	CONCRETE
STATE	Unknown	S.H. 8	CREEK	5.5 MI E JCT US 60	1931	CULVERT	CONCRETE
STATE	Unknown	S.H. 8	CREEK	3.5 MI E JCT US 60	1953	CULVERT	CONCRETE
STATE	Unknown	S.H. 8	SAND CREEK	1.6 MI E JCT US 60	1954	GIRDER	STEEL
STATE	Unknown	S.H. 8	CREEK	1.6 MI S ALFALFA C/L	1951	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	MAIN CREEK	1.6 MI W JTN US 281	2003	GIRDER	STEEL
STATE	Unknown	U.S. 412	MAIN CREEK	1.6 MI W JTN US 281	2003	GIRDER	STEEL
STATE	Unknown	S.H. 15	CREEK	0.7 MI E JCT US 281	1937	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	CREEK	3.3 MI E JCT US 281	1937	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	GRIEVER CREEK	5.7 MI E JCT US 281	2000	GIRDER	PRESTRESSED CONC.

STATE	Unknown	U.S. 412	GRIEVER CREEK	6.0 MI E JCT US 281	2000	GIRDER	PRESTRESSED CONC.
STATE	Unknown	U.S. 412	CREEK	6.9 MI E JCT US 281	1937	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	UNNAMED CREEK	8.9E JCT U.S. 281	2011	GIRDER	PRESTRESSED CONC.
STATE	Unknown	U.S. 412	BARNEY CREEK	11.0 MI E JCT US 281	2000	GIRDER	PRESTRESSED CONC.
STATE	Unknown	U.S. 412	UNNAMED CREEK	11.5E JCT U.S. 281	2011	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	CREEK	10.4 MI W JCT US 60	1938	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	CHEYENNE CREEK	8.1 MI W JCT US 60	2000	GIRDER	PRESTRESSED CONC.
STATE	Unknown	U.S. 412	CREEK	4.6 MI W JCT US60	1953	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	CREEK	4.4 MI W JCT US 60	1931	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	CREEK	3.4 MI W JCT US 60	1931	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	CREEK	1.7 MI. W. JCT. US-60	2001	CULVERT	CONCRETE
STATE	Unknown	U.S. 412	COTTONWOOD CREEK	0.7 MI W JCT US 60	2001	GIRDER	PRESTRESSED CONC.
STATE	Unknown	S.H. 58	CREEK	1.0 MI NE BLAINE C/L	1936	CULVERT	CONCRETE
STATE	Unknown	S.H. 58	SAND CREEK	2.0 MI S JCT US 60	1997	GIRDER	PRESTRESSED CONC.
STATE	FAIRVIEW	S.H. 58	CREEK	0.1 MI S JCT US 60	1951	CULVERT	CONCRETE
STATE	Unknown	S.H. 58	CIMARRON RIVER	0.4 MI N JCT SH 8	1964	GIRDER	STEEL CONTINUOUS
STATE	Unknown	S.H. 58	INDIAN CREEK	5.7 MI N JCT SH 8	1932	GIRDER	STEEL
STATE	Unknown	S.H. 58	CREEK	2.0 MI S JCT US 60	1963	CULVERT	CONCRETE
STATE	Unknown	S.H. 58	INDIAN CREEK	SH 58; 300FT S.JCT US 60	1964	GIRDER	STEEL CONTINUOUS
STATE	Unknown	S.H. 58	INDIAN CREEK	0.6 MI N JCT US 60	1961	GIRDER	STEEL
STATE	Unknown	S.H. 51A	CREEK	0.1 MI N BLAINE C/L	1967	CULVERT	CONCRETE
STATE	Unknown	S.H. 51A	CREEK	0.5 MI N BLAINE C/L	1967	CULVERT	CONCRETE
COUNTY	Unknown	D0454	GRIEVER CREEK	3.5E .5S OF SHERMAN	1958	GIRDER	STEEL

COUNTY	Unknown	D0553	CIMARRON RIVER	.5W 2.S 3W OF AMES	1980	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	D2361	CREEK	5E 3S US281 & US412	1983	GIRDER	STEEL
COUNTY	Unknown	E0360	CUDDY CREEK	5N 3.6 W OF US281/412	1939	GIRDER	STEEL
COUNTY	Unknown	E0360	WEST CREEK	5.0N2.0W OF U.S.281/US412	2008	TEE BEAM	CONCRETE
COUNTY	Unknown	E0360	MAIN CREEK	5N .7 W OF US281/412	1987	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	E0380	MAIN CREEK TRIB.	3N 1.8E OF US281/412	1988	GIRDER	CONCRETE
COUNTY	Unknown	E0380	CREEK	3N 2.8E OF US281/412	1996	GIRDER	STEEL
COUNTY	Unknown	E0380	CREEK	5.N .6E OF US60/SH58	1991	GIRDER	STEEL
COUNTY	Unknown	E0380	TURKEY CREEK	.1E 5.N 1.9E OF MENO	1985	GIRDER	STEEL
COUNTY	Unknown	E0380	CREEK	.1E 5.N 2.6E OF MENO	1990	GIRDER	STEEL
COUNTY	Unknown	E0390	CREEK	3N2.6E1.7SE OF US281/SH15	1999	GIRDER	STEEL
COUNTY	Unknown	E0390	CREEK	4.N 6.1W OF US60 & SH58	1988	GIRDER	STEEL
COUNTY	Unknown	4706C	CREEK	4.N 1.7W OF US60 & SH58	1983	GIRDER	STEEL
COUNTY	Unknown	4706C	CREEK	4.N .9W OF US60 & SH58	1990	GIRDER	STEEL
COUNTY	Unknown	E0390	CREEK	4N 0.6W SH60 & 58	1996	GIRDER	STEEL
COUNTY	Unknown	E0390	CREEK	.1E 4.N .6E OF MENO	1991	GIRDER	STEEL
COUNTY	Unknown	E0390	TURKEY CREEK	.1E 4.N 2.6E OF MENO	1972	GIRDER	STEEL
COUNTY	Unknown	E0390	CREEK	2. E 4. N OF MENO	1957	GIRDER	STEEL
COUNTY	Unknown	E0400	CREEK	3.N 1.5W OF US60 & SH58	1971	GIRDER	STEEL
COUNTY	Unknown	E0400	INDIAN CREEK	3. N 1.1 W OF RINGWOOD	1984	GIRDER	CONCRETE
COUNTY	Unknown	E0410	CREEK	8E .5N .9E OF US281/SH15	1999	GIRDER	STEEL
COUNTY	Unknown	E0410	CREEK	8E .5N 1.5E OF US281/412	1977	GIRDER	STEEL
COUNTY	Unknown	E0410	CREEK	2.N 7.6W OF US60 & SH58	1989	GIRDER	STEEL

COUNTY	Unknown	E0410	INDIAN CREEK	2.9N .8W OF RINGWOOD	1993	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	4708C	CREEK	2.9N .4E OF RINGWOOD	1983	GIRDER	STEEL
COUNTY	Unknown	E0420	EAGLE CHIEF CREEK	.3S .3W OF CLEO SPRINGS	1988	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	E0420	DRY CREEK	.2S 2.9E OF CLEO SPRING	1988	GIRDER	STEEL
COUNTY	Unknown	E0420	INDIAN CREEK	1.9N .2W OF RINGWOOD	1984	GIRDER	STEEL
COUNTY	Unknown	E0420	CREEK	1.9W; 1N; .1W OF MENO	2006	GIRDER	STEEL
COUNTY	Unknown	E0420	CREEK	2E 1N .3E OF SH58 & US60	1989	GIRDER	STEEL
COUNTY	Unknown	E0420	CREEK	2.1E 1N .8E OF MENO	2004	GIRDER	STEEL
COUNTY	Unknown	E0430	MAIN CREEK	2S 2.5W OF SH15/US281	1975	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	E0430	CREEK	2.1S .9W OF SH15/US281	1977	GIRDER	STEEL
COUNTY	Unknown	E0430	GRIEVER CREEK	5E 1.5S .3W US281/412	1980	GIRDER	STEEL
COUNTY	Unknown	E0430	MIDDLE GRIEVER CREEK	5E 2S .1E OF US281/412	2001	GIRDER	STEEL
COUNTY	Unknown	E0440	GRIEVER CREEK	5E 2.5S OF US 281/412	1967	GIRDER	STEEL
COUNTY	Unknown	E0440	CREEK	.5N 1.5E OF CHEY. VALLEY	1989	GIRDER	STEEL
COUNTY	Unknown	E0440	DRY CREEK	1.8E,1.0S,0.6W SH15 & 64	1996	GIRDER	STEEL
COUNTY	Unknown	E0440	INDIAN CREEK TRIB.	1S 1.3W OF US60/SH58	2003	GIRDER	STEEL
COUNTY	Unknown	E0440	INDIAN CREEK	.1S, .7W OF RINGWOOD	2011	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	E0440	CREEK	1.S 3.3W OF US60 & SH58	1988	GIRDER	STEEL
COUNTY	Unknown	E0450	MAIN CREEK	1N 1.5W OF SHERMAN	1985	GIRDER	STEEL
COUNTY	Unknown	E0450	CREEK	2S .1W OF MENO	1994	GIRDER	STEEL
COUNTY	Unknown	E0450	ELM CREEK	3E 2S OF MENO	1993	GIRDER	STEEL
COUNTY	Unknown	E0460	W BRANCH BARNEY CREEK	9N 1E OF ORION	1988	GIRDER	STEEL

COUNTY	Unknown	E0460	COTTONWOOD CREEK	1S 1.3 W OF ORIENTA	1997	GIRDER	STEEL
COUNTY	Unknown	E0460	CREEK	2.1S .3E OF RINGWOOD	1994	GIRDER	STEEL
COUNTY	Unknown	E0460	CREEK	2.1S .7E OF RINGWOOD	1988	GIRDER	STEEL
COUNTY	Unknown	E0460	HOYLE CREEK	3S OF MENO	1985	GIRDER	STEEL
COUNTY	Unknown	4726C	ELM CREEK	.1E 3.S 3.4E OF MENO	1982	CULVERT	CONCRETE
COUNTY	Unknown	E0470	CHEYENNE CREEK	2.5S OF CHEYENNE VALLEY	1978	GIRDER	STEEL
COUNTY	Unknown	E0470	COTTONWOOD CREEK	4.5N 3.3W OF FAIRVIEW	1984	GIRDER	STEEL
COUNTY	Unknown	E0470	SKUNK CREEK	4.5N 2.5W OF FAIRVIEW	1995	GIRDER	STEEL
COUNTY	Unknown	E0470	ELM CREEK	4.5N 1.2W OF FAIRVIEW	1941	CULVERT	CONCRETE
COUNTY	Unknown	4724C	HOYLE CREEK	4S 1.1W OF MENO	1996	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	E0480	CREEK	2.5N, .4W OF PHROSO	2010	GIRDER	STEEL
COUNTY	Unknown	E0480	EAST GRIEVER CREEK	2.5N .1E OF PHROSO	1939	CULVERT	CONCRETE
COUNTY	Unknown	E0480	W. BRANCH BARNEY CREEK	5E 7S .4E of US281/US412	2012	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	E0480	BARNEY CREEK	3.5S 4.2W CHEYENNE VALLEY	1939	CULVERT	CONCRETE
COUNTY	Unknown	E0480	CHEYENNE CREEK	3.5S .4W OF CHEYENNEVALLY	1976	GIRDER	STEEL
COUNTY	Unknown	E0480	CREEK	3.5N 6.3W OF FAIRVIEW	2002	GIRDER	STEEL
COUNTY	Unknown	E0480	CREEK	3.5N 6.2W OF FAIRVIEW	2002	GIRDER	CONC. CONTINUOUS
COUNTY	Unknown	E0480	CREEK	3.5N 6.1W OF FAIRVIEW	2003	GIRDER	STEEL
COUNTY	Unknown	E0480	COTTONWOOD CREEK	3.5N 4.6W OF FAIRVIEW	1986	GIRDER	STEEL
COUNTY	Unknown	E0480	SKUNK CREEK	3.5N 3.3W OF FAIRVIEW	1975	GIRDER	STEEL
COUNTY	Unknown	E0480	CREEK	2.9S,2.3W OF ORIENTA	2008	GIRDER	STEEL

COUNTY	Unknown	E0480	ELM CREEK	2.5W 3S .2E OF ORIENTA	2002	GIRDER	STEEL
COUNTY	Unknown	E0480	PATIE CREEK	.1E 5.S .9W OF MENO	1988	GIRDER	STEEL
COUNTY	Unknown	E0490	CREEK	4.5S .6W CHEYENNE VALLEY	1999	GIRDER	STEEL
COUNTY	Unknown	E0490	SAND CREEK	2.5N 7.1W OF FAIRVIEW	1975	CULVERT	CONCRETE
COUNTY	Unknown	FAS 4725	COTTONWOOD CREEK	2.5N 5.7 W OF FAIRVIEW	1975	CULVERT	CONCRETE
COUNTY	Unknown	E0490	SKUNK CREEK	4.5W 4S .4W OF ORIENTA	2005	GIRDER	STEEL
COUNTY	Unknown	E0490	ELM CREEK	2.5N 2.3W OF FAIRVIEW	1940	CULVERT	CONCRETE
COUNTY	Unknown	E0490	CREEK	2.5N 2E OF FAIRVIEW	1991	GIRDER	STEEL
COUNTY	Unknown	E0490	SAND CREEK	2.5N 2.9E OF FAIRVIEW	1990	GIRDER	STEEL
COUNTY	Unknown	E0490	HOYLE CREEK	6S 1.4 W OF MENO	1991	GIRDER	STEEL
COUNTY	Unknown	E0500	SKUNK CREEK	1.5N 5.2W OF FAIRVIEW	1996	GIRDER	STEEL
COUNTY	Unknown	E0500	GYPSUM CREEK	1.5 N .7 W OF FAIRVIEW	1988	GIRDER	STEEL
COUNTY	Unknown	E0500	SAND CREEK	1.5N 1.7E OF FAIRVIEW	1992	GIRDER	STEEL
COUNTY	Unknown	E0500	SAND CREEK	1.5N 1.9E OF FAIRVIEW	1994	GIRDER	STEEL
COUNTY	Unknown	E0500	INDIAN CREEK	6.1S 2.9 W OF RINGWOOD	1991	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	E0500	CREEK	6.1S 2.6W OF RINGWOOD	2002	GIRDER	STEEL
COUNTY	Unknown	E0500	HOYLE CREEK	.1E 7.S 1.4W OF MENO	1998	GIRDER	STEEL
COUNTY	Unknown	E0505	EAST GRIEVER CREEK	6E 4.5N OF CHESTER	1984	GIRDER	STEEL
COUNTY	Unknown	E0510	COTTONWOOD CREEK	1.5N6W1S.4W OF FAIRVIEW	1996	GIRDER	STEEL
COUNTY	Unknown	E0510	GYPSUM CREEK	3W .5N .1W OF FAIRVIEW	2009	GIRDER	STEEL
COUNTY	Unknown	E0510	GYPSUM CREEK	.5N 1.1W OF FAIRVIEW	1999	GIRDER	STEEL
CITY	FAIRVIEW	E0510	CREEK	.5N .3W OF FAIRVIEW	1988	GIRDER	STEEL

COUNTY	Unknown	E0510	HOYLE CREEK	2 MI N & 1 MI W OF AMES	1989	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	E0520	CHEYENNE CREEK	3N 1.9E OF BADO	1978	GIRDER	STEEL
COUNTY	Unknown	E0520	CREEK	3N 3.9E OF BADO	1998	GIRDER	STEEL
COUNTY	Unknown	E0520	CREEK	.5S 8.9W OF FAIRVIEW	1982	GIRDER	STEEL
COUNTY	Unknown	E0520	COTTONWOOD CREEK	.5S 7.1W OF FAIRVIEW	1980	GIRDER	STEEL
COUNTY	Unknown	E0520	ELM CREEK	.5S 6.6W OF FAIRVIEW	1996	GIRDER	STEEL
COUNTY	Unknown	E0520	SKUNK CREEK	.5S 5.3W OF FAIRVIEW	1940	GIRDER	STEEL
COUNTY	Unknown	FAS 4721	ELM CREEK	.5S 4.1W OF FAIRVIEW	1938	CULVERT	CONCRETE
CITY	FAIRVIEW	E0520	CREEK	.5S .1E OF FAIRVIEW	1986	GIRDER	STEEL
CITY	FAIRVIEW	E0520	SAND CREEK	.5S .9E OF FAIRVIEW	1939	GIRDER	STEEL
COUNTY	Unknown	E0520	HOYLE CREEK	1.N .7W OF AMES	1998	GIRDER	STEEL
COUNTY	Unknown	E0530	COTTONWOOD CREEK TRIB.	6.5E 2N 1E OF ORION	1986	GIRDER	STEEL
COUNTY	Unknown	E0530	CREEK	1.5S 1.3W OF FAIRVIEW	1985	GIRDER	STEEL
COUNTY	Unknown	E0530	SAND CREEK	1.5 S .7 E OF FAIRVIEW	1983	CULVERT	CONCRETE
COUNTY	Unknown	E0530	HOYLE CREEK	.6 MI W OF AMES	1976	GIRDER	STEEL
COUNTY	Unknown	E0540	HOYLE CREEK	1.3W OF AMES	1990	GIRDER	STEEL
COUNTY	Unknown	E0560	CREEK	3E 1S .2E OF CEDAR SPR'GS	1978	GIRDER	STEEL
COUNTY	Unknown	E0560	SAND CREEK	4.5S 1.6W OF FAIRVIEW	1991	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	E0560	CREEK	.4S2.7W2S.9W OF ISABELLA	1998	GIRDER	STEEL
COUNTY	Unknown	E0560	CREEK	2S 1.2E OF ISABELLA	1991	GIRDER	STEEL
COUNTY	Unknown	E0570	CREEK	3S 4.8W OF ISABELLA	1998	GIRDER	STEEL
COUNTY	Unknown	E0570	DEEP CREEK O'FLOW	.3E 3.4S .5E OF ISABELLA	1982	GIRDER	STEEL
COUNTY	Unknown	E0570	DEEP CREEK	.3E 3.4S .8E OF ISABELLA	1981	GIRDER	STEEL
COUNTY	Unknown	E0570	CREEK	2.5E 4.S .7E OF AMES	1980	GIRDER	STEEL
COUNTY	Unknown	E0580	CREEK	.4S 1.7W 4S .2W ISABELLA	1985	GIRDER	STEEL
COUNTY	Unknown	E0580	CREEK	.5E 5.S .8E OF AMES	1988	GIRDER	STEEL

COUNTY	Unknown	E0580	CREEK	2.5E 5.S .3E OF AMES	1988	GIRDER	STEEL
R.R.	Unknown	BNSF R.R.	N2280 UNDER	3W 5.5N OF US281 & SH15	1943	GIRDER	STEEL
R.R.	Unknown	BNSF R.R.	N2280 UNDER	3W 5.5N U.S. 281/S.H. 15	2005	BOX BM.MULTI	PRESTRESSED CONC.
COUNTY	Unknown	N2280	CUDDY CREEK	3W 5.1N OF US281 & SH15	1937	GIRDER	CONC. CONTINUOUS
COUNTY	Unknown	N2280	WEST CREEK	3W 4.1N OF US 281 & 15	1937	GIRDER	STEEL
COUNTY	Unknown	N2298	CREEK	1E 2.9S OF US281 & US412	1997	GIRDER	STEEL
COUNTY	Unknown	N2330	CREEK	3N 1.4E 1.2N SH15/US281	1997	GIRDER	STEEL
COUNTY	Unknown	N2350	GRIVER CREEK	4E 2.3S U.S.281/412	2006	GIRDER	STEEL
COUNTY	Unknown	N2350	EAST GRIEVER CREEK	.3S OF PHROSO	1949	CULVERT	CONCRETE
COUNTY	Unknown	N2353	GRIEVER CREEK	4.3E.5S1E.1S OF US281/412	1988	GIRDER	STEEL
COUNTY	Unknown	N2360	GRIEVER CREEK	5E 1.2S OF US 281 & 412	1982	GIRDER	STEEL
COUNTY	Unknown	N2360	GRIEVER CREEK	5E 1.4S US281 & 412	1982	GIRDER	STEEL
COUNTY	Unknown	N2390	CREEK	8E 1N OF US 281/412	1999	GIRDER	STEEL
COUNTY	Unknown	N2392	WEST BARNEY CREEK	5E4S2.2E.5S OF US281/412	1976	GIRDER	STEEL
COUNTY	Unknown	N2440	CHEYENNE CREEK	2.8S OF CHEYENNE	2008	GIRDER	STEEL
COUNTY	Unknown	N2440	CHEYENNE CREEK	3.1S OF CHEYENNE VALLEY	1984	GIRDER	STEEL
COUNTY	Unknown	N2450	CHEYENNE CREEK	.5S 1E .9S OF CHEY.VALLEY	1995	GIRDER	STEEL CONTINUOUS
COUNTY	Unknown	N2450	CREEK	.9W 2.9N OF DANE	1999	GIRDER	STEEL
COUNTY	Unknown	N2460	CHEYENNE CREEK	6.5N&.5W.1S FAIRVIEW	2006	GIRDER	STEEL CONTINUOUS
COUNTY	Unknown	N2460	CREEK	2.5N 7.5W 2.7N FAIRVIEW	1976	GIRDER	STEEL
COUNTY	Unknown	N2460	COTTON WOOD CREEK	.5S 8W 2.1N OF FAIRVIEW	2007	GIRDER	STEEL
COUNTY	Unknown	N2470	SAND CREEK	2.5N 7W .1N OF FAIRVIEW	1990	GIRDER	STEEL
COUNTY	Unknown	N2490	COTTONWOOD CREEK	2.5N 5W .9N OF FAIRVIEW	1968	GIRDER	STEEL

COUNTY	Unknown	N2490	SKUNK CREEK	1.5N 5W .2N OF FAIRVIEW	2004	GIRDER	STEEL
COUNTY	Unknown	N2490	CREEK	.5S 5W .3N OF FAIRVIEW	2004	GIRDER	STEEL
COUNTY	Unknown	N2500	SKUNK CREEK BR.	4. 5W 1.9S OF ORIENTA	1988	GIRDER	STEEL
COUNTY	Unknown	N2500	COTTONWOOD CREEK	4.5W 2.6S OF ORIENTA	1984	GIRDER	STEEL
COUNTY	Unknown	N2500	DEEP CREEK	4.5S 4W .7S OF FAIRVIEW	1940	GIRDER	STEEL
COUNTY	Unknown	N2510	CREEK	3W 5.7N OF FAIRVIEW	1991	GIRDER	STEEL
COUNTY	Unknown	N2510	COTTONWOOD CREEK	3W 5N OF FAIRVIEW	1985	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	N2510	SKUNK CREEK	3.5W 2.6S OF ORIENTA	1997	GIRDER	STEEL
COUNTY	Unknown	N2510	ELM CREEK	3W 2.8N OF FAIRVIEW	1939	CULVERT	CONCRETE
COUNTY	Unknown	N2510	GYPSUM CREEK	3W .6N OF FAIRVIEW	2009	GIRDER	STEEL
COUNTY	Unknown	N2520	COTTONWOOD CREEK	2W 5.2N OF FAIRVIEW	1985	GIRDER	STEEL
COUNTY	Unknown	N2520	COTTONWOOD CREEK	2W 5N OF FAIRVIEW	2004	GIRDER	STEEL
COUNTY	Unknown	N2520	GYPSUM CREEK	2W .9N OF FAIRVIEW	2000	GIRDER	STEEL
COUNTY	Unknown	N2520	CREEK	1.5S 2W .8S OF FAIRVIEW	1984	GIRDER	STEEL
COUNTY	Unknown	N2530	COTTONWOOD CREEK	1.5W .8S OF ORIENTA	1997	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	N2530	ELM CREEK	1W 4.8N OF FAIRVIEW	1941	CULVERT	CONCRETE
COUNTY	Unknown	N2530	GYPSUM CREEK	1W 1.2N OF FAIRVIEW	2011	GIRDER	STEEL
COUNTY	Unknown	N2530	GYPSUM CREEK	1W .6N OF FAIRVIEW	1999	GIRDER	STEEL
COUNTY	Unknown	N2530	CREEK	1W 1.2S OF FAIRVIEW	1995	GIRDER	STEEL
CITY	FAIRVIEW	N2539	CREEK	.5S .1W .1N OF FAIRVIEW	1934	GIRDER	WOOD OR TIMBER
COUNTY	Unknown	N2540	COTTONWOOD CREEK	6.6N OF FAIRVIEW	1993	TEE BEAM	PRESTRESSED CONC.

CITY	FAIRVIEW	N2542	CREEK	.1N SURREY LN/LOST CRK DR	1986	TRUSS-THRU	STEEL
CITY	FAIRVIEW	N2543	CREEK	.2S .2E OF FAIRVIEW	1980	GIRDER	STEEL
CITY	FAIRVIEW	N2544 PARK LANE	CREEK	.3S .4E OF FAIRVIEW	1980	GIRDER	STEEL
CITY	FAIRVIEW	12TH ST.	CREEK	ON 12TH AV, N OF HIGHLAND	1988	GIRDER	STEEL
COUNTY	Unknown	N2550	COTTONWOOD CREEK	.5 E .1 S OF ORIENTA	1996	GIRDER	STEEL
CITY	FAIRVIEW	N2550	CREEK	1.N 1.E OF FAIRVIEW	1991	GIRDER	STEEL
CITY	FAIRVIEW	N2550	CREEK	.6N 1.E OF FAIRVIEW	1992	GIRDER	STEEL
CITY	FAIRVIEW	N2550	SAND CREEK	1E .4S OF US60/SH58	2003	GIRDER	STEEL
COUNTY	Unknown	N2550	DEEP CREEK	6.5S 1E .4S OF FAIRVIEW	1967	GIRDER	STEEL
COUNTY	Unknown	N2550	CREEK	6.5S 1E .5S OF FAIRVIEW	1970	GIRDER	STEEL
COUNTY	Unknown	N2560	EAGLE CHIEF CREEK	2.2N OF CLEO SPRINGS	2012	GIRDER	CONCRETE
COUNTY	Unknown	N2560	EAGLE CHIEF CREEK	1.5N of CLEO SPRING	1983	GIRDER	STEEL
COUNTY	Unknown	N2560	GYPSUM CREEK	.5N 2E 2.7N OF FAIRVIEW	1996	GIRDER	STEEL
COUNTY	Unknown	N2560	SAND CREEK	1.9N 2.E OF FAIRVIEW	1989	GIRDER	STEEL
COUNTY	Unknown	N2560	DEEP CREEK	4.5S 2E .5S OF FAIRVIEW	2000	GIRDER	STEEL
COUNTY	Unknown	N2560	CREEK	6.5S 2E .3S OF FAIRVIEW	2002	GIRDER	STEEL
COUNTY	Unknown	N2570	SAND CREEK	.5N 3E 2.5N OF FAIRVIEW	2006	GIRDER	STEEL
COUNTY	Unknown	N2570	CREEK	.5N 3E .3S OF FAIRVIEW	2003	GIRDER	STEEL
COUNTY	Unknown	N2570	DEEP CREEK	2.5S 3E ;2.6S OF FAIRVIEW	2006	GIRDER	STEEL
COUNTY	Unknown	N2570	CREEK	.5S 3E 5.2S OF FAIRVIEW	2000	GIRDER	STEEL
COUNTY	Unknown	N2570	CREEK	2.5S 3E 3.7S OF FAIRVIEW	2001	GIRDER	STEEL

COUNTY	Unknown	N2580	CREEK	.2S 1.9E 1.4S CLEO SPRING	1984	GIRDER	STEEL
COUNTY	Unknown	N2580	CREEK	4E, .4N JCT SH 58 / SH 8	2008	GIRDER	STEEL
COUNTY	Unknown	N2580	CREEK	.4S 3.8W 1.5S OF ISABELLA	1988	GIRDER	CONCRETE
COUNTY	Unknown	N2580	CREEK	2.5S 4E 2.3S OF FAIRVIEW	1990	GIRDER	STEEL
COUNTY	Unknown	N2580	CREEK	5.4S 4.E OF FAIRVIEW	1994	GIRDER	STEEL
COUNTY	Unknown	N2580	CREEK	6.5S 4E .4S OF FAIRVIEW	1985	GIRDER	STEEL
COUNTY	Unknown	N2590	CREEK	.5N 5E .6N OF FAIRVIEW	1996	GIRDER	STEEL
COUNTY	Unknown	N2590	DEEP CREEK	.4S 2.8W 2.9S OF ISABELLA	1975	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	N2590	SAND CREEK	.3S 2.7W 3.8S OF ISABELLA	1990	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	N2600	CREEK	3N 7.1 W OF RINGWOOD	1994	GIRDER	STEEL
COUNTY	Unknown	N2600	CREEK	.5N 6E .1N OF FAIRVIEW	2004	GIRDER	STEEL
COUNTY	Unknown	N2600	DEEP CREEK	.4S 1.8W 3.3S OF ISABELLA	1987	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	N2600	CREEK	.4S 1.7W 4.1S OF ISABELLA	1997	GIRDER	STEEL
COUNTY	Unknown	N2610	CREEK	6W 4.6N OF US412/SH58	2001	GIRDER	STEEL
COUNTY	Unknown	N2610	DEEP CREEK	.4S .7W 4.2S OF ISABELLA	1973	GIRDER	STEEL
COUNTY	Unknown	N2620	DEEP CREEK	.2E 4.5S OF ISABELLA	1939	GIRDER	STEEL
COUNTY	Unknown	N2640	CREEK	3W 4.7N OF JCT SH58/US60	2005	GIRDER	STEEL
COUNTY	Unknown	N2640	DEEP CREEK	.4S 2.3E 2.9S OF ISABELLA	2003	CULVERT	CONCRETE
COUNTY	Unknown	N2650	CREEK	2.W 4.S OF SH58 & US60	1989	GIRDER	STEEL
COUNTY	Unknown	N2650	DEEP CREEK	.3E2.4S3E.2S OF ISABELLA	1999	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	N2660	CREEK	1.W4.7N OF S.H.58 U.S.60	2006	GIRDER	STEEL

COUNTY	Unknown	N2660	CREEK	1W 4.5N OF SH58/US60	2012	GIRDER	STEEL
COUNTY	Unknown	N2660	INDIAN CREEK	1.W 3.2N OF SH58 & US60	1972	GIRDER	STEEL
COUNTY	Unknown	N2660	INDIAN CREEK	1W 2.5N OF SH58/US60	1977	GIRDER	STEEL
COUNTY	Unknown	N2660	CREEK	1W 1.1S OF SH58/US60	1998	GIRDER	STEEL
COUNTY	Unknown	N2660	DEEP CREEK	.4S 4.3E 2.1S OF ISABELLA	1988	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	4740C	HOYLE CREEK	2.5W 1.4 S OF AMES	1988	GIRDER	PRESTRESSED CONC.
COUNTY	Unknown	N2690	INDIAN CREEK	2.E .5N OF SH58 & US60	1989	GIRDER	STEEL
COUNTY	Unknown	N2700	CREEK	3S 1W .7S OF MENO	2005	GIRDER	STEEL
COUNTY	Unknown	N2710	CREEK	.1E 4.5 N. OF MENO	1989	GIRDER	STEEL
COUNTY	Unknown	N2710	CREEK	.1E, 2.5N OF MENO	2007	GIRDER	STEEL
COUNTY	Unknown	4776C	CREEK	1.1E 3.8N OF MENO	1981	GIRDER	STEEL
COUNTY	Unknown	N2730	TURKEY CREEK	2.1E 4.7 N OF MENO	1941	GIRDER	STEEL
COUNTY	Unknown	N2730	CREEK	2.1E 3.8N OF MENO	1998	TEE BEAM	PRESTRESSED CONC.
COUNTY	Unknown	N2730	CREEK	2.1E 1.7N OF MENO	1993	GIRDER	STEEL
COUNTY	Unknown	N2730	CREEK	2.1E 1.1N OF MENO	2004	GIRDER	STEEL
COUNTY	Unknown	N2740	TURKEY CREEK	3. E 2.9 N OF MENO	1996	GIRDER	STEEL
COUNTY	Unknown	N2740	CREEK	3.1E 2.7S OF MENO	2001	GIRDER	STEEL

Table 2.10 Structurally Deficient and Functional Obsolete Bridges

CROSSES	LOCATIN	DESIGN	YEAR BUILT	SD/FO
DEEP CREEK O'FLOW	.3E 3.4S .5E OF ISABELLA	Steel Stringer/Multi-beam or girder	1982	SD
CUDDY CREEK	5N 3.6 W OF US281/412	Steel Stringer/Multi-beam or girder (3 spans)	1939	SD
MAIN CREEK TRIB.	3N 1.8E OF US281/412	Concrete Stringer/Multi-beam or girder (3 spans)	1988	SD
CIMARRON RIVER	1.8 MI S JCT SH 8	Steel Stringer/Multi-beam or girder (28 spans)	1956	SD
N. CANADIAN RIVER	1.5 MI.N. DEWEY C/L	Steel Stringer/Multi-beam or girder (8 spans)	1964	SD
INDIAN CREEK	1W 2.5N OF SH58/US60	Steel Stringer/Multi-beam or girder	1977	SD
TURKEY CREEK	.1E 4.N 2.6E OF MENO	Steel Stringer/Multi-beam or girder	1972	SD
INDIAN CREEK	3. N 1.1 W OF RINGWOOD	Concrete Stringer/Multi-beam or girder (2 spans)	1984	SD
INDIAN CREEK	1.W 3.2N OF SH58 & US60	Steel Stringer/Multi-beam or girder	1972	SD
CREEK	2.1S .9W OF SH15/US281	Steel Stringer/Multi-beam or girder	1977	SD
HOYLE CREEK	3S OF MENO	Steel Stringer/Multi-beam or girder	1985	SD
SAND CREEK	2.5N 7.1W OF FAIRVIEW	Concrete Culvert (3 spans)	1975	SD
CREEK	2.5N 2E OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1991	SD
SAND CREEK	1.5N 1.7E OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1992	SD
CREEK	5N .3W OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1988	SD
SAND CREEK	.5S .9E OF FAIRVIEW	Steel Stringer/Multi-beam or girder (3 spans)	1939	SD
CREEK	3N 3.9E OF BADO	Steel Stringer/Multi-beam or girder	1998	SD
CREEK	.5S .1E OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1986	SD
HOYLE CREEK	.6 MI W OF AMES	Steel Stringer/Multi-beam or girder (2 spans)	1976	SD

SAND CREEK	1.6 MI E JCT US 60	Steel Stringer/Multi-beam or girder (5 spans)	1954	SD
CUDDY CREEK	3W 5.1N OF US281 & SH15	Concrete Stringer/Multi-beam or girder (3 spans)	1937	SD
WEST CREEK	3W 4.1N OF US 281 & 15	Steel Stringer/Multi-beam or girder (3 spans)	1937	SD
WEST BARNEY CREEK	5E4S2.2E.5S OF US281/412	Steel Stringer/Multi-beam or girder	1976	SD
COTTONWOOD CREEK	2.5N 5W .9N OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1968	SD
COTTONWOOD CREEK	4.5W 2.6S OF ORIENTA	Steel Stringer/Multi-beam or girder	1984	SD
DEEP CREEK	4.5S 4W .7S OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1940	SD
ELM CREEK	3W 2.8N OF FAIRVIEW	Concrete Culvert (3 spans)	1939	SD
COTTONWOOD CREEK	2W 5.2N OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1985	SD
CREEK	.5S .1W .1N OF FAIRVIEW	Wood Stringer/Multi-beam or girder (3 spans)	1934	SD
CREEK	6.5S 1E .5S OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1970	SD
COTTONWOOD CREEK	.5 E .1 S OF ORIENTA	Steel Stringer/Multi-beam or girder	1996	SD
CREEK	1.N 1.E OF FAIRVIEW	Steel Stringer/Multi-beam or girder	1991	SD
EAGLE CHIEF CREEK	1.5N OF CLEO SPRING	Steel Stringer/Multi-beam or girder (3 spans)	1983	SD
CREEK	.2S 1.9E 1.4S CLEO SPRING	Steel Stringer/Multi-beam or girder	1984	SD
CREEK	4S 3.8W 1.5S OF ISABELLA	Concrete Stringer/Multi-beam or girder	1988	SD
DEEP CREEK	.2E 4.5S OF ISABELLA	Steel Stringer/Multi-beam or girder (2 spans)	1939	SD
TURKEY CREEK	.1E 5.N 1.9E OF MENO	Steel Stringer/Multi-beam or girder	1985	FO
MAIN CREEK	2S 2.5W OF SH15/US281	Prestressed Tee beam (2 spans)	1975	FO

Map 2.15 National Highway Freight Network, Oklahoma

Map 2.16 Major County Freight Corridors and Connectors

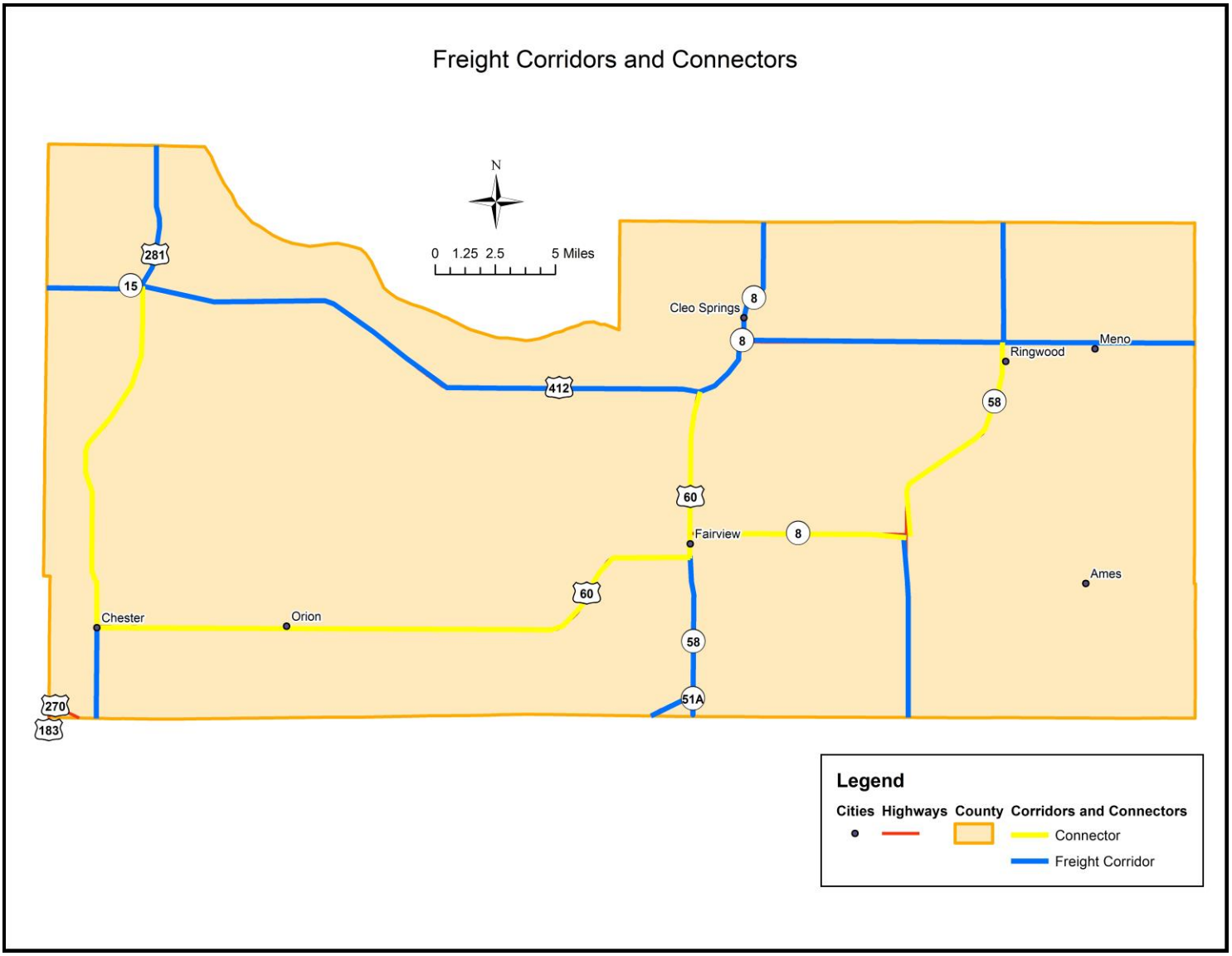


Table 2.11 MAGB Ridership and Revenue for Major County

Major County	October 2014-Sept 2015	October 2015-Sept 2016
Trips	x	x
Passenger Miles	x	x
Revenue Miles	x	x

Source: MAGB Transportation

Currently waiting on response from MAGB for data.

Appendix H-3
Chapter 3

Map 3.1 Major County 2035 Population & Employment Projection by TAZ

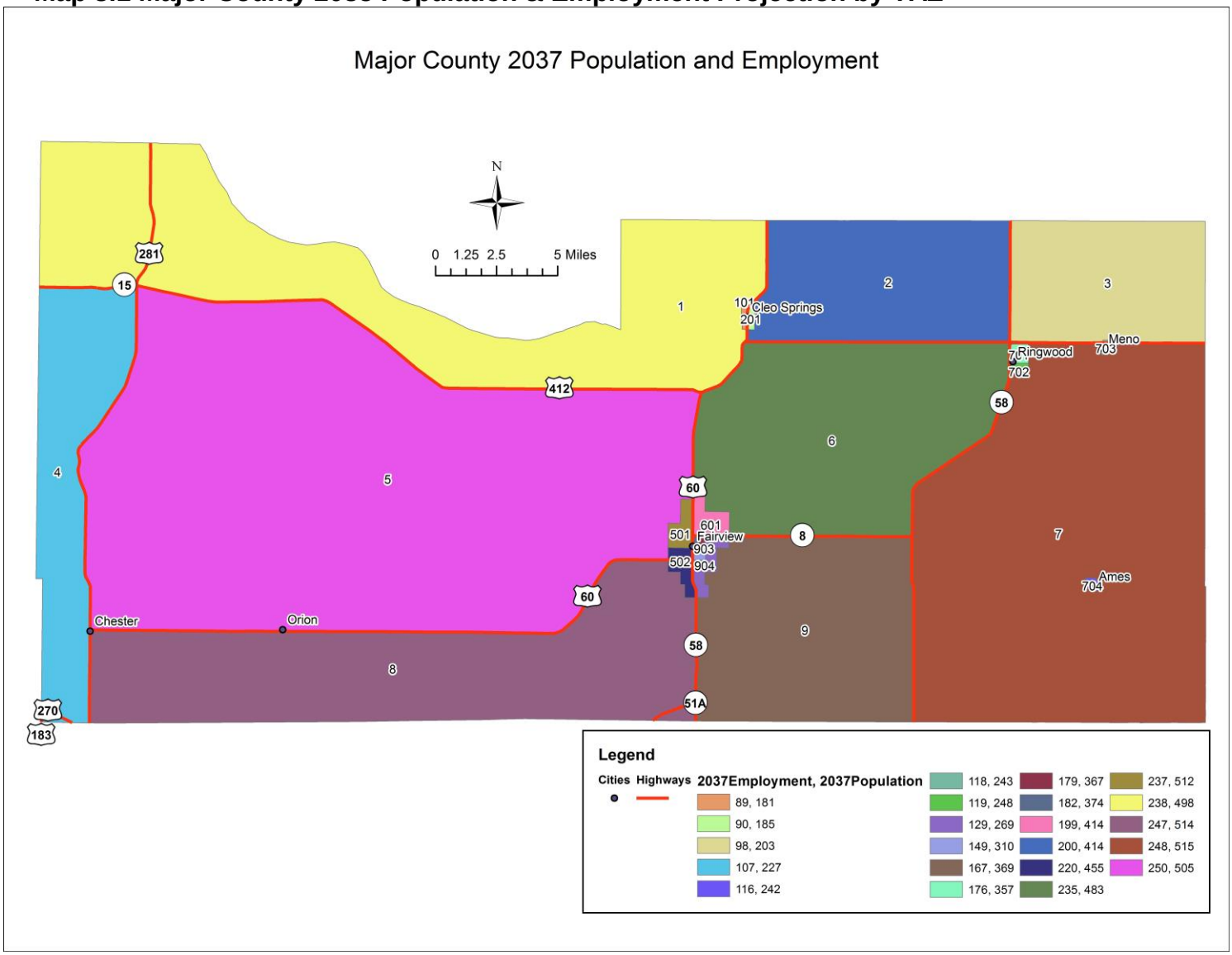


Table 3.1 – Major County 2037 Population & Employment

	Major 1% Per Decade	Civilian Labor Force
1980	8,772	
1990	7,999	
2000	7,529	
2010	7,527	3,825
2015	7,700	3,718
2020	7,739	3737
2030	7,816	3,774
2037	7,855	3,793

Table 3.2 ODOT Eight Year Work Program

Location	Project Type	Project Year	Project Cost
US-281 from US-412 Jct extend north approx. 5.9 MI.	Widen & Resurface	FFY 2023	$10,300,000.00
US-60 begin 5.7 MI west of Major/Garfield Co. line extend east approx. 6.2 MI	Widen & Resurface	FFY 2023	$9,700,000.00
US-281 from US-412 Jct. extend north approx. 5.9 MI.	Utilities	FFY 2021	$400,000.00
US-281 from US-412 Jct. extend north approx. 5.9 MI.	Right of Way	FFY 2021	$400,000.00
SH-8 from US-412 north to Alfalfa Co. line	Widen & Resurface	FFY 2020	$6,200,000.01
US-60 begin 5.7 MI west of Major/Garfield Co. line extend east approx. 6.2 MI.	Utilities	FFY 2019	$250,000.00
US-60 begin 5.7 MI west of Major/Garfield Co. line extend east approx. 6.2 MI.	Right of Way	FFY 2019	$250,000.00
SH-8 from US-412 north to Alfalfa Co. line.	Utilities	FFY 2018	$599,934.00
US-60 over N. Canadian Riv. 1.5 MI north of Dewey Co. line	Bridges & Approaches	FFY 2017	$7,500,000.00
US-60 over Cimarron Riv. 1.8 MI south of SH-8 Jct.	Bridges & Approaches	FFY 2017	$9,113,800.00
SH-8 from US-412 north to Alfalfa Co. line.	Right of Way	FFY 2017	$ 1,155,400.00
		TOTAL:	$45,869,134.01

Table 3.3 ODOT CIRB Work Program

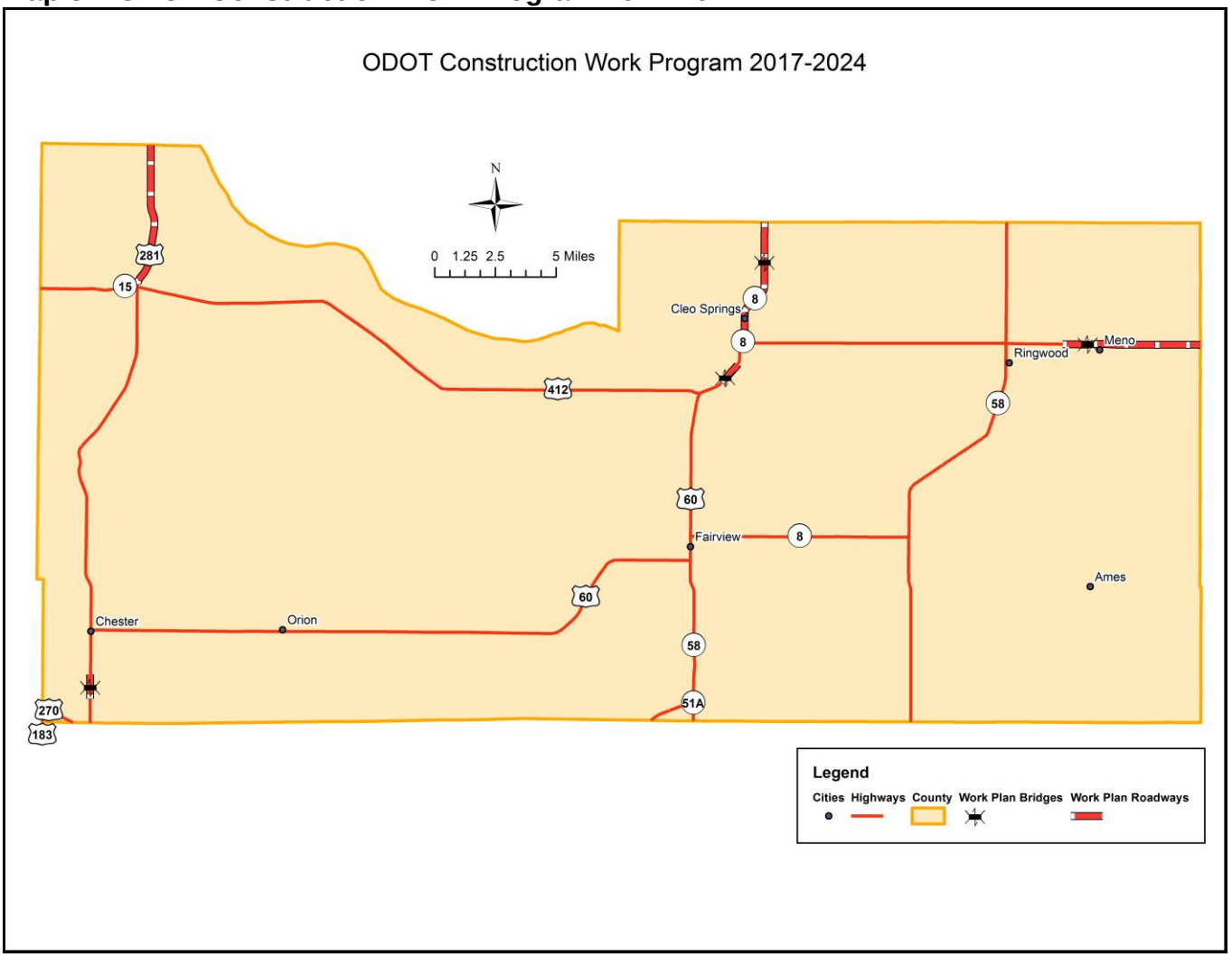
PROJECT DESCRIPTION	GOAL, POLICY	PROJECT YEAR	FUNDING PROGRAM/ SOURCE	FUNDING STATE /FEDERAL	FUNDING OTHER	TOTAL
28346(04) Bridge & Approaches: on CR NS-256 over Eagle Chief Cr., 1.5 MI north of Cleo Springs.		FFY2016	CIRB	$1,044,100.00	$0.00	$1,044,100.00
28417(05) Contract PE: Co. bridge on NS-228 over West Cr., 3.0 MI west & 4.1 MI north of Jct US-412/US-281. PE for 28417(04)		FFY2016	CIRB	$75,000.00	$0.00	$75,000.00
28662(05) Contract PE: CR on EW-57, begin at NS-233 and extend south 1.0 MI, then on EW-58 extend 4.0 MI east. PE for 28662(04)		FFY2016	CIRB	$100,000.00	$0.00	$100,000.00
31771(05) Contract PE: Bridge rehab on D-0553 5.4 MI southwest of Ames. PE for 31771(04)		FFY2016	CIRB	$75,000.00	$0.00	$75,000.00
29751(04) Bridge & Approaches: on NS-262 over Deep Cr., 0.2 MI east & 4.5 MI south of Isabella. CT beams		FFY2017	CIRB	$600,000.00	$0.00	$600,000.00

31810(05) ODOT PE: Bridge and approaches on EW-40 over Indian Cr., 1.0 MI west and 2.5 MI north of Jct. SH-58/US-60. PE for 31810(04)		FFY2017	CIRB	$750,000.00	$0.00	$750,000.00
28348(04) Bridge & Approaches: Co. bridge on EW-52 over Sand Cr., 0.5 MI south and 0.9 MI east of Fairview.		FFY2018	CIRB	$900,000.00	$0.00	$900,000.00
28662(06) Right of Way: CR on EW-58, begin at EW-57 and extend south 1.0 MI, then on EW-58 extend 5.0 MI east. ROW for 28662(04)		FFY2018	CIRB	$10,000.00	$0.00	$10,000.00
28662(07) Utilities: CR on EW-58, begin at EW-57 and extend south 1.0 MI, then on EW-58 extend 5.0 MI east. UT for 28662(04)		FFY2018	CIRB	$10,000.00	$0.00	$10,000.00
31771(04) Bridge Rehab: on D-0553 5.4 MI southwest of Ames.		FFY2018	CIRB	$500,000.00	$0.00	$500,000.00

31843(05) Contract PE: Bridge and approaches on NS-260 over Indian Cr., 1.0 MI west and 3.2 MI north of Jct US-60/SH-58. PE for 31843(04)		FFY2018	CIRB	$75,000.00	$0.00	$75,000.00
28417(04) Bridge & Approaches: Co. bridge on NS-228 over West Cr., 3.0 MI west and 4.1 MI north of Jct US-412/US-281.		FFY2019	CIRB	$800,000.00	$0.00	$800,000.00
28662(04) Resurface: CR on EW-57, begin at NS-233 and extend south 1.0 MI, then on EW-58 extend 4.0 MI east.		FFY2019	CIRB	$4,000,000.00	$0.00	$4,000,000.00
29790(04) Bridge & Approaches: on EW-43 over Unnamed Cr., 2.1 MI south and 0.9 MI west of US-412/US-281. CT beams		FFY2019	CIRB	$500,000.00	$0.00	$500,000.00
31158(05) Contract PE: CR EW-58, from NS-237 extend east to NS-242. PE for 31158(04)		FFY2019	CIRB	$100,000.00	$0.00	$100,000.00

31773(05) Contract PE: Bridge and approaches on EW-52 over Cheyenne Cr. 3.0 MI north and 1.9 MI east of Bado. PE for 31773(04)		FFY2019	CIRB	$75,000.00	$0.00	$75,000.00
31158(06) Right of Way: CR EW-58, from NS-237 extend east to NS-242. ROW for 31158(04)		FFY2020	CIRB	$20,000.00	$0.00	$20,000.00
31158(07) Utilities: CR EW-58, from NS-237 extend east to NS-242. UT for 31158(04)		FFY2020	CIRB	$20,000.00	$0.00	$20,000.00
31810(04) Bridge & Approaches: on EW-40 over Indian Cr., 1.0 MI west and 2.5 MI north of Jct SH-58/US-60.		FFY2020	CIRB	$800,000.00	$0.00	$800,000.00

Map 3.2 ODOT Construction Work Program 2017-2024



Source: ODOT

Appendix H-4
Chapter 4

Table 4.1 Funding Category Summary

State	FUNDING ELIGIBITY	FUNDING LIMITS
County Equipment Revolving Fund		$4.5 to$ 5 million a year
Industrial, Historic site and Lake Access Funds,	Can be used on city streets and county roads.	$2.5 million, FY 2011, industrial access $2.5 million, FY 2011, lake/historic access
County Improvements for Roads and Bridges, (CIRB)	Only contract projects let thru ODOT	Averages $75 million/year, divided evenly between ODOT's Field Divisions
Federal		
Federal Bridge Funds Bridge Replacement Funds (BR) **Bridge Rehabilitation (BH)** **Preventive Maintenance (PM)** **Safety Bridge Inspection**	Bridge < 50 sufficiency rating & functionally obsolete or structurally deficient. Bridge between 50 & 80 sufficiency rating. Must have a systematic process for project selection. Mandated by the Federal Highway Administration, FHWA, on bridge length structures.	BR, BH and PM all together limited to $16.5 million in odd numbered years and $20 million in even numbered years. Safety Bridge Inspection funded with $3.5 million in odd numbered years.
Surface Transportation Program	Road projects, grade, drain and surface on county major and minor collectors. Funding may provide up to 80 percent of the construction costs. Local governments fund the remaining 20 percent match plus costs for engineering, right of way and utility relocation.	$6 million for roadway projects $20 million for safety bridge inspections, replacement or repair of county bridges. ODOT is currently funding the 20 percent match on regular safety bridge inspection costs and 100 percent

		of all the county fracture critical bridge inspection costs.
Emergency Relief (ER) Funds	Disaster funding on Major x	
Emergency Transportation and Revolving Fund (ETR)	The funds are split amongst the eight CEDs. Counties can apply to their CED and borrow any amount of money from the fund.	In FY 2009, ODOT made a one-time appropriation of $25 million to the Emergency and Transportation Revolving Fund.
Circuit Engineering District Revolving fund		$3.5 million annually
County Road & Bridge Improvement Fund (CBR)	County Built, contract projects and maintenance on roads/bridges	
County Highway Fund		

Source: ODOT

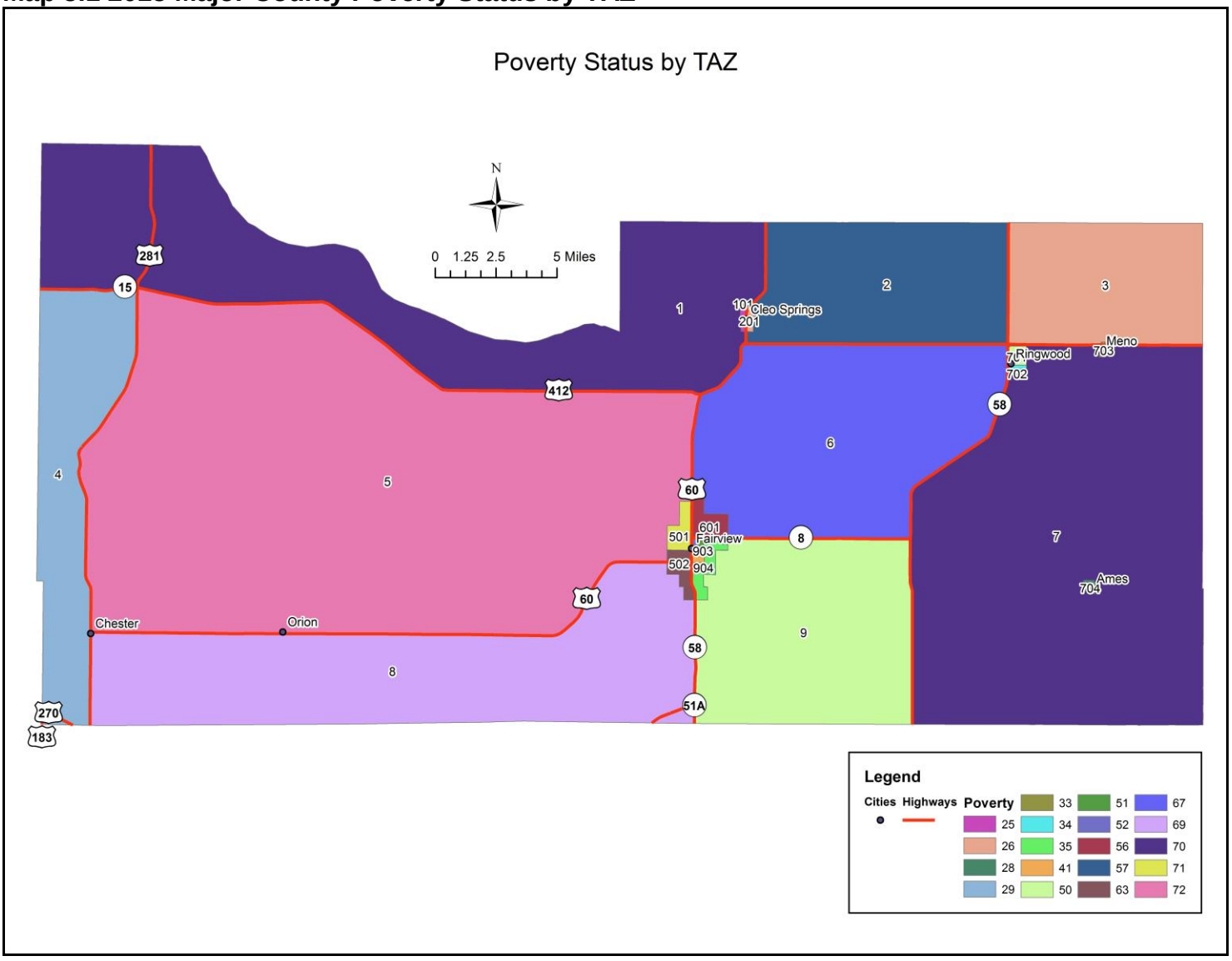
Table 4.2 State Funding Categories

	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Budget
State Transportation Fund	$208,707,119	$197,228,227	$184,901,463	$154,958,361
Motor Fuel Tax – HP Bridges	$6,130,546	$6,238,149	$6,182,915	$6,200,000
Income Tax	$357,100,000	$416,800,000	$445,695,431	$300,395,432
Total allocation	$571,937,665	$620,266,376	$637,629,809	$462,403,793
OTA Transfers	$41,712,534	$44,049,331	$45,755,547	$42,000,000
Total State Revenue	$613,650,199	$664,315,707	$683,385,356	$504,403,793
CIP Debt Service	$11,358,296	$0	$0	$0
ROADS Debt Service	$35,971,788	$42,599,529	$36,434,744	$56,881,177
Highways and Bridges	$554,420,115	$612,316,178	$637,715,612	$438,572,615
Lake & Industrial Access	$5,000,000	$2,500,000	$1,485,000	$1,200,000
Passenger Rail	$2,000,000	$2,000,000	$2,850,000	$2,850,000
Public Transit	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Intermodal	$1,900,000	$1,900,000	$1,900,000	$1,900,000
Total Allocation	$613,650,199	$664,315,707	$683,385,356	$504,403,792

Source: ODOT

Appendix H-5
Chapter 5

Map 5.1 2015 Major County Poverty Status by TAZ



Map 5.2 Major County 2015 Limited English Proficiency by Household by TAZ

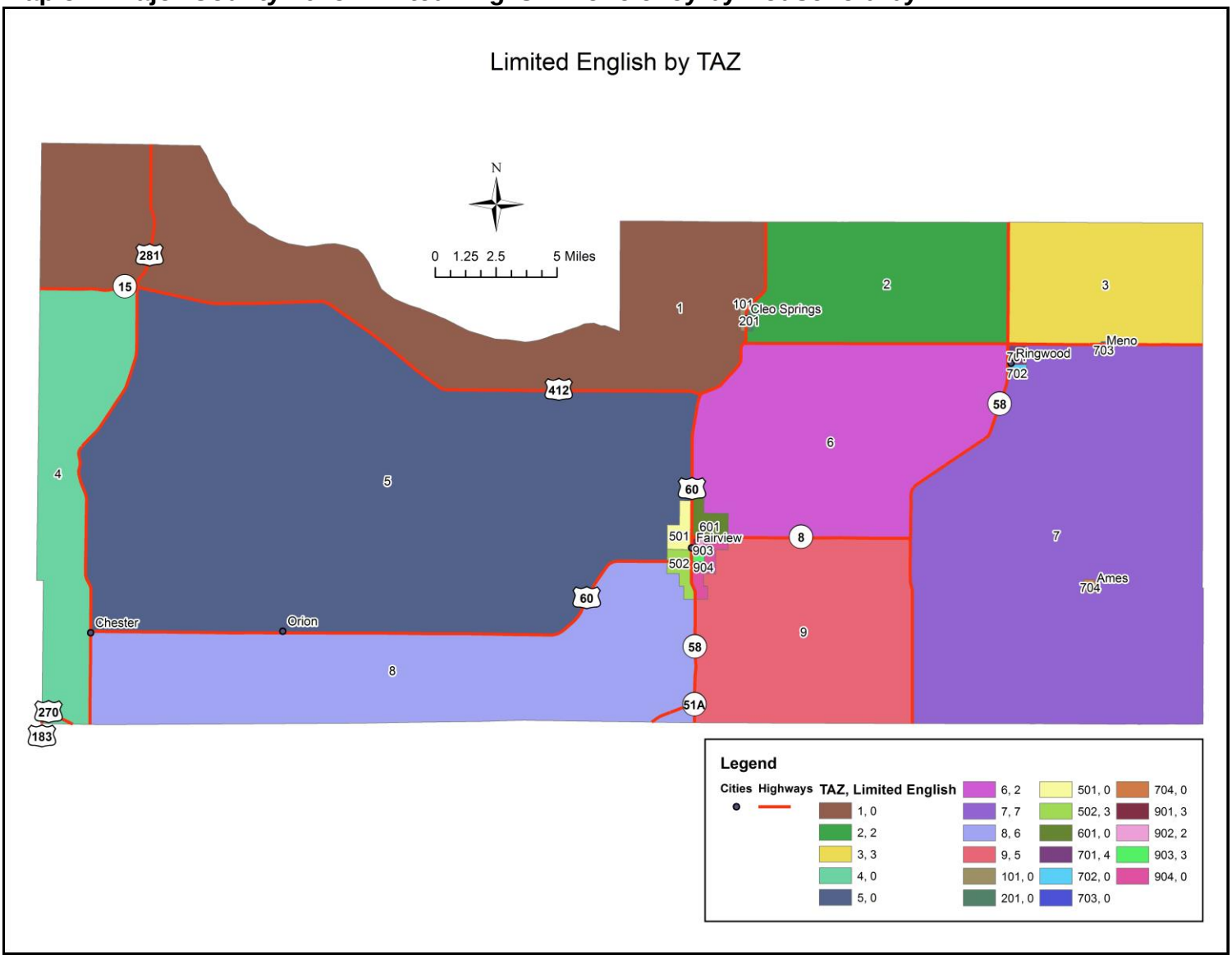


Table 5.1 2015 Major County Poverty Status by TAZ

Poverty Status by TAZ	
TAZ	**Poverty Status**
1	70
2	57
3	26
4	29
5	72
6	67
7	70
8	69
9	50
102	25
201	26
501	71
502	63
601	56
701	50
702	34
703	33
704	28
901	52
902	51
903	41
904	35

Table 5.2 2015 Major County Limited English Proficiency by Household by TAZ

Poverty Status by TAZ	
TAZ	**Limited English**
1	0
2	2
3	3
4	0
5	0
6	2
7	7
8	6
9	5
102	0
201	0
501	0
502	3
601	0
701	4
702	0
703	0
704	0
901	3
902	2
903	3
904	0

Map 5.3 2015 Major County Disabled Residents by TAZ

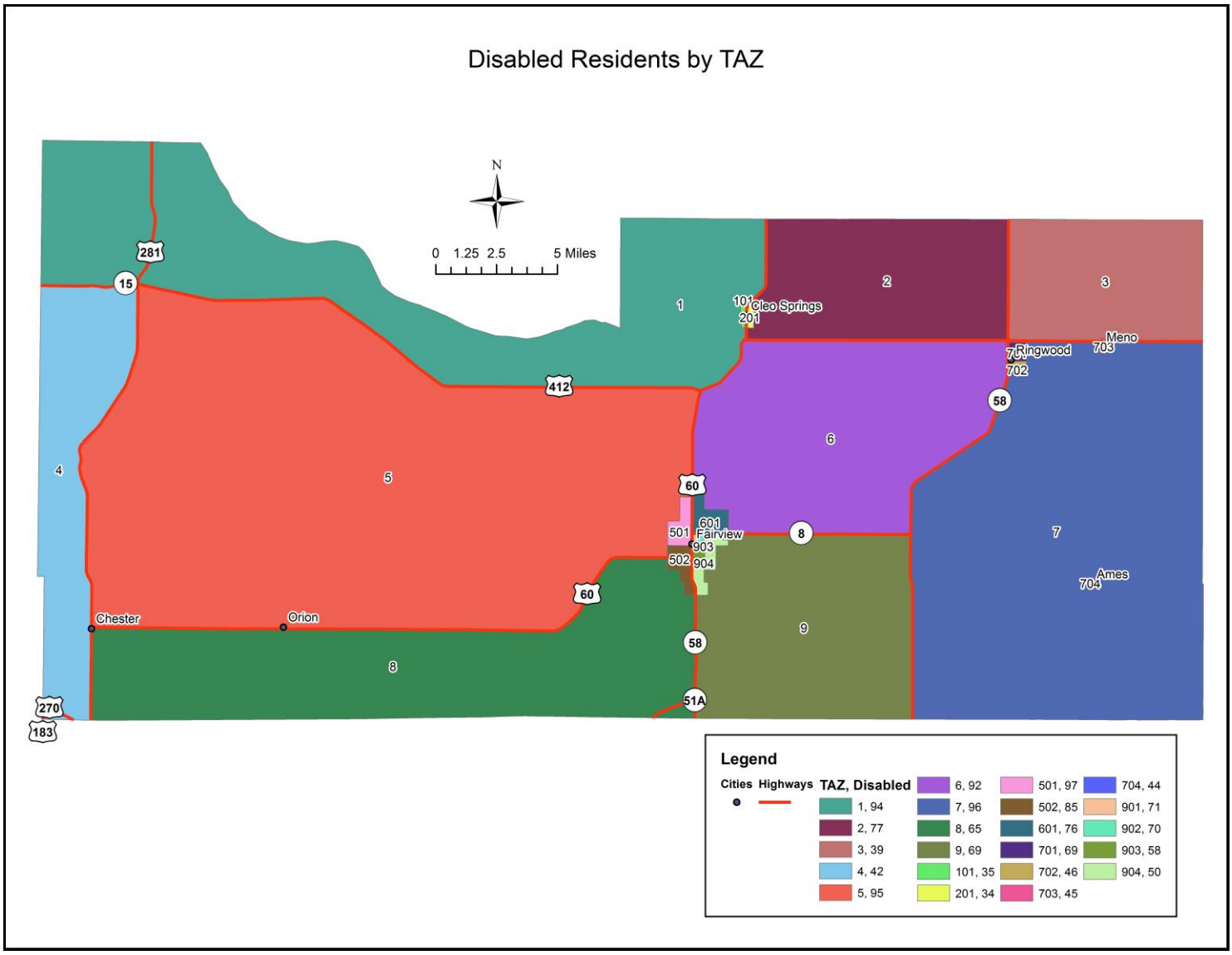


Table 5.3 2015 Major County Disabled Residents by TAZ

Disabled Residents by TAZ	
TAZ	**With Disability**
1	94
2	77
3	39
4	42
5	95
6	92
7	96
8	65
9	69
102	35
201	34
501	97
502	85
601	76
701	69
702	46
703	45
704	44
901	71
902	70
903	58
904	50

Table 5.4 2015 Major County Residents by Race

Major County Residents by Race		
Race	**Total**	**Margin of Erron**
White	6,816	112
Black or African American	28	30
American Indian and Alaska Native	228	79
Asian	0	13
Native Hawaiian and Other Pacific Islander	0	13
Some other Race	327	87
Two or More Races	237	64

Stakeholder and Public Surveys

1. In which City/County do you reside? *Major (2), Fairview*

2. In which City/County do you work? *Major (2), Fairview* or attend school? _____

3. How many days per week do you travel to work? 7(); 6();5(3); 4(): 3(); 2(); 1() to school? 5()

4. What type of transportation do you use most often to go to work/school? (Circle one)
   Drive (alone) (3) 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 () 2-5 miles (2) 6-10 miles ()
   11-20 miles () 21-30 miles () 31-50 miles (1) 50 miles + ()

6. How much time does it usually take to travel to and from work? (Circle one)
   Less than 10 minutes (2) 11-15 minutes () 16-30 minutes ()
   31-45 minutes (1) 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 () 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 (1) 6-10 miles (1)
   11-20 miles () 21-30 miles () 31-50 miles (1) 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	2			
Carpool with others			1	1	
Bus/Public Transportation					1
Motorcycle					1
Bicycle/Walk					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 (1) 45-54 (1) 55-65 () 65-74 (1) 75+ ()

Gender: Male (2) Female (1)

Household Income: Under $35,000 () $35,000 to $50,000 () $50,001 - $75,000 (2) $75,000+ (1)

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

Native Hawaiian or other Pacific Islander __ White __3__ Other _____

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

	Not Important	Somewhat Important	Important	Very Important
Improve Technology of Signals	1	1	1	
Intersection Improvements		1	2	
Pedestrian Facilities/Sidewalks		1	2	
Maintenance Improvements		1	1	1
Bicycle Lanes	1	1	1	
Public Transportation		1	1	1
Availability of Passenger Rail Service	3			
Connection to State or US Highways		1	2	
Maintenance of Bridges			1	2
Protecting the environment		1	2	
Improving access to freight rail service		3		
Providing a smooth driving surface			1	2
Improve existing roadways		1		2
Add shoulders on State or US Highways			1	2
Improve signs along existing roadways		2		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	2	
Improves Safety		1	1	1
Reduces Congestion		2		1
Bicycle Lanes or Facilities	1	2		
Improve Pedestrian walkways		1	2	
Improves Travel Choices			3	
Reduces Energy Consumption/Pollution		2	1	
Improves freight movement		1	2	
Other (specify)				

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

    Yes 3 No

    Please describe access limitations:
    Rural area; no air travel within 2 hours; Train – Bus -

14. **What are some specific locations with traffic problems that you encounter through the day**?
    Highway 58 through Fairview downtown (truck traffic & congestion); E. Sand Creek Road E of 58 to MB Church Intersection (Truck traffic); stop signs – one way streets

15. **Please provide additional comments regarding transportation improvement needs**:
    More grant money for reduced cost transportation for general public; people tend not to stop at stop signs