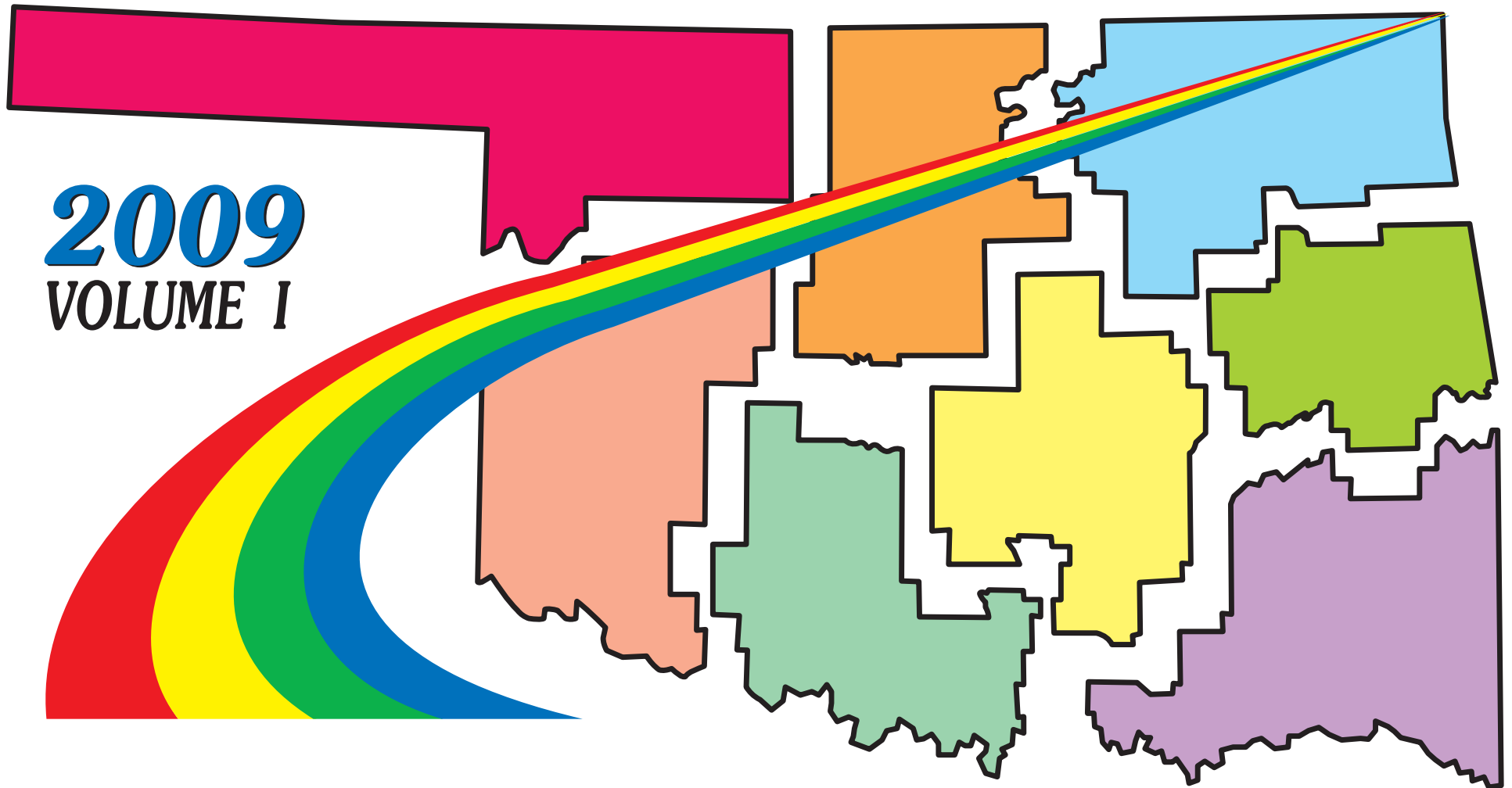


Oklahoma Department of Transportation



2009
VOLUME I

NEEDS STUDY & SUFFICIENCY RATING REPORT

Volume I

Oklahoma State Highway System

**2009 Needs Study
and
Sufficiency Rating Report
FY 2009 - FY 2028**

July 1, 2008 - June 30, 2027

Prepared by
Oklahoma Department of Transportation
Planning & Research Division

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Glossary of Terms

A.A.D.T.....	Estimate of Annual Average Daily Traffic volumes in vehicles per day averaged from the seven annual average days of the week for a calendar year.
Accrued Costs.....	Refers to the 20-Year Program, indicating funds required to improve currently adequate facilities that will become inadequate in the future to minimum design standard. Includes special and routine maintenance as well as administrative and engineering costs.
Backlog Costs.....	Refers to the 20-Year Program, indicating funds required to improve the existing inadequate segments of the highway system. Includes inflation along with administrative & engineering costs to meet a minimum design standard.
Collectors.....	Highways that primarily serve intra-county traffic corridors and act as a collector road tying into the arterial system.
Exist.	Existing
Functional Classification	The National Functional Classification System categorizes highways based upon service (mobility, access, trip purpose and length). These categories are Interstate, Primary Arterial, Minor Arterial, and Collector.
Minor Arterial.....	Highways that serve inter-county travel corridors, providing an interconnecting network between major cities.
Municipal.....	Mileage or needs inside incorporated area.
Needs	Present funds required to improve the existing currently inadequate facilities (backlog) to minimum design standards.
Obsolescence.....	Currently adequate facilities becoming inadequate during the 20-year program period, see accruing needs.
Principal Arterial	Highways that serve major, long distance traffic corridors, including the Interstate System.

Program Needs..... Funds necessary for an adequate State Highway System during the 20-year program period. Total program needs include funding for construction, maintenance, and administration & engineering.

Prop. Proposed

Proposed Highways..... Proposed new routes not currently part of the State Highway System. This classification is generally for bypass routes.

Rt...... Rate

Rural..... Mileage or needs outside any municipal area.

Sufficiency Rating..... The total of individual component ratings for a roadway or bridge. The ratings (grouped into four categories) as shown on the Sufficiency Rating Maps (page 27-37) are as follows:

Adequate..... Roadway facilities having a Sufficiency Rating of 80 - 100,
Bridge/Structure having a Sufficiency Rating of Adequate (AD) or Not Rated (NR).

Tolerable..... Roadway facilities having a Sufficiency Rating of 70 - 79.
Bridge/Structure does not use this rating.

Inadequate..... Roadway facilities having a Sufficiency Rating of 60 - 69.
Bridge/Structure does not use this rating.

Critical..... Roadway facilities having a Sufficiency Rating of 59 or less.
Bridge/Structure having a Sufficiency Rating of Functionally Deficient (FD) or Structurally Obsolete (SO).

Sufficiency Rating in this report is also frequently grouped into two categories, Adequate and Inadequate. In this case:

Adequate..... Represents both Adequate and Tolerable facilities with Sufficiency Ratings of 70 - 100.

Inadequate Represents both Inadequate and Critically Inadequate facilities with Sufficiency Ratings of 69 or less.

Foreword

The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma. In order to accomplish this goal, adequate funding must be established and maintained.

Oklahoma statutes mandate that the Needs Study & Sufficiency Rating Report be published every other year. The objectives of the Needs Study are to:

- 1) Assess the physical and operational conditions of the State Highway System
- 2) Estimate the cost to bring the Highway System up to minimum design standards
- 3) Estimate future state and federal funding available for highway improvements, and
- 4) Determine the adequacy of funding

The Oklahoma Department of Transportation (ODOT) depends on state and federal funds for overall management, operations, maintenance and construction of the State Highway System. State revenues are based on continued appropriations from the State General Revenue Fund and special appropriations. The Federal Highway Administration (FHWA) allocates money from the Highway Trust Fund based upon the most recent guidelines provided by the Federal Aid Program.

The Needs Study & Sufficiency Rating Report is represented by a 20-year program which:

- Serves to recognize and provide for inflation.
- Provides information concerning improvements necessary to achieve an adequate system of state highway.
- Reports on the improvement of currently adequate facilities that will become obsolete and inadequate during the 20-year program period.

Similar to previous editions, the 26th biennial Needs Study & Sufficiency Rating Report consists of two volumes. Based upon the detailed information developed in Volume II, Volume 1:

- Provides estimates of the financial needs for upgrading the State Highway System to minimum design standards within the next 20 years.
- Projects the availability of state and federal funds to meet those needs.
- Provides graphics depicting the sufficiency rating of the highway system.

Volume II contains the field data needed to assess and evaluate the existing highway system based on its physical and operational characteristics and geometric design. Data in this report is stratified into three levels: Level I, State Data; Level II, Commission District Data; and Level III, County Data. When feasible, numbers were rounded to the nearest whole number.

The *Procedural Manual for Determining Adequacy and Needs of the Oklahoma State Highway System* sets forth guidelines concerning the needs and adequacy of State highways and bridges. Highway and bridge minimum design standards for each classification of the highway system were used to determine the level of adequacy of existing facilities and to estimate improvement costs as reported in Volume II.

The *Needs Study & Sufficiency Rating Report* includes a detailed listing of the State Highway System needed improvements as of January 1, 2009. The estimated cost to improve the State Highway System to minimum design standards (needs) is equal to the sum of costs to improve the existing inadequate mileage (backlog) as well as the mileage that will become inadequate during the next 20 years (obsolescence). For Rural Highway Planning Standards, see Table 10 (page 24). For Municipal Highway Planning Standards, see Table 11 (page 25)

The State Highway System construction needs are reported by the State Functional Classification (Interstate, Principal Arterial, Minor Arterial, or Collector) for each commission district and county. Federal and state funds that are projected to be available to ODOT during the next 20 years are also reported. Comparison of the two (needs and available funds) should provide the readers of this report with a glimpse of the future condition of state highways if no additional funds are invested in the Oklahoma State Highway System.

For any questions or additional information regarding the Needs Study & Sufficiency Rating Report, please contact Mr. Wayne Barber at (405) 522-6705 or at wbarber@odot.org.

Executive Summary

The Oklahoma Department of Transportation (ODOT) is responsible for the maintenance and improvement of over 12,200 miles of highways and 6,808 bridges. The 2009 Needs Study identifies 2,942 miles of highways (including 79 miles of interstates, see Table 1) and 1,464 bridges that are currently inadequate to handle the demands placed upon them. In addition, over the next 20 years, another 1,712 mile of highways will become inadequate.

TABLE 1

Sufficiency Rating of the State Highway System by Functional Classification

Functional Classification	Inadequate		Adequate		Total	
	Miles	%	Miles	%	Miles	%
Interstate	78.87	8%	853.78	92%	932.65	100%
Principal Arterial	387.77	13%	2,515.97	87%	2,903.74	100%
Minor Arterial	758.86	26%	2,118.44	74%	2,877.30	100%
Collector	1,715.94	29%	4,182.97	71%	5,898.91	100%
Total	2,941.44	23%	9,671.16	77%	12,612.60	100%

Existing mileage only, no proposed.

Roads and bridges under ODOT jurisdiction are projected to accumulate capital improvement needs of \$27.5 billion during the 20-year period. Estimated revenue that can be applied to highway capital improvement projects over the same time period will total \$10.6 billion. Over the study timeframe, total projected revenues amount to 39 percent of needs, resulting in a shortfall of \$16.9 billion.

During the past two years, the world-wide financial crisis, as reflected in the petroleum market, led to problems in Oklahoma for the State Highway System due to:

- Rising price of petroleum and other materials, increasing cost per construction or maintenance project.
- Difficulty in obtaining materials for maintenance and construction, limiting the number of projects completed.

Moreover, rising fuel costs for the individual consumer in Oklahoma has reduced gasoline sales, resulting in less federal and state revenue for highway funding.

During the past few years, shortfalls in the Highway Trust Fund (HTF) have constrained federal funding for transportation. Congressional bailouts of the HTF were needed in both 2008 and 2009. Even before the economic crisis, the HTF had projected shortfalls that would require a “fix” in the next federal highway reauthorization bill. However, the American Recovery and Reinvestment Act of 2009 (ARRA) supplied a much-needed one-time boost in federal dollars for highway construction. Approximately \$344 million of ARRA funding was used for state highway and bridge projects.

State funding of transportation had been stagnant for 30 years, but in 2005 the legislature provided increased annual funding for road and bridge improvements. A new Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund was established and in 2008 a number of changes in state transportation funding were initiated, including:

- Authorization to issue two phases of bonds (\$150 million each in FY 2010 & 2011) for construction, improvement and maintenance of state highways and bridges
- Removal of a 3% trigger that limited increases to the ROADS fund
- Increased annual allocations to the ROADS fund until a new cap of \$370 million is reached in approximately FY 2017
- Creation of the High Priority State Bridge Fund

It is hoped that the 2009 Needs Study & Sufficiency Rating Report will provide the information necessary for adequate funding so that ODOT may fulfill its mission of providing safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma.

When local, state, and federal taxes in cents per gallon are combined for each state, Oklahoma has the sixth lowest tax for gasoline and the second lowest tax for diesel nationwide.

In 1987, the Oklahoma Legislature raised the 10 cent state sales tax on a gallon of fuel to 16 cents for gasoline and 13 cents for diesel. Later an extra penny was added to fund the cleanup of an underground storage tank.

Within the region (shown to the right), Oklahoma has the lowest fuel tax per gallon, at a rate of 17 cents for gasoline and 14 cents for diesel. These rates have remained the same for over 14 years.

Although rising fuel costs have resulted in lower gasoline sales, the state of Oklahoma has not had a significant increase in state sales tax on fuel for over twenty years.

A comparison of expected needs to future revenues indicates funding necessary so the State Highway System can meet minimum design standards during the next 20 years.

Historically, a gap between needs and expenditures of the State Highway Program has, since 1968, continually increased. For 2008, annual program needs totaled \$2.18 billion whereas only \$814 million was available – with a shortfall of \$1.37 billion (Figure 2).

The current 20-year construction program (see Figure 3) indicates projected revenues of \$10.6 billion in 2028 and needs increasing to \$27.5 billion by 2028.

The projected need versus revenue leaves a shortfall of \$16.9 billion.

FIGURE 1
Regional Fuel Taxes
(expressed as cents per gallon)

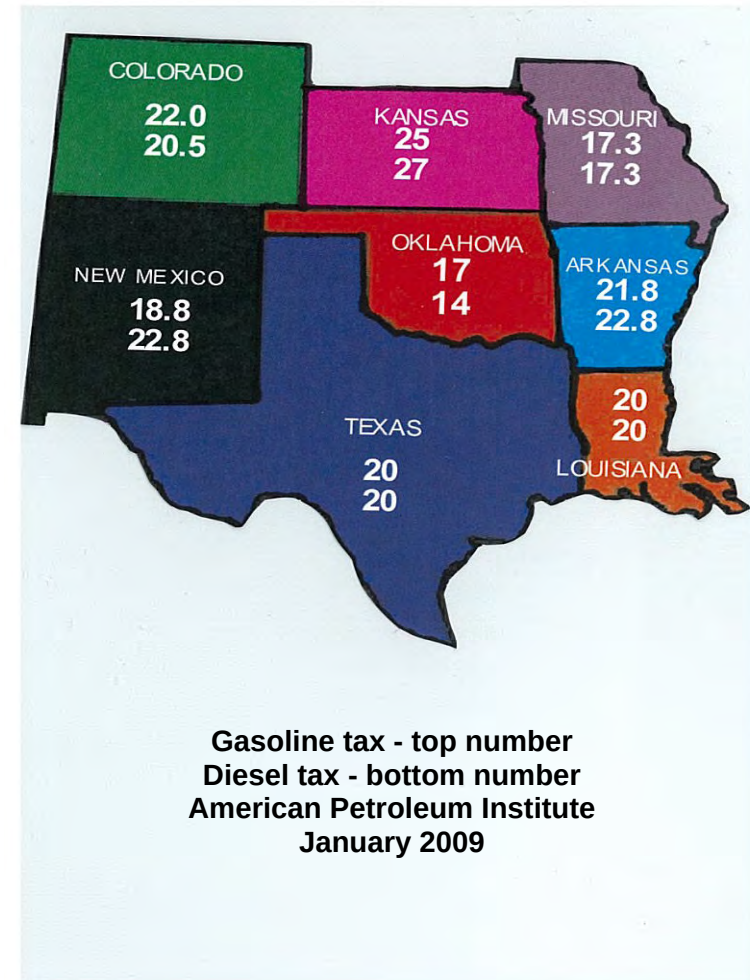
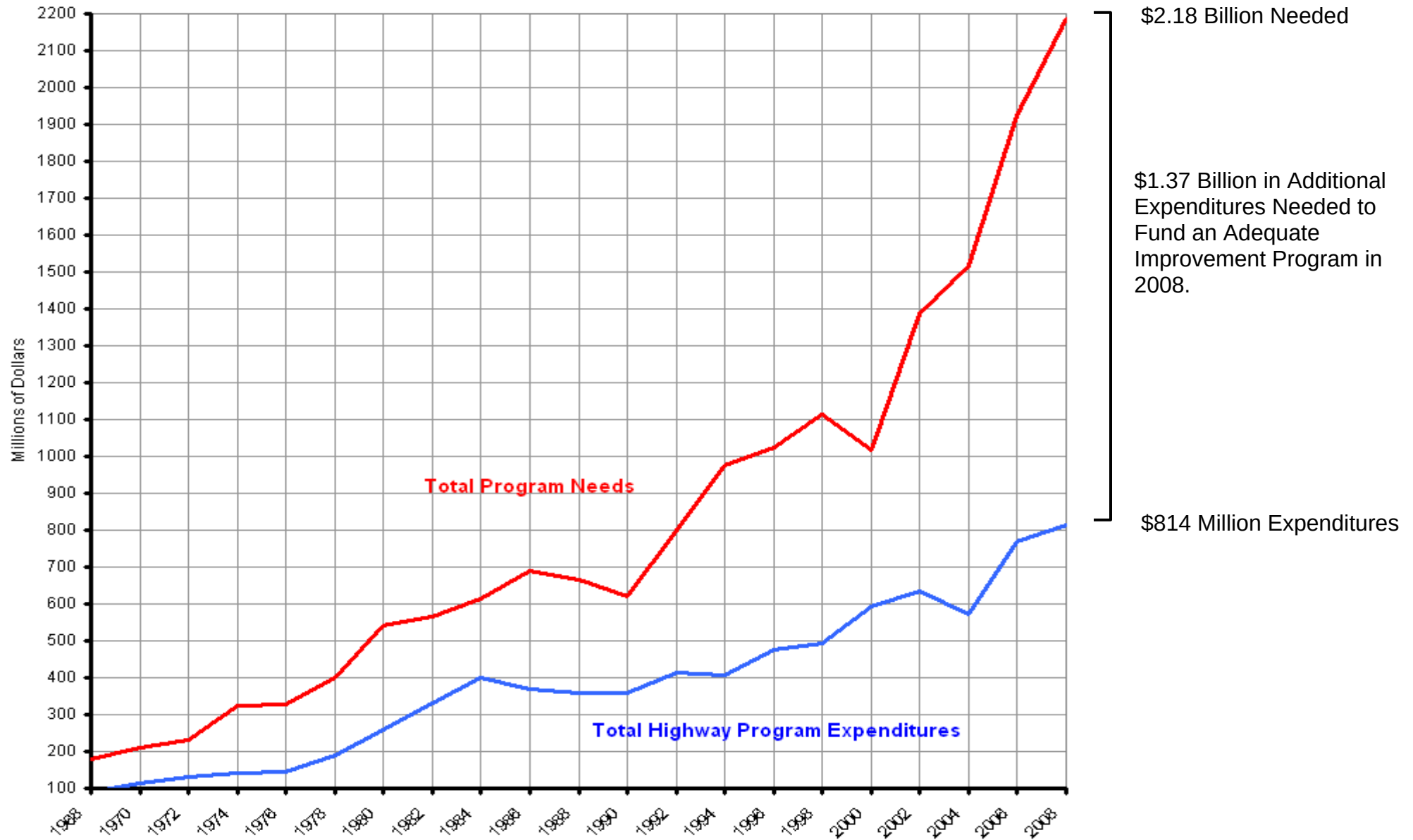
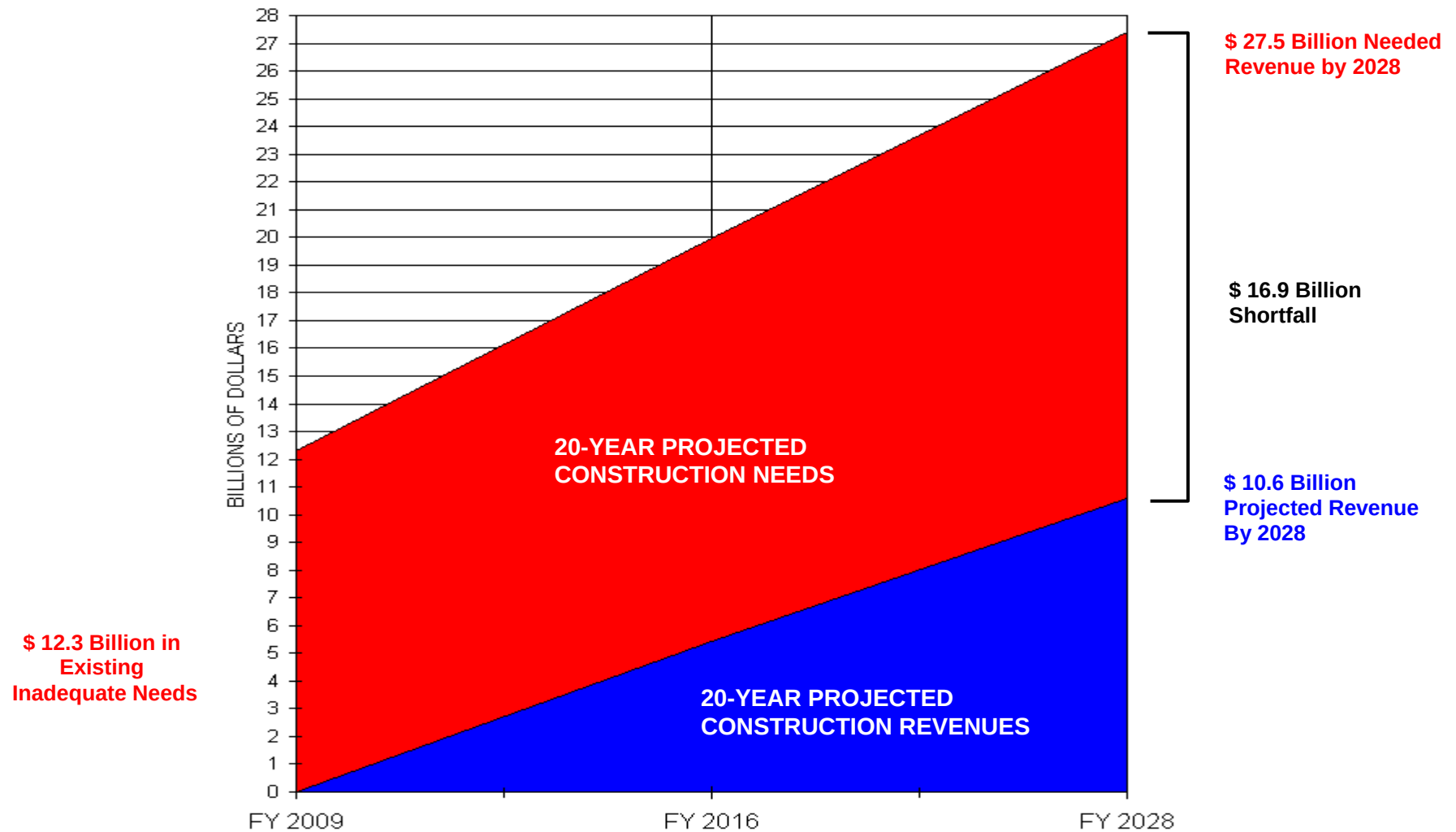


FIGURE 2
Annual Historic Trend: Needs vs. Expenditures to Fund an Adequate Highway System*



*Includes preliminary engineering, maintenance and construction.

FIGURE 3
Projected Construction Needs vs. Projected Construction Revenues
Program Period 2009-2028
 (Does not include maintenance or administrative needs)



At this time, there exists a \$12.3 Billion existing backlog in Highway Construction Needs. By 2028, the shortfall, with current funding, for an adequate Highway System is projected at \$16.9 Billion.

Improving the existing State Highway System to meet minimum design standards by FY 2028 (based on today's prices), would require approximately \$27.5 billion in funds for construction, an annual average outlay of \$1.4 billion, as shown in Table 2.

TABLE 2
20-Year Construction Program Needs
Program Period 2009 - 2028

	AVERAGE ANNUAL	20-YEAR
Construction Needs	\$1,376.5	\$27,529.8
Construction Revenue	\$532.3	\$10,645.8
Deficit	\$844.2	\$16,884.0

In millions of dollars.

An analysis of the projected traffic demands, when applied to the geometry of currently adequate facilities, found 1,712 miles that will be incapable of handling their future traffic requirements (accrued obsolescence). Combining a backlog of 2,980 miles with the accrued obsolescence of 1,712 miles results in 4,692 miles that will need improvement by FY 2028 in order for all the State Highway System to meet minimum design standards.

In order to have an adequate State Highway System by FY 2028, ODOT will need funding that is adequate for improving 235 miles per year for the next 20 years. Based on an inflation rate of 3.0% per year, an investment of \$43.7 billion would be required by the FY 2028 to fund the Total Program Needs. When compared to projected State and Federal revenues of approximately \$19.6 billion, it becomes apparent that the Program Needs will experience a deficit of \$24.1 billion, Table 3.

TABLE 3
20-Year Total Program Needs
Program Period 2009 – 2028

	AVERAGE ANNUAL	20-YEAR
Total Program Needs- Const., Maint. and Admin. & Eng	\$2,185.1	\$43,701.1
Total Revenue- Const., Maint. and Admin.& Eng.	\$978.6	\$19,571.1
Total Program Deficit- Const., Maint. and Admin. & Eng.	\$1,206.5	\$24,129.4

In millions of dollars.

Total program needs by National Functional Classification are shown by annual and 20-year period in Table 4.

TABLE 4
Total Program Needs
Program Period 2009-2028

Functional Classification	Average Annual Needs			Twenty-Year Program Needs		
	Rural	Municipal	Total	Rural	Municipal	Total
Interstate						
Construction	\$62.2	\$224.9	\$287.1	\$1,244.0	\$4,497.0	\$5,741.0
Maintenance	\$52.7	\$38.7	\$91.4	\$1,054.7	\$773.4	\$1,828.1
P. E. & A. *	\$17.2	\$39.5	\$56.8	\$344.8	\$790.6	\$1,135.4
Total	\$132.2	\$303.1	\$435.2	\$2,643.5	\$6,061.0	\$8,704.5
Principal Arterials						
Construction	\$220.6	\$177.4	\$398.0	\$4,412.7	\$3,547.3	\$7,960.0
Maintenance	\$100.2	\$56.6	\$156.9	\$2,004.8	\$1,132.7	\$3,137.5
P. E. & A. *	\$48.1	\$35.1	\$83.2	\$962.6	\$702.0	\$1,664.6
Total	\$369.0	\$269.2	\$638.1	\$7,380.1	\$5,383.0	\$12,762.1
Minor Arterials						
Construction	\$227.9	\$53.0	\$280.9	\$4,557.3	\$1,060.3	\$5,617.6
Maintenance	\$88.9	\$19.0	\$107.8	\$1,777.7	\$379.0	\$2,156.7
P. E. & A. *	\$47.5	\$10.8	\$58.3	\$950.3	\$215.9	\$1,166.2
Total	\$364.3	\$82.8	\$447.0	\$7,285.3	\$1,655.2	\$8,940.5
Collectors						
Construction	\$350.8	\$59.8	\$410.6	\$7,016.2	\$1,195.0	\$8,211.2
Maintenance	\$147.4	\$20.0	\$167.4	\$2,948.9	\$399.8	\$3,348.7
P. E. & A. *	\$74.7	\$12.0	\$86.7	\$1,494.8	\$239.2	\$1,734.0
Total	\$573.0	\$91.7	\$664.7	\$11,459.9	\$1,834.0	\$13,293.9
All State Highways						
Construction	\$861.5	\$515.0	\$1,376.5	\$17,230.2	\$10,299.6	\$27,529.8
Maintenance	\$389.3	\$134.3	\$523.6	\$7,786.1	\$2,685.1	\$10,471.2
P. E. & A. *	\$187.6	\$97.4	\$285.0	\$3,752.4	\$1,947.7	\$5,700.1
Total	\$1,438.4	\$746.7	\$2,185.1	\$28,768.7	\$14,932.4	\$43,701.1

Needs in Millions of Dollars

* Preliminary Engineering and Administration

While correcting existing and future construction needs, money available for maintaining the current infrastructure in terms of exposed surfacing must also be considered. The Needs Study rates 3,380 miles of roads as 'poor' in surface condition, with resurfacing costs estimated at \$470 million.

Oklahoma Department of Transportation
Needs Study and Sufficiency Rating Report
FY 2009 - FY 2028
(July 1, 2008 - June 30, 2027)

Needs Study and Sufficiency Rating Report

I. The Transportation System

The Oklahoma State Highway System is composed of streets and highways that are grouped into classes of systems based on their intended use and function as predicted by present and future daily numbers of cars and trucks. This grouping process is called functional classification. Each class has a specific minimum design standard which is used as a benchmark to analyze and evaluate all the existing roadways in that class. This document utilizes five (5) classes of roadway to identify the needs to bring the Oklahoma State Highway System to minimum design standards in order to provide a safe, efficient and economical Transportation System for the movement of people and goods. The five roadway classes are:

- A. Interstate - A divided highway for through traffic that has full access control and grade separation at all intersections.
- B. Principal Arterial - Routes providing an interconnected network between major urban areas. These routes provide a similar type of service to that of the Interstate System and may include full control of access when warranted by traffic volumes. In municipal areas they include the expressway and freeway systems.
- C. Minor Arterial - Intrastate routes generally serving traffic corridors with trip lengths traversing several counties. They provide an interconnected network between cities and towns.
- D. Collector - Include important intra-county routes and lesser important inter-county routes. They collect traffic from the local roads and streets and provide feeder service to arterial highways
- E. Proposed Highway - New highway facilities such as bypasses, urban freeways, and relief routes that are proposed for future construction.

The Oklahoma Highway System consists of 12,613 miles. Of the 12,613 miles, 12,261 miles are “free roads” and 352 miles are “toll roads” (see Table 5). ODOT is responsible for construction, maintenance and safe operation of only the “free roads” portion of the Highway System (12,261 miles). The Oklahoma Turnpike Authority (OTA) is fully responsible for the infrastructure and operation of the toll roads or turnpikes (352 miles). Of OTA’s 601 toll road miles, only 352 are designated as part of the State Highway System (see Table 6).

TABLE 5
The State Highway System Functional Classification by Category of Road

Functional Classification	ODOT Free Roads		OTA Toll Roads		State Total	
	Miles	%	Miles	%	Miles	%
Interstate	673	72%	260	28%	933	100%
Principal Arterial	2,812	97%	92	3%	2,904	100%
Minor Arterial	2,877	100%	0	0%	2,877	100%
Major Collector	5,899	100%	0	0%	5,899	100%
TOTAL	12,261	97%	352	3%	12,613	100%

TABLE 6
Oklahoma Turnpikes

Designated Route		Non-Designated Route	
Facility	Miles	Facility	Miles
1) Turner (I-44)	86	1) Muskogee	53
2) Will Rogers (I-44)	89	2) Creek	33
3) Cimarron (US-412)	59	3) Indian Nations	105
4) Cherokee (US-412)	33	4) Kilpatrick	25
5) H.E. Bailey (I-44)	85	5) Chickasaw	17
		6) Norman Spur	8
		7) Cimarron Spur	8
Total	352	Total	249
Total Turnpike Miles - 601			

II. Improvement Type

The improvement type, as used in Volumes I and II of this study, was determined by comparing the existing features of each segment of the Highway System to the applicable minimum design standard of its functional classification based on projected future traffic volume. Types of bridge or other structure improvement are usually either major rehabilitation or new structure.

III. Sufficiency Rating Method and Procedure

Determining the overall adequacy of a roadway or bridge in either a rural or a municipal area is a three-step process:

1. Evaluate the geometric design and condition to determine the Roadway Rating.
2. Consider Foundation Fatigue.
3. Consider the operating status.

Roadway Rating: Relative point values are assigned to several elements of roadway design and condition. These point values are related to prescribed minimum design and surface condition standards and represent the maximum value any element can earn. The sum of these minimum standard elemental values is 100 of which the design elements account for 65 points and the condition elements account for 35 (see Table 7 for maximum point values). A total rating of 70 or above is considered adequate, while a rating of 69 or less is inadequate.

TABLE 7
Sufficiency Rating Point System

Rural Roadway				Municipal Roadway			
Design		Condition		Design		Condition	
Surface Width	16	Foundation	14	Surface Width	16	Foundation	14
Surface Type	8	Wearing Surface	10	Traffic Control	18	Wearing Surface	10
Shoulder Width & Type	6	Drainage	7	Cross Section	10	Drainage	7
Curvature	8	Shoulders	4	Surface Type	8	Shoulders	4
Gradient	5	Total Condition Rating	35	Drainage	5	Total Condition Rating	35
Stopping Sight Distance	8			Alignment	8		
Passing Opportunity	8			Total Design rating	65		
Hazards	6						
Total Design Rating	65						
Maximum Total Design and Surface Condition Rating = 100							

Foundation Fatigue: A highway can be rated as adequate based on design and traffic but its foundation may have, over time, deteriorated to a state where a complete reconstruction is necessary. To insure these roadways are addressed, a point value is deducted from the preliminary total sufficiency rate to position the roadway into the inadequate category. Field Division personnel have identified 711 miles of roadway as having an inadequate foundation.

Operating status is based on functional classification, traffic volume, and level of congestion. The sufficiency rating values of a facility are adjusted when a segment is congested or projected to be congested.

Congestion occurs when existing traffic volume (V) exceeds highway design capacity (C) at Level of Service C, i.e., where V/C ratio is greater than one (1). When this occurs, an additional point deduction (based upon Table 8) is applied to the total sufficiency rating.

TABLE 8
Level of Service “C” Sufficiency Rating Adjustments
Points deducted from sufficiency rating due to inability to manage traffic volume above design capacity.

Volume / Capacity	Adjustment
1.00 or less	0
1.02	-2
1.04	-4
1.06	-6
1.08	-8
1.10	-10
1.12	-12
1.14	-14
1.16	-16
1.18	-18
1.20	-20
1.21	-22
1.22	-24
1.23	-26
1.24	-28
1.25	-30
1.26	-32
1.27	-34
1.28	-36
1.29	-38
1.30 or more	-40

Structure Rating: Sufficiency ratings of structures on the Highway System are also based on combined ratings of design & condition. Therefore, sufficiency ratings of structures are classified into four categories as follows:

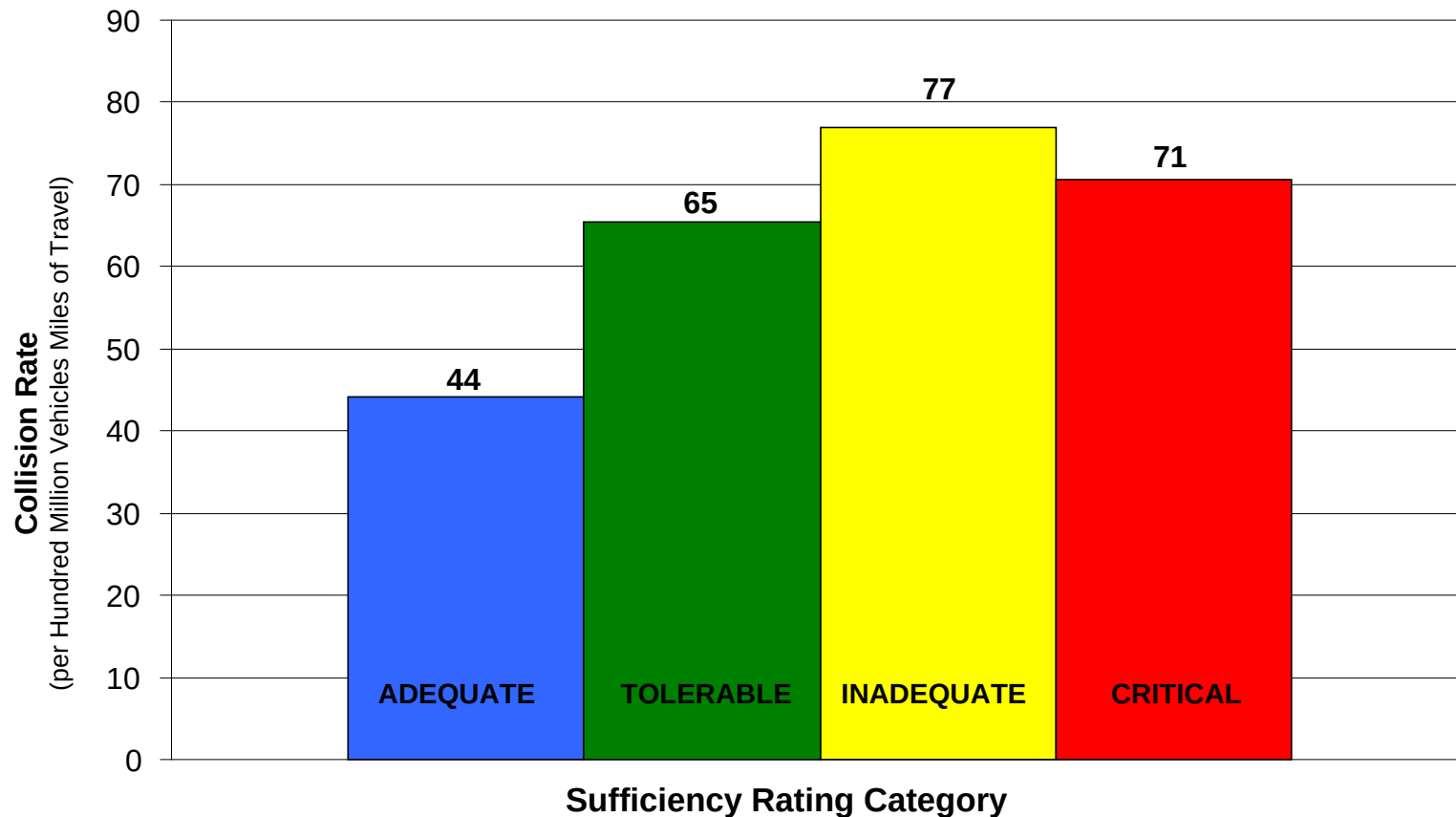
Total Rating	Structure Criteria
AD	Adequate, meeting minimum design & safety standards.
SD	Structurally Deficient, physical condition properties are below minimum standards.
FO	Functionally Obsolete, geometric properties are deficient for existing roadways.
NR	Not Rated, structure underground.

For information on the sufficiency rating of structures in Oklahoma, contact the Bridge Division at (405) 521-2606.

IV. Collisions

An analysis was performed on some 41,961 non-intersection accidents that occurred on 11,019 miles of rural State Highways from 2004-2008. The rates shown are per 100 million vehicle miles of travel. The results indicated an inverse relationship between sufficiency ratings and crash rates. As sufficiency ratings went up, the crash rates declined and conversely, as sufficiency ratings went down, crash rates went up. The crash rate on inadequate/critical highways (sufficiency rating 0-69) was 1.36 times higher than those of tolerable/adequate highways (sufficiency rating 70-100) for all highway miles in each sufficiency rating category. Based on this correlation, it is presumed that the crash rate in Oklahoma can be substantially reduced by investing more funds to upgrade the inadequate and critical segments of the State Highway System.

FIGURE 4
Sufficiency Ratings vs. Safety



V. Program Needs

Program needs is the total amount of money needed to improve the State Highway System to minimum design standards in 20 years. Program needs consist of backlog (existing) needs, accrued obsolescence (future) needs, special and routine maintenance needs and administrative & engineering costs.

A. Backlog Needs - Funds needed to improve the currently inadequate segments of the highway system, including the non-toll Interstate System, to minimum design standard during the 20-year program period.

B. Obsolescence Needs - Funds needed to improve the currently adequate facilities that will become obsolete, due to geometric design and/or capacity deficiencies and increase in traffic volumes, to minimum design standards during the 20-year program period.

C. Surface Replacement Needs (Special Maintenance) - Funds needed to overlay high type asphalt highway surfaces every 7-8 years and armor coat low type asphalt highway surfaces every 3-5 years. When calculating the number of miles that will need special maintenance over the 20-year program period, Department personnel considers the miles to be constructed, surface life, replacement rate, program length and cost per mile.

D. Routine Maintenance Needs - Funds needed to provide reactive rather than proactive maintenance. Reactive maintenance is associated with activities such as: pot-hole repair, patching, crack sealing, bridge deck and joint repair, mowing, snow and ice removal, sign replacement, emergency traffic control, and other maintenance activities. Average maintenance costs per mile are developed from current maintenance records for each type of roadway design and improvement type.

E. Preliminary Engineering and Administrative Needs - Funds needed to support the construction and maintenance work of the highway work program. These funds are approximated at 15 percent of A, B, C & D above.

F. Inflation Rate - Funds needed to account for the increase in costs over time. This increase is assumed to average 3 percent compounded annually.

G. Program Needs - Funds needed (Total of A+B+C+D+E+F) to upgrade the State Highway System to minimum design standards by FY 2028.

An average construction cost per mile for roadways and per square foot for structures for each improvement type was calculated based on historical analysis of projects constructed by the Department and was uniformly applied to determine the total amount of money needed to upgrade the highway system to minimum design standards. The cost analysis considered terrain conditions, basic type of construction, design criteria and component costs. Cost for right-of-way is based on an average cost per acre within an area. These cost figures are preliminary estimates and should be used only for planning purposes. Accurate costs are estimated on a project specific basis following completion of right-of-way and design plans and after other engineering and policy decisions that will affect costs are made.

VI. Future Revenues

Projected revenues for the program period, FY 2009 - FY 2028, included anticipated revenues from state and federal sources. Only federal funds that could be used to address the Program Needs were projected and utilized in this report. Federal revenues that will be apportioned to the Department for use on county and city streets or for non-highway programs such as railroads, mass transit, airports, lake or industrial access, air quality and enhancement are not included. State revenues were based on continued appropriations from the State General Revenue Fund and special appropriations as denoted below.

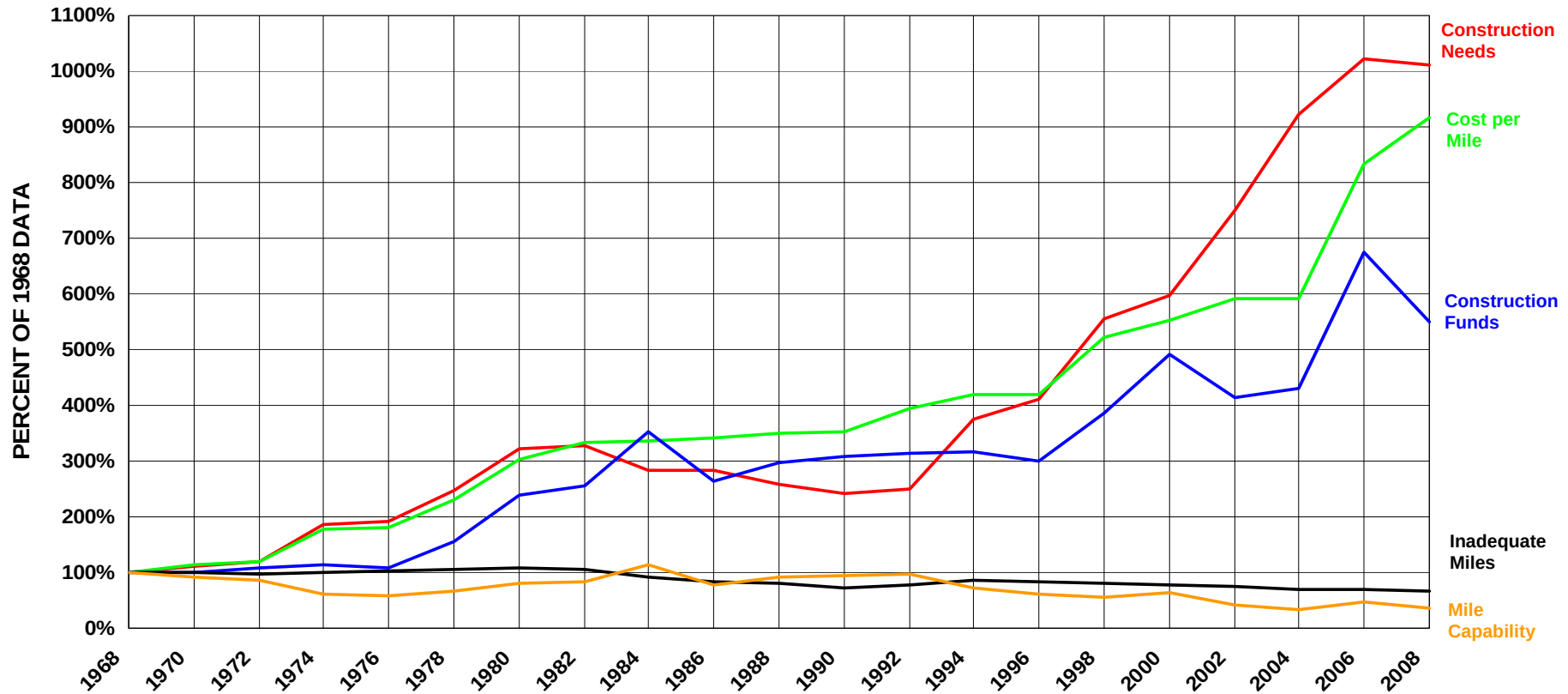
In 2008, the Oklahoma State Legislature enacted HB 2272 & HB 1176, Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund as shown below:

TABLE 9 Rebuilding Oklahoma Access and Driver Safety Fund		
State Fiscal Year	Funding Increase	Funding Totals
2009	\$30,000,000	\$155,000,000
2010	\$30,000,000	\$185,000,000
2011	\$30,000,000	\$215,000,000
2012	\$30,000,000	\$245,000,000
2013	\$30,000,000	\$275,000,000
2014	\$30,000,000	\$305,000,000
2015	\$30,000,000	\$335,000,000
2016	\$30,000,000	\$365,000,000

VII. Rising Costs

An analysis of construction cost per mile revealed that it costs approximately 9.2 times as much to build a mile of new road today as it did in 1968. The cost to construct a mile of two-lane highway with eight foot paved shoulders on a new alignment is now \$1,876,000 compared to \$204,000 in 1968. This is shown below along with other comparisons to the 1968 base year.

FIGURE 5
Percent Increase of Highway Construction Activities Compared to 1968 Base Year



- Total Construction Needs -** Estimated total cost to improve the State Highways to Design Standards.
- Cost Per Mile -** Estimated cost to construct one mile of roadway, 24' with 8' paved shoulders on new alignment.
- Construction Funds -** Amount of Fiscal Year Construction Funds expended.
- Inadequate Miles -** Total inadequate miles.
- Mile Capability -** Ability to improve inadequate miles of study year based on available construction funds.

VIII. Major Improvements Since 2007 Needs Study

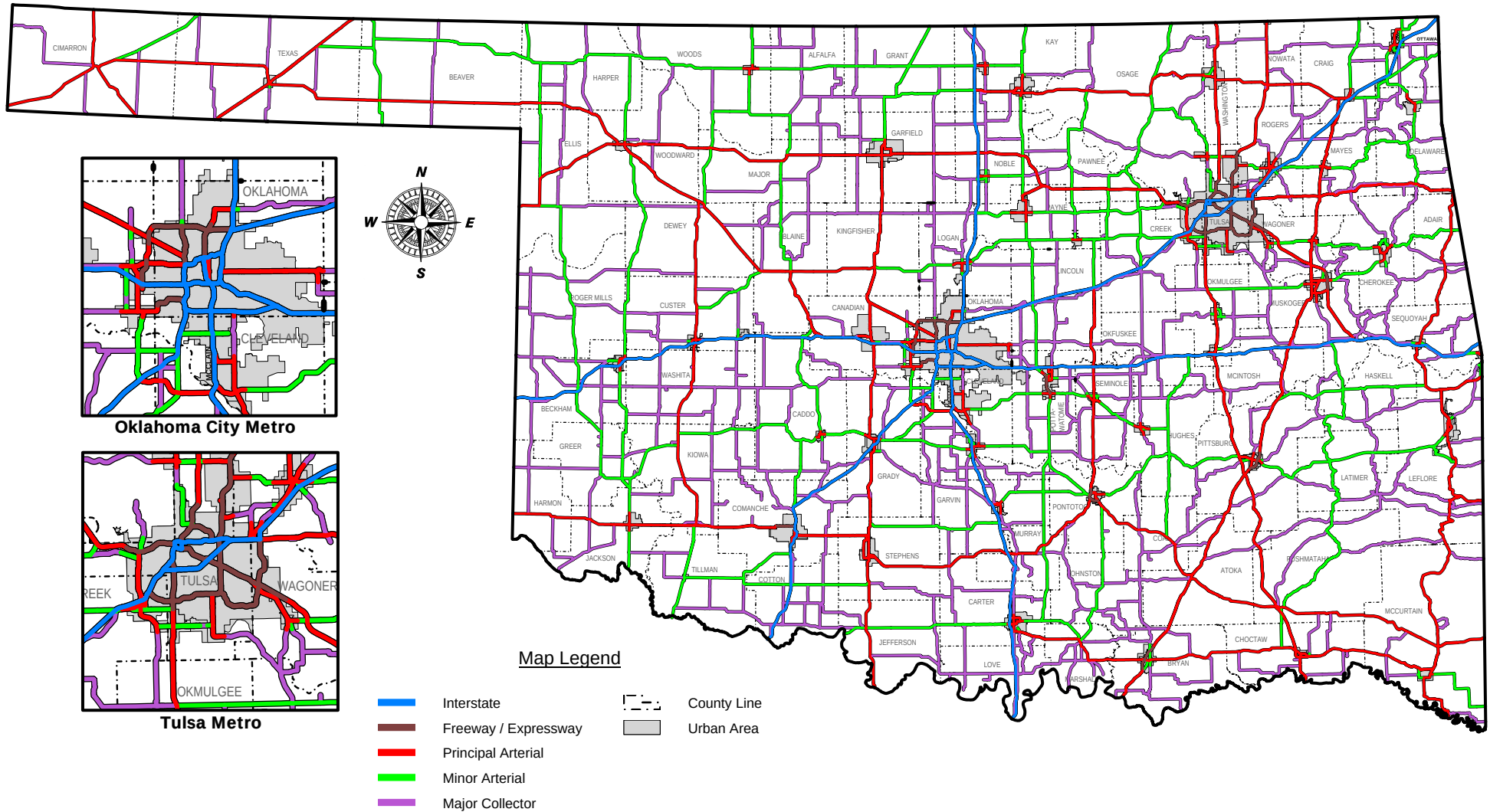
Since the 2007 Needs Study and Sufficiency Rating Report two years ago, some of the major improvements to the state highway transportation system are as follows:

- Reconstructed and widened US-271 to 4 lanes in LeFlore County for 3.7 miles
- Constructed interchanges near McAlester for US-69 in Pittsburgh County
- Reconstructed and widened US-70 to 4 lanes, including several bridges in Choctaw County
- Reconstructed to 5 lanes curbed for 4 miles on SH-18 in Pottawatomie County
- Reconstructed 2 lane for 1.5 miles south of Haskell on US-64 in Muskogee County
- Constructed 4-lane on SH-1 for 2 miles in Pontotoc County
- Construct and overlay of 4-lane for 4 miles on SH-99 in Lincoln County
- Reconstructed interchange and bridge on SH-11 in Kay County
- Reconstructed 6 miles on I-35 in Payne & Noble Counties
- Interchange modification, including surface and bridge work on SH-51 in Payne County
- Bridge and surface work for 3.7 miles on US-81 in Canadian County
- New 4 lane alignment for 5 miles on SH-6 in Beckham County
- Constructed on offset alignment 3 miles of 2 lane roadway on SH-11 in Alfalfa County
- Constructed 1.3 miles of 2 lane on SH-15 in Ellis County
- Reconstructed Interchange on US-62 in Comanche County
- Reconstructed 2 lane for 1.3 miles on SH-7 in Atoka County
- Reconstructed 5 miles of I-35 in Murray County
- Reconstructed 7 miles of I-35 in Carter County
- Reconstructed 4 miles to 4 lane curb on SH-20 in Rogers County
- Constructed 4 lane divided for 3.5 miles on SH-88 in Rogers County
- Reconstructed 1 mile of I-235 to 6-lane in Oklahoma County
- 59 new bridges
- 20 rehabilitated bridges

Figure 6

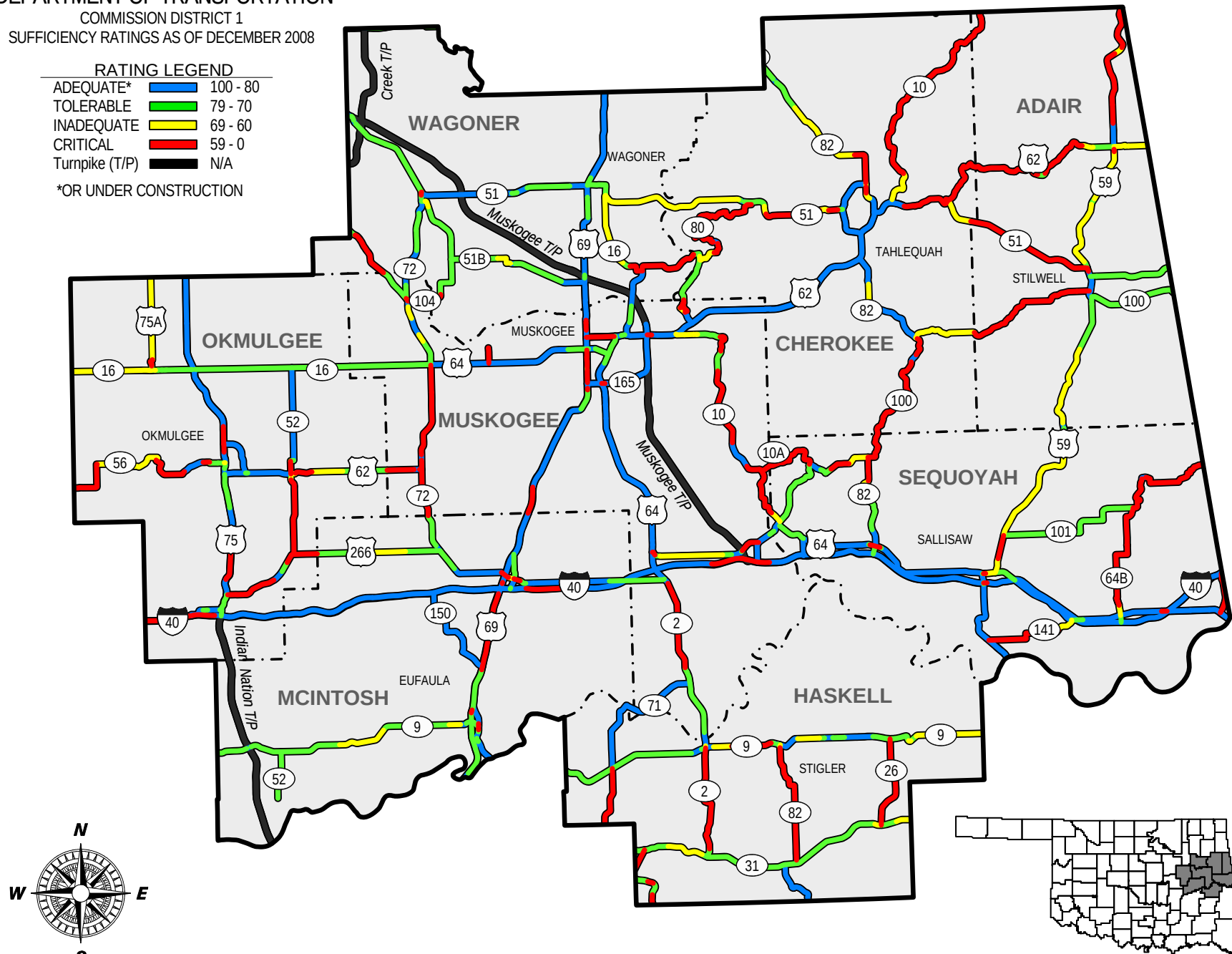
2009 Functional Classification System

Date Printed: 08/19/2009



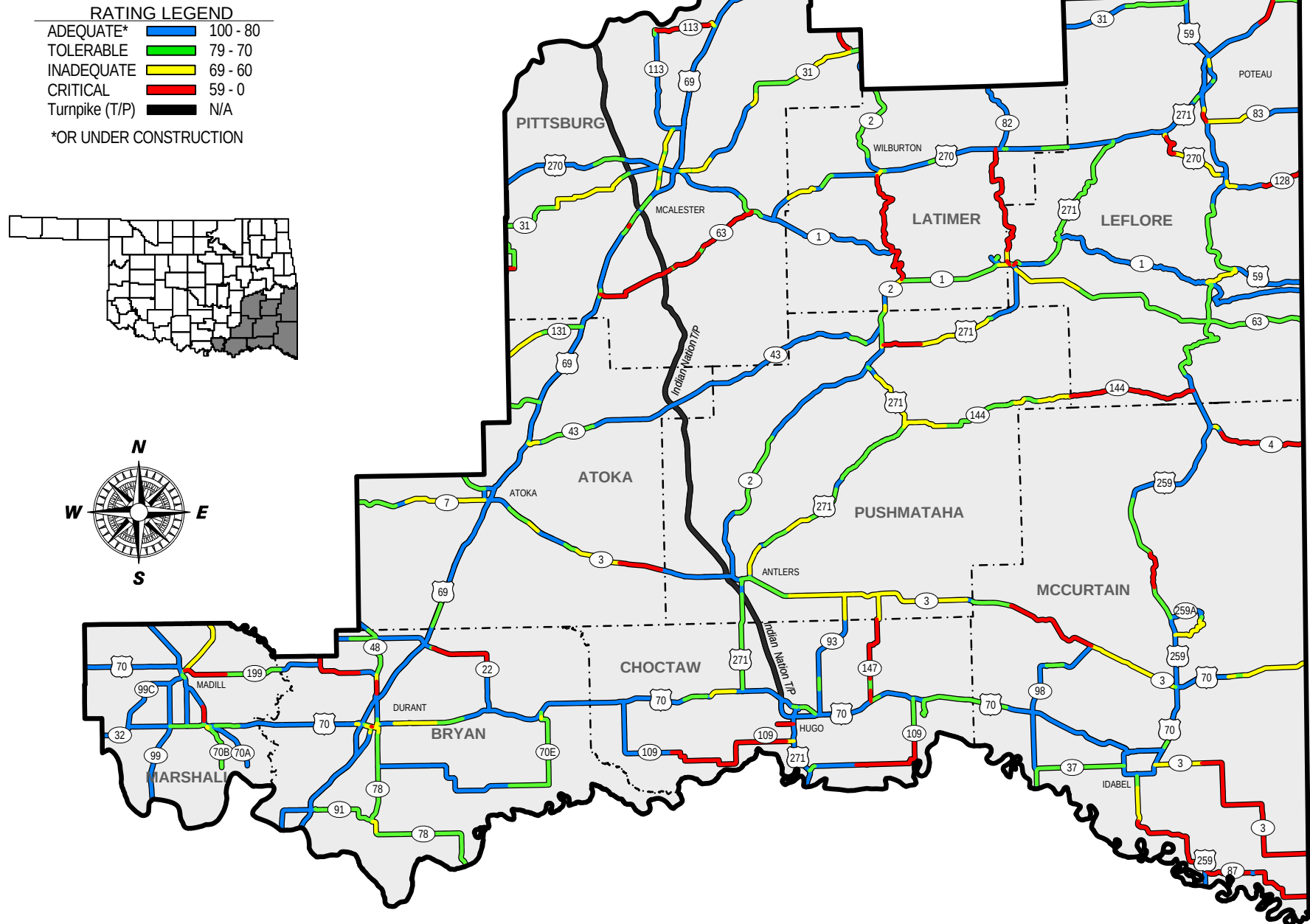
STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
COMMISSION DISTRICT 1
SUFFICIENCY RATINGS AS OF DECEMBER 2008

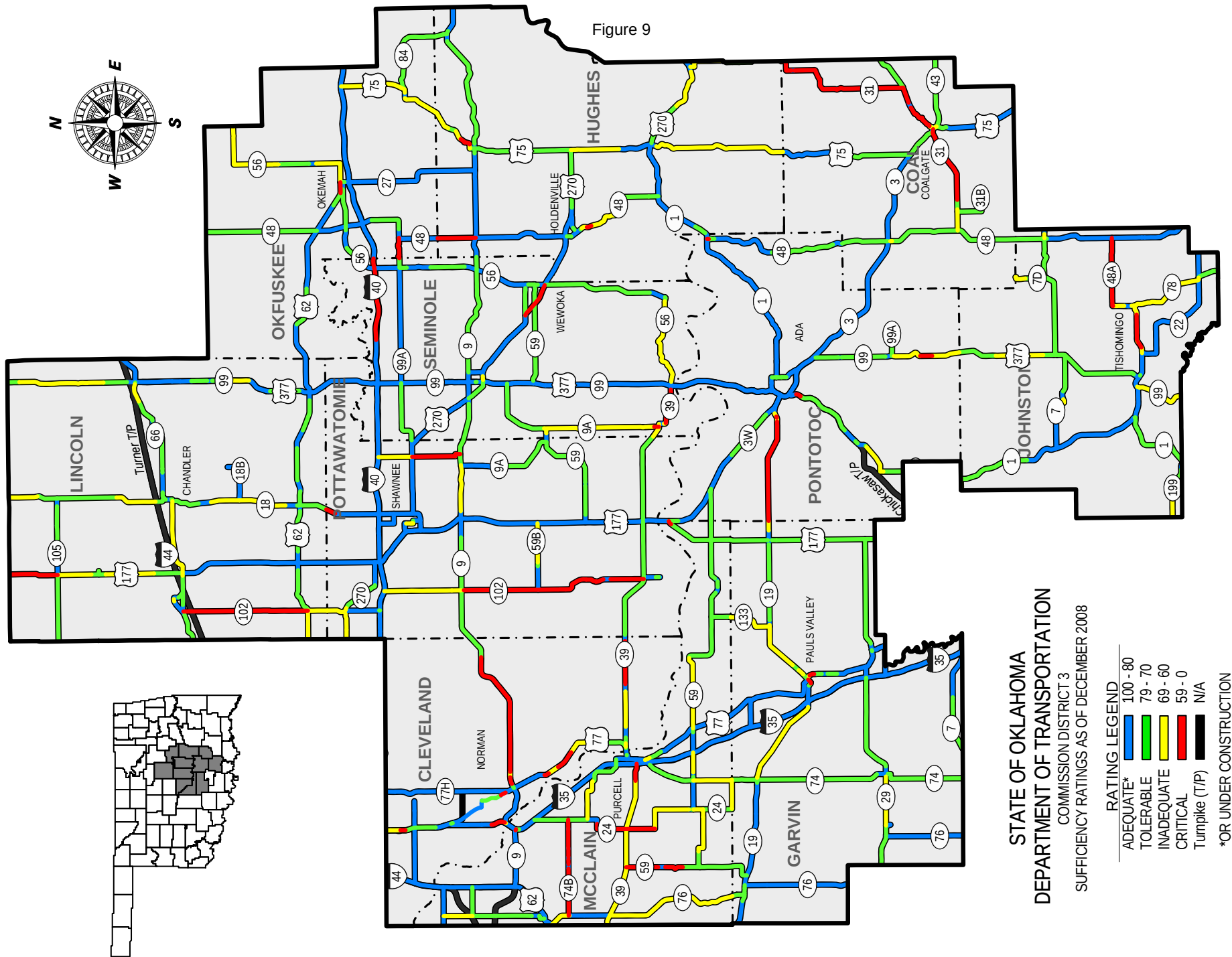
Figure 7



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
COMMISSION DISTRICT 2
SUFFICIENCY RATINGS AS OF DECEMBER 2008

Figure 8





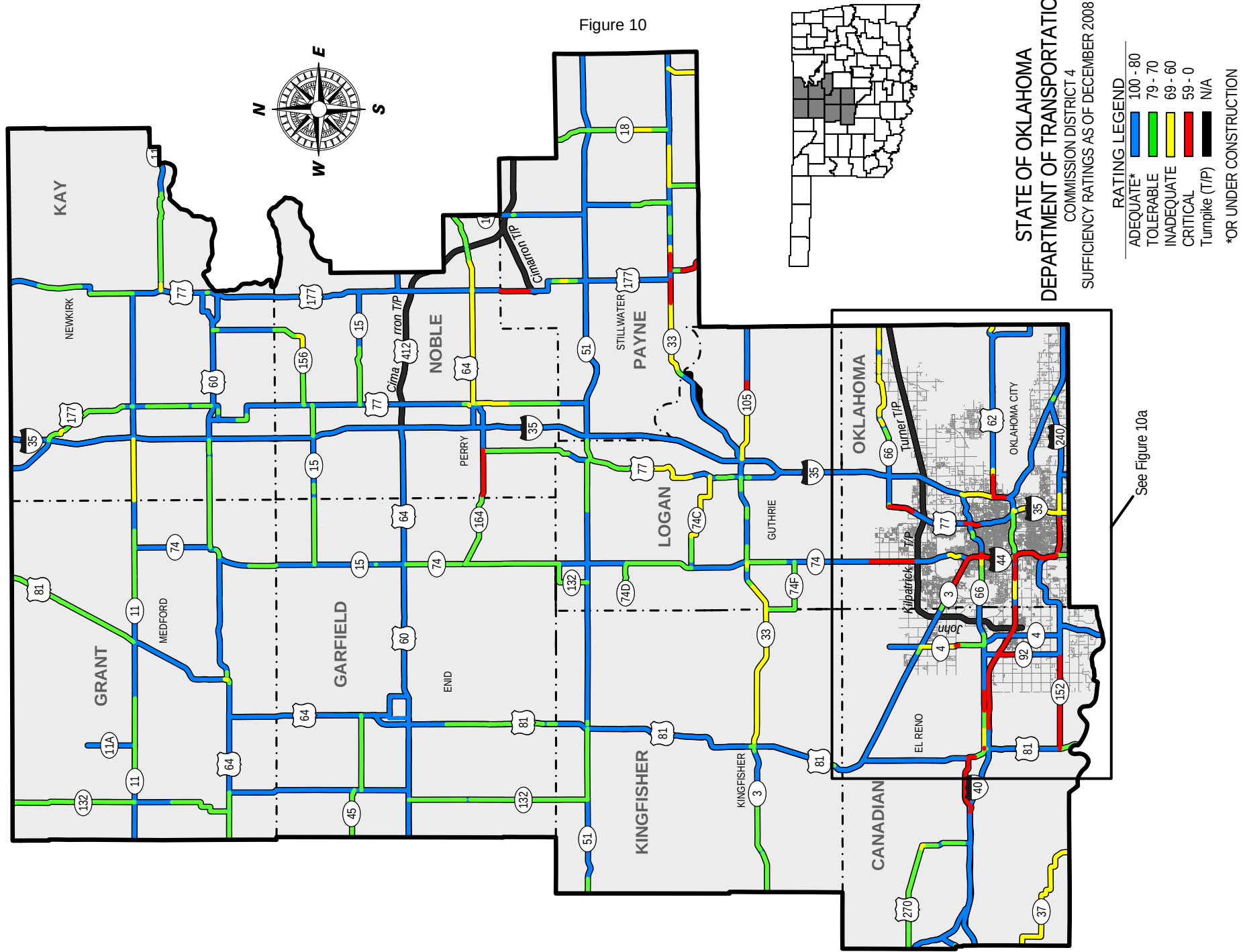
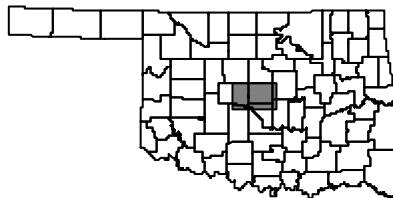
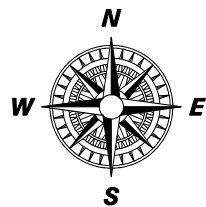
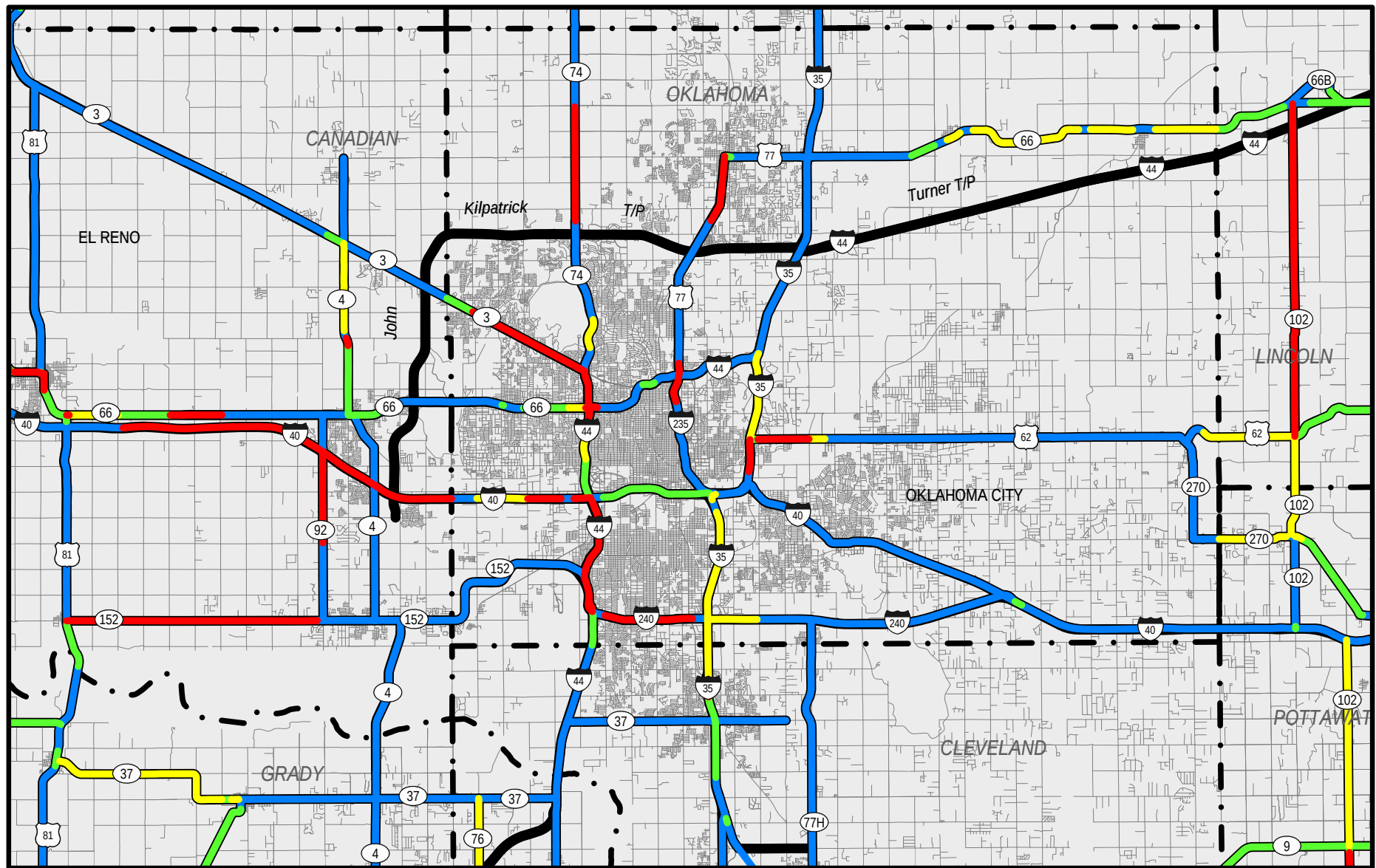


Figure 10

Figure 10a



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
COMMISSION DISTRICT 4 (Metro Area Inset)
SUFFICIENCY RATINGS AS OF DECEMBER 2008

RATING LEGEND	
ADEQUATE*	100 - 80
TOLERABLE	79 - 70
INADEQUATE	69 - 60
CRITICAL	59 - 0
Turnpike (T/P)	N/A
*OR UNDER CONSTRUCTION	

Figure 11

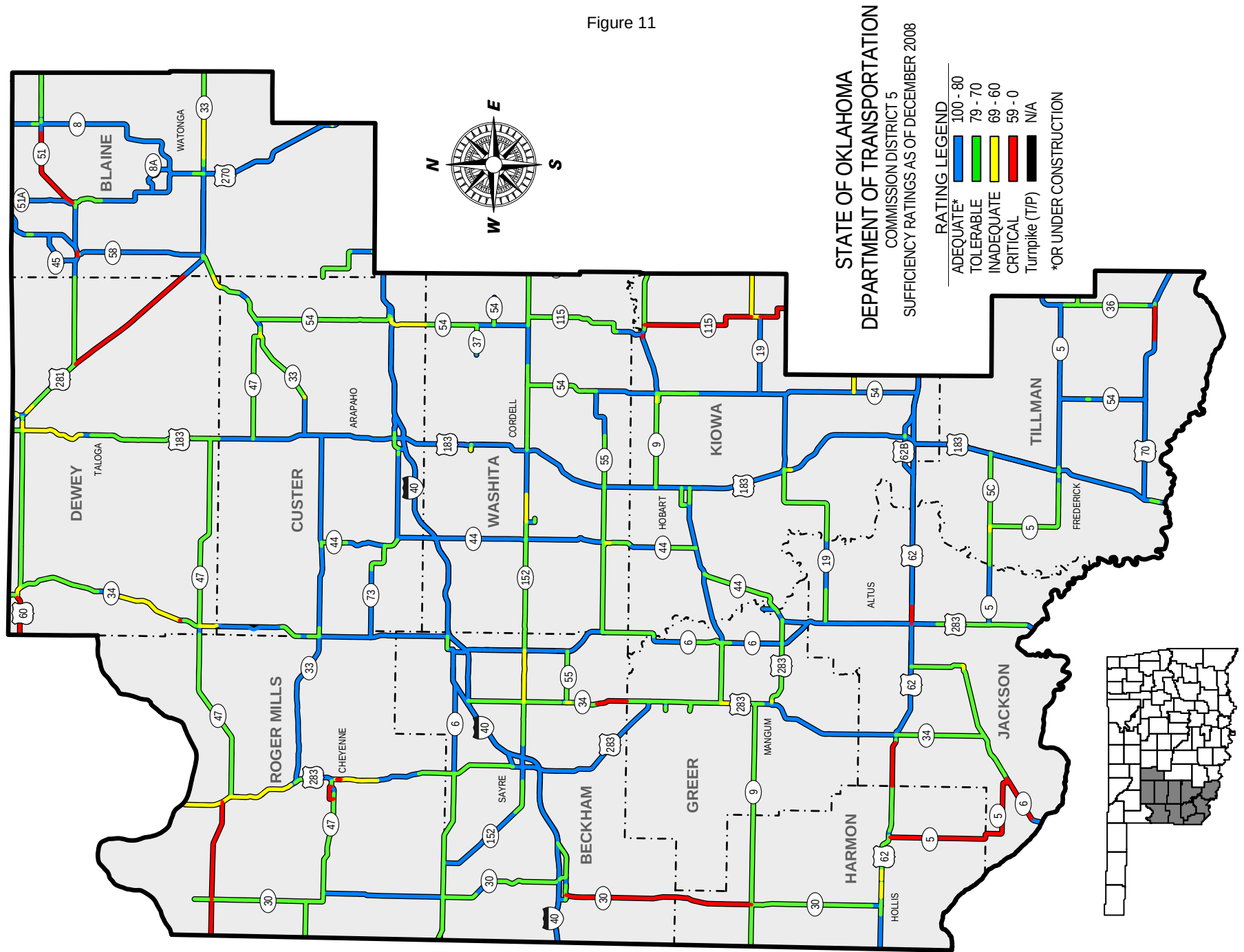
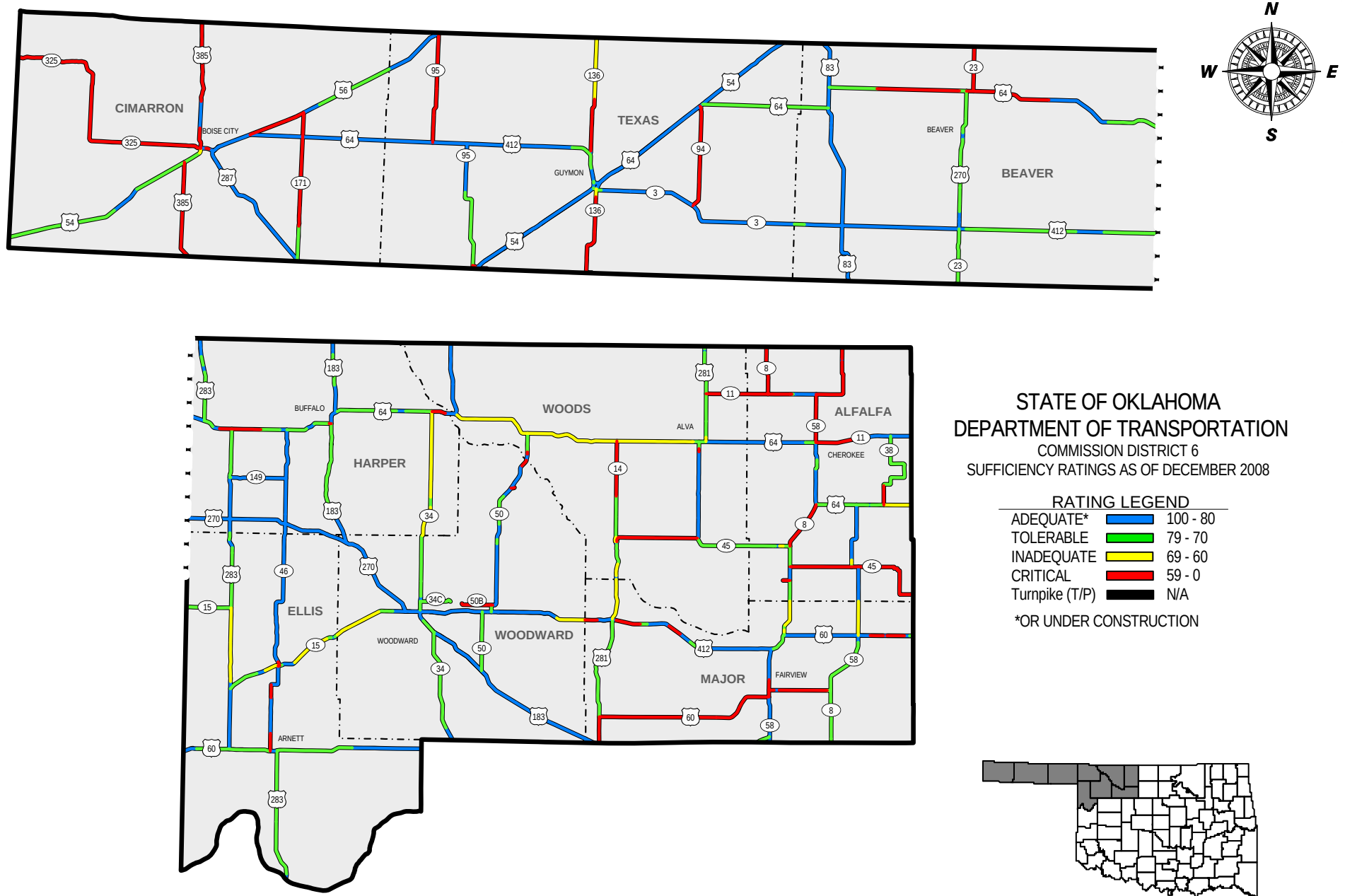


Figure 12



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
COMMISSION DISTRICT 7
SUFFICIENCY RATINGS AS OF DECEMBER 2008

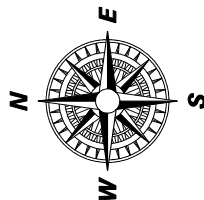
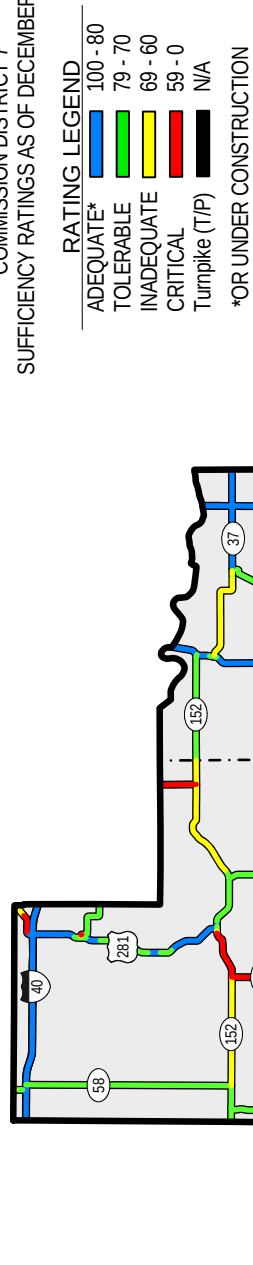


Figure 13

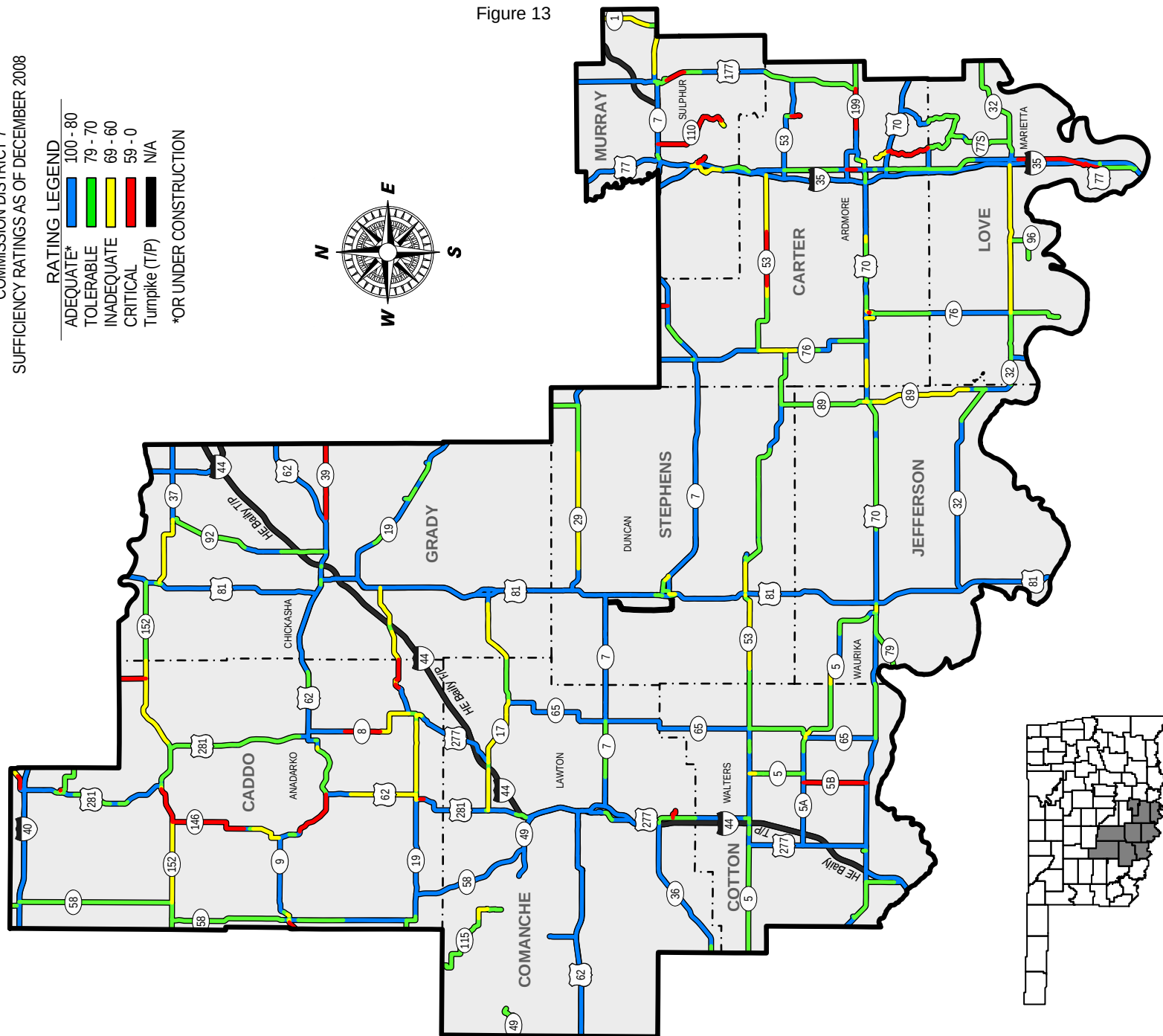


Figure 14

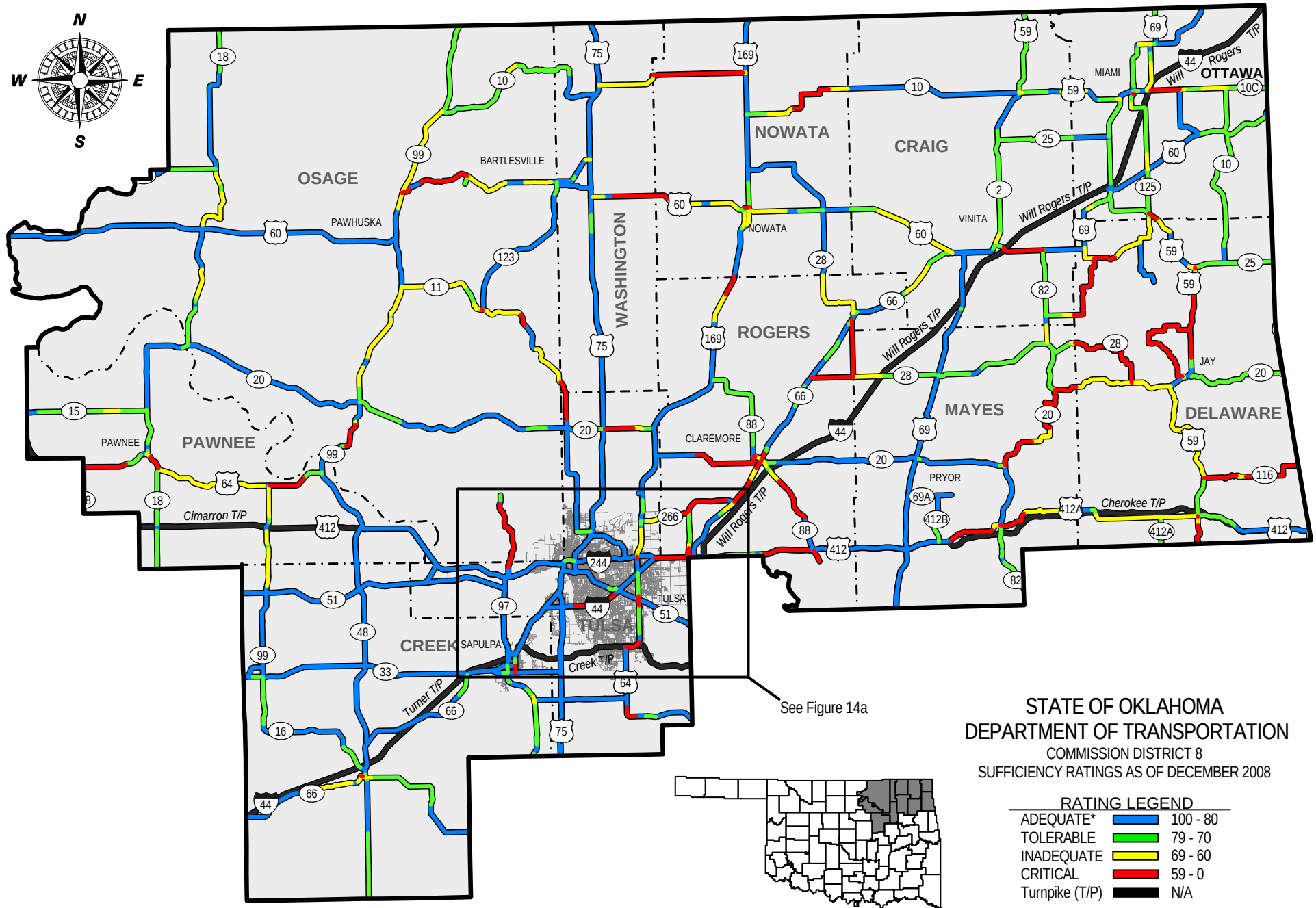
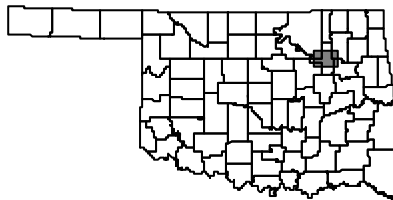
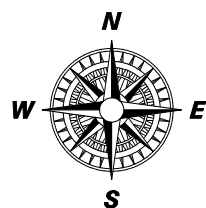
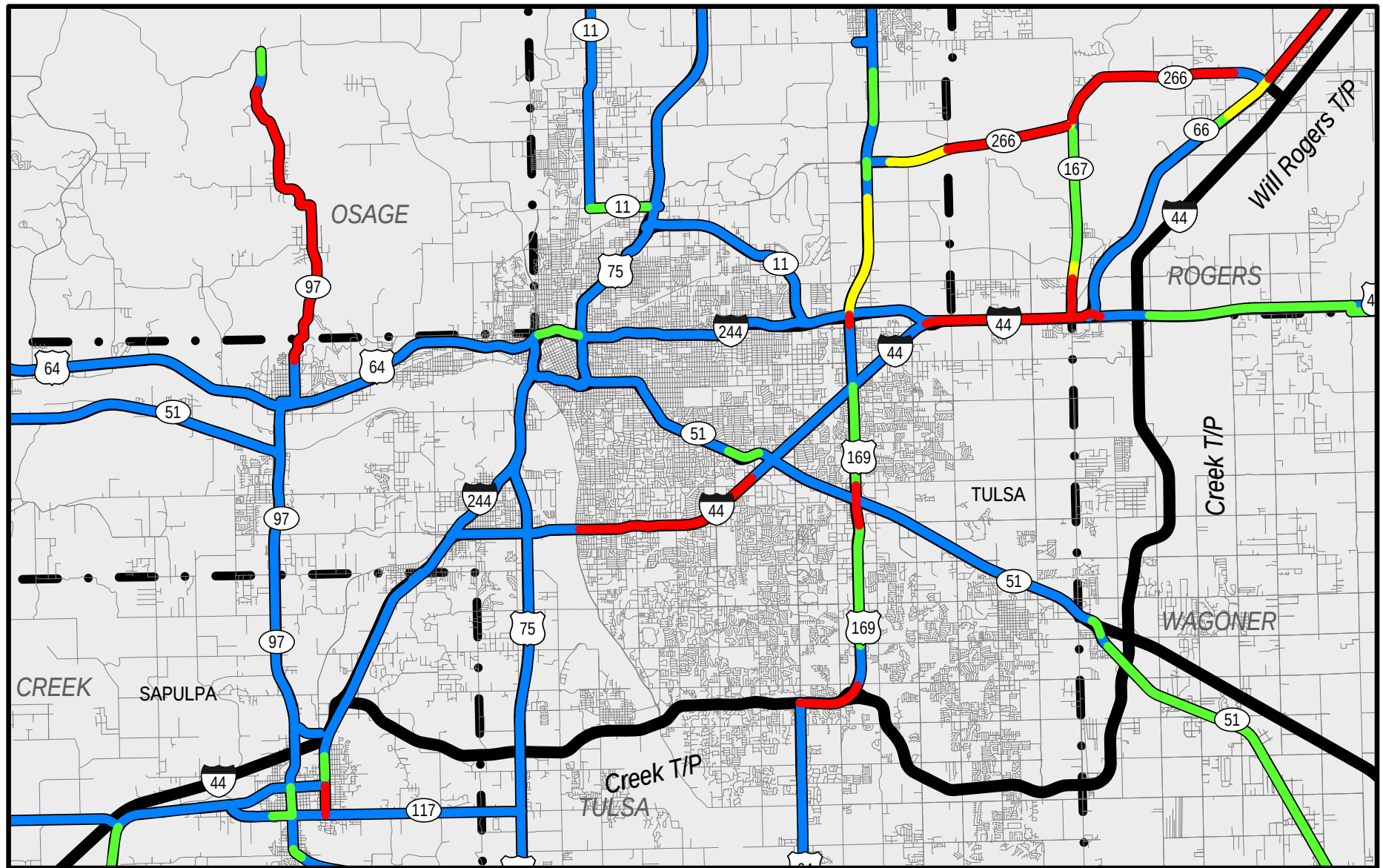


Figure 14a



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
COMMISSION DISTRICT 8 (Metro Area Inset)
SUFFICIENCY RATINGS AS OF DECEMBER 2008

RATING LEGEND	
ADEQUATE*	100 - 80
TOLERABLE	79 - 70
INADEQUATE	69 - 60
CRITICAL	59 - 0
Tumpike (T/P)	N/A
*OR UNDER CONSTRUCTION	

Level I

State Data

TABLE 10
Oklahoma Department of Transportation
Planning & Research Division

RURAL HIGHWAY PLANNING STANDARDS															
National Functional Class	PRINCIPAL ARTERIAL				MINOR ARTERIAL				STATE MAJOR COLLECTORS						
National Functional Class Code	1 & 3				4				5						
Level of Service	C				C				C						
Design Forecast Period (Yrs.)	20				20				20						
State Description	Interstate & Non-Interstate		Other Principal Highways		Other Major Highways				Minor State Highways				Recreational Historical	Local Service State Highways	
Future Design Class (FDC)	1	2	3		4	5	6		7	8	9	10	11	12	13
Minimum Design Year AADT	Over 43,200	6,801 - 43,200	2,001 - 6,800	0 - 2,000	Over 6,800	2,001 - 6,800	1,001 - 2,000	0 - 1,000	Over 6,800	2,001 - 6,800	1,001 - 2,000	0 - 1,000	All	Over 5,000	2,001 - 5,000 0 - 2,000
Minimum Design Speed	65	65	65		65	65	60		55	55	45	45	Variable	50	45
Maximum Percent Grade	Flat	3	3	3	3	3	3		6	6	6	6	N/A	6	7
	Rolling	4	4	4	4	4	4		7	7	7	7	N/A	8	9
	Mountainous	5	5	5	6	6	6		9	9	9	9	N/A	10	12
Maximum Degree of Curvature	3	3	3		5	5	5		8	8	10	10	N/A	10	13
Number of Through Lanes	6	4	2		4	2	2		4	2	2	2	2	2	2
Surface Type	High	High	High		High	High	High	Inter.	High	High	High	High	Inter.	High	Intermediate
Lane Width	72' Min.	48'	24'		48'	24'	24'		48'	24'	22'	22'	20	24'	22' 20'
Shoulder Type	Paved	Paved	Paved		Paved	Paved	2'Pv/4'Sod		Paved	4'Pv/4'Sod	2'Pv/4'Sod	2'Pv/2'Sod	Sod	Sod	Sod
Shoulder Width	10' & 8'	10' & 4'	8'	6'	8' & 4'	8'	6'	4'	8' & 4'	8'	6'	4'	4'	8'	6'
Median Width (40' min.)	64'	64'	None		46'	None	None		46'	None	None	None	None	None	None
Minimum Right of Way Width	325'	300'	140'		270'	140'	130'		270'	130'	130'	130'	As Required	As Required	
Access Control	Full	Full/Partial	None		Partial	None	None		Partial	None	None	None	None	None	None

For planning purposes only, for specific projects refer to the ODOT Roadway Design Manual.

Revised 03-04

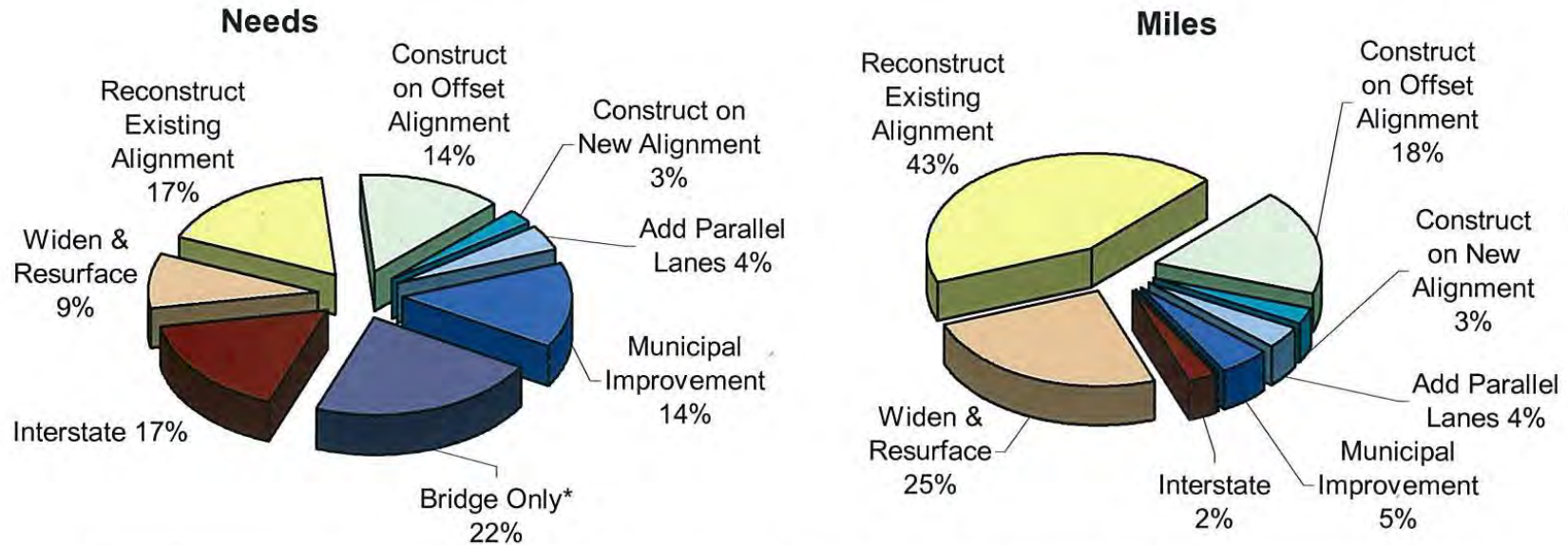
TABLE 11
Oklahoma Department of Transportation
Planning & Research Division

MUNICIPAL HIGHWAY PLANNING STANDARDS													
National Functional Class		PRINCIPAL ARTERIAL							MINOR ARTERIAL & COLLECTORS				
National Functional Class (NFC)		1			2		3			4 & 5			
Level of Service		C			C					C			
Design Forecast Period (Yrs.)		20			20					20			
State Description		Interstate & Freeways			Expressways		Other			Minors & Collectors			
Design Class Number		20	21	22	23	24	25	26	27	28	29	30	
Minimum Design Year AADT		Over 78,000	49,701 - 78,000	0 - 49,700	Over 49,700	0 - 49,700	Over 29,500	11,901- 29,500	0 - 11,900	Over 11,900	5,001 - 11,900	0 - 5,000	
Minimum Design Speed		60	60	60	45	45	Variable	Variable	Variable	Variable	Variable	Variable	
Area Type		Any	Any	Any	Any	Any	Strip Commercial	Urban	Urban	Urban	Urban	Urban	
Number of Through Lanes		8	6	4	6	4	4 + Lt. Turn	4	2	4	2	2	
Surface Type		High	High	High	High	High	High	High	High	High	High	Intermediate	
Lane Width		96'	72'	48'	72'	48'	62'	48'	24'	48'	40'	28'	
Edge Treatment	Developed Frontage	Paved Shld. 10' & 8'	Paved Shld. 10' & 8'	Paved Shld. 10' & 4'	Curbs, 2' gutter each side	Curbs, 2' gutter each side	Curbs, 2' gutter each side	Curbs, 2' gutter each side	Curbs, 2' gutter each side	Curbs, 2' gutter each side	Curbs, 2' gutter each side	Curbs, 2' gutter each side	
	Undeveloped Frontage	Paved Shld. 10' & 8'	Paved Shld. 10' & 8'	Paved Shld. 10' & 4'	Paved. Shld. 10' & 4'	Paved. Shld. 10' & 4'	Paved Shld. 8'	Paved Shld. 8'	Paved. Shld. 6'	Curbs	Paved 8'	2'Pv/4'Sod 6'	
Median Type		Barrier	Barrier	Barrier	Barrier	Barrier	None	None	None	None	None	None	
Minimum Median Width		26'	26'	22'	14'	14'	--	--	--	--	--	--	
Minimum Right of Way Width (Includes Frontage Rds. on Interstate)		385'	360'	335'	185' - 280'	160' - 270'	150' - 245'	140' - 235'	100' - 140'	140'	100' - 130'	100' - 130'	
Access Control		Full	Full	Full	None / Partial	None / Partial	None	None	None	None	None	None	

For planning purposes only, for specific projects refer to the ODOT Roadway Design Manual.

Revised 03-04

FIGURE 15
Comparison of Needs & Inadequate Miles by Improvement Type



	Improvement Type	Needs (in millions)	Miles
	Interstate	\$2,058.3	78.87
	Widen & Resurface	\$1,136.1	738.49
	Reconstruct on Existing Alignment	\$2,123.7	1,279.85
	Construct on Offset Alignment	\$1,694.9	534.74
	Construct on New Alignment	\$326.4	80.72
	Add Parallel Lanes	\$498.3	114.40
	Municipal Improvement	\$1,734.8	152.74
	Bridge Only Improvement*	\$2,747.9	0.00
	Total	\$12,329.6	2,979.81

*Where no roadway improvement is needed.

TABLE 12
Total 20 Year Construction Program
By Functional Classification
PROGRAM PERIOD 2009-2028

Costs

Functional Classification	Backlog*			Accrued Obsolescence			Total Program		
	Rural	Municipal	Total	Rural	Municipal	Total	Rural	Municipal	Total
Interstate	\$1,082.2	\$4,200.7	\$5,282.9	\$161.8	\$296.3	\$458.1	\$1,244.0	\$4,497.0	\$5,741.0
Principal	\$3,604.8	\$2,330.4	\$5,935.2	\$808.0	\$1,216.9	\$2,024.8	\$4,412.7	\$3,547.2	\$7,959.9
Minor	\$3,264.4	\$648.0	\$3,912.4	\$1,292.9	\$412.3	\$1,705.3	\$4,557.3	\$1,060.3	\$5,617.6
Collector	\$5,376.1	\$855.0	\$6,231.1	\$1,640.1	\$339.9	\$1,980.0	\$7,016.2	\$1,195.0	\$8,211.2
Total	\$13,327.5	\$8,034.1	\$21,361.6	\$3,902.8	\$2,265.4	\$6,168.2	\$17,230.3	\$10,299.5	\$27,529.8

Needs are in millions of dollars

*Backlog costs have inflation rate applied

Miles

Functional Classification	Backlog			Accrued Obsolescence			Total Program		
	Rural	Municipal	Total	Rural	Municipal	Total	Rural	Municipal	Total
Interstate	29.05	49.82	78.87	26.30	33.58	59.88	55.35	83.40	138.75
Principal	346.39	75.58	421.97	209.36	89.06	298.42	555.75	164.64	720.39
Minor	677.04	83.99	761.03	396.48	64.67	461.15	1,073.52	148.66	1,222.18
Collector	1,566.40	151.54	1,717.94	804.08	88.93	893.01	2,370.48	240.47	2,610.95
Total	2,618.88	360.93	2,979.81	1,436.22	276.24	1,712.46	4,055.10	637.17	4,692.27

"Backlog" indicates the funds required to improve the existing inadequate mileage on highway system.

"Accrued Obsolescence" indicates the funding required to improve presently adequate mileage on the highway system that will become inadequate during the program period.

TABLE 13
**20-Year Total Maintenance Program
by Functional Classification**
Program Period 2009-2028

National Functional Class	Routine Maintenance			Surface Replacement or Special Maintenance						Total Maintenance		
	Rural Cost	Municipal Cost	Total Cost	Rural Miles	Rural Cost	Municipal Miles	Municipal Cost	Total Miles	Total Cost	Rural Cost	Municipal Cost	Total Cost
Interstate	\$327.8	\$271.3	\$599.1	956.15	\$726.9	532.41	\$502.1	1,488.56	\$1,229.0	\$1,054.7	\$773.5	\$1,828.1
Principal Arterial	\$812.4	\$453.7	\$1,266.1	4,361.08	\$1,192.4	1,825.34	\$679.0	6,186.42	\$1,871.4	\$2,004.8	\$1,132.7	\$3,137.5
Minor Arterial	\$847.5	\$157.5	\$1,005.0	5,361.12	\$930.1	857.74	\$221.5	6,218.86	\$1,151.6	\$1,777.7	\$379.0	\$2,156.7
Collector	\$1,502.1	\$167.4	\$1,669.5	12,372.16	\$1,446.8	1,161.30	\$232.6	13,533.46	\$1,679.4	\$2,948.9	\$399.9	\$3,348.9
Total	\$3,489.8	\$1,050.0	\$4,539.8	23,050.51	\$4,296.3	4,376.79	\$1,635.2	27,427.30	\$5,931.4	\$7,786.0	\$2,685.2	\$10,471.2

Needs in Millions of Dollars, Turnpikes not included

TABLE 14
20-Year Forecast of Projected Revenues and Expenditures
for the State Highway System
Program Period 2009 - 2028

Fiscal Year	Projected Revenue			Projected Program			
	State Funds	Federal Funds	Total Revenues	Preliminary Engr.& Admin.	Maintenance Routine & Special	Construction	Total Program
2009	\$346.9	\$447.8	\$794.7	\$140.9	\$176.5	\$477.3	\$794.7
2010	\$512.0	\$447.8	\$959.8	\$165.7	\$278.2	\$515.9	\$959.8
2011	\$526.2	\$447.8	\$974.0	\$167.8	\$414.7	\$391.5	\$974.0
2012	\$411.1	\$447.8	\$858.9	\$150.6	\$276.7	\$431.6	\$858.9
2013	\$456.6	\$447.8	\$904.4	\$157.4	\$267.0	\$480.0	\$904.4
2014	\$497.5	\$447.8	\$945.3	\$163.5	\$274.6	\$507.2	\$945.3
2015	\$530.6	\$447.8	\$978.4	\$168.5	\$291.2	\$518.7	\$978.4
2016	\$568.4	\$447.8	\$1,016.2	\$163.3	\$290.9	\$562.0	\$1,016.2
2017	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2018	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2019	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2020	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2021	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2022	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2023	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2024	\$568.4	\$447.8	\$1,016.2	\$152.4	\$297.8	\$566.0	\$1,016.2
2025	\$554.8	\$447.8	\$1,002.6	\$150.4	\$293.8	\$558.4	\$1,002.6
2026	\$554.8	\$447.8	\$1,002.6	\$150.4	\$293.8	\$558.4	\$1,002.6
2027	\$554.8	\$447.8	\$1,002.6	\$150.4	\$293.8	\$558.4	\$1,002.6
2028	\$554.8	\$447.8	\$1,002.6	\$150.4	\$293.8	\$558.4	\$1,002.6
Total Revenue	\$10,615.7	\$8,956.0	\$19,571.7	\$3,098.8	\$5,827.1	\$10,645.8	\$19,571.7
Total Needs	-	-	-	\$5,700.1	\$10,471.2	\$27,529.8	\$43,701.1
Total 20-Year Deficit	-	-	-	\$2,601.3	\$4,644.1	\$16,884.0	\$24,129.4

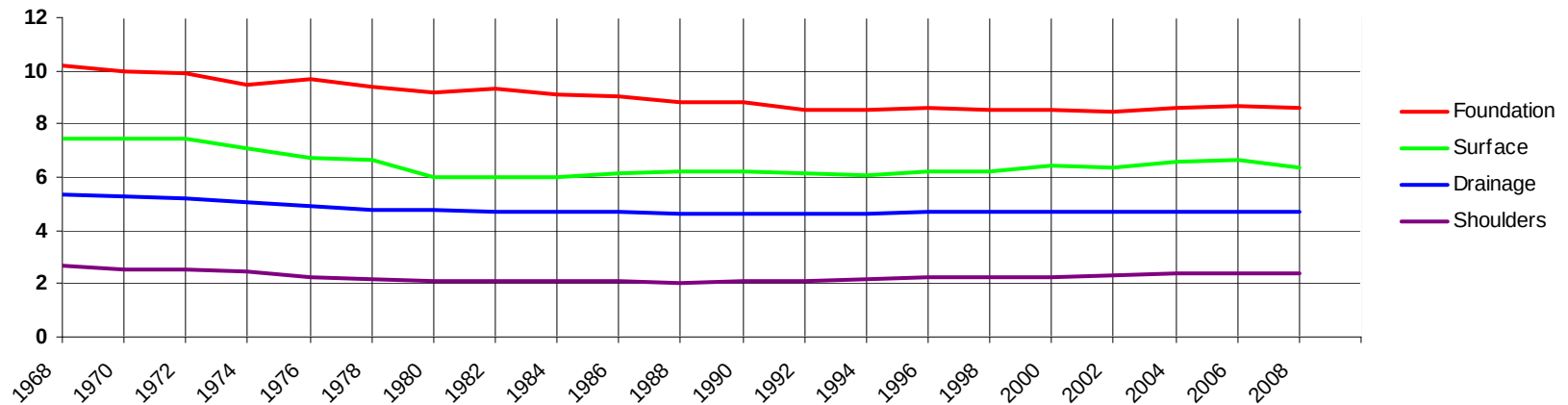
In millions of dollars.

The revenue projections shown are based on the premise that adequate fuel tax revenue will be available through the year 2028. Projected Programs fiscal year 2009 through 2016 includes GARVEE bond payment. Based on current tax structures, state appropriation procedures, federal appointment and obligation formulas, sufficient revenues to fund an adequate highway system within a 20-year period will not be forthcoming.

The projected State and Federal revenues shown in this report are those revenues that will become available to finance State Highway System needs only. They do not include revenues obligated to Turnpike Authority, lake access roads, park roads, airports, railroads, industrial access roads, county roads or city streets. Local planning funds, safety funds or other funds for non-highway purposes are not included.

FIGURE 16
Historic Comparison of Average Conditions - Rural

TYPE	1968	1970	1972	1974	1976	1978	1980	1982	1984	1986	1988	1990	1992	1994	1996	1998	2000	2002	2004	2006	2008
FOUNDATION (MAX.14)	10.22	9.98	9.91	9.44	9.67	9.43	9.19	9.30	9.12	9.02	8.82	8.84	8.56	8.55	8.63	8.52	8.50	8.49	8.58	8.64	8.59
SURFACE (MAX.10)	7.44	7.44	7.45	7.08	6.74	6.68	6.02	6.03	6.01	6.13	6.24	6.19	6.15	6.07	6.21	6.21	6.45	6.39	6.55	6.62	6.38
DRAINAGE (MAX.7)	5.35	5.27	5.21	5.08	4.89	4.79	4.75	4.73	4.69	4.72	4.65	4.66	4.63	4.64	4.70	4.69	4.69	4.68	4.71	4.73	4.69
SHOULDERS (MAX.4)	2.69	2.56	2.55	2.45	2.24	2.20	2.09	2.11	2.07	2.08	2.04	2.08	2.10	2.14	2.21	2.21	2.25	2.30	2.37	2.36	2.39
TOTAL CONDITION (MAX.35)	25.47	25.06	24.94	23.86	23.36	23.00	22.08	22.17	21.90	21.95	21.75	21.77	21.45	21.40	21.75	21.66	21.90	21.90	22.2	22.4	22.05



Category	Foundation	Surface	Drainage	Shoulders
Excellent	12 - 14	9 - 10	6 - 7	4
Good	8 - 11	7 - 8	4 - 5	3
Fair	5 - 7	5 - 6	2 - 3	2
Poor	0 - 4	0 - 4	0 - 1	0 - 1

TABLE 15
Historic Traffic Growth and Needs

Total Miles & Average Annual Daily Traffic						YEAR	Inadequate Miles And Needs					
Rural		Municipal		Statewide			Rural		Municipal		Statewide	
Miles	AADT	Miles	AADT	Miles	AADT		Miles	Needs	Miles	Needs	Miles	Needs
10,938.19	1,618	1,231.24	7,060	12,169.43	2,169	1968	3,926.45	\$916.9	438.70	\$301.1	4,365.15	\$1,218.0
10,862.24	1,746	1,289.67	7,664	12,151.91	2,374	1970	3,905.54	\$1,019.2	485.00	\$320.9	4,390.54	\$1,340.1
10,839.27	1,919	1,453.36	7,846	12,292.63	2,633	1972	3,667.79	\$1,030.7	539.73	\$465.2	4,207.52	\$1,495.9
10,908.86	2,019	1,448.79	8,762	12,357.65	2,813	1974	3,835.50	\$1,588.3	502.34	\$663.6	4,337.84	\$2,251.9
10,924.01	2,036	1,465.77	9,104	12,389.78	2,873	1976	4,042.52	\$1,768.1	447.70	\$573.5	4,490.22	\$2,341.5
10,826.64	2,136	1,574.75	10,097	12,401.39	3,139	1978	4,101.13	\$2,244.8	516.44	\$757.1	4,617.57	\$3,001.9
10,883.11	2,265	1,482.61	10,825	12,365.72	3,307	1980	4,256.21	\$3,142.4	463.90	\$789.5	4,720.11	\$3,931.9
10,879.09	2,447	1,544.43	11,692	12,423.52	3,614	1982	4,196.29	\$3,214.9	442.96	\$770.5	4,639.25	\$3,985.4
11,031.01	2,528	1,403.61	12,669	12,434.62	3,787	1984	3,592.39	\$2,650.3	399.69	\$650.9	3,992.08	\$3,301.3
11,034.19	2,599	1,434.87	13,313	12,469.06	3,972	1986	3,274.41	\$2,648.5	397.26	\$751.4	3,671.67	\$3,399.9
11,056.42	2,578	1,442.14	13,753	12,498.56	4,004	1988	3,096.99	\$2,424.8	372.76	\$661.8	3,469.75	\$3,086.6
11,076.91	2,710	1,437.48	14,215	12,514.39	4,174	1990	2,859.02	\$2,214.5	354.78	\$585.1	3,213.80	\$2,799.6
11,069.71	2,926	1,458.56	14,475	12,528.27	4,270	1992	3,045.50	\$2,461.5	345.62	\$580.4	3,391.12	\$3,041.9
11,041.37	3,088	1,485.32	15,164	12,526.69	4,520	1994	3,348.39	\$3,227.2	429.92	\$1,347.4	3,778.31	\$4,574.6
11,037.19	3,258	1,478.13	15,621	12,515.32	4,718	1996	3,175.06	\$3,270.5	432.70	\$1,720.8	3,607.76	\$4,991.3
11,046.83	3,502	1,484.04	16,558	12,530.87	5,048	1998	3,165.51	\$4,667.7	379.01	\$2,116.9	3,544.52	\$6,784.6
11,039.28	3,539	1,486.66	17,219	12,525.94	5,162	2000	3,009.00	\$4,694.3	340.89	\$2,591.8	3,349.89	\$7,286.1
11,123.54	3,674	1,498.79	17,471	12,622.33	5,312	2002	2,949.48	\$5,616.9	283.35	\$3,516.0	3,232.83	\$9,133.0
11,050.92	3,843	1,563.70	17,684	12,614.62	5,559	2004	2,767.37	\$6,938.9	282.46	\$4,275.9	3,049.83	\$11,214.8
10,567.53	3,707	2,051.23	15,180	12,618.76	5,572	2006	2,647.27	\$7,567.2	370.80	\$4,895.1	3,018.05	\$12,462.3
10,573.11	3,701	2,039.49	15,398	12,612.60	5,592	2008	2,618.88	\$7,692.4	360.93	\$4,637.2	2,979.81	\$12,329.6

Needs are in millions of dollars

In 2002 the Cimarron and Cherokee Turnpikes (US-412) have were added to the statewide mileage for route continuity.

FIGURE 17

Total Cost of Improving All Inadequate Highways

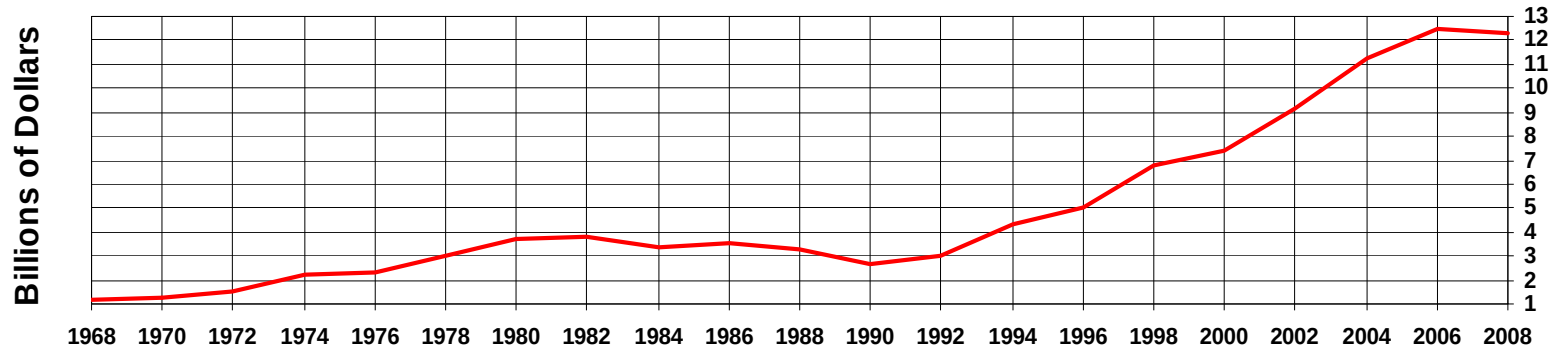
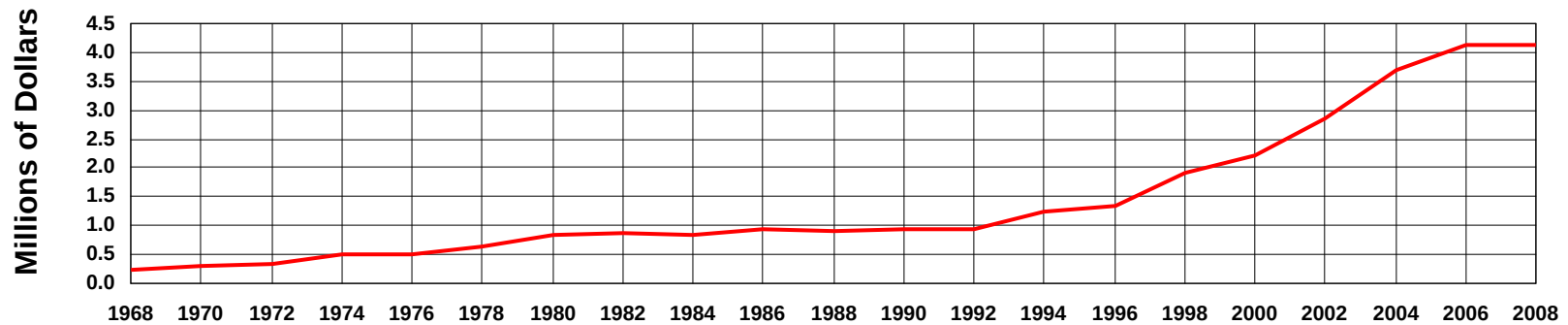


FIGURE 18

Average Cost to Improve 1 Mile of Inadequate Highway (for all Improvement Types)



Prior to 1994, Interstate construction cost not included.

FIGURE 19
Construction Mile Capability

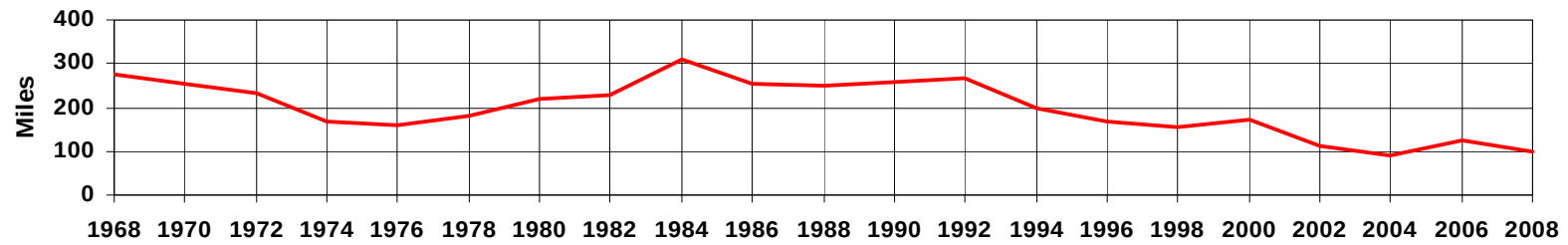


FIGURE 20
Annual Average Daily Traffic

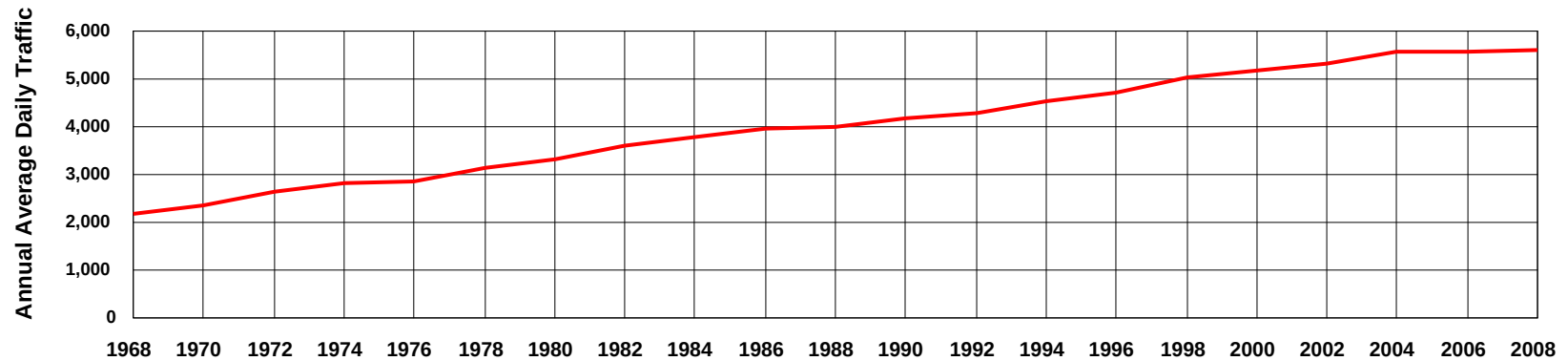
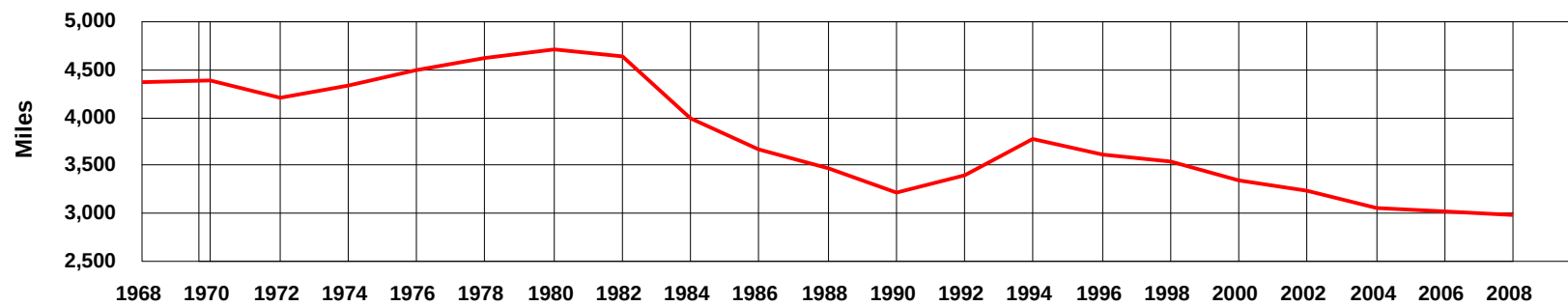


FIGURE 21
Inadequate Mileage



LEVEL II

COMMISSION DISTRICT DATA

TABLE 16
Needs and Percentages by Functional Classification

Commission District	Interstates		Principal Arterials		Minor Arterials		Collectors		Total	
	\$ Needs	% Needs	\$ Needs	% Needs	\$ Needs	% Needs	\$ Needs	% Needs	\$ Needs	% Needs
1	\$151.1	4.96%	\$372.7	10.88%	\$279.6	12.38%	\$799.9	22.24%	\$1,603.3	13.00%
2	\$0.0	0.00%	\$476.2	13.90%	\$242.4	10.73%	\$467.0	12.98%	\$1,185.6	9.62%
3	\$315.9	10.36%	\$658.5	19.22%	\$447.9	19.83%	\$612.5	17.03%	\$2,034.8	16.50%
4	\$1,568.4	51.44%	\$577.4	16.85%	\$256.2	11.35%	\$221.7	6.16%	\$2,623.7	21.28%
5	\$74.4	2.44%	\$150.3	4.39%	\$110.2	4.88%	\$226.5	6.30%	\$561.4	4.55%
6	\$0.0	0.00%	\$146.7	4.28%	\$303.9	13.46%	\$347.8	9.67%	\$798.4	6.48%
7	\$71.4	2.34%	\$82.6	2.41%	\$153.5	6.80%	\$409.7	11.39%	\$717.2	5.82%
8	\$867.9	28.46%	\$961.3	28.06%	\$464.4	20.57%	\$511.6	14.22%	\$2,805.2	22.75%
Total	\$3,049.2	100.00%	\$3,425.7	100.00%	\$2,258.1	100.00%	\$3,596.5	100.00%	\$12,329.6	100.00%

Needs are in millions of dollars

TABLE 17

Inadequate Miles and Needs by Functional Classification Rural and Municipal

Interstate

Sheet 1 of 3

Commission District	Rural		Municipal		Total		
	Miles	\$ Needs	Miles	\$ Needs	Miles	\$ Needs	% Needs
1	15.19	\$112.4	0.87	\$38.7	16.06	\$151.1	4.96%
2	0.00	\$0.0	0.00	\$0.0	0.00	\$0.0	0.00%
3	8.56	\$105.5	3.67	\$210.4	12.23	\$315.9	10.36%
4	2.01	\$130.5	39.47	\$1,437.9	41.48	\$1,568.4	51.44%
5	*	\$69.9	*	\$4.5	*	\$74.4	2.44%
6	0.00	\$0.0	0.00	\$0.0	0.00	\$0.0	0.00%
7	*	\$22.3	*	\$49.1	*	\$71.4	2.34%
8	3.29	\$183.9	5.81	\$684.0	9.10	\$867.9	28.46%
Total	29.05	\$624.6	49.82	\$2,424.6	78.87	\$3,049.2	100.00%

Principal Arterial

Commission District	Rural		Municipal		Total		
	Miles	\$ Needs	Miles	\$ Needs	Miles	\$ Needs	% Needs
1	55.89	\$236.7	10.31	\$135.9	66.20	\$372.7	10.88%
2	110.78	\$376.1	7.88	\$100.1	118.66	\$476.2	13.90%
3	17.38	\$536.7	7.37	\$121.9	24.75	\$658.5	19.22%
4	9.35	\$337.9	20.90	\$239.5	30.25	\$577.4	16.85%
5	37.98	\$137.9	2.28	\$12.4	40.26	\$150.3	4.39%
6	51.07	\$140.9	1.42	\$5.7	52.49	\$146.7	4.28%
7	*	\$22.4	2.08	\$60.2	2.08	\$82.6	2.41%
8	63.34	\$291.9	23.34	\$669.4	86.68	\$961.3	28.06%
Total	345.79	\$2,080.6	75.58	\$1,345.1	421.37	\$3,425.7	100.00%

Needs are in millions of dollars

*Structures only, no roadway miles

TABLE 17

Inadequate Miles and Needs by Functional Classification Rural and Municipal

Minor Arterial

Sheet 2 of 3

Commission District	Rural		Municipal		Total		
	Miles	\$ Needs	Miles	\$ Needs	Miles	\$ Needs	% Needs
1	75.34	\$245.2	7.59	\$34.4	82.93	\$279.6	12.38%
2	81.27	\$205.7	8.11	\$36.7	89.38	\$242.4	10.73%
3	126.23	\$344.2	23.02	\$103.7	149.25	\$447.9	19.83%
4	62.81	\$216.9	8.39	\$39.4	71.20	\$256.2	11.35%
5	32.52	\$97.0	3.59	\$13.2	36.11	\$110.2	4.88%
6	134.92	\$284.7	6.22	\$19.2	141.14	\$303.9	13.46%
7	41.36	\$105.6	16.54	\$47.9	57.90	\$153.5	6.80%
8	122.59	\$385.0	10.53	\$79.4	133.12	\$464.4	20.57%
Total	677.04	\$1,884.1	83.99	\$374.0	761.03	\$2,258.1	100.00%

Collector

Commission District	Rural		Municipal		Total		
	Miles	\$ Needs	Miles	\$ Needs	Miles	\$ Needs	% Needs
1	263.58	\$723.5	24.31	\$76.3	287.89	\$799.9	22.24%
2	236.47	\$410.9	17.29	\$56.1	253.76	\$467.0	12.98%
3	254.56	\$505.7	39.32	\$106.8	293.88	\$612.5	17.03%
4	52.20	\$120.7	26.22	\$101.0	78.42	\$221.7	6.16%
5	123.38	\$209.8	4.93	\$16.7	128.31	\$226.5	6.30%
6	263.04	\$327.2	8.37	\$20.6	271.41	\$347.8	9.67%
7	181.69	\$352.0	15.93	\$57.7	197.62	\$409.7	11.39%
8	191.48	\$453.2	15.17	\$58.4	206.65	\$511.6	14.22%
Total	1,566.40	\$3,103.0	151.54	\$493.5	1,717.94	\$3,596.5	100.00%

Needs are in millions of dollars

TABLE 17

Inadequate Miles and Needs by Functional Classification Rural and Municipal

Total

Sheet 3 of 3

Commission District	Rural			Municipal			Total			
	Miles	\$ Needs	% Needs	Miles	\$ Needs	% Needs	Miles	\$ Needs	% Needs	% Miles
1	410.60	\$1,317.9	17.13%	43.08	\$285.4	6.15%	453.68	\$1,603.3	13.00%	15.23%
2	428.52	\$992.7	12.90%	33.28	\$192.9	4.16%	461.80	\$1,185.6	9.62%	15.50%
3	406.73	\$1,492.1	19.40%	73.38	\$542.7	11.70%	480.11	\$2,034.8	16.50%	16.11%
4	126.37	\$806.0	10.48%	94.98	\$1,817.7	39.20%	221.35	\$2,623.7	21.28%	7.43%
5	193.88	\$514.6	6.69%	10.80	\$46.8	1.01%	204.68	\$561.4	4.55%	6.87%
6	449.03	\$752.8	9.79%	16.01	\$45.6	0.98%	465.04	\$798.4	6.48%	15.61%
7	223.05	\$502.3	6.53%	34.55	\$214.9	4.64%	257.60	\$717.2	5.82%	8.64%
8	380.70	\$1,314.1	17.08%	54.85	\$1,491.1	32.16%	435.55	\$2,805.2	22.75%	14.62%
Total	2,618.88	\$7,692.4	100.00%	360.93	\$4,637.2	100.00%	2,979.81	\$12,329.6	100.00%	100.00%

Needs are in millions of dollars

FIGURE 22

Commission District Percentage of Needs & Inadequate Miles by Improvement Type

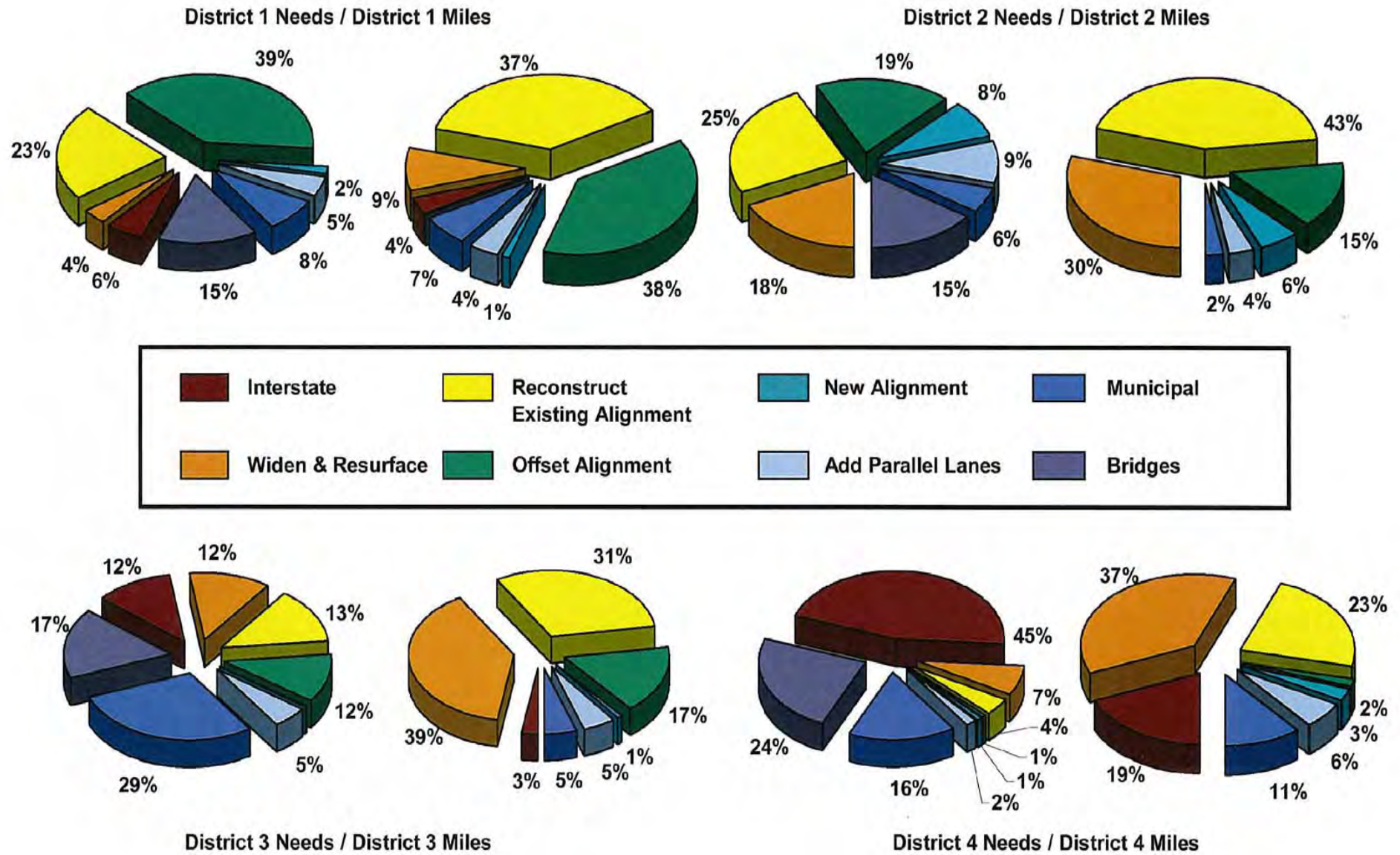


FIGURE 22
Commission District Percentage of Needs & Inadequate Miles by Improvement Type

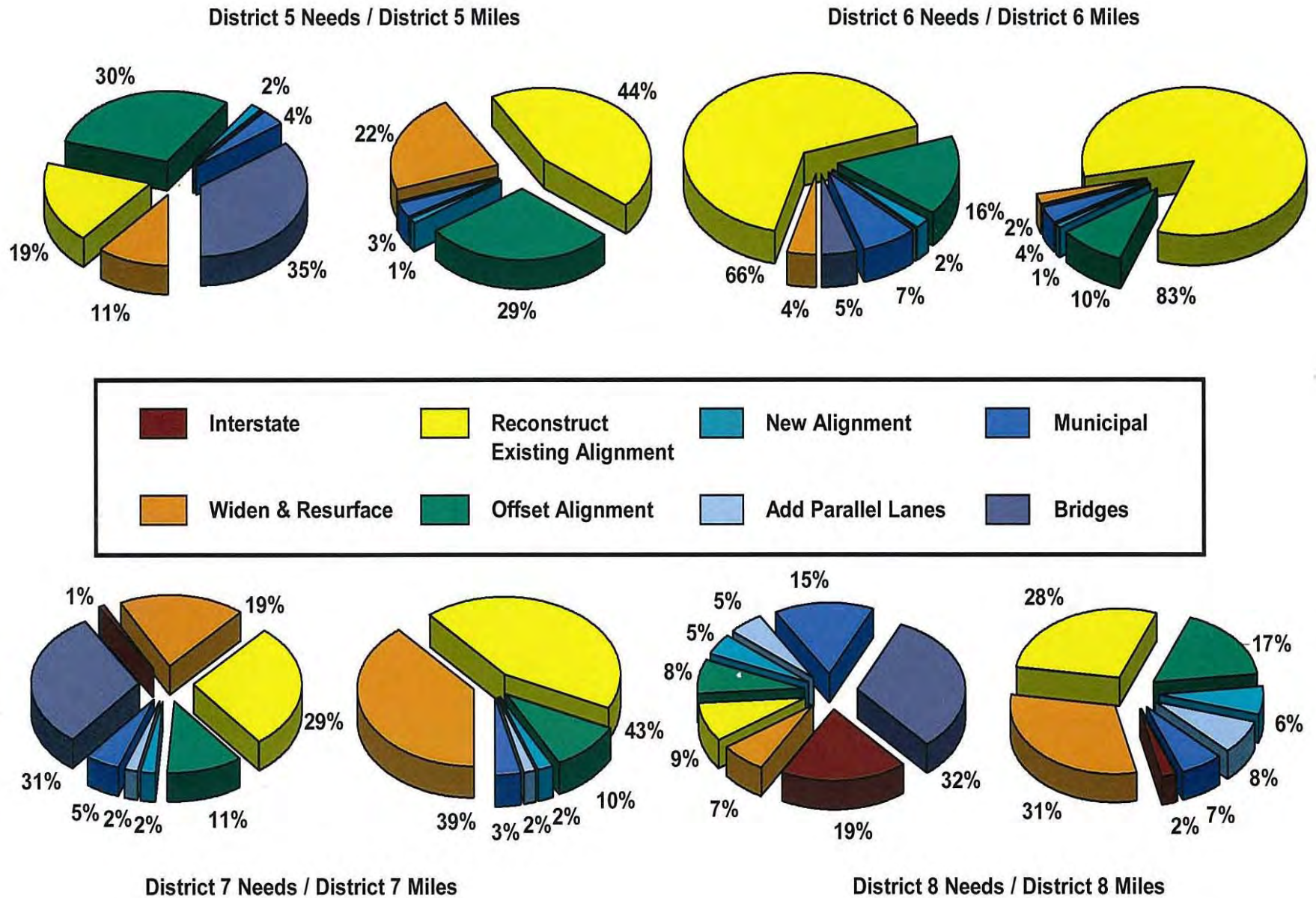


TABLE 18

20-Year Total Maintenance Program By Commission District

Program Period 2009-2028

Commission District	Routine Maintenance			Surface Replacement or Special Maintenance						Total Maintenance		
	Rural Cost	Municipal Cost	Total Cost	Rural Miles	Rural Cost	Municipal Miles	Municipal Cost	Total Miles	Total Cost	Rural Cost	Municipal Cost	Total Cost
1	361.4	88.0	449.4	1,744.89	409.6	412.85	141.3	2,157.74	550.9	771.0	229.4	1,000.4
2	485.6	100.2	585.9	3,467.10	597.0	566.23	147.8	4,033.33	744.8	1,082.6	248.0	1,330.7
3	475.4	164.9	640.3	3,278.77	607.1	796.38	279.8	4,075.15	886.9	1,082.5	444.7	1,527.2
4	370.5	285.3	655.8	2,401.31	521.0	912.72	458.5	3,314.03	979.5	891.5	743.8	1,635.3
5	483.6	41.2	524.8	3,465.82	603.5	249.86	73.3	3,715.68	676.7	1,087.1	114.5	1,201.6
6	430.5	20.9	451.4	3,084.89	475.5	123.29	36.2	3,208.18	511.7	906.0	57.1	963.1
7	381.0	116.8	497.9	2,613.27	473.0	619.01	183.8	3,232.28	656.8	854.0	300.7	1,154.6
8	501.8	232.5	734.3	2,994.46	609.6	696.45	314.4	3,690.91	924.0	1,111.4	547.0	1,658.3
Total	3,489.8	1,050.0	4,539.8	23,050.51	4,296.3	4,376.79	1,635.2	27,427.30	5,931.4	7,786.0	2,685.2	10,471.2

Needs in Millions of Dollars, Turnpikes not included

TABLE 19
Mileage by Rating - Rural & Municipal by District

Commission District	Rural Miles						Municipal Miles					
	Adequate	Tolerable	Existing Inadequate	Proposed Inadequate	Total	AADT*	Adequate	Tolerable	Existing Inadequate	Proposed Inadequate	Total	AADT*
1	291.29	213.87	410.60	0.00	915.76	5,052	102.96	48.00	43.08	0.00	194.04	9,560
2	627.91	372.79	417.62	10.90	1,429.22	3,067	173.30	31.98	33.28	0.00	238.56	7,687
3	571.25	494.60	393.33	13.40	1,472.58	3,949	230.42	77.94	73.38	0.00	381.74	12,508
4	615.30	301.39	118.18	8.19	1,043.06	4,451	300.94	44.83	94.98	0.00	440.75	27,139
5	774.64	599.70	193.88	0.00	1,568.22	2,130	75.13	27.09	8.63	2.17	113.02	4,642
6	589.94	410.75	445.32	3.71	1,449.72	1,549	31.33	13.15	16.01	0.00	60.49	4,376
7	647.96	344.10	223.05	0.00	1,215.11	3,723	193.79	49.01	34.55	0.00	277.35	7,832
8	827.25	307.69	380.70	0.00	1,515.64	6,387	226.96	53.90	54.85	0.00	335.71	23,935
Total	4,945.54	3,044.89	2,582.68	36.20	10,609.31	3,701	1,334.83	345.90	358.76	2.17	2,041.66	15,402

Commission District	TABLE 19 Total Rural and Municipal								
	Adequate		Tolerable		Inadequate			Total Miles	AADT*
	Miles	%	Miles	%	Existing	Proposed	%		
1	394.25	35.5%	261.87	23.6%	453.68	0.00	40.9%	1,109.80	5,840
2	801.21	48.0%	404.77	24.3%	450.90	10.90	27.7%	1,667.78	3,733
3	801.67	43.2%	572.54	30.9%	466.71	13.40	25.9%	1,854.32	5,723
4	916.24	61.7%	346.22	23.3%	213.16	8.19	14.9%	1,483.81	11,228
5	849.77	50.5%	626.79	37.3%	202.51	2.17	12.2%	1,681.24	2,296
6	621.27	41.1%	423.90	28.1%	461.33	3.71	30.8%	1,510.21	1,663
7	841.75	56.4%	393.11	26.3%	257.60	0.00	17.3%	1,492.46	4,486
8	1,054.21	56.9%	361.59	19.5%	435.55	0.00	23.5%	1,851.35	9,569
Total	6,280.37	49.6%	3,390.79	26.8%	2,941.44	38.37	23.6%	12,650.97	5,593

*Annual Average Daily Traffic

FIGURE 23

Historic Sufficiency Rating Percentage of Miles by Commission District

80-100	70 - 79	0 - 69
ADEQUATE	TOLERABLE	INADEQUATE

District 1

30.9	26.6	42.5
24.3	28.9	46.8
25.8	25.7	48.5
26.7	23.3	50.0
25.8	24.7	49.5
27.0	22.1	50.9
30.6	21.2	48.2
29.2	24.1	46.7
32.6	22.8	44.5
35.5	23.6	40.8

1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

District 2

42.8	31.1	26.1
39.3	31.2	29.5
39.0	29.6	31.4
37.4	29.1	33.5
41.5	27.0	31.5
46.4	27.5	26.1
45.1	28.0	26.9
49.5	25.9	24.6
47.3	25.9	26.9
48.0	24.3	27.7

1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

District 3

34.3	32.5	33.2
35.5	34.5	30.0
41.4	28.3	30.3
39.9	26.3	33.8
39.4	29.2	31.4
47.7	27.0	25.4
47.0	27.3	25.7
44.2	30.1	25.7
43.8	29.2	27.0
43.3	30.9	25.8

District 4

45.1	33.5	21.4
51.7	26.4	21.9
54.4	21.8	23.8
52.6	22.2	25.2
53.1	24.0	22.9
56.8	26.1	17.2
60.4	25.1	14.5
61.3	25.0	13.7
61.2	25.0	13.7
61.7	23.3	14.9

1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

District 5

29.6	53.0	17.4
31.4	52.9	15.7
35.0	42.1	22.9
48.8	35.3	15.9
38.2	45.3	16.5
42.3	39.3	18.4
44.4	39.7	15.9
47.1	40.0	12.9
53.3	34.9	11.8
50.5	37.3	12.2

1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

District 6

33.1	48.1	18.8
28.2	46.2	25.6
30.9	44.3	24.8
32.2	42.3	25.5
31.2	43.4	25.4
37.4	27.1	35.6
38.3	27.0	34.7
37.7	27.6	34.7
39.7	28.2	32.1
41.1	28.1	30.8

District 7

37.1	34.8	28.1
38.1	30.8	31.1
43.8	26.8	29.4
45.3	32.0	22.7
46.2	27.3	26.5
50.8	26.3	22.9
51.2	25.2	23.6
51.6	29.4	19.0
53.0	30.6	16.4
56.4	26.3	17.3

1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

District 8

43.1	20.9	36.0
42.3	21.4	36.3
49.2	17.1	33.7
52.5	18.8	28.7
53.8	18.6	27.6
58.1	17.3	24.5
61.2	16.4	22.4
59.6	17.8	22.6
59.7	18.3	22.0
56.9	19.6	23.5

1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

Statewide

37.1	35.3	27.6
36.5	34.4	29.1
40.5	29.5	30.0
42.6	28.7	28.7
41.8	30.0	28.2
46.6	26.7	26.8
48.1	26.4	25.5
48.4	27.5	24.1
49.5	26.6	23.8
49.6	26.8	23.5

LEVEL III

COUNTY DATA

TABLE 20

**Mileage and Ratings by County within Commission District
Interstates**

Sheet 1 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Adair	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Cherokee	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Haskell	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
McIntosh	30.49	87	12,506	23.88	0.00	4.61	0.00	28.49	87	12,518	2.00	0.00	0.00	0.00	2.00	81	12,334
Muskogee	14.06	76	14,097	8.95	0.00	5.11	0.00	14.06	76	14,097	0.00	0.00	0.00	0.00	0.00	0	0
Okmulgee	12.08	80	15,138	6.04	0.00	5.47	0.00	11.51	81	15,160	0.00	0.00	0.57	0.00	0.57	59	14,700
Sequoyah	40.64	91	18,470	31.02	0.00	0.00	0.00	31.02	91	18,489	9.32	0.00	0.30	0.00	9.62	89	18,409
Wagoner	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Total District 1	97.27	86	15,555	69.89	0.00	15.19	0.00	85.08	86	15,313	11.32	0.00	0.87	0.00	12.19	86	17,239

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Atoka	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Bryan	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Choctaw	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Latimer	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Le Flore	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
McCurtain	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Marshall	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Pittsburg	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Pushmataha	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Total District 2	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0

TABLE 20

**Mileage and Ratings by County within Commission District
Interstates**

Sheet 2 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Cleveland	18.41	70	74,894	0.00	0.00	0.00	0.00	0.00	0	0	11.57	3.17	3.67	0.00	18.41	70	74,894
Coal	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Garvin	25.89	91	28,954	22.86	0.00	0.00	0.00	22.86	92	28,920	3.03	0.00	0.00	0.00	3.03	89	29,211
Hughes	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Johnston	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Lincoln	30.55	96	25,214	23.63	0.00	0.00	0.00	23.63	96	25,338	6.92	0.00	0.00	0.00	6.92	96	24,792
McClain	32.31	93	32,562	14.22	0.00	0.00	0.00	14.22	93	34,934	17.79	0.30	0.00	0.00	18.09	93	30,697
Okfuskee	20.59	93	15,986	19.38	0.00	0.00	0.00	19.38	93	16,008	1.21	0.00	0.00	0.00	1.21	93	15,636
Pontotoc	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Pottawatomie	20.87	94	29,171	13.58	0.00	0.00	0.00	13.58	93	26,761	7.29	0.00	0.00	0.00	7.29	96	33,658
Seminole	19.04	78	15,386	10.48	0.00	8.56	0.00	19.04	78	15,386	0.00	0.00	0.00	0.00	0.00	0	0
Total District 3	167.66	89	30,906	104.15	0.00	8.56	0.00	112.71	91	24,161	47.81	3.47	3.67	0.00	54.95	86	44,740

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Canadian	37.35	80	34,823	15.07	0.00	2.01	0.00	17.08	87	26,509	8.73	0.00	11.54	0.00	20.27	74	41,828
Garfield	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Grant	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Kay	28.05	92	15,374	27.55	0.00	0.00	0.00	27.55	92	15,364	0.50	0.00	0.00	0.00	0.50	94	15,900
Kingfisher	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Logan	18.93	95	25,131	18.93	0.00	0.00	0.00	18.93	95	25,131	0.00	0.00	0.00	0.00	0.00	0	0
Noble	30.15	92	16,915	28.63	0.00	0.00	0.00	28.63	92	16,932	1.52	0.00	0.00	0.00	1.52	93	16,600
Oklahoma	112.49	82	64,327	0.50	0.00	0.00	0.00	0.50	94	41,200	76.16	7.90	27.93	0.00	111.99	82	64,431
Payne	12.11	98	18,190	12.11	0.00	0.00	0.00	12.11	98	18,190	0.00	0.00	0.00	0.00	0.00	0	0
Total District 4	239.08	86	42,555	102.79	0.00	2.01	0.00	104.80	92	19,823	86.91	7.90	39.47	0.00	134.28	81	60,297

TABLE 20

**Mileage and Ratings by County within Commission District
Interstates**

Sheet 3 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Beckham	41.99	93	13,837	39.05	0.00	0.00	0.00	39.05	93	13,715	2.94	0.00	0.00	0.00	2.94	96	15,463
Blaine	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Custer	30.69	92	19,801	27.10	0.00	0.00	0.00	27.10	92	19,885	3.59	0.00	0.00	0.00	3.59	92	19,168
Dewey	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Greer	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Harmon	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Jackson	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Kiowa	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Roger Mills	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Tillman	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Washita	13.59	92	19,809	13.07	0.00	0.00	0.00	13.07	92	19,805	0.52	0.00	0.00	0.00	0.52	91	19,900
Total District 5	86.27	93	16,900	79.22	0.00	0.00	0.00	79.22	92	16,830	7.05	0.00	0.00	0.00	7.05	93	17,677

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Alfalfa	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Beaver	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Cimarron	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Ellis	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Harper	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Major	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Texas	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Woods	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Woodward	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Total District 6	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0

TABLE 20

**Mileage and Ratings by County within Commission District
Interstates**

Sheet 4 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Caddo	22.68	91	16,715	21.92	0.00	0.00	0.00	21.92	91	16,645	0.76	0.00	0.00	0.00	0.76	88	18,722
Carter	21.43	97	28,996	11.50	0.00	0.00	0.00	11.50	97	27,459	9.93	0.00	0.00	0.00	9.93	96	30,777
Comanche	36.56	91	11,844	24.72	0.00	0.00	0.00	24.72	92	9,403	11.84	0.00	0.00	0.00	11.84	90	16,940
Cotton	26.13	86	6,996	24.74	0.00	0.00	0.00	24.74	86	7,041	1.39	0.00	0.00	0.00	1.39	84	6,200
Grady	34.62	94	14,613	29.75	0.00	0.00	0.00	29.75	94	14,016	4.87	0.00	0.00	0.00	4.87	94	18,257
Jefferson	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Love	24.47	94	25,458	21.42	0.00	0.00	0.00	21.42	94	25,480	3.05	0.00	0.00	0.00	3.05	92	25,300
Murray	9.89	91	26,302	9.89	0.00	0.00	0.00	9.89	91	26,302	0.00	0.00	0.00	0.00	0.00	0	0
Stephens	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Total District 7	175.78	92	17,097	143.94	0.00	0.00	0.00	143.94	92	16,049	31.84	0.00	0.00	0.00	31.84	92	21,832

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Craig	20.41	98	19,964	19.64	0.00	0.00	0.00	19.64	98	19,931	0.77	0.00	0.00	0.00	0.77	97	20,821
Creek	39.35	86	26,559	37.87	0.00	0.00	0.00	37.87	86	26,439	1.48	0.00	0.00	0.00	1.48	86	29,630
Delaware	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Mayes	13.02	94	16,998	13.02	0.00	0.00	0.00	13.02	94	16,998	0.00	0.00	0.00	0.00	0.00	0	0
Nowata	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Osage	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Ottawa	31.31	88	20,726	31.31	0.00	0.00	0.00	31.31	88	20,726	0.00	0.00	0.00	0.00	0.00	0	0
Pawnee	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Rogers	27.88	88	28,304	21.94	0.00	3.29	0.00	25.23	88	27,510	2.22	0.00	0.43	0.00	2.65	85	35,856
Tulsa	34.62	83	61,042	0.60	0.00	0.00	0.00	0.60	91	30,810	27.59	1.05	5.38	0.00	34.02	83	61,575
Washington	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Total District 8	166.59	88	31,366	124.38	0.00	3.29	0.00	127.67	90	23,306	32.06	1.05	5.81	0.00	38.92	83	57,803
State Total	932.65	89	28,475	624.37	0.00	29.05	0.00	653.42	91	19,471	216.99	12.42	49.82	0.00	279.23	84	49,546

TABLE 21

**Mileage and Ratings by County within Commission District
Principal Arterials**

Sheet 1 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Adair	39.85	58	4,817	2.44	4.90	27.84	0.00	35.18	55	4,456	2.73	0.81	1.13	0.00	4.67	86	7,534
Cherokee	12.96	84	12,001	2.59	0.00	1.60	0.00	4.19	78	9,137	8.36	0.41	0.00	0.00	8.77	87	13,370
Haskell	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
McIntosh	24.15	73	15,070	4.68	7.18	7.10	0.00	18.96	71	15,324	3.53	1.66	0.00	0.00	5.19	81	14,143
Muskogee	47.62	79	14,962	13.86	1.80	3.57	0.00	19.23	80	14,835	17.10	5.86	5.43	0.00	28.39	78	15,048
Okmulgee	33.48	81	16,847	16.50	3.24	4.36	0.00	24.10	81	17,524	6.68	2.16	0.54	0.00	9.38	83	15,109
Sequoyah	27.53	70	4,984	6.89	1.29	12.02	0.00	20.20	68	2,795	4.21	0.20	2.92	0.00	7.33	77	11,019
Wagoner	35.73	80	14,168	15.21	3.24	0.00	0.00	18.45	81	14,296	5.96	11.03	0.29	0.00	17.28	80	14,032
Total District 1	221.32	74	11,890	62.17	21.65	56.49	0.00	140.31	71	10,786	48.57	22.13	10.31	0.00	81.01	80	13,801

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Atoka	68.92	82	10,504	28.88	10.68	11.85	0.00	51.41	80	9,355	15.91	1.60	0.00	0.00	17.51	87	13,878
Bryan	81.46	85	12,500	31.17	3.20	4.85	10.90	50.12	83	12,663	29.17	1.01	1.16	0.00	31.34	88	12,296
Choctaw	63.72	85	5,374	38.86	8.45	2.99	0.00	50.30	85	5,478	9.89	3.53	0.00	0.00	13.42	83	4,984
Latimer	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Le Flore	106.45	81	5,723	34.67	32.22	9.82	0.00	76.71	78	3,829	27.15	0.75	1.84	0.00	29.74	87	10,608
McCurtain	141.09	75	4,220	47.98	24.65	48.83	0.00	121.46	73	3,690	18.02	0.86	0.75	0.00	19.63	87	7,501
Marshall	24.04	82	6,057	14.73	2.05	1.51	0.00	18.29	81	5,586	4.40	1.14	0.21	0.00	5.75	83	7,554
Pittsburg	56.97	87	14,202	37.12	2.83	0.82	0.00	40.77	89	15,637	9.84	4.43	1.93	0.00	16.20	83	10,590
Pushmataha	37.35	74	3,032	8.30	4.90	19.21	0.00	32.41	74	2,670	1.82	1.13	1.99	0.00	4.94	76	5,404
Total District 2	580.00	81	7,417	241.71	88.98	99.88	10.90	441.47	79	6,552	116.20	14.45	7.88	0.00	138.53	86	10,103

TABLE 21

**Mileage and Ratings by County within Commission District
Principal Arterials**

Sheet 2 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Cleveland	37.91	88	17,584	1.32	0.00	0.37	11.40	13.09	84	7,730	19.38	2.14	3.30	0.00	24.82	88	18,255
Coal	28.18	85	4,415	21.14	3.15	0.00	0.00	24.29	86	4,167	2.64	1.04	0.21	0.00	3.89	79	5,965
Garvin	18.12	78	5,080	5.03	6.59	0.50	0.00	12.12	78	3,877	3.37	1.36	1.27	0.00	6.00	78	7,509
Hughes	9.56	83	2,926	6.47	0.00	1.06	0.00	7.53	83	2,652	1.36	0.67	0.00	0.00	2.03	81	3,942
Johnston	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Lincoln	20.95	86	3,070	9.12	5.87	1.91	0.00	16.90	84	2,709	4.05	0.00	0.00	0.00	4.05	96	4,576
McClain	6.47	75	5,991	0.00	1.35	1.62	0.00	2.97	65	2,518	2.77	0.04	0.69	0.00	3.50	83	8,939
Okfuskee	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Pontotoc	44.42	87	7,044	22.30	6.20	0.52	0.00	29.02	86	6,075	13.69	1.71	0.00	0.00	15.40	90	8,870
Pottawatomie	27.72	86	9,812	5.78	0.00	0.00	0.00	5.78	75	6,980	19.89	0.53	1.52	0.00	21.94	89	10,558
Seminole	37.29	89	5,516	24.22	0.00	0.00	0.00	24.22	91	4,773	9.97	2.72	0.38	0.00	13.07	85	6,892
Total District 3	230.62	86	7,318	95.38	23.16	5.98	11.40	135.92	85	4,551	77.12	10.21	7.37	0.00	94.70	87	10,956

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Canadian	71.59	87	7,372	22.27	0.00	0.00	3.19	25.46	94	4,894	35.29	5.58	5.26	0.00	46.13	83	8,569
Garfield	64.94	88	7,205	24.18	7.04	0.00	0.00	31.22	89	5,243	29.73	3.99	0.00	0.00	33.72	87	9,022
Grant	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Kay	34.91	91	5,700	23.49	0.92	0.00	0.00	24.41	92	5,407	9.65	0.85	0.00	0.00	10.50	90	6,379
Kingfisher	47.36	87	5,063	27.61	10.79	0.00	0.00	38.40	87	4,520	8.44	0.52	0.00	0.00	8.96	87	7,392
Logan	9.07	86	8,675	2.00	0.00	0.00	0.00	2.00	93	5,843	5.45	1.62	0.00	0.00	7.07	84	9,476
Noble	35.54	91	4,856	32.03	0.00	0.51	0.00	32.54	92	4,821	2.56	0.00	0.44	0.00	3.00	88	5,237
Oklahoma	64.73	79	35,791	0.73	0.00	0.65	5.00	6.38	77	5,359	40.46	3.25	14.64	0.00	58.35	79	36,511
Payne	27.35	89	9,460	10.75	0.00	0.00	0.00	10.75	92	6,580	14.22	1.82	0.56	0.00	16.60	87	11,325
Total District 4	355.49	87	11,687	143.06	18.75	1.16	8.19	171.16	90	5,062	145.80	17.63	20.90	0.00	184.33	84	17,544

TABLE 21

**Mileage and Ratings by County within Commission District
Principal Arterials**

Sheet 3 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Beckham	7.80	87	6,062	1.21	0.00	0.00	0.00	1.21	86	3,063	5.18	1.41	0.00	0.00	6.59	87	6,612
Blaine	42.30	85	2,824	28.12	5.62	5.60	0.00	39.34	84	2,772	2.96	0.00	0.00	0.00	2.96	93	3,520
Custer	29.45	84	4,335	19.21	0.00	0.00	0.00	19.21	83	2,394	8.15	2.09	0.00	0.00	10.24	85	7,977
Dewey	50.95	69	2,475	1.39	23.01	24.63	0.00	49.03	69	2,459	1.92	0.00	0.00	0.00	1.92	87	2,891
Greer	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Harmon	19.38	75	1,649	5.44	9.00	2.64	0.00	17.08	75	1,601	0.14	2.16	0.00	0.00	2.30	76	2,010
Jackson	38.78	82	5,102	25.85	0.00	5.11	0.00	30.96	82	4,082	5.64	0.15	2.03	0.00	7.82	81	9,143
Kiowa	45.44	90	2,274	41.71	0.00	0.00	0.00	41.71	90	2,284	2.96	0.52	0.25	0.00	3.73	89	2,162
Roger Mills	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Tillman	5.63	91	4,611	5.63	0.00	0.00	0.00	5.63	91	4,611	0.00	0.00	0.00	0.00	0.00	0	0
Washita	25.75	85	3,543	23.51	0.00	0.00	0.00	23.51	86	3,523	2.24	0.00	0.00	0.00	2.24	77	3,751
Total District 5	265.48	82	3,280	152.07	37.63	37.98	0.00	227.68	81	2,798	29.19	6.33	2.28	0.00	37.80	85	6,186

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Alfalfa	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Beaver	53.08	79	2,066	27.95	25.13	0.00	0.00	53.08	79	2,066	0.00	0.00	0.00	0.00	0.00	0	0
Cimarron	102.59	81	1,613	55.63	26.58	14.39	3.71	100.31	82	1,547	0.85	0.12	1.31	0.00	2.28	73	4,394
Ellis	35.23	79	1,941	15.92	8.79	7.77	0.00	32.48	79	1,927	0.35	2.40	0.00	0.00	2.75	77	2,107
Harper	21.01	87	2,541	21.01	0.00	0.00	0.00	21.01	87	2,541	0.00	0.00	0.00	0.00	0.00	0	0
Major	52.19	80	3,035	32.83	7.11	11.93	0.00	51.87	79	3,019	0.32	0.00	0.00	0.00	0.32	87	5,700
Texas	123.28	86	3,723	107.34	5.01	0.00	0.00	112.35	86	3,465	9.93	1.00	0.00	0.00	10.93	89	6,368
Woods	8.21	79	4,048	3.06	0.54	2.13	0.00	5.73	80	2,722	0.14	2.23	0.11	0.00	2.48	77	7,113
Woodward	84.67	86	4,556	59.21	3.48	11.14	0.00	73.83	86	3,879	9.52	1.32	0.00	0.00	10.84	89	9,168
Total District 6	480.26	83	2,995	322.95	76.64	47.36	3.71	450.66	83	2,736	21.11	7.07	1.42	0.00	29.60	86	6,901

TABLE 21

**Mileage and Ratings by County within Commission District
Principal Arterials**

Sheet 4 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Caddo	4.84	84	8,923	0.21	0.00	0.00	0.00	0.21	81	4,500	4.26	0.20	0.17	0.00	4.63	84	9,123
Carter	40.18	85	5,805	16.96	0.92	0.00	0.00	17.88	87	3,308	17.68	3.35	1.27	0.00	22.30	83	7,807
Comanche	44.23	89	9,324	20.28	6.21	0.00	0.00	26.49	87	6,893	16.54	1.20	0.00	0.00	17.74	92	12,954
Cotton	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Grady	53.50	86	5,959	34.88	0.00	0.00	0.00	34.88	86	5,335	17.36	1.26	0.00	0.00	18.62	87	7,128
Jefferson	29.79	85	2,339	26.88	0.00	0.00	0.00	26.88	85	2,314	2.91	0.00	0.00	0.00	2.91	86	2,572
Love	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Murray	10.12	88	8,152	7.01	0.00	0.00	0.00	7.01	89	7,892	2.67	0.44	0.00	0.00	3.11	87	8,739
Stephens	64.78	88	6,768	37.14	0.00	0.00	0.00	37.14	88	4,711	24.55	2.45	0.64	0.00	27.64	87	9,532
Total District 7	247.44	87	6,459	143.36	7.13	0.00	0.00	150.49	87	4,793	85.97	8.90	2.08	0.00	96.95	87	9,046

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Craig	29.93	77	4,822	12.10	4.17	10.05	0.00	26.32	76	4,176	2.10	0.54	0.97	0.00	3.61	80	9,530
Creek	22.02	89	13,046	3.45	1.83	0.00	0.00	5.28	88	8,401	14.55	1.72	0.47	0.00	16.74	89	14,511
Delaware	34.18	86	8,533	22.54	0.00	0.00	0.00	22.54	93	7,662	9.06	0.45	2.13	0.00	11.64	72	10,219
Mayes	60.59	91	11,823	51.47	0.00	0.00	0.00	51.47	91	11,599	9.04	0.08	0.00	0.00	9.12	91	13,085
Nowata	50.20	81	4,259	28.11	5.16	12.85	0.00	46.12	81	4,181	1.18	1.85	1.05	0.00	4.08	79	5,146
Osage	71.33	80	3,361	47.76	0.00	15.77	0.00	63.53	80	3,005	5.56	2.24	0.00	0.00	7.80	86	6,257
Ottawa	12.25	82	10,041	1.82	1.34	1.48	0.00	4.64	83	6,992	3.67	3.94	0.00	0.00	7.61	82	11,900
Pawnee	34.83	86	9,739	34.57	0.00	0.00	0.00	34.57	86	9,694	0.26	0.00	0.00	0.00	0.26	88	15,700
Rogers	66.87	76	13,654	23.25	6.77	16.05	0.00	46.07	77	12,925	7.86	5.52	7.42	0.00	20.80	75	15,267
Tulsa	124.12	88	39,560	40.66	1.25	2.66	0.00	44.57	89	23,449	62.06	7.31	10.18	0.00	79.55	87	48,586
Washington	51.01	90	12,012	30.45	1.77	4.48	0.00	36.70	91	10,664	13.19	0.00	1.12	0.00	14.31	90	15,470
Total District 8	557.33	84	15,774	296.18	22.29	63.34	0.00	381.81	84	9,710	128.53	23.65	23.34	0.00	175.52	85	28,965
State Total	2,937.94	83	8,679	1,456.88	296.23	312.19	34.20	2,099.50	82	5,817	652.49	110.37	75.58	0.00	838.44	85	15,729

TABLE 22

**Mileage and Ratings by County within Commission District
Minor Arterials**

Sheet 1 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Adair	16.87	53	1,504	0.00	2.43	13.07	0.00	15.50	52	1,335	0.00	0.13	1.24	0.00	1.37	67	3,412
Cherokee	42.54	65	6,112	11.80	0.38	21.59	0.00	33.77	60	6,281	5.23	1.79	1.75	0.00	8.77	85	5,461
Haskell	59.52	69	3,234	4.30	20.71	27.33	0.00	52.34	68	3,028	3.13	2.70	1.35	0.00	7.18	77	4,737
McIntosh	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Muskogee	46.38	78	5,610	19.79	13.04	7.04	0.00	39.87	77	4,424	4.44	1.44	0.63	0.00	6.51	83	12,870
Okmulgee	23.76	76	2,816	3.24	13.30	0.35	0.00	16.89	77	1,959	3.39	1.64	1.84	0.00	6.87	76	4,924
Sequoyah	7.53	81	14,169	2.20	0.29	0.00	0.00	2.49	80	16,332	3.42	1.62	0.00	0.00	5.04	82	13,100
Wagoner	19.19	80	6,948	5.95	4.69	5.96	0.00	16.60	79	7,020	1.51	0.30	0.78	0.00	2.59	86	6,484
Total District 1	215.79	71	4,843	47.28	54.84	75.34	0.00	177.46	69	4,271	21.12	9.62	7.59	0.00	38.33	81	7,488

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Atoka	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Bryan	9.82	79	5,999	0.52	0.47	1.46	0.00	2.45	68	3,689	4.83	1.90	0.64	0.00	7.37	83	6,767
Choctaw	9.05	76	2,238	1.30	7.75	0.00	0.00	9.05	76	2,238	0.00	0.00	0.00	0.00	0.00	0	0
Latimer	69.45	70	2,847	22.53	16.38	24.27	0.00	63.18	69	2,671	5.04	0.56	0.67	0.00	6.27	82	4,623
Le Flore	37.81	80	3,492	9.51	0.00	9.27	0.00	18.78	77	4,051	14.10	0.07	4.86	0.00	19.03	83	2,940
McCurtain	32.26	64	1,645	0.00	0.00	26.35	0.00	26.35	60	1,523	4.34	0.50	1.07	0.00	5.91	80	2,188
Marshall	13.77	76	2,767	3.69	0.00	6.40	0.00	10.09	74	2,078	3.00	0.68	0.00	0.00	3.68	83	4,657
Pittsburg	44.85	83	5,513	27.17	11.32	0.00	0.00	38.49	83	4,794	3.76	1.73	0.87	0.00	6.36	82	9,865
Pushmataha	48.96	74	1,325	6.38	25.90	13.52	0.00	45.80	74	1,213	2.03	1.13	0.00	0.00	3.16	81	2,944
Total District 2	265.97	75	3,054	71.10	61.82	81.27	0.00	214.19	73	2,686	37.10	6.57	8.11	0.00	51.78	82	4,576

TABLE 22

**Mileage and Ratings by County within Commission District
Minor Arterials**

Sheet 2 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Cleveland	35.62	64	8,359	1.18	2.40	7.81	0.00	11.39	68	5,037	8.55	1.83	13.85	0.00	24.23	63	9,921
Coal	13.58	83	1,606	6.69	6.89	0.00	0.00	13.58	83	1,606	0.00	0.00	0.00	0.00	0.00	0	0
Garvin	52.40	73	2,255	1.51	37.29	11.35	0.00	50.15	73	2,185	2.07	0.18	0.00	0.00	2.25	89	3,812
Hughes	71.40	74	1,939	15.10	20.79	25.26	0.00	61.15	74	1,861	5.02	2.62	2.61	0.00	10.25	77	2,402
Johnston	31.76	73	2,201	0.56	14.64	9.86	0.00	25.06	72	1,757	2.69	1.07	2.94	0.00	6.70	77	3,862
Lincoln	45.81	72	2,324	15.24	3.67	22.24	0.00	41.15	72	2,312	0.27	4.39	0.00	0.00	4.66	75	2,431
McClain	41.52	74	5,563	0.14	9.75	14.14	0.00	24.03	67	2,043	13.39	2.17	1.93	0.00	17.49	84	10,397
Okfuskee	11.30	66	1,826	0.09	0.00	10.09	0.00	10.18	65	1,774	0.46	0.00	0.66	0.00	1.12	74	2,296
Pontotoc	62.48	74	4,405	29.84	13.73	18.71	0.00	62.28	74	4,408	0.20	0.00	0.00	0.00	0.20	87	3,225
Pottawatomie	60.56	81	4,867	26.79	20.26	4.01	0.00	51.06	81	4,662	4.11	5.39	0.00	0.00	9.50	79	5,968
Seminole	21.80	79	5,635	7.46	3.80	2.76	0.00	14.02	76	4,847	6.25	0.50	1.03	0.00	7.78	85	7,057
Total District 3	448.23	74	3,786	104.60	133.22	126.23	0.00	364.05	74	2,993	43.01	18.15	23.02	0.00	84.18	76	7,216

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Canadian	19.12	70	8,608	1.29	0.00	1.21	0.00	2.50	79	2,840	9.24	1.00	6.38	0.00	16.62	69	9,475
Garfield	12.98	85	3,119	9.01	3.97	0.00	0.00	12.98	85	3,119	0.00	0.00	0.00	0.00	0.00	0	0
Grant	90.77	82	1,344	48.31	37.24	0.00	0.00	85.55	82	1,306	3.64	1.33	0.25	0.00	5.22	83	1,972
Kay	46.99	81	4,158	23.35	14.46	6.91	0.00	44.72	81	3,972	1.76	0.27	0.24	0.00	2.27	79	7,831
Kingfisher	14.77	66	1,930	0.00	0.00	14.27	0.00	14.27	66	1,816	0.07	0.43	0.00	0.00	0.50	77	5,210
Logan	26.23	86	4,181	11.49	4.04	4.29	0.00	19.82	83	3,474	6.27	0.14	0.00	0.00	6.41	92	6,367
Noble	42.68	79	3,642	26.56	0.00	12.42	0.00	38.98	79	3,738	2.68	0.92	0.10	0.00	3.70	81	2,634
Oklahoma	1.90	70	16,565	0.00	0.00	0.00	0.00	0.00	0	0	1.45	0.00	0.45	0.00	1.90	70	16,565
Payne	87.96	77	6,122	51.59	6.25	23.71	0.00	81.55	77	6,054	3.26	2.18	0.97	0.00	6.41	74	6,987
Total District 4	343.40	79	4,036	171.60	65.96	62.81	0.00	300.37	80	3,566	28.37	6.27	8.39	0.00	43.03	77	7,320

TABLE 22

**Mileage and Ratings by County within Commission District
Minor Arterials**

Sheet 3 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Beckham	50.36	85	2,057	34.55	10.43	0.00	0.00	44.98	85	1,480	4.85	0.53	0.00	0.00	5.38	84	6,876
Blaine	27.93	83	959	20.80	5.79	0.00	0.00	26.59	83	832	0.20	1.14	0.00	0.00	1.34	78	3,490
Custer	46.18	79	1,573	21.53	19.58	0.48	0.00	41.59	79	1,422	2.34	1.64	0.61	0.00	4.59	80	2,950
Dewey	28.62	71	1,211	2.82	11.34	11.72	0.00	25.88	71	1,178	0.40	2.05	0.29	0.00	2.74	75	1,517
Greer	54.81	79	1,301	23.15	24.84	2.00	0.00	49.99	79	1,221	1.15	1.44	0.06	2.17	4.82	79	2,798
Harmon	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Jackson	20.54	85	3,776	9.50	10.31	0.00	0.00	19.81	85	3,692	0.73	0.00	0.00	0.00	0.73	99	6,052
Kiowa	52.37	78	1,425	17.97	30.28	0.50	0.00	48.75	78	1,392	1.39	1.95	0.28	0.00	3.62	78	1,872
Roger Mills	34.51	72	1,603	9.42	6.31	17.82	0.00	33.55	71	1,589	0.78	0.00	0.18	0.00	0.96	86	2,088
Tillman	53.30	88	1,462	46.32	3.27	0.00	0.00	49.59	89	1,376	3.35	0.36	0.00	0.00	3.71	81	2,611
Washita	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Total District 5	368.62	80	1,614	186.06	122.15	32.52	0.00	340.73	80	1,473	15.19	9.11	1.42	2.17	27.89	81	3,486

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Alfalfa	37.97	79	1,021	18.89	12.03	5.60	0.00	36.52	79	1,031	0.55	0.37	0.53	0.00	1.45	76	778
Beaver	90.17	77	2,081	45.98	19.41	23.57	0.00	88.96	77	2,090	0.00	0.47	0.74	0.00	1.21	65	1,426
Cimarron	22.37	71	642	2.55	11.37	7.36	0.00	21.28	72	635	0.00	0.00	1.09	0.00	1.09	59	780
Ellis	49.25	75	942	2.91	33.89	10.68	0.00	47.48	74	880	1.77	0.00	0.00	0.00	1.77	88	2,599
Harper	86.22	75	940	19.39	38.68	25.26	0.00	83.33	75	900	2.89	0.00	0.00	0.00	2.89	86	2,098
Major	43.83	74	1,599	9.87	15.39	13.51	0.00	38.77	74	1,397	1.52	0.75	2.79	0.00	5.06	73	3,148
Texas	24.84	79	956	9.00	14.54	1.12	0.00	24.66	79	950	0.00	0.00	0.18	0.00	0.18	70	1,800
Woods	90.46	70	1,258	17.93	21.99	47.82	0.00	87.74	70	1,237	0.48	1.35	0.89	0.00	2.72	72	1,932
Woodward	26.72	75	1,490	2.75	23.97	0.00	0.00	26.72	75	1,490	0.00	0.00	0.00	0.00	0.00	0	0
Total District 6	471.83	75	1,305	129.27	191.27	134.92	0.00	455.46	75	1,273	7.21	2.94	6.22	0.00	16.37	75	2,191

TABLE 22

Mileage and Ratings by County within Commission District
Minor Arterials

Sheet 4 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Caddo	85.97	76	2,676	28.45	32.91	15.30	0.00	76.66	76	2,715	5.56	2.03	1.72	0.00	9.31	80	2,357
Carter	42.57	73	6,396	6.97	11.49	2.87	0.00	21.33	73	4,304	7.37	7.84	6.03	0.00	21.24	74	8,497
Comanche	25.75	84	2,758	23.04	1.36	0.00	0.00	24.40	84	2,838	0.77	0.58	0.00	0.00	1.35	83	1,314
Cotton	29.93	77	1,073	4.33	18.80	0.00	0.00	23.13	77	695	6.27	0.53	0.00	0.00	6.80	80	2,359
Grady	32.06	81	3,741	19.48	0.00	8.27	0.00	27.75	80	3,651	4.31	0.00	0.00	0.00	4.31	90	4,324
Jefferson	31.90	80	1,552	10.02	17.59	0.34	0.00	27.95	80	1,432	1.49	2.38	0.08	0.00	3.95	80	2,403
Love	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Murray	21.39	80	2,210	15.47	2.76	2.23	0.00	20.46	80	2,086	0.79	0.14	0.00	0.00	0.93	84	4,946
Stephens	34.60	71	1,987	4.53	6.54	12.35	0.00	23.42	72	1,743	1.04	1.43	8.71	0.00	11.18	70	2,498
Total District 7	304.17	77	2,929	112.29	91.45	41.36	0.00	245.10	77	2,489	27.60	14.93	16.54	0.00	59.07	77	4,755

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Craig	31.00	73	3,257	8.29	18.96	3.53	0.00	30.78	73	3,267	0.00	0.10	0.12	0.00	0.22	72	1,827
Creek	88.71	86	4,794	69.99	0.00	2.31	0.00	72.30	84	3,258	14.42	1.26	0.73	0.00	16.41	91	11,561
Delaware	48.74	64	4,729	4.84	4.80	32.22	0.00	41.86	60	4,256	3.76	2.59	0.53	0.00	6.88	84	7,612
Mayes	29.78	72	3,519	11.85	0.00	14.93	0.00	26.78	73	3,501	0.72	0.24	2.04	0.00	3.00	62	3,682
Nowata	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0	0
Osage	86.93	71	1,724	17.84	17.52	44.34	0.00	79.70	70	1,610	3.46	1.74	2.03	0.00	7.23	78	2,989
Ottawa	63.14	77	5,408	22.55	26.86	5.10	0.00	54.51	77	5,428	3.77	3.01	1.85	0.00	8.63	78	5,282
Pawnee	57.91	76	2,430	21.56	15.80	10.61	0.00	47.97	75	2,132	5.92	2.40	1.62	0.00	9.94	79	3,867
Rogers	15.53	73	8,334	9.21	0.56	4.96	0.00	14.73	73	8,566	0.28	0.00	0.52	0.00	0.80	70	4,050
Tulsa	33.58	85	7,830	13.99	0.00	3.34	0.00	17.33	83	7,214	12.53	3.12	0.60	0.00	16.25	87	8,487
Washington	6.14	76	4,375	2.19	0.22	1.25	0.00	3.66	71	3,424	1.99	0.00	0.49	0.00	2.48	83	5,778
Total District 8	461.46	76	4,145	182.31	84.72	122.59	0.00	389.62	74	3,589	46.85	14.46	10.53	0.00	71.84	83	7,164
State Total	2,879.47	76	3,111	1,004.51	805.43	677.04	0.00	2,486.98	76	2,647	226.45	82.05	81.82	2.17	392.49	79	6,065

TABLE 23

**Mileage and Ratings by County within Commission District
Collectors**

Sheet 1 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Adair	40.03	51	2,476	0.00	13.95	24.21	0.00	38.16	50	2,351	0.20	0.61	1.06	0.00	1.87	67	5,033
Cherokee	78.55	58	2,577	7.05	9.05	62.18	0.00	78.28	58	2,583	0.21	0.00	0.06	0.00	0.27	76	985
Haskell	54.13	68	1,453	10.45	16.11	24.43	0.00	50.99	68	1,397	0.00	1.96	1.18	0.00	3.14	69	2,369
McIntosh	78.42	77	1,952	25.36	32.49	9.87	0.00	67.72	77	1,520	4.29	4.31	2.10	0.00	10.70	76	4,687
Muskogee	94.46	70	2,713	27.09	11.41	38.26	0.00	76.76	70	2,638	5.34	3.43	8.93	0.00	17.70	72	3,040
Okmulgee	69.33	67	1,925	11.93	7.56	43.14	0.00	62.63	67	1,773	2.15	1.22	3.33	0.00	6.70	72	3,349
Sequoyah	111.80	66	2,261	23.07	25.63	44.54	0.00	93.24	65	1,789	9.12	4.30	5.14	0.00	18.56	76	4,633
Wagoner	48.70	71	2,389	7.00	21.18	16.95	0.00	45.13	71	2,348	0.64	0.42	2.51	0.00	3.57	66	2,899
Total District 1	575.42	67	2,246	111.95	137.38	263.58	0.00	512.91	66	2,052	21.95	16.25	24.31	0.00	62.51	73	3,837

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Atoka	56.54	78	1,150	18.29	20.44	13.86	0.00	52.59	78	1,047	2.27	0.26	1.42	0.00	3.95	83	2,526
Bryan	118.59	76	1,489	39.67	51.67	15.56	0.00	106.90	76	1,425	8.27	2.24	1.18	0.00	11.69	81	2,076
Choctaw	75.84	69	755	26.31	10.17	38.13	0.00	74.61	69	728	0.27	0.00	0.96	0.00	1.23	64	2,415
Latimer	50.19	75	1,415	24.07	12.46	13.06	0.00	49.59	75	1,398	0.00	0.00	0.60	0.00	0.60	54	2,800
Le Flore	181.30	73	1,991	71.30	52.84	41.08	0.00	165.22	75	1,442	1.77	4.85	9.46	0.00	16.08	58	7,635
McCurtain	68.58	70	1,423	23.40	13.23	29.26	0.00	65.89	70	1,375	1.47	0.91	0.31	0.00	2.69	80	2,602
Marshall	66.68	79	1,747	41.99	15.72	4.66	0.00	62.37	79	1,640	3.56	0.14	0.61	0.00	4.31	82	3,300
Pittsburg	106.85	68	1,262	27.78	21.77	52.09	0.00	101.64	68	1,225	1.24	2.21	1.76	0.00	5.21	71	1,982
Pushmataha	97.24	75	736	42.29	23.69	28.77	0.00	94.75	75	713	1.15	0.35	0.99	0.00	2.49	75	1,624
Total District 2	821.81	74	1,401	315.10	221.99	236.47	0.00	773.56	74	1,233	20.00	10.96	17.29	0.00	48.25	71	4,088

TABLE 23

**Mileage and Ratings by County within Commission District
Collectors**

Sheet 2 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Cleveland	16.83	77	10,476	0.50	1.66	2.05	2.00	6.21	67	7,649	7.12	0.33	3.17	0.00	10.62	81	11,597
Coal	65.79	68	920	1.08	33.22	29.33	0.00	63.63	68	894	0.27	0.89	1.00	0.00	2.16	69	1,685
Garvin	111.63	79	2,125	51.52	35.86	13.73	0.00	101.11	79	1,945	7.00	3.46	0.06	0.00	10.52	82	3,860
Hughes	60.74	78	1,080	26.06	20.66	10.30	0.00	57.02	78	1,051	1.19	2.25	0.28	0.00	3.72	77	1,531
Johnston	121.00	77	1,563	53.38	37.82	23.12	0.00	114.32	77	1,489	3.00	1.45	2.23	0.00	6.68	77	2,840
Lincoln	133.43	73	2,462	24.46	48.17	38.44	0.00	111.07	72	2,263	7.88	9.71	4.77	0.00	22.36	77	3,453
McClain	155.07	73	2,842	20.04	34.56	63.07	0.00	117.67	71	1,608	15.24	13.23	8.93	0.00	37.40	79	6,724
Okfuskee	93.24	76	1,235	32.41	34.79	14.38	0.00	81.58	76	1,192	5.94	3.59	2.13	0.00	11.66	77	1,542
Pontotoc	26.86	76	1,094	8.48	14.20	2.40	0.00	25.08	77	1,048	0.07	0.79	0.92	0.00	1.78	71	1,746
Pottawatomie	102.81	71	2,354	18.46	25.48	30.67	0.00	74.61	71	1,995	8.31	5.48	14.41	0.00	28.20	73	3,301
Seminole	120.41	74	1,578	30.73	51.80	25.07	0.00	107.60	74	1,429	6.46	4.93	1.42	0.00	12.81	79	2,832
Total District 3	1,007.81	75	2,042	267.12	338.22	252.56	2.00	859.90	74	1,611	62.48	46.11	39.32	0.00	147.91	77	4,538

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Canadian	63.56	69	2,986	1.40	13.23	17.98	0.00	32.61	67	1,159	13.98	4.86	12.11	0.00	30.95	71	4,912
Garfield	82.43	77	987	26.77	52.89	0.00	0.00	79.66	77	983	1.94	0.83	0.00	0.00	2.77	82	1,120
Grant	61.23	82	803	33.37	26.80	0.00	0.00	60.17	82	794	0.62	0.44	0.00	0.00	1.06	81	1,309
Kay	51.36	81	1,671	20.56	23.79	0.00	0.00	44.35	81	1,620	5.55	1.01	0.45	0.00	7.01	85	1,988
Kingfisher	33.35	80	1,760	20.32	11.54	0.00	0.00	31.86	80	1,689	0.49	1.00	0.00	0.00	1.49	81	3,284
Logan	108.99	76	1,759	39.72	43.99	21.37	0.00	105.08	76	1,727	2.33	1.58	0.00	0.00	3.91	82	2,607
Noble	88.27	77	938	35.39	34.65	8.96	0.00	79.00	78	877	5.36	1.70	2.21	0.00	9.27	76	1,456
Oklahoma	25.67	68	5,546	3.07	0.00	1.65	0.00	4.72	68	6,011	8.53	0.97	11.45	0.00	20.95	69	5,442
Payne	30.98	81	2,163	17.25	9.79	2.24	0.00	29.28	81	2,180	1.06	0.64	0.00	0.00	1.70	80	1,865
Total District 4	545.84	77	1,738	197.85	216.68	52.20	0.00	466.73	78	1,355	39.86	13.03	26.22	0.00	79.11	74	3,997

TABLE 23

**Mileage and Ratings by County within Commission District
Collectors**

Sheet 3 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Beckham	126.00	76	1,569	32.00	65.70	22.29	0.00	119.99	75	1,568	4.29	1.33	0.39	0.00	6.01	82	1,577
Blaine	92.20	80	948	64.36	11.53	9.70	0.00	85.59	80	913	4.21	1.66	0.74	0.00	6.61	79	1,403
Custer	87.39	79	1,033	47.97	34.46	3.67	0.00	86.10	79	1,036	0.29	1.00	0.00	0.00	1.29	79	819
Dewey	58.60	72	974	1.93	50.75	5.43	0.00	58.11	72	950	0.19	0.20	0.10	0.00	0.49	76	3,829
Greer	39.41	80	856	13.79	23.65	0.00	0.00	37.44	80	834	1.62	0.35	0.00	0.00	1.97	83	1,281
Harmon	51.00	69	323	0.56	29.24	20.28	0.00	50.08	69	309	0.51	0.17	0.24	0.00	0.92	81	1,080
Jackson	67.34	75	895	18.44	33.06	12.68	0.00	64.18	75	889	0.94	0.81	1.41	0.00	3.16	70	1,025
Kiowa	117.44	77	641	65.34	21.70	25.40	0.00	112.44	77	580	3.24	1.76	0.00	0.00	5.00	79	2,033
Roger Mills	105.04	76	729	31.18	52.88	17.88	0.00	101.94	76	717	1.93	1.17	0.00	0.00	3.10	80	1,129
Tillman	74.57	80	681	35.43	33.34	2.88	0.00	71.65	81	648	0.81	0.68	1.43	0.00	2.92	71	1,479
Washita	141.88	78	1,280	46.29	83.61	3.17	0.00	133.07	78	1,268	5.67	2.52	0.62	0.00	8.81	81	1,459
Total District 5	960.87	77	965	357.29	439.92	123.38	0.00	920.59	77	943	23.70	11.65	4.93	0.00	40.28	79	1,472

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Alfalfa	117.09	68	782	24.96	21.67	65.31	0.00	111.94	68	751	0.50	1.92	2.73	0.00	5.15	69	1,444
Beaver	35.18	74	1,227	2.73	24.89	6.52	0.00	34.14	73	1,164	0.75	0.29	0.00	0.00	1.04	80	3,277
Cimarron	73.73	60	293	0.00	4.90	68.10	0.00	73.00	60	283	0.00	0.00	0.73	0.00	0.73	59	1,208
Ellis	61.33	79	656	38.48	17.62	4.34	0.00	60.44	79	650	0.00	0.00	0.89	0.00	0.89	59	1,030
Harper	50.82	82	715	33.62	16.81	0.00	0.00	50.43	82	717	0.25	0.14	0.00	0.00	0.39	91	390
Major	59.62	66	1,680	0.49	18.86	37.27	0.00	56.62	66	1,633	1.23	0.00	1.77	0.00	3.00	70	2,573
Texas	81.67	65	686	7.75	11.36	61.30	0.00	80.41	65	685	0.00	0.00	1.26	0.00	1.26	59	735
Woods	35.19	71	559	11.32	8.72	14.02	0.00	34.06	71	540	0.14	0.00	0.99	0.00	1.13	65	1,134
Woodward	43.49	77	1,232	18.37	18.01	6.18	0.00	42.56	77	1,215	0.14	0.79	0.00	0.00	0.93	76	1,987
Total District 6	558.12	70	828	137.72	142.84	263.04	0.00	543.60	70	805	3.01	3.14	8.37	0.00	14.52	69	1,692

TABLE 23

**Mileage and Ratings by County within Commission District
Collectors**

Sheet 4 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Caddo	141.21	71	1,389	32.86	45.91	57.55	0.00	136.32	71	1,366	1.25	1.96	1.68	0.00	4.89	72	2,038
Carter	96.39	77	2,004	25.91	27.37	22.97	0.00	76.25	76	1,715	9.83	6.80	3.51	0.00	20.14	79	3,098
Comanche	85.35	77	1,610	41.22	23.17	12.95	0.00	77.34	77	1,469	4.84	1.02	2.15	0.00	8.01	82	2,970
Cotton	109.93	80	964	65.49	31.90	7.44	0.00	104.83	80	951	0.40	3.90	0.80	0.00	5.10	74	1,225
Grady	89.15	78	3,140	19.53	27.40	18.81	0.00	65.74	75	2,163	17.54	2.57	3.30	0.00	23.41	88	5,885
Jefferson	65.56	78	635	29.38	13.49	12.13	0.00	55.00	78	498	3.51	6.25	0.80	0.00	10.56	77	1,351
Love	101.81	73	1,259	18.03	53.29	24.74	0.00	96.06	73	1,166	3.01	1.84	0.90	0.00	5.75	78	2,823
Murray	45.25	73	2,106	10.05	2.76	22.06	0.00	34.87	70	1,387	7.02	0.57	2.79	0.00	10.38	82	4,520
Stephens	30.42	78	770	5.90	20.23	3.04	0.00	29.17	77	750	0.98	0.27	0.00	0.00	1.25	84	1,221
Total District 7	765.07	76	1,570	248.37	245.52	181.69	0.00	675.58	75	1,306	48.38	25.18	15.93	0.00	89.49	81	3,566

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Craig	50.24	77	1,801	22.00	21.37	4.98	0.00	48.35	77	1,790	0.20	1.00	0.69	0.00	1.89	72	2,077
Creek	85.88	79	2,731	40.15	29.54	4.94	0.00	74.63	79	2,477	8.19	1.69	1.37	0.00	11.25	83	4,417
Delaware	111.50	63	2,524	8.83	26.17	67.56	0.00	102.56	63	2,490	0.71	1.67	6.56	0.00	8.94	66	2,918
Mayes	73.75	74	3,936	16.62	26.46	19.17	0.00	62.25	73	3,889	1.97	8.61	0.92	0.00	11.50	77	4,189
Nowata	44.26	72	829	18.41	2.68	20.19	0.00	41.28	73	726	0.57	0.14	2.27	0.00	2.98	63	2,266
Osage	112.10	79	1,180	65.11	29.94	13.12	0.00	108.17	79	1,181	2.40	1.01	0.52	0.00	3.93	81	1,158
Ottawa	53.97	74	3,338	12.93	32.63	8.07	0.00	53.63	74	3,327	0.00	0.05	0.29	0.00	0.34	65	4,979
Pawnee	33.22	70	1,297	2.30	11.70	18.11	0.00	32.11	70	1,212	0.64	0.47	0.00	0.00	1.11	84	3,741
Rogers	71.65	71	5,250	19.94	16.36	29.34	0.00	65.64	71	5,301	3.36	0.10	2.55	0.00	6.01	75	4,695
Tulsa	15.03	86	7,059	12.60	1.08	0.00	0.00	13.68	84	6,758	1.35	0.00	0.00	0.00	1.35	99	10,104
Washington	14.37	77	1,026	5.49	2.75	6.00	0.00	14.24	77	1,029	0.13	0.00	0.00	0.00	0.13	85	592
Total District 8	665.97	74	2,682	224.38	200.68	191.48	0.00	616.54	73	2,593	19.52	14.74	15.17	0.00	49.43	76	3,782
State Total	5,900.91	74	1,665	1,859.78	1,943.23	1,564.40	2.00	5,369.41	74	1,455	238.90	141.06	151.54	0.00	531.50	76	3,790

TABLE 24

**Mileage and Ratings by County within Commission District
Total System**

Sheet 1 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Adair	96.15	54	3,251	2.44	21.28	64.52	0.00	88.24	52	2,984	2.93	1.55	3.43	0.00	7.91	78	6,229
Cherokee	134.05	63	4,610	21.44	9.43	85.37	0.00	116.24	59	3,893	13.80	2.20	1.81	0.00	17.81	86	9,288
Haskell	113.65	68	2,386	14.75	36.82	51.76	0.00	103.33	68	2,223	3.13	4.66	2.53	0.00	10.32	75	4,017
McIntosh	133.06	78	6,751	53.92	39.67	21.58	0.00	115.17	78	6,513	9.82	5.97	2.10	0.00	17.89	78	8,285
Muskogee	202.52	74	7,047	69.69	26.25	53.98	0.00	149.92	74	5,752	26.88	10.73	14.99	0.00	52.60	76	10,738
Okmulgee	138.65	73	6,832	37.71	24.10	53.32	0.00	115.13	73	6,436	12.22	5.02	6.28	0.00	23.52	77	8,774
Sequoyah	187.50	73	6,652	63.18	27.21	56.56	0.00	146.95	71	5,699	26.07	6.12	8.36	0.00	40.55	80	10,108
Wagoner	103.62	76	7,295	28.16	29.11	22.91	0.00	80.18	75	6,065	8.11	11.75	3.58	0.00	23.44	78	11,503
Total District 1	1,109.20	71	5,840	291.29	213.87	410.00	0.00	915.16	69	5,051	102.96	48.00	43.08	0.00	194.04	78	9,560

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Atoka	125.46	80	6,289	47.17	31.12	25.71	0.00	104.00	79	5,154	18.18	1.86	1.42	0.00	21.46	86	11,788
Bryan	209.87	80	5,616	71.36	55.34	21.87	10.90	159.47	78	4,429	42.27	5.15	2.98	0.00	50.40	85	9,117
Choctaw	148.61	76	2,826	66.47	26.37	41.12	0.00	133.96	76	2,613	10.16	3.53	0.96	0.00	14.65	81	4,768
Latimer	119.64	72	2,246	46.60	28.84	37.33	0.00	112.77	72	2,111	5.04	0.56	1.27	0.00	6.87	79	4,464
Le Flore	325.56	77	3,386	115.48	85.06	60.17	0.00	260.71	76	2,332	43.02	5.67	16.16	0.00	64.85	79	7,620
McCurtain	241.93	72	3,084	71.38	37.88	104.44	0.00	213.70	71	2,709	23.83	2.27	2.13	0.00	28.23	85	5,922
Marshall	104.49	80	2,873	60.41	17.77	12.57	0.00	90.75	79	2,484	10.96	1.96	0.82	0.00	13.74	83	5,444
Pittsburg	208.67	76	5,708	92.07	35.92	52.91	0.00	180.90	76	5,232	14.84	8.37	4.56	0.00	27.77	81	8,809
Pushmataha	183.55	75	1,360	56.97	54.49	61.50	0.00	172.96	75	1,212	5.00	2.61	2.98	0.00	10.59	78	3,781
Total District 2	1,667.78	76	3,733	627.91	372.79	417.62	10.90	1,429.22	75	3,067	173.30	31.98	33.28	0.00	238.56	82	7,687

TABLE 24

**Mileage and Ratings by County within Commission District
Total System**

Sheet 2 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Cleveland	108.77	74	24,096	3.00	4.06	10.23	13.40	30.69	69	5,936	46.62	7.47	23.99	0.00	78.08	75	28,118
Coal	107.55	74	1,922	28.91	43.26	29.33	0.00	101.50	74	1,772	2.91	1.93	1.21	0.00	6.05	75	4,437
Garvin	208.04	79	5,754	80.92	79.74	25.58	0.00	186.24	79	5,446	15.47	5.00	1.33	0.00	21.80	82	8,383
Hughes	141.70	76	1,637	47.63	41.45	36.62	0.00	125.70	76	1,541	7.57	5.54	2.89	0.00	16.00	78	2,395
Johnston	152.76	76	1,696	53.94	52.46	32.98	0.00	139.38	76	1,537	5.69	2.52	5.17	0.00	13.38	77	3,352
Lincoln	230.74	77	5,502	72.45	57.71	62.59	0.00	192.75	76	5,141	19.12	14.10	4.77	0.00	37.99	82	7,334
McClain	235.37	76	7,488	34.40	45.66	78.83	0.00	158.89	72	4,673	49.19	15.74	11.55	0.00	76.48	84	13,336
Okfuskee	125.13	78	3,716	51.88	34.79	24.47	0.00	111.14	78	3,829	7.61	3.59	2.79	0.00	13.99	78	2,822
Pontotoc	133.76	79	4,616	60.62	34.13	21.63	0.00	116.38	77	4,100	13.96	2.50	0.92	0.00	17.38	88	8,076
Pottawatomie	211.96	78	6,688	64.61	45.74	34.68	0.00	145.03	77	5,452	39.60	11.40	15.93	0.00	66.93	82	9,365
Seminole	198.54	78	4,087	72.89	55.60	36.39	0.00	164.88	77	3,822	22.68	8.15	2.83	0.00	33.66	83	5,385
Total District 3	1,854.32	77	5,723	571.25	494.60	393.33	13.40	1,472.58	76	3,949	230.42	77.94	73.38	0.00	381.74	81	12,508

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Canadian	191.62	78	11,459	40.03	13.23	21.20	3.19	77.65	80	8,147	67.24	11.44	35.29	0.00	113.97	76	13,623
Garfield	160.35	82	3,678	59.96	63.90	0.00	0.00	123.86	81	2,281	31.67	4.82	0.00	0.00	36.49	86	8,422
Grant	152.00	82	1,126	81.68	64.04	0.00	0.00	145.72	82	1,095	4.26	1.77	0.25	0.00	6.28	83	1,860
Kay	161.31	85	5,650	94.95	39.17	6.91	0.00	141.03	85	5,706	17.46	2.13	0.69	0.00	20.28	87	5,259
Kingfisher	95.48	81	3,425	47.93	22.33	14.27	0.00	84.53	81	2,996	9.00	1.95	0.00	0.00	10.95	86	6,733
Logan	163.22	81	5,243	72.14	48.03	25.66	0.00	145.83	80	5,059	14.05	3.34	0.00	0.00	17.39	87	6,785
Noble	196.64	83	4,683	122.61	34.65	21.89	0.00	179.15	83	4,782	12.12	2.62	2.75	0.00	17.49	81	3,670
Oklahoma	204.79	79	47,789	4.30	0.00	2.30	5.00	11.60	72	8,540	126.60	12.12	54.47	0.00	193.19	80	49,130
Payne	158.40	82	6,847	91.70	16.04	25.95	0.00	133.69	81	6,347	18.54	4.64	1.53	0.00	24.71	83	9,549
Total District 4	1,483.81	81	11,228	615.30	301.39	118.18	8.19	1,043.06	82	4,451	300.94	44.83	94.98	0.00	440.75	80	27,139

TABLE 24

**Mileage and Ratings by County within Commission District
Total System**

Sheet 3 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Beckham	226.15	81	4,110	106.81	76.13	22.29	0.00	205.23	81	3,869	17.26	3.27	0.39	0.00	20.92	86	6,477
Blaine	162.43	82	1,439	113.28	22.94	15.30	0.00	151.52	82	1,381	7.37	2.80	0.74	0.00	10.91	82	2,233
Custer	193.71	82	4,637	115.81	54.04	4.15	0.00	174.00	82	4,214	14.37	4.73	0.61	0.00	19.71	85	8,376
Dewey	138.17	71	1,577	6.14	85.10	41.78	0.00	133.02	70	1,551	2.51	2.25	0.39	0.00	5.15	80	2,249
Greer	94.22	80	1,110	36.94	48.49	2.00	0.00	87.43	80	1,055	2.77	1.79	0.06	2.17	6.79	80	2,151
Harmon	70.38	71	688	6.00	38.24	22.92	0.00	67.16	71	637	0.65	2.33	0.24	0.00	3.22	77	1,745
Jackson	126.66	79	2,650	53.79	43.37	17.79	0.00	114.95	79	2,232	7.31	0.96	3.44	0.00	11.71	79	6,760
Kiowa	215.25	80	1,177	125.02	51.98	25.90	0.00	202.90	80	1,125	7.59	4.23	0.53	0.00	12.35	82	2,025
Roger Mills	139.55	75	945	40.60	59.19	35.70	0.00	135.49	74	933	2.71	1.17	0.18	0.00	4.06	82	1,355
Tillman	133.50	84	1,158	87.38	36.61	2.88	0.00	126.87	84	1,108	4.16	1.04	1.43	0.00	6.63	77	2,112
Washita	181.22	80	2,991	82.87	83.61	3.17	0.00	169.65	80	3,009	8.43	2.52	0.62	0.00	11.57	81	2,732
Total District 5	1,681.24	79	2,291	774.64	599.70	193.88	0.00	1,568.22	79	2,130	75.13	27.09	8.63	2.17	113.02	82	4,577

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop.		Rt	AADT
Alfalfa	155.06	71	840	43.85	33.70	70.91	0.00	148.46	71	820	1.05	2.29	3.26	0.00	6.60	71	1,298
Beaver	178.43	77	1,908	76.66	69.43	30.09	0.00	176.18	77	1,903	0.75	0.76	0.74	0.00	2.25	72	2,282
Cimarron	198.69	72	1,002	58.18	42.85	89.85	3.71	194.59	72	962	0.85	0.12	3.13	0.00	4.10	67	2,866
Ellis	145.81	77	1,063	57.31	60.30	22.79	0.00	140.40	77	1,023	2.12	2.40	0.89	0.00	5.41	78	2,091
Harper	158.05	79	1,080	74.02	55.49	25.26	0.00	154.77	79	1,063	3.14	0.14	0.00	0.00	3.28	87	1,895
Major	155.64	73	2,111	43.19	41.36	62.71	0.00	147.26	73	2,059	3.07	0.75	4.56	0.00	8.38	72	3,039
Texas	229.79	78	2,344	124.09	30.91	62.42	0.00	217.42	77	2,152	9.93	1.00	1.44	0.00	12.37	85	5,728
Woods	133.86	71	1,245	32.31	31.25	63.97	0.00	127.53	71	1,117	0.76	3.58	1.99	0.00	6.33	73	3,819
Woodward	154.88	82	3,094	80.33	45.46	17.32	0.00	143.11	81	2,641	9.66	2.11	0.00	0.00	11.77	88	8,601
Total District 6	1,510.21	76	1,663	589.94	410.75	445.32	3.71	1,449.72	75	1,549	31.33	13.15	16.01	0.00	60.49	79	4,376

TABLE 24

**Mileage and Ratings by County within Commission District
Total System**

Sheet 4 of 4

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Caddo	254.70	75	3,331	83.44	78.82	72.85	0.00	235.11	75	3,233	11.83	4.19	3.57	0.00	19.59	79	4,512
Carter	200.57	80	6,582	61.34	39.78	25.84	0.00	126.96	79	4,706	44.81	17.99	10.81	0.00	73.61	81	9,816
Comanche	191.89	83	5,492	109.26	30.74	12.95	0.00	152.95	82	3,909	33.99	2.80	2.15	0.00	38.94	89	11,709
Cotton	165.99	80	1,933	94.56	50.70	7.44	0.00	152.70	81	1,899	8.06	4.43	0.80	0.00	13.29	78	2,325
Grady	209.33	84	5,850	103.64	27.40	27.08	0.00	158.12	82	5,354	44.08	3.83	3.30	0.00	51.21	88	7,382
Jefferson	127.25	80	1,264	66.28	31.08	12.47	0.00	109.83	80	1,180	7.91	8.63	0.88	0.00	17.42	79	1,794
Love	126.28	77	5,948	39.45	53.29	24.74	0.00	117.48	76	5,599	6.06	1.84	0.90	0.00	8.80	83	10,614
Murray	86.65	78	5,599	42.42	5.52	24.29	0.00	72.23	77	5,628	10.48	1.15	2.79	0.00	14.42	83	5,457
Stephens	129.80	81	4,088	47.57	26.77	15.39	0.00	89.73	81	2,649	26.57	4.15	9.35	0.00	40.07	82	7,310
Total District 7	1,492.46	80	4,486	647.96	344.10	223.05	0.00	1,215.11	79	3,723	193.79	49.01	34.55	0.00	277.35	83	7,832

County	Total			Rural							Municipal						
	Miles	Average		Adeq.	Toler.	Inadequate		Total Rural	Average		Adeq.	Toler.	Inadequate		Total Munc.	Average	
		Rt	AADT			Exist.	Prop.		Rt	AADT			Exist.	Prop		Rt	AADT
Craig	131.58	79	5,649	62.03	44.50	18.56	0.00	125.09	79	5,504	3.07	1.64	1.78	0.00	6.49	79	8,438
Creek	235.96	84	8,443	151.46	31.37	7.25	0.00	190.08	83	7,713	38.64	4.67	2.57	0.00	45.88	88	11,468
Delaware	194.42	67	4,133	36.21	30.97	99.78	0.00	166.96	66	3,631	13.53	4.71	9.22	0.00	27.46	73	7,189
Mayes	177.14	81	7,524	92.96	26.46	34.10	0.00	153.52	81	7,518	11.73	8.93	2.96	0.00	23.62	81	7,559
Nowata	94.46	77	2,652	46.52	7.84	33.04	0.00	87.40	77	2,549	1.75	1.99	3.32	0.00	7.06	72	3,930
Osage	270.36	77	1,930	130.71	47.46	73.23	0.00	251.40	76	1,778	11.42	4.99	2.55	0.00	18.96	82	3,954
Ottawa	160.67	79	8,051	68.61	60.83	14.65	0.00	144.09	78	8,021	7.44	7.00	2.14	0.00	16.58	79	8,313
Pawnee	125.96	77	4,152	58.43	27.50	28.72	0.00	114.65	77	4,154	6.82	2.87	1.62	0.00	11.31	80	4,127
Rogers	181.93	76	12,135	74.34	23.69	53.64	0.00	151.67	76	11,628	13.72	5.62	10.92	0.00	30.26	76	14,674
Tulsa	207.35	86	35,652	67.85	2.33	6.00	0.00	76.18	87	16,816	103.53	11.48	16.16	0.00	131.17	86	46,591
Washington	71.52	86	9,149	38.13	4.74	11.73	0.00	54.60	86	7,666	15.31	0.00	1.61	0.00	16.92	89	13,935
Total District 8	1,851.35	79	9,569	827.25	307.69	380.70	0.00	1,515.64	78	6,387	226.96	53.90	54.85	0.00	335.71	83	23,935
State Total	12,650.97	78	5,592	4,945.54	3,044.89	2,582.68	36.20	10,609.31	77	3,701	1,334.83	345.90	358.76	2.17	2,041.66	81	15,398

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