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Grand Gateway
Regional Transportation Planning Organization (GGRTPO)

CRAIG COUNTY

LONG RANGE TRANSPORTATION PLAN

2019 – 2040

APPENDICES

TABLE OF APPENDICES

APPENDIX A: RESOLUTION

Grand Gateway Regional Transportation Planning Organization (GGRTPO)

Resolution Adopting the Craig County 2040 Long Range Transportation Plan

WHEREAS, The Grand Gateway Regional Transportation Planning Organization is the designated Regional Transportation Planning Organization for the Grand Gateway Economic Development Association organized for the express purpose of 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 Craig County 2040 Long Range Transportation Plan (LRTP) has been prepared by the RTPO in consultation with 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 GGRTPO Public Participation Plan in addition to the series of public meetings over a six month period and the Plan is posted on the GGRTPO 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 GGRTPO Policy Board hereby approves and adopts the Craig County Long Range Transportation Plan. Be it further resolved that the GGRTPO Policy Board recommends that the Plan be accepted by the Oklahoma Department of Transportation, 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 GGRTPO Policy Board and signed this _21st_ day of _November_, 2019.

_____

GGRTPO Policy Board Chairman

ATTEST: _____

APPENDIX B: ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ACS	American Community Survey (a US Census Bureau product)
ADA	Americans with Disabilities Act
CIRB	County Improvement, Roads and Bridges construction plan
GGEDA	Grand Gateway Economic Development Association
GGRTPO	Grand Gateway Regional Transportation Planning Organization
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
LEP	Limited English Proficiency
LOS	Levels of Service
LRTP	Long Range Transportation Plan
NHS	National Highway System
NRHP	National Register of Historic Places
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
PPP	Public Participation Plan
RTPO	Regional Transportation Planning Organization
SA	Study Area
SRTP	Statewide Long Range Transportation Plan
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternative Program
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
USDOT	U.S. Department of Transportation

APPENDIX C: DEFINITIONS

ACCESSIBILITY

Accessibility refers to the ability of an individual to reach goods, services, employment, activities and destinations (opportunities).

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. ADA of 1990 expanded the definition of eligibility for accessible services to persons with mental disabilities, temporary disabilities, and the conditions related to substance abuse. See also Section 504 of the Rehabilitation Act of 1973.

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. The number or quantity of people or things that can be conveyed or held by a vehicle or container.

CENSUS TRACTS

Small areas with generally stable boundaries, defined by the US Census Bureau within counties and statistically equivalent entities. They are designed to be relatively homogeneous with respect to population characteristics, economic status, and living conditions.

CONGESTION

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

CONNECTIVITY

The density of connections in path or road networks and the directness of links. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations. In other words, the number of points of entry onto a road or path and the number of destinations that can be reached directly from those routes.

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.

FINANCIALLY CONSTRAINED

A term used to describe the financial requirement stating all projects must have an identified funding source.

FUNCTIONAL CLASSIFICATION

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

FUNCTIONALLY OBSOLETE (FO) BRIDGES

Bridges that do not have lane widths, shoulder widths, or vertical clearances adequate to serve modern traffic demand. While it is not unsafe for all vehicles, older design features cannot adequately accommodate current traffic volumes or vehicle sizes and weights. In order to be classified as functionally obsolete, the bridge must be more than 20 feet long, more than 10 years old, and have a rating of 3 or less for the deck geometry or under-clearances, or approach roadway alignment, or a rating of 3 or less for structural evaluation or waterway adequacy. The rating is on a scale of 0 to 9 with 0 being the worse condition and 9 being the best condition. (See also Structurally Deficient Bridges)

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.

LIVABILITY

A reference to how pleasant a place is to live in, after basic needs are met. Pleasant living might include such amenities as fresh air, clean spaces, good jobs, ease of travel, stable neighborhoods, good schools, casual recreational options, safety and security.

LONG RANGE TRANSPORTATION PLAN

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

MOBILITY

How efficiently, quickly or directly a desired destination can be reached – the efficient movement of people or goods. The concept of mobility in transportation assumes that an increase of miles travelled or decrease in trip duration benefits society. In cases of auto-focused development, transportation mobility is limited, in that people and goods may be mobile ***only by driving vehicles***; non-drivers cannot efficiently move around the area, and the relative mobility of the community is thus reduced.

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. The NHS includes a large percentage of urban and rural principal arterials; the strategic-defense highway.

RESILIENCE

Resilience is a form of security, which refers to a system's ability to accommodate variable and unexpected conditions without catastrophic failure.

In Transportation, at a design level it means that facilities can withstand extreme demands and unexpected conditions. At an individual level, it means that people have transportation options needed to satisfy their transportation needs even under unusual and unexpected conditions.

At an economic level, it means that transportation services can be provided if a particular resource, such as petroleum, becomes scarce and expensive.

At a strategic planning level it means that a transportation system can meet long-term economic, social and environmental goals under a wide range of unpredictable future conditions (Sustainable Development).

SAFETY

Protection against hazards. Safety can also be defined to be the control of recognized hazards to achieve an acceptable level of risk.

SECURITY

Protection against threats; the state of being protected or safe from harm.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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.

STRUCTURALLY DEFICIENT BRIDGES

Structural deficiency ratings are based on the National Bridge Inventory ratings scale. A highway bridge is classified as structurally deficient if the deck, superstructure, substructure, or culvert is rated in "poor" condition (0 to 4 on the NBI rating scale). A bridge can also be classified as structurally deficient if its load carrying capacity is significantly below current design standards

or if a waterway below frequently overtops the bridge during floods. (See also Functionally Obsolete Bridges)

TRAFFIC ANALYSIS ZONES

A traffic analysis zone (TAZ) 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. 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.

VOLUME-TO-CAPACITY RATIO (V/C)

A measurement of the quality of roadway travel; the ratio of the existing amount of vehicular travel for a roadway to the amount of designed capacity on the roadway. The capacity of the facility can be calculated using methods described in the Highway Capacity Manual. The v/c is the percentage of the capacity that is being consumed by the volume of traffic. A v/c ratio above 1.0 means that the volume of traffic exceeds capacity and the road segment or intersection is becoming congested.

APPENDIX 1

FIXING AMERICA'S SURFACE TRANSPORTATION ACT

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

As Secretary Foxx said, "After hundreds of Congressional meetings, two bus tours, visits to 43 states, and so much uncertainty – and 36 short term extensions – it has been a long and bumpy ride to a long-term transportation bill. It's not perfect, and there is still more left to do, but it reflects a bipartisan compromise I always knew was possible."

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system, increasing funding by 11 percent over five years. This is far short of the amount needed to reduce congestion on our roads and meet the increasing demands on our transportation systems. In comparison, the Administration's proposal, the GROW AMERICA Act, increases funding by 45 percent.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

PROJECT DELIVERY: DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

FREIGHT: The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

INNOVATIVE FINANCE BUREAU: The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA: The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

SAFETY: The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from $35 million to $105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and truck purchases.

LADDERS OF OPPORTUNITY: The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST

makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

- See more at: https://www.transportation.gov/fastact, #sthash.GSsYkLjJ.dpuf

APPENDIX 2 - TABLES OF FINANCIAL SUMMARIES

TABLE 1 - STATE FUNDS

1. County Equipment Revolving Fund
a) Administered by the County Advisory Board, CAB
b) One time funding that revolves as loans pay back. No new revenue. $1 million funding was removed in 2016.
2. Industrial, Historic Site and Lake Access Funds, HB 1061xx
a) 2.5 million, FY 2009, industrial access, as available.
b) 2.5 million, FY 2009, lake/historic access, as available.
c) Can be used for surface only on city streets and county roads.
3. County Bridge and Road Improvement, CIRR, Funds
a) Averages 20 million/year (as of 2007) (105C account)
b) Force Account and contract projects at the local level, also use for maintenance
4. County Improvements for Roads and Bridges, (CIRB)
a) Funding raised to 20% of Motor Vehicle Fees in 2010 anticipating revenue of $120 million per year, capped at $120 million per year in 2017 budget. $260 million removed from the plan over the past three years starting in 2016 budget, funding reduced to 16% of Motor Vehicle Fees in 2018 budget. It is anticipated in 2019 to provide $131 million in funding.
b) Only contract projects let thru ODOT

TABLE 2 - FEDERAL FUNDS – FEDERAL HIGHWAY ADMINISTRATION (FHWA)

1. Federal Bridge Funds
a) Overall Funding available for bridge length structures, 20’ or longer
b) Programs
i. Bridge Replacement (BR)
ii. Bridge Rehabilitation (BH)
iii. Preventive Maintenance (PM)
iv. Safety Bridge Inspection

c) Funding eligibility

i. Bridge Replacement (BR) eligibility, bridge < 50 sufficiency rating & Obsolete or Deficient
ii. Bridge Rehabilitation (BH) eligibility, bridge between 50 & 80 sufficiency rating.
iii. Preventive Maintenance (PM) you must have a systematic process for project selection
iv. Safety Bridge Inspection mandated by FHWA, on bridge length structures.
d) Funding limits
i. BR, BH and PM together limited to 17.2 million in odd numbered years and 20 million in even numbered years
ii. Safety Bridge Inspection funded with 2.8 million in odd numbered years.
2. Surface Transportation Program (STP) Funds
a) Surface Transportation Program
i. Road projects, grade, drain and surface on county major and minor collectors.
ii. 6 million/year
3. Emergency Relief (ER) Funds
a) Disaster funding on Major Collectors

(CIRB, 2019)

APPORTIONMENT OF STATUTORY REVENUES – TABLE 3

HISTORIC OKLAHOMA TAX COMMISSION DATA

	FY 2015	**FY 2018**
General Revenue	5,430,077,533.45	5,990,773,269.00
County Improvement Road and Bridge Revolving Fund	138,133,545.79	120,000,000.00
County Road Fund	18,701,249.31	17,482,857.00
CRIRF County Road Improvement Rev Fund	26,138,425.71	24,435,498.00
High Priority State Bridge Rev Fund	6,225,313.10	10,403,521.00
Public Transit Revolving Fund	3,850,000.00	3,850,000.00
Railroad Maintenance Revolving Fund	826,792.79	1,016,667
State Highway Construction & Maintenance Funds	4,785,497.76	4,144,636.34
State Transportation Fund	214,115,706.14	217,307,803.50
Statewide Circuit Engineering District Rev Fund	3,606,553.48	2,454,282.96
CBRIF to Counties Bridge and Road Improvement Fund	23,430,017.08	15,225,256.66

To Counties for Roads	254,470,157.23	228,861,816.51
To Participating Tribes	20,481,502.64	20,879,829.92
Tribal Trust Fund	58,914,813.95	57,301,457.53

Source: Oklahoma Tax Commission

TABLE 4 - CIRB FUNDING OKLAHOMA, DIVISION 8 - FY 2019-2023

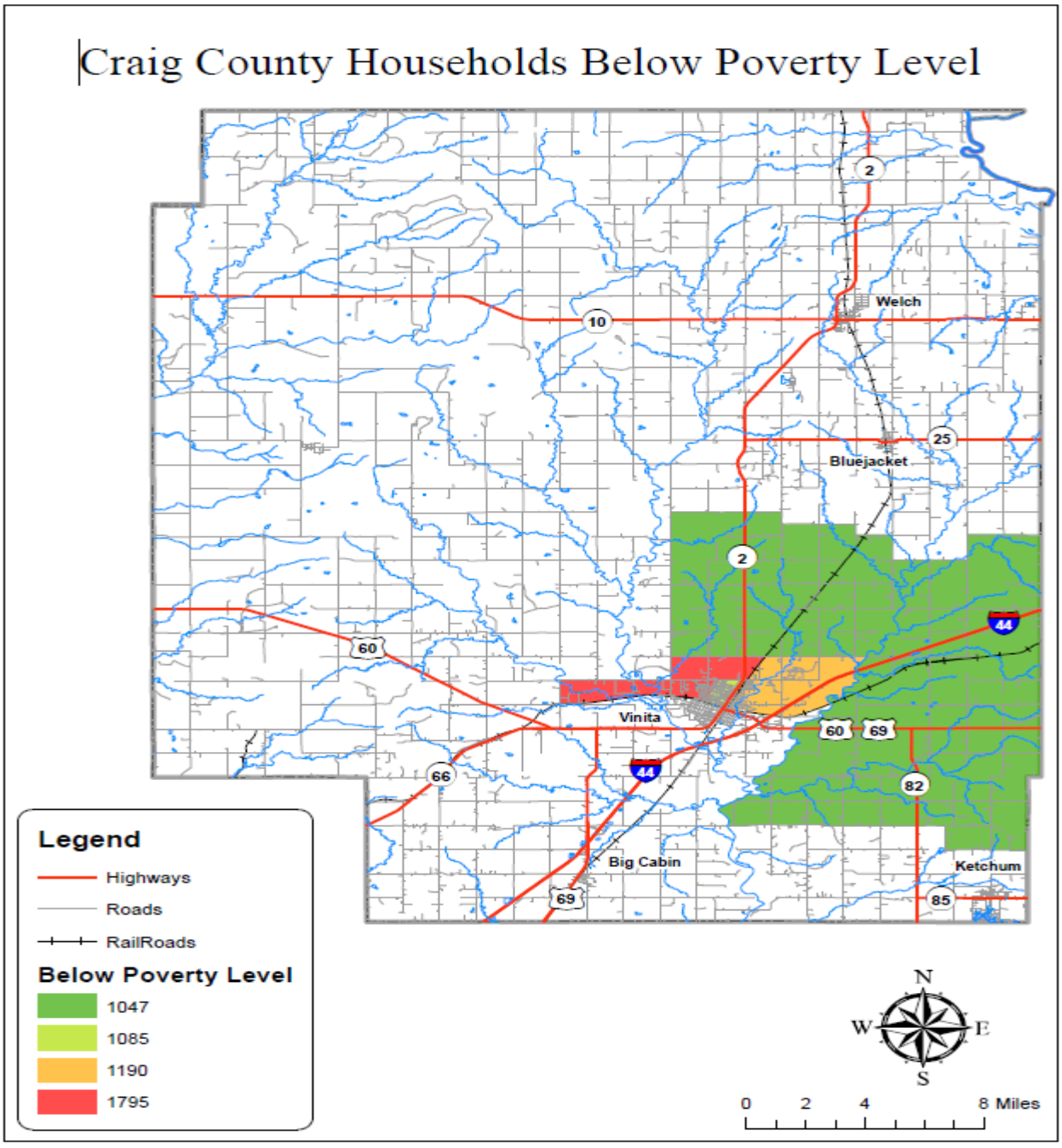
FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	5-year total
$28,562,752	$41,072,475	$52,031,000	$23,176,000	$6,085,000	$150,927,227

Source: ODOT

TABLE 5 - 2019 Poverty comparison

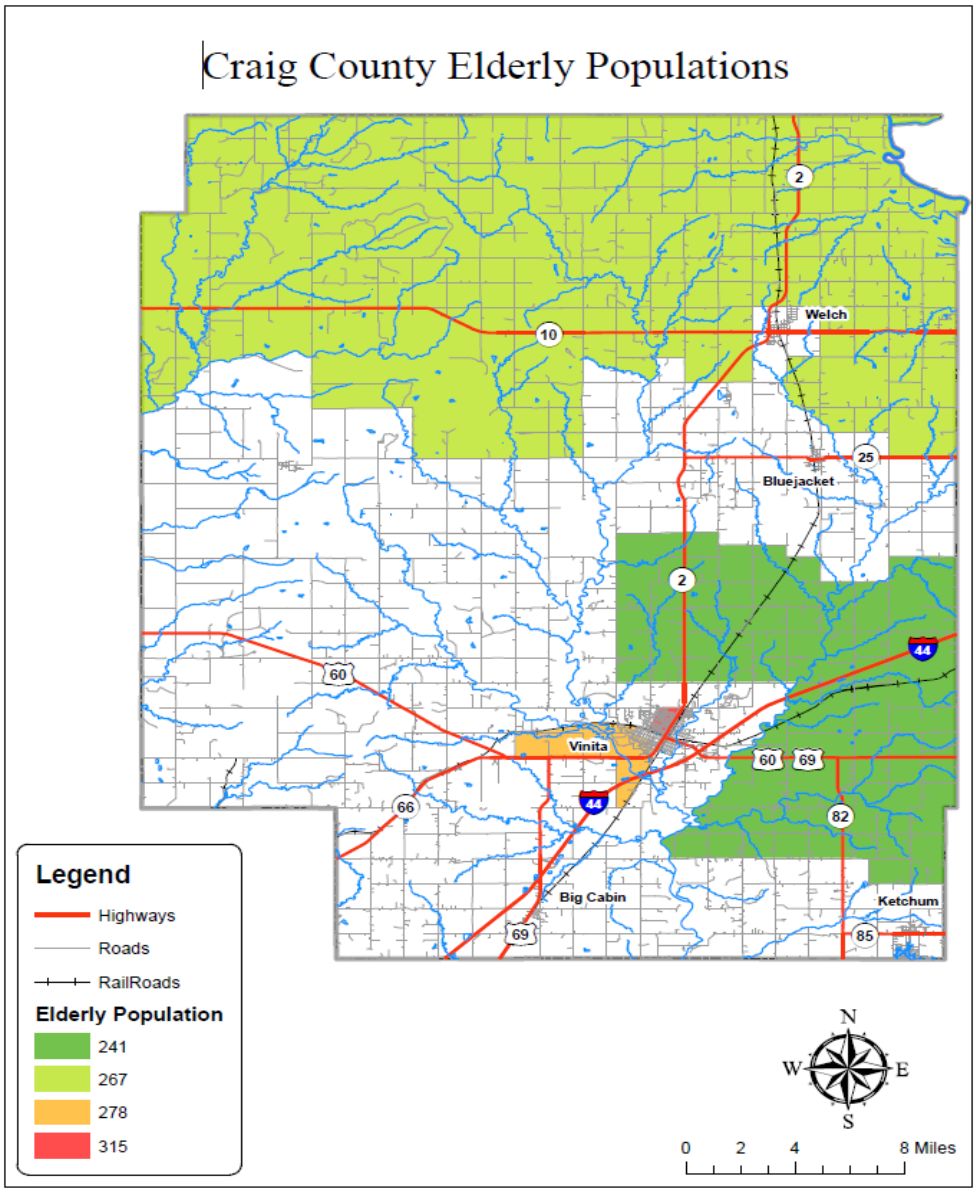
OK State	Craig
15.80%	19.80%

Appendix 3

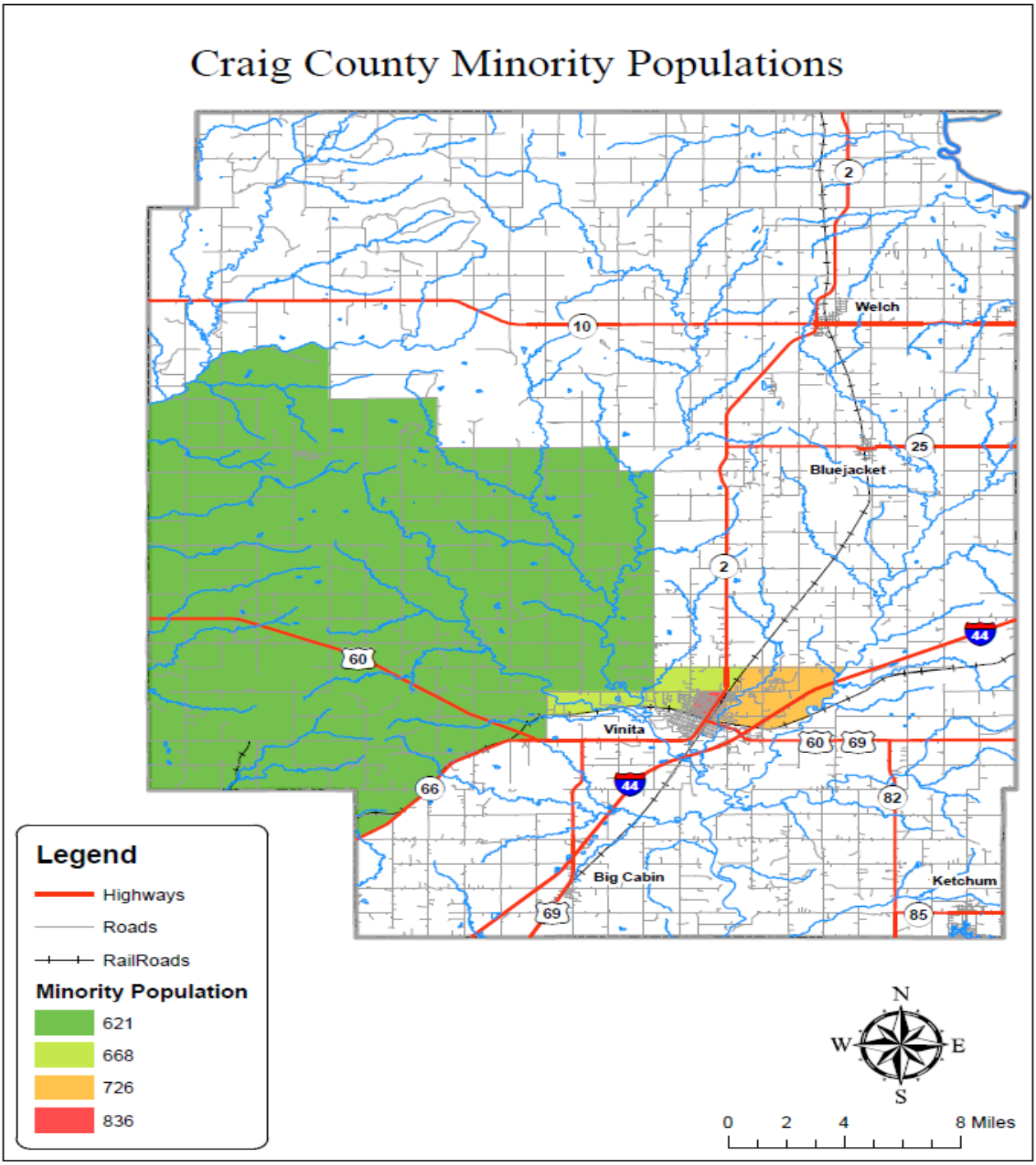

Craig County Households Below Poverty Level
Welch
Bluejacket
Vinita
Big Cabin
Ketchum
2
10
25
60
69
66
44
82
85
Legend
Highways
Roads
RailRoads
Below Poverty Level
1047
1085
1190
1795
N
W
E
S
0 2 4 8 Miles

Map 1

APPENDIX 4

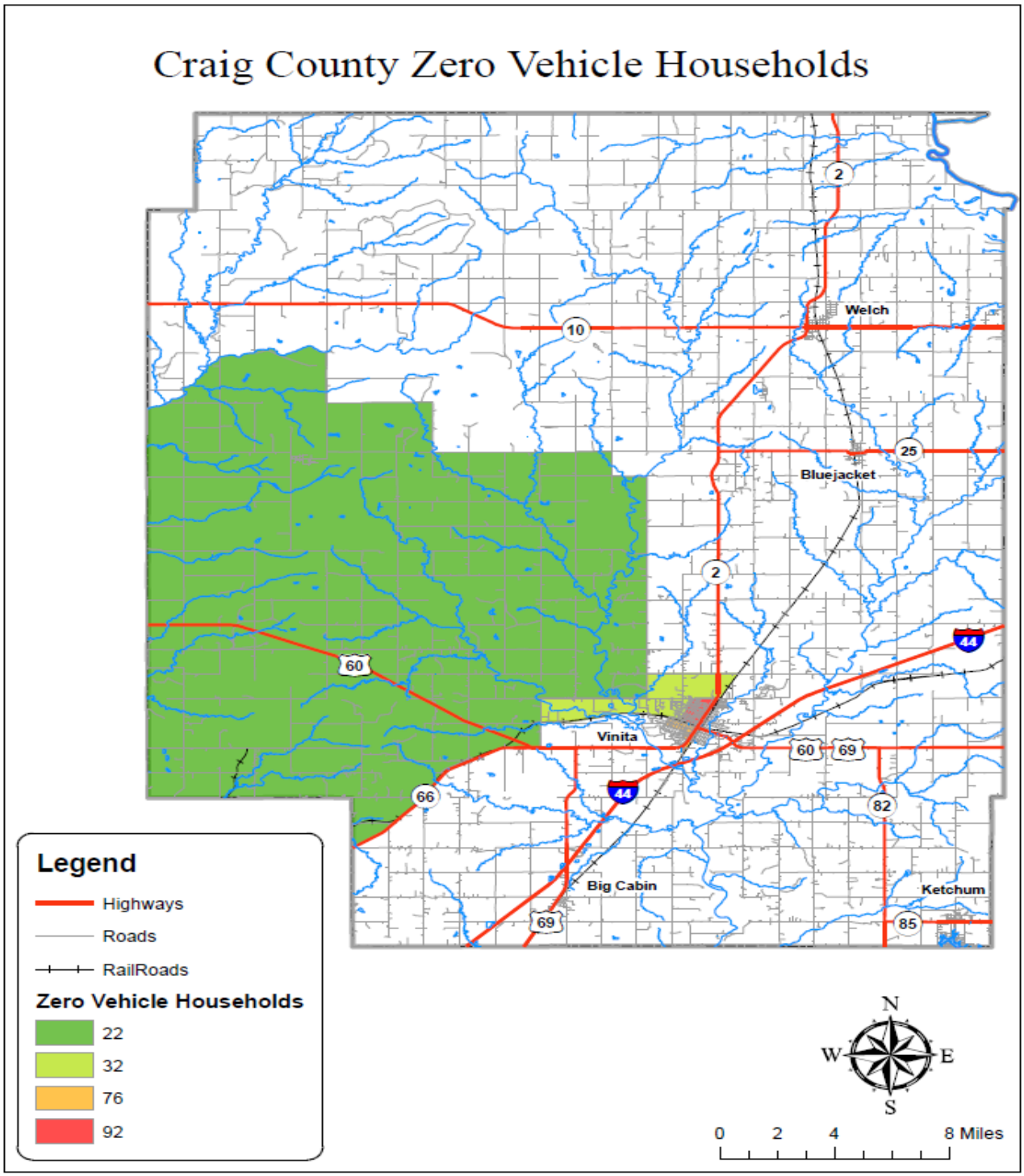


Map 2


Craig County Minority Populations
Welch
Bluejacket
Vinita
Big Cabin
Ketchum
2
10
25
60
69
66
44
82
85
Legend
Highways
Roads
RailRoads
Minority Population
621
668
726
836
N
W
E
S
0
2
4
8 Miles

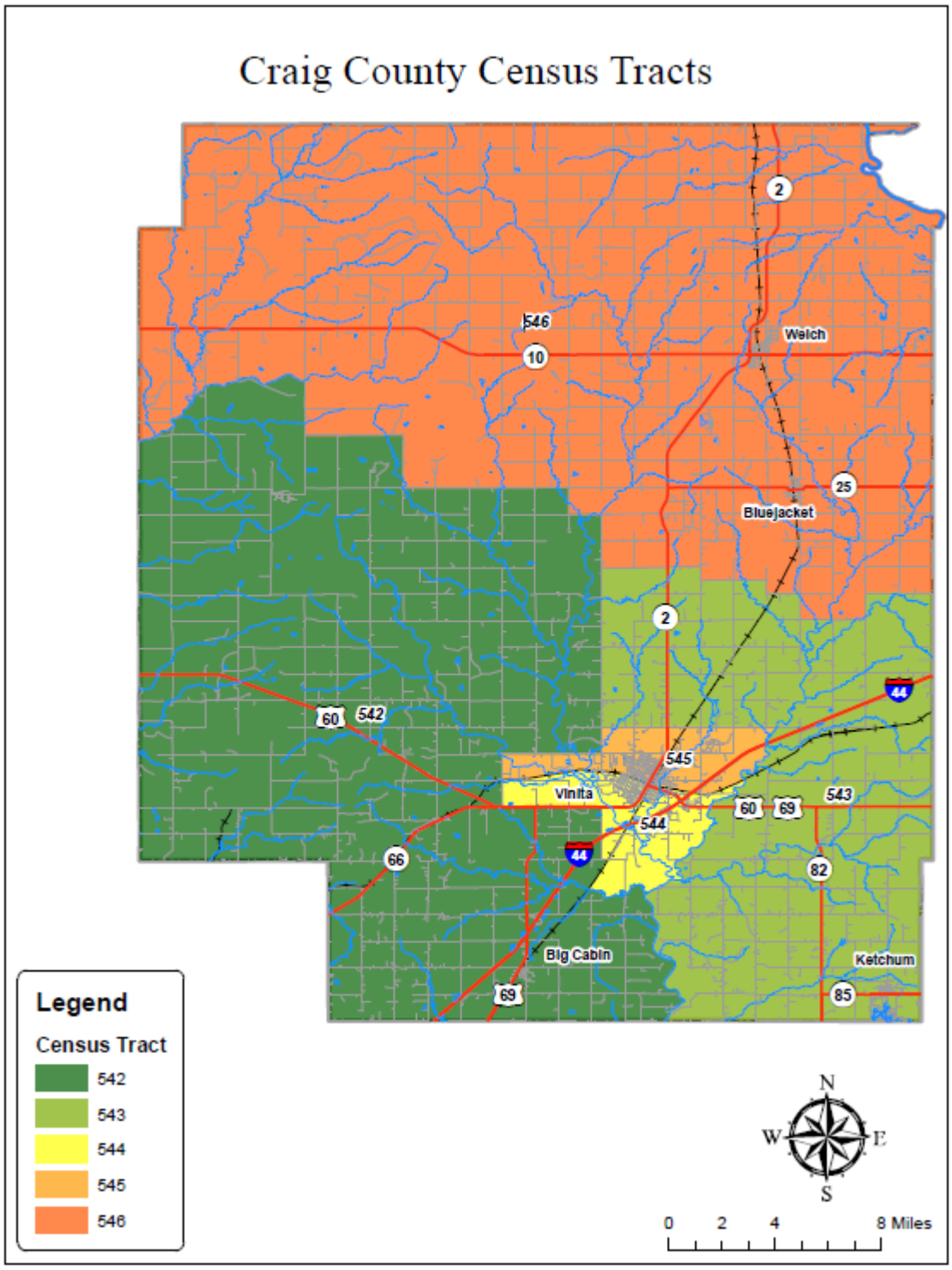
Map 3

APPENDIX 5



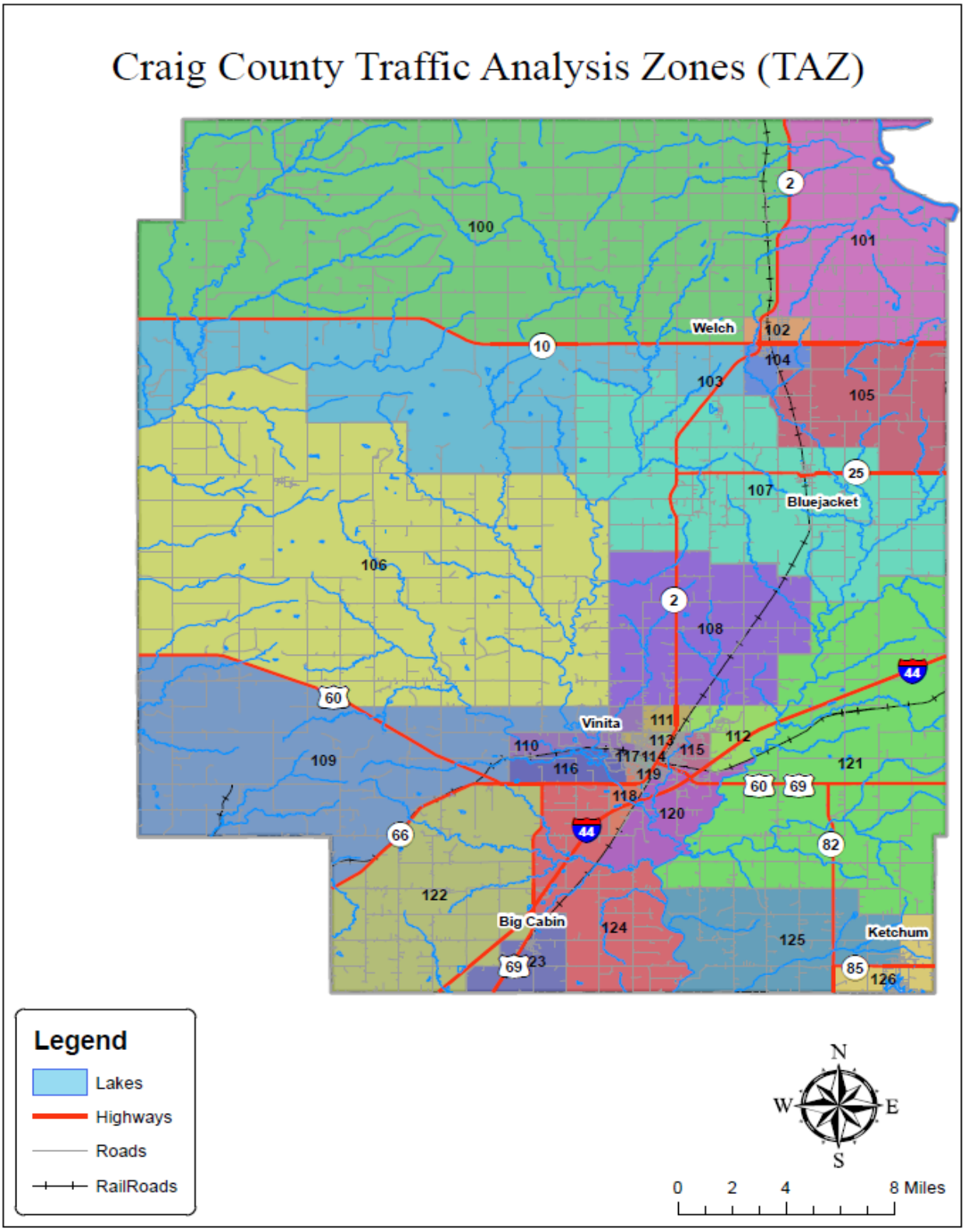
Map 4

APPENDIX 6- CRAIG COUNTY CENSUS TRACTS



Map 5

Map 6


Craig County Traffic Analysis Zones (TAZ)
Welch
Bluejacket
Vinita
Big Cabin
Ketchum
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
2
10
25
60
69
66
44
82
85
Legend
Lakes
Highways
Roads
RailRoads
N
W
E
S
0
2
4
8 Miles

CRAIG POPULATION & MAJOR EMPLOYERS BY TAZ ZONE **CHART 1**

102	512	
103	316	
104	481	
105	274	
106	599	
107	617	
108	549	
109	581	
110	291	
111	328	Home of Hope, Inc.
		Vinita Public Schools
112	380	
113	397	Saint Francis Hospital
		Vinita Public Schools
114	409	Vinita Public Schools
115	386	Oklahoma Forensic Center - OFC
116	550	
117	602	Vinita Public Schools
118	575	Grand River Dam Authority - GRDA
119	532	
120	625	
121	578	
122	526	
123	507	
124	505	
125	597	
126	624	

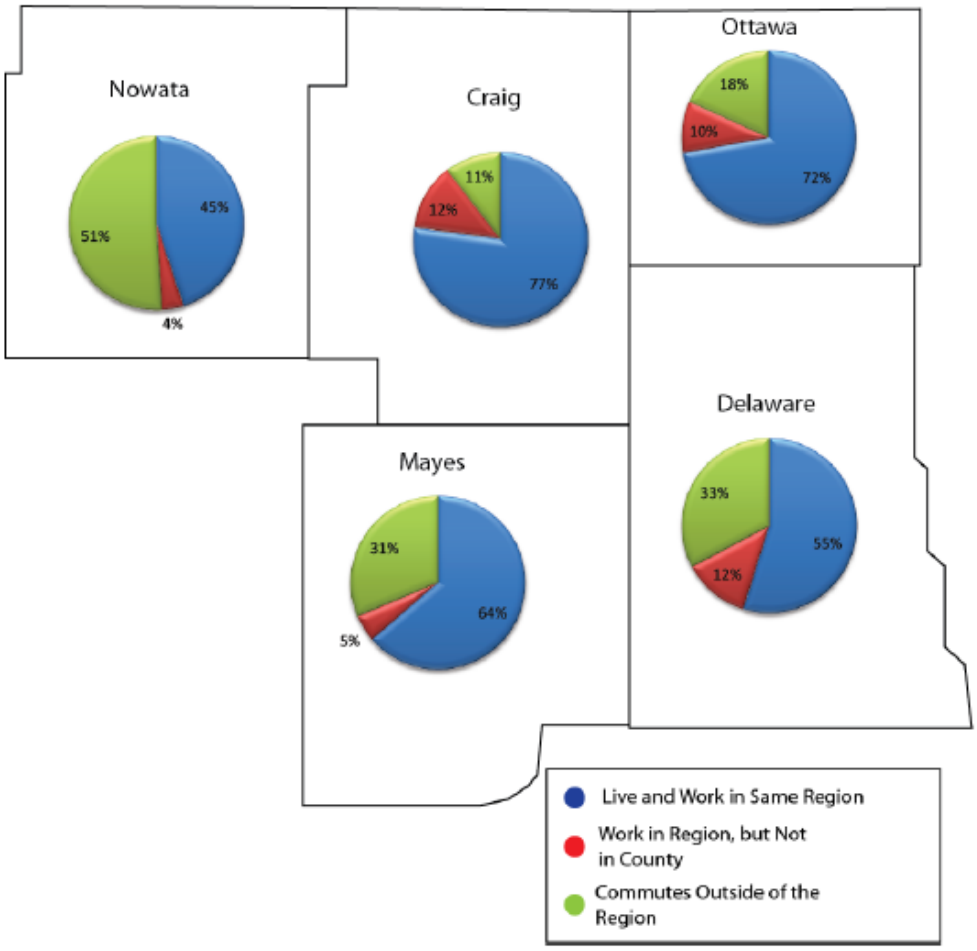
APPENDIX 7 COMMUTING PATTERNS

The graphs below display the percentages of a county's employed population that either; (1) live and work in the same county, (2) work in the region, but not the same county as they reside, or (3) commute outside the region for employment. Commuting patterns are based on data from the 2010 Census.

Commuter Data – Chart 2

Commuter Data

- According to the commuting data, 63.3% of the people in Northeastern Oklahoma work in the county they live, however, nearly a third leave the region when commuting to their workplace.
- All five counties have more than 10% of the population travel outside the region for work.
- Ottawa County is home to the largest city in the region (Miami) but has the second highest percentage of people who live and work in the same region, and the second lowest percentage of people who commute outside of the region.
- More than half of the workforce in Nowata County leaves the region for work.
- As a whole, the majority of people live and work in the same region, however there is a large percentage of people who leave their county or region for work. This data illustrates that while residents would prefer to stay within close distance to their homes when commuting to their workplaces, if there are jobs available outside of their county or region, people will commute.



CENSUS COMMUTE DATA

Table 6

COMMUTING TO WORK		
Workers 16 years and over	5,623	80.3%
Car, truck, or van -- drove alone	83.9%	
Car, truck, or van -- carpooled	8.4%	
Public transportation (excluding taxicab)	0.2%	
Walked	1.4%	
Other means	0.2%	
Worked at home	3.8%	
Mean travel time to work (minutes)	21.3	

COMMUTE BY MODE

An estimated 83.9 percent of Craig County, Oklahoma workers drove to work alone in 2013- 2017, and 8.4 percent carpooled. Among those who commuted to work, it took an average of 21.3 minutes to get to work.

Percent of Workers 16 and over Commuting by Mode in Craig County in 2013-2017. Source: US Census

APPENDIX 8 – HIGHWAYS (MAPS, GRAPH AND REFERENCES)

HIGHWAYS – MAP 7

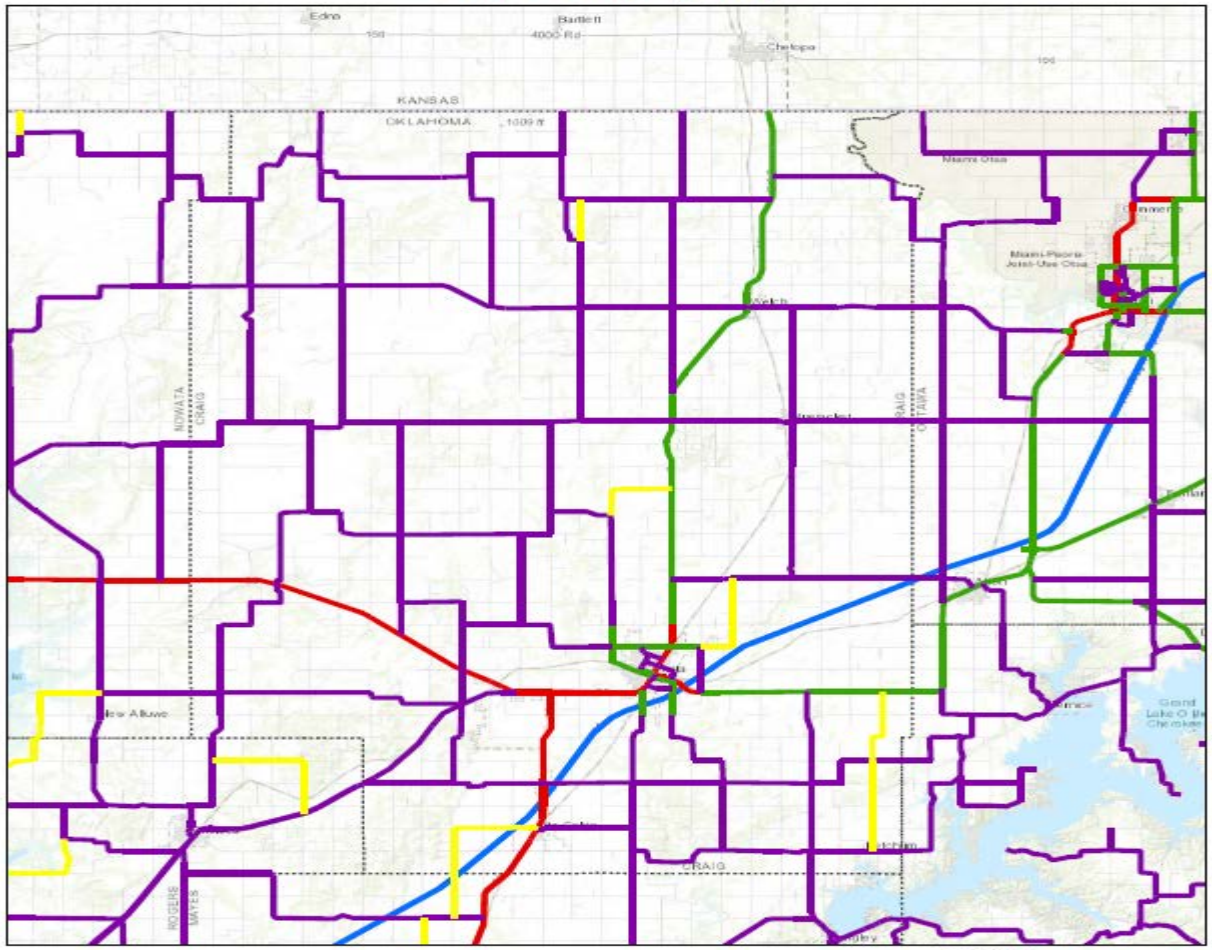
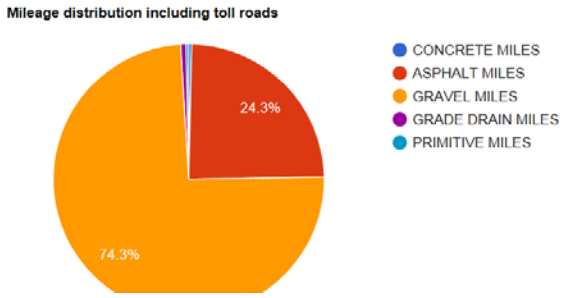


Table 7 - Mileage of Road Types in Craig County

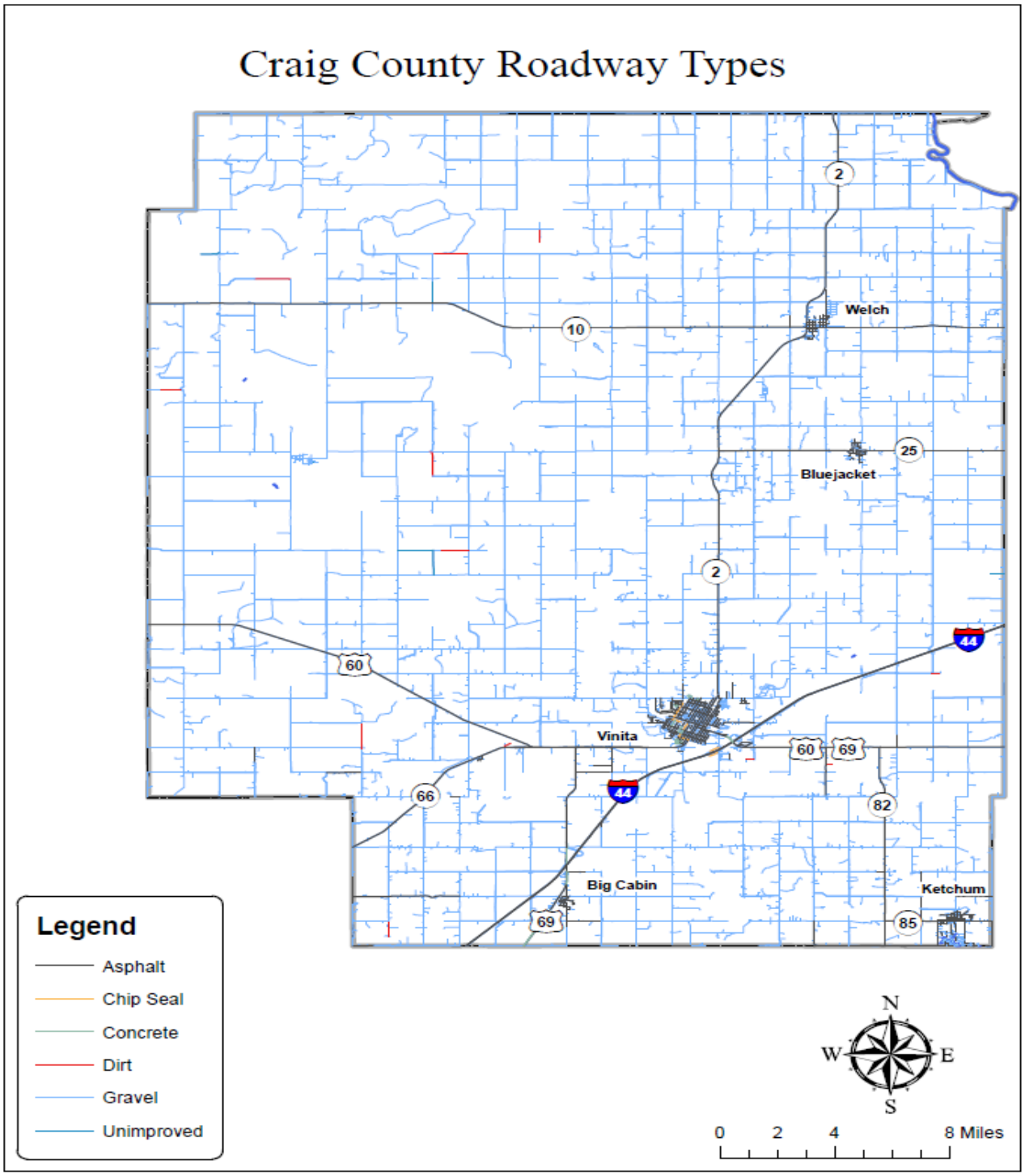
Public Roadway Mileage Chart

Surface Type | Include toll roads | --- No Maintenance Division Selected--- | CRAIG | Submit

COUNTY NAME	COUNTY NUMBER	MAINTENANCE DIV	CONCRETE MI	ASPHALT MI	GRAVEL MI	BRICK MI	GRADE_DRAIN MI	PRIMITIVE MI	TOTAL MILES
CRAIG	18	8	4.37	296.71	905.84	0	7.83	3.83	1,218.58



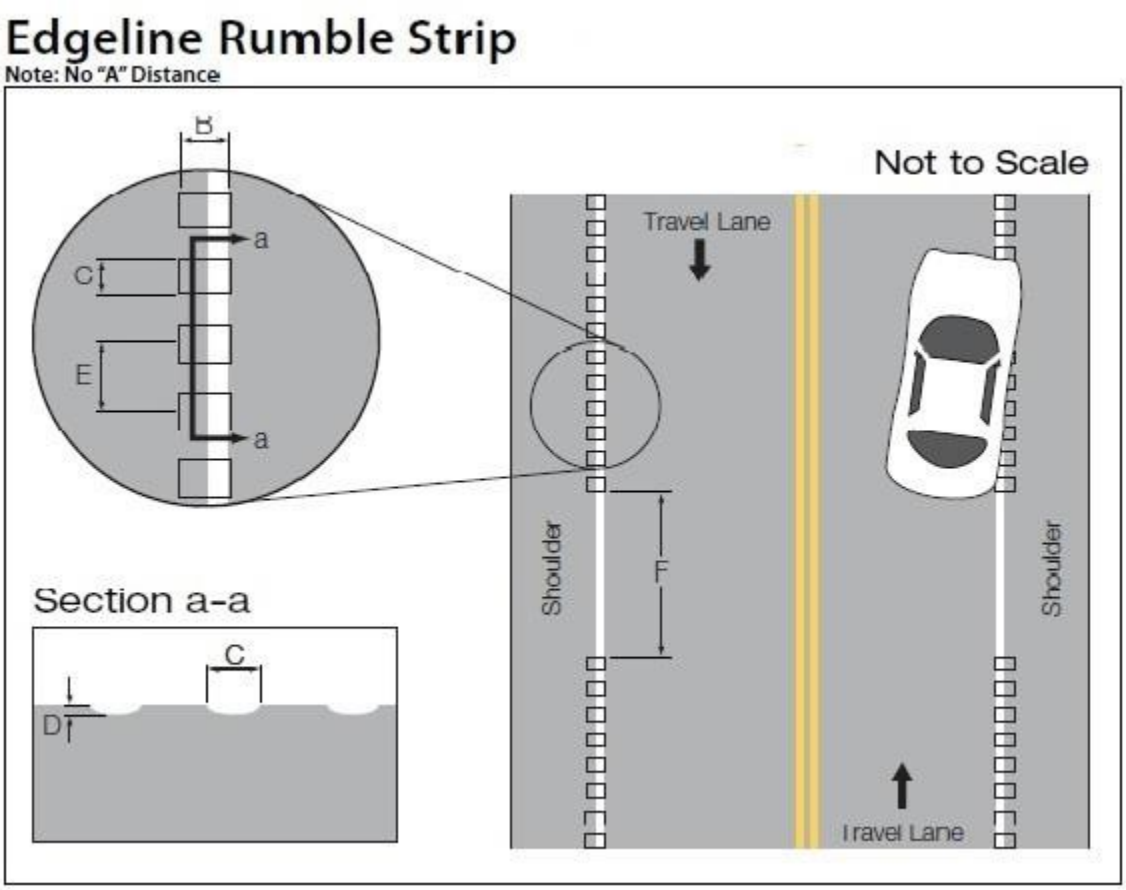
Map 8 - Road Types and Locations within Craig County



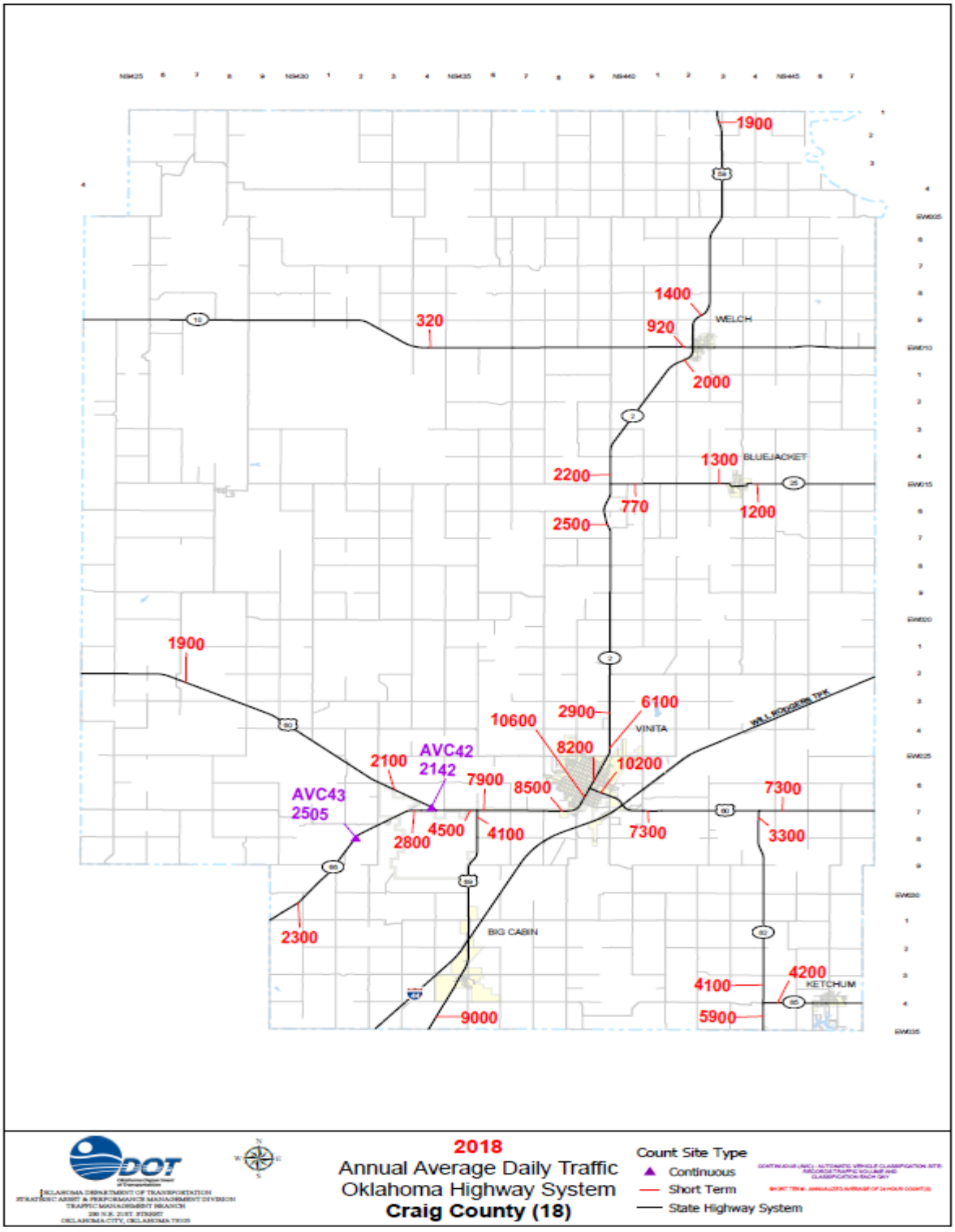
MAP 8

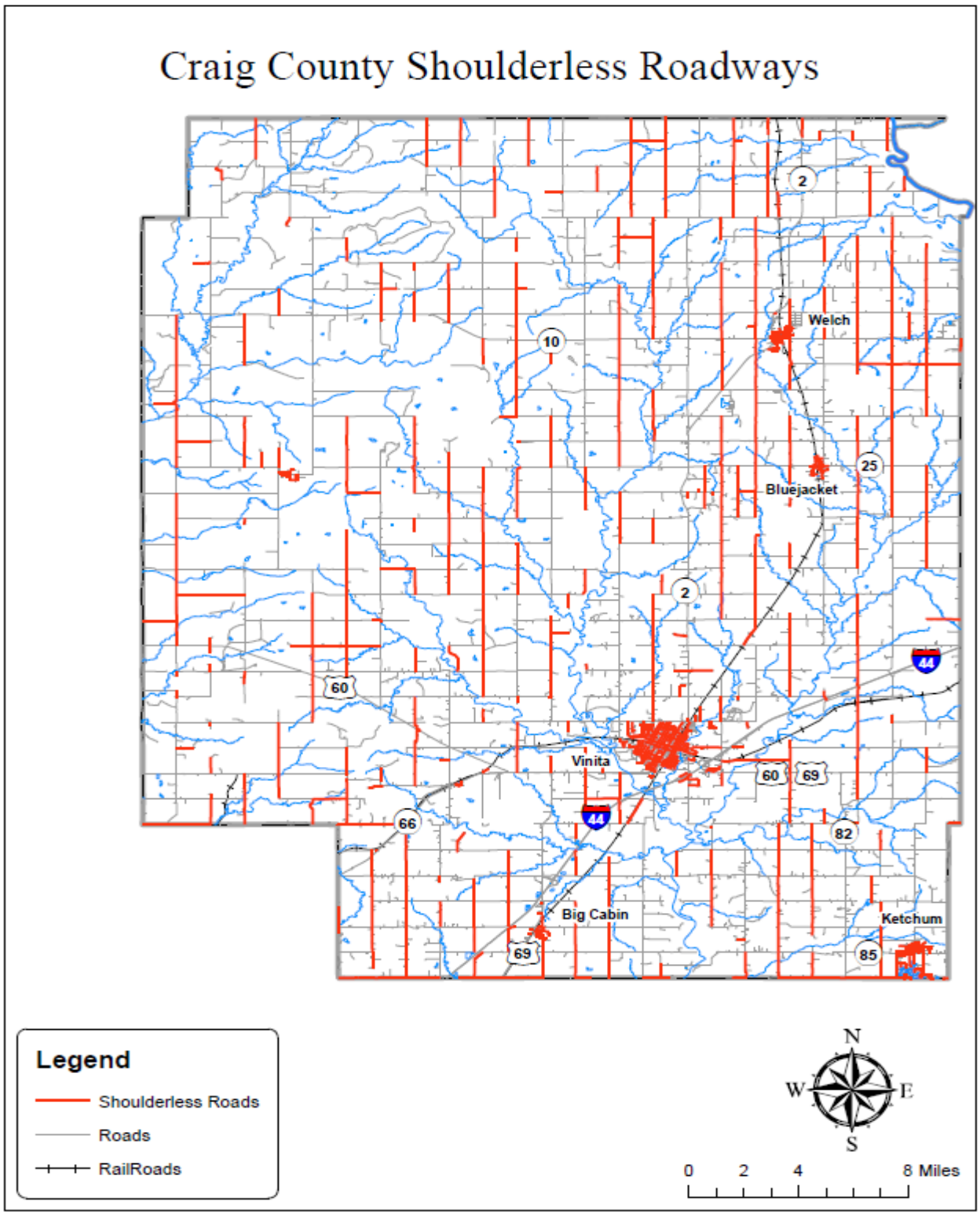
Appropriate rumble strip placement adds value to the sustainability and resilience of the regional transportation system. FHWA has published guidelines for improved rumble strips. Placement on or near the right edge line can provide additional seconds of warning to both drivers and bicyclists traveling in the same direction that a vehicle has strayed over the edge line. Proper placement of rumble strips also provides a wider riding surface between the roadway and the unimproved roadside (ditch). Please visit the FHWA website at https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips for more comprehensive information about the safety effects of appropriately placed rumble strips, and guidance on installation of these improvements (FHWA, 2017).

Chart 3 - Rumble Strip Placement



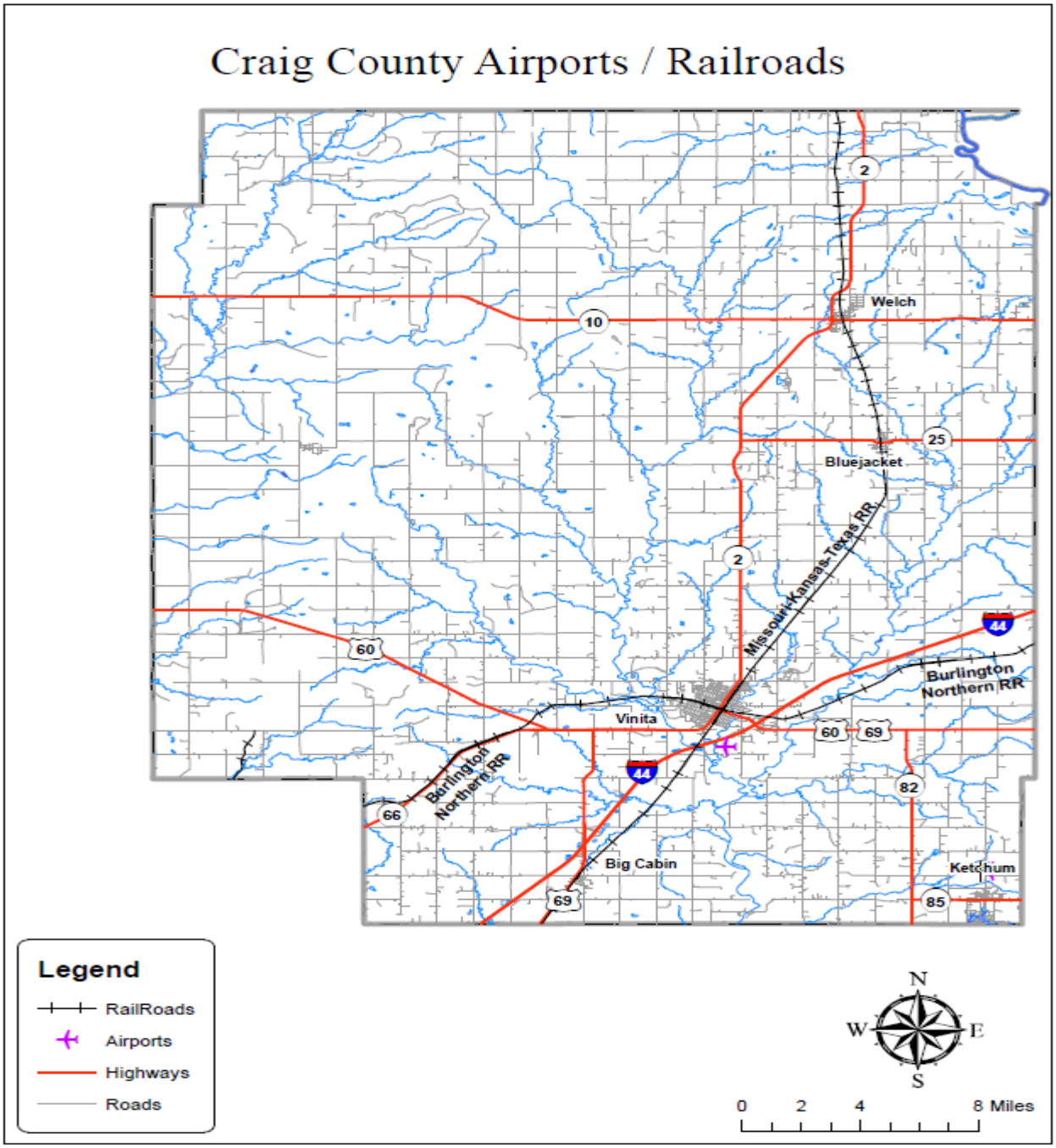
TRAFFIC COUNT – MAP 9




Craig County Shoulderless Roadways
Welch
Bluejacket
Vinita
Big Cabin
Ketchum
2
10
25
60
66
69
82
85
44
Legend
Shoulderless Roads
Roads
RailRoads
N
W
E
S
0
2
4
8 Miles

Map 10

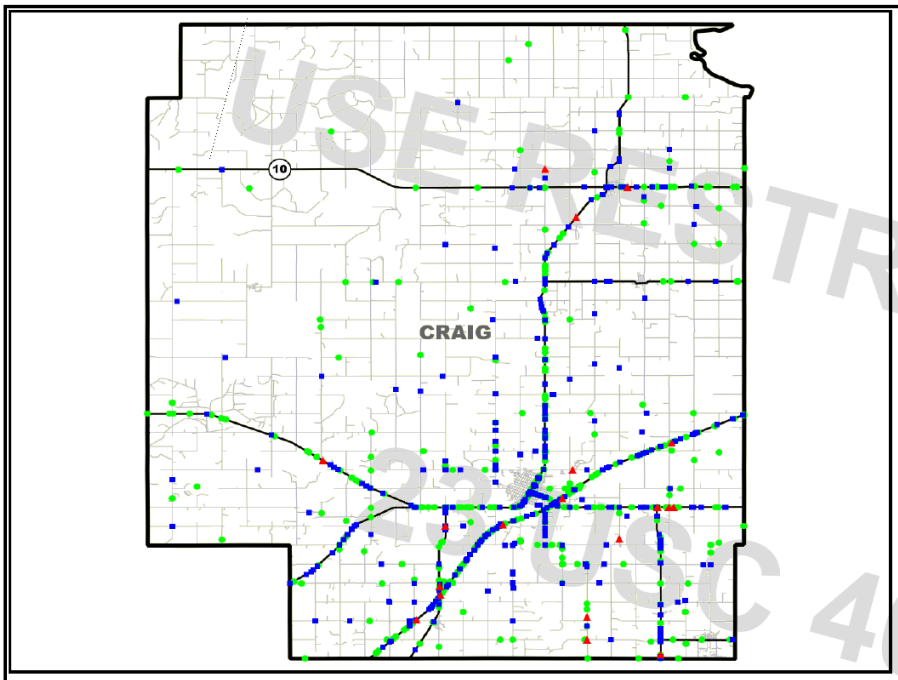
APPENDIX 9 - AIRPORT AND RAIL MAP – CRAIG COUNTY



Map 11

APPENDIX 10 - ACCIDENT DATA

Table 8 Craig County Collisions (2013-2017)



Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019
by Marion Stinson

Study Map & Totals

Legend
- Fatality
- Injury
- Property Damage

N
W
E
S

Remarks:
CRAIG COUNTY 2040 LRTP

CRAIG COUNTY RANKED COLLISION REPORT

173 NONMAPPABLE COLLISIONS **

Date Range: 01-01-2013 thru 12-31-2017

	2013						2014						2015					
	Fat	Susp Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Susp Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Susp Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	7	14	24	36	144	225	7	8	26	40	159	240		11	25	47	151	234
Persons	8	16	44	56		124	7	9	38	67		121		13	34	73		120

STUDY TOTALS (CONT.)

CRAIG COUNTY RANKED COLLISION REPORT
Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

	2016						2017					
	Fat	Susp Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Susp Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	5	4	25	60	165	259	2	12	26	46	156	242
Persons	6	7	44	107		164	2	14	37	65		118

	Study Total					
	Fatality	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	21	49	126	229	775	1200
Persons	23	59	197	368		647

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

Map 12

STUDY TOTALS - BY CITY AND HWY CLASS

CRAIG COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

STUDY TOTALS

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2013	5	50	88	143		4	28	32	2	20	28	50	7	74	144	225
2014	5	46	99	150		6	30	36	2	22	30	54	7	74	159	240
2015		54	112	166		7	24	31		22	15	37		83	151	234
2016	4	58	119	181		8	24	32	1	23	22	46	5	89	165	259
2017	2	59	97	158		5	37	42		20	22	42	2	84	156	242
Total:	16	267	515	798		30	143	173	5	107	117	229	21	404	775	1200

County: (18) CRAIG

	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 -	13	192	279	484					5	107	117	229	18	299	396	713
(05) BIG CABIN	2	11	35	48		2		2					2	13	35	50
(10) BLUEJACKET							1	1							1	1
(15) KETCHUM		1	7	8										1	7	8
(20) VINITA	1	57	192	250		28	139	167					1	85	331	417
(25) WELCH		6	2	8			3	3						6	5	11
Total:	16	267	515	798		30	143	173	5	107	117	229	21	404	775	1200

STUDY TOTALS - BY FISCAL YEAR

CRAIG COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

Number of Collisions By Fiscal Year *

	2013		2014					2015					2016				
	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Tot	Qtr1	Qtr2	Qtr3	Qtr4	Tot	Qtr1	Qtr2	Qtr3	Qtr4	Tot
Fatal	2	3	1	1		4	6		3			3			2	1	3
Injury **	18	20	22	14	13	28	77	12	21	22	25	80	20	16	20	21	77
Property Damage	46	26	30	42	39	37	148	36	47	48	42	173	35	26	35	37	133
Total	66	49	53	57	52	69	231	48	71	70	67	256	55	42	57	59	213

Number of Collisions By Fiscal Year *

	2017					2018	
	Qtr1	Qtr2	Qtr3	Qtr4	Tot	Qtr1	Qtr2
Fatal	2				2	1	1
Injury **	24	24	17	29	94	15	23
Property Damage	43	50	40	44	177	41	31
Total	69	74	57	73	273	57	55

TABULATION OF COLLISIONS

CRAIG COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

Collisions By Type Of Collision

Type Of Collision	2013				2014				2015				2016				2017			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)	1	11	16	28		17	28	45		14	21	35		14	28	42		17	13	30
Head-On (front-to-front)		1	4	5	1	1	4	6		4		4	1	1	3	5		1	1	2
Right Angle (front-to-side)	1	8	22	31	1	6	11	18		10	16	26	1	14	11	26		6	15	21
Angle Turning		6	21	27		7	22	29		10	21	31	2	9	26	37	1	10	26	37
Other Angle											1	1								
Sideswipe Same Direction	1	4	12	17		1	17	18		1	15	16		3	17	20		5	12	17
Sideswipe Opposite Direction						3	3	6		2	4	6			4	4		1	6	7
Fixed Object	4	30	39	73	3	31	37	71		28	33	61		28	41	69		28	41	69
Pedestrian						1	1	2					1	1		2		1	1	2
Pedal Cycle		1		1														1		1
Animal		1	7	8			6	6			5	5		4	5	9		4	10	14
Overturn/Rollover		11	6	17	2	6	7	15		7	3	10		10	9	19	1	6	6	13
Vehicle-Train																				
Other Single Vehicle Crash			1	1			4	4		2	3	5		2	5	7		1	1	2
Other		1	16	17		1	19	20		5	29	34		3	16	19		3	24	27
Total	7	74	144	225	7	74	159	240		83	151	234	5	89	165	259	2	84	156	242
Percent	0.6	6.2	12.0	18.8	0.6	6.2	13.3	20.0		6.9	12.6	19.5	0.4	7.4	13.8	21.6	0.2	7.0	13.0	20.2

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)	1	73	106	180	15.0
Head-On (front-to-front)	2	8	12	22	1.8
Right Angle (front-to-side)	3	44	75	122	10.2
Angle Turning	3	42	116	161	13.4
Other Angle			1	1	0.1
Sideswipe Same Direction	1	14	73	88	7.3
Sideswipe Opposite Direction		6	17	23	1.9
Fixed Object	7	145	191	343	28.6
Pedestrian	1	3	2	6	0.5
Pedal Cycle		2		2	0.2
Animal		9	33	42	3.5
Overturn/Rollover	3	40	31	74	6.2
Vehicle-Train					
Other Single Vehicle Crash		5	14	19	1.6
Other		13	104	117	9.8
Total	21	404	775	1200	100
Percent	1.8	33.7	64.6	100	

TABULATION OF COLLISIONS

CRAIG COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

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Units By Unit Type

Unit Type	2013				2014				2015				2016				2017			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train							1	1												
Pedestrian							1	1		1		1	1			1		2	1	3
Animal		1	7	8			6	6			6	6		4	4	8		3	10	13
Pedal Cycle		1		1		1		1						1		1		1		1
Parked Vehicle		1	3	4			2	2			1	1		2	6	8		3	9	12
CMV	2	17	27	46		20	39	59		14	33	47	2	15	43	60	1	15	30	46
Other Single Vehicle	3	37	45	85	5	34	49	88		32	40	72	1	42	53	96	1	40	49	90
Other Multi-Vehicle	5	56	162	223	4	59	177	240		85	185	270	6	78	170	254	1	70	163	234
Total	10	113	244	367	9	114	275	398		132	265	397	10	142	276	428	3	134	262	399
Percent	0.5	5.7	12.3	18.5	0.5	5.7	13.8	20.0		6.6	13.3	20.0	0.5	7.1	13.9	21.5	0.2	6.7	13.2	20.1

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train			1	1	0.1
Pedestrian	1	3	2	6	0.3
Animal		8	33	41	2.1
Pedal Cycle		4		4	0.2
Parked Vehicle		6	21	27	1.4
CMV	5	81	172	258	13.0
Other Single Vehicle	10	185	236	431	21.7
Other Multi-Vehicle	16	348	857	1221	61.4
Total	32	635	1322	1989	100
Percent	1.6	31.9	66.5	100	

TABULATION OF COLLISIONS

CRAIG COUNTY RANKED COLLISION REPORT
Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
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Vehicles By Vehicle Type

Vehice Type	2013				2014				2015				2016				2017			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door	1	5	9	15	1	3	23	27		4	21	25		4	18	22		8	6	14
Passenger Vehicle-4 Door	5	25	86	116	4	30	80	114		38	87	125	1	41	70	112		31	91	122
Passenger Vehicle-Convertible			1	1			1	1												
Pickup Truck		27	80	107	1	23	77	101		29	76	105		22	76	98	2	20	75	97
Single-Unit Truck (2 axles)	1	1	3	5		1	3	4		1	4	5		1	11	12		2	5	7
Single-Unit Truck (3 or more axles)			1	1		1		1			3	3			1	1		1		1
School Bus		1		1						1	1	2		1	1	2			2	2
Truck/Trailer			3	3			4	4		1	6	7			5	5		1	2	3
Truck-Tractor (bobtail)											2	2								
Truck-Tractor/Semi-Trailer		10	21	31		7	42	49		3	27	30		4	40	44		4	37	41
Truck-Tractor/Double			1	1							2	2		1		1			1	1
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)			1	1			1	1											1	1
Bus (16+ seats)			1	1							1	1		1		1				
Motorcycle		2	1	3		2	2	4						3		3		4		4
Motor Scooter/Moped																		1		1
Motor Home		1		1			3	3			1	1			2	2				
Farm Machinery			3	3							1	1		2	2	4				
ATV														3	1	4		2		2
Sport Utility Vehicle (SUV)		10	36	46	1	14	38	53		14	44	58	3	15	58	76		15	42	57
Passenger Van		1	9	10			8	8		2	9	11		3	7	10		3	9	12
Truck More Than 10,000 lbs.			1	1			3	3		1	1	2			1	1		1	1	2
Van (10,000 lbs. or less)		2	2	4		1	5	6		1	7	8		1	7	8			3	3
Other			7	7		2	8	10			2	2			12	12		1	11	12
Total	7	85	266	358	7	84	298	389		95	295	390	4	102	312	418	2	94	286	382
Percent	0.4	4.4	13.7	18.5	0.4	4.3	15.4	20.1		4.9	15.2	20.1	0.2	5.3	16.1	21.6	0.1	4.9	14.8	19.7

TABULATION OF COLLISIONS

CRAIG COUNTY RANKED COLLISION REPORT
Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

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Vehicles By Vehicle Type

Vehice Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door	2	24	77	103	5.3
Passenger Vehicle-4 Door	10	165	414	589	30.4
Passenger Vehicle-Convertible			2	2	0.1
Pickup Truck	3	121	384	508	26.2
Single-Unit Truck (2 axles)	1	6	26	33	1.7
Single-Unit Truck (3 or more axles)		2	5	7	0.4
School Bus		3	4	7	0.4
Truck/Trailer		2	20	22	1.1
Truck-Tractor (bobtail)			2	2	0.1
Truck-Tractor/Semi-Trailer		28	167	195	10.1
Truck-Tractor/Double		1	4	5	0.3
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)			3	3	0.2
Bus (16+ seats)		1	2	3	0.2
Motorcycle		11	3	14	0.7
Motor Scooter/Moped		1		1	0.1
Motor Home		1	6	7	0.4
Farm Machinery		2	6	8	0.4
ATV		5	1	6	0.3
Sport Utility Vehicle (SUV)	4	68	218	290	15.0
Passenger Van		9	42	51	2.6
Truck More Than 10,000 lbs.		2	7	9	0.5
Van (10,000 lbs. or less)		5	24	29	1.5
Other		3	40	43	2.2
Total	20	460	1457	1937	100
Percent	1.0	23.7	75.2	100	

TABULATION OF COLLISIONS

CRAIG COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																									
	AM												PM													
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	Tot	Pcnt
Sunday	3	5	3	5	4	1	4	1	5	8	14	6	11	11	6	7	12	4	10	3	10	3	6	6	148	12.3
Monday			3			3	5	13	8	9	7	13	10	11	18	18	15	9	9	7	5	5	3	3	174	14.5
Tuesday	4	1	3	1	4	3	9	11	9	7	8	13	12	13	10	9	14	11	8	6	1	5	4	4	170	14.2
Wednesday	1	3	3	1	4	10	12	7	13	3	14	7	11	8	15	9	14	11	5	2	8	3	3	1	168	14.0
Thursday	8	1		3		5	10	7	14	6	16	8	17	21	10	10	9	15	6	4	5	2	3	4	184	15.3
Friday	2	5	1	6	4	5	13	12	7	3	16	11	18	15	24	14	9	12	3	6	7	7	5	2	207	17.3
Saturday	4	5	1	2	3	1	2	5	10	5	8	8	9	5	13	6	6	10	8	6	6	13	7	6	149	12.4
	Early Morning - Sunrise						Morning Peak			Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	100
Total	121						177			458						224			220						1200	
Percent	10.1						14.8			38.2						18.7			18.3						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	677	187	32	57		953	79.4
Wet (Water)	100	40	8	6		154	12.8
Ice, Snow, or Slush	28	12	2	1		43	3.6
Mud, Dirt, Gravel, or Sand	27	21	2			50	4.2
Other							
Total	832	260	44	64		1200	100
Percent	69.3	21.7	3.7	5.3		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	712	59.3
Clouds Present	317	26.4
Raining/Fog	130	10.8
Snowing/Sleet/Hail	39	3.3
Other	2	0.2
Total	1200	100

TABULATION OF COLLISIONS

CRAIG COUNTY RANKED COLLISION REPORT

Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt
Failed to Yield	2	60	112			1					1						1	8	2	62	121	185	9.7
Failed to Stop		8	21									1						3		8	25	33	1.7
Failed to Signal																							
Improper Turn	1	18	60			1		1									1	3	1	20	64	85	4.4
Improper Start			6															1			7	7	0.4
Improper Stop			3																		3	3	0.2
Improper Backing			35															9			44	44	2.3
Improper Parking			2																		2	2	0.1
Improper Passing	1	4	12													1			2	4	12	18	0.9
Improper Lane Change		9	37			1											1	5		10	43	53	2.8
Left of Center	1	5	22								1	1					3	5	1	9	28	38	2.0
Following Too Close		16	49														1	2		17	51	68	3.6
Unsafe Speed		110	95	1	1			1	2			1				2	8	13	3	120	111	234	12.2
DWI				2	20	32	1	3	2				1	4	11		2		4	29	45	78	4.1
Inattention	2	63	80			1					21	25	1			1	6	7	4	90	113	207	10.8
Negligent Driving		2	11									1						1		2	13	15	0.8
Defective Vehicle		9	16																	9	16	25	1.3
Wrong Way																1		1	1		1	2	0.1
No Improper Action	10	214	505														7	37	10	221	542	773	40.5
Other	1	8	19								1					2	4	6	3	13	25	41	2.1
Total	18	526	1085	3	21	36	1	5	4		24	29	2	4	11	7	34	101	31	614	1266	1911	100
Percent	0.9	27.5	56.8	0.2	1.1	1.9	0.1	0.3	0.2		1.3	1.5	0.1	0.2	0.6	0.4	1.8	5.3	1.6	32.1	66.2	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge		7	6	13
Work Zone		8	14	22
Cross Median		2		2
Train Collision			1	1

Table 9 Ranked Collision Report (2013-2017)

COLLISION CONCENTRATION LISTING

CRAIG COUNTY RANKED COLLISION REPORT
Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

								------INTERSECTING------					
COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	CITY STREET NAME	HWY	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
(18)CRAIG	(05)BIG CABIN	7	08	01	I-44		WILL ROGERS TPK	US-69 UP*1*	US-69	04.45	39	25	1
(18)CRAIG	(00)	3	09	01	I-44		WILL ROGERS TPK	US-60 OP*2*	US-60	11.36	33	18	2
(18)CRAIG	(00)	1	06	06	US-60	INTER		RD. #4450 WYE	SH-82	10.51	31	13	3
(18)CRAIG	(20)VINITA	7	05	06	US-60	INTER	WILSON ST.	ILLINOIS AVE.	SH-2	05.11	26	22	4
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	ILLINOIS AVE.	7 ST/NE141(31)		05.77	25	20	5
(18)CRAIG	(20)VINITA	8		14	SH-2	INTER	WILSON ST.	TAHLEQUAH AVE.		00.38	20	17	6
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK	TOLL PLAZA BOOTHS		08.06	19	16	7
(18)CRAIG	(05)BIG CABIN	7	08	01	I-44	INTER	WILL ROGERS TPK	US-69 UP*1*	US-69	04.45	18	11	8
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	ILLINOIS AVE.	1 ST.		05.26	16	10	9
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	WILSON ST.	CANADIAN AVE.		04.97	12	11	10
(18)CRAIG	(20)VINITA	8		14	SH-2	INTER	WILSON ST.	HOPE AVE/HOSPITAL		01.32	11	8	11
(18)CRAIG	(00)	3	09	01	I-44	TERM LOC LFT	WILL ROGERS TPK	US-60 OP*2*	US-60	11.36	11	6	12
(18)CRAIG	(00)	4		14	SH-2					15.20	10	2	13
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	WILSON ST.	EXCELSIOR AVE.		04.53	8	6	14
(18)CRAIG	(00)	4		14	SH-2	INTER		EW 24(22)		02.30	8	5	15
(18)CRAIG	(20)VINITA	7		04	US-60	INTER		NS 434(17)		10.10	8	4	16
(18)CRAIG	(00)	1		06	US-60	INTER		NS 442(33)		07.00	8	4	17
(18)CRAIG	(15)KETCHUM	8	07	24	SH-82	INTER			SH-85	01.00	7	6	18
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	ILLINOIS AVE.	2 ST.		05.33	7	5	19
(18)CRAIG	(20)VINITA	6		2770		INTER	FOREMAN ST.	CLYDE AVE.		1825	7	4	20
(18)CRAIG	(00)	5		0190		INTER				0060	7	2	21
(18)CRAIG	(20)VINITA	7		10	US-69					07.20	7	2	22
(18)CRAIG	(20)VINITA	7		10	US-69					07.39	7	2	23
(18)CRAIG	(00)	4		26	SH-85					02.90	7	2	24
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	ILLINOIS AVE.	VANN ST.		05.20	6	6	25
(18)CRAIG	(20)VINITA	8		14	SH-2	INTER	WILSON ST.	HALSELL AVE.		00.84	6	5	26
(18)CRAIG	(20)VINITA	6		2770		INTER	FOREMAN ST.	CANADIAN AVE.		1640	6	4	27
(18)CRAIG	(25)WELCH	7	01	02	US-59	INTER	4 AVE.	WASHINGTON ST.	SH-2	05.49	6	3	28
(18)CRAIG	(20)VINITA	8	03	04	US-60	INTER			SH-66	12.19	6	3	29
(18)CRAIG	(00)	1		06	US-60	INTER		NS 446(41)		11.00	6	2	30
(18)CRAIG	(00)	4		14	SH-2	INTER		EW 18(34)		08.30	6	2	31
(18)CRAIG	(00)	4		14	SH-2					09.80	6	2	32
(18)CRAIG	(00)	4	02	14	SH-2	INTER		EW 15(40)	SH-25	11.29	6	2	33
(18)CRAIG	(00)	2		01	I-44		WILL ROGERS TPK	EB TOLL PLAZA ENT		08.36	5	5	34

COLLISION CONCENTRATION LISTING

CRAIG COUNTY RANKED COLLISION REPORT
Date Range: 01-01-2013 Thru 12-31-2017

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/06/2019 by Marion Stinson

USE RESTRICTED 23 USC 409

								------INTERSECTING------					
COUNTY	CITY	HWY CL	INT ID	CS/ ST.1	HWY	INT-REL/ TERM-LOC	CITY STREET NAME	CITY STREET NAME	HWY	MILE/ ST.2	SEV INDEX	NUM COLLS	RANK
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	DWAIN WILLIS	SCRAPER ST.		04.24	5	4	35
(18)CRAIG	(20)VINITA	7		06	US-60	INTER	WILSON ST.	SOUTH AVE./ATTUCKS		04.68	5	4	36
(18)CRAIG	(20)VINITA	7		06	US-60		ILLINOIS AVE.			05.21	5	4	37
(18)CRAIG	(20)VINITA	6		3100		INTER	7 ST.	TAHLEQUAH AVE.		1815	5	4	38
(18)CRAIG	(20)VINITA	8		08	SH-66	INTER		NS 434(17)		04.04	5	3	39
(18)CRAIG	(00)	5		0010						0185	5	2	40
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK			10.81	5	2	41
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK	EB MCDONALD ENT		10.97	5	2	42
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK			15.87	5	2	43
(18)CRAIG	(00)	1		02	US-59					03.30	5	2	44
(18)CRAIG	(00)	5		0290						0085	5	2	45
(18)CRAIG	(00)	5		0310						0125	5	2	46
(18)CRAIG	(20)VINITA	8		08	SH-66					04.14	5	2	47
(18)CRAIG	(00)	4		24	SH-82					07.60	5	2	48
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK			02.79	5	1	49
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK			09.00	5	1	50
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK			17.14	5	1	51
(18)CRAIG	(00)	1		02	US-59					04.47	5	1	52
(18)CRAIG	(00)	5		0310		INTER				0520	5	1	53
(18)CRAIG	(00)	5		0331						0200	5	1	54
(18)CRAIG	(00)	5		0350		INTER				0020	5	1	55
(18)CRAIG	(00)	5		0350						0042	5	1	56
(18)CRAIG	(00)	5		0370						0123	5	1	57
(18)CRAIG	(00)	1		04	US-60					07.70	5	1	58
(18)CRAIG	(00)	1		06	US-60					10.56	5	1	59
(18)CRAIG	(00)	1		06	US-60					11.21	5	1	60
(18)CRAIG	(00)	4		24	SH-82					00.21	5	1	61
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK	WB TOLL PLAZA ENT		07.85	4	4	62
(18)CRAIG	(20)VINITA	7		06	US-60		WILSON ST.			04.78	4	4	63
(18)CRAIG	(20)VINITA	8		14	SH-2	INTER	WILSON ST.	FLINT AVE.		00.10	4	4	64
(18)CRAIG	(20)VINITA	6		2920		INTER	SCRAPER ST.	TAHLEQUAH AVE.		1815	4	4	65
(18)CRAIG	(20)VINITA	6		3100		NORTH	7 ST.	ILLINOIS AVE.		1645	4	4	66
(18)CRAIG	(00)	3		01	I-44		WILL ROGERS TPK			08.70	4	3	67
(18)CRAIG	(00)	5		0310		INTER				0120	4	3	68
(18)CRAIG	(20)VINITA	6		2920		INTER	SCRAPER ST.	SOUTH AVE.		1630	4	3	69

APPENDIX 11 - ODOT 8-YEAR PLAN: 2019 – 2026 PROJECTS –TABLE 10

JOB #	Scope	Miles	Location	Cost
FY-2019	N/A			
FY-2020	N/A			
FY-2021				
29679(04)	Bridge & Approaches	0.10	SH-2 over Little Cabin Creek, 16.5 miles north of the JCT US-69	1,000,000.82
29681(04)	Bridge & Approaches	0.10	US-69 over Billingslie Creek, 4.6 miles north of the Mayes C/L	1,729,999.50
FY-2022				
32696(05)	Right of Way	0.10	Intersection at US-60 & SH-82, ROW for 32696(04)	54,500.00
32696(06)	Utilities	0.10	Intersection at US-60 & SH-82, UT for 32696(04)	54,500.00
FY-2023				
28901(05)	Right of Way	9.16	US-60: Begin 3.3 mi. E. of Nowata C/L, ext. E. 9.16 mi. to JCT SH-66, ROW for 28901(04) & (07)	1,952,903.88
28901(06)	Utilities	9.16	US-60: Begin 3.3 mi. E. of Nowata C/L, ext. E. 9.16 mi. to JCT SH-66, UT for 28901(04) & (07)	883,681.55
33828(05)	Right of Way	7.25	US-60: From 0.67 mi. E. of SH-2, ext. E 7.23 mi. (7th St. to 4480 RD) ROW for 33828(04)	350,000.00
33828(06)	Utilities	7.25	US-60: From 0.67 mi. E. of SH-2, ext. E 7.23 mi. (7th St. to 4480 RD) UT for 33828(04)	1,640,000.00
FY-2024	N/A			

FY-2025				
28901(04)	Grade, Drain, Bridge & Surface	4.45	US-60: Begin 3.03 mi. E. of Nowata C/L, ext. E. 4.45 mi. (Tied to 28901(07)	8,000,000.00
32696(04)	Intersection Modification	0.1	Intersection at US-60 & SH-82	500,000.00
FY-2026				
28901(07)	Grade, Drain, Bridge & Surface	4.71	US-60: Begin 7.48 mi. E. of Nowata C/L, ext. E. 4.5 mi. to JCT SH-66 (Tied to 28901(04)	10,320,000.00
33828(04)	Widen, Resurface & Bridge	7.25	US-60: From 0.67 mi. E of SH-2, ext. E. 7.23 mi. (7^{th} St. to 4480 RD)	16,500,000.00

APPENDIX 12 - COUNTY IMPROVEMENT ROADS & BRIDGES (CIRB) PROJECTS (2019 – 2023)

NOTES: There are a total of 180+ bridges in Craig County. 77 bridges are structurally deficient or functionally obsolete. Eight bridges are included in the CIRB 5 Year Plan that have received funding approvals by the Transportation Commission of Oklahoma. The following represents the CIRB Projects for Craig County as approved by ODOT in 2018. *Sources: National Bridge Inventory; www.fhwa.dot.gov/bridge/nbi.cfm;* www.ok.gov/odot/Bridges.html.

TABLE 11

Job #	Phase	Dist.	Location	Cost
FY-2019				
30101(06)	ROW	2	EW 300 Rd Bridge Over Unnamed Trib to Locust Creek, Appx. .7 mi. west of Delaware C/L ROW for 30101 (4)	$15,000
30101(07)	UTL	2	EW 300 Rd Bridge Over Unnamed Trib to Locust Creek, Appx. .7 mi. west of Delaware C/L ROW for 30101 (4)	$10,000
31130(05)	Cont. PE	3	PE contract as of 10/1/2013, Bridge on NS 447 over Coal Creek, Appx. 5 mi. S and 6 mi. E of Jct. SH24 and SH2	$75,000
31131(05)	Cont.PE	3	EW 31 over BR 104 Hog Creek, Appx 4 Mi. S and 4 Mi. E Jct. US 69 and US 60	$80,000
FY-2020				
28528(04)	CONST	3	Bridge & Approaches on EW 266 over Little Cabin Creek east of Vinita	$795,000
28530(04)	CONST	2	Bridge & Approaches on NS 429 over Big Creek, Appx. 2.5 Mi. S of Kansas State Line	$2,093,000
31116(06)	ROW	2	EW 185 over Jones Creek BR51, Appx. 3.5 mi. S and 1.5 mi. E of SH2 & SH25	$20,000
31116(07)	UTL		EW 185 over Jones Creek BR51, Appx. 3.5 mi. S and 1.5 mi. E of SH2 & SH25	$15,000
31132(06)	ROW		EW 27 over Pryor Creek BR81, Appx. 6.7 mi. W of Jct. US 60 and SH 66	$20,000
31132(07)	UTL		EW 27 over Pryor Creek BR81, Appx. 6.7 mi. W of Jct. US 60 and SH 66	$60,000

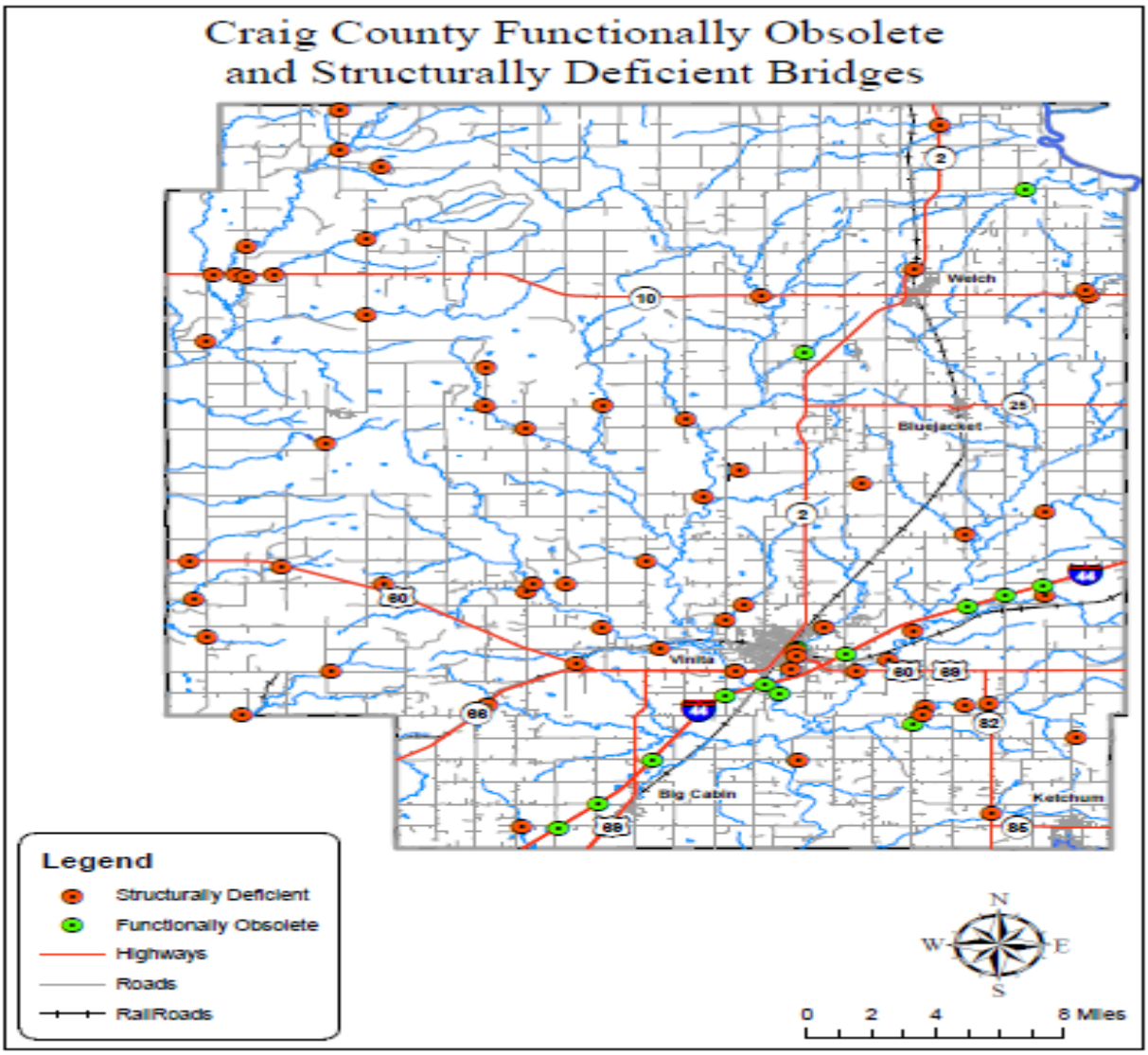
31133(05)	Cont. PE		NS 434 over White Creek BR62, Appx. 1.75 mi. W and 3.5 mi. N of Jct. US 66	$95,000
32119(05)	ODOT PE		EW 230 over unnamed creek, Appx. 5.4 mi. E and 1 mi. S of US 60 and Nowata C/L (AKA BR 61A)	$80,000
FY-2021				
29402(04)	CONST	2	Bridge 30 over Little Cabin Creek, 1.5 mi. N of Bluejacket	$1,800,00
30448(04)	CONST	2	NS 426 over Big Creek Appx. 1 mi. E & 3 mi. S of SH-10 & Nowata C/L	$1,800,00
31130(06)	ROW	2	NS 447 over Coal Creek, Appx. 5 mi. S and 6 mi E of Jct. SH 25 and SH 2	$10,000
31130(07)	UTL	2	NS 447 over Coal Creek, Appx. 5 mi. S and 6 mi E of Jct. SH 6 mi. E of Jct. SH 25 and SH 2	$10,000
31131(06)	ROW		EW 31 over bridge 104, Hog Creek, appx. 4 mi. S and 4 mi. E jct. US 69 & US 60	$25,000
31131(07)	UTL		EW 31 over bridge 104, Hog Creek, appx. 4 mi. S and 4 mi. E jct. US 69 & US 60	$30,000
32120 (05)	ENGR		ODOT P.E. on NS 433 over unnamed creek appx. 10.5 mi. W and 3.2 mi. S of Welch, aka Bridge 29	$80,000
32124(05)	ENGR		ODOT P.E. on EW 340 over Rock Creek, appx 1 mi. W of Big Cabin, aka BR 112	$80,000
FY-2022				
30101(04)	CONST	1	Bridge & Approaches on EW 300 over unnamed Trib. To Locust Creek, appx. .7 mi. west of Delaware C/L	$440,000
31116(04)	CONST	1	Bridge & Approaches on EW 185 over Jones Creek, BR 51, appx. 3.5 mi. S and 1.5 mi. E of SH 2 & SH 125	$662,000
31133(07)	UTL		NS 434 over White Creek, BR 62, appx. 1.75 mi. W mi. N of jct. US 66	$75,000
31132 (04)	CONST		Bridge & Approaches on EW 27 over Pryor Creek, BR 81, appx. 6.7 mi. W of Jct. US 60 & SH 66.	$715,000

32219(06)	ROW		EW 230 over unnamed creek, appx. 5.4 mi. E & 1 mi. S of US 60 & Nowata C/L, aka BR61A	$20,000
32119(07)	UTL		EW 230 over unnamed creek, appx. 5.4 mi. E & 1 mi. S of US 60 & Nowata C/L, aka BR61A	$30,000
31133(06)	ROW		NS 434 over White Creek, BR 62, appx. 1.75 mi. W & 3.5 mi. N of jct. US 66	$30,000
FY-2023				
31130(04)	CONST	1	NS 447 over Coal Creek, appx. 5 mi. S & 6 mi. E of Jct. SH 25 & SH 2	$500,000
31131(04)	CONST	1	EW 31, BR 104 over Hog Creek, appx. 4 mi. S & 4 mi. E of Jct. US 69 & US 60	$500,000
32120(06)	ROW	3	NS 433 over unnamed creek, appx. 10.5 mi. W & 3.2Mi. S of Welch, aka BR 29	$25,000
32120(07)	UTL	3	NS 433 over unnamed creek, appx. 10.5 mi. W & 3.2Mi. S of Welch, aka BR 29	$10,000
32124(06)	ROW		EW 340 over Rock Creek, appx. 1 mi. S & 2.8 mi. W of Big Cabin, aka BR 112	$25,000
32124(07)	UTL		EW 340 over Rock Creek, appx. 1 mi. S & 2.8 mi. W of Big Cabin, aka BR 112	15,000

Bridge #61 Over Lightning Creek, Craig County

APPENDIX 13 - BRIDGES; STRUCTURALLY DEFICIENT AND FUNCTIONALLY OBSOLETE

(Please also see Appendix C: Definitions) This is a summary of all bridges in the County more than 20 feet long that have been determined to be Structurally Deficient or Functionally Obsolete (FOSD). Some of these locations appear to be duplicated, due to double sets of bridges or even single bridges having a lane in each direction.



Map 13

APPENDIX 14 – VINITA TRANSPORTATION PLANS

The City of Vinita has developed a comprehensive long range transportation plan. The City has an annual resurfacing program lead by the City Council and the Vinita Street Department. Together they have for over 20 years analyzed and planned for future transportation needs of the growing City.

APPENDIX 15 – AGING DATA

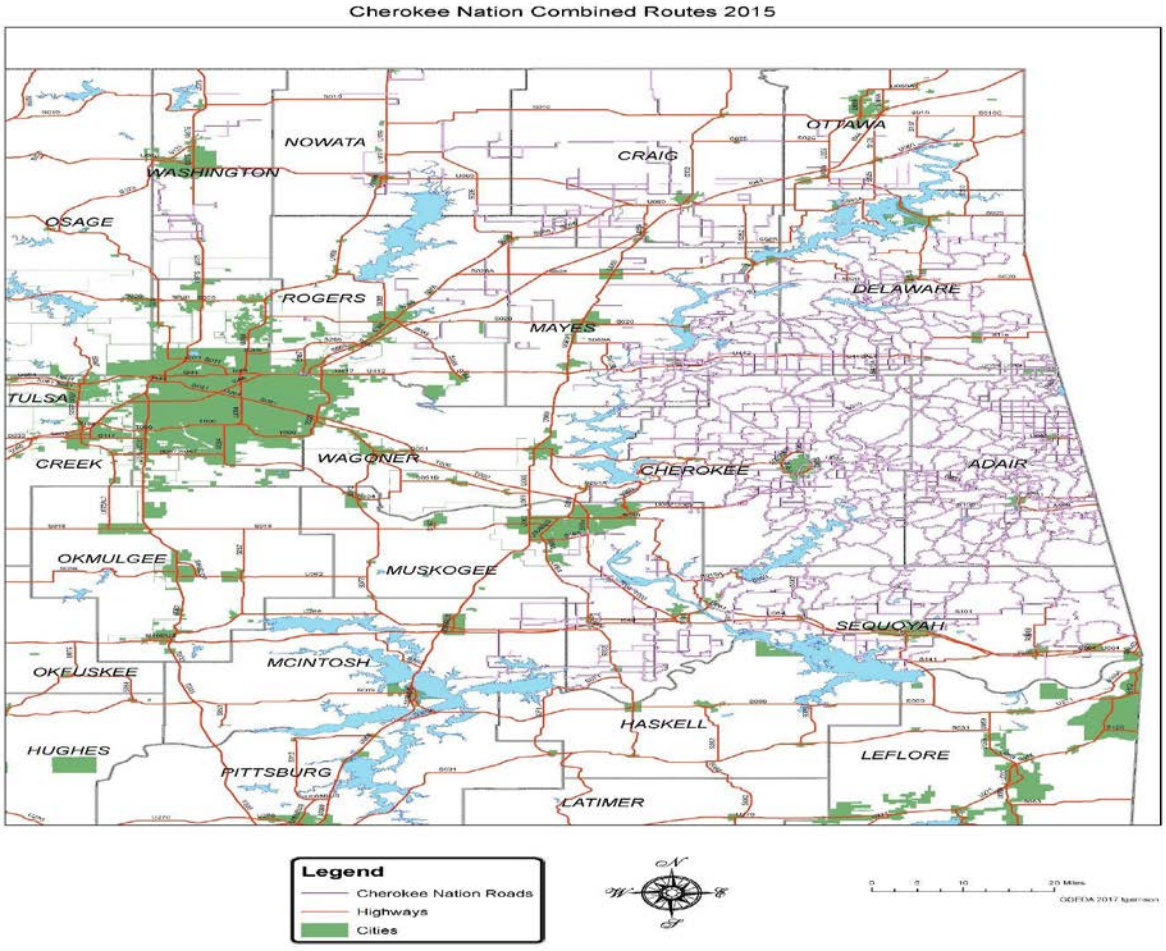
OKLAHOMA AGING

The proportion of Oklahoma's population that is over 60 is growing, while the proportion that is under 60 is shrinking. The U.S. Census Bureau estimates that more than 24 percent of Oklahoma's population will be over age 60 by the year 2030, an increase of nearly 7 percent from 2020. In 2020, the over-age-60 population was around one-fourth (1/4) of total population. By 2040, that group is projected to be about the same.

TABLE 12

Projected trends: Aging population in Oklahoma			
Year	2020	2030	2040
Age Group			
0 to 19	26.44%	25.75%	25.46%
20 to 39	26.50%	25.85%	25.52%
40 to 59	24.33%	24.12%	24.37%
60+	22.73%	24.27%	24.64%
Source: U.S. Census Projections Populations 2014 to 2060			

APPENDIX 16 – TRIBAL TRANSPORTATION



MAP 14

BIA Route #	Cherokee Nation/BIA Inventory Route Name	County	Mileage
0201	Sunsweet-Catale Road	Craig	2.00
0202	Shawnee Ceremonial Road	Craig	2.60
0203	White Oak	Craig	6.00
0204	Vinita South Road	Craig	6.10
0205	Ketchum West Road	Craig	3.10
0206	Vinita East Road	Craig	2.00
0207	Vinita Northeast Road	Craig	1.60
0208	Kelso East Road	Craig	6.00
0209	Thompson Creek Road	Craig	7.00
0210	Vinita North Road	Craig	11.10
0211	Cabin Creek Road	Craig	5.10
0212	Centralia East	Craig	11.00
0213	Blue Jacket East Road	Craig	3.70
0214	Big Cabin Creek Road	Craig	9.50
0215	NS434 Road	Craig	4.30
0216	NS-433/EW-30 Road	Craig	2.40
0217	Workman Road	Craig	1.70
0218	White Oak West	Craig	3.20
0219	Centralia West Road	Craig	5.00
0220	Coyne Road	Craig	3.00
0221	EW 30 Road	Craig	3.70
0222	EW31-NS434 Road	Craig	3.70
0223	EW31-NS433 Road	Craig	4.30
0224	EW330 Road	Craig	5.70
0225	NS433 Road	Craig	4.00
0226	Big Cabin-Ketchum Road	Craig	7.70
0227	EW310 Road	Craig	6.00
0228	Hulwee Road	Craig	2.20
0229	NS-441 Road	Craig	1.60
0230	Todd’s Loop Road	Craig	5.00
0231	NS-4667 Road	Craig	8.90
0232	Bolin Spring Road I	Craig	2.20
0233	S. Clinic Access Road	Craig	4.70
0234	NS-4420/EW-0330 Road	Craig	4.00
0235	Carselowery Road	Craig	4.00
0236	Mustang Creek Road	Craig	1.00
0237	Pecan Creek Road	Craig	3.00
0238	Timpson Chapel Road	Craig	3.00
0239	EW-0230 Road	Craig	2.00
0240	NS-4370 Road	Craig	3.10
0241	Estella Road	Craig	7.00
0242	EW-0240 Road	Craig	4.60
0243	NS-4310 Road	Craig	3.60

0244	Scott Cemetery Road	Craig	2.10
0245	Bunker Hill Church Road	Craig	2.20
	TOTAL MILEAGE		**203.80**

Source: Cherokee Nation Long-Range Transportation Plan, 2017

CHART 4

Craig County Road 4390-E230-250 (Cherokee Nation Project)

APPENDIX 17 - COMMUNITY TRANSPORTATION SURVEY RESULTS

A Survey was created by the Craig County Long Range Transportation Plan Working Group. Utilization of the online services of SurveyMonkey.com was chosen for the survey processing. A twenty-eight question survey was placed online and opened for responses on November 19, 2018

and officially closed on March 30, 2019 after all responses were input into the program. Hard copies of the survey were also distributed to multiple locations within Craig County to collect responses from the public including but not limited to: Craig County Clerk, City Clerks/City Halls of Welch, Bluejacket, Vinita, Ketchum, and Big Cabin. Senior Citizens' Centers, Public Libraries, and Grand Gateway EDA were also provided with hard copies.

The Survey solicitation and infomercials were presented at many public meetings held in Craig County as well as civic and business organization meetings. A total of 26 surveys were completed. The responders' locations were diverse throughout Craig County.

A Survey link to the online survey was also created at the grandgateway.org website for the public to easily locate a pathway to find the survey. A QR code was also created to enable those with the app on their mobile phones to easily go to the survey.

Some questions were quantifiable with statistical responses, however, some data fields allowed the responders to make comments and those along with the entire Survey results have been uploaded to our website, www.grandgateway.org.

APPENDIX 18 - THE TRANSPORTATION PLAN

Goal 1– Maximize Finance & Funding				
Objectives	Policy		Action steps	
A. Consistent regional applications for all available transportation opportunities maximizes annual funding	1.1	Preservation of existing levels of service among all modes of travel is the first priority	A.1.1	Monitor and apply for all available transportation grant opportunities each year
B. Local agencies, municipalities, tribal governments, state officials and private interests effectively collaborate in the pursuit and funding of transportation improvements	1.2	Continue to expand Multi-jurisdictional collaboration	A.1.2	Engage in long term Fiscal Planning to balance long-term transportation needs with sustainable solutions

C. Expansion of transportation modes that utilize private funding or have a higher proportion of user-borne costs, such as private roads and rail; fees for service	1.3	Allocate an annual portion of public employee labor to be used as in-kind funds for transportation grants	A.1.3	Explore and implement alternative funding opportunities used in other jurisdictions

Goal 2 – Prioritize maintenance and preservation of existing infrastructure				
Objectives	Policy		Action Steps	
A. The current transportation system is maintained with stable funding	2.1	Coordinate with State and Federal agencies to stabilize funding; ensure that current levels of service on roads, rail and transit systems, do not fail	A.2.1	Identify preferred development corridors and plan for preservation; Map
B. Regional pavements are preserved through growth of intermodal rail freight	2.2	Consistent investment in alternative modes to improve resilience	A.2.2	Evaluate and post weight limits on roads
C. New development is directed to appropriate roads and infrastructure	2.3	Use public-private agreements to maintain vulnerable county roads	A.2.3	Develop long-term strategies in coordination with industry, waste

			disposal and oil field companies to preserve and maintain vulnerable county roads
D. Private companies with heavy truck traffic collaborate to maintain vulnerable county roads			

Goal 3 – Enhance Economic Vitality			
Objectives	Policy	Action steps	
A. Economic development is coordinated with strategic transportation investments		A.3.1	Publish a County map showing the location of existing infrastructure appropriate for residential and industrial development
B. Employers have assurance that the labor force has reliable transportation options	3.1 Support facilities and services that enable non-drivers to access typical destinations	A.3.2	Develop a prioritized plan for sidewalks and bicycle routes
C. Retail establishments are located within Town/City limits	3.2 Coordinate economic development with long-term regional connectivity and sustainability	A.3.3	Encourage Tourism with signage, websites, brochures and events to improve sales tax revenue
D. Reliable access to shopping and services is realistic for all residents			
E. Retail customers using all modes of travel are welcomed by Complete Streets strategies			
F. Tourism provides annual revenue for low cost transportation improvements			

Plan continued, next page . . .

Goal 4 – Improve Accessibility, Mobility, Connectivity				
Objectives	Policy		Action Steps	
A. Funding is balanced among modes to ensure sustainable mobility solutions	4.1	Recognize and respond to opportunities to include pedestrian and bicycle infrastructure on or adjacent to state routes	A.4.1	Identify and minimize transportation barriers for non-drivers
B. Highway improvements are coordinated with other transit, bicycle and pedestrian projects and rail facilities according to the policies of the 2019-2045 ODOT LRTP	4.2	Integrate alternative transportation solutions into all new developments	A.4.2	Appoint an individual to act as a Railroad contact to improve industrial access to rail and facilitate the mobility of freight
C. Reliable access to the transportation system is ensured for disadvantaged persons	4.3	Choose transit when possible to support long term sustainability	A.4.3	Develop a proposed Bike route map with a focus on regional connectivity
D. Transit is a preferred method of travel for a wider segment of the populace			A.4.4	Add signage to direct Bike and Pedestrian travelers to preferred routes
E. Bike routes are indicated with signage for improved regional mobility			A.4.5	Plan and implement walkways and bike facilities in small town areas
F. Park-and-ride lots are available in locations where potential ridership warrants				
G. Planning efforts result in continuous bikeways throughout the multi-county region			A.4.6	Evaluate existing town sidewalks and pursue rehabilitation
H. Right of way (ROW) areas are preserved for transportation purposes; including abandoned, existing and future road and railroad corridors			A.4.7	Designate specific areas as Park-and-Ride lots for commuters

Plan continued, next page . . .

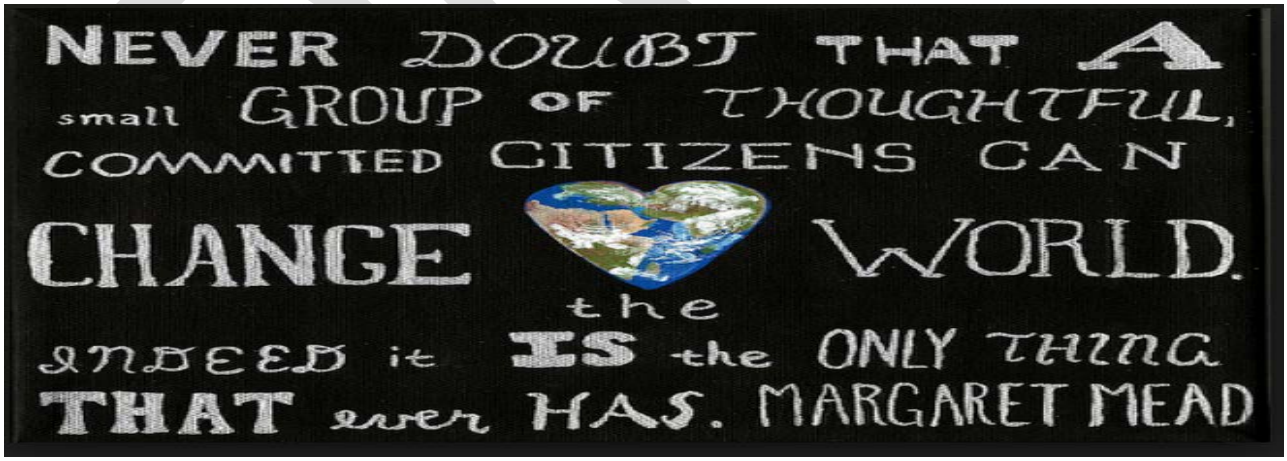
Goal 5 – Increase Safety & Security				
Objectives	Policy		Action Steps	
A. Structurally deficient bridges are prioritized for repair or replacement	5.1	Promote the use of alternative modes of transportation to reduce dependency on single-occupancy vehicles	A.5.1	Prioritize bridge improvements where weight limits are too low for emergency vehicle response;
B. Local site development standards address safety for all legal road users			A.5.2	Map appropriate routes for tanker response according to bridge sufficiency ratings
C. Bicyclists have improved safety in rural areas			A.5.3	Improved signage: alert motor vehicles to watch for bikes on the road;
D. Crosswalks have appropriate signage and visibility			A.5.4	Evaluate and prioritize crosswalks for improvement
E. Persons using handicap mobility vehicles have safe access to common destinations			A.5.5	Place rumble strips appropriately for enhanced safety between motorized vehicles and bikes using the shoulder in accordance with FHWA standards
F. A transportation system which is sustainable and resilient supports long term needs			A.5.6	Use signage to alert motorists to the possible presence of bicycles on the road
G. Improved modal options reduce reliance on single-occupancy vehicles			A.5.7	Evaluate and prioritize underpasses, overpasses and bridges for low-cost improvements for non-motor vehicle travel safety

A.5.8	Incorporate sustainability and resiliency into transportation system projects

APPENDIX 19 - ENVIRONMENTAL JUSTICE & POVERTY

Public involvement in development of the Plan must comply with Presidential Executive Order 12898, Environmental Justice. The Federal Highway Administration (FHWA) also follows federal policy to ensure federally funded activities (including planning, through implementation) do not have a disproportionate adverse effect on disadvantaged populations.

Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps). HUD calculations of Low-income households is based on census data, but breaks the levels of income into different categories of relative poverty.



APPENDIX 20 - PUBLIC COMMENT PERIOD

Notice: Public Comment Period

October 21, 2019
The Grand Gateway Regional Transportation Planning Organization (GGRTPO) has opened a 30 day public comment period for the draft Craig County Long Range Transportation Plan (LRTP).

The draft LRTP will be available for public comment from Monday, October 21, 2019 through Thursday, November 21, 2019. The Craig County Long Range Transportation Plan 2040 includes goals and policies based on a twenty year planning horizon, that lead to the development of an integrated, intermodal transportation system that facilitates safe and efficient movement of people and goods, while addressing current and future transportation demands.

The draft LRTP document and the technical reports that make up the plan are available in the GGRTPO/GGEDA Planning office at 333 South Oak Street, Big Cabin, Oklahoma, or can be viewed on the Transportation Planning portion of the Grand Gateway website under the heading "Craig County LRTP" located at grandgateway.org.

The LRTP complies with the intent of the ten (10) planning factors of the Federal Highway Administration (FHWA) and with the legislation known as Moving Ahead for Progress in the 21st Century Act (MAP-21).

GGRTPO welcomes public comment and feedback on regional transportation issues, and will furnish reasonable auxiliary aids and services to individuals with disabilities upon request.
Individuals with disabilities requiring auxiliary aids for services should contact the Planning staff below.

Comments may be submitted by calling 800/482-4594, ext. 233 or contacting us at the following address:

Marion Stinson, RTPO Director

GGRTPO/GGEDA, 333 S. Oak Street, Big Cabin, OK 74332

APPENDIX 21 - COORDINATION WITH OTHER PLANS AND AGENCIES

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:

- FHWA Guide – Planning for Rural Transportation
- FAST Act, Federal Planning Factors
- ODOT Freight & Rail Plan
- ODOT Oklahoma Statewide Intermodal Transportation Plan 2005-2030
- ODOT Waterway Plan
- ODOT Circuit Engineering District 1
- Craig County Commissioners
- Cherokee Nation Transportation and Safety Plans

Consultation with Tribes and State Agencies: Oklahoma Department of Transportation, Oklahoma Department of Environmental Quality, Oklahoma Water Resources Board, Oklahoma Department of Wildlife Conservation, Aeronautics Commission, and Bureau of Indian Affairs.

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