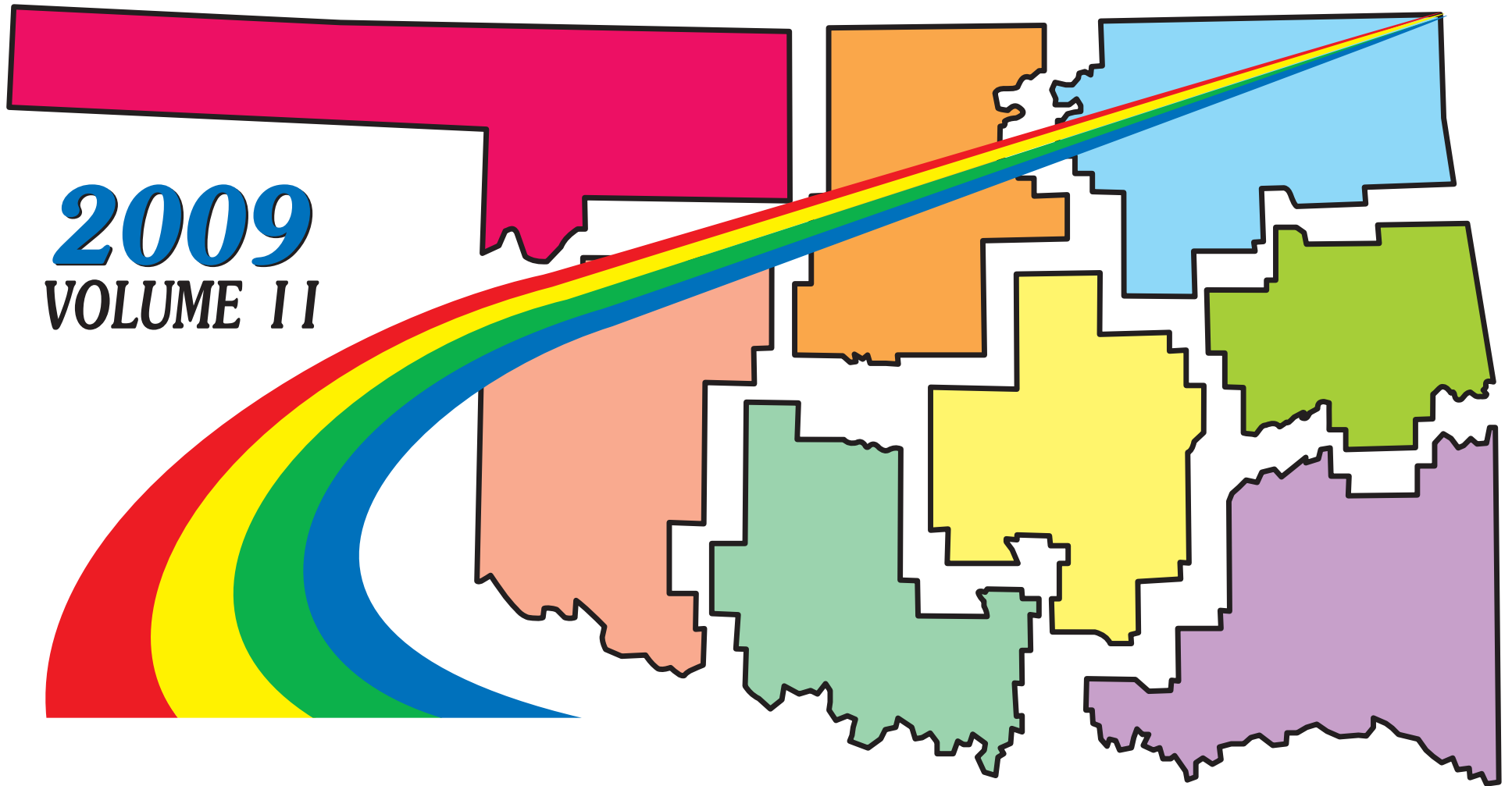


Oklahoma Department of Transportation



2009
VOLUME I I

***NEEDS STUDY &
SUFFICIENCY RATING REPORT***

Volume II

Oklahoma State Highway System

Needs Study
and
Sufficiency Rating Report
FY 2009 - FY 2028
July 1, 2008 - June 30, 2029

Prepared by

Oklahoma Department of Transportation
Planning & Research Division

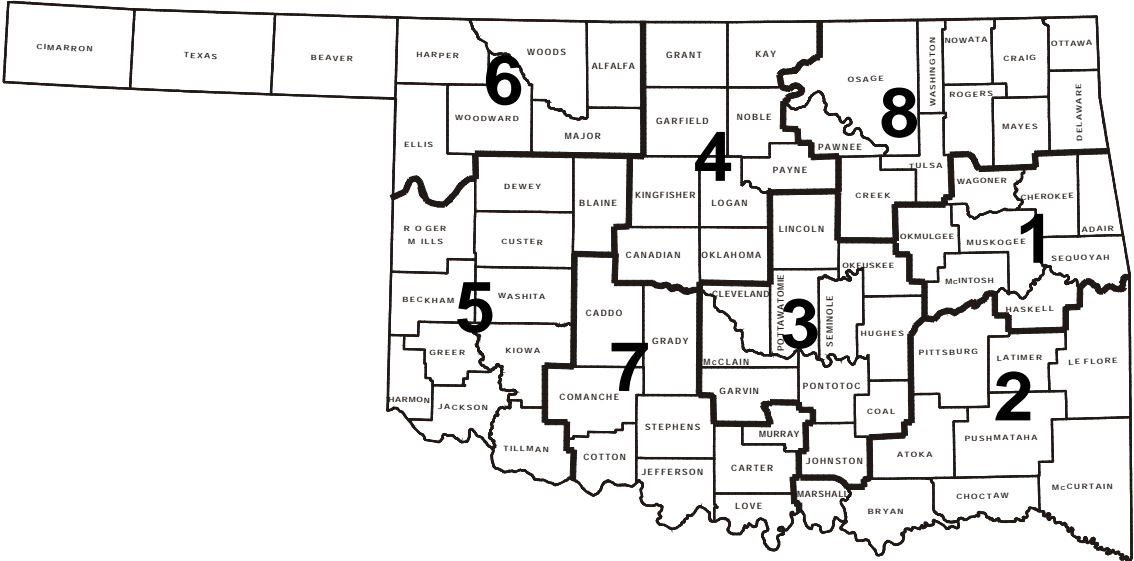
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**State Secretary of Transportation
Gary Ridley**

State Transportation Commission

Carlisle Mabrey III	-	District 1		-	Lloyd Benson	-	District 5
James H. Dunegan	-	District 2		-	Bruce Benbrook	-	District 6
Dan B. Overland	-	District 3		-	Bradley W. Burgess	-	District 7
Jackie R. Cooper	-	District 4		-	Peter J. Regan	-	District 8



Oklahoma Department of Transportation Offices

Division - City	Mailing address	Zip Code	Division Phone	Location
Central Office - Oklahoma City Planning & Research Division	200 NE 21st Street	73105-3204	(405) 521-2704	Oklahoma City
Division One - Muskogee	2800 S. 32nd Street	74402	(918) 687-5407	Muskogee
Division Two - Antlers	PO Drawer 628	74523	(580) 298-3371	2 miles south of Antlers on US 271
Division Three - Ada	PO Box 549	74820	(580) 332-1526	3 miles NW of Ada on SH-3W
Division Four - Perry	PO Box 471	73077	(580) 336-7340	US-77, east of I-35
Division Five - Clinton	PO Box 1449	73601	(580) 323-1431	US 183, south of I-40
Division Six - Buffalo	PO Box 190	73834	(580) 735-2561	US 64, west of US 183
Division Seven - Duncan	PO Box 460	73534	(580) 255-7586	2205 South US-81 Bypass
Division Eight - Tulsa	PO Box 660	74101	(918) 838-9933	4002 N. Mingo Valley Express

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Needs Study and Sufficiency Rating Report
Volume II
Introduction
(Data as of January 1, 2009)

This volume of the Needs Study and Sufficiency Rating Report contains a detailed listing estimated cost to upgrade to minimum design standards of all the inadequate segments of the State highway system. The Study is limited to the designated Oklahoma Highway Routes.

The Oklahoma Department of Transportation administers 12,261 roadway miles that are toll free.

The Oklahoma Transportation Authority administers 601 tolled roadway miles:

- 352 miles are highway route-designate toll roads (turnpikes).
- 249 miles are excluded from the state highway system (see Table 1).

Table 1: Oklahoma Turnpikes

Designated Route		Non-Designated Route	
Facility	Miles	Facility	Miles
TURNER (I-44)	86	MUSKOGEE	53
WILL ROGERS (I-44)	88	CREEK	33
CIMARRON (US-412)	59	INDIAN NATIONS	105
CHEROKEE (US-412)	33	KILPATRICK	25
H.E. BAILEY (I-44)	86	CHICKASAW	17
		CIMARRON SPUR	8
		NORMAN SPUR	8
TOTAL	352	TOTAL	249
TOTAL TURNPIKE MILES - 601			

Altogether, the state highway system consists of 12,613 (toll and toll free) roadway miles (see Table 2).

**Table 2: Oklahoma State Highway System
Free versus Toll Roads by Functional Classification**

Functional Classification	Oklahoma Department of Transportation Free Roads		Oklahoma Turnpike Authority Highway 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%
Collector	5,899	100%	0	0%	5,899	100%
Total	12,261	97%	352	3%	12,613	100%

Rating Methods

Individual segments of the State Highway System are identified as Control Sections. Each control section is a permanent unit of identification and is not changed unless the Highway System is revised in some manner. Within each control section, homogeneous units called "Subsections" are established where changes in city limits, surface type, surface width, functional class, urban limits, etc., occur.

Information for each roadway subsection covers three areas:

- (1) Identification and physical measurements.
- (2) Sufficiency rating.
- (3) Design standard, improvement type and estimated cost of improvement.

The *Procedural Manual for Determining Adequacy and Needs of the Oklahoma State Highway System* sets forth guidelines for ratings and recommended improvements. Copies of are available from the Planning & Research Division at the Central Office of the Oklahoma Department of Transportation as well as any of the eight Field Divisions Headquarters. These guidelines describe appropriate design standards for determining the level of adequacy and improvement costs for existing facilities.

Improvement costs reflect funding needed to bring each facility to its appropriate Design Standard. Design Standards were developed for statewide planning purposes and must not be construed as final engineering design.

Because of space limitation, all items utilized in determining the rating of each roadway subsection or bridge cannot be included. A copy of the complete rating is available for examination at the eight Field Division Headquarters or the Central Office, see page C.

The Needs Study and Sufficiency Rating Report consist of Volume I and II. Volume I depicts the sufficiency rating of the highway system, including various tables and estimates concerning funding. Volume II contains the inventory and improvement data concerning each roadway subsection. This data is used for assessing and evaluating the existing highway system. The data covers three areas:

- Identification and physical measurements
- Design standard, improvement type and estimated cost of improvement
- Sufficiency rating, which represents the physical and operational adequacy of a roadway or bridge.

Each Field Division provides input concerning pavement base and pavement surface as well as shoulder and drainage conditions. Based upon these condition factors, numeric ratings are assigned. Once calculated, condition ratings are incorporated into the sufficiency rate.

Although the State Highway System consists of roadway and bridges, the Needs Study report primarily addresses the roadway element. The Department Bridge Division prepares a separate report for the bridge element. However, the Needs Study Report utilizes bridge data to define the overall needs of the highway system.

Roadway Rating: Relative point values may be either municipal or rural and are assigned to certain design and condition elements. The sum of these minimum standard elemental values is 100. A rating of 100 is considered adequate in all aspects. The maximum point values possible for a roadway element are shown below:

Table 3: Roadway Element Point Values

RURAL DESIGN		RURAL CONDITION		MUNICIPAL DESIGN		MUNICIPAL 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						
Total Design and Condition Rating				100			

For example, if the pavement width standard to a roadway is 24 feet, and the existing roadway width is 22 feet, the point value assigned is 12. Table 4 (shown below) illustrates how the Surface Width Rating is applied.

Table 4: Design Standard Surface Width Rating

EXISTING WIDTH	RATING POINT VALUES	
	24' STANDARD	22' STANDARD
24'	16	16
22'	12	16
20'	6	12

As each element is rated, the total rating of the roadway subsection reflects accumulated deficiencies. The total rating is comprised of sufficiency ratings and highway safety.

Evaluation in the field and engineering judgment has determined:

- A total rating of 69 or less is considered inadequate.
- A total rating of 70 or above is considered adequate.

The total rating addresses the operational adequacy of the roadway. On roadways with a poor foundation rating, the total rating is adjusted to reflect the roadways critical condition. In these cases, complete reconstruction is recommended.

Structure Rating: Sufficiency rating of structures on the Highway System is based on combined design & physical condition. Structures are classified into four categories as follows:

Table 5: Structure Rating

TOTAL RATING	CRITERIA for Structures
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 under a fill and considered adequate.

Highway Congestion: Congestion of the roadway is evaluated in terms of volume of cars relative to the capacity of the section. This evaluation is expressed as Level of Service (A to F). When traffic volume exceeds design capacity (V/C), a point deduction as shown in Table 6 will be applied to the total sufficiency rating.

Table 6: Level of Service ‘C’ Total Sufficiency Rating Adjustment

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

Improvement Types and Costs

Improvement types vary from widening and resurfacing existing alignments to entirely new construction for new alignments. Improvement type is determined by comparing the roadway's existing physical characteristics to its National Functional Classification. These standards are applied based upon Future Design Class.

These standards address:

- Existing alignment (such as number of lanes, capacity, passing availability, roadway and shoulder width).
- Design factors (such as availability of required right-of-way and type of access control).

The Future Design Class (FDC) is divided as follows:

- Rural Design Planning Standards are numbers 1 through 13. (See Table 7, page L)
- Municipal Design Planning Standards are numbers 20 through 30. (See Table 8, page M)

Based upon historical analysis of projects constructed by the Department, ODOT personnel develop average roadway construction costs for each improvement type.

Average roadway construction costs are uniformly applied based upon cost per mile. Therefore, costs shown in this report should be considered as **preliminary estimates**.

Bridge cost estimates are applied on a square foot basis. For details on bridge rating and cost on select locations, contact Bridge Division, ODOT Central Office.

**Table 7
Oklahoma Department of Transportation
Planning & Research Division**

RURAL HIGHWAY PLANNING STANDARDS																
National Functional Class	PRINCIPAL ARTERIAL				MINOR ARTERIAL				STATE MAJOR COLLECTORS							
Level of Service	C				C				C							
Design Forecast Period (Yrs.)	20				20				20							
National Functional Class	1 & 3				4				5							
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	

Table 8
Oklahoma Department of Transportation
Planning & Research Division

MUNICIPAL HIGHWAY PLANNING STANDARDS													
National Functional Class		PRINCIPAL ARTERIAL							MINOR ARTERIAL & COLLECTORS				
Level of Service		C			C				C				
Design Forecast Period (Yrs.)		20			20				20				
State Description		Interstate & Freeways			Expressways		Other			Minors & Collectors			
National Functional Class (NFC)		1			2		3			4 & 5			
Future Design Class (FDC)		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	

Oklahoma Department of Transportation Surface and Base Type Code System

This appendix concerning the Oklahoma Department of Transportation (ODOT) Surface and Base Type Code System is composed of an explanation (See below), a chart (See Table 9 on page O), and examples (See page P).

The ODOT Surface and Base Type Code System is based upon a 5 digit alpha-numeric code, representing the following:

Digit 1 - Type of exposed surface.

Digit 2 - Primary type of surface which makes up surface thickness.

Digit 3 - Original surface prior to overlays.

Digit 4 - Base type.

Digit 5 - Thickness of asphalt surface over base of old PC.

For exposed PC concrete, it identifies the type of reinforcing.

1. Digit One identifies the type of surface or wearing course that is currently exposed.
As subsequent overlays or surface treatments occur, this code shall be updated to reflect the new exposed type.
2. Digit Two identifies the primary type of surfacing material composing the major portion of the asphalt surface thickness. PC concrete surfaces are considered the primary surface until they are overlaid with over 1" of asphalt.
3. Digit Three identifies the type of surface originally laid down over the base.
It shall be coded "0" (zero) until the original surface is no longer the exposed surface.
- 4 - Digit Four identifies the type of base used in the original construction. It shall not be changed except when PC is overlaid with an asphalt base before applying wearing course. (see Q below)
- 5 - Digit Five identifies the total thickness of the asphalt surface on top of the base. With exposed PC or with less than 1" of asphalt overlay it will indicate the type of reinforcing. When PC concrete is overlaid with more than 1" asphalt, the thickness of the asphalt is coded and the code for type of reinforcing is dropped.

Subsequent overlays of asphaltic concrete will increase asphalt surface thickness.

Subsequent armor coats and seal coats will not increase thickness.

Table 9
Oklahoma Department of Transportation Surface and Base Type Code System

Codes for Surface Type required for all Department Activities. PR 49 CODES required for FHWA reports. Codes effective 06/97

Digit 1 - Type of Exposed Surface	Digit 2 - Primary Surface	Digit 3 - Original Surface	Digit 4 - Base	Digit 5 - Thickness																						
A Unimproved earth	A Unimproved earth	A Unimproved earth	A No base or unknown	<p align="center">Asphalt Surface Thickness</p> <table border="0"> <tr> <td>Code</td> <td>Thickness</td> </tr> <tr> <td>0</td> <td>Less 1"</td> </tr> <tr> <td>1</td> <td>1 - 2</td> </tr> <tr> <td>2</td> <td>2 - 3</td> </tr> <tr> <td>3</td> <td>3 - 4</td> </tr> <tr> <td>4</td> <td>4 - 5</td> </tr> <tr> <td>5</td> <td>5 - 6</td> </tr> <tr> <td>6</td> <td>6 - 7</td> </tr> <tr> <td>7</td> <td>7 - 8</td> </tr> <tr> <td>8</td> <td>8 - 9</td> </tr> <tr> <td>9</td> <td>Over 9</td> </tr> </table>	Code	Thickness	0	Less 1"	1	1 - 2	2	2 - 3	3	3 - 4	4	4 - 5	5	5 - 6	6	6 - 7	7	7 - 8	8	8 - 9	9	Over 9
Code	Thickness																									
0	Less 1"																									
1	1 - 2																									
2	2 - 3																									
3	3 - 4																									
4	4 - 5																									
5	5 - 6																									
6	6 - 7																									
7	7 - 8																									
8	8 - 9																									
9	Over 9																									
B Graded and drained earth	B Graded and drained earth	B Graded and drained earth	B Stab. aggregate (STABC)																							
C Gravel	C Gravel	C Gravel	C Caliche																							
D Single bit. (armor coat, chip seal, Microsurfacing, Ralumac, etc.)	D Single bit. (armor coat, chip seal, Microsurfacing, Ralumac, etc.)	D Single bit. (armor coat, chip seal, Microsurfacing, Ralumac, etc.)	D Gravel (shale, crushed rock, etc.)																							
E Double bituminous or Type A (S3)	E Double bituminous or Type A (S3)	E Double bituminous or Type A (S3)	E Black base (course aggr. bituminous, Type A)																							
F Hot mix cold laid asphalt	F Hot mix cold laid asphalt	F Hot mix cold laid asphalt	F Hot sand (fine aggr. bit.)																							
G Cold Rolled Rock Asphalt-CRRA	G Cold Rolled Rock Asphalt-CRRA	G Cold Rolled Rock Asphalt-CRRA	G Soil cement																							
H Asphaltic concrete Type C (S5)	H Asphaltic concrete Type C (S5)	H Asphaltic concrete Type C (S5)	H Sand cushion																							
I Asphaltic concrete Type B (S4)	I Asphaltic concrete Type B (S4)	I Asphaltic concrete Type B (S4)	I Lime Stabilized base																							
J Brick	J Brick	J Brick	J Road mix screenings																							
K Comb. (PC & asph. surf. side by side)	K Comb. (PC & asph. surf. side by side)	K Comb. (PC & asph. surf. side by side)	K Road mix screenings on gravel																							
L Portland Cement concrete	L Portland Cement concrete	L Portland Cement concrete	L Soil asphalt																							
M Slurry seal	M Slurry seal	M Slurry seal	M Soil asphalt on caliche																							
N Hot mix screenings	N Hot mix screenings	N Hot mix screenings	N Soil asphalt on gravel																							
P Open graded friction surface coarse (popcorn seal or ultra-thin bonded)	P Open graded friction surface coarse (popcorn seal or ultra-thin bonded)	P Open graded friction surface coarse (popcorn seal or ultra-thin bonded)	O Medium cure asphalt mat																							
R Mill and recycle asphalt	R Mill and recycle asphalt	R Mill and recycle asphalt	P Medium cure asphalt on gravel																							
S Asphaltic concrete Type D (S6)	S Asphaltic concrete Type D (S6)	S Asphaltic concrete Type D (S6)	Q Asphalt stabilized base on PC																							
T Asphaltic concrete Type E	T Asphaltic concrete Type E	T Asphaltic concrete Type E	R Road mix screenings on soil asphalt																							
V Asphaltic concrete Type F	V Asphaltic concrete Type F	V Asphaltic concrete Type F	S Econocrete																							
W Asphaltic concrete Type G	W Asphaltic concrete Type G	W Asphaltic concrete Type G	T Open graded Bituminous																							
		"0" (zero) Original surface still exposed	V Open Graded Portland Concrete																							

PC Reinforcing Type

Code	Thickness
0	No Reinforcing
1	Partial
2	Continuous

Oklahoma Department of Transportation Surface and Base Type Code System

Examples:

- AA0A0 Unimproved earth
- EE0B0 Original double bituminous surface on stabilized aggregate base with original surface still exposed.
- DEEB0 Original double bituminous surface on stabilized aggregate base with original surface covered by subsequent armor coat.
- DHEB2 Original double bituminous surface on Stabilized Aggregate Base Course (STABC) subsequent overlay with 2" AC with subsequent Armor coat exposed
- HH0F4 4½" AC surface on hot sand with original surface exposed.
- MHHF8 Slurry on orig. AC surface on hot sand over 8" thick with extra thickness created by subsequent asphalt concrete. Type C overlays.
- DLLH1 Partial reinforcement Portland Cement (PC) with single bituminous surface treatment.
- HHLH3 3" AC overlay on old PC original surface on sand cushion

Table 10: Bridge Type Codes

Bridge Codes	Bridge Types	Bridge Codes	Bridge Types
BXBR	Box bridge – not underfill.	UP-H	Highway under a highway.
BXUF	Box bridge underfill.	UP-O	Highway under others.
BRDG	Highway over a waterway.	UP-P	Highway under a pedestrian crossing only.
H-HR	Highway over a highway and railroad.	UP-R	Highway under a railroad.
H-HW	Highway over a highway and waterway.	UPHP	Highway under a highway and pedestrian crossing.
H-RW	Highway over a railroad and waterway.	UPHR	Highway under a highway and railroad.
HHRW	Highway over a highway, railroad and waterway.	UPML	Highway under a overpass structure at interchange or second level of multilevel.
OP-H	Highway over a highway, with or without pedestrian crossing.	UPML	Highway under a third level (interchange).
OP-P	Highway over a pedestrian crossing only.	UPML	Highway under a fourth level (interchange).
OP-R	Highway over a railroad.	UPML	Highway under a building or plaza.
OTHR	Highway over others.		

Explanation of Codified Data

The following information defines the meaning of the codes or information given under the various headings across the top of the form. All data, except Average Annual Daily Traffic, is as of January 1, 2009.

Highway Number

U prefix denotes US Highway. S prefix denotes State Highway. I prefix denotes Interstate Highway.

Control Section Number

First two digits are County Code Numbers, i.e. 01= Adair, 02=Alfalfa, etc; the latter digits indicate the identifying control section number.
P suffix denotes proposed new route not currently part of the State Highway System, generally a bypass.

Roadway or Bridge (X) Beginning Miles

Indicates distance in miles from beginning of a control section to the subsection or bridge. The prefix N, S, E, or W indicates the section is on the North, South, East, or West side of a divided multi-lane facility. An X preceding the number indicates the location of a structure. Bridge information is highlighted.

Length (Rdy: Miles) (Brg: Feet)

Indicates length of the roadway subsection in miles or length of the bridge in feet. Roadway length is shown only on one side of a divided (N, S, E or W) facility. Municipal lengths indicate the subsection lies within the limits of a municipality.

Endpoint

Describes the location at the end of the subsection.

Annual Average Daily Traffic

The traffic volumes in vehicles per day, averaged from the seven annual average days of the week, for a calendar year (2007 Traffic Data).

Surface or Bridge – Type and Width Feet

For surface or bridge type definition, see the Surface Type (pgs N-P) and Bridge Type Code Sheets (pg Q).

Width is driving surface only on roadway or clear roadway width on bridges.

Note: Bridge type code BXUF identifies reinforced concrete boxes under fill which are not rated.

Curb or Shoulder – Type and Width Feet

Indicates usable shoulder width in feet on each side of a two lane or the outside shoulder width on a divided highway.

0 - No shoulder	2 - Gravel	4 - Curb both sides	6 - Combination Paved and Sod
1 - Paved	3 - Sod	5 - Curb one side	

Bridge Load Limit

Load limit in tons. HS indicates highest load limit possible.

Sufficiency Rating

Roadway: Total of the individual element ratings. This rating indicates whether a facility is adequate or inadequate.

70 - 100 indicates adequate rating.

00 - 69 indicates inadequate rating.

Bridge:

AD or NR indicates an adequate structure or not rated.

SD = structurally deficient.

FO = functionally obsolete.

See Table 5, page I.

Capacity Adequacy

Indicates the ability of a facility to efficiently carry the existing and future 20 year volumes of traffic at a reasonable speed.

1 - Accommodates existing and future 20 year traffic volumes.

2 - Adequate for existing traffic, but will not accommodate future 20 year traffic volumes.

3 - Does not accommodate present traffic demands.

NHS Route

Indicates if route is a part of the National Highway System or is an intermodal connector to the NHS.

0 - this section is not on the NHS

1 - this section is on the NHS.

Sections 2-9 indicate an NHS intermodal connector to a:

2 - major airport

4 - major AMWA station

6 - major intercity bus terminal

8 - major pipeline terminal

3 - major port facility

5 - major rail/truck terminal

7- major public transit terminal

9 - major ferry terminal

Function Class

Indicates the National Functional Classification (NFC) of highway groups providing similar services, functions, mobility, access and carrying traffic having like trip length.

1 - Interstate: Interstate Highways, divided facility with full control of access.

2 - Urban Freeways and Expressways: Urban area highway with partial or limited control of access.

3 - Principal Arterial: Highways that serve major, long distance traffic corridors.

4 - Minor Arterial: Highways serving inter-county travel corridors. Providing an interconnecting network between major cities.

5 - Collectors: Highways primarily serving intra-county traffic corridors and tying into the arterial system.

Design Class

Indicates the Future Design Class (FDC) used in making the improvement cost estimate.

Rural Design Standards are numbers 1 through 13.

Municipal Design Standards are numbers 20 through 30.

See Design Standards (pages L & M).

Number of Lanes

Indicates the proposed future number of lanes for a roadway section.

- 2 - two-lane
- 3 - two-lane initial on four-lane right-of-way
- 4 - four-lane
- 6 - six-lane
- 8 - eight-lane

Access Control

Roadway Subsections: Types of access control needed.

- 0 - None
- 1 - Full control of access with interchanges and grade separations to be constructed ultimately.
- 2 - Full control of access with interchanges and grade separations to be constructed initially.
- 3 - Partial control of access.

Bridge Subsections: Type of structure needed.

- 1 - Regular span structure
- 2 - RCB (Reinforced Concrete Box)
- 3 - Railroad over highway
- 4 - Railroad under highway
- 5 - Highway grade separation
- 6 - Highway interchange separation

Grading Type

Indicates the estimated grading requirements necessary to improve the facility to the designated Design Standard.

Rural Design Standard Grading Type:

- 0 - None
- 1 - Light
- 2 - Medium
- 3 - Medium Heavy
- 4 - Heavy
- 5 - Extra Heavy

Municipal Design Grading Types:

- 6 - Light
- 7 - Average
- 8 - Heavy
- 9 - Extra Heavy

Improvement Type

Indicates the type of improvement recommended by the Needs Study to bring the facility to minimum Design Standard.

These improvement types are for planning purposes only. These improvement types may change once a project study is performed.

- 00 - No improvement needed.
- 50 - Section under construction.
- 99 - Improvement for this roadway is on a proposed new route.

Rural Roadway Improvement Types:

- 01 - Widen and/or resurface on existing alignment.
- 02 - Reconstruct on existing alignment or widen, resurface and correct roadway geometries.
- 03 - Construct on an offset alignment using existing as a detour.
- 04 - Complete construction on new alignment.
- 05 - Parallel construction, 4-lane with no improvement to existing lanes.
- 06 - Parallel construction, 4-lane, widen and resurface existing lanes.
- 07 - Existing roadway inside city limits to be reconstructed outside city limits.
- 10 - Improvement not recommended due to geometric or development constraints.
- 22 - Interstate reconstruction of existing lanes.
- 23 - Interstate reconstruction and add lanes.
- 24 - Interstate, add lanes with no reconstruction of existing lanes.

Municipal Roadway Improvement Types:

- 08 - Reconstruct or widen existing roadway, adding curb and gutter or paved shoulders.
- 09 - Construct on new alignment as curb and gutter type section.
- 10 - Improvement not recommended due to geometric or development constraints.
- 22 - Interstate reconstruction of existing lanes only.
- 23 - Interstate reconstruction and add lanes.
- 24 - Interstate, add lanes with no reconstruction of existing lanes.
- 99 - Improvement for this roadway is on a proposed new route.

Bridge Improvement Types:

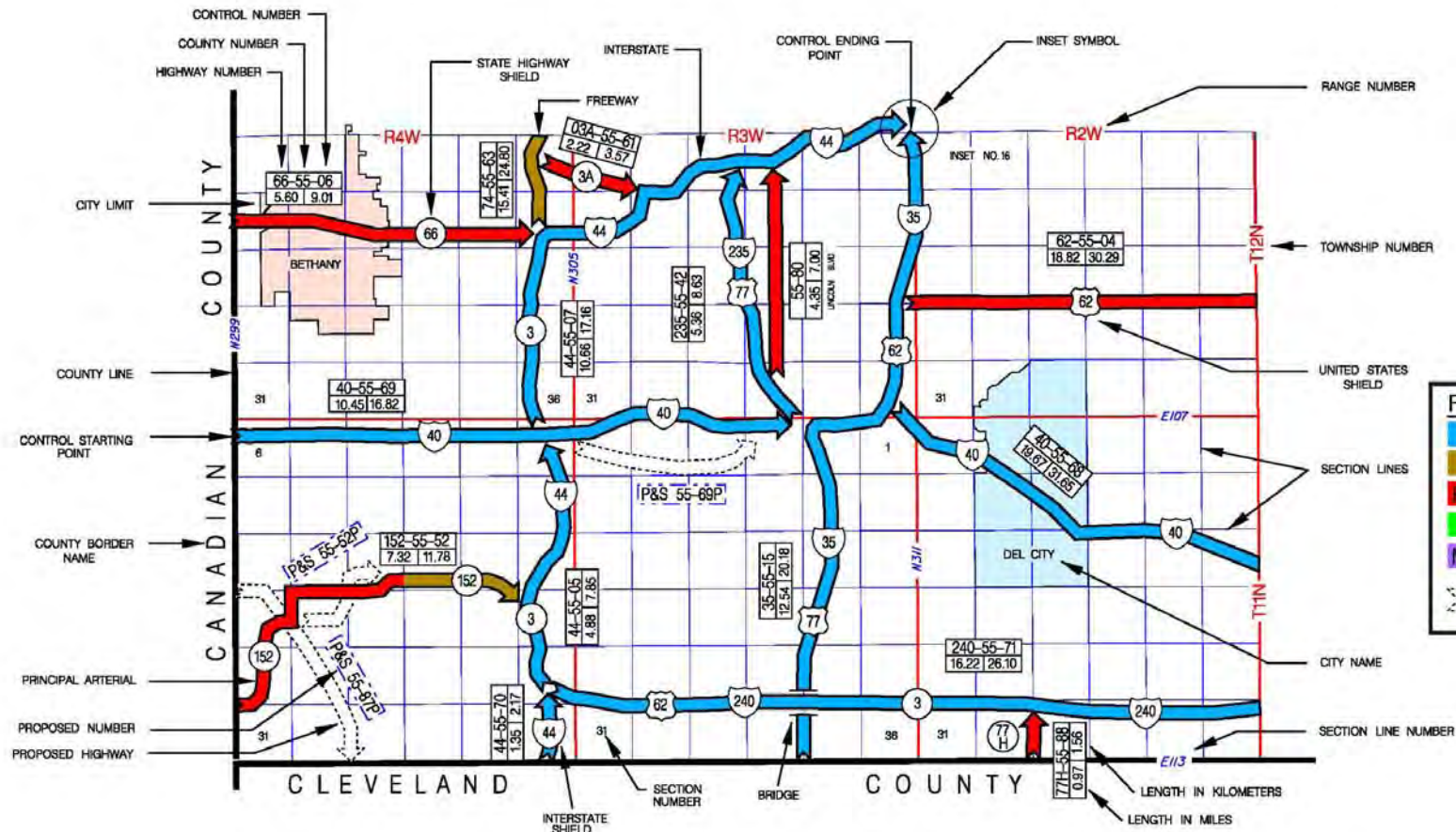
- 31 - Replacement due to substandard load carrying capacity or bridge/roadway geometry.
- 32 - Replacement due to relocation of road.
- 33 - Widening of existing structure includes culvert lengthening.
- 34 - Widening of existing structure with deck rehabilitation or replacement.

Estimated Improvement Cost in Thousands

Roadway and Bridge:

Improvement costs are preliminary estimates in thousands of dollars based on the indicated Improvement Type and Design Class. Cost estimates will not apply when an improvement type other than the one indicated in this report is intended. Improvements and cost estimates are shown for non-toll inadequate bridges & non-toll roadway sections only.

Control Section Total: The total cost of all roadway subsections and bridges within the section.



FUNCTIONAL CLASS	
[Blue Box]	INTERSTATE
[Yellow Box]	FREEWAY
[Red Box]	PRINCIPAL ARTERIAL
[Green Box]	MINOR ARTERIAL
[Purple Box]	MAJOR COLLECTOR
[Dashed Arrow]	PROPOSED HIGHWAY

COUNTY NAME ##

Volume II

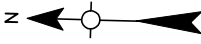
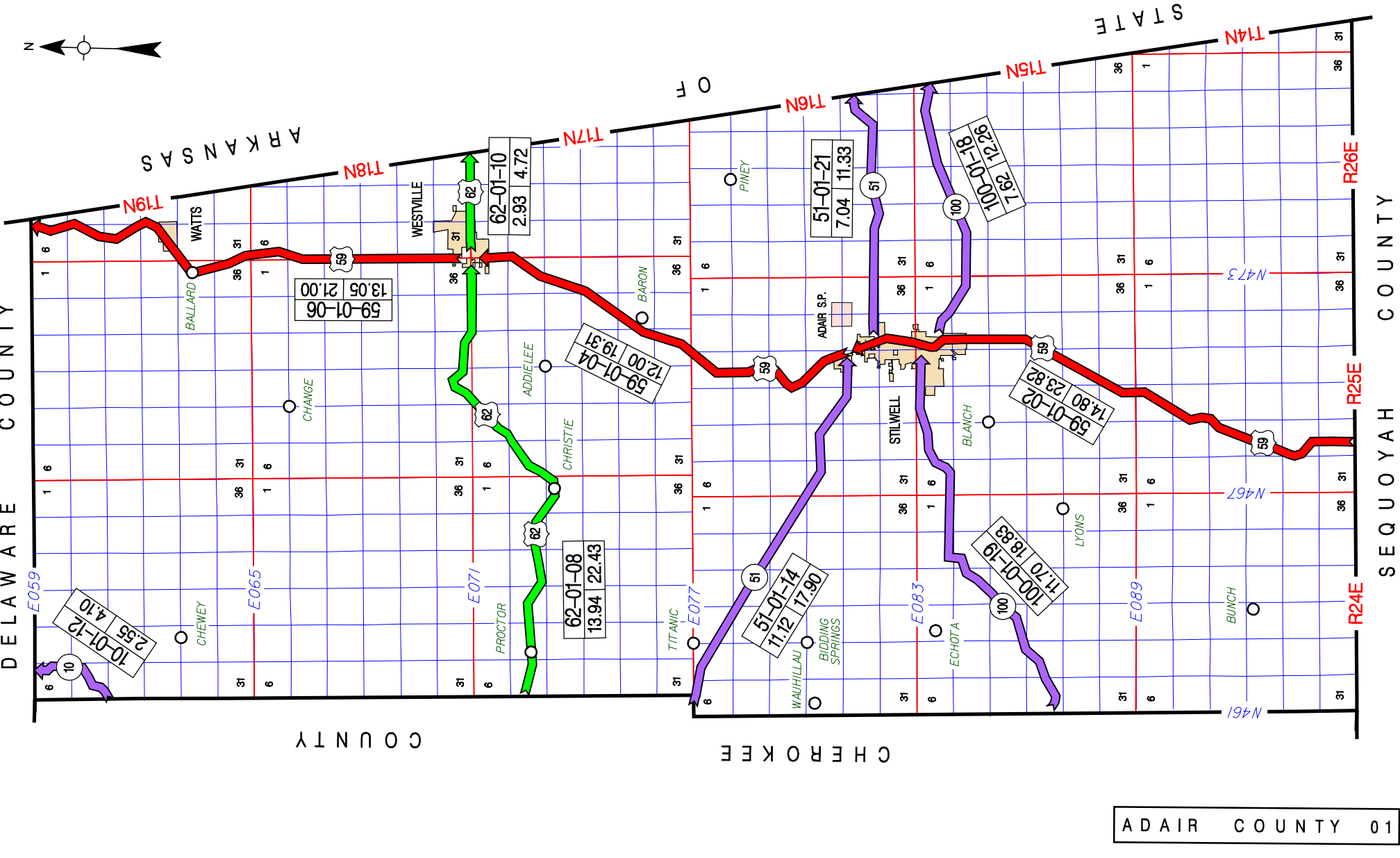
Oklahoma State Highway System

Needs Study and Sufficiency Rating Report

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- ADAIR COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0102	US 59	14.80	SEQUOYAH COUNTY LINE	NORTHERLY	JCT. SH 51 W., N. OF STILWELL	
0104	US 59	12.00	JCT. SH 51 W., N. OF STILWELL	NORTHERLY	JCT. US 62,W. OF WESTVILLE	
0106	US 59	13.05	JCT. US 62,W. OF WESTVILLE	NORTHERLY	DELAWARE COUNTY LINE	
0108	US 62	13.94	CHEROKEE COUNTY LINE	EASTERLY	JCT. US 59 W. OF WESTVILLE	OFFSET ALIGNMENT 2002
0110	US 62	2.93	JCT. US 59 W. OF WESTVILLE	EASTERLY	ARKANSAS STATE LINE	
0112	SH 10	2.55	CHEROKEE COUNTY LINE	NORTHERLY	DELAWARE COUNTY LINE	
0114	SH 51	11.12	CHEROKEE COUNTY LINE	EASTERLY	JCT. US 59 N. OF STILWELL	
0118	SH 100	7.62	JCT. US 59 S. OF STILWELL	EASTERLY	ARKANSAS STATE LINE(ARK. SH 156)	
0119	SH 100	11.70	CHEROKEE COUNTY LINE	EASTERLY	JCT. US 59(FRONT ST & LOCUST ST)IN STILWELL	
0121	SH 51	7.04	JCT. US 59 N. OF STILWELL	EASTERLY	ARKANSAS STATE LINE(ARK. SH 244)	

96.75 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 1

Adair County

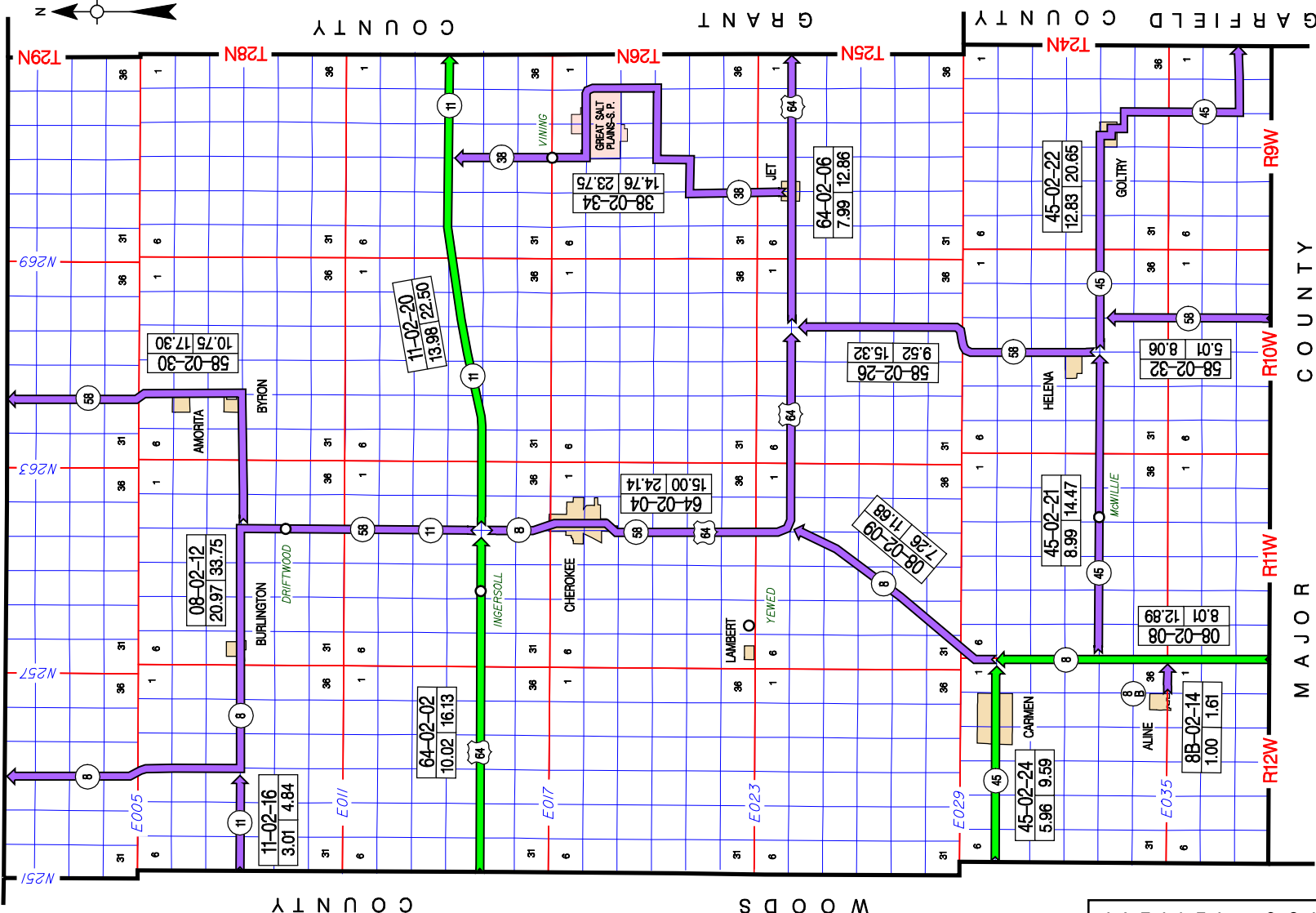
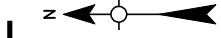
Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S100	01-19	X 04.20	33			3,100	BXUF				HS	NR	0	5	08	2	2		33		644		
S100	01-19	10.54		0.90	0.26 MIS. W. US 59	6,600	DIDB	24	3	3		59	1	0	5	08	2	0	5	02	1,979		
S100	01-19	11.44		0.16	2ND ST	6,000	IIDB	24	3	3		59	1	0	5	29	2	0	6	08	710		
S100	01-19	11.60		0.10	JCT US 59	7,200	LL0E	52	4			98	1	0	5								
S100	01-19	X 11.60		31	JCT US 59	7,200	BXBR				HS	FO	0	5	29	4	2		33		644	54,781	
S051	01-21	00.00		0.54	LEAVE STILWELL C/L	2,500	DIDB	24	3	4		72	1	0	5								
S051	01-21	00.54	6.50		ARKANSAS STATE LINE	720	DIDB	24	3	4		79	1	0	5								
S051	01-21	X 02.65	48			720	BXBR				HS	AD	0	5									
S051	01-21	X 02.98	238			720	BRDG					23	SD	0	5	10	2	1		31		2,214	2,214
County Total			88.24	7.91	96.10																229,943	23,459	253,402

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- ALFALFA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0202	US 64	10.02	WOODS COUNTY LINE	EASTERLY	JCT. SH 11 & SH 8 E. OF INGERSOLL	
0204	US 64	15.00	JCT. SH 11 & SH 8 E. OF INGERSOLL	SOUTH AND EASTERLY	JCT. SH 58 W. OF JET	AGENDA ITEM (15.11 MILES BEFORE)
0206	US 64	7.99	JCT. SH 58 W. OF JET	EASTERLY	GRANT COUNTY LINE	
0208	SH 8	8.01	MAJOR COUNTY LINE S. OF ALINE	NORTHERLY	JCT. SH 45 E. OF CARMEN	
0209	SH 8	7.26	JCT. SH 45 E. OF CARMEN	NORTHEASTERLY	JCT. US 64 S. OF CHEROKEE	
0212	SH 8	20.97	JCT. US 64 N. OF CHEROKEE	NORTHWESTERLY	KANSAS STATE LINE	
0214	SH 8B	1.00	E. EDGE OF ALINE	EASTERLY	JCT. SH 8 E. OF ALINE	
0216	SH 11	3.01	WOODS COUNTY LINE	EASTERLY	JCT. SH 8 N., W. OF BURLINGTON	
0220	SH 11	13.98	JCT. US 64 N. OF CHEROKEE	EASTERLY	GRANT COUNTY LINE	OFFSET ALIGNMENT 2006
0221	SH 45	8.99	JCT. SH 8 N.E. OF ALINE	EASTERLY	JCT. SH 58 S. OF HELENA	
0222	SH 45	12.83	JCT. SH 58 S. OF HELENA	EAST AND SOUTHERLY	GARFIELD COUNTY LINE	
0224	SH 45	5.96	WOODS COUNTY LINE	EASTERLY	JCT. SH 8 E. OF CARMEN	
0226	SH 58	9.52	JCT. SH 45 S. OF HELENA	NORTHERLY	JCT. US 64 W. OF JET	
0230	SH 58	10.75	JCT. SH 8 W. OF BYRON	EAST AND NORTHERLY	KANSAS STATE LINE	
0232	SH 58	5.01	MAJOR COUNTY LINE	NORTHERLY	JCT. SH 45 S.E. OF HELENA	
0234	SH 38	14.76	JCT. US 64(MAIN ST. & FIFTH ST.) IN JET	NORTHERLY	JCT. SH 11	

155.06 TOTAL COUNTY MILEAGE

STATE OF KANSAS



T29N

T28N

T26N

T25N

T24N

N269

N257

N251

E005

E011

E017

E023

E029

58-02-30
10.75 17.30

08-02-12
20.97 33.75

11-02-16
3.01 4.84

64-02-02
10.02 16.13

11-02-20
13.98 22.50

64-02-04
15.00 24.14

38-02-94
14.76 23.75

64-02-06
7.99 12.86

58-02-26
9.52 15.32

08-02-09
7.26 11.88

45-02-22
12.83 20.65

45-02-21
8.99 14.47

08-02-08
8.01 12.89

88-02-14
1.00 1.61

58-02-32
5.01 8.06

COUNTY

WOODS

GRANT

GARFIELD COUNTY

COUNTY

MAJOR

R12W

R11W

R10W

R9W

AMORITA

BYRON

BURLINGTON

DRIFTWOOD

INGERSOLL

CHEROKEE

VINING

GREAT OAK
PLAINS & P.

LAMBERT

YEWED

CARMEN

ALINE

HELENA

MORVILLE

GOLTRY

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 6

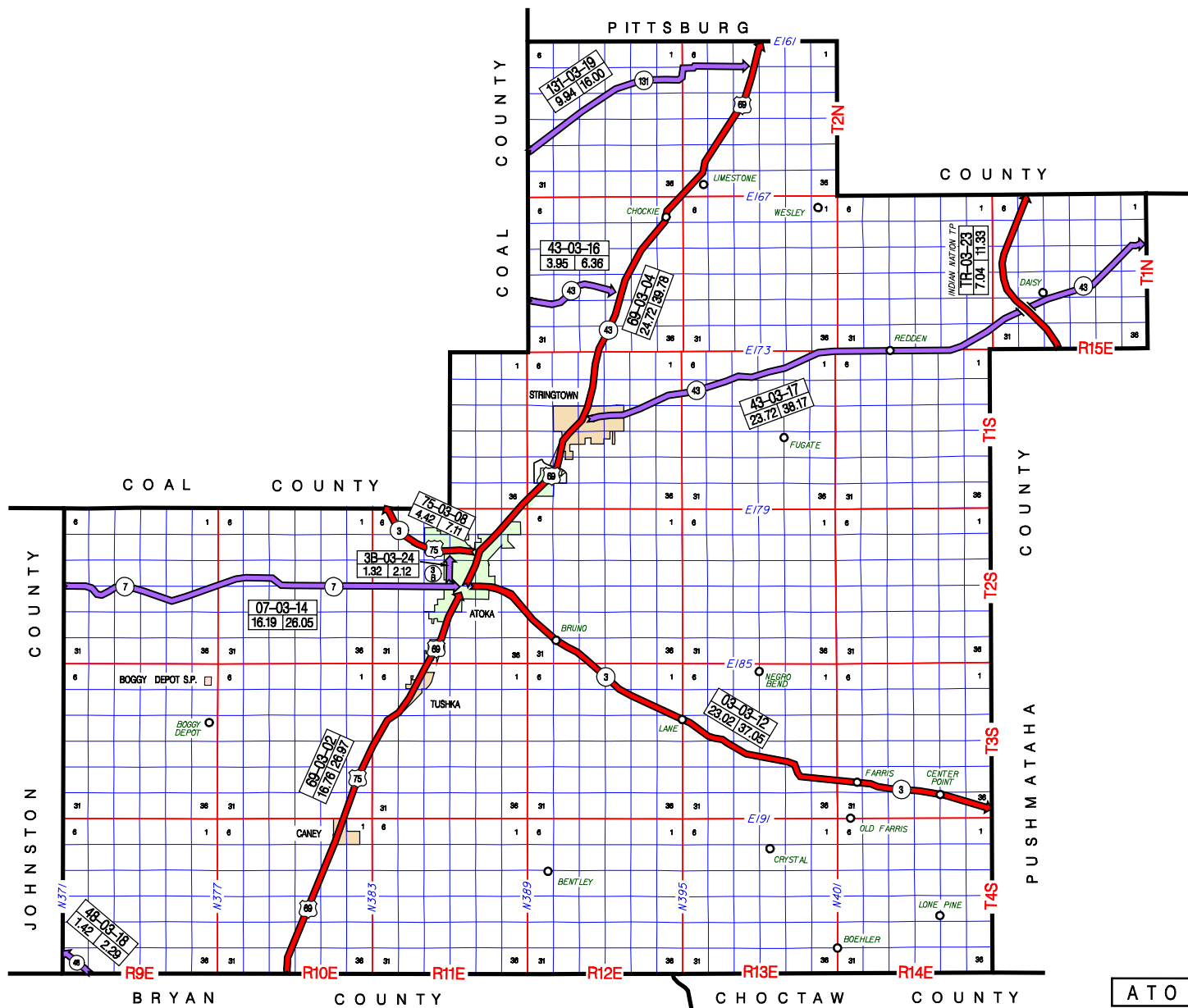
Alfalfa County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S058	02-26	00.53	HELENA	0.21	3RD ST IN HELENA TC	1,700	IIDL	22	3	4		64	1	0	5	30	2	0	6	08	638		
S058	02-26	00.74		0.26	LEAVE HELENA C/L	1,500	IIDL	22	3	4		63	1	0	5	30	2	0	6	08	793		
S058	02-26	01.00	8.52		JCT US 64	390	IIDL	24	3	6		83	1	0	5								
S058	02-26	X 04.56	24			390	BXUF					HS	NR	0	5								
S058	02-26	X 05.18	37			390	BXBR					HS	AD	0	5								
S058	02-26	X 07.18	24			390	BXBR					HS	AD	0	5								1,431
S058	02-30	00.00	1.29		1.29 E SH 8	430	DDDL	24	3	4		59	1	0	5	13	2	0	1	02	1,043		
S058	02-30	X 01.23	266			430	BRDG					22	AD	0	5								
S058	02-30	01.29	0.85		1.7 MI E OF SH 11	510	DDDL	24	1	8		59	1	0	5	13	2	0	1	02	686		
S058	02-30	X 01.37	310			510	BRDG					25	AD	0	5								
S058	02-30	X 01.75	62			510	BXUF					HS	NR	0	5								
S058	02-30	02.14	1.27		ENTER BYRON C/L	420	DDDL	24	3	4		59	1	0	5	13	2	0	1	02	1,045		
S058	02-30	X 03.17	42			420	BXUF					HS	NR	0	5								
S058	02-30	03.41	BYRON	0.30	FAS RT NO. CHANGE	420	DDDL	24	3	4		59	1	0	5	13	2	0	2	02	266		
S058	02-30	03.71		0.23	LEAVE BYRON C/L	420	DDDL	24	3	4		59	1	0	5	13	2	0	2	02	211		
S058	02-30	03.94	1.73		MAIN ST IN AMORITA	270	DDDL	24	3	4		59	1	0	5	13	2	0	1	02	1,427		
S058	02-30	05.67	3.03		2.05 MIS S KAN ST LI	120	DDDL	24	3	4		59	1	0	5	13	2	0	1	02	2,487		
S058	02-30	08.70	0.37		1.68 MIS S KAN ST LI	210	DIIE	24	6	6		94	1	0	5								
S058	02-30	X 08.85	200			210	BRDG					29	AD	0	5								
S058	02-30	09.07	1.68		KANSAS ST LINE	210	DDDL	24	3	4		59	1	0	5	13	2	0	1	02	1,372		8,537
S058	02-32	00.00	5.01		JCT SH 45	910	HHDL	24	3	6		82	1	0	5								
S058	02-32	X 03.87	101			910	BRDG					30	AD	0	5								0
S038	02-34	00.00	JET	0.27	LVE JET C/L WALNUT S	790	DDDL	24	1	10		59	1	0	5	11	2	0	1	02	273		
S038	02-34	00.27	2.54		2.81 N US 64	330	DDDL	24	3	5		59	1	0	5	11	2	0	1	02	2,611		
S038	02-34	02.81	6.19		GREAT SALT PLAINS SP	180	DDDL	24	1	4		75	1	0	5								
S038	02-34	X 08.79	452			180	BRDG					26	SD	0	5	11	2	1		31		2,967	
S038	02-34	09.00	5.76		JCT SH 11	150	DDDL	24	1	4		76	1	0	5								5,851
County Total			146.91	6.60	153.50																76,310	28,433	104,743

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- ATOKA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0302	US 69	16.76	BRYAN COUNTY LINE	NORTHEASTERLY	JCT. SH 7 W., S. EDGE OF ATOKA	
0304	US 69	24.72	JCT. SH 7 W., S.EDGE OF ATOKA	NORTHEASTERLY	PITTSBURG COUNTY LINE (S. SIDE OF STR.)	
0308	US 75	4.42	JCT. US 69(MISSISSIPPI AVE.) IN ATOKA	NORTHWESTERLY	COAL COUNTY LINE	
0312	SH 3	23.02	JCT. US 69(MISS. AVE & HUTTON ST) IN ATOKA	SOUTHEASTERLY	PUSHMATAHA COUNTY LINE	
0314	SH 7	16.19	JOHNSTON COUNTY LINE	EASTERLY	JCT. US 69 S. EDGE OF ATOKA	
0316	SH 43	3.95	COAL COUNTY LINE	EASTERLY	JCT. US 69 N. OF STRINGTOWN	
0317	SH 43	23.72	JCT US 69 IN STRINGTOWN	EASTERLY	PUSHMATAHA COUNTY LINE	
0318	SH 48	1.42	BRYAN COUNTY LINE	NORTHWESTERLY	JOHNSTON COUNTY LINE(0.10 MI. W. READER CRK)	
0319	SH 131	9.94	COAL COUNTY LINE	NORTHEASTERLY	JCT US 69 N. OF CHOCKIE	
0323	TOLL RD	7.04	PUSHMATAHA COUNTY LINE	NORTHERLY	PITTSBURG COUNTY LINE (N. END GUARDRAIL)	INDIAN NATION T.P. (7.23 MILES BEFORE)
0324	SH 3B	1.32	JCT SH 7 IN ATOKA	NORTHERLY	JCT US 75 IN ATOKA	

132.50 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 2

Atoka County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069	03-02	E	00.00	0.36		0.36 N BRYAN CO LINE	15,500	LL0L	24	1	10	91	1	1	3								
U069	03-02	W	00.00	0.00		0.36 N BRYAN CO LINE	15,500	LL0L	24	1	10	91	1	1	3								
U069	03-02	E	00.36	4.64		5.00 N BRYAN CO LINE	15,500	IHLH	24	1	8	78	1	1	3								
U069	03-02	W	00.36	0.00			15,500	LL0L	24	1	10	90	1	1	3								
U069	03-02	E	05.00	0.42		ENT CANEY HARDESTY	15,500	IVWT	24	1	6	89	1	1	3								
U069	03-02	W	05.00	0.00		ENT CANEY HARDESTY	15,500	LL0E	24	1	10	88	1	1	3								
U069	03-02	E	05.42	CANEY	0.72	5.42 N BRYAN CO LINE	15,500	IVWT	24	1	6	89	1	1	3								
U069	03-02	W	05.42		0.00	5.42 N BRYAN CO LINE	15,500	LL0E	24	1	10	88	1	1	3								
U069	03-02	E	06.14		0.34	LEV CANEY VOCA RD	15,500	IVWT	24	1	8	90	1	1	3								
U069	03-02	W	06.14		0.00	LEV CANEY VOCA RD	15,500	LL0E	24	1	10	97	1	1	3								
U069	03-02	E X	06.23		135		15,500	BRDG				33	AD		1	3							
U069	03-02	W X	06.23		135		15,500	BRDG				36	AD		1	3							
U069	03-02	E X	06.34		165		15,500	BRDG				37	AD		1	3							
U069	03-02	W X	06.34		165		15,500	BRDG				36	AD		1	3							
U069	03-02	E	06.48	1.13		7.61 MIS N BRYAN CO/	16,300	IVWT	24	1	8	92	1	1	3								
U069	03-02	W	06.48	0.00		7.61 MIS N BRYAN CO/	16,300	LL0E	24	1	10	97	1	1	3								
U069	03-02	E X	06.76	296			16,300	BRDG				28	AD		1	3							
U069	03-02	W X	06.76	296			16,300	BRDG				36	AD		1	3							
U069	03-02	E X	07.25	302			16,300	BRDG				54	AD		1	3							
U069	03-02	W X	07.25	302			16,300	BRDG				36	AD		1	3							
U069	03-02	E X	07.49	126			16,300	BRDG				34	AD		1	3							
U069	03-02	W X	07.49	126			16,300	BRDG				36	AD		1	3							
U069	03-02	E X	07.55	402			16,300	BRDG				36	AD		1	3							
U069	03-02	W X	07.55	402			16,300	BRDG				36	AD		1	3							
U069	03-02	E	07.61	0.85		8.46 N BRYAN CO LINE	16,500	IVWT	24	1	8	92	1	1	3								
U069	03-02	W	07.61	0.00			16,500	LL0E	24	1	10	97	1	1	3								
U069	03-02	E	08.46	2.89		ENTER TUSHKA C/L	16,200	IVWT	24	1	8	91	1	1	3								
U069	03-02	W	08.46	0.00		ENTER TUSHKA C/L	16,200	LL0E	24	1	10	99	1	1	3								
U069	03-02	E X	10.83	165			16,200	BRDG				18	AD		1	3							
U069	03-02	W X	10.83	165			16,200	BRDG				36	AD		1	3							
U069	03-02	E	11.35	TUSHKA	0.55	4.86 MIS S. SH 7	16,500	PVWT	24	1	8	83	1	1	3								
U069	03-02	W	11.35		0.00		16,500	LL0E	24	1	10	99	1	1	3								
U069	03-02		11.90		0.35	4.51 MIS S. SH 7	18,000	PVWT	48	1	8	83	1	1	3								
U069	03-02		12.25		0.34	MAIN ST (TC)	19,200	IILD	52	4		90	1	1	3								
U069	03-02		12.59		0.16	4.01 MIS. S. SH 7	19,200	IILD	52	4		90	1	1	3								
U069	03-02		12.75		0.26	LEAVE TUSHKA C/L	19,200	IILH	48	6	4	80	1	1	3								
U069	03-02		13.01	0.83		ENTER ATOKA C/L	19,200	IILH	48	6	4	80	1	1	3								
U069	03-02		13.84	ATOKA	0.64	2.28 MIS. S. SH 7	19,200	IILH	48	6	4	80	1	1	3								
U069	03-02	E	14.48		0.00	LEV ATOKA CL RUTH AV	19,300	HHLH	24	1	10	93	1	1	3								
U069	03-02	W	14.48		0.60	LEV ATOKA CL RUTH AV	19,300	HHLH	24	1	10	89	1	1	3								
U069	03-02	E	15.08		0.00	ENTER ATOKA C/L	19,200	HHLH	24	1	10	93	1	1	3								
U069	03-02	W	15.08	0.58		ENTER ATOKA C/L	19,200	HHLH	24	1	10	88	1	1	3								
U069	03-02	E	15.66		0.00	0.66 MIS S SH 7	19,200	HHLH	24	1	10	92	1	1	3								
U069	03-02	W	15.66		0.44	0.66 MIS S. SH 7	19,200	HHLH	24	1	10	88	1	1	3								
U069	03-02		16.10		0.26	0.40 MIS S. SH 7	18,900	PELH	48	1	10	89	1	1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

Atoka County

Highway Number	Control Section Number	Subsection		Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S003	03-12	X 12.14	45																				
S003	03-12	12.17	5.41			-TC- FARRIS																	
S003	03-12	X 15.08	387																				
S003	03-12	X 17.58	1.09			4.35 W PUSHMATAHA CO																	
S003	03-12	X 18.48	121																				
S003	03-12	18.67	3.94			0.41 MI. W. PUSH CO/																	
S003	03-12	X 19.80	111																				
S003	03-12	22.61	0.41			PUSHMATAHA CO/L																	
S007	03-14	00.00	3.20			3.20 E. JOHNSTON CO/																	
S007	03-14	03.20	1.70			BEG SAB-103C(068)																	
S007	03-14	X 03.24	27																				
S007	03-14	04.90	1.31			END SAB-103C(068)																	
S007	03-14	X 05.17	33																				
S007	03-14	X 05.25	602																				
S007	03-14	X 05.38	150																				
S007	03-14	X 05.73	401																				
S007	03-14	X 05.89	46																				
S007	03-14	06.21	5.19			PROGRAM BREAK																	
S007	03-14	X 07.71	34																				
S007	03-14	X 07.79	101																				
S007	03-14	11.40	4.05			ENTER ATOKA C/L																	
S007	03-14	X 11.81	23																				
S007	03-14	X 13.54	34																				
S007	03-14	X 14.89	61																				
S007	03-14	15.45		0.14		JCT SH 3B																	
S007	03-14	15.59		0.15		0.15 MIS. E. SH 3B																	
S007	03-14	15.74		0.45		JCT US 69																	
S043	03-16	00.00	3.95			JCT US 69																	
S043	03-16	X 02.89	261																				
S043	03-16	X 03.48	34																				
S043	03-17	00.00	STRINGTO		0.26	END PC CONCRETE																	
S043	03-17	00.26			0.12	MULBERRY ST TC																	
S043	03-17	00.38			0.13	0.51 MIS. E. US 69																	
S043	03-17	00.51			0.72	1.2 MI E US 69																	
S043	03-17	01.23			0.31	1.5 MI E US 69																	
S043	03-17	01.54			0.35	LEAVE SPRINGTOWN C/L																	
S043	03-17	01.89	0.16			2.05 MI E US 69																	
S043	03-17	02.05	6.27			8.32 MI E US 69																	
S043	03-17	X 02.07	42																				
S043	03-17	X 04.56	137																				
S043	03-17	X 06.87	49																				
S043	03-17	X 07.19	26																				
S043	03-17	X 07.32	21																				
S043	03-17	08.32	0.13			8.45 MI E US 69																	
S043	03-17	08.45	9.87			JCT INDIAN NATIONS T																	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

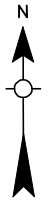
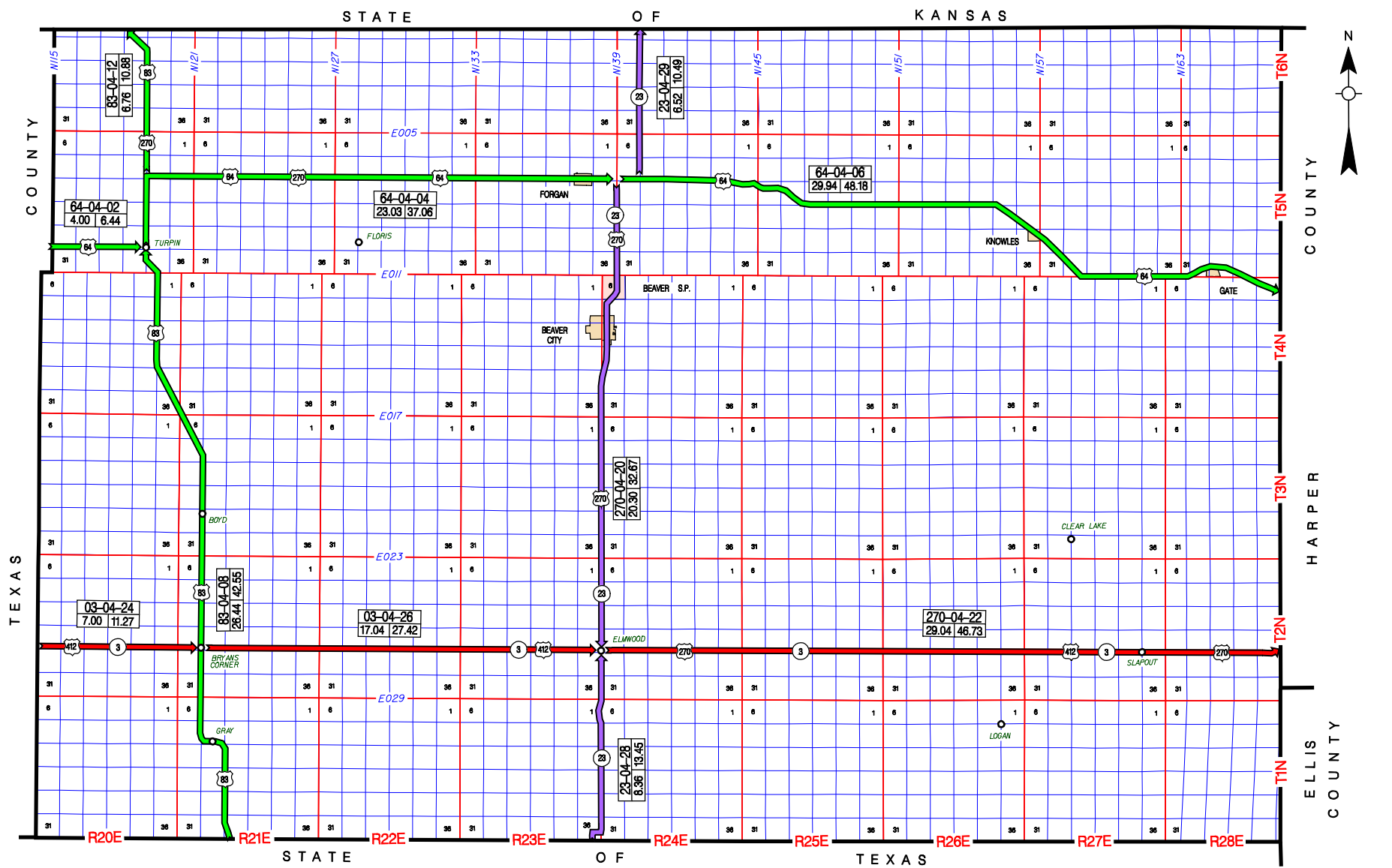
Atoka County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S043	03-17	X 08.98	33			490	BXBR			HS	AD		0	5									
S043	03-17	X 10.85	33			490	BXBR			HS	AD		0	5									
S043	03-17	X 12.18	33			490	BXBR			HS	AD		0	5									
S043	03-17	X 12.55	33			490	BXBR			HS	AD		0	5									
S043	03-17	X 13.34	33			490	BRDG			HS	AD		0	5									
S043	03-17	X 13.61	175			490	BRDG			29	SD		0	5	10	2	1		31		1,924		
S043	03-17	X 13.77	161			490	BRDG			15	AD		0	5									
S043	03-17	X 14.59	33			490	BXBR			HS	AD		0	5									
S043	03-17	X 18.26	151			490	BRDG			28	AD		0	5									
S043	03-17	18.32	1.08		1.08 E INDIAN NATION	520	DHHD	24	1	4		84	1	0	5								
S043	03-17	X 18.38	0			520	UP-H					AD		0	5								
S043	03-17	19.40	4.32		PUSH C/L	410	II0B	22	3	5		86	1	0	5								
S043	03-17	X 19.63	21			410	BXBR				HS	AD		0	5								
S043	03-17	X 20.48	32			410	BXBR				HS	AD		0	5								
S043	03-17	X 21.72	21			410	BXBR				HS	AD		0	5								
S043	03-17	X 22.14	32			410	BXBR				HS	AD		0	5								
S043	03-17	X 22.98	51			410	BXBR				HS	AD		0	5							5,921	
S048	03-18	00.00	1.42		JOHNSTON CO LINE	210	DHHD	24	1	4		86	1	0	5								
S048	03-18	X 01.32	113			210	BRDG			20	AD		0	5								0	
S131	03-19	00.00	4.62		4.62 W. COAL CO. LIN	500	HDDD	22	3	3		67	1	0	5	10	2	0	2	01	2,725		
S131	03-19	X 01.31	26			500	BRDG				12	AD		0	5								
S131	03-19	X 01.91	30			500	BRDG				36	AD		0	5								
S131	03-19	04.62	5.32		JCT. US 69	860	IIDD	24	1	4		78	1	0	5								
S131	03-19	X 06.33	100			860	BRDG				36	AD		0	5								
S131	03-19	X 09.50	122			860	BRDG				36	AD		0	5							2,725	
S003B	03-24	00.00	ATOKA	1.07	0.25 MIS. S. US 75	3,600	HHOE	50	4			98	1	0	5								
S003B	03-24	X 00.68		152		3,600	BRDG				34	AD		0	5								
S003B	03-24	01.07		0.10	0.15 MIS. S. US 75	3,500	HHOE	50	4			98	1	0	5								
S003B	03-24	01.17		0.15	JCT US 75	3,600	HHOE	50	4			95	1	0	5							0	
County Total			104.00	21.46	125.40																49,656	14,049	63,705

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- BEAVER COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0402	US 64	4.00	TEXAS COUNTY LINE	EASTERLY	JCT. US 83 AT TURPIN	
0404	US 64	23.03	JCT. US 83 AT TURPIN	NORTH AND EASTERLY	JCT. US 270 S., E. OF FORGAN	
0406	US 64	29.94	JCT. US 270 S., E. OF FORGAN	SOUTH AND EASTERLY	HARPER COUNTY LINE	
0408	US 83	26.44	TEXAS STATE LINE	NORTHERLY	JCT. US 64 W. AT TURPIN	
0412	US 83	6.76	JCT. US 64 E., N. OF TURPIN	NORTHERLY	KANSAS STATE LINE	
0420	US 270	20.30	JCT. US 64 E. OF FORGAN	SOUTHERLY	JCT. SH 3 AT ELMWOOD	
0422	US 270	29.04	JCT. SH 3 AT ELMWOOD	EASTERLY	HARPER COUNTY LINE	
0424	SH 3	7.00	TEXAS COUNTY LINE	EASTERLY	JCT. US 83 AT BRYANS CORNER	
0426	SH 3	17.04	JCT. US 83 AT BRYAN'S CORNER	EASTERLY	JCT. US 270 AT ELMWOOD	
0428	SH 23	8.36	TEXAS STATE LINE	NORTHERLY	JCT. US 270 AT ELMWOOD	
0429	SH 23	6.52	JCT. US 64, E. OF FORGAN	NORTHERLY	KANSAS STATE LINE(KAN. SH 23)	

178.43 TOTAL COUNTY MILEAGE



BEAVER COUNTY 04

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Beaver County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	04-02	00.00	4.00		JCT US 83	1,100	INDN	24	6	8		75	1	0	4							0	
U064	04-04	00.00	2.53		2.53 MIS. N. US64W	4,000	DIIE	24	1	10		86	1	0	4								
U064	04-04	X 01.13	50			4,000	BXBR				HS	AD											
U064	04-04	02.53	0.48		JCT US 83 NORTH	3,600	DIIE	24	1	10		86	1	0	4								
U064	04-04	03.01	7.00		7.00 MIS. E. US 83	1,400	IHN	24	6	6		71	1	0	4								
U064	04-04	10.01	11.25		ENTER FORGAN C/L	1,300	SHHN	24	3	6		59	1	0	4	06	2	0	1	02	15,191		
U064	04-04	21.26	FORGAN	0.48	TC BROADWAY	1,700	IILA	60	4			59	1	0	4	30	2	0	6	08	1,442		
U064	04-04	21.74		0.12	1.17 MIS. W. US 270S	2,000	IILA	60	4			59	1	0	4	30	2	0	6	08	362		
U064	04-04	21.86		0.14	LEAVE FORGAN C/L	2,200	SHDN	24	3	6		59	1	0	4	05	2	0	4	02	278		
U064	04-04	22.00	1.03		JCT US 270 SOUTH	1,800	SHDN	24	3	6		71	1	0	4							17,273	
U064	04-06	00.00	0.99		JCT SH 23 NORTH	1,300	SHDN	24	3	6		59	1	0	4	06	2	0	1	02	1,338		
U064	04-06	00.99	0.35		0.35 MIS. E. SH 23 N	690	SHDN	24	3	6		59	1	0	4	06	2	0	3	02	556		
U064	04-06	01.34	5.65		6.00 MIS. E. SH 23 N	840	IHDN	24	6	6		59	1	0	4	06	2	0	3	02	8,980		
U064	04-06	06.99	0.95		6.95 MIS E SH 23 N.	770	IHDN	24	6	6		59	1	0	4	06	2	0	3	02	1,509		
U064	04-06	07.94	0.56		7.94 MIS E SH 23 N.	770	IHDN	24	6	6		59	1	0	4	06	2	0	3	02	895		
U064	04-06	08.50	3.82		11.33 E SH 23 NORTH	750	IHDN	24	6	6		59	1	0	4	06	2	0	3	02	6,081		
U064	04-06	12.32	2.77		14.10 MIS N SH 23 NO	710	IIDI	24	6	8		81	1	0	4								
U064	04-06	15.09	3.20		BROADWAY IN KNOWLES	650	IIDI	24	6	8		82	1	0	4								
U064	04-06	18.29	3.80		7.85 MIS W HARPER C/	730	IIDI	24	6	8		82	1	0	4								
U064	04-06	22.09	0.75		7.10 MIS W HARPER C/	730	IHDN	24	6	6		79	1	0	4								
U064	04-06	22.84	3.75		ENTER GATE C/L	730	IRDN	24	6	8		78	1	0	4								
U064	04-06	X 24.47	32			730	BXBR				HS	AD											
U064	04-06	26.59	GATE	0.20	3.15 W HARPER CO LIN	770	IHDN	24	6	8		76	1	0	4								
U064	04-06	26.79		0.07	TC BROADWAY	770	IHDN	67	4			76	1	0	4								
U064	04-06	26.86		0.08	WIDTH CHANGE	770	IHDN	67	4			74	1	0	4								
U064	04-06	26.94		0.07	WASHINGTON ST	770	IHDN	24	6	10		73	1	0	4								
U064	04-06	27.01		0.05	LEAVE GATE C/L	770	IHDN	24	6	10		78	1	0	4								
U064	04-06	27.06	2.88		HARPER CO LINE	770	IHDN	24	6	10		78	1	0	4								
U064	04-06	X 28.31	21			770	BXBR				HS	AD											
U064	04-06	X 28.45	32			770	BRDG				HS	AD										19,359	
U083	04-08	00.00	3.77		3.77 MI N TEXAS ST/L	2,700	DEDN	24	1	10		91	1	0	4								
U083	04-08	03.77	0.32		4.09 MI N TEXAS ST/L	2,700	DIIE	24	1	10		97	1	0	4								
U083	04-08	04.09	0.47		NEW ALIGNMENT	2,700	DEDN	24	1	10		91	1	0	4								
U083	04-08	04.56	0.57		END-NEW ALIGNMENT	2,700	DIIE	24	1	10		97	1	0	4								
U083	04-08	X 05.06	21			2,700	BXBR				HS	AD											
U083	04-08	05.13	0.22		3.40 MIS. S. SH 3	2,700	DEDN	24	1	10		91	1	0	4								
U083	04-08	05.35	0.32		3.08 MIS. S. SH 3	2,700	DIIE	24	1	10		97	1	0	4								
U083	04-08	05.67	0.79		2.29 MIS. S. SH 3	2,600	DEDN	24	1	10		91	1	0	4								
U083	04-08	06.46	0.83		1.46 MIS. S. SH 3	2,600	DIIE	24	1	10		97	1	0	4								
U083	04-08	X 06.80	41			2,600	BXBR				HS	AD											
U083	04-08	07.29	0.66		0.80 MIS. S. SH3	2,500	DEDN	24	1	10		91	1	0	4								
U083	04-08	07.95	0.80		JCT SH 3	2,700	DEDN	24	1	10		85	1	0	4								
U083	04-08	08.75	0.32		0.32 MIS. N. SH 3	2,800	DEDN	24	1	10		85	1	0	4								
U083	04-08	09.07	0.53		0.85 MIS. N. SH 3	3,000	DIIE	24	1	10		92	1	0	4								
U083	04-08	09.60	6.35		7.20 MIS. N. SH 3	3,000	DEDN	24	1	10		85	1	0	4								

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Commissioner District 6

Beaver County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U083	04-08	15.95	7.49		3.00 MIS. S. US 64	2,900	DHDN	24	1	10		88	1	0	4								
U083	04-08	X 18.71	1611			2,900	BRDG				29	AD	0	4									
U083	04-08	23.44	0.70		2.30 MIS. S. US 64	3,200	DIIE	24	1	10		92	1	0	4								
U083	04-08	X 24.08	41			3,200	BXBR				HS	AD	0	4									
U083	04-08	24.14	2.30		JCT US 64	4,300	DHDN	24	1	10		92	1	0	4							0	
U083	04-12	00.00	0.24		0.24 MIS. N. US 64E	5,500	HHDN	24	3	8		83	1	0	4								
U083	04-12	00.24	2.72		2.96 MIS. N. US 64E	6,300	IIOE	24	1	10		94	1	0	4								
U083	04-12	02.96	1.10		4.06 MIS. N. US 64E	6,200	IIOE	24	1	10		94	1	0	4								
U083	04-12	04.06	2.70		KANSAS STATE LINE	6,200	IIOE	24	1	10		94	1	0	4							0	
U270	04-20	00.00	4.00		4.00 MIS S. US 64	1,800	DIDN	24	3	6		74	1	0	5								
U270	04-20	X 00.16	27			1,800	BXBR				HS	AD	0	5									
U270	04-20	X 02.74	32			1,800	BXBR				HS	AD	0	5									
U270	04-20	04.00	1.64		5.64 MIS S. US 64	1,800	IIDN	24	3	6		74	1	0	5								
U270	04-20	X 04.96	109			1,800	BRDG				HS	SD	0	5	08	2	1		31		1,551		
U270	04-20	05.64	0.31		ENTER BEAVER C/L	2,300	DHDN	24	3	6		73	1	0	5								
U270	04-20	X 05.80	1200			2,300	BRDG				29	AD	0	5									
U270	04-20	05.95	BEAVER	0.11	6.06 MIS. S. US 64	2,900	DHDN	24	3	6		72	1	0	5								
U270	04-20	06.06		0.18	6.24 S US 64	3,400	DDDN	24	1	8		77	1	0	5								
U270	04-20	06.24		0.26	TOWN CENTER 3RD ST	3,200	DHLA	74	4			80	1	0	5								
U270	04-20	06.50		0.42	WIDTH CHANGE	3,200	DHLA	74	4			83	1	0	5								
U270	04-20	06.92		0.07	LEAVE BEAVER CITY C/	4,300	DHLA	54	4			88	1	0	5								
U270	04-20	06.99	0.21		7.20 S. US 64	4,300	DHLA	54	4			84	1	0	5								
U270	04-20	07.20	7.09		5.99 MI N SH 3	1,300	DIDL	24	6	6		74	1	0	5								
U270	04-20	X 07.39	37			1,300	BXBR				HS	AD	0	5									
U270	04-20	X 10.72	21			1,300	BXBR				HS	AD	0	5									
U270	04-20	14.29	2.41		3.60 MI. N. SH 3	1,200	DIDL	24	6	8		74	1	0	5								
U270	04-20	X 15.65	24			1,200	BXBR				HS	AD	0	5									
U270	04-20	16.70	1.08		2.52 MI. N. SH 3	1,200	IIDL	24	6	8		74	1	0	5								
U270	04-20	17.78	1.07		1.45 MI. N. SH 3	1,200	IIOE	24	1	8		95	1	0	5								
U270	04-20	X 18.30	21			1,200	BXBR				HS	AD	0	5									
U270	04-20	18.85	0.50		0.95 MIS N. SH 3	1,300	IIOE	24	1	8		96	1	0	5								
U270	04-20	X 18.97	401			1,300	BRDG				29	AD	0	5									
U270	04-20	19.35	0.95		JCT SH 3	1,300	IIOE	24	1	8		95	1	0	5							1,551	
U270	04-22	00.00	0.14		0.14 MI E SH 23	2,300	LLDL	50	4			93	1	1	3								
U270	04-22	00.14	0.86		1.00 MIS E. SH 23	2,400	HHDL	24	1	10		86	1	1	3								
U270	04-22	X 00.79	180			2,400	BRDG				29	AD	1	3									
U270	04-22	01.00	6.14		7.14 MIS E. SH 23	2,300	HIDL	24	1	8		76	1	1	3								
U270	04-22	X 02.18	32			2,300	BXBR				HS	AD	1	3									
U270	04-22	X 05.87	251			2,300	BRDG				29	AD	1	3									
U270	04-22	X 06.32	26			2,300	BXBR				HS	AD	1	3									
U270	04-22	X 07.13	100			2,300	BRDG				29	AD	1	3									
U270	04-22	07.14	1.69		8.83 MIS. E. SH 23	2,000	HIHL	24	1	8		77	1	1	3								
U270	04-22	08.83	5.00		13.83 MIS. E. SH 23	2,000	HIHL	24	1	8		74	1	1	3								
U270	04-22	X 10.15	43			2,000	BXBR				HS	AD	1	3									
U270	04-22	X 12.43	43			2,000	BXBR				HS	AD	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 6

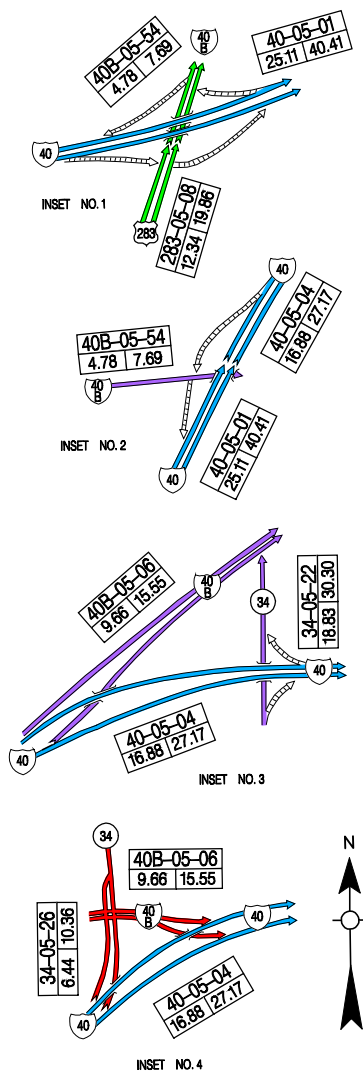
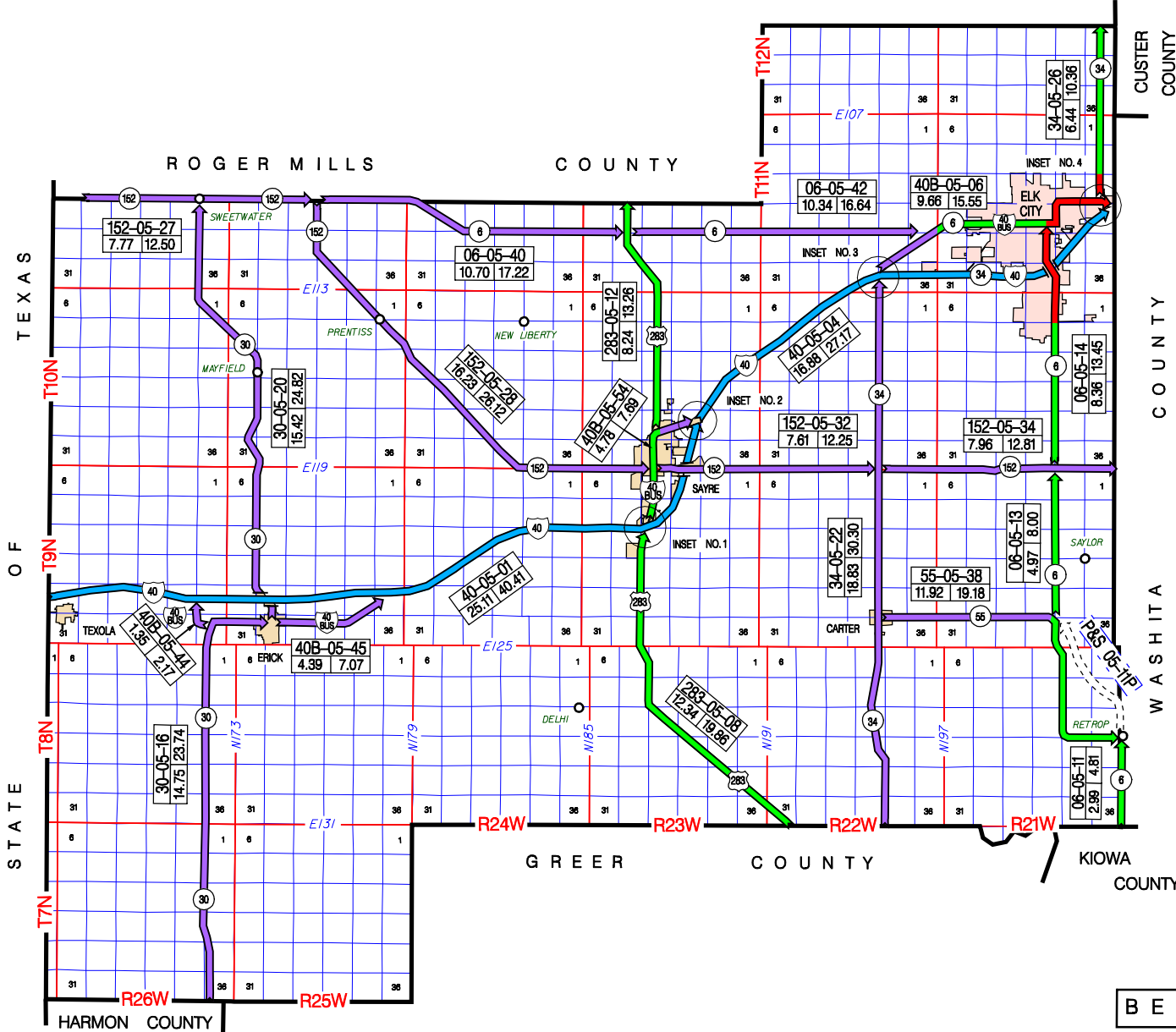
Beaver County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	04-22	X 13.04	21			2,000	BXBR			HS	AD	1	3										
U270	04-22	13.83	0.31		14.14 MIS. E. SH 23	2,000	IIHL	24	1	8	81	1	1	3									
U270	04-22	14.14	2.90		12.00 MIS W. HRP CO/	2,000	IIDL	24	1	8	78	1	1	3									
U270	04-22	X 16.07	21			2,000	BXBR			HS	AD	1	3										
U270	04-22	17.04	4.10		7.90 MIS W.HRP CO/L	2,000	HIDL	24	1	8	80	1	1	3									
U270	04-22	X 19.84	600			2,000	BRDG			29	AD	1	3										
U270	04-22	21.14	5.90		2.00 MI. W. HARP CO/	2,100	HIDL	24	1	8	75	1	1	3									
U270	04-22	X 21.20	32			2,100	BXBR			HS	AD	1	3										
U270	04-22	X 24.29	100			2,100	BRDG			29	AD	1	3										
U270	04-22	X 24.81	100			2,100	BRDG			29	AD	1	3										
U270	04-22	X 26.75	43			2,100	BXBR			HS	AD	1	3										
U270	04-22	X 26.92	43			2,100	BXBR			HS	AD	1	3										
U270	04-22	27.04	2.00		HARPER CO LINE	2,300	HIDL	24	1	8	74	1	1	3								0	
S003	04-24	00.00	1.50		1.50 MI E. TEXAS CO/	1,700	HHDL	24	1	8	76	1	1	3									
S003	04-24	X 00.40	32			1,700	BXBR			HS	AD	1	3										
S003	04-24	X 00.92	210			1,700	BRDG			32	AD	1	3										
S003	04-24	01.50	5.50		JCT US 83	1,800	IRDL	24	1	8	82	1	1	3									
S003	04-24	X 02.80	32			1,800	BXBR			HS	AD	1	3										
S003	04-24	X 05.41	43			1,800	BXBR			HS	AD	1	3									0	
S003	04-26	00.00	7.42		7.42 MIS E US 83	2,200	SIDL	24	1	8	88	1	1	3									
S003	04-26	X 00.62	21			2,200	BXBR			HS	AD	1	3										
S003	04-26	X 01.50	21			2,200	BXBR			HS	AD	1	3										
S003	04-26	07.42	1.58		8.04 MIS. W. US 270	2,100	IHDL	24	1	8	83	1	1	3									
S003	04-26	X 07.98	195			2,100	BRDG			29	AD	1	3										
S003	04-26	09.00	8.04		JCT US 270 & SH 23	2,000	HHDL	24	1	8	80	1	1	3									
S003	04-26	X 09.07	40			2,000	BXBR			HS	AD	1	3										
S003	04-26	X 12.98	195			2,000	BRDG			29	AD	1	3										
S003	04-26	X 14.36	32			2,000	BXBR			HS	AD	1	3										
S003	04-26	X 15.42	24			2,000	BXBR			HS	AD	1	3									0	
S023	04-28	00.00	2.00		2.00 MI N. TEXAS ST/	940	IIDL	24	3	2	75	1	0	5									
S023	04-28	X 01.38	45			940	BXBR			HS	AD	0	5										
S023	04-28	02.00	6.36		JCT US 270 & SH 3	940	IIDL	24	3	2	77	1	0	5									
S023	04-28	X 02.03	32			940	BXBR			HS	AD	0	5										
S023	04-28	X 05.74	64			940	BXBR			HS	AD	0	5										
S023	04-28	X 06.52	45			940	BXBR			HS	AD	0	5									0	
S023	04-29	00.00	3.26		3.26 MIS K. STATE LN	440	IIDL	24	3	4	59	1	0	5	10	2	0	2	02		2,821		
S023	04-29	X 00.01	21			440	BXBR			HS	AD	0	5										
S023	04-29	03.26	3.26		KANSAS STATE LINE	650	IIDL	24	3	4	59	1	0	5	10	2	0	2	02		2,821		
S023	04-29	X 04.01	26			650	BXBR			HS	AD	0	5										
S023	04-29	X 04.02	32			650	BXBR			HS	AD	0	5									5,642	
County Total			176.18	2.25	178.40																42,274	1,551	43,825

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- BECKHAM COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0501	IS 40	25.11	TEXAS STATE LINE	EASTERLY	JCT I-40B N E OF SAYRE (N. SIDE OF STR)	
0504	IS 40	16.88	JCT. I-40B N.E. OF SAYRE(N. SIDE STR)	NORTHEASTERLY	WASHITA COUNTY LINE	
0506	IS 40B	9.66	JCT. I-40(S. SIDE STR)	EASTERLY	JCT. I-40(GORE POINT E. BOUND)	
0508	US 283	12.34	GREER COUNTY LINE	NORTHWESTERLY	JCT. I-40 S. OF SAYRE(S. SIDE OF STR.)	
0511	SH 6	2.99	KIOWA COUNTY LINE	NORTHERLY	JCT. SH 55 AT RETROP	
0511P	P & S	0.00	JCT. SH 55 EAST (IN WASHITA COUNTY)	NORTHWESTERLY	JCT SH 55 WEST	LET DATE MARCH 2005
0512	US 283	8.24	JCT. I-40B IN SAYRE	NORTHERLY	ROGER MILLS COUNTY LINE	
0513	SH 6	4.97	JCT. SH 55 E. OF CARTER	NORTHERLY	JCT. SH 152	
0514	SH 6	8.36	JCT. SH 152	NORTHERLY	JCT. I-40B(3RD ST & MAIN ST) IN ELK CITY	
0516	SH 30	14.75	HARMON COUNTY LINE	NORTH AND EASTERLY	JCT I-40B (ROGER BLVD & WOOLEY ST) IN ERICK	
0520	SH 30	15.42	JCT. SH 30B (BROADWAY & MAIN ST) IN ERICK	NORTHWESTERLY	ROGER MILLS COUNTY LINE & JCT SH 152	
0522	SH 34	18.83	GREER COUNTY LINE	NORTHERLY	JCT. I - 40 BUS. S.W. OF ELK CITY	
0526	SH 34	6.44	JCT. I-40(GORE POINT N. BOUND SH 34)	NORTHERLY	ROGER MILLS COUNTY LINE	
0527	SH 152	7.77	ROGER MILLS COUNTY LINE	EASTERLY	JCT. SH 6 E. OF SWEETWATER	
0528	SH 152	16.23	ROGER MILLS COUNTY LINE	SOUTHEASTERLY	JCT. I-40B(FOURTH ST & MAIN ST) IN SAYRE	
0532	SH 152	7.61	JCT. I-40B (FOURTH ST & MAIN ST) IN SAYRE	EASTERLY	JCT. SH 34 N. OF CARTER	
0534	SH 152	7.96	JCT. SH 34 N. OF CARTER	EASTERLY	WASHITA COUNTY LINE	
0538	SH 55	11.92	JCT. SH 34 (BROADWAY & MAIN ST)	SOUTHEASTERLY	WASHITA COUNTY LINE	
0540	SH 6	10.70	JCT. SH 152 E. OF SWEETWATER	EASTERLY	JCT. US 283	
0542	SH 6	10.34	JCT. US 283	EASTERLY	JCT. I - 40 BUS. W. OF ELK CITY	
0544	IS 40B	1.35	JCT SH 30 W. OF ERICK	NORTHERLY	JCT I-40	
0545	IS 40B	4.39	JCT SH 30 (MAIN ST & BROADWAY) IN ERICK	EASTERLY	JCT I-40	
0554	IS 40B	4.78	JCT. I-40 S. OF SAYRE(S. SIDE STR)	NORTHEASTERLY	JCT. I-40 N.E. OF SAYRE(E. SIDE STR)	

227.04 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 5

Beckham County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	05-01	N	00.00	5.06		JCT I - 40B SOUTH W.	12,700	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	00.00	0.00		JCT I - 40B SOUTH W.	12,700	PEHF	24	1	10		94	1	1	1							
I040	05-01	N X	00.49	106			12,700	OP-H				36	FO	1	1	1			31			1,361	
I040	05-01	S X	00.49	106			12,700	OP-H				36	FO	1	1	01	6	6	31			1,361	
I040	05-01	X	03.03	0			12,700	UP-H					AD	1	1								
I040	05-01	N	05.06	2.05		ENTER ERICK C/L	12,000	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	05.06	0.00		ENTER ERICK C/L	12,000	PEHF	24	1	10		94	1	1	1							
I040	05-01	N X	05.06	112		ENTER ERICK C/L	12,000	OP-H				36	FO	1	1	01	6	6	31			1,361	
I040	05-01	S X	05.06	112		ENTER ERICK C/L	12,000	OP-H				36	FO	1	1	01	6	6	31			1,361	
I040	05-01	N X	06.07	132			12,000	BRDG				31	AD	1	1								
I040	05-01	S X	06.07	132			12,000	BRDG				31	AD	1	1								
I040	05-01	N	07.11	ERICK	0.28	JCT SH 30	12,200	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	07.11		0.00	JCT SH 30	12,200	PEHF	24	1	10		93	1	1	1							
I040	05-01	N X	07.37		207		12,200	OP-H				35	FO	1	1	01	6	6	31			1,834	
I040	05-01	S X	07.37		207		12,200	OP-H				35	AD	1	1								
I040	05-01	N	07.39		0.20	LEAVE ERICK C/L	12,500	PEHF	24	1	10		93	1	1	1							
I040	05-01	S	07.39		0.00	LEAVE ERICK C/L	12,500	PEHF	24	1	10		94	1	1	1							
I040	05-01	N	07.59	0.22		0.42 MIS. E. SH 30	12,300	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	07.59	0.00		0.42 MIS. E. SH 30	12,300	PEHF	24	1	10		94	1	1	1							
I040	05-01	N	07.81	3.90		JCT I-40 B (E. ERICK	12,300	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	07.81	0.00		JCT I-40 B (E. ERICK	12,300	PEHF	24	1	10		94	1	1	1							
I040	05-01	X	09.07	0			12,300	UP-H					AD	1	1								
I040	05-01	N	11.71	0.59		0.59 MIS. E. I-40B	12,800	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	11.71	0.00		0.59 MIS. E. I-40B	12,800	PEHF	24	1	10		94	1	1	1							
I040	05-01	N X	11.71	599		0.59 MIS. E. I-40B	12,800	H-HR				31	AD	1	1								
I040	05-01	S X	11.71	599		0.59 MIS. E. I-40B	12,800	H-HR				30	AD	1	1								
I040	05-01	N	12.30	5.00		3.53 MI W I-40B SAYR	12,900	PEHF	24	1	10		94	1	1	1							
I040	05-01	S	12.30	0.00		3.53 MI W I-40B SAYR	12,900	PEHF	24	1	10		94	1	1	1							
I040	05-01	N X	14.32	131			12,900	OP-H				36	FO	1	1	01	6	6	31			1,616	
I040	05-01	S X	14.32	131			12,900	OP-H				36	AD	1	1								
I040	05-01	N X	16.22	185			12,900	BRDG				28	SD	1	1	01	6	6	31			1,974	
I040	05-01	S X	16.22	185			12,900	BRDG				28	SD	1	1	01	6	6	31			1,974	
I040	05-01	X	16.45	0			12,900	UP-H					AD	1	1								
I040	05-01	N	17.30	3.53		JCT I-40B & US 283	13,500	PIHF	24	1	10		88	1	1	1							
I040	05-01	S	17.30	0.00		JCT I-40B & US 283	13,500	PIHG	24	1	10		88	1	1	1							
I040	05-01	X	18.64	0			13,500	UP-H					FO	1	1	01	3	5	31			1,929	
I040	05-01	N X	19.98	151			13,500	BRDG				43	AD	1	1								
I040	05-01	S X	19.98	151			13,500	BRDG				43	AD	1	1								
I040	05-01	N X	20.78	292			13,500	OP-H				35	AD	1	1								
I040	05-01	S X	20.78	292			13,500	OP-H				35	AD	1	1								
I040	05-01	N	20.83	2.56		JCT SH 152	13,700	PIHF	24	1	10		88	1	1	1							
I040	05-01	S	20.83	0.00		JCT SH 152	13,700	PIHF	24	1	10		88	1	1	1							
I040	05-01	X	22.31	0			13,700	UP-H					AD	1	1								
I040	05-01	N X	22.75	1307			13,700	BRDG				31	AD	1	1								
I040	05-01	S X	22.75	1307			13,700	BRDG				31	AD	1	1								

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Commissioner District 5

Beckham County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	05-01	N	23.39	1.52		ENTER SAYRE C/L	PIHF	24	1	10	89	1	1	1									
I040	05-01	S	23.39	0.00		ENTER SAYRE C/L	PIHF	24	1	10	88	1	1	1									
I040	05-01	X	23.39	0		ENTER SAYRE C/L	UP-H				AD		1	1									
I040	05-01	X	23.59	0			UP-R				AD		1	1									
I040	05-01	X	24.38	0			UP-H				AD		1	1									
I040	05-01	X	24.88	25			BXUF				HS	NR	1	1									
I040	05-01	N	24.91	SAYRE	0.20	JCT I-40B (N. STR)	PIHF	24	1	10	88	1	1	1									
I040	05-01	S	24.91		0.00	JCT I-40B (N. STR)	PIHF	24	1	10	90	1	1	1									
I040	05-01	X	25.07		39		OP-H				HS	NR		1	1								
I040	05-01	N	X 25.07		178		OP-H				47	AD		1	1								
I040	05-01	S	X 25.07		178		OP-H				47	AD		1	1						14,771		
I040	05-04	N	00.00		0.00	LEAVE SAYRE C/L	PHHF	24	1	10	88	1	1	1									
I040	05-04	S	00.00		0.35	LEAVE SAYRE C/L	PHHG	24	1	10	91	1	1	1									
I040	05-04	X	00.08		35		BXUF				HS	NR		1	1								
I040	05-04	N	00.35	0.00		JCT I-40B	PHHF	24	1	10	89	1	1	1									
I040	05-04	S	00.35	7.05		JCT I-40B	PHHG	24	1	10	89	1	1	1									
I040	05-04	X	01.84	0			UP-H				AD		1	1									
I040	05-04	N	X 02.73	209			BRDG				33	AD		1	1								
I040	05-04	S	X 02.73	209			BRDG				33	AD		1	1								
I040	05-04	X	03.06	0			UP-H				AD		1	1									
I040	05-04	X	05.76	34			BXBR				HS	AD		1	1								
I040	05-04	X	06.58	47			BXUF				HS	NR		1	1								
I040	05-04	N	07.40	0.49		JCT SH 34 SOUTH	PHHF	24	1	10	98	1	1	1									
I040	05-04	S	07.40	0.00		JCT SH 34 SOUTH	PHHF	24	1	10	98	1	1	1									
I040	05-04	N	X 07.50	205			OP-H				32	AD		1	1								
I040	05-04	N	X 07.88	112			OP-H				35	AD		1	1								
I040	05-04	S	X 07.88	112			OP-H				35	AD		1	1								
I040	05-04	N	07.89	2.97		ENTER ELK CITY U/L	PHHF	24	1	10	98	1	1	1									
I040	05-04	S	07.89	0.00		ENTER ELK CITY U/L	PHHF	24	1	10	98	1	1	1									
I040	05-04	X	09.88	0			UP-H				AD		1	1									
I040	05-04	N	X 10.73	317			OP-R				33	AD		1	1								
I040	05-04	S	X 10.73	317			OP-R				33	AD		1	1								
I040	05-04	N	10.86	2.00		ENTER ELK CITY C/L	PHHF	24	1	10	98	1	1	1									
I040	05-04	S	10.86	0.00		ENTER ELK CITY C/L	PHHF	24	1	10	98	1	1	1									
I040	05-04	N	X 10.86	132		ENTER ELK CITY C/L	OP-H				38	AD		1	1								
I040	05-04	S	X 10.86	132		ENTER ELK CITY C/L	OP-H				38	SD		1	1	01	6	5	31		1,361		
I040	05-04	X	12.13	65			BXUF				HS	NR		1	1								
I040	05-04	N	12.86		0.94	JCT SH 6	PHHF	24	1	10	98	1	1	1									
I040	05-04	S	12.86		0.00	JCT SH 6	PHHF	24	1	10	98	1	1	1									
I040	05-04	X	12.87		0		UP-H				AD		1	1									
I040	05-04	X	13.78		0		UP-H				AD		1	1									
I040	05-04	X	13.79		0		UP-H				AD		1	1									
I040	05-04	N	13.80		0.97	LEV ELK CITY C/L	PHHF	24	1	10	98	1	1	1									
I040	05-04	S	13.80		0.00	LEV ELK CITY C/L	PHHF	24	1	10	98	1	1	1									
I040	05-04	N	X 14.20		160		BRDG				30	AD		1	1								

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Beckham County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040B	05-06	N X	08.30		87	6,100	BRDG			38	FO		0	3	02	2	1		31				
I040B	05-06	S X	08.30		47	6,100	BXBR			HS	AD		0	3								1,399	
I040B	05-06	N	08.35		0.27	5,600	IHLA	24	3	4		75	1	0	3								
I040B	05-06	S	08.35	0.51 MIS. W. SH 34	0.00	5,600	IHHG	38	4			82	1	0	3								
I040B	05-06	N	08.62		0.51	5,200	IHLA	24	3	4		76	1	0	3								
I040B	05-06	S	08.62	JCT SH 34	0.00	5,200	IHHG	24	1	10		85	1	0	3								
I040B	05-06	N	09.13	LEAVE ELK CITY C/L	0.27	3,800	IHHG	24	1	10		85	1	0	3								
I040B	05-06	S	09.13	LEAVE ELK CITY C/L	0.00	3,800	IHHG	24	1	10		87	1	0	3								
I040B	05-06	N	09.40	JCT I 40	0.26	3,600	IHHG	24	1	10		87	1	0	3								
I040B	05-06	S	09.40	JCT I 40	0.00	3,600	IHHG	24	1	10		87	1	0	3								
I040B	05-06	S X	09.44		0	3,600	UP-H				AD		0	3								3,785	
U283	05-08		00.00		1.84	880	DHEB	24	6	6		82	1	0	4								
U283	05-08		01.84		4.16	760	DHEB	24	6	4		82	1	0	4								
U283	05-08		06.00		0.80	890	DIHB	24	6	5		82	1	0	4								
U283	05-08		06.80		4.48	890	DIHB	24	6	5		81	1	0	4								
U283	05-08	X	06.90		34	890	BXBR				HS	AD		0	4								
U283	05-08		11.28	SAYRE	0.34	1,200	DIHB	24	6	5		80	1	0	4								
U283	05-08		11.62		0.19	1,500	DIHF	24	1	10		85	1	0	4								
U283	05-08	E	11.81		0.53	1,500	IIHF	24	1	10		87	1	0	4								
U283	05-08	W	11.81		0.00	1,500	IIHF	24	1	10		87	1	0	4							0	
S006	05-11		00.00		2.72	700	DDDL	24	3	5		78	1	0	4								
S006	05-11	X	00.80		70	700	BXBR				HS	AD		0	4								
S006	05-11	E	02.72		0.28	700	II0E	24	1	8		100	1	0	4								
S006	05-11	W	02.72		0.00	700	II0E	24	1	8		100	1	0	4								
S006	05-11	E	03.00		5.05	700	II0E	24	1	8		100	1	0	4								
S006	05-11	W	03.00		0.00	700	II0E	24	1	8		100	1	0	4								
S006	05-11	X	04.20		21	700	BXUF				HS	NR		0	4								
S006	05-11	E X	04.40		100	700	BRDG				0	AD		0	4								
S006	05-11	W X	04.40		100	700	BRDG				40	AD		0	4							0	
U283	05-12		00.00		0.08	1,800	LL0A	24	5	10		75	1	0	4								
U283	05-12		00.08		0.45	1,300	DIDL	24	3	4		73	1	0	4								
U283	05-12		00.53		6.71	900	DIDL	24	3	4		78	1	0	4								
U283	05-12	X	04.21		30	900	BXBR				HS	AD		0	4								
U283	05-12		07.24		1.00	2,200	DHDL	24	3	5		74	1	0	4								
U283	05-12	X	07.99		37	2,200	BRDG				19	FO		0	4	05	2	2		31		1,120	
S006	05-13	E	00.00		1.27	1,700	II0E	24	1	8		100	1	0	4								
S006	05-13	W	00.00		0.00	1,700	II0E	24	1	8		100	1	0	4								
S006	05-13	X	01.03		41	1,700	BXBR				HS	AD		0	4								
S006	05-13	E	01.27		0.00	1,800	II0E	24	1	8		96	1	0	4								
S006	05-13	W	01.27		3.50	1,800	II0E	24	1	8		88	1	0	4								
S006	05-13	E X	01.42		154	1,800	BRDG				29	AD		0	4								
S006	05-13	W X	01.42		153	1,800	BRDG				24	FO		0	4	05	4	1		31		1,810	
S006	05-13	X	04.04		45	1,800	BXBR				HS	AD		0	4								
S006	05-13	E	04.77		0.00	1,900	II0E	24	1	8		92	1	0	4								
S006	05-13	W	04.77		0.20	1,900	IIDL	24	1	8		88	1	0	4							1,810	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 5

Beckham County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands						
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total			
			Rural	Municipal																				Roadway	Bridge	Control Section Total
S006	05-14	E	00.00																							
S006	05-14	W	00.00																							
S006	05-14	X	02.14																							
S006	05-14	E	03.97																							
S006	05-14	W	03.97																							
S006	05-14	E	04.31																							
S006	05-14	W	04.31																							
S006	05-14	E	04.47	ELK CITY		0.00																				
S006	05-14	W	04.47			0.26																				
S006	05-14		04.73			0.25																				
S006	05-14	X	04.78			99																				
S006	05-14		04.98			1.33																				
S006	05-14		06.31			0.26																				
S006	05-14	E	06.57			0.11																				
S006	05-14	W	06.57			0.00																				
S006	05-14	E	06.68			0.09																				
S006	05-14	W	06.68			0.00																				
S006	05-14	E X	06.75			232																				
S006	05-14	W X	06.75			232																				
S006	05-14	E	06.77			0.29	0.29 MIS N I-40																			
S006	05-14	W	06.77			0.00	0.29 MIS N I-40																			
S006	05-14	E	07.06			0.12	WIDTH CHANGE																			
S006	05-14	W	07.06			0.00	WIDTH CHANGE																			
S006	05-14	X	07.12			38																				
S006	05-14		07.18			0.35	0.83 MIS S I-40B																			
S006	05-14		07.53			0.44	END PC CONC																			
S006	05-14	X	07.61			31																				
S006	05-14		07.97			0.39	JCT I-40B																			
S030	05-16		00.00			5.23	5.23 MI N HARMON CO/																			
S030	05-16		05.23			7.50	JCT I-40B																			
S030	05-16	X	11.48			34																				
S030	05-16	N	12.73			1.13																				
S030	05-16	S	12.73			0.00	1.13 E I - 40 B																			
S030	05-16	N	13.86			0.20																				
S030	05-16	S	13.86			0.00	BEG PC																			
S030	05-16		14.06			0.12	ENTER ERICK C/L HIGH																			
S030	05-16		14.18	ERICK		0.43	WIDTH CHNGE MAGNOILA																			
S030	05-16		14.61			0.14	JCT SH 30 NORTH																			
S030	05-20		00.00			0.12	0.12 MIS. N. I-40B																			
S030	05-20		00.12			0.16	BOUNDRY RD																			
S030	05-20		00.28			0.56	JCT I 40																			
S030	05-20		00.84			0.45	LEAVE ERICK C/L																			
S030	05-20	X	00.84			0	LEAVE ERICK C/L																			
S030	05-20	X	00.88			0																				
S030	05-20		01.29			7.78	6.35 MIS. S. SH 152																			

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

Beckham County

Highway Number	Control Section Number	Subsection			Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S152	05-28	00.00	8.72		7.51 W I-40B	1,100	IIDL	24	3	4		81	1	0	5								
S152	05-28	X 02.86	211			1,100	BRDG					33	AD										
S152	05-28	X 08.63	210			1,100	BRDG					33	AD										
S152	05-28	08.72	1.92		5.59 W I-40B	700	IHDL	24	3	4		81	1	0	5								
S152	05-28	10.64	3.94		1.65 W I-40B	800	IHDL	24	3	4		77	1	0	5								
S152	05-28	14.58	1.30		ENTER SAYRE C/L	1,600	IIDL	24	1	8		88	1	0	5								
S152	05-28	X 14.68	210			1,600	BRDG					35	AD										
S152	05-28	15.88	SAYRE	0.14	WIDTH CHANGE	1,600	IIDL	24	1	8		89	1	0	5								
S152	05-28	X 15.91		65		1,600	BXBR					HS	AD										
S152	05-28	16.02		0.21	JCT I-40B	1,600	DHLA	76	4			88	1	0	5								0
S152	05-32	00.00		0.16	WIDTH CHANGE 3RD ST.	2,500	DHLA	75	4			89	1	0	5								
S152	05-32	00.16		0.08	SHLDR WIDTH 2ND ST	2,400	DHHF	24	1	10		80	1	0	5								
S152	05-32	00.24		0.12	LEAVE SAYRE C/L	2,400	DHHF	24	1	8		89	1	0	5								
S152	05-32	00.36	0.28		ENT SAYRE C/L ELECTR	2,400	DHHF	24	1	8		92	1	0	5								
S152	05-32	00.64		0.51	JCT I-40	2,200	DHHF	24	1	8		86	1	0	5								
S152	05-32	X 01.11		284		2,200	OP-H					32	AD										
S152	05-32	01.15		0.23	LEAVE SAYRE C/L	1,400	DHHF	24	1	8		89	1	0	5								
S152	05-32	01.38	1.25		1.48 MIS E. I-40	1,200	DHHF	24	1	8		86	1	0	5								
S152	05-32	X 01.81	151			1,200	BRDG					36	AD										
S152	05-32	02.63	4.78		.20 MIS W SH 34	1,200	DHDL	24	3	5		78	1	0	5								
S152	05-32	X 03.30	151			1,200	BRDG					22	AD										
S152	05-32	X 03.45	104			1,200	BRDG					22	AD										
S152	05-32	X 07.36	103			1,200	BRDG					48	AD										
S152	05-32	07.41	0.20		JCT SH 34	1,200	DIDL	24	3	5		78	1	0	5								0
S152	05-34	00.00	0.20		0.20 MIS E. SH 34	1,200	DIDL	24	3	3		68	1	0	5	09	2	0	3	01	218		
S152	05-34	00.20	5.57		0.20 MIS W SH 6	1,400	DHDD	24	3	3		68	1	0	5	08	2	0	3	01	7,509		
S152	05-34	X 03.79	23			1,400	BXBR					HS	AD										
S152	05-34	X 04.65	23			1,400	BXBR					HS	AD										
S152	05-34	05.77	0.20		JCT SH 6	1,400	DIDL	24	3	3		65	1	0	5	08	2	0	3	01	275		
S152	05-34	05.97	0.20		1.79 W WASHITA C/L	1,900	DIDL	24	1	8		90	1	0	5								
S152	05-34	06.17	1.79		WASHITA CO LINE	1,900	DHDD	24	3	5		73	1	0	5								
S152	05-34	X 07.22	79			1,900	BRDG					20	AD										
S152	05-34	X 07.82	443			1,900	BRDG					19	AD										8,002
S055	05-38	00.00	CARTER	0.07	E FIRST ST IN CARTER	470	HHEB	54	4			83	1	0	5								
S055	05-38	00.07		0.43	LEAVE CARTER C/L	360	DHEB	24	6	5		81	1	0	5								
S055	05-38	00.50	5.47		JCT SH 6	270	DEEB	24	6	5		73	1	0	5								0
S006	05-40	00.00	5.35		5 MI E SH 152	2,900	IHDL	24	6	4		73	1	0	5								
S006	05-40	X 00.25	42			2,900	BXBR					HS	AD										
S006	05-40	X 01.53	121			2,900	BRDG					17	SD	0	5	08	2	1					50
S006	05-40	X 04.67	161			2,900	BRDG					18	SD	0	5	08	2	1					50
S006	05-40	05.35	5.15		0.20 MIS W. US 283	3,200	IHDL	24	6	4		78	1	0	5								
S006	05-40	X 05.95	23			3,200	BXBR					HS	AD										
S006	05-40	X 07.24	23			3,200	BXBR					HS	AD										
S006	05-40	X 08.92	121			3,200	BRDG					24	SD	0	5	08	2	1					1,627
S006	05-40	10.50	0.20		JCT US 283	2,900	IHDL	24	6	4		80	1	0	5								1,627

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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December 31, 2008 Commissioner District 5

Beckham County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S006	05-42	00.00	5.00		5.34 MI W I-40B	4,400	HIDL	24	1	8		82	2	0	5								
S006	05-42	X 00.94	54			4,400	BXBR					HS	AD	0	5								
S006	05-42	X 01.02	23			4,400	BXBR					HS	AD	0	5								
S006	05-42	X 02.05	100			4,400	BXBR					HS	AD	0	5								
S006	05-42	X 03.23	42			4,400	BXBR					HS	AD	0	5								
S006	05-42	X 03.81	23			4,400	BXBR					HS	AD	0	5								
S006	05-42	X 04.06	34			4,400	BXBR					HS	AD	0	5								
S006	05-42	05.00	5.34		JCT I-40B	4,200	IIDL	24	1	8		87	2	0	5							0	
I040B	05-44	N 00.00	0.56			80	LLOA	20	3	5		74	1	0	5								
I040B	05-44	S 00.00	0.00		WIDTH CHANGE	80	DHHG	24	1	10		82	1	0	5								
I040B	05-44	N X 00.20	103			80	BRDG					20	FO	0	5	13	2	1		31		1,512	
I040B	05-44	S X 00.20	75			80	BXBR					HS	AD	0	5								
I040B	05-44	00.56	0.79		JCT I-40	110	HIIF	24	1	6		83	1	0	5								
I040B	05-44	X 00.80	91			110	BXBR					HS	AD	0	5							1,512	
I040B	05-45	00.00	ERICK	0.08	WIDTH CHANGE OAK AVE	720	LLOA	74	4			80	1	0	5								
I040B	05-45	00.08		0.36	LEAVE ERICK C/L	690	LLOA	64	4			77	1	0	5								
I040B	05-45	00.44	0.18		SURF CHANGE	690	LLOA	48	1	10		78	1	0	5								
I040B	05-45	N 00.62	1.15			600	DHLA	22	3	5		76	1	0	5								
I040B	05-45	S 00.62	0.00		SURF CHANGE	600	DHHG	24	1	10		83	1	0	5								
I040B	05-45	N 01.77	2.62			580	DHLA	22	3	5		74	1	0	5								
I040B	05-45	S 01.77	0.00		JCT I 40	580	DHHG	24	1	10		83	1	0	5								
I040B	05-45	N X 04.39	0			580	UP-H					AD	0	5									
I040B	05-45	S X 04.39	0			580	UP-H					AD	0	5								0	
I040B	05-54	E 00.00	0.68		ENTER SAYRE C/L	2,400	DHHG	24	1	10		86	1	0	4								
I040B	05-54	W 00.00	0.00		ENTER SAYRE C/L	2,400	DHHG	24	1	10		86	1	0	4								
I040B	05-54	X 00.00	0		ENTER SAYRE C/L	2,400	UP-H					AD	0	4									
I040B	05-54	X 00.02	0			2,400	UP-H					AD	0	4									
I040B	05-54	E 00.68	SAYRE	0.32	LEAVE SAYRE C/L	2,400	DHHG	24	1	10		85	1	0	4								
I040B	05-54	W 00.68		0.00	LEAVE SAYRE C/L	2,400	DHHG	24	1	10		85	1	0	4								
I040B	05-54	E 01.00	0.23		0.77 MIS. S. SH 152	2,400	DHHG	24	1	10		85	1	0	4								
I040B	05-54	W 01.00	0.00		0.77 MIS. S. SH 152	2,400	DHHG	24	1	10		85	1	0	4								
I040B	05-54	E 01.23	0.38		BEG PC	2,400	DHHG	24	1	10		87	1	0	4								
I040B	05-54	W 01.23	0.00		BEG PC	2,400	DHHG	24	1	10		87	1	0	4								
I040B	05-54	X 01.35	1306			2,400	BRDG					29	AD	0	4								
I040B	05-54	E 01.61	0.19		ENTER SAYRE C/L	2,600	LLOA	24	1	10		82	1	0	4								
I040B	05-54	W 01.61	0.00		ENTER SAYRE C/L	2,600	LLOA	24	1	10		82	1	0	4								
I040B	05-54	X 01.78	75			2,600	BXBR					HS	AD	0	4								
I040B	05-54	E 01.80		0.05	END DIVIDED	3,800	LLOA	34	4			83	1	0	4								
I040B	05-54	W 01.80		0.00	END DIVIDED	3,800	LLOA	34	4			83	1	0	4								
I040B	05-54	01.85		0.11	PC OVERLAY	3,800	LLOA	68	4			83	1	0	4								
I040B	05-54	01.96		0.04	JCT SH 152	3,800	HHLA	74	4			84	1	0	4								
I040B	05-54	02.00		0.09	BEGIN PC MAPLE STREE	3,800	HHLA	77	4			84	1	0	4								
I040B	05-54	02.09		1.00	JCT US 283	4,200	LLOA	48	4			83	1	0	4								
I040B	05-54	03.09		0.11	END PC CENTRAL DRIVE	2,800	LLOA	48	4			85	1	0	5								
I040B	05-54	03.20		0.70	LEAVE SAYRE C/L	2,800	IHHG	52	4			86	1	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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January 1, 2009

Commissioner District 5

Beckham County

Highway Number	Control Section Number	Subsection			Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																				Roadway	Bridge
I040B	05-54	03.90	0.57			2,700	IHHG	52	4		85	1	0	5											
I040B	05-54	04.47		0.31		2,800	IHHG	48	4		85	1	0	5											
I040B	05-54	E X 04.63		23		2,800	BXBR				HS	AD	0	5											
I040B	05-54	W X 04.63		23		2,800	BXBR				HS	AD	0	5											
I040B	05-54	X 04.75				2,800	UP-H					AD	0	5											
I040B	05-54	X 04.77				2,800	UP-H					AD	0	5											0
County Total			205.23	20.92	226.10																	22,442	41,845	64,287	

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- BLAINE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0602	US 270	12.85	DEWEY COUNTY LINE	SOUTHEASTERLY	JCT. SH 8(HOOK AVE & "C" ST) IN WATONGA	
0604	US 270	17.10	JCT. SH 8 (HOOK AVE & "C" ST) IN WATONGA	SOUTHEASTERLY	CANADIAN COUNTY LINE	
0606	US 281	0.69	CANADIAN COUNTY LINE	NORTHERLY	JCT. US 270(SOUTH ST) IN GEARY	
0610	SH 3	11.91	JCT. US 270 (HOOK AVE & "C" ST) IN WATONGA	EASTERLY	KINGFISHER COUNTY LINE	
0614	SH 8	26.62	JCT. US 270 ("C" ST & HOOK AVE) IN WATONGA	NORTHERLY	MAJOR COUNTY LINE	
0616	SH 8A	4.78	JCT. SH 8 N. OF WATONGA	NORTHWESTERLY	JCT. SH 51A W. OF ROMAN NOSE STATE PARK	
0618	SH 33	2.64	DEWEY COUNTY LINE	NORTHEASTERLY	JCT. US 270 W. OF WATONGA	
0620	SH 51	19.54	DEWEY COUNTY LINE	NORTHEASTERLY	JCT. SH 8(MAIN ST & OKLA. AVE)IN OKEENE	
0622	SH 51	5.95	JCT. SH 8 (MAIN ST & OKLA. AVE) IN OKEENE	EASTERLY	KINGFISHER COUNTY LINE	
0624	SH 51A	14.06	JCT. SH 8 NORTH OF WATONGA	NORTHERLY	JCT. SH 51A SPUR W. OF SOUTHARD	REALIGNMENT 2002
0626	SH 58	14.77	JCT. US 270 W. OF WATONGA	NORTHERLY	JCT. SH 51(MAIN ST & BROADWAY ST)IN CANTON	
0628	SH 58A	5.33	JCT. SH 51 W. OF CANTON	N.E. ACROSS CANTON DAM	JCT. SH 58 N.E. OF CANTON	
0630	SH 58	9.32	JCT. SH 51 (2 LANE MAINLINE, NOT SOUTH WYE LEG)	NORTHEASTERLY	MAJOR COUNTY LINE	
0632	SH 58	8.81	CADDO COUNTY LINE	NORTHWESTERLY	CUSTER COUNTY LINE	
0634	SH 51A	7.49	JCT. SH 51A AT SOUTHARD	NORTHERLY	MAJOR COUNTY LINE	
0637	SH 51A	0.57	SH 51 W. OF SOUTHARD	EAST (WYE LEG)	SH 51A AT SOUTHARD	

162.43 TOTAL COUNTY MILEAGE

CUSTER COUNTY

DEWEY COUNTY

MAJOR COUNTY

COUNTY

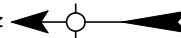
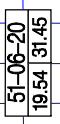
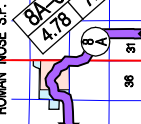
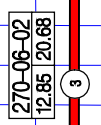
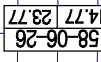
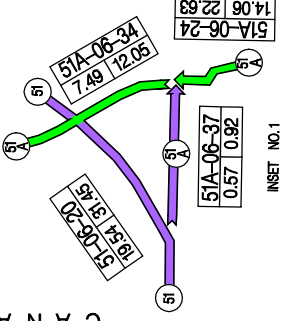
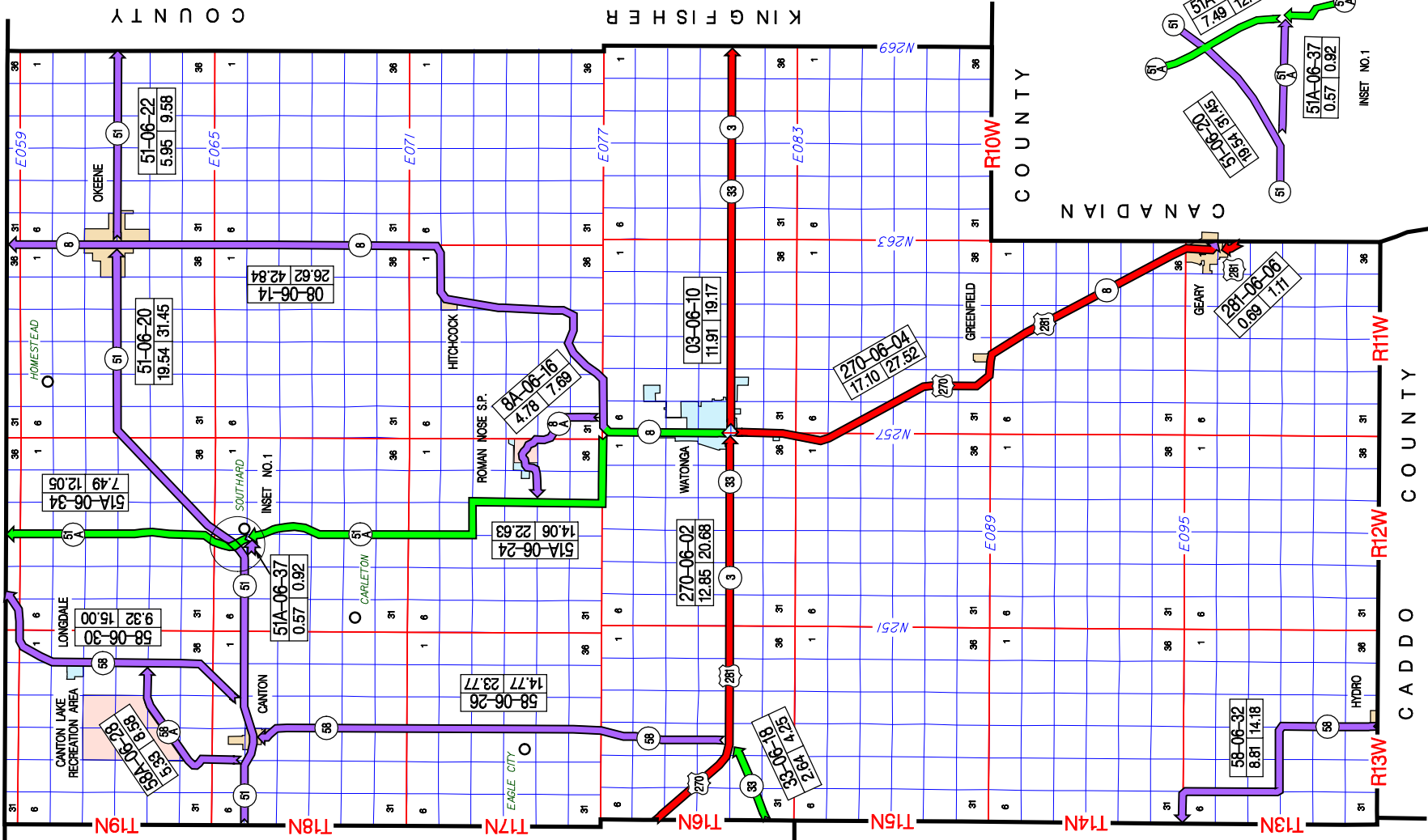
COUNTY

KINGFISHER COUNTY

COUNTY

CANADIAN COUNTY

CADDO COUNTY



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 5

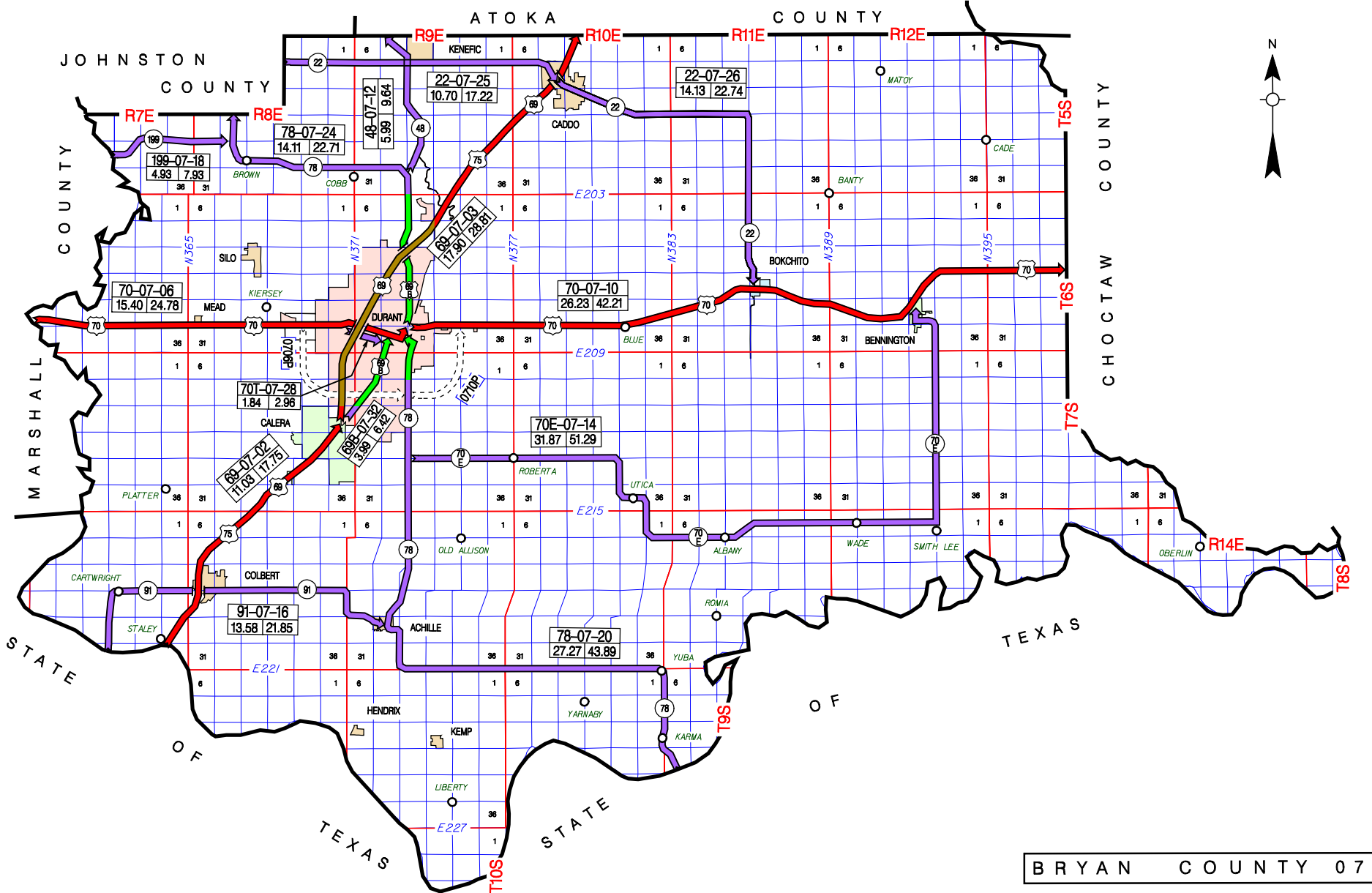
Blaine County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																				Roadway	Bridge
S051A	06-34	X 05.43	42			500	BXBR			HS	AD		0	4											
S051A	06-34	X 05.89	54			500	BXBR			HS	AD		0	4											0
S051A	06-37	00.00	0.57		JCT SH 51A	1,300	DIDL	22	3	5		78	1	0	5										0
County Total			151.52	10.91	162.40																		21,514	11,003	32,517

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- BRYAN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0702	US 69	11.03	TEXAS STATE LINE (S. END BR.)	NORTHEASTERLY	JCT. US 69B N. OF CALERA	
0703	US 69	17.90	JCT. US 69 N. OF CALERA	NORTHEASTERLY	ATOKA COUNTY LINE	
0706	US 70	15.40	MARSHALL COUNTY LINE (W. END BR.)	EASTERLY	JCT. SH 78(1ST AVE & MULBERRY ST)IN DURANT	
0706P	P & S	0.00	JCT. OF EXISTING US 70 (W. EDGE OF DURANT)	SOUTHEASTERLY	JCT. SH 78	EST. CONTROL LENGTH 4.76 MILES
0710	US 70	26.23	JCT. SH 78 (1ST AVE & MULBERRY ST) IN DURANT	EASTERLY	CHOCTAW COUNTY LINE	
0710P	P & S	0.00	JCT. SH 78	NORTHEASTERLY	JCT. OF EXISTING US 70 (E. EDGE OF DURANT)	EST. CONTROL LENGTH 3.98 MILES
0712	SH 48	5.99	JCT. SH 78 N. OF DURANT	NORTHERLY	ATOKA COUNTY LINE	
0714	SH 70E	31.87	JCT. SH 78 S. OF DURANT	EAST AND NORTHERLY	JCT. US 70 N. OF BENNINGTON	
0716	SH 91	13.58	TEXAS STATE LINE (TEXAS SH 91)	NORTH AND EASTERLY	JCT. SH 78(FIRST ST & MAIN ST)IN ACHILLE	
0718	SH 199	4.93	MARSHALL COUNTY LINE	EASTERLY	JCT. SH 78 N.W. OF BROWN	
0720	SH 78	27.27	TEXAS STATE LINE (S. END BR.)	NORTHWESTERLY	JCT. US 70 (1ST AVE & MAIN ST) IN DURANT	
0724	SH 78	14.11	JCT. US 70 E.(MULBERRY ST & 1ST AVE)IN DURANT	NORTHWESTERLY	JOHNSTON COUNTY LINE	
0725	SH 22	10.70	JOHNSTON COUNTY LINE	EASTERLY	JCT. US 69 W. OF CADDO	
0726	SH 22	14.13	JCT. US 69 W. OF CADDO	EAST AND SOUTHERLY	JCT. US 70(MAIN ST & WALKER ST) IN BOKCHITO	
0728	US 70T	1.84	JCT. US 70 W. OF DURANT	EASTERLY	JCT. US 69B(9TH AVE & ARKANSAS ST)IN DURANT	
0732	US 69B	3.99	JCT. US 69 N. OF CALERA	NORTHERLY	JCT. US 70(MAIN ST & 9TH AVE) IN DURANT	

198.97 TOTAL COUNTY MILEAGE



22-07-25
10.70 17.22

22-07-26
14.13 22.74

78-07-24
14.11 22.71

48-07-12
5.99 9.64

199-07-18
4.93 7.93

69-07-13
17.90 28.51

70-07-06
15.40 24.78

70-07-10
26.23 42.21

701-07-28
1.84 2.96

70E-07-14
31.87 51.29

69-07-22
11.68 17.75

69B-07-22
7.38 6.12

PLATTER

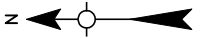
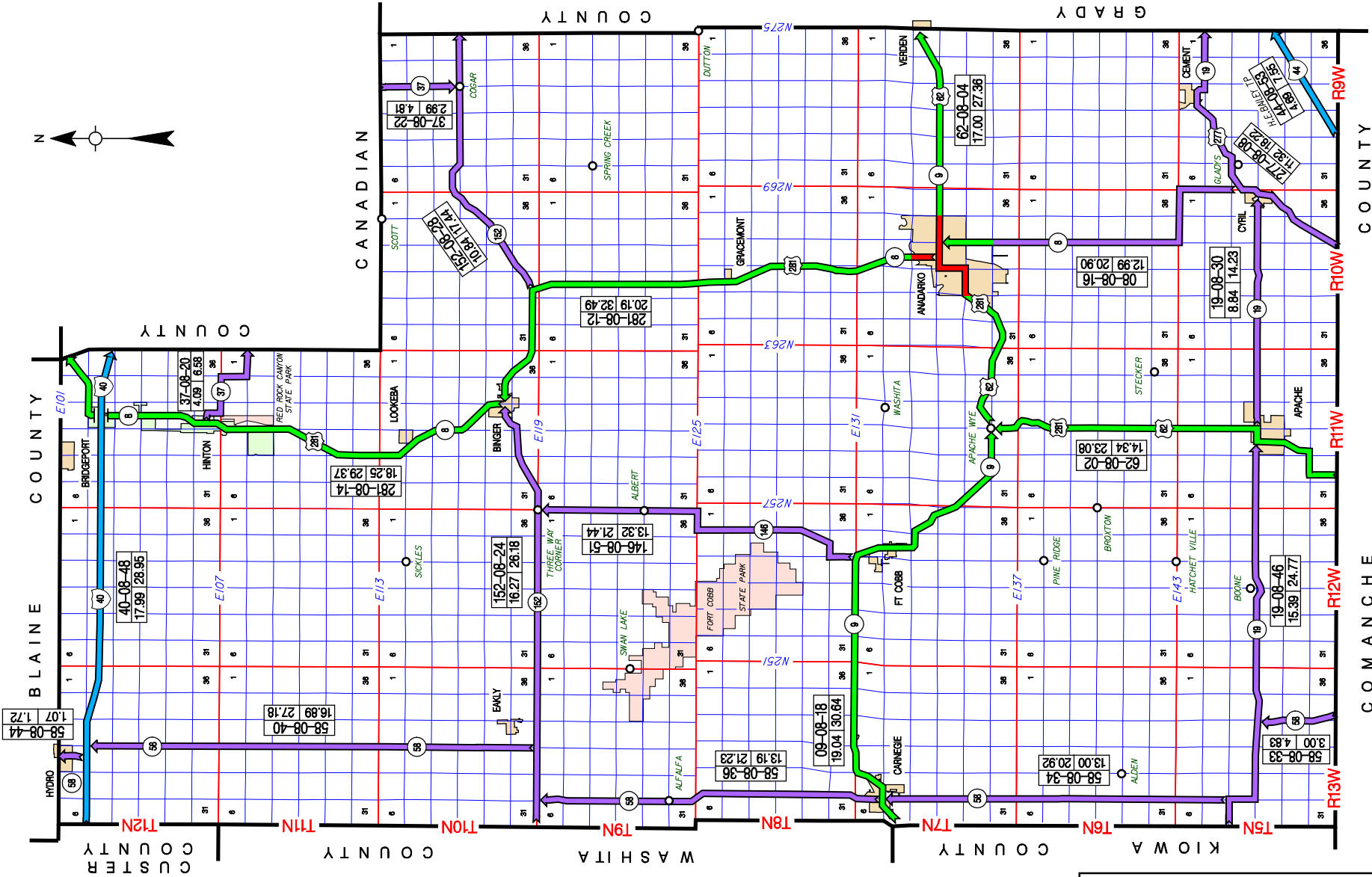
91-07-16
13.58 21.85

78-07-20
27.27 43.89

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CADDO COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0802	US 62	14.34	COMANCHE COUNTY LINE	NORTHERLY	JCT. SH 9 W. OF ANADARKO (E. LEG)	
0804	US 62	17.00	JCT. SH 9 W. OF ANADARKO (E. LEG.)	EASTERLY	GRADY COUNTY LINE	
0808	US 277	11.32	COMANCHE COUNTY LINE	NORTHEASTERLY	GRADY COUNTY LINE	
0812	US 281	20.19	JCT. US 62 (CENTRAL AVE & 1ST ST) IN ANADARKO	NORTHWESTERLY	JCT. SH 152 W(MAIN ST & BROADWAY)IN BINGER	
0814	US 281	18.25	JCT. SH 152 W. (MAIN ST & BROADWAY) IN BINGER	NORTHERLY	CANADIAN COUNTY LINE	
0816	SH 8	12.99	JCT. US 277 NORTH OF CYRIL	NORTHERLY	JCT. US 62(CENTRAL & E. 7TH)IN ANADARKO	
0818	SH 9	19.04	KIOWA COUNTY LINE	EASTERLY	JCT. US 62 S.W. OF ANADARKO (E. LEG)	REALIGN AT SH 146 2006 (OLD MI. 19.09)
0820	SH 37	4.09	JCT. US 281 (BROADWAY & MAIN ST) IN HINTON	SOUTHEASTERLY	CANADIAN COUNTY LINE	
0822	SH 37	2.99	CANADIAN COUNTY LINE	SOUTHERLY	JCT. SH 152 AT COGAR	
0824	SH 152	16.27	WASHITA COUNTY LINE	EASTERLY	JCT. US 281(BROADWAY & MAIN ST)IN BINGER	
0828	SH 152	10.84	JCT. US 281 S.E. OF BINGER	NORTHEASTERLY	GRADY COUNTY LINE	
0830	SH 19	8.84	JCT. US 62N IN APACHE	EASTERLY	JCT. US 277(2ND ST & WINDELL AVE) IN CYRIL	
0833	SH 58	3.00	COMANCHE COUNTY LINE	NORTHERLY	JCT. SH 19 W. OF BOONE	
0834	SH 58	13.00	JCT. SH 19 S. OF CARNEGIE	NORTHERLY	JCT. SH 9(4TH ST & CARNEGIE AVE)IN CARNEGIE	
0836	SH 58	13.19	JCT. SH 9(4TH ST & CARNEGIE AVE)IN CARNEGIE	NORTHERLY	JCT. SH 152 SW OF EAKLEY (E. LEG)	
0840	SH 58	16.89	JCT. SH 152, 1.5 MI. S.W. OF EAKLEY	NORTHERLY	JCT. I-40 S.E. OF HYDRO (N.SIDE OF STR.)	
0844	SH 58	1.07	JCT. I-40 S. OF HYDRO (S. SIDE OF STR.)	NORTHERLY	BLAINE COUNTY LINE	
0846	SH 19	15.39	KIOWA COUNTY LINE	EASTERLY	JCT. US 62S IN APACHE	
0848	IS 40	17.99	CUSTER COUNTY LINE	EASTERLY	CANADIAN COUNTY LINE	
0851	SH 146	13.32	JCT. SH 9 N. OF FORT COBB	NORTHERLY	JCT. SH 152 W. OF BINGER	REALIGN AT JCT SH 9 2006 (OLD MI. 13.26)
0853	IS 44	4.69	COMANCHE COUNTY LINE	NORTHEASTERLY	GRADY COUNTY LINE	H. E. BAILEY T.P.

254.70 TOTAL COUNTY MILEAGE



CUSTER COUNTY

WASHITA COUNTY

WASHITA COUNTY

WASHITA COUNTY

KIOWA COUNTY

BLAINE COUNTY

BLAINE COUNTY

CANADIAN COUNTY

CANADIAN COUNTY

GRADY COUNTY

COMANCHE COUNTY

COMANCHE COUNTY

T12N

T11N

T10N

T9N

T8N

T7N

T6N

T5N

R13W

R12W

R11W

R10W

R9W

58-08-44 | 1.07 | 1.72

40-08-48 | 17.99 | 28.95

37-08-20 | 4.09 | 1.95

58-08-40 | 16.89 | 27.18

281-08-14 | 18.25 | 29.37

152-08-24 | 16.27 | 26.18

152-08-28 | 17.44 | 17.44

37-08-22 | 2.99 | 4.81

281-08-12 | 20.19 | 32.49

146-08-51 | 13.32 | 21.44

58-08-36 | 13.19 | 21.23

09-08-18 | 19.04 | 30.84

62-08-04 | 17.00 | 17.36

58-08-34 | 13.00 | 20.92

62-08-02 | 14.34 | 23.08

08-08-16 | 12.99 | 20.90

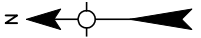
19-08-30 | 8.84 | 14.23

58-08-32 | 3.00 | 4.83

19-08-46 | 15.39 | 24.77

71-08-08 | 17.92 | 18.22

44-08-01 | 4.48 | 7.96



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 7

Caddo County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	08-02	00.00	1.95		1.95 MI N COMANCHE C	2,600	IIDL	24	1	8	91	1	0	4									
U062	08-02	01.95	0.82		BEG APACHE C/L	2,900	IIHE	24	1	9	88	1	0	4									
U062	08-02	X 02.45	302			2,900	BRDG				36	AD	0	4									
U062	08-02	02.77	APACHE	0.13	2.90 MI N COMANCHE C	2,900	IIHE	24	1	8	89	1	0	4									
U062	08-02	02.90		0.21	WIDTH CHANGE	3,100	IIDL	24	6	4	59	1	0	4	08	2	0	3	02		396		
U062	08-02	03.11		0.23	SURF CHNG FLOYD AVE	3,100	IILA	24	1	10	59	1	0	4	08	2	0	3	02		442		
U062	08-02	03.34		0.09	EVANS AVE -TC-APACHE	3,100	IILA	58	4		80	1	0	4									
U062	08-02	03.43		0.07	SURF CHNG WALLICE AV	3,400	IIDB	75	4		84	1	0	4									
U062	08-02	03.50		0.16	SURF CHNG LORRIST AV	3,400	IIDB	55	4		86	1	0	4									
U062	08-02	03.66		0.11	JCT SH 19	3,400	IIDB	24	3	3	65	1	0	4	30	2	0	6	08		476		
U062	08-02	03.77		0.57	JCT SH 19 EAST	3,400	IIDB	24	1	4	71	1	0	4	30	2	0	6	08		2,465		
U062	08-02	X 04.31		39		3,400	BXBR				HS	AD	0	4									
U062	08-02	04.34		0.12	LEAVE APACHE C/L	2,500	HHHL	24	3	4	70	1	0	4	30	2	0	6	08		524		
U062	08-02	04.46	0.30		0.42 MIS. N. SH 19C	2,300	HHHL	24	3	4	59	1	0	4	30	2	0	6	08		1,294		
U062	08-02	04.76	6.84		0.13 MIS. N HOG CREE	2,200	HHHL	24	3	4	60	1	0	4	05	2	0	3	02		12,974		
U062	08-02	X 06.13	181			2,200	BRDG				39	SD	0	4	05	2	1				50		
U062	08-02	X 07.33	22			2,200	BXBR				HS	SD	0	4	05	2	2				50		
U062	08-02	X 08.20	33			2,200	BXBR				HS	FO	0	4	05	2	2				50		
U062	08-02	X 11.51	110			2,200	BRDG				36	SD	0	4	05	2	1				50		
U062	08-02	11.60	2.74		JCT SH 9	1,900	TV0E	24	1	8	84	1	0	4								18,571	
U062	08-04	00.00	5.98		ENTER ANADARKO UC/L	3,400	IH0F	24	3	5	71	1	0	4									
U062	08-04	X 02.39	182			3,400	BRDG				36	AD	0	4									
U062	08-04	05.98	ANADARKO	0.17	2.31 MIS W US 281 N	4,800	IH0F	24	3	5	68	2	0	3	03	2	0	3	01		247		
U062	08-04	06.15		0.77	1.54 MIS W US 281 N	7,000	IH0L	48	4		84	1	0	3									
U062	08-04	06.92		0.20	1.34 MIS W US 281 N	9,600	HHLA	48	4		79	1	0	3									
U062	08-04	07.12		0.75	CENTRAL & 6 TH ST	12,400	HHLA	48	4		85	1	0	3									
U062	08-04	N 07.87		0.42	JCT US 281 NORTH	12,400	HHLA	26	4		81	1	0	3									
U062	08-04	S 07.87		0.00	JCT US 281 NORTH	12,400	HHLA	26	4		80	1	0	3									
U062	08-04	N 08.29		0.56	JCT SH 8 SOUTH	14,600	HHLA	26	4		81	1	0	3									
U062	08-04	S 08.29		0.00	JCT SH 8 SOUTH	14,600	HHLA	26	4		81	1	0	3									
U062	08-04	N 08.85		0.12	0.12 MIS E SH 8 S	9,600	HHLA	26	4		84	1	0	3									
U062	08-04	S 08.85		0.00	0.12 MIS E SH 8 S	9,600	HHLA	26	4		82	1	0	3									
U062	08-04	N 08.97		0.49	0.61 MI. E SH 8	7,300	HHLA	26	4		83	1	0	3									
U062	08-04	S 08.97		0.00	0.61 MI. E SH 8	7,300	HHLA	26	4		84	1	0	3									
U062	08-04	N 09.46		0.14	0.75 MI E SH 8	6,400	IHHE	26	4		83	1	0	3									
U062	08-04	S 09.46		0.00	0.75 MI E SH 8	6,400	IHHE	26	4		83	1	0	3									
U062	08-04	N 09.60		0.22	LEAVING UC/L	6,500	IHHE	26	1	10	90	1	0	3									
U062	08-04	S 09.60		0.00	LEAVE ANADARKO UC/L	6,500	IHHE	26	1	10	88	1	0	3									
U062	08-04	N 09.82	0.41		1.38 MIS E SH 8	6,500	IHHE	24	1	10	89	1	0	4									
U062	08-04	S 09.82	0.00		1.38 MIS E SH 8	6,500	IHHE	24	1	10	88	1	0	4									
U062	08-04	N 10.23	1.00		2.38 MIS. E. SH 8	6,100	IIOE	24	1	8	90	1	0	4									
U062	08-04	S 10.23	0.00		2.38 MIS. E. SH 8	6,100	IHHE	24	1	10	86	1	0	4									
U062	08-04	N X 10.56	254			6,100	BRDG				26	SD	0	4	05	2	1				50		
U062	08-04	S X 10.56	210			6,100	BRDG				36	AD	0	4	05	2	1				50		
U062	08-04	N 11.23	0.61		2.99 MIS. E. SH 8	6,100	IILQ	24	3	6	85	1	0	4									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 7

Caddo County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	08-04	S	11.23	0.00		2.99 MIS. E. SH 8	IHHE	24	1	10		85	1	0	4								
U062	08-04	N	11.84	0.79		3.78 MIS. E. SH 8	II0E	24	1	8		92	1	0	4								
U062	08-04	S	11.84	0.00		3.78 MIS. E. SH 8	IHHE	24	1	10		85	1	0	4								
U062	08-04	N X	12.26	307			BRDG				31	SD		0	4	05	2	1		50			
U062	08-04	S X	12.26	302			BRDG				36	AD		0	4	05	2	1		50			
U062	08-04	N	12.63	2.87		1.50 MIS W GRADY CO/	IILQ	24	3	6		72	1	0	4								
U062	08-04	S	12.63	0.00		1.50 MIS W GRADY CO/	IHHE	24	1	10		86	1	0	4								
U062	08-04	N X	14.66	34			BXBR					HS	AD		0	4	05	2	2		50		
U062	08-04	S X	14.66	33			BXBR					HS	AD		0	4	05	2	2		50		
U062	08-04	N	15.50	0.54		0.96 MIS W GRADY CO/	IHHE	24	1	10		82	1	0	4								
U062	08-04	S	15.50	0.00		0.96 MIS W GRADY CO/	HH0E	24	1	10		85	1	0	4								
U062	08-04	N	16.04	0.96		GRADY COUNTY LINE	IHHE	24	1	10		88	1	0	4								
U062	08-04	S	16.04	0.00		GRADY COUNTY LINE	IHHE	24	1	10		87	1	0	4								
U062	08-04	X	16.50	77			BXBR					HS	AD		0	4							
U062	08-04	X	16.99	34			BXBR					HS	AD		0	4						247	
U277	08-08		00.00	2.18		1.54 MIS. S. SH 19W	IHHD	24	1	6		82	1	0	5								
U277	08-08	X	01.94	167			BRDG				40	AD		0	5								
U277	08-08		02.18	0.30		1.24 MIS. S. SH 19W	II0E	24	1	8		90	1	0	5								
U277	08-08		02.48	0.59		0.65 MIS. S. SH 19W	IHHD	24	1	6		87	1	0	5								
U277	08-08		03.07	0.14		ENTER CYRIL C/L	IHHD	24	3	4		70	1	0	5								
U277	08-08		03.21	CYRIL	0.32	SHLDR CHANGE	IHHD	24	3	4		62	1	0	5	30	2	0	7	08	1,262		
U277	08-08		03.53	0.19		JCT SH 19 WEST	IHHD	24	1	8		72	1	0	5								
U277	08-08		03.72	0.10		1ST STREET	IHHD	24	1	8		73	1	0	5								
U277	08-08		03.82	0.07		OLD HIGHWAY-BASKETT	IHHD	24	1	8		81	1	0	5								
U277	08-08		03.89	0.06		SHLDR CHANGE	IHDL	24	1	8		82	1	0	5								
U277	08-08		03.95	0.35		LEAVE CYRIL C/L-WOOD	IHDL	22	3	4		72	1	0	5								
U277	08-08		04.30	0.34		JCT SH 8	IHDL	22	3	4		70	1	0	5								
U277	08-08		04.64	1.59		1.62 MIS. E. SH 8	II0E	24	1	8		89	1	0	5								
U277	08-08	X	05.00	25			BXBR					HS	AD		0	5							
U277	08-08	X	05.75	199			OP-R				29	AD		0	5								
U277	08-08		06.23	0.55		2.17 MIS. E. SH 8	IHHD	24	1	6		90	1	0	5								
U277	08-08	X	06.24	39			BXBR					HS	AD		0	5							
U277	08-08		06.78	0.50		2.67 MIS. E. SH 8	IHHD	24	1	6		92	1	0	5								
U277	08-08		07.28	0.49		3.16 MIS. E. SH 8	II0E	24	1	6		92	1	0	5								
U277	08-08		07.77	0.58		ENTER CEMENT C/L	HHHD	22	3	4		50	1	0	5	08	2	0	4	02	1,193		
U277	08-08		08.35	CEMENT	0.07	MAIN STREET -TC-	HHHD	24	6	4		64	1	0	5	08	2	0	4	02	152		
U277	08-08		08.42	0.46		LEAVE CEMENT C/L	HHHD	24	6	4		68	1	0	5	08	2	0	4	01	669		
U277	08-08		08.88	2.44		GRADY CO LINE	HHHD	22	3	4		50	1	0	5	08	2	0	4	04	5,960	9,236	
U281	08-12		00.00	ANADARKO	0.30	CRI & P RR WIDTH CHN	II0E	70	4			89	1	0	3								
U281	08-12		00.30		0.49	LEAVE ANADARKO C/L	II0E	44	4			88	1	0	3								
U281	08-12		00.79	0.21		LEAVE ANADARKO U/L	IHHB	24	1	8		81	1	0	3								
U281	08-12	X	00.79	383			BRDG				24	AD		0	3								
U281	08-12		01.00	7.03		ENTER GRACEMONT C/L	IHHB	24	1	8		78	1	0	4								
U281	08-12	X	01.20	441			BRDG					24	AD		0	4							
U281	08-12	X	01.40	201			BRDG					24	AD		0	4							

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U281	08-12	X 05.11	48			3,800	BXBR				HS	AD	0	4										
U281	08-12	X 05.92	242			3,800	BRDG				24	SD	0	4	05	4	1			50				
U281	08-12	X 06.10	322			3,800	BRDG				24	SD	0	4	05	4	1			50				
U281	08-12	08.03		GRACEMON	0.04	2,600	IHHB	24	1	8		73	1	0	4									
U281	08-12	08.07			0.21	2,300	LLOA	44	4			84	1	0	4									
U281	08-12	08.28	1.09			1,700	IHDL	24	1	8		78	1	0	4									
U281	08-12	09.37	6.20			2,100	IHDL	24	1	8		78	1	0	4									
U281	08-12	X 09.41	33			2,100	BXBR				HS	AD	0	4										
U281	08-12	X 10.97	253			2,100	BRDG				25	SD	0	4	05	2	1			50				
U281	08-12	15.57	3.99			2,100	IIHL	24	1	10		77	1	0	4									
U281	08-12	X 16.07	203			2,100	BRDG				24	SD	0	4	05	2	1			31			2,060	
U281	08-12	X 16.21	122			2,100	BRDG				24	AD	0	4										
U281	08-12	X 18.19	201			2,100	BRDG				26	SD	0	4	05	2	1			31			2,051	
U281	08-12	19.56		BINGER	0.42	2,600	IIHL	24	1	10		83	1	0	4									
U281	08-12	X 19.73			0.28	2,600	BRDG				24	SD	0	4	05	2	1			31			2,393	
U281	08-12	X 19.85			0.38	2,600	BXBR				HS	AD	0	4										
U281	08-12	19.98			0.07	2,600	IIHL	24	1	10		74	1	0	4									
U281	08-12	20.05			0.14	2,600	LLOA	48	4			80	1	0	4									6,504
U281	08-14	00.00			0.32	1,800	II0E	36	4			97	1	0	4									
U281	08-14	X 00.04			0.22	1,800	BXBR				HS	AD	0	4										
U281	08-14	00.32			0.31	1,900	II0E	24	1	8		82	1	0	4									
U281	08-14	00.63	3.74			1,900	II0E	24	1	8		82	1	0	4									
U281	08-14	X 00.89	34			1,900	BXBR				HS	AD	0	4										
U281	08-14	X 01.69	100			1,900	BRDG				27	AD	0	4										
U281	08-14	X 03.26	98			1,900	BRDG				27	AD	0	4										
U281	08-14	04.37	0.98			2,000	IEDL	24	1	8		74	1	0	4									
U281	08-14	05.35	1.00			1,900	II0E	24	1	8		82	1	0	4									
U281	08-14	X 05.51	23			1,900	BXBR				HS	AD	0	4										
U281	08-14	X 05.77	80			1,900	BRDG				26	AD	0	4										
U281	08-14	X 06.00	75			1,900	BRDG				26	AD	0	4										
U281	08-14	X 06.19	260			1,900	BRDG				26	AD	0	4										
U281	08-14	06.35	3.28			1,900	IEDL	24	1	8		73	1	0	4									
U281	08-14	09.63	0.92			1,900	IEDL	24	1	8		73	1	0	4									
U281	08-14	10.55	0.47			1,900	IEDL	44	4			88	1	0	4									
U281	08-14	11.02		HINTON	0.75	1,900	IEDL	44	4			87	1	0	4									
U281	08-14	11.77			0.06	2,500	IEDL	44	4			79	1	0	4									
U281	08-14	11.83			0.25	3,000	LLOA	39	4			79	1	0	4									
U281	08-14	12.08			0.08	3,800	LLOA	60	4			77	1	0	4									
U281	08-14	12.16			0.07	4,300	LLOA	60	4			80	1	0	4									
U281	08-14	12.23			0.19	3,800	LLOA	39	4			78	1	0	4									
U281	08-14	12.42			0.06	3,600	LLOA	39	4			78	1	0	4									
U281	08-14	12.48			0.25	3,600	IIHA	24	1	8		77	1	0	4									
U281	08-14	12.73	1.97			3,300	IIHA	24	1	8		82	1	0	4									
U281	08-14	X 14.18	27			3,300	BXBR				HS	AD	0	4										
U281	08-14	14.70			0.45	2,500	IIHA	24	1	8		82	1	0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U281	08-14	15.15	0.15		ENTER HINTON C/L	1,800	IIHA	24	1	8	82	1	0	4									
U281	08-14	15.30		0.23	LEAVE HINTON C/L	1,200	IIHA	24	1	8	82	1	0	4									
U281	08-14	15.53	0.19		ENT HINTON-CUMMINS	1,000	IIHA	24	1	8	82	1	0	4									
U281	08-14	15.72		0.22	I 40 INTERCHANGE	1,000	IIHA	24	1	8	82	1	0	4									
U281	08-14	15.94		0.26	JCT I 40	1,000	IHHB	24	1	8	87	1	0	4									
U281	08-14	X 16.18		0		1,000	UP-H				AD		0	4									
U281	08-14	X 16.19		0		1,000	UP-H				AD		0	4									
U281	08-14	16.20		0.21	END PAVED SHLDR	950	IHHB	24	1	8	91	1	0	4									
U281	08-14	16.41		0.37	LEAVE HINTON C/L	950	IHDL	24	3	8	86	1	0	4									
U281	08-14	16.78	1.47		CANADIAN CO LINE	750	LL0A	20	3	5	42	1	0	4	06	2	0	3	03		3,014		
U281	08-14	X 17.11	378			750	BRDG				23 AD		0	4	06	2	1		31			2,734	
U281	08-14	X 17.74	23			750	BXBR				HS AD		0	4	06	2	2		33			644	
																						6,392	
S008	08-16	00.00	5.00		5.00 MIS. N. US 277	1,700	IHDL	22	3	4	62	1	0	5	09	2	0	3	02		6,495		
S008	08-16	05.00	3.97		8.97 MIS. N. US 277	2,300	IHDL	22	3	4	54	1	0	5	08	2	0	3	02		7,420		
S008	08-16	X 07.85	36			2,300	BRDG				88 AD		0	5									
S008	08-16	08.97	2.03		ENT ANADARKO U/L	2,900	IHHB	24	1	10	86	1	0	5									
S008	08-16	X 09.30	26			2,900	BXBR				HS AD		0	5									
S008	08-16	X 09.52	32			2,900	BRDG				26 SD		0	5	08	2	2		31			1,120	
S008	08-16	11.00	0.99		ENT ANADARKO C/L	2,700	IHHB	24	1	10	88	1	0	4									
S008	08-16	X 11.71	22			2,700	BXBR				HS AD		0	4									
S008	08-16	X 11.88	34			2,700	BXBR				HS AD		0	4									
S008	08-16	X 11.94	181			2,700	BRDG				24 AD		0	4									
S008	08-16	11.99		0.50	0.50 MIS S. US 62	2,700	IHHB	24	1	10	89	1	0	4									
S008	08-16	X 12.05		23		2,700	BXBR				HS AD		0	4									
S008	08-16	12.49		0.29	GEORGIA AVE	2,700	IHHB	24	1	10	88	1	0	4									
S008	08-16	X 12.55		33		2,700	BXBR				HS AD		0	4									
S008	08-16	12.78		0.21	JCT US 62	2,700	IHHA	44	4		88	1	0	4								15,035	
S009	08-18	00.00	1.04		ENT CARNEGIE DELAWAR	1,600	IHDL	24	3	3	55	1	0	4	06	2	0	3	01		1,548		
S009	08-18	X 00.14	26			1,600	BXBR				HS AD		0	4									
S009	08-18	01.04	CARNEGIE	0.24	JCT SH 58	1,600	IHDL	24	3	4	65	1	0	4	09	2	0	3	01		261		
S009	08-18	01.28		0.51	0.51 MIS. E. SH 58	1,600	IIDL	24	1	4	71	1	0	4									
S009	08-18	X 01.36		27		1,600	BXBR				HS AD		0	4									
S009	08-18	01.79		0.24	LEV CARNEGIE C/L E1S	1,700	IIDL	24	3	4	69	1	0	4	06	2	0	3	01		358		
S009	08-18	02.03	0.45		ENTER CARNEGIE C/L	1,700	IIDL	24	3	4	77	1	0	4									
S009	08-18	02.48		0.15	LEAVE CARNEGIE C/L	1,700	PIIE	24	1	8	84	1	0	4									
S009	08-18	02.63	0.38		1.73 MIS E OF SH 58	1,700	PIIE	24	1	8	84	1	0	4									
S009	08-18	03.01	0.72		2.45 MIS E OF SH 58	1,600	IIDL	24	1	8	83	1	0	4									
S009	08-18	03.73	0.88		3.33 MIS E OF SH 58	1,600	PHHE	24	1	8	82	1	0	4									
S009	08-18	X 04.12	402			1,600	BRDG				29 AD		0	4									
S009	08-18	X 04.30	150			1,600	BRDG				29 AD		0	4									
S009	08-18	04.61	1.51		4.84 MIS. E. SH 58	1,600	IIDL	24	1	8	81	1	0	4									
S009	08-18	06.12	3.83		1.06 MIS. W SH 146AT	1,900	PIIE	24	1	8	90	1	0	4									
S009	08-18	X 06.55	23			1,900	BXBR				HS AD		0	4									
S009	08-18	X 07.12	26			1,900	BXBR				HS AD		0	4									
S009	08-18	X 08.14	23			1,900	BXBR				HS AD		0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S009	08-18	09.95	0.81		0.25 MIS. W. SH 146	1,800	IIDL	24	1	8	85	1	0	4									
S009	08-18	10.76	0.25		JCT SH 146	1,900	II0E	24	1	8	90	1	0	4									
S009	08-18	11.01	0.17		0.17 MIS. S. SH 146	2,400	II0E	24	1	8	88	1	0	4									
S009	08-18	11.18	0.83		ENTER FT COBB C/L	2,400	IIDL	24	1	8	90	1	0	4									
S009	08-18	12.01	FT. COBB	0.30	BEG CURBS -TC-	2,600	SNDL	24	5	9	75	1	0	4									
S009	08-18	12.31		0.14	PONJO - FT. COBB	2,800	SNDL	50	4		75	1	0	4									
S009	08-18	12.45		0.08	LEAVE FORT COBB C/L	2,600	SNDL	24	1	8	70	1	0	4									
S009	08-18	12.53	0.12		6.39 MIS W OF US 62	2,500	IHDL	24	3	6	73	1	0	4									
S009	08-18	12.65	0.74		5.65 MI W OF US 62	2,500	IHHE	24	1	8	80	1	0	4									
S009	08-18	X 13.16	200			2,500	BRDG				36	AD											
S009	08-18	X 13.34	272			2,500	BRDG				36	AD											
S009	08-18	13.39	5.65		JCT US 62	2,500	IHDL	24	3	4	58	1	0	4	05	2	0	3	02		10,569		
S009	08-18	X 13.75	22			2,500	BXBR				HS	AD											
S009	08-18	X 15.32	103			2,500	BRDG				20	SD			05	2	1				1,512		
S009	08-18	X 17.05	103			2,500	BRDG				20	AD										14,248	
S037	08-20	00.00	HINTON	0.07	NOBLE STREET	2,400	HHLA	79	4		89	1	0	5									
S037	08-20	00.07		0.07	VERNON ST IN HINTON	2,000	HHDL	79	4		87	1	0	5									
S037	08-20	00.14		0.09	STANLEY ST	1,300	DDDL	24	1	10	66	1	0	5	30	2	0	7	08		337		
S037	08-20	00.23		0.07	LEAVE HINTON C/L	1,200	DDDL	20	3	6	51	1	0	5	30	2	0	7	08		220		
S037	08-20	00.30	0.50		0.80 MIS. SE US 281	1,200	DDDL	20	3	6	73	1	0	5									
S037	08-20	00.80	3.29		CANADIAN CO LINE	950	DDDL	20	3	6	73	1	0	5								557	
S037	08-22	00.00	2.99		JCT SH 152	410	DHDL	20	3	4	59	1	0	5	13	2	0	3	02		3,024		
S037	08-22	X 00.80	180			410	BRDG				36	AD											
S037	08-22	X 01.70	69			410	BXBR				HS	AD											
S037	08-22	X 02.80	69			410	BXBR				HS	AD										3,024	
S152	08-24	00.00	1.16		JCT SH 58 SOUTH	1,600	IHDL	24	3	3	71	1	0	5									
S152	08-24	01.16	1.82		JCT SH 58 NORTH	1,500	IHDL	24	3	3	71	1	0	5									
S152	08-24	X 01.35	33			1,500	BXBR				HS	AD											
S152	08-24	X 01.63	300			1,500	BRDG				36	AD											
S152	08-24	02.98	8.95		JCT SH 146 SOUTH	1,500	IHDL	24	3	3	66	1	0	5	09	2	0	2	02		10,275		
S152	08-24	X 05.13	120			1,500	BRDG				36	AD											
S152	08-24	X 05.27	210			1,500	BRDG				36	AD											
S152	08-24	X 06.25	22			1,500	BXBR				HS	SD			09	2	1		33		644		
S152	08-24	X 09.03	34			1,500	BXBR				HS	AD											
S152	08-24	X 10.36	135			1,500	BRDG				36	AD											
S152	08-24	11.93	2.00		2.00 MIS. E. SH 146S	1,900	DHDL	24	3	3	57	1	0	5	08	2	0	5	02		4,759		
S152	08-24	13.93	1.83		ENTER BINGER C/L	1,900	DHDL	24	3	3	56	1	0	5	08	2	0	5	02		4,349		
S152	08-24	15.76	BINGER	0.17	SHLDR WIDTH KIOWA AV	2,100	HHDL	24	3	3	56	1	0	5	30	2	0	8	08		840		
S152	08-24	15.93		0.17	APACHE AVE IN BINGER	2,200	HHDL	24	1	8	69	1	0	5	30	2	0	8	08		840		
S152	08-24	16.10		0.17	JCT US 281	2,500	HHDL	70	4		72	1	0	5								21,707	
S152	08-28	00.00	0.70		.7 MI E US 281	1,300	IIDL	24	1	10	79	1	0	5									
S152	08-28	00.70	8.17		JCT SH 37 NORTH	1,400	IIDL	24	3	4	67	1	0	5	09	2	0	4	01		7,385		
S152	08-28	X 03.19	22			1,400	BXBR				HS	AD											
S152	08-28	08.87	1.97		GRADY COUNTY LINE	1,500	IIDL	24	3	6	66	1	0	5	09	2	0	3	01		2,171		
S152	08-28	X 10.74	33			1,500	BXBR				HS	AD										9,556	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S019	08-30	00.00	APACHE	0.50	LEAVE APACHE C/L	1,700	IIDB	24	3	4		70	1	0	5								
S019	08-30	00.50	0.51		1.01 MIS. E. US 62	1,100	DDDB	24	3	4		63	1	0	5	09	2	0	3	03		979	
S019	08-30	01.01	6.99		0.84 MIS. W. US 277	940	DDDB	24	3	4		63	1	0	5	09	2	0	3	03		13,533	
S019	08-30	X 05.81	121			940	BRDG					26	SD	0	5	09	2	1				50	
S019	08-30	X 06.76	151			940	BRDG					25	SD	0	5	09	2	1				50	
S019	08-30	X 07.61	111			940	BRDG					24	SD	0	5	09	2	1				50	
S019	08-30	08.00	0.49		ENTER CYRIL C/L	900	IIDB	24	3	4		72	1	0	5								
S019	08-30	08.49	CYRIL	0.16	0.19 MIS. W. US 277	900	DDDB	24	3	4		77	1	0	5								
S019	08-30	08.65	0.19		JCT US 277	1,100	DDDB	24	3	4		67	1	0	5	30	2	0	6	08		518	15,030
S058	08-33	00.00	3.00		JCT SH 19	890	IHBB	24	1	6		88	1	0	5								
S058	08-33	X 02.13	39			890	BXBR					HS	AD	0	5								
S058	08-33	X 02.20	34			890	BXBR					HS	AD	0	5								0
S058	08-34	00.00	7.00		6.00 S SH 9	970	IIDB	24	6	4		82	1	0	5								
S058	08-34	X 01.29	48			970	BXBR					HS	AD	0	5								
S058	08-34	X 02.16	54			970	BXBR					HS	AD	0	5								
S058	08-34	X 04.33	23			970	BXBR					HS	AD	0	5								
S058	08-34	X 06.40	23			970	BXBR					HS	AD	0	5								
S058	08-34	07.00	5.00		01.00 MILE S SH 9	1,100	IIDL	24	3	4		78	1	0	5								
S058	08-34	12.00	0.38		ENT CARNEGIE MANOY	1,700	IHHL	24	6	4		82	1	0	5								
S058	08-34	12.38	CARNEGIE	0.62	JCT SH 9	1,300	IHHL	24	6	4		83	1	0	5								0
S058	08-36	00.00		0.14	2ND STREET	2,600	IHHA	26	4			79	1	0	5								
S058	08-36	00.14		0.07	SURF WIDTH CRI & P R	2,600	IHHA	30	4			81	1	0	5								
S058	08-36	00.21		0.15	ASH STREET -TC-	2,400	IHHA	46	4			81	1	0	5								
S058	08-36	00.36		0.14	LEV CARNEGIE CEDAR	2,100	IHHA	26	4			80	1	0	5								
S058	08-36	00.50	0.19		BEG WASHITA RIVER BR	2,100	IHDL	24	3	4		80	1	0	5								
S058	08-36	00.69	0.14		END WASHITA RIVER BR	1,800	IHDL	24	0			76	1	0	5								
S058	08-36	X 00.69	747		END WASHITA RIVER BR	1,800	BRDG					20	SD	0	5	08	2	1		31		4,547	
S058	08-36	00.83	0.46		01.29 MILES N SH 9	2,100	IHDL	24	6	4		76	1	0	5								
S058	08-36	01.29	11.90		JCT SH 152	1,300	INDL	24	3	4		72	1	0	5								
S058	08-36	X 02.11	205			1,300	BRDG					18	AD	0	5								
S058	08-36	X 02.21	63			1,300	BRDG					24	AD	0	5								
S058	08-36	X 05.49	23			1,300	BXBR					HS	AD	0	5								
S058	08-36	X 10.62	49			1,300	BXBR					HS	AD	0	5								4,547
S058	08-40	00.00	16.89		JCT I 40	1,500	SHDL	24	3	4		74	1	0	5								
S058	08-40	X 16.86	0			1,500	UP-H					AD	0	5									
S058	08-40	X 16.88	0			1,500	UP-H					AD	0	5									0
S058	08-44	00.00	0.30		I 40 INTERCHANGE	2,600	DIHL	24	1	8		86	1	0	5								
S058	08-44	X 00.00	0		I 40 INTERCHANGE	2,600	UP-H					AD	0	5									
S058	08-44	X 00.01	0			2,600	UP-H					AD	0	5									
S058	08-44	00.30	0.28		ENTER HYDRO C/L	3,200	LLOA	24	1	8		79	1	0	5								
S058	08-44	X 00.34	311			3,200	BRDG					26	SD	0	5	30	2	1		31		2,502	
S058	08-44	00.58	HYDRO	0.35	MAIN STREET -TC-	2,700	LLOA	24	1	8		73	1	0	5								
S058	08-44	00.93	0.14		BLAINE CO LINE	2,100	IIDL	24	3	3		65	1	0	5	30	2	0	6	08		442	2,944
S019	08-46	00.00	0.99		JCT SH 58 NORTH	350	DHDD	22	3	2		78	1	0	5								
S019	08-46	00.99	1.41		2.50 MIS. W. SH 58S	1,200	DDDB	24	6	5		77	1	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 7

Caddo County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S019	08-46	X 02.07	41		1,200	BXBR			HS	AD	0	5											
S019	08-46	02.40	2.50		1,200	IIDB	24	6	5	84	1	0	5										
S019	08-46	X 03.31	23		1,200	BXBR			HS	AD	0	5											
S019	08-46	X 03.37	42		1,200	BXBR			HS	AD	0	5											
S019	08-46	X 03.62	27		1,200	BXBR			HS	AD	0	5											
S019	08-46	04.90	5.00		950	IIDB	24	6	5	84	1	0	5										
S019	08-46	X 06.64	47		950	BXBR			HS	AD	0	5											
S019	08-46	X 07.59	23		950	BXBR			HS	AD	0	5											
S019	08-46	X 09.17	23		950	BXBR			HS	AD	0	5											
S019	08-46	09.90	5.41		950	HHDB	24	6	5	81	1	0	5										
S019	08-46	X 12.32	23		950	BXBR			HS	AD	0	5											
S019	08-46	X 13.33	34		950	BXBR			HS	AD	0	5											
S019	08-46	X 14.42	260		950	BRDG			26	AD	0	5											
S019	08-46	X 14.63	47		950	BXBR			HS	AD	0	5											
S019	08-46	X 15.30	141		950	BRDG			26	SD	0	5	09	2	1				31			1,745	
S019	08-46	15.31	0.08		1,600	IIDB	24	6	5	82	1	0	5										1,745
I040	08-48	N 00.00	0.00		23,000	IIHB	24	1	10	91	1	1	1										
I040	08-48	S 00.00	2.47		23,000	IIHB	24	1	10	91	1	1	1										
I040	08-48	X 01.27	47		23,000	BXUF			HS	NR	1	1											
I040	08-48	N X 02.46	102		23,000	OP-H			36	AD	1	1											
I040	08-48	S X 02.46	102		23,000	OP-H			36	AD	1	1											
I040	08-48	N 02.47	0.00		18,400	IIHB	24	1	10	92	1	1	1										
I040	08-48	S 02.47	0.48		18,400	IIHB	24	1	10	90	1	1	1										
I040	08-48	X 02.51	24		18,400	BXUF			HS	NR	1	1											
I040	08-48	N X 02.94	102		18,400	OP-H			36	AD	1	1											
I040	08-48	S X 02.94	102		18,400	OP-H			36	AD	1	1											
I040	08-48	N 02.95	0.00		17,600	IIHB	24	1	10	91	1	1	1										
I040	08-48	S 02.95	6.60		17,600	IIHB	24	1	10	93	1	1	1										
I040	08-48	X 03.63	34		17,600	BXUF			HS	NR	1	1											
I040	08-48	X 04.25	49		17,600	BXUF			HS	NR	1	1											
I040	08-48	N X 04.98	102		17,600	OP-H			36	AD	1	1											
I040	08-48	S X 04.98	102		17,600	OP-H			36	AD	1	1											
I040	08-48	X 05.58	24		17,600	BXUF			HS	NR	1	1											
I040	08-48	X 06.95	48		17,600	BXUF			HS	NR	1	1											
I040	08-48	X 08.00	0		17,600	UP-H			FO	1	1	1	01	6	5				31			1,929	
I040	08-48	X 09.00	0		17,600	UP-H			AD	1	1	1											
I040	08-48	N 09.55	5.45		18,000	PHHB	24	1	10	94	1	1	1										
I040	08-48	S 09.55	0.00		18,000	PHHB	24	1	10	88	1	1	1										
I040	08-48	X 11.08	31		18,000	BXUF			HS	NR	1	1											
I040	08-48	X 11.26	24		18,000	BXUF			HS	NR	1	1											
I040	08-48	X 11.86	36		18,000	BXUF			HS	NR	1	1											
I040	08-48	N X 13.45	102		18,000	OP-H			36	AD	1	1											
I040	08-48	S X 13.45	102		18,000	OP-H			36	FO	1	1	01	6	5				31			2,436	
I040	08-48	X 14.69	38		18,000	BXUF			HS	NR	1	1											
I040	08-48	N 15.00	HINTON	0.45	JCT US 281	18,600	PHHB	24	1	10	88	1	1	1									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 7

Caddo County

Highway Number	Control Section Number	Subsection					Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint	Type		Width Feet	Type	Width Feet	Roadway											Bridge	Control Section Total			
			Rural	Municipal																						
I040	08-48	S	15.00		0.00	JCT US 281	18,600	PHHB	24	1	10		88	1	1	1										
I040	08-48	N X	15.44		112		18,600	OP-H				36	AD		1	1										
I040	08-48	S X	15.44		112		18,600	OP-H				36	AD		1	1										
I040	08-48	N	15.45		0.31	LEAVE HINTON C/L	18,900	PIHF	24	1	10		88	1	1	1										
I040	08-48	S	15.45		0.00	LEAVE HINTON C/L	18,900	PIHF	24	1	10		89	1	1	1										
I040	08-48	N	15.76	0.29		0.60 MIS. E. US 281	18,900	PIHF	24	1	10		89	1	1	1										
I040	08-48	S	15.76	0.00		0.60 MIS. E. US 281	18,900	PIHF	24	1	10		89	1	1	1										
I040	08-48	N	16.05	1.94		CANADIAN CO LINE	18,000	IIHF	24	1	10		89	1	1	1										
I040	08-48	S	16.05	0.00		CANADIAN CO LINE	18,000	IIHF	24	1	10		90	1	1	1										
I040	08-48	X	17.21	29			18,000	BXUF				HS	NR		1	1							4,365			
S146	08-51		00.00	0.17		0.17 MIS N. SH 9	1,200	II0E	24	6	4		99	1	0	5										
S146	08-51		00.17	0.89		1.06 MIS N. SH 9	1,400	HHDL	20	3	2		69	1	0	5	11	2	0	3	02		1,078			
S146	08-51		01.06	2.60		3.66 MIS N. SH 9	1,100	HHDL	20	3	2		69	1	0	5	11	2	0	3	02		3,153			
S146	08-51	X	01.95	108			1,100	BRDG				36	AD		0	5										
S146	08-51		03.66	0.40		4.06 MIS. N. SH 9	750	HHDL	20	3	2		70	1	0	5										
S146	08-51	X	03.81	27			750	BXBR				HS	AD		0	5										
S146	08-51		04.06	0.60		4.66 MIS. N. SH 9	880	II0E	24	1	4		92	1	0	5										
S146	08-51	X	04.31	24			880	BXBR				HS	AD		0	5										
S146	08-51		04.66	8.66		JCT SH 152	770	HHDL	20	3	2		59	1	0	5	11	2	0	3	01		7,174			
S146	08-51	X	12.63	23			770	BXBR				HS	AD		0	5								11,405		
I044	08-53	N	00.00	4.69		GRADY CO LINE	9,500	LL0G	24	1	10		86	1	1	1										
I044	08-53	S	00.00	0.00		GRADY CO LINE	9,500	LL0G	24	1	10		86	1	1	1										
I044	08-53	X	01.30	200			9,500	BRDG				36	AD		1	1										
I044	08-53	X	02.20	0			9,500	UP-H					AD		1	1										
I044	08-53	X	03.60	0			9,500	UP-H					AD		1	1										
I044	08-53	X	04.50	128			9,500	BRDG				36	AD		1	1								0		
County Total				235.11	19.59	254.70																		118,796	26,317	145,113

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CANADIAN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
0902	US 281	1.21	CADDO COUNTY LINE (W. END BR.)	EASTERLY	OLD JUNCTION US 281 SPUR	
0904	IS 40B	8.17	JCT. I-40 W. OF EL RENO (OFF RAMP GORE PT)	EASTERLY	JCT. US 81 IN EL RENO	
0905	IS 40	37.35	CADDO COUNTY LINE	SOUTHEASTERLY	OKLAHOMA COUNTY LINE	
0906	SH 66	14.98	JCT. US 81 IN EL RENO	EASTERLY	OKLAHOMA COUNTY LINE	
0908	US 81	9.84	GRADY COUNTY LINE (N. END BR.)	NORTHERLY	JCT. SH 66 IN EL RENO	
0912	US 81	11.16	JCT. I-40B(RUSSELL ST & CHOCTAW AV)IN EL RENO	NORTHERLY	JCT. SH 3 (N. SIDE STR.)	
0914	US 270	16.22	BLAINE COUNTY LINE	EAST AND SOUTHERLY	JCT. I-40 (S. SIDE STR.)	
0918	US 281	5.03	OLD JUNCTION US 281 SPUR	NORTHERLY	BLAINE COUNTY LINE	
0922	SH 3	20.46	KINGFISHER COUNTY LINE	SOUTHEASTERLY	OKLAHOMA COUNTY LINE	
0928	SH 4	6.70	JCT. SH 66(MAIN ST & CORNWELL DR)IN YUKON	NORTHERLY	JCT. SH 3 N. OF YUKON	
0930	SH 4	3.33	JCT. SH 3 N. OF YUKON	NORTHERLY	IN PIEDMONT (EDMOND RD.)	
0932	SH 37	14.12	CADDO COUNTY LINE	SOUTHEASTERLY	CADDO COUNTY LINE	
0936	SH 152	14.93	JCT. US 81(WALNUT AVE & 1ST ST) IN UNION CITY	EASTERLY	OKLAHOMA COUNTY LINE	
0937	SH 92	7.98	JCT. SH 152 & CLEAR SPRINGS RD IN MUSTANG	NORTHERLY	JCT. SH 66(MAIN ST & ELEVENTH ST)IN YUKON	
0943	TOLL RD	10.90	OKLAHOMA COUNTY LINE	SOUTHERLY	JCT I-40(S. SIDE STR.)	KILPATRICK T.P. (2001)
0944	TOLL RD	0.81	JCT. I-40 (S. SIDE STR.)	SOUTH & EAST	S.W. 15TH STREET	KILPATRICK T.P. (2001)
0944P	P & S	0.00	S.W. 15TH STREET	SOUTH & EAST	OKLAHOMA COUNTY LINE	
0952	US 281	4.24	JCT. US 281	EASTERLY	JCT. I-40 (S. SIDE STR.)	NEW ALIGNMENT 2002 FROM 0.00 FOR 1.21
0954	SH 4	8.26	JCT. SH 152 & MUSTANG RD IN MUSTANG	NORTHERLY	JCT. SH 66(MAIN ST & RANCHWOOD DR)IN YUKON	
0956P	P & S	0.00	JCT SH 66 & US 81	NORTHWESTERLY	JCT US 81	
0958	SH 4	4.45	GRADY COUNTY LINE (N. END BR.)	NORTHERLY	JCT SH 152	CONSTRUCTED 2002

200.14 TOTAL COUNTY MILEAGE

BLAINE COUNTY

KINGFISHER COUNTY

CANADIAN COUNTY

LOGAN COUNTY

BLAINE COUNTY

CADDO COUNTY

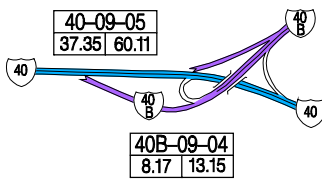
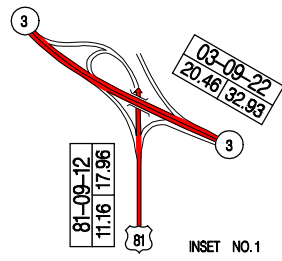
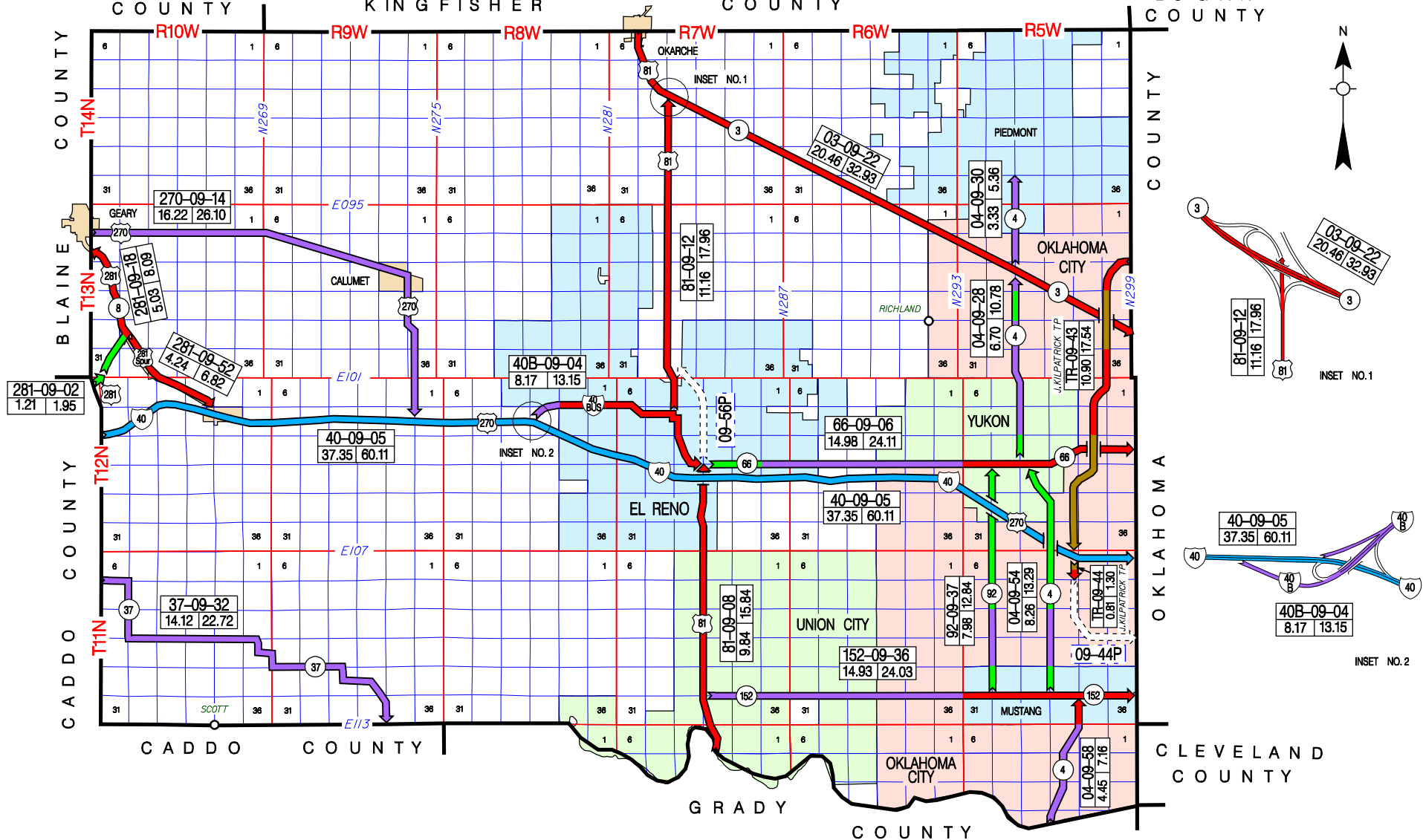
CADDO COUNTY

GRADY COUNTY

CANADIAN COUNTY

OKLAHOMA COUNTY

CLEVELAND COUNTY



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 4

Canadian County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	09-05	N X 02.32	53			18,900	BXUF			HS	NR		1	1									
I040	09-05	S X 02.32	53			18,900	BXUF			HS	NR		1	1									
I040	09-05	N 02.41	1.54			18,900	PI0E	24	1	10		88	1	1	1								
I040	09-05	S 02.41	0.00			18,900	PI0E	24	1	10		88	1	1	1								
I040	09-05	N 03.95	GEARY	0.23		22,200	PI0E	24	1	10		87	1	1	1								
I040	09-05	S 03.95		0.00		22,200	PI0E	24	1	10		89	1	1	1								
I040	09-05	N 04.18		0.68		27,100	DPHF	24	1	10		86	1	1	1								
I040	09-05	S 04.18		0.00		27,100	DPHF	24	1	10		86	1	1	1								
I040	09-05	X 04.18		0		27,100	UP-H					FO	1	1	1	01	6	6		31		1,929	
I040	09-05	N 04.86		0.37		27,100	PIET	24	1	10		90	1	1	1								
I040	09-05	S 04.86		0.00		27,100	PIET	24	1	10		91	1	1	1								
I040	09-05	X 05.12		21		27,100	BXUF					HS	NR		1	1							
I040	09-05	N 05.23	5.53			27,100	PIET	24	1	10		90	1	1	1								
I040	09-05	S 05.23	0.00			27,100	PIET	24	1	10		90	1	1	1								
I040	09-05	N X 06.23	156			27,100	H-HW					35	AD		1	1							
I040	09-05	S X 06.23	156			27,100	H-HW					35	SD		1	1	01	6	5		31	1,826	
I040	09-05	N X 08.23	102			27,100	OP-H					36	FO		1	1	01	6	5		31	1,361	
I040	09-05	S X 08.23	102			27,100	OP-H					36	FO		1	1	01	6	5		31	1,361	
I040	09-05	X 10.22	0			27,100	UP-H					FO		1	1	01	6	5		31		1,929	
I040	09-05	N 10.76	0.46			27,100	PIET	24	1	10		92	1	1	1								
I040	09-05	S 10.76	0.00			27,100	PIET	24	1	10		92	1	1	1								
I040	09-05	X 11.20	0			27,100	UP-H					AD		1	1								
I040	09-05	N 11.22	3.39			27,500	TV0T	24	1	10		90	1	1	1								
I040	09-05	S 11.22	0.00			27,500	TV0T	24	1	10		90	1	1	1								
I040	09-05	N X 12.22	0			27,500	UP-H					FO		1	1	01	6	5		31		1,365	
I040	09-05	S X 12.22	0			27,500	UP-H					AD		1	1								
I040	09-05	X 13.22	0			27,500	UP-H					AD		1	1								
I040	09-05	X 13.69	26			27,500	BXUF					HS	NR		1	1							
I040	09-05	X 13.82	21			27,500	BXUF					HS	NR		1	1							
I040	09-05	X 14.22	0			27,500	UP-H					FO		1	1	01	6	5		31		1,929	
I040	09-05	N 14.61	0.32			28,200	TV0T	24	1	10		91	1	1	1								
I040	09-05	S 14.61	0.00			28,200	LL0V	24	1	10		99	1	1	1								
I040	09-05	N 14.93	0.28			28,200	LL0V	24	1	10		99	1	1	1								
I040	09-05	S 14.93	0.00			28,200	LL0V	24	1	10		99	1	1	1								
I040	09-05	X 15.19	0			28,200	UP-H					FO		1	1	01	6	6		31		3,526	
I040	09-05	X 15.20	0			28,200	UP-H					FO		1	1	01	6	6		31		2,290	
I040	09-05	N 15.21	1.14			26,900	LL0V	24	1	10		99	1	1	1								
I040	09-05	S 15.21	0.00			26,900	LL0V	24	1	10		99	1	1	1								
I040	09-05	X 15.83	32			26,900	BXUF					HS	NR		1	1							
I040	09-05	N 16.35	EL RENO	1.00		27,000	LL0V	24	1	10		99	1	1	1								
I040	09-05	S 16.35		0.00		27,000	LL0V	24	1	10		99	1	1	1								
I040	09-05	X 16.56		0		27,000	UP-H					AD		1	1								
I040	09-05	N 17.35		3.35		30,200	LL0V	24	1	10		99	1	1	1								
I040	09-05	S 17.35		0.00		30,200	LL0V	24	1	10		99	1	1	1								
I040	09-05	N X 17.86		32		30,200	BXUF					HS	NR		1	1							

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Canadian County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	09-05	S X 17.86		32		30,200	BXUF				HS	NR	1	1									
I040	09-05	X 19.50		0		30,200	UP-H					AD	1	1									
I040	09-05	N X 20.59		102		30,200	OP-H				36	AD	1	1									
I040	09-05	S X 20.59		102		30,200	OP-H				36	AD	1	1									
I040	09-05	N 20.70		0.90	JCT US 81	30,300	LLOV	24	1	10		99	1	1	1								
I040	09-05	S 20.70		0.00	JCT US 81	30,300	LLOV	24	1	10		99	1	1	1								
I040	09-05	N X 20.86		151		30,300	OP-R					25	AD	1	1								
I040	09-05	S X 20.86		152		30,300	OP-R					25	AD	1	1								
I040	09-05	N X 21.58		193		30,300	OP-H					24	AD	1	1								
I040	09-05	S X 21.58		193		30,300	OP-H					24	AD	1	1								
I040	09-05	N 21.60		0.50	0.50 MIS. E. US 81	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	S 21.60		0.00	0.50 MIS. E. US 81	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	N 22.10		0.51	LEAVE EL RENO U/L	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	S 22.10		0.00	LEAVE EL RENO U/L	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	N X 22.27		120		34,800	BRDG					36	AD	1	1								
I040	09-05	S X 22.27		120		34,800	BRDG					36	AD	1	1								
I040	09-05	X 22.60		0		34,800	UP-H					FO	1	1	01	6	5		31			1,929	
I040	09-05	N 22.61		0.50	1.51 MIS. E. US 81	37,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	S 22.61		0.00	1.51 MIS. E. US 81	37,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	N 23.11		0.50	2.01 MIS. E. US 81	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	S 23.11		0.00	2.01 MIS. E. US 81	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	N 23.61		0.19	2.20 MIS. E. US 81	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	S 23.61		0.00	2.20 MIS. E. US 81	34,800	LLOV	24	1	10		99	1	1	1								
I040	09-05	X 23.61		0	2.20 MIS. E. US 81	34,800	UP-H					AD	1	1									
I040	09-05	X 23.65		32		34,800	BXUF					HS	NR	1	1								
I040	09-05	N 23.80		1.80	LEV EL RENO MANNING	37,900	LL0H	24	1	10		59	1	1	1	01	6	2	1	22		4,680	
I040	09-05	S 23.80		0.00	LEV EL RENO MANNING	37,900	LL0H	24	1	10		59	1	1	1	01	6	2	1	22			
I040	09-05	X 24.08		34		37,900	BXUF					HS	NR	1	1								
I040	09-05	N 25.60	2.01		6.01 MIS. E. US 81	37,300	LL0H	24	1	10		59	1	1	1	01	6	2	1	22		5,226	
I040	09-05	S 25.60	0.00		6.01 MIS. E. US 81	37,300	LL0H	24	1	10		59	1	1	1	01	6	2	1	22			
I040	09-05	X 25.60	0		6.01 MIS. E. US 81	37,300	UP-H					AD	1	1									
I040	09-05	X 26.60	0			37,300	UP-H					SD	1	1	01	6	6		31			1,931	
I040	09-05	N X 26.86	151			37,300	BRDG					40	SD	1	1	01	6	1	31			1,799	
I040	09-05	S X 26.86	151			37,300	BRDG					41	SD	1	1	01	6	1	31			1,799	
I040	09-05	N 27.61	OKLA. CI	3.09	ENT YUKON C/L OKC U/	39,700	LL0H	24	1	10		59	1	1	1	01	6	2	1	22		8,034	
I040	09-05	S 27.61		0.00	ENT YUKON C/L OKC U/	39,700	LL0H	24	1	10		59	1	1	1	01	6	2	1	22			
I040	09-05	X 27.61		0	ENT YUKON C/L OKC U/	39,700	UP-H					FO	1	1	01	6	5		31			1,931	
I040	09-05	X 28.62		0		39,700	UP-H					AD	1	1									
I040	09-05	N X 29.61		101		39,700	OP-H					39	AD	1	1								
I040	09-05	S X 29.61		101		39,700	OP-H					39	FO	1	1	01	6	5		31		1,412	
I040	09-05	N X 29.72		186		39,700	BRDG					34	AD	1	1								
I040	09-05	S X 29.72		186		39,700	BRDG					34	AD	1	1								
I040	09-05	N 30.70	YUKON	0.55	0.58 MIS. W. SH 92	41,400	LL0H	24	1	10		59	2	1	1	01	6	2	1	23		1,430	
I040	09-05	S 30.70		0.00	0.58 MIS. W. SH 92	41,400	LL0H	24	1	10		59	2	1	1	01	6	2	1	23			
I040	09-05	X 30.70		0	0.58 MIS. W. SH 92	41,400	UP-H					FO	1	1	01	6	5		31			2,183	

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			Length (Rdy: Miles) (Brig: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
I040	09-05	N	31.25		0.58	JCT SH 92	42,200	LL0H	24	1	10		59	2	1	1	01	6	2	1	23	2,552		
I040	09-05	S	31.25		0.00	JCT SH 92	42,200	LL0H	24	1	10		59	2	1	1	01	6	2	1	23			
I040	09-05	N	31.83		0.62	0.62 MIS E. SH 92	48,200	LL0H	24	1	10		59	2	1	1	01	6	2	1	23	2,728		
I040	09-05	S	31.83		0.00	0.62 MIS E. SH 92	48,200	LL0H	24	1	10		59	2	1	1	01	6	2	1	23			
I040	09-05	N	X 31.83		198	0.62 MIS E. SH 92	48,200	OP-H				30	AD		1	1	01	6	6		31		2,513	
I040	09-05	S	X 31.83		198	0.62 MIS E. SH 92	48,200	OP-H				30	AD		1	1	01	6	6		31		2,513	
I040	09-05	N	32.45		0.31	ENTER OKC C/L	61,900	LL0H	24	1	10		45	3	1	1	01	6	2	1	23	1,364		
I040	09-05	S	32.45		0.00	ENTER OKC C/L	61,900	LL0H	24	1	10		45	3	1	1	01	6	2	1	23			
I040	09-05	N	32.76	OKLA. CI	0.50	1.43 MIS. E. SH 92	62,100	LL0H	24	1	10		47	3	1	1	01	6	2	1	23	2,800		
I040	09-05	S	32.76		0.00	1.43 MIS. E. SH 92	62,100	LL0H	24	1	10		45	3	1	1	01	6	2	1	23			
I040	09-05	X	32.76		0	1.43 MIS. E. SH 92	62,100	UP-H					AD		1	1	01	6	5		31		4,748	
I040	09-05	X	33.06		380		62,100	UP-H					AD		1	1	01	6	5		31		3,123	
I040	09-05	N	33.26		0.96	JCT. SH 4	62,100	LL0H	24	1	10		47	3	1	1	01	6	2	1	23	4,224		
I040	09-05	S	33.26		0.00	JCT. SH 4	62,100	LL0H	24	1	10		45	3	1	1	01	6	2	1	23			
I040	09-05	N	34.22		0.13	0.13 MIS E. SH 4	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22	572		
I040	09-05	S	34.22		0.00	0.13 MIS E. SH 4	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22			
I040	09-05	X	34.22		0	0.13 MIS E. SH 4	62,100	UP-H					FO		1	1	01	6	6		31		3,119	
I040	09-05	X	34.23		0		62,100	UP-H					FO		1	1	01	6	6		31		3,119	
I040	09-05	N	34.35		0.30	0.45 MIS. W. T.P.	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22	1,320		
I040	09-05	S	34.35		0.00	0.45 MIS. W. T.P.	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22			
I040	09-05	N	34.65		0.45	JCT KILPATRICK T.P.	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22	1,980		
I040	09-05	S	34.65		0.00	JCT KILPATRICK T.P.	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22			
I040	09-05	N	X 34.65		257	JCT KILPATRICK T.P.	62,100	OP-H				30	FO		1	1	01	6	5		31		5,858	
I040	09-05	S	X 34.65		256	JCT KILPATRICK T.P.	62,100	OP-H				30	SD		1	1	01	6	5		31		4,045	
I040	09-05	X	35.00		157		62,100	UP-H					AD		1	1								
I040	09-05	X	35.02		157		62,100	UP-H					AD		1	1								
I040	09-05	N	35.10		0.25	0.25 MIS. E. TP	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22	1,100		
I040	09-05	S	35.10		0.00	0.25 MIS. E. TP	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22			
I040	09-05	N	35.35		1.17	1.42 MIS. E. TP	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	1	22	5,031		
I040	09-05	S	35.35		0.00	1.42 MIS. E. TP	62,100	LL0H	36	1	10		59	2	1	1	01	6	2	0	22			
I040	09-05	X	35.37		0		62,100	UP-H					FO		1	1	01	6	5		31		2,644	
I040	09-05	X	36.03		39		62,100	BXUF				HS	NR		1	1								
I040	09-05	X	36.36		0		62,100	UPHP					FO		1	1	01	6	6		31		3,161	
I040	09-05	X	36.37		0		62,100	UP-H					FO		1	1	01	6	6		31		3,161	
I040	09-05	N	36.52		0.83	OKLA CO LINE	72,400	PIHB	36	1	10		59	2	1	1	21	6	2	6	22	3,569		
I040	09-05	S	36.52		0.00	OKLA CO LINE	72,400	PIHB	36	1	10		59	2	1	1	21	6	2	6	22		136,349	
S066	09-06		00.00	EL RENO	0.10	0.10 MIS E. US 81S	7,400	DHLA	24	1	6		59	1	0	4	29	2	0	6	08	445		
S066	09-06		00.10		0.15	0.25 MIS E. US 81S	7,400	IILA	24	1	6		69	1	0	4	29	2	0	6	08	679		
S066	09-06		00.25		1.75	LEAVE EL RENO U/L	5,200	IILA	24	1	6		68	1	0	4	05	2	0	2	02	3,318		
S066	09-06	X	01.05		120		5,200	BRDG				0	AD		0	4	05	4	2		50			
S066	09-06		02.00		2.00	LEAVE EL RENO C/L	5,700	IILA	24	1	6		73	3	0	5								
S066	09-06	X	02.11		21		5,700	BXUF				HS	NR		0	5								
S066	09-06	X	02.39		21		5,700	BXUF				HS	NR		0	5								
S066	09-06		04.00	0.54		4 LN E OF EL RENO	6,000	IHLA	24	1	6		59	3	0	5	07	4	0	2	05	1,243		
S066	09-06	N	04.54	1.47		ENT OKC CL YUKON LFT	6,200	NHHA	24	1	9		59	1	0	5	07	2	0	2	02	2,923		

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			Length (Rdy: Miles) (Brig: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S066	09-06	S	04.54	0.00	ENT OKC CL YUKON LFT	6,200	NHHA	24	1	9		59	1	0	5	07	2	0	2	02			
S066	09-06	X	04.94	140		6,200	BRDG				0	AD		0	5	07	4	1		50			
S066	09-06	N	06.01	OKLA. CI	2.92	ENTER OKC U/L	5,400	IHHA	24	3	6	81	1	0	5								
S066	09-06	S	06.01		0.00	ENT OKC U/L - FRISCO	5,400	IHHA	24	3	6	81	1	0	5								
S066	09-06	N X	08.19		162		5,400	BRDG			31	FO		0	5	08	4	1		31			1,859
S066	09-06	S X	08.19		162		5,400	BRDG			31	FO		0	5	08	4	1		31			1,859
S066	09-06	N	08.93	YUKON	0.50	ENTER YUKON C/L	6,000	IHHA	24	3	6	80	1	0	3								
S066	09-06	S	08.93		0.00	ENTER YUKON C/L	6,000	IHHA	24	3	6	79	1	0	3								
S066	09-06	N	09.43		0.48	JCT SH 92	7,100	IHHA	24	1	9	81	1	0	3								
S066	09-06	S	09.43		0.00	JCT SH 92	7,100	IHHA	24	1	9	81	1	0	3								
S066	09-06	N	09.91		0.46	TOWN CENTER AT 6TH S	11,300	LL0H	33	4		89	1	0	3								
S066	09-06	S	09.91		0.00	TOWN CENTER AT 6TH S	11,300	LL0H	33	4		89	1	0	3								
S066	09-06		10.37		0.27	3RD STREET	17,000	IILH	76	4		87	1	0	3								
S066	09-06		10.64		0.26	JCT SH 4 NORTH	15,900	IILH	48	1	10	83	1	0	3								
S066	09-06	N	10.90		0.00	JCT SH 4 SOUTH	13,700	LL0H	24	1	10	79	1	0	3								
S066	09-06	S	10.90		0.21	JCT SH 4 SOUTH	13,700	LL0H	24	1	10	79	1	0	3								
S066	09-06	X	10.93		24		13,700	BXUF				HS	NR		0	3							
S066	09-06	X	11.04		21		13,700	BXUF				HS	NR		0	3							
S066	09-06	N	11.11		0.61	SHLDR CHANGE	16,400	LL0H	24	3	8	71	1	0	3								
S066	09-06	S	11.11		0.00	SHLDR CHANGE	16,400	LL0H	24	3	8	71	1	0	3								
S066	09-06	N	11.72		0.31	SHLDR CHANGE	12,600	LL0H	24	1	10	77	1	0	3								
S066	09-06	S	11.72		0.00	SHLDR CHANGE	12,600	LL0H	24	1	10	79	1	0	3								
S066	09-06	N	12.03		0.43	LVE YUKON-ENT OKC C/	13,900	LL0H	24	1	10	82	1	0	3								
S066	09-06	S	12.03		0.00	LVE YUKON-ENT OKC C/	13,900	LL0H	24	1	10	82	1	0	3								
S066	09-06	N	12.46	OKLA. CI	1.11	JCT KILPATRICK T.P.	15,300	LL0H	24	1	10	81	1	0	3								
S066	09-06	S	12.46		0.00	JCT KILPATRICK T.P.	15,300	LL0H	24	1	10	81	1	0	3								
S066	09-06	X	13.48		21		15,300	UPHP				AD		0	3								
S066	09-06	X	13.50		21		15,300	UPHP				AD		0	3								
S066	09-06	N	13.57		1.41	OKLA CO LINE	13,900	LL0H	24	1	10	81	1	0	3								
S066	09-06	S	13.57		0.00	OKLA CO LINE	13,900	LL0H	24	1	10	81	1	0	3								12,326
U081	09-08		00.00	UNION CI	0.54	BEG ASPH OVLAY	4,600	IILH	24	1	8	79	1	1	3								
U081	09-08		00.54		1.16	0.16 S SH 152	4,600	IILA	24	1	8	79	1	1	3								
U081	09-08		01.70		0.16	JCT SH 152 - TOWN CE	4,600	II0E	52	4		81	1	1	3								
U081	09-08		01.86		0.51	UNION CITY RAISE ARE	5,100	II0E	52	4		82	1	1	3								
U081	09-08		02.37		2.19	2.70 MIS. N. SH 152	4,800	IILA	24	3	2	59	2	1	3	03	2	0	3	50			
U081	09-08		04.56		0.18	2.88 MIS. N. SH 152	4,700	II0E	24	1	4	59	2	1	3	03	2	0	3	50			
U081	09-08	E	04.74		2.15	ENTER EL RENO C/L	4,700	II0E	24	1	10	98	1	1	3								
U081	09-08	W	04.74		0.00	ENTER EL RENO C/L	4,700	II0E	24	1	10	98	1	1	3								
U081	09-08	E	06.89	EL RENO	1.95	ENTER EL RENO U/L	5,100	II0E	24	1	10	98	1	1	3								
U081	09-08	W	06.89		0.00	ENTER EL RENO U/L	5,100	II0E	24	1	10	98	1	1	3								
U081	09-08	E X	07.85		112		5,100	BRDG			25	AD		1	3								
U081	09-08	W X	07.85		112		5,100	BRDG			22	AD		1	3								
U081	09-08	E X	08.22		93		5,100	BRDG			36	AD		1	3								
U081	09-08	W X	08.22		93		5,100	BRDG			36	AD		1	3								
U081	09-08	E	08.84		0.20	SURF CHANGE	5,300	HHLA	24	1	10	84	1	1	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U081	09-08	W	08.84			5,300	LL0H	24	1	10		81	1	1	3								
U081	09-08	E	09.04		0.32	JCT I-40	LL0H	24	1	10		83	1	1	3								
U081	09-08	W	09.04		0.00	JCT I-40	LL0H	24	1	10		83	1	1	3								
U081	09-08	E	09.36		0.23	0.25 MIS S. I-40B	LL0H	24	1	10		83	1	1	3								
U081	09-08	W	09.36		0.00	0.25 MIS S. I-40B	LL0H	24	1	10		82	1	1	3								
U081	09-08	X	09.36		0	0.25 MIS S. I-40B	UP-H					AD											
U081	09-08	X	09.38		0		UP-H					AD											
U081	09-08	E	09.59		0.00	JCT I-40B & SH 66	LL0H	24	1	10		77	1	1	3								
U081	09-08	W	09.59		0.25	JCT I-40B & SH 66	LL0H	24	1	10		77	1	1	3								0
U081	09-12		00.00		0.19	ROGERS ST IN EL RENO	HHLA	59	4			86	1	1	3								
U081	09-12		00.19		0.44	0.63 MIS N. I-40B	IIOE	52	4			96	1	1	3								
U081	09-12		00.63		0.28	0.91 MIS N. I-40B	IIOE	52	4			96	1	1	3								
U081	09-12	X	00.63		101	0.91 MIS N. I-40B	BRDG				29	AD											
U081	09-12	X	00.71		373		H-HR				29	AD											
U081	09-12		00.91		0.26	LEAVE EL RENO C/L	IIOE	52	4			96	1	1	3								
U081	09-12		01.17	0.15		1.32 N I-40B	IIOE	52	4			96	1	1	3								
U081	09-12		01.32	0.43		BEG 4 LANE DIVIDED	HHOF	48	1	10		81	1	1	3								
U081	09-12	E	01.75	0.58		LEAVE EL RENO U/L	HHOF	24	1	10		98	1	1	3								
U081	09-12	W	01.75	0.00		BRITTON ROAD	IIOE	24	1	10		100	1	1	3								
U081	09-12	E X	02.05	605			BRDG				36	AD											
U081	09-12	W X	02.05	602			BRDG				44	AD											
U081	09-12	E	02.33	0.33		2.66 MIS. N. I-40B	HHOF	24	1	10		98	1	1	3								
U081	09-12	W	02.33	0.00		2.66 MIS. N. I-40B	IIOE	24	1	10		100	1	1	3								
U081	09-12	E	02.66	0.56		3.22 MIS. N. I-40B	LLOA	24	3	8		94	1	1	3								
U081	09-12	W	02.66	0.00		3.22 MIS. N. I-40B	IIOE	24	1	10		98	1	1	3								
U081	09-12	E	03.22	0.85		4.07 MIS. N. I-40B	LLOA	24	3	8		94	1	1	3								
U081	09-12	W	03.22	0.00		4.07 MIS. N. I-40B	IIOE	24	1	10		100	1	1	3								
U081	09-12	X	03.25	32			BXUF				HS	NR											
U081	09-12	E	04.07	0.31		4.38 MIS. N. I-40B	IIOE	24	1	10		98	1	1	3								
U081	09-12	W	04.07	0.00		4.38 MIS. N. I-40B	IIOE	24	1	10		98	1	1	3								
U081	09-12	E	04.38	1.17		5.61 MIS. S. SH 3	IIOE	24	1	10		98	1	1	3								
U081	09-12	W	04.38	0.00		5.61 MIS. S. SH 3	IIOE	24	1	10		98	1	1	3								
U081	09-12	X	05.39	34			BXUF				HS	NR											
U081	09-12	E	05.55	1.19		4.42 MIS. S. SH 3	IHLA	24	3	4		87	1	1	3								
U081	09-12	W	05.55	0.00		4.42 MIS. S. SH 3	IIOE	24	1	10		98	1	1	3								
U081	09-12	X	05.81	21			BXUF				HS	NR											
U081	09-12	E	06.74	4.22		0.20 MIS. S. SH 3	IIOE	24	1	10		97	1	1	3								
U081	09-12	W	06.74	0.00		0.20 MIS. S. SH 3	IIOE	24	1	10		97	1	1	3								
U081	09-12	E X	09.71	101			BRDG				51	AD											
U081	09-12	W X	09.71	101			BRDG				51	AD											
U081	09-12	X	10.59	21			BXUF				HS	NR											
U081	09-12		10.96	0.20		JCT SH 3	HHLA	24	1	4		85	1	1	3								
U081	09-12	X	11.14	226			OP-H				36	AD											
U081	09-12	X	11.16	226			OP-H				36	SD											2,147
U270	09-14		00.00	2.00		2.00 MIS. E. BLAINE	IILD	24	3	3		71	1	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	09-14		02.00	6.40		8.40	MIS. E. BLAINE	720	IHD	24	3	3		72	1	0	5						
U270	09-14	X	03.93	21				720	BXBR				HS	AD		0	5						
U270	09-14	X	05.18	21				720	BXBR				HS	AD		0	5						
U270	09-14	X	06.02	45				720	BXBR				HS	AD		0	5						
U270	09-14		08.40	1.67		ENTER CALUMET C/L		830	HHHD	24	3	3		77	1	0	5						
U270	09-14	X	09.17	21				830	BXBR				HS	AD		0	5						
U270	09-14		10.07	CALUMET	0.73	TAFT AVE		1,100	HHHD	24	3	3		76	1	0	5						
U270	09-14	X	10.27		26			1,100	BXBR				HS	AD		0	5						
U270	09-14		10.80		0.43	MAIN ST		1,100	HHHD	24	3	3		67	1	0	5	09	2	0	2	01	346
U270	09-14		11.23		0.04	SHERK ST (TC)		1,300	IHD	24	1	8		76	1	0	5						
U270	09-14		11.27		0.10	3RD STREET		1,600	IILA	57	4			75	1	0	5						
U270	09-14		11.37		0.07	4TH STREET		1,600	IILA	24	1	8		74	1	0	5						
U270	09-14		11.44		0.22	LVE CALUMET CL 6TH S		1,800	IILA	24	6	3		70	1	0	5						
U270	09-14		11.66	0.98		3.58 MIS N OF I-40		1,800	IILA	24	6	3		73	1	0	5						
U270	09-14		12.64	0.73		2.85 MIS N OF I-40		1,800	IIB	24	1	8		80	1	0	5						
U270	09-14	X	13.02	136				1,800	BRDG				36	AD		0	5						
U270	09-14		13.37	2.18		0.67 MIS N OF I-40		1,800	IILA	24	3	3		75	1	0	5						
U270	09-14		15.55	0.67		JCT I 40		2,800	IIB	24	1	10		83	1	0	5						
U270	09-14	X	16.18	177				2,800	OP-H				25	AD		0	5						346
U281	09-18		00.00	1.29		0.36 MIS. S. US 281S		4,800	IIOE	24	1	8		91	1	0	4						
U281	09-18		01.29	GEARY	0.36	JCT US 281 SPUR		4,800	IIOE	24	1	8		91	1	0	4						
U281	09-18	E	01.65	0.74		0.74 MIS. N. US 281S		4,800	IIOE	24	1	8		95	1	1	3						
U281	09-18	W	01.65	0.00		0.74 MIS. N. US 281S		4,800	IIOE	24	1	8		95	1	1	3						
U281	09-18		02.39	2.64		BLAINE CO LINE		4,800	IIOE	24	1	8		89	1	1	3						0
S003	09-22		00.00	OKARCHE	0.30	LEAVE OKARCHE C/L		7,700	IHHF	52	4			83	1	1	3						
S003	09-22	N	00.30	2.22		JCT US 81 SOUTH		7,300	IHHF	24	1	10		85	1	1	3						
S003	09-22	S	00.30	0.00		JCT US 81 SOUTH		7,300	IHHF	24	1	10		85	1	1	3						
S003	09-22	E	X 00.60	316				7,300	OP-R				32	AD		1	3						
S003	09-22	W	X 00.60	316				7,300	OP-R				32	AD		1	3						
S003	09-22		X 02.00	21				7,300	BXUF				HS	NR		1	3						
S003	09-22	N	X 02.49	226				7,300	UP-H				SD		1	3	02	4	6		31		2,147
S003	09-22	S	X 02.49	226				7,300	UP-H				AD		1	3							
S003	09-22	N	02.52	0.00		6.50 MIS E. US 81 S		4,800	IIOE	24	1	10		95	1	1	3						
S003	09-22	S	02.52	6.50		6.50 MIS. E. US 81 S		4,800	IIOE	24	1	10		95	1	1	3						
S003	09-22	N	X 03.69	198				4,800	BRDG				34	AD		1	3						
S003	09-22	S	X 03.69	198				4,800	BRDG				42	AD		1	3						
S003	09-22	N	X 04.80	142				4,800	BRDG				33	AD		1	3						
S003	09-22	S	X 04.80	142				4,800	BRDG				36	AD		1	3						
S003	09-22		X 06.00	21				4,800	BXUF				HS	NR		1	3						
S003	09-22	N	X 06.51	218				4,800	BRDG				39	AD		1	3						
S003	09-22	S	X 06.51	218				4,800	BRDG				46	AD		1	3						
S003	09-22	X	08.95	21				4,800	BXBR				HS	AD		1	3						
S003	09-22	N	09.02	2.03		4.90 MIS W SH 4		5,500	IIOE	24	1	10		93	1	1	3						
S003	09-22	S	09.02	0.00		4.90 MIS W SH 4		5,500	IIOE	24	1	10		93	1	1	3						
S003	09-22	N	11.05	0.90		4.00 MIS W. SH 4		6,800	IIOE	24	1	10		93	1	1	3						

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003	09-22	S	11.05	0.00		4.00 MIS W. SH 4	6,800	II0E	24	1	10		93	1	1	3							
S003	09-22	N	11.95	0.63		ENT OKC C/L RICHLAND	7,200	II0E	24	1	10		93	1	1	3							
S003	09-22	S	11.95	0.00		ENT OKC C/L RICHLAND	7,200	II0E	24	1	10		93	1	1	3							
S003	09-22	N	12.58		OKLA. CI	2.64	0.73 MIS W. SH 4	7,900	II0E	24	1	10		88	1	1	3						
S003	09-22	S	12.58	0.00		0.73 MIS W. SH 4	7,900	II0E	24	1	10		88	1	1	3							
S003	09-22	X	13.57	40			7,900	BXUF					HS	NR		1	3						
S003	09-22	X	13.91	24			7,900	BXUF					HS	NR		1	3						
S003	09-22		15.22	0.73		JCT SH 4	8,900	II0E	48	1	10		79	1	1	3							
S003	09-22	X	15.45	40			8,900	BXBR					HS	AD		1	3						
S003	09-22		15.95	1.45		ENTER OKLA CITY U/L	11,900	IIIE	48	1	8		82	1	1	3							
S003	09-22	X	16.70	40			11,900	BXBR					HS	AD		1	3						
S003	09-22	X	17.30	21			11,900	BXUF					HS	NR		1	3						
S003	09-22		17.40	2.15		JCT KILPATRICK TP	14,600	IIIE	48	1	8		82	1	1	3							
S003	09-22	X	19.45	316			14,600	UP-R					AD		1	3							
S003	09-22	X	19.46	316			14,600	UP-R					AD		1	3							
S003	09-22		19.55	0.91		OKLA CO LINE	14,600	IIIE	48	1	8		82	1	1	3							2,147
S004	09-28		00.00		YUKON	1.00	LEAVE OKC U/L	4,100	IIDD	22	3	3		71	1	0	4						
S004	09-28	X	00.82	37			4,100	BXBR					HS	AD		0	4						
S004	09-28		01.00	1.70		2.7 N SH 66	3,800	IIDD	22	3	4		71	1	0	5							
S004	09-28	X	01.92	175			3,800	BRDG					HS	SD		0	5	08	2	1		31	
S004	09-28	X	02.13	332			3,800	BRDG					36	AD		0	5						1,924
S004	09-28	X	02.26	125			3,800	BRDG					HS	FO		0	5	08	2	1		31	
S004	09-28		02.70	0.30	OKLA. CI	0.30	LVE YUKON ENT OKC C/	3,300	IIHF	24	1	8		59	1	0	5	08	2	0	3	02	607
S004	09-28		03.00	0.30		3.40 MIS S. SH 3	3,300	IIHF	24	1	8		82	1	0	5							
S004	09-28		03.30	1.70		ENT OKC U/L HEFNER	2,600	IIDR	24	3	3		65	1	0	5	08	2	0	3	01		2,341
S004	09-28		05.00	1.02		LEV OKC U/L 122ND	2,600	IIDR	24	3	3		65	1	0	4	08	2	0	3	01		1,402
S004	09-28		06.02	0.68		JCT SH 3	2,600	IIDR	24	3	3		65	1	0	5	08	2	0	3	01		935
S004	09-30		00.00	0.23		0.23 MI N SH 3	5,600	II0E	66	4			85	1	0	5							
S004	09-30		00.23	1.11		LVE OKC-ENT PIEDMONT	5,200	II0E	52	4			85	1	0	5							
S004	09-30	X	00.76	78			5,200	BRDG					34	AD		0	5						
S004	09-30	X	00.92	122			5,200	BRDG					34	AD		0	5						
S004	09-30		01.34	1.99	PIEDMONT		END HWY EDMOND RD	5,200	II0E	52	4		85	1	0	5							
S004	09-30	X	02.23	21			5,200	BXUF					HS	NR		0	5						0
S037	09-32		00.00	14.12		CADDO CO LINE	400	DDDL	22	3	3		63	1	0	5	13	2	0	3	01		9,478
S037	09-32	X	06.21	53			400	BXBR					HS	AD		0	5						9,478
S152	09-36		00.00	0.95	UNION CI		0.95 MIS. E. US 81	2,100	IHDD	20	3	4		49	1	0	5	08	2	0	3	01	1,304
S152	09-36		00.95	0.35		1.30 MIS. E. US 81	2,200	HHDD	20	3	4		47	1	0	5	08	2	0	3	01		480
S152	09-36	X	01.11	34			2,200	BXBR					HS	AD		0	5						
S152	09-36		01.30	0.75		2.05 MIS. E. US 81	2,200	IHDD	20	3	4		51	1	0	5	08	2	0	3	01		1,025
S152	09-36		02.05	0.35		2.40 MIS. E. US 81	2,200	HHDD	20	3	4		46	1	0	5	08	2	0	3	01		480
S152	09-36	X	02.20	52			2,200	BXBR					HS	AD		0	5						
S152	09-36		02.40	0.65		3.05 MIS. E. US 81	2,200	IHDD	20	3	4		50	1	0	5	08	2	0	3	01		890
S152	09-36		03.05	2.20		5.25 MIS. E. US 81	2,200	HHDD	20	3	4		46	1	0	5	08	2	0	3	01		3,003
S152	09-36	X	05.04	54			2,200	BXBR					HS	AD		0	5						
S152	09-36		05.25	0.75		6.00 MIS. E. US 81	2,200	IHDD	20	3	4		50	1	0	5	08	2	0	3	01		1,025

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				Roadway
S152	09-36		06.00			OKLA. CI	1.20	7.20 MIS. E. US 81	2,400	IHDD	20	3	4								2,616			
S152	09-36		07.20			OKLA. CI	0.50	7.70 MIS. E. US 81	2,500	HHDD	20	3	4								1,098			
S152	09-36		07.70			OKLA. CI	0.25	7.95 MIS. E. US 81	3,200	IHDD	20	3	4								545			
S152	09-36		07.95			OKLA. CI	1.05	LV OKC ENT MUSTANG C	3,400	IHDD	20	3	5								2,391			
S152	09-36	X	08.18				26		3,400	BXBR				HS	AD									
S152	09-36	X	08.26				21		3,400	BXBR				HS	AD									
S152	09-36	X	08.94				21		3,400	BXUF				HS	NR									
S152	09-36		09.00			MUSTANG	0.71	.24 MI W SH 92 NORTH	6,900	HHDD	20	3	5								3,238			
S152	09-36		09.71			MUSTANG	0.24	JCT SH 92 NORTH	12,700	LL0E	50	4												
S152	09-36		09.95			MUSTANG	2.00	JCT SH 4 N (TC MSTNG	18,400	LL0E	50	4												
S152	09-36		11.95			MUSTANG	0.22	.22 MI E MUSTANG RD	15,200	LL0E	50	4												
S152	09-36		12.17			MUSTANG	0.78	JCT SH 4 SOUTH	15,800	LL0E	50	4												
S152	09-36		12.95			MUSTANG	1.98	OKLAHOMA COUNTY LINE	15,500	LL0E	50	4											18,095	
S092	09-37		00.00			OKLA. CI	1.01	LVE MUSTANG-EN OKC C	5,600	IIDL	24	1	4											
S092	09-37		01.01			OKLA. CI	2.00	ENTER OKC U/L	6,100	IIDL	24	1	4											
S092	09-37	X	01.87				21		6,100	BXUF				HS	NR									
S092	09-37		03.01			YUKON	3.01	LEV OKC ENT YUKON C/	10,200	IIDL	24	1	4								9,748			
S092	09-37		06.02			YUKON	0.35	BEG 4 LANE DIVIDED	10,200	IIDL	24	1	4								1,183			
S092	09-37	E	06.37				0.14	I 40 JCT	10,000	LL0E	24	1	8											
S092	09-37	W	06.37				0.00	I 40 JCT	10,000	LL0E	24	1	8											
S092	09-37	E	06.51				0.16	END PC CONC	10,200	LL0E	24	1	8											
S092	09-37	W	06.51				0.00	END PC CONC	10,200	LL0E	24	1	8											
S092	09-37	X	06.51				0	END PC CONC	10,200	UP-H					AD									
S092	09-37	X	06.53				0	END PC CONC	10,200	UP-H					AD									
S092	09-37		06.67				1.31	JCT SH 66	10,900	IIHF	52	4											10,931	
S144	09-44P		00.00				3.19		0		0				1	2	22	4	2	7	09		134,936	134,936
U281	09-52	N	00.00			GEARY	1.70	OLD ALIGNMENT W. SID	3,600	II0E	24	1	8											
U281	09-52	S	00.00			GEARY	0.00	2.54 MIS N. JCT I-40	3,600	II0E	24	1	8											
U281	09-52	N	01.70			GEARY	0.05	2.39 MIS N. JCT I-40	3,600	II0E	24	1	8											
U281	09-52	S	01.70			GEARY	0.00	2.39 MIS N. JCT I-40	3,600	II0E	24	1	8											
U281	09-52	N	01.75			GEARY	1.70	0.79 MIS N. JCT I-40	3,600	II0E	24	1	8											
U281	09-52	S	01.75			GEARY	0.00	0.79 MIS N. JCT I-40	3,600	II0E	24	1	8											
U281	09-52	N X	02.49				198		3,600	BRDG				25	AD									
U281	09-52	S X	02.49				198		3,600	BRDG				25	AD									
U281	09-52		03.45				0.40	0.39 MIS N. JCT I-40	4,000	II0E	48	1	8											
U281	09-52		03.85				0.25	0.14 MIS N. JCT I-40	6,300	II0E	48	1	8											
U281	09-52		04.10				0.14	JCT I-40	6,300	HH0F	24	1	10											
U281	09-52	X	04.24				172		6,300	OP-H				36	FO							1,929	1,929	
S004	09-54		00.00			MUSTANG	1.00	BEGIN OKC C/L	15,800	IIHA	50	4												
S004	09-54		01.00			OKLA. CI	1.00	2.00 MIS N. SH 152	15,000	II0E	52	4												
S004	09-54	X	01.59				40		15,000	BXBR				HS	AD									
S004	09-54		02.00				1.00	ENTER OKC U/L	15,600	II0E	52	4												
S004	09-54		03.00				2.03	RENO AVE	15,500	II0E	52	4												
S004	09-54	X	03.81				45		15,500	BXBR				HS	AD									
S004	09-54	X	04.26				45		15,500	BXBR				HS	AD									

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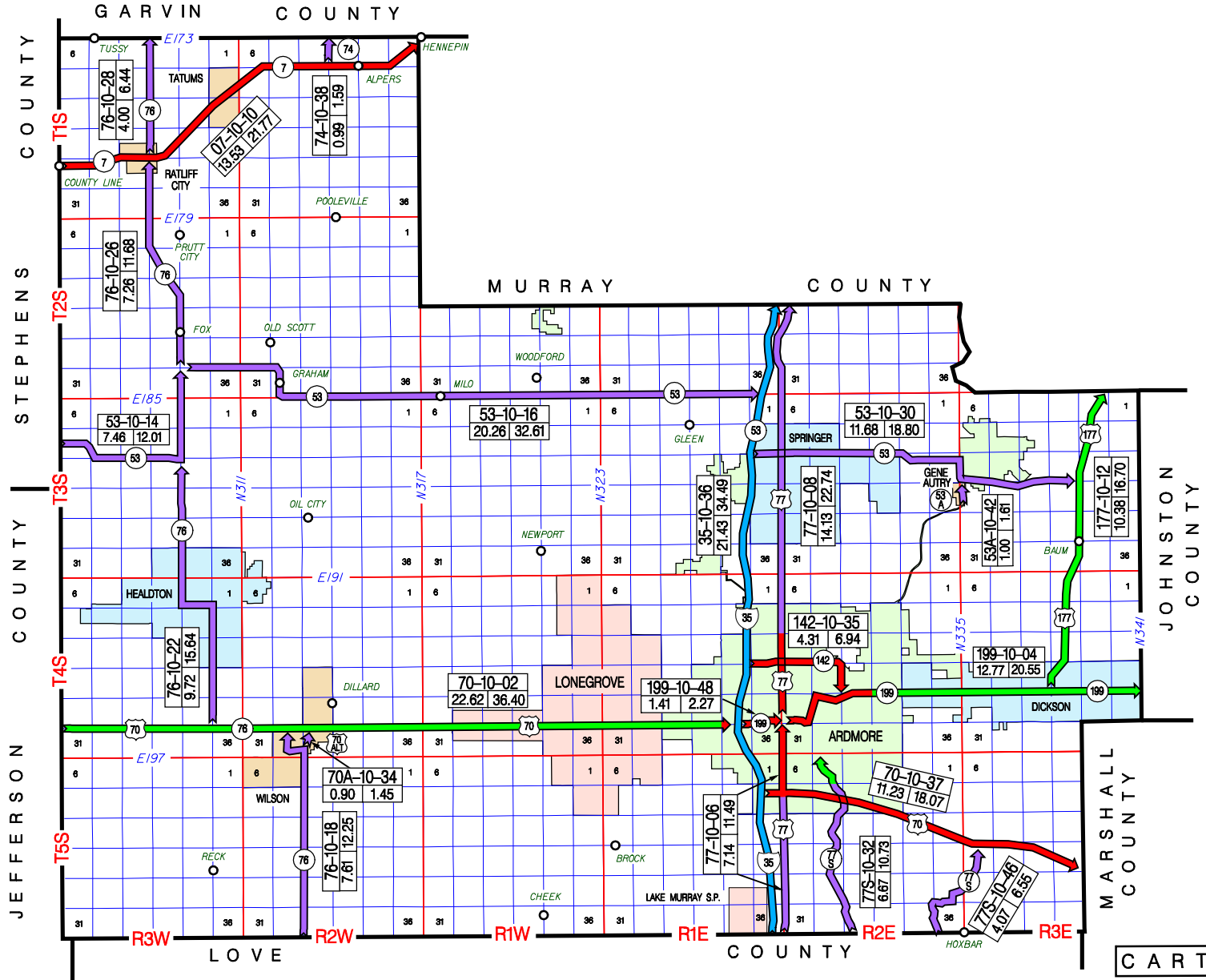
Canadian County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr	Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet												Roadway	Bridge	Control Section Total		
			Rural	Municipal																				
S004	09-54	X 04.36		37		15,500	BXBR			HS	AD	0	4											
S004	09-54	05.03		0.11	0.18 MIS S. I-40	15,500	LL0E	52	4		95	1	0	4										
S004	09-54	E 05.14		0.18	JCT. I-40	15,500	LL0E	24	1	8	89	1	0	4										
S004	09-54	W 05.14		0.00	JCT. I-40	15,500	LL0E	24	1	8	89	1	0	4										
S004	09-54	E X 05.26		279		15,500	OP-H			45	FO	0	4	04	4	2			50					
S004	09-54	W X 05.26		279		15,500	OP-H			45	FO	0	4	04	4	2			50					
S004	09-54	E 05.32		0.20	2.7 MI S OF SH 66	16,800	LL0E	24	1	8	89	1	0	4										
S004	09-54	W 05.32		0.00	2.7 MI S OF SH 66	16,800	LL0E	24	1	8	89	1	0	4										
S004	09-54	05.52		0.48	BEGIN YUKON C/L	14,700	IHDD	24	3	2	37	3	0	4	28	4	0	7	50					
S004	09-54	06.00	YUKON	0.78	RANCHWOOD DR	12,600	IHDD	24	3	2	38	3	0	4	28	4	0	7	50					
S004	09-54	06.78		1.30	0.18 MIS. S. SH 66	5,900	IHDD	24	3	4	62	1	0	4	29	2	0	7	50					
S004	09-54	08.08		0.18	JCT. SH 66	6,300	HHDD	24	3	4	60	1	0	4	29	2	0	7	50			0		
S004	09-58	E 00.00	OKLA. CI	3.43	ENTER MUSTANG C/L	7,700	II0E	24	1	10	97	1	0	5										
S004	09-58	W 00.00		0.00	ENTER OKC U/L	7,700	II0E	24	1	10	97	1	0	5										
S004	09-58	E X 00.00		1754	ENTER MUSTANG C/L	7,700	OP-R			49	AD	0	5											
S004	09-58	W X 00.00		1754	ENTER OKC U/L	7,700	OP-R			49	AD	0	5											
S004	09-58	E 03.43	MUSTANG	0.55	0.47 MIS. S. SH 152	7,600	II0E	24	1	10	98	1	0	3										
S004	09-58	W 03.43		0.00	3.98 MIS N GRADY CO/	7,600	II0E	24	1	10	98	1	0	3										
S004	09-58	E X 03.75		144		7,600	OP-R			30	AD	0	3											
S004	09-58	W X 03.75		144		7,600	OP-R			30	AD	0	3											
S004	09-58	03.98		0.47	JCT SH 152	7,600	II0E	52	4		98	1	0	3								0		
County Total			77.65	113.97	191.60																	258,946	129,621	388,567

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CARTER COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1002	US 70	22.62	JEFFERSON COUNTY LINE	EASTERLY	JCT. I 35 IN ARDMORE (E. SIDE STR.)	
1004	SH 199	12.77	JCT. US 77 (COMMERCE & BROADWAY) IN ARDMORE	EASTERLY	JOHNSTON COUNTY LINE	
1006	US 77	7.14	LOVE COUNTY LINE	NORTHERLY	JCT. SH 199(BROADWAY & COMMERCE) IN ARDMORE	
1008	US 77	14.13	JCT. SH 199(BROADWAY & COMMERCE) IN ARDMORE	NORTHERLY	MURRAY COUNTY LINE	
1010	SH 7	13.53	STEPHENS COUNTY LINE	NORTHEASTERLY	MURRAY COUNTY LINE	
1012	US 177	10.38	JCT. SH 199 IN DICKSON	NORTHERLY	MURRAY COUNTY LINE	
1014	SH 53	7.46	STEPHENS COUNTY LINE	EAST AND NORTHERLY	JCT. SH 76 N., SOUTH OF FOX	
1016	SH 53	20.26	JCT. SH 76 N., SOUTH OF FOX	EASTERLY	JCT. I-35 N. OF SPRINGER	
1018	SH 76	7.61	LOVE COUNTY LINE	NORTHERLY	JCT. US 70 N. EDGE OF WILSON	
1022	SH 76	9.72	JCT. US 70 SOUTH OF HEADLTON	NORTHERLY	JCT. SH 53 NORTH OF HEALDTON	
1026	SH 76	7.26	JCT. SH 53 SOUTH OF FOX	NORTHERLY	JCT. SH 7(MAIN ST) IN RATLIFF CITY	
1028	SH 76	4.00	JCT. SH 7 (MAIN ST) IN RATLIFF CITY	NORTHERLY	GARVIN COUNTY LINE	
1030	SH 53	11.68	JCT. I-35 W. SIDE OF SPRINGER	EASTERLY	JCT. US 177 E. OF GENE AUTRY	
1032	SH 77S	6.67	LOVE COUNTY LINE	NORTHERLY	LAKE MURRAY STATE PARK BOUNDARY(10TH AVE.)	
1034	US 70A	0.90	JCT. SH 76 (3RD ST & MAIN ST) IN WILSON	NORTHERLY	JCT. US 70 N EDGE OF WILSON	
1035	SH 142	4.31	JCT. I-35 IN ARDMORE (W. SIDE STR.)	EAST AND SOUTHERLY	JCT. SH 199 & "P" ST IN ARDMORE	
1036	IS 35	21.43	LOVE COUNTY LINE	NORTHERLY	MURRAY COUNTY LINE	
1037	US 70	11.23	JCT. I-35 S. OF ARDMORE (W. SIDE STR.)	EASTERLY	MARSHALL COUNTY LINE	
1038	SH 74	0.99	JCT SH 7 W. OF ALPERS	NORTHERLY	GARVIN COUNTY LINE	
1042	SH 53A	1.00	S. CITY LIMITS OF GENE AUTRY (WASHITA STR.)	NORTHERLY	JCT. SH 53 N OF GENE AUTRY	
1046	SH 77S	4.07	LOVE COUNTY LINE	NORTHERLY	JCT. US 70 S.E. OF ARDMORE	
1048	SH 199	1.41	JCT. I 35 IN ARDMORE (E. SIDE STR.)	EASTERLY	JCT. US 77(COMMERCE ST) IN ARDMORE	

200.57 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 7

Carter County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	10-02	00.00	2.87		2.87 MI E. JEFF CO/L	3,400	IHDL	24	6	6		63	1	0	4	05	2	0	3	02	6,031		
U070	10-02	X 01.47	22			3,400	BXBR				HS	AD		0	4								
U070	10-02	X 01.77	109			3,400	BRDG				22	SD		0	4	05	2	1		31		1,551	
U070	10-02	02.87	2.00		0.14 MIS. W. SH 76N	3,400	IHDL	24	6	6		56	1	0	4	05	2	0	3	50			
U070	10-02	N 04.87	0.14		JCT SH 76 NORTH	3,500	IHF	24	1	10		94	1	0	4								
U070	10-02	S 04.87	0.00		JCT SH 76 NORTH	3,500	IHF	24	1	10		92	1	0	4								
U070	10-02	N 05.01	0.00		WIDTH CHANGE	8,400	IHF	24	1	10		92	1	0	4								
U070	10-02	S 05.01	0.88		WIDTH CHANGE	8,400	IHF	24	1	10		89	1	0	4								
U070	10-02	N 05.89	0.00		WIDTH CHANGE	8,200	IHF	24	1	9		91	1	0	4								
U070	10-02	S 05.89	0.64		1.52 E SH 76	8,200	IHLA	24	3	10		80	1	0	4								
U070	10-02	N 06.53	1.00		1.52 E SH 76	8,300	IHF	24	1	10		83	1	0	4								
U070	10-02	S 06.53	0.00		JCT SH 76	8,300	IHF	24	1	10		84	1	0	4								
U070	10-02	N 07.53	0.00		ENT WILSON CL HORN R	9,000	IHF	24	1	10		91	1	0	4								
U070	10-02	S 07.53	0.51		ENT WILSON CL HORN R	9,000	IHF	24	1	10		85	1	0	4								
U070	10-02	N 08.04	WILSON	0.00	JCT SH 70A	9,000	IHF	24	1	10		90	1	0	4								
U070	10-02	S 08.04	WILSON	0.26	JCT SH 70A	9,000	IHF	24	1	10		85	1	0	4								
U070	10-02	X 08.08		33		9,000	BXBR				HS	AD		0	4								
U070	10-02	N 08.30		0.21		9,000	IHF	24	1	10		85	1	0	4								
U070	10-02	S 08.30		0.00	0.21 E SH 70A	9,000	IHF	24	1	10		84	1	0	4								
U070	10-02	N 08.51		0.00	LEAVE WILSON C/L	9,000	IHF	24	1	10		89	1	0	4								
U070	10-02	S 08.51		0.49	LEAVE WILSON C/L	9,000	IHLA	24	3	5		78	1	0	4								
U070	10-02	N 09.00	0.00		1.65 MIS. E. SH 70A	9,000	IHF	24	1	10		88	1	0	4								
U070	10-02	S 09.00	0.95		1.65 MIS. E. SH 70A	9,000	IHLA	24	3	5		78	1	0	4								
U070	10-02	N 09.95	1.80		1.65 MIS. E. SH 70A	8,700	IHF	24	1	10		84	1	0	4								
U070	10-02	S 09.95	0.00		3.45 E SH 70A	8,700	IHF	24	1	10		83	1	0	4								
U070	10-02	N X 10.85	210			8,700	BRDG				24	AD		0	4								
U070	10-02	S X 10.85	210			8,700	BRDG				24	AD		0	4								
U070	10-02	N 11.75	0.00			8,700	IILE	24	1	10		92	1	0	4								
U070	10-02	S 11.75	1.28		ENTER LONEGROVE C/L	8,700	IHLA	24	3	5		70	1	0	4								
U070	10-02	X 12.16	23			8,700	BXBR				HS	SD		0	4	04	2	2		33		657	
U070	10-02	N 13.03	LONE GRO	0.00	CHEEK RD	9,400	IILE	24	1	10		87	1	0	4								
U070	10-02	S 13.03	LONE GRO	3.03	CHEEK RD	9,400	IHLA	24	3	5		70	1	0	4								
U070	10-02	N X 14.22		183		9,400	BRDG				40	SD		0	4	04	2	1		31		1,965	
U070	10-02	S X 14.22		186		9,400	BRDG				38	SD		0	4	04	2	1		31		1,979	
U070	10-02	N 16.06		0.00	5.98 MIS. W. I-35	9,500	IILE	24	1	10		87	1	0	4								
U070	10-02	S 16.06		0.58	5.98 MIS. W. I-35	9,500	IHLA	24	3	5		69	1	0	4	04	2	0	3	01		867	
U070	10-02			0.38	SHLDR CHANGE -TC-	9,600	IILE	48	1	6		91	1	0	4								
U070	10-02			0.26	SHLDR CHANGE ORCHARD	9,600	IILE	48	4			89	1	0	4								
U070	10-02			0.44	SHLDR CHANGE	10,200	IILE	48	1	6		89	1	0	4								
U070	10-02	N 17.72		0.31	WIDTH CHANGE N LANE	10,200	LL0E	24	1	10		86	1	0	4								
U070	10-02	S 17.72		0.00	WIDTH CHANGE N LANE	10,200	LL0E	24	1	10		86	1	0	4								
U070	10-02	N 18.03		1.63	2.96 W. I-35	12,100	IHHE	24	1	8		84	1	0	4								
U070	10-02	S 18.03		0.00	WIDTH CHANGE	12,100	LL0E	24	1	10		86	1	0	4								
U070	10-02	X 18.75		27		12,100	BXBR				HS	AD		0	4								
U070	10-02	N 19.66		0.36	ENT ARD UC/L NORMAN	14,100	LL0E	24	1	10		86	1	0	4								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 7

Carter County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr	Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet												Roadway	Bridge	Control Section Total
			Rural	Municipal																		
U070	10-02	S	19.66		ENT ARD UC/L NORMAN	14,100	LL0E	24	1	10	88	1	0	4								
U070	10-02	N	20.02	ARDMORE	0.60 MIS W. I-35	17,300	HHLA	24	1	10	81	1	0	4								
U070	10-02	S	20.02		ENTER ARDMORE U/L	17,300	HHLA	24	1	10	85	1	0	4								
U070	10-02	N	22.02		JCT I 35	17,100	HHLA	24	1	10	83	1	0	3								
U070	10-02	S	22.02		JCT I 35	17,100	HHLA	24	1	10	83	1	0	3								
U070	10-02	N	X 22.19			17,100	BRDG				29	AD		0	3							
U070	10-02	S	X 22.19			17,100	BRDG				29	AD		0	3							
U070	10-02	X	22.58			17,100	UP-H				FO		0	3	02	4	6					2,311
U070	10-02	X	22.61			17,100	UP-H				FO		0	3	02	4	6					31
S199	10-04		00.00		WIDTH CHANGE H STREE	11,400	IILA	63	4		84	1	0	3								
S199	10-04		00.29		SURF CHANGE	12,200	IILA	47	4		77	1	0	3								
S199	10-04		00.38		WIDTH CHANGE	12,200	IILA	47	4		75	1	0	3								
S199	10-04		00.47		WIDTH CHANGE E STREE	12,200	IILA	60	4		82	1	0	3								
S199	10-04		00.54		WIDTH CHANGE BROADWA	13,100	HHLA	43	4		83	1	0	3								
S199	10-04		00.59		WIDTH CHANGE D STREE	13,100	HHLA	40	4		84	1	0	3								
S199	10-04		00.66		WIDTH CHANGE C STREE	13,100	HHLA	51	4		84	1	0	3								
S199	10-04		00.72		WASHINGTON STREET	13,100	HHLA	60	4		84	1	0	3								
S199	10-04		00.87		WIDTH CHANGE	13,100	HHLA	35	4		70	3	0	3								
S199	10-04		00.95		4TH STREET	11,300	HHLA	35	4		61	2	0	3	25	4	0	7	08			1,142
S199	10-04		01.17		12TH STREET	11,300	LLOA	41	4		71	1	0	3								
S199	10-04		01.72		SURF CHANGE	9,800	LLOA	41	4		74	1	0	3								
S199	10-04		01.86		0.32 MIS W. SH 142	10,800	LLOT	52	4		84	1	0	3								
S199	10-04	X	02.28			10,800	UP-R				AD		0	3								
S199	10-04	X	02.38			10,800	BXBR				HS	AD		0	3							
S199	10-04		02.40		JCT SH 142	10,800	LLOT	52	4		94	1	0	3								
S199	10-04		02.72		0.44 MIS E. SH 142	10,800	IIIE	52	4		97	1	0	3								
S199	10-04		03.16		LEAVE ARDMORE U/L	9,400	IIIE	52	4		98	1	0	3								
S199	10-04		03.76		1.62 MIS E. SH 142	10,500	IIIE	52	4		97	1	0	4								
S199	10-04	N	04.33		1.87 MIS E. SH 142	10,000	IIIE	24	1	10	97	1	0	4								
S199	10-04	S	04.33		1.87 MIS E. SH 142	10,000	IIIE	24	1	10	97	1	0	4								
S199	10-04	N	04.60		LEV ARD CL G.AUTRY R	9,000	IIIE	24	1	10	96	1	0	4								
S199	10-04	S	04.60		LEV ARD CL G.AUTRY R	9,000	IHLA	24	1	10	90	1	0	4								
S199	10-04	N	04.77	DICKSON	4.47 MIS W. US 177	7,400	IIIE	24	1	10	96	1	0	4								
S199	10-04	S	04.77		4.47 MIS W. US 177	7,400	IHLA	24	1	10	86	1	0	4								
S199	10-04		05.28		JCT US 177	6,700	IHLA	24	1	10	54	3	0	4	04	4	0	4	05			12,932
S199	10-04	X	05.47			6,700	BXBR				HS	AD		0	4	04	4	2				644
S199	10-04	X	07.21			6,700	BXBR				HS	AD		0	4	04	4	2				736
S199	10-04		09.75		JOHNSTON COUNTY LINE	5,400	IHLA	24	1	10	78	2	0	4								
S199	10-04	X	10.15			5,400	BXBR				HS	AD		0	4							
S199	10-04	X	12.49			5,400	BXBR				HS	AD		0	4							15,454
U077	10-06		00.00		0.85 MIS N. CO/LINE	3,800	HHLA	24	1	8	76	1	0	5								
U077	10-06	X	00.49			3,800	BRDG				22	AD		0	5							
U077	10-06		00.85		ENTER ARDMORE C/L	3,100	DHLA	24	1	8	76	1	0	5								
U077	10-06		04.04	ARDMORE	ENTER ARDMORE U/L	4,300	IHLA	24	1	8	77	1	0	5								
U077	10-06		04.53		JCT US 70	3,800	IHLA	24	1	8	77	1	0	4								

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Carter County

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S007	10-10	S 03.05		0.00	.1 MI E OF SH 76	2,200	HHLA	24	1	8		95	1	1	3								
S007	10-10	03.15		0.13	LVE RATLIFF CITY C/L	2,200	IELA	24	1	8		86	1	1	3								
S007	10-10	03.28	2.39		EN TATUM CL CEMETERY	2,300	IEHL	24	1	8		82	1	1	3								
S007	10-10	X 04.05	45			2,300	BXBR					HS	AD		1	3							
S007	10-10	X 04.19	34			2,300	BXBR					HS	AD		1	3							
S007	10-10	05.67	TATUMS	1.32	LEV TATUM CL RANGE R	2,200	IEHL	24	1	8		77	1	1	3								
S007	10-10	06.99	0.92		2.25 MIS. W. SH 74	3,000	IEHL	24	1	8		75	1	1	3								
S007	10-10	07.91	0.24		2.01 MIS. W. SH 74	2,300	II0E	24	1	8		97	1	1	3								
S007	10-10	08.15	0.23		1.78 MIS. W. SH 74	2,300	IEIE	24	1	8		95	1	1	3								
S007	10-10	X 08.16	183			2,300	BRDG					29	AD		1	3							
S007	10-10	08.38	1.35		0.43 MIS. W. SH 74	1,700	IEHL	24	1	8		87	1	1	3								
S007	10-10	09.73	0.43		JCT SH 74	1,900	IEIE	24	1	8		89	1	1	3								
S007	10-10	X 09.98	100			1,900	BRDG					29	AD		1	3							
S007	10-10	10.16	1.10		1.10 MIS. E. SH 74	1,900	IEHL	24	1	8		81	1	1	3								
S007	10-10	X 10.33	45			1,900	BXBR					HS	AD		1	3							
S007	10-10	11.26	0.38		1.48 MIS. E. SH 74	1,900	IEIE	24	1	8		94	1	1	3								
S007	10-10	X 11.50	143			1,900	BRDG					29	AD		1	3							
S007	10-10	11.64	1.13		0.76 M. W. MURRAY C/	1,900	IEHL	24	1	8		92	1	1	3								
S007	10-10	12.77	0.35		0.41 M. W. MURRAY C/	1,900	IEIE	24	1	8		95	1	1	3								
S007	10-10	X 12.95	183			1,900	BRDG					29	AD		1	3							
S007	10-10	13.12	0.41		MURRAY COUNTY LINE	1,900	IEHL	24	1	8		94	1	1	3							0	
U177	10-12	00.00	DICKSON	1.12	LEAVE DICKSON C/L	2,000	IIDB	24	3	5		73	1	0	4								
U177	10-12	01.12	6.09		JCT SH 53 WEST	1,500	IIDB	24	3	5		73	1	0	4								
U177	10-12	X 01.81	34			1,500	BXBR					HS	AD		0	4							
U177	10-12	X 02.20	27			1,500	BXBR					HS	AD		0	4							
U177	10-12	X 03.31	641			1,500	BRDG					22	AD		0	4							
U177	10-12	X 05.71	101			1,500	BRDG					25	AD		0	4							
U177	10-12	X 06.15	26			1,500	BXBR					HS	AD		0	4							
U177	10-12	07.21	3.17		MURRAY CO LINE	1,500	IIDB	24	3	5		74	1	0	4							0	
S053	10-14	00.00	3.13		START BRFY-10C(308)	520	IIDL	24	3	6		74	1	0	5								
S053	10-14	03.13	0.51		END BRFY-10C(308)	610	II0E	24	1	4		95	1	0	5								
S053	10-14	X 03.33	155			610	BRDG					27	AD		0	5							
S053	10-14	03.64	0.70		JCT SH 76 SOUTH	610	IIDL	24	3	6		78	1	0	5								
S053	10-14	X 03.90	23			610	BXBR					HS	AD		0	5							
S053	10-14	04.34	2.92		0.20 MI S SH 53 EAST	2,200	IHDL	24	3	5		67	1	0	5		08	2	0	3	02	6,142	
S053	10-14	07.26	0.20		JCT SH 53 EAST	1,900	II0E	24	1	8		95	1	0	5							6,142	
S053	10-16	00.00	3.37		3.37 MIS. E. SH 76	1,300	HHDB	24	6	5		75	1	0	5								
S053	10-16	X 00.54	34			1,300	BXBR					HS	AD		0	5							
S053	10-16	X 02.26	23			1,300	BXBR					HS	AD		0	5							
S053	10-16	03.37	3.47		6.84 MIS. E. SH 76	1,200	HHDL	24	3	3		76	1	0	5								
S053	10-16	X 03.76	26			1,200	BXBR					HS	AD		0	5							
S053	10-16	X 05.76	125			1,200	BRDG					24	AD		0	5							
S053	10-16	X 05.90	292			1,200	BRDG					26	SD		0	5		09	2	1	31	2,431	
S053	10-16	X 06.16	125			1,200	BRDG					24	AD		0	5							
S053	10-16	X 06.47	121			1,200	BRDG					26	AD		0	5							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S053	10-16	06.84	1.16		8.00 MIS. E. SH 76	1,200	HHDL	24	3	3		75	1	0	5	09	2	0	3	02	1,774		
S053	10-16	08.00	6.00		6.26 MIS. W. I-35	1,200	DHDL	24	3	2		59	1	0	5	09	2	0	3	02	9,171		
S053	10-16	X 08.08	111			1,200	BRDG				17	SD	0	5	09	2	1		31			1,563	
S053	10-16	X 09.44	121			1,200	BRDG				20	AD	0	5									
S053	10-16	X 12.01	161			1,200	BRDG				24	AD	0	5									
S053	10-16	X 13.84	22			1,200	BXBR				HS	AD	0	5									
S053	10-16	14.00	6.26		JCT I-35	1,400	DDDL	24	3	2		61	1	0	5	09	2	0	3	02	9,574		
S053	10-16	X 15.50	33			1,400	BXBR				HS	AD	0	5									
S053	10-16	X 15.65	151			1,400	BRDG				25	AD	0	5									
S053	10-16	X 17.33	22			1,400	BXBR				HS	AD	0	5									
S053	10-16	X 18.25	23			1,400	BXBR				HS	AD	0	5									
S053	10-16	X 19.61	42			1,400	BXBR				HS	AD	0	5									
S053	10-16	X 20.23	0			1,400	UP-H				AD	AD	0	5									
S053	10-16	X 20.25	0			1,400	UP-H				AD	AD	0	5									24,513
S076	10-18	00.00	6.00		ENT WILSON CL CLARMR	710	HHHL	24	3	4		78	1	0	5								
S076	10-18	X 00.60	33			710	BXBR				HS	AD	0	5									
S076	10-18	X 01.45	22			710	BXBR				HS	AD	0	5									
S076	10-18	X 04.50	63			710	BXBR				HS	AD	0	5									
S076	10-18	06.00	WILSON	0.17	ADA ST - BEG P.C.	1,100	IHHL	24	3	6		73	1	0	5								
S076	10-18	06.17		0.12	JCT US 70A -TC-	2,100	IILA	38	4			89	1	0	5								
S076	10-18	06.29		0.49	SW 4TH ST & MAIN ST	2,200	IHLA	55	4			85	1	0	5								
S076	10-18	06.78		0.30	0.53 MIS. S. US 270	2,200	HHDB	22	3	3		61	1	0	5	30	2	0	7	08	1,092		
S076	10-18	07.08		0.53	JCT US 70	2,200	HHDB	22	3	3		65	1	0	5	30	2	0	7	08	1,929		3,021
S076	10-22	00.00	2.00		ENTER HEALDTON C/L	4,800	IEHD	24	1	8		76	1	0	5								
S076	10-22	02.00	HEALDTON	1.01	LINCOLN RD	4,300	IEHD	24	1	8		76	1	0	5								
S076	10-22	X 02.32		23		4,300	BXBR				HS	AD	0	5									
S076	10-22	03.01		0.80	3.81 MIS N. US 70	4,300	IEHD	24	1	8		81	1	0	5								
S076	10-22	03.81		0.52	4.33 MIS. N. US 70	4,300	IEHD	52	4			87	1	0	5								
S076	10-22	X 03.83		33		4,300	BXBR				HS	AD	0	5									
S076	10-22	04.33		0.31	1ST ST -TC- HEALTON	4,300	IEHD	52	4			87	1	0	5								
S076	10-22	04.64		0.29	5TH ST	4,300	IELA	64	4			84	1	0	5								
S076	10-22	04.93		0.42	4.37 MIS S. SH 53	4,300	IELA	52	4			84	1	0	5								
S076	10-22	05.35		0.76	3.61 MIS S. SH 53	4,300	IIOE	24	1	8		94	1	0	5								
S076	10-22	X 05.53		182		4,300	BRDG				29	AD	0	5									
S076	10-22	X 05.87		34		4,300	BXBR				HS	AD	0	5									
S076	10-22	X 06.00		198		4,300	BRDG				29	AD	0	5									
S076	10-22	06.11		0.82	LEAVE HEALDTON C/L	3,400	IHDH	24	3	6		74	1	0	5								
S076	10-22	X 06.66		47		3,400	BXBR				HS	AD	0	5									
S076	10-22	06.93	0.86		1.93 MIS S. SH 53	3,000	IHDH	24	3	5		75	1	0	5								
S076	10-22	07.79	0.90		1.03 MIS S. SH 53	3,000	IIIE	24	1	8		90	1	0	5								
S076	10-22	X 08.53	100			3,000	BRDG				29	AD	0	5									
S076	10-22	08.69	1.03		JCT SH 53	2,400	IHDH	24	3	5		68	1	0	5	08	2	0	3	01	1,528		1,528
S076	10-26	00.00	0.50		0.50 MIS. N. SH 53	2,900	IIOE	24	1	4		96	1	0	5								
S076	10-26	00.50	0.26		0.76 MIS. N. SH 53	2,900	IIOE	48	1	4		96	1	0	5								
S076	10-26	00.76	0.75		1.51 MIS. N. SH 53	3,300	IIOE	52	4			99	1	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S076	10-26	X 01.47	34			3,300	BXBR			HS	AD	0	5										
S076	10-26	01.51	0.72		2.23 MIS. N. SH 53	3,300	II0E	24	1	8	96	1	0	5									
S076	10-26	X 01.90	227			3,300	BRDG			31	AD	0	5										
S076	10-26	X 02.01	77			3,300	BRDG			25	AD	0	5										
S076	10-26	02.23	1.50		3.73 MIS. N. SH 53	3,300	II0E	24	1	4	93	1	0	5									
S076	10-26	03.73	2.89		0.64 MIS. S. SH 7	3,300	II0E	24	1	8	96	1	0	5									
S076	10-26	06.62	0.14		ENT RATLIFF CITY C/L	3,300	II0E	48	1	4	96	1	0	5									
S076	10-26	06.76	RATLIFF	0.03	0.47 MIS. S. SH 7	3,800	II0E	48	1	4	90	1	0	5									
S076	10-26	06.79		0.10	0.37 MIS. S. SH 7	3,800	II0E	52	4		94	1	0	5									
S076	10-26	06.89		0.27	BEG 4 LANE DIVIDED	3,400	LL0A	24	1	10	86	1	0	5									
S076	10-26	E 07.16		0.10	JCT SH 7	3,600	LL0A	24	1	8	91	1	0	5									
S076	10-26	W 07.16		0.00	JCT SH 7	3,600	LL0A	24	1	8	91	1	0	5							0		
S076	10-28	E 00.00		0.20	END 4 LANE DIVIDED	2,800	LL0A	24	1	8	87	1	0	5									
S076	10-28	W 00.00		0.00	END 4 LANE DIVIDED	2,800	LL0A	24	1	8	87	1	0	5									
S076	10-28	00.20		0.13	END PC CONC	2,800	LL0A	24	1	8	78	1	0	5									
S076	10-28	00.33		0.17	LVE RATLIFF CITY C/L	2,800	DHHB	24	1	6	84	1	0	5									
S076	10-28	00.50	3.50		GARVIN CO LINE	1,600	DHHB	24	1	6	87	1	0	5									
S076	10-28	X 02.76	312			1,600	BRDG			24	SD	0	5	09	2	1		31		2,505			
S076	10-28	X 02.95	175			1,600	BRDG			23	SD	0	5	09	2	1		31		1,924			
S076	10-28	X 03.12	34			1,600	BXBR			HS	AD	0	5								4,429		
S053	10-30	00.00	SPRINGER	0.98	JCT US 77	2,900	II0E	24	1	8	96	1	0	5									
S053	10-30	X 00.00		230	JCT US 77	2,900	BRDG			36	AD	0	5										
S053	10-30	00.98		1.98	LEV SPRGER CL OLIVER	3,100	II0E	24	1	8	89	1	0	5									
S053	10-30	X 01.57		39		3,100	BXBR			HS	AD	0	5										
S053	10-30	X 02.30		23		3,100	BXBR			HS	AD	0	5										
S053	10-30	02.96	4.09		0.58 MIS W. SH53A	3,200	II0E	24	1	8	88	1	0	5									
S053	10-30	X 06.50	122			3,200	BRDG			36	AD	0	5										
S053	10-30	07.05	0.58		JCT SH 53A	2,800	IIDL	24	3	3	70	1	0	5									
S053	10-30	X 07.58	137			2,800	BRDG			36	AD	0	5										
S053	10-30	07.63	ARDMORE	1.17	LEV ARDMORE C/L	1,100	IHHF	24	1	4	88	1	0	5									
S053	10-30	X 08.10		152		1,100	BRDG			36	AD	0	5										
S053	10-30	08.80	0.68		2.20 MIS. W. US 177	1,100	IHHF	24	1	4	87	1	0	5									
S053	10-30	X 08.98	802			1,100	BRDG			36	AD	0	5										
S053	10-30	09.48	2.20		JCT US 177	1,100	IHHF	24	1	4	88	1	0	5							0		
S077S	10-32	00.00	4.47		ENTER ARDMORE C/L	840	HHDD	24	6	3	59	1	0	5	11	2	0	3	02	6,098			
S077S	10-32	X 02.23	28			840	BRDG			16	AD	0	5										
S077S	10-32	04.47		0.60	JCT US 70	580	HHHB	24	1	4	59	1	0	5	11	2	0	3	02	862			
S077S	10-32	05.07		0.62	ENTER ARDMORE U/L	2,300	IIDD	24	3	3	63	1	0	5	11	2	0	3	01	605			
S077S	10-32	05.69		0.52	6.2 MI N LOVE CO/L	1,600	IIDD	24	3	3	65	1	0	4	11	2	0	3	01	520			
S077S	10-32	06.21		0.46	END CONTROL - 10TH A	1,400	IIDD	24	3	3	69	1	0	4	05	2	0	3	01	658	8,743		
U070A	10-34	00.00	WILSON	0.30	WIDTH CHANGE	2,500	IIHD	29	4		72	1	0	5									
U070A	10-34	00.30		0.17	ELM STREET	3,200	IIDD	22	3	3	60	1	0	5	30	2	0	6	08	601			
U070A	10-34	00.47		0.13	0.30 MIS. S. US 270	3,200	IIHD	22	3	3	59	1	0	5	30	2	0	6	08	462			
U070A	10-34	00.60		0.30	JCT US 70	3,200	IIHD	22	3	4	65	1	0	5	30	2	0	6	08	1,070	2,133		
S142	10-35	N 00.00	ARDMORE	0.20	ENTER 1990 U/L	8,500	LL0A	24	1	10	90	1	0	3									

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			Length (Rdy: Miles) (Br: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S142	10-35	S 00.00		0.00	ENTER 1990 U/L	8,500	LL0A	24	1	10	91	1	0	3									
S142	10-35	X 00.00		0	ENTER 1990 U/L	8,500	UP-H				AD			0	3								
S142	10-35	X 00.02		0		8,500	UP-H				AD			0	3								
S142	10-35	N 00.20		0.80	WIDTH CHANGE	9,000	LL0A	24	1	10	84	1	0	3									
S142	10-35	S 00.20		0.00	WIDTH CHANGE	9,000	LL0A	24	1	10	85	1	0	3									
S142	10-35	N 01.00		0.22	JCT US 77	6,600	LL0A	35	4		86	1	0	3									
S142	10-35	S 01.00		0.00	JCT US 77	6,600	LL0A	35	4		88	1	0	3									
S142	10-35	01.22		0.59	SURF CHANGE	4,600	IILA	24	1	10	94	1	0	3									
S142	10-35	01.81		0.38	.97 MI E US 77	4,600	IILA	24	1	10	89	1	0	3									
S142	10-35	02.19		2.12	JCT SH 199	4,800	IILA	24	1	10	85	1	0	3									
S142	10-35	X 03.76		371		4,800	OP-R				22	AD		0	3								
S142	10-35	X 04.04		26		4,800	BXBR				HS	AD		0	3							0	
I035	10-36	E 00.00	4.04		ENTER ARDMORE UC/L	27,400	LL0T	24	1	10	100	1	1	1									
I035	10-36	W 00.00	0.00		ENTER ARDMORE UC/L	27,400	LL0T	24	1	10	100	1	1	1									
I035	10-36	X 03.01	0			27,400	UP-H				AD			1	1								
I035	10-36	X 03.45	23			27,400	BXBR				HS	AD		1	1								
I035	10-36	E 04.04		0.68	JCT US 70 EAST	29,600	LL0T	24	1	10	100	1	1	1									
I035	10-36	W 04.04		0.00	JCT US 70 EAST	29,600	LL0T	24	1	10	100	1	1	1									
I035	10-36	E X 04.71		182		29,600	OP-H				36	AD		1	1								
I035	10-36	W X 04.71		182		29,600	OP-H				36	AD		1	1								
I035	10-36	E 04.72		0.67	0.67 MIS. N. US 70E	29,600	LL0T	24	1	10	100	1	1	1									
I035	10-36	W 04.72		0.00	0.67 MIS. N. US 70E	29,600	LL0T	24	1	10	100	1	1	1									
I035	10-36	X 05.22		34		29,600	BXBR				HS	AD		1	1								
I035	10-36	E 05.39		0.81	MYALL STREET	29,600	IHLL	24	1	10	96	1	1	1									
I035	10-36	W 05.39		0.00	MYALL STREET	29,600	IHLL	24	1	10	96	1	1	1									
I035	10-36	E X 06.14		119		29,600	OP-H				36	AD		1	1								
I035	10-36	W X 06.14		119		29,600	OP-H				36	FO		1	1	01	6	5		31		2,457	
I035	10-36	E 06.20		1.00	JCT US 70 & SH 199	28,100	IILL	24	1	10	97	1	1	1									
I035	10-36	W 06.20		0.00	JCT US 70 & SH 199	28,100	IILL	24	1	10	97	1	1	1									
I035	10-36	X 06.42		49		28,100	BXBR				HS	AD		1	1								
I035	10-36	E X 07.19		192		28,100	OP-H				36	FO		1	1	01	6	6		31		2,311	
I035	10-36	W X 07.19		192		28,100	OP-H				36	FO		1	1	01	6	6		31		2,311	
I035	10-36	E 07.20		0.29	0.29 MIS N. US 70	28,500	IILL	24	1	10	93	1	1	1									
I035	10-36	W 07.20		0.00	0.29 MIS N. US 70	28,500	IILL	24	1	10	93	1	1	1									
I035	10-36	E 07.49		0.71	1.00 MIS N. US 70	32,100	LL0Q	24	1	10	96	1	1	1									
I035	10-36	W 07.49		0.00	1.00 MIS N. US 70	32,100	LL0Q	24	1	10	96	1	1	1									
I035	10-36	E X 07.49		133	1.00 MIS N. US 70	32,100	OP-R				35	AD		1	1								
I035	10-36	W X 07.49		133	1.00 MIS N. US 70	32,100	OP-R				38	AD		1	1								
I035	10-36	E 08.20		1.03	JCT SH 142	32,200	LL0Q	24	1	10	96	1	1	1									
I035	10-36	W 08.20		0.00	JCT SH 142	32,200	LL0Q	24	1	10	96	1	1	1									
I035	10-36	X 08.21		0		32,200	UP-H				AD			1	1								
I035	10-36	E X 09.22		179		32,200	OP-H				36	AD		1	1								
I035	10-36	W X 09.22		179		32,200	OP-H				36	AD		1	1								
I035	10-36	E 09.23		1.00	LEAVE ARDMORE U/L	32,800	LL0Q	24	1	10	96	1	1	1									
I035	10-36	W 09.23		0.00	LEAVE ARDMORE U/L	32,800	LL0Q	24	1	10	96	1	1	1									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	10-36	E	10.23		0.75	1.75 MIS. N. SH 142	32,400	LL0Q	24	1	10		96	1	1	1							
I035	10-36	W	10.23		0.00	1.75 MIS. N. SH 142	32,400	LL0Q	24	1	10		96	1	1	1							
I035	10-36	E	10.98		0.29	LEAVE ARDMORE C/L	28,400	LL0Q	24	1	10		96	1	1	1							
I035	10-36	W	10.98		0.00	LEAVE ARDMORE C/L	28,400	LL0Q	24	1	10		96	1	1	1							
I035	10-36	E	11.27	3.38		ENTER SPRINGER C/L	27,600	LL0Q	24	1	10		95	1	1	1							
I035	10-36	W	11.27	0.00		ENTER SPRINGER C/L	27,600	LL0Q	24	1	10		95	1	1	1							
I035	10-36	X	12.21	47			27,600	BXBR				HS	AD		1	1							
I035	10-36	E X	13.48	262			27,600	BRDG				27	AD		1	1							
I035	10-36	W X	13.48	262			27,600	BRDG				27	AD		1	1							
I035	10-36	E X	14.29	106			27,600	OP-H				36	AD		1	1							
I035	10-36	W X	14.29	106			27,600	OP-H				36	AD		1	1							
I035	10-36	E	14.65	SPRINGER	1.62	JCT SH 53 EAST	32,400	LL0Q	24	1	10		95	1	1	1							
I035	10-36	W	14.65		0.00	JCT SH 53 EAST	32,400	LL0Q	24	1	10		95	1	1	1							
I035	10-36	E	16.27		1.08	LEV SPRGER TELEPHONE	29,200	LL0Q	24	1	10		95	1	1	1							
I035	10-36	W	16.27		0.00	LEV SPRGER TELEPHONE	29,200	LL0Q	24	1	10		95	1	1	1							
I035	10-36	X	16.27		0	LEV SPRGER TELEPHONE	29,200	UP-H					AD		1	1							
I035	10-36	X	17.30		0		29,200	UP-H					FO		1	1	01	6	5		31	1,929	
I035	10-36	E	17.35	0.98		JCT SH 53 WEST	27,400	LL0Q	24	1	10		95	1	1	1							
I035	10-36	W	17.35	0.00		JCT SH 53 WEST	27,400	LL0Q	24	1	10		95	1	1	1							
I035	10-36	X	17.63	39			27,400	BXBR				HS	AD		1	1							
I035	10-36	E X	18.32	126			27,400	OP-H				29	AD		1	1							
I035	10-36	W X	18.32	126			27,400	OP-H				29	AD		1	1							
I035	10-36	E	18.33	3.10		MURRAY COUNTY LINE	27,400	LL0Q	24	1	10		96	1	1	1							
I035	10-36	W	18.33	0.00		MURRAY COUNTY LINE	27,400	LL0Q	24	1	10		96	1	1	1							
I035	10-36	E X	19.36	106			27,400	OP-H				36	AD		1	1							
I035	10-36	W X	19.36	106			27,400	OP-H				36	AD		1	1							
I035	10-36	X	19.50	42			27,400	BXBR				HS	AD		1	1							
I035	10-36	X	20.13	36			27,400	BXBR				HS	AD		1	1							
I035	10-36	E X	20.23	127			27,400	OP-H				36	AD		1	1							
I035	10-36	W X	20.23	149			27,400	OP-H				30	AD		1	1						9,008	
U070	10-37	N	00.00	ARDMORE	0.74	COMMERCE ST	5,100	IILA	24	1	10		83	1	1	3							
U070	10-37	S	00.00		0.00	JCT US 77	5,100	IILA	24	1	10		83	1	1	3							
U070	10-37	X	00.00		0	JCT US 77	5,100	UP-H					AD		1	3							
U070	10-37	X	00.02		0		5,100	UP-H					AD		1	3							
U070	10-37	N	00.74		1.01	CARTER ST	5,700	IIHF	24	1	10		86	1	1	3							
U070	10-37	S	00.74		0.00	LEAVE ARDMORE U/L	5,700	IIIE	24	1	10		91	1	1	3							
U070	10-37	N X	00.92		202		5,700	H-HR				36	AD		1	3							
U070	10-37	S X	00.92		202		5,700	OTHR				36	AD		1	3							
U070	10-37	N	01.75		0.98	JCT SH 77S	6,000	IHHF	24	1	10		86	1	1	3							
U070	10-37	S	01.75		0.00	JCT SH 77S	6,000	IIIE	24	1	10		95	1	1	3							
U070	10-37	N	02.73		1.73	LEAVE ARDMORE C/L	5,600	IHHF	24	1	10		87	1	1	3							
U070	10-37	S	02.73		0.00	LEAVE ARDMORE C/L	5,600	IIIE	24	1	10		95	1	1	3							
U070	10-37	X	02.98		27		5,600	BXBR				HS	AD		1	3							
U070	10-37	N X	03.06		90		5,600	BRDG				36	AD		1	3							
U070	10-37	S X	03.06		90		5,600	BRDG				36	AD		1	3							

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 7

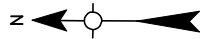
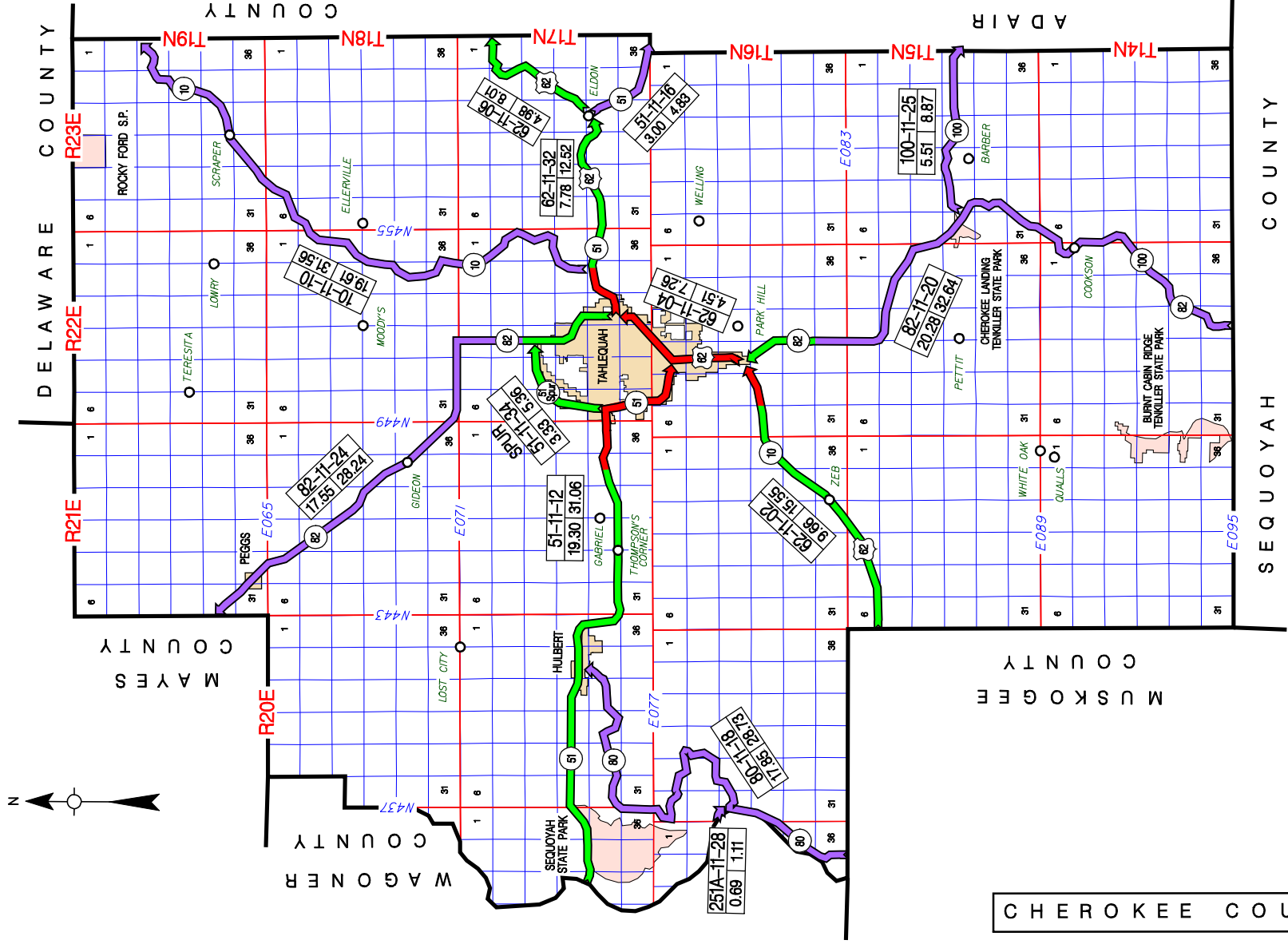
Carter County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
U070	10-37	X 03.87		22		5,600	BXBR				HS	AD	1	3											
U070	10-37	N 04.46	0.41		MARY NIBLACK RD	5,700	IHHF	24	1	10		85	1	1	3										
U070	10-37	S 04.46	0.00		MARY NIBLACK RD	5,700	IIIE	24	1	10		96	1	1	3										
U070	10-37	N 04.87	2.59		JCT SH 77S	5,300	IHHF	24	1	10		88	1	1	3										
U070	10-37	S 04.87	0.00		JCT SH 77S	5,300	II0E	24	1	10		92	1	1	3										
U070	10-37	N X 05.65	120			5,300	BRDG				36	AD		1	3										
U070	10-37	S X 05.65	120			5,300	BRDG				36	AD		1	3										
U070	10-37	X 07.37	48			5,300	BXBR				HS	AD		1	3										
U070	10-37	N 07.46	3.58		END DIVIDED	4,600	IHHF	24	1	10		84	1	1	3										
U070	10-37	S 07.46	0.00		END DIVIDED	4,600	II0E	24	1	10		92	1	1	3										
U070	10-37	X 09.87	34			4,600	BXBR				HS	AD		1	3										
U070	10-37	X 10.74	38			4,600	BXBR				HS	AD		1	3										
U070	10-37	11.04	0.19		MARSHALL COUNTY LINE	4,000	IHHF	24	1	8		82	1	1	3										0
S074	10-38	00.00	0.99		GARVIN CO LINE	500	DDDL	20	0			56	1	0	5	10	2	0	3	03		1,811			1,811
S053A	10-42	00.00		0.54	WIDTH CHANGE -TC-	310	DD0D	18	3	2		56	1	0	5	13	2	0	2	02		599			
S053A	10-42	00.54		0.06	WIDTH CHANGE	310	DD0D	24	1	4		68	1	0	5	13	2	0	2	01		44			
S053A	10-42	00.60		0.26	LEAVE GENE AUTRY C/L	310	DD0D	18	3	3		57	1	0	5	13	2	0	2	01		207			
S053A	10-42	00.86	0.14		JCT SH 53	310	DD0D	18	3	3		57	1	0	5	13	2	0	2	01		110			
S053A	10-42	X 00.90	22			310	BRDG				HS	AD		0	5										960
S077S	10-46	00.00	4.07		JCT US 70	260	HHDL	24	3	5		83	1	0	5										0
S199	10-48	N 00.00		0.92	WIDTH CHNG SUNSET ST	13,900	LL0A	24	1	10		77	1	0	3										
S199	10-48	S 00.00		0.00	WIDTH CHNG SUNSET ST	13,900	LL0A	24	1	10		77	1	0	3										
S199	10-48	X 00.44		42		13,900	BXBR				HS	AD		0	3										
S199	10-48	N 00.92		0.49	JCT US 77	13,900	LL0A	34	4			80	1	0	3										
S199	10-48	S 00.92		0.00	JCT US 77	13,900	LL0A	34	4			80	1	0	3										0
County Total			126.96	73.61	200.50																	68,863	30,229		99,092

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CHEROKEE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1102	US 62	9.66	MUSKOGEE COUNTY LINE	NORTHEASTERLY	JCT. SH 82 S. OF TAHLEQUAH	
1104	US 62	4.51	JCT. SH 82 S. OF TAHLEQUAH	NORTHEASTERLY	JCT. SH 82 NORTH IN TAHLEQUAH	
1106	US 62	4.98	JCT. SH 51 AT ELDON	NORTHEASTERLY	ADAIR COUNTY LINE	
1110	SH 10	19.61	JCT. US 62 E. OF TAHLEQUAH	NORTHEASTERLY	ADAIR COUNTY LINE	
1112	SH 51	19.30	WAGONER COUNTY LINE (W. END BR.)	EASTERLY	JCT. US 62 & MUSKOGEE AVE IN TAHLEQUAH	
1116	SH 51	3.00	JCT. US 62 AT ELDON	SOUTHEASTERLY	ADAIR COUNTY LINE	
1118	SH 80	17.85	MUSKOGEE COUNTY LINE (DRIVEWAY RT SIDE)	NORTHEASTERLY	JCT. SH 51(MAIN ST & BROADWAY)IN HULBERT	REINVENTORIED 2006 (18.10 MI. BEFORE)
1120	SH 82	20.28	SEQUOYAH COUNTY LINE	NORTHERLY	JCT. US 62 S. OF TAHLEQUAH	
1124	SH 82	17.55	JCT. SH 51 & US 62 IN TAHLEQUAH	NORTHWESTERLY	MAYES COUNTY LINE (CO RD N44300)	REINVENTORIED 2006 (17.65 MI. BEFORE)
1125	SH 100	5.51	JCT. SH 82	EASTERLY	ADAIR COUNTY LINE	
1128	SH 251A	0.69	WAGONER COUNTY LINE (W. END DAM)	EASTERLY	JCT. SH 80	
1132	US 62	7.78	JCT. SH 82 NORTH IN TAHLEQUAH	EASTERLY	JCT. SH 51 AT ELDON	
1134	SH 51	3.33	JCT. SH 51 (W. OF TAHLEQUAH)	NORTHEASTERLY	JCT. SH 82 (N. OF TAHLEQUAH)	SPUR ROUTE

134.05 TOTAL COUNTY MILEAGE



WAGONER COUNTY
MAYES COUNTY

DELAWARE COUNTY

ADAIR COUNTY

SEQUOYAH COUNTY

MUSKOGEE COUNTY

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 1

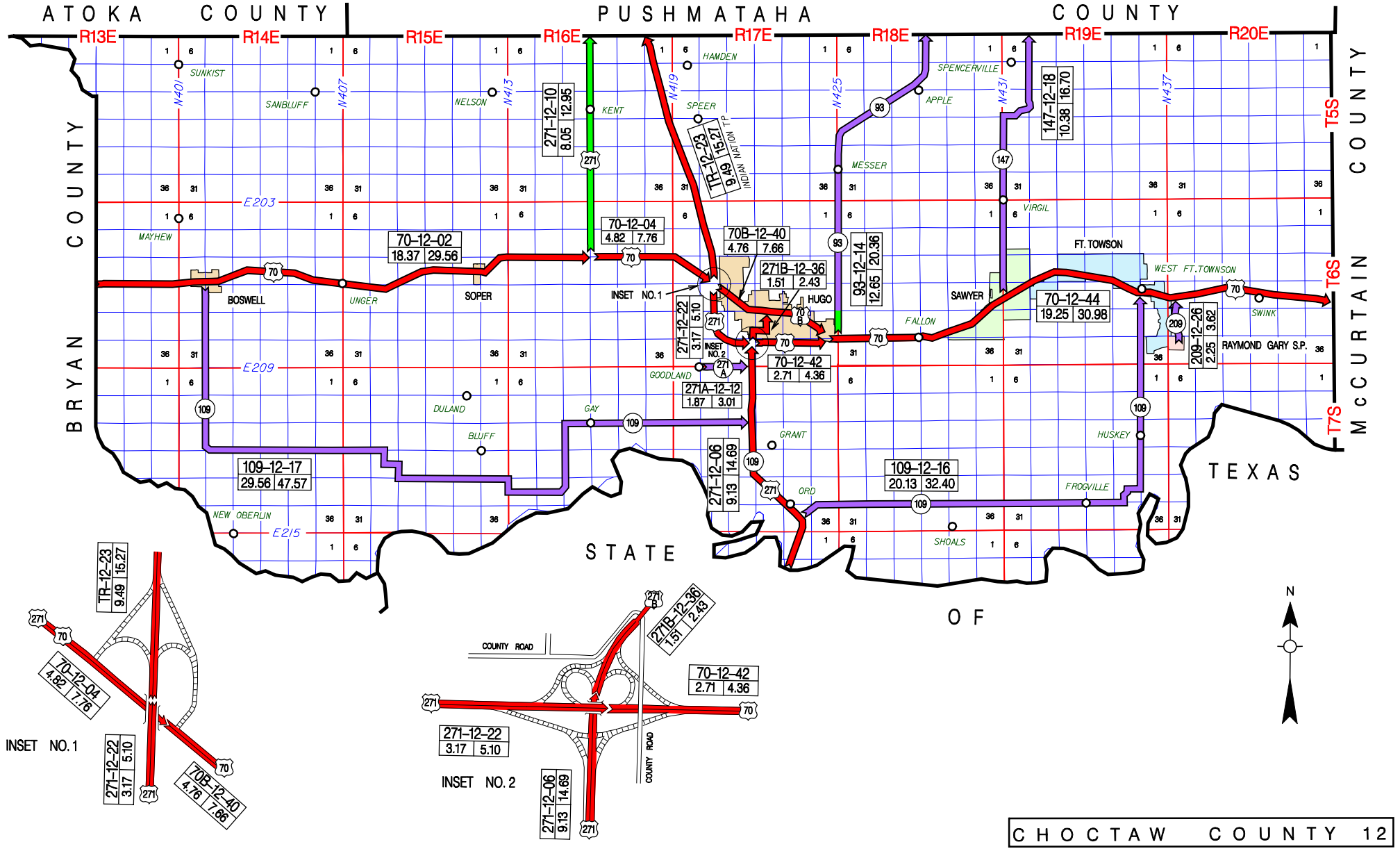
Cherokee County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	11-32	X 05.81	23			5,500	BXBR			HS	FO		0	4	03	4	2		33		644		
U062	11-32	07.40	0.25		END NEW PROJECT	5,500	II0E	24	1	8		16	3	0	4	03	3	0	5	04	1,250		
U062	11-32	07.65	0.13		JCT US 62 & SH 51	3,800	HHDB	24	3	4		2	3	0	4	03	3	0	5	04	643	25,150	
S051	11-34	E 00.00		3.33	JCT SH 82	3,700	II0E	24	1	8		98	1	0	4								
S051	11-34	W 00.00		0.00	JCT SH 82	3,700	II0E	24	1	8		98	1	0	4								
S051	11-34	X 00.15		52		3,700	BXUF				HS	NR		0	4								
S051	11-34	X 01.00		34		3,700	BXUF				HS	NR		0	4								
S051	11-34	X 01.30		28		3,700	BXUF				HS	NR		0	4							0	
County Total			116.24	17.81	134.00																252,552	35,531	288,083

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CHOCTAW COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1202	US 70	18.37	BRYAN COUNTY LINE	EASTERLY	JCT. US 271 E. OF SOPER	
1204	US 70	4.82	JCT. US 271 E. OF SOPER	EASTERLY	JCT. US 271 N.W. OF HUGO(E. SIDE STR)	
1206	US 271	9.13	TEXAS STATE LINE(S. SIDE STR.)	NORTHERLY	JCT. US 70 & US 271B E. OF HUGO(N SIDE STR)	
1210	US 271	8.05	JCT. US 70 E. OF SOPER	NORTHERLY	PUSHMATAHA COUNTY LINE	REINVENTORIED 2006 (8.14 MI. BEFORE)
1212	SH 271A	1.87	JCT US 271 AT GOODLAND SCHOOL	EASTERLY	JCT. US 271 S. OF HUGO	
1214	SH 93	12.65	JCT. US 70, E. OF HUGO	NORTHEASTERLY	PUSHMATAHA COUNTY LINE	
1216	SH 109	20.13	JCT. US 271 S. OF GRANT	EAST AND NORTHERLY	JCT. US 70 W. OF FT. TOWSON	
1217	SH 109	29.56	JCT. US 70 (HUNTER AVE & SIXTH ST) IN BOSWELL	SOUTH AND EASTERLY	JCT. US 271 N. OF GRANT	
1218	SH 147	10.38	JCT. US 70 N.E. OF SAWYER	NORTHERLY	PUSHMATAHA COUNTY LINE	
1222	US 271	3.17	JCT. US 70 W. OF HUGO (N. END STR)	SOUTHERLY	JCT. US 271B S. OF HUGO (E. END STR.)	
1223	TOLL RD	9.49	JCT. US 70 W. OF HUGO (N. END STR.)	NORTHERLY	PUSHMATAHA COUNTY LINE	INDIAN NATION T.P.
1226	SH 209	2.25	2.25 MI. S. OF US 70(RAYMOND GARY REC AREA)	NORTHERLY	JCT. US 70 E. OF FT. TOWSON	
1236	US 271B	1.51	JCT. US 70 & US 271 S. OF HUGO(N. SIDE STR)	NORTHERLY	JCT. US 70B (JACKSON ST & BROADWAY) IN HUGO	
1240	US 70B	4.76	JCT US 271 W. OF HUGO (E. END STR.)	EASTERLY	JCT US 70 E. OF HUGO	
1242	US 70	2.71	JCT. US 271 & US 271B S. OF HUGO	EASTERLY	JCT. US 70B E. OF HUGO	
1244	US 70	19.25	JCT. US 70 B, E. OF HUGO	EASTERLY	MCCURTAIN COUNTY LINE (W. SIDE BRIDGE)	REINVENTORIED 2006 (19.34 MI. BEFORE)

158.10 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

Choctaw County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	12-02	00.00	3.47		ENTER BOSWELL ATR ST	3,100	IILA	24	1	8		88	1	1	3								
U070	12-02	03.47	BOSWELL	0.40	WIDTH CHANGE 5TH ST	3,200	IILA	24	1	8		88	1	1	3								
U070	12-02	03.87		0.08	JCT SH 109 SOUTH TC	2,900	LL0A	71	4			94	1	1	3								
U070	12-02	03.95		0.09	WIDTH CHANGE 7TH ST	2,900	LL0A	71	4			94	1	1	3								
U070	12-02	04.04		0.33	0.42 MIS E. SH 109	3,100	IILA	24	1	8		88	1	1	3								
U070	12-02	04.37		0.07	LEAVE BOSWELL C/L	3,100	IILA	24	1	8		88	1	1	3								
U070	12-02	04.44	5.76		6.25 MIS. E. SH 109	3,100	IILA	24	1	8		88	1	1	3								
U070	12-02	10.20	0.61		6.86 MIS E SH 109	3,200	HH0E	24	1	8		92	1	1	3								
U070	12-02	X 10.78	655			3,200	BRDG				36	AD	1	1	3								
U070	12-02	10.81	0.43		7.29 MIS E SH 109	3,200	HH0E	24	1	8		90	1	1	3								
U070	12-02	11.24	2.67		ENTER SOPER C/L	2,700	IHLA	24	1	8		78	1	1	3								
U070	12-02	13.91	SOPER	0.14	MAIN STREET -TC-	3,700	HHLA	24	1	10		86	1	1	3								
U070	12-02	14.05		0.07	CLAY STREET	3,400	HHLA	24	1	10		86	1	1	3								
U070	12-02	14.12		0.21	LEAVE SOPER C/L	3,400	HHLA	24	6	7		83	1	1	3								
U070	12-02	14.33	0.14		3.90 MIS. N. US 271N	3,200	HHLA	24	6	7		82	1	1	3								
U070	12-02	14.47	2.99		0.91 MIS. N. US 271N	3,200	IHLA	24	1	4		68	1	1	3	03	2	0	3	02	6,073		
U070	12-02	X 15.85	84			3,200	BRDG				22	FO	1	1	3	03	2	1		31		1,377	
U070	12-02	X 16.95	53			3,200	BRDG				31	AD	1	1	3								
U070	12-02	17.46	0.91		JCT US 271 NORTH	3,000	IIOE	24	1	8		88	1	1	3								
U070	12-02	X 17.50	34			3,000	BXBR					HS	AD	1	1	3						7,450	
U070	12-04	00.00	2.55		2.55 E US 271 N	4,400	IIOE	24	1	8		90	1	1	3								
U070	12-04	X 00.75	43			4,400	BXBR					HS	AD	1	1	3							
U070	12-04	02.55	0.35		2.90 MIS. E. US 271	5,200	IIOE	24	1	8		94	1	1	3								
U070	12-04	02.90	1.32		BEG 4 LANE	5,700	DDHF	24	1	10		89	1	1	3								
U070	12-04	N 04.22	0.60		JCT INDIAN NATION TP	5,700	LL0H	24	1	10		90	1	1	3								
U070	12-04	S 04.22	0.00		JCT INDIAN NATION TP	5,700	LL0H	24	1	10		90	1	1	3								
U070	12-04	X 04.68	382			5,700	H-HR				36	AD	1	1	3								
U070	12-04	X 04.70	382			5,700	H-HR				36	AD	1	1	3							0	
U271	12-06	E 00.00	0.46		BEG PC WEST LANE CON	10,800	LLOF	24	1	10		89	1	1	3								
U271	12-06	W 00.00	0.00			10,800	LLOF	24	1	10		89	1	1	3								
U271	12-06	E X 00.00	904		BEG PC WEST LANE CON	10,800	H-HW				36	AD	1	1	3								
U271	12-06	W X 00.00	914			10,800	H-HW				23	FO	1	1	3	02	2	1		31		5,409	
U271	12-06	E 00.46	1.48		SHLDR CHANGE W LANE	10,200	LLOF	24	1	10		92	1	1	3								
U271	12-06	W 00.46	0.00			10,200	LLOF	24	1	10		92	1	1	3								
U271	12-06	E 01.94	0.09		JCT SH 109 EAST	10,600	LLOF	24	1	10		93	1	1	3								
U271	12-06	W 01.94	0.00		JCT SH 109 EAST	10,600	LLOF	24	1	10		93	1	1	3								
U271	12-06	E 02.03	0.70		SHLDR CHANGE E LANE	10,600	LLOF	24	1	10		93	1	1	3								
U271	12-06	W 02.03	0.00		SHLDR CHANGE E LANE	10,600	LLOF	24	1	10		93	1	1	3								
U271	12-06	E X 02.38	398			10,600	H-HR				23	FO	1	1	3	02	4	4		31		2,872	
U271	12-06	W X 02.38	398			10,600	H-HR				23	FO	1	1	3	02	4	4		31		2,872	
U271	12-06	E 02.73	3.50		JCT SH 109 WEST	10,400	LLOF	24	1	10		92	1	1	3								
U271	12-06	W 02.73	0.00			10,400	LLOF	24	1	10		92	1	1	3								
U271	12-06	X 03.07	23			10,400	BXBR					HS	AD	1	1	3							
U271	12-06	E 06.23	2.02		JCT SH 271A WEST	11,000	LLOF	24	1	10		92	1	1	3								
U271	12-06	W 06.23	0.00			11,000	LLOF	24	1	10		92	1	1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

Choctaw County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U271	12-06	X 06.80	65		11,000	BXUF				HS	NR	1	3										
U271	12-06	E 08.25	0.88		11,000	LL0F	24	1	10		92	1	1	3									
U271	12-06	W 08.25	0.00		11,000	LL0F	24	1	10		93	1	1	3									
U271	12-06	X 09.11	0		11,000	UP-H					AD	1	3										
U271	12-06	X 09.12	0		11,000	UP-H					AD	1	3									11,153	
U271	12-10	00.00	0.30		2,100	II0E	24	1	8		88	1	0	4									
U271	12-10	00.30	7.75		2,300	IHHB	24	1	4		75	1	0	4									
U271	12-10	X 00.30	23		2,300	BXBR				HS	AD	0	4										
U271	12-10	X 01.97	34		2,300	BXBR				HS	AD	0	4									0	
S271A	12-12	00.00	1.87		740	FHHB	20	3	1		48	1	0	5	13	2	0	5	01		1,450		
S271A	12-12	X 00.96	27		740	BXBR				HS	AD	0	5										
S271A	12-12	X 01.36	33		740	BXBR				HS	AD	0	5										
S271A	12-12	X 01.50	27		740	BXBR				HS	AD	0	5									1,450	
S093	12-14	00.00	1.00		1,800	IIHB	24	6	4		81	1	0	4									
S093	12-14	01.00	1.96		2,000	IIHF	24	1	8		85	1	0	5									
S093	12-14	X 02.12	53		2,000	BXBR				HS	AD	0	5										
S093	12-14	02.96	1.32		2,200	IIHB	24	6	5		79	1	0	5									
S093	12-14	X 03.57	22		2,200	BXBR				HS	AD	0	5										
S093	12-14	04.28	1.18		1,800	IIHF	24	1	10		91	1	0	5									
S093	12-14	X 04.63	370		1,800	BRDG				36	AD	0	5										
S093	12-14	05.46	1.59		1,400	IIHB	24	6	4		84	1	0	5									
S093	12-14	07.05	5.60		1,400	DIHF	24	1	6		84	1	0	5									
S093	12-14	X 08.43	657		1,400	BRDG				28	AD	0	5										
S093	12-14	X 11.77	403		1,400	BRDG				36	AD	0	5									0	
S109	12-16	00.00	0.87		630	DHDL	24	6	4		79	1	0	5									
S109	12-16	00.87	4.83		440	DHHD	24	6	4		86	1	0	5									
S109	12-16	X 01.24	121		440	BRDG				19	SD	0	5	13	2	1			31		1,627		
S109	12-16	X 01.88	46		440	BXBR				HS	AD	0	5										
S109	12-16	X 03.70	47		440	BRDG				HS	AD	0	5										
S109	12-16	X 03.85	44		440	BXBR				HS	AD	0	5										
S109	12-16	X 03.95	22		440	BRDG				HS	AD	0	5										
S109	12-16	05.70	10.05		210	DDCA	22	3	1		56	1	0	5	13	2	0	4	02		11,133		
S109	12-16	X 06.46	22		210	BXBR				HS	AD	0	5										
S109	12-16	X 07.04	47		210	BXBR				HS	AD	0	5										
S109	12-16	X 11.12	47		210	BXBR				HS	AD	0	5										
S109	12-16	X 12.18	23		210	BXBR				HS	AD	0	5										
S109	12-16	X 13.90	62		210	BXBR				HS	AD	0	5										
S109	12-16	15.75	4.38		460	DHHF	24	6	4		78	1	0	5									
S109	12-16	X 16.52	508		460	BRDG				30	AD	0	5									12,760	
S109	12-17	00.00	BOSWELL	0.09	1,600	LL0A	64	4			88	1	0	5									
S109	12-17	00.09		0.18	1,300	DFEB	24	3	4		87	1	0	5									
S109	12-17	00.27	5.50		1,400	DFEB	24	3	4		84	1	0	5									
S109	12-17	X 00.65	22		1,400	BXBR				HS	AD	0	5										
S109	12-17	X 02.79	64		1,400	BXBR				HS	AD	0	5										
S109	12-17	05.77	5.65		190	DFEB	24	3	4		83	1	0	5									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008 Commissioner District 2

Choctaw County

Highway Number	Control Section Number	Subsection		Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S109	12-17	X 08.83	47		190	BXBR			HS	AD	0	5											
S109	12-17	11.42	10.74	7.40 W US 271	320	DDCA	22	3	2	59	1	0	5	13	2	0	3	02	10,769				
S109	12-17	X 11.78	42		320	BXBR			HS	AD	0	5											
S109	12-17	X 13.52	34		320	BXBR			HS	AD	0	5											
S109	12-17	X 14.77	22		320	BXBR			HS	AD	0	5											
S109	12-17	X 22.05	527		320	BRDG			36	AD	0	5											
S109	12-17	22.16	0.59	6.81 MIS W. US 271	550	IIDA	22	2	3	59	1	0	5	13	2	0	3	02	586				
S109	12-17	22.75	5.95	0.86 W US 271	870	IFDF	22	3	2	55	1	0	5	13	2	0	3	02	5,963				
S109	12-17	X 23.34	22		870	BRDG			HS	FO	0	5	13	2	2			33		644			
S109	12-17	X 24.42	106		870	BRDG			22	AD	0	5											
S109	12-17	X 27.45	33		870	BXBR			HS	AD	0	5											
S109	12-17	28.70	0.86	JCT US 271	780	IIDL	24	6	5	63	1	0	5	13	2	0	3	01	568		18,530		
S147	12-18	00.00	SAWYER	0.96	2,700	IHDB	24	3	3	58	1	0	5	08	2	0	4	01	1,316				
S147	12-18	00.96	0.34	1.30 MIS. N. US 70	2,100	IHDB	24	3	3	54	1	0	5	08	2	0	4	01	470				
S147	12-18	01.30	1.35	2.65 N US 70	1,800	HH0B	24	1	4	77	1	0	5										
S147	12-18	X 02.32	35		1,800	BXUF			HS	NR	0	5											
S147	12-18	02.65	4.00	6.65 MIS N US 70	800	I10B	24	3	4	57	1	0	5	10	2	0	4	02	4,433				
S147	12-18	X 03.71	32		800	BXBR			HS	AD	0	5											
S147	12-18	06.65	3.73	END PUSH. CO LINE	360	I10B	24	0		56	1	0	5	10	2	0	4	02	4,128				
S147	12-18	X 09.84	108		360	BRDG			0	AD	0	5									10,347		
U271	12-22	N 00.00	3.17	JCT US 271 & US 271B	5,700	LL0F	24	1	10	91	1	1	3										
U271	12-22	S 00.00	0.00	JCT US 271 & US 271B	5,700	LL0F	24	1	10	91	1	1	3										
U271	12-22	N X 00.00	0	JCT US 271 & US 271B	5,700	UP-H				AD		1	3										
U271	12-22	W X 00.00	0	JCT US 271 & US 271B	5,700	UP-H				AD		1	3										
U271	12-22	X 00.98	0		5,700	UP-H				AD		1	3										
U271	12-22	X 02.30	0		5,700	UP-H				AD		1	3										
U271	12-22	X 02.45	42		5,700	BXUF			HS	NR	1	3											
U271	12-22	N X 03.13	165		5,700	OP-H			31	AD		1	3										
U271	12-22	S X 03.13	165		5,700	OP-H			29	AD		1	3								0		
S209	12-26	00.00	2.25	JCT US 70	460	EEEEB	24	3	2	77	1	0	5								0		
U271B	12-36	E 00.00	0.20	0.20 MIS. N. US 70	4,700	LL0H	24	1	10	97	1	0	3										
U271B	12-36	W 00.00	0.00	0.20 MIS. N. US 70	4,700	LL0F	24	1	10	97	1	0	3										
U271B	12-36	E 00.20	0.09	0.29 MIS. N. US 70	4,800	I10E	24	1	10	94	1	0	3										
U271B	12-36	W 00.20	0.00	0.29 MIS N. US 70	4,800	I10E	24	1	10	93	1	0	3										
U271B	12-36	00.29		0.66 MAIN & 'F' STREET	4,800	I10E	52	4		93	1	0	3										
U271B	12-36	E 00.95	0.33	0.33 MAIN AND BROADWAY	6,100	LL0A	26	4		89	1	0	3										
U271B	12-36	W 00.95	0.00	0.00 MAIN AND BROADWAY	6,100	LL0A	26	4		89	1	0	3										
U271B	12-36	01.28	0.16	0.16 WIDTH CHANGE DUKE ST	3,900	HHLA	55	4		88	1	0	3										
U271B	12-36	01.44	0.07	0.07 JCT US 70 BUS.	3,900	HHLA	63	4		88	1	0	3								0		
U070B	12-40	N 00.00	0.22	END PC CONC	3,600	LL0H	24	1	10	92	1	0	3										
U070B	12-40	S 00.00	0.00	END PC CONC	3,600	LL0H	24	1	10	92	1	0	3										
U070B	12-40	N 00.22	0.13	END 4 LANE DIVIDED	3,600	HH0F	24	1	10	90	1	0	3										
U070B	12-40	S 00.22	0.00	ENT HUGO C/L	3,600	HH0F	24	1	10	91	1	0	3										
U070B	12-40	00.35		0.32 0.67 MIS. E. US 271	4,000	IHHF	24	1	10	90	1	0	3										
U070B	12-40	00.67	0.43	0.43 LEV HUGO C/L	4,400	IHHF	24	1	10	90	1	0	3										

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

Choctaw County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070B	12-40	01.10	0.31		4,400	IHHF	24	1	10		85	1	0	3									
U070B	12-40	01.41		0.23	4,400	IHHF	24	1	10		85	1	0	3									
U070B	12-40	01.64		0.06	4,400	IIHF	50	4			87	1	0	3									
U070B	12-40	01.70		0.47	5,400	IILA	36	4			74	1	0	3									
U070B	12-40	02.17		0.08	5,400	IILA	50	4			83	1	0	3									
U070B	12-40	02.25		0.12	6,400	IILA	56	4			88	1	0	3									
U070B	12-40	02.37		0.07	6,400	IILA	55	4			83	1	0	3									
U070B	12-40	02.44		0.17	7,900	IILA	50	4			81	1	0	3									
U070B	12-40	02.61		0.33	7,900	IILA	36	4			71	1	0	3									
U070B	12-40	02.94		0.07	6,900	IILA	24	1	8		73	1	0	3									
U070B	12-40	03.01		0.13	6,900	IILA	40	4			72	1	0	3									
U070B	12-40	03.14		0.25	4,600	IILA	24	1	8		78	1	0	3									
U070B	12-40	03.39		1.17	4,400	MHLE	44	3	3		70	1	0	3									
U070B	12-40	X 03.90		26	4,400	BXBR				HS	AD		0	3									
U070B	12-40	04.56		0.20	4,400	MHLE	24	1	10		85	1	0	3								0	
U070	12-42	N 00.00	0.68		5,600	IIIA	24	1	10		90	1	1	3									
U070	12-42	S 00.00	0.00		5,600	IIIA	24	1	10		93	1	1	3									
U070	12-42	X 00.10	25		5,600	BXUF				HS	NR		1	3									
U070	12-42	N X 00.56	208		5,600	H-HR				36	AD		1	3									
U070	12-42	S X 00.56	208		5,600	H-HR				36	AD		1	3									
U070	12-42	N 00.68	1.90		6,300	IIIA	24	1	10		92	1	1	3									
U070	12-42	S 00.68	0.00		6,300	II0E	24	1	10		94	1	1	3									
U070	12-42	N 02.58	0.04		5,600	IIIA	24	1	10		88	1	1	3									
U070	12-42	S 02.58	0.00		5,600	IIIA	24	1	10		92	1	1	3									
U070	12-42	N 02.62		0.09	5,300	IIIA	24	1	10		88	1	1	3									
U070	12-42	S 02.62		0.00	5,300	IIIA	24	1	10		91	1	1	3								0	
U070	12-44	N 00.00		0.22	7,300	IIHE	24	1	8		92	1	1	3									
U070	12-44	S 00.00		0.00	7,300	IIHE	24	1	8		91	1	1	3									
U070	12-44	00.22		0.20	7,300	IHLE	52	4			91	1	1	3									
U070	12-44	00.42	0.35		6,800	II0E	48	1	10		88	1	1	3									
U070	12-44	N 00.77	0.00		7,100	II0E	24	1	10		99	1	1	3									
U070	12-44	S 00.77	2.65		7,100	HHLA	24	1	4		84	1	1	3									
U070	12-44	03.42	SAWYER	0.50	6,600	HHLA	24	1	4		76	2	1	3									
U070	12-44	03.92	1.89		5,500	HHLA	24	1	4		73	2	1	3									
U070	12-44	X 05.57	1659		5,500	BRDG				20	SD		1	3	03	4	1		50				
U070	12-44	05.81		1.01	5,200	HHHB	24	1	5		78	1	1	3									
U070	12-44	06.82		1.11	5,000	HHHB	24	1	4		73	1	1	3									
U070	12-44	N X 07.12		102	5,000	BRDG				35	AD		1	3									
U070	12-44	S X 07.12		102	5,000	BRDG				35	AD		1	3	03	4	2		50				
U070	12-44	07.93	1.09		4,500	HHHB	24	1	4		86	2	1	3									
U070	12-44	09.02	FT. TOWS	1.03	4,500	HHHB	24	1	4		86	1	1	3									
U070	12-44	X 10.00		61	4,500	UP-R					AD		1	3									
U070	12-44	10.05		1.52	5,100	DHHB	24	1	4		86	1	1	3									
U070	12-44	N X 10.10		102	5,100	BRDG				36	AD		1	3									
U070	12-44	S X 10.10		102	5,100	BRDG				35	AD		1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 2

Choctaw County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	12-44	X 11.24		34		5,100	BXBR			HS	FO		1	3	03	4	2		33		644		
U070	12-44	11.57	0.43		ENTER FT TOWSON C/L	5,000	DHHB	24	1	4		86	2	1	3								
U070	12-44	12.00		0.14	JCT SH 109 SOUTH	5,000	DHHB	24	1	4		86	1	1	3								
U070	12-44	12.14		0.39	RED ROAD	5,000	IHHB	24	1	5		93	1	1	3								
U070	12-44	X 12.34		34		5,000	BXBR				HS	AD		1	3	03	2	2		50			
U070	12-44	12.53		0.29	MAIN ST-TC	5,000	LL0A	24	1	8		91	1	1	3								
U070	12-44	12.82		0.15	2ND STREET	5,000	LL0A	71	4			91	1	1	3								
U070	12-44	12.97		0.06	LEV FT TOWSON-3RD ST	5,000	IHHB	24	1	6		93	1	1	3								
U070	12-44	13.03	0.44		JCT SH 209 SOUTH	4,500	IHHB	24	1	4		75	1	1	3								
U070	12-44	X 13.29	211			4,500	BRDG				64	AD		1	3	03	2	1		50			
U070	12-44	13.47	4.41		4.41 MIS E SH 209S	4,500	IHHB	24	1	4		74	1	1	3								
U070	12-44	X 13.75	26			4,500	BXBR				HS	AD		1	3								
U070	12-44	X 14.20	26			4,500	BXBR				HS	AD		1	3								
U070	12-44	X 16.20	26			4,500	BXBR				HS	AD		1	3								
U070	12-44	17.88	1.37		MCCURTAIN CO/L W SID	3,200	IHHB	24	1	4		74	1	1	3							644	
County Total			133.96	14.65	148.60																46,889	15,445	62,334

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CIMARRON COUNTY

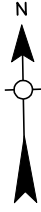
CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1302	US 56	33.63	NEW MEXICO STATE LINE	NORTHEASTERLY	JCT. US 287 E. OF BOISE CITY	
1304	US 64	25.63	JCT. US 287 E. OF BOISE CITY	EASTERLY	TEXAS COUNTY LINE	
1306	US 287	21.07	TEXAS STATE LINE	NORTHWESTERLY	JCT. US 64, E. OF BOISE CITY	
1310	US 287	18.55	JCT. US 56 IN BOISE CITY	NORTHERLY	COLORADO STATE LINE	
1310P	P & S	0.00	JCT US 64	NORTHERLY	PROPOSED US 287 BUS	ESTIMATED LENGTH 3.75 MILES
1314	US 64A	0.09	JCT. US 64 S., IN BOISE CITY	WEST SIDE OF CRT HOUSE	JCT. US 287 N., IN BOISE CITY	
1316	US 56	22.37	JCT. US 64 N.E. OF BOISE CITY	NORTHEASTERLY	TEXAS COUNTY LINE	
1317	US 385	14.09	TEXAS STATE LINE	NORTHERLY	JCT. US 56, S.W. OF BOISE CITY	
1320	SH 325	38.08	NEW MEXICO STATE LINE	SOUTHEASTERLY	JCT US 64A, IN BOISE CITY	
1321	SH 171	21.47	JCT. US 287	NORTHERLY	JCT. US 56 E. EDGE OF KEYES	

194.98 TOTAL COUNTY MILEAGE

STATE

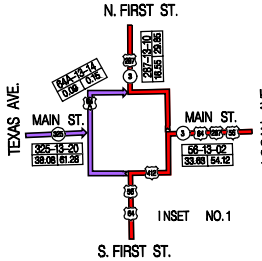
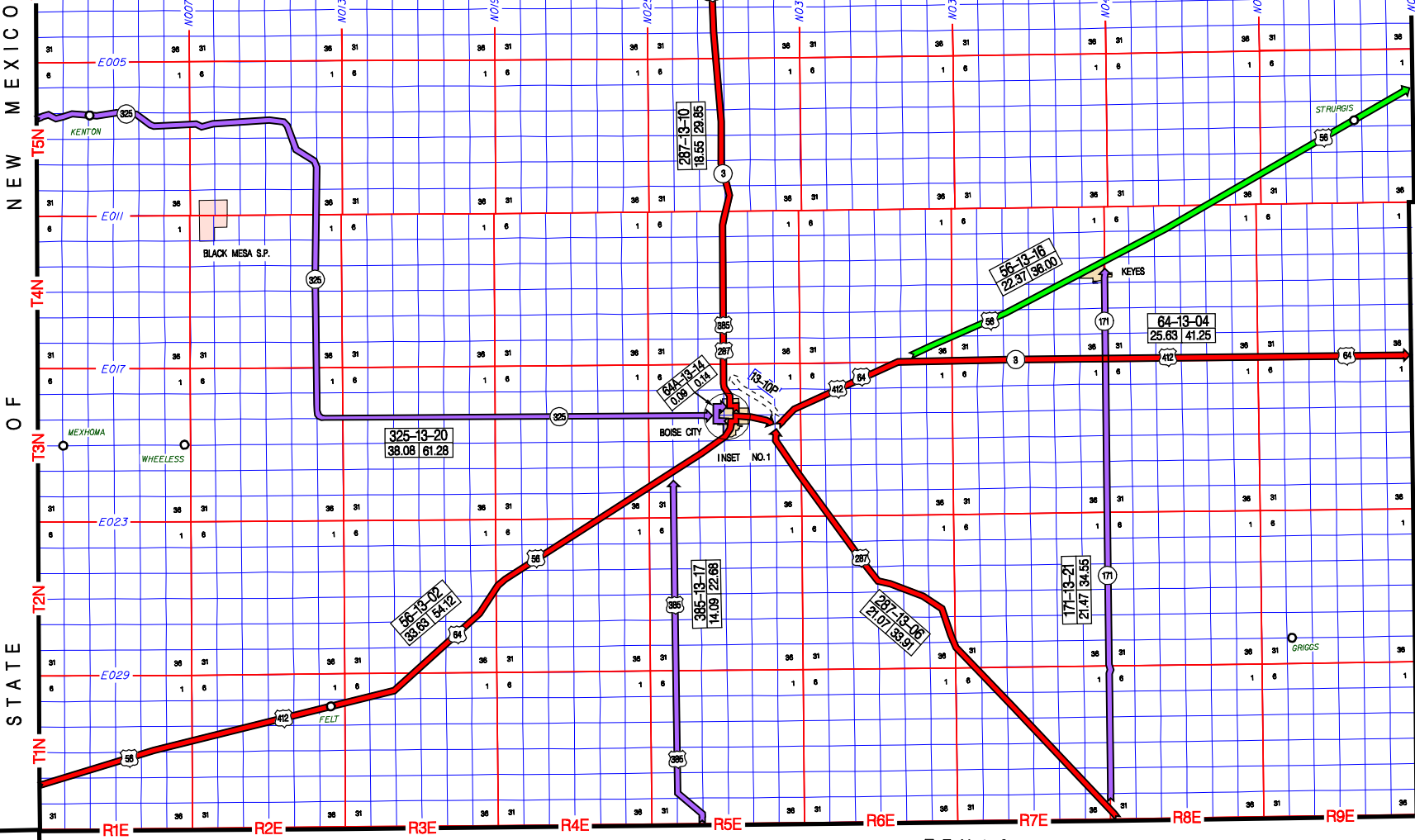
OF

COLORADO



COUNTY

TEXAS



T6N
T5N
T4N
T3N
T2N
T1N

R1E R2E R3E R4E R5E R6E R7E R8E R9E

STATE

OF

TEXAS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 6

Cimarron County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U056	13-02	00.00	16.00		12.49 MIS W US 385S	510	INDL	24	1	5		79	1	1	3								
U056	13-02	16.00	4.50		7.99 MIS W US 385S	620	IIDL	24	1	5		83	1	1	3								
U056	13-02	X 19.79	683			620	BRDG				31	SD		1	3	03	2	1	31		4,210		
U056	13-02	20.50	7.99		JCT US 385 SOUTH	630	IIDL	24	3	7		78	1	1	3								
U056	13-02	28.49	2.59		ENTER BOISE CITY C/L	1,100	IIDL	24	3	7		75	1	1	3								
U056	13-02	31.08	BOISE CI	0.53	SHLDR CHANGE 4TH ST	4,000	IIDL	24	3	7		68	1	1	3	27	2	0	7	08	1,969		
U056	13-02	X 31.15		46		4,000	BXBR					HS	AD		1	3	27	2	2	33		644	
U056	13-02	31.61		0.12	WIDTH CHANGE 2ND ST	5,700	IHLA	24	3	7		71	1	1	3								
U056	13-02	31.73		0.07	JCT US 56	8,300	NHLA	68	4			87	1	1	3								
U056	13-02	31.80		0.04	JCT US 287 NORTH	5,700	NHLA	69	4			80	1	1	3								
U056	13-02	31.84		0.08	WIDTH CHNG MURRAY AV	5,500	LL0E	72	4			89	1	1	3								
U056	13-02	31.92		0.66	LVE BOISE CL	5,500	LL0E	52	4			89	1	1	3								
U056	13-02	32.58	0.43		SURFACE CHANGE	4,500	NHDN	24	3	8		59	1	1	3	03	2	0	4	02	878		
U056	13-02	X 32.77	55			4,500	BXBR					HS	AD		1	3							
U056	13-02	33.01	0.08		SURFACE CHANGE	4,500	NHDN	24	3	8		59	1	1	3	03	2	0	4	02	160		
U056	13-02	33.09	0.54		JCT US 287	3,300	LL0E	52	4			94	1	1	3								
U056	13-02	X 33.14	229			3,300	OP-R					32	AD		1	3						7,861	
U064	13-04	00.00	0.20		WIDTH CHANGE	1,400	IIOE	80	1	8		87	1	1	3								
U064	13-04	00.20	5.75		JCT US 56	1,300	IIDN	24	1	8		83	1	1	3								
U064	13-04	X 00.54	32			1,300	BXBR					HS	AD		1	3							
U064	13-04	X 01.02	32			1,300	BXBR					HS	AD		1	3							
U064	13-04	X 03.71	32			1,300	BXBR					HS	AD		1	3							
U064	13-04	X 04.94	21			1,300	BXBR					HS	AD		1	3							
U064	13-04	05.95	3.65		3.65 MI NE US 56	710	IIDN	24	1	8		84	1	1	3								
U064	13-04	09.60	4.04		JCT SH 171	880	IIOE	24	1	8		88	1	1	3								
U064	13-04	13.64	11.99		TEXAS CO LINE	920	IIOE	24	1	8		88	1	1	3							0	
U287	13-06	00.00	0.31		JCT SH 171	2,700	IEDG	24	1	10		94	1	1	3								
U287	13-06	00.31	6.69		PROJECT BREAK	2,600	IEDG	24	1	10		92	1	1	3								
U287	13-06	X 00.77	21			2,600	BXBR					HS	AD		1	3							
U287	13-06	07.00	1.70		8.39 NW SH 171	2,400	IIDG	24	1	10		95	1	1	3								
U287	13-06	08.70	0.74		11.63 MIS. S. US 64	2,400	IIDM	24	1	10		92	1	1	3								
U287	13-06	09.44	1.53		10.10 MIS. S. US 64	2,400	TV0E	24	1	10		87	1	1	3								
U287	13-06	X 09.86	800			2,400	BRDG				41	AD		1	3								
U287	13-06	10.97	2.14		7.96 S US 64	2,400	IIDM	24	1	10		88	1	1	3								
U287	13-06	13.11	1.42		6.54 MIS S. US 64	2,500	IIDN	24	1	10		90	1	1	3								
U287	13-06	14.53	6.30		0.24 MIS S. US 64	2,600	IIDN	24	1	10		94	1	1	3								
U287	13-06	X 18.31	20			2,600	BXBR					HS	AD		1	3							
U287	13-06	X 18.80	26			2,600	BXBR					HS	AD		1	3							
U287	13-06	X 20.47	26			2,600	BXBR					HS	AD		1	3							
U287	13-06	20.83	0.24		JCT US 64	2,600	IIDN	24	1	8		93	1	1	3							0	
U287	13-10	00.00		0.04	JCT US 64A	3,000	IIDL	69	4			59	1	1	3	27	2	0	7	08	170		
U287	13-10	00.04		0.24	WIDTH CHANGE 5TH ST	3,400	IIDL	68	4			59	1	1	3	27	2	0	7	08	1,029		
U287	13-10	00.28		0.50	LEAVE BOISE CITY C/L	2,800	ILLQ	24	1	10		59	1	1	3	03	2	0	3	02	887		
U287	13-10	00.78	2.24		3.02 MIS N. US 56	2,800	IHDN	24	1	10		59	1	1	3	03	2	0	3	02	4,193		
U287	13-10	X 02.83	26			2,800	BXBR					HS	AD		1	3							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U287	13-10	03.02	3.53		2,800	LL0E	24	1	10		98	1	1	3									
U287	13-10	06.55	0.36		2,800	LL0E	24	1	10		94	1	1	3									
U287	13-10	06.91	3.62		2,800	HHDN	24	1	10		59	1	1	3	03	2	0	3	02		6,767		
U287	13-10	X 08.13	46		2,800	BRDG				26	AD		1	3									
U287	13-10	X 09.37	22		2,800	BRDG				26	AD		1	3									
U287	13-10	X 10.32	82		2,800	BRDG				31	AD		1	3									
U287	13-10	10.53	8.02		2,600	HHDN	24	1	10		59	1	1	3	03	2	0	3	02		15,001		
U287	13-10	X 10.80	28		2,600	BRDG				25	AD		1	3									
U287	13-10	X 13.15	1011		2,600	BRDG				29	AD		1	3									
U287	13-10	X 14.31	25		2,600	BRDG				31	AD		1	3									
U287	13-10	X 15.00	28		2,600	BRDG				27	AD		1	3									
U287	13-10	X 15.65	28		2,600	BRDG				25	AD		1	3									
U287	13-10	X 16.46	94		2,600	BRDG				25	AD		1	3									
U287	13-10	X 17.53	22		2,600	BRDG				20	AD		1	3									
U287	13-10P	00.00	1.48		0		0						1	3	03	3	0	4	04		7,140		
U287	13-10P	01.48	2.23		0		0						1	3	03	3	0	4	04		10,753	45,940	
U064A	13-14	00.00		0.05	3,800	HHLA	69	4			59	1	0	5	30	2	0	6	08		156		
U064A	13-14	00.05		0.04	3,800	HHLA	69	4			59	1	0	5	30	2	0	6	08		122	278	
U056	13-16	00.00	6.00		590	HNDL	24	3	4		59	1	0	4	06	2	0	1	02		7,353		
U056	13-16	X 03.43	126		590	BXBR				HS	AD		0	4									
U056	13-16	X 04.51	62		590	BXBR				HS	AD		0	4									
U056	13-16	06.00	1.36		580	HNDL	24	3	4		59	1	0	4	06	2	0	1	02		1,673		
U056	13-16	X 06.20	62		580	BXBR				HS	AD		0	4									
U056	13-16	07.36	KEYES	1.09	780	HNDL	24	3	4		59	1	0	4	06	2	0	1	02		1,340		
U056	13-16	08.45	2.55		660	HNDL	24	3	4		80	1	0	4									
U056	13-16	X 10.32	62		660	BXBR				HS	AD		0	4									
U056	13-16	11.00	11.37		660	HNDL	24	3	4		78	1	0	4									
U056	13-16	X 11.35	36		660	BXBR				HS	AD		0	4									
U056	13-16	X 18.65	99		660	BXBR				HS	AD		0	4									
U056	13-16	X 22.24	21		660	BXBR				HS	AD		0	4								10,366	
U385	13-17	00.00	11.07		550	DIDM	24	3	5		59	1	0	5	10	2	0	2	02		8,861		
U385	13-17	11.07	0.63		570	DIDL	24	1	4		59	1	0	5	10	2	0	1	02		427		
U385	13-17	X 11.21	904		570	BRDG				25	SD		0	5	10	2	1		31		5,357		
U385	13-17	11.70	2.39		540	DIDM	24	3	5		59	1	0	5	10	2	0	2	02		1,915	16,560	
S325	13-20	00.00	10.00		80	NNDL	20	3	2		59	1	0	5	10	2	0	3	02		9,367		
S325	13-20	X 00.00	402		80	BRDG				36	AD		0	5									
S325	13-20	X 01.05	75		80	BRDG				29	AD		0	5									
S325	13-20	X 01.99	100		80	BRDG				29	AD		0	5									
S325	13-20	X 05.95	163		80	BRDG				29	AD		0	5									
S325	13-20	X 09.90	200		80	BRDG				25	SD		0	5	10	2	1		31		2,046		
S325	13-20	10.00	12.15		100	DDDL	20	3	3		58	1	0	5	10	2	0	3	02		11,369		
S325	13-20	X 15.15	21		100	BRDG				29	AD		0	5									
S325	13-20	X 19.38	38		100	BRDG				33	SD		0	5	10	2	1		31		1,120		
S325	13-20	X 20.70	21		100	BRDG				18	AD		0	5									
S325	13-20	X 21.50	21		100	BRDG				20	AD		0	5									

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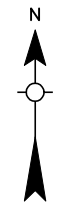
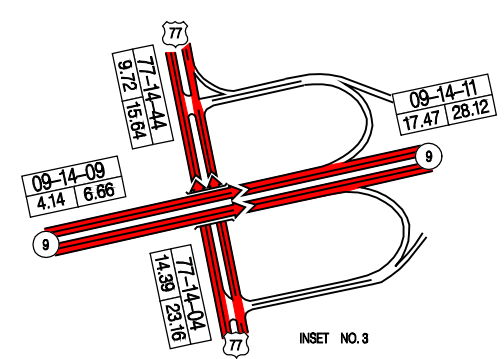
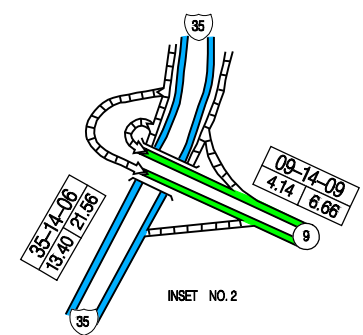
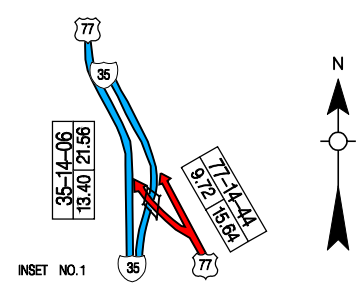
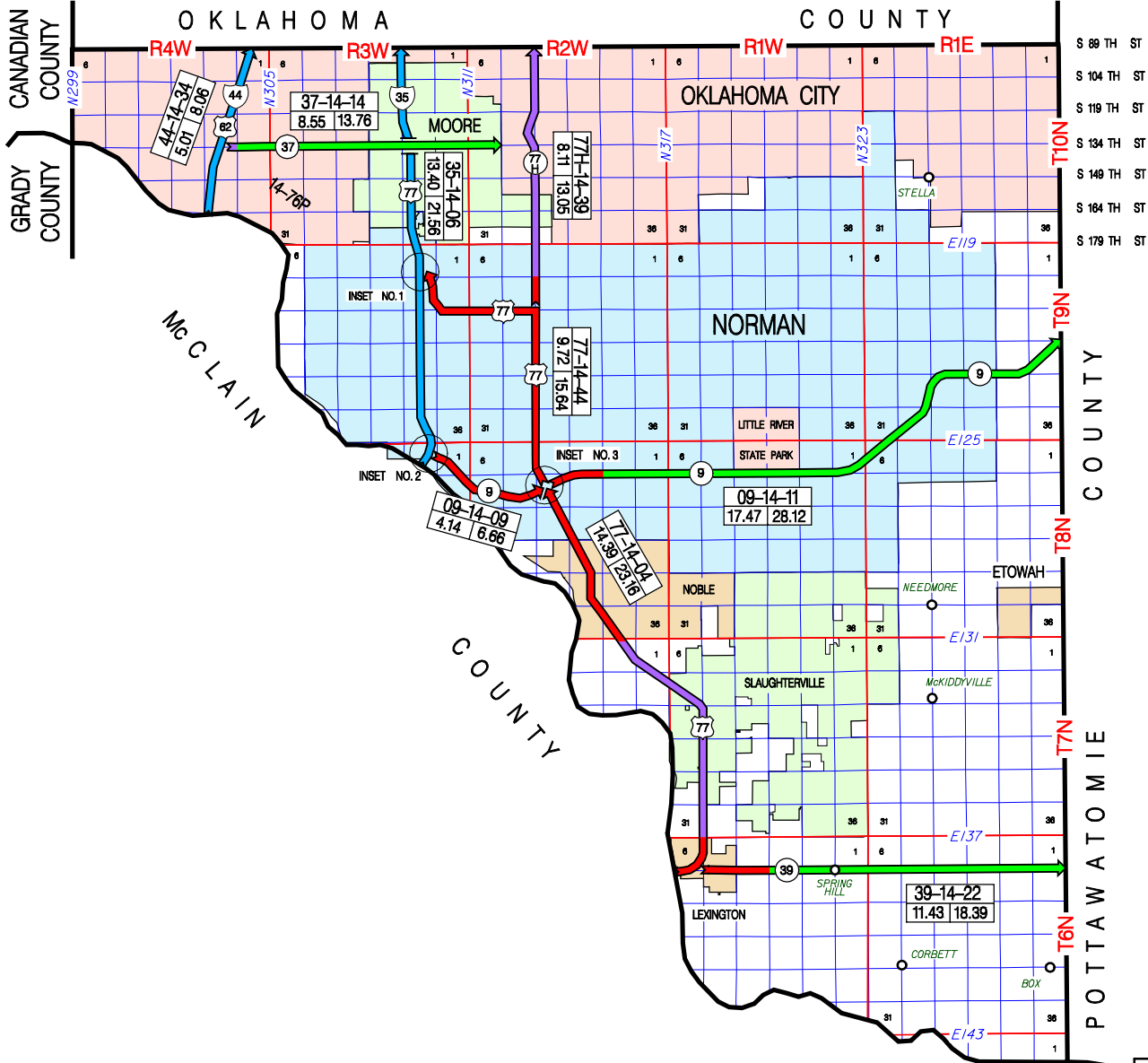
Cimarron County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S325	13-20	22.15	9.85		160	DDDL	22	3	6		59	1	0	5	10	2	0	2	02	7,883			
S325	13-20	32.00	5.64		200	DDDL	22	3	6		59	1	0	5	10	2	0	2	02	4,514			
S325	13-20	X 36.06	21		200	BXBR				HS	AD		0	5									
S325	13-20	37.64	BOISE CI	0.14	210	DDDL	22	3	6		59	1	0	5	10	2	0	1	02	98			
S325	13-20	37.78		0.14	320	DDDL	38	4			59	1	0	5	30	2	0	6	08	287			
S325	13-20	37.92		0.06	2,200	DDDL	53	4			59	1	0	5	30	2	0	6	08	223			
S325	13-20	X 37.93		32	2,200	BXBR				HS	AD		0	5	30	2	1		33		644		
S325	13-20	37.98		0.10	2,200	DDDL	68	4			59	1	0	5	30	2	0	6	08	386		37,937	
S171	13-21	00.00	4.90		360	IIDG	22	3	4		78	1	0	5									
S171	13-21	X 04.62	371		360	BRDG				14	SD		0	5	13	2	1		50				
S171	13-21	04.90	1.09		380	DEDG	24	3	4		59	1	0	5	13	2	0	3	02	1,015			
S171	13-21	05.99	11.94		390	DHDG	20	3	4		59	1	0	5	13	2	0	3	02	11,281			
S171	13-21	17.93	3.01		400	DDD	22	3	5		59	1	0	5	13	2	0	3	02	2,868			
S171	13-21	20.94	KEYES	0.12	570	DDDG	22	3	5		59	1	0	5	13	2	0	3	02	108			
S171	13-21	21.06		0.08	570	DDDL	22	3	5		59	1	0	5	13	2	0	3	02	82			
S171	13-21	21.14	0.33		570	DDDL	22	3	5		59	1	0	5	13	2	0	3	02	320		15,674	
County Total			194.59	4.10	198.60															120,595	14,021	134,616	

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CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1404	US 77	14.39	MCCLAIN COUNTY LINE (W. END BR.)	NORTHERLY	JCT. SH 9 IN NORMAN(N SIDE STRS)	
1406	IS 35	13.40	MCCLAIN COUNTY LINE(S. END BRIDGE)	NORTHERLY	OKLAHOMA COUNTY LINE(N. SIDE STR.)	
1409	SH 9	4.14	JCT. I-35 IN NORMAN (W. END STR.)	EASTERLY	JCT. US 77 (E. SIDE STR.)	
1411	SH 9	17.47	JCT. US 77 IN NORMAN (E. SIDE STR.)	EASTERLY	POTTAWATOMIE COUNTY LINE	
1414	SH 37	8.55	JCT. US 62 W. OF MOORE (W. SIDE STR.)	EASTERLY	SUNNYLANE RD & S. 4TH ST	
1422	SH 39	11.43	JCT. US 77 & BROADWAY IN LEXINGTON	EASTERLY	POTTAWATOMIE COUNTY LINE	
1434	IS 44	5.01	MCCLAIN COUNTY LINE (N. END BR.)	NORTHEASTERLY	OKLAHOMA COUNTY LINE (N. END STR.)	
1439	SH 77H	8.11	JCT US 77 IN NORMAN (TECUMSEH ROAD)	NORTHERLY	OKLAHOMA COUNTY LINE	AGENDA ITEM 2008 WAS 12.78 MILES
1444	US 77	9.72	JCT. SH 9 IN NORMAN(N SIDE STRS)	NORTHWESTERLY	JCT. I-35 (N. BOUND GORE)	AGENDA ITEM 2008 WAS 8.20 MILES
1476P	P & S	0.00	OKLAHOMA COUNTY LINE	SOUTHEASTERLY	JCT I-35	

92.22 TOTAL COUNTY MILEAGE



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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	14-06	X 05.35		0		74,900	UP-H				AD		1	1	20	6	2		50				
I035	14-06	X 06.30		37		74,900	BXBR				HS	AD	1	1	20	6	2		50				
I035	14-06	E X 06.57		39		74,900	UP-H				SD		1	1	20	6	2		50				
I035	14-06	E 06.79		0.60	INDIAN HILLS RD	81,400	IHHE	36	1	10		82	3	1	1								
I035	14-06	W 06.79		0.00	ENTER OKC U/L	81,400	IHHE	36	1	10		91	3	1	1								
I035	14-06	E 07.39		0.79	LVE NORMAN C/L	81,400	IHHE	36	1	10		91	3	1	1								
I035	14-06	W 07.39		0.00	ENTER MOORE C/L	81,400	IHHE	36	1	10		91	3	1	1								
I035	14-06	X 07.39		0	LVE NORMAN C/L	81,400	UP-H				SD		1	1	01	6	5		31			6,006	
I035	14-06	X 07.79		42		81,400	BXBR				HS	FO	1	1	01	6	2		33			1,975	
I035	14-06	E 08.18	MOORE	2.17	JCT SH 37	93,600	IHHE	36	1	10		73	3	1	1								
I035	14-06	W 08.18		0.00	JCT SH 37	93,600	IHHE	36	1	10		73	3	1	1								
I035	14-06	X 08.71		42		93,600	BXBR				HS	AD		1	1								
I035	14-06	X 09.41		0		93,600	UP-H				AD			1	1								
I035	14-06	X 09.42		0		93,600	UP-H				AD			1	1								
I035	14-06	E 10.35		1.00	12TH STREET -TC-	89,300	IHHE	36	1	10		78	3	1	1								
I035	14-06	W 10.35		0.00	12TH STREET -TC-	89,300	IHHE	36	1	10		78	3	1	1								
I035	14-06	X 10.35		0	12TH STREET -TC-	89,300	UP-H				SD		1	1	01	6	6		31			5,862	
I035	14-06	X 10.66		135		89,300	OP-H				AD			1	1								
I035	14-06	X 10.93		36		89,300	BXUF				HS	NR		1	1								
I035	14-06	X 11.03		135		89,300	OP-H				AD			1	1								
I035	14-06	E 11.35		0.55	SHIELDS BLVD. OLD 77	106,900	IHHE	36	1	10		56	3	1	1	01	6	2	1	99			
I035	14-06	W 11.35		0.00	SHIELDS BLVD. OLD 77	106,900	IHHE	36	1	10		56	3	1	1	01	6	2	1	99			
I035	14-06	X 11.42		0		106,900	UP-H				FO		1	1	01	6	6		31			5,862	
I035	14-06	E 11.90		0.53	SHLDR CHANGE	112,600	PHHE	24	1	10		60	3	1	1	20	8	2	6	99			
I035	14-06	W 11.90		0.00	SHLDR CHANGE	112,600	PHHE	24	1	10		60	3	1	1	20	8	2	6	99			
I035	14-06	X 12.04		0		112,600	UP-H				AD			1	1	20	8	6		31		1,120	
I035	14-06	X 12.41		301		112,600	OP-H				AD			1	1	20	8	6		31		7,245	
I035	14-06	E 12.43		0.49	LEAVE MOORE ENT OKC	112,600	LL0E	36	1	10		60	3	1	1	20	8	2	6	99			
I035	14-06	W 12.43		0.00	LEAVE MOORE ENT OKC	112,600	LL0E	36	1	10		60	3	1	1	20	8	2	6	99			
I035	14-06	E 12.92	OKLA. CI	0.48	OKLA COUNTY LINE	112,600	LL0E	36	1	10		60	3	1	1	20	8	2	6	99			
I035	14-06	W 12.92		0.00	OKLA COUNTY LINE	112,600	LL0E	36	1	10		60	3	1	1	20	8	2	6	99			
I035	14-06	X 13.38		216		112,600	OP-H				AD			1	1	20	8	6		31		4,741	
S009	14-09	N 00.00	NORMAN	0.32	24TH AVE W.	28,300	LLOF	24	1	10		90	2	0	3								
S009	14-09	S 00.00		0.00	24TH AVE W.	28,300	LLOF	24	1	10		82	2	0	3								
S009	14-09	X 00.00		201	24TH AVE W.	28,300	OP-H				AD			0	3								
S009	14-09	N 00.32		3.82	JCT US 77	28,700	DIHF	24	1	10		91	2	0	3								
S009	14-09	S 00.32		0.00	JCT US 77	28,700	DIHF	24	1	10		92	2	0	3								
S009	14-09	X 01.65		66		28,700	BXBR				HS	FO		0	3	02	6	2		33		1,252	
S009	14-09	N X 03.25		126		28,700	BRDG				AD			0	3								
S009	14-09	S X 03.25		126		28,700	BRDG				AD			0	3								
S009	14-09	N X 03.98		131		28,700	OP-R				AD			0	3								
S009	14-09	S X 03.98		131		28,700	OP-R				AD			0	3								
S009	14-09	N X 04.07		161		28,700	UP-H				SD			0	3	02	6	6		31		2,586	
S009	14-09	S X 04.07		161		28,700	UP-H				SD			0	3	02	6	6		31		2,586	
S009	14-11	N 00.00		0.24	24TH AVE W.	17,000	LLOF	24	1	10		76	1	0	3							6,424	

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Highway Number	Control Section Number	Subsection		Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S009	14-11	S	00.00		0.00	0.24 MI E US 77	17,000	IIBH	24	1	10												
S009	14-11	N	00.24		0.24	0.48 MI E US 77	18,400	IIBH	24	1	10												
S009	14-11	S	00.24		0.00	0.48 MI E US 77	18,400	IIBH	24	1	10												
S009	14-11		00.48		0.72	1.20 MIS. E. US 77	18,400	IIBH	24	1	10			02	4	1	4	05				3,413	
S009	14-11		01.20		0.30	1.50 MIS E. US 77	10,500	IIBH	24	1	10			02	4	1	4	05				1,417	
S009	14-11		01.50		0.26	LEAVE NORMAN U/L	10,500	DIHB	24	1	10			02	4	1	4	05				1,228	
S009	14-11	X	01.70		23		10,500	BXUF				HS	NR	0	3	02	4	2	33			644	
S009	14-11		01.76		0.97	PROP SOONER EXP	9,100	DIHB	24	1	10			02	4	0	3	05				2,473	
S009	14-11		02.73		3.03	84TH AVE	9,100	DIHE	24	1	10			02	4	0	3	05				7,722	
S009	14-11	X	04.03		183		9,100	BRDG				20	AD	0	4	02	4	1	31			3,412	
S009	14-11	X	04.41		48		9,100	BXUF				HS	NR	0	4	02	4	2	33			718	
S009	14-11		05.76		2.84	8.60 MIS E. US 77	9,100	DIHE	24	1	10			04	4	0	3	05				7,239	
S009	14-11	X	06.55		47		9,100	BXUF				HS	NR	0	4	04	4	2	33			952	
S009	14-11	X	07.89		32		9,100	BXUF				HS	NR	0	4	04	4	2	33			644	
S009	14-11		08.60		2.68	6.19 MIS W. POTT CO/	6,900	DIHE	24	1	10			04	4	1	4	05				12,688	
S009	14-11	X	08.78		42		6,900	BXUF				HS	NR	0	4	04	4	2	33			942	
S009	14-11		11.28		2.45	3.74 MIS W. POTT CO/	6,800	DIHE	24	1	10			04	4	1	4	05				11,606	
S009	14-11	X	12.42		207		6,800	BRDG				25	SD	0	4	04	4	1	31			3,609	
S009	14-11		13.73		1.34	LVE NORMAN C/L 180TH	6,800	DHHL	24	1	8			04	4	1	4	05				6,650	
S009	14-11	X	14.39		34		6,800	BXBR				HS	AD	0	4	04	4	2	33			644	
S009	14-11		15.07	2.18		0.22 MIS W POTT CO/L	5,600	DHDL	24	1	8			04									
S009	14-11	X	16.95	48			5,600	BXBR				HS	AD	0	4								
S009	14-11	X	17.05	48			5,600	BRDG				HS	AD	0	4								
S009	14-11	X	17.19	220			5,600	BRDG				35	AD	0	4								
S009	14-11		17.25	0.22		POTTAWATOMIE CO LINE	5,600	IIOE	24	1	8			04								66,001	
S037	14-14		00.00	OKLA. CI	0.52	ENTER OKC U/L	8,400	IIEJ	54	4				91	1	0	5						
S037	14-14	X	00.00		189	ENTER OKC U/L	8,400	OP-H				36	FO	0	5	29	4	6	31			3,497	
S037	14-14	X	00.20		24		8,400	BXBR				HS	AD	0	5								
S037	14-14	X	00.25		24		8,400	BXBR				HS	AD	0	5								
S037	14-14		00.52		3.03	WESTERN AVE	7,500	IIEJ	54	4				92	1	0	4						
S037	14-14	X	01.00		40		7,500	BXBR				HS	AD	0	4								
S037	14-14	X	01.90		21		7,500	BXBR				HS	AD	0	4								
S037	14-14	X	02.50		246		7,500	BRDG				29	AD	0	4								
S037	14-14	X	03.20		133		7,500	BRDG				29	AD	0	4								
S037	14-14	X	03.50		24		7,500	BXBR				HS	AD	0	4								
S037	14-14		03.55		1.00	SANTE FE ST IN MOORE	16,000	IHEJ	52	4				91	1	0	4						
S037	14-14	X	04.00		23		16,000	BXBR				HS	AD	0	4								
S037	14-14		04.55	MOORE	1.27	JCT I 35	19,200	LLOF	52	4				91	1	0	4						
S037	14-14	X	05.30		46		19,200	BXBR				HS	FO	0	4	28	4	2	33			644	
S037	14-14	X	05.73		287		19,200	OP-H				32	SD	0	4	28	4	6	31			5,862	
S037	14-14		05.82		1.73	BYRANT AVE	12,300	LLOF	54	4				90	1	0	4						
S037	14-14		07.55		1.00	SUNNYLANE ROAD	2,500	IHHE	54	4				94	1	0	4					10,003	
S039	14-22		00.00	LEXINGTO	0.36	WIDTH CHANGE 1ST ST	11,400	IILA	24	3	4			65	1	0	3	29	2	0	6	08	1,869
S039	14-22		00.36		0.09	MAIN STREET -TC-	6,000	IILA	64	4				84	1	0	3						
S039	14-22		00.45		0.11	WIDTH CHANGE	5,500	IHDJ	64	4				84	1	0	3						

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S039	14-22	X 00.54		48		5,500	BXBR				HS	AD	0	3									
S039	14-22	00.56		0.40	6TH STREET	6,600	IHDJ	24	3	4		75	1	0	3								
S039	14-22	00.96		0.49	LEV LEX C/L 84TH ST	6,100	IHDJ	24	3	4		82	1	0	3								
S039	14-22	01.45	0.10		1.55 MIS. E. US 77	6,100	IHDJ	24	3	4		83	2	0	3								
S039	14-22	01.55	0.52		2.07 E US 77	6,100	IHHF	24	1	10		92	1	0	3								
S039	14-22	X 01.67	90			6,100	BRDG				36	AD		0	3								
S039	14-22	X 01.76	23			6,100	BXBR				HS	AD		0	3								
S039	14-22	02.07	0.37		LEAVE PURCELL U/L	5,600	IIDN	24	3	5		72	2	0	3	05	2	0	3	01		555	
S039	14-22	02.44	3.32		5.57 W POTT CO LINE	6,300	IIDN	24	3	5		69	3	0	4	04	2	0	3	01		5,274	
S039	14-22	05.76	0.75		4.92 W POTT CO LINE	4,400	IHHF	24	1	10		85	2	0	4								
S039	14-22	X 06.12	136			4,400	BRDG				36	AD		0	4								
S039	14-22	X 06.37	27			4,400	BXUF				HS	NR		0	4								
S039	14-22	06.51	0.66		BASE CHANGE	3,400	IIDN	24	3	5		57	1	0	4	05	2	0	3	01		978	
S039	14-22	07.17	3.83		START BRFY-14B(327)	4,100	IHDJ	24	3	5		57	2	0	4	05	2	0	3	03		10,582	
S039	14-22	X 07.74	27			4,100	BXBR				HS	FO		0	4	05	2	2		33		644	
S039	14-22	11.00	0.43		POTTAWATOMIE CO LINE	4,100	II0E	24	1	8		88	2	0	4								
S039	14-22	X 11.04	199			4,100	BRDG				34	AD		0	4							19,902	
I044	14-34	E 00.00	OKLA. CI	0.12	0.12 MI N. COUNTY LN	41,600	PI0E	24	1	10		94	2	1	1								
I044	14-34	W 00.00		0.00	0.12 MI N. COUNTY LN	41,600	PI0E	24	1	10		95	2	1	1								
I044	14-34	E 00.12		0.73	ENTER 1990 U/L	42,500	IHHE	24	1	10		94	2	1	1								
I044	14-34	W 00.12		0.00	ENTER 1990 U/L	42,500	IHHE	24	1	10		94	2	1	1								
I044	14-34	E 00.85		1.06	JCT SH 37	50,000	IHHE	24	1	10		93	2	1	1								
I044	14-34	W 00.85		0.00	JCT SH 37	50,000	IHHE	24	1	10		93	2	1	1								
I044	14-34	E X 00.85		101	JCT SH 37	50,000	OP-H				36	AD		1	1								
I044	14-34	W X 00.85		101	JCT SH 37	50,000	OP-H				36	AD		1	1								
I044	14-34	X 01.90		0		50,000	UP-H				FO			1	1	01	6	6		31		3,497	
I044	14-34	E 01.91		1.60	ENT OKC U/L PORTLAND	54,700	IHHE	24	1	10		83	2	1	1								
I044	14-34	W 01.91		0.00	ENT OKC U/L PORTLAND	54,700	IHHE	24	1	10		83	2	1	1								
I044	14-34	X 02.93		0		54,700	UP-H				SD			1	1	01	6	6		31		6,028	
I044	14-34	E 03.51		0.51	S. 104TH ST	54,700	IHHE	24	1	10		83	3	1	1								
I044	14-34	W 03.51		0.00	S. 104TH ST	54,700	IHHE	24	1	10		83	3	1	1								
I044	14-34	E X 03.97		138		54,700	OP-H				36	FO		1	1	01	6	6		31		2,203	
I044	14-34	W X 03.97		138		54,700	OP-H				36	FO		1	1	01	6	6		31		2,203	
I044	14-34	E 04.02		0.99	OKLA CO LINE	54,700	IHHE	24	1	10		83	3	1	1								
I044	14-34	W 04.02		0.00	OKLA CO LINE	54,700	IHHE	24	1	10		83	3	1	1								
I044	14-34	E X 04.98		138		54,700	OP-H				36	AD		1	1								
I044	14-34	W X 04.98		138		54,700	OP-H				36	AD		1	1							13,931	
S077H	14-39	00.00	NORMAN	1.20	BOYD STREET	24,100	IIIF	55	4			99	2	0	3								
S077H	14-39	X 00.90		90		24,100	BRDG				36	AD		0	3								
S077H	14-39	01.20		0.46	ALAMEDA STREET	27,800	IIIF	52	4			97	3	0	3								
S077H	14-39	01.66		1.01	ROBINSON STREET	25,200	IIIF	50	4			97	1	0	3								
S077H	14-39	02.67		1.47	KINGSTON RD	16,400	DIII	50	4			91	1	0	3								
S077H	14-39	04.14		1.54	FRANKLIN LEV NOR U/L	15,500	DIII	50	4			91	1	0	3								
S077H	14-39	05.68		1.00	INDIAN HILLS	15,000	IIIL	53	4			87	1	0	5								
S077H	14-39	06.68	0.50		ENT MOORE C/L	13,600	IIIL	53	4			87	1	0	5								

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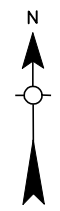
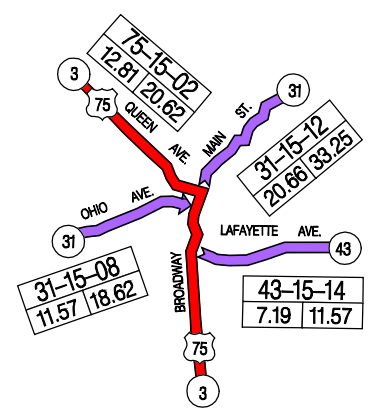
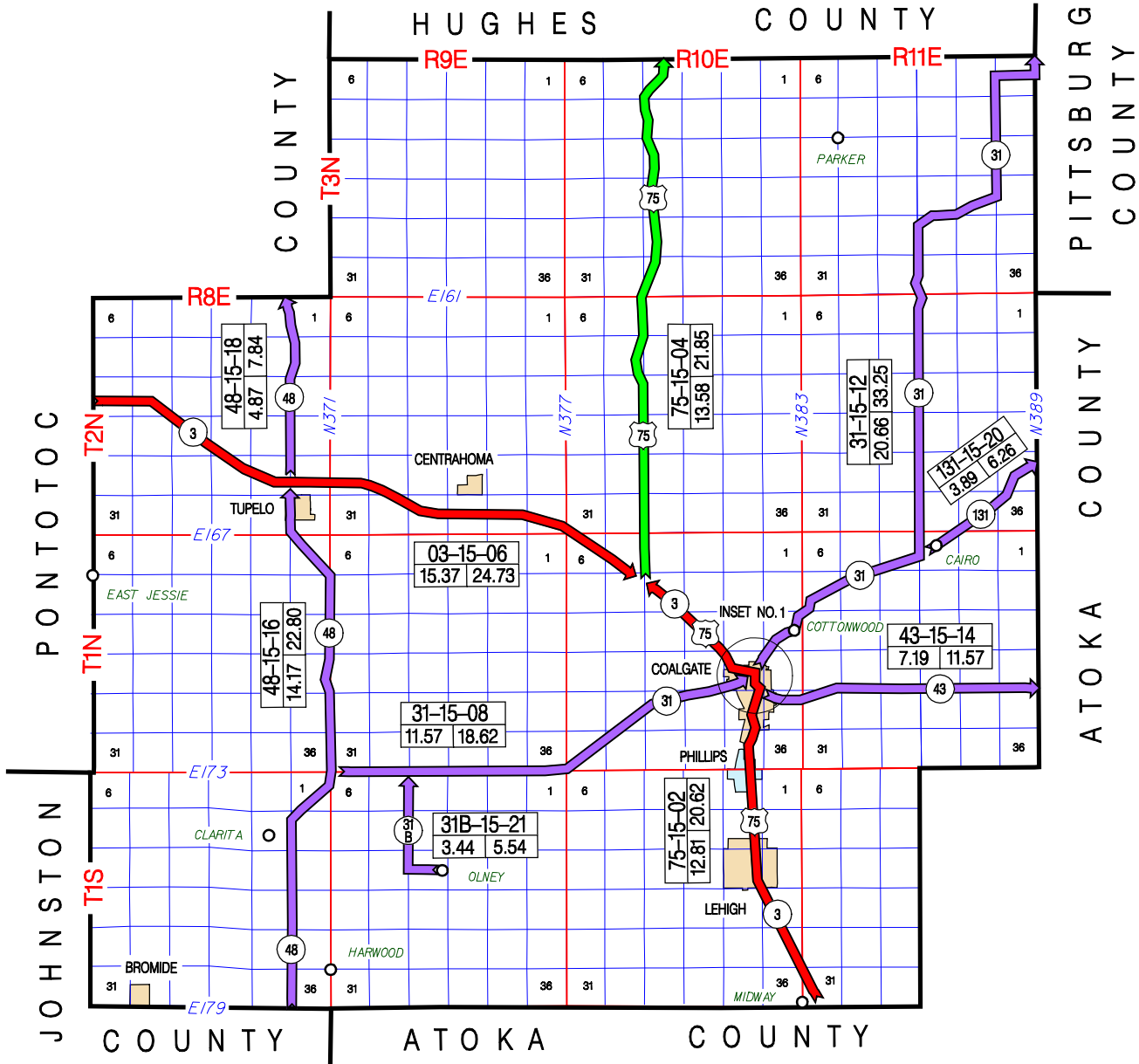
Cleveland County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S077H	14-39	07.18	MOORE	1.02	ENTER OKC CITY LIMIT	13,700	IIL	53	4		87	1	0	5										
S077H	14-39	08.20	OKLA. CI	0.50	149TH STREET	13,600	IIL	53	4		87	1	0	5										
S077H	14-39	08.70		1.03	134 TH ST	13,400	DIII	50	4		87	1	0	5										
S077H	14-39	09.73		1.07	119TH ST	13,900	DIII	48	1	8	82	1	0	5										
S077H	14-39	10.80		0.75	1.23 MIS S. OKLA CO/	14,600	DIII	50	4		86	1	0	5										
S077H	14-39	11.55		0.25	104 TH STREET	14,600	DIII	50	4		87	1	0	5										
S077H	14-39	11.80		0.98	OKLAHOMA COUNTY LINE	17,500	DIII	50	4		87	1	0	5									0	
U077	14-44	E 00.00	NORMAN	0.12	0.12 MIS. N. SH 9	16,500	IHHE	24	1	10	95	1	0	3										
U077	14-44	W 00.00		0.00	0.12 MIS. N. SH 9	16,500	IHHE	24	1	10	93	1	0	3										
U077	14-44			0.48	FOSTER DR	16,500	HHLA	52	4		90	1	0	3										
U077	14-44			0.18	JCT SH-77H	16,500	LL0A	48	4		90	1	0	3										
U077	14-44	X 00.75		47		16,500	BXBR				HS	AD		0	3									
U077	14-44			0.22	0.22 MIS N. SH 77H	16,600	LL0A	48	4		90	1	0	4										
U077	14-44			0.54	JCT SH 74A	15,600	HHLA	24	3	5	31	3	0	4	28	4	0	7	08		4,352			
U077	14-44			0.17	ENID ST	15,600	LL0A	52	4		97	1	0	4										
U077	14-44			0.43	BOYD STREET	12,400	HHLA	40	4		77	1	0	4										
U077	14-44			0.13	MILLER STREET	16,600	HHLA	50	4		80	1	0	4										
U077	14-44			0.71	MAIN STREET	17,100	HHLA	40	4		72	1	0	4										
U077	14-44			0.69	ROBINSON	18,300	HHLA	40	4		70	1	0	4										
U077	14-44			0.19	PETERS AVE	20,700	LL0H	52	4		98	1	0	3										
U077	14-44			0.11	0.51 MI S FLOOD	20,700	LL0H	52	4		100	1	0	3										
U077	14-44			0.40	FLOOD AVE	20,700	LL0H	52	4		97	1	0	3										
U077	14-44	E 04.37		0.10	3.73 MIS S I-35	18,500	LL0S	26	4		97	1	0	3										
U077	14-44	W 04.37		0.00	3.73 MIS S I-35	18,500	LL0S	26	4		97	1	0	3										
U077	14-44			3.19	0.54 MIS S I-35	18,500	LL0S	50	4		99	1	0	3										
U077	14-44			0.14	0.40 MI S I-35	17,300	IIOE	48	1	4	94	1	0	3										
U077	14-44	E 07.80		0.17	0.23 MI S I-35	16,200	HHLA	24	3	6	77	1	0	3										
U077	14-44	W 07.80		0.00	0.23 MI S I-35	16,200	HHLA	24	3	6	77	1	0	3										
U077	14-44	E 07.97		0.23	JCT I 35	16,200	HHLA	24	1	10	88	1	0	3										
U077	14-44	W 07.97		0.00	JCT I 35	16,200	HHLA	24	1	10	90	1	0	3										
U077	14-44	W X 08.06		110		16,200	OP-H				25	SD		0	3	25	4	6		31		2,082		
U077	14-44	X 09.25		34		16,200	OP-H				HS	AD		0	3								6,434	
S077G	14-46P	00.00		2.00		0		0						1	5	07	4	0	3	04		5,010	5,010	
S144	14-76P	00.00		4.05		0		0						1	2	22	4	2	6	09		93,146		
S144	14-76P	04.05		1.60		0		0						1	2	22	4	2	6	09		131,025		
S144	14-76P	05.65		0.35		0		0						1	2	22	4	2	6	09		6,869		
S144	14-76P	06.00		2.50		0		0						1	2	22	4	2	6	09		62,717		
S144	14-76P	08.50		1.40		0		0						1	2	22	4	2	6	09		54,761		
S144	14-76P	09.90		1.50		0		0						1	2	22	4	2	6	09		153,398	501,916	
County Total				30.69	75.99	106.60																718,821	98,210	817,031

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- COAL COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1502	US 75	12.81	ATOKA COUNTY LINE	NORTHWESTERLY	JCT. SH 3, NW OF COALGATE	
1504	US 75	13.58	JCT. SH 3, NW OF COALGATE	NORTHERLY	HUGHES COUNTY LINE	
1506	SH 3	15.37	PONTOTOC COUNTY LINE	SOUTHEASTERLY	JCT. US 75, NW OF COALGATE	
1508	SH 31	11.57	JCT. SH 48 S. OF TUPELO	NORTHEASTERLY	JCT. US 75 (MAIN ST & OHIO AVE)IN COALGATE	
1512	SH 31	20.66	JCT. US 75(QUEEN AVE & MAIN ST) IN COALGATE	NORTHEASTERLY	PITTSBURG COUNTY LINE	
1514	SH 43	7.19	JCT. US 75(BROADWAY & LAFAYETTE)IN COALGATE	EASTERLY	ATOKA COUNTY LINE	
1516	SH 48	14.17	JOHNSTON COUNTY LINE	NORTHERLY	JCT. SH 3 N. OF TUPELO	
1518	SH 48	4.87	JCT. SH 3 N. OF TUPELO	NORTHERLY	PONTOTOC COUNTY LINE	
1520	SH 131	3.89	JCT. SH 31 AT CAIRO	NORTHEASTERLY	ATOKA COUNTY LINE	
1521	SH 31B	3.44	AT OLNEY	WEST & NORTHERLY	JCT. SH 31 NE OF CLARITA	

107.55 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	15-02	00.00	2.18		N. SIDE COAL CREEK	4,400	IILA	24	6	5		81	1	1	3								
U075	15-02	X 02.14	124			4,400	BRDG				27	AD	1	1	3								
U075	15-02	02.18	0.70		2.88 MIS N ATOKA CO/	3,500	IILA	24	6	5		86	1	1	3								
U075	15-02	X 02.50	23			3,500	BXUF					HS	NR	1	1	3							
U075	15-02	02.88	0.55		ENT LEHIGH CL-SOUTH	3,500	IILA	24	6	5		81	1	1	3								
U075	15-02	03.43	LEHIGH	0.49	SHLDR CHANGE -TC-	3,500	IILA	24	6	5		80	1	1	3								
U075	15-02	03.92		0.20	SHLDR CHANGE	3,500	IILA	24	1	10		85	1	1	3								
U075	15-02	04.12		0.55	LEAVE LEHIGH C/L	3,500	IILA	24	6	5		81	1	1	3								
U075	15-02	04.67	1.57		ENTER PHILLIPS C/L	4,000	IILA	24	6	5		81	1	1	3								
U075	15-02	X 05.56	129			4,000	BRDG				22	AD	1	1	3								
U075	15-02	X 05.75	34			4,000	BXUF					HS	NR	1	1	3							
U075	15-02	X 06.14	26			4,000	BXUF					HS	NR	1	1	3							
U075	15-02	06.24	PHILLIPS	0.35	CENTROID BREAK -TC-	4,000	IILA	24	6	5		81	1	1	3								
U075	15-02	06.59		0.12	LEAVE PHILLIPS C/L	4,400	IILA	24	6	5		81	1	1	3								
U075	15-02	06.71	0.77		ENTER COALGATE C/L	5,500	IILA	24	6	5		82	1	1	3								
U075	15-02	X 07.31	23			5,500	BXUF					HS	NR	1	1	3							
U075	15-02	07.48	COALGATE	0.32	1.04 MIS. S. SH 43E	7,700	IILA	24	6	5		79	2	1	3								
U075	15-02	07.80		0.72	JCT SH 43 EAST	8,500	IILA	24	6	3		72	1	1	3								
U075	15-02	08.52		0.21	WDTH CHNG MICHIGAN S	9,000	IHHA	24	6	3		68	1	1	3	25	4	0	7	08	856		
U075	15-02	08.73		0.23	JCT SH 31 WEST	11,300	IHJA	74	4			80	2	1	3								
U075	15-02	08.96		0.07	JCT SH 31 NORTH	5,700	IHJA	94	4			87	1	1	3								
U075	15-02	09.03		0.18	WIDTH CHANGE NOW 11	5,500	IHLA	40	4			80	1	1	3								
U075	15-02	09.21		0.23	WIDTH CHANGE DWIGHT	5,500	IHLA	24	1	5		83	1	1	3								
U075	15-02	09.44		0.22	LEAVE COALGATE C/L	5,500	IHLA	24	1	8		89	1	1	3								
U075	15-02	09.66	0.15		W. SIDE UNNAMED CREE	4,700	IHLA	24	1	8		71	1	1	3								
U075	15-02	X 09.79	137			4,700	BRDG				20	AD	1	1	3								
U075	15-02	09.81	3.00		JCT US 75 NORTH-ATR	3,700	IHLA	24	1	8		71	1	1	3							856	
U075	15-04	00.00	0.20		SURFACE CHANGE	850	HHOE	24	1	8		88	1	0	4								
U075	15-04	00.20	6.89		ROCK CREEK BRIDGE	2,100	LL0A	24	3	7		77	1	0	4								
U075	15-04	X 02.09	28			2,100	BXBR					HS	AD	0	4								
U075	15-04	X 03.91	23			2,100	BXUF					HS	NR	0	4								
U075	15-04	X 06.50	42			2,100	BXBR					HS	AD	0	4								
U075	15-04	07.09	0.56		7.65 MIS. N. SH 3	2,100	IILA	24	3	7		87	1	0	4								
U075	15-04	X 07.09	153		7.65 MIS. N. SH 3	2,100	BRDG				17	AD	0	4									
U075	15-04	07.65	2.69		3.24 MI S HUGHES CO/	1,700	IILA	24	2	6		85	1	0	4								
U075	15-04	10.34	0.25		2.99 MI S HUGHES CO/	440	IIIE	24	6	8		98	1	0	4								
U075	15-04	X 10.44	132			440	BRDG					36	AD	0	4								
U075	15-04	10.59	0.58		2.41 MI S HUGHES CO/	440	IILA	24	2	6		88	1	0	4								
U075	15-04	11.17	0.77		1.64 MI S HUGHES CO/	440	IIIE	24	6	8		97	1	0	4								
U075	15-04	X 11.59	382			440	BRDG					36	AD	0	4								
U075	15-04	11.94	1.64		HUGHES COUNTY LINE	440	IILA	24	2	6		89	1	0	4								
U075	15-04	X 12.20	42			440	BXUF					HS	NR	0	4							0	
S003	15-06	00.00	1.02		END NEW ALIGNMENT	4,200	IIET	24	1	10		88	1	1	3								
S003	15-06	X 00.71	32			4,200	BXUF					HS	NR	1	1	3							
S003	15-06	01.02	3.87		0.79 MI W OF SH 48	4,400	IIHE	24	1	10		87	1	1	3								

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Coal County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003	15-06	04.89	0.79		JCT SH 48	3,700	IHHF	24	1	10	90	1	1	3									
S003	15-06	X 05.34	220			3,700	BRDG				36	AD	1	3									
S003	15-06	05.68	2.92		2.92 MI E OF SH 48	3,500	IIHF	24	1	10	95	1	1	3									
S003	15-06	X 07.49	90			3,500	BRDG				36	AD	1	3									
S003	15-06	X 07.64	203			3,500	BRDG				36	AD	1	3									
S003	15-06	08.60	6.77		JCT US 75	4,500	IHHF	24	1	10	92	1	1	3									
S003	15-06	X 08.87	42			4,500	BXBR				HS	AD	1	3									
S003	15-06	X 11.11	39			4,500	BXBR				HS	AD	1	3									
S003	15-06	X 13.38	121			4,500	BRDG				42	AD	1	3									
S003	15-06	X 14.80	34			4,500	BXBR				HS	AD	1	3								0	
S031	15-08	00.00	1.98		JCT SH 31B SOUTH	490	DDDN	22	3	4	60	1	0	5	10	2	0	4	03		4,139		
S031	15-08	01.98	0.25		0.25 MIS. E. SH 31B	650	DDDN	22	3	4	60	1	0	5	10	2	0	4	01		193		
S031	15-08	02.23	0.99		1.24 MIS E SH 31B	1,200	DIIE	24	1	4	78	1	0	5									
S031	15-08	X 02.44	165			1,200	BRDG				36	AD	0	5									
S031	15-08	X 02.76	220			1,200	BRDG				36	AD	0	5									
S031	15-08	X 03.02	182			1,200	BRDG				36	AD	0	5									
S031	15-08	03.22	7.65		ENTER COALGATE C/L	970	DDDN	20	3	2	54	1	0	5	09	2	0	4	01		6,903		
S031	15-08	X 07.39	47			970	BRDG				18	AD	0	5									
S031	15-08	10.87		0.50	WIDTH CHNG NEWELL ST	1,600	DDDN	20	3	2	53	1	0	5	30	2	0	7	08		1,451		
S031	15-08	11.37		0.04	WIDTH CHANGE BYRD ST	1,900	HHJA	40	4		82	1	0	5									
S031	15-08	11.41		0.03	WIDTH CHANGE FREY ST	1,900	HHJA	45	4		82	1	0	5									
S031	15-08	11.44		0.13	JCT US 75	1,900	HHJA	39	4		91	1	0	5								12,686	
S031	15-12	00.00		0.07	WIDTH CHANGE CANY ST	2,500	JJOA	92	4		86	1	0	5									
S031	15-12	00.07		0.30	LEAVE COALGATE C/L	1,600	IIFL	20	3	2	64	1	0	5	08	2	0	2	01		376		
S031	15-12	00.37	2.94		3.31 MIS E. US 75	870	IIFL	20	3	4	59	1	0	5	09	2	0	2	01		2,325		
S031	15-12	X 00.62	152			870	BRDG				43	AD	0	5									
S031	15-12	03.31	0.55		1.67 MIS W. SH 131E	940	IIIE	24	1	4	92	1	0	5									
S031	15-12	X 03.36	302			940	BRDG				36	AD	0	5									
S031	15-12	03.86	1.67		JCT SH 131 EAST	1,100	IIFL	20	3	4	59	1	0	5	09	2	0	2	01		1,320		
S031	15-12	05.53	12.78		2.35 MIS SW PITT CO/	510	DDDN	22	3	3	59	1	0	5	13	2	0	2	01		7,772		
S031	15-12	X 07.23	180			510	BRDG				24	AD	0	5	13	2	2						
S031	15-12	X 09.88	27			510	BRDG				Er	AD	0	5	13	2	2						
S031	15-12	X 11.11	25			510	BRDG				14	AD	0	5	13	2	2						
S031	15-12	X 11.50	32			510	BRDG				19	AD	0	5	13	2	2						
S031	15-12	X 12.48	123			510	BRDG				36	AD	0	5	13	2	2						
S031	15-12	X 14.61	21			510	BXUF				HS	NR	0	5	13	2	2						
S031	15-12	18.31	0.29		2.06 MIS SW PITT CO/	300	II0E	24	6	6	83	1	0	5									
S031	15-12	X 18.56	102			300	BRDG				32	AD	0	5									
S031	15-12	18.60	2.06		PITTSBURG CO LINE	290	DDDN	22	3	3	59	1	0	5	13	2	0	2	01		1,253	13,046	
S043	15-14	00.00		0.44	LEAVE COALGATE C/L	1,600	DIHB	24	3	3	71	1	0	5									
S043	15-14	00.44	6.75		ATOKA CO LINE	1,200	DHHB	24	1	4	79	1	0	5									
S043	15-14	X 01.44	202			1,200	BRDG				23	AD	0	5									
S043	15-14	X 01.53	463			1,200	BRDG				26	SD	0	5	09	2	1		31		3,013		
S043	15-14	X 05.60	24			1,200	BRDG				55	AD	0	5									
S043	15-14	X 06.65	39			1,200	BXBR				HS	AD	0	5									

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Coal County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S043	15-14	X 07.04	102			1,200	BRDG			24	SD		0	5	09	2	1		31		1,505	4,518	
S048	15-16	00.00	1.65		1.65 N JOHNSTON CO	1,400	DHHE	24	3	4		79	1	0	5								
S048	15-16	01.65	4.80		JCT SH 31	1,700	DHHE	24	3	5		77	1	0	5								
S048	15-16	X 02.26	48			1,700	BXBR				HS	AD		0	5								
S048	15-16	X 03.00	47			1,700	BXBR				HS	AD		0	5								
S048	15-16	X 05.92	38			1,700	BXBR				HS	AD		0	5								
S048	15-16	06.45	6.83		ENTER TUPELO C/L	1,300	DHHE	24	3	5		77	1	0	5								
S048	15-16	X 07.97	34			1,300	BXBR				HS	AD		0	5								
S048	15-16	X 08.61	161			1,300	BRDG				28	AD		0	5								
S048	15-16	X 09.11	185			1,300	BRDG				18	SD		0	5	09	2	1		31		1,974	
S048	15-16	X 09.40	281			1,300	BRDG				26	AD		0	5								
S048	15-16	X 11.17	34			1,300	BXBR				HS	AD		0	5								
S048	15-16	13.28	TUPELO	0.45	MAIN ST IN TUPELO	1,600	DHHE	24	3	5		76	1	0	5								
S048	15-16	13.73		0.20	LEAVE TUPELO C/L	1,900	DDDJ	24	3	4		69	1	0	5	08	2	0	3	01	264		
S048	15-16	13.93	0.24		JCT SH 3	1,900	DHHF	24	1	6		83	1	0	5							2,238	
S048	15-18	00.00	0.24		SURF TYPE CHANGE	760	IHHF	24	1	6		78	1	0	5								
S048	15-18	00.24	4.63		PONTOTOC CO LINE	510	IIDJ	24	3	4		79	1	0	5								
S048	15-18	X 01.88	25			510	BRDG				14	AD		0	5								
S048	15-18	X 03.50	34			510	BRDG				14	AD		0	5								
S048	15-18	X 04.30	36			510	BRDG				19	AD		0	5							0	
S131	15-20	00.00	3.89		ATOKA CO LINE	980	IIDD	22	3	4		72	1	0	5								
S131	15-20	X 01.40	26			980	BRDG				19	AD		0	5								
S131	15-20	X 01.93	26			980	BRDG				19	AD		0	5								
S131	15-20	X 03.05	99			980	BRDG				33	AD		0	5							0	
S031B	15-21	00.00	3.44		JCT SH 31	220	DDDD	22	3	4		70	1	0	5								
S031B	15-21	X 00.62	43			220	BRDG				17	AD		0	5								
S031B	15-21	X 01.49	45			220	BRDG				17	AD		0	5							0	
County Total			101.50	6.05	107.50																26,852	6,492	33,344

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- COMANCHE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1603	US 62	18.28	KIOWA COUNTY LINE	EASTERLY	ROGERS LANE (E. BOUND GORE POINT)	AGENDA ITEM (19.64 MILES BEFORE)
1605	US 62	4.38	JCT I-44 (N. BOUND GORE POINT)	NORTHERLY	JCT. US 277 E, W. OF ELGIN	
1606	US 62	5.00	JCT. US 277 E., W. OF ELGIN	NORTHERLY	CADDO COUNTY LINE	
1608	US 277	4.56	COTTON COUNTY LINE	NORTHERLY	JCT. SH 36(E. SIDE STR)	
1612	US 277	11.73	JCT. US 62 W. OF ELGIN	EAST AND NORTHERLY	CADDO COUNTY LINE	
1618	SH 7	13.44	JCT. I-40 (W. SIDE STR)	EASTERLY	STEPHENS COUNTY LINE	AGENDA ITEM (14.14 MILES BEFORE)
1622	SH 281A	0.99	JCT. US 277 W. OF GERONIMO	EASTERLY	BROADWAY AVE & MAIN ST IN GERONIMO	
1624	SH 17	12.42	JCT. US 277 IN ELGIN	SOUTHEASTERLY	GRADY COUNTY LINE	
1626	SH 36	16.37	TILLMAN COUNTY LINE W. EDGE OF CHATTANOOGA	NORTHEASTERLY	JCT. US 277 S. OF LAWTON (E. SIDE STR.)	
1640	SH 115	2.92	JCT. US 62 N. OF CACHE (S. SIDE STR.)	NORTHERLY	S.B. WICHITA MT. WILDLIFE REFUGE	
1641	SH 49	3.86	KIOWA COUNTY LINE	EASTERLY	ENTR. TO WILDLIFE REFUGE	
1642	SH 49	7.17	ENTRANCE TO WICHITA MT. W. L. REFUGE	EASTERLY	JCT. I-44 (E. SIDE STR.)	
1644	SH 65	6.04	COTTON COUNTY LINE	NORTHERLY	JCT. SH 7 AT PUMPKIN CENTER	
1646	SH 65	12.52	JCT. SH 7 AT PUMPKIN CENTER	NORTHERLY	JCT. SH 17(JAMES & FIFTH)W EDGE OF STERLING	
1648	SH 58	10.47	JCT. SH 49 E. OF MEDICINE PARK	NORTHWESTERLY	CADDO COUNTY LINE	
1649	IS 44	15.89	JCT. US 277 & SH 36 (S. END STR)	NORTHERLY	JCT. I-44 & US 62 (N. BOUND GORE POINT)	
1650	IS 44	4.04	COTTON COUNTY LINE	NORTH (TOLL ROAD)	JCT. SH 36 (S. SIDE STR.)	H. E. BAILEY T.P.
1651	IS 44	16.63	JCT. US 62(N. BOUND GORE POINT)	NORTHEASTERLY	CADDO COUNTY LINE	H. E. BAILEY T.P.
1653	US 62	7.14	JCT US 62 W (EASTBOUND GORE POINT)	EASTERLY	JCT I-44	AGENDA ITEM (6.00 MILES BEFORE)
1668	US 281B	5.37	JCT. US 277 S. OF LAWTON(S. SIDE STR)	NORTHERLY	JCT I-44 IN LAWTON (N. BOUND GORE PT)	REINVENTORIED 2005 (5.53 MI. BEFORE)
1670	SH 115	12.67	WICHITA MOUNTAINS WILDLIFE REFUGE BOUNDARY	NORTHWESTERLY	KIOWA COUNTY LINE	

191.89 TOTAL COUNTY MILEAGE

KIOWA COUNTY

CADDO COUNTY

COUNTY

KIOWA COUNTY

KIOWA COUNTY

GRADY COUNTY

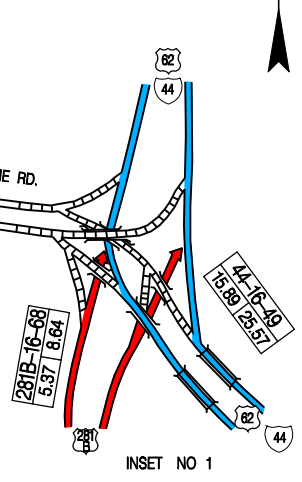
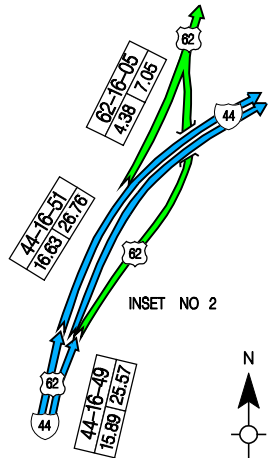
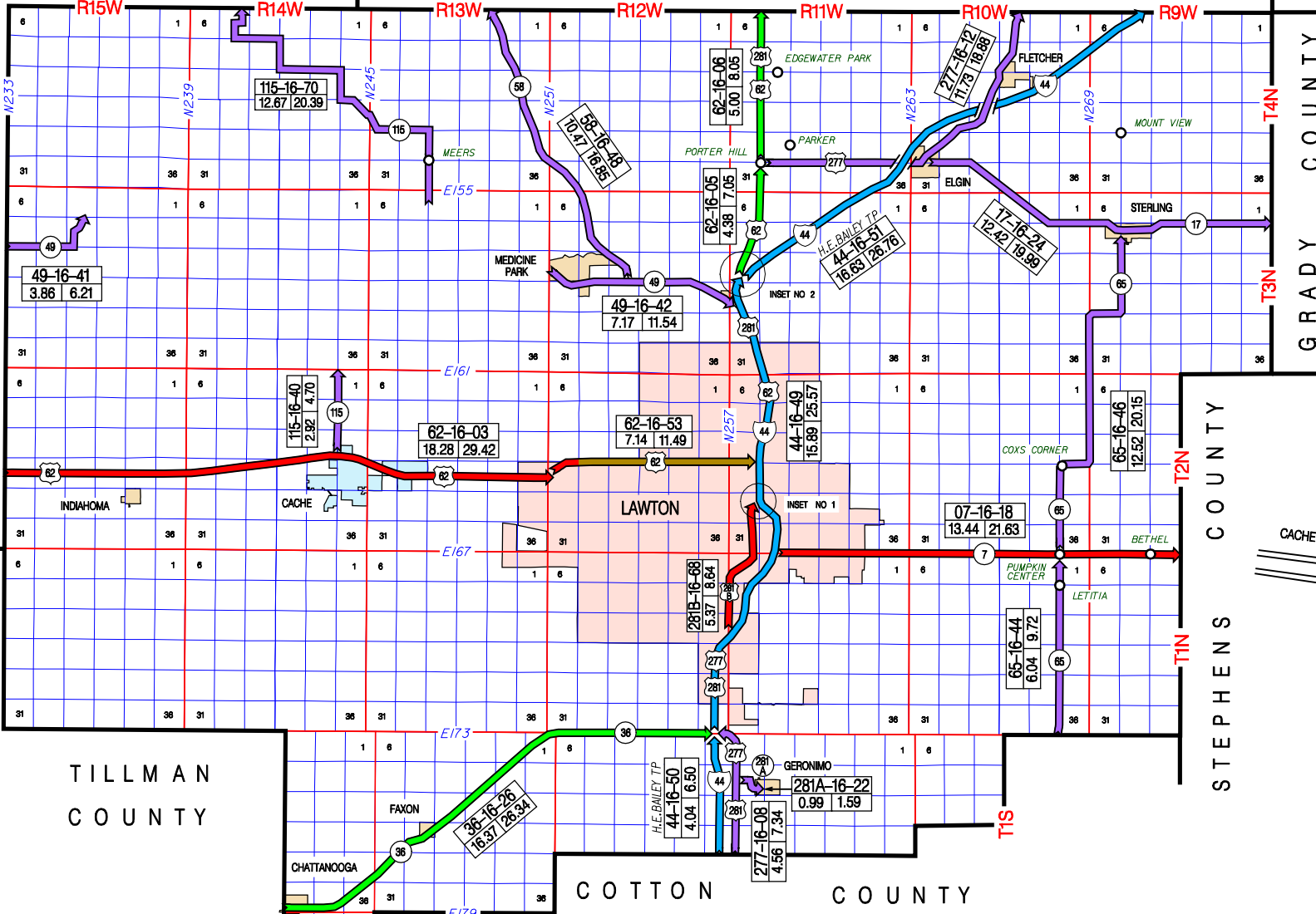
STEPHENS COUNTY

TILLMAN COUNTY

COTTON COUNTY

COUNTY

COMANCHE COUNTY 16



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 7

Comanche County

Highway Number	Control Section Number	Subsection		Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint	Type		Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural			Municipal	Type																Width Feet
U062	16-05	X 00.30	0			UP-H					AD	0	4										
U062	16-05	X 00.40	104			BRDG			36		AD	0	4										
U062	16-05	X 00.80	23			BXBR			HS		AD	0	4										
U062	16-05	00.98	0.26		1.24	MIS N. I-44		24	1	10	79	1	0	4									
U062	16-05	01.24	1.10		0.04	MIS S CO RD E15		24	1	8	82	2	0	4									
U062	16-05	02.34	0.47		1.57	MIS. S. US 277E		24	1	8	86	1	0	4									
U062	16-05	X 02.44	40			BXBR					HS	AD	0	4									
U062	16-05	02.81	0.32		1.25	MIS. S. US 277E		24	1	8	82	1	0	4									
U062	16-05	03.13	1.05		0.20	MIS. S. US 277E		24	1	8	86	1	0	4									
U062	16-05	04.18	0.20			JCT US 277 EAST		24	1	8	88	1	0	4							0		
U062	16-06	00.00	0.14		0.14	MIS. N. US 277		24	4		95	1	0	4									
U062	16-06	00.14	0.12		0.26	MIS. N. US 277		24	1	8	77	1	0	4									
U062	16-06	00.26	2.27		2.53	MIS. N. US 277		24	1	8	84	1	0	4									
U062	16-06	X 00.36	34			BXBR					HS	AD	0	4									
U062	16-06	X 01.52	210			BRDG					22	AD	0	4									
U062	16-06	02.53	0.29		2.82	MIS. N. US 277		24	1	8	81	1	0	4									
U062	16-06	X 02.55	22			BXBR					HS	AD	0	4									
U062	16-06	02.82	0.25		3.07	MIS. N. US 277		24	1	8	91	1	0	4									
U062	16-06	03.07	1.93			CADDO CO LINE		24	1	8	81	1	0	4									
U062	16-06	X 03.26	22			BXBR					HS	AD	0	4									
U062	16-06	X 04.26	40			BXBR					HS	AD	0	4							0		
U277	16-08	00.00	2.49			JCT SH 281A EAST		24	3	6	76	1	0	5									
U277	16-08	X 00.77	23			BXBR					HS	AD	0	5									
U277	16-08	X 00.84	101			BRDG					22	FO	0	5	08	2	1		31		1,499		
U277	16-08	02.49	1.57			FAS RT CHANGE		24	3	6	75	1	0	5									
U277	16-08	04.06	0.36		0.14	MI S. I-44		24	3	6	70	1	0	5									
U277	16-08	E 04.42	0.14			JCT I-44		24	1	8	83	1	0	5									
U277	16-08	W 04.42	0.00			JCT I-44		24	1	8	83	1	0	5							1,499		
U277	16-12	00.00	4.00			ENT ELGIN-TONY CRK R		24	3	3	65	1	0	5	08	2	0	4	03		12,404		
U277	16-12	X 00.38	33			BXBR					HS	AD	0	5	08	2	2		33		644		
U277	16-12	X 01.08	22			BXBR					HS	AD	0	5	08	2	2		33		644		
U277	16-12	X 01.15	197			BRDG					36	AD	0	5	08	2	1		31		2,031		
U277	16-12	04.00	ELGIN	0.56	LEV	ELGIN CL-BEG 4LN		24	3	3	64	1	0	5	08	2	0	4	03		1,734		
U277	16-12	N 04.56	0.27		0.46	MIS. W. SH 17E		24	1	10	90	1	0	5									
U277	16-12	S 04.56	0.00		0.46	MIS. W. SH 17E		24	1	10	91	1	0	5									
U277	16-12	X 04.69	0			UP-H						AD	0	5									
U277	16-12	04.83	0.17			ENT ELGIN C/L-A ST		24	3	3	71	1	0	5									
U277	16-12	05.00		0.29		JCT SH 17 EAST		24	3	3	73	1	0	5									
U277	16-12	05.29		0.31		LEAVE ELGIN C/L		24	3	3	76	1	0	5									
U277	16-12	05.60	3.88			COLE AVE		24	3	3	66	1	0	5	08	2	0	3	50				
U277	16-12	X 08.21	0			UP-H					AD	0	5	08	2	5		50					
U277	16-12	09.48	0.30			ENTER FLETCHER C/L		24	3	3	65	1	0	5	08	2	0	3	50				
U277	16-12	09.78	FLETCHER	0.20		LEAVE FLETCHER C/L		24	3	3	65	1	0	5	08	2	0	3	50				
U277	16-12	09.98	1.75			CADDO CO LINE		24	3	3	65	1	0	5	08	2	0	3	50				
S007	16-18	N 00.00	LAWTON	0.74	BEG	ASPH CONC N SIDE		24	1	10	92	1	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S017	16-24	00.61	0.44		1.05 MIS E. US 277	2,700	IIDL	24	3	4	65	1	0	5	08	2	0	3	01	591			
S017	16-24	01.05	4.95		1.37 MI W SH 65	1,700	IIDL	24	3	4	71	1	0	5	09	2	0	3	01	5,518			
S017	16-24	X 01.34	33			1,700	BXBR				HS	AD		0	5								
S017	16-24	X 02.16	42			1,700	BXBR				HS	AD		0	5								
S017	16-24	X 05.80	75			1,700	BRDG				36	AD		0	5								
S017	16-24	06.00	0.90		ENT STERLING CL NORT	1,400	IIDL	24	3	4	71	1	0	5	09	2	0	3	01	1,004			
S017	16-24	X 06.69	150			1,400	BRDG				24	SD		0	5	09	2	1	31		1,794		
S017	16-24	06.90	STERLING	0.47	JCT SH 65 SOUTH	1,300	IIDL	24	3	4	71	1	0	5	09	2	0	3	01	526			
S017	16-24	07.37		0.19	3RD AVE - STERLING	1,300	IIDL	24	3	8	69	1	0	5	30	2	0	7	08	698			
S017	16-24	07.56		0.09	2ND AVE -TC- STERLIN	1,300	IIDL	76	4		81	1	0	5									
S017	16-24	07.65		0.73	LEV STERLING CL FAVE	1,200	IIDL	24	3	8	71	1	0	5									
S017	16-24	08.38	4.04		GRADY CO LINE	1,200	IIDL	24	3	4	72	1	0	5									
S017	16-24	X 08.53	91			1,200	BRDG				HS	SD		0	5	09	2	1	31		1,428		
S017	16-24	X 08.86	102			1,200	BRDG				HS	SD		0	5	09	2	1	31		1,505		
S017	16-24	X 12.10	79			1,200	BRDG				27	SD		0	5	09	2	2	31		1,340	15,987	
S036	16-26	00.00	CHATTANO	0.12	BEG PC CONC -TC-	1,100	IHHF	24	1	8	78	1	0	4									
S036	16-26	00.12		0.17	THOMPSON AVENUE	1,200	LLOF	48	4		83	1	0	4									
S036	16-26	00.29		0.46	LEAVE CHATTANOOGA C/ ENTER FAXON C/L	1,300	IHHF	24	1	8	79	1	0	4									
S036	16-26	00.75	4.58			1,400	IHHF	24	1	8	84	1	0	4									
S036	16-26	X 03.60	106			1,400	BRDG				36	AD		0	4								
S036	16-26	X 04.15	106			1,400	BRDG				36	AD		0	4								
S036	16-26	X 04.60	59			1,400	BXBR				HS	AD		0	4								
S036	16-26	05.33	FAXON	0.60	LEAVE FAXON C/L -TC-	1,400	IHHF	24	1	8	87	1	0	4									
S036	16-26	05.93	6.16		4.28 MI W US 277	1,900	IHHF	24	1	8	83	1	0	4									
S036	16-26	X 05.94	34			1,900	BRDG				HS	AD		0	4								
S036	16-26	X 06.16	362			1,900	BRDG				26	AD		0	4								
S036	16-26	X 09.60	27			1,900	BXBR				HS	AD		0	4								
S036	16-26	X 10.06	151			1,900	BRDG				41	AD		0	4								
S036	16-26	X 11.79	23			1,900	BXBR				HS	AD		0	4								
S036	16-26	12.09	4.09		0.19 MI W US 277	2,000	IHHF	24	1	8	87	1	0	4									
S036	16-26	X 12.24	26			2,000	BXBR				HS	AD		0	4								
S036	16-26	X 15.21	106			2,000	BRDG				37	AD		0	4								
S036	16-26	N 16.18	0.19		JCT US 277	2,000	LL0G	24	1	8	89	1	0	4									
S036	16-26	S 16.18	0.00		JCT US 277	2,000	LL0G	24	1	8	89	1	0	4									
S036	16-26	X 16.25	0			2,000	UP-H				SD		0	4	06	2	6	31			3,044	3,044	
S115	16-40	00.00	0.21		END PAV SHLDR	660	LLOF	24	1	8	88	1	0	5									
S115	16-40	X 00.00	186		END PAV SHLDR	660	OP-H				27	AD		0	5								
S115	16-40	00.21	2.71		WICHITA MT WDLIFE RE	650	HHHB	22	3	8	86	1	0	5								0	
S049	16-41	00.00	3.86		WILDLIFE REFUGE	60	HHDF	20	3	2	71	1	0	5									
S049	16-41	X 01.80	47			60	BXBR				HS	AD		0	5							0	
S049	16-42	00.00	0.28		BEG MEDICINE PARK C/	950	HHHD	24	1	10	88	1	0	5									
S049	16-42	00.28	MEDICINE	0.63	LEV MEDICINE PARK C/	950	HHHD	22	3	6	85	1	0	5									
S049	16-42	00.91	0.57		ENT MEDICINE PARK 1S	1,400	HHHD	22	3	6	85	1	0	5									
S049	16-42	X 00.98	362			1,400	BRDG				26	AD		0	5								
S049	16-42	01.48		0.36	LEV MEDICINE PARK C/	2,600	HHHD	22	3	6	87	1	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S049	16-42	01.84	1.20		BEG 4LN-DIVIDED-P.C.	3,600	HHHD	22	3	6	83	1	0	5									
S049	16-42	N 03.04	0.09		JCT SH 58	4,600	LL0E	24	1	10	94	1	0	5									
S049	16-42	S 03.04	0.00		JCT SH 58	4,600	LL0E	24	1	10	96	1	0	5									
S049	16-42	N 03.13		0.09	END P.C. DIVIDED	3,800	LL0E	24	1	10	96	1	0	5									
S049	16-42	S 03.13		0.00	END P.C. DIVIDED	3,800	LL0E	24	1	10	96	1	0	5									
S049	16-42	N 03.22		2.28	STONE POINT RD	4,600	IIOE	24	1	10	98	1	0	5									
S049	16-42	S 03.22		0.00	STONE POINT RD	4,600	IIOE	24	1	10	96	1	0	5									
S049	16-42	X 04.32		64		4,600	BXBR				HS	AD	0	5									
S049	16-42	N 05.50	0.92		END DIVIDED	4,600	IIOE	24	1	10	96	1	0	5									
S049	16-42	S 05.50	0.00		END DIVIDED	4,600	IIOE	24	1	10	96	1	0	5									
S049	16-42	06.42	0.23		APACHE GATE RD	4,600	IIOE	48	1	10	97	1	0	5									
S049	16-42	X 06.44	34			4,600	BXBR				HS	AD	0	5									
S049	16-42	06.65	0.25		0.27 MIS. W. I-44	4,800	LL0E	48	1	10	100	1	0	5									
S049	16-42	X 06.86	0			4,800	UP-H				AD	0	5										
S049	16-42	X 06.87	0			4,800	UP-H				AD	0	5										
S049	16-42	06.90	0.14		0.12 MIS. W. I-44	5,200	LL0E	48	1	10	94	1	0	5									
S049	16-42	07.04	0.13		JCT I-44	4,800	LL0A	24	1	10	89	1	0	5							0		
S065	16-44	00.00	6.04		JCT SH 7	1,200	DHDL	24	3	4	83	1	0	5									
S065	16-44	X 02.39	42			1,200	BXBR				HS	AD	0	5									
S065	16-44	X 02.50	203			1,200	BRDG				HS	AD	0	5							0		
S065	16-46	00.00	12.25		ENTER STRELING C/L	1,200	IIDL	24	6	5	81	1	0	5									
S065	16-46	X 04.20	202			1,200	BRDG				HS	SD	0	5	09	2	1	31			2,055		
S065	16-46	X 10.37	121			1,200	BRDG				20	SD	0	5	09	2	1	31			1,627		
S065	16-46	12.25	STERLING	0.27	JCT SH 17	1,100	IIDL	24	6	5	81	1	0	5							3,682		
S058	16-48	00.00	MEDICINE	0.61	LEV MEDICINE PARK C/	2,800	PHHB	24	1	6	87	1	0	5									
S058	16-48	00.61	9.86		CADDO CO LINE	1,100	PHHB	24	1	6	87	1	0	5									
S058	16-48	X 04.79	32			1,100	BRDG				27	AD	0	5									
S058	16-48	X 08.83	39			1,100	BXBR				HS	AD	0	5									
S058	16-48	X 09.66	39			1,100	BXBR				HS	AD	0	5									
S058	16-48	X 10.04	26			1,100	BXBR				HS	AD	0	5							0		
I044	16-49	E 00.00	0.54		0.54 MIS N. SH 36	6,400	LL0L	24	1	10	88	1	1	1									
I044	16-49	W 00.00	0.00		0.54 MIS N. SH 36	6,400	LL0L	24	1	10	85	1	1	1									
I044	16-49	X 00.00	155		0.54 MIS N. SH 36	6,400	OP-H				36	SD	1	1	01	6	6	31					
I044	16-49	E 00.54	1.46		ENTER LAWTON UC/L	6,400	IILL	24	1	10	85	1	1	1									
I044	16-49	W 00.54	0.00		2.00 MIS. N. SH 36	6,400	IILL	24	1	10	85	1	1	1									
I044	16-49	X 01.00	0			6,400	UP-H				AD	1	1										
I044	16-49	E 02.00	LAWTON	0.86	2.86 MIS N. SH 36	6,400	IILL	24	1	10	85	1	1	1									
I044	16-49	W 02.00		0.00	2.86 MIS N. SH 36	6,400	IILL	24	1	10	84	1	1	1									
I044	16-49	X 02.00		0	2.86 MIS N. SH 36	6,400	UP-H				AD	1	1										
I044	16-49	E X 02.56		121		6,400	BRDG				37	AD	1	1									
I044	16-49	W X 02.56		121		6,400	BRDG				37	AD	1	1									
I044	16-49	E X 02.75		212		6,400	BRDG				39	AD	1	1									
I044	16-49	W X 02.75		212		6,400	BRDG				39	AD	1	1									
I044	16-49	E 02.86		0.14	3.00 MIS. N. SH 36	6,400	IILL	24	1	10	87	1	1	1									
I044	16-49	W 02.86		0.00	3.00 MIS. N. SH 36	6,400	IILL	24	1	10	87	1	1	1									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	16-49	E	03.00		0.34	JCT US 281B NORTH	6,700	LLOF	24	1	10		93	1	1	1							
I044	16-49	W	03.00		0.00	JCT US 281B NORTH	6,700	LLOF	24	1	10		93	1	1	1							
I044	16-49	E X	03.31		233		6,700	OP-H					37	AD	1	1							
I044	16-49	W X	03.31		233		6,700	OP-H					37	AD	1	1							
I044	16-49	E	03.34		1.00	LEAVE LAWTON C/L	7,000	LLOF	24	1	10		90	1	1	1							
I044	16-49	W	03.34		0.00	LEAVE LAWTON C/L	7,000	LLOF	24	1	10		90	1	1	1							
I044	16-49	X	04.12		32		7,000	BXBR					HS	FO	1	1	01	6	2	33	644		
I044	16-49	E X	04.31		102		7,000	OP-H					36	AD	1	1							
I044	16-49	W X	04.31		102		7,000	OP-H					36	AD	1	1							
I044	16-49	E	04.34	0.35		1.35 MIS. N. US 281B	6,800	LLOF	24	1	10		90	1	1	1							
I044	16-49	W	04.34	0.00		1.35 MIS. N. US 281B	6,800	LLOF	24	1	10		90	1	1	1							
I044	16-49	X	04.52		31		6,800	BXBR					HS	FO	1	1	01	6	2	33	644		
I044	16-49	E	04.69	0.75		ENTER LAWTON C/L	6,800	LLOF	24	1	10		90	1	1	1							
I044	16-49	W	04.69	0.00		ENTER LAWTON C/L	6,800	LLOF	24	1	10		90	1	1	1							
I044	16-49	E X	04.81		102		6,800	OP-H					36	AD	1	1							
I044	16-49	W X	04.81		102		6,800	OP-H					36	AD	1	1							
I044	16-49	E X	05.37		129		6,800	OP-H					38	AD	1	1							
I044	16-49	W X	05.37		129		6,800	OP-H					38	AD	1	1							
I044	16-49	E	05.44		0.64	0.55 MIS. S. SH 7	6,800	LLOF	24	1	10		90	1	1	1							
I044	16-49	W	05.44		0.00	0.55 MIS. S. SH 7	6,800	LLOF	24	1	10		90	1	1	1							
I044	16-49	E X	05.62		267		6,800	H-HR					33	FO	1	1	01	6	5	31	4,548		
I044	16-49	W X	05.62		267		6,800	H-HR					33	FO	1	1	01	6	5	31	4,548		
I044	16-49	X	05.89		92		6,800	BXBR					HS	FO	1	1	01	6	2	33	1,793		
I044	16-49	E	06.08		0.55	JCT SH 7	9,600	LLOF	24	1	10		89	1	1	1							
I044	16-49	W	06.08		0.00	JCT SH 7	9,600	LLOF	24	1	10		89	1	1	1							
I044	16-49	E X	06.61		200		9,600	OP-H					38	FO	1	1	01	6	6	31	3,213		
I044	16-49	W X	06.61		200		9,600	OP-H					38	FO	1	1	01	6	6	31	3,213		
I044	16-49	E	06.63		1.00	GORE BLVD	17,300	LLOF	24	1	10		87	1	1	1							
I044	16-49	W	06.63		0.00	GORE BLVD	17,300	LLOF	24	1	10		87	1	1	1							
I044	16-49	E	07.63		1.21	JCT US 281B	23,800	LLOF	24	1	10		87	1	1	1							
I044	16-49	W	07.63		0.00	JCT US 281B	23,800	LLOF	24	1	10		86	1	1	1							
I044	16-49	X	07.63		0	JCT US 281B	23,800	UP-H					AD	1	1								
I044	16-49	X	07.64		0		23,800	UP-H					AD	1	1								
I044	16-49	X	07.96		38		23,800	BXBR					HS	FO	1	1	01	6	2	33	706		
I044	16-49	E X	08.34		171		23,800	OP-R					43	AD	1	1							
I044	16-49	W X	08.34		171		23,800	OP-R					43	AD	1	1							
I044	16-49	E X	08.44		801		23,800	H-HR					36	AD	1	1							
I044	16-49	W X	08.44		432		23,800	H-HR					36	AD	1	1							
I044	16-49	W X	08.67		177		23,800	OP-H					39	AD	1	1							
I044	16-49	E	08.84		0.15	CACHE ROAD	24,500	LLOF	24	1	10		86	1	1	1							
I044	16-49	W	08.84		0.00	CACHE ROAD	24,500	LLOF	24	1	10		86	1	1	1							
I044	16-49	W X	08.86		0		24,500	UPML					FO	1	1	22	4	5	31		1,517		
I044	16-49	E	08.99		0.41	0.50 MIS. S. US 62	24,500	LLOA	24	1	10		87	1	1	1							
I044	16-49	W	08.99		0.00	0.50 MIS. S. US 62	24,500	LLOA	24	1	10		87	1	1	1							
I044	16-49	E	09.40		0.38	0.12 MIS. S. US 62	24,500	LLOF	24	1	10		88	1	1	1							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
I044	16-49	W	09.40			0.00	0.12	MIS. S. US 62	24,500	LL0F	24	1	10		90	1	1	1						
I044	16-49	X	09.67			33			24,500	BXUF					HS	NR		1	1					
I044	16-49	E	09.78			0.12	JCT	US 62	24,300	LL0F	24	1	10		90	1	1	1						
I044	16-49	W	09.78			0.00	JCT	US 62	24,300	LL0F	24	1	10		90	1	1	1						
I044	16-49	X	09.89			0			24,300	UPHP					AD		1	1						
I044	16-49	E	09.90			0.27	SURFACE	TYPE CHANGE	26,600	LL0F	24	1	10		85	1	1	1						
I044	16-49	W	09.90			0.00	SURFACE	TYPE CHANGE	26,600	LL0F	24	1	10		86	1	1	1						
I044	16-49	X	09.98			194			26,600	BRDG				55	AD		1	1						
I044	16-49	E	10.17			0.23	STALLINGS	RD	26,600	IILA	24	1	10		89	1	1	1						
I044	16-49	W	10.17			0.00	STALLINGS	RD	26,600	IILA	24	1	10		90	1	1	1						
I044	16-49	X	10.18			24			26,600	BXBR					HS	FO		1	1	22	6	2	33	644
I044	16-49	E	10.40			0.57	1.98	MIS. N. US 62	26,600	IILA	24	1	10		90	1	1	1						
I044	16-49	W	10.40			0.00	1.98	MIS. N. US 62	26,600	IILA	24	1	10		91	1	1	1						
I044	16-49	X	10.86			52			26,600	BXBR					HS	FO		1	1	01	6	2	33	1,004
I044	16-49	E	10.97			0.95	2.93	MIS. N. US 62	22,500	IILA	24	1	10		90	1	1	1						
I044	16-49	W	10.97			0.00	2.93	MIS. N. US 62	22,500	IILA	24	1	10		90	1	1	1						
I044	16-49	X	11.46			208			22,500	OP-H				35	AD		1	1						
I044	16-49	X	11.65			245			22,500	H-HR				29	AD		1	1						
I044	16-49	E	11.92			0.48	2.74	MIS. S. SH 49W	22,100	IILA	24	1	10		89	1	1	1						
I044	16-49	W	11.92			0.00	2.74	MIS. S. SH 49W	22,100	IILA	24	1	10		90	1	1	1						
I044	16-49	E	12.40			0.88	1.86	MIS. S. SH 49W	21,600	LLLA	24	1	10		95	1	1	1						
I044	16-49	W	12.40			0.00	1.86	MIS. S. SH 49W	21,600	LLLA	24	1	10		97	1	1	1						
I044	16-49	E X	12.40			181	1.86	MIS. S. SH 49W	21,600	H-HW				24	FO		1	1	01	6	1	31	5,824	
I044	16-49	W X	12.40			181	1.86	MIS. S. SH 49W	21,600	H-HW				24	SD		1	1	01	6	1	31	5,824	
I044	16-49	X	13.04			34			21,600	BXBR					HS	AD		1	1					
I044	16-49	E X	13.24			102			21,600	OP-H				36	AD		1	1						
I044	16-49	W X	13.24			102			21,600	OP-H				36	AD		1	1						
I044	16-49	E	13.28			0.62	LEAVE	LAWTON UC/L	22,400	LLLA	24	1	10		98	1	1	1						
I044	16-49	W	13.28			0.00	LEAVE	LAWTON UC/L	22,400	LLLA	24	1	10		98	1	1	1						
I044	16-49	E	13.90			0.75	0.49	MIS. S. SH 49W	20,600	LLLA	24	1	10		98	1	1	1						
I044	16-49	W	13.90			0.00	0.49	MIS. S. SH 49W	20,600	LLLA	24	1	10		98	1	1	1						
I044	16-49	E	14.65			0.49	JCT	SH 49 WEST	19,000	LLLA	24	1	10		98	1	1	1						
I044	16-49	W	14.65			0.00	JCT	SH 49 WEST	19,000	LLLA	24	1	10		98	1	1	1						
I044	16-49	E	15.14			0.75	HE	BAILEY TURNPIKE	19,000	LLLA	24	1	10		98	1	1	1						
I044	16-49	W	15.14			0.00	HE	BAILEY TURNPIKE	19,000	LLLA	24	1	10		98	1	1	1						
I044	16-49	E X	15.15			129			19,000	OP-H				41	AD		1	1						
I044	16-49	W X	15.15			129			19,000	OP-H				41	AD		1	1						
I044	16-49	X	15.31			27			19,000	BXBR					HS	AD		1	1				34,122	
I044	16-50	E	00.00			4.04	JCT	SH36	6,200	LL0G	24	1	10		86	1	1	1						
I044	16-50	W	00.00			0.00	JCT	SH36	6,200	LL0G	24	1	10		86	1	1	1						
I044	16-50	X	02.10			0			6,200	UP-H					AD		1	1						
I044	16-50	X	03.43			204			6,200	BRDG				36	AD		1	1					0	
I044	16-51	N	00.00			5.98	ENTER	ELGIN C/L	9,500	LL0G	24	1	10		94	1	1	1						
I044	16-51	S	00.00			0.00	ENTER	ELGIN C/L	9,500	LL0G	24	1	10		94	1	1	1						
I044	16-51	X	00.30			263			9,500	OP-R				36	FO		1	1	01	6	1	31		

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Comanche County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	16-51	E X 00.30	263			9,500	OP-R			36	AD	1	1										
I044	16-51	X 00.80	605			9,500	BRDG			36	AD	1	1										
I044	16-51	X 01.30	124			9,500	BRDG			36	AD	1	1										
I044	16-51	X 03.30	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 04.00	108			9,500	OP-H			36	AD	1	1										
I044	16-51	N 05.98	ELGIN	1.04	JCT US 277-281	9,500	LL0G	24	1	10	94	1	1	1									
I044	16-51	S 05.98		0.00	JCT US 277-281	9,500	LL0G	24	1	10	94	1	1	1									
I044	16-51	X 06.40		27		9,500	BXBR			HS	AD	1	1										
I044	16-51	X 06.80		177		9,500	OP-H			36	AD	1	1										
I044	16-51	N 07.02	9.61		CADD0 CO LINE	9,500	LL0G	24	1	10	94	1	1	1									
I044	16-51	S 07.02	0.00		CADD0 CO LINE	9,500	LL0G	24	1	10	94	1	1	1									
I044	16-51	X 08.00	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 09.60	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 10.20	280			9,500	H-HR			36	AD	1	1										
I044	16-51	X 10.70	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 11.30	0			9,500	UP-H				AD	1	1										
I044	16-51	X 11.70	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 13.00	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 14.55	24			9,500	BXBR			HS	AD	1	1										
I044	16-51	X 14.70	0			9,500	UP-H				FO	1	1	01	6	5			31				
I044	16-51	X 15.60	0			9,500	UP-H				AD	1	1										
I044	16-51	X 15.80	212			9,500	BRDG			36	SD	1	1	01	6	1			31				
I044	16-51	X 16.00	154			9,500	BRDG			36	AD	1	1								0		
U062	16-53	N 00.00	0.93		0.23 MIS. W. 82ND ST	8,000	LL0V	26	1	8	100	1	1	3									
U062	16-53	S 00.00	0.00		0.23 MIS. W. 82ND ST	8,000	LL0V	26	1	8	100	1	1	3									
U062	16-53	X 00.41	24			8,000	UPHP				AD	1	3										
U062	16-53	X 00.90	99			8,000	BRDG			32	AD	1	3										
U062	16-53	N 00.93	0.23		ENT LAWTON U/L	8,000	LL0V	26	4		100	1	1	3									
U062	16-53	S 00.93	0.00		ENT LAWTON U/L	8,000	LL0V	26	4		100	1	1	3									
U062	16-53	X 01.00	36			8,000	BXBR			HS	AD	1	3										
U062	16-53	N 01.16	LAWTON	0.00	67TH STREET	10,000	LL0E	26	4		100	1	1	2									
U062	16-53	S 01.16		1.00	67TH STREET	10,000	LL0E	26	4		100	1	1	2									
U062	16-53	N 02.16		1.00	52ND STREET	16,300	LL0E	26	4		100	1	1	2									
U062	16-53	S 02.16		0.00	52ND STREET	16,300	LL0E	26	4		100	1	1	2									
U062	16-53	N 03.16		1.00	38TH STREET	18,100	LL0E	27	4		91	1	1	2									
U062	16-53	S 03.16		0.00	38TH STREET	18,100	LL0E	27	4		91	1	1	2									
U062	16-53	X 03.50		25		18,100	BXBR			HS	FO	1	2	24	4	1			33		644		
U062	16-53	X 03.60		64		18,100	BXBR			HS	AD	1	2										
U062	16-53	N 04.16		0.10	38TH PLACE	21,400	LL0E	27	4		91	1	1	2									
U062	16-53	S 04.16		0.00	38TH PLACE	21,400	LL0E	27	4		91	1	1	2									
U062	16-53	N 04.26		0.40	2.50 MIS W. I-44	24,000	LL0E	27	4		94	1	1	2									
U062	16-53	S 04.26		0.00	2.50 MIS W. I-44	24,000	LL0E	27	4		92	1	1	2									
U062	16-53	X 04.50		202		24,000	BRDG			29	AD	1	2										
U062	16-53	N 04.66		0.50	SHERIDAN AVE	24,000	LL0E	26	4		97	2	1	2									
U062	16-53	S 04.66		0.00	SHERIDAN AVE	24,000	LL0E	26	4		97	2	1	2									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Comanche County

Highway Number	Control Section Number	Subsection		Length (Rdy: Miles) (Brg: Feet)		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
				Roadway or Bridge (X) Beginning Miles	Rural			Municipal	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
U062	16-53	N	05.16		1.00	FT. SILL BLVD.	21,300	LL0E	26	4		97	1	1	2											
U062	16-53	S	05.16		0.00	FT. SILL BLVD.	21,300	LL0E	26	4		97	1	1	2											
U062	16-53	X	05.50		184		21,300	OP-H				29	AD		1	2										
U062	16-53	X	06.00		54		21,300	OP-H				HS	AD		1	2										
U062	16-53	N	06.16		0.73	0.27 MIS W. I-44	26,900	LL0E	26	4		97	2	1	2											
U062	16-53	S	06.16		0.00	0.27 MIS W. I-44	26,900	LL0E	26	4		97	2	1	2											
U062	16-53	N	06.89		0.08	0.17 MIS W. I-44	26,900	LL0E	26	4		97	2	1	2											
U062	16-53	S	06.89		0.00	0.17 MIS W. I-44	26,900	LL0E	26	4		97	2	1	2											
U062	16-53	N	06.97		0.17	JCT I-44	30,800	LL0E	26	4		91	2	1	2											
U062	16-53	S	06.97		0.00	JCT I-44	30,800	LL0E	26	4		91	2	1	2											
U062	16-53	X	07.14		236		30,800	OP-H				36	AD		1	2										644
U281B	16-68	E	00.00		0.27	0.27 MIS. N. I-44	3,900	LLOF	24	1	10	86	1	0	3											
U281B	16-68	W	00.00		0.00	0.27 MIS. N. I-44	3,900	LLOF	24	1	10	84	1	0	3											
U281B	16-68	X	00.00		0	0.27 MIS. N. I-44	3,900	UP-H				AD		0	3											
U281B	16-68	X	00.02		0		3,900	UP-H				AD		0	3											
U281B	16-68		00.27		0.66	0.93 MIS. N. I-44	4,200	IEOT	52	4		91	1	0	3											
U281B	16-68		00.93		0.87	BISHOP ROAD WIDTH CH	4,300	IEOT	52	4		91	1	0	3											
U281B	16-68		01.80		0.20	11TH ST N WIDTH CHGE	4,500	HH0A	50	4		94	1	0	3											
U281B	16-68		02.00		1.20	OLD SH 7 JCT	3,500	HHDL	24	3	8	71	1	0	3											
U281B	16-68		03.20		0.37	H AVENUE	6,100	HHLA	52	4		88	1	0	3											
U281B	16-68	E	03.57		0.14	F AVENUE NEW ALIGNME	6,900	HHLA	26	4		88	1	0	3											
U281B	16-68	W	03.57		0.00	F AVENUE NEW ALIGNME	6,900	HHLA	26	4		88	1	0	3											
U281B	16-68	E	03.71		0.08	F AVE EAST SHDLR CHA	6,900	HH0A	24	4		88	1	0	3											
U281B	16-68	W	03.71		0.00	F AVE EAST SHDLR CHA	6,900	HH0A	24	4		94	1	0	3											
U281B	16-68		03.79		0.32	C ST OLD LAWTON T.C	7,000	HH0A	48	4		88	1	0	3											
U281B	16-68		04.11		0.31	GORE BLVD	7,100	HH0A	52	4		88	1	0	3											
U281B	16-68		04.42		0.43	FERRIS AVE	7,100	HH0A	52	4		88	1	0	3											
U281B	16-68	E	04.85		0.08	BEG PC CONCRETE	7,100	HH0A	24	4		88	1	0	3											
U281B	16-68	W	04.85		0.00	BEG PC CONCRETE	7,100	HH0A	24	4		88	1	0	3											
U281B	16-68	E	04.93		0.13	WIDTH CHANGE	7,100	LLOF	24	1	10	88	1	0	3											
U281B	16-68	W	04.93		0.00	WIDTH CHANGE	7,100	LLOF	24	1	10	88	1	0	3											
U281B	16-68	E X	04.95		23		7,100	BXBR				HS	AD		0	3										
U281B	16-68	W X	05.05		23		7,100	BXBR				HS	AD		0	3										
U281B	16-68	E	05.06		0.31	JCT I-44 N GORE PT.	7,100	LLOF	24	4		88	1	0	3											
U281B	16-68	W	05.06		0.00	JCT I-44 N GORE PT.	7,100	LLOF	24	4		88	1	0	3											
U281B	16-68	E X	05.09		0		7,100	UP-H				AD		0	3											
U281B	16-68	W X	05.21		0		7,100	UP-H				AD		0	3											
U281B	16-68	E X	05.35		0		7,100	UP-H				SD		0	3	27	4	6				31		5,750	5,750	
S115	16-70		00.00	1.56		11.11 MIS S KIOWA C.	300	DDHA	22	3	1	71	1	0	5											
S115	16-70	X	00.75	223			300	BRDG				36	AD		0	5										
S115	16-70	X	01.08	22			300	BRDG				36	AD		0	5										
S115	16-70		01.56	0.40		10.71 MIS S KIOWA C.	410	DDHA	22	3	1	66	1	0	5	11	2	0	4	03			2,102			
S115	16-70		01.96	0.84		9.87 MIS S KIOWA C.L	260	DDHB	22	3	1	68	1	0	5	11	2	0	1	02			2,131			
S115	16-70	X	02.77	47			260	BXBR				HS	AD		0	5										
S115	16-70		02.80	0.75		9.12 MIS S KIOWA C.L	190	DDHA	20	3	1	67	1	0	5	11	2	0	1	01			557			

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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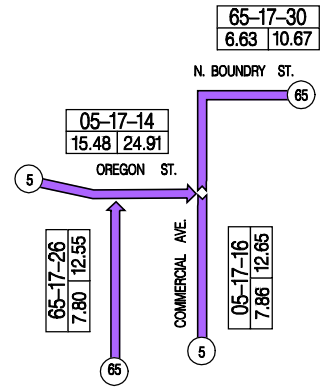
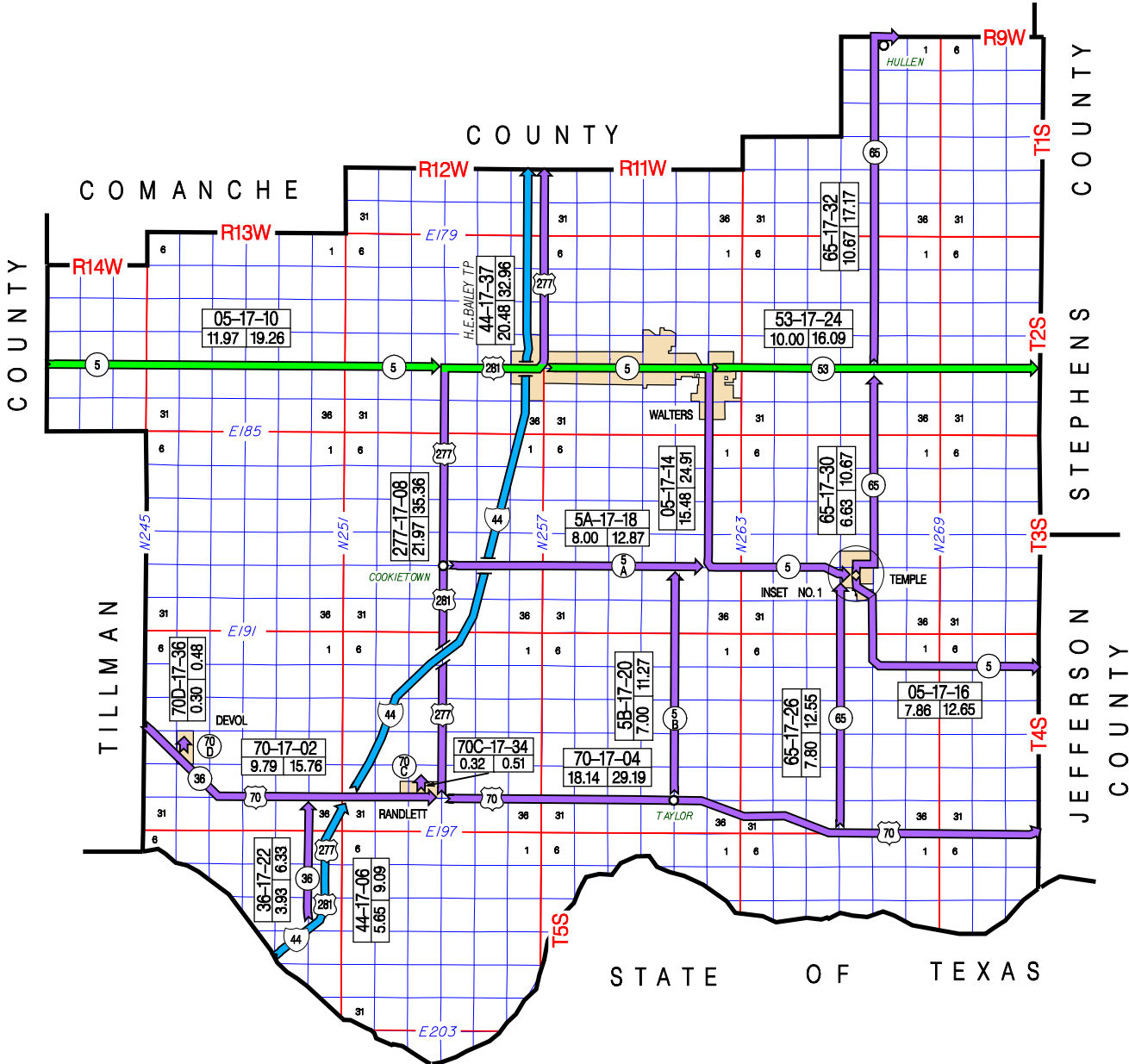
Comanche County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S115	16-70	X 03.53	45			190	BXBR			HS	AD		0	5										
S115	16-70	03.55	3.27		5.85 MIS S KIOWA C.L	100	DDHA	20	3	2	HS	AD	70	1	0	5								
S115	16-70	X 05.80	23			100	BXBR			HS	AD		0	5										
S115	16-70	06.82	5.85		KIOWA CO LINE	210	DDEB	22	3	2	HS	AD	73	1	0	5								
S115	16-70	X 07.44	23			210	BXBR			HS	AD		0	5										
S115	16-70	X 08.56	23			210	BXBR			HS	AD		0	5										
S115	16-70	X 10.46	23			210	BXBR			HS	AD		0	5									4,790	
County Total			152.95	38.94	191.80																	29,873	80,098	109,971

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- COTTON COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1702	US 70	9.79	TILLMAN COUNTY LINE	SOUTHEASTERLY	JCT. US 277 E. EDGE OF RANDLETT	
1704	US 70	18.14	JCT. US 277 E. EDGE OF RANDLETT	EASTERLY	JEFFERSON COUNTY LINE	
1706	IS 44	5.65	TEXAS STATE LINE (S. END BR.)	NORTHEASTERLY	JCT. US 70 W. OF RANDLETT(S. SIDE STR)	
1708	US 277	21.97	JCT. US 70 E. EDGE OF RANDLETT	NORTHERLY	COMANCHE COUNTY LINE	REINVENTORIED 2005 (21.83 MI. BEFORE)
1710	SH 5	11.97	TILLMAN COUNTY LINE	EASTERLY	JCT. US 277 N. OF COOKIETOWN	REINVENTORIED 2005 (12.10 MI. BEFORE)
1714	SH 5	15.48	JCT. US 277	EAST AND SOUTHERLY	JCT. SH 65 N(COMMERCIAL & OREGON)IN TEMPLE	
1716	SH 5	7.86	JCT. SH 65 N(OREGON & COMMERCIAL)IN TEMPLE	SOUTH AND EASTERLY	JEFFERSON COUNTY LINE	
1718	SH 5A	8.00	JCT. US 277 AT COOKIETOWN	EASTERLY	JCT. SH 5 W. OF TEMPLE	
1720	SH 5B	7.00	JCT. US 70 AT TAYLOR	NORTHERLY	JCT. SH 5A E. OF COOKIETOWN	
1722	SH 36	3.93	JCT. I-44(S. SIDE STR)	NORTHERLY	JCT. US 70 W. OF RANDLETT	
1724	SH 53	10.00	JCT. SH 5(7TH ST & MISSOURI AVE)IN WALTERS	EASTERLY	STEPHENS COUNTY LINE	
1726	SH 65	7.80	JCT. US 70 S. OF TEMPLE	NORTHERLY	JCT. SH 5 W. EDGE OF TEMPLE	
1730	SH 65	6.63	JCT. SH 5(OREGON ST & COMMERCIAL AV)IN TEMPLE	NORTHERLY	JCT. SH 53 E. OF WALTERS	
1732	SH 65	10.67	JCT. SH 53 E. OF WALTERS	NORTHERLY	COMANCHE COUNTY LINE	
1734	SH 70C	0.32	JCT. US 70 S. EDGE OF RANDLETT	NORTHERLY	"D" AVE & SIXTH ST IN RANDLETT	
1736	SH 70D	0.30	JCT. US 70 IN DEVOL	NORTHERLY	CATALPA ST & WICHITA AVE IN DEVOL	
1737	IS 44	20.48	JCT. US 70 W. RANDLETT (S. SIDE STR.)	NORTHERLY (TOLL ROAD)	COMANCHE COUNTY LINE	H. E. BAILEY T.P.

165.99 TOTAL COUNTY MILEAGE



INSET NO. 1



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 7

Cotton County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	17-02	00.00	1.34		ENTER DEVOL C/L	1,700	IIDL	22	3	7		80	1	0	5								
U070	17-02	01.34	DEVOL	0.21	JCT SH 70D	2,200	IIDL	22	3	7		77	1	0	5								
U070	17-02	01.55		0.18	LEAVE DEVOL C/L	1,600	IIDL	22	3	7		80	1	0	5								
U070	17-02	01.73	4.10		JCT SH 36 SOUTH	1,500	IIDL	22	3	6		79	1	0	5								
U070	17-02	X 02.34	48			1,500	BXBR				HS	AD		0	5								
U070	17-02	X 02.40	26			1,500	BXBR				HS	AD		0	5								
U070	17-02	X 04.74	23			1,500	BXBR				HS	AD		0	5								
U070	17-02	X 05.28	23			1,500	BXBR				HS	AD		0	5								
U070	17-02	05.83	1.04		BEG 4 LANE	1,600	IIDL	24	3	5		83	1	0	5								
U070	17-02	N 06.87	0.14		JCT US 277	2,300	LL0G	24	1	8		89	1	0	5								
U070	17-02	S 06.87	0.00		JCT US 277	2,300	LL0G	24	1	8		90	1	0	5								
U070	17-02	X 06.90	24			2,300	BXBR				HS	AD		0	5								
U070	17-02	N 07.01	0.15		BEG 2 LANE	2,300	LL0G	24	1	8		89	1	0	5								
U070	17-02	S 07.01	0.00		BEG 2 LANE	2,300	LL0G	24	1	8		89	1	0	5								
U070	17-02	X 07.01	0		BEG 2 LANE	2,300	UP-H				AD			0	5								
U070	17-02	07.16	2.12		JCT SH 70C -TC-	2,200	IIDL	24	1	6		82	1	0	5								
U070	17-02	09.28	0.51		JCT US 277 NORTH	2,500	IIDL	24	1	6		85	1	0	5							0	
U070	17-04	00.00	6.00		1.00 MIS W. SH 5B NT	1,200	IIDL	24	1	6		85	1	0	5								
U070	17-04	06.00	1.00		JCT SH 5B NORTH	1,300	IIDL	24	1	6		85	1	0	5								
U070	17-04	07.00	5.13		JCT SH 65	1,100	IHDL	24	1	6		88	1	0	5								
U070	17-04	X 08.05	32			1,100	BXBR				HS	AD		0	5								
U070	17-04	X 08.88	42			1,100	BXBR				HS	AD		0	5								
U070	17-04	X 09.34	351			1,100	BRDG					25	AD		0	5							
U070	17-04	X 09.75	413			1,100	BRDG					25	AD		0	5							
U070	17-04	X 09.97	301			1,100	BRDG					25	AD		0	5							
U070	17-04	X 10.51	47			1,100	BXBR				HS	AD		0	5								
U070	17-04	12.13	6.01		JEFFERSON CO LINE	960	HSDL	24	3	4		74	1	0	5								
U070	17-04	X 14.78	47			960	BXBR				HS	FO		0	5	10	2	2		33			
U070	17-04	X 15.18	142			960	BRDG					30	FO		0	5	10	2	1		31	644	
U070	17-04	X 16.71	34			960	BXBR				HS	AD		0	5							1,750	
U070	17-04	X 16.97	34			960	BXBR				HS	AD		0	5								
U070	17-04	X 17.25	22			960	BXBR				HS	AD		0	5							2,394	
I044	17-06	E 00.00	1.53		JCT SH 36 ATR	13,000	PIHE	24	1	10		94	1	1	1								
I044	17-06	W 00.00	0.00		JCT SH 36 ATR	13,000	PIHE	24	1	10		94	1	1	1								
I044	17-06	E X 00.00	3809		JCT SH 36 ATR	13,000	BRDG					36	AD		1	1							
I044	17-06	W X 00.00	3918		JCT SH 36 ATR	13,000	BRDG					63	AD		1	1							
I044	17-06	X 01.52	0			13,000	UP-H					AD		1	1								
I044	17-06	E 01.53	2.74		BEG INSIDE CURB	9,800	PIHE	24	1	10		94	1	1	1								
I044	17-06	W 01.53	0.00		BEG INSIDE CURB	9,800	PIHE	24	1	10		94	1	1	1								
I044	17-06	X 02.50	0			9,800	UP-H					FO		1	1	01	6	5		31		1,929	
I044	17-06	X 03.75	26			9,800	BXBR				HS	AD		1	1								
I044	17-06	E 04.27	1.21		BEG PC CONC	9,800	PIHE	24	1	10		87	1	1	1								
I044	17-06	W 04.27	0.00		BEG PC CONC	9,800	PIHE	24	1	10		87	1	1	1								
I044	17-06	X 05.28	31			9,800	BXBR				HS	AD		1	1								
I044	17-06	E 05.48	0.17		JCT US 70	8,400	PILG	24	1	10		80	1	1	1								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	17-06	W 05.48	0.00		JCT US 70	8,400	PILG	24	1	10		79	1	1							1,929		
U277	17-08	00.00	RANDLETT	0.15	LEAVE RANDLETT C/L	790	DHDL	24	3	5		84	1	0	5								
U277	17-08	00.15	6.85		JCT SH 5A EAST	820	DHDL	24	3	5		81	1	0	5								
U277	17-08	X 03.03	201			820	BRDG				27	AD	0	5									
U277	17-08	X 03.19	368			820	BRDG				27	SD	0	5	10	2	1			31	2,701		
U277	17-08	X 03.53	182			820	BRDG				26	AD	0	5									
U277	17-08	X 04.27	0			820	UP-H					SD	0	5	10	2	6			31	1,617		
U277	17-08	07.00	5.66		0.34 MIS S. SH 5 WES	520	DHDL	24	3	5		81	1	0	5								
U277	17-08	X 11.35	22			520	BXBR					HS	AD	0	5								
U277	17-08	X 11.97	45			520	BXBR					HS	AD	0	5								
U277	17-08	12.66	0.34		JCT SH 5 WEST	490	II0E	24	1	8		94	1	0	5								
U277	17-08	X 12.70	54			490	BXBR					HS	AD	0	5								
U277	17-08	13.00	1.22		1.22 MIS E. SH 5 WES	780	II0E	24	1	8		95	1	0	4								
U277	17-08	X 13.09	360			780	BRDG				29	AD	0	4									
U277	17-08	X 13.24	404			780	BRDG				29	AD	0	4									
U277	17-08	X 13.41	302			780	BRDG				29	AD	0	4									
U277	17-08	X 14.15	23			780	BXBR					HS	AD	0	4								
U277	17-08	14.22	0.77		ENT WALTERS C/L N256	860	DHDL	24	3	6		77	1	0	4								
U277	17-08	X 14.25	23			860	BXBR					HS	AD	0	4								
U277	17-08	14.99	WALTERS	0.46	JCT HE BAILEY TP	860	DHDL	24	3	6		80	1	0	4								
U277	17-08	X 15.27	152			860	OP-H				36	FO	0	4	06	2	6			31	2,086		
U277	17-08	15.45	0.53		JCT SH 5 EAST	1,500	LL0B	24	3	6		75	1	0	4								
U277	17-08	15.98	0.49		LEAVE WALTERS C/L	2,400	HHDL	24	3	6		79	1	0	5								
U277	17-08	16.47	5.50		COMANCHE CO LINE	2,500	HHDL	24	3	6		81	1	0	5								
U277	17-08	X 19.41	22			2,500	BXBR					HS	AD	0	5								
U277	17-08	X 20.30	34			2,500	BXBR					HS	AD	0	5						6,404		
S005	17-10	00.00	11.80		0.17 MIS W. US 277	260	DDDL	22	3	4		72	1	0	4								
S005	17-10	X 00.25	50			260	BXBR					HS	AD	0	4								
S005	17-10	X 00.92	34			260	BXBR					HS	AD	0	4								
S005	17-10	X 02.95	33			260	BXBR					HS	AD	0	4								
S005	17-10	X 03.95	50			260	BXBR					HS	AD	0	4								
S005	17-10	X 07.35	34			260	BXBR					HS	AD	0	4								
S005	17-10	X 11.48	79			260	BRDG				22	AD	0	4									
S005	17-10	11.80	0.17		JCT US 277	330	II0E	24	1	8		91	1	0	4						0		
S005	17-14	00.00	4.98		JCT SH 53 EAST	2,600	IIDL	24	1	8		80	1	0	4								
S005	17-14	X 00.46	27			2,600	BXBR					HS	AD	0	4								
S005	17-14	04.98	0.28		ENT WALTERS COLORADO	2,700	HHDL	24	3	1		67	1	0	5	30	2	0	7	08	901		
S005	17-14	X 05.12	23			2,700	BXBR					HS	AD	0	5	30	2	2		33	644		
S005	17-14	05.26	0.22		NEVADA ST-LVE WALTER	2,700	HHDL	22	3	1		65	1	0	5	30	2	0	7	08	708		
S005	17-14	05.48	0.16		ENTER WALTERS C/L	2,200	HHDL	22	3	1		64	1	0	5	30	2	0	7	08	510		
S005	17-14	05.64	0.88		LEV WALTERS C/L	1,200	HHDB	24	3	3		74	1	0	5								
S005	17-14	06.52	4.48		JCT SH 5A	1,200	HHDB	24	3	3		78	1	0	5								
S005	17-14	X 09.24	103			1,200	BRDG				20	FO	0	5	09	2	1			31	1,512		
S005	17-14	X 10.85	42			1,200	BXBR					HS	AD	0	5								
S005	17-14	11.00	0.25		00.25 MI E SH 5A SO.	1,100	HHDB	24	3	3		82	1	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S005	17-14		11.25	1.60			1.85 MI E SH 5A SO.	1,400	HIIE	24	1	8		87	1	0	5								
S005	17-14	X	11.66	100				1,400	BRDG				29	AD		0	5								
S005	17-14	X	12.07	216				1,400	BRDG				29	AD		0	5								
S005	17-14	X	12.44	600				1,400	BRDG				29	AD		0	5								
S005	17-14	X	12.73	226				1,400	BRDG				29	AD		0	5								
S005	17-14		12.85	0.59			2.44 MI E SH 5A SO.	1,200	HIIE	24	1	8		89	1	0	5								
S005	17-14		13.44	1.57			JCT SH 65 SOUTH	1,200	HDDB	24	3	3		79	1	0	5								
S005	17-14		15.01	TEMPLE	0.18		PECAN AVE ENT TEMPLE	2,000	HHDB	24	3	2		63	1	0	5	30	2	0	7	08	696		
S005	17-14		15.19	0.29			JCT SH 65 NORTH -TC-	2,000	HHLA	30	4			73	1	0	5							4,971	
S005	17-16		00.00		0.15		TEXAS AVENUE	600	HHLA	75	4			74	1	0	5								
S005	17-16		00.15		0.40		0.55 MIS. S. SH 5	770	HHLA	24	1	5		69	1	0	5	30	2	0	6	08	1,519		
S005	17-16		00.55		0.50		LEV TEMPLE C/L E190	730	HHHD	24	3	5		72	1	0	5								
S005	17-16		01.05	6.81			JEFFERSON CO LINE	680	HHHD	24	3	4		75	1	0	5								
S005	17-16	X	01.93	23				680	BXBR				HS	AD		0	5								
S005	17-16	X	04.02	61				680	BRDG				23	SD		0	5	10	2	2		31	1,191		
S005	17-16	X	04.11	91				680	BRDG				24	AD		0	5								
S005	17-16	X	04.26	23				680	BXBR				HS	AD		0	5								
S005	17-16	X	05.61	79				680	BRDG				HS	AD		0	5								
S005	17-16	X	05.71	79				680	BRDG				HS	SD		0	5	10	2	1		31	1,340		
S005	17-16	X	06.61	23				680	BXBR				HS	AD		0	5							4,050	
S005A	17-18		00.00	7.00			JCT SH 5B SOUTH	450	DDDB	24	1	4		88	1	0	5								
S005A	17-18	X	01.28	161				450	OP-H				33	SD		0	5	13	2	5		31	1,979		
S005A	17-18	X	02.24	48				450	BXBR				HS	AD		0	5								
S005A	17-18	X	03.62	41				450	BRDG				HS	AD		0	5								
S005A	17-18	X	03.68	203				450	BRDG				26	AD		0	5								
S005A	17-18	X	03.89	63				450	BRDG				HS	AD		0	5								
S005A	17-18		07.00	1.00			JCT SH 5	470	DDDB	24	1	4		89	1	0	5							1,979	
S005B	17-20		00.00	7.00			JCT SH 5A	120	DDHB	20	3	2		59	1	0	5	13	2	0	3	02	7,226		
S005B	17-20	X	01.92	75				120	BRDG				29	AD		0	5								
S005B	17-20	X	02.48	213				120	BRDG				36	AD		0	5								
S005B	17-20	X	03.62	75				120	BRDG				29	AD		0	5							7,226	
S036	17-22		00.00	0.37			BEG ROCK ASPH SURF	1,300	DHHE	24	1	8		83	1	0	5								
S036	17-22	X	00.00	188			BEG ROCK ASPH SURF	1,300	OP-H				38	AD		0	5								
S036	17-22		00.37	0.43			0.37 N US 277	1,300	HHDK	24	1	5		86	1	0	5								
S036	17-22		00.80	3.13			JCT US 70	1,800	HHOL	20	3	3		75	1	0	5							0	
S053	17-24		00.00	WALTERS	0.25		BROADWAY	2,500	HHLA	24	1	6		82	1	0	4								
S053	17-24		00.25		0.25		FIRST STREET	2,500	HHLA	24	1	6		82	1	0	4								
S053	17-24		00.50		0.12		0.62 MIS. E. SH 5	2,100	HHLL	24	1	6		86	1	0	4								
S053	17-24		00.62		0.21		LEAVE WALTERS C/L	1,900	HHLL	24	1	4		90	1	0	4								
S053	17-24		00.83	0.54			1.37 MIS E SH 5	1,800	HHLL	24	6	5		82	1	0	4								
S053	17-24		01.37	1.03			2.40 MIS E SH 5	1,700	II0E	24	1	8		93	1	0	4								
S053	17-24	X	01.76	362				1,700	BRDG				29	AD		0	4								
S053	17-24	X	02.09	362				1,700	BRDG				29	AD		0	4								
S053	17-24		02.40	1.23			1.37 MIS W SH 65	1,600	HHLL	24	3	6		78	1	0	4								
S053	17-24	X	02.68	33				1,600	BXBR				HS	AD		0	4								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S053	17-24	03.63	1.37		JCT SH 65	1,200	HHDL	24	3	7	80	1	0	4									
S053	17-24	05.00	5.00		STEPHENS CO LINE	1,000	HHDL	24	3	7	77	1	0	4									
S053	17-24	X 06.53	23			1,000	BXBR				HS	AD	0	4									
S053	17-24	X 08.64	253			1,000	BRDG				19	SD	0	4	06	2	1			31	2,277		
S053	17-24	X 08.77	301			1,000	BRDG				17	AD	0	4									
S053	17-24	X 09.18	301			1,000	BRDG				17	AD	0	4									
S053	17-24	X 09.38	213			1,000	BRDG				23	AD	0	4	06	2	1			50			
S053	17-24	X 09.48	90			1,000	BRDG				17	AD	0	4	06	2	1			50	2,277		
S065	17-26	00.00	7.80		JCT SH 5	320	DHDL	24	3	5	85	1	0	5							0		
S065	17-30	00.00	TEMPLE	0.21	NORTH BOUNDARY ST	710	HHDL	24	6	5	71	1	0	5									
S065	17-30	00.21		0.62	LEAVE TEMPLE C/L	670	HHDL	24	3	4	75	1	0	5									
S065	17-30	00.83	5.80		JCT SH 53	650	DDDL	24	3	5	78	1	0	5							0		
S065	17-32	00.00	9.86		0.81 S COMMANCHE CO	660	DDDL	24	6	4	85	1	0	5									
S065	17-32	X 06.66	26			660	BXBR				HS	AD	0	5									
S065	17-32	X 07.22	48			660	BXBR				HS	AD	0	5									
S065	17-32	X 07.35	38			660	BXBR				HS	AD	0	5									
S065	17-32	09.86	0.81		COMMANCHE CO LINE	580	HHDL	24	3	5	87	1	0	5							0		
S070C	17-34	00.00	RANDLETT	0.32	D AVENUE	580	HHDL	22	3	4	78	1	0	5							0		
S070D	17-36	00.00	DEVOL	0.23	MULBERRY STREET	310	DDDL	22	3	4	77	1	0	5									
S070D	17-36	00.23		0.07	CATALPA STREET -TC-	410	DDDL	24	1	4	80	1	0	5							0		
I044	17-37	E 00.00	14.00		ENTER WALTERS C/L	5,900	LL0G	24	1	10	85	1	1	1									
I044	17-37	W 00.00	0.00		ENTER WALTERS C/L	5,900	LL0G	24	1	10	85	1	1	1									
I044	17-37	X 00.00	183		ENTER WALTERS C/L	5,900	OP-H				36	AD	1	1									
I044	17-37	X 01.20	22			5,900	BXBR				HS	AD	1	1									
I044	17-37	X 02.10	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			
I044	17-37	X 03.30	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			
I044	17-37	X 03.90	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			
I044	17-37	X 04.40	252			5,900	BRDG				36	AD	1	1									
I044	17-37	X 04.60	405			5,900	BRDG				36	AD	1	1									
I044	17-37	X 04.80	202			5,900	BRDG				36	AD	1	1									
I044	17-37	X 05.10	30			5,900	BXBR				HS	AD	1	1									
I044	17-37	X 05.40	148			5,900	OP-H				36	SD	1	1	01	6	5			31			
I044	17-37	X 05.70	21			5,900	BXUF				HS	NR	1	1									
I044	17-37	X 06.40	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			
I044	17-37	X 06.60	21			5,900	BXUF				HS	NR	1	1									
I044	17-37	X 07.50	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			
I044	17-37	X 08.50	0			5,900	UP-H				SD	AD	1	1	01	6	5			31			
I044	17-37	X 09.10	30			5,900	BXBR				HS	AD	1	1									
I044	17-37	X 10.30	30			5,900	BXBR				HS	AD	1	1									
I044	17-37	X 10.60	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			
I044	17-37	X 11.75	21			5,900	BXBR				HS	AD	1	1									
I044	17-37	X 12.00	317			5,900	BRDG				36	AD	1	1									
I044	17-37	X 12.29	317			5,900	BRDG				36	AD	1	1									
I044	17-37	X 12.50	264			5,900	BRDG				36	AD	1	1									
I044	17-37	X 13.90	0			5,900	UP-H				FO	AD	1	1	01	6	5			31			

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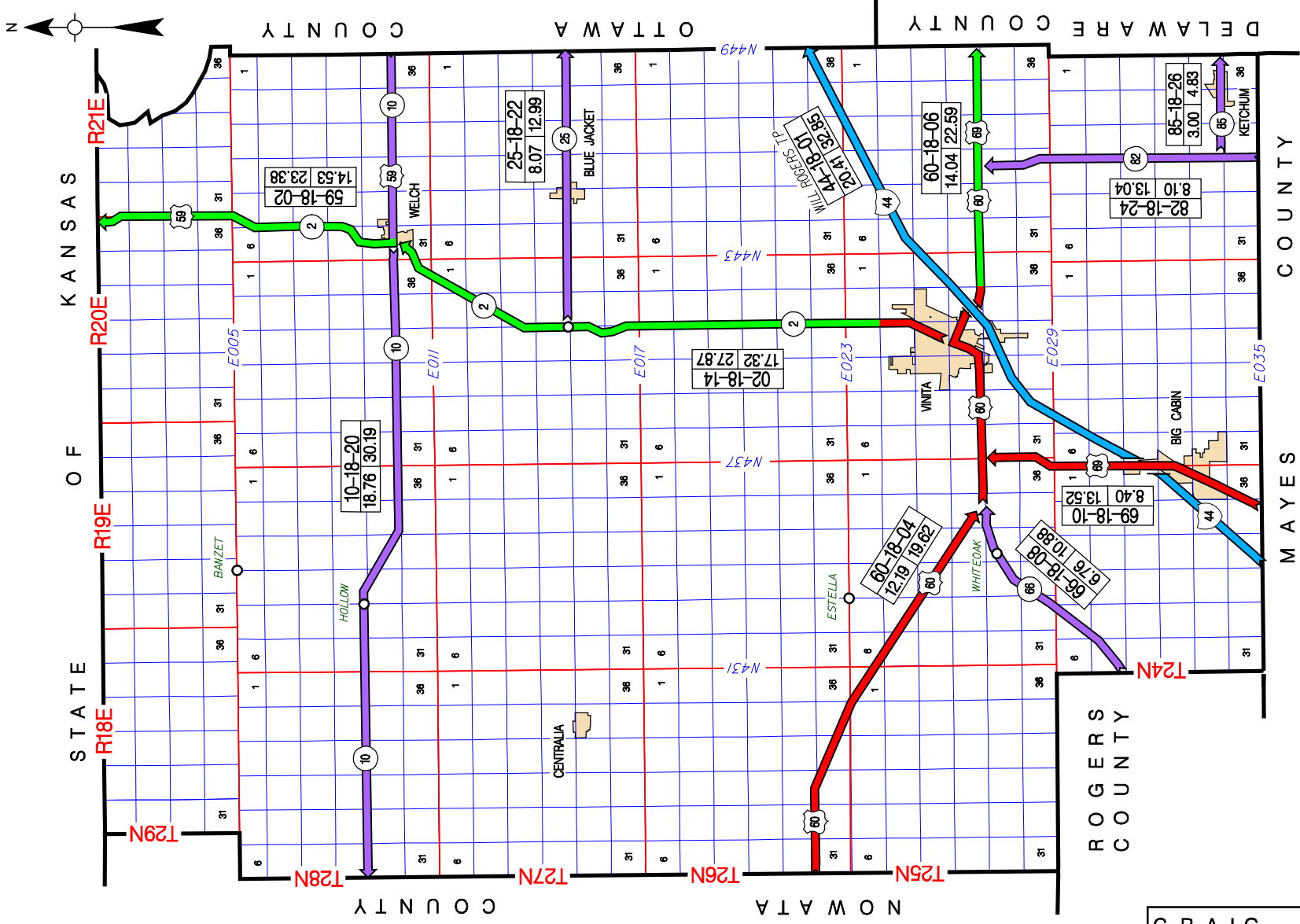
Cotton County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	17-37	E 14.00	WALTERS	0.51	JCT US 277-281	6,200	LL0G	24	1	10		85	1	1	1								
I044	17-37	W 14.00		0.00	JCT US 277-281	6,200	LL0G	24	1	10		85	1	1	1								
I044	17-37	X 14.41		152		6,200	UP-H					FO	1	1	01	6	5		31				
I044	17-37	E 14.51		0.88	LEAVE WALTERS C/L	6,200	LL0G	24	1	10		84	1	1	1								
I044	17-37	W 14.51		0.00	LEAVE WALTERS C/L	6,200	LL0G	24	1	10		84	1	1	1								
I044	17-37	E 15.39	5.09		COMANCHE CO LINE	6,200	LL0G	24	1	10		84	1	1	1								
I044	17-37	W 15.39	0.00		COMANCHE CO LINE	6,200	LL0G	24	1	10		84	1	1	1								
I044	17-37	X 15.92	29			6,200	BXBR				HS	AD	1	1									
I044	17-37	X 18.00	0			6,200	UP-H					FO	1	1	01	6	5		31				
I044	17-37	X 19.00	0			6,200	UP-H					FO	1	1	01	6	5		31				
I044	17-37	X 19.90	123			6,200	BRDG				36	AD	1	1									
I044	17-37	X 20.34	0			6,200	UP-H					AD	1	1								0	
County Total			152.70	13.29	165.90																11,560	19,670	31,230

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CRAIG COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1801	IS 44	20.41	MAYES COUNTY LINE	NORTHEASTERLY	OTTAWA COUNTY LINE	WILL ROGERS T.P. (2005 MILEAGE 20.43 MI.)
1802	US 59	14.53	OTTAWA COUNTY LINE	WEST AND NORTHERLY	KANSAS STATE LINE	
1804	US 60	12.19	NOWATA COUNTY LINE	SOUTHEASTERLY	JCT. SH 66 N.E. OF WHITE OAK	
1806	US 60	14.04	JCT. SH 66 N.E. OF WHITEOAK	EASTERLY	DELAWARE COUNTY LINE	
1808	SH 66	6.76	ROGERS COUNTY LINE	NORTHEASTERLY	JCT. US 60 N.E. OF WHITEOAK	
1810	US 69	8.40	MAYES COUNTY LINE	NORTHERLY	JCT. US 60 W. OF VINITA	
1814	SH 2	17.32	JCT. US 60(ILLINOIS AVE & WILSON ST)IN VINITA	NORTHERLY	JCT. US 59(4TH AVE & WASHINGTON ST)IN WELCH	
1820	SH 10	18.76	JCT. US 59(WASHINGTON ST & 4TH AVE)IN WELCH	WESTERLY	NOWATA COUNTY LINE	
1822	SH 25	8.07	JCT. SH 2 AT PYRAMID CORNERS	EASTERLY	OTTAWA COUNTY LINE	
1824	SH 82	8.10	MAYES COUNTY LINE	NORTHERLY	JCT. US 60 E. OF VINITA	
1826	SH 85	3.00	JCT. SH 82 W. OF KETCHUM	EASTERLY	DELAWARE COUNTY LINE	

131.58 TOTAL COUNTY MILEAGE



STATE OF KANSAS

R21E

R20E

R19E

R18E

T29N

T28N

T27N

T26N

T25N

ROGERS COUNTY

T24N

COUNTY

NOWATA

DELAWARE COUNTY

MAYES COUNTY

COUNTY

COUNTY

OTTAWA

DELAWARE COUNTY



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S002	18-14	01.20		0.11	LEV VINITA C/L-ESH	7,200	II0E	24	1	6		94	1	0	3								
S002	18-14	01.31	0.23		1.54 MIS. N. US 60	7,200	II0E	24	1	6		93	1	0	3								
S002	18-14	01.54	0.79		LEAVE VINITA U/L	3,200	IHDB	24	3	4		72	1	0	3								
S002	18-14	02.33	8.10		1.00 MIS. S. SH 25	2,300	IHDB	24	3	4		72	1	0	4								
S002	18-14	X 06.62	23			2,300	BXUF				HS	NR		0	4								
S002	18-14	10.43	1.00		JCT SH 25	2,300	IHDB	24	3	4		76	1	0	4								
S002	18-14	11.43	1.00		SECTION LINE ROAD	1,900	IHDB	24	3	4		78	1	0	4								
S002	18-14	X 11.55	23			1,900	BXUF				HS	NR		0	4								
S002	18-14	12.43	1.14		PROJECT BREAK	2,000	IHHB	24	3	7		81	1	0	4								
S002	18-14	13.57	3.65		ENTER WELCH C/L	2,000	IHHB	24	3	7		81	1	0	4								
S002	18-14	X 16.48	37			2,000	BRDG				22	AD		0	4								
S002	18-14	17.22	WELCH	0.10	JCT US 59	2,100	IHHB	24	3	7		75	1	0	4							4,653	
S010	18-20	00.00		0.05	LEAVE WELCH C/L	900	IHHB	24	3	4		92	1	0	5								
S010	18-20	00.05	5.39		5.54 MIS. W. US 59	550	IHHB	24	3	4		85	1	0	5								
S010	18-20	X 00.17	42			550	BXUF				HS	NR		0	5								
S010	18-20	X 02.99	65			550	BXUF				HS	NR		0	5								
S010	18-20	X 03.54	209			550	BRDG				36	SD		0	5	10	2	1			31	2,087	
S010	18-20	05.44	2.56		8.00 MIS. W. US 59	320	IHHB	24	3	4		84	1	0	5								
S010	18-20	08.00	10.76		NOWATA CO. LINE	630	IHHB	24	3	4		80	1	0	5								
S010	18-20	X 09.39	33			630	BXUF				HS	NR		0	5								
S010	18-20	X 10.20	47			630	BXUF				HS	NR		0	5								
S010	18-20	X 11.04	41			630	BXUF				HS	NR		0	5								
S010	18-20	X 15.88	142			630	BRDG				25	SD		0	5	10	2	1			31	1,750	
S010	18-20	X 16.82	161			630	BRDG				26	SD		0	5	10	2	1			31	1,854	
S010	18-20	X 17.39	141			630	BRDG				25	SD		0	5	10	2	1			50	5,691	
S025	18-22	00.00	3.50		3.50 MIS. E. SH 2	870	IHHB	24	3	3		72	1	0	5								
S025	18-22	03.50	0.23		ENT BLUEJACKET C/L	940	IHHB	24	3	3		73	1	0	5								
S025	18-22	03.73	BLUE JAC	0.14	U.P. RAILROAD	940	IHHB	24	3	3		73	1	0	5								
S025	18-22	03.87		0.15	3RD STREET -TC-	900	IHHB	24	1	8		82	1	0	5								
S025	18-22	04.02		0.24	LV. BLUEJACKET C/L	900	IHHB	24	3	3		72	1	0	5								
S025	18-22	04.26	3.81		OTTAWA CO. LN AG.ITM	670	IIIA	24	3	3		78	1	0	5								
S025	18-22	X 04.70	259			670	BRDG				36	AD		0	5								
S025	18-22	X 05.45	47			670	BXUF				HS	NR		0	5								
S025	18-22	X 05.90	34			670	BXUF				HS	NR		0	5								
S025	18-22	X 07.25	39			670	BXUF				HS	NR		0	5								
S025	18-22	X 07.95	26			670	BXUF				HS	NR		0	5							0	
S082	18-24	00.00	1.00		JCT SH 85 EAST	5,900	IIDB	24	1	5		80	3	0	5								
S082	18-24	X 00.86	23			5,900	BXUF				HS	NR		0	5								
S082	18-24	01.00	7.10		JCT US 60	4,000	IIDB	24	1	5		77	2	0	5								
S082	18-24	X 01.57	112			4,000	BRDG				25	SD		0	5	08	2	1			31	1,570	
S082	18-24	X 04.96	23			4,000	BXUF				HS	NR		0	5								
S082	18-24	X 06.54	142			4,000	BRDG				23	SD		0	5	08	2	1			31	1,750	
S085	18-26	00.00	1.50		ENTER KETCHUM 7TH ST	3,600	IHDD	22	3	4		70	1	0	5								
S085	18-26	X 00.38	26			3,600	BXUF				HS	NR		0	5								
S085	18-26	X 00.78	23			3,600	BXUF				HS	NR		0	5								

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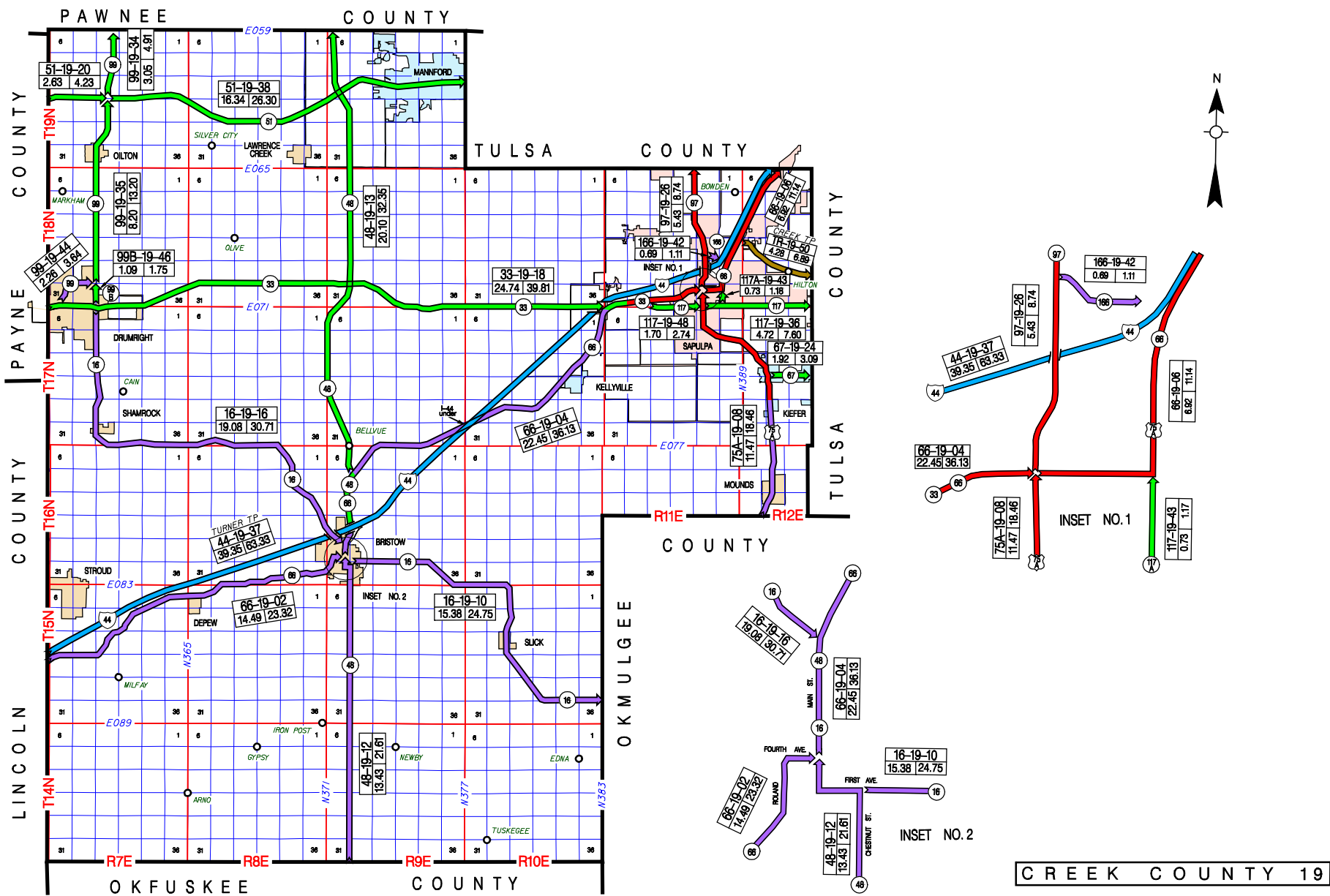
Craig County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S085	18-26	01.50	KETCHUM	0.40	3,100	IHDD	22	3	4		71	1	0	5									
S085	18-26	01.90		0.59	2,700	IHDD	22	3	4		69	1	0	5	08	2	0	1	01		679		
S085	18-26	02.49	0.51		2,700	IHDD	22	3	4		69	1	0	5	08	2	0	1	01		590		1,269
County Total			125.09	6.49																	47,103	36,326	83,429

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CREEK COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
1902	SH 66	14.49	LINCOLN COUNTY LINE	NORTHEASTERLY	JCT. SH 48(MAIN ST & 4TH AVE)IN BRISTOW	
1904	SH 66	22.45	JCT. SH 48(4TH AVE & MAIN ST) IN BRISTOW	NORTHEASTERLY	JCT. SH 97(MAIN ST & DEWEY AVE)IN SAPULPA	
1906	SH 66	6.92	JCT. SH 97 S(MAIN ST & DEWEY AVE)IN SAPULPA	NORTHEASTERLY	JCT. I-44, 0.2 MI. S. OF TULSA COUNTY LINE	
1908	US 75A	11.47	OKMULGEE COUNTY LINE	NORTHERLY	JCT. SH 66(DEWEY AVE & MAIN ST)IN SAPULPA	REALIGNMENT 2005 (MILEAGE SAME 11.47)
1910	SH 16	15.38	JCT. SH 48(CHESNUT ST & FIRST AVE)IN BRISTOW	EAST AND SOUTHERLY	OKMULGEE COUNTY LINE	
1912	SH 48	13.43	OKFUSKEE COUNTY LINE	NORTHERLY	JCT. SH 66(4TH AVE & MAIN ST)IN BRISTOW	
1913	SH 48	20.10	JCT. SH 66 S. OF BELLVUE	NORTHERLY	PAWNEE COUNTY LINE	
1916	SH 16	19.08	JCT. SH 33 IN DRUMRIGHT	SOUTHEASTERLY	JCT. SH 66 N. OF BRISTOW	
1918	SH 33	24.74	PAYNE COUNTY LINE	EASTERLY	JCT. SH 66 W. OF SAPULPA	
1920	SH 51	2.63	PAYNE COUNTY LINE	EASTERLY	JCT. SH 99 N. OF OILTON	
1924	SH 67	1.92	JCT US 75A("A" ST & INDIANA AVE)IN KIEFER	EASTERLY	TULSA COUNTY LINE	
1926	SH 97	5.43	JCT. SH 66(DEWEY AVE & MAIN ST)IN SAPULPA	NORTHERLY	TULSA COUNTY LINE	
1934	SH 99	3.05	JCT. SH 51 N. OF OILTON	NORTHERLY	PAWNEE COUNTY LINE	
1935	SH 99	8.20	JCT. SH 99B E. OF DRUMRIGHT	NORTHERLY	JCT. SH 51 N. OF OILTON	
1936	SH 117	4.72	JCT. US 75 ALT(MAIN ST & TAFT AVE)IN SAPULPA	EASTERLY	TULSA COUNTY LINE	
1937	IS 44	39.35	LINCOLN COUNTY LINE	NORTHEAST (TOLL ROAD)	TULSA COUNTY LINE	TURNER T.P.
1938	SH 51	16.34	JCT. SH 99 N. OF OILTON	EASTERLY	TULSA COUNTY LINE	
1942	SH 166	0.69	JCT. SH 97 N. EDGE SAPULPA	EASTERLY	JCT. OLD US 66	
1943	SH 117A	0.73	JCT. SH 117(TAFT AVE & MISSION ST)IN SAPULPA	NORTHERLY	JCT. SH 66(DEWEY AV & MISSION ST)IN SAPULPA	
1944	SH 99	2.26	JCT SH 33 IN DRUMRIGHT	NORTHEASTERLY	JCT SH 99B N.E. OF DRUMRIGHT	
1946	SH 99B	1.09	JCT SH 33 IN DRUMRIGHT	NORTHERLY	JCT SH 99 N.E. OF DRUMRIGHT	
1948	SH 117	1.70	JCT SH 66 W. OF SAPULPA	EASTERLY	JCT US 75 ALT(MAIN ST & TAFT AVE)IN SAPULPA	
1950	TOLL RD	4.28	JCT I-44 (N.B. GORE POINT.)	EASTERLY	TULSA COUNTY LINE	CREEK T.P. (2005 MILEAGE 4.12 MILES)

240.45 TOTAL COUNTY MILEAGE



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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S066	19-02	00.00	0.52		0.52 E LINCOLN CO	2,500	IHHB	24	1	10	87	1	0	5									
S066	19-02	00.52	0.58		1.10 E LINCOLN CO/LI	2,100	IHKA	22	1	10	83	1	0	5									
S066	19-02	01.10	6.56		7.66 MI E LINCOLN CO	2,700	IHHB	24	1	10	81	1	0	5									
S066	19-02	X 01.80	135			2,700	BRDG				36	AD		0	5								
S066	19-02	X 03.84	23			2,700	BXUF				HS	NR		0	5								
S066	19-02	X 07.09	45			2,700	BXUF				HS	NR		0	5								
S066	19-02	07.66	0.50		BEG PC OVLAY CONC	2,700	IHHB	24	3	8	71	1	0	5	08	2	0	2	04		1,055		
S066	19-02	X 07.92	197			2,700	BRDG				36	AD		0	5								
S066	19-02	08.16	0.76		8.92 MI E LINCOLN C/	3,300	IHLA	24	3	5	63	1	0	5	08	2	0	3	04		1,753		
S066	19-02	X 08.18	23			3,300	BXUF				HS	NR		0	5	08	2	1		33		644	
S066	19-02	08.92	1.00		9.92 MI E LINCOLN CO	3,500	IHLA	24	3	8	70	1	0	5	08	2	0	2	01		1,322		
S066	19-02	X 09.08	23			3,500	BXUF				HS	NR		0	5								
S066	19-02	X 09.69	23			3,500	BXUF				HS	NR		0	5								
S066	19-02	09.92	2.68		0.68 MI W BRISTOW C/	3,100	IHLA	24	3	3	62	1	0	5	08	2	0	3	03		7,139		
S066	19-02	12.60	0.68		ENTER BRISTOW C/L	4,100	IIOE	24	1	8	87	1	0	5									
S066	19-02	X 12.83	151			4,100	BRDG				36	AD		0	5								
S066	19-02	13.28	BRISTOW	0.79	BEG PC CONC	5,100	IILA	24	3	4	69	1	0	5	29	2	0	7	08		3,471		
S066	19-02	14.07		0.23	SHLDR CHANGE	5,100	IILA	18	3	4	52	1	0	5	29	2	0	7	08		1,002		
S066	19-02	14.30		0.06	BEG PC OVLAY ELM ST	5,200	IILA	18	2	6	61	1	0	5	29	2	0	7	08		261		
S066	19-02	14.36		0.13	JCT SH 48	5,900	IILA	30	4		78	1	0	5								16,647	
S066	19-04	00.00		0.21	SEVENTH ST	9,300	IIJA	60	4		78	1	0	5									
S066	19-04	00.21		0.37	0.10 MIS. S. SH 16W	11,200	IIJA	60	4		81	1	0	5									
S066	19-04	00.58		0.10	JCT SH 16 WEST	6,200	IIJA	60	4		84	1	0	5									
S066	19-04	N 00.68		0.25	LEV BRISTOW REFINERY	5,600	IHHB	24	1	10	88	1	0	5									
S066	19-04	S 00.68		0.00	LEV BRISTOW REFINERY	5,600	IHHB	24	1	10	89	1	0	5									
S066	19-04	E X 00.84		183		5,600	BRDG				26	SD		0	5	08	4	1		31		1,965	
S066	19-04	W X 00.84		183		5,600	BRDG				26	SD		0	5	08	4	1		31		1,965	
S066	19-04	N 00.93	0.22		JCT I-44 (ON RAMP)	5,600	IHHB	24	1	10	89	1	0	5									
S066	19-04	S 00.93	0.00		JCT I-44 (ON RAMP)	5,600	IHHB	24	1	10	92	1	0	5									
S066	19-04	01.15	2.55		JCT SH 48	5,500	IHHE	24	1	10	86	1	0	4									
S066	19-04	X 01.32	0			5,500	UP-H				AD		0	4									
S066	19-04	X 01.86	187			5,500	BRDG				29	SD		0	4	05	2	1		31		3,446	
S066	19-04	X 03.46	26			5,500	BXUF				HS	NR		0	4								
S066	19-04	03.70	2.42		BEG PC OVLAY CONC	3,200	IHHE	24	1	10	84	1	0	5									
S066	19-04	06.12	2.63		5.05 MIS. N. SH 48	3,600	IILA	24	1	10	83	1	0	5									
S066	19-04	08.75	2.37		7.42 MIS. N. SH 48	3,600	IILA	24	1	10	85	1	0	5									
S066	19-04	X 09.60	423			3,600	OP-H				20	SD		0	5	08	2	5		31		3,855	
S066	19-04	X 10.04	32			3,600	BXUF				HS	NR		0	5								
S066	19-04	X 10.36	181			3,600	BRDG				27	AD		0	5								
S066	19-04	11.12	2.88		ENT KELLYVILLE CL 20	3,600	IILA	24	1	10	87	1	0	5									
S066	19-04	N X 13.40	111			3,600	BRDG				25	SD		0	5	08	2	1		31		1,566	
S066	19-04	S X 13.40	111			3,600	BRDG				25	AD		0	5								
S066	19-04	14.00	KELLYVIL	0.31	3.62 MIS. S. SH 33	6,200	IILA	24	1	10	88	1	0	5									
S066	19-04	14.31		0.27	ALL EN ST (TC)	7,500	IHLA	24	1	10	87	1	0	5									
S066	19-04	14.58		1.01	LEV KELLYVILLE C/L	7,900	IILA	24	1	10	82	3	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S066	19-04		15.59		2.34		JCT SH 33	8,700	IILA	24	1	10											
S066	19-04	N	17.93		0.25		0.25 MIS N. SH 33	8,900	II0E	24	1	10											
S066	19-04	S	17.93		0.00		0.25 MIS N. SH 33	8,900	II0E	24	1	10											
S066	19-04		18.18		0.90		ENTER SAPULPA UC/L	9,800	II0E	52	1	10											
S066	19-04	X	18.38		24			9,800	BXUF				HS	NR									
S066	19-04	X	18.55		166			9,800	OP-R				36	AD									
S066	19-04	X	18.98		23			9,800	BXUF				HS	NR									
S066	19-04		19.08	SAPULPA	0.97		0.83 MIS W. SH 117S	9,900	II0E	52	1	10											
S066	19-04	X	19.35		34			9,900	BXUF				HS	NR									
S066	19-04	N	20.05		0.83		JCT SH 117 S.	10,100	II0E	24	1	10											
S066	19-04	S	20.05		0.00		JCT SH 117 S.	10,100	II0E	24	1	10											
S066	19-04		20.88		1.22		0.35 MIS W. US 75A	10,100	IIHA	24	1	10											
S066	19-04	X	21.05		281			10,100	BRDG				44	AD							50		
S066	19-04	X	21.38		125			10,100	BRDG				37	AD							50		
S066	19-04	X	21.97		23			10,100	BXUF				HS	NR							50		
S066	19-04		22.10		0.07		WDTH CHNG INDEPENDE	9,500	HHLA	24	1	10											
S066	19-04		22.17		0.28		JCT SH 97 & US 75A	9,500	HHLA	36	4											12,797	
S066	19-06		00.00		0.07		TOWN CENTER WATER ST	10,500	IILA	56	4												
S066	19-06		00.07		0.79		JCT SH 117A	13,700	IILA	56	4												
S066	19-06		00.86		0.20		BEG PC CONC	19,400	IILA	47	4												
S066	19-06		01.06		0.54		0.74 MIS. N. SH 117A	19,400	IILA	47	4												
S066	19-06		01.60		0.20		JAMES AVE	20,600	IILA	52	4												
S066	19-06		01.80		0.38		1.32 MIS. N. SH 117A	20,800	IHLA	52	4												
S066	19-06		02.18		0.89		JCT CREEK T.P.	20,800	IHLA	48	1	5											
S066	19-06	X	02.38		23			20,800	BXUF				HS	NR									
S066	19-06		03.07		1.48		3.69 MILES N. SH 117	20,200	IHLA	48	1	5											
S066	19-06	X	03.08		43			20,200	BXUF				HS	NR									
S066	19-06	X	03.50		33			20,200	UPHP					AD									
S066	19-06	X	03.51		33			20,200	UPHP					AD									
S066	19-06		04.55		1.00		1.37 MIS S. I-44	18,700	IHLA	48	1	5											
S066	19-06		05.55		0.46		65TH W. AVE	20,200	IHLA	48	1	5											
S066	19-06	X	05.62		54			20,200	BXUF				HS	NR									
S066	19-06		06.01		0.33		61ST W. AVE	20,700	IHLA	48	1	5											
S066	19-06	E	06.34		0.27		0.31 MI S I-44	21,600	IHLA	24	1	10											
S066	19-06	W	06.34		0.00		0.31 MI S I-44	21,600	IHLA	24	1	10											
S066	19-06	E	06.61		0.31		JCT I 44	22,200	IILF	24	1	10											
S066	19-06	W	06.61		0.00		JCT I 44	22,200	IILF	24	1	10											
S066	19-06	X	06.79		192			22,200	UP-H					AD								0	
U075A	19-08		00.00		0.30		0.30 MI N OKMULGEE C	2,400	IHLA	24	3	4											
U075A	19-08		00.30		0.26		ENTER MOUNDS C/L	2,600	II0E	24	1	8											
U075A	19-08		00.56	MOUNDS	0.56		8TH ST IN MOUNDS	2,600	II0E	24	1	8											
U075A	19-08	X	00.74		96			2,600	BRDG				38	AD									
U075A	19-08		01.12		0.28		12TH ST IN MOUNDS	2,600	IHLA	24	1	5											
U075A	19-08		01.40		0.15		14TH STREET -TC-	3,200	IIKA	76	4												
U075A	19-08		01.55		0.07		15TH STREET	3,500	IILA	24	5	10											

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075A	19-08	01.62		0.07	16TH STREET	3,100	IHLA	24	1	7		80	1	0	5								
U075A	19-08	01.69		0.20	LVE MOUNDS CL- RR BR	4,000	IILA	24	3	5		75	1	0	5								
U075A	19-08	X 01.80		584		4,000	OP-R				26	SD	1	0	5	08	2	4	31		3,994		
U075A	19-08	01.89	3.28		ENTER GLEENPOOL U/L	3,900	IILA	24	3	6		75	1	0	5								
U075A	19-08	X 02.28	34			3,900	BXUF				HS	NR		0	5								
U075A	19-08	X 02.54	23			3,900	BXUF				HS	NR		0	5								
U075A	19-08	05.17	0.73		ENTER KIEFER C/L	3,500	IILA	24	3	6		77	1	0	3								
U075A	19-08	05.90	KIEFER	0.08	BEG CURBS	3,500	IILA	24	3	6		61	1	0	3	30	2	0	8	08	292		
U075A	19-08	05.98		0.14	OHIO AVE -TC-	4,800	IILA	24	5	4		70	1	0	3								
U075A	19-08	06.12		0.05	JCT SH 67	4,800	IILA	24	1	6		72	1	0	3								
U075A	19-08	06.17		0.39	LVE KIEFER C/L	4,800	IILA	24	3	6		68	1	0	3	29	2	0	7	08	1,293		
U075A	19-08	06.56	0.83		LV GPOOL-ENT TULSA U	5,200	IILA	24	3	6		74	1	0	3								
U075A	19-08	X 07.09	140			5,200	BRDG				60	AD		0	3								
U075A	19-08	07.39	0.27		1.50 MIS. N. SH 67	5,700	IILA	24	3	6		74	1	0	3								
U075A	19-08	07.66	1.44		ENTER SAPULPA C/L	5,700	IHHE	24	1	8		91	1	0	3								
U075A	19-08	X 08.35	180			5,700	BRDG				36	AD		0	3								
U075A	19-08	X 08.74	302			5,700	BRDG				36	AD		0	3								
U075A	19-08	09.10	SAPULPA	0.54	1.13 MIS S. SH 117	5,900	IHHE	24	1	8		91	1	0	3								
U075A	19-08	09.64		0.06	1.07 MIS S. SH 117	7,900	IILA	24	1	8		76	1	0	3								
U075A	19-08	09.70		0.23	0.84 MIS S. SH 117	8,500	IHHE	45	4			73	1	0	3								
U075A	19-08	09.93		0.84	JCT SH 117 EAST	11,200	IHHE	53	4			80	1	0	3								
U075A	19-08	X 10.52		202		11,200	BRDG				18	SD		0	3	25	4	1	31		5,521		
U075A	19-08	10.77		0.70	JCT SH 66 & SH 97	12,700	IHHE	68	4			78	1	0	3								
U075A	19-08	X 10.79		23		12,700	BXUF				HS	NR		0	3							11,100	
S016	19-10	00.00	BRISTOW	0.26	END PC CONC	4,300	DILA	26	4			80	1	0	5								
S016	19-10	00.26		0.18	LEAVE BRISTOW C/L	3,700	DDDB	24	3	3		68	1	0	5	08	2	0	4	01	277		
S016	19-10	00.44	7.56		8.00 MIS. E. SH 48	2,300	DHDB	24	3	4		75	1	0	5								
S016	19-10	X 00.66	121			2,300	BRDG				22	FO		0	5	08	2	1	31		1,627		
S016	19-10	X 02.22	102			2,300	BRDG				23	SD		0	5	08	2	1	31		1,505		
S016	19-10	X 05.66	106			2,300	BRDG				25	SD		0	5	08	2	1	31		1,531		
S016	19-10	08.00	0.70		8.70 MIS. E. SH 48	2,300	DHDB	24	3	4		74	1	0	5								
S016	19-10	X 08.12	91			2,300	BRDG				30	SD		0	5	08	2	1	31		1,428		
S016	19-10	X 08.37	23			2,300	BXUF				HS	NR		0	5								
S016	19-10	08.70	0.52		ENTER SLICK C/L	2,100	HHDB	24	3	4		75	1	0	5								
S016	19-10	09.22	SLICK	0.47	5.68 W OKMULGEE CO	2,000	IIDB	24	3	4		88	1	0	5								
S016	19-10	09.69		0.10	WIDTH CHANGE -TC-	1,800	IIDB	41	4			84	1	0	5								
S016	19-10	09.79		0.19	LEAVE SLICK C/L	1,800	IIDB	24	3	4		81	1	0	5								
S016	19-10	09.98	5.40		OKMULGEE CO LINE	1,200	IIDB	24	3	4		82	1	0	5								
S016	19-10	X 11.19	41			1,200	BRDG				HS	SD		0	5	09	2	2	31		1,120		
S016	19-10	X 11.43	23			1,200	BXUF				HS	NR		0	5								
S016	19-10	X 13.71	131			1,200	BRDG				20	SD		0	5	09	2	1	31		1,686		
S016	19-10	X 15.09	23			1,200	BXUF				HS	NR		0	5							9,174	
S048	19-12	00.00	7.03		6.01 MIS. S. SH 16 E	1,400	IIDD	22	3	4		72	1	0	5								
S048	19-12	X 06.63	123			1,400	BRDG				24	SD		0	5	09	2	1	50				
S048	19-12	07.03	5.00		ENT BRISTOW CL JAYCE	2,200	IEDD	24	1	8		83	1	0	5								

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			Length (Rdy: Miles) (Brq: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S048	19-12	X 07.10	45			2,200	BXUF				HS	NR	0	5										
S048	19-12	X 11.29	182			2,200	BRDG			36	AD	0	5											
S048	19-12	12.03	BRISTOW	0.14	LEAVE BRISTOW C/L	2,600	IIDD	30	4			95	1	0	5									
S048	19-12	12.17	0.34		ENTER BRISTOW C/L	3,600	IIDD	30	4			95	1	0	5									
S048	19-12	12.51		0.31	JEFFERSON AVE	3,800	IIDD	30	4			94	1	0	5									
S048	19-12	12.82		0.13	0.09 MIS. S. SH 16 E	5,400	IIJA	26	4			70	1	0	5									
S048	19-12	12.95		0.09	JCT SH 16 EAST	5,400	IIJA	26	4			71	1	0	5									
S048	19-12	13.04		0.21	FIRST ST	5,000	IILA	26	4			76	1	0	5									
S048	19-12	13.25		0.11	WIDTH CHANGE	6,600	IIJA	30	4			66	1	0	5	29	2	0	6	08		416		
S048	19-12	13.36		0.03	SURF CHANGE	6,600	IIJA	59	4			74	1	0	5									
S048	19-12	13.39		0.04	JCT SH 66	6,700	IIJA	59	4			77	1	0	5									416
S048	19-13	00.00	8.88		JCT SH 33	1,300	IHF	24	1	8		84	1	0	4									
S048	19-13	X 03.08	54			1,300	BXUF				HS	NR	0	4										
S048	19-13	X 06.08	152			1,300	BRDG			25	SD	0	4	06	2	1		31					1,805	
S048	19-13	08.88	7.61		0.80 MI S SH 51	2,400	IHF	24	1	8		82	1	0	4									
S048	19-13	16.49	0.02		0.82 MI S SH 51 OTS-	2,400	IHF	24	1	8		83	1	0	4									
S048	19-13	16.51	0.78		JCT SH 51	2,400	IHF	24	1	8		83	1	0	4									
S048	19-13	17.29	2.81		PAWNEE CO LINE	2,200	IHB	24	1	8		83	1	0	4									
S048	19-13	X 19.77	743			2,200	BRDG				31	AD	0	4										1,805
S016	19-16	00.00	DRUMRIGH	0.50	LEAVE DRUMRIGHT C/L	2,100	IHB	24	1	4		75	1	0	5									
S016	19-16	00.50	4.55		ENTER SHAMROCK C/L	1,400	IHB	24	1	4		79	1	0	5									
S016	19-16	05.05	SHAMROCK	0.29	TIPPERARY RD (TC)	1,100	IHB	24	1	4		82	1	0	5									
S016	19-16	05.34		0.11	LEV SHAMROCK C/L 1ST	1,100	IHB	24	1	4		81	1	0	5									
S016	19-16	05.45	2.96		8.41 MIS S SH 33	1,100	IHB	24	6	4		81	1	0	5									
S016	19-16	X 06.50	23			1,100	BXUF				HS	NR	0	5										
S016	19-16	08.41	0.02		8.43 MI S SH 33 OTS-	930	IIHL	24	6	4		80	1	0	5									
S016	19-16	08.43	0.07		8.50 MIS S SH 33	930	IIHL	24	6	4		80	1	0	5									
S016	19-16	X 08.44	54			930	BXUF				HS	NR	0	5										
S016	19-16	08.50	0.33		8.83 MIS S SH 33	930	IIHL	24	6	4		79	1	0	5									
S016	19-16	08.83	0.02		8.85 MI S SH 33 OTS-	930	IIHL	24	6	4		82	1	0	5									
S016	19-16	08.85	6.70		3.53 MIS W SH 66	930	IIHL	24	6	4		82	1	0	5									
S016	19-16	X 09.44	23			930	BXUF				HS	NR	0	5										
S016	19-16	15.55	0.02		3.51 MI W SH 66 OTS-	2,000	IIHL	24	6	4		83	1	0	5									
S016	19-16	15.57	2.93		ENT BRISTIW CL I-440	2,600	IIHL	24	6	4		78	1	0	5									
S016	19-16	X 18.44	128			2,600	OP-H				30	FO	0	5	08	2	5		31				1,987	
S016	19-16	18.50	BRISTOW	0.58	JCT SH 66	3,800	IIIE	24	1	8		82	1	0	5									1,987
S033	19-18	00.00	DRUMRIGH	0.38	JCT SH 99 NORTH	8,400	IILA	52	4			94	1	0	4									
S033	19-18	00.38		0.36	WIDTH CHANGE CURBS	7,900	IIJA	44	4			93	1	0	4									
S033	19-18	00.74		0.29	WIDTH CHANGE MORROW	7,900	IIJA	40	4			83	1	0	4									
S033	19-18	01.03		0.09	WIDTH CHANGE PENN.AV	9,400	IIJA	48	4			77	1	0	4									
S033	19-18	01.12		0.12	WIDTH CHANGE OHIO AV	9,400	IIJA	61	4			78	1	0	4									
S033	19-18	01.24		0.06	WDTH CHNG HARLEY AVE	8,200	IIJA	51	4			77	1	0	4									
S033	19-18	01.30		0.13	BEG PC VIRGINIA CONC	7,800	IIJA	42	4			76	1	0	4									
S033	19-18	X 01.39		27		7,800	BRDG				22	SD	0	4	29	4	2		31				1,424	
S033	19-18	01.43		0.36	WIDTH CHANGE	6,800	LLOH	42	4			79	1	0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S033	19-18		01.79		0.18	BEGIN 4 LANE DIVIDED	6,700	LL0H	24	1	10		81	1	0	4							
S033	19-18	N	01.97		0.18	JCT SH 99B & SH 16	6,700	LL0H	24	1	10		88	1	0	4							
S033	19-18	S	01.97		0.00	JCT SH 99B & SH 16	6,700	LL0H	24	1	10		88	1	0	4							
S033	19-18	N	02.15		0.25	.25 MI E OF SH 99B	3,700	LL0H	24	1	10		90	1	0	4							
S033	19-18	S	02.15		0.00	.25 MI E OF SH 99B	3,700	LL0H	24	1	10		90	1	0	4							
S033	19-18		02.40		0.26	LEAVE DRUMRIGHT C/L	3,600	IHHD	24	1	8		92	1	0	4							
S033	19-18	X	02.55		47		3,600	BXUF				HS	NR		0	4							
S033	19-18		02.66	5.24		5.75 MI E SH 99B	3,600	IHHD	24	1	8		80	1	0	4							
S033	19-18	X	02.88	23			3,600	BXUF				HS	NR		0	4							
S033	19-18		07.90	2.50		3.00 MIS W. SH 48	3,500	IIHD	24	1	8		86	1	0	4							
S033	19-18	X	08.94	26			3,500	BXUF				HS	NR		0	4							
S033	19-18	X	09.28	33			3,500	BXUF				HS	NR		0	4							
S033	19-18	X	09.94	47			3,500	BXUF				HS	NR		0	4							
S033	19-18		10.40	3.00		JCT SH 48	3,200	IIHD	24	1	8		85	1	0	4							
S033	19-18	X	11.12	23			3,200	BXUF				HS	NR		0	4							
S033	19-18	X	11.40	34			3,200	BXUF				HS	NR		0	4							
S033	19-18	X	12.84	40			3,200	BXUF				HS	NR		0	4							
S033	19-18		13.40	5.22		PROJECT BREAK	3,300	IHHD	24	1	8		85	1	0	4							
S033	19-18	X	17.16	138			3,300	BRDG				36	AD		0	4							
S033	19-18	X	17.95	41			3,300	BXUF				HS	NR		0	4							
S033	19-18		18.62	2.76		7.98 MIS. E. SH 48	4,100	II0E	24	1	8		85	1	0	4							
S033	19-18	X	19.41	151			4,100	BRDG			25	AD			0	4							
S033	19-18		21.38	0.32		8.30 MIS. E. SH 48	4,400	II0E	24	1	8		85	1	0	4							
S033	19-18		21.70	0.32		8.62 MIS. E. SH 48	5,300	II0E	24	1	8		85	1	0	4							
S033	19-18		22.02	0.47		9.09 MIS. E. SH 48	5,800	II0E	24	1	8		85	2	0	4							
S033	19-18		22.49	0.22		9.31 MIS. E. SH 48	6,200	II0E	24	1	8		85	2	0	4							
S033	19-18		22.71	0.85		BEG P.C. CONC	6,600	II0E	24	1	8		84	2	0	4							
S033	19-18		23.56	0.71		0.26 MIS. W. I-44	7,700	LLOE	48	1	8		90	1	0	4							
S033	19-18		24.27	0.26		JCT I-44	7,700	LLOA	48	1	10		87	1	0	4							
S033	19-18	X	24.50	90			7,700	UP-H				AD			0	4							
S033	19-18	N	24.53	0.00		JCT SH 66	7,700	LLOA	24	1	10		97	1	0	4							
S033	19-18	S	24.53	0.00		JCT SH 66	7,700	LLOA	24	1	10		97	1	0	4						1,424	
S051	19-20		00.00	0.60		END PC CONC	3,400	IILF	24	1	10		83	1	0	4							
S051	19-20		00.60	1.00		1MI W SH 99	3,400	IHHF	24	1	10		86	1	0	4							
S051	19-20		01.60	1.03		JCT SH 99	3,000	IHHF	24	1	10		86	1	0	4						0	
S067	19-24		00.00	KIEFER	0.40	LINDA ST	5,000	IE0B	52	4			92	1	0	4							
S067	19-24	X	00.15		65		5,000	BXUF				HS	NR		0	4							
S067	19-24		00.40		0.06	0.46 MIS. E. US 75A	4,600	II0E	52	4			95	1	0	4							
S067	19-24		00.46		0.40	0.86 MIS. E. US 75A	4,600	II0E	52	4			96	1	0	4							
S067	19-24		00.86		0.36	1.22 MIS. E. US 75A	4,600	II0E	52	4			96	1	0	4							
S067	19-24		01.22		0.20	1.42 MIS. E. US 75A	4,800	II0E	48	1	10		97	1	0	4							
S067	19-24		01.42		0.50	TULSA COUNTY LINE	5,100	II0E	48	1	10		91	1	0	4						0	
S097	19-26		00.00	SAPULPA	0.14	0.94 S I 44	17,900	HHLA	68	4			82	1	0	3							
S097	19-26		00.14		0.71	0.23 MIS S. I-44	14,300	LLOT	52	4			98	1	0	3							
S097	19-26		00.85		0.23	JCT I-44	14,800	DIIE	52	4			100	1	0	3							

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S097	19-26	X 00.91		217		14,800	OP-H			37	AD	0	3										
S097	19-26	01.08		0.27	0.27 MIS. N. I-44	14,800	DIIE	52	4		100	1	0	3									
S097	19-26	01.35		0.18	JCT SH 166	14,800	DIIE	52	4		100	1	0	3									
S097	19-26	01.53		0.14	0.14 MIS.N. SH 166	13,800	DIIE	52	4		100	1	0	3									
S097	19-26	01.67		0.17	0.31 MIS. N. SH 166	13,800	DIIE	48	1	10	90	1	0	3									
S097	19-26	E 01.84		0.15	0.46 MIS. N. SH 166	11,800	DIIE	24	1	10	98	1	0	3									
S097	19-26	W 01.84		0.00	0.46 MIS. N. SH 166	11,800	DIIE	24	1	10	98	1	0	3									
S097	19-26	E 01.99		0.00	86TH ST. SOUTH	13,700	DIIE	24	1	10	100	1	0	3									
S097	19-26	W 01.99		0.92	86TH ST. SOUTH	13,700	DIIE	24	1	10	98	1	0	3									
S097	19-26	E 02.91		0.00	LEV SAPULPA CL-81ST	13,800	DIIE	24	1	10	100	1	0	3									
S097	19-26	W 02.91		0.51	LEV SAPULPA CL-81ST	13,800	DIIE	24	1	10	98	1	0	3									
S097	19-26	E 03.42	0.00		TULSA CO LINE	13,800	DIIE	24	1	10	99	1	0	3									
S097	19-26	W 03.42	2.01		TULSA CO LINE	13,800	DIIE	24	1	10	97	1	0	3								0	
S099	19-34	00.00	0.74		0.74 N SH 51	1,800	DDHD	24	1	10	80	1	0	4									
S099	19-34	X 00.45	272			1,800	BRDG			36	AD	0	4										
S099	19-34	00.74	2.31		PAWNEE CO LINE	1,800	IHLI	24	3	5	69	1	0	4	05	2	0	3	02		4,470	4,470	
S099	19-35	00.00	1.08		BEG DIAMOND GRIND	2,700	LLOH	24	1	10	80	1	0	4									
S099	19-35	X 00.66	34			2,700	BXUF			HS	NR	0	4										
S099	19-35	01.08	3.78		END DIAMOND GRIND	2,900	LLOH	24	1	10	88	1	0	4									
S099	19-35	04.86	0.10		BEG 4 LANE	2,900	LLOH	24	1	10	81	1	0	4									
S099	19-35	E 04.96	0.13		END 4 LANE	2,900	LLOH	24	1	8	90	1	0	4									
S099	19-35	W 04.96	0.00		END 4 LANE	2,900	LLOH	24	1	8	90	1	0	4									
S099	19-35	05.09	0.18		ENTER OILTON C/L	2,900	LLOH	24	1	10	85	1	0	4									
S099	19-35	05.27	OILTON	0.14	BOWLIN STREET	3,300	LLOH	24	1	10	85	1	0	4									
S099	19-35	05.41		0.35	MAIN STREET -TC-	3,500	LLOH	48	4		91	1	0	4									
S099	19-35	05.76		0.14	4TH STREET	3,000	LLOH	48	4		91	1	0	4									
S099	19-35	05.90		0.14	LEAVE OILTON C/L	3,000	HHLH	24	1	10	88	1	0	4									
S099	19-35	06.04	1.11		END PC CONC	2,500	HHLH	24	1	10	81	1	0	4									
S099	19-35	X 06.35	763			2,500	BRDG			34	AD	0	4										
S099	19-35	07.15	1.05		JCT SH 51	2,800	HHHF	24	1	10	90	1	0	4									
S099	19-35	X 07.38	41			2,800	BXUF			HS	NR	0	4									0	
S117	19-36	00.00	SAPULPA	0.20	.2 MI E US 75A	25,400	LLOH	56	4		90	1	0	4									
S117	19-36	00.20		0.31	WIDTH CHANGE	20,400	LLOH	52	4		98	1	0	4									
S117	19-36	00.51		0.32	SH 117A NORTH	24,800	LLOH	52	4		91	1	0	4									
S117	19-36	00.83		0.51	SURF CHANGE	25,400	LLOH	52	4		94	1	0	4									
S117	19-36	01.34		0.27	BRENNER ROAD	14,100	IHLH	52	4		95	1	0	4									
S117	19-36	01.61		0.24	1.85 MIS E. US 75A	13,400	IIIE	64	4		94	1	0	4									
S117	19-36	X 01.73		399		13,400	BRDG			36	AD	0	4										
S117	19-36	01.85		2.62	LEAVE SAPULPA C/L	13,400	IHHE	52	4		97	1	0	4									
S117	19-36	X 02.76		23		13,400	BXUF			HS	NR	0	4										
S117	19-36	04.47	0.25		TULSA COUNTY LINE	11,500	IHHE	52	4		90	1	0	4									
S117	19-36	X 04.60	23			11,500	BXUF			HS	NR	0	4									0	
I044	19-37	N 00.00	13.51		ENTER BRISTOW C/L	24,500	HHHD	24	1	10	86	1	1	1									
I044	19-37	S 00.00	0.00		ENTER BRISTOW C/L	24,500	HHHD	24	1	10	86	1	1	1									
I044	19-37	X 01.42	185			24,500	BRDG			36	AD	1	1										

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	19-37	X 02.05	21		24,500	BXBR				HS	AD		1	1									
I044	19-37	X 03.47	0		24,500	UP-H				FO			1	1	01	6	5			31			
I044	19-37	X 05.07	0		24,500	UP-H				FO			1	1	01	6	1			31			
I044	19-37	X 06.64	248		24,500	BRDG				36	AD		1	1									
I044	19-37	X 06.76	143		24,500	H-HR				36	AD		1	1									
I044	19-37	X 08.60	23		24,500	BXBR				HS	AD		1	1									
I044	19-37	X 09.40	23		24,500	BXBR				HS	AD		1	1									
I044	19-37	X 09.92	0		24,500	UP-H				FO			1	1	01	6	1			31			
I044	19-37	X 11.43	145		24,500	BRDG				36	AD		1	1									
I044	19-37	X 12.14	23		24,500	BXBR				HS	AD		1	1									
I044	19-37	X 13.38	0		24,500	UP-H				FO			1	1	01	6	1						
I044	19-37	N 13.51	BRISTOW	0.44	24,500	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 13.51		0.00	24,500	HHHD	24	1	10		86	1	1	1									
I044	19-37	X 13.90		145	24,500	BRDG				36	AD		1	1									
I044	19-37	N 13.95	0.24		24,500	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 13.95	0.00		24,500	HHHD	24	1	10		86	1	1	1									
I044	19-37	N 14.19	14.65		27,200	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 14.19	0.00		27,200	HHHD	24	1	10		86	1	1	1									
I044	19-37	X 14.19	105		27,200	OP-H				36	AD		1	1									
I044	19-37	X 14.37	95		27,200	OP-H				36	FO		1	1	01	6	5			31			
I044	19-37	X 17.20	27		27,200	BXBR				HS	AD		1	1									
I044	19-37	X 21.20	128		27,200	UP-H				SD			1	1	01	6	5			31			
I044	19-37	X 22.00	134		27,200	BRDG				36	AD		1	1									
I044	19-37	X 22.28	0		27,200	UP-H				FO			1	1	01	6	5			31			
I044	19-37	X 24.30	0		27,200	UP-H				FO			1	1	01	6	5			31			
I044	19-37	X 26.04	34		27,200	BXBR				HS	AD		1	1									
I044	19-37	X 26.28	0		27,200	UP-H				FO			1	1	01	6	5			31			
I044	19-37	X 26.50	34		27,200	BXUF				HS	NR		1	1									
I044	19-37	X 28.68	90		27,200	OP-H				36	AD		1	1									
I044	19-37	N 28.84	1.20		27,200	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 28.84	0.00		27,200	HHHD	24	1	10		86	1	1	1									
I044	19-37	N 30.04	2.22		27,300	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 30.04	0.00		27,300	HHHD	24	1	10		86	1	1	1									
I044	19-37	X 30.56	0		27,300	UP-H				FO			1	1	01	6	5			31			
I044	19-37	X 30.72	122		27,300	BRDG				36	AD		1	1									
I044	19-37	X 31.72	0		27,300	UP-H				FO			1	1	01	6	5			31			
I044	19-37	X 32.13	205		27,300	BRDG				36	AD		1	1									
I044	19-37	X 32.18	205		27,300	UP-H				FO			1	1	01	6	1			31			
I044	19-37	N 32.26	0.52		31,800	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 32.26	0.00		31,800	HHHD	24	1	10		86	1	1	1									
I044	19-37	X 32.38	23		31,800	BXBR				HS	FO		1	1	01	6	1			33			
I044	19-37	N 32.78	SAPULPA	0.52	31,800	HHJD	24	1	10		86	1	1	1									
I044	19-37	S 32.78		0.00	31,800	HHJD	24	1	10		86	1	1	1									
I044	19-37	N 33.30		0.40	31,800	HHHD	24	1	10		86	1	1	1									
I044	19-37	S 33.30		0.00	31,800	HHHD	24	1	10		86	1	1	1									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	19-37	X	33.62		0	31,800	UPHP				AD	1	1										
I044	19-37	N	33.70		0.12	31,800	HHHD	24	1	10	86	1	1	1									
I044	19-37	S	33.70		0.00	31,800	HHHD	24	1	10	86	1	1	1									
I044	19-37	N	33.82	0.80		31,800	HHHD	24	1	10	86	1	1	1									
I044	19-37	S	33.82	0.00		31,800	HHHD	24	1	10	86	1	1	1									
I044	19-37	X	34.32	324		31,800	UPHP				AD	1	1										
I044	19-37	N	34.62	0.62		31,800	HHHD	24	1	10	86	1	1	1									
I044	19-37	S	34.62	0.00		31,800	HHHD	24	1	10	86	1	1	1									
I044	19-37	X	34.79	21		31,800	BXBR				HS	AD	1	1									
I044	19-37	X	35.15	561		31,800	UP-H				AD	1	1										
I044	19-37	N	35.24	2.67		27,000	HHHD	24	1	10	86	1	1	1									
I044	19-37	S	35.24	0.00		27,000	HHHD	24	1	10	86	1	1	1									
I044	19-37	N	X 35.50	561		27,000	BRDG				36	AD	1	1									
I044	19-37	X	36.84	188		27,000	UP-H				AD	1	1										
I044	19-37	N	37.91	1.15		27,000	HHHD	24	1	10	86	1	1	1									
I044	19-37	S	37.91	0.00		27,000	HHHD	24	1	10	86	1	1	1									
I044	19-37	X	38.08	43		27,000	BXUF				HS	NR	1	1									
I044	19-37	N	39.06	0.15		27,000	LLOV	24	1	10	96	1	1	1									
I044	19-37	S	39.06	0.00		27,000	LLOV	24	1	10	93	1	1	1									
I044	19-37	N	39.21	0.14		27,000	LLOV	24	1	10	96	1	1	1									
I044	19-37	S	39.21	0.00		27,000	LLOV	24	1	10	90	1	1	1									
I044	19-37	E	X 39.25	192		27,000	OP-H				36	AD	1	1								0	
S051	19-38		00.00	8.06		2,800	IHHH	24	1	10	87	1	0	4									
S051	19-38	X	03.57	722		2,800	BRDG				26	SD	0	4	05	2	1		31		4,416		
S051	19-38	X	05.45	61		2,800	BXUF				HS	NR	0	4									
S051	19-38	X	06.54	27		2,800	BXUF				HS	NR	0	4									
S051	19-38		08.06	2.58		3,900	LL0H	24	1	8	87	1	0	4									
S051	19-38	X	08.54	273		3,900	BRDG				27	SD	0	4	05	4	1		31		2,357		
S051	19-38		10.64	2.00		6,800	IE0T	48	1	8	90	1	0	4									
S051	19-38		12.64	0.11		9,000	LLOV	52	4		100	1	0	4									
S051	19-38		12.75	MANNFORD	0.50	12,100	LLOV	52	4		98	1	0	4									
S051	19-38		13.25		0.65	12,000	LLOV	52	4		100	1	0	4									
S051	19-38	N	13.90		0.70	12,000	IIOE	24	1	10	98	1	0	4									
S051	19-38	S	13.90		0.00	12,000	IIOE	24	1	10	97	1	0	4									
S051	19-38	N	X 14.16	624		12,000	BRDG				36	AD	0	4									
S051	19-38	S	X 14.16	624		12,000	BRDG				26	FO	0	4	04	4	1		31		3,895		
S051	19-38	N	14.60		0.16	12,900	IIOE	24	1	10	98	1	0	4									
S051	19-38	S	14.60		0.00	12,900	IIOE	24	1	10	96	1	0	4									
S051	19-38	N	14.76		0.00	12,900	IELH	24	1	10	93	1	0	4									
S051	19-38	S	14.76		1.58	12,900	IIOE	24	1	10	98	1	0	4								10,668	
S166	19-42		00.00	SAPULPA	0.19	3,400	LLOF	24	1	8	94	1	0	5									
S166	19-42		00.19	0.50		3,400	LLOF	24	1	8	86	1	0	5								0	
S117A	19-43		00.00	SAPULPA	0.73	20,300	IIIA	48	4		53	3	0	4	28	4	0	7	08		3,208	3,208	
S099	19-44		00.00	DRUMRIGH	0.46	2,800	IIIE	44	4		93	1	0	5									
S099	19-44		00.46		0.20	3,400	IIIE	24	5	8	91	1	0	5									

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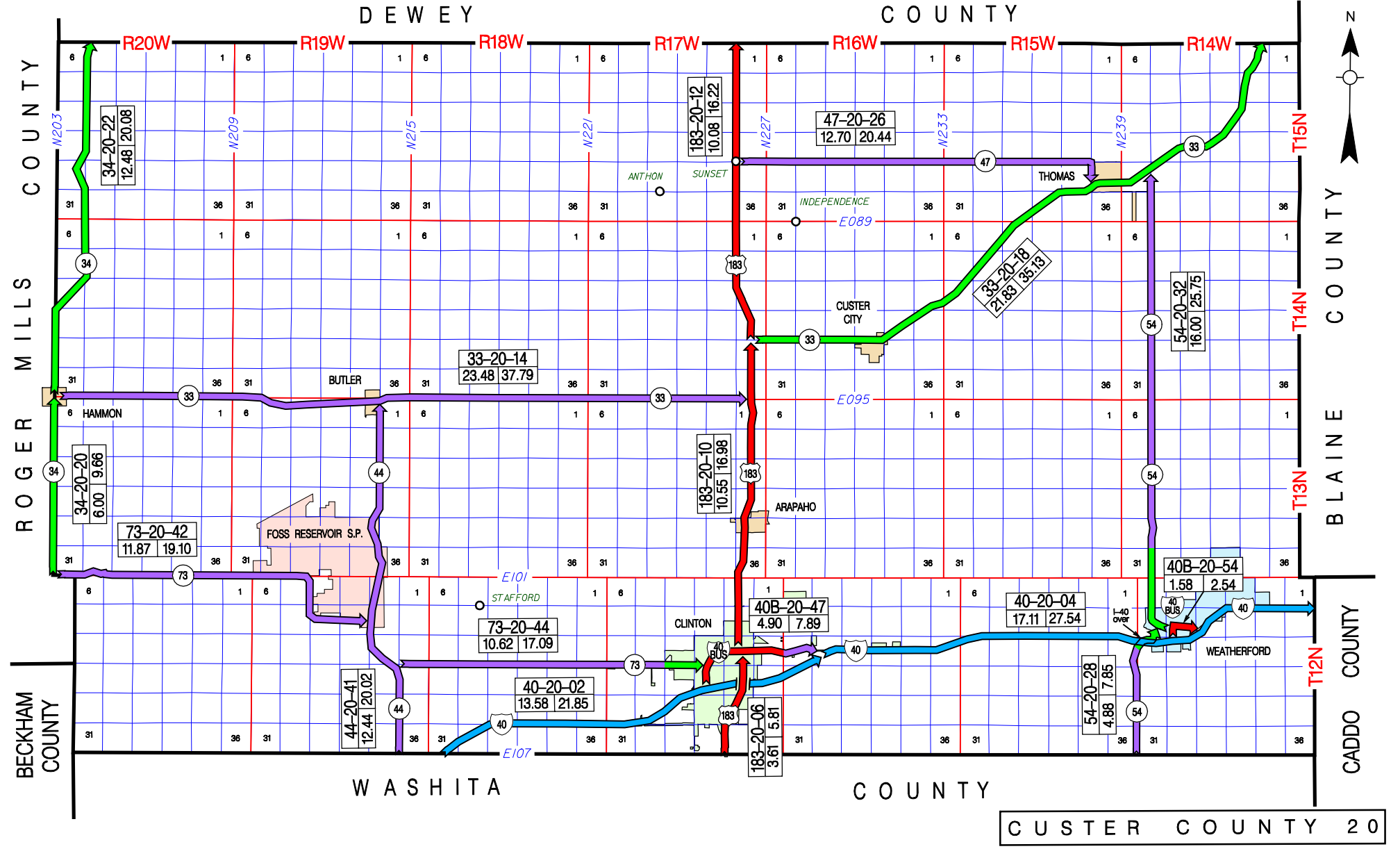
Creek County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S099	19-44	00.66		0.62	0.98 MIS. W. SH 99B	3,100	IIIE	24	1	8		93	1	0	5									
S099	19-44	01.28		0.25	SMOTHERS AVE	2,900	IIIE	24	1	8		93	1	0	5									
S099	19-44	01.53		0.10	0.63 MIS. W. SH 99B	3,100	IIIE	24	1	8		93	1	0	5									
S099	19-44	01.63		0.63	JCT SH 99B	3,100	IIIE	24	1	8		93	1	0	5									
S099	19-44	X 02.00		152		3,100	BRDG				36	AD		0	5							0		
S099B	19-46	00.00		0.57	LEAVE DRUMRIGHT C/L	2,400	IILH	24	1	10		82	1	0	4									
S099B	19-46	00.57	0.52		JCT SH 99	3,200	IILH	24	1	10		87	1	0	4									
S099B	19-46	X 00.67	42			3,200	BXUF				HS	NR		0	4							0		
S117	19-48	N 00.00	SAPULPA	0.74	0.74 MIS E. SH 66	10,700	IHHF	24	1	10		94	1	0	4									
S117	19-48	S 00.00		0.00	0.74 MIS E. SH 66	10,700	IHHF	24	1	10		94	1	0	4									
S117	19-48	X 00.70		303		10,700	BRDG				36	AD		0	4									
S117	19-48	00.74		0.21	WIDTH CHANGE	10,700	IHHF	48	1	10		87	1	0	4									
S117	19-48	00.95		0.25	SURF CHANGE	14,800	IHHF	52	4			93	1	0	4									
S117	19-48	01.20		0.50	JCT US 75 B	20,400	IIIB	52	4			75	1	0	4							0		
County Total			190.08	45.88	235.90																	25,959	47,737	73,696

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- CUSTER COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2002	IS 40	13.58	WASHITA COUNTY LINE	EAST AND NORTHERLY	JCT. I - 40 BUS. E. OF CLINTON(N. SIDE STR)	
2004	IS 40	17.11	I-40B E. OF CLINTON(N. SIDE OF STR)	EASTERLY	CADDO COUNTY LINE	
2006	US 183	3.61	WASHITA COUNTY LINE	NORTHERLY	JCT. I-40B(CHOCTAW AVE & 4TH ST)IN CLINTON	
2010	US 183	10.55	JCT. I-40B(CHOCTAW AVE & 4TH ST)IN CLINTON	NORTHERLY	JCT. SH 33 E.,W. OF CUSTER CITY	AGENDA ITEM (10.59 MILES BEFORE)
2012	US 183	10.08	JCT. SH 33 E., W. OF CUSTER CITY	NORTHERLY	DEWEY COUNTY LINE	
2014	SH 33	23.48	ROGER MILLS COUNTY LINE,N.E. EDGE OF HAMMON	EASTERLY	JCT. US 183 N. OF ARAPAHO	
2018	SH 33	21.83	JCT. US 183 W. OF CUSTER CITY	NORTHEASTERLY	DEWEY COUNTY LINE	
2020	SH 34	6.00	ROGER MILLS COUNTY LINE	NORTHERLY	JCT. SH 33 N.E. EDGE OF HAMMON	
2022	SH 34	12.48	JCT. SH 33 N.E. EDGE OF HAMMON	NORTHERLY	DEWEY COUNTY LINE	
2026	SH 47	12.70	JCT. US 183	EASTERLY	JCT. SH 33 IN THOMAS	
2028	SH 54	4.88	WASHITA COUNTY LINE	NORTHERLY	JCT. SH 54STUB(MAIN & 4TH ST)IN WEATHERFORD	
2032	SH 54	16.00	JCT. I-40B(SEVENTH ST & MAIN)IN WEATHERFORD	NORTHERLY	JCT. SH 33 E. OF THOMAS	
2041	SH 44	12.44	WASHITA COUNTY LINE	NORTHERLY	JCT. SH 33(WACKHOLTZ & BROADWAY)IN BUTLER	
2042	SH 73	11.87	JCT. SH 34 S. OF HAMMON	EASTERLY	JCT. SH 44	
2044	SH 73	10.62	JCT. SH 44	EASTERLY	I-40B(GARY FREEWAY & MODELLE)W. OF CLINTON	
2047	IS 40B	4.90	JCT. I-40 IN CLINTON (S. SIDE STR.)	NORTH AND EASTERLY	JCT. I-40 E. OF CLINTON (E. SIDE STR.)	
2054	IS 40B	1.58	JCT. I-40 IN WEATHERFORD (S. SIDE STR.)	EASTERLY	JCT. I-40 E. OF WEATHERFORD (E. SIDE STR.)	

193.71 TOTAL COUNTY MILEAGE



R20W R19W R18W R17W R16W R15W R14W

DEWEY COUNTY

ROGER MILLS COUNTY

T15N T14N T13N T12N
BLAINE COUNTY

BECKHAM COUNTY

WASHITA COUNTY

CUSTER COUNTY 20

34-20-22
12.48 | 20.08

34-20-20
6.00 | 9.66

73-20-42
11.87 | 19.10

44-20-41
12.44 | 20.02

33-20-14
23.48 | 37.79

73-20-44
10.62 | 17.09

40-20-02
13.58 | 21.85

183-20-12
10.08 | 16.22

183-20-10
10.55 | 16.98

40B-20-47
4.90 | 7.89

183-20-06
3.61 | 5.81

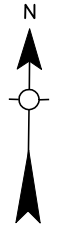
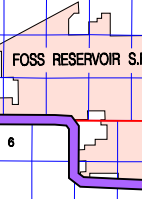
47-20-26
12.70 | 20.44

33-20-18
21.88 | 35.13

40B-20-54
1.58 | 2.54

54-20-28
4.88 | 7.85

54-20-32
16.00 | 25.75



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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	20-02	N	00.00	1.78		STAFFORD INTERCHANGE	18,500	PHHF	24	1	10		91	1	1	1							
I040	20-02	S	00.00	0.00		STAFFORD INTERCHANGE	18,500	PHHF	24	1	10		91	1	1	1							
I040	20-02	X	00.38	48			18,500	BXUF				HS	NR		1	1							
I040	20-02	N	X 01.76	101			18,500	OP-H				36	AD		1	1							
I040	20-02	S	X 01.76	102			18,500	OP-H				36	FO		1	1	01	6	1		31	2,364	
I040	20-02	N	01.78	3.44		0.18 MI W. M-POST 61	18,500	IHHF	24	1	10		91	1	1	1							
I040	20-02	S	01.78	0.00		0.18 MI W. M-POST 61	18,500	IHHF	24	1	10		89	1	1	1							
I040	20-02	X	04.15	42			18,500	BXUF				HS	NR		1	1							
I040	20-02	N	05.22	0.25		HAGGARD ROAD	18,000	PEHF	24	1	10		88	1	1	1							
I040	20-02	S	05.22	0.00		HAGGARD ROAD	18,000	PEHF	24	1	10		88	1	1	1							
I040	20-02	N	05.47	1.17		PARKERSBURG ROAD	18,000	PEHF	24	1	10		88	1	1	1							
I040	20-02	S	05.47	0.00		PARKERSBURG ROAD	18,000	PEHF	24	1	10		88	1	1	1							
I040	20-02	N	X 05.47	102		PARKERSBURG ROAD	18,000	OP-H				36	AD		1	1							
I040	20-02	S	X 05.47	102		PARKERSBURG ROAD	18,000	OP-H				36	AD		1	1							
I040	20-02	X	05.75	47			18,000	BXUF				HS	NR		1	1							
I040	20-02	N	06.64	0.31		2.57 MIS W. I-40B	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	S	06.64	0.00		2.57 MIS W. I-40B	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	N	06.95	0.90		ENTER CLINTON U/L	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	S	06.95	0.00		ENTER CLINTON U/L	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	X	06.95	0		ENTER CLINTON U/L	18,300	UP-H					FO		1	1	01	6	5		31	1,929	
I040	20-02	X	07.17	34			18,300	BXUF				HS	NR		1	1							
I040	20-02	N	07.85	1.17		1.67 MIS. W.I-40B	18,000	PEHF	24	1	10		91	1	1	1							
I040	20-02	S	07.85	0.00		ENTER CLINTON C/L	18,000	PEHF	24	1	10		91	1	1	1							
I040	20-02	X	09.01	0			18,000	UP-H					FO		1	1	01	6	6		31	1,929	
I040	20-02	N	09.02		0.16	ST & ATSF RR UNDER	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	S	09.02		0.00	ST & ATSF RR UNDER	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	N	09.18		0.34	JCT I-40B	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	S	09.18		0.00	JCT I-40B	18,300	PEHF	24	1	10		91	1	1	1							
I040	20-02	N	X 09.19		226		18,300	H-HR				42	AD		1	1							
I040	20-02	S	X 09.19		226		18,300	H-HR				42	AD		1	1							
I040	20-02	N	09.52		0.50	0.50 MI E I-40B	19,200	PEHF	24	1	10		91	1	1	1							
I040	20-02	S	09.52		0.00	0.50 MI E I-40B	19,200	PEHF	24	1	10		91	1	1	1							
I040	20-02	X	09.52		0	0.50 MI E I-40B	19,200	UP-H					FO		1	1	01	6	4		31	2,665	
I040	20-02	N	X 10.00		325		19,200	H-HR				28	AD		1	1							
I040	20-02	S	X 10.00		325		19,200	H-HR				28	AD		1	1							
I040	20-02	N	10.02		0.71	JCT US 183	19,200	PEHF	24	1	10		92	1	1	1							
I040	20-02	S	10.02		0.00	JCT US 183	19,200	PEHF	24	1	10		92	1	1	1							
I040	20-02	X	10.36		26		19,200	BXUF				HS	NR		1	1							
I040	20-02	X	10.71		0		19,200	UP-H					AD		1	1							
I040	20-02	X	10.72		0		19,200	UP-H					AD		1	1							
I040	20-02	N	10.73		0.32	LEAVE CLINTON C/L	17,900	PEHF	24	1	10		92	1	1	1							
I040	20-02	S	10.73		0.00	LEAVE CLINTON C/L	17,900	PEHF	24	1	10		92	1	1	1							
I040	20-02	N	11.05	0.13		2.40 MIS S. I-40B	19,200	PEHF	24	1	10		90	1	1	1							
I040	20-02	S	11.05	0.00		LEAVE CLINTON U/L	19,200	PEHF	24	1	10		90	1	1	1							
I040	20-02	X	11.05	0		LEAVE CLINTON U/L	19,200	UP-H					FO		1	1	01	6	5		31	1,689	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	20-02	N	11.18	1.93		0.47 MIS. W. I-40B	PEHF	24	1	10		90	1	1	1								
I040	20-02	S	11.18	0.00		0.47 MIS. W. I-40B	PEHF	24	1	10		90	1	1	1								
I040	20-02	X	11.45	23			BXUF				HS	NR		1	1								
I040	20-02	N X	11.98	603			H-HW				31	FO		1	1	01	6	1		31		6,568	
I040	20-02	S X	11.98	603			H-HW				31	FO		1	1	01	6	1		31		6,568	
I040	20-02	N	13.11	0.47		JCT I-40B	PHHF	24	1	10		93	1	1	1								
I040	20-02	S	13.11	0.00		JCT I-40B	PHHF	24	1	10		93	1	1	1								
I040	20-02	X	13.24	0			UP-H					AD		1	1								
I040	20-02	N X	13.55	189			OP-H				30	AD		1	1								
I040	20-02	S X	13.55	168			OP-H				34	AD		1	1							23,712	
I040	20-04	N	00.00	7.75		COUNTY RD (BRIDGE)	PHHF	24	1	10		94	1	1	1								
I040	20-04	S	00.00	0.00		3.13 MIS. W. SH 54	PHHF	24	1	10		94	1	1	1								
I040	20-04	X	00.73	0			UP-H					FO		1	1	01	6	5		31		1,929	
I040	20-04	X	02.74	0			UP-H					FO		1	1	01	6	6		31		1,929	
I040	20-04	X	04.11	65			BXUF				HS	NR		1	1								
I040	20-04	X	04.78	0			UP-H					FO		1	1	01	6	5		31		1,929	
I040	20-04	N	07.75	3.03		ENT WEATHERFORD U/L	PEHF	24	1	10		93	1	1	1								
I040	20-04	S	07.75	0.00		ENT WEATHERFORD U/L	PEHF	24	1	10		93	1	1	1								
I040	20-04	N X	07.76	102			OP-H					36	AD		1	1							
I040	20-04	S X	07.76	102			OP-H					36	AD		1	1							
I040	20-04	X	10.42	29			BXUF				HS	NR		1	1								
I040	20-04	N	10.78	0.10		JCT SH 54	PEHF	24	1	10		93	1	1	1								
I040	20-04	S	10.78	0.00		JCT SH 54	PEHF	24	1	10		93	1	1	1								
I040	20-04	N X	10.87	123			OP-H					36	AD		1	1							
I040	20-04	S X	10.87	123			OP-H					36	AD		1	1							
I040	20-04	N	10.88	0.35		WEATHERFORD C/L	PEHF	24	1	10		93	1	1	1								
I040	20-04	S	10.88	0.00		WEATHERFORD C/L	PEHF	24	1	10		93	1	1	1								
I040	20-04	N	11.23		0.36	JCT I-40B	PEHF	24	1	10		93	1	1	1								
I040	20-04	S	11.23		0.00	JCT I-40B	PEHF	24	1	10		93	1	1	1								
I040	20-04	X	11.31		58		BXUF				HS	NR		1	1								
I040	20-04	N X	11.57		139		OP-H					41	AD		1	1							
I040	20-04	S X	11.57		156		OP-H					41	AD		1	1							
I040	20-04	N	11.59		0.66	LEAVE WEATHERFORD C/	PEHF	24	1	10		92	1	1	1								
I040	20-04	S	11.59		0.00	LEAVE WEATHERFORD C/	PEHF	24	1	10		92	1	1	1								
I040	20-04	N X	11.97		116		OP-H					36	AD		1	1							
I040	20-04	S X	11.97		116		OP-H					36	AD		1	1							
I040	20-04	N	12.25	0.60		WASHINGTON ST OVER	PEHF	24	1	10		92	1	1	1								
I040	20-04	S	12.25	0.00		WASHINGTON ST OVER	PEHF	24	1	10		92	1	1	1								
I040	20-04	X	12.82	0			UP-H					AD		1	1								
I040	20-04	N	12.85	0.25		JCT I-40B	PEHF	24	1	10		92	1	1	1								
I040	20-04	S	12.85	0.00		JCT I-40B	PEHF	24	1	10		92	1	1	1								
I040	20-04	N X	13.02	503			H-HR				27	FO		1	1	01	6	5		31		13,441	
I040	20-04	S X	13.02	503			H-HR				27	FO		1	1	01	6	5		31		13,441	
I040	20-04	N	13.10	0.47		ENT WEATHERFORD C/L	PEHF	24	1	10		90	1	1	1								
I040	20-04	S	13.10	0.00		ENT WEATHERFORD C/L	PEHF	24	1	10		90	1	1	1								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	20-04	N	13.57		0.54	LEAVE WEATHERFORD C/	21,800	PEHF	24	1	10		90	1	1	1							
I040	20-04	S	13.57		0.00	LEAVE WEATHERFORD C/	21,800	PEHF	24	1	10		90	1	1	1							
I040	20-04	N	14.11	0.64		0.36 MIS W AIRPORT R	21,800	PEHF	24	1	10		90	1	1	1							
I040	20-04	S	14.11	0.00		0.36 MIS W AIRPORT R	21,800	PEHF	24	1	10		90	1	1	1							
I040	20-04	N	14.75	0.36		LEV WEATHERFORD U/L	21,800	PEHF	24	1	10		95	1	1	1							
I040	20-04	S	14.75	0.00		LEV WEATHERFORD U/L	21,800	PEHF	24	1	10		94	1	1	1							
I040	20-04	N	15.11	0.66		1.34 MIS W CADDO CO/	20,100	PEHF	24	1	10		95	1	1	1							
I040	20-04	S	15.11	0.00		1.34 MIS W CADDO CO/	20,100	PEHF	24	1	10		95	1	1	1							
I040	20-04	X	15.14	0			20,100	UP-H					FO	1	1	1	01	6	6		31		1,929
I040	20-04	N	15.77	0.19		1.15 MIS W CADDO CO/	20,100	PEHF	24	1	10		95	1	1	1							
I040	20-04	S	15.77	0.00		1.15 MIS W CADDO CO/	20,100	II0E	24	1	10		96	1	1	1							
I040	20-04	N	15.96	0.45		0.70 MIS W CADDO CO/	19,800	II0E	24	1	10		96	1	1	1							
I040	20-04	S	15.96	0.00		0.70 MIS W CADDO CO/	19,800	II0E	24	1	10		96	1	1	1							
I040	20-04	N X	16.07	656			19,800	HHRW					54	AD		1	1						
I040	20-04	S X	16.07	656			19,800	HHRW					54	AD		1	1						
I040	20-04	N	16.41	0.70		CADDO CO LINE	20,100	PEHF	24	1	10		95	1	1	1							
I040	20-04	S	16.41	0.00		CADDO CO LINE	20,100	PEHF	24	1	10		95	1	1	1							34,598
U183	20-06		00.00	CLINTON	0.76	0.76 MIS N WASH CO/L	5,400	PIIE	48	1	10		98	1	1	3							
U183	20-06	X	00.18		23		5,400	BXUF					HS	NR		1	3						
U183	20-06	X	00.34		23		5,400	BXUF					HS	NR		1	3						
U183	20-06		00.76		0.24	COMMERCE RD	5,400	DIIE	48	1	10		98	1	1	3							
U183	20-06		01.00		1.24	0.35 MI S OF I-40	6,600	DHLA	48	1	10		89	1	1	3							
U183	20-06	E	02.24		0.35	JCT I 40	7,000	DHHA	24	1	10		89	1	1	3							
U183	20-06	W	02.24		0.00	JCT I 40	7,000	DHHA	24	1	10		87	1	1	3							
U183	20-06	E X	02.57		163		7,000	OP-H					28	AD		1	3						
U183	20-06	W X	02.57		163		7,000	OP-H					28	AD		1	3						
U183	20-06	E	02.59		0.11	BEG 2 LANE	6,600	IHHA	24	1	10		84	1	1	3							
U183	20-06	W	02.59		0.00	BEG 2 LANE	6,600	IHHA	24	1	10		83	1	1	3							
U183	20-06	X	02.65		34		6,600	BXUF					HS	NR		1	3						
U183	20-06		02.70		0.21	.70 MI S I-40B	6,600	IILA	24	1	10		80	1	1	3							
U183	20-06	X	02.85		122		6,600	OP-R					43	AD		1	3	27	4	4		50	
U183	20-06		02.91		0.15	OPAL AVE	6,600	IILA	24	1	10		76	1	1	3							
U183	20-06		03.06		0.08	MODELLE STREET	6,900	IILA	24	1	10		76	1	1	3							
U183	20-06		03.14		0.36	0.11 MIS. S. I-40B	7,200	IILA	40	4			68	1	1	3	27	2	0	7	50		
U183	20-06		03.50		0.04	FRISCO AVE	7,200	II0E	52	4			91	1	1	3							
U183	20-06		03.54		0.07	JCT I-40B	7,200	LL0E	52	4			98	1	1	3							0
U183	20-10		00.00		0.62	0.62 MIS. N. I-40B	8,300	LL0E	52	4			98	1	1	3							
U183	20-10	X	00.50		289		8,300	OP-R					35	AD		1	3						
U183	20-10		00.62		0.41	LVE CLINTON C/L	8,300	II0E	48	1	8		98	1	1	3							
U183	20-10	X	00.99		837		8,300	BRDG					29	AD		1	3						
U183	20-10		01.03	0.22		1.25 MIS. N. I-40B	6,100	II0E	48	1	8		98	1	1	3							
U183	20-10		01.25	0.22		1.47 MIS. N. I-40B	5,100	II0E	24	1	10		97	1	1	3							
U183	20-10		01.47	0.07		LEAVE CLINTON U/L	4,800	HHLA	24	1	10		81	1	1	3							
U183	20-10	X	01.47	45		LEAVE CLINTON U/L	4,800	BXUF					HS	NR		1	3						
U183	20-10		01.54	2.37		ENTER ARAPAHO C/L	4,800	HHLA	24	1	10		80	3	1	3							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U183	20-10	03.91	ARAPAHO	0.31	BEG CURBS-ARAPAHO	4,800	HHLA	24	1	10	84	1	1	3									
U183	20-10	04.22		0.10	MAIN STREET-ARAPAHO	4,000	HHHF	50	4		80	1	1	3									
U183	20-10	04.32		0.04	END CURBS-ARAPAHO	3,000	IIIF	50	4		86	1	1	3									
U183	20-10	04.36		0.16	LVE ARAPAHO C/L	3,000	IHLA	24	1	10	80	1	1	3									
U183	20-10	04.52	4.03		JCT SH 33 WEST	2,500	IIIE	24	1	8	85	1	1	3									
U183	20-10	X 05.31	100			2,500	BRDG				29	AD		1	3								
U183	20-10	X 08.12	167			2,500	BRDG				29	AD		1	3								
U183	20-10	08.55	2.00		JCT SH 33 EAST	2,200	IIIE	24	1	8	84	1	1	3							0		
U183	20-12	00.00	0.37		5.71 MI S JCT SH 47	1,700	IIIE	24	1	8	81	1	1	3									
U183	20-12	00.37	5.71		JCT SH 47 EAST	1,400	DIDD	24	1	8	83	1	1	3									
U183	20-12	06.08	4.00		DEWEY CO LINE	1,500	DEDD	24	1	8	83	1	1	3									
U183	20-12	X 07.15	42			1,500	BXBR				HS	AD		1	3						0		
S033	20-14	00.00	1.00		1.00 MIS E. CO/L	910	HHDL	24	1	4	75	1	0	5									
S033	20-14	X 00.50	22			910	BXBR				HS	AD		0	5								
S033	20-14	01.00	5.00		6.00 MIS E. CO/L	780	DHDL	24	1	4	84	1	0	5									
S033	20-14	X 01.35	51			780	BRDG				18	AD		0	5								
S033	20-14	X 03.98	22			780	BXBR				HS	AD		0	5								
S033	20-14	X 05.30	351			780	BRDG				25	AD		0	5								
S033	20-14	X 05.75	453			780	BRDG				24	AD		0	5								
S033	20-14	06.00	4.50		ENTER BUTLER C/L	750	DHDL	24	1	4	82	1	0	5									
S033	20-14	X 06.45	47			750	BXBR				HS	AD		0	5								
S033	20-14	X 08.05	39			750	BXBR				HS	AD		0	5								
S033	20-14	X 08.63	26			750	BXBR				HS	AD		0	5								
S033	20-14	10.50	BUTLER	0.09	0.42 MIS. W. SH 44	980	DHDL	24	1	4	84	1	0	5									
S033	20-14	10.59		0.22	AMES AVE -TC-	1,100	HHDL	64	4		79	1	0	5									
S033	20-14	10.81		0.20	JCT SH44 S LVE BUTLE	790	HHDL	24	1	4	86	1	0	5									
S033	20-14	11.01	0.67		0.67 E SH 44	790	DHDL	24	1	4	81	1	0	5									
S033	20-14	11.68	3.47		4.14 E SH 44	600	DHDL	24	1	4	81	1	0	5									
S033	20-14	15.15	8.33		JCT US 183	710	DHDL	24	6	4	82	1	0	5									
S033	20-14	X 16.51	182			710	BRDG				25	AD		0	5								
S033	20-14	X 16.66	200			710	BRDG				19	AD		0	5								
S033	20-14	X 17.11	200			710	BRDG				19	AD		0	5								
S033	20-14	X 17.30	182			710	BRDG				24	AD		0	5								
S033	20-14	X 20.90	23			710	BXBR				HS	AD		0	5								
S033	20-14	X 21.87	23			710	BXBR				HS	AD		0	5								
S033	20-14	X 23.27	121			710	BRDG				41	AD		0	5						0		
S033	20-18	00.00	3.50		3.50 MIS E. US 183	1,100	DEDL	24	1	8	82	1	0	4									
S033	20-18	X 00.99	42			1,100	BXUF				HS	NR		0	4								
S033	20-18	X 01.56	47			1,100	BXUF				HS	NR		0	4								
S033	20-18	03.50	0.40		ORIENT AVE-CUSTER CI	1,100	DEDL	24	1	8	94	1	0	4									
S033	20-18	03.90	0.33		ENTER CUSTER C/L	1,200	IIDL	39	4		90	1	0	4									
S033	20-18	04.23	CUSTER C	0.18	ORCHARD STREET -TC-	980	IIDL	39	4		81	1	0	4									
S033	20-18	04.41		0.09	LEAVE CUSTER C/L	1,100	IIDL	24	3	5	69	1	0	4	09	2	0	2	01		73		
S033	20-18	04.50	8.91		JCT SH 47	1,100	DIDL	24	3	4	74	1	0	4									
S033	20-18	X 06.91	102			1,100	BRDG				26	AD		0	4								

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Highway Number	Control Section Number	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S033	20-18	X 08.10	235		1,100	BRDG				20	AD	0	4										
S033	20-18	X 08.92	32		1,100	BXBR				HS	AD	0	4										
S033	20-18	X 11.79	111		1,100	BRDG				24	AD	0	4										
S033	20-18	X 12.43	26		1,100	BXBR				HS	AD	0	4										
S033	20-18	X 12.53	34		1,100	BXBR				HS	AD	0	4										
S033	20-18	X 12.81	183		1,100	OP-R				22	AD	0	4										
S033	20-18	13.41	THOMAS	0.38	2,200	IIIA	24	3	6	68	1	0	4	30	2	0	7	08		1,411			
S033	20-18	13.79		0.07	2,300	IIIA	76	4		80	1	0	4										
S033	20-18	13.86		0.15	2,700	LL0A	76	4		76	1	0	4										
S033	20-18	14.01		0.44	2,000	LL0A	39	4		76	1	0	4										
S033	20-18	14.45	1.13		1,200	INGD	24	6	6	85	1	0	4										
S033	20-18	15.58	2.59		1,400	INGD	24	6	5	74	1	0	4										
S033	20-18	18.17	1.34		1,300	INHB	24	1	8	84	1	0	4										
S033	20-18	X 18.52	3202		1,300	BRDG				36	AD	0	4										
S033	20-18	19.51	2.32		1,300	INGD	24	6	5	72	1	0	4										
S033	20-18	X 21.30	71		1,300	BXBR				HS	AD	0	4									1,484	
S034	20-20	00.00	5.00		2,400	IIDL	24	1	8	88	1	0	4										
S034	20-20	05.00	0.52		2,400	IIDL	24	1	8	88	1	0	4										
S034	20-20	05.52	HAMMON	0.48	2,400	IIDL	24	1	8	91	1	0	4									0	
S034	20-22	00.00	1.25		1,400	IEDL	24	1	8	79	1	0	4										
S034	20-22	01.25	1.05		1,500	II0E	24	1	8	93	1	0	4										
S034	20-22	X 01.51	112		1,500	BRDG				29	AD	0	4										
S034	20-22	X 01.62	370		1,500	BRDG				46	AD	0	4										
S034	20-22	X 01.81	441		1,500	BRDG				55	AD	0	4										
S034	20-22	X 02.02	182		1,500	BRDG				29	AD	0	4										
S034	20-22	02.30	0.80		1,400	IEDL	24	1	8	78	1	0	4										
S034	20-22	03.10	1.65		1,400	IEDL	24	1	8	79	1	0	4										
S034	20-22	04.75	0.45		1,200	II0E	24	1	8	94	1	0	4										
S034	20-22	X 04.78	262		1,200	BRDG				29	AD	0	4										
S034	20-22	X 05.00	34		1,200	BXBR				HS	AD	0	4										
S034	20-22	05.20	0.90		1,200	IEDL	24	1	8	83	1	0	4										
S034	20-22	06.10	0.25		1,100	II0E	24	1	8	93	1	0	4										
S034	20-22	X 06.16	22		1,100	BXBR				HS	AD	0	4										
S034	20-22	06.35	1.10		1,100	IEDL	24	1	8	89	1	0	4										
S034	20-22	07.45	5.03		1,100	IIDL	24	3	5	72	1	0	4										
S034	20-22	X 07.76	34		1,100	BXBR				HS	AD	0	4	09	2	2				50			
S034	20-22	X 08.33	61		1,100	BRDG				24	FO	0	4	09	2	2				50			
S034	20-22	X 12.20	61		1,100	BRDG				22	FO	0	4	09	2	2				50		0	
S047	20-26	00.00	11.92		460	DEED	24	2	2	74	1	0	5										
S047	20-26	X 00.60	54		460	BXBR				HS	AD	0	5										
S047	20-26	X 02.69	26		460	BXBR				HS	AD	0	5										
S047	20-26	X 05.41	141		460	BRDG				24	SD	0	5	10	2	1				31		1,745	
S047	20-26	X 06.76	23		460	BXBR				HS	AD	0	5										
S047	20-26	X 08.84	121		460	BRDG				18	SD	0	5	10	2	1				31		1,627	
S047	20-26	X 11.15	38		460	BXBR				HS	AD	0	5										

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S047	20-26	11.92	THOMAS	0.78	JCT SH 33	730	DIED	24	3	3		77	1	0	5							3,372	
S054	20-28	00.00	3.67		ENTER WEATHERFORD U/L	2,000	DHDL	24	6	5		64	1	0	5	08	2	0	2	01	4,677		
S054	20-28	03.67	0.16		SURFACE CHANGE	2,500	DIDL	24	6	5		60	1	0	4	05	2	0	2	01	202		
S054	20-28	03.83	0.07		JCT I 40	2,500	DHGG	24	1	4		84	1	0	4								
S054	20-28	03.90	0.16		.16 MIS N. OF I-40	2,500	IHHG	24	1	4		84	1	0	4								
S054	20-28	X 03.90	0		.16 MIS N. OF I-40	2,500	UP-H					AD		0	4								
S054	20-28	X 03.91	0			2,500	UP-H					AD		0	4								
S054	20-28	04.06	0.32		ENTER C/L	2,500	LL0A	20	3	6		67	1	0	4	05	2	0	2	01	410		
S054	20-28	X 04.18	161			2,500	BRDG				HS	FO		0	4	05	2	1	31		2,881		
S054	20-28	04.38		0.14	0.62 MIS N I-40	2,600	LL0A	20	3	6		67	1	0	4	05	2	0	2	01	172		
S054	20-28	04.52		0.25	FARMRAIL RR	2,600	IIIE	24	1	10		91	1	0	4								
S054	20-28	04.77		0.11	MAIN ST JCT SH 54	2,600	IIDG	32	4			83	1	0	4							8,342	
S054	20-32	00.00		0.22	JCT SH 54 SOUTH	3,700	IIDL	30	4			86	1	0	4								
S054	20-32	00.22		0.08	WIDTH CHANGE 3RD ST	3,900	IIDL	30	4			83	1	0	4								
S054	20-32	00.30		0.40	HUBER ST	3,400	IIDL	24	1	4		77	1	0	4								
S054	20-32	00.70		0.40	LEV C/L-DAVIS ST	2,600	IIDL	24	1	4		73	1	0	4								
S054	20-32	01.10	2.06		LEV WEATHERFORD U/L	2,000	IIDL	24	1	4		75	1	0	4								
S054	20-32	X 02.51	31			2,000	BXBR				HS	AD		0	4								
S054	20-32	03.16	2.54		5.70 MIS. N. I-40B	2,200	IIDL	24	1	4		73	1	0	5								
S054	20-32	05.70	2.44		7.86 MIS S SH 33	2,200	IIDL	24	1	4		77	1	0	5								
S054	20-32	X 05.99	171			2,200	BRDG				18	FO		0	5	08	2	1	31		1,904		
S054	20-32	X 07.35	241			2,200	BRDG				17	FO		0	5	08	2	1	31		2,228		
S054	20-32	08.14	7.86		JCT SH 33	2,100	INDL	24	1	4		70	1	0	5							4,132	
S044	20-41	00.00	3.08		JCT SH 73 EAST	1,200	DIDL	24	1	4		84	1	0	5								
S044	20-41	X 00.23	39			1,200	BXBR				HS	AD		0	5								
S044	20-41	03.08	1.79		JCT SH 73 WEST	1,500	DIDL	24	1	4		78	1	0	5								
S044	20-41	X 03.36	151			1,500	BRDG				28	AD		0	5								
S044	20-41	04.87	0.42		START OF GUARDRAIL	670	DHDL	24	6	4		89	1	0	5								
S044	20-41	05.29	2.81		END OF GUARDRAIL	590	DHDL	24	0			84	1	0	5								
S044	20-41	08.10	1.43		2.91 S SH 33	660	DHDL	24	1	4		86	1	0	5								
S044	20-41	X 08.89	54			660	BXBR				HS	AD		0	5								
S044	20-41	09.53	2.91		JCT SH 33	550	DHDL	24	3	2		79	1	0	5								
S044	20-41	X 10.33	32			550	BXBR				HS	AD		0	5							0	
S073	20-42	00.00	7.87		4.00 MIS. W. SH 44	710	HIDL	24	1	4		84	1	0	5								
S073	20-42	X 03.20	47			710	BXBR				HS	AD		0	5								
S073	20-42	X 05.68	106			710	BRDG				28	AD		0	5								
S073	20-42	X 07.22	23			710	BXBR				HS	AD		0	5								
S073	20-42	07.87	4.00		JCT SH 44	730	HIDL	24	1	4		79	1	0	5								
S073	20-42	X 09.43	23			730	BXUF				HS	NR		0	5								
S073	20-42	X 09.94	47			730	BXBR				HS	AD		0	5							0	
S073	20-44	00.00	9.12		ENTER CLINTON U/L	860	IHDL	24	1	4		89	1	0	5								
S073	20-44	X 04.71	262			860	BRDG				25	AD		0	5								
S073	20-44	X 08.87	327			860	BRDG				36	AD		0	5								
S073	20-44	09.12	0.30		ENTER CLINTON C/L	1,200	IHDL	24	1	4		89	1	0	4								
S073	20-44	09.42		0.50	0.70 MIS W. I-40B	1,400	IHDL	24	1	4		81	1	0	4								

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Commissioner District 5

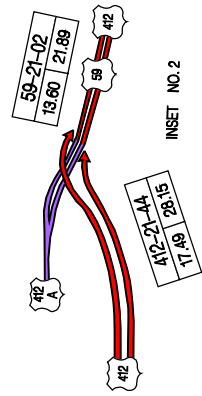
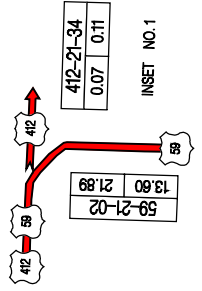
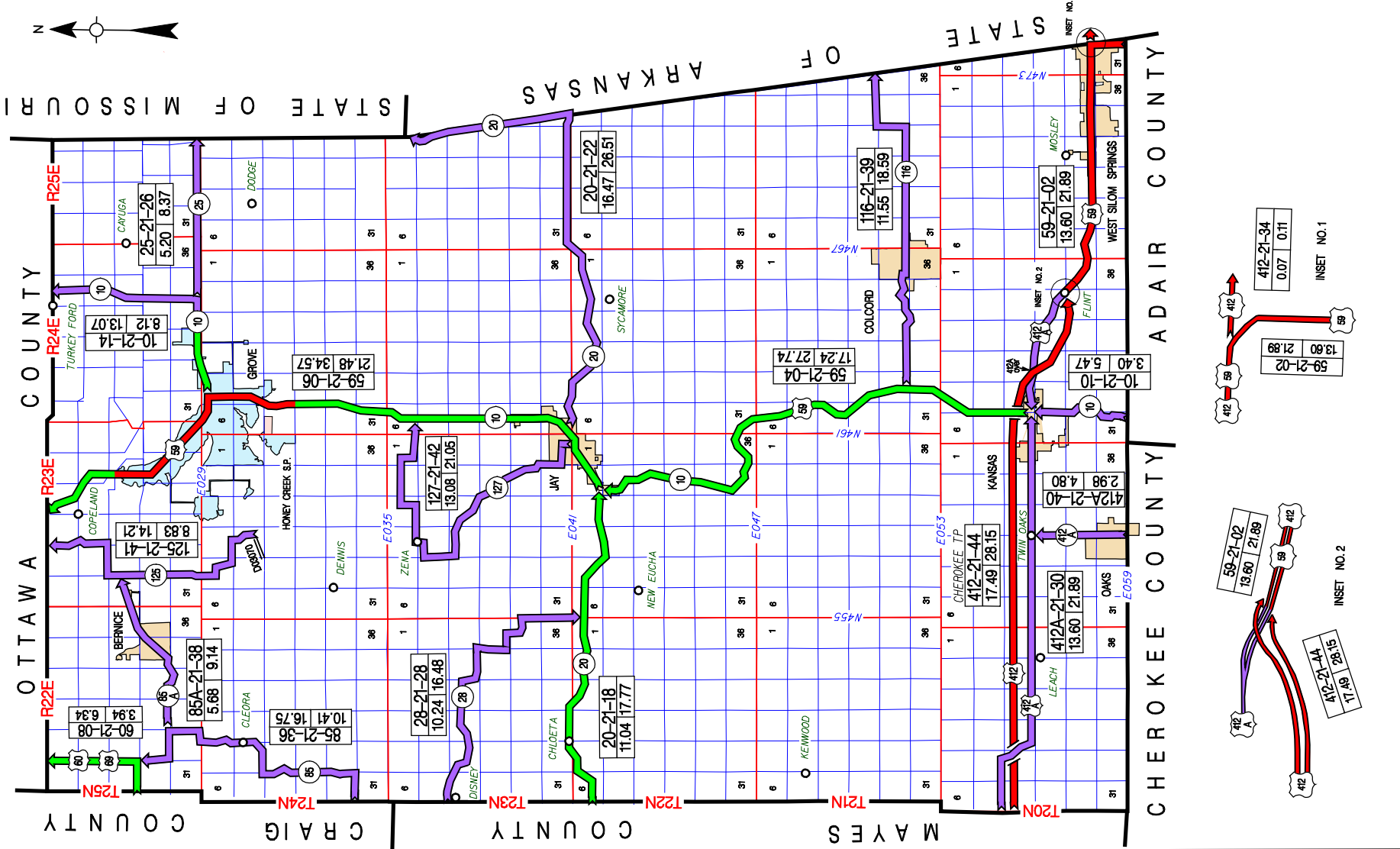
Custer County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				Roadway
S073	20-44		09.92		0.25	28TH STREET	IHDL	52	5	4		77	1	0	4									
S073	20-44		10.17		0.45	JCT - I-40B	LL0L	50	4			91	1	0	4									0
I040B	20-47	N	00.00		0.30	BEG PC PAVING	PHHF	24	1	10		88	1	0	3									
I040B	20-47	S	00.00		0.00	BEG PC PAVING	PHHF	24	1	10		88	1	0	3									
I040B	20-47	X	00.00		184	BEG PC PAVING	OP-H				25	FO		0	3	02	4	1		31			2,665	
I040B	20-47	N	00.30		0.53	JCT SH 73	LLOA	24	1	10		80	1	0	3									
I040B	20-47	S	00.30		0.00	JCT SH 73	LLOA	24	1	10		79	1	0	3									
I040B	20-47		00.83		1.26	OLD US 183 NORTH	LLOA	68	4			77	1	0	3									
I040B	20-47		02.09		0.13	JCT US 183	LLOA	68	4			85	1	0	3									
I040B	20-47		02.22		0.37	E 4TH ST WIDTH CHANG	LLOA	68	4			77	1	0	3									
I040B	20-47	N	02.59		0.25	0.62 MIS E. US 183S	LLOA	24	1	10		72	1	0	3									
I040B	20-47	S	02.59		0.00	0.62 MIS E. US 183S	LLOA	24	1	10		72	1	0	3									
I040B	20-47	X	02.61		802		BRDG				33	AD		0	3									
I040B	20-47		02.84		0.23	0.85 MIS E. US 183S	LLOA	48	1	10		81	1	0	3									
I040B	20-47	X	03.00		34		BXBR				HS	AD		0	3									
I040B	20-47		03.07		0.27	BEG ASPH CONC	LLOA	48	1	10		81	1	0	3									
I040B	20-47	N	03.34		0.29	LEV CLINTON UC/L N22	HHHF	24	1	10		81	1	0	3									
I040B	20-47	S	03.34		0.00	LEV CLINTON UC/L N22	HHHF	24	1	10		81	1	0	3									
I040B	20-47	N	03.63	0.27		1.68 MIS. E. US 183S	HHHF	24	1	10		83	1	0	5									
I040B	20-47	S	03.63	0.00		1.68 MIS. E. US 183S	HHHF	24	1	10		80	1	0	5									
I040B	20-47	N	03.90	0.40		0.60 MIS. W. I-40	HHHE	24	1	10		86	1	0	5									
I040B	20-47	S	03.90	0.00		0.60 MIS. W. I-40	HHHF	24	1	10		84	1	0	5									
I040B	20-47	N X	04.20	142			BRDG				22	AD		0	5									
I040B	20-47	S X	04.20	142			BRDG				25	FO		0	5	03	2	1		31			2,695	
I040B	20-47	N	04.30	0.29		0.31 MIS W. I-40 N22	HHHF	24	1	10		84	1	0	5									
I040B	20-47	S	04.30	0.00		0.31 MIS W. I-40 N22	HHHF	24	1	10		81	1	0	5									
I040B	20-47	N	04.59	0.31		JCT I - 40 (E. SIDE)	HHHF	24	1	10		84	1	0	5									
I040B	20-47	S	04.59	0.00		JCT I - 40 (E. SIDE)	HHHF	24	1	10		84	1	0	5									
I040B	20-47	X	04.86	0			UP-H					AD		0	5									
I040B	20-47	X	04.88	0			UP-H					AD		0	5									5,360
I040B	20-54	N	00.00	WEATHERF	0.15	BEG CURBS	HHHF	24	1	10		90	1	0	3									
I040B	20-54	S	00.00		0.00	BEG CURBS	HHHF	24	1	10		91	1	0	3									
I040B	20-54	X	00.00		0	BEG CURBS	UP-H					AD		0	3									
I040B	20-54	X	00.02		0		UP-H					AD		0	3									
I040B	20-54		00.15		0.21	JCT SH 54 WEST	LLOH	50	4			79	1	0	3									
I040B	20-54	X	00.18		0		UP-R					AD		0	3									
I040B	20-54		00.36		0.07	8TH ST WIDTH CHANGE	LLOH	64	4			81	1	0	3									
I040B	20-54		00.43		0.23	STATES ST -TC-	IJA	75	4			85	1	0	3									
I040B	20-54		00.66		0.23	INDIANA ST WIDTH CHN	LLOH	48	4			82	1	0	3									
I040B	20-54		00.89		0.47	LEV CLINTON C/L WASH	IILA	48	4			90	1	0	3									
I040B	20-54	N	01.36	0.22		JCT I 40	HHHF	24	1	4		88	1	0	3									
I040B	20-54	S	01.36	0.00		JCT I 40	HHHF	24	1	4		88	1	0	3									
I040B	20-54	X	01.54	0			UP-H					FO		0	3	27	4	6		31			13,441	
I040B	20-54	X	01.57	0			UP-H					FO		0	3	27	4	6		31			13,441	26,882
County Total				174.00	19.71	193.70																6,945	100,937	107,882

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- DELAWARE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2102	US 59	13.60	ADAIR COUNTY LINE	NORTHWESTERLY	JCT. US 412A & SH 10 IN KANSAS	
2104	US 59	17.24	JCT. US 412A & SH 10 IN KANSAS	NORTHERLY	JCT. SH 20, 1.0 SW OF JAY	
2106	US 59	21.48	SH 20, 1.0 SW OF JAY	NORTHERLY	OTTAWA COUNTY LINE	
2108	US 60	3.94	CRAIG COUNTY LINE	EAST & NORTHERLY	OTTAWA COUNTY LINE	
2110	SH 10	3.40	ADAIR COUNTY LINE	NORTHERLY	JCT. US 59 IN KANSAS	
2114	SH 10	8.12	JCT. US 59(MAIN ST & THIRD ST)IN GROVE	EAST & NORTHERLY	OTTAWA COUNTY LINE	
2118	SH 20	11.04	MAYES COUNTY LINE	EASTERLY	JCT. US 59 S.W. OF JAY	
2122	SH 20	16.47	JCT. US 59 E. EDGE OF JAY	EAST & NORTHERLY	TRI-STATE CORNER; OKLA.-ARK.-MO.	
2126	SH 25	5.20	JCT. SH 10 E. OF GROVE	EASTERLY	MISSOURI STATE LINE	
2128	SH 28	10.24	MAYES COUNTY LINE(W. SIDE STR.)	SOUTHEASTERLY	JCT. SH 20, W. OF JAY	
2130	US 412A	13.60	MAYES COUNTY LINE	EASTERLY	JCT. US 59 IN KANSAS	
2134	US 412	0.07	JCT. US 59 IN WEST SILOAM SPRINGS	EASTERLY	ARKANSAS STATE LINE	
2136	SH 85	10.41	CRAIG COUNTY LINE	EAST & NORTHERLY	JCT. US 60	
2138	SH 85A	5.68	JCT. SH 85, 2.8 MI. W. OF BERNICE	EASTERLY	JCT SH 125 N. OF MONKEY ISLAND	
2139	SH 116	11.55	JCT. US 59 W. OF COLCORD	EASTERLY	ARKANSAS STATE LINE	
2140	SH 412A	2.98	CHEROKEE COUNTY LINE S.E. OF OAKS	NORTHERLY	JCT. US 412A AT TWIN OAKS	
2141	SH 125	8.83	5.38 MIS. S. OF JCT SH 85A	NORTHERLY	OTTAWA COUNTY LINE	AGENDA ITEM (9.83 MILES BEFORE)
2142	SH 127	13.08	JCT. US 59(WASHBOURNE & WHITEHEAD STS)IN JAY	NORTHWEST & EASTERLY	JCT US 59 NORTH OF JAY	
2144	US 412	17.49	MAYES COUNTY LINE	EASTERLY	JCT US 412A AT FLINT	CHEROKEE TURNPIKE

194.42 TOTAL COUNTY MILEAGE



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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U059	21-02	00.00		0.25	0.25 MIS N ADAIR CO/	7,400	IIHB	24	2	4	71	3	0	3									
U059	21-02	00.25		0.55	SURFACE WIDTH CHANGE	7,300	IIHE	24	2	4	69	3	0	3	27	2	0	8	08		4,971		
U059	21-02	00.80		0.20	JCT US 412 EAST TC	6,800	IIHE	24	1	10	79	3	0	3									
U059	21-02	01.00		0.50	0.50 MIS. E. US 412E	15,700	IHHE	48	4		84	1	1	3									
U059	21-02	01.50		0.30	WIDTH CHANGE	15,400	IHHE	48	4		84	1	1	3									
U059	21-02	N 01.80		0.21	7.38 MIS E. US 412	13,000	IHDE	24	1	10	95	1	1	3									
U059	21-02	S 01.80		0.00	7.38 MIS E. US 412	13,000	IHDE	24	1	10	95	1	1	3									
U059	21-02	N 02.01		2.99	LEV W SILOAM SPG U/L	11,100	IVHE	24	1	10	96	1	1	3									
U059	21-02	S 02.01		0.00	LEV W SILOAM SPG U/L	11,100	IVWT	24	1	10	96	1	1	3									
U059	21-02	N 05.00		0.25	LEV W SILOAM SPG C/L	12,100	IVHE	24	1	10	96	1	1	3									
U059	21-02	S 05.00		0.00	LEV W SILOAM SPG C/L	12,100	IVWT	24	1	10	96	1	1	3									
U059	21-02	N 05.25	2.17		1.97 MIS E. US 412	12,100	IVHE	24	1	10	96	1	1	3									
U059	21-02	S 05.25	0.00		1.97 MIS E. US 412	12,100	IVWT	24	1	10	96	1	1	3									
U059	21-02	N 07.42	0.20		1.77 MIS E. US 412	11,900	IVWT	24	1	10	97	1	1	3									
U059	21-02	S 07.42	0.00		1.77 MIS E. US 412	11,900	IVWT	24	1	10	96	1	1	3									
U059	21-02	N 07.62	1.29		0.48 MIS E. US 412	11,900	IVWT	24	1	10	96	1	1	3									
U059	21-02	S 07.62	0.00		0.48 MIS E. US 412	11,900	IVWT	24	1	10	97	1	1	3									
U059	21-02	N 08.91	0.48		JCT US 412 (TOLL RD)	11,700	IVHE	24	1	10	96	1	1	3									
U059	21-02	S 08.91	0.00		JCT US 412 (TOLL RD)	11,700	IVHE	24	1	10	96	1	1	3									
U059	21-02	N X 09.12	302			11,700	BRDG				29	AD		1	3								
U059	21-02	S X 09.12	302			11,700	BRDG				29	AD		1	3								
U059	21-02	09.39	0.78		0.78 MIS W. US 412	4,700	IHDE	24	3	3	74	2	0	5									
U059	21-02	X 09.62	302			4,700	UPHP				AD		0	5									
U059	21-02	10.17	2.81		ENT. KANSAS C/L	3,900	IHDE	24	3	3	74	1	0	5									
U059	21-02	X 11.23	23			3,900	BXUF				HS	NR		0	5								
U059	21-02	X 11.89	23			3,900	BXUF				HS	NR		0	5								
U059	21-02	X 12.53	614			3,900	OP-H				38	AD		0	5								
U059	21-02	12.98	KANSAS	0.50	0.12 MIS. E. SH 10	3,900	IHDE	24	3	3	74	1	0	5									
U059	21-02	13.48		0.12	JCT. SH 10	3,900	IHDE	24	3	3	79	1	0	5								4,971	
U059	21-04	00.00		0.25	LEAVE KANSAS C/L	2,900	IIHB	24	6	4	70	1	0	4									
U059	21-04	00.25	0.34		0.59 MIS. N. US 412A	3,200	IIHB	24	1	10	79	1	0	4									
U059	21-04	00.59	3.68		JCT. SH 116	3,500	IIHB	24	6	4	73	1	0	4									
U059	21-04	X 00.70	226			3,500	OP-H				36	AD		0	4								
U059	21-04	04.27	12.44		ENTER JAY C/L	3,000	IHDB	24	6	4	64	1	0	4	05	2	0	2	02		21,427		
U059	21-04	X 12.70	563			3,000	BRDG				16	SD		0	4	05	2	1	31		3,565		
U059	21-04	16.71	JAY	0.53	JCT SH 20 WEST	3,700	IHDB	24	6	4	64	1	0	4	05	2	0	2	02		917	25,909	
U059	21-06	00.00		0.91	0.91 MIS. N. SH 20W	11,600	II0B	52	4		92	1	0	4									
U059	21-06	00.91		0.44	1.35 MIS. N. SH 20W	9,100	II0B	52	4		92	1	0	4									
U059	21-06	01.35		0.16	9TH STREET	9,100	II0B	52	4		92	1	0	4									
U059	21-06	01.51		0.08	WOODS STREET	9,100	II0B	52	4		92	1	0	4									
U059	21-06	01.59		0.07	JCT SH 127 WASH. TC	9,100	IHHB	70	4		85	2	0	4									
U059	21-06	01.66		0.09	0.09 MIS. E. SH 127	9,400	IIHE	70	4		87	2	0	4									
U059	21-06	01.75		0.28	0.13 MIS. S. SH 20 E	8,100	II0E	38	4		95	1	0	4									
U059	21-06	02.03		0.13	JCT SH 20 EAST	8,100	II0E	66	4		97	1	0	4									
U059	21-06	02.16		1.09	1.09 MIS. N. SH 20 E	7,200	II0E	66	4		97	1	0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U059	21-06	03.25		0.11	1.20 MIS. N. SH 20 E	7,600	II0E	48	1	10		95	1	0	4								
U059	21-06	03.36		0.93	LEV. JAY C/L	7,600	II0E	48	1	10		76	1	0	4								
U059	21-06	04.29	0.79		2.92 N SH 20 EAST	7,600	IHHE	24	3	3		31	3	0	4	04	4	0	3	06		2,740	
U059	21-06	05.08	1.54		0.69 S SH 127 WEST	7,600	IHHE	24	1	10		41	3	0	4	04	4	0	3	05		3,780	
U059	21-06	X 06.18	33			7,600	BXUF				HS	NR		0	4	04	4	2		33		663	
U059	21-06	06.62	0.69		JCT SH 127 WEST	7,600	IHHE	24	2	4		14	3	0	4	04	4	0	3	06		2,325	
U059	21-06	07.31	3.98		3.98 MIS. N. SH 127W	7,500	IHHE	24	3	3		11	3	0	4	04	4	0	3	06		13,940	
U059	21-06	11.29	0.11		ENTER GROVE U/L	7,400	II0E	48	1	10		93	1	0	4								
U059	21-06	11.40	0.65		4.74 MIS. N. SH 127W	7,000	II0E	48	1	10		89	1	0	3								
U059	21-06	12.05	0.26		ENTER GROVE C/L	7,000	II0E	48	1	5		95	1	0	3								
U059	21-06	X 12.21	383			7,000	BRDG				53	AD		0	3								
U059	21-06	12.31		0.25	1.60 MIS. S. SH 10E	7,000	II0E	48	1	5		95	1	0	3								
U059	21-06	12.56		0.69	0.91 MIS S. SH 10 E	7,000	LL0E	52	4			100	1	0	3								
U059	21-06	X 13.24		23		7,000	BXUF				HS	NR		0	3								
U059	21-06	13.25		0.21	13TH ST	8,000	HHHE	24	3	5		67	1	0	3	29	2	0	7	08		1,065	
U059	21-06	13.46		0.55	SURF WIDTH CHANGE	8,100	HHHE	24	1	4		67	1	0	3	29	2	0	7	08		2,817	
U059	21-06	14.01		0.10	0.05 S SH 10 EAST	11,000	HHHE	24	1	4		59	2	0	3	28	4	0	6	08		506	
U059	21-06	14.11		0.05	JCT SH 10 EAST TC	11,000	IIHE	60	4			75	2	0	3	28	4	0	6	08		254	
U059	21-06	14.16		0.15	WIDTH CHANGE BROADWA	11,700	IIHE	63	4			77	3	0	3	28	4	0	7	09		1,103	
U059	21-06	14.31		0.15	SHLDR CHANGE	12,200	HHHE	24	1	6		76	3	0	3	28	4	0	7	09		1,408	
U059	21-06	14.46		0.07	0.37 MIS. W. SH 10	12,700	HHHE	24	1	8		69	3	0	3	28	4	0	7	09		652	
U059	21-06	14.53		0.30	6.61 S OTTAWA CO LIN	10,500	IHHB	24	3	5		73	2	0	3	28	4	0	7	08		3,487	
U059	21-06	14.83		3.48	3.17 S OTTAWA CO LIN	9,600	IHHB	24	3	8		37	3	0	3	28	4	0	7	50			
U059	21-06	18.31		0.32	LEAVE GROVE UC/L	10,800	II0T	48	1	10		87	1	0	3								
U059	21-06	E 18.63	0.58		2.27 S OTTAWA CO LIN	10,800	LL0A	24	4			94	1	0	4								
U059	21-06	W 18.63	0.00		SAILBOAT BRIDGE	10,800	LL0A	24	4			94	1	0	4								
U059	21-06	E X 18.83	3044			10,800	BRDG				23	AD		0	4								
U059	21-06	W X 18.83	2548			10,800	BRDG				23	AD		0	4								
U059	21-06	19.21	0.21		2.06 S OTTAWA CO LIN	10,800	II0T	48	1	10		92	1	0	4								
U059	21-06	19.42	0.62		1.44 MI S OTTAWA CO/	9,500	IHHB	24	3	8		61	3	0	4	04	4	0	3	06		2,248	
U059	21-06	20.04	0.32		1.12 MI S OTTAWA CO/	9,500	II0E	24	5	4		70	3	0	4								
U059	21-06	20.36	1.12		OTTAWA CO/LINE	7,200	IHHB	24	3	8		69	2	0	4	04	4	0	3	06		4,070	
U060	21-08	00.00	1.06		JCT SH 85 SOUTH	5,500	IHLA	24	1	10		88	2	0	4								
U060	21-08	01.06	2.88		OTTAWA CO LINE	3,900	IHLA	24	1	10		80	1	0	4							0	
S010	21-10	00.00	2.38		ENT KANSAS CL-57TH S	2,900	IIHE	24	3	4		47	1	0	5	08	2	0	3	02		4,604	
S010	21-10	02.38	KANSAS	0.92	0.10 MIS. S. US 59	2,700	IIHE	24	3	4		68	1	0	5	08	2	0	3	02		1,778	
S010	21-10	03.30		0.10	JCT US 59	2,800	IIHE	24	3	4		52	1	0	5	08	2	0	3	01		129	
S010	21-14	00.00	GROVE	0.07	HAZEL ST	10,500	IHHB	73	4			85	2	0	4								
S010	21-14	00.07		0.19	OSAGE ST	10,800	IHHB	24	1	8		88	2	0	4								
S010	21-14	X 00.15		47		10,800	BXUF				HS	NR		0	4								
S010	21-14	00.26		0.14	END PAVED SHLD	9,000	IHHB	24	1	6		91	1	0	4								
S010	21-14	00.40		0.38	LEV GROVE C/L SHUNDI	7,300	IHHB	24	3	8		74	1	0	4								
S010	21-14	00.78	0.46		ENTER GROVE C/L	6,300	IHHB	24	3	8		73	1	0	4								
S010	21-14	01.24		1.03	LEAVE GROVE UC/L	5,400	IHHB	24	3	8		77	1	0	4								
S010	21-14	02.27	1.00		JCT SH 25 EAST	5,300	IHHB	24	3	8		78	1	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S010	21-14		0.99		5,700	IHHB	24	3	6		82	1	0	5									
S010	21-14	X 03.30	42		5,700	BXUF				HS	NR		0	5									
S010	21-14		0.86		4,100	IHHB	24	3	6		82	1	0	5									
S010	21-14		3.00		3,300	IHHB	24	1	4		77	1	0	5									
S010	21-14	X 05.97	48		3,300	BXUF				HS	NR		0	5									
S010	21-14	X 06.66	803		3,300	BRDG				31	SD		0	5	08	2	1		31		4,839	4,839	
S020	21-18		6.52		1,900	IHDD	24	3	4		61	1	0	4	05	2	0	4	03		19,723		
S020	21-18	X 04.80	34		1,900	BXUF				HS	NR		0	4	05	2	2		33		644		
S020	21-18		4.52		3,400	IHDD	24	3	3		69	3	0	4	05	2	0	4	02		9,052	29,419	
S020	21-22		0.00		2,600	IHDB	24	1	4		85	1	0	5									
S020	21-22		10.60	0.42	2,300	IHDB	24	1	4		78	1	0	5									
S020	21-22	X 01.17	34		2,300	BXUF				HS	NR		0	5									
S020	21-22	X 01.37	125		2,300	BRDG				36	AD		0	5									
S020	21-22	X 02.78	34		2,300	BXUF				HS	NR		0	5									
S020	21-22	X 03.00	22		2,300	BXUF				HS	NR		0	5									
S020	21-22	X 11.02	5.45		2,900	IIDB	24	3	4		65	1	0	5	08	2	0	4	01		7,883	7,883	
S025	21-26		5.20		3,400	IHHB	24	3	4		75	1	0	5									
S025	21-26	X 00.52	47		3,400	BXUF				HS	NR		0	5									
S025	21-26	X 03.74	41		3,400	BXUF				HS	NR		0	5								0	
S028	21-28		10.24		1,800	DHHD	22	3	2		53	1	0	5	08	2	0	3	01		13,458	13,458	
U412A	21-30		1.60		2,500	IHHP	24	3	3		86	1	0	5									
U412A	21-30		0.80		2,500	IHHP	24	1	8		76	1	0	5									
U412A	21-30	X 02.15	181		2,500	OP-H				36	AD		0	5									
U412A	21-30		7.20		2,600	IHHP	24	3	3		65	1	0	5	08	2	0	3	02		13,341		
U412A	21-30	X 05.10	39		2,600	BXUF				HS	NR		0	5									
U412A	21-30	X 05.37	34		2,600	BXUF				HS	NR		0	5									
U412A	21-30		2.50		3,100	IHHP	24	3	3		65	1	0	5	08	2	0	3	02		4,636		
U412A	21-30	X 11.96	54		3,100	BXUF				HS	NR		0	5									
U412A	21-30		KANSAS	1.50	5,800	IHHP	24	3	3		61	3	0	5	07	2	0	3	02		2,927	20,904	
U412	21-34		W. SILOA	0.07	20,800	IHHP	48	4			90	1	1	3								0	
S085	21-36		8.28		3,000	IHDE	22	2	1		48	1	0	5	08	2	0	3	02		15,333		
S085	21-36	X 03.15	45		3,000	BRDG				14	FO		0	5	08	2	2		31		1,120		
S085	21-36		2.13		2,100	IHDE	22	2	2		64	1	0	5	08	2	0	3	01		2,794	19,247	
S085A	21-38		2.40		2,700	IIHE	22	3	1		55	1	0	5	08	2	0	2	01		3,060		
S085A	21-38		0.40	0.40	2,700	HHHE	22	3	3		69	1	0	5	08	2	0	1	01		474		
S085A	21-38		0.40	0.40	2,700	IHDE	20	3	4		68	1	0	5	08	2	0	1	01		474		
S085A	21-38		0.78		3,100	IHDI	24	3	4		61	1	0	5	08	2	0	1	01		907		
S085A	21-38	X 03.38	936		3,100	BRDG				41	SD		0	5	08	2	2		31		5,520		
S085A	21-38		0.95		3,300	IHDI	24	3	4		61	1	0	5	08	2	0	1	01		1,102		
S085A	21-38		0.23		3,300	IHDI	24	3	4		61	1	0	5	08	2	0	1	01		265		
S085A	21-38		0.52		3,300	IHDI	24	3	4		61	1	0	5	08	2	0	1	01		598	12,400	
S116	21-39		3.40		1,300	IHHD	22	3	2		44	1	0	5	09	2	0	4	03		7,958		
S116	21-39	X 02.74	90		1,300	BRDG				36	SD		0	5	09	2	2		31		1,421		
S116	21-39		COLCORD	0.38	1,700	IHHD	22	3	2		44	1	0	5	08	2	0	4	03		1,147		
S116	21-39		0.54		2,100	IHHD	22	3	2		65	1	0	5	08	2	0	4	01		769		

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S116	21-39	04.32		0.10	COLCORD AVE	2,500	IHHD	24	1	10		77	1	0	5								
S116	21-39	04.42		0.48	KIETHLY RD	2,200	IHHD	22	3	2		65	1	0	5	08	2	0	3	01			630
S116	21-39	04.90		0.27	LEAVE COLCORD C/L	2,400	IHHD	22	3	2		57	1	0	5	08	2	0	3	03			685
S116	21-39	05.17	6.38		ARKANSAS STATE LINE	2,500	IHHD	22	3	2		55	1	0	5	08	2	0	3	03			16,024
S412A	21-40	00.00	OAKS	0.25	JOHN ROSS ST	1,700	IIHP	20	3	2		76	1	0	5								
S412A	21-40	00.25		0.07	0.32 MI N CHEROKEE C	1,700	IIHP	20	3	2		78	1	0	5								
S412A	21-40	00.32		0.08	0.40 MI N CHEROKEE C	1,700	IIHP	20	3	2		78	1	0	5								
S412A	21-40	00.40		0.16	BEG BRFY-21C(242)	1,800	IIHP	20	3	2		77	1	0	5								
S412A	21-40	00.56		0.29	END BRFY-21C(242)	1,800	II0E	24	6	6		87	1	0	5								
S412A	21-40	X 00.72		181		1,800	BRDG				33	AD		0	5								
S412A	21-40	00.85		0.15	LEAVE OAKS C/L E058	1,900	IIHP	20	3	2		78	1	0	5								
S412A	21-40	01.00	0.48		1.50 MIS. S. SH 33	1,900	IIHP	20	3	2		76	1	0	5								
S412A	21-40	01.48	0.51		0.99 MIS S SH 33 E05	1,900	IIHP	20	3	2		76	1	0	5								
S412A	21-40	01.99	0.99		END JCT SH 33	1,700	IIHP	20	3	2		71	1	0	5								0
S125	21-41	00.00	2.35		BEGIN OVLAY	1,500	IHHL	22	3	3		81	1	0	5								
S125	21-41	02.35	3.03		JCT SH 85A	2,500	IHHL	22	3	3		81	1	0	5								
S125	21-41	05.38	3.45		OTTAWA CO LINE	4,000	IHHL	22	3	3		61	2	0	5	08	2	0	3	03			8,662
S127	21-42	00.00	JAY	0.09	WDTH CHNG DELAWARE S	330	IHHD	66	4			72	1	0	5								
S127	21-42	00.09		0.06	WDTH CHNG CHEROKEE S	330	IHAD	24	2	6		69	1	0	5	30	2	0	6	08			130
S127	21-42	00.15		0.15	7TH STREET	330	IHHD	22	3	4		73	1	0	5								
S127	21-42	00.30		0.50	LEV JAY C/L 14TH	330	IHHD	22	3	2		49	1	0	5	13	2	0	3	01			329
S127	21-42	00.80	6.91		5.33 W US 59	430	IHHA	22	3	2		48	1	0	5	13	2	0	3	01			4,488
S127	21-42	X 05.07	52			430	BRDG				7	SD		0	5	13	2	1	31				1,120
S127	21-42	07.71	0.52		4.81 W US 59	890	IIDD	20	3	2		54	1	0	5	13	2	0	3	01			338
S127	21-42	08.23	4.85		JCT US 59	1,600	IIDD	22	3	1		55	1	0	5	13	2	0	3	01			2,959
U412	21-44	N 00.00	1.98		JCT US 412A	6,600	LL0G	24	1	10		93	1	1	3								
U412	21-44	S 00.00	0.00		JCT US 412A	6,600	LL0G	24	1	10		93	1	1	3								
U412	21-44	X 00.99	52			6,600	UP-H					AD		1	3								
U412	21-44	N 01.98	11.22		JCT US 59	6,600	LL0G	24	1	10		93	1	1	3								
U412	21-44	S 01.98	0.00		JCT US 59	6,600	LL0G	24	1	10		93	1	1	3								
U412	21-44	X 02.00	153			6,600	UP-H					AD		1	3								
U412	21-44	N X 03.00	153			6,600	OP-H				36	AD		1	3								
U412	21-44	S X 03.00	168			6,600	OP-H				36	AD		1	3								
U412	21-44	X 04.00	52			6,600	UP-H					AD		1	3								
U412	21-44	X 05.01	52			6,600	UP-H					AD		1	3								
U412	21-44	N X 05.92	102			6,600	BRDG				36	AD		1	3								
U412	21-44	S X 05.92	100			6,600	BRDG				36	AD		1	3								
U412	21-44	X 06.02	52			6,600	UP-H					AD		1	3								
U412	21-44	X 07.03	52			6,600	UP-H					AD		1	3								
U412	21-44	X 08.01	52			6,600	UP-H					AD		1	3								
U412	21-44	X 08.14	30			6,600	BXBR				HS	AD		1	3								
U412	21-44	X 09.04	52			6,600	UP-H					AD		1	3								
U412	21-44	X 09.90	40			6,600	BXBR				HS	AD		1	3								
U412	21-44	X 10.04	52			6,600	UP-H					AD		1	3								
U412	21-44	X 11.09	52			6,600	UP-H					AD		1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

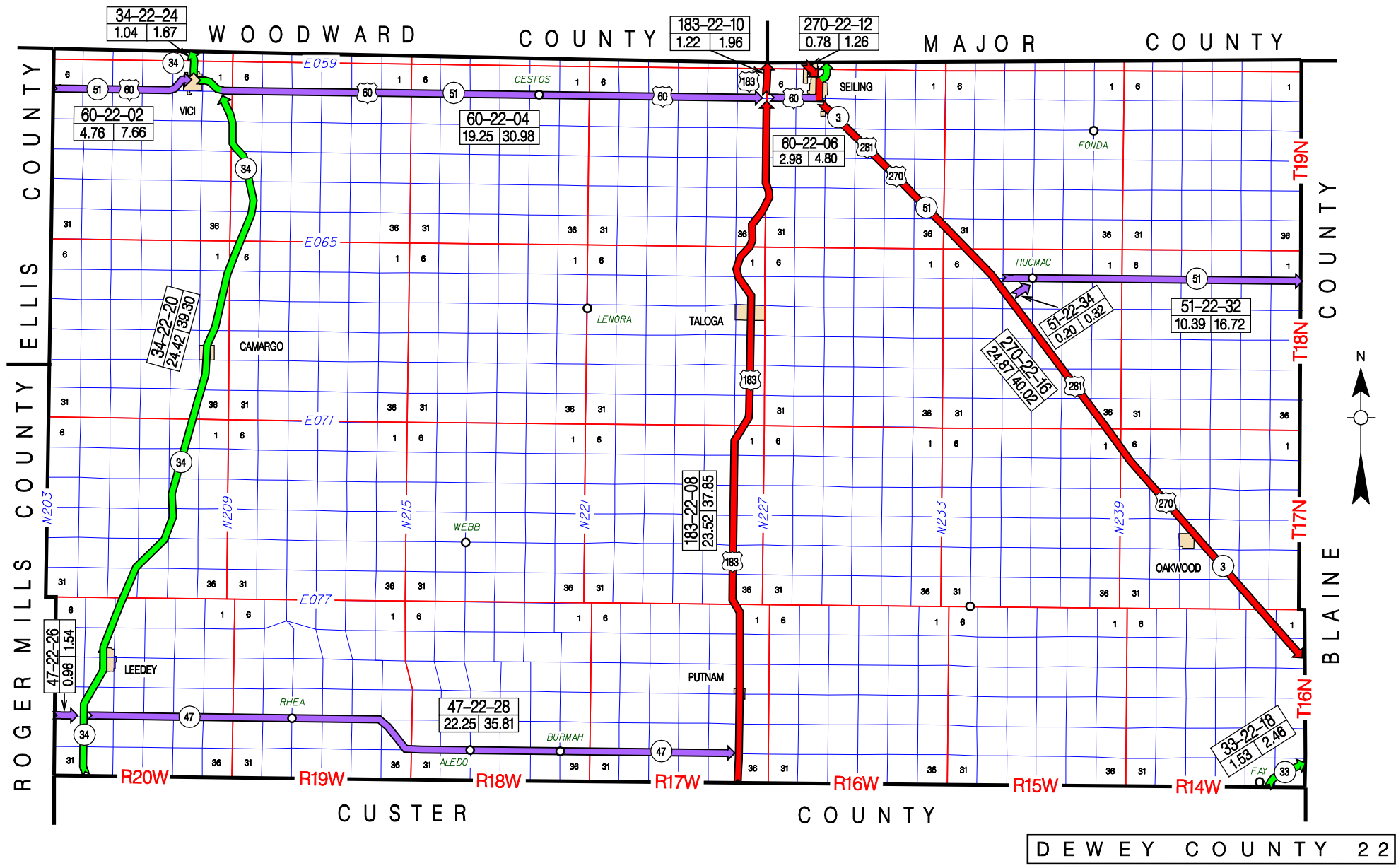
Delaware County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				Roadway
U412	21-44	X 12.15	52			6,600	UP-H				AD		1	3										
U412	21-44	X 12.35	40			6,600	BXUF			HS	NR		1	3										
U412	21-44	N 13.20	4.29		JCT US 412A & US 59	6,900	LL0G	24	1	10		93	1	1	3									
U412	21-44	S 13.20	0.00		JCT US 412A & US 59	6,900	LL0G	24	1	10		93	1	1	3									
U412	21-44	X 13.20	46		JCT US 412A & US 59	6,900	UPHP				AD		1	3										
U412	21-44	X 14.30	46			6,900	UPHP				AD		1	3										
U412	21-44	X 14.84	46			6,900	BXBR			HS	AD		1	3										
U412	21-44	N X 16.49	165			6,900	OP-H				29	AD	1	3										
U412	21-44	S X 16.49	165			6,900	OP-H				36	AD	1	3										
U412	21-44	X 16.60	44			6,900	BXUF				HS	NR	1	3										
U412	21-44	N X 17.22	260			6,900	BRDG				29	AD	1	3										
U412	21-44	S X 17.22	195			6,900	BRDG				29	AD	1	3										0
County Total			166.96	28.21	195.10																	214,367	18,892	233,259

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- DEWEY COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2202	US 60	4.76	ELLIS COUNTY LINE	EASTERLY	JCT. SH 34 N(MAIN ST & BROADWAY)IN VICI	
2204	US 60	19.25	JCT. SH 34 N(MAIN ST & BROADWAY)IN VICI	EASTERLY	JCT. US 183 W. OF SEILING	
2206	US 60	2.98	JCT. US 183 W. OF SEILING	EAST & NORTHERLY	MAJOR COUNTY LINE	
2208	US 183	23.52	CUSTER COUNTY LINE	NORTHERLY	JCT. US 60, W. OF SEILING	
2210	US 183	1.22	JCT. US 60, W. OF SEILING	NORTHERLY	MAJOR-WOODWARD COUNTY LINE	
2212	US 270	0.78	MAJOR COUNTY LINE	SOUTHEASTERLY	JCT. US 60 IN SEILING	
2216	US 270	24.87	JCT. US 60(SHEPHERD ST & MAIN ST)IN SEILING	SOUTHEASTERLY	BLAINE COUNTY LINE	
2218	SH 33	1.53	CUSTER COUNTY LINE	NORTHEASTERLY	BLAINE COUNTY LINE	
2220	SH 34	24.42	CUSTER COUNTY LINE	NORTHERLY	JCT. US 60, E. OF VICI	
2224	SH 34	1.04	JCT. US 60(BROADWAY & MAIN ST) IN VICI	NORTHERLY	WOODWARD COUNTY LINE	
2226	SH 47	0.96	ROGER MILLS COUNTY LINE	EASTERLY	JCT. SH 34 S. OF LEEDEY	
2228	SH 47	22.25	JCT. SH 34 S. OF LEEDEY	EASTERLY	US 183 S. OF PUTNAM	
2232	SH 51	10.39	US 270 W. OF HUCMAC	EASTERLY	BLAINE COUNTY LINE	
2234	SH 51	0.20	US 270	EAST (WYE LEG)	SH 51	

138.17 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

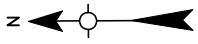
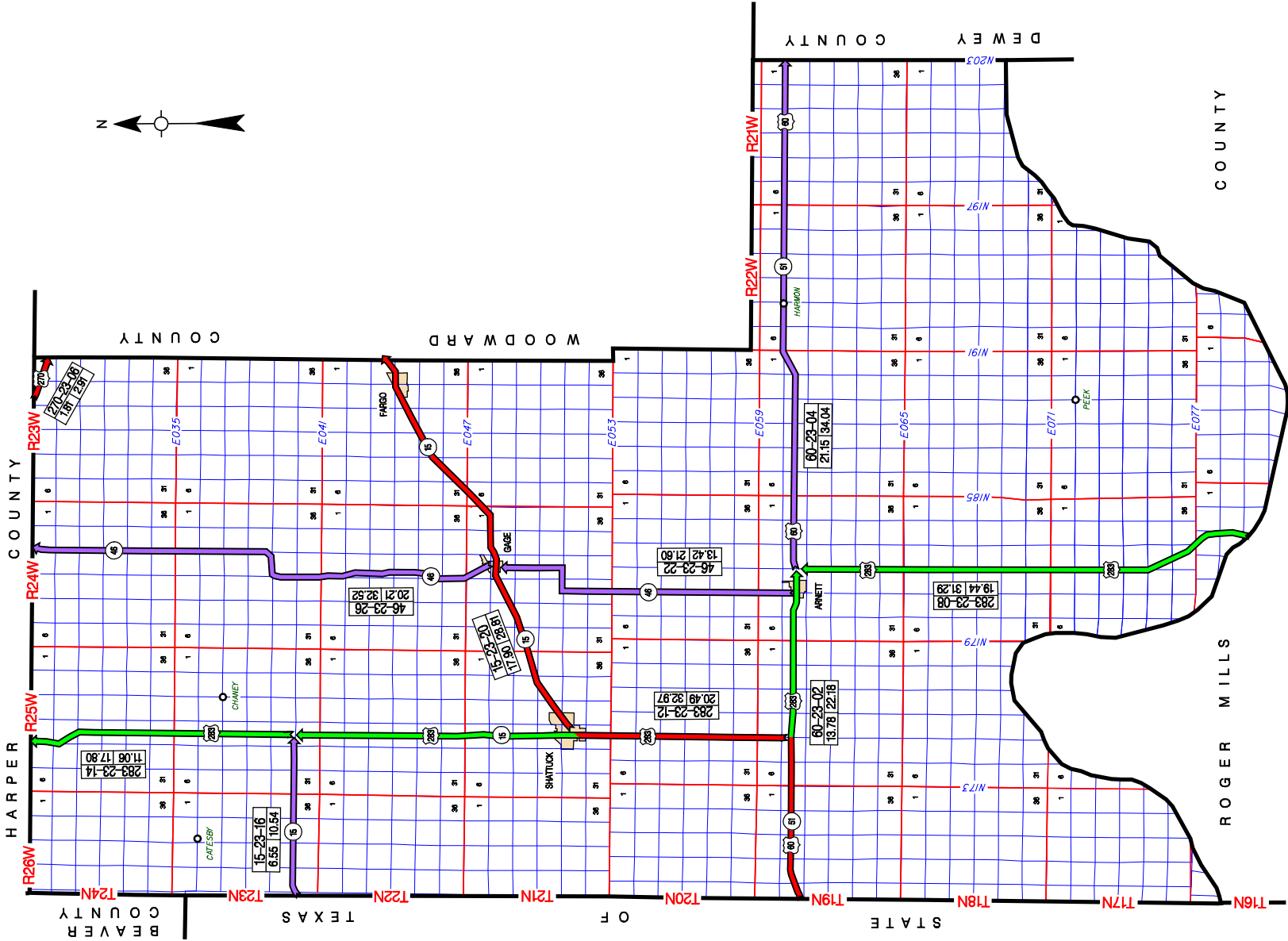
Dewey County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S034	22-20	14.85	CAMARGO		DONLEY STREET	1,100	IIDL	24	1	6	76	1	0	4									
S034	22-20	15.00		0.14	BLACK STREET	1,100	IIDL	24	1	10	77	1	0	4									
S034	22-20	15.14		0.23	LEAVE CAMARGO C/L	1,100	IIDL	24	1	4	71	1	0	4									
S034	22-20	15.37	3.05		6.0 MIS S OF US 60	1,100	DIDL	24	1	4	73	1	0	4									
S034	22-20	18.42	1.55		4.45 MIS S. OF US 60	1,100	DHDL	24	1	4	73	1	0	4									
S034	22-20	19.97	2.65		2.65 MIS S OF US 60	1,200	DHDL	24	1	4	74	1	0	4									
S034	22-20	22.62	1.50		0.30 MIS. S. US 60	1,300	DHDL	24	1	4	75	1	0	4									
S034	22-20	24.12	0.30		JCT US 60	1,200	IIDL	24	1	4	76	1	0	4								30,887	
S034	22-24	00.00	VICI		7TH STREET	1,900	DSDL	80	4		77	1	0	4									
S034	22-24	00.07		0.08	E. 8TH STREET	1,700	DSDL	24	1	4	71	1	0	4									
S034	22-24	00.15		0.26	LEAVE VICI C/L	1,700	DSDL	24	1	4	70	1	0	4									
S034	22-24	00.41	0.63		WOODWARD CO LINE	1,800	DSDL	24	1	4	75	1	0	4								0	
S047	22-26	00.00	0.96		JCT SH 34	640	IIDL	24	6	5	81	1	0	5									
S047	22-26	X 00.43	23			640	BXBR				HS	AD	0	5								0	
S047	22-28	00.00	6.00		6.00 MIS. E. SH 34	540	HHDL	24	6	4	72	1	0	5									
S047	22-28	X 00.60	34			540	BXBR				HS	AD	0	5									
S047	22-28	X 03.40	34			540	BXBR				HS	AD	0	5									
S047	22-28	X 04.32	23			540	BXBR				HS	AD	0	5									
S047	22-28	X 05.10	23			540	BXBR				HS	AD	0	5									
S047	22-28	06.00	4.00		10.00 MIS. E. SH 34	500	HHDL	24	6	4	73	1	0	5									
S047	22-28	X 07.92	23			500	BXBR				HS	AD	0	5									
S047	22-28	10.00	12.25		JCT US 183	440	HHDL	24	6	4	71	1	0	5									
S047	22-28	X 16.98	23			440	BXBR				HS	AD	0	5									
S047	22-28	X 18.65	28			440	BXBR				HS	AD	0	5									
S047	22-28	X 19.08	41			440	BXBR				HS	AD	0	5								0	
S051	22-32	00.00	0.34		JCT SH 51 WYE LEG	670	DIDL	24	3	3	86	1	0	5									
S051	22-32	00.34	10.05		BLAINE CO LINE	870	DIDL	24	3	4	74	1	0	5									
S051	22-32	X 08.86	28			870	BXBR				HS	AD	0	5								0	
S051	22-34	00.00	0.20		JCT SH 51	220	DIDL	24	3	5	87	1	0	5								0	
County Total			133.02	5.15	138.10																94,638	23,706	118,344

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- ELLIS COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2302	US 60	13.78	TEXAS STATE LINE	EASTERLY	JCT US 283 SOUTH, E. OF ARNETT	
2304	US 60	21.15	JCT. US 283 S., E. OF ARNETT	EASTERLY	DEWEY COUNTY LINE	
2306	US 270	1.81	HARPER COUNTY LINE	SOUTHEASTERLY	WOODWARD COUNTY LINE	
2308	US 283	19.44	ROGER MILLS COUNTY LINE (S. END BR.)	NORTHERLY	JCT. US 60, E. OF ARNETT	REINVENTORIED 2005 (19.49 MI. BEFORE)
2312	US 283	20.49	JCT. US 60 W. OF ARNETT	NORTHERLY	JCT. SH 15 W., N. OF SHATTUCK	REINVENTORIED 2005 (20.58 MI. BEFORE)
2314	US 283	11.06	JCT. SH 15W., N. OF SHATTUCK	NORTHERLY	HARPER COUNTY LINE	
2316	SH 15	6.55	TEXAS STATE LINE	EASTERLY	JCT. US 283 N. OF SHATTUCK	
2320	SH 15	17.90	JCT. US 283 IN SHATTUCK (N. END LEG)	NORTHEASTERLY	WOODWARD COUNTY LINE	REINVENTORIED 2005 (18.10 MI. BEFORE)
2322	SH 46	13.42	JCT. US 60(RENFRO AVE & SEC LINE RD)IN ARNETT	NORTHERLY	JCT. SH 15(FIFTH ST & GARFIELD ST)IN GAGE	
2326	SH 46	20.21	JCT. SH 15(FIFTH ST & CLARK ST)IN GAGE	NORTHERLY	HARPER COUNTY LINE	

145.81 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 6

Ellis County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	23-02	00.00	0.90		BEG NEW CONSTR.	1,600	IEDL	24	1	8		82	1	1	3								
U060	23-02	00.90	1.09		END NEW CONSTR.	1,500	II0E	24	1	8		95	1	1	3								
U060	23-02	X 01.41	245			1,500	OP-R				36	AD	1	1	3								
U060	23-02	01.99	4.78		JCT US283	1,700	EHDL	24	6	5		74	1	1	3								
U060	23-02	X 06.48	21			1,700	BXUF				HS	NR	1	1	3								
U060	23-02	06.77	5.80		ENT ARNETT C/L POLK	1,200	DNDN	24	6	4		71	1	0	4								
U060	23-02	X 09.44	107			1,200	BRDG				36	AD	0	0	4								
U060	23-02	X 11.66	45			1,200	BXUF				HS	NR	0	0	4								
U060	23-02	12.57	ARNETT	0.22	JCT SH 46N LINCOLN	1,300	II0E	28	4			97	1	0	4								
U060	23-02	12.79		0.07	JACKSON ST	1,300	II0E	44	4			98	1	0	4								
U060	23-02	12.86		0.07	MAIN ST	1,800	II0E	28	4			98	1	0	4								
U060	23-02	12.93		0.07	WASHINGTON ST-TC	1,900	II0E	44	4			97	1	0	4								
U060	23-02	13.00		0.08	ADAMS ST	2,400	II0E	44	4			98	1	0	4								
U060	23-02	13.08		0.06	JEFFERSON ST	2,100	II0E	44	4			97	1	0	4								
U060	23-02	13.14		0.14	LEAVE ARNETT C/L	2,100	II0E	28	4			98	1	0	4								
U060	23-02	13.28	0.50		JCT US 283 SOUTH	2,100	IIDL	24	1	8		97	1	0	4								
U060	23-02	X 13.54	30			2,100	BXUF				HS	NR	0	0	4							0	
U060	23-04	00.00	4.01		4.01 E US 283	1,500	IIDL	24	6	5		77	1	0	5								
U060	23-04	04.01	5.14		9.15 MIS. E. US 283	1,200	IIDL	24	6	6		79	1	0	5								
U060	23-04	09.15	1.92		11.07 MIS. E. US 283	820	IIDL	24	6	6		79	1	0	5								
U060	23-04	11.07	10.08		DEWEY CO LINE	930	IIDL	24	6	6		80	1	0	5								
U060	23-04	X 13.61	54			930	BXUF				HS	NR	0	0	5							0	
U270	23-06	00.00	1.81		WOODWARD CO LINE	2,200	HIDL	24	1	8		91	1	1	3								
U270	23-06	X 01.56	42			2,200	BXUF				HS	NR	1	1	3							0	
U283	23-08	00.00	1.11		18.33 MIS. S. US 60	750	DHHN	24	1	4		83	1	0	4								
U283	23-08	X 00.00	3844		18.33 MIS. S. US 60	750	BRDG				36	AD	0	0	4								
U283	23-08	01.11	8.00		10.33 MIS. S. US 60	740	DNDL	24	1	4		79	1	0	4								
U283	23-08	09.11	10.33		JCT U.S. 60	840	DNDL	24	1	4		77	1	0	4								
U283	23-08	X 17.80	45			840	BXUF				HS	NR	0	0	4								
U283	23-08	X 17.88	37			840	BXUF				HS	NR	0	0	4							0	
U283	23-12	00.00	8.50		ROCK CREEK RD	1,800	IIDN	24	1	8		85	1	1	3								
U283	23-12	X 04.84	43			1,800	BXBR				HS	AD	1	1	3								
U283	23-12	X 07.06	46			1,800	BXBR				HS	AD	1	1	3								
U283	23-12	08.50	0.25		JCT SH 15 EAST	2,300	IIDN	24	1	8		87	1	1	3								
U283	23-12	08.75	SHATTUCK	0.17	10TH STREET	2,400	ISDN	24	1	8		83	1	0	4								
U283	23-12	08.92		0.21	WIDTH CHANGE 7TH ST	5,600	IHLA	60	4			82	1	0	4								
U283	23-12	09.13		0.48	OKLA AVE SHATTUCK TC	3,100	IHLA	59	4			81	1	0	4								
U283	23-12	09.61		0.20	LEAVE SHATTUCK C/L	1,400	SDDL	24	1	10		83	1	0	4								
U283	23-12	09.81	0.70		COUNTY RD EW05000	1,400	SDDL	24	3	6		62	1	0	4	05	2	0	3	02	1,306		
U283	23-12	10.51	4.96		COUNTY RD EW04500	990	HHDL	24	3	6		66	1	0	4	06	2	0	3	02	7,952		
U283	23-12	X 11.23	1321			990	BRDG				30	SD	0	0	4	06	2	1	31		7,424		
U283	23-12	15.47	5.02		JCT SH 15 WEST	790	HHDL	24	3	6		67	1	0	4	06	2	0	3	02	8,052		
U283	23-12	X 16.71	32			790	BXUF				HS	NR	0	0	4								
U283	23-12	X 17.52	21			790	BXUF				HS	NR	0	0	4								
U283	23-12	X 20.21	32			790	BXUF				HS	NR	0	0	4							24,734	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 6

Ellis County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U283	23-14	00.00	8.00		8.00 MI N SH 15	750	DHDL	24	3	5		72	1	0	4								
U283	23-14	X 00.58	131			750	BRDG				18	SD		0	4	06	2	1	31			1,687	
U283	23-14	X 00.72	32			750	BXUF				HS	NR		0	4								
U283	23-14	08.00	0.76		2.30 MI S HARPER CO/	810	DHDL	24	3	6		78	1	0	4								
U283	23-14	08.76	0.73		1.57 MI S HARPER CO/	810	DIIE	24	1	8		95	1	0	4								
U283	23-14	X 09.46	503			810	BRDG				29	AD		0	4								
U283	23-14	09.49	0.57		1.00 MI S HARPER CO/	810	DIIE	24	1	8		95	1	0	4								
U283	23-14	X 09.61	37			810	BXUF				HS	NR		0	4								
U283	23-14	10.06	1.00		HARPER CO LINE	810	DHDL	24	3	6		77	1	0	4							1,687	
S015	23-16	00.00	6.55		JCT US 283	560	IIDL	24	6	5		78	1	0	5								
S015	23-16	X 03.03	29			560	BXUF				HS	NR		0	5								
S015	23-16	X 03.90	21			560	BXUF				HS	NR		0	5							0	
S015	23-20	00.00		1.27	LEAVE SHATTUCK C/L	1,800	HHDL	24	6	6		77	1	1	3								
S015	23-20	01.27	3.28		BEG BRFY-19N(004)	2,000	HHDL	24	6	7		74	1	1	3								
S015	23-20	X 01.54	54			2,000	BXUF				HS	NR		1	3								
S015	23-20	X 02.77	43			2,000	BXUF				HS	NR		1	3								
S015	23-20	X 03.99	43			2,000	BXUF				HS	NR		1	3								
S015	23-20	X 04.51	21			2,000	BXUF				HS	NR		1	3								
S015	23-20	04.55	1.26		END BRFY-19N(004)	2,000	IIOE	24	1	8		99	1	1	3								
S015	23-20	X 05.14	101			2,000	BRDG				23	SD		1	3	03	2	1				50	
S015	23-20	X 05.55	21			2,000	BXUF				HS	NR		1	3	03	2	2				50	
S015	23-20	05.81	1.87		ENTER GAGE C/L	2,000	HHDL	24	6	7		65	1	1	3	03	2	0	2	02		3,345	
S015	23-20	X 06.93	32			2,000	BXUF				HS	NR		1	3								
S015	23-20	07.68	GAGE	0.20	JCT SH 46 SOUTH TC	1,800	HHLL	24	6	6		74	1	1	3								
S015	23-20	07.88		0.19	JCT SH 46 NORTH	1,800	HHDL	24	6	6		74	1	1	3								
S015	23-20	08.07		0.06	LEAVE GAGE C/L	2,400	HHDL	24	6	6		74	1	1	3								
S015	23-20	08.13	0.29		0.35 MIS E. SH 46N	2,400	HHDL	24	6	6		70	1	1	3								
S015	23-20	X 08.26	21			2,400	BXUF				HS	NR		1	3								
S015	23-20	08.42	1.92		2.27 MIS E. SH 46N	1,900	IIOE	24	1	8		90	1	1	3								
S015	23-20	X 09.22	452			1,900	BRDG				29	AD		1	3								
S015	23-20	X 09.78	363			1,900	BRDG				29	AD		1	3								
S015	23-20	10.34	5.90		ENTER FARGO C/L	2,200	HHDL	24	6	6		65	1	1	3	03	2	0	2	02		10,579	
S015	23-20	X 11.46	32			2,200	BXUF				HS	NR		1	3								
S015	23-20	X 12.73	54			2,200	BXUF				HS	NR		1	3								
S015	23-20	X 12.82	43			2,200	BXUF				HS	NR		1	3								
S015	23-20	X 12.99	21			2,200	BXUF				HS	NR		1	3								
S015	23-20	X 14.90	26			2,200	BXUF				HS	NR		1	3								
S015	23-20	16.24	FARGO	0.54	MAIN STREET (T.C)	2,400	DHDL	24	6	6		77	1	1	3								
S015	23-20	16.78		0.14	ASH STREET	2,500	DHDL	24	1	4		72	1	1	3								
S015	23-20	16.92		0.35	LEAVE FARGO C/L	2,900	DHDL	24	1	8		80	1	1	3								
S015	23-20	X 17.10		422		2,900	BRDG				29	AD		1	3								
S015	23-20	17.27	0.19		0.44 MIS. W. CO LINE	2,200	DHDL	24	1	8		83	1	1	3								
S015	23-20	17.46	0.44		WOODWARD CO LINE	2,200	DHDL	24	6	6		76	1	1	3							13,924	
S046	23-22	00.00	ARNETT	0.15	LVE ARNETT C/L FRANT	470	SSDL	24	3	4		59	1	0	5	13	2	0	2	02		136	
S046	23-22	00.15	2.45		2.60 MIS. N. US 60	470	SSDL	24	3	4		59	1	0	5	13	2	0	2	02		2,188	

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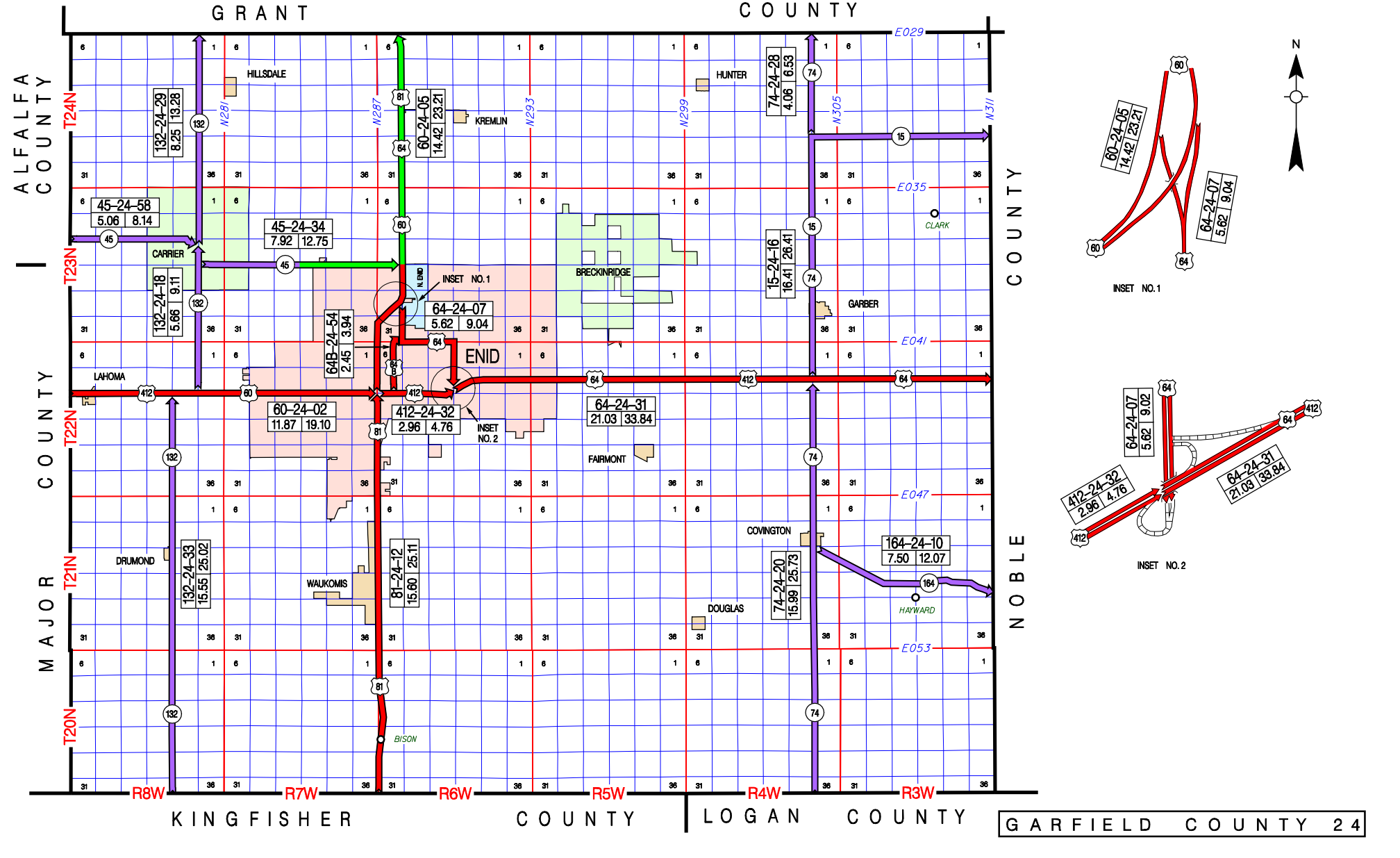
Ellis County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S046	23-22	02.60	1.40		4.00 MIS. N. US 60	470	IIDL	24	3	4	80	1	0	5									
S046	23-22	04.00	1.60		5.60 MIS. N. US 60	650	IIDL	24	6	5	81	1	0	5									
S046	23-22	05.60	2.20		7.80 MIS. N. US 60	580	DIDL	24	6	5	81	1	0	5									
S046	23-22	X 05.83	40			580	BXUF				HS	NR	0	5									
S046	23-22	X 07.51	63			580	BXUF				HS	NR	0	5									
S046	23-22	07.80	1.89		3.73 MIS. S. SH 15	520	SSDL	24	6	5	59	1	0	5	13	2	0	2	02		1,675		
S046	23-22	09.69	3.59		ENTER GAGE C/L	530	SSDL	22	3	4	85	1	0	5									
S046	23-22	13.28	GAGE	0.14	JCT SH 15	650	SSDL	22	3	4	59	1	0	5	13	2	0	1	01		84	4,083	
S046	23-26	00.00		0.34	WIDTH CHNG SANTA FE S	1,100	DHDL	40	4		59	1	0	5	30	2	0	6	08		636		
S046	23-26	00.34		0.14	WIDTH CHANGE NORTH S	1,700	DHLA	76	4		59	1	0	5	30	2	0	6	08		483		
S046	23-26	00.48		0.12	LEAVE GAGE C/L	1,200	DHLA	24	6	5	59	1	0	5	13	2	0	1	02		94		
S046	23-26	00.60	6.00		6.60 MIS N SH 15	400	HHDL	24	6	4	84	1	0	5									
S046	23-26	X 00.66	61			400	BXUF				HS	NR	0	5									
S046	23-26	X 00.80	553			400	BRDG				32	SD	0	5	13	2	1				50		
S046	23-26	X 02.99	341			400	BRDG				31	SD	0	5	13	2	1				50		
S046	23-26	06.60	8.30		5.31 MI S. HARPER C/	200	HHDL	24	6	5	82	1	0	5									
S046	23-26	X 11.25	22			200	BRDG				31	AD	0	5									
S046	23-26	X 11.37	34			200	BRDG				32	SD	0	5	13	2	1				31	1,120	
S046	23-26	14.90	5.31		HARPER CO LINE	270	DDDL	24	6	5	82	1	0	5								2,333	
County Total			140.40	5.41	145.80																36,530	10,231	46,761

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- GARFIELD COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2402	US 60	11.87	MAJOR COUNTY LINE	EASTERLY	JCT US 81 S(VAN BUREN & GARRIOTT RD)IN ENID	
2405	US 60	14.42	JCT. US 60,81(GARRIOTT RD & VAN BUREN)IN ENID	NORTHERLY	GRANT COUNTY LINE	REINVENTORIED 2006 (14.28 MI. BEFORE)
2407	US 64	5.62	US 60 IN ENID (S. BOUND GORE POINT)	SOUTHEASTERLY	JCT. US 64 & SH 15 (S. SIDE STR.)	
2410	SH 164	7.50	JCT. SH 74 S. EDGE OF COVINGTON	SOUTHEASTERLY	NOBLE COUNTY LINE	
2412	US 81	15.60	KINGFISHER COUNTY LINE	NORTHERLY	JCT. US 60(GARRIOTT RD & VAN BUREN)IN ENID	
2416	SH 15	16.41	JCT. US 64, S. OF GARBER (S. END BRIDGE)	NORTH AND EASTERLY	NOBLE COUNTY LINE	REINVENTORIED 2006 (16.27 MI. BEFORE)
2418	SH 132	5.66	JCT. US 60, W. OF ENID	NORTHERLY	JCT. SH 45 IN CARRIER	
2420	SH 74	15.99	LOGAN COUNTY LINE	NORTHERLY	JCT. US 64, S. OF GARBER (S. END BRIDGE)	
2428	SH 74	4.06	JCT. SH 15, N. OF GARBER	NORTHERLY	GRANT COUNTY LINE	
2429	SH 132	8.25	JCT. SH 45 IN CARRIER	NORTHERLY	GRANT COUNTY LINE	
2431	US 64	21.03	JCT. US 64 IN ENID (W. SIDE STR.)	EASTERLY	NOBLE COUNTY LINE	REINVENTORIED 2006 (20.86 MI. BEFORE)
2432	US 412	2.96	JCT. US 81(VAN BUREN & GARRIOTT RD)IN ENID	EASTERLY	US 64 N, IN ENID (W. SIDE STR.)	
2433	SH 132	15.55	KINGFISHER COUNTY LINE	NORTHERLY	JCT. US 64 E. OF LAHOMA	REINVENTORIED 2006 (15.46 MI. BEFORE)
2434	SH 45	7.92	JCT. SH 132 IN CARRIER	EASTERLY	JCT. US 60, IN ENID	
2454	US 64B	2.45	JCT. SH 15 (GARRIOTT RD & GRAND AVE)IN ENID	NORTHERLY	JCT. US 64(4TH ST) IN ENID	
2458	SH 45	5.06	ALFALFA COUNTY LINE	EASTERLY	JCT. SH 132 IN CARRIER	

160.35 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	24-02	N	00.00	0.46		5,400	HHLA	24	3	3	84	1	1	3									
U060	24-02	S	00.00	0.00		5,400	HH0I	24	1	10	90	1	1	3									
U060	24-02	N	00.46	0.29		5,500	HH0I	24	1	10	90	1	1	3									
U060	24-02	S	00.46	0.00		5,500	HH0I	24	1	10	90	1	1	3									
U060	24-02		00.75	0.30	LAHOMA	5,500	HH0I	54	4		90	1	1	3									
U060	24-02	N	00.99	0.00		5,500	IHHI	24	1	10	86	1	1	3									
U060	24-02	S	00.99	0.00		5,500	HH0B	24	1	10	87	1	1	3									
U060	24-02	N	01.29	2.43		5,800	IHLE	24	1	10	87	1	1	3									
U060	24-02	S	01.29	0.00		5,800	HH0B	24	1	10	87	1	1	3									
U060	24-02	N	X 01.32	273		5,800	BRDG				36	AD		1	3								
U060	24-02	S	X 01.32	272		5,800	BRDG				29	AD		1	3								
U060	24-02	N	X 02.15	182		5,800	BRDG				36	AD		1	3								
U060	24-02	S	X 02.15	180		5,800	BRDG				29	AD		1	3								
U060	24-02	N	03.72	0.00		6,000	IHHF	24	1	10	87	1	1	3									
U060	24-02	S	03.72	0.23		6,000	HH0F	24	1	10	93	1	1	3									
U060	24-02	N	03.95	0.00		6,000	IHHF	24	1	10	84	1	1	3									
U060	24-02	S	03.95	1.00		6,000	IHHF	24	1	10	86	1	1	3									
U060	24-02	N	X 04.40	125		6,000	BRDG				36	AD		1	3								
U060	24-02	S	X 04.40	125		6,000	BRDG				36	AD		1	3								
U060	24-02	N	04.95	1.97		6,400	IHHF	24	1	10	91	1	1	3									
U060	24-02	S	04.95	0.00		6,400	IHHF	24	1	10	93	1	1	3									
U060	24-02		X 05.28	45		6,400	BXUF				HS	NR		1	3								
U060	24-02	N	X 06.48	150		6,400	BRDG				36	AD		1	3								
U060	24-02	S	X 06.48	150		6,400	BRDG				36	AD		1	3								
U060	24-02	N	06.92	0.62	ENID	8,600	IHHF	24	1	10	91	1	1	3									
U060	24-02	S	06.92	0.00		8,600	IHHF	24	1	10	91	1	1	3									
U060	24-02		X 07.53	25		8,600	BXUF				HS	NR		1	3								
U060	24-02	N	07.54	1.38		10,200	IHHF	24	1	10	93	1	1	3									
U060	24-02	S	07.54	0.00		10,200	IHHF	24	1	10	95	1	1	3									
U060	24-02		X 08.66	32		10,200	BXUF				HS	NR		1	3								
U060	24-02	N	08.92	0.16		16,000	IHHF	24	1	10	92	1	1	3									
U060	24-02	S	08.92	0.00		16,000	IHHF	24	1	10	94	1	1	3									
U060	24-02	N	09.08	1.31		18,000	LL0H	24	1	10	86	1	1	3									
U060	24-02	S	09.08	0.00		18,000	LL0H	24	1	10	86	1	1	3									
U060	24-02		10.39	0.81		18,100	LL0H	52	4		88	1	1	3									
U060	24-02		X 10.68	62		18,100	BXUF				HS	NR		1	3								
U060	24-02		11.20	0.67		19,700	LL0H	52	4		85	1	1	3									
U060	24-02		X 11.54	43		19,700	BXBR				HS	FO		1	3	27	4	2		33		644	644
U060	24-05		00.00	0.33	MAINE STREET	18,300	IILH	50	4		88	1	0	3									
U060	24-05	E	00.33	0.46	OAK ST WIDTH CHANGE	14,100	LL0H	32	4		83	1	0	3									
U060	24-05	W	00.33	0.00	OAK ST WIDTH CHANGE	14,100	LL0H	32	4		83	1	0	3									
U060	24-05	E	00.79	0.44	1.23 MIS N. US 412	14,100	LL0H	27	4		88	1	0	3									
U060	24-05	W	00.79	0.00	1.23 MIS N. US 412	14,100	LL0H	27	4		88	1	0	3									
U060	24-05		X 00.92	651		14,100	OP-R				25	AD		0	3								
U060	24-05	E	01.23	0.11	POPLAR AVE.	14,100	LL0H	24	1	10	90	1	0	3									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	24-05	W	01.23		0.00	POPLAR AVE.	LL0H	24	1	10		90	1	0	3								
U060	24-05	E	01.34		0.66	WILLOW AVE.	LL0H	24	1	10		90	1	0	3								
U060	24-05	W	01.34		0.00	WILLOW AVE.	LL0H	24	1	10		90	1	0	3								
U060	24-05	E	02.00		1.80	0.39 MIS. S. US 64	LL0H	24	1	10		91	1	0	3								
U060	24-05	W	02.00		0.00	0.39 MIS. S. US 64	LL0H	24	1	10		93	1	0	3								
U060	24-05	X	02.89		32		BXUF				HS	NR		0	3								
U060	24-05	E	03.80		0.39	JCT US 64	LL0H	24	1	10		91	1	0	3								
U060	24-05	W	03.80		0.00	JCT US 64	LL0H	24	1	10		93	1	0	3								
U060	24-05	E X	03.80		140	JCT US 64	OP-H				23	SD		0	3	03	4	1	31			3,175	
U060	24-05	E X	04.13		40		BXUF				HS	NR		0	3								
U060	24-05	W X	04.13		40		BXUF				HS	NR		0	3								
U060	24-05	E	04.19		0.22	1.00 MIS S. SH 45W	LL0H	24	1	10		90	1	0	3								
U060	24-05	W	04.19		0.00	1.00 MIS S. SH 45W	LL0H	24	1	10		90	1	0	3								
U060	24-05	E	04.41		0.50	0.50 MIS S. SH 45W	LL0H	24	1	10		88	1	0	3								
U060	24-05	W	04.41		0.00	0.50 MIS S. SH 45W	LL0H	24	1	10		88	1	0	3								
U060	24-05	E	04.91		0.50	JCT SH 45 WEST	LL0H	24	1	10		88	1	0	3								
U060	24-05	W	04.91		0.00	LEV ENID UC/L	LL0H	24	1	10		90	1	0	3								
U060	24-05	E	05.41	0.19		0.19 MIS. N. SH 45W	LL0H	24	1	10		90	1	0	4								
U060	24-05	W	05.41	0.00		0.19 MIS. N. SH 45W	LL0H	24	1	10		90	1	0	4								
U060	24-05	E	05.60	0.00		LAKE HELLUMS RD	LL0H	24	1	10		89	1	0	4								
U060	24-05	W	05.60	0.82		LAKE HELLUMS RD	HHLA	24	1	10		91	1	0	4								
U060	24-05	E	06.42	0.00		1.25 MIS. N. SH 45W	LL0H	24	1	10		89	1	0	4								
U060	24-05	W	06.42	0.25			HHLA	24	1	10		89	1	0	4								
U060	24-05	E	06.67	0.47		1.73 MIS. N. SH 45W	LL0H	24	1	10		89	1	0	4								
U060	24-05	W	06.67	0.00		1.73 MIS. N. SH 45W	LL0H	24	1	10		92	1	0	4								
U060	24-05	E	07.14	4.28		COUNTY ROAD E03200	HHLA	24	1	10		90	1	0	4								
U060	24-05	W	07.14	0.00		COUNTY ROAD E03200	LL0H	24	1	10		92	1	0	4								
U060	24-05	X	07.30	32			BXUF				HS	NR		0	4								
U060	24-05	X	10.55	26			BXUF				HS	NR		0	4								
U060	24-05		11.42	0.61		2.39 MIS S GRANT CO/	HHLA	24	1	10		88	1	0	4								
U060	24-05	X	11.99	45			BXBR				HS	AD		0	4								
U060	24-05		12.03	0.73		1.66 MIS S GRANT CO/	LL0H	24	1	10		90	1	0	4								
U060	24-05		12.76	0.40		1.26 MIS S GRANT CO/	HHLA	24	1	10		90	1	0	4								
U060	24-05		13.16	1.26		GRANT CO LINE	LL0H	24	1	10		89	1	0	4								
U060	24-05	X	13.30	62			BXBR				HS	AD		0	4							3,175	
U064	24-07	E	00.00		0.28	END DIVIDED	LL0H	24	1	10		87	1	0	3								
U064	24-07	W	00.00		0.00	END DIVIDED	LL0H	24	1	10		87	1	0	3								
U064	24-07	X	00.14		0		UP-H					SD		0	3	27	2	6	31			3,175	
U064	24-07		00.28		0.98	OXFORD	LL0H	48	1	8		81	1	0	3								
U064	24-07		01.26		0.15	JCT US 64B	LL0H	50	4			91	1	0	3								
U064	24-07		01.41		0.31	WILLOW AVE	LL0H	50	4			88	1	0	3								
U064	24-07	E	01.72		0.49	10 TH STREET	LL0H	26	4			89	1	0	3								
U064	24-07	W	01.72		0.00	10 TH STREET	LL0H	26	4			89	1	0	3								
U064	24-07	X	02.05		0		UP-R					AD		0	3								
U064	24-07	X	02.06		0		UP-R					AD		0	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	24-07	X 02.07		0		7,300	UP-R				AD	0	3										
U064	24-07	02.21		0.47	0.05 MIS W. 16TH ST	7,300	LL0H	24	1	10	80	1	0	3									
U064	24-07	02.68		0.05	16TH STREET	7,300	LL0H	24	1	10	82	1	0	3									
U064	24-07	02.73		0.95	30TH STREET	7,300	LL0H	24	1	10	82	1	0	3									
U064	24-07	03.68		0.82	BNRR RAILROAD	6,800	IILH	24	1	10	87	1	0	3									
U064	24-07	04.50		0.82	BEGIN DIVIDED	6,500	IILH	24	1	10	83	1	0	3									
U064	24-07	E 05.32		0.30	JCT US 64	5,700	LL0H	26	1	10	89	1	0	3									
U064	24-07	W 05.32		0.00	JCT US 64	5,700	LL0H	26	1	10	89	1	0	3									
U064	24-07	X 05.55		0		5,700	UP-H				AD	0	3										
U064	24-07	X 05.57		0		5,700	UP-H				AD	0	3										3,175
S164	24-10	00.00	7.50		NOBLE CO LINE	440	DILA	24	3	3	74	1	0	5									
S164	24-10	X 05.20	21			440	BXUF				HS NR	0	5										0
U081	24-12	E 00.00	0.80		END OLD CONST E. SID	4,700	IILA	24	3	2	79	1	1	3									
U081	24-12	W 00.00	0.00		0.80 MIS N. KING CO/	4,700	HH0F	24	1	10	94	1	1	3									
U081	24-12	E 00.80	0.57		OLD CONST BEG W. SID	4,700	HH0F	24	1	10	94	1	1	3									
U081	24-12	W 00.80	0.00		OLD CONST BEG W. SID	4,700	HH0F	24	1	10	94	1	1	3									
U081	24-12	E 01.37	0.00		OLD CONST EAST SIDE	4,700	HH0F	24	1	10	94	1	1	3									
U081	24-12	W 01.37	3.43			4,700	IILA	24	3	2	70	1	1	3									
U081	24-12	E 04.80	0.97		5.77 MIS N. KING CO/	4,700	IILA	24	3	2	73	1	1	3									
U081	24-12	W 04.80	0.00			4,700	HH0F	24	1	10	94	1	1	3									
U081	24-12	E 05.77	0.85		ENTER WAUKOMIS C/L	4,200	IILA	24	3	2	73	1	1	3									
U081	24-12	W 05.77	0.00		SECTION LINE RD E052	4,200	HH0F	24	1	10	94	1	1	3									
U081	24-12	E 06.62	WAUKOMIS	0.38	7.0 MIS N KINGFISHER	5,800	IILA	24	3	2	74	1	1	3									
U081	24-12	W 06.62		0.00		5,800	HH0F	24	1	10	94	1	1	3									
U081	24-12	E 07.00		0.00	WAUKOMIS T.C.	5,800	IIII	24	1	10	100	1	1	3									
U081	24-12	W 07.00		1.00	WAUKOMIS T.C.	5,800	IHLA	24	3	2	79	1	1	3									
U081	24-12	E 08.00		0.00	LEAVE WAUKOMIS C/L	5,800	IIII	24	1	10	100	1	1	3									
U081	24-12	W 08.00		2.61	LONGHORN TRAIL	5,800	IHLA	24	3	2	77	1	1	3									
U081	24-12	X 09.72		40		5,800	BXUF				HS NR	1	3										
U081	24-12	E 10.61	0.00		ENTER ENID UC/L	6,400	IIII	24	1	10	100	1	1	3									
U081	24-12	W 10.61	0.99		4.00 MIS S. US 60	6,400	IHLA	24	3	2	76	1	1	3									
U081	24-12	X 10.95	25			6,400	BXUF				HS NR	1	3										
U081	24-12	E 11.60	ENID	0.00	3.83 MIS S. US 60	7,300	IIII	24	1	10	100	1	1	3									
U081	24-12	W 11.60		0.17		7,300	IHLA	24	3	2	85	1	1	3									
U081	24-12	E 11.77		0.00	3.08 MIS S US 60	7,300	IIII	24	1	10	100	1	1	3									
U081	24-12	W 11.77		0.75	3.08 MIS S US 60	7,300	IHLA	24	3	2	82	1	1	3									
U081	24-12	E 12.52		0.00	2.60 MIS S. US 60	7,300	IIII	24	1	10	100	1	1	3									
U081	24-12	W 12.52		0.48		7,300	IHLA	24	3	2	93	1	1	3									
U081	24-12	E 13.00		0.00	.09 MI S SOUTHGATE R	10,000	IIII	24	1	10	100	1	1	3									
U081	24-12	W 13.00		0.51	.09 MI S SOUTHGATE R	10,000	IHLA	24	3	2	93	1	1	3									
U081	24-12	W X 13.06		488		10,000	OP-R				30 AD	1	3										
U081	24-12	E X 13.08		884		10,000	H-HR				45 FO	1	3	03	2	4			31				8,772
U081	24-12	W X 13.22		104		10,000	OP-H				29 AD	1	3										
U081	24-12			1.11	RUPE	10,100	LL0E	64	4		100	1	1	3									
U081	24-12	X 13.88		60		10,100	BXUF				HS NR	1	3										

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U081	24-12	X 14.50		108		10,100	BRDG			36	AD	1	3										
U081	24-12	14.62		0.17	MOORE ST IN ENID	11,100	LL0E	64	4		92	1	1	3									
U081	24-12	14.79		0.81	JCT US 412 & US 60	11,600	IHHB	50	4		85	1	1	3								8,772	
S015	24-16	00.00	0.28		0.28 MIS. N. US 64	1,400	HH0F	24	1	8	92	1	0	5									
S015	24-16	00.28	2.22		GARBER ROAD	1,500	IHLA	24	3	3	85	1	0	5									
S015	24-16	02.50	0.11		ENT GARBER-CHOCTAW R	1,300	IIHF	36	4		85	1	0	5									
S015	24-16	02.61	GARBER	0.34	RAILROAD ST	1,300	IIHF	36	4		85	1	0	5									
S015	24-16	02.95		0.03	LEAVE GARBER C/L	970	DIHF	24	3	6	70	1	0	5									
S015	24-16	02.98	6.49		JCT SH 74 NORTH	680	DIHF	24	3	4	84	1	0	5									
S015	24-16	X 06.24	32			680	BXUF				HS NR		0	5									
S015	24-16	X 07.77	163			680	BRDG				23 SD		0	5	10	2	1				50		
S015	24-16	X 07.93	37			680	BXBR				HS AD		0	5	10	2	2				50		
S015	24-16	X 08.17	21			680	BXUF				HS NR		0	5	10	2	2				50		
S015	24-16	X 08.57	212			680	BRDG				32 AD		0	5	10	2	1				50		
S015	24-16	09.47	6.94		NOBLE CO LINE	480	DHHL	22	3	3	72	1	0	5									
S015	24-16	X 10.76	33			480	BXBR				HS AD		0	5									
S015	24-16	X 11.57	32			480	BXUF				HS NR		0	5									
S015	24-16	X 13.58	120			480	BRDG				29 AD		0	5									
S015	24-16	X 14.78	20			480	BXBR				HS AD		0	5								0	
S132	24-18	00.00	3.94		COUNTY ROAD E03900	1,100	DHHL	22	3	4	80	1	0	5									
S132	24-18	03.94	1.00		JCT SH 45 EAST	1,600	DHHL	22	3	4	80	1	0	5									
S132	24-18	04.94	0.72		JCT SH 45 WEST	1,700	DHHL	22	3	4	80	1	0	5								0	
S074	24-20	00.00	9.53		JCT SH 164	1,400	DIHL	22	3	4	77	1	0	5									
S074	24-20	X 00.15	24			1,400	BXUF				HS NR		0	5									
S074	24-20	X 00.47	181			1,400	BRDG				30 AD		0	5									
S074	24-20	X 07.40	34			1,400	BXUF				HS NR		0	5									
S074	24-20	X 07.60	34			1,400	BXUF				HS NR		0	5									
S074	24-20	X 08.06	28			1,400	BXUF				HS NR		0	5									
S074	24-20	X 09.34	28			1,400	BXBR				HS AD		0	5									
S074	24-20	09.53	0.02		ENTER COVINGTON C/L	1,800	IILA	24	1	12	80	1	0	5									
S074	24-20	09.55	COVINGTO	0.15	MAIN ST - TC	1,900	IILA	24	1	8	83	1	0	5									
S074	24-20	09.70		0.34	LEAVE COVINGTON C/L	1,700	IILA	50	4		87	1	0	5									
S074	24-20	10.04	5.74		0.21 S US 64	1,700	IHLA	24	3	4	72	1	0	5									
S074	24-20	X 13.56	25			1,700	BRDG				16 SD		0	5	09	2	1				31	1,120	
S074	24-20	X 14.07	168			1,700	BRDG				43 AD		0	5									
S074	24-20	15.78	0.21		JCT US 64	1,600	IHHF	24	1	8	94	1	0	5									
S074	24-20	X 15.99	202			1,600	OP-H				36 AD		0	5								1,120	
S074	24-28	00.00	3.00		3.00 MIS N SH 15	510	DHDL	24	3	3	82	1	0	5									
S074	24-28	03.00	0.02		3.02 MI N SH 15OTS-1	540	DHDL	24	3	3	81	1	0	5									
S074	24-28	03.02	1.04		GRANT CO LINE	1,200	DHDL	24	3	3	83	1	0	5								0	
S132	24-29	00.00	CARRIER	0.53	LEAVE CARRIER C/L	790	DSDL	22	3	3	81	1	0	5									
S132	24-29	00.53	7.33		0.39 MIS S GRANT CO/	800	DSDL	22	3	3	81	1	0	5									
S132	24-29	X 06.58	54			800	BXBR				HS AD		0	5									
S132	24-29	07.86	0.39		GRANT CO LINE	800	DSDL	24	6	5	84	1	0	5								0	
U064	24-31	N 00.00	ENID	0.00	0.61 MIS. E. US 64N	8,300	IRHF	24	1	10	85	1	1	3									

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	24-31	S	00.00		0.61 MIS. E. US 64N	8,300	IRHF	24	1	10		92	1	1	3								
U064	24-31	X	00.00		0.61 MIS. E. US 64N	8,300	BXUF				HS	NR		1	3								
U064	24-31	N	X 00.00		0.61 MIS. E. US 64N	8,300	OP-H				29	AD		1	3								
U064	24-31	S	X 00.00		0.61 MIS. E. US 64N	8,300	OP-H				35	AD		1	3								
U064	24-31	N	00.61		1.47 RALEIGH ST	8,000	IRHF	24	1	10		85	1	1	3								
U064	24-31	S	00.61		0.00 RALEIGH ST	8,000	IRHF	24	1	10		90	1	1	3								
U064	24-31	N	X 01.34		142	8,000	BRDG				36	AD		1	3								
U064	24-31	S	X 01.34		141	8,000	BRDG				40	AD		1	3								
U064	24-31	X	01.99		21	8,000	BXUF				HS	NR		1	3								
U064	24-31	N	02.08		1.01 LEV ENID U/L-66TH ST	7,300	IRHF	24	1	10		85	1	1	3								
U064	24-31	S	02.08		0.00 LEV ENID U/L-66TH ST	7,300	IRHF	24	1	10		87	1	1	3								
U064	24-31	X	02.27		21	7,300	BXUF				HS	NR		1	3								
U064	24-31	X	02.78		32	7,300	BXUF				HS	NR		1	3								
U064	24-31	N	03.09		1.01 LEV ENID C/L-78TH ST	7,400	IRHF	24	1	10		85	1	1	3								
U064	24-31	S	03.09		0.00 LEV ENID C/L-78TH ST	7,400	IRHF	24	1	10		90	1	1	3								
U064	24-31	X	03.31		56	7,400	BXUF				HS	NR		1	3								
U064	24-31	X	03.98		21	7,400	BXUF				HS	NR		1	3								
U064	24-31	N	04.10	2.21	6.31 MIS. E. US 64N	6,200	IHHF	24	1	10		87	1	1	3								
U064	24-31	S	04.10	0.00	6.31 MIS. E. US 64N	6,200	IRHF	24	1	10		85	1	1	3								
U064	24-31	N	06.31	0.00	JCT SH 15 & 74	5,700	DIHB	24	1	10		96	1	1	3								
U064	24-31	S	06.31	7.74	JCT SH 15 & 74	5,700	IRHF	24	1	10		97	1	1	3								
U064	24-31	N	X 08.64	142		5,700	BRDG				36	AD		1	3								
U064	24-31	S	X 08.64	141		5,700	BRDG				40	SD		1	3	03	2	1		31		1,744	
U064	24-31	X	09.85	34		5,700	BXUF				HS	NR		1	3								
U064	24-31	X	11.04	32		5,700	BXUF				HS	NR		1	3								
U064	24-31	X	13.60	32		5,700	BXUF				HS	NR		1	3								
U064	24-31	X	14.00	0		5,700	UP-H				AD			1	3								
U064	24-31	N	14.05	0.00	0.43 MIS. E. SH 74	4,100	DITE	24	1	10		94	1	1	3								
U064	24-31	S	14.05	0.43	0.43 MIS. E. SH 74	4,100	IHHF	24	1	10		96	1	1	3								
U064	24-31	N	14.48	0.00	COUNTY ROAD N30500	5,000	DVVE	24	1	10		92	1	1	3								
U064	24-31	S	14.48	0.57	COUNTY ROAD N30500	5,000	PIHF	24	1	10		98	1	1	3								
U064	24-31	N	15.05	0.00	1.48 MIS. E. SH 74	5,000	DVVE	24	1	10		93	1	1	3								
U064	24-31	S	15.05	0.48	1.48 MIS. E. SH 74	5,000	PIHF	24	1	10		98	1	1	3								
U064	24-31	X	15.43	32		5,000	BXUF				HS	NR		1	3								
U064	24-31	N	15.53	0.00	1.50 MI E SH 74OTS-1	5,000	DVVE	24	1	10		93	1	1	3								
U064	24-31	S	15.53	0.02	1.50 MI E SH 74OTS-1	5,000	PIHF	24	1	10		98	1	1	3								
U064	24-31	N	15.55	0.00	NOBLE COUNTY LINE	4,000	DVVE	24	1	10		94	1	1	3								
U064	24-31	S	15.55	5.48	NOBLE COUNTY LINE	4,000	PIHF	24	1	10		99	1	1	3								
U064	24-31	X	16.28	21		4,000	BXUF				HS	NR		1	3								
U064	24-31	X	16.62	21		4,000	BXUF				HS	NR		1	3								1,744
U412	24-32	N	00.00	0.14	QUINCY STREET	22,000	LL0H	26	4			90	1	1	3								
U412	24-32	S	00.00	0.00	QUINCY STREET	22,000	LL0H	26	4			90	1	1	3								
U412	24-32		00.14	0.28	S ADAMS ST-SURF WIDT	22,000	LL0H	50	4			91	1	1	3								
U412	24-32	N	00.42	0.24	JCT US 64B	18,100	LL0H	26	4			90	1	1	3								
U412	24-32	S	00.42	0.00	JCT US 64B	18,100	LL0H	26	4			90	1	1	3								

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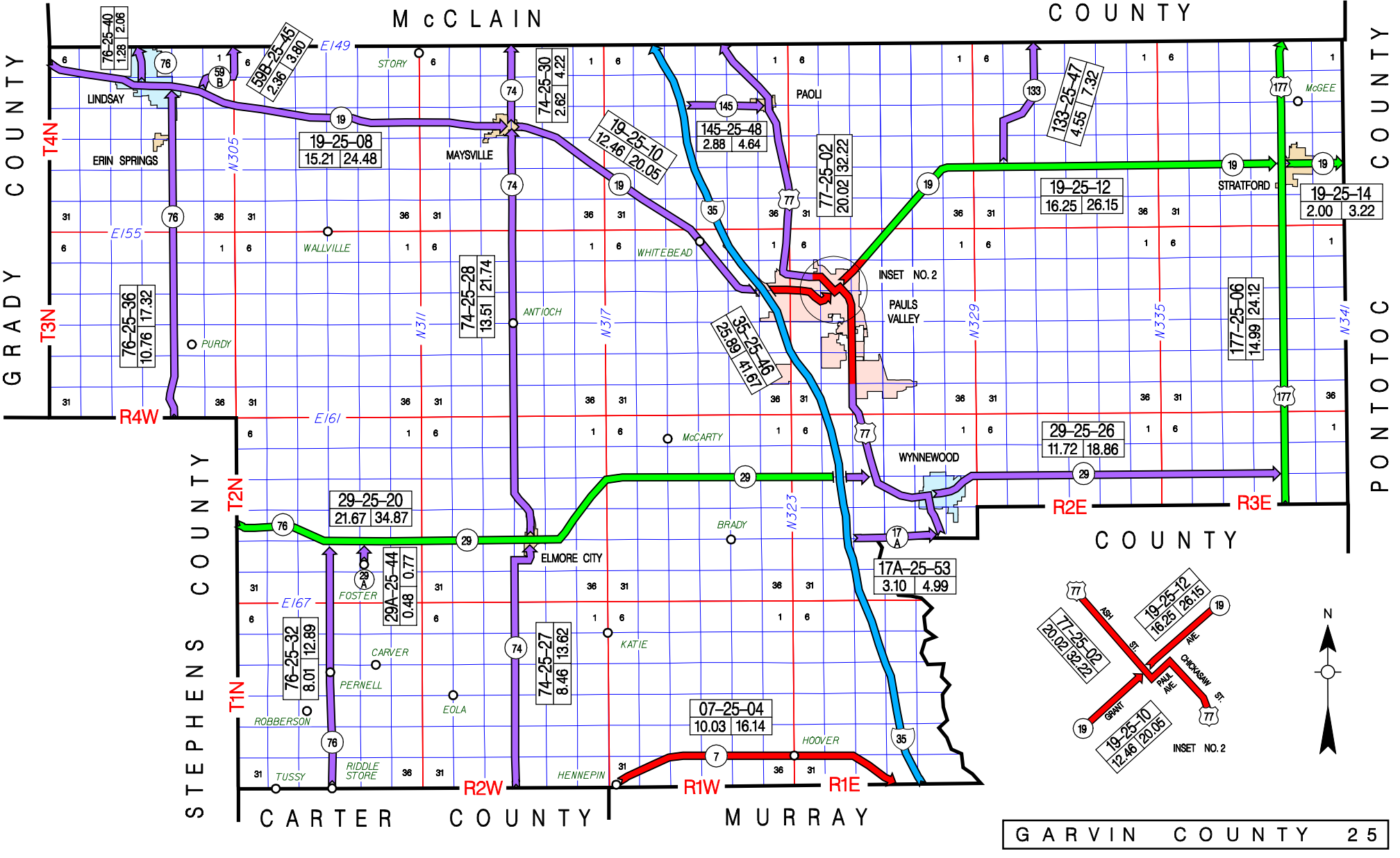
Garfield County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U412	24-32		00.66			JACKSON ST	15,200	LL0H	50	4														
U412	24-32		00.73			WASHINGTON ST	14,100	LL0H	50	4														
U412	24-32		01.13			MARKET AVE	12,200	LL0H	50	4														
U412	24-32	X	01.20				12,200	BXUF				HS	NR		1	3								
U412	24-32	X	02.70				12,200	BXUF				HS	NR		1	3								
U412	24-32	N	02.73				11,200	IIHF	24	1	10		86	1	1	3								
U412	24-32	S	02.73			JCT US 64	11,200	IIHF	24	1	10		95	1	1	3							0	
S132	24-33		00.00		6.20	9.35 MIS S US 60	1,100	DHHL	22	3	2		71	1	0	5								
S132	24-33		06.20		0.02	9.33 MI S US 60OTS-1	1,200	DHHL	22	3	4		76	1	0	5								
S132	24-33		06.22		0.58	8.75 MIS S US 60	1,200	DHHL	22	3	4		75	1	0	5								
S132	24-33		06.80		2.26	ENT DRUMMOND C/L TC	1,100	DHHL	22	3	4		76	1	0	5								
S132	24-33		09.06	DRUMMOND	0.51	LEV C/L-CHEYENNE ST	1,300	DHHL	24	1	6		86	1	0	5								
S132	24-33		09.57		5.98	JCT US 60	1,200	DHHL	24	3	4		78	1	0	5								
S132	24-33	X	13.06		171		1,200	BRDG					13	SD		0	5	09	2	1		31	1,905	1,905
S045	24-34		00.00		1.95	IMO RD	970	DIDL	22	3	4		79	1	0	5								
S045	24-34		01.95		2.00	ENTER ENID U/L	1,200	DIDL	22	3	4		76	1	0	5								
S045	24-34		03.95		0.45	3.52 MIS W. US 60	1,100	DIDL	22	3	4		74	1	0	4								
S045	24-34		04.40		0.30	3.22 MIS. W. US 60	1,100	DIDL	22	3	4		76	1	0	4								
S045	24-34		04.70		0.25	OAKWOOD	1,400	DIDL	22	3	4		77	1	0	4								
S045	24-34		04.95		2.97	JCT US 60	1,200	DIDL	22	3	4		74	1	0	4							0	
U064B	24-54		00.00		0.07	PARK AVE	5,800	DHLA	48	4			88	1	0	3								
U064B	24-54		00.07		0.24	MAINE AVE	6,100	DHLA	52	4			86	1	0	3								
U064B	24-54		00.31		0.09	TOWN CENTER BROADWAY	6,100	DHLA	60	4			84	1	0	3								
U064B	24-54		00.40		0.08	WIDTH CHANGE	6,600	DHLA	60	4			85	1	0	3								
U064B	24-54		00.48		0.33	SURF CHANGE	5,500	DHLA	52	4			94	1	0	3								
U064B	24-54	E	00.81		0.26	END DIVIDED	6,000	LL0H	26	4			89	1	0	3								
U064B	24-54	W	00.81		0.00	END DIVIDED	6,000	LL0H	26	4			89	1	0	3								
U064B	24-54		01.07		0.08	WIDTH CHANGE	6,000	LL0H	65	4			84	1	0	3								
U064B	24-54		01.15		0.43	MULBERRY AVE	5,500	DHLA	48	4			92	1	0	3								
U064B	24-54		01.58		0.41	ROCK ISLAND BLVD	5,500	DHLA	48	4			89	1	0	3								
U064B	24-54		01.99		0.46	JCT US 64	5,400	LL0H	48	1	10		84	1	0	3							0	
S045	24-58		00.00		2.95	COUNTY ROAD N27800	490	DDDL	20	3	4		73	1	0	5								
S045	24-58	X	02.25		26		490	BRDG					16	SD		0	5	10	2	2		31	1,120	1,120
S045	24-58		02.95		1.24	ENTER CARRIER C/L	680	DDDL	20	3	4		73	1	0	5								
S045	24-58		04.19	CARRIER	0.44	WIDTH CHANGE	760	DDDL	20	3	5		79	1	0	5								
S045	24-58		04.63		0.07	MAIN ST	820	DDDL	24	1	10		91	1	0	5								
S045	24-58		04.70		0.36	JCT SH 132	820	DDDL	22	3	4		73	1	0	5							1,120	
County Total					123.86	36.49	160.30															0	21,655	21,655

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- GARVIN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2502	US 77	20.02	MURRAY COUNTY LINE	NORTHERLY	MC CLAIN COUNTY LINE	
2504	SH 7	10.03	MURRAY COUNTY LINE AT HENNEPIN	EASTERLY	MURRAY COUNTY LINE	
2506	US 177	14.99	MURRAY COUNTY LINE	NORTHERLY	MCCLAIN COUNTY LINE	
2508	SH 19	15.21	GRADY COUNTY LINE	EASTERLY	JCT. SH 74(RIPLEY & SIXTH STS)IN MAYSVILLE	
2510	SH 19	12.46	JCT. SH 74(RIPLEY ST & SIXITH ST)IN MAYSVILLE	SOUTHEASTERLY	JCT. US 77(ASH ST & GRANT AVE)	
2512	SH 19	16.25	JCT. US 77(ASH ST. & GRANT)IN PAULS VALLEY	NORTHEASTERLY	JCT. US 177(FORREST & SMITH)IN STRATFORD	
2514	SH 19	2.00	JCT. US 177(FORREST & SMITH)IN STRATFORD	EASTERLY	PONTOTOC COUNTY LINE	
2520	SH 29	21.67	STEPHENS COUNTY LINE	EASTERLY	JCT. US 77 N.W. OF WYNNEWOOD	
2526	SH 29	11.72	JCT. US 77(MCGEE & KERR) IN WYNNEWOOD	EASTERLY	JCT. US 177	
2527	SH 74	8.46	CARTER COUNTY LINE	NORTHERLY	JCT. SH 29("D" ST & MAIN ST)IN ELMORE CITY	
2528	SH 74	13.51	JCT. SH 29("D" ST & MAIN ST)IN ELMORE CITY	NORTHERLY	JCT. SH 19(6TH ST & RIPLEY ST)IN MAYSVILLE	
2530	SH 74	2.62	JCT. SH 19(6TH ST & RIPLEY ST)IN MAYSVILLE	NORTHERLY	MCCLAIN COUNTY LINE	
2532	SH 76	8.01	CARTER COUNTY LINE	NORTHERLY	JCT. SH 29, W. OF FOSTER	
2536	SH 76	10.76	STEPHENS COUNTY LINE	NORTHERLY	JCT. SH 19E(CHEROKEE ST & 4TH ST)IN LINDSAY	
2540	SH 76	1.28	JCT. SH 19 W(CHEROKEE ST)IN LINDSAY	NORTHERLY	MCCLAIN COUNTY LINE	
2544	SH 29A	0.48	END OF HIGHWAY AT FOSTER (POST OFFICE)	NORTHERLY	JCT. SH 29, N. OF FOSTER	
2545	SH 59B	2.36	JCT. SH 19, E. OF LINDSAY	NORTHEASTERLY	MCCLAIN COUNTY LINE	
2546	IS 35	25.89	MURRAY COUNTY LINE	NORTHWESTERLY	MCCLAIN COUNTY LINE	
2547	SH 133	4.55	JCT. SH 19 N.E. OF PAULS VALLEY	NORTHEASTERLY	MCCLAIN COUNTY LINE	
2548	SH 145	2.88	JCT. I-35 (W. SIDE STR.)	EASTERLY	JCT. US 77(OKLAHOMA ST & DAVIS ST)IN PAOLI	
2553	SH 17A	3.10	JCT I-35	EASTERLY	JCT US 77 SOUTH OF WYNNEWOOD	

208.25 TOTAL COUNTY MILEAGE



McCLAIN COUNTY

GRADY COUNTY

PONTOTOC COUNTY

STEPHENS COUNTY

COUNTY

CARTER COUNTY MURRAY

GARVIN COUNTY 25

T4N
T3N

T21N
T22N

R4W

R2E R3E

E155

E167

E161

E149

N305

N311

N317

N323

N329

N335

N341

LINDSAY

ERIN SPRINGS

PURDY

WALLVILLE

MAYSVILLE

WHITEBEAD

ANTIOCH

PAULS VALLEY

WYNNEWOOD

BRADY

FOSTER

CARVER

PERNELL

ROBBERSON

TUSSY

RIDDLE STORE

EOLA

HENNEPIN

KATIE

McCARTY

PAOLI

STORY

STRATFORD

McGEE

HOOPER

ASL ST

ST

GRANT

19-25-10

12.46 20.05

17-25-02

20.02 32.22

PAUL AVE

19-25-12

16.25 26.15

CHICKENW ST

19

INSET NO. 2

76-25-40
1.28 2.06

539-25-45
2.36 3.80

19-25-08
15.21 24.48

74-25-30
2.62 4.22

19-25-10
12.46 20.05

145-25-48
2.88 4.64

77-25-02
20.02 32.22

133-25-47
4.55 7.32

19-25-12
16.25 26.15

19-25-14
2.00 3.22

76-25-36
10.76 17.32

74-25-28
13.51 21.74

35-25-46
25.89 41.61

177-25-06
14.99 24.12

29-25-26
11.72 18.86

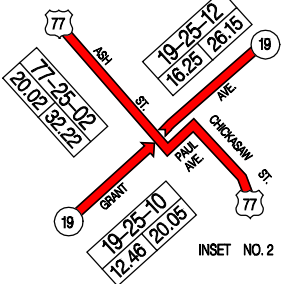
29-25-20
21.67 34.87

29A-25-44
0.48 0.77

74-25-27
8.46 13.62

17A-25-53
3.10 4.99

07-25-04
10.03 16.14



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 3

Garvin County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	25-02	00.00	0.03		JCT SH 17A	1,900	IHLA	24	1	10	87	1	0	5									
U077	25-02	00.03	0.99		ENTER WYNNEWOOD C/L	3,300	IHLA	24	1	10	90	1	0	5									
U077	25-02	X 00.50	24			3,300	BXBR				HS	AD		0	5								
U077	25-02	01.02	WYNNEWOOD	0.34	CHICKASAW ST -TC-	3,300	IHLA	43	4		86	1	0	5									
U077	25-02	01.36		0.11	JCT SH 29-EAST	4,800	IHLA	59	4		86	1	0	5									
U077	25-02	01.47		0.09	WIDTH CHANGE	6,600	IHLA	86	4		71	1	0	5									
U077	25-02	01.56		0.21	LEAVE WYNNEWOOD C/L	5,300	DHLA	24	1	10	90	1	0	5									
U077	25-02	01.77	0.63		BEGIN PC CONC	5,300	DHLA	24	1	8	89	1	0	5									
U077	25-02	X 01.88	113			5,300	BRDG				22	AD		0	5								
U077	25-02	X 02.00	158			5,300	BRDG				30	AD		0	5								
U077	25-02	02.40	1.06		JCT SH 29 WEST	5,300	DLLH	24	1	10	85	1	0	5									
U077	25-02	X 02.95	622			5,300	BRDG				26	SD		0	5	08	2	1		31		3,885	
U077	25-02	03.46	3.14		ENT PAULS VALLEY U/L	3,100	DHLA	24	1	8	89	1	0	5									
U077	25-02	X 06.08	28			3,100	BXBR				HS	AD		0	5								
U077	25-02	06.60	0.99		4.13 MIS N. SH 29W	4,000	DHLA	24	1	8	78	1	0	3									
U077	25-02	07.59	0.60		ENT PAULS VALLEY BET	3,600	IHLA	24	1	8	81	1	0	3									
U077	25-02	08.19		0.53	DIFFIE LN	6,000	IHLA	24	1	8	77	1	0	3									
U077	25-02	08.72		0.26	5.52 N SH 29	6,000	IHLA	38	4		80	1	0	3									
U077	25-02	08.98		0.11	BEGIN PC CONC LEE ST	6,300	IHLA	28	4		58	1	0	3	27	2	0	7	08		505		
U077	25-02	09.09		0.39	WIDTH CHANGE	6,200	IHLA	24	3	6	58	1	0	3	27	2	0	7	08		1,786		
U077	25-02	X 09.23	535			6,200	BRDG				22	SD		0	3	27	4	1		31		8,955	
U077	25-02	09.48	0.13		GARVIN AVE IN P.VALL	6,200	IHLA	24	1	10	68	1	0	3	27	2	0	7	08		592		
U077	25-02	09.61	0.08		BEGIN BRICK	6,200	IHLA	50	4		72	1	0	3									
U077	25-02	09.69	0.15		WIDTH CHANGE	6,200	JJ0A	50	4		82	1	0	3									
U077	25-02	09.84	0.05		JCT SH 19E (GRANT)	3,500	JJ0A	67	4		89	1	0	3									
U077	25-02	09.89	0.21		JCT SH 19W (TC)	3,500	HHLA	52	4		90	1	0	3									
U077	25-02	10.10	0.59		WIDTH CHANGE	3,300	IHLA	38	4		89	1	0	3									
U077	25-02	10.69	0.27		LEV PAULS VALLEY UC/	2,800	DHLA	24	1	8	91	1	0	3									
U077	25-02	10.96	1.05		END PC OVLAY	2,800	DHLA	24	1	8	90	1	0	5									
U077	25-02	12.01	1.29		BEGIN PC OVLAY	2,600	DHHE	24	1	10	86	1	0	5									
U077	25-02	X 12.39	552			2,600	BRDG				24	AD		0	5								
U077	25-02	13.30	3.82		ENTER PAOLI C/L	1,800	DHLA	24	1	9	88	1	0	5									
U077	25-02	X 16.55	22			1,800	BXBR				HS	AD		0	5								
U077	25-02	X 16.93	124			1,800	BRDG				18	SD		0	5	09	2	1		31		1,645	
U077	25-02	17.12	PAOLI	0.38	JCT SH 145 WEST TC	1,700	DHLA	24	1	9	85	1	0	5									
U077	25-02	17.50		0.15	LEAVE PAOLI C/L	1,300	DHLA	24	1	9	83	1	0	5									
U077	25-02	17.65	2.37		MCCLAIN CO LINE	960	DHLA	24	1	9	89	1	0	5								17,368	
S007	25-04	00.00	5.20		4.83 MI W. MURRAY C/	3,900	IEHK	24	1	8	73	1	1	3									
S007	25-04	X 00.63	23			3,900	BXBR				HS	AD		1	3								
S007	25-04	X 02.26	75			3,900	BRDG				43	AD		1	3								
S007	25-04	X 03.85	100			3,900	BRDG				32	AD		1	3								
S007	25-04	05.20	0.40		4.43 MIS W. MURRAY C	4,000	IEHK	24	1	8	71	1	1	3									
S007	25-04	05.60	0.60		3.83 MIS W. MURRAY C	4,000	IEHK	24	1	8	85	1	1	3									
S007	25-04	X 05.73	143			4,000	BRDG				33	AD		1	3								
S007	25-04	06.20	1.57		2.26 MIS W. MURRAY C	3,700	IHLA	24	1	8	84	1	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 3

Garvin County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S019	25-10	00.25	9.18		ENT. PAULS VALLEY C/	3,000	IHDK	24	3	6		65	1	0	5	08	2	0	2	02	17,641		
S019	25-10	X 00.56	121			3,000	BRDG				23	SD		0	5	08	2	1		31		1,627	
S019	25-10	X 02.24	23			3,000	BXUF				HS	NR		0	5								
S019	25-10	X 03.31	33			3,000	BXUF				HS	NR		0	5								
S019	25-10	X 04.60	23			3,000	BXUF				HS	NR		0	5								
S019	25-10	X 06.50	78			3,000	BXUF				HS	NR		0	5								
S019	25-10	N 09.43	PAULS VA	0.47	ENT PAULS VALLEY U/L	4,400	IHHE	24	1	10		81	1	0	5								
S019	25-10	S 09.43		0.00	ENT PAULS VALLEY U/L	4,400	IHHE	24	1	10		82	1	0	5								
S019	25-10	X 09.63		23		4,400	BXUF				HS	NR		0	5								
S019	25-10	N 09.90		0.13	JCT I 35	11,200	IHHE	24	1	10		83	1	0	3								
S019	25-10	S 09.90		0.00	JCT I 35	11,200	IHHE	24	1	10		81	1	0	3								
S019	25-10	X 10.00		0		11,200	UP-H					SD		0	3	02	2	6		31		3,751	
S019	25-10	X 10.01		0		11,200	UP-H					AD		0	3								
S019	25-10	N 10.03		1.64	0.74 MIS W. US 77	11,100	IHHE	24	1	10		81	1	0	3								
S019	25-10	S 10.03		0.00	0.74 MIS W. US 77	11,100	IHHE	24	1	10		81	1	0	3								
S019	25-10	X 11.67		0.29	ENT PAULS VALLEY C/L	10,600	IHHE	48	1	10		76	1	0	3								
S019	25-10	X 11.93		53		10,600	BXBR				HS	AD		0	3								
S019	25-10	11.96		0.05	BEGIN PC CONC	10,800	IHHE	48	1	10		59	1	0	3	27	2	0	7	08	250		
S019	25-10	12.01		0.45	JCT US 77	10,800	IILF	52	4			59	1	0	3	27	2	0	7	08	1,714		25,095
S019	25-12	00.00		0.07	BEGIN PC OVLAY	5,800	IILA	50	4			90	1	0	3								
S019	25-12	00.07		0.46	END PC OVLAY	5,000	IHLA	38	4			79	1	0	3								
S019	25-12	00.53		0.14	LEV PAULS VLLY JOE A	3,700	IIDK	24	3	6		73	1	0	3	27	2	0	6	08	568		
S019	25-12	00.67	0.09		0.97 MIS. NE US 77	3,700	IIDK	22	3	6		72	1	0	3	27	2	0	6	08	438		
S019	25-12	00.76	0.23		1.20 MIS E. US 77	3,700	IIDK	24	3	6		68	1	0	3	30	2	0	6	08	814		
S019	25-12	00.99	0.18		LEV PAULS VALLEY U/L	3,100	IIDK	24	3	5		75	1	0	3	05	2	0	4	01	282		
S019	25-12	01.17	0.82		2.20 MIS. E. US 77	2,500	IIDK	24	3	5		74	1	0	4								
S019	25-12	X 01.44	33			2,500	BXUF				HS	NR		0	4								
S019	25-12	01.99	5.08		JCT SH 133 NORTH	2,500	IIDK	24	3	5		61	1	0	4	05	2	0	4	01	7,663		
S019	25-12	X 02.01	498			2,500	BRDG				HS	FO		0	4	05	2	1		31		3,208	
S019	25-12	X 05.86	39			2,500	BXBR				HS	AD		0	4								
S019	25-12	X 06.34	34			2,500	BXBR				HS	AD		0	4								
S019	25-12	X 06.72	79			2,500	BRDG				22	SD		0	4	05	2	1		31		1,340	
S019	25-12	07.07	0.18		0.18 MIS. E. SH 133	2,600	IIDK	24	3	5		61	1	0	4	05	2	0	4	01	282		
S019	25-12	07.25	0.48		0.66 MIS E. SH 133 N	2,700	IIOE	24	1	8		92	1	0	4								
S019	25-12	X 07.53	141			2,700	BRDG				24	FO		0	4	05	2	1		31		1,745	
S019	25-12	07.73	7.87		0.44 MIS. W. US 177	2,700	IIDK	24	1	8		75	1	0	4								
S019	25-12	X 12.44	21			2,700	BXBR				HS	AD		0	4								
S019	25-12	X 12.97	23			2,700	BXUF				HS	NR		0	4								
S019	25-12	15.60	0.30		ENTER STRATFORD C/L	2,500	IIOE	24	1	8		94	1	0	4								
S019	25-12	15.90	STRATFOR	0.14	JCT US 177	2,800	IIOE	24	1	8		94	1	0	4								
S019	25-12	X 15.97	90			2,800	BRDG				29	AD		0	4								16,340
S019	25-14	00.00		1.00	LV STATFORD MAGNOLIA	5,800	IHDF	50	4			90	1	0	4								
S019	25-14	01.00	0.18		1.18 MIS. E. US 177	4,800	DHDF	24	2	4		69	2	0	4	05	2	0	3	01	258		
S019	25-14	01.18	0.82		PONTOTOC CO LINE	4,800	DIDK	24	3	2		68	2	0	4	05	2	0	3	01	1,145		
S019	25-14	X 01.27	108			4,800	BRDG				40	SD		0	4	05	2	2		31		1,544	2,947

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S029	25-20		00.00	2.98		BEG 4 LANE DIVIDED	1,600	DHBB	24	3	6		76	1	0	4							
S029	25-20	X	00.34	152			1,600	BRDG					29	AD		0	4						
S029	25-20	X	01.53	131			1,600	BRDG					29	AD		0	4						
S029	25-20	X	02.00	27			1,600	BXBR					HS	AD		0	4						
S029	25-20	N	02.98	0.12		JCT SH 76 SOUTH	1,700	DHBB	24	1	8		87	1	0	4							
S029	25-20	S	02.98	0.00		JCT SH 76 SOUTH	1,700	DHBB	24	1	8		87	1	0	4							
S029	25-20	N	03.10	0.08		END 4 LANE DIVIDED	1,600	DHBB	24	1	8		87	1	0	4							
S029	25-20	S	03.10	0.00		END 4 LANE DIVIDED	1,600	DHBB	24	1	8		87	1	0	4							
S029	25-20		03.18	1.04		JCT SH 29A SOUTH	1,700	DHBB	24	3	5		72	1	0	4							
S029	25-20	X	04.08	47			1,700	BXUF					HS	NR		0	4						
S029	25-20		04.22	5.09		0.27 MIS. W. SH 74	2,300	DHBB	24	3	5		69	1	0	4	05	2	0	1	01	6,251	
S029	25-20	X	07.38	26			2,300	BXBR					HS	FO		0	4	05	2	2	33		644
S029	25-20	X	08.87	132			2,300	BRDG					28	SD		0	4	05	2	1	31		1,692
S029	25-20	X	09.03	152			2,300	BRDG					29	SD		0	4	05	2	1	31		1,805
S029	25-20		09.31	0.08		ENT ELMORE CITY CL T	1,800	DHBB	24	1	6		91	1	0	4							
S029	25-20		09.39	ELMORE C	0.19	JCT SH 74	2,100	LLOA	40	4			91	1	0	4							
S029	25-20		09.58		0.13	MUSE AVE	2,700	LLOA	40	4			96	1	0	4							
S029	25-20		09.71		0.12	0.25 MIS. E. SH 74	2,100	LLOA	40	4			91	1	0	4							
S029	25-20		09.83		0.04	CARTER DRIVE	1,800	LLOA	40	4			90	1	0	4							
S029	25-20		09.87		0.23	LEAVE ELMORE CITY C/	1,800	IHHA	24	1	6		88	1	0	4							
S029	25-20	X	09.92	42			1,800	BXBR					HS	AD		0	4						
S029	25-20		10.10	0.25		SHLDR CHANGE	1,800	IHHA	24	1	6		86	1	0	4							
S029	25-20		10.35	7.82		2.37 W I 35	1,700	IHHA	24	3	5		73	1	0	4							
S029	25-20	X	12.66	39			1,700	BXBR					HS	AD		0	4						
S029	25-20	X	14.46	38			1,700	BXBR					HS	AD		0	4						
S029	25-20	X	14.53	39			1,700	BXBR					HS	AD		0	4						
S029	25-20	X	15.61	38			1,700	BXUF					HS	NR		0	4						
S029	25-20	X	16.32	34			1,700	BXBR					HS	AD		0	4						
S029	25-20		18.17	2.37		JCT I-35	1,900	IHHA	24	3	5		79	1	0	4							
S029	25-20	X	20.51	0			1,900	UP-H					AD		0	4							
S029	25-20	X	20.53	0			1,900	UP-H					AD		0	4							
S029	25-20		20.54	0.76		RED BRANCH CRK O'FLO	2,900	IHHA	24	3	6		81	1	0	5							
S029	25-20		21.30	0.29		0.08 MIS. W. US 77	3,000	IHHA	24	1	8		84	1	0	5							
S029	25-20	X	21.45	138			3,000	BRDG					27	AD		0	5						
S029	25-20		21.59	0.08		JCT US 77	3,000	IHHA	24	3	6		83	1	0	5							10,392
S029	25-26		00.00	WYNNEWOOD	0.07	POWELL AVE IN WYNNE.	2,900	JJ0A	84	4			94	1	0	5							
S029	25-26		00.07		0.14	BEG PC ROBBERSON AVE	2,900	JJ0A	40	4			94	1	0	5							
S029	25-26		00.21		0.22	END PC HOWELL AVENUE	2,600	LLOA	42	4			93	1	0	5							
S029	25-26		00.43		0.27	SHLDR CHANGE	2,600	IHDB	24	1	4		80	1	0	5							
S029	25-26	X	00.49	23			2,600	BXBR					HS	AD		0	5						
S029	25-26		00.70		0.15	LEAVE WYNNEWOOD C/L	2,600	IHDB	24	3	4		74	1	0	5							
S029	25-26		00.85	10.87		JCT US 177	980	IHDB	24	3	3		79	1	0	5							
S029	25-26	X	03.11	26			980	BXBR					HS	AD		0	5						
S029	25-26	X	07.00	47			980	BXBR					HS	AD		0	5						
S029	25-26	X	08.86	34			980	BXBR					HS	AD		0	5						

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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December 31, 2008

Commissioner District 3

Garvin County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands						
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total				
			Rural	Municipal																							
S029	25-26	X 10.66	34			980	BXBR				HS	AD	0	5												0	
S074	25-27	00.00	2.20		SURFACE CHANGE	540	DIDL	24	3	2		71	1	0	5												
S074	25-27	X 00.24	23			540	BXBR				HS	SD	0	5	10	2	2				33				644		
S074	25-27	X 00.56	302			540	BRDG				36	AD	0	5													
S074	25-27	X 00.84	23			540	BXUF				HS	NR	0	5													
S074	25-27	02.20	0.75		SURFACE CHANGE	680	DIDL	24	3	4		71	1	0	5												
S074	25-27	X 02.48	303			680	BRDG				36	AD	0	5													
S074	25-27	02.95	4.90		ENTER ELMORE C/L	760	DIDL	24	3	2		71	1	0	5												
S074	25-27	X 03.19	22			760	BXUF				HS	NR	0	5													
S074	25-27	X 03.28	33			760	BXBR				HS	AD	0	5													
S074	25-27	X 06.60	30			760	BRDG				26	SD	0	5	10	2	2								1,120		
S074	25-27	X 07.76	137			760	BRDG				36	SD	0	5	10	2	1				31				1,722		
S074	25-27	07.85	ELMORE C	0.41	WIDTH CHANGE G ST	1,100	DIDL	22	3	2		70	1	0	5												
S074	25-27	08.26		0.20	JCT SH 29	1,100	DIDL	53	4			87	1	0	5											3,486	
S074	25-28	00.00		0.32	SHIRLEY STREET	1,500	DHLA	39	4			93	1	0	5												
S074	25-28	00.32		0.26	LEAVE ELMORE CITY C/	1,500	DHDB	24	1	5		83	1	0	5												
S074	25-28	00.58	0.17		ENTER ELMORE CITY C/	1,300	DHDB	24	1	5		83	1	0	5												
S074	25-28	00.75		0.18	LEAVE ELMORE CITY C/	1,400	DHDB	24	1	5		83	1	0	5												
S074	25-28	00.93	6.77		5.81 S SH 19	1,400	DHDB	24	3	3		74	1	0	5												
S074	25-28	X 01.29	42			1,400	BXBR				HS	AD	0	5													
S074	25-28	X 06.33	48			1,400	BXBR				HS	AD	0	5													
S074	25-28	07.70	5.58		ENTER MAYSVILLE C/L	1,800	DHDB	24	3	3		75	1	0	5												
S074	25-28	X 08.15	32			1,800	BRDG				20	FO	0	5	09	2	2				31				1,120		
S074	25-28	X 08.20	79			1,800	BRDG				38	SD	0	5	09	2	1				31				1,340		
S074	25-28	X 08.42	181			1,800	BRDG				25	SD	0	5	09	2	1				31				1,955		
S074	25-28	X 08.59	22			1,800	BXUF				HS	NR	0	5													
S074	25-28	X 09.78	26			1,800	BXUF				HS	NR	0	5													
S074	25-28	X 13.03	34			1,800	BXBR				HS	AD	0	5													
S074	25-28	13.28	MAYSVILL	0.23	JCT SH 19	2,900	DHLA	39	4			86	1	0	5												
S074	25-28	X 13.35		100		2,900	BRDG				25	SD	0	5	30	2	1				31				1,492	5,907	
S074	25-30	00.00		0.19	LVE MASVILLE C/L 3 S	2,900	IILA	34	4			84	1	0	5												
S074	25-30	00.19	0.18		END PC CONC	3,300	IILA	24	3	4		73	1	0	5												
S074	25-30	00.37	2.25		MCCLAIN CO LINE	2,700	IHHB	24	3	4		75	1	0	5												
S074	25-30	X 01.41	457			2,700	BRDG				20	SD	0	5	08	2	1				31				2,980	2,980	
S076	25-32	00.00	8.01		JCT SH 29	1,300	DIHB	24	1	8		80	1	0	5												
S076	25-32	X 03.95	29			1,300	BXBR				HS	AD	0	5													
S076	25-32	X 04.68	34			1,300	BXBR				HS	AD	0	5													
S076	25-32	X 04.74	42			1,300	BXBR				HS	SD	0	5	09	2	2				33				644		
S076	25-32	X 05.97	100			1,300	BRDG				20	SD	0	5	09	2	1				31				1,492		
S076	25-32	X 06.05	162			1,300	BRDG				HS	SD	0	5	09	2	1				31				1,859		
S076	25-32	X 06.14	34			1,300	BXBR				HS	AD	0	5												3,995	
S076	25-36	00.00	8.44		2.3 MI S SH 19	1,500	DHHB	24	1	8		83	1	0	5												
S076	25-36	X 01.00	300			1,500	BRDG				34	AD	0	5													
S076	25-36	X 07.48	48			1,500	BXBR				HS	AD	0	5													
S076	25-36	08.44	1.22		ENTER LINDSAY C/L	5,700	IHHB	24	1	8		87	1	0	5												

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

Garvin County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total			
			Rural	Municipal																						
S076	25-36	X 09.36	622			5,700	BRDG				32	SD	0	5	29	2	1									
S076	25-36	09.66	LINDSAY	1.10	JCT SH 19	5,300	IHHB	24	1	8		81	1	0	5										6,746	
S076	25-40	00.00		0.27	E15000 RD	2,800	IHHA	22	3	7		77	1	0	5											
S076	25-40	X 00.17		75		2,800	BRDG				26	SD	0	5	30	2	1								1,309	
S076	25-40	00.27		0.76	1.03 MIS. N. SH 19	2,800	IHHA	22	3	7		77	1	0	5											
S076	25-40	01.03		0.25	MCCLAIN CO LINE	2,800	IHHA	22	3	7		85	1	0	5											1,309
S029A	25-44	00.00	0.48		JCT SH 29	130	DHHB	22	3	4		85	1	0	5											0
S059B	25-45	00.00	2.36		MCCLAIN CO LINE	1,700	DIDL	24	1	4		79	1	0	5											
S059B	25-45	X 02.36	141			1,700	BRDG				25	SD	0	5	09	2	1									1,745
I035	25-46	E 00.00	4.06		MAINT DIV. BREAK	28,300	IILE	24	1	10		95	1	1	1											
I035	25-46	W 00.00	0.00		MAINT DIV. BREAK	28,300	IILE	24	1	10		92	1	1	1											
I035	25-46	E X 01.44	350			28,300	BRDG				36	AD	1	1												
I035	25-46	W X 01.44	350			28,300	BRDG				36	AD	1	1												
I035	25-46	E X 01.95	483			28,300	BRDG				27	AD	1	1												
I035	25-46	W X 01.95	483			28,300	BRDG				27	AD	1	1												
I035	25-46	E 04.06	2.89		1.44 MIS S SH 17A	28,400	PILE	24	1	10		92	1	1	1											
I035	25-46	W 04.06	0.00		1.44 MIS S SH 17A	28,400	PILE	24	1	10		93	1	1	1											
I035	25-46	X 04.74	0			28,400	UP-H					SD	1	1	01	6	5									2,424
I035	25-46	X 06.90	48			28,400	BXUF				HS	NR	1	1												
I035	25-46	E 06.95	1.44		JCT SH 17A	28,400	PILE	24	1	10		90	1	1	1											
I035	25-46	W 06.95	0.00		JCT SH 17A	28,400	PILE	24	1	10		91	1	1	1											
I035	25-46	E 08.39	2.01		JCT SH 29	28,100	PILE	24	1	10		93	1	1	1											
I035	25-46	W 08.39	0.00		JCT SH 29	28,100	PILE	24	1	10		93	1	1	1											
I035	25-46	X 08.39	0		JCT SH 29	28,100	UP-H					SD	1	1	01	6	5									1,954
I035	25-46	X 09.43	32			28,100	BXUF				HS	NR	1	1												
I035	25-46	E X 09.97	101			28,100	BRDG				40	AD	1	1												
I035	25-46	W X 09.97	101			28,100	BRDG				40	AD	1	1												
I035	25-46	E X 10.39	119			28,100	OP-H				36	AD	1	1												
I035	25-46	W X 10.39	119			28,100	OP-H				36	AD	1	1												
I035	25-46	E 10.40	2.60		2.60 MIS N. SH 29	29,400	PILE	24	1	10		91	1	1	1											
I035	25-46	W 10.40	0.00		2.60 MIS N. SH 29	29,400	PILE	24	1	10		94	1	1	1											
I035	25-46	E X 11.37	121			29,400	BRDG				39	AD	1	1												
I035	25-46	W X 11.37	121			29,400	BRDG				39	AD	1	1												
I035	25-46	E X 12.46	98			29,400	OP-H				36	AD	1	1												
I035	25-46	W X 12.46	98			29,400	OP-H				36	AD	1	1												
I035	25-46	E 13.00	0.60		ENT PAULS VALLEY U/L	29,200	IILE	24	1	10		86	1	1	1											
I035	25-46	W 13.00	0.00		ENT PAULS VALLEY U/L	29,200	IILE	24	1	10		86	1	1	1											
I035	25-46	E 13.60	2.26		ENT PAULS VALLEY C/L	30,300	IILE	24	1	10		86	2	1	1											
I035	25-46	W 13.60	0.00		ENT PAULS VALLEY C/L	30,300	IILE	24	1	10		86	2	1	1											
I035	25-46	X 14.46	0			30,300	UP-H					SD	1	1	01	6	5									1,929
I035	25-46	X 15.83	0			30,300	UP-H					SD	1	1	01	6	5									2,035
I035	25-46	E 15.86		0.54	0.57 MIS S. SH 19	30,300	IILE	24	1	10		86	2	1	1											
I035	25-46	W 15.86		0.00	0.57 MIS S. SH 19	30,300	IILE	24	1	10		86	2	1	1											
I035	25-46	E X 16.35		302		30,300	BRDG				24	AD	1	1												
I035	25-46	W X 16.35		302		30,300	BRDG				24	AD	1	1												

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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December 31, 2008 Commissioner District 3

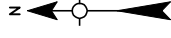
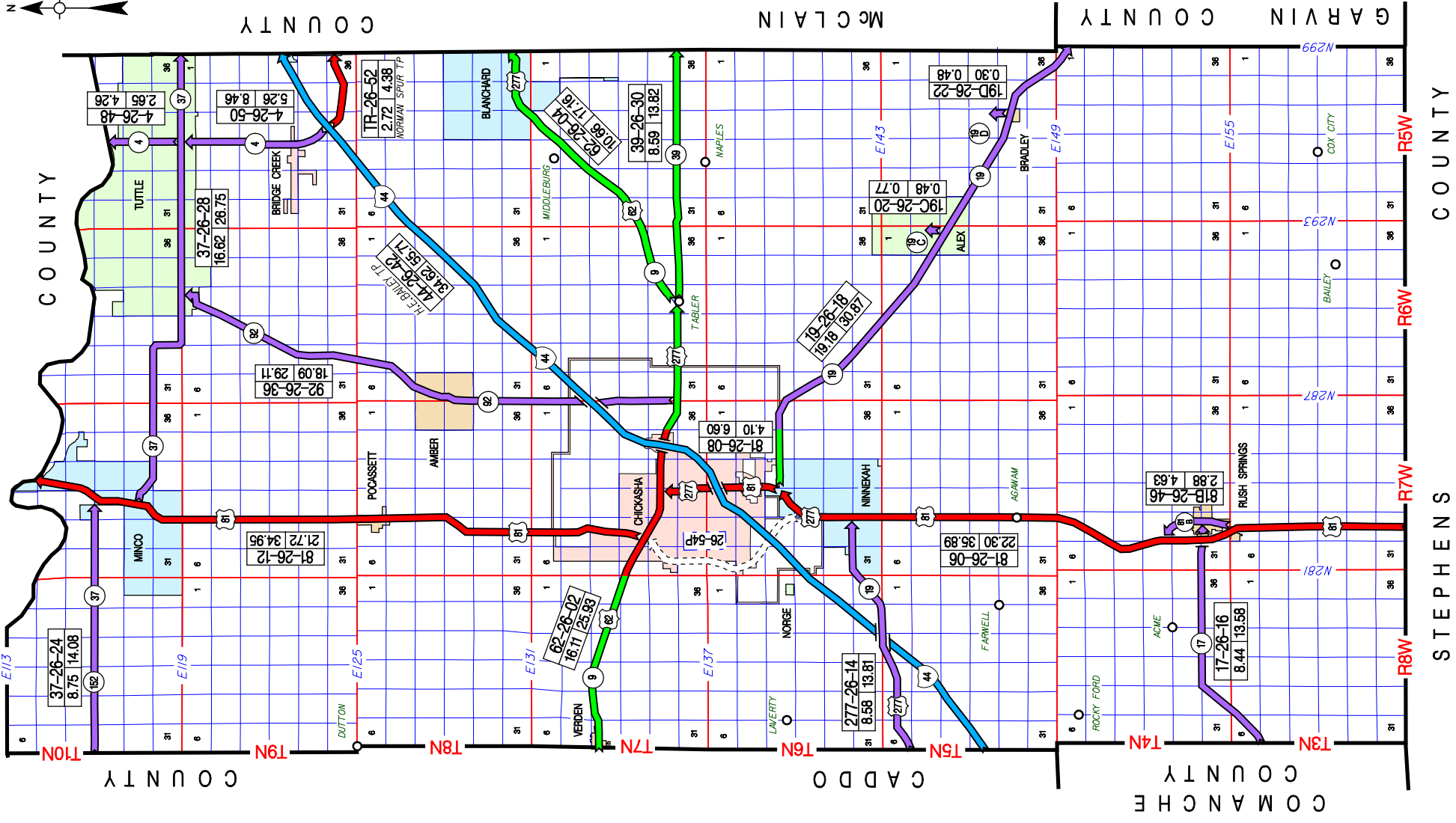
Garvin County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	25-46	E 16.40		0.57	JCT SH 19 ATR	30,300	IILE	24	1	10		86	2	1	1								
I035	25-46	W 16.40		0.00	JCT SH 19 ATR	30,300	IILE	24	1	10		86	2	1	1								
I035	25-46	E X 16.96		252		30,300	OP-H					31	AD		1	1							
I035	25-46	W X 16.96		252		30,300	OP-H					31	AD		1	1	01	6	6		31	3,751	
I035	25-46	E 16.97		0.27	0.27 MIS. N. SH 19	30,300	IILE	24	1	10		90	2	1	1								
I035	25-46	W 16.97		0.00	0.27 MIS. N. SH 19	30,300	IILE	24	1	10		90	2	1	1								
I035	25-46	E 17.24		0.73	1.00 MIS. N. SH 19	28,300	IILE	24	1	10		90	1	1	1								
I035	25-46	W 17.24		0.00	1.00 MIS. N. SH 19	28,300	IILE	24	1	10		91	1	1	1								
I035	25-46	E 17.97		0.92	LEV PAULS VALLEY C/L	28,300	PILE	24	1	10		92	1	1	1								
I035	25-46	W 17.97		0.00	KIMBERLIN RD UNDER	28,300	PILE	24	1	10		91	1	1	1								
I035	25-46	E X 18.83		176		28,300	OP-H					42	AD		1	1							
I035	25-46	W X 18.83		176		28,300	OP-H					42	AD		1	1							
I035	25-46	E 18.89	1.44		3.36 MIS. N. SH 19	28,300	PILE	24	1	10		91	1	1	1								
I035	25-46	W 18.89	0.00		3.36 MIS. N. SH 19	28,300	PILE	24	1	10		91	1	1	1								
I035	25-46	E X 20.22	724			28,300	BRDG					35	SD		1	1	01	6	1		31	4,427	
I035	25-46	W X 20.22	724			28,300	BRDG					35	SD		1	1	01	6	1		31	4,427	
I035	25-46	E 20.33	3.31		JCT SH 145	29,500	PILE	24	1	10		93	1	1	1								
I035	25-46	W 20.33	0.00		JCT SH 145	29,500	PILE	24	1	10		95	1	1	1								
I035	25-46	X 21.62	0			29,500	UP-H					FO		1	1	01	6	5			31	1,935	
I035	25-46	X 23.63	0			29,500	UP-H					AD		1	1								
I035	25-46	E 23.64	2.25		MCCLAIN CO LINE	29,300	PILE	24	1	10		90	1	1	1								
I035	25-46	W 23.64	0.00		MCCLAIN CO LINE	29,300	PILE	24	1	10		94	1	1	1								
I035	25-46	E X 25.55	152			29,300	BRDG					41	SD		1	1	01	6	1		31	1,805	
I035	25-46	W X 25.55	151			29,300	BRDG					41	AD		1	1						24,687	
S133	25-47	00.00	4.55		MCCLAIN CO LINE	330	DIDB	20	3	3		64	1	0	5	13	2	0	2	01	3,093	3,093	
S145	25-48	00.00	2.57		ENTER PAOLI C/L	860	IHHF	24	1	8		83	1	0	5								
S145	25-48	X 00.00	220		ENTER PAOLI C/L	860	OP-H					26	AD		0	5							
S145	25-48	X 00.74	26			860	BXUF					HS	NR		0	5							
S145	25-48	X 01.52	23			860	BXUF					HS	NR		0	5							
S145	25-48	02.57	PAOLI	0.31	JCT US 77	1,200	IHHF	24	1	10		83	1	0	5							0	
S017A	25-53	00.00	3.10		JCT US 77	1,600	IHHA	24	1	8		88	1	0	5								
S017A	25-53	X 00.00	226		JCT US 77	1,600	OP-H					28	SD		0	5	09	2	0		31	1,954	
S017A	25-53	X 00.87	803			1,600	BRDG					35	AD		0	5							
S017A	25-53	X 02.00	42			1,600	BXBR					HS	AD		0	5							
S017A	25-53	X 02.76	40			1,600	BRDG					39	SD		0	5	09	2	0		31	1,120	
County Total			186.24	21.80	208.00																43,394	85,770	129,164

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- GRADY COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2602	US 62	16.11	CADDO COUNTY LINE IN VERDEN	EASTERLY	JCT. SH 39 AT TABLER	
2604	US 62	10.66	JCT. SH 39 AT TABLER	NORTHEASTERLY	MCCLAIN COUNTY LINE S.W. OF BLANCHARD	AGENDA ITEM (11.07 MILES BEFORE)
2606	US 81	22.30	STEPHENS COUNTY LINE	NORTHERLY	JCT. SH 19, S. OF CHICKASHA	
2608	US 81	4.10	JCT. SH 19(S. OF CHICKASHA)	NORTHERLY	JCT. US 62(CHOCTAW AV & 4TH ST)IN CHICKASHA	
2612	US 81	21.72	JCT. US 62 W. IN CHICKASHA	NORTHERLY	CANADIAN COUNTY LINE (N. END BRIDGE)	
2614	US 277	8.58	CADDO COUNTY LINE	EASTERLY	JCT. US 81 S. OF CHICKASHA	
2616	SH 17	8.44	COMANCHE COUNTY LINE	NORTH & EASTERLY	JCT. US 81B(RUSH & BLAKELEY)IN RUSH SPRINGS	
2618	SH 19	19.18	JCT. US 81, S. OF CHICKASHA	SOUTHEASTERLY	GARVIN COUNTY LINE	
2620	SH 19C	0.48	JCT. SH 19 S. OF ALEX	NORTHERLY	"E" AVE & MAIN ST IN ALEX	
2622	SH 19D	0.30	JCT. SH 19 IN BRADLEY	NORTHERLY	STATE MAINTENANCE ENDS SIGN	
2624	SH 37	8.75	CADDO COUNTY LINE	EASTERLY	JCT. US 81 IN MINCO	
2628	SH 37	16.62	JCT. US 81(W. SECOND ST & MAIN ST)IN MINCO	EASTERLY	MCCLAIN COUNTY LINE	
2630	SH 39	8.59	JCT. US 62 AT TABLER	EASTERLY	MCCLAIN COUNTY LINE	
2636	SH 92	18.09	JCT. US 62, E. OF CHICKASHA	NORTHEASTERLY	JCT. SH 37(MAIN ST & FOURTH)IN TUTTLE	
2642	IS 44	34.62	CADDO COUNTY LINE	NORTHEASTERLY	MCCLAIN COUNTY LINE	H. E. BAILEY T.P.
2646	US 81B	2.88	JCT. US 81 S. OF RUSH SPRINGS	NORTHERLY	JCT. US 81 N. OF RUSH SPRINGS	
2648	SH 4	2.65	JCT SH 37 IN TUTTLE	NORTHERLY	CANADIAN COUNTY LINE (N. END BRIDGE)	NEW CONSTRUCTION 2002
2650	SH 4	5.26	JCT I-44 (H.E. BAILEY TURNPIKE) W. SIDE STR.	NORTHERLY	JCT SH 37	NEW CONSTRUCTION 2003
2652	TOLL RD	2.72	JCT I-44 (H.E. BAILEY TURNPIKE) W. SIDE STR.	EASTERLY	MCCLAIN COUNTY LINE	NORMAN SPUR T.P. (CONSTRUCTED 2002)
2654P	P & S	0.00	JCT US 81	NORTHERLY	JCT US 62	PROJECT MGMT EST 6.70 MILES

212.05 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 7

Grady County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	26-02	00.00	VERDEN		7,600	IHHB	50	4		92	1	0	4										
U062	26-02	00.48			7,600	IHHB	50	4		91	1	0	4										
U062	26-02	00.64			6,300	IIHB	50	4		92	1	0	4										
U062	26-02	00.81	0.12		7,000	II0E	48	1	10	86	1	0	4										
U062	26-02	N 00.93	5.24		7,000	II0E	24	1	10	96	1	0	4										
U062	26-02	S 00.93	0.00		7,000	II0E	24	1	10	97	1	0	4										
U062	26-02	X 02.02	72		7,000	BXBR				HS	AD		0	4									
U062	26-02	X 02.95	55		7,000	BXBR				HS	FO		0	4	04	4	2		31		644		
U062	26-02	X 03.61	34		7,000	BXBR				HS	AD		0	4									
U062	26-02	N 06.17	0.11		6,500	II0E	24	1	10	97	1	0	3										
U062	26-02	S 06.17	0.00		6,500	II0E	24	1	10	98	1	0	3										
U062	26-02	N 06.28	0.44		6,700	IHHF	24	1	10	93	1	0	3										
U062	26-02	S 06.28	0.00		6,700	II0E	24	1	10	97	1	0	3										
U062	26-02	N 06.72		0.57	6,800	HH0F	24	1	10	95	1	0	3										
U062	26-02	S 06.72		0.00	6,800	II0E	24	1	10	97	1	0	3										
U062	26-02	N 07.29		0.19	6,800	IIHF	24	1	10	93	1	0	3										
U062	26-02	S 07.29		0.00	6,800	II0E	24	1	10	97	1	0	3										
U062	26-02	N 07.48		0.17	6,900	IIHF	24	1	10	97	1	0	3										
U062	26-02	S 07.48		0.00	6,900	IIHF	24	1	10	97	1	0	3										
U062	26-02	N 07.65		0.97	6,000	IIHF	24	1	10	97	1	1	3										
U062	26-02	S 07.65		0.00	6,000	IIHF	24	1	10	97	1	1	3										
U062	26-02	N X 08.27		262	6,000	BRDG				31	AD		1	3									
U062	26-02	S X 08.27		263	6,000	BRDG				31	AD		1	3									
U062	26-02	N 08.62		0.13	9,000	LL0H	24	1	10	89	1	1	3										
U062	26-02	S 08.62		0.00	9,000	LL0H	24	1	10	90	1	1	3										
U062	26-02	N X 08.62		157	9,000	OP-R				36	AD		1	3									
U062	26-02	S X 08.62		154	9,000	OP-R				36	AD		1	3									
U062	26-02	N 08.75		0.08	9,600	LL0H	26	4		88	1	1	3										
U062	26-02	S 08.75		0.00	9,600	LL0H	26	4		88	1	1	3										
U062	26-02		08.83		9,600	IILA	50	4		75	1	1	3										
U062	26-02		09.24		8,600	IILA	72	4		79	1	1	3										
U062	26-02		09.38		9,300	IILA	72	4		83	1	0	3										
U062	26-02	N 09.46		0.06	9,300	IILA	36	4		89	1	0	3										
U062	26-02	S 09.46		0.00	9,300	IILA	36	4		89	1	0	3										
U062	26-02	N 09.52		0.39	8,500	LLOF	28	4		92	1	0	3										
U062	26-02	S 09.52		0.00	8,500	LLOF	28	4		92	1	0	3										
U062	26-02	X 09.58		950	8,500	H-HR				36	FO		0	3	27	4	4		31		8,494		
U062	26-02		09.91		8,300	LLOF	58	4		89	1	0	3										
U062	26-02		10.00		8,300	LLOF	58	4		88	1	0	3										
U062	26-02		10.25		7,300	LLOA	52	4		89	1	0	3										
U062	26-02	N 10.87		0.12	7,100	LLOA	24	1	10	79	1	0	3										
U062	26-02	S 10.87		0.00	7,100	LLOA	24	1	10	79	1	0	3										
U062	26-02	X 10.98		156	7,100	UP-H				AD		0	3										
U062	26-02	N 10.99		0.35	6,600	HHHF	24	1	10	99	1	0	3										
U062	26-02	S 10.99		0.00	6,600	HHHF	24	1	10	99	1	0	3										

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	26-02	N X	11.20		962	6,600	BRDG			36	AD		0	3									
U062	26-02	S X	11.20		994	6,600	BRDG			36	AD		0	3									
U062	26-02	N	11.34	0.21		7,800	IHHF	24	1	10		97	1	0	3								
U062	26-02	S	11.34	0.00		7,800	IHHF	24	1	10		97	1	0	3								
U062	26-02	N	11.55	1.09		7,000	IHB	24	1	10		96	1	0	4								
U062	26-02	S	11.55	0.00		7,000	IHB	24	1	10		99	1	0	4								
U062	26-02	X	12.27	34		7,000	BXBR				HS	AD		0	4								
U062	26-02	N	12.64	0.21		5,200	IHB	24	1	10		97	1	0	4								
U062	26-02	S	12.64	0.00		5,200	IHB	24	1	10		97	1	0	4								
U062	26-02		12.85	0.31		5,200	HHHQ	52	4			93	1	0	4								
U062	26-02		13.16	2.95		3,800	IHQ	24	1	8		91	1	0	4								
U062	26-02	X	13.72	300		3,800	BRDG				36	AD		0	4								
U062	26-02	X	14.10	150		3,800	BRDG				36	AD		0	4								
U062	26-02	X	15.66	200		3,800	BRDG				36	AD		0	4								
U062	26-02	X	15.85	150		3,800	BRDG				36	AD		0	4						9,138		
U062	26-04		00.00	0.60		2,600	IHB	24	1	8		98	1	0	4								
U062	26-04	X	00.11	22		2,600	BXBR				HS	AD		0	4								
U062	26-04		00.60	2.40		2,300	IILQ	24	1	8		94	1	0	4								
U062	26-04	X	01.00	82		2,300	BXBR				HS	AD		0	4								
U062	26-04	X	01.63	23		2,300	BXBR				HS	AD		0	4								
U062	26-04		03.00	5.24		3,300	IIOE	24	1	8		90	1	0	4								
U062	26-04	X	08.00	198		3,300	BRDG				36	AD		0	4								
U062	26-04		08.24		2.28	3,500	IIOE	24	1	8		93	1	0	4								
U062	26-04		10.52		0.14	6,500	LL0A	20	3	5		64	1	0	4	29	2	0	8	50	0		
U081	26-06		00.00	0.22		7,100	IIIE	52	4			93	1	1	3								
U081	26-06	E	00.22	1.43		7,100	IILA	24	1	10		86	1	1	3								
U081	26-06	W	00.22	0.00		7,100	IIIE	24	1	10		91	1	1	3								
U081	26-06	E	01.65	0.33		7,100	IIIE	24	1	10		87	1	1	3								
U081	26-06	W	01.65	0.00		7,100	IIIE	24	1	10		91	1	1	3								
U081	26-06	X	01.86	33		7,100	BXBR				HS	FO		1	3	03	2	2	33		896		
U081	26-06	E	01.98	1.49		7,400	IILA	24	1	10		86	1	1	3								
U081	26-06	W	01.98	0.00		7,400	IIIE	24	1	10		90	1	1	3								
U081	26-06	E	03.47	0.50		7,300	IILA	24	1	10		90	1	1	3								
U081	26-06	W	03.47	0.00		7,300	IIIE	24	1	10		89	1	1	3								
U081	26-06	E	03.97	0.81		6,500	IIIE	24	1	10		91	1	1	3								
U081	26-06	W	03.97	0.00		6,500	IIIE	24	1	10		91	1	1	3								
U081	26-06	X	04.24	41		6,500	BXBR				HS	FO		1	3	03	2	2	33		895		
U081	26-06	E	04.78	0.67		6,300	IILA	24	1	10		86	1	1	3								
U081	26-06	W	04.78	0.00		6,300	IIIE	24	1	10		91	1	1	3								
U081	26-06	E	05.45	0.35		5,900	IHHF	24	1	10		91	1	1	3								
U081	26-06	W	05.45	0.00		5,900	IIIE	24	1	10		92	1	1	3								
U081	26-06	E	05.80	1.04		6,000	IHHF	24	1	10		90	1	1	3								
U081	26-06	W	05.80	0.00		6,000	IIIE	24	1	10		92	1	1	3								
U081	26-06	X	06.80	26		6,000	BXBR				HS	FO		1	3	03	2	2	33		644		
U081	26-06	E	06.84	0.22		5,400	IHHF	24	1	10		86	1	1	3								

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands						
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total				
			Rural	Municipal																							
U081	26-06	W	06.84				JCT SH 17	5,400	IHHF	24	1	10		87	1	1	3										
U081	26-06	E	07.06				ENT RUSH SPRINGS C/L	5,300	IHHF	24	1	10		85	1	1	3										
U081	26-06	W	07.06				ENT RUSH SPRINGS C/L	5,300	IHHF	24	1	10		87	1	1	3										
U081	26-06	E	07.11				LVE RUSH SPRINGS C/L	5,200	IHHF	24	1	10		86	1	1	3										
U081	26-06	W	07.11				LVE RUSH SPRINGS C/L	5,200	IHHF	24	1	10		85	1	1	3										
U081	26-06	E	07.36				JCT US 81B	5,400	IHHF	24	1	10		87	1	1	3										
U081	26-06	W	07.36				JCT US 81B	5,400	IHHF	24	1	10		87	1	1	3										
U081	26-06	X	08.47					5,400	BXBR				HS	AD		1	3										
U081	26-06	E	08.57				SURF. CHANGE	6,100	IHHF	24	1	10		87	1	1	3										
U081	26-06	W	08.57				SURF. CHANGE	6,100	IHHF	24	1	10		88	1	1	3										
U081	26-06	E	08.90				SURF. CHANGE	6,300	IHHF	24	1	10		90	1	1	3										
U081	26-06	W	08.90				SURF. CHANGE	6,300	IHHF	24	1	10		90	1	1	3										
U081	26-06	X	11.27					6,300	BXBR				HS	AD		1	3										
U081	26-06	E	12.50				1.89 MI W. JCT US 27	6,300	IILF	24	1	10		88	1	1	3										
U081	26-06	W	12.50				1.89 MI W. JCT US 27	6,300	IILF	24	1	10		88	1	1	3										
U081	26-06	X	14.08					6,300	BXBR				HS	AD		1	3										
U081	26-06	X	17.40					6,300	BXBR				HS	AD		1	3										
U081	26-06	E	17.48				ENTER NINNEKAH C/L	6,300	LLOF	24	1	10		84	1	1	3										
U081	26-06	W	17.48				ENTER NINNEKAH C/L	6,300	LLOF	24	1	10		84	1	1	3										
U081	26-06	X	18.35					6,300	BRDG				HS	AD		1	3										
U081	26-06	E	18.37			NINNEKAH	JCT US 277 WEST -TC-	6,700	LLOA	24	1	10		85	1	1	3										
U081	26-06	W	18.37				JCT US 277 WEST -TC-	6,700	LLOA	24	1	10		86	1	1	3										
U081	26-06	E	X 18.44					6,700	BRDG				25	SD		1	3	03	4	1			50				
U081	26-06	W	X 18.44					6,700	BRDG				25	SD		1	3	03	4	1			50				
U081	26-06	X	19.06					6,700	BXBR				HS	AD		1	3	03	4	1			50				
U081	26-06	E	19.37				LEAVE NINNEKAH C/L	7,800	LLOA	24	1	10		86	1	1	3										
U081	26-06	W	19.37				LEAVE NINNEKAH C/L	7,800	LLOA	24	1	10		86	1	1	3										
U081	26-06	E	20.37			0.53	NEEDS STUDY BREAK	7,400	LLOA	24	1	10		86	1	1	3										
U081	26-06	W	20.37			0.00	NEEDS STUDY BREAK	7,400	LLOA	24	1	10		87	1	1	3										
U081	26-06	E	20.90			0.20	ENTER NINNEKAH C/L	7,400	LLOA	24	1	10		88	1	1	3										
U081	26-06	W	20.90			0.00	ENTER NINNEKAH C/L	7,400	LLOA	24	1	10		88	1	1	3										
U081	26-06	E	21.10			0.39	ENT CHICKASHA U/L	8,000	LLOA	24	1	10		89	1	1	3										
U081	26-06	W	21.10			0.00	ENT CHICKASHA U/L	8,000	LLOA	24	1	10		88	1	1	3										
U081	26-06	E	21.49			0.81	JCT SH 19 EAST	7,400	LLOA	24	1	10		88	1	1	3										
U081	26-06	W	21.49			0.00	JCT SH 19 EAST	7,400	LLOA	24	1	10		88	1	1	3										
U081	26-06	X	21.90					7,400	BXBR				HS	AD		1	3										2,435
U081	26-08	E	00.00			0.50	LEV NINNEKAH C/L	9,600	LLOA	24	4			84	1	1	3										
U081	26-08	W	00.00			0.00	COTTONWOOD RD	9,600	LLOA	24	4			84	1	1	3										
U081	26-08	E	00.50			0.70	ENTER CHICKASHA C/L	9,600	LLOA	24	4			84	1	1	3										
U081	26-08	W	00.50			0.00	ENTER CHICKASHA C/L	9,600	LLOA	24	4			84	1	1	3										
U081	26-08	E	01.20			0.30	COUNTRY CLUB RD	9,600	LLOA	24	4			83	1	1	3										
U081	26-08	W	01.20			0.00	COUNTRY CLUB RD	9,600	LLOA	24	4			84	1	1	3										
U081	26-08	E	01.50			0.12	END PC CONC EAST LAN	11,400	LLOA	24	4			83	1	1	3										
U081	26-08	W	01.50			0.00	END PC CONC EAST LAN	11,400	LLOA	24	4			84	1	1	3										
U081	26-08	E	01.62			0.41	SURF CHANGE	11,400	IHHB	24	1	9		84	1	1	3										

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			Length (Rdy: Miles) (Brig: Feet)				Type	Width Feet												Roadway	Bridge	Control Section Total					
			Rural	Municipal																							
U081	26-08	W 01.62		0.00		11,400	LL0A	24	4		86	1	1	3													
U081	26-08	E 02.03		0.14	JCT TURNPIKE I-44	13,800	IKA	34	4		84	1	1	3													
U081	26-08	W 02.03		0.00		13,800	LL0A	24	4		87	1	1	3													
U081	26-08	E 02.17		0.20	BEGIN PC CONC	15,000	IKA	34	4		82	1	1	3													
U081	26-08	W 02.17		0.00		15,000	LL0A	24	4		87	1	1	3													
U081	26-08	X 02.17		241		15,000	UP-H				AD		1	3													
U081	26-08	E 02.37		0.13	JCT SH 92	15,000	IILA	34	4		87	1	1	3													
U081	26-08	W 02.37		0.00		15,000	LL0A	24	4		89	1	1	3													
U081	26-08	E 02.50		0.25	END DIVIDED	15,800	LL0A	34	4		85	1	1	3													
U081	26-08	W 02.50		0.00	END DIVIDED	15,800	LL0A	34	4		85	1	1	3													
U081	26-08	02.75		0.99	MINNESOTA AVE	15,000	LL0A	48	4		82	1	1	3													
U081	26-08	X 02.95		59		15,000	BXBR			HS	AD		1	3													
U081	26-08	03.74		0.36	JCT US 62-TC-	15,000	HHLA	53	4		83	1	1	3								0					
U081	26-12	00.00		0.90	LVE CHICKASHA UC/L	4,200	IHF	24	1	10	92	1	1	3													
U081	26-12	00.90	1.66		BEG PC CONC	4,000	IHF	24	1	10	87	1	1	3													
U081	26-12	X 01.38	300			4,000	BRDG				36	AD		1	3												
U081	26-12	X 01.56	300			4,000	BRDG				36	AD		1	3												
U081	26-12	X 01.75	400			4,000	BRDG				36	AD		1	3												
U081	26-12	02.56	1.44		13.88 MI S SH 37	4,100	IILA	24	1	8	88	1	1	3													
U081	26-12	04.00	5.13		ENT POCASSETT-E12600	4,100	IHLA	24	1	8	82	1	1	3													
U081	26-12	X 06.85	182			4,100	BRDG			36	AD		1	3													
U081	26-12	09.13		0.23	5TH STREET	4,200	IHLA	24	1	8	84	1	1	3													
U081	26-12	09.36		0.26	1ST STREET	3,100	IILA	52	4		90	1	1	3													
U081	26-12	09.62		0.49	LEV POCASSETT-DUTTON	3,500	IILA	24	1	10	89	1	1	3													
U081	26-12	10.11	6.03		ENT MINCO C/L CLAYTO	2,900	IILA	24	1	10	83	1	1	3													
U081	26-12	16.14	MINCO	0.88	0.86MI S SH 37 EAST	3,100	IILA	24	1	10	84	1	1	3													
U081	26-12	X 16.25		34		3,100	BRDG				HS	AD		1	3												
U081	26-12	X 16.31		56		3,100	BRDG				HS	AD		1	3												
U081	26-12	X 16.44		110		3,100	BRDG				36	AD		1	3												
U081	26-12	17.02		0.63	0.23MI S SH 37 EAST	3,100	IILA	24	1	10	84	1	1	3													
U081	26-12	17.65		0.23	JCT SH 37 E MAIN TC	3,100	IILA	50	4		79	1	1	3													
U081	26-12	17.88		0.36	NORTH STREET	4,500	IILA	50	4		79	1	1	3													
U081	26-12	18.24		0.49	0.85 MIS. N. SH 37E	4,500	IILA	50	4		81	1	1	3													
U081	26-12	X 18.45		28		4,500	BXBR			HS	AD		1	3													
U081	26-12	18.73		0.20	0.36 MIS. S. SH 37W	4,500	IILA	50	4		84	1	1	3													
U081	26-12	18.93		0.36	JCT SH 37 WEST	4,500	IIHE	24	1	8	88	1	1	3													
U081	26-12	19.29		0.10	LEAVE MINCO C/L	4,100	IIHE	24	1	8	90	1	1	3													
U081	26-12	19.39	0.31		ENTER MINCO C/L	4,600	IIHE	24	1	8	90	1	1	3													
U081	26-12	X 19.53	363			4,600	OP-R				36	AD		1	3												
U081	26-12	19.70		0.50	0.91 MIS. N. SH 37W	4,900	IIHE	24	1	8	90	1	1	3													
U081	26-12	20.20		0.74	BEG PC CONC	4,400	IILA	24	1	8	84	1	1	3													
U081	26-12	20.94		0.78	CANADAIN CO LINE	4,500	IILA	24	1	8	85	1	1	3													
U081	26-12	X 21.59		1708		4,500	BRDG				24	SD		1	3						03	4	1	31		10,823	10,823
U277	26-14	00.00	3.28		3.28 MIS E CADDO CO/	1,800	HHDL	24	3	3	62	1	0	5	09	2	0	4	04		6,901						
U277	26-14	X 00.82	79			1,800	BRDG				24	AD		0	5	09	2	1	31							1,340	

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Grady County

Highway Number	Control Section Number	Subsection					Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint	Type		Width Feet	Type	Width Feet	Roadway											Bridge	Control Section Total			
			Rural	Municipal																						
U277	26-14	X 01.46	100			1,800	BRDG				29	AD	0	5	09	2	2		31							
U277	26-14		03.28	1.02		1,800	HHDL	24	3	4		70	1	0	5											
U277	26-14	X 03.58	125			1,800	BRDG				36	AD	0	5												
U277	26-14	X 04.20	201			1,800	OP-H				37	AD	0	5												
U277	26-14		04.30	2.23		1,800	IHDL	24	3	4		69	1	0	5	09	2	0	5	03		9,699				
U277	26-14	X 05.92	103			1,800	BRDG				20	AD	0	5	09	2	2		31				1,512			
U277	26-14		06.53		NINNEKAH	1,900	IHDL	24	3	4		69	1	0	5	09	2	0	5	03		1,442				
U277	26-14		06.86	0.22		1,800	IHDL	24	3	3		69	1	0	5	09	2	0	5	03		955				
U277	26-14		07.08	1.50		1,800	IHDL	24	3	3		68	1	0	5	09	2	0	5	03		6,518				
U277	26-14	X 07.61				1,800	BRDG				29	AD	0	5	09	2	2		31				1,492			
U277	26-14	X 08.40				1,800	BXBR				HS	AD	0	5	09	2	2		33				644	31,995		
S017	26-16		00.00	6.84		1,100	IIDL	24	3	4		63	1	0	5	09	2	0	3	03		13,860				
S017	26-16		06.84	1.02		1,500	IHHF	24	1	10		81	1	0	5											
S017	26-16		07.86	0.08		1,800	IIHF	51	4			88	1	0	5											
S017	26-16		07.94		RUSH SPR	1,800	IIHF	51	4			88	1	0	5											
S017	26-16		08.36	0.42		3,600	IILA	75	4			82	1	0	5										13,860	
S019	26-18		00.00		NINNEKAH	4,000	IIHD	24	1	10		89	1	0	4											
S019	26-18		00.12	0.08		3,900	IIHD	24	1	7		89	1	0	4											
S019	26-18		00.20	0.37		3,500	IIDL	24	1	7		85	1	0	4											
S019	26-18	X 00.47				3,500	OP-R				36	AD	0	4												
S019	26-18		00.57	0.11		3,500	IIDL	24	1	7		84	1	0	4											
S019	26-18		00.68	0.10		3,500	IIDL	24	1	7		84	1	0	4											
S019	26-18		00.78	0.30		3,300	IIOE	24	1	8		88	1	0	4											
S019	26-18		01.08		1.00	3,300	IIOE	24	1	8		88	1	0	4											
S019	26-18		02.08	1.85		2,600	IIOE	24	1	8		88	1	0	5											
S019	26-18		03.93	1.10		2,600	IIDL	24	1	7		84	1	0	5											
S019	26-18	X 04.27				2,600	BRDG				36	AD	0	5												
S019	26-18	X 04.52				2,600	BRDG				36	AD	0	5												
S019	26-18	X 04.92				2,600	BXBR				HS	AD	0	5												
S019	26-18		05.03	2.43		2,600	IIDL	24	3	6		72	1	0	5											
S019	26-18	X 07.05				2,600	BXBR				HS	AD	0	5												
S019	26-18	X 07.21				2,600	BRDG				HS	AD	0	5												
S019	26-18	X 07.29				2,600	BXBR				HS	AD	0	5												
S019	26-18		07.46	2.90		2,600	IIIE	24	6	7		81	1	0	5											
S019	26-18	X 09.93				2,600	BXBR				HS	AD	0	5												
S019	26-18	X 10.10				2,600	BRDG				23	AD	0	5												
S019	26-18		10.36		ALEX	2,600	IIIE	24	6	7		82	1	0	5											
S019	26-18		10.96	0.17		2,500	IIIE	24	6	7		86	1	0	5											
S019	26-18		11.13	0.19		2,700	IIIE	24	6	6		85	1	0	5											
S019	26-18		11.32	1.39		2,400	IIIE	24	6	5		78	1	0	5											
S019	26-18		12.71	1.15		2,400	IIIE	24	6	5		83	1	0	5											
S019	26-18	X 13.07				2,400	BRDG				36	AD	0	5												
S019	26-18	X 13.44				2,400	BRDG				19	SD	0	5		08	2	1		31			1,854			
S019	26-18		13.86	2.00		2,400	IIIE	24	6	5		77	1	0	5											
S019	26-18	X 14.84				2,400	BXBR				HS	AD	0	5												

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Grady County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
			Length (Rdy: Miles) (Br: Feet)	Rural			Municipal	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
S019	26-18	15.86	BRADLEY	0.05	SHLDR CHANGE -TC-	2,400	IIIE	24	6	5		86	1	0	5									
S019	26-18	15.91		0.05	JCT SH 19D	2,400	IIIE	24	1	10		84	1	0	5									
S019	26-18	15.96		0.04	SHLDR CHANGE	2,400	IIIE	24	1	10		81	1	0	5									
S019	26-18	16.00		0.11	LEAVE BRADLEY C/L	2,400	IIIE	24	6	6		85	1	0	5									
S019	26-18	16.11	3.07		GARVIN CO LINE	2,200	IIIE	24	6	7		84	1	0	5									
S019	26-18	X 16.14	46			2,200	BXBR					HS	AD	0	5									
S019	26-18	X 17.93	520			2,200	BRDG					32	SD	0	5	08	2	1		31		3,330		
S019	26-18	X 18.24	400			2,200	BRDG					23	AD	0	5									
S019	26-18	X 18.75	46			2,200	BXBR					HS	AD	0	5								5,184	
S019C	26-20	00.00	ALEX	0.11	0.11 MIS. N. SH 19	1,900	IHHE	24	3	5		76	1	0	5									
S019C	26-20	00.11		0.10	SHLDR CHANGE	1,300	IHHE	24	3	5		72	1	0	5									
S019C	26-20	00.21		0.21	SHLDR WIDTH F AVE	1,200	IHHE	24	1	4		79	1	0	5									
S019C	26-20	00.42		0.06	END CONTROL E AVE-TC	1,200	IHHE	24	1	10		83	1	0	5								0	
S019D	26-22	00.00	BRADLEY	0.30	END HIGHWAY SIGN	290	IHHE	24	3	3		81	1	0	5								0	
S037	26-24	00.00	8.52		ENTER MINCO C/L	1,900	DHHL	24	3	5		78	1	0	5									
S037	26-24	X 01.11	47			1,900	BRDG					HS	AD	0	5									
S037	26-24	X 01.61	297			1,900	BRDG					30	SD	0	5	09	2	1		31		2,449		
S037	26-24	X 07.37	26			1,900	BXBR					HS	AD	0	5									
S037	26-24	08.52	MINCO	0.23	JCT US 81	1,900	DHHL	24	3	5		77	1	0	5								2,449	
S037	26-28	00.00		0.14	W RR ST IN MINCO	2,400	LLOA	76	4			82	1	0	5									
S037	26-28	00.14		0.22	CEMETERY RD	1,900	HHDL	22	3	5		61	1	0	5	30	2	0	7	08	791			
S037	26-28	00.36		0.74	LEV MINCO C/L SAGER	1,900	HHDL	22	3	5		72	1	0	5	09	2	0	2	02	960			
S037	26-28	X 00.50		231		1,900	BRDG				19	SD	0	5	09	2	1		31		2,184			
S037	26-28	01.10	6.46		ENTER TUTTLE C/L	2,400	HHDL	22	3	5		62	1	0	5	08	2	0	2	02	12,164			
S037	26-28	X 04.21	41			2,400	BXBR					HS	AD	0	5									
S037	26-28	X 04.43	41			2,400	BXBR					HS	AD	0	5									
S037	26-28	07.56	TUTTLE	0.37	0.37 MIS. W. SH 92S	2,600	IIDL	22	3	5		77	1	0	5									
S037	26-28	X 07.67	23			2,600	BXBR					HS	FO	0	5	08	2	2		33		644		
S037	26-28	07.93		0.29	FIFTH STREET	2,800	IIDK	22	3	3		69	1	0	5	30	2	0	7	08	1,043			
S037	26-28	08.22		0.08	JCT SH 92 SOUTH -TC-	6,500	IHHL	24	1	10		85	1	0	5									
S037	26-28	08.30		0.15	SECOND STREET	8,800	IHHL	60	4			88	1	0	5									
S037	26-28	08.45		0.07	FIRST STREET	8,800	IHHL	24	1	10		84	1	0	5									
S037	26-28	08.52		0.07	CIMARRON STREET	8,600	IHHL	24	5	10		83	1	0	5									
S037	26-28	08.59		1.01	RICHLAND RD	8,600	PIIE	48	4			99	1	0	5									
S037	26-28	X 09.50	47			8,600	BXBR					HS	AD	0	5									
S037	26-28	09.60		1.02	FRISCO RD	9,000	PIIE	48	4			94	1	0	5									
S037	26-28	10.62		2.93	JCT SH 4	10,000	IIIE	50	4			97	1	0	5									
S037	26-28	X 11.92	52			10,000	BXBR					HS	AD	0	5									
S037	26-28	13.55		3.07	MC CLAIN CO LINE	12,000	IIIE	50	4			98	1	0	5									
S037	26-28	X 14.31	40			12,000	BXBR					HS	AD	0	5									
S037	26-28	X 14.78	106			12,000	BRDG					29	AD	0	5								17,786	
S039	26-30	00.00	0.32		0.32 MI E US 62	1,600	IHHB	24	1	6		93	1	0	4									
S039	26-30	00.32	8.27		MC CLAIN CO LINE	1,700	IIDL	22	3	4		50	1	0	4	06	2	0	3	02	14,185			
S039	26-30	X 00.45	39			1,700	BXBR					HS	AD	0	4									
S039	26-30	X 03.38	34			1,700	BXBR					HS	AD	0	4									

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Grady County

Highway Number	Control Section Number	Subsection		Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
					Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)																		
S039	26-30	X	04.43	117				1,700	BRDG									31			
S039	26-30	X	05.04	39				1,700	BXBR									33		1,603	
S039	26-30	X	06.69	232				1,700	BRDG										644		16,432
S092	26-36		00.00	5.00			5.0 N US 62	2,400	IIDB	24	3	3									
S092	26-36	X	02.10	26				2,400	BXBR												
S092	26-36	X	03.00	26				2,400	UPHP												
S092	26-36		05.00	2.00			ENTER AMBER C/L	1,700	IIDL	24	3	2									
S092	26-36		07.00	AMBER	1.04		FOURTH STREET -TC-	1,600	IIDL	24	3	4									
S092	26-36		08.04		1.08		LEAVE AMBER C/L	1,400	IHD	24	3	4									
S092	26-36		09.12	0.97			8.00 MIS. S. SH 37	1,600	IHD	24	3	4									
S092	26-36		10.09	7.46			ENTER TUTTLE C/L	1,700	IHD	24	3	4									
S092	26-36		17.55	TUTTLE	0.16		WDTH CHNG WILLIAMS S	1,600	IHD	24	3	7									
S092	26-36		17.71		0.38		JCT SH 37 -TC-	2,000	HHHD	40	4										0
I044	26-42	E	00.00	9.21			ENTER CHICKASHA U/L	9,500	LL0G	24	1	10									
I044	26-42	W	00.00	0.00			ENTER CHICKASHA U/L	9,500	LL0G	24	1	10									
I044	26-42	X	01.10	0				9,500	UP-H												
I044	26-42	X	02.50	0				9,500	UP-H												
I044	26-42	X	03.50	169				9,500	BRDG												
I044	26-42	X	03.80	0				9,500	UP-H												
I044	26-42	X	04.60	204				9,500	BRDG												
I044	26-42	X	05.30	0				9,500	UP-H												
I044	26-42	X	06.70	46				9,500	BXBR												
I044	26-42	X	06.80	0				9,500	UP-H												
I044	26-42	X	07.70	0				9,500	UP-H												
I044	26-42	X	08.40	21				9,500	BXUF												
I044	26-42	X	08.45	0				9,500	UP-H												
I044	26-42	X	09.00	0				9,500	UP-H												
I044	26-42	E	09.21	1.88			ENTER CHICKASHA C/L	9,500	LL0G	24	1	10									
I044	26-42	W	09.21	0.00			ENTER CHICKASHA C/L	9,500	LL0G	24	1	10									
I044	26-42	E	11.09		1.90		JCT US 81	18,400	LL0G	24	1	10									
I044	26-42	W	11.09		0.00		JCT US 81	18,400	LL0G	24	1	10									
I044	26-42	X	11.48		0			18,400	UP-H												
I044	26-42	X	12.20		0			18,400	UP-H												
I044	26-42	X	12.40		33			18,400	OP-H												
I044	26-42	X	12.45		33			18,400	UPHP												
I044	26-42	E	12.99		0.60		0.60 MIS. NE. US 81	18,400	LL0G	24	1	10									
I044	26-42	W	12.99		0.00		0.60 MIS. NE. US 81	18,400	LL0G	24	1	10									
I044	26-42	X	13.20		241			18,400	OP-H												
I044	26-42	E	13.59		0.33		0.93 MIS. NE. US 81	18,400	LL0G	24	1	10									
I044	26-42	W	13.59		0.00		0.93 MIS. NE. US 81	18,400	LL0G	24	1	10									
I044	26-42	X	13.60		234			18,400	OP-H												
I044	26-42	X	13.90		20			18,400	OP-H												
I044	26-42	E	13.92		0.26		1.37 MIS S US 62	18,400	LL0G	24	1	10									
I044	26-42	W	13.92		0.00		1.37 MIS S US 62	18,400	LL0G	24	1	10									
I044	26-42	E	14.18		1.37		JCT US 62 & 277	18,400	LL0G	24	1	10									

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Grady County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S004	26-50	E	00.00	0.50		4,200	II0E	24	1	10	98	1	0	5										
S004	26-50	W	00.00	0.00		4,200	II0E	24	1	10	98	1	0	5										
S004	26-50	E	00.50	0.27		3,900	IIIE	24	1	10	100	1	0	5										
S004	26-50	W	00.50	0.00		3,900	IIIE	24	1	10	100	1	0	5										
S004	26-50		00.77	0.42		4,200	IIIE	24	6	6	95	1	0	5										
S004	26-50	X	01.00	220		4,200	OP-H				36	AD	0	5										
S004	26-50		01.19		0.26	4,200	IIIE	24	6	6	98	1	0	5										
S004	26-50		01.45	2.80		5,000	IIIE	24	6	6	94	1	0	5										
S004	26-50		04.25	0.24		5,600	II0E	24	1	8	95	1	0	5										
S004	26-50		04.49	0.27		6,000	II0E	52	4		94	1	0	5										
S004	26-50		04.76		0.50	6,000	II0E	52	4		94	1	0	5										0
County Total				158.12	51.21	209.30															68,518	41,584	110,102	

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- GRANT COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2702	US 60	9.12	GARFIELD COUNTY LINE	NORTH & EASTERLY	JCT. US 81 N(BROADWAY & 4TH)IN POND CREEK	REINVENTORIED 2005 (9.04 MI. BEFORE)
2704	US 60	20.03	JCT. US 81 N(4TH & BROADWAY)IN POND CREEK	EASTERLY	KAY COUNTY LINE	REINVENTORIED 2005 (19.90 MI. BEFORE)
2706	US 64	13.00	ALFALFA COUNTY LINE	EASTERLY	JCT. US 60, W. OF POND CREEK	REINVENTORIED 2005 (12.89 MI. BEFORE)
2710	US 81	25.76	JCT. US 60(BROADWAY AVE & 4TH)IN POND CREEK	NORTHERLY	KANSAS STATE LINE	REINVENTORIED 2005 (25.65 MI. BEFORE)
2712	SH 11	20.83	ALFALFA COUNTY LINE	EASTERLY	JCT. US 81(FIRST ST) IN MEDFORD	REINVENTORIED 2005 (20.69 MI. BEFORE)
2714	SH 11	15.03	JCT. US 81(FIRST ST) IN MEDFORD	EASTERLY	KAY COUNTY LINE	REINVENTORIED 2005 (14.93 MI. BEFORE)
2716	SH 74	6.13	GARFIELD COUNTY LINE	NORTHERLY	JCT. US 60 W. OF LAMONT	
2717	SH 11A	5.00	JCT. SH 11, W. OF MEDFORD	NORTHERLY	MAIN STREET IN WAKITA	
2718	SH 74	8.05	JCT. US 60 E. EDGE OF LAMONT	NORTHERLY	JCT. SH 11, W. OF DEER CREEK	
2719	SH 132	5.09	GARFIELD COUNTY LINE	NORTHERLY	JCT. US 64, E. OF NASH	
2720	SH 132	23.96	JCT. US 64(GRAND AVE & CALIFORNIA AVE)IN NASH	NORTHERLY	KANSAS STATE LINE (KAN SH 179)	

152.00 TOTAL COUNTY MILEAGE

STATE OF KANSAS

ALFALFA COUNTY

ALFALFA COUNTY

GARFIELD COUNTY

T29N

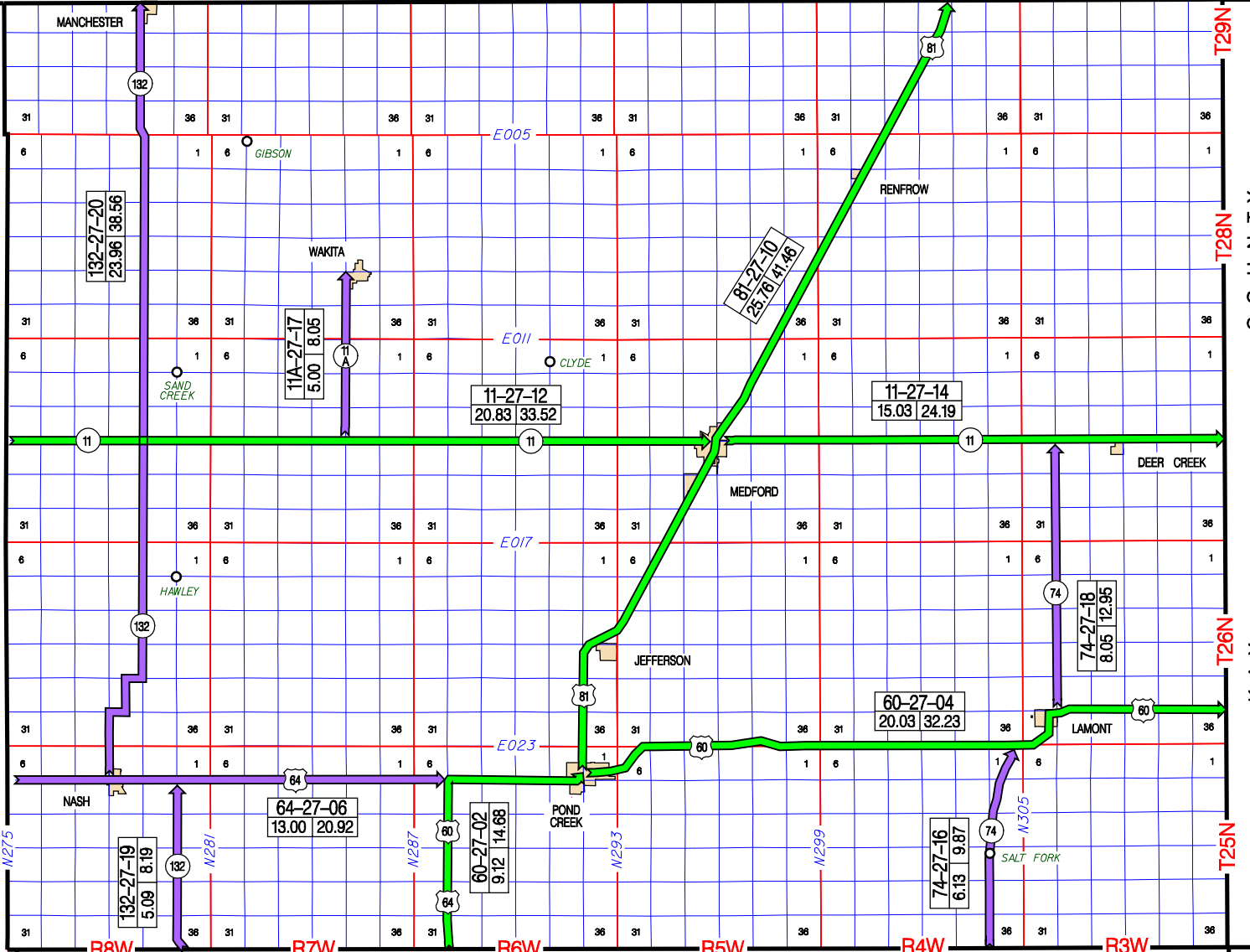
T28N

T26N

T25N

KAY COUNTY

GRANT COUNTY 27



132-27-20
23.96 | 38.56

11A-27-17
5.00 | 8.05

11-27-12
20.83 | 33.52

11-27-14
15.03 | 24.19

81-27-10
23.76 | 41.48

74-27-18
8.05 | 12.95

60-27-04
20.03 | 32.23

64-27-06
13.00 | 20.92

60-27-02
9.12 | 14.68

74-27-16
6.13 | 9.87

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 4

Grant County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	27-02	00.00	0.15		END PC CONC	3,600	LL0H	24	1	10		92	1	0	4								
U060	27-02	00.15	4.86		JCT US 64	2,800	IHHF	24	1	10		90	1	0	4								
U060	27-02	X 00.30	45			2,800	BXBR				HS	AD		0	4								
U060	27-02	X 00.78	25			2,800	BXUF				HS	NR		0	4								
U060	27-02	X 01.09	121			2,800	BRDG				35	AD		0	4								
U060	27-02	X 02.82	24			2,800	BXUF				HS	NR		0	4								
U060	27-02	05.01	0.25		0.25 MIS. E. US 64	2,300	IHHF	24	1	10		97	1	0	4								
U060	27-02	05.26	0.48		0.73 MIS. E. US 64	2,300	IELA	24	1	8		93	1	0	4								
U060	27-02	05.74	0.30		1.03 MIS. E. US 64	2,300	II0E	24	1	8		96	1	0	4								
U060	27-02	06.04	2.12		3.15 MIS. E. US 64	2,300	IELA	24	1	8		93	1	0	4								
U060	27-02	08.16	0.43		ENT POND CRK C/L 8TH	2,400	II0E	24	1	8		96	1	0	4								
U060	27-02	X 08.40	44			2,400	BXBR				HS	AD		0	4								
U060	27-02	08.59	POND CRE	0.19	6TH STREET	3,000	NHLA	24	3	4		72	1	0	4								
U060	27-02	08.78		0.34	JCT US 81 NORTH	4,100	NHLA	24	3	4		72	1	0	4							0	
U060	27-04	00.00		0.36	WIDTH CHANGE APACHE	2,700	IILH	84	4			91	1	0	4								
U060	27-04	00.36		0.10	BILOXI STREET -TC-	1,600	IILH	54	4			88	1	0	4								
U060	27-04	00.46		0.33	LEAVE POND CREEK C/L	1,200	IILA	24	3	5		75	1	0	4								
U060	27-04	00.79	6.56		COUNTY RD NS29900	970	IHC	24	3	4		87	1	0	4								
U060	27-04	X 00.82	1243			970	BRDG				17	SD		0	4	06	2	1		31		7,046	
U060	27-04	07.35	5.75		JCT SH 74 SOUTH	890	IHC	22	3	4		83	1	0	4								
U060	27-04	13.10	0.23		COUNTY RD NS30500	1,300	IHC	24	3	8		86	1	0	4								
U060	27-04	13.33	0.90		1.13 MIS. E. SH 74S	1,700	IHC	24	3	6		78	1	0	4								
U060	27-04	X 13.66	319			1,700	BRDG				18	SD		0	4	06	2	1		31		2,530	
U060	27-04	14.23	0.12		LAMONT C/L-HARRISON	1,800	IHHD	24	3	8		89	1	0	4								
U060	27-04	14.35	LAMONT	0.14	GRANT STREET -TC-	2,000	IHHD	24	1	4		80	1	0	4								
U060	27-04	14.49		0.21	LINCOLN AVE	2,000	IHHD	69	4			89	1	0	4								
U060	27-04	14.70		0.33	JCT SH74 LVE LAMONT	1,900	IHHD	24	3	6		81	1	0	4								
U060	27-04	15.03	5.00		KAY CO LINE	1,400	IHHD	24	3	4		75	1	0	4								
U060	27-04	X 15.73	61			1,400	BRDG				20	SD		0	4	06	2	2		31		1,191	
U060	27-04	X 18.15	32			1,400	BXUF				HS	NR		0	4							10,767	
U064	27-06	00.00	2.94		ENTER NASH C/L	1,300	DHLA	24	3	4		73	1	0	5								
U064	27-06	X 01.10	200			1,300	BRDG				0	AD		0	5								
U064	27-06	02.94	NASH	0.06	JCT SH 132 NORTH	2,100	DHLA	24	3	6		73	1	0	5								
U064	27-06	03.00		0.21	OKLA AVE IN NASH	2,100	DHLA	24	3	6		72	1	0	5								
U064	27-06	03.21		0.15	KANSAS AVE -TC-	1,900	DHLA	54	4			88	1	0	5								
U064	27-06	03.36		0.07	COLORADO AVE	1,700	DHLA	24	1	10		83	1	0	5								
U064	27-06	03.43		0.08	LEAVE NASH C/L	1,700	DHLA	24	3	8		73	1	0	5								
U064	27-06	X 03.46		36		1,700	BRDG				20	SD		0	5	30	2	2		31		1,120	
U064	27-06	03.51	1.49		JCT SH 132 SOUTH	1,400	DHLA	24	3	6		77	1	0	5								
U064	27-06	05.00	8.00		JCT US 60	1,200	IHLA	24	3	5		81	1	0	5								
U064	27-06	X 05.44	68			1,200	BRDG				20	SD		0	5	09	2	2		31		1,250	
U064	27-06	X 06.49	113			1,200	BRDG				20	SD		0	5	09	2	1		31		1,576	
U064	27-06	X 06.76	109			1,200	BRDG				19	SD		0	5	09	2	1		31		1,551	
U064	27-06	X 07.09	21			1,200	BXBR				HS	AD		0	5								
U064	27-06	X 07.28	109			1,200	BRDG				19	SD		0	5	09	2	1		31		1,551	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural																				Municipal
U064	27-06	X 07.48	226						19	SD		0	5	09	2	1					2,163		
U064	27-06	X 08.38	21						HS	AD		0	5										9,211
U081	27-10	00.00	POND CRE	0.25	LEV POND CRK-CYPRESS	2,000	IILA	24	3	6		68	1	0	4								780
U081	27-10	X 00.10		32		2,000	BXBR				HS	FO	0	4	30	2	0	7	08			644	
U081	27-10	00.25	0.52		COUNTY RD EW02300	2,000	IILA	24	3	5		81	1	0	4								
U081	27-10	00.77	2.00		COUNTY RD EW02100	1,400	LLOA	24	1	10		89	1	0	4								
U081	27-10	X 01.02	44			1,400	BXUF				HS	NR	0	4									
U081	27-10	X 01.51	603			1,400	BRDG				26	AD	0	4									
U081	27-10	X 02.45	70			1,400	BXBR				HS	AD	0	4									
U081	27-10	02.77	1.14		TC JEFFERSON	1,400	IHHF	24	1	10		85	1	0	4								
U081	27-10	X 03.72	160			1,400	BRDG				28	SD	0	4	06	2	1		31			1,854	
U081	27-10	03.91	3.69		3.42 MIS. S. SH 11	1,400	IHHF	24	1	10		84	1	0	4								
U081	27-10	X 04.42	160			1,400	BRDG				28	AD	0	4									
U081	27-10	07.60	1.79		ENTER MEDFORD C/L	1,700	DIIE	24	1	10		95	1	0	4								
U081	27-10	09.39	MEDFORD	0.83	0.80 MIS. S. SH 11	1,600	DIIE	24	1	10		95	1	0	4								
U081	27-10	X 09.74		26		1,600	BXBR				HS	AD	0	4									
U081	27-10	10.22		0.16	CHOCTAW AVE	1,400	DIIE	24	1	10		83	1	0	4								
U081	27-10	10.38		0.32	PAWNEE STREET	2,200	DIIE	44	4			88	1	0	4								
U081	27-10	10.70		0.07	CHEROKEE AVE -TC-	2,800	DIIE	50	4			92	1	0	4								
U081	27-10	10.77		0.15	OKLAHOMA STREET	3,200	DHLA	50	4			91	1	0	4								
U081	27-10	10.92		0.10	JCT SH 11	1,300	DHLA	24	1	10		86	1	0	4								
U081	27-10	11.02		0.15	FRONT ST	1,100	DILA	24	2	6		84	1	0	4								
U081	27-10	11.17		0.47	LEAVE MEDFORD C/L	810	DILA	24	3	4		77	1	0	4								
U081	27-10	11.64	8.41		TC RENFROW-RK. ISLAN	790	DILA	24	3	4		78	1	0	4								
U081	27-10	X 17.74	75			790	BRDG				17	SD	0	4	06	2	2		31			1,306	
U081	27-10	X 18.62	38			790	BRDG				17	SD	0	4	06	2	2		31			1,120	
U081	27-10	20.05	5.71		KANSAS STATE LINE	740	DILA	24	3	4		78	1	0	4								
U081	27-10	X 22.82	26			740	BXBR				HS	AD	0	4									
U081	27-10	X 23.05	26			740	BXBR				HS	AD	0	4									
U081	27-10	X 24.31	26			740	BXUF				HS	NR	0	4									5,704
S011	27-12	00.00	4.00		JCT SH 132	1,100	DHHL	24	1	6		88	1	0	4								
S011	27-12	04.00	2.48		COUNTY RD NS28150	1,300	DHHL	24	1	6		85	1	0	4								
S011	27-12	X 06.00	221			1,300	BRDG				24	SD	0	4	06	2	1		31			2,141	
S011	27-12	06.48	3.50		JCT SH 11A NORTH	1,200	DIHL	24	3	5		78	1	0	4								
S011	27-12	X 06.91	225			1,200	BRDG				19	AD	0	4									
S011	27-12	X 09.75	37			1,200	BXBR				HS	AD	0	4									
S011	27-12	09.98	4.96		4.96 MIS. E. SH 11A	1,200	IIHL	24	3	4		75	1	0	4								
S011	27-12	X 14.27	32			1,200	BXUF				HS	NR	0	4									
S011	27-12	X 14.70	227			1,200	BRDG				19	SD	0	4	06	2	1		31			2,167	
S011	27-12	14.94	5.31		ENT MEDFORD C/L 8 ST	1,200	IIHL	24	3	4		83	1	0	4								
S011	27-12	X 15.11	32			1,200	BXUF				HS	NR	0	4									
S011	27-12	X 17.88	181			1,200	BRDG				24	SD	0	4	06	2	1		31			1,955	
S011	27-12	X 18.09	111			1,200	BRDG				23	SD	0	4	06	2	1		31			1,563	
S011	27-12	X 18.85	45			1,200	BXBR				HS	AD	0	4									
S011	27-12	X 19.93	32			1,200	BXUF				HS	NR	0	4									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S011	27-12	20.25		0.58	JCT US 81	1,800	IIHL	24	3	5		80	1	0	4								
S011	27-12	X 20.39		32		1,800	BXUF				HS	NR		0	4							7,826	
S011	27-14	00.00		0.14	LEAVE MEDFORD C/L	2,300	DIDL	24	1	4		80	1	0	4								
S011	27-14	00.14	2.92		COUNTY RD NS29900	1,500	DIDL	24	1	4		81	1	0	4								
S011	27-14	X 00.41	32			1,500	BXUF				HS	NR		0	4								
S011	27-14	X 02.40	26			1,500	BXUF				HS	NR		0	4								
S011	27-14	03.06	0.02		3.08 MI E US 81OTS-2	1,500	DIDL	24	1	4		81	1	0	4								
S011	27-14	03.08	0.96		4.04 MIS. E. US 81	1,300	DIDL	24	1	4		77	1	0	4								
S011	27-14	X 03.51	21			1,300	BXUF				HS	NR		0	4								
S011	27-14	04.04	0.02		CNTY RD NS30000-OTS1	1,300	DIDL	24	1	4		75	1	0	4								
S011	27-14	04.06	2.98		COUNTY RD NS30300	1,300	DIDL	24	1	4		77	1	0	4								
S011	27-14	X 04.15	32			1,300	BXUF				HS	NR		0	4								
S011	27-14	X 05.79	21			1,300	BXUF				HS	NR		0	4								
S011	27-14	X 05.87	130			1,300	BRDG				18	SD		0	4	06	2	1		31		1,675	
S011	27-14	07.04	2.98		JCT SH 74 SOUTH	1,300	DIHL	24	1	4		79	1	0	4								
S011	27-14	X 07.46	21			1,300	BXUF				HS	NR		0	4								
S011	27-14	X 08.51	20			1,300	BXBR				HS	AD		0	4								
S011	27-14	10.02	1.82		TC DEER CREEK-MAIN S	1,400	DIDL	24	1	4		78	1	0	4								
S011	27-14	X 11.01	43			1,400	BXBR				HS	AD		0	4								
S011	27-14	11.84	3.19		KAY CO LINE	1,300	DIDL	24	1	4		80	1	0	4								
S011	27-14	X 12.26	32			1,300	BRDG				HS	AD		0	4								
S011	27-14	X 12.66	220			1,300	BRDG				34	AD		0	4								
S011	27-14	X 13.34	103			1,300	BRDG				39	AD		0	4							1,675	
S074	27-16	00.00	2.85		BEG NEW CONSTRUCTION	1,200	DIDL	24	3	3		79	1	0	5								
S074	27-16	X 01.89	32			1,200	BXUF				HS	NR		0	5								
S074	27-16	02.85	3.28		JCT US 60	620	DHHB	24	1	4		91	1	0	5								
S074	27-16	X 03.25	902			620	BRDG				42	AD		0	5							0	
S011A	27-17	00.00	5.00		MAIN STREET TC WAKIT	500	DHDL	24	6	7		87	1	0	5								
S011A	27-17	X 00.09	32			500	BXBR				HS	AD		0	5							0	
S074	27-18	00.00	8.05		JCT SH 11	710	IIDL	24	1	4		93	1	0	5								
S074	27-18	X 01.36	26			710	BXBR				HS	AD		0	5								
S074	27-18	X 06.04	45			710	BXBR				HS	AD		0	5							0	
S132	27-19	00.00	4.09		FAS CHANGE	990	IIDL	24	6	6		86	1	0	5								
S132	27-19	X 00.07	45			990	BXBR				HS	AD		0	5								
S132	27-19	X 01.42	63			990	BXBR				HS	AD		0	5								
S132	27-19	X 01.47	21			990	BXBR				HS	AD		0	5								
S132	27-19	04.09	0.80		0.20 MI S US 64	900	IIDL	24	6	6		91	1	0	5								
S132	27-19	X 04.48	32			900	BXBR				HS	AD		0	5								
S132	27-19	04.89	0.02		0.18 MI S US 64-OTS	890	IIDL	24	6	6		91	1	0	5								
S132	27-19	04.91	0.18		JCT US 64	990	IIDL	24	6	6		90	1	0	5							0	
S132	27-20	00.00	NASH	0.05	0.05 MIS. N. US 64	990	DHDL	22	3	4		91	1	0	5								
S132	27-20	00.05		0.35	LEAVE NASH C/L	420	DHDL	22	3	4		88	1	0	5								
S132	27-20	X 00.32		91		420	BXUF				HS	NR		0	5								
S132	27-20	00.40	6.50		BEG PAVED SHLDRS	630	DHDL	22	3	4		79	1	0	5								
S132	27-20	X 02.79	654			630	BRDG			7	SD		0	5	10	2	1		50				

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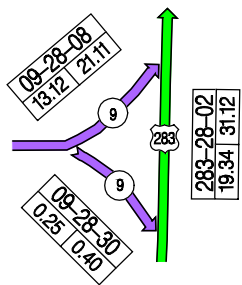
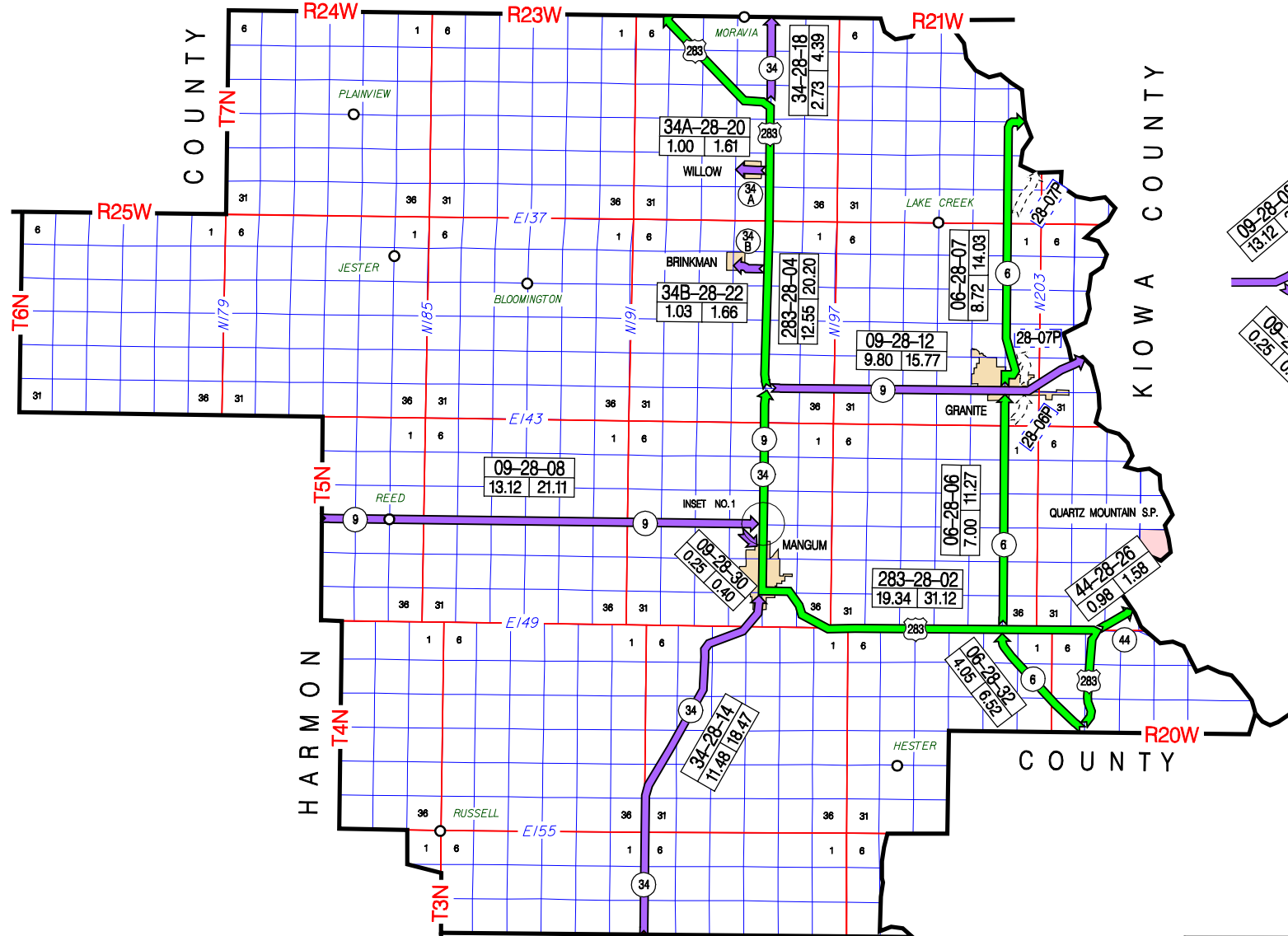
Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands						
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total				
			Rural	Municipal																				Roadway	Bridge	Control Section Total	
S132	27-20	06.90	0.37		3.58 MIS S SH 11	720	DHDL	24	1	4		86	1	0	5												
S132	27-20	07.27	0.02		3.56 MIS S SH 11 OTS	710	DHDL	24	1	4		91	1	0	5												
S132	27-20	07.29	3.56		JCT SH 11	330	DHDL	24	1	4		82	1	0	5												
S132	27-20	X 09.75	45			330	BXBR					HS	AD	0	5												
S132	27-20	10.85	4.98		4.98 N SH 11	610	DHDL	22	3	5		78	1	0	5												
S132	27-20	X 11.44	48			610	BXBR					HS	AD	0	5												
S132	27-20	X 13.04	48			610	BXBR					HS	AD	0	5												
S132	27-20	15.83	1.53		6.55 MIS S KANSAS S/	760	DHDL	20	3	4		74	1	0	5												
S132	27-20	X 15.84	161			760	BRDG					29	AD	0	5												
S132	27-20	17.36	6.02		ENT MANCHESTER C/L	580	DHDL	22	3	4		72	1	0	5												
S132	27-20	23.38	MANCHEST	0.09	LV MANCHST MAIN ST-T	940	DHDL	22	3	4		72	1	0	5												
S132	27-20	23.47	0.49		KANSAS STATE LINE	840	DHDL	24	3	4		74	1	0	5										0		
County Total			145.72	6.28	152.00																				780	34,403	35,183

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- GREER COUNTY

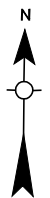
CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2802	US 283	19.34	JCT SH 6	NORTHWESTERLY	JCT. SH 9 E., N. OF MANGUM	AGENDA ITEM (19.37 MILES BEFORE)
2804	US 283	12.55	JCT. SH 9 E., N. OF MANGUM	NORTHERLY	BECKHAM COUNTY LINE	
2806	SH 6	7.00	JCT. US 283, E. OF MANGUM	NORTHERLY	JCT. SH 9 IN GRANITE	REINVENTORIED 2006 (7.07 MI. BEFORE)
2806P	P & S	0.00	COUNTY ROAD EW14300	NORTHERLY	JCT SH 9	PROJECT MANAGEMENT EST. 1.12 MILES
2807	SH 6	8.72	JCT. SH 9 IN GRANITE	NORTHERLY	KIOWA COUNTY LINE (EAST END BR.)	
2807P	P & S	0.00	JCT SH 9	NORTHERLY	COUNTY ROAD EW14100	PROJECT MANAGEMENT EST. 1.05 MILES
2807P	P & S	0.00	COUNTY ROAD EW13700	NORTHERLY	KIOWA COUNTY LINE	AGENDA ITEM EST. 1.82 MILES
2808	SH 9	13.12	HARMON COUNTY LINE	EASTERLY	JCT. US 283, NORTH OF MANGUM	
2812	SH 9	9.80	JCT. US 283, NORTH OF MANGUM	EASTERLY	KIOWA COUNTY LINE (WEST END BR.)	
2814	SH 34	11.48	JACKSON COUNTY LINE	NORTHERLY	JCT. US 283(LOIS TITTLE & LINCOLN)IN MANGUM	
2818	SH 34	2.73	JCT. US 283, N. OF WILLOW (N. END WYE LEG)	NORTHERLY	BECKHAM COUNTY LINE	REINVENTORIED 2005 (2.82 MI. BEFORE)
2820	SH 34A	1.00	US 283 EAST OF WILLOW	WESTERLY	SECTION LINE ROAD	
2822	SH 34B	1.03	JCT. US 283 EAST OF BRINKMAN	WESTERLY	DAVIS AVE & MAIN ST IN BRINKMAN	
2826	SH 44	0.98	JCT. US 283, E. OF MANGUM	EASTERLY	KIOWA COUNTY LINE (WEST END BR.)	
2830	SH 9	0.25	SH 9	EAST (WYE LEG)	US 283	
2832	SH 6	4.05	JACKSON COUNTY LINE	NORTHWESTERLY	JCT US 283 & SH 6 (EAST OF MANGUM)	AGENDA ITEM (NEW CONSTRUCTION)

92.05 TOTAL COUNTY MILEAGE

BECKHAM COUNTY



INSET NO. 1



HARMON COUNTY

KIOWA COUNTY

JACKSON COUNTY

COUNTY

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

Greer County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U283	28-02	00.00	3.01		JCT SH 44	1,400	IIHF	24	1	8		88	1	0	4								
U283	28-02	03.01	2.78		JCT SH 6	140	DHDL	24	3	5		78	1	0	4								
U283	28-02	X 03.08	22			140	BXBR				HS	AD	0	4									
U283	28-02	05.79	3.84		3.72 MIS. SE. SH 34	1,400	DHDL	24	3	4		71	1	0	4								
U283	28-02	X 06.59	22			1,400	BXBR				HS	AD	0	4									
U283	28-02	X 09.18	22			1,400	BXBR				HS	AD	0	4									
U283	28-02	X 09.58	22			1,400	BXBR				HS	AD	0	4									
U283	28-02	09.63	3.40		ENTER MANGUM C/L	1,400	IHDL	24	3	4		71	1	0	4								
U283	28-02	X 10.22	22			1,400	BXBR				HS	AD	0	4									
U283	28-02	13.03	MANGUM	0.06	ARIZONA STREET	1,500	HHLA	24	3	10		68	1	0	4	30	2	0	7	08		199	
U283	28-02	13.09		0.17	LOUISIANA STREET	1,900	HHLA	35	4			79	1	0	4								
U283	28-02	13.26		0.09	JCT SH 34 -TC-	1,900	HHLA	52	4			80	1	0	4								
U283	28-02	13.35		0.09	0.09 MIS. N. SH 34	4,400	LLOA	43	4			81	1	0	4								
U283	28-02	13.44		0.68	0.77 MIS. N. SH 34	4,400	IILA	43	4			81	1	0	4								
U283	28-02	14.12		0.29	1.06 MIS. N. SH 34	4,400	LLLA	43	4			80	1	0	4								
U283	28-02	14.41		0.24	LEAVE MANGUM C/L	3,900	NHHB	24	1	6		76	1	0	4								
U283	28-02	14.65	0.50		WYE SH 9	2,500	NNDL	24	1	6		75	1	0	4								
U283	28-02	15.15	0.34		JCT SH 9 WEST	2,200	IIDL	24	1	6		82	1	0	4								
U283	28-02	15.49	1.54		1.54 MIS. N. SH 9 W	1,700	DIDL	24	3	5		72	1	0	4								
U283	28-02	X 17.01	503			1,700	BRDG				25	AD	0	4									
U283	28-02	17.03	0.31		2.00 MIS. S. SH 9 W	1,800	DILA	24	1	10		91	1	0	4								
U283	28-02	17.34	2.00		JCT SH 9 EAST	1,800	DIDL	24	3	6		69	1	0	4	05	2	0	2	01		2,624	
U283	28-02	X 17.34	315		JCT SH 9 EAST	1,800	BRDG				19	AD	0	4								2,823	
U283	28-04	00.00	3.00		0.50 MI S SH 34B WES	1,400	DIDL	24	3	6		74	1	0	4								
U283	28-04	03.00	0.50		JCT SH 34B	1,400	DIDL	24	3	6		73	1	0	4								
U283	28-04	03.50	2.91		JCT SH 34A	1,400	DIHL	24	3	6		73	1	0	4								
U283	28-04	X 04.64	28			1,400	BXBR				HS	AD	0	4									
U283	28-04	X 06.23	23			1,400	BXBR				HS	AD	0	4									
U283	28-04	06.41	1.68		JCT SH 34	1,300	DIHL	24	3	6		72	1	0	4								
U283	28-04	08.09	4.46		BECKHAM CO LINE	800	DIHL	24	6	6		84	1	0	4								
U283	28-04	X 09.73	22			800	BXBR				HS	AD	0	4								0	
S006	28-06	E 00.00	2.20		2.20 MIS. N. US 283	1,300	II0E	24	1	8		91	1	0	4								
S006	28-06	W 00.00	0.00		2.20 MIS. N. US 283	1,300	II0E	24	1	8		91	1	0	4								
S006	28-06	X 01.63	38			1,300	BXBR				HS	AD	0	4									
S006	28-06	E 02.20	0.80		3.00 MIS. N. US 283	1,600	II0E	24	1	8		91	1	0	4								
S006	28-06	W 02.20	0.00		3.00 MIS. N. US 283	1,600	II0E	24	1	8		91	1	0	4								
S006	28-06	E X 02.20	700		3.00 MIS. N. US 283	1,600	BRDG				29	AD	0	4									
S006	28-06	W X 02.20	700		3.00 MIS. N. US 283	1,600	BRDG				29	AD	0	4									
S006	28-06	E 03.00	3.00		COUNTRY ROAD E14300	1,900	II0E	24	1	8		94	1	0	4								
S006	28-06	W 03.00	0.00		COUNTRY ROAD E14300	1,900	II0E	24	1	8		94	1	0	4								
S006	28-06	06.00	0.75		ENTER GRANITE C/L	1,500	HHED	24	3	3		78	1	0	4								
S006	28-06	06.75	GRANITE	0.25	JCT SH 9	1,500	HHED	24	3	3		78	1	0	4								
S006	28-06P	00.00	1.12			0		0				0	4	07	4	0	4	04				4,929	
S006	28-07	00.00		0.50	MOUNTAIN STREET	1,200	SHHE	24	1	10		79	1	0	4								
S006	28-07	00.50		0.28	LEV GRANITE C/L ROSE	910	SSDL	24	6	4		74	1	0	4								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S006	28-07	00.78	3.94		4.72 MIS N. SH 9	970	DDDL	24	6	4		75	1	0	4									
S006	28-07	04.72	4.00		KIOWA CO LINE	650	DDDL	24	6	4		75	1	0	4									
S006	28-07	X 07.09	137			650	BRDG				25	AD		0	4	06	2	1			50			
S006	28-07	X 08.61	884			650	BRDG				25	AD		0	4	06	2	1			50			
S006	28-07P	00.00		1.05		6,900		0					0	4	04	4	0	4	04		4,633		4,633	
S009	28-08	00.00	12.85		JCT SH 9 WYE	320	HHDL	24	6	5		77	1	0	5									
S009	28-08	X 02.90	23			320	BXBR				HS	AD		0	5									
S009	28-08	X 11.75	23			320	BXBR				HS	AD		0	5									
S009	28-08	12.85	0.27		JCT US 283	540	HHDL	24	6	6		81	1	0	5									0
S009	28-12	00.00	0.64		0.64 MI E US 283	1,500	DSDL	24	3	6		76	1	0	5									
S009	28-12	X 00.43	27			1,500	BXBR				HS	AD		0	5									
S009	28-12	00.64	5.70		ANN STREET	1,700	DSDL	24	3	6		78	1	0	5									
S009	28-12	X 00.89	45			1,700	BXBR				HS	AD		0	5									
S009	28-12	X 02.68	23			1,700	BXBR				HS	AD		0	5									
S009	28-12	X 03.39	56			1,700	BXBR				HS	AD		0	5									
S009	28-12	X 03.65	26			1,700	BXBR				HS	AD		0	5									
S009	28-12	X 04.65	22			1,700	BXBR				HS	AD		0	5									
S009	28-12	X 05.67	46			1,700	BXBR				HS	AD		0	5									
S009	28-12	06.34	0.45		ENT GRANITE C/L CWOO	2,900	DSDL	24	3	6		75	1	0	5									
S009	28-12	06.79		0.16	MAIN ST. TC	2,900	DSDL	24	1	10		81	1	0	5									
S009	28-12	06.95		0.15	JCT SH 6	2,900	DSDL	24	3	6		77	1	0	5									
S009	28-12	07.10		0.50	LEV GRANITE SYCAMORE	1,900	DSDL	24	3	6		84	1	0	5									
S009	28-12	07.60	1.45		1.95 MIS E SH 6	1,800	DSDL	24	3	6		86	1	0	5									
S009	28-12	09.05	0.75		KIOWA CO LINE	1,500	DIIE	24	1	8		92	1	0	5									0
S034	28-14	00.00	5.82		5.82 MI N JACKSON CO	870	HHDD	24	1	7		86	1	0	5									
S034	28-14	X 02.35	39			870	BXBR				HS	AD		0	5									
S034	28-14	05.82	5.00		ENTER MANGUM C/L	870	HHDD	24	1	7		84	1	0	5									
S034	28-14	X 10.20	937			870	BRDG				18	AD		0	5									
S034	28-14	10.82	MANGUM	0.57	LINCOLN STREET	750	SSLA	57	4			87	1	0	5									
S034	28-14	11.39		0.09	JCT US 283 -TC-	980	HHLA	76	4			82	1	0	5									0
S034	28-18	00.00	2.73		BECKHAM CO LINE	550	DNHL	24	3	6		78	1	0	5									0
S034A	28-20	00.00	0.25		ENTER WILLOW C/L	430	DIDN	22	3	5		83	1	0	5									
S034A	28-20	00.25	WILLOW	0.30	STEPP AVE TC	300	DIDN	22	3	5		82	1	0	5									
S034A	28-20	X 00.30		22		300	BXBR				HS	AD		0	5									
S034A	28-20	00.55		0.07	GRAND AVE	330	DIDN	60	4			79	1	0	5									
S034A	28-20	00.62		0.13	LEAVE WILLOW C/L	360	IIDN	22	3	5		73	1	0	5									
S034A	28-20	00.75	0.25		CONT ENDS AT CO ROAD	330	IIDN	22	3	5		78	1	0	5									0
S034B	28-22	00.00	0.70		BRINKMAN TC	20	IIDN	20	3	3		75	1	0	5									
S034B	28-22	00.70	0.33		CONT ENDS AT DAVIS A	30	IIDN	20	3	3		76	1	0	5									0
S044	28-26	00.00	0.98		KIOWA CO LINE	1,400	IIHF	24	1	8		87	1	0	4									
S044	28-26	X 00.11	22			1,400	BXBR				HS	AD		0	4									0
S009	28-30	00.00	0.25		JCT US 283	520	HHDL	24	6	4		85	1	0	5									0
S006	28-32	00.00	0.07		JCT US 283 N	1,000	II0E	48	1	8		90	1	0	4									
S006	28-32	00.07	0.26		0.33 MI N JACKSN CO/	1,000	II0E	48	1	8		90	1	0	4									
S006	28-32	E 00.33	3.72		JCT US 283	1,000	II0E	24	1	8		90	1	0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S006	28-32	W 00.33	0.00		JCT US 283	1,000	II0E	24	1	8		90	1	0	4						12,385	0	12,385
County Total			87.43	6.79	94.20																12,385	0	12,385

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- HARMON COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
2902	US 62	5.01	TEXAS STATE LINE	EASTERLY	JCT. SH 30(8TH ST & BROADWAY ST)IN HOLLIS	
2904	US 62	14.37	JCT. SH 30(8TH ST & BROADWAY ST)IN HOLLIS	EASTERLY	JACKSON COUNTY LINE	
2906	SH 9	15.24	TEXAS STATE LINE (TEX. SH 203)	EASTERLY	GREER COUNTY LINE	
2908	SH 30	15.07	JCT. US 62(BROADWAY ST & 8TH ST)IN HOLLIS	NORTHERLY	JCT. SH 9 E. OF MADGE	
2910	SH 30	9.00	JCT. SH 9 E. OF MADGE	NORTHERLY	BECKHAM COUNTY LINE	
2912	SH 5	11.69	JACKSON COUNTY LINE	NORTHERLY	JCT. US 62(OLNEY ST & SEC/LINE AVE)IN GOULD	

70.38 TOTAL COUNTY MILEAGE

BECKHAM COUNTY

R26W

T6N

GREER COUNTY

TEXAS

R25W

T5N

OF

GREER

T4N

STATE

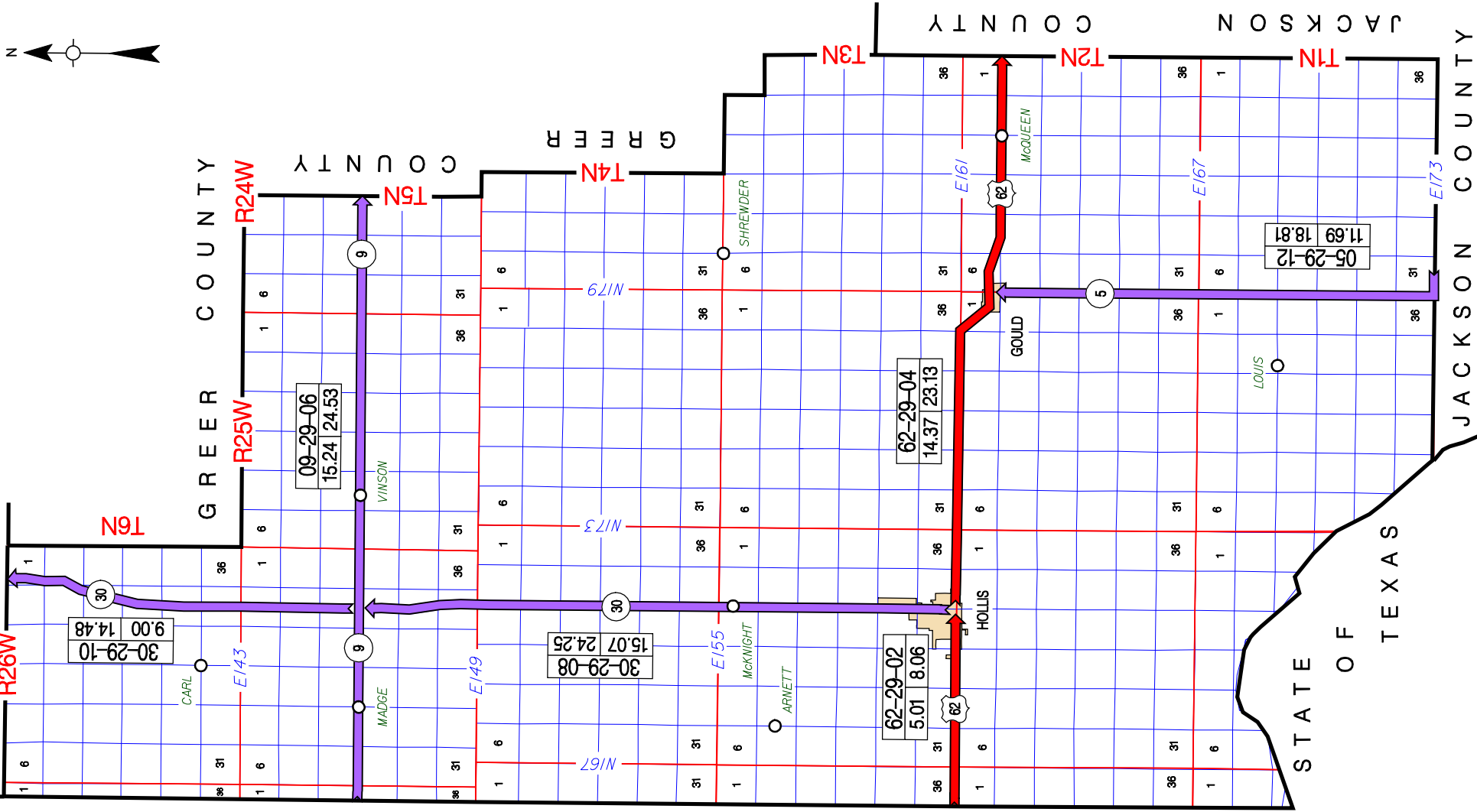
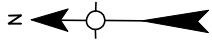
62-29-02
5.01 8.06

62-29-04
14.37 23.13

30-29-08
15.07 24.25

09-29-06
15.24 24.53

05-29-12
11.69 18.81



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Harmon County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	29-02	00.00	4.00		ENT HOLLIS C/L W.SID	1,000	HIHD	24	1	8		86	1	1	3								
U062	29-02	X 00.32	109			1,000	BRDG					23	AD		1	3							
U062	29-02	X 01.22	34			1,000	BXBR					HS	AD		1	3							
U062	29-02	X 03.00	22			1,000	BXBR					HS	AD		1	3							
U062	29-02	X 03.24	44			1,000	BXBR					HS	AD		1	3							
U062	29-02	X 03.65	34			1,000	BXBR					HS	AD		1	3							
U062	29-02	X 03.90	33			1,000	BXBR					HS	AD		1	3							
U062	29-02	04.00	HOLLIS	0.18	ROBERTS STREET	1,400	HHHD	24	1	8		77	1	1	3								
U062	29-02	04.18		0.26	WHISENANT STREET	1,600	HHHD	24	1	8		72	1	1	3								
U062	29-02	04.44		0.07	FIRST STREET	1,800	HNLA	50	4			76	1	1	3								
U062	29-02	04.51		0.07	SECOND STREET -TC-	1,900	HNLA	74	4			78	1	1	3								
U062	29-02	04.58		0.14	FOURTH STREET	1,900	HNLA	74	4			78	1	1	3								
U062	29-02	04.72		0.07	FIFTH STREET	2,300	HNLA	50	4			78	1	1	3								
U062	29-02	04.79		0.22	JCT SH 30 NORTH	2,600	HNLA	35	4			77	1	1	3							0	
U062	29-04	00.00		0.14	GLOVER ST WIDTH CHNG	2,400	HHLA	24	1	10		81	1	1	3								
U062	29-04	00.14		0.48	LEAVE HOLLIS C/L	2,300	HHLA	24	1	8		74	1	1	3								
U062	29-04	X 00.21		27		2,300	BXBR					HS	AD		1	3							
U062	29-04	00.62	0.38		1.00 MIS E SH 30 N17	2,300	HHLA	24	1	8		81	1	1	3								
U062	29-04	01.00	1.64		SHLDR WIDTH CHANGE	2,100	HNLA	24	6	5		65	1	1	3	03	2	0	3	02	3,424		
U062	29-04	02.64	0.44		SHLDR WIDTH CHANGE	2,200	HIIF	24	1	8		86	1	1	3								
U062	29-04	X 02.84	182			2,200	BRDG					36	AD		1	3							
U062	29-04	03.08	1.00		SHLDR WIDTH CHANGE	2,000	HHLA	24	6	5		69	1	1	3	03	2	0	3	01	1,445		
U062	29-04	X 03.22	23			2,000	BXBR					HS	AD		1	3							
U062	29-04	04.08	3.75		ENTER GOULD C/L	1,900	HHHL	24	6	6		72	1	1	3								
U062	29-04	X 06.16	45			1,900	BXBR					HS	AD		1	3							
U062	29-04	X 06.85	27			1,900	BXBR					HS	AD		1	3							
U062	29-04	07.83	GOULD	0.27	MILLER AVE TC	1,900	HHHL	24	6	6		72	1	1	3								
U062	29-04	08.10		0.25	JCT SH 5 SOUTH	1,900	HHHL	24	1	8		78	1	1	3								
U062	29-04	08.35		0.15	LEAVE GOULD C/L	1,800	HIHL	24	1	8		77	1	1	3								
U062	29-04	08.50	0.62		SURFACE CHANGE	1,700	HIHL	24	1	8		87	1	1	3								
U062	29-04	09.12	5.25		JACKSON COUNTY LINE	1,500	HHHL	24	6	6		71	1	1	3								
U062	29-04	X 10.58	23			1,500	BXBR					HS	AD		1	3							
U062	29-04	X 11.64	23			1,500	BXBR					HS	AD		1	3						4,869	
S009	29-06	00.00	4.84		JCT SH 30	220	DSDD	24	1	4		79	1	0	5								
S009	29-06	X 01.04	123			220	BRDG					23	AD		0	5							
S009	29-06	04.84	6.40		4.0 W GREER CO LINE	240	HHGD	22	3	5		75	1	0	5								
S009	29-06	11.24	4.00		GREER CO LINE	240	HHDL	22	3	5		72	1	0	5							0	
S030	29-08	00.00	HOLLIS	0.51	LEV HOLLIS C/L VIVIA	1,500	SHHF	44	4			93	1	0	5								
S030	29-08	X 00.15		26		1,500	BXBR					HS	AD		0	5							
S030	29-08	X 00.18		47		1,500	BXBR					HS	AD		0	5							
S030	29-08	00.51	0.56		1.07 N US 62	870	SHHF	24	1	10		90	1	0	5								
S030	29-08	01.07	14.00		JCT SH 9	450	DHHL	24	3	5		76	1	0	5								
S030	29-08	X 03.39	125			450	BRDG					36	AD		0	5							
S030	29-08	X 06.20	65			450	BXBR					HS	AD		0	5							
S030	29-08	X 11.14	941			450	BRDG					19	AD		0	5							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S030	29-08	X 13.30	23			450	BXBR			HS	AD		0	5							0		
S030	29-10	00.00	6.00		3.00 MI S. BECK CO/L	220	DHDL	24	3	5													
S030	29-10	X 02.84	136			220	BRDG			15	AD		0	5	10	2	1			31	1,717		
S030	29-10	X 04.21	34			220	BXBR			HS	AD		0	5	10	2	2			33	644		
S030	29-10	06.00	1.73		1.27 MI S. BECK. CO/	180	DDDL	24	3	5			59	1	0	5	10	2	0	4	03	3,587	
S030	29-10	X 07.21	23			180	BXBR			HS	AD		0	5	10	2	2			33	644		
S030	29-10	X 07.30	26			180	BXBR			HS	AD		0	5	10	2	2			33	644		
S030	29-10	X 07.63	551			180	BRDG			24	AD		0	5	10	2	1			31	3,499		
S030	29-10	07.73	1.27		BECKHAM CO LINE	80	DDDL	24	6	5			59	1	0	5	10	2	0	3	03	2,018	25,184
S005	29-12	00.00	1.43		SHLDR CHANGE	230	DHDL	24	3	3			59	1	0	5	10	2	0	1	02	1,120	
S005	29-12	01.43	9.85		ENTER GOULD C/L	310	DEEL	24	3	4			59	1	0	5	10	2	0	1	02	7,712	
S005	29-12	X 01.61	22			310	BXBR			HS	AD		0	5									
S005	29-12	X 03.34	210			310	BRDG			25	SD		0	5	10	2	1			31	2,092		
S005	29-12	X 06.17	22			310	BXBR			HS	AD		0	5									
S005	29-12	X 07.96	41			310	BXBR			HS	AD		0	5									
S005	29-12	11.28	GOULD	0.24	0.17 MIS. S. US 62	560	DEEL	24	3	4			59	1	0	5	10	2	0	1	02	192	
S005	29-12	11.52		0.17	JCT US 62	560	LL0L	39	4				76	1	0	5						11,116	
County Total			67.16	3.22	70.30																31,929	9,240	41,169

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- HARPER COUNTY

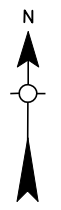
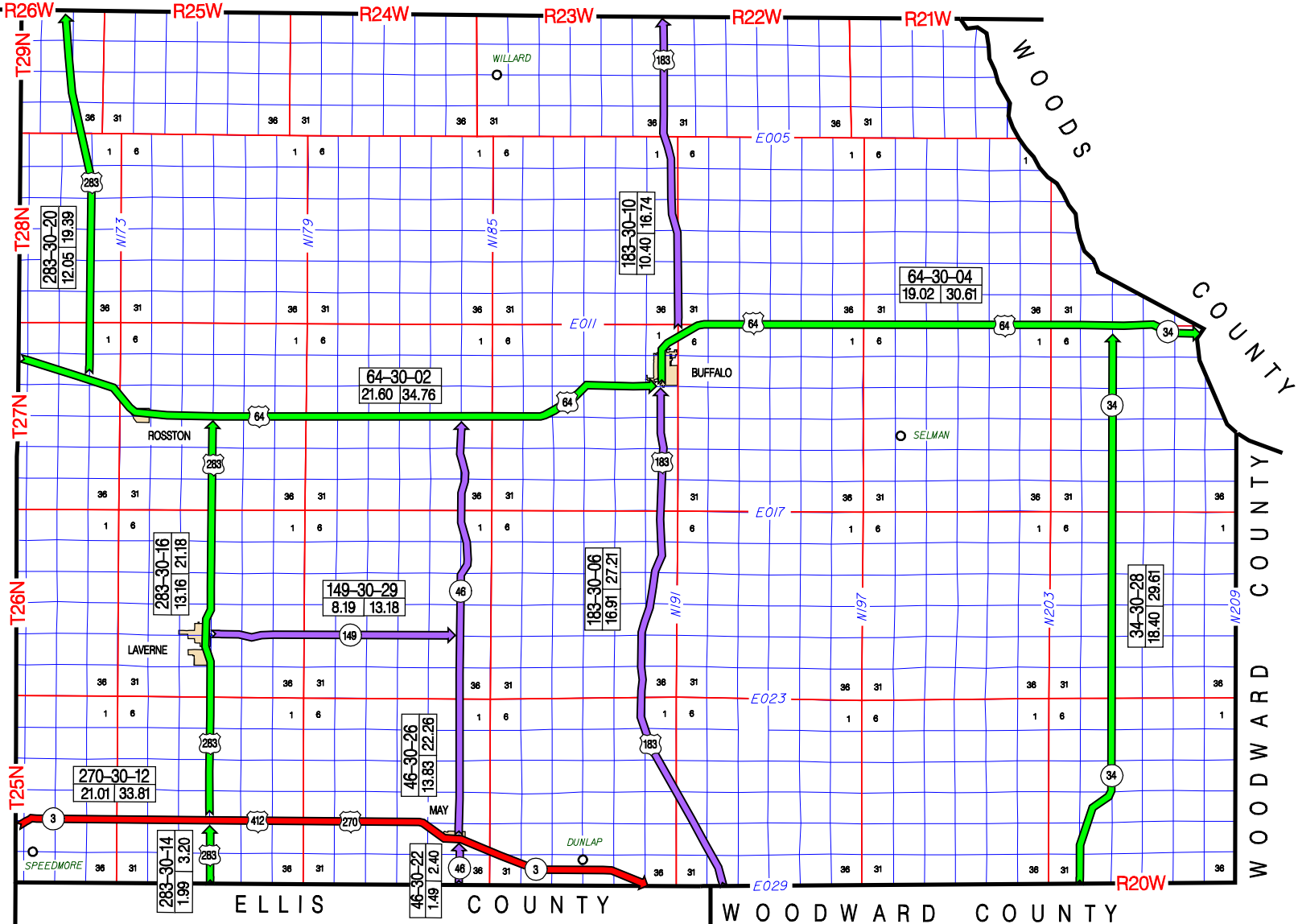
CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3002	US 64	21.60	BEAVER COUNTY LINE	EASTERLY	JCT. US 183(SECTION LINE RD & HOY ST)IN BUFFALO	AGENDA ITEM (21.76 MILES BEFORE)
3004	US 64	19.02	JCT. US 64 W (S/L EW0013 & HOY ST)IN BUFFALO	EASTERLY	WOODS COUNTY LINE (EAST END BR.)	AGENDA ITEM (18.67 MILES BEFORE)
3006	US 183	16.91	WOODWARD COUNTY LINE	NORTHERLY	JCT. US 64 W. (S/L EW00013) IN BUFFALO	AGENDA ITEM (17.26 MILES BEFORE)
3010	US 183	10.40	JCT. US 64, N.E. OF BUFFALO	NORTHERLY	KANSAS STATE LINE	
3012	US 270	21.01	BEAVER COUNTY LINE	EASTERLY	ELLIS COUNTY LINE	
3014	US 283	1.99	ELLIS COUNTY LINE	NORTHERLY	JCT. US 270, S. OF LAVERNE	
3016	US 283	13.16	JCT. US 270, S. OF LAVERNE	NORTHERLY	JCT. US 64, E. OF ROSSTON	
3020	US 283	12.05	JCT. US 64, N.W. OF ROSSTON	NORTHERLY	KANSAS STATE LINE	
3022	SH 46	1.49	ELLIS COUNTY LINE	NORTHERLY	JCT. US 270(RACE ST & FOURTH ST)IN MAY	
3026	SH 46	13.83	JCT. US 270(RACE ST & 4TH ST)IN MAY	NORTHERLY	JCT. US 64, W. OF BUFFALO	
3028	SH 34	18.40	WOODWARD COUNTY LINE	NORTHERLY	JCT. US 64, E. OF BUFFALO	
3029	SH 149	8.19	JCT. US 283(BROADWAY & MAIN ST)IN LAVERNE	EASTERLY	JCT. SH 46, N. OF MAY	

158.05 TOTAL COUNTY MILEAGE

STATE OF KANSAS

BEAVER COUNTY

HARPER COUNTY 30



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Harper County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	30-02	00.00	2.38		JCT US 283 NORTH	790	HHDN	24	6	7	84	1	0	4									
U064	30-02	02.38	1.54		ENTER ROSSTON C/L	1,400	HHDN	24	6	7	77	1	0	4									
U064	30-02	03.92	ROSSTON	0.33	A STREET TC	1,300	DHDN	24	1	7	83	1	0	4									
U064	30-02	04.25		0.50	LVE ROSSTON C/L D ST	1,500	DHDL	24	1	7	82	1	0	4									
U064	30-02	04.75	0.22		1.80 MIS. W. US 283S	1,500	DHDL	24	1	7	82	1	0	4									
U064	30-02	04.97	1.80		JCT US 283 SOUTH	1,500	SHDN	24	6	6	59	1	0	4	06	2	0	2	02		2,815		
U064	30-02	06.77	3.20		3.20 MIS E. US 283 S	860	SHDN	24	6	6	59	1	0	4	06	2	0	3	02		5,393		
U064	30-02	09.97	1.03		3.80 MIS. W. SH 46 S	860	DHDN	24	6	6	59	1	0	4	06	2	0	3	02		1,744		
U064	30-02	11.00	0.47		3.33 MIS. W. SH 46 S	820	IHDN	24	6	6	75	1	0	4									
U064	30-02	11.47	2.33		1.00 MIS. W. SH 46 S	820	EHDN	24	6	6	75	1	0	4									
U064	30-02	13.80	1.00		JCT SH 46 SOUTH	820	EIDN	24	6	6	81	1	0	4									
U064	30-02	X 14.37	136			820	BRDG				45	AD	0	4									
U064	30-02	14.80	2.55		2.55 MIS. E. SH 46 S	880	EHDN	24	6	7	72	1	0	4									
U064	30-02	X 14.96	21			880	BXUF				HS	NR	0	4									
U064	30-02	17.35	0.40		BEG NEW CONST	900	EHDN	24	6	7	72	1	0	4									
U064	30-02	17.75	0.94		END NEW CONST	900	EIIE	24	1	4	95	1	0	4									
U064	30-02	X 18.19	236			900	BRDG				35	AD	0	4									
U064	30-02	18.69	0.38		2.53 MIS. W. US 183	900	EHDN	24	6	7	82	1	0	4									
U064	30-02	19.07	2.23		OLD US 64 WYE	1,000	IHDN	24	6	7	79	1	0	4									
U064	30-02	21.30	0.30		JCT US 183	1,100	IIDL	24	6	6	59	1	0	4	06	2	0	1	02		419		
U064	30-02	X 21.42	89			1,100	BXBR				HS	SD	0	4	06	2	2	33			644	11,015	
U064	30-04	00.00	0.25		ENTER BUFFALO C/L	4,800	II0E	24	1	8	98	1	0	4									
U064	30-04	X 00.22	73			4,800	BXBR				HS	AD	0	4									
U064	30-04	00.25	BUFFALO	0.10	OLD U.S. 64 WYE	4,800	LL0E	46	4		97	1	0	4									
U064	30-04	00.35		0.22	TURNER STREET -TC-	4,800	LL0E	46	4		96	1	0	4									
U064	30-04	00.57		0.44	LEAVE BUFFALO C/L	1,700	II0E	46	4		95	1	0	4									
U064	30-04	01.01	0.34		0.54 MIS. S. US 183N	1,700	IEDN	24	1	8	83	1	0	4									
U064	30-04	01.35	0.54		JCT US 183 N	830	II0E	24	1	8	96	1	0	4									
U064	30-04	X 01.63	632			830	BRDG				29	AD	0	4									
U064	30-04	01.89	0.31		0.31 MIS. E. US 183N	770	II0E	24	1	8	91	1	0	4									
U064	30-04	X 02.19	32			770	BXUF				HS	NR	0	4									
U064	30-04	02.20	8.69		5.14 MI W SH 34 SOUT	770	IIDN	24	6	8	78	1	0	4									
U064	30-04	X 02.83	40			770	BXUF				HS	NR	0	4									
U064	30-04	X 03.92	40			770	BXUF				HS	NR	0	4									
U064	30-04	X 05.59	37			770	BXUF				HS	NR	0	4									
U064	30-04	X 07.00	91			770	BRDG				HS	SD	0	4	06	2	1				50		
U064	30-04	X 08.19	45			770	BXUF				HS	NR	0	4	06	2	2				50		
U064	30-04	X 09.48	32			770	BXUF				HS	NR	0	4	06	2	2				50		
U064	30-04	10.89	1.29		3.85 MI W SH 34 SOUT	770	II0E	24	6	8	80	1	0	4									
U064	30-04	X 11.30	21			770	BXUF				HS	NR	0	4									
U064	30-04	12.18	2.85		1.00 MI W SH 34 SOUT	770	IIIE	24	6	8	78	1	0	4									
U064	30-04	X 14.59	40			770	BXUF				HS	NR	0	4									
U064	30-04	15.03	1.00		JCT SH 34 SOUTH	630	IIDN	24	6	8	73	1	0	4									
U064	30-04	16.03	1.99		1.00 MIS W. WOOD CO/	800	IEDN	24	6	8	59	1	0	4	06	2	0	3	03		4,259		
U064	30-04	18.02	1.00		WOODS CO LINE	860	II0E	24	1	8	90	1	0	4									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Harper County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	30-04	X 18.54	2642		860	BRDG			29	AD	0	4									4,259		
U183	30-06	00.00	0.16		1,200	IIGD	24	3	5	82	1	0	5										
U183	30-06	00.16	1.14		1,200	IIGD	24	3	5	82	1	0	5										
U183	30-06	01.30	2.00		1,300	IIGD	24	3	5	80	1	0	5										
U183	30-06	03.30	1.30		1,300	IIGD	24	3	5	80	1	0	5										
U183	30-06	04.60	2.10		1,300	IIGD	24	3	5	70	1	0	5										
U183	30-06	X 06.52	42		1,300	BXUF				HS NR		0	5										
U183	30-06	06.70	2.91		1,300	IIGD	24	3	5	70	1	0	5										
U183	30-06	09.61	2.10		1,300	IHGD	24	3	5	72	1	0	5										
U183	30-06	X 09.92	32		1,300	BXUF				HS NR		0	5										
U183	30-06	11.71	1.20		1,300	IHGD	24	3	5	72	1	0	5										
U183	30-06	X 12.49	34		1,300	BXUF				HS NR		0	5										
U183	30-06	12.91	0.30		1,300	HHGD	24	3	5	73	1	0	5										
U183	30-06	13.21	3.70		1,300	IIGD	24	6	5	72	1	0	5										
U183	30-06	X 15.22	34		1,300	BXUF				HS NR		0	5									0	
U183	30-10	00.00	4.00		960	IHGD	22	3	5	83	1	0	5										
U183	30-10	04.00	4.50		710	IHGD	24	3	5	79	1	0	5										
U183	30-10	X 05.42	32		710	BXUF				HS NR		0	5										
U183	30-10	X 07.34	21		710	BXUF				HS NR		0	5										
U183	30-10	08.50	0.60		590	IHGD	24	1	10	86	1	0	5										
U183	30-10	09.10	1.30		590	IHGD	24	6	5	85	1	0	5									0	
U270	30-12	00.00	0.81		2,100	HIHL	24	1	8	85	1	1	3										
U270	30-12	00.81	5.50		2,100	IIHL	24	1	8	87	1	1	3										
U270	30-12	X 01.32	34		2,100	BXUF				HS NR		1	3										
U270	30-12	X 04.03	85		2,100	BRDG				29 AD		1	3										
U270	30-12	06.31	1.70		2,800	IIDL	24	1	8	89	1	1	3										
U270	30-12	X 07.16	22		2,800	BXUF				HS NR		1	3										
U270	30-12	08.01	0.30		3,200	IIDL	24	1	8	89	1	1	3										
U270	30-12	08.31	0.58		3,200	HIHF	24	1	8	90	1	1	3										
U270	30-12	X 08.49	257		3,200	BRDG				36 AD		1	3										
U270	30-12	X 08.73	257		3,200	BRDG				36 AD		1	3										
U270	30-12	08.89	5.59		2,900	HIDL	24	1	8	86	1	1	3										
U270	30-12	X 11.44	33		2,900	BXUF				HS NR		1	3										
U270	30-12	X 13.68	426		2,900	BRDG				29 AD		1	3										
U270	30-12	14.48	0.07		2,900	HIDL	24	1	8	88	1	1	3										
U270	30-12	14.55	6.46		2,500	HIDL	24	1	8	87	1	1	3										
U270	30-12	X 14.57	33		2,500	BXUF				HS NR		1	3										
U270	30-12	X 15.30	33		2,500	BXUF				HS NR		1	3										
U270	30-12	X 18.05	256		2,500	BRDG				29 AD		1	3										
U270	30-12	X 19.62	22		2,500	BXUF				HS NR		1	3										
U270	30-12	X 20.70	44		2,500	BXUF				HS NR		1	3									0	
U283	30-14	00.00	1.99		790	DHDL	24	3	6	81	1	0	4										
U283	30-14	X 01.84	29		790	BXUF				HS NR		0	4									0	
U283	30-16	00.00	4.56		1,900	DHDL	24	6	6	80	1	0	4										
U283	30-16	X 01.86	28		1,900	BXBR				HS AD		0	4										

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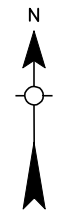
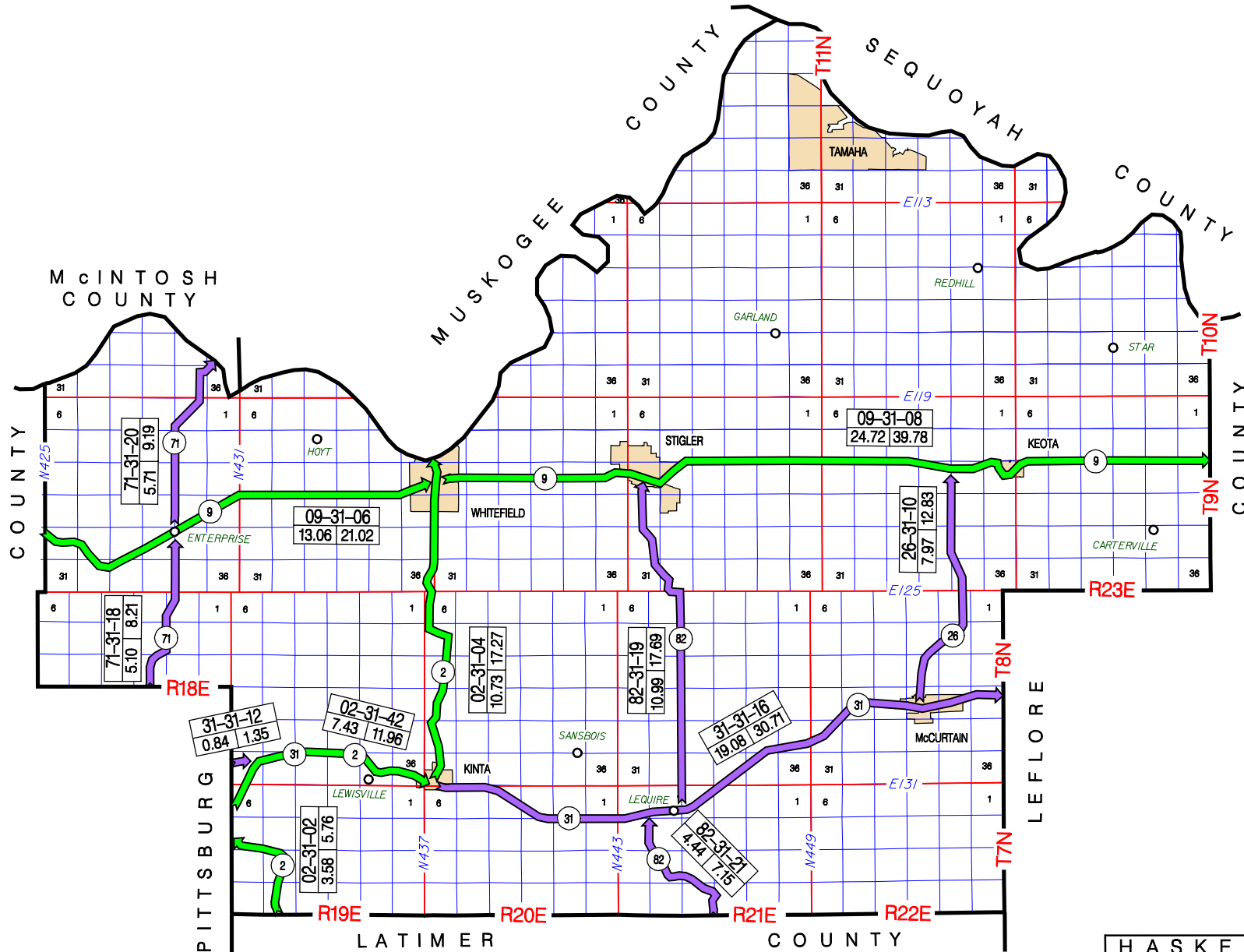
Harper County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U283	30-16	X 01.93	217			1,900	BRDG				0	SD	0	4	05	2	1		50				
U283	30-16	X 02.03	22			1,900	BXUF				HS	NR	0	4	05	2	2		50				
U283	30-16	04.56	0.54		ENTER LAVERNE C/L	2,000	DHDL	24	6	6		80	1	0	4								
U283	30-16	05.10		LAVERNE	WIDTH CHANGE	2,000	DHDL	24	6	6		81	1	0	4								
U283	30-16	X 05.21				2,000	BXUF				HS	NR	0	4									
U283	30-16	05.73			JCT SH 149 EAST -TC-	2,000	DIDL	63	4			83	1	0	4								
U283	30-16	06.05			LVE LAVERNE C/L 5 ST	2,000	DIDL	65	4			85	1	0	4								
U283	30-16	06.40	6.76		JCT US 64	1,700	DHDN	24	6	7		79	1	0	4								
U283	30-16	X 07.26				1,700	BXUF				HS	NR	0	4									
U283	30-16	X 08.83	1381			1,700	BRDG				29	AD	0	4								0	
U283	30-20	00.00	7.10		MAINT PROJECT BREAK	700	HHDL	24	1	4		75	1	0	4								
U283	30-20	X 02.49	27			700	BXUF				HS	NR	0	4									
U283	30-20	X 05.00	28			700	BXUF				HS	NR	0	4									
U283	30-20	07.10	0.34		7.44 MIS N. US 64	710	HHDL	24	1	4		81	1	0	4								
U283	30-20	07.44	0.66		3.95 MIS S. ST/LINE	710	HIDL	24	1	4		81	1	0	4								
U283	30-20	08.10	1.30		2.65 MIS S KANST/LN	710	IIDL	24	1	4		77	1	0	4								
U283	30-20	09.40	1.71		0.94 MIS KAN. ST/LIN	700	IIOE	24	1	4		95	1	0	4								
U283	30-20	X 10.22	1382			700	BRDG				29	AD	0	4									
U283	30-20	11.11	0.94		KANSAS STATE LINE	650	SSDL	24	1	4		85	1	0	4							0	
S046	30-22	00.00	1.49		JCT US 270	300	DDDL	24	6	5		89	1	0	5								
S046	30-22	X 01.46	23			300	BXUF				HS	NR	0	5								0	
S046	30-26	00.00	MAY	0.25	LEAVE MAY C/L -TC-	360	IIOE	24	1	4		98	1	0	5								
S046	30-26	00.25	1.10		END NEW CONSTRUCTION	260	IIOE	24	1	4		98	1	0	5								
S046	30-26	X 00.34	903			260	BRDG				29	AD	0	5									
S046	30-26	01.35	5.25		JCT SH 149	330	IEDC	24	3	5		90	1	0	5								
S046	30-26	06.60	1.00		1.00 MIS N. SH 149	230	IEDC	24	3	5		89	1	0	5								
S046	30-26	07.60	6.23		JCT US 64	220	HIDC	24	3	5		89	1	0	5							0	
S034	30-28	00.00	4.50		4.50 MI N WOODWARD C	520	HHDL	24	3	4		69	1	0	4	06	2	0	3	02	7,560		
S034	30-28	X 03.52	21			520	BXUF				HS	NR	0	4									
S034	30-28	04.50	1.46		5.96 MI N WOODWARD C	500	DDDL	24	3	4		70	1	0	4								
S034	30-28	X 04.54	25			500	BXUF				HS	NR	0	4									
S034	30-28	X 05.19	21			500	BXUF				HS	NR	0	4									
S034	30-28	05.96	2.04		8.00 MI N WOODWARD C	450	DHDL	24	3	5		63	1	0	4	06	2	0	3	02	3,416		
S034	30-28	X 07.33	45			450	BXUF				HS	NR	0	4									
S034	30-28	08.00	10.40		JCT US 64	400	HHDL	24	3	4		67	1	0	4	06	2	0	3	02	17,485		
S034	30-28	X 12.49	362			400	BRDG				HS	SD	0	4	06	2	1		31		2,680	31,141	
S149	30-29	00.00	LAVERNE	0.14	LEAVE LAVERNE C/L	440	IIDL	74	4			79	1	0	5								
S149	30-29	00.14	8.05		JCT SH 46	260	DDDL	24	1	4		82	1	0	5								
S149	30-29	X 02.44	302			260	BRDG				22	SD	0	5	13	2	1		31		2,468	2,468	
County Total			154.77	3.28	158.00																43,091	5,792	48,883

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- HASKELL COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3102	SH 2	3.58	LATIMER COUNTY LINE	NORTHWESTERLY	PITTSBURG COUNTY LINE	
3104	SH 2	10.73	JCT. SH 31(BROADWAY & MAIN ST)IN KINTA	NORTHERLY	MUSKOGEE COUNTY LINE (S. END BR.)	
3106	SH 9	13.06	PITTSBURG COUNTY LINE	EASTERLY	JCT. SH 2 AT WHITEFIELD	
3108	SH 9	24.72	JCT. SH 2 AT WHITEFIELD	EASTERLY	LEFLORE COUNTY LINE	
3110	SH 26	7.97	JCT. SH 31(MAIN ST & W. 2ND AVE)IN MCCURTAIN	NORTHERLY	JCT. SH 9, W. OF KEOTA	
3112	SH 31	0.84	PITTSBURG COUNTY LINE	EASTERLY	JCT. SH 2, E. OF QUINTON	
3116	SH 31	19.08	JCT. SH 2(MAIN ST & BROADWAY)IN KINTA	EASTERLY	LEFLORE COUNTY LINE (CO RD N45500)	REINVENTORIED 2006 (18.89 MI. BEFORE)
3118	SH 71	5.10	PITTSBURG COUNTY LINE	NORTHERLY	JCT. SH 9 AT ENTERPRISE	
3119	SH 82	10.99	JCT. SH 31 AT LEQUIRE	NORTHERLY	JCT. SH 9(MAIN ST & E. 3RD ST)IN STIGLER	
3120	SH 71	5.71	JCT. SH 9 AT ENTERPRISE	NORTHERLY	MCINTOSH COUNTY LINE (S. END DAM, BEG P.C.)	
3121	SH 82	4.44	LATIMER COUNTY LINE	NORTHERLY	JCT SH 31 (W. OF LEQUIRE)	
3142	SH 2	7.43	PITTSBURG COUNTY LINE	EASTERLY	JCT. SH 31(MAIN ST & BROADWAY)IN KINTA	

113.65 TOTAL COUNTY MILEAGE



71-31-20
5.71 9.19

71-31-18
5.10 8.21

09-31-06
13.06 21.02

31-31-12
0.84 1.35

02-31-42
7.43 11.96

02-31-02
3.58 5.76

02-31-04
10.73 17.27

82-31-19
10.99 17.69

31-31-16
19.08 30.71

82-31-21
4.44 7.15

09-31-08
24.72 39.78

26-31-10
7.97 12.83

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 1

Haskell County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S002	31-02	00.00	0.90		2.66 MIS SE PITT CO/	1,200	DHDB	24	6	4		59	1	0	4	06	2	0	3	01	1,306		
S002	31-02	X 00.55	47			1,200	BXBR				HS	AD	0	4									
S002	31-02	00.90	1.10		1.56 MIS SE PITT CO/	1,200	DHDB	24	6	4		70	1	0	4								
S002	31-02	X 01.49	23			1,200	BXUF				HS	NR	0	4									
S002	31-02	02.00	0.50		1.06 MIS E. PITT CO/	1,200	DHDB	24	6	3		59	1	0	4	06	2	0	3	03	1,001		
S002	31-02	02.50	1.08		PITTSBURG CO LINE	1,200	DHDB	24	6	3		71	1	0	4								2,307
S002	31-04	00.00	KINTA	0.06	2ND STREET	1,700	IHDB	24	1	4		79	1	0	4								
S002	31-04	00.06		0.13	4TH STREET	1,700	DHDB	47	4			78	1	0	4								
S002	31-04	00.19		0.53	LEAVE KINTA C/L	1,600	DHDB	24	6	4		70	1	0	4								
S002	31-04	00.72	8.39		ENT WHITEFIELD C/L T	1,300	DHDB	24	6	3		56	1	0	4	06	2	0	3	02	13,599		
S002	31-04	X 06.41	26			1,300	BXBR				HS	AD	0	4									
S002	31-04	09.11	WHITEFIE	0.29	0.65 MIS. S. SH 9	1,900	DHDB	24	6	4		57	1	0	4	05	2	0	3	02	549		
S002	31-04	09.40		0.65	JCT SH 9	1,900	IHDB	24	6	4		59	1	0	4	05	2	0	3	02	1,245		
S002	31-04	10.05		0.19	0.19 MI N SH 9	2,500	IIDB	24	6	5		63	1	0	4	05	2	0	3	02	354		
S002	31-04	10.24		0.49	MUSKOGEE CO LINE	2,300	IIBB	24	1	8		87	1	0	4								15,747
S009	31-06	00.00	1.00		1.00 MIS E PITT.CO/L	2,800	IHHB	24	6	5		70	1	0	4								
S009	31-06	01.00	2.50		3.50 MIS E PITT.CO/L	2,800	IHHB	24	6	5		70	1	0	4								
S009	31-06	X 02.47	34			2,800	BXBR				HS	AD	0	4									
S009	31-06	03.50	1.15		JCT SH 71	2,400	IHHB	24	6	5		70	1	0	4								
S009	31-06	04.65	1.56		1.56 MIS W SH 71	2,500	DIHB	24	6	5		75	1	0	4								
S009	31-06	06.21	5.55		BEG BRFY-31B(219)	2,900	DIDB	24	6	5		75	1	0	4								
S009	31-06	11.76	0.47		ENT WHITEFIELD C/L	2,900	IIOE	24	1	8		87	1	0	4								
S009	31-06	X 12.20	274			2,900	BRDG				37	AD	0	4									
S009	31-06	12.23		0.46	END BRFY-31B(219)	3,200	IIOE	24	1	8		87	1	0	4								
S009	31-06	12.69		0.37	JCT SH 2	3,200	DIDB	24	3	3		76	1	0	4								0
S009	31-08	00.00		0.68	LEAVE WHITEFIELD C/L	6,300	IIBB	24	1	6		82	1	0	4								
S009	31-08	00.68	1.58		2.26 MIS E SH 2	6,200	IIBB	24	1	6		62	3	0	4	04	4	0	2	05	3,300		
S009	31-08	X 00.91	101			6,200	BRDG				20	SD	0	4	04	4	1						2,603
S009	31-08	X 01.51	26			6,200	BXUF				HS	NR	0	4	04	2	2						644
S009	31-08	X 01.71	26			6,200	BXBR				HS	AD	0	4	04	2	2						644
S009	31-08	X 01.91	32			6,200	BXUF				HS	NR	0	4	04	2	2						644
S009	31-08	02.26	3.43		ENTER STIGLER C/L	6,400	IIBB	24	1	6		58	3	0	4	04	4	0	4	05	8,761		
S009	31-08	X 03.35	22			6,400	BXUF				HS	NR	0	4	04	4	2						644
S009	31-08	X 04.14	26			6,400	BXBR				HS	AD	0	4	04	4	2						644
S009	31-08	X 05.43	91			6,400	BRDG				18	SD	0	4	04	4	1						2,480
S009	31-08	05.69	STIGLER	0.26	7TH STREET	7,000	IILA	24	1	5		73	1	0	4								
S009	31-08	05.95		0.28	3RD STREET	10,200	IILA	49	4			80	1	0	4								
S009	31-08	06.23		0.07	TOWN CENTER BROADWAY	11,300	IILA	53	4			79	2	0	4								
S009	31-08	06.30		0.14	SE 2ND STREET	11,300	IILA	53	4			79	2	0	4								
S009	31-08	06.44		0.06	JCT SH 82 SOUTH	13,500	IILA	50	4			79	3	0	4								
S009	31-08	06.50		0.20	SE 6TH ST IN STIGLER	12,400	IHLA	50	4			80	2	0	4								
S009	31-08	06.70		0.30	10TH STREET	11,300	IHLA	24	4			87	1	0	4								
S009	31-08	07.00		0.16	LEAVE STIGLER C/L	10,000	IIBB	24	4			92	1	0	4								
S009	31-08	07.16	0.70		ENTER STIGLER C/L	8,000	IIBB	24	4			93	1	0	4								
S009	31-08	07.86		0.40	LEV STIGLER AIRPORT	7,000	IIBB	24	4			93	1	0	4								

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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S009	31-08	08.26	1.89		3.65 E SH 82 SOUTH	6,700	IIHD	24	1	8		63	2	0	4	04	4	0	4	05	4,881		
S009	31-08	X 08.37	33			6,700	BXBR					HS	AD	0	4	04	4	2		33		644	
S009	31-08	X 08.77	23			6,700	BRDG					18	AD	0	4	04	4	2		31		1,120	
S009	31-08	X 09.59	23			6,700	BXBR					HS	AD	0	4	04	4	2		33		644	
S009	31-08	10.15	0.43		4.08 E SH 82 SOUTH	6,000	IIHD	24	1	8		76	2	0	4								
S009	31-08	10.58	0.50		4.58 E SH 82 SOUTH	5,000	II0E	24	1	8		86	1	0	4								
S009	31-08	11.08	0.20		4.78 E SH 82 SOUTH	4,000	IIHD	24	1	8		87	1	0	4								
S009	31-08	11.28	1.02		3.93 W SH 26 SOUTH	3,800	LL0E	24	1	10		79	1	0	4								
S009	31-08	X 11.80	0			3,800	UP-R					AD	0	4									
S009	31-08	12.30	0.50		3.43 MIS W. SH 26S	3,500	IIHD	24	1	8		84	1	0	4								
S009	31-08	12.80	0.43		3.00 MIS W. SH 26S	3,500	IIHD	24	1	8		84	1	0	4								
S009	31-08	13.23	1.50		1.50 MIS W. SH 26S	3,500	IIHD	24	1	8		84	1	0	4								
S009	31-08	14.73	1.50		JCT SH 26 SOUTH	3,600	IIHE	24	1	10		77	1	0	4								
S009	31-08	X 15.36	535			3,600	BRDG					30	AD	0	4								
S009	31-08	16.23	1.77		ENTER KEOTA C/L	3,500	IIHE	24	1	10		78	1	0	4								
S009	31-08	X 17.26	182			3,500	BRDG					33	AD	0	4								
S009	31-08	18.00	KEOTA	0.15	LINCOLN AVE	3,400	IIHE	24	1	10		77	1	0	4								
S009	31-08	18.15		0.22	BEG PAVED SHLDRS -TC	3,400	IIHD	24	3	5		67	1	0	4	30	2	0	7	08		791	
S009	31-08	18.37		0.14	5TH STREET	3,300	IIHD	24	1	10		78	1	0	4								
S009	31-08	18.51		0.14	6TH STREET	3,300	IIHD	51	4			78	1	0	4								
S009	31-08	18.65		0.07	7TH STREET	3,300	IICA	39	4			78	1	0	4								
S009	31-08	18.72		0.26	LEAVE KEOTA C/L	3,300	IHHD	24	1	7		77	1	0	4								
S009	31-08	18.98	5.74		LEFLORE CO LINE	2,900	IHHD	24	6	4		64	1	0	4	05	2	0	3	02		11,004	
S009	31-08	X 20.36	22			2,900	BXUF					HS	NR	0	4								
S009	31-08	X 22.57	23			2,900	BXUF					HS	NR	0	4								
S009	31-08	X 23.41	23			2,900	BXUF					HS	NR	0	4								
S009	31-08	X 23.50	45			2,900	BXUF					HS	NR	0	4								39,448
S026	31-10	00.00	MCCURTAI	0.36	LEAVE MCCURTAIN C/L	970	DIHB	39	4			59	1	0	5	13	2	0	2	02		330	
S026	31-10	00.36	6.91		0.70 S SH 9	940	DIHB	24	6	5		59	1	0	5	13	2	0	2	02		6,260	
S026	31-10	X 01.11	47			940	BXBR					HS	AD	0	5								
S026	31-10	X 04.46	47			940	BXBR					HS	AD	0	5								
S026	31-10	X 05.64	33			940	BXBR					HS	AD	0	5								
S026	31-10	07.27	0.70		JCT SH 9	990	DIHE	24	1	6		59	1	0	5	13	2	0	2	02		584	7,174
S031	31-12	00.00	0.84		JCT SH 2	2,700	DIDB	24	6	3		72	1	0	5								0
S031	31-16	00.00	KINTA	0.23	SHORT STREET	2,000	DIDB	24	6	5		74	1	0	5								
S031	31-16	00.23		0.39	LEAVE KINTA C/L	1,800	DIDB	24	6	4		72	1	0	5								
S031	31-16	00.62	1.13		COUNTY ROAD N43900	1,800	DIDB	24	6	4		72	1	0	5								
S031	31-16	01.75	2.26		COUNTY ROAD N44100	1,700	DIDB	24	6	4		73	1	0	5								
S031	31-16	X 02.25	181			1,700	BRDG					24	SD	0	5	09	2	1		31		1,955	
S031	31-16	X 02.66	34			1,700	BXUF					HS	NR	0	5								
S031	31-16	X 03.74	33			1,700	BXUF					HS	NR	0	5								
S031	31-16	04.01	1.82		1.18 MIS W SH 82S	1,600	DIDB	24	6	4		72	1	0	5								
S031	31-16	X 04.94	23			1,600	BXUF					HS	NR	0	5								
S031	31-16	05.83	1.18		JCT SH 82 SOUTH	1,700	DIDB	24	6	5		74	1	0	5								
S031	31-16	X 06.58	209			1,700	BRDG					35	AD	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S031	31-16	07.01	1.00		JCT SH 82 NORTH	1,600	DIDB	24	6	5		74	1	0	5								
S031	31-16	08.01	0.82		0.82 MIS E SH 82N	1,600	DIDB	24	6	5		72	1	0	5								
S031	31-16	X 08.41	143			1,600	BRDG			24	SD	0	5	0	5	09	2	1		31		1,756	
S031	31-16	08.83	3.26		4.08 MIS E SH 82N	1,600	DIDB	24	6	5		73	1	0	5								
S031	31-16	12.09	3.80		ENTER MCCURTAIN C/L	2,000	DIDB	24	1	4		72	1	0	5								
S031	31-16	X 15.00	74			2,000	BXBR				HS	AD	0	5									
S031	31-16	X 15.75	23			2,000	BXUF				HS	NR	0	5									
S031	31-16	15.89		MCCURTAI	0.50	3,000	DIDB	24	1	4		67	1	0	5	08	2	0	2	02		902	
S031	31-16	16.39			0.07	4,400	DIDB	24	1	4		69	1	0	5	08	2	0	2	02		122	
S031	31-16	16.46			0.21	3,900	IIDB	24	1	10		77	1	0	5								
S031	31-16	16.67			1.13	2,500	IIDB	24	6	4		71	1	0	5								
S031	31-16	17.80	1.28			2,100	IIDB	24	6	4		67	1	0	5	08	2	0	2	02		2,294	
S071	31-18	00.00	2.60		2.50 MIS S SH 9	2,100	DHDB	22	3	2		49	1	0	5	08	2	0	3	03		6,727	
S071	31-18	02.60	2.50		JCT SH 9	1,900	DIDB	22	3	2		57	1	0	5	09	2	0	3	01		2,783	
S071	31-18	X 03.41	38			1,900	BXBR				HS	AD	0	5								9,510	
S082	31-19	00.00	0.30		0.30 MI N SH 31	800	HHOF	24	3	5		87	1	0	5								
S082	31-19	X 00.10	120			800	BRDG				36	AD	0	5									
S082	31-19	00.30	3.47		3.77 MI N SH 31	670	IIDB	22	3	1		51	1	0	5	10	2	0	4	03		7,332	
S082	31-19	03.77	0.75		4.52 MI N SH 31	620	IIIF	22	3	2		59	1	0	5	10	2	0	4	01		560	
S082	31-19	X 04.12	302			620	BRDG				36	AD	0	5									
S082	31-19	04.52	0.47		6.00 MI S SH 9	720	IIDB	22	3	2		59	1	0	5	10	2	0	4	01		346	
S082	31-19	04.99	4.61		1.39 MI S SH 9	940	IIDB	22	3	2		59	1	0	5	10	2	0	4	01		3,370	
S082	31-19	X 05.64	47			940	BXBR				HS	FO	0	5	10	2	2			33		644	
S082	31-19	X 08.62	34			940	BXBR				HS	AD	0	5									
S082	31-19	09.60	1.14		0.25 MI S SH 9	1,400	IIDB	22	3	2		58	1	0	5	09	2	0	4	01		1,047	
S082	31-19	X 10.64	26			1,400	BXBR				HS	AD	0	5									
S082	31-19	10.74		STIGLER	0.25	1,900	IIDB	22	3	2		64	1	0	5	30	2	0	6	08		916	
S071	31-20	00.00	5.71		MCINTOSH CO LINE	1,600	DIDD	24	1	4		82	1	0	5								
S071	31-20	X 03.84	27			1,600	BXUF				HS	NR	0	5									
S071	31-20	X 05.00	528			1,600	BRDG				22	AD	0	5								0	
S082	31-21	00.00	3.15		1.29 MIS. S. SH 31	860	II0V	24	1	8		87	1	0	5								
S082	31-21	X 00.00	301		1.29 MIS. S. SH 31	860	BRDG				31	AD	0	5									
S082	31-21	X 03.00	203			860	BRDG				HS	AD	0	5									
S082	31-21	03.15	1.29		JCT SH 31	940	II0V	24	1	8		94	1	0	5								
S082	31-21	X 03.80	153			940	BRDG				29	AD	0	5								0	
S002	31-42	00.00	0.28		0.28 MIS N. PITT CO/	1,200	DHDB	24	6	6		59	1	0	4	06	2	0	1	02		387	
S002	31-42	00.28	1.47		JCT SH 31	1,200	DIDB	24	6	5		59	1	0	4	06	2	0	1	02		2,017	
S002	31-42	01.75	0.10		END ASPH CONC OVLAY	1,500	DIDB	24	6	4		77	1	0	4								
S002	31-42	01.85	1.95		1.95 MIS E. SH 31	2,200	DIDB	24	6	5		70	1	0	4								
S002	31-42	03.80	3.15		ENTER KINTA C/L	2,000	DIDB	24	6	4		68	1	0	4	05	2	0	3	01		4,222	
S002	31-42	X 05.97	190			2,000	BRDG				HS	AD	0	4									
S002	31-42	06.95		KINTA	0.25	2,300	DIDB	24	1	4		74	1	0	4								
S002	31-42	07.20			0.04	2,300	DIDB	24	1	10		81	1	0	4								
S002	31-42	07.24			0.07	2,300	DIDB	50	4			76	1	0	4								
S002	31-42	07.31			0.12	2,400	DIDB	24	1	6		80	1	0	4							6,626	

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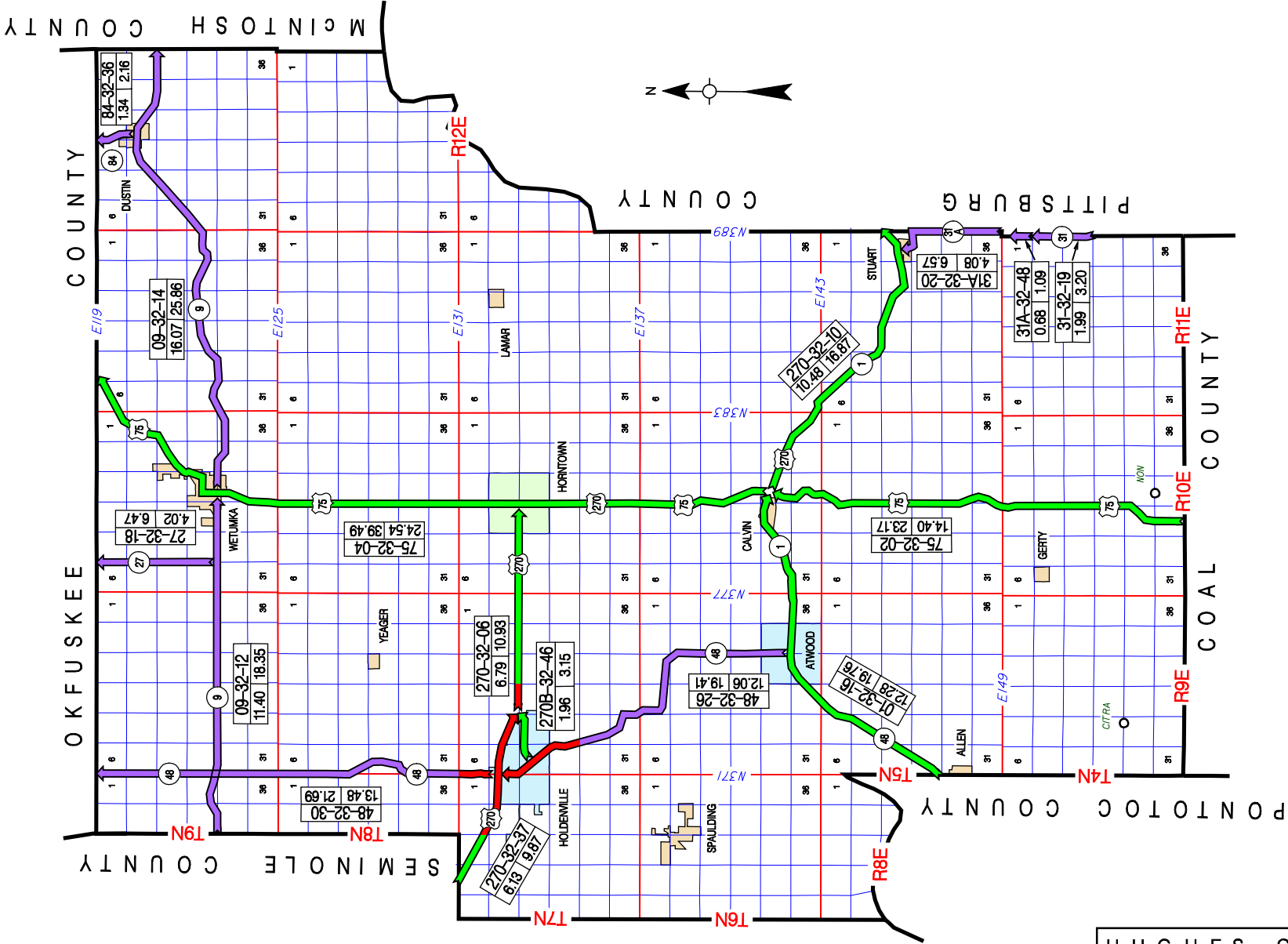
Haskell County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet										Roadway	Bridge	Control Section Total
			Rural	Municipal																		
County Total			103.33	10.32	113.60															86,990	15,066	102,056

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- HUGHES COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3202	US 75	14.40	COAL COUNTY LINE	NORTHERLY	JCT. US 270 E. OF CALVIN (N. SIDE STR)	
3204	US 75	24.54	JCT. US 270 E. OF CALVIN(N. SIDE STR)	NORTHERLY	OKFUSKEE COUNTY LINE	
3206	US 270	6.79	JCT. US 270 BUS. E. OF HOLDENVILLE (E. LEG)	EASTERLY	JCT. US 75, E. OF HOLDENVILLE	
3210	US 270	10.48	JCT. US 75, E. OF CALVIN (E. SIDE STR.)	EASTERLY	PITTSBURG COUNTY LINE	
3212	SH 9	11.40	SEMINOLE COUNTY LINE	EASTERLY	JCT. US 75(MAIN ST)IN WETUMKA	OFFSET ALIGNMENT 2006-MILEAGE SAME
3214	SH 9	16.07	JCT. US 75(MAIN ST) IN WETUMKA	NORTHEASTERLY	MCINTOSH COUNTY LINE	
3216	SH 1	12.28	PONTOTOC COUNTY LINE	NORTHEASTERLY	JCT. US 75 E. OF CALVIN(E. SIDE STR)	
3218	SH 27	4.02	JCT. SH 9 (W. OF WETUMKA)	NORTHERLY	OKFUSKEE COUNTY LINE	
3219	SH 31	1.99	PITTSBURG COUNTY LINE	NORTHERLY	SH 31A	
3220	SH 31A	4.08	HUGHES/PITTSBURG COUNTY LINE	NORTHWESTERLY	JCT. US 270 N. OF STUART	
3226	SH 48	12.06	JCT. SH 1 AT ATWOOD	NORTHERLY	JCT. US 270 N. EDGE OF HOLDENVILLE	
3230	SH 48	13.48	JCT. US 270 N. EDGE OF HOLDENVILLE	NORTHERLY	OKFUSKEE COUNTY LINE	
3236	SH 84	1.34	JCT. SH 9(SPEER ST & BROADWAY AVE)IN DUSTIN	NORTHERLY	OKFUSKEE COUNTY LINE	
3237	US 270	6.13	SEMINOLE COUNTY LINE	SOUTHEASTERLY	JCT. US 270 BUS. E. OF HOLDENVILLE	
3246	US 270B	1.96	JCT. SH 48(MAIN & HINCKLEY STS)IN HOLDENVILLE	EASTERLY	JCT. US 270 E. OF HOLDENVILLE	
3248	SH 31A	0.68	JCT SH 31 PITTSBURG COUNTY LINE	NORTHERLY	PITTSBURG COUNTY LINE	

141.70 TOTAL COUNTY MILEAGE



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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	32-02	00.00	13.82		0.58 MIS. S. US 270	740	DHDJ	22	3	4		66	1	0	4	06	2	0	4	03	38,220		
U075	32-02	X 03.11	23			740	BXUF				HS	NR	0	4	06	2	2			31		644	
U075	32-02	X 06.02	23			740	BXUF				HS	NR	0	4	06	2	2			31		644	
U075	32-02	X 07.04	23			740	BXUF				HS	NR	0	4	06	2	2			31		644	
U075	32-02	X 08.62	37			740	BRDG				22	AD	0	4	06	2	2			31		1,120	
U075	32-02	13.82	0.58		JCT US 270	1,200	DH0F	24	1	10		92	1	0	4								
U075	32-02	X 14.25	248			1,200	OP-H				32	SD	0	4	06	2	5			31		1,955	43,227
U075	32-04	00.00	3.38		COUNTY ROAD E13800	1,700	DHHF	24	1	10		80	1	0	4								
U075	32-04	X 00.05	173			1,700	OP-R				31	SD	0	4	06	2	4			31		1,692	
U075	32-04	X 00.34	34			1,700	BXBR				HS	AD	0	4									
U075	32-04	X 00.56	1261			1,700	H-HW				36	FO	0	4	06	2	1			31		7,134	
U075	32-04	X 01.53	32			1,700	BXUF				HS	NR	0	4									
U075	32-04	03.38	4.01		ENT HORNTOWN-E13400	2,300	DILA	24	6	6		66	1	0	4	05	2	0	3	02	8,540		
U075	32-04	X 06.14	23			2,300	BXBR				HS	AD	0	4									
U075	32-04	07.39	HORNTOWN	1.00	JCT US 270 WEST	2,000	DILA	24	6	6		69	1	0	4	05	2	0	3	02	2,122		
U075	32-04	X 07.64		34		2,000	BRDG				26	SD	0	4	05	2	2			31		1,120	
U075	32-04	X 08.05		23		2,000	BXBR				HS	AD	0	4									
U075	32-04	08.39		1.00	LEV HORNTOWN-E13200	2,000	IILA	24	1	8		73	1	0	4								
U075	32-04	09.39	2.35		6.65 MIS. S. SH 9	2,000	IILA	24	1	8		73	1	0	4								
U075	32-04	X 09.52	60			2,000	BXUF				HS	NR	0	4									
U075	32-04	X 10.27	81			2,000	BXBR				HS	AD	0	4									
U075	32-04	11.74	3.25		3.40 MIS. S. SH 9	1,900	IILA	24	1	8		73	1	0	4								
U075	32-04	14.99	1.73		1.67 MIS. S. SH 9	2,000	IILA	24	1	8		79	1	0	4								
U075	32-04	X 15.78	403			2,000	BRDG				28	SD	0	4	05	2	1			31		2,815	
U075	32-04	X 15.91	34			2,000	BXBR				HS	AD	0	4									
U075	32-04	16.72	1.24		0.43 MIS. S. SH 9	2,700	IILA	24	1	8		72	1	0	4								
U075	32-04	17.96	0.30		ENTER WETUMKA C/L	3,000	IILA	24	5	8		72	1	0	4								
U075	32-04	18.26	WETUMKA	0.13	JCT SH 9	3,000	IILA	28	4			82	1	0	4								
U075	32-04	18.39		0.22	BEG BR OVLY BENSON S	2,900	IJA	56	4			78	1	0	4								
U075	32-04	18.61		0.14	OLD SH 27 (T.C.)	3,200	IILA	75	4			82	1	0	4								
U075	32-04	18.75		0.15	WIDTH CHNG GRAND AVE	3,200	IILA	75	4			74	1	0	4								
U075	32-04	18.90		0.45	0.96 MIS. NE SH 9	3,200	IILA	30	4			72	1	0	4	30	2	0	7	08	1,634		
U075	32-04	19.35		1.16	LEAVE WETUMKA C/L	1,400	IHLA	24	3	3		51	1	0	4	06	2	0	3	04	2,518		
U075	32-04	X 19.86		34		1,400	UPHP				NA	0	4	06	2	2				31		1,095	
U075	32-04	20.51	0.98		2.74 MIS N. SH 27	1,100	IHLA	24	3	3		61	1	0	4	06	2	0	3	02	1,782		
U075	32-04	21.49	0.87		2.18 MIS S. CO. LINE	1,100	IHHE	24	1	8		77	1	0	4								
U075	32-04	X 21.90	802			1,100	BRDG				36	AD	0	4									
U075	32-04	22.36	2.18		OKFUSKEE CO LINE	1,100	IHLA	24	3	3		64	1	0	4	06	2	0	4	02	4,218		34,670
U270	32-06	N 00.00	0.19		END 4 LANE DIVIDED	2,400	IILA	24	1	10		87	1	0	3								
U270	32-06	S 00.00	0.00		END 4 LANE DIVIDED	2,400	IILA	24	1	10		87	1	0	3								
U270	32-06	X 00.11	26			2,400	BXBR				HS	AD	0	3									
U270	32-06	00.19	0.61		LEV HOLDENVILLE U/L	2,400	IHLA	24	1	8		87	1	0	3								
U270	32-06	00.80	4.99		ENT HORNTOWN-N37900	2,700	IIOE	24	1	8		79	1	0	4								
U270	32-06	X 05.65	49			2,700	BXUF				HS	NR	0	4									
U270	32-06	05.79	HORNTOWN	1.00	JCT US 75	3,100	IIOE	24	1	8		78	1	0	4								

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	32-06	X 06.31		72		3,100	BRDG			36	AD		0	4								0	
U270	32-10	00.00	0.17		0.17 MIS E US 75	2,100	IHHE	24	1	10		85	1	0	4								
U270	32-10	00.17	4.82		4.99 MIS E US 75	2,400	IHLA	24	1	8		77	1	0	4								
U270	32-10	X 01.20	23			2,400	BXUF				HS	NR											
U270	32-10	X 02.16	272			2,400	BRDG				37	AD											
U270	32-10	X 03.20	142			2,400	UP-R					NA			05	2	1		50				
U270	32-10	04.99	4.27		0.48 MIS W SH 31A	2,100	IHLA	24	1	8		65	1	0	4	05	2	0	5	02	10,675		
U270	32-10	X 06.28	23			2,100	BXBR				HS	AD											
U270	32-10	09.26	0.51		JCT SH 31A	2,900	IIIE	24	1	8		97	1	0	4								
U270	32-10	X 09.53	225			2,900	BRDG				36	AD											
U270	32-10	09.77	0.71		PITTSBURG CO LINE	2,600	IIIE	24	1	8		97	1	0	4								
U270	32-10	X 10.40	180			2,600	BRDG				36	AD										10,675	
S009	32-12	00.00	2.09		JCT SH 48	1,400	IHHB	24	3	5		81	1	0	5								
S009	32-12	X 00.92	121			1,400	BRDG				24	SD			09	2	1		31		1,627		
S009	32-12	02.09	6.01		1.02 MIS. W. SH 27	1,400	IHHB	24	3	4		81	1	0	5								
S009	32-12	X 02.30	23			1,400	BXUF				HS	NR											
S009	32-12	08.10	0.75		0.27 MIS. W. SH 27	1,800	IIIE	24	1	8		93	1	0	5								
S009	32-12	X 08.26	146			1,800	BRDG				27	AD											
S009	32-12	X 08.44	100			1,800	BRDG				33	AD											
S009	32-12	X 08.66	30			1,800	BXBR				HS	AD											
S009	32-12	08.85	0.27		JCT SH 27	1,800	IHHB	24	3	4		86	1	0	5								
S009	32-12	09.12	1.75		ENTER WETUMKA C/L	1,900	IHHB	24	3	4		84	1	0	5								
S009	32-12	X 10.15	23			1,900	BXBR				HS	SD			08	2	2		31		644		
S009	32-12	10.87	WETUMKA	0.53	JCT US 75	2,300	IHHB	24	3	6		73	1	0	5							2,271	
S009	32-14	00.00		0.48	CHEIFIAIN DR	1,600	IILA	43	4			88	1	0	5								
S009	32-14	00.48		0.11	LEAVE WETUMKA C/L	1,600	HHHB	24	3	4		75	1	0	5								
S009	32-14	00.59	11.80		MC CANN AVE ATR	980	HHHB	24	3	4		78	1	0	5								
S009	32-14	X 03.12	405			980	BRDG				24	SD			09	2	1		31		2,821		
S009	32-14	12.39	0.24		ENTER DUSTIN C/L	1,600	HHHB	24	3	6		80	1	0	5								
S009	32-14	12.63	DUSTIN	0.46	JCT SH 84 NORTH	1,400	HHHB	24	3	6		80	1	0	5								
S009	32-14	13.09		0.36	LEAVE DUSTIN C/L	1,500	HHHB	24	3	5		77	1	0	5								
S009	32-14	13.45	2.62		MCINTOSH CO LINE	1,300	HHHB	24	3	5		85	1	0	5								
S009	32-14	X 13.47	112			1,300	BRDG				HS	SD			09	2	1		31		1,570	4,391	
S001	32-16	00.00	0.17		0.17 E. PONOTOC CO/L	2,200	IHHB	24	1	8		81	1	0	4								
S001	32-16	00.17	1.24		1.41 E. PONOTOC CO/L	2,000	IEHB	24	1	8		79	1	0	4								
S001	32-16	01.41	0.40		1.81 E. PONOTOC CO/L	2,000	IIIE	24	1	8		86	1	0	4								
S001	32-16	X 01.58	132			2,000	BRDG				45	AD											
S001	32-16	01.81	3.62		ENTER ATWOOD-N37400	2,000	IEHB	24	1	8		80	1	0	4								
S001	32-16	05.43	ATWOOD	0.71	0.47 MIS. W. SH 48N	2,200	IEHB	24	1	8		80	1	0	4								
S001	32-16	06.14		0.47	JCT SH 48 NORTH	2,200	IEHB	24	1	10		88	1	0	4								
S001	32-16	06.61		1.00	LEAVE ATWOOD-N37600	1,900	PHDB	24	1	8		82	1	0	4								
S001	32-16	07.61	0.34		1.34 MIS. E. SH 48N	2,000	PHDB	24	1	8		82	1	0	4								
S001	32-16	07.95	0.14		1.48 MIS. E. SH 48N	1,900	PHDB	24	1	8		80	1	0	4								
S001	32-16	08.09	0.83		2.31 MIS. E. SH 48N	1,700	PIIE	24	1	8		80	1	0	4								
S001	32-16	X 08.16	151			1,700	BRDG				36	AD											

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S001	32-16	X 08.54	131			1,700	BRDG				36	AD	0	4									
S001	32-16	08.92	0.25		2.66 MIS. E. SH 48N	1,700	PIDB	24	1	8	80	1	0	4									
S001	32-16	09.17	1.81		ENTER CALVIN C/L	1,700	PIIE	24	1	8	83	1	0	4									
S001	32-16	X 10.89	39			1,700	BXUF				HS	NR	0	4									
S001	32-16	10.98	CALVIN	0.56	0.74 MIS. W. US 75	1,700	PIDB	24	1	8	84	1	0	4									
S001	32-16	11.54		0.06	WIDTH CHANGE	2,000	IIDB	40	4		92	1	0	4									
S001	32-16	11.60		0.11	CANADIAN ST TC	2,000	IHDB	40	4		92	1	0	4									
S001	32-16	11.71		0.25	0.32 MIS. W. US 75	2,400	IILA	40	4		92	1	0	4									
S001	32-16	11.96		0.09	0.23 MIS. W. US 75	2,400	IILA	40	4		92	1	0	4									
S001	32-16	12.05	0.23		JCT US 75	2,600	HHOE	24	1	8	85	1	0	4									
S001	32-16	X 12.11	42			2,600	BXUF				HS	NR	0	4									
S001	32-16	X 12.24	0			2,600	UP-H				SD	0	4	30	2	6			31		1,955	1,955	
S027	32-18	00.00	2.19		2.19 MIS N. SH 9	690	IIIE	24	6	8	99	1	0	5									
S027	32-18	02.19	1.83		OKFUSKEE CO LINE	740	IIIE	24	6	6	94	1	0	5									0
S031	32-19	00.00	1.99		JCT SH 31A	410	FFDL	20	0		72	1	0	5									0
S031A	32-20	00.00	3.56		ENT STUART ROOSEVELT	490	DIHL	22	3	2	68	1	0	5	13	2	0	3	02		4,403		
S031A	32-20	X 00.55	25			490	BXUF				HS	NR	0	5									
S031A	32-20	X 01.06	21			490	BXUF				HS	NR	0	5									
S031A	32-20	X 03.46	61			490	BXBR				HS	AD	0	5									
S031A	32-20	03.56	STUART	0.21	7TH STREET	550	DIHL	22	3	2	63	1	0	5	13	2	0	3	02		266		
S031A	32-20	X 03.57	31			550	BXBR				HS	AD	0	5									
S031A	32-20	03.77		0.08	8TH STREET TC	550	DIHL	24	1	5	70	1	0	5									
S031A	32-20	03.85		0.07	9TH STREET	550	DIHL	24	5	16	80	1	0	5									
S031A	32-20	03.92		0.07	LEAVE STUART C/L	870	DIHL	24	3	6	66	1	0	5	13	2	0	3	01		52		
S031A	32-20	03.99	0.09		JCT US 270	1,900	DIIE	24	1	8	86	1	0	5									4,721
S048	32-26	00.00	ATWOOD	1.00	LEAVE ATWOOD-E14100	1,600	DHHF	24	1	8	77	1	0	5									
S048	32-26	01.00	5.20		BEG HOLDENVILLE DAM	1,500	DHHF	24	1	8	76	1	0	5									
S048	32-26	X 03.24	2204			1,500	BRDG				36	SD	0	5	09	2	1		31		9,106		
S048	32-26	X 04.32	24			1,500	BXUF				HS	NR	0	5									
S048	32-26	06.20	2.78		ENT HOLDENVILLE U/L	1,900	IIDK	22	3	6	63	1	0	5	08	2	0	3	02		5,691		
S048	32-26	X 07.33	75			1,900	BXBR				HS	AD	0	5									
S048	32-26	08.98	0.51		1.26 MIS S. US 270B	1,800	IIDK	22	3	6	59	1	0	3	09	2	0	3	02		757		
S048	32-26	09.49	0.55		ENT HOLDENVILLE C/L	1,800	IIDK	24	3	6	62	1	0	3	09	2	0	3	02		810		
S048	32-26	10.04		0.20	BEG PC OVLAY KING ST	2,500	IHDK	24	3	6	71	1	0	3									
S048	32-26	X 10.16	25			2,500	BXUF				HS	NR	0	3									
S048	32-26	10.24		0.51	JCT US 270B BEG PC	3,200	IILA	32	4		82	1	0	3									
S048	32-26	10.75		0.07	WIDTH CHANGE GULF ST	3,800	IILA	50	4		86	1	0	3									
S048	32-26	10.82		0.28	ECHO ST -TC-	5,300	IILA	58	4		84	1	0	3									
S048	32-26	11.10		0.15	END OVLAY CHESTNUT S	6,100	IILA	41	4		82	1	0	3									
S048	32-26	11.25		0.20	WIDTH CHANGE PLUM ST	4,900	IIDB	41	4		80	1	0	3									
S048	32-26	11.45		0.41	0.20 MIS S. US 270	4,200	IIDB	28	2	6	79	1	0	3									
S048	32-26	X 11.58	33			4,200	BXUF				HS	NR	0	3									
S048	32-26	11.86		0.06	LEAVE HOLDENVILLE C/	4,900	IIDB	24	2	6	79	1	0	3									
S048	32-26	11.92	0.09		.05 MI S OF JCT US27	3,900	IILF	36	1	10	84	1	0	3									
S048	32-26	E 12.01	0.05		JCT US 270	3,500	IILF	24	1	10	93	1	0	3									

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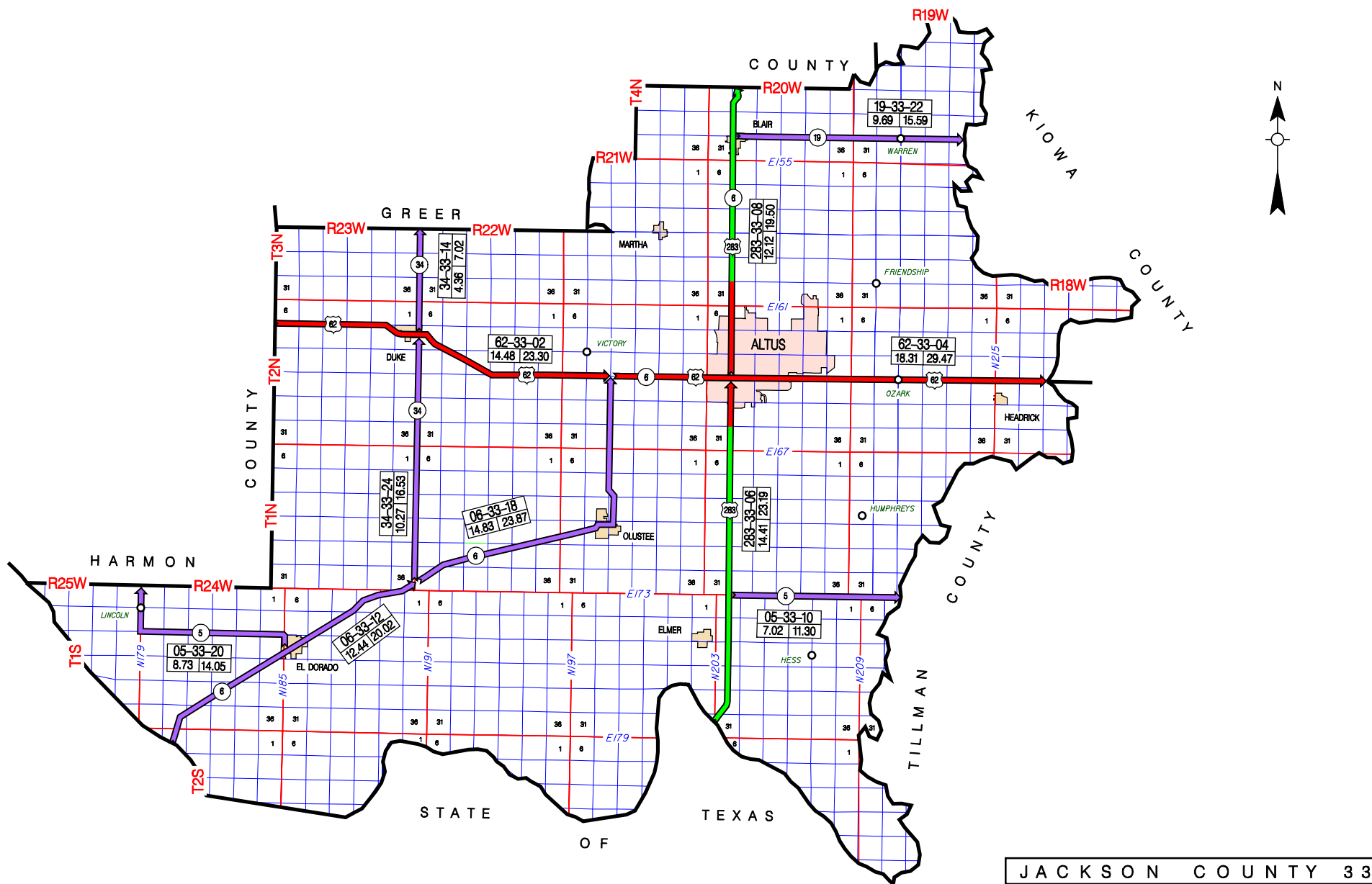
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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S048	32-26	W	12.01	0.00		JCT US 270	3,500	IILF	24	1	10		93	1	0	3							16,364		
S048	32-30	E	00.00	0.05		END 4 LANE DIVIDED	1,700	TLLH	24	1	10		97	1	0	3									
S048	32-30	W	00.00	0.00		END 4 LANE DIVIDED	1,700	TLLH	24	1	10		97	1	0	3									
S048	32-30		00.05	1.25		LEV HOLDENVILLE U/L	860	DHDB	24	3	4		82	1	0	3									
S048	32-30	X	00.87	32			860	BXBR					HS	AD		0	3								
S048	32-30		01.30	8.22		JCT SH 9	640	DHDB	24	3	4		83	1	0	5									
S048	32-30	X	02.21	38			640	BXBR					HS	AD		0	5								
S048	32-30	X	02.35	22			640	BXBR					HS	AD		0	5								
S048	32-30	X	04.31	300			640	BRDG					29	SD		0	5	13	2	1		50			
S048	32-30	X	04.47	201			640	BRDG					23	SD		0	5	13	2	1		50			
S048	32-30	X	08.15	26			640	BXBR					HS	AD		0	5	13	2	2		50			
S048	32-30	X	09.33	106			640	BRDG					24	SD		0	5	13	2	1		50			
S048	32-30		09.52	3.96		OKFUSKEE CO LINE	640	DHDB	24	3	3		59	1	0	5	13	2	0	3	03	7,252			
S048	32-30	X	12.65	137			640	BRDG					36	AD		0	5	13	2	2		31	1,722	8,974	
S084	32-36		00.00	DUSTIN	0.18	SPARKS STREET -TC-	1,400	DHHB	72	4			87	1	0	5									
S084	32-36		00.18		0.17	LEAVE DUSTIN C/L	1,400	DHHB	22	3	4		73	1	0	5									
S084	32-36		00.35	0.99		OKFUSKEE CO LINE	1,300	DHHB	22	3	4		75	1	0	5									
S084	32-36	X	01.20	34			1,300	BXUF					HS	NR		0	5						0		
U270	32-37		00.00	1.75		ENT HOLDENVILLE U/L	5,400	IILH	24	1	10		87	1	0	4									
U270	32-37	X	01.26	49			5,400	BXBR					HS	AD		0	4								
U270	32-37		01.75	2.02		BEG 4 LANE DIVIDED	5,500	IILH	24	1	10		87	1	0	3									
U270	32-37	X	03.21	142			5,500	OP-R					24	SD		0	3	05	4	2		31	1,833		
U270	32-37	X	03.70	23			5,500	BXUF					HS	NR		0	3								
U270	32-37	N	03.77	0.05		JCT SH 48	5,500	IILH	24	1	10		91	1	0	3									
U270	32-37	S	03.77	0.00		JCT SH 48	5,500	IILH	24	1	10		91	1	0	3									
U270	32-37	N	03.82	0.10		END 4 LANE DIVIDED	1,900	IILH	24	1	10		94	1	0	3									
U270	32-37	S	03.82	0.00		ENT HOLDENVILLE C/L	1,900	IILH	24	1	10		92	1	0	3									
U270	32-37		03.92		0.15	LEV HOLDENVILLE C/L	1,400	IILH	24	1	10		91	1	0	3									
U270	32-37		04.07	1.65		BEG 4 LANE DIVIDED	1,400	IILH	24	1	10		88	1	0	3									
U270	32-37	X	05.03	168			1,400	OP-R					37	AD		0	3								
U270	32-37	N	05.72	0.41		JCT US 270B	1,400	IILH	24	1	10		93	1	0	3									
U270	32-37	S	05.72	0.00		JCT US 270B	1,400	IILH	24	1	10		93	1	0	3							1,833		
U270B	32-46		00.00		0.36	BEG PC OVLAY 11TH ST	6,000	LL0H	38	4			83	1	0	4									
U270B	32-46		00.36		0.25	0.61 E SH 48	6,000	DHLA	38	4			78	1	0	4									
U270B	32-46		00.61		0.66	WIDTH CHNG MOORE DR	2,000	LL0A	48	4			92	1	0	4									
U270B	32-46		01.27		0.48	LEAVE HOLDENVILLE C/	1,900	LL0H	24	1	10		92	1	0	4									
U270B	32-46		01.75	0.21		JCT US 270	2,000	LL0H	24	1	4		88	1	0	4							0		
S031A	32-48		00.00	0.68		PITTSBURG CO LINE	440	IIHL	22	3	3		78	1	0	5							0		
County Total				125.70	16.00	141.70																	88,940	40,141	129,081

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- JACKSON COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3302	US 62	14.48	HARMON COUNTY LINE	EASTERLY	JCT. SH 6, W. OF ALTUS	
3304	US 62	18.31	JCT. SH 6, W. OF ALTUS	EASTERLY	TILLMAN COUNTY LINE (E. END BR.)	
3306	US 283	14.41	TEXAS STATE LINE (S. END BR.)	NORTHERLY	JCT. US 62(BROADWAY & MAIN ST)IN ALTUS	
3308	US 283	12.12	JCT. US 62(BROADWAY & MAIN ST)IN ALTUS	NORTHERLY	GREER COUNTY LINE	AGENDA ITEM (12.05 MILES BEFORE)
3310	SH 5	7.02	JCT. US 283, S. OF ALTUS	EASTERLY	TILLMAN COUNTY LINE (W. END OF BR.)	
3312	SH 6	12.44	TEXAS STATE LINE (S. END BR.)(TEX. SH 6)	NORTHEASTERLY	JCT. SH 34 N.E. OF ELDORADO	
3314	SH 34	4.36	JCT. US 62 E. OF DUKE	NORTHERLY	GREER COUNTY LINE	
3318	SH 6	14.83	JCT. SH 34 N.E. OF ELDORADO	NORTHEASTERLY	JCT. US 62, W. OF ALTUS	
3320	SH 5	8.73	JCT. SH 6 IN ELDORADO	WEST & NORTHERLY	HARMON COUNTY LINE	
3322	SH 19	9.69	JCT. US 283 N. EDGE OF BLAIR	EASTERLY	KIOWA COUNTY LINE (E. END BR.)	
3324	SH 34	10.27	JCT. SH 6 N.E. OF ELDORADO	NORTH	JCT. US 62 E. OF DUKE	

126.66 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	33-02	00.00	5.11		2,400	HHHD	24	3	4		59	1	1	3	03	2	0	3	02	10,782			
U062	33-02	X 03.65	268		2,400	BRDG				39	AD		1	3									
U062	33-02	05.11	0.23		3,100	IHHD	24	1	8		82	1	1	3									
U062	33-02	05.34	DUKE	0.15	3,200	IHHD	24	1	8		78	1	1	3									
U062	33-02	05.49		0.15	3,500	IHHD	82	4			81	1	1	3									
U062	33-02	05.64		0.33	3,100	DIHD	24	1	8		80	1	1	3									
U062	33-02	05.97		0.08	2,900	DIHD	24	1	8		82	1	1	3									
U062	33-02	06.05	7.43		2,700	DIDD	24	1	8		81	1	1	3									
U062	33-02	X 06.77	48		2,700	BXBR				HS	AD		1	3									
U062	33-02	X 09.82	23		2,700	BXBR				HS	AD		1	3									
U062	33-02	X 12.16	147		2,700	BRDG				36	AD		1	3									
U062	33-02	N 13.48	0.00		3,100	PHHF	24	1	10		95	1	1	3									
U062	33-02	S 13.48	1.00		3,100	PHHF	24	1	10		95	1	1	3								10,782	
U062	33-04	N 00.00	0.00		4,300	PHHF	24	1	10		94	1	1	3									
U062	33-04	S 00.00	3.00		4,300	PHHF	24	1	10		94	1	1	3									
U062	33-04	N X 00.61	1122		4,300	BRDG				36	AD		1	3									
U062	33-04	S X 00.61	1123		4,300	BRDG				36	AD		1	3									
U062	33-04	N X 02.11	242		4,300	BRDG				36	AD		1	3									
U062	33-04	S X 02.11	243		4,300	BRDG				36	AD		1	3									
U062	33-04	X 02.20	33		4,300	BRDG				HS	NR		1	3									
U062	33-04	03.00	1.01		5,600	LLOF	52	4			87	1	1	3									
U062	33-04	04.01		0.30	5,300	LLOF	54	4			86	1	1	3									
U062	33-04	04.31		0.10	6,900	PIHL	54	4			81	1	1	3									
U062	33-04	04.41		0.58	7,900	PIHL	56	4			85	1	1	3									
U062	33-04	04.99		0.16	9,900	PIHL	70	4			59	1	1	3	27	2	0	7	08		516		
U062	33-04	05.15		0.67	11,900	PIHL	48	4			59	1	1	3	25	4	0	7	08		1,500		
U062	33-04	N 05.82		0.17	11,900	PIHL	27	4			59	1	1	3	25	4	0	7	08		428		
U062	33-04	S 05.82		0.00	11,900	PIHL	27	4			59	1	1	3	25	4	0	7	08				
U062	33-04	05.99		1.03	8,900	PIHL	52	4			59	1	1	3	27	2	0	7	08		2,480		
U062	33-04	07.02		0.36	6,900	LLOE	50	4			95	1	1	3									
U062	33-04	N 07.38	1.63		5,800	IILO	24	1	10		90	1	1	3									
U062	33-04	S 07.38	0.00		5,800	PIIE	24	1	10		97	1	1	3									
U062	33-04	X 08.45	45		5,800	BXBR				HS	AD		1	3									
U062	33-04	N 09.01	3.08		5,800	IILO	24	1	10		90	1	1	3									
U062	33-04	S 09.01	0.00		5,800	PIIE	24	1	10		97	1	1	3									
U062	33-04	X 09.71	21		5,800	BXBR				HS	AD		1	3									
U062	33-04	X 10.03	45		5,800	BXBR				HS	AD		1	3									
U062	33-04	X 11.31	67		5,800	BXBR				HS	AD		1	3									
U062	33-04	N 12.09	3.00		5,600	IILO	24	1	10		85	1	1	3									
U062	33-04	S 12.09	0.00		5,600	PIIE	24	1	10		97	1	1	3									
U062	33-04	X 12.13	55		5,600	BXBR				HS	AD		1	3									
U062	33-04	X 12.27	33		5,600	BXBR				HS	AD		1	3									
U062	33-04	X 14.19	44		5,600	BXBR				HS	AD		1	3									
U062	33-04	N 15.09	0.85		4,800	IILO	24	1	10		91	1	1	3									
U062	33-04	S 15.09	0.00		4,800	PIIE	24	1	10		97	1	1	3									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U062	33-04	X 15.75	33			4,800	BXBR			HS	AD	1	3											
U062	33-04	N 15.94	0.61		1.76 W TILLMAN CO	4,600	IILO	24	1	10	92	1	1	3										
U062	33-04	S 15.94	0.00			4,600	PIIE	24	1	10	91	1	1	3										
U062	33-04	N 16.55	0.00			4,500	IIIE	24	1	10	95	1	1	3										
U062	33-04	S 16.55	1.76		TILLMAN COUNTY LINE	4,500	PEEB	24	1	10	92	1	1	3										
U062	33-04	X 17.61	33			4,500	BXUF				HS	NR	1	3										
U062	33-04	N X 18.01	1606			4,500	BRDG				36	AD	1	3										
U062	33-04	S X 18.01	1602			4,500	BRDG				29	AD	1	3										4,924
U283	33-06	00.00	1.11		1.11 MIS N TEXAS S.L	1,700	DHHD	24	1	10	91	1	0	4										
U283	33-06	X 00.00	3707		1.11 MIS N TEXAS S.L	1,700	BRDG				36	AD	0	4										
U283	33-06	01.11	4.32		JCT SH 5	2,000	DHHD	24	3	6	79	1	0	4										
U283	33-06	X 01.97	66			2,000	BXBR				HS	AD	0	4										
U283	33-06	X 03.82	33			2,000	BXBR				HS	AD	0	4										
U283	33-06	05.43	5.99		2.99 MIS S. US 62	2,400	DHHD	24	3	6	76	1	0	4										
U283	33-06	X 06.90	27			2,400	BXBR				HS	AD	0	4										
U283	33-06	X 07.35	36			2,400	BXBR				HS	AD	0	4										
U283	33-06	11.42	1.00		ENTER ALTUS U/L	2,700	DEHD	24	1	8	85	1	0	4										
U283	33-06	12.42	0.50		1.49 MIS S. US 62	3,200	DEHD	24	1	8	85	1	0	3										
U283	33-06	12.92	0.25		ENTER ALTUS C/L	3,200	DEHD	24	1	8	86	1	0	3										
U283	33-06	13.17		0.25	RIDGECREST RD	5,200	DEHD	24	1	8	81	1	0	3										
U283	33-06	13.42		0.52	0.47 S US 62	6,200	LL0E	52	4		96	1	0	3										
U283	33-06	13.94		0.47	JCT US 62	6,400	LL0E	70	4		96	1	0	3										0
U283	33-08	00.00		0.08	COMMERCE ST	14,800	LL0E	80	4		91	1	0	3										
U283	33-08	00.08		0.07	CYPRESS ST	14,800	LL0E	80	4		94	1	0	3										
U283	33-08	00.15		0.07	ELM ST	14,800	LL0E	52	4		94	1	0	3										
U283	33-08	00.22		0.52	WEST D STREET -TC-	14,800	LL0E	52	4		91	1	0	3										
U283	33-08	00.74		1.26	TAMARACK ROAD	12,800	IILA	52	4		89	1	0	3										
U283	33-08	02.00		0.29	2.29 MIS N. US 62	9,900	IILA	52	4		92	1	0	3										
U283	33-08	02.29		0.21	LEAVE ALTUS C/L	7,900	IE0E	48	1	6	96	1	0	3										
U283	33-08	02.50	1.50		LEAVE ALTUS U/L	6,900	IE0E	48	1	6	84	1	0	3										
U283	33-08	04.00	0.47		4.47 MIS. N. US 62	7,100	IE0E	48	1	6	90	1	0	4										
U283	33-08	04.47	0.53		5.00 MIS. N. US 62	7,100	IE0E	48	1	6	93	1	0	4										
U283	33-08	05.00	1.29		3.74 MIS. S. SH 19	7,100	IE0E	48	1	6	93	1	0	4										
U283	33-08	06.29	2.74		1.00 MIS. S. SH 19	6,800	II0E	48	1	8	93	1	0	4										
U283	33-08	X 06.83	33			6,800	BXBR				HS	AD	0	4										
U283	33-08	X 07.02	43			6,800	BXBR				HS	AD	0	4										
U283	33-08	09.03	0.27		ENT BLAIR C/L	6,900	IEHF	52	4		91	1	0	4										
U283	33-08	09.30	BLAIR	0.24	SEVENTH ST WIDTH CHN	6,600	LL0E	52	4		100	1	0	4										
U283	33-08	09.54		0.09	SIXTH ST WIDTH CHNG	6,600	LL0E	52	4		99	1	0	4										
U283	33-08	09.63		0.28	SECOND ST TC	5,600	LL0E	52	4		99	1	0	4										
U283	33-08	09.91		0.12	JCT SH19 LVE BLAIR C	5,600	LL0E	52	4		98	1	0	4										
U283	33-08	10.03	0.22		0.22 MIS. N. SH 19	4,500	LL0E	52	4		100	1	0	4										
U283	33-08	X 10.08	132			4,500	BRDG				18	AD	0	4										
U283	33-08	10.25	1.27		1.49 MIS. N. SH 19	4,200	II0E	48	1	8	97	1	0	4										
U283	33-08	11.52	0.60		GREER CO LINE	4,100	II0E	48	1	8	97	1	0	4										0

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S005	33-10	00.00	7.02		TILLMAN CO LINE	740	DDDL	24	1	4		81	1	0	5								
S005	33-10	X 01.74	31			740	BXBR					HS	AD		0	5							
S005	33-10	X 02.56	48			740	BXBR					HS	AD		0	5						0	
S006	33-12	00.00	1.27		1.27 MIS N. ST. LINE	660	IIOE	26	1	8		89	1	0	5								
S006	33-12	X 00.00	1617		1.27 MIS N. ST. LINE	660	BRDG					42	AD		0	5							
S006	33-12	01.27	0.81		COUNTY ROAD E17800	650	HHGB	24	1	8		59	1	0	5	10	2	0	2	02		773	
S006	33-12	02.08	3.97		ENTER ELDORADO C/L	650	IHGB	24	1	8		59	1	0	5	10	2	0	2	02		3,820	
S006	33-12	X 05.67	395			650	BRDG					26	AD		0	5							
S006	33-12	06.05	ELDORADO	0.43	BEG PC CONC	930	IHGB	24	1	8		59	1	0	5		09	2	0	2	02	564	
S006	33-12	06.48		0.33	JCT SH5 & END PC CON	1,200	LL0A	41	4			82	1	0	5								
S006	33-12	06.81		0.33	LEAVE ELDORADO C/L	800	IIGD	22	3	8		80	1	0	5								
S006	33-12	07.14	5.30		JCT SH 34	810	IIGD	22	3	5		79	1	0	5								
S006	33-12	X 07.58	26			810	BXBR					HS	AD		0	5							
S006	33-12	X 11.64	34			810	BXBR					HS	AD		0	5						5,157	
S034	33-14	00.00	4.36		GREER CO LINE	530	HHGD	24	1	6		85	1	0	5								
S034	33-14	X 01.15	56			530	BXBR					HS	AD		0	5							
S034	33-14	X 02.07	33			530	BXBR					HS	AD		0	5							
S034	33-14	X 02.72	33			530	BXBR					HS	AD		0	5						0	
S006	33-18	00.00	7.49		SURF CHANGE	1,200	IIGD	22	3	5		76	1	0	5								
S006	33-18	X 01.16	300			1,200	BRDG					36	AD		0	5							
S006	33-18	X 02.59	44			1,200	BRDG					18	AD		0	5							
S006	33-18	07.49	0.38		ENTER OLUSTEE C/L	730	IHGD	22	3	5		77	1	0	5								
S006	33-18	07.87	OLUSTEE	0.27	C STREET	800	IHGD	22	3	5		75	1	0	5								
S006	33-18	08.14		0.07	D STREET TC	800	DHGD	22	3	5		77	1	0	5								
S006	33-18	08.21		0.04	WIDTH CHANGE	1,100	DHGD	24	1	8		75	1	0	5								
S006	33-18	08.25		0.07	WIDTH CHANGE	1,800	DHGD	56	4			78	1	0	5								
S006	33-18	08.32		0.03	F STREET IN OLUSTEE	1,500	DHGD	24	1	4		70	1	0	5								
S006	33-18	08.35		0.42	LEV OLUSTEE C/L 2ND	1,600	DHGD	22	3	4		61	1	0	5	30	2	0	7	08		1,620	
S006	33-18	08.77	6.06		JCT US 62	1,500	DHGD	24	3	5		78	1	0	5								
S006	33-18	X 08.87	348			1,500	BRDG					20	AD		0	5						1,620	
S005	33-20	00.00	ELDORADO	0.19	WIDTH CHANGE N 5TH S	450	LL0A	77	4			59	1	0	5	30	2	0	6	08		704	
S005	33-20	00.19		0.07	SIXTH ST IN ELDOR TC	450	LL0A	56	4			59	1	0	5	30	2	0	6	08		274	
S005	33-20	00.26		0.27	LLOYD STREET	290	DDLA	28	4			72	1	0	5								
S005	33-20	00.53		0.20	WEST EDWARDS AVE	290	DDDL	24	1	6		59	1	0	5	30	2	0	6	08		479	
S005	33-20	00.73		0.10	LVE ELDORADO C/L	200	HHDL	24	1	4		59	1	0	5	10	2	0	1	02		71	
S005	33-20	X 00.80		22		200	BXBR					HS	AD		0	5							
S005	33-20	00.83	7.90		HARMON CO LINE	200	DHDL	24	1	4		59	1	0	5	10	2	0	1	02		6,272	
S005	33-20	X 00.87	33			200	BXBR					HS	AD		0	5							
S005	33-20	X 01.28	22			200	BXBR					HS	AD		0	5							
S005	33-20	X 02.19	256			200	BRDG					22	AD		0	5							
S005	33-20	X 04.36	26			200	BXBR					HS	AD		0	5							
S005	33-20	X 05.00	33			200	BXBR					HS	AD		0	5							
S005	33-20	X 06.11	26			200	BXBR					HS	AD		0	5							
S005	33-20	X 07.64	50			200	BXBR					HS	AD		0	5						7,800	
S019	33-22	00.00	BLAIR	0.28	TAYLOR AVE	2,200	HDDL	44	4			81	1	0	5								

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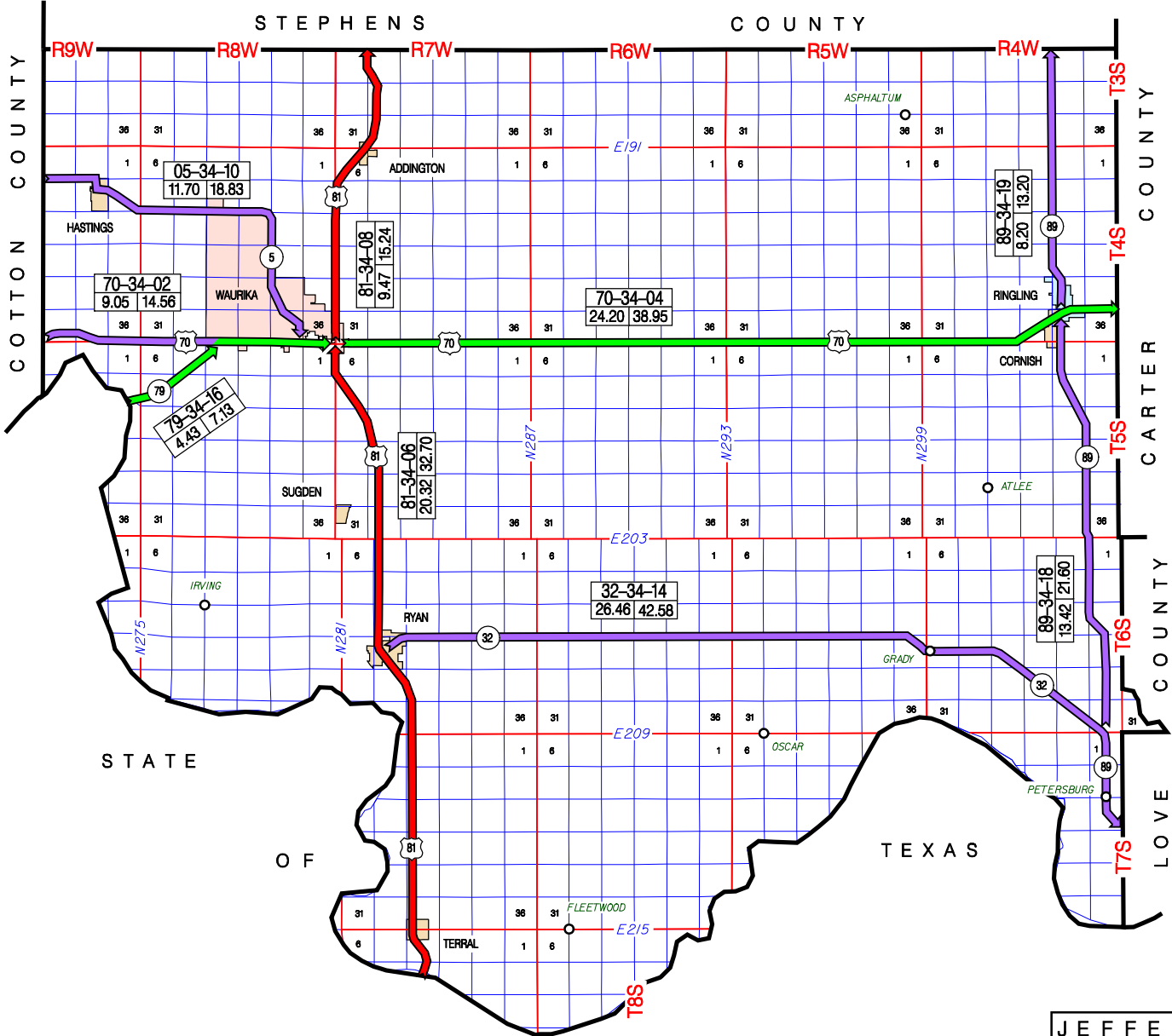
Jackson County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				Roadway
S019	33-22	00.28			LVE BLAIR C/L	2,200	HDDL	24	1	4		75	1	0	5									
S019	33-22	00.34	3.56		WIDTH CHANGE	1,500	DDDL	24	1	4		75	1	0	5									
S019	33-22	03.90	5.79		KIOWA CO LINE	460	DDDB	24	6	4		80	1	0	5									
S019	33-22	X 08.77	33			460	BXBR				HS	AD	0	5										
S019	33-22	X 09.47	1096			460	BRDG				26	AD	0	5									0	
S034	33-24	00.00	10.27		JCT US 62	1,300	IIDL	24	1	6		79	1	0	5									
S034	33-24	X 01.45	151			1,300	BRDG				23	AD	0	5										
S034	33-24	X 05.11	33			1,300	BXBR				HS	AD	0	5										
S034	33-24	X 09.36	210			1,300	BRDG				27	AD	0	5									0	
County Total			114.95	11.71	126.60																	30,283	0	30,283

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- JEFFERSON COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3402	US 70	9.05	COTTON COUNTY LINE	EASTERLY	JCT. US 81, IN WAURIKA	
3404	US 70	24.20	JCT. US 81, IN WAURIKA	EASTERLY	CARTER COUNTY LINE	OFFSET ALIGNMENT 2002
3406	US 81	20.32	TEXAS STATE LINE (S. END BR.)	NORTHERLY	JCT. US 70, IN WAURIKA	
3408	US 81	9.47	JCT. US 70, IN WAURIKA	NORTHERLY	STEPHENS COUNTY LINE	
3410	SH 5	11.70	COTTON COUNTY LINE	EAST & SOUTHERLY	JCT. US 70(S. BOUNDARY & MAIN)IN WAURIKA	
3414	SH 32	26.46	JCT. US 81(6TH ST & WASHINGTON AVE)IN RYAN	EAST & SOUTHERLY	LOVE COUNTY LINE	
3416	SH 79	4.43	TEXAS STATE LINE (S. END BR.)(TEX. SH 79)	NORTHEASTERLY	JCT. US 70, IN WAURIKA	
3418	SH 89	13.42	JCT. SH 32, N. OF PETERSBURG	NORTHERLY	JCT. US 70 S. OF RINGLING	
3419	SH 89	8.20	JCT. US 70, S. OF RINGLING	NORTHERLY	STEPHENS COUNTY LINE	

127.25 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 7

Jefferson County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	34-02	00.00	0.50		850	HHDL	24	3	5		84	1	0	5									
U070	34-02	00.50	4.55		960	HHDL	24	3	5		83	1	0	5									
U070	34-02	X 01.43	42		960	BXBR				HS	AD		0	5									
U070	34-02	X 05.01	26		960	BXBR				HS	AD		0	5									
U070	34-02	05.05	WAURIKA	0.73	950	HHDL	24	3	6		81	1	0	5									
U070	34-02	05.78		1.77	2,200	HHDL	24	3	6		73	1	0	4									
U070	34-02	07.55		0.39	2,600	HIIE	24	1	8		94	1	0	4									
U070	34-02	X 07.58		282	2,600	BRDG				29	AD		0	4									
U070	34-02	X 07.67		662	2,600	BRDG				29	AD		0	4									
U070	34-02	07.94		0.25	2,900	HHDL	24	3	6		73	1	0	4									
U070	34-02	08.19	0.34		2,500	HHDL	24	3	6		69	1	0	4	05	2	0	1	01		418		
U070	34-02	X 08.37	27		2,500	BXBR				HS	AD		0	4									
U070	34-02	08.53		0.08	2,400	HHDL	24	3	6		69	1	0	4	05	2	0	1	01		102		
U070	34-02	08.61	0.31		2,300	HHDL	24	3	6		71	1	0	4									
U070	34-02	N 08.92	0.13		2,300	HHHB	24	1	10		92	1	0	4									
U070	34-02	S 08.92	0.00		2,300	HHHB	24	1	10		89	1	0	4								520	
U070	34-04	N 00.00		0.26	1,600	DHHB	24	1	10		85	1	0	4									
U070	34-04	S 00.00		0.00	1,600	DHHB	24	1	10		85	1	0	4									
U070	34-04	00.26	7.80		1,300	DHHB	24	1	7		84	1	0	4									
U070	34-04	X 00.82	22		1,300	BXBR				HS	AD		0	4									
U070	34-04	X 02.45	22		1,300	BXBR				HS	AD		0	4									
U070	34-04	X 03.58	22		1,300	BXBR				HS	AD		0	4									
U070	34-04	X 06.21	133		1,300	BRDG				19	SD		0	4	06	2	1		31		1,698		
U070	34-04	X 07.95	109		1,300	BRDG				19	SD		0	4	06	2	1		31		1,551		
U070	34-04	08.06	9.97		1,400	IIDL	24	1	6		76	1	0	4									
U070	34-04	X 09.95	34		1,400	BXBR				HS	AD		0	4									
U070	34-04	X 13.43	23		1,400	BXBR				HS	AD		0	4									
U070	34-04	X 13.69	23		1,400	BXBR				HS	AD		0	4									
U070	34-04	18.03	1.09		1,300	IIOE	24	1	8		87	1	0	4									
U070	34-04	X 18.33	240		1,300	BRDG				25	AD		0	4									
U070	34-04	X 18.50	280		1,300	BRDG				34	AD		0	4									
U070	34-04	X 18.70	224		1,300	BRDG				34	AD		0	4									
U070	34-04	19.12	2.12		1,400	IIDL	24	1	8		79	1	0	4									
U070	34-04	21.24	0.45		1,800	HHDL	24	1	8		79	1	0	4									
U070	34-04	X 21.37	218		1,800	BRDG				36	AD		0	4									
U070	34-04	X 21.51	33		1,800	BXBR				HS	AD		0	4									
U070	34-04	21.69	0.31		2,100	IIDL	24	1	8		79	1	0	4									
U070	34-04	22.00	CORNISH	0.44	2,300	IIDL	24	1	8		88	1	0	4									
U070	34-04	22.44	RINGLING	0.36	3,000	IHDL	24	3	5		77	1	0	4									
U070	34-04	22.80		0.40	2,900	IIOE	24	1	8		96	1	0	4									
U070	34-04	X 23.19		34	2,900	BXBR				HS	AD		0	4									
U070	34-04	23.20	1.00		2,900	IIOE	24	1	8		96	1	0	4									
U070	34-04	X 23.71	102		2,900	BRDG				32	AD		0	4								3,249	
U081	34-06	00.00	1.05		2,000	IIOE	24	1	10		88	1	1	3									
U081	34-06	X 00.00	2103		2,000	BRDG				29	AD		1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 7

Jefferson County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S005	34-10	X 05.44	300			550	BRDG			26	SD	0	5	10	2	1		50					
S005	34-10	05.50	WAURIKA	0.50	5.70 MIS. NW US 70	970	IIGL	22	3	5	74	1	0	5									
S005	34-10	X 05.57		347		970	BRDG			16	SD	0	5	09	2	1		50					
S005	34-10	X 05.83		150		970	BRDG			26	SD	0	5	09	2	1		50					
S005	34-10	06.00		0.50	5.20 MI NW US 70 N27	970	IIGL	22	3	5	76	1	0	5									
S005	34-10	06.50		0.33	4.87 MI N OF US 70	970	IIGL	22	3	5	76	1	0	5									
S005	34-10	06.83		3.70	1.17 MIS. N. US 70	950	IIGL	22	3	5	76	1	0	5									
S005	34-10	10.53		0.66	C AVE	3,500	IIHF	24	1	8	87	1	0	5									
S005	34-10	X 10.79		302		3,500	BRDG			36	AD	0	5										
S005	34-10	11.19		0.08	TC W. D AVE	4,000	JJ0A	48	4		82	1	0	5									
S005	34-10	11.27		0.21	F STREET	5,300	JJ0A	65	4		86	1	0	5									
S005	34-10	11.48		0.22	JCT US 70	5,800	JJ0A	32	4		72	1	0	5							1,059		
S032	34-14	00.00	RYAN	0.05	0.05 E US 81	1,300	JJ0A	71	4		88	1	0	5									
S032	34-14	00.05		0.12	WIDTH CHANGE	1,300	DDDL	24	1	8	82	1	0	5									
S032	34-14	00.17		0.68	LEAVE RYAN C/L	460	DDDL	22	3	4	83	1	0	5									
S032	34-14	00.85	18.16		4.48 W SH 89	250	DDDL	22	3	6	85	1	0	5									
S032	34-14	X 02.88	42			250	BXBR				HS	AD	0	5									
S032	34-14	X 08.07	121			250	BRDG			20	SD	0	5	13	2	1		31		1,627			
S032	34-14	X 10.46	23			250	BXBR				HS	AD	0	5									
S032	34-14	X 15.21	42			250	BXBR				HS	AD	0	5									
S032	34-14	X 16.79	42			250	BXBR				HS	AD	0	5									
S032	34-14	19.01	4.48		JCT SH 89 NORTH	150	DDDL	24	3	6	79	1	0	5									
S032	34-14	23.49	2.97		LOVE CO LINE	300	DDDL	24	3	5	83	1	0	5							1,627		
S079	34-16	00.00	0.50		3.93 MI S US 70	1,200	HHDL	24	1	10	78	1	0	4									
S079	34-16	X 00.00	2255		3.93 MI S US 70	1,200	BRDG				HS	SD	0	4	06	2	1		31		9,192		
S079	34-16	00.50	0.46		2.97 MIS. S US 70	1,200	HHDL	24	3	5	75	1	0	4									
S079	34-16	00.96	3.47		JCT US 70	1,200	HHDL	24	3	5	75	1	0	4							9,192		
S089	34-18	00.00	1.14		SURF TYPE CHANGE	240	HHDL	24	3	7	79	1	0	5									
S089	34-18	01.14	0.80		SURF TYPE CHANGE	340	DHHD	24	3	5	85	1	0	5									
S089	34-18	X 01.57	909			340	BRDG			24	AD	0	5										
S089	34-18	01.94	3.48		5.42 N SH 32	430	DDDL	24	3	5	68	1	0	5	10	2	0	3	01	2,292			
S089	34-18	X 03.45	27			430	BXBR				HS	AD	0	5									
S089	34-18	05.42	6.94		ENTER CORNISH C/L	590	DDDL	24	3	5	66	1	0	5	10	2	0	3	01	4,569			
S089	34-18	X 10.06	111			590	BRDG			25	AD	0	5										
S089	34-18	X 11.66	47			590	BXBR				HS	AD	0	5									
S089	34-18	12.36	CORNISH	0.36	LINCOLN AVE TC	680	DDDL	24	3	5	67	1	0	5	10	2	0	3	01	241			
S089	34-18	12.72		0.45	ENTER RINGLING C/L	680	DDDL	24	3	6	73	1	0	5									
S089	34-18	13.17	RINGLING	0.25	JCT US 70	680	DDDL	24	3	6	76	1	0	5							7,102		
S089	34-19	00.00		0.12	L STREET	2,000	DHDL	22	3	5	64	1	0	5	30	2	0	6	08	433			
S089	34-19	00.12		0.32	WIDTH CHANGE F ST	2,000	DLLA	20	1	4	67	1	0	5	30	2	0	6	08	969			
S089	34-19	00.44		0.14	END PC CONC -TC-	2,000	DLLA	55	4		89	1	0	5									
S089	34-19	00.58		0.30	END PAVED SHLDRS	2,000	HHDL	24	1	4	76	1	0	5									
S089	34-19	00.88		0.26	LEV RINGLING C/L PIN	1,800	HHDL	24	3	6	74	1	0	5									
S089	34-19	01.14	7.06		STEPHENS CO LINE	1,100	HHDL	24	3	5	75	1	0	5									
S089	34-19	X 02.33	47			1,100	BXBR				HS	AD	0	5									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 7

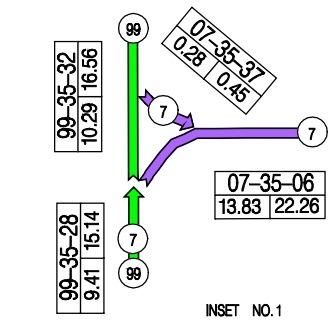
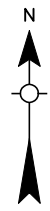
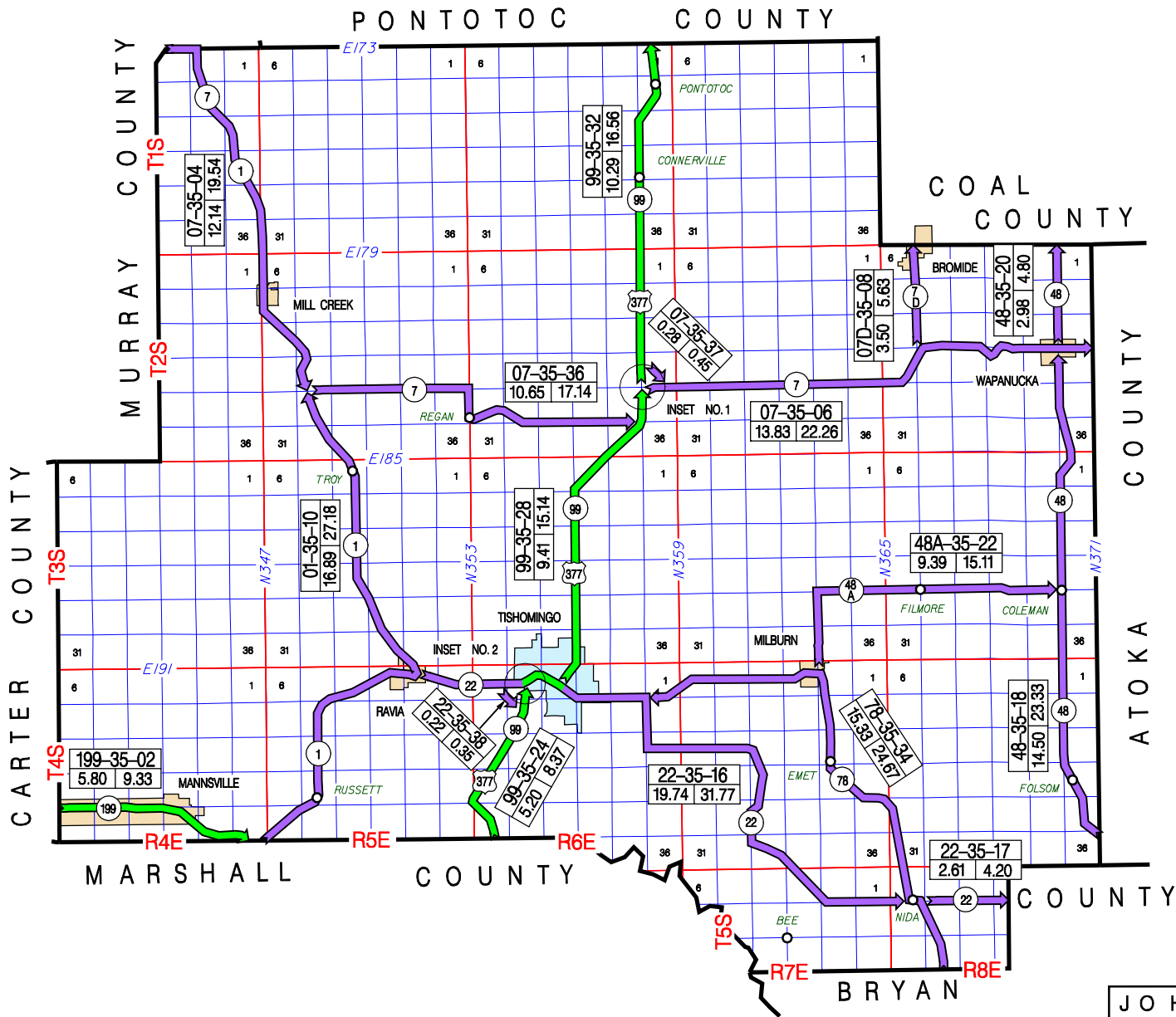
Jefferson County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands						
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total				
			Rural	Municipal																				Roadway	Bridge	Control Section Total	
S089	34-19	X 03.32	22			1,100	BXBR			HS	AD		0	5													
S089	34-19	X 06.34	64			1,100	BXBR			HS	AD		0	5													
S089	34-19	X 08.07	53			1,100	BXBR			HS	AD		0	5										1,402			
County Total			109.83	17.42	127.20																				10,083	19,369	29,452

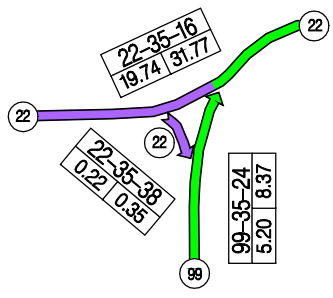
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- JOHNSTON COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3502	SH 199	5.80	CARTER COUNTY LINE	EASTERLY	MARSHALL COUNTY LINE	
3504	SH 7	12.14	MURRAY COUNTY LINE	SOUTHEASTERLY	JCT. SH 1, S. OF MILL CREEK	
3506	SH 7	13.83	JCT. SH 99 N. OF TISHOMINGO	EASTERLY	ATOKA COUNTY LINE	
3508	SH 7D	3.50	JCT. SH 7, S. OF BROMIDE	NORTHERLY	BROMIDE AVE & JUANITA ST IN BROMIDE	
3510	SH 1	16.89	MARSHALL COUNTY LINE	NORTHERLY	JCT. SH 7, S. OF MILL CREEK	
3516	SH 22	19.74	JCT. SH 1(3RD ST & GRAND AVE)IN RAVIA	SOUTHEASTERLY	JCT. SH 78 AT NIDA	
3517	SH 22	2.61	JCT. SH 78 EAST OF NIDA	EAST	BRYAN COUNTY LINE	
3518	SH 48	14.50	ATOKA COUNTY LINE (0.10 MILES W. READER CRK)	NORTHERLY	JCT. SH 7(MAIN ST & CHOCTAW AV)IN WAPANUCKA	
3520	SH 48	2.98	JCT. SH 7(MAIN ST & CHOCTAW AVE)IN WAPANUCKA	NORTHERLY	COAL COUNTY LINE	
3522	SH 48A	9.39	JCT. SH 78("F" ST & FIFTH ST)IN MILBURN	NORTH & EASTERLY	JCT. SH 48 AT COLEMAN	
3524	SH 99	5.20	MARSHALL COUNTY LINE	NORTHERLY	JCT. SH 22, W. EDGE OF TISHOMINGO	
3528	SH 99	9.41	JCT. SH 22(MAIN ST & KEMP ST)IN TISHOMINGO	NORTHERLY	JCT. SH 7 E., NORTH OF TISHOMINGO	
3532	SH 99	10.29	JCT. SH 7 E., NORTH OF TISHOMINGO	NORTHERLY	PONTOTOC COUNTY LINE	
3534	SH 78	15.33	BRYAN COUNTY LINE	NORTH & WESTERLY	JCT. SH 22 E. OF TISHOMINGO	
3536	SH 7	10.65	JCT. SH 1 S. OF MILL CREEK	EASTERLY	JCT. SH 99 N. OF TISHOMINGO	
3537	SH 7	0.28	JCT. SH 99	SOUTHEAST (WYE LEG)	JCT. SH 7 EAST	
3538	SH 22	0.22	JCT. SH 22	SOUTHEAST (WYE LEG)	JCT. SH 99	

152.76 TOTAL COUNTY MILEAGE



INSET NO. 1



INSET NO. 2

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 3

Johnston County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S199	35-02	00.00	MANNSVIL	2.00	UNION RD	3,500	HHHB	24	1	10	69	1	0	4	05	2	0	3	02	3,642			
S199	35-02	02.00		0.67	2.67 MI E CARTER CO/	3,500	HHHB	24	1	10	69	1	0	4	05	2	0	3	02	1,231			
S199	35-02	02.67		0.23	BEG CURB TC	4,000	HHHB	24	1	10	86	1	0	4									
S199	35-02	02.90		0.15	END CURB WIDTH CHANG	4,000	HHHB	44	4		82	1	0	4									
S199	35-02	03.05		0.64	3.69 MI E CARTER CO/	3,700	HHHB	24	1	10	88	1	0	4									
S199	35-02	03.69		0.39	LEAVE MAYSVILLE C/L	3,400	HHHB	24	1	10	75	1	0	4									
S199	35-02	X 03.77		66		3,400	BXBR				HS	AD		0	4								
S199	35-02	04.08	1.16		5.24 MI E CARTER CO/	3,200	HHHB	24	1	10	75	1	0	4									
S199	35-02	X 04.46	172			3,200	BRDG				23	AD		0	4								
S199	35-02	05.24	0.56		MARSHALL CO LINE	2,900	HHLA	24	1	7	85	1	0	4								4,873	
S007	35-04	00.00	1.20		JCT SH 1	1,900	IHNB	22	3	4	68	1	0	5	08	2	0	2	01	1,528			
S007	35-04	01.20	6.18		MAINT PROJECT BREAK	2,000	DHHB	24	2	3	76	1	0	5									
S007	35-04	07.38	1.13		ENTER MILL CREEK C/L	2,000	DHHB	24	2	3	76	1	0	5									
S007	35-04	08.51	MILL CRE	0.06	ARNOLD ST	2,000	DHHB	24	2	3	77	1	0	5									
S007	35-04	08.57		0.09	MAIN STREET -TC-	2,000	IHNB	26	4		87	1	0	5									
S007	35-04	08.66		0.46	LEAVE MILL CREEK C/L	2,000	IHNB	26	4		87	1	0	5									
S007	35-04	09.12	2.85		0.17 MIS. N. SH 7E	1,900	IHNB	24	1	8	85	1	0	5									
S007	35-04	11.97	0.17		JCT SH 7 E &	2,100	IHNB	24	1	8	90	1	0	5								1,528	
S007	35-06	00.00	0.28		JCT SH 7	930	IIDJ	22	3	4	77	1	0	5									
S007	35-06	00.28	8.15		JCT SH 7D	990	IHNB	22	3	4	79	1	0	5									
S007	35-06	X 00.80	62			990	BRDG				24	FO		0	5	09	2	2	31		1,200		
S007	35-06	X 02.50	265			990	BRDG				16	FO		0	5	09	2	1	31		2,326		
S007	35-06	X 05.50	45			990	BXUF				HS	NR		0	5								
S007	35-06	08.43	3.90		ENTER WAPANUCKA C/L	1,100	THHB	22	2	4	73	1	0	5									
S007	35-06	X 11.30	59			1,100	BXUF				HS	NR		0	5								
S007	35-06	12.33	WAPANUCK	0.43	WIDTH CHANGE H AVE	1,200	THHB	22	2	4	75	1	0	5									
S007	35-06	X 12.66		23		1,200	BXUF				HS	NR		0	5								
S007	35-06	12.76		0.07	JCT SH 48	1,600	THHB	75	4		86	1	0	5									
S007	35-06	12.83		0.07	J AVENUE -TC-	1,700	DHHB	75	4		86	1	0	5									
S007	35-06	12.90		0.43	LEAVE WAPANUCKA C/L	1,900	DHHB	22	3	5	69	1	0	5	30	2	0	7	08	1,556			
S007	35-06	13.33	0.50		ATOKA CO LINE	1,500	DHHB	22	3	5	84	1	0	5									
S007	35-06	X 13.49	33			1,500	BXUF				HS	NR		0	5							5,082	
S007D	35-08	00.00	2.28		WIDTH CHANGE	270	DHDN	20	3	2	79	1	0	5									
S007D	35-08	X 01.20	152			270	BRDG				36	SD		0	5	13	2	1	50				
S007D	35-08	X 01.95	33			270	BXUF				HS	NR		0	5	13	2	2	50				
S007D	35-08	02.28	0.38		ENTER BROMIDE C/L-TC	530	DHDN	22	3	2	65	1	0	5	13	2	0	2	01	225			
S007D	35-08	02.66	BROMIDE	0.84	COAL CO LINE	660	DHDN	22	3	2	65	1	0	5	13	2	0	2	01	510		735	
S001	35-10	00.00	6.53		BEG ASPH CONC	2,600	DHDL	24	1	8	78	1	0	5									
S001	35-10	X 04.18	402			2,600	BRDG				27	AD		0	5								
S001	35-10	X 04.44	441			2,600	BRDG				39	SD		0	5	08	2	1	31		2,933		
S001	35-10	X 05.10	201			2,600	BRDG				37	SD		0	5	08	2	1	31		2,051		
S001	35-10	X 06.18	23			2,600	BXBR				HS	AD		0	5								
S001	35-10	06.53	0.61		ENTER RAVIA C/L	2,800	DHHE	24	1	8	76	1	0	5									
S001	35-10	07.14	RAVIA	0.59	JCT SH 22 -TC-	3,600	DHHE	24	1	8	78	1	0	5									
S001	35-10	07.73		0.08	RR.TRACK	3,300	IHNB	24	1	8	78	1	0	5									

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Johnston County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S001	35-10	07.81		0.21	LEAVE RAVIA C/L	3,300	IIHB	24	1	8		83	1	0	5								
S001	35-10	08.02	2.52		6.65 MIS. N. SH 22	1,400	IIHB	24	1	8		84	1	0	5								
S001	35-10	10.54	0.39		7.04 MIS. N. SH 22	1,400	IIHB	24	1	8		84	1	0	5								
S001	35-10	10.93	3.42		2.54 MIS. S. SH 7E	1,400	IIHB	24	1	8		84	1	0	5								
S001	35-10	X 11.70	23			1,400	BXUF					HS	NR		0	5							
S001	35-10	14.35	0.38		2.16 MIS. S. SH 7E	1,400	IIHB	24	1	8		84	1	0	5								
S001	35-10	14.73	0.93		1.23 MIS. S. SH 7E	1,400	IIHB	24	1	8		84	1	0	5								
S001	35-10	15.66	0.32		0.91 MIS. S. SH 7E	1,400	IIHB	24	1	8		84	1	0	5								
S001	35-10	15.98	0.74		0.17 MIS. S. SH 7E	1,500	IIHB	24	1	8		84	1	0	5								
S001	35-10	16.72	0.17		JCT SH 7 EAST	1,600	IIHB	24	1	8		84	1	0	5							4,984	
S022	35-16	00.00		0.27	LEAVE RAVIA C/L	3,600	HHHE	24	1	8		84	1	0	5								
S022	35-16	00.27	2.70		JCT SH 22 WYE	3,700	HHHE	24	1	8		81	1	0	5								
S022	35-16	X 00.75	49			3,700	BXUF					HS	NR		0	5							
S022	35-16	X 01.99	210			3,700	BRDG					32	AD		0	5							
S022	35-16	02.97	0.07		ENTER TISHOMINGO C/L	4,300	HHHE	24	1	8		86	1	0	5								
S022	35-16	03.04	TISHOMIN	0.23	JCT SH 99 SOUTH	4,100	HHHE	24	1	8		86	1	0	5								
S022	35-16	03.27		0.64	BEGIN PC CONC	4,600	HHHB	24	1	8		85	1	0	4								
S022	35-16	03.91		0.26	WIDTH CHANGE	7,200	LL0A	42	4			89	1	0	4								
S022	35-16	X 03.91		261	WIDTH CHANGE	7,200	BRDG					27	AD		0	4							
S022	35-16	04.17		0.05	WDTH CHNG CAPITOL AV	8,300	LL0A	59	4			89	1	0	4								
S022	35-16	04.22		0.11	JCT SH 99 NORTH -TC-	8,700	LL0A	74	4			87	1	0	4								
S022	35-16	04.33		0.29	BEGIN ASPH OVLAY	8,600	LL0A	74	4			85	1	0	5								
S022	35-16	04.62		0.06	WIDTH CHANGE	7,900	IHKF	64	4			77	1	0	5								
S022	35-16	04.68		0.16	WIDTH CHANGE BURRIS	6,300	IHDF	69	4			86	1	0	5								
S022	35-16	04.84		0.69	WIDTH CHANGE	4,600	IHDL	52	4			88	1	0	5								
S022	35-16	05.53		0.07	LEAVE TISHOMINGO C/L	3,900	IHHF	24	1	10		84	1	0	5								
S022	35-16	05.60	1.39		JCT SH 78 EAST	3,600	IHHF	24	3	8		85	1	0	5								
S022	35-16	X 06.39	108			3,600	BRDG					36	AD		0	5							
S022	35-16	X 06.91	198			3,600	BRDG					36	AD		0	5							
S022	35-16	06.99	0.48		SURF TYPE CHANGE	760	IHHF	22	3	4		88	1	0	5								
S022	35-16	07.47	6.20		SURF TYPE CHANGE	560	IICL	22	3	5		88	1	0	5								
S022	35-16	X 09.05	41			560	BXUF					HS	NR		0	5							
S022	35-16	X 10.18	23			560	BXUF					HS	NR		0	5							
S022	35-16	13.67	6.07		JCT SH 78	440	IIDL	22	3	5		85	1	0	5								
S022	35-16	X 15.60	110			440	BRDG					22	SD		0	5	13	2	1		31	1,557	
S022	35-16	X 17.38	109			440	BRDG					23	AD		0	5						1,557	
S022	35-17	00.00	2.61		BRYAN CO LINE	460	IIDB	24	3	2		81	1	0	5								
S022	35-17	X 01.74	26			460	BXBR					HS	AD		0	5						0	
S048	35-18	00.00	3.95		3.42 MIS S. SH 48 W	2,300	IHHB	24	6	5		80	1	0	5								
S048	35-18	03.95	0.12		3.30 MIS S. SH 48 W	2,900	IHHB	24	6	5		80	1	0	5								
S048	35-18	04.07	0.18		3.12 MIS S. SH 48W	2,900	IIIE	24	1	4		96	1	0	5								
S048	35-18	04.25	0.60		2.52 MIS S. SH 48W	2,900	IIIE	24	1	4		88	1	0	5								
S048	35-18	04.85	0.21		2.31 MIS S. SH 48W	2,900	IIIE	24	1	4		96	1	0	5								
S048	35-18	05.06	0.12		2.19 MIS S. SH 48 W	2,900	IHHB	24	6	5		80	1	0	5								
S048	35-18	05.18	1.71		0.48 MIS S. SH 48 W	2,500	IHHB	24	6	5		80	1	0	5								

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Johnston County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S048	35-18	06.89	0.48		JCT SH 48A WEST	2,400	IHHB	24	1	4		80	1	0	5								
S048	35-18	07.37	6.87		ENTER WAPANUCKA C/L	2,200	DHHB	24	1	4		80	1	0	5								
S048	35-18	X 08.82	22			2,200	BXUF				HS	NR	0	5									
S048	35-18	X 11.31	136			2,200	BRDG				23	SD	0	5	08	2	1			31		1,717	
S048	35-18	14.24	WAPANUCK	0.12	WIDTH CHANGE 6TH ST	2,600	DHHB	24	6	5		75	1	0	5								
S048	35-18	14.36		0.14	JCT SH 7	2,600	DHHB	76	4			83	1	0	5							1,717	
S048	35-20	00.00		0.04	WIDTH CHANGE	1,700	DHHB	76	4			92	1	0	5								
S048	35-20	00.04		0.21	LEAVE WAPANUCKA C/L	1,700	DHHB	41	4			86	1	0	5								
S048	35-20	00.25	0.07		0.32 MIS. N. SH 7	1,700	DHHB	24	1	4		76	1	0	5								
S048	35-20	00.32	2.66		COAL CO LINE	1,800	DHHB	24	1	4		78	1	0	5								
S048	35-20	X 00.49	34			1,800	BXBR				HS	AD	0	5									
S048	35-20	X 02.18	151			1,800	BRDG				26	AD	0	5									
S048	35-20	X 02.77	47			1,800	BXBR				HS	AD	0	5								0	
S048A	35-22	00.00	MILBURN	0.32	LEAVE MILBURN C/L	1,800	IIDK	20	3	3		63	1	0	5	30	2	0	7	08		984	
S048A	35-22	00.32	0.77		1.09 N SH 78	1,500	IIIE	24	1	8		81	1	0	5								
S048A	35-22	X 00.70	270			1,500	BRDG				36	AD	0	5									
S048A	35-22	01.09	1.15		2.2 N SH 78	1,100	IIDK	20	3	3		63	1	0	5	09	2	0	3	01		1,238	
S048A	35-22	02.24	7.15		JCT SH 48	850	IIDK	20	3	2		59	1	0	5	10	2	0	4	02		7,863	
S048A	35-22	X 02.62	36			850	BRDG				36	AD	0	5									
S048A	35-22	X 06.08	153			850	BRDG				36	AD	0	5									
S048A	35-22	X 07.19	34			850	BRDG				36	SD	0	5	10	2	2			31		1,120	
S099	35-24	00.00	4.93		JCT SH 22 (W LEG)	1,900	IIDK	24	3	5		69	1	0	4	05	2	0	2	01		6,268	
S099	35-24	X 03.81	559			1,900	BRDG				18	SD	0	4	05	2	1			31		3,544	
S099	35-24	04.93	TISHOMIN	0.27	JCT SH 22	1,900	IIDK	24	3	5		69	1	0	4	05	2	0	2	01		341	
S099	35-28	00.00		0.07	WIDTH CHANGE 9TH ST	5,900	LL0A	59	4			92	1	0	4								
S099	35-28	00.07		0.09	8TH ST IN TISHOMINGO	5,800	LL0A	48	4			86	1	0	4								
S099	35-28	00.16		0.45	END PC CONC	4,100	LL0A	48	4			84	1	0	4								
S099	35-28	00.61		0.68	LVE TISHOMINGO C/L 1	2,700	HHDK	24	3	5		73	1	0	4								
S099	35-28	01.29	4.63		2.67 S SH 7 WEST	2,500	HHDK	24	3	6		74	1	0	4								
S099	35-28	05.92	2.67		JCT SH 7 WEST	1,300	HHDK	24	3	6		76	1	0	4								
S099	35-28	X 06.27	22			1,300	BXUF				HS	NR	0	4									
S099	35-28	X 06.88	41			1,300	BRDG				18	SD	0	4	06	2	2			31		1,120	
S099	35-28	08.59	0.82		JCT SH 7 EAST	1,800	HHDK	24	3	6		76	1	0	4								
S099	35-28	X 09.22	22			1,800	BXBR				HS	AD	0	4								1,120	
S099	35-32	00.00	0.36		JCT SH 7 WYE	1,100	HHDK	24	3	4		72	1	0	4								
S099	35-32	00.36	1.07		SURF WIDTH CHANGE	1,300	HHDK	24	3	4		72	1	0	4								
S099	35-32	01.43	1.93		3.36 MI N SH 7 E	1,400	HHDK	22	3	2		67	1	0	4	06	2	0	2	01		2,278	
S099	35-32	X 02.25	51			1,400	BRDG				22	SD	0	4	06	2	2			31		1,120	
S099	35-32	03.36	3.00		6.36 MI N SH 7 E	1,400	HHDK	22	3	4		69	1	0	4	06	2	0	2	01		3,550	
S099	35-32	X 03.68	61			1,400	BRDG				22	SD	0	4	06	2	2			31		1,191	
S099	35-32	X 04.35	37			1,400	BRDG				22	SD	0	4	06	2	2			31		1,120	
S099	35-32	06.36	3.00		9.36 MI N SH 7 E	1,000	HHDK	22	3	6		71	1	0	4								
S099	35-32	X 06.58	275			1,000	BRDG				13	FO	0	4	06	2	1			50			
S099	35-32	X 08.10	23			1,000	BXUF				HS	NR	0	4	06	2	2			50			
S099	35-32	X 09.01	133			1,000	BRDG				24	SD	0	4	06	2	1			50			

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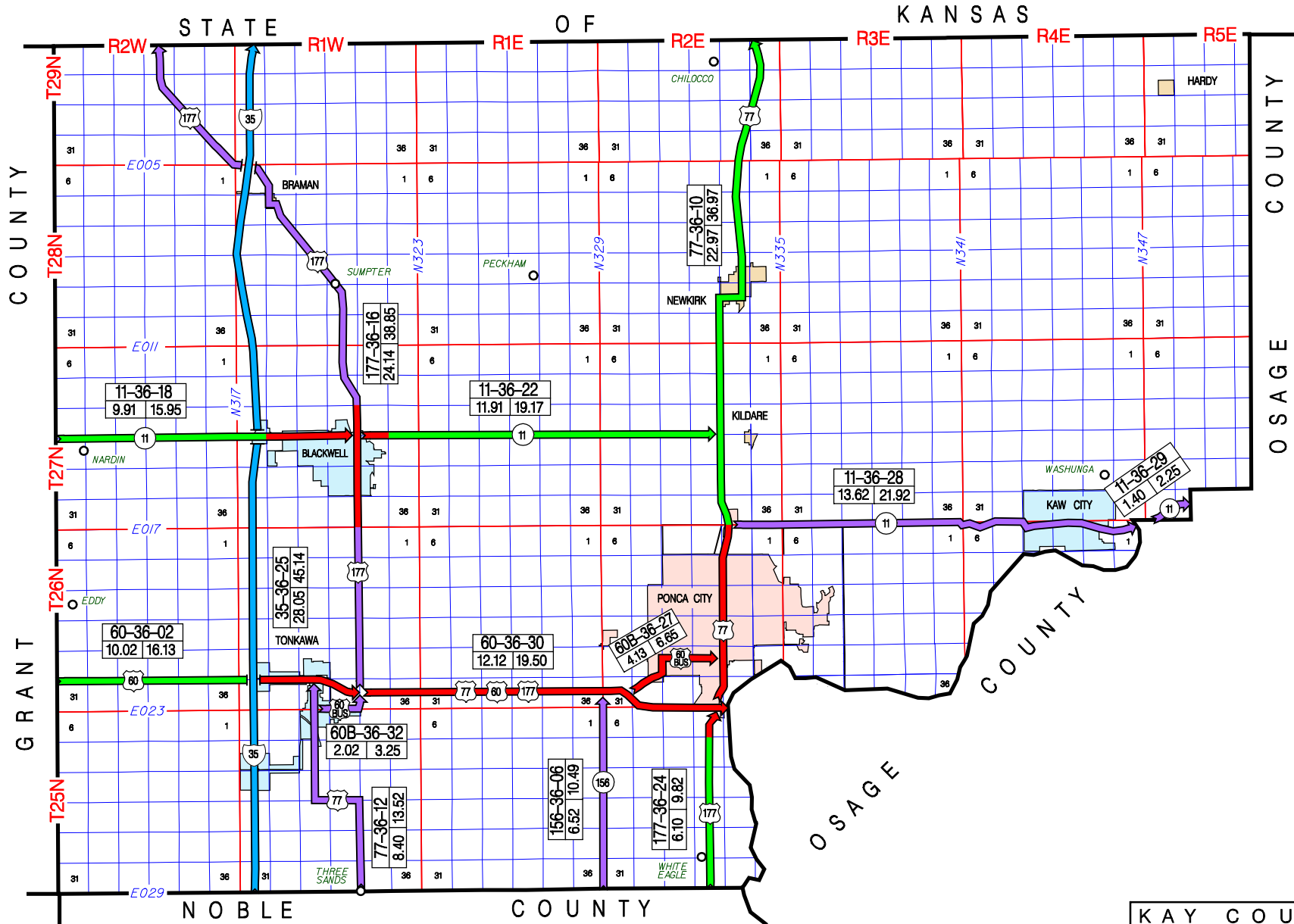
Johnston County

Highway Number	Control Section Number	Subsection			Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																				Roadway	Bridge
S099	35-32	09.36	0.93		PONTOTOC CO LINE	1,200	HHDK	22	3	6		71	1	0	4								9,259		
S078	35-34	00.00	2.18		JCT SH 22 EAST	1,200	DHDK	24	3	2		70	1	0	5										
S078	35-34	02.18	0.17		JCT SH 22 WEST	1,100	DHDK	20	3	2		68	1	0	5	09	2	0	3	02			234		
S078	35-34	02.35	3.37		SURF WIDTH CHANGE	910	DHDK	20	3	2		60	1	0	5	09	2	0	3	02			4,564		
S078	35-34	05.72	4.28		ENTER MILBURN C/L	1,400	DHDK	24	3	2		65	1	0	5	09	2	0	3	02			5,793		
S078	35-34	X 09.89	84			1,400	BRDG				29	SD		0	5	09	2	1	31				1,377		
S078	35-34	10.00	MILBURN	0.22	JCT SH 48A NORTH	1,700	DHDK	24	3	2		64	1	0	5	30	2	0	6	08			843		
S078	35-34	10.22		0.11	WIDTH CHANGE -TC-	2,200	IHDK	24	1	8		76	1	0	5										
S078	35-34	10.33		0.42	LEAVE MILBURN C/L	2,200	IHDK	22	3	5		65	1	0	5	08	2	0	3	02			782		
S078	35-34	10.75	0.45		WIDTH CHANGE	2,200	IHHF	24	3	8		63	1	0	5	08	2	0	3	02			833		
S078	35-34	11.20	2.62		WIDTH CHANGE	2,500	IHDK	22	3	8		59	1	0	5	08	2	0	3	02			4,855		
S078	35-34	X 13.80	26			2,500	BXBR				HS	FO		0	5	08	2	2	31				644		
S078	35-34	13.82	0.30		WIDTH CHANGE	2,500	IHHF	24	3	8		63	1	0	5	08	2	0	3	02			551		
S078	35-34	14.12	0.61		WIDTH CHANGE	2,600	IHDK	22	3	4		56	1	0	5	08	2	0	3	02			1,139		
S078	35-34	14.73	0.60		JCT SH 22	3,000	IHHF	24	3	8		63	1	0	5	08	2	0	3	01			788		
S007	35-36	00.00	5.10		5.10 E SH 12	600	DIDL	24	1	6		86	1	0	5										
S007	35-36	X 00.96	123			600	BRDG				36	AD		0	5										
S007	35-36	05.10	0.84		BEG. NEW CONST.	440	DIDL	22	3	3		69	1	0	5	10	2	0	3	01			551		
S007	35-36	05.94	0.86		END NEW CONST	440	DIIE	24	6	6		92	1	0	5										
S007	35-36	X 06.39	210			440	BRDG				36	AD		0	5										
S007	35-36	06.80	3.85		JCT SH 99	1,300	DIDL	24	3	4		79	1	0	5										
S007	35-36	X 06.99	61			1,300	BRDG				23	FO		0	5	09	2	2	31				1,191		
S007	35-36	X 07.39	22			1,300	BXUF				HS	NR		0	5										
S007	35-36	X 07.79	22			1,300	BXUF				HS	NR		0	5										
S007	35-36	X 08.59	24			1,300	BXUF				HS	NR		0	5										
S007	35-36	X 08.79	34			1,300	BXUF				HS	NR		0	5								1,742		
S007	35-37	00.00	0.28		JCT SH 7	100	IHHB	24	3	4		80	1	0	5								0		
S022	35-38	00.00	0.22		JCT SH 99	630	IHHE	24	1	8		93	1	0	5								0		
County Total			139.38	13.38	152.70																		52,147	24,211	76,358

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- KAY COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3602	US 60	10.02	GRANT COUNTY LINE	EASTERLY	JCT. US 177 E. OF TONKAWA(E. SIDE STR)	
3606	SH 156	6.52	NOBLE COUNTY LINE	NORTHERLY	JCT. US 60 W. OF PONCA CITY(N. SIDE STR)	
3610	US 77	22.97	JCT. US 60 S. EDGE OF PONCA CITY	NORTHERLY	KANSAS STATE LINE	
3612	US 77	8.40	NOBLE COUNTY LINE	NORTHERLY	JCT. US 60 IN TONKAWA	
3616	US 177	24.14	JCT. US 60 E. OF TONKAWA(S. SIDE STR)	NORTHERLY	KANSAS STATE LINE	
3618	SH 11	9.91	GRANT COUNTY LINE	EASTERLY	JCT. US 177(MAIN & DOOLIN AVE)IN BLACKWELL	
3622	SH 11	11.91	JCT. US 177(MAIN & DOOLIN AVE)IN BLACKWELL	EASTERLY	JCT. US 77, S. OF NEWKIRK	
3624	US 177	6.10	NOBLE COUNTY LINE	NORTHERLY	JCT. US 60 S. EDGE OF PONCA CITY	
3625	IS 35	28.05	NOBLE COUNTY LINE	NORTHERLY	KANSAS STATE LINE	
3627	US 60B	4.13	JCT. US 60 W. OF PONCA CITY(E.B. GORE POINT)	EASTERLY	JCT. US 77(GRAND & 14TH ST)IN PONCA CITY	AGENDA ITEM (4.10 MILES BEFORE)
3628	SH 11	13.62	JCT. US 77 N. OF PONCA CITY	EASTERLY	OSAGE COUNTY LINE(W. END STR)	
3629	SH 11	1.40	OSAGE COUNTY LINE E. OF KAW CITY	NORTHEAST	OSAGE COUNTY LINE	
3630	US 60	12.12	JCT US 177 E. OF TONKAWA (E. SIDE OF STR)	EASTERLY	OSAGE COUNTY LINE (W. END STR)	
3632	US 60B	2.02	JCT. US 77(MAIN ST & NORTH AVE)	EAST & NORTHERLY	JCT. US 60 E. OF TONKAWA(S. SIDE STR)	

161.31 TOTAL COUNTY MILEAGE



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Kay County

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	36-02	00.00	4.43		2.02 MIS W OF I-35	1,500	DHLA	24	3	3		75	1	0	4								
U060	36-02	X 00.13	21			1,500	BXBR					HS	AD		0	4							
U060	36-02	X 02.04	34			1,500	BXUF					HS	NR		0	4							
U060	36-02	X 03.24	26			1,500	BXBR					HS	FO	0	4	06	2	2				33	644
U060	36-02	04.43	0.53		1.49 MIS W OF I-35	1,500	DHHF	24	1	8		85	1	0	4								
U060	36-02	X 04.66	277			1,500	BRDG					40	AD		0	4							
U060	36-02	04.96	1.36		BEG DIVIDED	1,400	DHLA	24	3	3		73	1	0	4								
U060	36-02	N 06.32	0.13		JCT I-35	1,500	LL0H	24	1	10		89	1	0	4								
U060	36-02	S 06.32	0.00		JCT I-35	1,500	LL0H	24	1	10		89	1	0	4								
U060	36-02	X 06.42	0			1,500	UP-H					AD			0	4							
U060	36-02	X 06.44	0			1,500	UP-H					SD			0	4	06	2	6			31	1,929
U060	36-02	N 06.45	0.39		END INSIDE CURBS	4,100	IILH	24	1	10		90	1	1	3								
U060	36-02	S 06.45	0.00		END INSIDE CURBS	4,100	IILH	24	1	10		91	1	1	3								
U060	36-02	N 06.84	1.57		JCT US 77 SOUTH	4,000	IIOE	24	1	10		96	1	1	3								
U060	36-02	S 06.84	0.00		JCT US 77 SOUTH	4,000	IHHF	24	1	10		89	1	1	3								
U060	36-02	X 07.73	31			4,000	BXUF					HS	NR		1	3							
U060	36-02	N 08.41	1.61		JCT US 177 & US 60B	4,000	IIOE	24	1	10		94	1	1	3								
U060	36-02	S 08.41	0.00		JCT US 177 & US 60B	4,000	IHHF	24	1	10		87	1	1	3								
U060	36-02	N X 08.41	123		JCT US 177 & US 60B	4,000	OP-H					36	AD		1	3							
U060	36-02	S X 08.41	123		JCT US 177 & US 60B	4,000	OP-H					36	AD		1	3							
U060	36-02	N X 08.87	131			4,000	OTHR					30	AD		1	3							
U060	36-02	S X 08.87	133			4,000	OTHR					30	AD		1	3							
U060	36-02	N X 08.93	133			4,000	OP-H					30	SD	1	3	03	4	5				31	1,492
U060	36-02	S X 08.93	133			4,000	OP-H					30	SD	1	3	03	4	5				31	1,492
U060	36-02	X 10.01	0			4,000	UP-H					AD			1	3							5,557
S156	36-06	00.00	6.00		END PC CONC	1,200	DILA	24	3	4		81	1	0	5								
S156	36-06	X 00.89	416			1,200	BRDG					16	SD		0	5	09	2	1			31	2,856
S156	36-06	X 02.70	57			1,200	BXBR					HS	FO		0	5	09	2	1			33	644
S156	36-06	06.00	0.52		JCT US 60	1,500	IIDL	24	3	3		77	1	0	5								
S156	36-06	X 06.48	208			1,500	OP-H					30	SD		0	5	09	2	6			31	1,929
																							5,429
U077	36-10	00.00	PONCA CI	0.06	LEAVE PONCA CITY C/L	8,000	LL0E	48	1	8		90	1	0	3								
U077	36-10	X 00.02		29		8,000	BXUF					HS	NR		0	3							
U077	36-10	00.06	0.98		ENT PONCA CITY-SOUTH	9,700	LL0E	48	1	8		90	3	0	3								
U077	36-10	X 00.58	62			9,700	BXUF					HS	NR		0	3							
U077	36-10	01.04		0.13	OTOE AVE	10,600	IILD	50	4			73	3	0	3								
U077	36-10	01.17	0.14		ENT PONCA CL PONCA A	11,700	IILB	50	4			90	1	0	3								
U077	36-10	01.31		0.29	JCT US 60B	9,700	IHHB	50	4			90	1	0	3								
U077	36-10	01.60		1.43	HARTFORD AVE	9,900	IHHB	50	4			94	1	0	3								
U077	36-10	X 02.02		30		9,900	BXUF					HS	NR		0	3							
U077	36-10	03.03		0.54	1.97 MIS N. US 60B	9,900	IIIE	64	4			97	1	0	3								
U077	36-10	03.57		0.99	2.96 MIS N. US 60B	9,900	IIIE	64	4			97	1	0	3								
U077	36-10	04.56		0.04	3.00 MIS N US 60B	9,800	IIIE	64	4			87	1	0	3								
U077	36-10	E 04.60		0.46	LEV PONCA C/L HUBBAR	9,800	SIHE	24	1	10		86	1	0	3								
U077	36-10	W 04.60		0.00	LEC PONCA C/L HUBBAR	9,800	SIHE	24	1	10		88	1	0	3								
U077	36-10	E 05.06	0.99		JCT SH 11 EAST	8,200	SIHE	24	1	10		88	1	0	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	36-10	W	05.06	0.00		JCT SH 11 EAST	8,200	SIHE	24	1	10	88	1	0	3								
U077	36-10	E	06.05	3.05		JCT SH 11 WEST	8,200	SIHE	24	1	10	95	1	0	4								
U077	36-10	W	06.05	0.00		JCT SH 11 WEST	8,200	SIHE	24	1	10	96	1	0	4								
U077	36-10	W X	06.51	0			8,200	UP-R				AD		0	4								
U077	36-10	E X	06.52	168			8,200	OP-R				36 AD		0	4								
U077	36-10	E	09.10	4.47		ENT NEWKIRK SOUTH ST	8,000	IILA	24	3	6	75	1	0	4								
U077	36-10	W	09.10	0.00		ENT NEWKIRK SOUTH ST	8,000	IILH	24	1	10	95	1	0	4								
U077	36-10	X	09.45	37			8,000	BXUF				HS NR		0	4								
U077	36-10	X	10.35	24			8,000	BXUF				HS NR		0	4								
U077	36-10	X	11.83	32			8,000	BXUF				HS NR		0	4								
U077	36-10		13.57	NEWKIRK	0.34	APPLE AVE	8,300	IILH	24	1	8	80	1	0	4								
U077	36-10		13.91		0.41	MAIN ST	8,400	IILH	24	1	8	80	1	0	4								
U077	36-10		14.32		0.27	9TH STREET	10,100	IILA	40	4		84	1	0	4								
U077	36-10		14.59		0.19	SEVENTH ST -TC-	9,800	IILA	77	4		81	1	0	4								
U077	36-10		14.78		0.27	4TH STREET	9,800	IILA	77	4		81	1	0	4								
U077	36-10		15.05		0.28	1ST STREET	9,000	IILA	40	4		83	1	0	4								
U077	36-10		15.33		0.27	LEAVE NEWKIRK C/L	4,900	IHLA	24	3	4	76	1	0	4								
U077	36-10		15.60	4.20		3.17 S KANSAS STATE	4,500	IHLA	24	3	4	73	1	0	4								
U077	36-10		19.80	2.98		BEGIN 4-LANE DIVIDED	4,400	IHLA	24	1	10	88	1	0	4								
U077	36-10	X	20.44	40			4,400	BXUF				HS NR		0	4								
U077	36-10	X	20.76	141			4,400	BRDG				30 SD		0	4	05	2	1	31		1,750		
U077	36-10	E	22.78	0.19		KANSAS STATE LINE	4,100	IHHA	24	1	10	94	1	0	4								
U077	36-10	W	22.78	0.00		KANSAS STATE LINE	4,100	IHHA	24	1	10	93	1	0	4							1,750	
U077	36-12		00.00	3.02		3.02 MIS N. NOBLE C/	690	IILA	22	3	6	84	1	0	5								
U077	36-12	X	01.14	90			690	BRDG				22 SD		0	5	13	2	1	31		1,421		
U077	36-12		03.02	0.95		3.97 MIS N. NOBLE C/	690	HHLA	22	3	6	86	1	0	5								
U077	36-12		03.97	0.61		4.58 MIS N. NOBLE C/	1,100	IHJA	22	3	6	77	1	0	5								
U077	36-12		04.58	0.82		5.4 N NOBLE CO LINE	1,400	IHJA	22	3	4	79	1	0	5								
U077	36-12		05.40	0.61		BEG PC CONC	1,600	IHJA	22	3	4	80	1	0	5								
U077	36-12		06.01	0.40		ENT TONKAWA OAKLAND	2,100	IILH	24	1	10	85	1	0	5								
U077	36-12		06.41	TONKAWA	0.27	LEV TONKAWA S. FORK	2,200	IILH	24	1	10	85	1	0	5								
U077	36-12	X	06.65	704			2,200	BRDG				HS SD		0	5	30	2	1	50				
U077	36-12		06.68	0.15		ENT TONKAWA CL RIVER	2,500	IILH	24	1	10	82	1	0	5								
U077	36-12		06.83		0.31	WIDTH CHANGE	2,500	IILH	50	4		84	1	0	5								
U077	36-12		07.14		0.06	WIDTH CHANGE	2,700	IILH	56	4		83	1	0	5								
U077	36-12		07.20		0.07	WIDTH CHANGE	3,100	IILH	55	4		83	1	0	5								
U077	36-12		07.27		0.06	WDTH CHNG TONKAWA AV	3,100	IILH	45	4		85	1	0	5								
U077	36-12		07.33		0.08	JCT US 60B -TC-	3,100	IILH	30	4		83	1	0	5								
U077	36-12		07.41		0.38	W. RENCE AVE	2,800	IILH	27	4		82	1	0	5								
U077	36-12		07.79		0.54	LEV TONKAWA ON RAMPS	2,800	IILH	24	3	2	87	1	0	5								
U077	36-12		08.33	0.07		JCT US 60	2,400	IILH	24	3	2	87	1	0	5								
U077	36-12	X	08.37	0			2,400	UP-H				AD		0	5								
U077	36-12	X	08.39	0			2,400	UP-H				AD		0	5							1,421	
U177	36-16		00.00	0.22		0.22 N US 60	2,000	IHHF	24	1	8	92	1	0	5								
U177	36-16	X	00.00	186		0.22 N US 60	2,000	OP-H				30 AD		0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U177	36-16	00.22	1.88		SURF WIDTH CHANGE	2,300	IHLA	24	3	3	75	1	0	5									
U177	36-16	02.10	0.70		SURF TYPE CHANGE	3,000	IHHF	24	3	5	80	1	0	5									
U177	36-16	X 02.41	102			3,000	BRDG			36	SD	0	5	08	2	1		31			1,505		
U177	36-16	02.80	2.70		ENT. BLACKWELL U/L	3,300	IHLA	24	3	3	74	1	0	5									
U177	36-16	05.50	0.92		3.00 MIS. S. SH 11	2,900	IHLA	24	3	3	74	1	0	3									
U177	36-16	06.42		0.08	CHRYSLER AVE	2,900	IHLA	24	3	5	71	1	0	3									
U177	36-16	06.50		0.51	WDTH CHNG COOLIDGE A	3,000	IILA	39	4		73	1	0	3									
U177	36-16	07.01		0.12	WIDTH CHNG IKERD AVE	3,400	IIJA	53	4		90	1	0	3									
U177	36-16	07.13		0.30	WIDTH CHANGE SW BLVD	4,900	IIJA	47	4		87	1	0	3									
U177	36-16	X 07.40		32		4,900	BXBR				HS	AD	0	3									
U177	36-16	07.43		0.40	BEG 2 LANE	5,200	IIJA	56	4		90	1	0	3									
U177	36-16	07.83		0.16	BLACKWELL AVE -TC-	5,900	IIJA	56	4		87	1	0	3									
U177	36-16	07.99		0.29	WDTH CHNG FRISCO AVE	5,300	IIJA	56	4		88	1	0	3									
U177	36-16	08.28		0.22	JCT SH 11	4,100	IIJA	40	4		80	1	0	3									
U177	36-16	08.50		0.13	LEAVE BLACKWELL C/L	3,000	IILA	40	4		75	1	0	3									
U177	36-16	X 08.57		21		3,000	BXUF				HS	NR	0	3									
U177	36-16	08.63	0.13		0.26 MIS N. SH 11	1,600	IILA	42	4		86	1	0	3									
U177	36-16	X 08.66	562			1,600	BRDG				41	AD	0	3									
U177	36-16	08.76	0.11		WIDTH CHANGE	1,600	LLOA	42	4		91	1	0	3									
U177	36-16	08.87	0.15		0.42 N SH 11	1,600	LLOA	24	1	8	88	1	0	3									
U177	36-16	09.02	0.48		LEAVE BLACKWELL U/L	940	HHLA	24	3	6	80	1	0	3									
U177	36-16	09.50	3.92		4.92 N SH 11	900	HHLA	24	3	6	77	1	0	5									
U177	36-16	X 11.46	172			900	BRDG				13	SD	0	5	09	2	1		50				
U177	36-16	X 11.78	45			900	BRDG				16	SD	0	5	09	2	2		50				
U177	36-16	X 12.30	45			900	BRDG				16	SD	0	5	09	2	2		50				
U177	36-16	13.42	3.37		ENT BRAMAN C/L	890	IILA	20	3	4	71	1	0	5									
U177	36-16	X 14.33	21			890	BXBR				HS	AD	0	5									
U177	36-16	X 15.41	90			890	BRDG				15	SD	0	5	09	2	1		31		1,421		
U177	36-16	X 16.17	26			890	BXBR				HS	FO	0	5	09	2	2		33		644		
U177	36-16	16.79	BRAMAN	0.45	BROADWAY	1,300	IILA	20	3	5	62	1	0	5	30	2	0	6	08	1,373			
U177	36-16	17.24		0.15	3RD STREET	1,500	HHLA	58	4		83	1	0	5									
U177	36-16	17.39		0.15	LEV BRAMAN C/L 1ST	1,000	HHLA	49	4		84	1	0	5									
U177	36-16	17.54	0.88		0.41 S I-35	940	IILA	22	3	5	75	1	0	5									
U177	36-16	X 18.32	90			940	BRDG				15	SD	0	5	09	2	1		31		1,421		
U177	36-16	18.42	0.41		JCT I 35	920	HHOB	24	1	10	73	1	0	5									
U177	36-16	X 18.65	0			920	UP-H				SD	0	5	09	2	6		31			1,361		
U177	36-16	X 18.66	0			920	UP-H				SD	0	5	09	2	6		31			1,361		
U177	36-16	18.83	5.31		KANSAS STATE LINE	1,400	II0E	24	1	4	94	1	0	5									
U177	36-16	X 18.88	66			1,400	BXUF				HS	NR	0	5									
U177	36-16	X 19.75	194			1,400	BRDG				29	AD	0	5									
U177	36-16	X 20.49	21			1,400	BXUF				HS	NR	0	5									
U177	36-16	X 22.03	52			1,400	BXUF				HS	NR	0	5									
U177	36-16	X 22.56	20			1,400	BXUF				HS	NR	0	5							9,086		
S011	36-18	00.00	6.44		0.18 W I-35	1,800	IILA	24	3	3	68	1	0	4	06	2	0	1	02	9,000			
S011	36-18	X 00.12	20			1,800	BRDG				20	AD	0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S011	36-18	X 04.53	36			1,800	BRDG			18	AD	0	4										
S011	36-18	06.44	0.18		JCT I 35	2,500	LL0H	24	1	10	89	1	0	4									
S011	36-18	N X 06.60	238			2,500	OP-H			26	AD	0	4										
S011	36-18	S X 06.60	238			2,500	OP-H			39	AD	0	4										
S011	36-18	06.62	0.30		ENTER BLACKWELL U/L	4,100	LL0H	24	1	10	94	1	0	4									
S011	36-18	N 06.92	0.00			3,900	LL0H	24	1	10	93	1	0	3									
S011	36-18	S 06.92	0.24		0.54 E I-35	3,900	IILA	24	1	10	94	1	0	3									
S011	36-18	X 07.04	21			3,900	BXUF			HS	NR	0	3										
S011	36-18	N 07.16	0.00			3,900	LL0H	24	1	10	94	1	0	3									
S011	36-18	S 07.16	0.24		.78 E I - 35	3,900	IILA	24	3	6	90	1	0	3									
S011	36-18	N 07.40	0.00			4,300	LL0H	24	1	10	93	1	0	3									
S011	36-18	S 07.40	0.51		1.29 MIS E. I-35	4,300	IILA	24	3	6	84	1	0	3									
S011	36-18	N 07.91	0.00			4,400	LL0H	24	1	10	92	1	0	3									
S011	36-18	S 07.91	0.93		BEG PC CONC S LANE	4,400	IILA	24	1	10	89	1	0	3									
S011	36-18	N 08.84	0.10		ENTER BLACKWELL C/L	5,800	LL0H	24	1	10	90	1	0	3									
S011	36-18	S 08.84	0.00		ENTER BLACKWELL C/L	5,800	LL0H	24	1	10	90	1	0	3									
S011	36-18	08.94		0.25	9TH ST	5,800	LL0H	50	4		92	1	0	3									
S011	36-18	09.19		0.72	JCT US 177	5,700	LL0H	50	4		92	1	0	3									
S011	36-18	X 09.51		21		5,700	BXBR			HS	AD	0	3									9,000	
S011	36-22	00.00		0.14	B STREET	3,500	IHHF	48	4		95	1	0	3									
S011	36-22	00.14		0.11	LEAVE BLACKWELL C/L	3,300	IHHF	24	1	10	95	1	0	3									
S011	36-22	X 00.23		402		3,300	BRDG			30	AD	0	3										
S011	36-22	00.25	0.25		0.50 MIS E. US 177	2,600	IHHF	24	1	10	95	1	0	3									
S011	36-22	X 00.42	210			2,600	BRDG			32	AD	0	3										
S011	36-22	00.50	0.50		LEV BLACKWELL U/L	2,800	IHHF	24	1	10	97	1	0	3									
S011	36-22	X 00.63	318			2,800	OTHR			36	AD	0	3										
S011	36-22	X 00.85	225			2,800	BRDG			36	AD	0	3										
S011	36-22	01.00	2.07		3.07 E US 177	2,600	IHHF	24	1	10	92	1	0	4									
S011	36-22	X 01.10	225			2,600	BRDG			36	AD	0	4										
S011	36-22	X 01.50	475			2,600	BRDG			36	SD	0	4	05	2	1			31			3,081	
S011	36-22	X 01.94	52			2,600	BXUF			HS	NR	0	4										
S011	36-22	03.07	6.54		2.30 MIS. W. US 77	2,200	IHHF	24	1	10	81	1	0	4									
S011	36-22	X 03.64	21			2,200	BXUF			HS	NR	0	4										
S011	36-22	X 05.92	122			2,200	BRDG			36	AD	0	4										
S011	36-22	X 08.46	32			2,200	BXUF			HS	NR	0	4										
S011	36-22	09.61	2.30		JCT US 77	2,400	IHHF	24	1	10	81	1	0	4									
S011	36-22	X 09.92	163			2,400	BRDG			36	AD	0	4										
S011	36-22	X 10.87	166			2,400	BRDG			35	AD	0	4										
S011	36-22	X 11.25	25			2,400	BXUF			HS	NR	0	4										
S011	36-22	X 11.53	37			2,400	BXUF			HS	NR	0	4									3,081	
U177	36-24	00.00	0.28		0.28 MI N NOBLE CO/L	6,100	IIOE	48	1	10	87	1	0	4									
U177	36-24	E 00.28	0.00		2.07 MIS. S. US 60	6,800	IIOE	24	1	10	100	1	0	4									
U177	36-24	W 00.28	3.75		2.07 MIS. S. US 60	6,800	IIOE	24	1	10	99	1	0	4									
U177	36-24	E 04.03	1.02		ENT PONCA CITY U/L	7,600	PIIE	24	1	10	99	1	0	4									
U177	36-24	W 04.03	0.00		1.05 MIS. S. US 60	7,600	PIIE	24	1	10	99	1	0	4									

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Kay County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	36-25	X 12.99	0			15,100	UP-H				FO		1	1	01	6	5		31				
I035	36-25	X 13.93	31			15,100	BXUF				HS		1	1									
I035	36-25	X 13.99	0			15,100	UP-H				FO		1	1	01	6	5		31				
I035	36-25	E X 14.49	132			15,100	OTHR				39	SD	1	1	01	6	4		31				
I035	36-25	W X 14.49	132			15,100	OTHR				39	AD	1	1									
I035	36-25	E 14.80	BLACKWEL	0.20	JCT SH 11	15,900	IILH	24	1	10		97	1	1	1								
I035	36-25	W 14.80		0.00	JCT SH 11	15,900	IILH	24	1	10		97	1	1	1								
I035	36-25	E 15.00		0.30	LEAVE BLACKWELL C/L	15,900	IILH	24	1	10		92	1	1	1								
I035	36-25	W 15.00		0.00	LEAVE BLACKWELL C/L	15,900	IILH	24	1	10		92	1	1	1								
I035	36-25	X 15.01		0		15,900	UP-H					AD	1	1									
I035	36-25	E 15.30	1.23		END PC CONC	15,900	IILH	24	1	10		91	1	1	1								
I035	36-25	W 15.30	0.00		END PC CONC	15,900	IILH	24	1	10		91	1	1	1								
I035	36-25	X 16.01	0			15,900	UP-H					AD	1	1									
I035	36-25	E 16.53	4.90		SURF CHANGE	15,300	IHHB	24	1	10		88	1	1	1								
I035	36-25	W 16.53	0.00		SURF CHANGE	15,300	IHHB	24	1	10		88	1	1	1								
I035	36-25	X 17.00	0			15,300	UP-H					AD	1	1									
I035	36-25	E X 18.14	121			15,300	BRDG				41	AD	1	1									
I035	36-25	W X 18.14	121			15,300	BRDG				41	AD	1	1									
I035	36-25	X 19.03	0			15,300	UP-H					FO	1	1	01	6	5		31			1,929	
I035	36-25	X 20.04	0			15,300	UP-H					FO	1	1	01	6	5		31			1,929	
I035	36-25	E 21.43	0.56		2.04 MIS. S. US 177	15,000	LL0T	24	1	10		100	1	1	1								
I035	36-25	W 21.43	0.00		2.04 MIS. S. US 177	15,000	LL0T	24	1	10		100	1	1	1								
I035	36-25	E X 21.63	657			15,000	BRDG				39	AD	1	1									
I035	36-25	W X 21.63	657			15,000	BRDG				39	AD	1	1									
I035	36-25	E 21.99	1.53		0.51 MIS. S. US 177	15,000	IHHB	24	1	10		88	1	1	1								
I035	36-25	W 21.99	0.00		0.51 MIS. S. US 177	15,000	IHHB	24	1	10		88	1	1	1								
I035	36-25	X 22.03	0			15,000	UP-H					FO	1	1	01	6	5		31			1,929	
I035	36-25	X 23.04	0			15,000	UP-H					SD	1	1	01	6	6		31			1,929	
I035	36-25	E X 23.50	168			15,000	OP-R				43	AD	1	1									
I035	36-25	W X 23.50	168			15,000	OP-R				43	AD	1	1									
I035	36-25	E 23.52	0.51		JCT US 177	15,000	IHHB	24	1	10		91	1	1	1								
I035	36-25	W 23.52	0.00		JCT US 177	15,000	IHHB	24	1	10		91	1	1	1								
I035	36-25	X 23.60	61			15,000	BXUF				HS	NR	1	1									
I035	36-25	E X 24.02	112			15,000	OP-H				36	SD	1	1	01	6	6		31			1,361	
I035	36-25	W X 24.02	112			15,000	OP-H				36	SD	1	1	01	6	6		31			1,361	
I035	36-25	E 24.03	4.02		KANSAS STATE LINE AT	14,300	IHHB	24	1	10		92	1	1	1								
I035	36-25	W 24.03	0.00		KANSAS STATE LINE AT	14,300	IHHB	24	1	10		91	1	1	1								
I035	36-25	X 25.05	0			14,300	UP-H					FO	1	1	01	6	5		31			3,017	
I035	36-25	X 26.05	0			14,300	UP-H					FO	1	1	01	6	5		31			1,929	
I035	36-25	X 28.05	0			14,300	UP-H					AD	1	1								37,217	
U060B	36-27	N 00.00	0.55		ENT PONCA CITY U/L	6,500	PIHF	24	1	10		94	1	0	3								
U060B	36-27	S 00.00	0.00		ENT PONCA CITY U/L	6,500	PIHF	24	1	10		94	1	0	3								
U060B	36-27	S X 00.17	0			6,500	UP-H					SD	0	3	27	4	2		31			1,812	
U060B	36-27	X 00.18	52			6,500	BXUF				HS	NR	0	3									
U060B	36-27	N X 00.54	310			6,500	BRDG				30	SD	0	3	27	4	1		31			2,498	

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060B	36-27	S X	00.54	310		6,500	BRDG				30	FO	0	3	27	4	1		31			2,498	
U060B	36-27	N	00.55	0.45	ENT PONCA CITY C/L	5,800	PIHF	24	1	10		94	1	0	3								
U060B	36-27	S	00.55	0.00	ENT PONCA CITY C/L	5,800	PIHF	24	1	10		94	1	0	3								
U060B	36-27	X	00.70	45		5,800	BRDG				HS	NR	0	3									
U060B	36-27	N	01.00		0.33	1.33 MIS E. US 60	4,800	PIHF	24	1	10	94	1	0	3								
U060B	36-27	S	01.00		0.00	1.33 MIS E. US 60	4,800	PIHF	24	1	10	94	1	0	3								
U060B	36-27	N	01.33		0.21	SOUTH & WAVERLY	4,400	PIHF	24	1	10	95	1	0	3								
U060B	36-27	S	01.33		0.00	SOUTH & WAVERLY	4,400	PIHF	24	1	10	95	1	0	3								
U060B	36-27		01.54		0.30	PONCA AVE	3,400	IIOE	48	3	4	85	1	0	3								
U060B	36-27		01.84		0.30	GRAND AVE	3,300	IIOE	48	3	4	84	1	0	3								
U060B	36-27		02.14		0.25	0.25 MIS E WAVERLY S	3,300	LLOA	44	4		91	1	0	3								
U060B	36-27		02.39		0.18	BIRCH STREEET	3,800	LLOA	44	4		91	1	0	3								
U060B	36-27		02.57		0.07	ASH STREET	3,800	LLOA	40	4		80	1	0	3								
U060B	36-27		02.64		0.06	LAKE STREET	3,800	IILA	44	4		85	1	0	3								
U060B	36-27		02.70		0.07	PALM STREET	3,900	IILA	44	4		85	1	0	3								
U060B	36-27		02.77		0.08	OSAGE STREET	3,900	IILA	60	4		87	1	0	3								
U060B	36-27		02.85		0.14	OAK STREET	4,200	IILA	60	4		87	1	0	3								
U060B	36-27		02.99		0.07	PINE STREET	4,400	IILA	68	4		92	1	0	3								
U060B	36-27		03.06		0.37	4TH STREET -TC-	4,600	I IJA	68	4		93	1	0	3								
U060B	36-27		03.43		0.22	7TH STREET	3,400	I IJA	68	4		94	1	0	3								
U060B	36-27		03.65		0.21	10TH STREET	3,600	I IJA	40	4		85	1	0	3								
U060B	36-27		03.86		0.27	JCT US 77	3,700	LLOE	42	4		93	1	0	3								6,808
S011	36-28		00.00		0.24	LEV PONCA CITY C/L	1,800	IILA	22	3	2	61	1	0	4	11	2	0	3	01		209	
S011	36-28		00.24	0.47		BEG BRFY-136C(067)	2,000	IILA	22	3	2	63	1	0	4	11	2	0	3	01		410	
S011	36-28		00.71	0.03		LEV PONCA CITY U/L	2,000	IIOE	24	1	8	84	1	0	4								
S011	36-28		00.74	0.36		END BRFY-136C(067)	2,400	IIOE	24	1	8	100	1	0	5								
S011	36-28	X	01.01	140			2,400	BRDG				23	AD	0	5								
S011	36-28		01.10	1.62		2.72 MIS E. US 77	2,400	IILA	22	3	2	79	1	0	5								
S011	36-28		02.72	7.06		ENT KAW CL ACKER HIL	2,400	IIDD	24	3	2	75	1	0	5								
S011	36-28		09.78		0.74	SHOULDER CHANGE	1,600	IIDD	24	3	2	75	1	0	5								
S011	36-28		10.52		0.56	2.54 MI W OSAGE CO/L	1,100	HHHF	24	1	4	92	1	0	5								
S011	36-28		11.08		0.47	2.07 MI W OSAGE CO/L	1,100	HHHF	24	1	4	92	1	0	5								
S011	36-28		11.55		1.68	LEAVE KAW CITY C/L	1,100	HHHF	24	1	4	93	1	0	5								
S011	36-28		13.23	0.39		OSAGE CO LINE W END	1,100	HHHF	24	1	4	95	1	0	5								
S011	36-28	X	13.62	1366			1,100	BRDG				33	AD	0	5								619
S011	36-29		00.00	1.40		OSAGE CO LINE	760	HHHF	24	1	4	95	1	0	5								0
U060	36-30	N	00.00	1.67		CHICKASKIA RIVER BRG	6,300	IIOE	24	1	10	99	1	1	3								
U060	36-30	S	00.00	0.00		CHICKASKIA RIVER BRG	6,300	IHHF	24	1	10	93	1	1	3								
U060	36-30	X	01.47	32			6,300	BXUF				HS	NR	1	3								
U060	36-30	N	01.67	3.40		2.91 MIS. W. SH 156S	6,300	IHHF	24	1	10	95	1	1	3								
U060	36-30	S	01.67	0.00		2.91 MIS. W. SH 156S	6,300	IHHF	24	1	10	99	1	1	3								
U060	36-30	N X	01.70	606			6,300	BRDG				36	AD	1	3								
U060	36-30	S X	01.70	606			6,300	BRDG				36	AD	1	3								
U060	36-30	N X	01.92	250			6,300	BRDG				32	AD	1	3								
U060	36-30	S X	01.92	250			6,300	BRDG				32	SD	1	3	03	4	1		31			2,265

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Br: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	36-30	N X 02.14	300			6,300	BRDG				32	AD		1	3								
U060	36-30	S X 02.14	300			6,300	BRDG				32	AD		1	3								
U060	36-30	N X 02.48	400			6,300	BRDG				32	SD		1	3	03	4	1		31		2,805	
U060	36-30	S X 02.48	400			6,300	BRDG				32	SD		1	3	03	4	1		31		2,805	
U060	36-30	N X 02.95	300			6,300	BRDG				36	SD		1	3	03	4	1		31		2,460	
U060	36-30	S X 02.95	300			6,300	BRDG				32	AD		1	3								
U060	36-30	N X 03.39	266			6,300	BRDG				36	AD		1	3								
U060	36-30	S X 03.39	266			6,300	BRDG				36	AD		1	3								
U060	36-30	N X 03.80	250			6,300	BRDG				33	AD		1	3								
U060	36-30	S X 03.80	250			6,300	BRDG				33	AD		1	3								
U060	36-30	N 05.07	2.91		JCT SH 156 SOUTH	7,300	IHHF	24	1	10		95	1	1	3								
U060	36-30	S 05.07	0.00		JCT SH 156 SOUTH	7,300	IHHF	24	1	10		95	1	1	3								
U060	36-30	X 06.93	40			7,300	BXUF				HS	NR		1	3								
U060	36-30	X 07.60	24			7,300	BXUF				HS	NR		1	3								
U060	36-30	N 07.98	0.23		0.23 MIS. E. SH 156S	7,500	PIHF	24	1	10		95	1	1	3								
U060	36-30	S 07.98	0.00		0.23 MIS. E. SH 156S	7,500	PIHF	24	1	10		95	1	1	3								
U060	36-30	N 08.21	0.32		JCT US 60B	7,600	PIHF	24	1	10		95	1	1	3								
U060	36-30	S 08.21	0.00		JCT US 60B	7,600	PIHF	24	1	10		95	1	1	3								
U060	36-30	X 08.23	0			7,600	UP-H					SD		1	3	02	4	6		31		1,929	
U060	36-30	N 08.53	0.51		2.93 MIS. W. US 77	2,000	PIHF	24	1	10		95	1	1	3								
U060	36-30	S 08.53	0.00		ENT PONCA CITY U/L	2,000	PIHF	24	1	10		95	1	1	3								
U060	36-30	X 08.56	32			2,000	BXUF				HS	NR		1	3								
U060	36-30	N X 08.78	233			2,000	OP-H				36	SD		1	3	03	4	5		31		1,812	
U060	36-30	N 09.04	0.33		2.60 MIS. W. US 77	3,000	PIHF	24	1	10		95	1	1	3								
U060	36-30	S 09.04	0.00		2.60 MIS. W. US 77	3,000	PIHF	24	1	10		95	1	1	3								
U060	36-30	N X 09.14	201			3,000	BRDG				42	SD		1	3	03	4	1		31		2,051	
U060	36-30	S X 09.14	201			3,000	BRDG				42	SD		1	3	03	4	1		31		2,051	
U060	36-30	X 09.30	32			3,000	BRDG				HS	NR		1	3								
U060	36-30	09.37	0.26		BEG PC CONC	3,000	PIHL	24	1	8		95	1	1	3								
U060	36-30	X 09.60	131			3,000	BRDG				17	SD		1	3	03	4	1		31		1,686	
U060	36-30	09.63	1.64		BEG DIVIDED	3,000	LL0H	24	1	8		80	1	1	3								
U060	36-30	X 10.87	22			3,000	H-HR				HS	NR		1	3								
U060	36-30	X 11.00	268			3,000	H-HR				HS	AD		1	3								
U060	36-30	X 11.13	111			3,000	OP-R				26	AD		1	3								
U060	36-30	N 11.27	0.36		0.34 MIS. W. US 77	4,100	LL0H	24	1	8		85	1	1	3								
U060	36-30	S 11.27	0.00		OLD US 177 SOUTH	4,100	LL0H	24	1	8		85	1	1	3								
U060	36-30	N 11.63	0.34		JCT US 77	6,300	LL0E	24	1	10		94	1	1	3								
U060	36-30	S 11.63	0.00		JCT US 77	6,300	LL0E	24	1	10		94	1	1	3								
U060	36-30	N 11.97	0.15		OSAGE CO/L W END BR	6,300	LL0E	24	1	10		95	1	1	3								
U060	36-30	S 11.97	0.00		OSAGE CO/L W END BR	6,300	LL0E	24	1	10		94	1	1	3								19,864
U060B	36-32	00.00	TONKAWA	0.12	6TH STREET	3,600	HHLA	30	4			86	1	0	5								
U060B	36-32	00.12		0.44	BARNES STREET	4,200	LL0A	34	4			86	1	0	5								
U060B	36-32	00.56		0.10	JENKINS STREET	4,200	HHLA	34	4			88	1	0	5								
U060B	36-32	00.66		0.11	PINE STREET	4,700	IILA	24	5	5		82	1	0	5								
U060B	36-32	00.77		0.27	LEV TONKAWA BARRICK	3,100	IILA	22	3	3		71	1	0	5								

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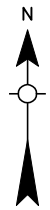
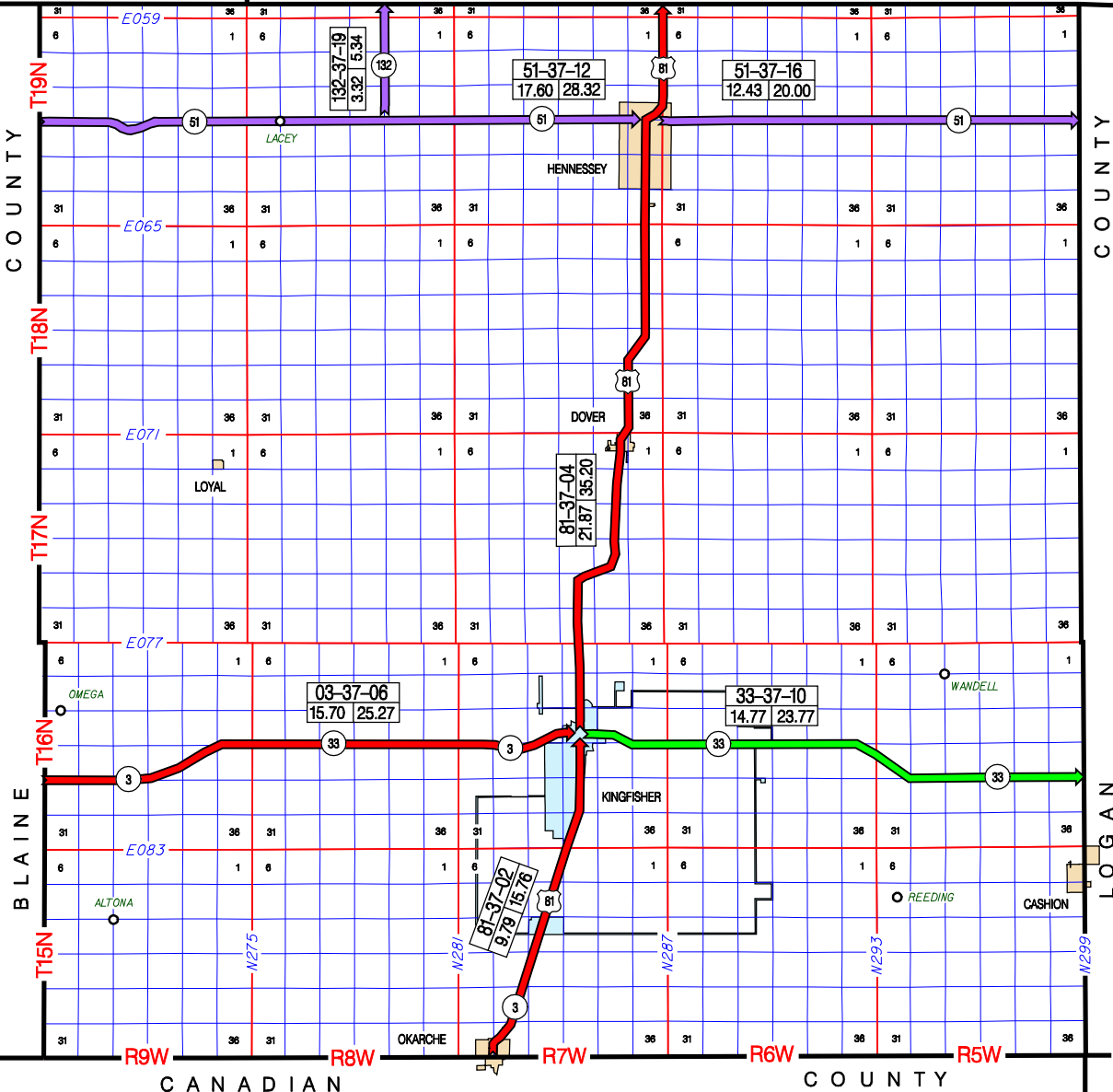
Kay County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U060B	36-32	01.04	0.46		3,000	IILA	22	3	5		80	1	0	5										
U060B	36-32	01.50	0.26		3,000	IILA	24	3	3		83	1	0	5										
U060B	36-32	01.76	0.26		2,600	IIHF	24	1	8		91	1	0	5									0	
County Total			141.03	20.28																		10,992	88,840	99,832

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- KINGFISHER COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3702	US 81	9.79	CANADIAN COUNTY LINE(OKLA. & MAIN)IN OKARCHE	NORTHERLY	JCT. SH 33(BROADWAY & MAIN)IN KINGFISHER	REINVENTORIED 2006 (9.70 MI. BEFORE)
3704	US 81	21.87	JCT. SH 33 (BROADWAY & MAIN) IN KINGFISHER	NORTHERLY	GARFIELD COUNTY LINE	REINVENTORIED 2006 (21.85 MI. BEFORE)
3706	SH 3	15.70	BLAINE COUNTY LINE	EASTERLY	JCT. US 81(MAIN & BROADWAY)IN KINGFISHER	REINVENTORIED 2006 (15.64 MI. BEFORE)
3710	SH 33	14.77	JCT. US 81(MAIN & BROADWAY)IN KINGFISHER	EASTERLY	LOGAN COUNTY LINE	
3712	SH 51	17.60	BLAINE COUNTY LINE	EASTERLY	JCT. US 81 (MAIN ST) IN HENNESSEY	AGENDA ITEM (17.62 MILES BEFORE)
3716	SH 51	12.43	JCT. US 81 (MAIN ST)IN HENNESSEY	EASTERLY	LOGAN COUNTY LINE	
3719	SH 132	3.32	JCT. SH 51 W. OF HENNESSEY	NORTHERLY	GARFIELD COUNTY LINE	

95.48 TOTAL COUNTY MILEAGE



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Kingfisher County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U081	37-02	E	00.00	OKARCHE	0.08	KANSAS AVE	8,000	MHLA	25	4		87	1	1	3								
U081	37-02	W	00.00		0.00	KANSAS AVE	8,000	MHLA	25	4		86	1	1	3								
U081	37-02		00.08		0.19	MEMORIAL DR	7,100	LLOA	48	4		87	1	1	3								
U081	37-02	E	00.27		0.27	3RD STREET	6,700	LLOA	24	1	10	87	1	1	3								
U081	37-02	W	00.27		0.00	3RD STREET	6,700	LLOA	24	1	10	87	1	1	3								
U081	37-02	E	00.54		0.48	LEAVE OKARCHE C/L	6,200	IHLG	24	3	4	80	1	1	3								
U081	37-02	W	00.54		0.00	LEAVE OKARCHE C/L	6,200	LLOA	24	1	10	93	1	1	3								
U081	37-02	E	01.02	1.51		2.53 M N CANADIAN CL	6,200	IHLG	24	3	4	79	1	1	3								
U081	37-02	W	01.02	0.00		2.53 M N CANADIAN CL	6,200	LLOA	24	1	10	94	1	1	3								
U081	37-02	E	02.53	1.29		ENTER KINGFISHER C/L	6,200	LLOA	24	1	10	94	1	1	3								
U081	37-02	W	02.53	0.00		ENTER KINGFISHER C/L	6,200	LLOA	24	1	10	94	1	1	3								
U081	37-02	E	03.82	KINGFISH	0.13	BEG O/LAY	6,200	LLOA	24	1	10	92	1	1	3								
U081	37-02	W	03.82		0.00	BEG O/LAY	6,200	LLOA	24	1	10	94	1	1	3								
U081	37-02	E	03.95		0.40	LV KINGFISHER CL E08	6,200	IHLG	24	3	6	90	1	1	3								
U081	37-02	W	03.95		0.00	LV KINGFISHER CL E08	6,200	LLOA	24	1	10	94	1	1	3								
U081	37-02	E	04.35	2.08		ENT KINGFISHER-E0830	6,200	IHLG	24	3	6	85	1	1	3								
U081	37-02	W	04.35	0.00		ENT KINGFISHER-E0830	6,200	LLOA	24	1	10	94	1	1	3								
U081	37-02	E	06.43		1.52	1.75 MIS. S. SH 3	6,400	IHLG	24	3	6	84	1	1	3								
U081	37-02	W	06.43		0.00	1.75 MIS. S. SH 3	6,400	LLOA	24	1	10	94	1	1	3								
U081	37-02	E	07.95		0.34	1.50 MILES S SH 3	7,000	IHLG	24	3	6	82	1	1	3								
U081	37-02	W	07.95		0.00		7,000	LLOA	24	1	10	93	1	1	3								
U081	37-02		08.29		0.20	BG CRB WILL ROGERS A	8,000	LLOH	48	1	10	92	1	1	3								
U081	37-02		08.49		1.22	SHERIDAN AVE	10,000	LLOH	48	4		86	1	1	3								
U081	37-02		09.71		0.08	JCT SH 3 & SH 33	12,800	LLOH	78	4		82	1	1	3							0	
U081	37-04		00.00		0.14	ADMIRE AVE -TC-	11,600	LLOA	71	4		78	1	1	3								
U081	37-04		00.14		0.24	LEAVE KINGFISHER C/L	11,000	LLOA	71	4		78	1	1	3								
U081	37-04		00.38	0.22		0.60 MIS. N. SH 33	6,800	LLOF	48	1	10	80	1	1	3								
U081	37-04		00.60	0.11		0.71 MIS. N. SH 33	6,500	IILF	48	1	10	84	1	1	3								
U081	37-04	X	00.62	362			6,500	BRDG			24	AD		1	3								
U081	37-04		00.71	0.23		0.94 MIS. N. SH 33	6,500	LLOF	48	1	10	84	1	1	3								
U081	37-04	E	00.94	4.00		4.94 MIS. N. SH 33	6,400	LLOF	24	1	10	91	1	1	3								
U081	37-04	W	00.94	0.00		4.94 MIS. N. SH 33	6,400	LLOF	24	1	10	91	1	1	3								
U081	37-04	X	01.68	85			6,400	BXUF				HS	NR		1	3							
U081	37-04	X	03.60	57			6,400	BXUF				HS	NR		1	3							
U081	37-04	E	04.94	0.00		5.23 MIS. N. SH 33	5,000	IILF	24	1	10	91	1	1	3								
U081	37-04	W	04.94	0.29		5.23 MIS. N. SH 33	5,000	IILF	24	1	10	93	1	1	3								
U081	37-04	E	05.23	2.03		COUNTY ROAD E07300	4,900	IILF	24	1	10	95	1	1	3								
U081	37-04	W	05.23	0.00		COUNTY ROAD E07300	4,900	IILF	24	1	10	95	1	1	3								
U081	37-04	E	X 05.43	265			4,900	OP-R				36	AD		1	3							
U081	37-04	W	X 05.43	284			4,900	OP-R				36	AD		1	3							
U081	37-04	E	X 06.80	1015			4,900	BRDG				26	SD		1	3	03	4	1	31		5,919	
U081	37-04	W	X 06.80	1002			4,900	BRDG				36	AD		1	3							
U081	37-04	E	07.26	0.28		7.54 MIS. N. SH 33	4,900	IIIE	24	1	10	97	1	1	3								
U081	37-04	W	07.26	0.00		7.54 MIS. N. SH 33	4,900	IIIE	24	1	10	97	1	1	3								
U081	37-04	X	07.40	120			4,900	BXUF				HS	NR		1	3							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U081	37-04	E	07.54	0.82		END DIVIDED	IILA	24	1	10	98	1	1	3									
U081	37-04	W	07.54	0.00		END DIVIDED	IILA	24	1	10	98	1	1	3									
U081	37-04		08.36	0.34		ENTER DOVER C/L	IILA	48	1	10	93	1	1	3									
U081	37-04		08.70	DOVER	0.16	8.86 MIS. N. SH 33	IILA	61	4		93	1	1	3									
U081	37-04		08.86		0.19	OAK STREET (TC)	IILA	61	4		93	1	1	3									
U081	37-04		09.05		0.22	LEAVE DOVER C/L	IILA	54	4		93	1	1	3									
U081	37-04		09.27	0.13		BEG DIVIDED	IILA	54	4		94	1	1	3									
U081	37-04	E	09.40	0.20		END CURB - BEG SHLDR	IIIE	24	4		97	1	1	3									
U081	37-04	W	09.40	0.00		END CURB - BEG SHLDR	IIIE	24	4		97	1	1	3									
U081	37-04	E	09.60	4.82		3.98 MIS S. SH 51	II0E	24	1	10	94	1	1	3									
U081	37-04	W	09.60	0.00		3.98 MIS S. SH 51	II0E	24	1	10	93	1	1	3									
U081	37-04	E	14.42	0.28		BEG. TURN LANE	II0E	24	1	10	89	1	1	3									
U081	37-04	W	14.42	0.00		BEG. TURN LANE	II0E	24	1	10	89	1	1	3									
U081	37-04		14.70	1.70		ENT HENNESSEY CONOCO	II0E	48	1	8	89	1	1	3									
U081	37-04	X	14.96	63			BXUF				HS	NR		1	3								
U081	37-04		16.40	HENNESSE	0.64	1.36 MIS S. SH 51	II0E	52	4		89	1	1	3									
U081	37-04		17.04		0.10	1.26 MIS S. SH 51	II0E	52	4		89	1	1	3									
U081	37-04		17.14		0.61	0.65 MIS S. SH 51	IILA	48	4		92	1	1	3									
U081	37-04		17.75		0.30	KANSAS AVE -TC-	IILA	72	4		91	1	1	3									
U081	37-04		18.05		0.11	0.24 MIS S SH 51	II0E	52	4		95	1	1	3									
U081	37-04		18.16		0.24	JCT SH 51	II0E	52	4		95	1	1	3									
U081	37-04		18.40		0.40	0.40 MI N OF SH 51	HH0E	52	4		93	1	1	3									
U081	37-04	E	18.80		0.21	LV HENNESSEY C/L	HH0E	24	1	10	95	1	1	3									
U081	37-04	W	18.80		0.00	LV HENNESSEY C/L	HH0E	24	1	10	95	1	1	3									
U081	37-04	E	19.01	0.53		END NEW ALIGNMENT	HH0E	24	1	10	95	1	1	3									
U081	37-04	W	19.01	0.00		END NEW ALIGNMENT	HH0E	24	1	10	96	1	1	3									
U081	37-04	E	19.54	0.00		GARFIELD CO LINE	IIIE	24	1	10	99	1	1	3									
U081	37-04	W	19.54	2.33		GARFIELD CO LINE	IILA	24	3	2	87	1	1	3								5,919	
S003	37-06		00.00	4.20		4.20 MI E BLAINE CO/	IHHD	24	1	4	78	1	1	3									
S003	37-06		04.20	0.44		4.64 MI E BLAINE CO/	IIIE	24	1	8	95	1	1	3									
S003	37-06	X	04.32	207			BRDG				35	AD		1	3								
S003	37-06	X	04.50	162			BRDG				33	AD		1	3								
S003	37-06		04.64	3.21		7.85 MI E BLAINE CO/	IIIE	24	1	4	78	1	1	3									
S003	37-06	X	05.25	32			BXUF				HS	NR		1	3								
S003	37-06	X	06.22	32			BXUF				HS	NR		1	3								
S003	37-06	X	07.01	21			BXUF				HS	NR		1	3								
S003	37-06		07.85	1.87		5.98 MIS W. US 81	IHHD	24	1	4	78	1	1	3									
S003	37-06	X	08.16	53			BXBR				HS	AD		1	3								
S003	37-06	X	09.20	21			BXBR				HS	AD		1	3								
S003	37-06		09.72	2.16		3.82 MIS W. US 81	IHHD	24	1	4	85	1	1	3									
S003	37-06	X	11.06	30			BXUF				HS	NR		1	3								
S003	37-06		11.88	0.24		3.58 MIS W. US 81	IIIE	24	1	8	95	1	1	3									
S003	37-06	X	11.93	302			BRDG				43	AD		1	3								
S003	37-06		12.12	0.80		2.78 MIS W. US 81	IHHD	24	1	4	85	1	1	3									
S003	37-06	X	12.55	21			BXUF				HS	NR		1	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003	37-06	12.92	0.19		2,900	IHHB	24	1	8		88	1	1	3									
S003	37-06	13.11	0.46		3,100	IIIE	24	1	8		96	1	1	3									
S003	37-06	X 13.27	252		3,100	BRDG				36	AD	1	1	3									
S003	37-06	13.57	1.64		3,400	IHHB	24	1	4		84	1	1	3									
S003	37-06	15.21	KINGFISH	0.14	4,900	IILA	24	6	5		73	1	1	3									
S003	37-06	15.35		0.20	5,500	IILA	38	4			86	1	1	3									
S003	37-06	15.55		0.15	6,300	IILA	59	4			90	1	1	3								0	
S033	37-10	00.00		0.07	5,400	LL0A	59	4			83	1	0	4									
S033	37-10	00.07		0.29	5,700	LL0A	30	4			77	1	0	4									
S033	37-10	X 00.19		0	5,700	UP-R					FO	0	4	29	2	3		31				4,000	
S033	37-10	X 00.20		0	5,700	UP-R					AD	0	4										
S033	37-10	X 00.21		44	5,700	OP-R				30	FO	0	4	29	2	3		31				762	
S033	37-10	00.36		0.14	4,100	LL0A	24	1	8		75	1	0	4									
S033	37-10	X 00.45		255	4,100	BRDG				27	SD	0	4	30	2	1		31				2,285	
S033	37-10	00.50	3.50		2,000	DHHD	22	3	5		65	1	0	4	05	2	0	2	01			4,838	
S033	37-10	X 00.74	125		2,000	BRDG				23	SD	0	4	05	2	1		31				1,651	
S033	37-10	X 00.80	32		2,000	BXUF					HS	NR	0	4									
S033	37-10	X 02.46	46		2,000	BXBR					HS	FO	0	4	05	2	2		33			644	
S033	37-10	04.00	2.50		2,200	DHHD	22	3	5		65	1	0	4	05	2	0	2	01			3,451	
S033	37-10	X 05.27	32		2,200	BXBR					HS	FO	0	4	05	2	2		33			644	
S033	37-10	X 05.46	40		2,200	BXBR					HS	FO	0	4	05	2	2		33			644	
S033	37-10	06.50	1.04		1,700	DHHD	22	3	5		69	1	0	4	06	2	0	2	01			1,333	
S033	37-10	X 07.06	21		1,700	BXUF					HS	NR	0	4									
S033	37-10	07.54	0.36		1,800	DIHD	22	3	4		67	1	0	4	05	2	0	2	02			694	
S033	37-10	07.90	6.87		1,600	DIHD	22	3	4		66	1	0	4	06	2	0	2	02			11,064	
S033	37-10	X 08.53	21		1,600	BXUF					HS	NR	0	4									
S033	37-10	X 10.07	40		1,600	BXBR					HS	FO	0	4	06	2	2		33			644	
S033	37-10	X 11.92	101		1,600	BRDG					18	SD	0	4	06	2	1		31			1,499	
S033	37-10	X 12.16	32		1,600	BXBR					HS	FO	0	4	06	2	2		33			644	
S033	37-10	X 13.50	21		1,600	BXUF					HS	NR	0	4								34,797	
S051	37-12	00.00	1.56		1,300	DIHL	22	3	4		72	1	0	5									
S051	37-12	X 01.03	40		1,300	BXBR					HS	AD	0	5									
S051	37-12	01.56	2.23		1,500	II0E	24	1	6		98	1	0	5									
S051	37-12	X 02.40	593		1,500	BRDG				33	AD	0	5										
S051	37-12	X 02.60	1182		1,500	BRDG				33	AD	0	5										
S051	37-12	03.79	4.98		1,500	IIHL	24	3	4		81	1	0	5									
S051	37-12	08.77	1.30		1,800	IIHL	24	3	4		83	1	0	5									
S051	37-12	10.07	0.10		1,900	IHHL	24	3	4		83	1	0	5									
S051	37-12	10.17	0.02		2,200	IHHL	24	3	4		80	1	0	5									
S051	37-12	10.19	4.41		2,200	IHHL	24	3	4		75	1	0	5									
S051	37-12	14.60	2.25		2,600	IHHL	24	3	4		73	1	0	5									
S051	37-12	X 15.87	32		2,600	BXBR					HS	AD	0	5									
S051	37-12	X 16.10	330		2,600	BRDG				24	FO	0	5	08	2	1		31				2,570	
S051	37-12	X 16.63	21		2,600	BXUF					HS	NR	0	5									
S051	37-12	16.85	HENNESSE	0.75	3,600	IHHL	24	3	4		73	1	0	5									

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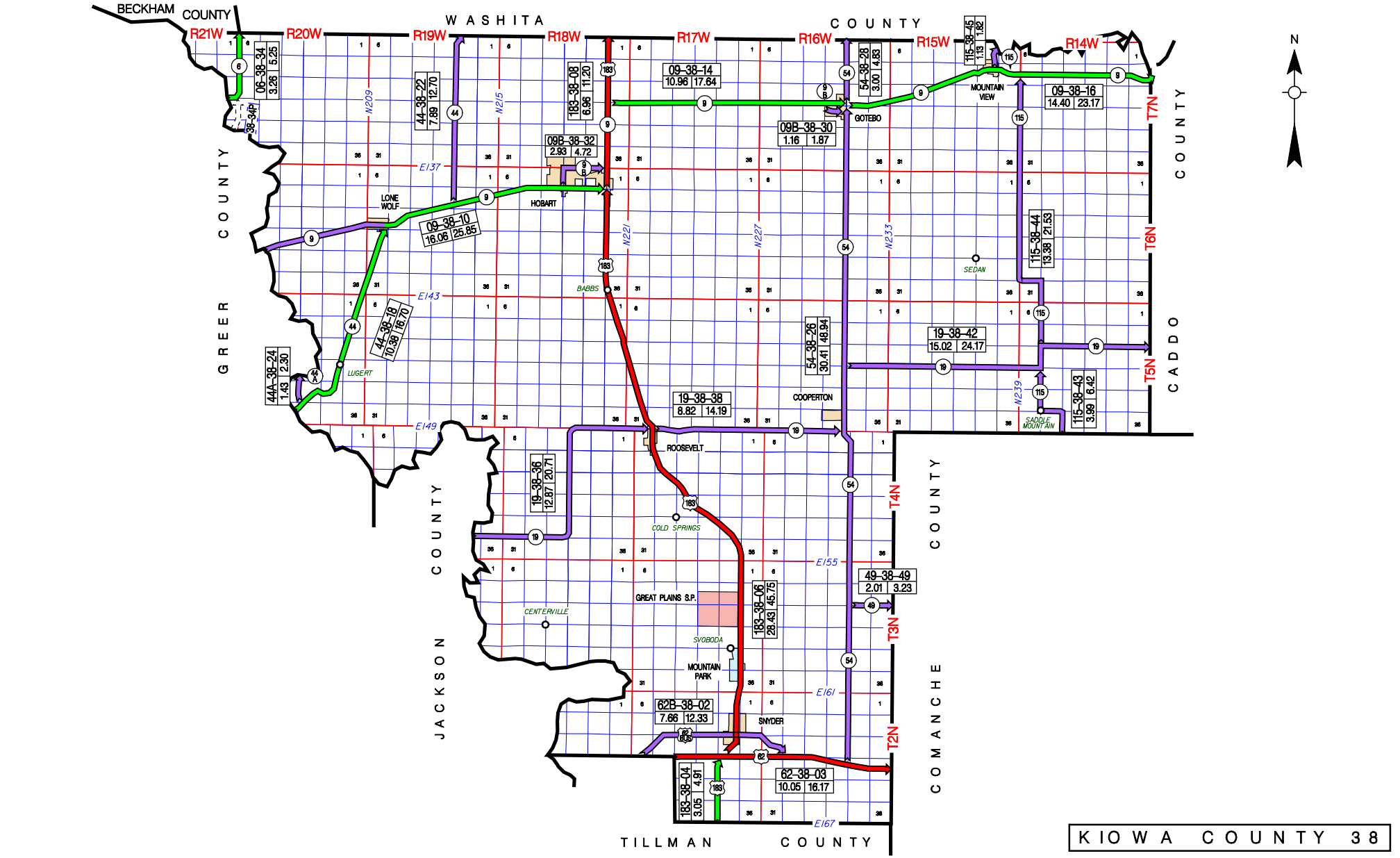
Kingfisher County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S051	37-12	X 17.12		25		3,600	BXUF				HS	NR	0	5								2,570		
S051	37-16	00.00		0.49	0.49 MI E OF US 81	3,200	II0E	52	4			96	1	0	5									
S051	37-16	00.49		0.25	LEAVE HENNESSEY C/L	2,500	IILA	24	3	4		75	1	0	5									
S051	37-16	X 00.69		21		2,500	BXBR				HS	AD	0	5										
S051	37-16	00.74	6.69		07.43 MI E US 81 ATR	1,800	IIHL	24	3	4		80	1	0	5									
S051	37-16	X 05.74		25		1,800	BXBR				HS	AD	0	5										
S051	37-16	X 07.21		45		1,800	BXBR				HS	AD	0	5										
S051	37-16	07.43	3.01		10.44 MIS E US 81	1,600	IIHL	24	3	3		83	1	0	5									
S051	37-16	X 09.67		75		1,600	BRDG					25	AD	0	5									
S051	37-16	10.44	1.50		11.94 MIS E US 81	1,500	IIHL	24	1	4		84	1	0	5									
S051	37-16	X 11.38		512		1,500	BRDG					22	AD	0	5									
S051	37-16	11.94	0.49		LOGAN CO LINE	1,500	IIHL	24	3	3		90	1	0	5							0		
S132	37-19	00.00	3.32		GARFIELD CO LINE	900	DHHL	22	3	3		77	1	0	5							0		
County Total			84.53	10.95	95.40																	21,380	21,906	43,286

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- KIOWA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3802	US 62B	7.66	JCT. US 62 W. OF SNYDER	EASTERLY	JCT. US 62 E. OF SNYDER	
3803	US 62	10.05	TILLMAN COUNTY LINE	EASTERLY	COMANCHE COUNTY LINE	
3804	US 183	3.05	TILLMAN COUNTY LINE	NORTHERLY	JCT. US 62 S. OF SNYDER(N. SIDE STR)	
3806	US 183	28.43	JCT. US 62 S. OF SNYDER(N. SIDE STR)	NORTHERLY	JCT. SH 9 E. OF HOBART	
3808	US 183	6.96	JCT. SH 9 E. OF HOBART	NORTHERLY	WASHITA COUNTY LINE	
3810	SH 9	16.06	GREER COUNTY LINE (W. END BRIDGE)	EASTERLY	JCT. US 183 E. OF HOBART	
3814	SH 9	10.96	JCT. US 183 N.E. OF HOBART	EASTERLY	JCT. SH 54 E. EDGE OF GOTEBO	
3816	SH 9	14.40	JCT. SH 54 E. EDGE OF GOTEBO	EASTERLY	CADDO COUNTY LINE	
3818	SH 44	10.38	GREER COUNTY LINE (S. END BR.)	NORTHEASTERLY	JCT. SH 9 E. EDGE OF LONE WOLF	
3822	SH 44	7.89	JCT. SH 9, N.E. OF LONE WOLF	NORTHERLY	WASHITA COUNTY LINE	
3824	SH 44A	1.43	JCT. SH 44, S.W. OF LUGERT	NORTHERLY	QUARTZ MOUNTAIN STATE PARK (N. END STR.)	
3826	SH 54	30.41	JCT. US 62, S.E. OF SNYDER	NORTHERLY	JCT. SH 9 E. EDGE OF GOTEBO	
3828	SH 54	3.00	JCT. SH 9 E. EDGE OF GOTEBO	NORTHERLY	WASHITA COUNTY LINE	
3830	SH 9B	1.16	JCT. SH 9 W. EDGE OF GOTEBO	EASTERLY	JCT. SH 54 E. EDGE OF GOTEBO	
3832	SH 9B	2.93	JCT. SH 9(11TH ST & MAIN ST)IN HOBART	NORTH & EASTERLY	JCT. US 183, E. OF HOBART	
3834	SH 6	3.26	GREER COUNTY LINE (E. END BR.)	NORTHERLY	BECKHAM COUNTY LINE	
3834P	P & S	0.00	GREER COUNTY LINE	NORTHERLY	EXISTING SH 6 (JUST NORTH OF CO RD EW13400)	AGENDA ITEM EST. 1.82 MILES
3836	SH 19	12.87	JACKSON COUNTY LINE (E. END BR.)	NORTH & EASTERLY	JCT. US 183 N. EDGE OF ROOSEVELT	
3838	SH 19	8.82	JCT. US 183 N. EDGE OF ROOSEVELT	EASTERLY	JCT. SH 54, S. OF COOPERTON	
3842	SH 19	15.02	JCT. SH 54, N. OF COOPERTON	EASTERLY	CADDO COUNTY LINE	
3843	SH 115	3.99	COMANCHE COUNTY LINE	NORTHWESTERLY	JCT. SH 19, N. OF SADDLE MOUNTAIN	
3844	SH 115	13.38	JCT. SH 19, N. OF SADDLE MOUNTAIN	NORTHERLY	JCT. SH 9, E. OF MOUNTAIN VIEW	
3845	SH 115	1.13	JCT. SH 9(MAIN ST & THIRD ST)IN MOUNTAIN VIEW	NORTHEASTERLY	WASHITA COUNTY LINE (N. END BR.)	
3849	SH 49	2.01	JCT. SH 54 S. OF COOPERTON	EASTERLY	COMANCHE COUNTY LINE	

215.25 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062B	38-02		00.00	4.14		ENTER SNYDER C/L	490	IHHL	24	3	5		89	1	0	5							
U062B	38-02	X	00.25	30			490	BXBR					HS	AD		0	5						
U062B	38-02	X	01.82	37			490	BRDG					38	AD		0	5						
U062B	38-02	X	01.92	154			490	BRDG					19	SD		0	5	13	2	1	31	1,815	
U062B	38-02	X	01.97	109			490	BRDG					38	SD		0	5	13	2	1	31	1,551	
U062B	38-02	X	02.10	217			490	BRDG					38	AD		0	5						
U062B	38-02	X	02.23	109			490	BRDG					38	AD		0	5						
U062B	38-02	X	03.96	31			490	BRDG					28	AD		0	5						
U062B	38-02		04.14	SNYDER	0.59	JCT US 183	630	IHHL					81	1	0	5							
U062B	38-02		04.73		0.19	LEAVE SNYDER C/L	1,100	IHLA	24	3	6		71	1	0	5							
U062B	38-02		04.92	2.74		US 62	1,800	IHLA	24	3	5		84	1	0	5							
U062B	38-02	X	07.16	54			1,800	BXBR					HS	FO		0	5	13	2	2	33	644	
U062	38-03	N	00.00	0.00		2.13 MIS E. CO/LINE	3,600	II0E	24	1	10		96	1	1	3							
U062	38-03	S	00.00	2.13		JCT US 183 ATR	3,600	IIHF	24	1	10		95	1	1	3							
U062	38-03	N	X 00.15	302			3,600	BRDG					29	AD		1	3						
U062	38-03	S	X 00.15	302			3,600	BRDG					36	AD		1	3						
U062	38-03	N	X 00.30	182			3,600	BRDG					29	AD		1	3						
U062	38-03	S	X 00.30	181			3,600	BRDG					36	AD		1	3						
U062	38-03	X	01.39	41			3,600	BXBR					HS	AD		1	3						
U062	38-03	N	02.13	0.00		JCT US 62B	4,200	II0E	24	1	10		96	1	1	3							
U062	38-03	S	02.13	3.30		JCT US 62B	4,200	IHHF	24	1	10		93	1	1	3							
U062	38-03	X	02.13	0		JCT US 62B	4,200	UP-H					AD		1	3							
U062	38-03	X	05.13	56			4,200	BXUF					HS	NR		1	3						
U062	38-03	N	05.43	0.00		0.27 MIS E. US 62B	4,200	II0E	24	1	10		99	1	1	3							
U062	38-03	S	05.43	0.27		0.27 MIS E. US 62B	4,200	DHHF	24	1	10		95	1	1	3							
U062	38-03	N	05.70	0.00		JCT SH 54 NORTH	4,400	DIIE	24	1	10		100	1	1	3							
U062	38-03	S	05.70	2.33		JCT SH 54 NORTH	4,400	DHHF	24	1	10		94	1	1	3							
U062	38-03	N	X 06.44	162			4,400	BRDG					29	AD		1	3						
U062	38-03	S	X 06.44	162			4,400	BRDG					36	AD		1	3						
U062	38-03	N	08.03	0.00		0.27 MIS E. SH 54N	4,400	DIIE	24	1	10		98	1	1	3							
U062	38-03	S	08.03	0.27		0.27 MIS E. SH 54N	4,400	DHHF	24	1	10		94	1	1	3							
U062	38-03	X	08.11	33			4,400	BXUF					HS	NR		1	3						
U062	38-03	N	08.30	0.35		0.62 MIS E. SH 54N	4,300	DIIE	24	1	10		99	1	1	3							
U062	38-03	S	08.30	0.00		0.62 MIS E. SH 54N	4,300	DIIE	24	1	10		99	1	1	3							
U062	38-03	N	08.65	1.40		COMANCHE COUNTY LINE	4,400	DHHF	24	1	10		94	1	1	3							
U062	38-03	S	08.65	0.00		COMANCHE COUNTY LINE	4,400	DIIE	24	1	10		100	1	1	3							
U062	38-03	X	09.79	54			4,400	BXUF					HS	NR		1	3					0	
U183	38-04	E	00.00	2.54		0.48 S US 62	1,700	DIDL	24	1	8		93	1	0	4							
U183	38-04	W	00.00	0.00		0.48 S US 62	1,700	PIIE	24	1	10		95	1	0	4							
U183	38-04	E	02.54	0.22		0.29 MIS. S. US 62	1,700	IHHL	24	1	10		89	1	0	4							
U183	38-04	W	02.54	0.00		0.29 MIS. S. US 62	1,700	PIIE	24	1	10		93	1	0	4							
U183	38-04	X	02.70	33			1,700	BXUF					HS	NR		0	4						
U183	38-04		02.76	0.29		US 62	1,700	DHHL	24	1	10		87	1	0	4							
U183	38-04	X	03.01	260			1,700	OP-H					34	AD		0	4					0	
U183	38-06		00.00	0.23		1.02 MIS. S. US 62B	1,200	IIHL	24	1	10		86	1	1	3							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U183	38-06	00.23	0.39		0.63 MIS. S. US 62B	1,600	IIDL	24	1	8	87	1	1	3									
U183	38-06	00.62	0.20		ENTER SNYDER C/L	1,700	II0E	52	4		97	1	1	3									
U183	38-06	00.82		0.43	JCT US 62B	1,700	II0E	52	4		99	1	1	3									
U183	38-06	01.25		0.28	9TH ST IN SNYDER	3,500	II0E	52	4		99	1	1	3									
U183	38-06	X 01.34		47		3,500	BXBR				HS	AD	1	3									
U183	38-06	01.53		0.27	0.55 N US 62B TC	3,900	LL0Q	76	4		100	1	1	3									
U183	38-06	01.80		0.46	LEAVE SNYDER C/L E16	2,400	II0E	52	4		99	1	1	3									
U183	38-06	X 02.06		54		2,400	BXBR				HS	AD	1	3									
U183	38-06	02.26	0.59		1.60 MIS. N. US 62B	3,400	II0E	48	1	10	99	1	1	3									
U183	38-06	02.85	0.70		2.30 MIS. N. US 62B	3,400	II0E	48	1	10	99	1	1	3									
U183	38-06	03.55	0.21		2.51 MIS N. US 62B	3,400	II0E	52	4		99	1	1	3									
U183	38-06	03.76	0.50		ENT MT PARK BROADWAY	3,400	II0E	52	4		99	1	1	3									
U183	38-06	X 03.95	23			3,400	BXUF				HS	NR	1	3									
U183	38-06	X 04.05	166			3,400	BRDG				29	AD	1	3									
U183	38-06	X 04.12	33			3,400	BXUF				HS	NR	1	3									
U183	38-06	04.26	MT. PARK	0.16	OAK ST TC	3,100	II0E	52	4		95	1	1	3									
U183	38-06	04.42		0.14	LEV MT PARK CHESTNUT	3,100	II0E	52	4		99	1	1	3									
U183	38-06	04.56	0.64		COUNTY ROAD E15900	1,300	II0E	52	4		99	1	1	3									
U183	38-06	05.20	1.50		0.12 MIS S HORSE CRK	1,500	IEHL	24	1	8	90	1	1	3									
U183	38-06	06.70	0.38		0.26 MIS N HORSE CRK	1,200	IEVE	24	1	8	95	1	1	3									
U183	38-06	X 06.91	213			1,200	BRDG				29	AD	1	3									
U183	38-06	07.08	0.99		6.82 N US 62B	1,200	IEHL	24	1	8	92	1	1	3									
U183	38-06	08.07	0.18		COUNTY ROAD E15600	1,200	IEHF	24	1	8	90	1	1	3									
U183	38-06	08.25	4.90		3.83 MIS. S. SH 19	1,300	IEHF	24	1	8	90	1	1	3									
U183	38-06	X 10.50	27			1,300	BXBR				HS	AD	1	3									
U183	38-06	X 10.90	47			1,300	BXUF				HS	NR	1	3									
U183	38-06	X 11.91	154			1,300	BRDG				36	AD	1	3									
U183	38-06	X 12.20	43			1,300	BXBR				HS	AD	1	3									
U183	38-06	13.15	0.29		3.54 MIS. S. SH 19	1,300	IIDL	24	1	8	82	1	1	3									
U183	38-06	13.44	0.75		2.79 MIS. S. SH 19	1,300	II0E	24	1	8	93	1	1	3									
U183	38-06	14.19	0.80		1.99 MIS. S. SH 19	1,300	IIDL	24	1	8	93	1	1	3									
U183	38-06	X 14.50	23			1,300	BXBR				HS	AD	1	3									
U183	38-06	14.99	0.81		ENTER ROOSEVELT C/L	1,400	IIVE	24	1	8	92	1	1	3									
U183	38-06	X 15.66	100			1,400	BRDG				46	AD	1	3									
U183	38-06	15.80	ROOSEVEL	0.41	0.77 MIS. S. SH 19	1,400	IIVE	24	1	8	96	1	1	3									
U183	38-06	X 16.14		100		1,400	BRDG				29	AD	1	3									
U183	38-06	16.21		0.25	HOUSTON ST -TC-	1,400	NDDL	24	3	5	62	1	1	3	27	2	0	6	08		986		
U183	38-06	16.46		0.25	0.27 S SH 19	1,400	NDLA	72	4		74	1	1	3									
U183	38-06	16.71		0.27	JCT SH 19	1,500	NDLA	36	4		75	1	1	3									
U183	38-06	16.98		0.07	0.07 MIS N. SH 19	1,200	II0E	24	1	8	96	1	1	3									
U183	38-06	17.05	1.65		1.72 MIS N. SH 19	1,300	II0E	24	1	8	93	1	1	3									
U183	38-06	X 17.82	45			1,300	BXBR				HS	AD	1	3									
U183	38-06	18.70	0.38		2.10 MIS N. SH 19	1,200	II0E	24	1	8	97	1	1	3									
U183	38-06	X 18.92	22			1,200	BXBR				HS	AD	1	3									
U183	38-06	19.08	3.63		5.73 MIS N. SH 19	1,300	II0E	24	1	8	91	1	1	3									

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U183	38-06	X 19.08	153		5.73 MIS N. SH 19	1,300	BRDG				27	AD	1	3									
U183	38-06	X 22.60	45			1,300	BXBR				HS	AD	1	3									
U183	38-06	22.71	0.80		4.92 MIS S. SH 9WEST	1,300	IIOE	24	1	8	96	1	1	3									
U183	38-06	X 23.06	45			1,300	BXBR				HS	AD	1	3									
U183	38-06	23.51	4.92		JCT SH 9 WEST AT	1,500	IEDL	24	1	8	84	1	1	3									
U183	38-06	X 28.39	33			1,500	BXBR				HS	AD	1	3									986
U183	38-08	00.00	HOBART	0.25	0.25 MIS N. SH 9 WES	1,700	IHHD	24	1	8	80	1	1	3									
U183	38-08	00.25		0.49	LEAVE HOBART C/L	2,200	IHHD	24	1	8	83	1	1	3									
U183	38-08	00.74	0.20		JCT SH 9B WEST	2,300	IHHD	24	1	8	83	1	1	3									
U183	38-08	00.94	3.03		JCT SH 9 EAST	2,200	IHHD	24	1	8	81	1	1	3									
U183	38-08	X 01.76	28			2,200	BXBR				HS	AD	1	3									
U183	38-08	03.97	2.99		WASHITA CO LINE	2,600	IHHD	24	1	8	80	1	1	3									
U183	38-08	X 06.20	23			2,600	BXBR				HS	AD	1	3									0
S009	38-10	00.00	0.55		0.55 MI E GREER CO/L	1,300	DIIE	24	1	8	89	1	0	5									
S009	38-10	X 00.00	601		0.55 MI E GREER CO/L	1,300	BRDG				38	AD	0	5									
S009	38-10	00.55	4.20		ENTER LONE WOLF C/L	1,500	DHDL	24	3	5	86	1	0	5									
S009	38-10	X 03.73	34			1,500	BXBR				HS	AD	0	5									
S009	38-10	X 04.37	34			1,500	BXBR				HS	AD	0	5									
S009	38-10	04.75	LONE WOL	0.15	EVANS AVENUE	1,500	SHHA	24	1	6	82	1	0	5									
S009	38-10	04.90		0.22	LOW AVE -TC-	2,400	SSLA	76	4		82	1	0	5									
S009	38-10	05.12		0.44	AT&SF RR SURF CHANGE	2,400	SSHA	40	4		86	1	0	5									
S009	38-10	X 05.26	24			2,400	BRDG				15	AD	0	5									
S009	38-10	05.56		0.18	JCT SH44 LV LONE WOL	2,400	IHDL	24	1	4	80	1	0	5									
S009	38-10	05.74	3.21		JCT SH 44 NORTH	2,500	IHDL	24	6	6	81	1	0	4									
S009	38-10	X 05.90	34			2,500	BXBR				HS	AD	0	4									
S009	38-10	X 08.16	33			2,500	BXBR				HS	AD	0	4									
S009	38-10	08.95	4.35		ENTER HOBART C/L	2,400	IHDL	24	6	6	81	1	0	4									
S009	38-10	X 12.09	205			2,400	BRDG				18	SD	0	4	05	2	1		31				2,069
S009	38-10	X 12.40	321			2,400	BRDG				HS	SD	0	4	05	2	1		31				2,537
S009	38-10	X 12.77	221			2,400	BRDG				25	SD	0	4	05	2	1		31				2,141
S009	38-10	13.30	HOBART	0.26	PARK RD	2,400	IHDL	24	6	6	80	1	0	4									
S009	38-10	13.56		0.50	JCT SH9B BROADWAY	2,300	IHDL	24	1	7	82	1	0	4									
S009	38-10	14.06		0.16	MAIN ST	2,300	IHDL	24	1	10	91	1	0	4									
S009	38-10	14.22		0.08	JEFFERSON ST	2,300	IHDL	24	1	5	84	1	0	4									
S009	38-10	14.30		0.77	LEV HOBART STEVENSON	2,100	IHDL	24	6	5	75	1	0	4									
S009	38-10	X 14.70	68			2,100	BXBR				HS	AD	0	4									
S009	38-10	15.07	0.48		ENTER HOBART C/L	1,500	IHDL	24	6	5	79	1	0	4									
S009	38-10	15.55		0.51	JCT US 183	1,500	IHDL	24	6	5	79	1	0	4									6,747
S009	38-14	00.00	9.99		JCT SH 9B SE	1,400	IHDL	24	1	4	71	1	0	4									
S009	38-14	X 01.37	22			1,400	BXBR				HS	AD	0	4									
S009	38-14	09.99	0.50		ENTER GOTEBO C/L -TC	1,600	IHDL	24	1	4	68	1	0	4	06	2	0	2	01			616	
S009	38-14	10.49	GOTEBO	0.47	JCT SH 54	1,200	IHDL	24	1	4	75	1	0	4									616
S009	38-16	00.00	0.38		0.38 MI. E. SH-54	1,300	IHDL	24	1	8	89	1	0	4									
S009	38-16	00.38	1.31		1.69MIS. E. SH-54	850	HIIE	24	1	8	90	1	0	4									
S009	38-16	X 00.92	182			850	BRDG				29	AD	0	4									

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S009	38-16	X 00.93	214			850	BRDG				29	AD	0	4											
S009	38-16		2.97		2.50 MI. W. SH-115 N	930	HIDL	24	1	8		90	1	0	4										
S009	38-16	04.66	2.07		ENTER MT. VIEW C/L	900	HIIE	24	1	8		89	1	0	4										
S009	38-16	X 04.84	33			900	BXUF				HS	NR		0	4										
S009	38-16	X 06.22	120			900	BRDG				28	AD		0	4										
S009	38-16		06.73	MT. VIEW	0.08	0.35 M.I.E SH-115 N	1,600	II0E	26	4		86	1	0	4										
S009	38-16		06.81		0.28	4TH ST IN MOUNTAIN V	2,000	HHOD	30	4		59	1	0	4	30	2	0	7	08			835		
S009	38-16		07.09		0.07	JCT SH 115 NORTH -TC	2,000	HHHD	76	4		86	1	0	4										
S009	38-16		07.16		0.15	1ST ST	2,000	HHHD	76	4		86	1	0	4										
S009	38-16		07.31		0.09	LEAVE MT VIEW C/L	1,300	HHDL	24	3	5	82	1	0	4										
S009	38-16		07.40			BEG SAB-138A(084)	1,500	DHDL	24	3	5	86	1	0	4										
S009	38-16		07.52			END SAB-138A(084)	1,500	II0E	24	1	8	99	1	0	4										
S009	38-16	X 07.72	364			1,500	BRDG				43	AD		0	4										
S009	38-16		07.83			JCT SH 115 SOUTH	1,500	DHDL	24	3	5	73	1	0	4										
S009	38-16		08.36			BEG SAB-138B(071)	1,100	DHDL	24	3	5	73	1	0	4										
S009	38-16	X 09.81	44			1,100	BXUF				HS	NR		0	4										
S009	38-16	X 10.32	23			1,100	BXBR				HS	AD		0	4										
S009	38-16		12.76			END SAB-138B(071)	1,100	II0E	24	1	8	94	1	0	4										
S009	38-16	X 12.85	270			1,100	BRDG				41	AD		0	4										
S009	38-16		12.96			CADDO CO LINE	1,100	DHDL	24	3	5	72	1	0	4										835
S044	38-18		00.00			JCT SH 44A	1,600	IIED	24	1	8	77	1	0	4										
S044	38-18	X 00.00	1611			JCT SH 44A	1,600	H-HW			33	AD		0	4										
S044	38-18		00.66			ENTER LONE WOLF C/L	1,100	IIED	24	3	6	74	1	0	4										
S044	38-18	X 00.88	108			1,100	BRDG				15	AD		0	4										
S044	38-18	X 07.18	22			1,100	BXBR				HS	AD		0	4										
S044	38-18	X 08.10	58			1,100	BXUF				HS	NR		0	4										
S044	38-18	X 10.06	44			1,100	BXUF				HS	NR		0	4										
S044	38-18		10.18	LONE WOL	0.20	JCT SH 9	1,300	IIED	24	3	6	74	1	0	4										0
S044	38-22		00.00			BEG BRFY-138C(057)	500	DMEB	24	3	3	79	1	0	5										
S044	38-22	X 02.45	27			500	BXBR				HS	AD		0	5										
S044	38-22		02.92			END BRFY-138C(057)	500	II0E	24	6	6	100	1	0	5										
S044	38-22	X 03.20	150			500	BRDG				36	AD		0	5										
S044	38-22		03.47			WASHITA CO LINE	500	DMEB	24	3	3	80	1	0	5										
S044	38-22	X 04.97	33			500	BXBR				HS	AD		0	5										
S044	38-22	X 05.76	47			500	BXBR				HS	AD		0	5										
S044	38-22	X 06.17	23			500	BXBR				HS	AD		0	5										
S044	38-22	X 06.28	22			500	BXBR				HS	AD		0	5										
S044	38-22	X 06.53	34			500	BXBR				HS	AD		0	5										
S044	38-22	X 06.76	33			500	BXBR				HS	AD		0	5										
S044	38-22	X 06.78	33			500	BXBR				HS	AD		0	5										
S044	38-22	X 07.55	211			500	BRDG				19	AD		0	5										
S044	38-22	X 07.74	175			500	BRDG				20	AD		0	5										0
S044A	38-24		00.00			GREER COUNTY LINE	720	HHDL	24	6	4	87	1	0	5										
S044A	38-24	X 01.37	276			720	BRDG				19	AD		0	5										0
S054	38-26		00.00			JCT SH 49 EAST	490	DHNB	24	3	5	86	1	0	5										

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Kiowa County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S054	38-26	X 01.48	38			490	BXBR				HS	AD	0	5									
S054	38-26	X 03.44	34			490	BXBR				HS	AD	0	5									
S054	38-26	X 07.33	64			490	BXBR				HS	AD	0	5									
S054	38-26	07.37	8.09		SH 19 WEST	480	IINB	24	6	4		84	1	0	5								
S054	38-26	X 08.97	59			480	BRDG				20	AD	0	5									
S054	38-26	X 14.67	42			480	BXBR				HS	AD	0	5									
S054	38-26	15.46	0.84		LUCAS ST TC COOPERTN	430	IHNB	24	6	4		83	1	0	5								
S054	38-26	X 15.94	33			430	BXBR				HS	AD	0	5									
S054	38-26	16.30	0.17		SHLDR WIDTH CHANGE	510	IHNB	24	6	4		85	1	0	5								
S054	38-26	16.47	1.98		JCT SH 19 EAST	540	IHNB	24	6	4		88	1	0	5								
S054	38-26	18.45	1.26		1.26 MIS. N. SH 19E	550	IHNB	24	6	4		88	1	0	5								
S054	38-26	X 19.19	33			550	BXBR				HS	AD	0	5									
S054	38-26	19.71	1.73		2.99 MIS. N. SH 19E	680	IINB	24	6	4		84	1	0	5								
S054	38-26	21.44	4.24		4.51 MIS. S. SH 9B	1,000	IHNB	24	6	4		83	1	0	5								
S054	38-26	X 23.56	136			1,000	BRDG				19	SD	0	5	10	2	1			31			1,717
S054	38-26	X 23.97	101			1,000	BRDG				18	SD	0	5	10	2	1			31			1,499
S054	38-26	X 24.44	202			1,000	BRDG				18	SD	0	5	10	2	1			31			2,055
S054	38-26	X 25.42	47			1,000	BXBR				HS	AD	0	5									
S054	38-26	25.68	4.51		JCT SH 9B	2,100	IHNB	24	6	4		74	1	0	5								
S054	38-26	X 26.34	22			2,100	BXBR				HS	AD	0	5									
S054	38-26	X 28.99	121			2,100	BRDG				18	SD	0	5	09	2	1			31			1,627
S054	38-26	30.19	0.22		JCT SH 9	3,200	IHNB	24	6	4		85	1	0	5								6,898
S054	38-28	00.00	3.00		WASHITA CO LINE	1,200	IIDB	24	6	5		82	1	0	5								
S054	38-28	X 00.96	161			1,200	BRDG				17	SD	0	5	09	2	1			31			1,854
S054	38-28	X 01.70	23			1,200	BXBR				HS	AD	0	5									1,854
S009B	38-30	00.00	GOTEBO	0.45	12TH STREET	120	IIDL	22	3	5		74	1	0	5								
S009B	38-30	00.45		0.39	WIDTH CHANGE	220	IIDL	22	3	6		80	1	0	5								
S009B	38-30	00.84		0.11	SANFORD STREET	160	IIDL	75	4			78	1	0	5								
S009B	38-30	00.95		0.21	JCT SH 54	160	IIDL	22	3	7		81	1	0	5								0
S009B	38-32	00.00	HOBART	0.41	CR & P RR,WIDTH CNG.	4,500	IIHA	52	4			81	1	0	5								
S009B	38-32	00.41		0.11	FIFTH STREET -TC-	5,400	IIHA	70	4			81	1	0	5								
S009B	38-32	00.52		0.18	THIRD STREET	5,400	IIHA	60	4			77	1	0	5								
S009B	38-32	N 00.70		0.24	IRIS STREET	4,200	IIHE	22	4			77	1	0	5								
S009B	38-32	S 00.70		0.00	IRIS STREET	4,200	IIHE	22	4			75	1	0	5								
S009B	38-32	00.94		0.16	MAIN STREET-HOBART	4,200	IILA	44	4			70	1	0	5								
S009B	38-32	01.10		0.27	1.56 MIS. W. US 183	3,500	IIHL	26	4			71	1	0	5								
S009B	38-32	X 01.33		67		3,500	BXBR				HS	AD	0	5									
S009B	38-32	01.37		0.08	LV HOBART C/L GNBC R	1,500	IIHL	24	5	2		71	1	0	5								
S009B	38-32	01.45		1.48	JCT US 183	1,200	IIHL	24	3	4		79	1	0	5								0
S006	38-34	00.00		3.26	BECKHAM CO LINE	880	DEEL	24	3	4		78	1	0	4								0
S019	38-36	00.00		12.79	ENT ROOSEVELT PECKHA	320	DEEB	24	6	6		79	1	0	5								
S019	38-36	X 09.44	33			320	BXBR				HS	AD	0	5									
S019	38-36	X 09.60	51			320	BRDG				36	AD	0	5									
S019	38-36	X 09.99	31			320	BXBR				HS	AD	0	5									
S019	38-36	X 12.12	74			320	BXBR				HS	AD	0	5									

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Commissioner District 5

Kiowa County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S019	38-36	12.79	ROOSEVEL	0.08	JCT US 183	570	DEEB	24	6	5		81	1	0	5							0		
S019	38-38	00.00		0.08	LEV ROOSEVELT DUNN S	350	DHFF	24	1	4		76	1	0	5									
S019	38-38	00.08	8.74		JCT SH 54	430	DHFF	24	1	4		86	1	0	5									
S019	38-38	X 00.26	54			430	BXBR					HS	AD	0	5									
S019	38-38	X 03.72	22			430	BXBR					HS	AD	0	5									
S019	38-38	X 05.11	33			430	BXBR					HS	AD	0	5							0		
S019	38-42	00.00	9.00		JCT SH 115 SOUTH	170	DDDL	24	1	4		83	1	0	5									
S019	38-42	X 00.54	33			170	BXBR					HS	AD	0	5									
S019	38-42	X 01.40	23			170	BXBR					HS	AD	0	5									
S019	38-42	X 04.40	47			170	BXBR					HS	AD	0	5									
S019	38-42	X 04.62	74			170	BXBR					HS	AD	0	5									
S019	38-42	X 06.25	34			170	BXBR					HS	AD	0	5									
S019	38-42	X 07.86	64			170	BXBR					HS	AD	0	5									
S019	38-42	09.00	1.01		JCT SH 115 NORTH	370	DEED	20	3	2		63	1	0	5	10	2	0	2	01	657			
S019	38-42	10.01	5.01		CADDO CO LINE	260	DHDD	22	3	1		67	1	0	5	10	2	0	3	01	3,544			
S019	38-42	X 10.26	44			260	BRDG					14	SD	0	5	10	2	2		31		1,120		
S019	38-42	X 11.83	21			260	BRDG					17	AD	0	5									
S019	38-42	X 12.71	44			260	BRDG					20	FO	0	5	10	2	2		31		1,120		
S019	38-42	X 14.84	21			260	BRDG					17	AD	0	5							6,441		
S115	38-43	00.00	3.99		JCT SH 19	100	DEEA	20	3	3		52	1	0	5	10	2	0	2	01	2,673			
S115	38-43	X 01.78	25			100	BRDG					12	AD	0	5									
S115	38-43	X 02.05	49			100	BRDG					20	SD	0	5	10	2	2		33		1,120		
S115	38-43	X 02.24	44			100	BRDG					15	AD	0	5							3,793		
S115	38-44	00.00	11.82		1.56 MIS S. SH 9	240	DDDD	20	3	4		54	1	0	5	10	2	0	2	01	7,911			
S115	38-44	X 00.30	34			240	BXBR					HS	AD	0	5									
S115	38-44	X 03.42	75			240	BRDG					54	AD	0	5									
S115	38-44	X 06.57	33			240	BXBR					HS	AD	0	5									
S115	38-44	11.82	1.56		JCT SH 9	160	DIDD	20	3	4		57	1	0	5	10	2	0	2	01	1,045			
S115	38-45	00.00	MT. VIEW	0.15	WASHINGTON AVE	2,000	HHLA	57	4			83	1	0	5									
S115	38-45	00.15		0.15	WASHITA ST.	2,000	HHLA	44	4			81	1	0	5									
S115	38-45	00.30		0.16	LEAVE MT VIEW C/L	2,000	IIDL	44	4			80	1	0	5									
S115	38-45	00.46	0.10		END CURBS	1,700	IIDL	44	4			80	1	0	5									
S115	38-45	00.56	0.22		SHLDR WIDTH CHANGE	1,400	DIDL	24	6	5		85	1	0	5									
S115	38-45	00.78	0.35		WASHITA CO LINE	1,200	DIDL	24	1	4		84	1	0	5									
S115	38-45	X 00.88	201			1,200	BRDG					33	AD	0	5									
S115	38-45	X 01.05	322			1,200	BRDG					23	AD	0	5							0		
S049	38-49	00.00	2.01		COMMANCHE CO LINE	50	DD0F	20	3	2		69	1	0	5	11	2	0	3	01	1,731			
S049	38-49	X 00.09	65			50	BXBR					HS	AD	0	5									
S049	38-49	X 01.23	22			50	BRDG					20	AD	0	5							1,731		
County Total			202.90	12.35	215.20																	19,998	22,869	42,867

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- LATIMER COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
3902	US 270	11.53	PITTSBURG COUNTY LINE (CO RD E14750)	EASTERLY	JCT. SH 2 SOUTH IN WILBURTON	REINVENTORIED 2006 (11.68 MI. BEFORE)
3904	US 270	22.90	JCT. SH 2 SOUTH IN WILBURTON	EASTERLY	LEFLORE COUNTY LINE	
3906	SH 2	22.35	PUSHMATAHA COUNTY LINE	NORTHERLY	JCT. US 270, IN WILBURTON	
3910	SH 2	12.67	JCT. US 270(MAIN ST)IN WILBURTON	NORTHERLY	HASKELL COUNTY LINE	
3912	SH 1	13.69	PITTSBURG COUNTY LINE	EASTERLY	JCT. SH 2, S. OF WILBURTON	
3916	SH 1	12.88	JCT. SH 2, N.E. OF YANUSH	EASTERLY	LEFLORE COUNTY LINE	
3917	SH 63A	1.00	SH 63 A TO LAKE TALIHINA	NORTHWEST	US GOVERNMENT HOSPITAL	
3918	SH 63A	1.40	JCT. SH 1, W. OF TALIHINA	NORTHEASTERLY	LAKE TALIHINA	
3920	SH 82	8.54	JCT US 270 IN RED OAK	NORTHEASTERLY	HASKELL COUNTY LINE	
3926	SH 82	1.26	LEFLORE COUNTY LINE NW OF TALIHINA	NORTHERLY	LEFLORE COUNTY LINE	
3928	SH 82	11.42	LEFLORE COUNTY LINE (0.04 MILES S. COW CREEK)	NORTHERLY	JCT US 270(N. MARKET & SECOND)IN REDOAK	REINVENTORIED 2006 (11.52 MI. BEFORE)

119.64 TOTAL COUNTY MILEAGE

HASKELL COUNTY

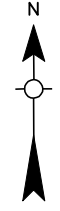
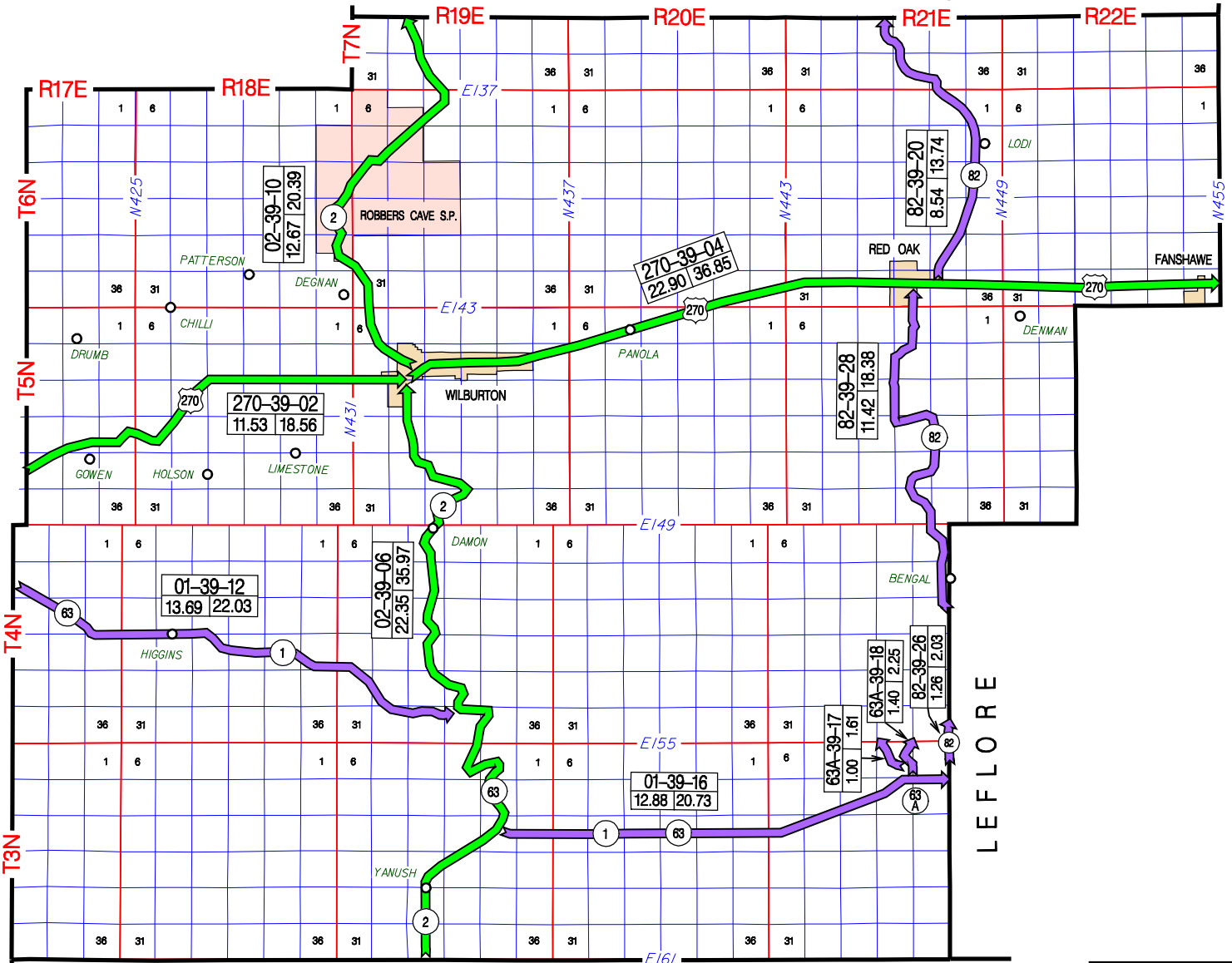
PITTSBURG COUNTY

PITTSBURG COUNTY

PUSHMATAHA COUNTY

COUNTY

LATIMER COUNTY 39



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 2

Latimer County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	39-02	00.00	3.46		3.46 MI E PITT CO/L	4,300	IHHD	22	3	5	61	1	0	4	05	2	0	3	02	6,616			
U270	39-02	03.46	1.01		GAINES CREEK	3,000	II0E	24	1	8	80	1	0	4									
U270	39-02	X 03.85	602			3,000	BRDG			43	AD		0	4									
U270	39-02	04.47	1.80		5.26 MI W SH 2 SOUTH	3,000	IHHD	22	3	5	75	1	0	4									
U270	39-02	X 04.70	162			3,000	BRDG			36	AD		0	4									
U270	39-02	06.27	4.57		ENTER WILBURTON C/L	5,400	DHDD	24	1	4	81	1	0	4									
U270	39-02	X 07.04	23			5,400	BXBR				HS	AD		0	4								
U270	39-02	X 07.85	34			5,400	BXBR				HS	AD		0	4								
U270	39-02	X 09.39	22			5,400	BXBR				HS	AD		0	4								
U270	39-02	10.84	WILBURTO	0.18	STOVAL RD	4,400	DHDD	24	1	4	81	1	0	4									
U270	39-02	11.02		0.51	JCT SH 2-SOUTH	4,800	IHDD	24	1	4	80	1	0	4								6,616	
U270	39-04	00.00		0.49	JCT SH 2 NORTH	6,700	IHHD	24	1	4	66	1	0	4	29	2	0	6	08	2,204			
U270	39-04	00.49		0.18	BEG CURBS WIDTH CHNG	6,700	IHLH	24	1	10	68	1	0	4	29	2	0	6	08	820			
U270	39-04	00.67		0.14	WIDTH CHNG W 1ST ST	7,600	IHLH	59	4		82	1	0	4									
U270	39-04	00.81		0.10	CENTRAL STREET TC	8,200	IHLH	67	4		87	1	0	4									
U270	39-04	00.91		0.22	E 2ND ST WILBURTON	8,200	IHLH	67	4		78	1	0	4									
U270	39-04	01.13		0.33	0.97 E SH 2 NORTH	8,200	IHLH	24	1	8	82	1	0	4									
U270	39-04	01.46		0.33	1.30 MIS.E. SH 2N	3,700	IHHD	24	1	6	87	1	0	4									
U270	39-04	01.79		1.94	LEAVE WILBURTON C/L	3,700	HHHD	24	1	6	86	1	0	4									
U270	39-04	03.73	0.66		3.90 MIS. E. SH 2N	3,500	HHHD	24	1	8	84	1	0	4									
U270	39-04	X 04.01	66			3,500	BXBR				HS	AD		0	4								
U270	39-04	X 04.13	209			3,500	BRDG			35	AD		0	4									
U270	39-04	04.39	2.06		5.96 MIS. E. SH 2N	3,500	IHHD	24	1	8	87	1	0	4									
U270	39-04	06.45	1.39		7.35 MIS. E. SH 2 N	3,300	IHHD	24	2	4	77	1	0	4									
U270	39-04	X 06.89	241			3,300	BRDG			23	SD		0	4	05	2	1		31		2,228		
U270	39-04	07.84	5.95		ENTER RED OAK C/L	3,300	IHHD	24	1	10	92	1	0	4									
U270	39-04	13.79	RED OAK	0.64	JCT SH 82 SOUTH TC	3,300	IIIE	24	6	6	88	1	0	4									
U270	39-04	X 13.80		39		3,300	BXBR				HS	AD		0	4								
U270	39-04	14.43		0.11	LEAVE RED OAK C/L	3,300	IIIE	24	6	6	88	1	0	4									
U270	39-04	14.54	0.32		0.44 MIS W. SH 82N	3,100	IIIE	24	1	8	85	1	0	4									
U270	39-04	14.86	0.28		JCT SH 82 NORTH	3,100	IIHD	24	1	8	80	1	0	4									
U270	39-04	15.14	0.23		0.43 MIS E SH 82 N.	3,000	IIHD	24	1	8	83	1	0	4									
U270	39-04	15.37	0.39		0.82 MIS E SH 82 N.	3,000	IHHD	24	1	8	79	1	0	4									
U270	39-04	X 15.50	33			3,000	BXBR				HS	AD		0	4								
U270	39-04	15.76	3.24		4.06 MIS E. SH 82N	2,600	IIHD	24	1	8	81	1	0	4									
U270	39-04	19.00	0.95		5.01 E SH 82	2,600	IIHB	24	1	8	93	1	0	4									
U270	39-04	X 19.25	137			2,600	BRDG			30	AD		0	4									
U270	39-04	19.95	1.07		6.08 E SH 82	2,600	IIHD	24	1	8	79	1	0	4									
U270	39-04	21.02	0.11		6.19 E SH 82	2,600	IIIE	24	1	8	84	1	0	4									
U270	39-04	21.13	1.14		ENT FANSHAWE C/L	2,400	IIHD	24	1	8	79	1	0	4									
U270	39-04	X 21.73	41			2,400	BXBR				HS	AD		0	4								
U270	39-04	X 21.79	46			2,400	BXBR				HS	AD		0	4								
U270	39-04	22.27		0.20	LEV FANSHAWE C/L	2,100	IIHD	24	1	8	79	1	0	4									
U270	39-04	22.47	0.43		LEFLORE CO LINE	2,100	IIHD	24	1	8	79	1	0	4								5,252	
S002	39-06	00.00	0.60		SURF TYPE CHANGE	1,100	HHDD	24	1	4	67	1	0	4	06	2	0	5	02	1,105			

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 2

Latimer County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S002	39-06	00.60	1.40		SURF TYPE CHANGE	1,900	HHDD	24	1	8		94	1	0	4								
S002	39-06	X 01.41	302			1,900	BRDG				36	AD	0	4									
S002	39-06	02.00	2.40		0.28 MIS. S. SH 1E	1,800	HHDD	24	1	4		69	1	0	4	06	2	0	5	01		3,172	
S002	39-06	X 03.81	23			1,800	BXBR				HS	AD	0	4									
S002	39-06	04.40	0.28		JCT SH 1 EAST	2,000	HHDD	24	1	4		69	1	0	4	05	2	0	5	01		432	
S002	39-06	04.68	5.00		SURF TYPE CHANGE	2,000	HFHD	24	3	3		51	3	0	4	05	2	0	5	03		24,263	
S002	39-06	X 05.75	23			2,000	BXBR				HS	AD	0	4	05	2	2			33		644	
S002	39-06	X 06.02	56			2,000	BXBR				HS	AD	0	4	05	2	2			03		644	
S002	39-06	09.68	1.02		JCT SH 1 WEST	2,000	HFHD	24	3	3		44	3	0	4	05	2	0	5	03		4,943	
S002	39-06	10.70	5.00		PROJECT BREAK	1,100	HHDD	24	3	3		54	1	0	4	06	2	0	4	03		12,480	
S002	39-06	X 11.63	23			1,100	BXBR				HS	AD	0	4	06	2	2			33		644	
S002	39-06	X 12.57	22			1,100	BXBR				HS	AD	0	4	06	2	2			33		644	
S002	39-06	X 12.86	34			1,100	BXBR				HS	AD	0	4	06	2	2			33		644	
S002	39-06	X 13.77	34			1,100	BXBR				HS	AD	0	4	06	2	2			33		644	
S002	39-06	X 13.93	33			1,100	BXBR				HS	AD	0	4	06	2	2			33		644	
S002	39-06	X 14.80	163			1,100	BRDG				16	AD	0	4	06	2	1			31		1,864	
S002	39-06	X 14.92	181			1,100	BRDG				25	AD	0	4	06	2	1			31		1,955	
S002	39-06	X 15.38	34			1,100	BXBR				HS	AD	0	4	06	2	2			33		644	
S002	39-06	15.70	2.15		4.50 MIS. S. US 270	1,200	IFHD	24	3	3		54	1	0	4	06	2	0	4	02		3,577	
S002	39-06	X 17.08	27			1,200	BXBR				HS	AD	0	4									
S002	39-06	17.85	2.85		1.65 MIS. S. US 270	3,900	IHDD	24	3	3		14	3	0	4	05	2	0	4	02		5,644	
S002	39-06	X 19.89	23			3,900	BXBR				HS	AD	0	4									
S002	39-06	20.70	1.51		ENT WILBURTON RI AVE	4,600	DHDD	24	3	3		16	3	0	4	05	2	0	4	02		2,995	
S002	39-06	X 20.70	60		ENT WILBURTON RI AVE	4,600	BRDG				27	AD	0	4									
S002	39-06	X 22.10	68			4,600	BRDG				HS	AD	0	4									
S002	39-06	22.21	WILBURTO	0.14	JCT US 270	5,400	DHDD	24	3	6		70	1	0	4							67,582	
S002	39-10	00.00		0.76	LEV WILBURTON LELAND	3,700	HHDD	24	1	4		80	1	0	4								
S002	39-10	00.76	1.75		ROBBERS CAVE SP	2,400	HHDD	24	1	4		80	1	0	4								
S002	39-10	X 02.07	23			2,400	BXUF				HS	NR	0	4									
S002	39-10	X 02.32	391			2,400	BRDG				24	SD	0	4	05	2	1			31		2,777	
S002	39-10	02.51	2.99		7.17 MIS S HASKEL CO	2,200	IHDD	24	1	4		72	1	0	4								
S002	39-10	X 04.88	47			2,200	BXBR				HS	AD	0	4									
S002	39-10	05.50	2.17		5.00 MI S HASKELL C/	1,400	IHDD	24	1	4		74	1	0	4								
S002	39-10	07.67	5.00		HASKELL CO LINE ATR	1,100	IHDD	24	1	4		79	1	0	4								
S002	39-10	X 07.76	32			1,100	BXUF				HS	NR	0	4									
S002	39-10	X 08.28	66			1,100	BXBR				HS	AD	0	4								2,777	
S001	39-12	00.00	1.75		1.75 E PITT CO LINE	1,600	IHDD	24	1	8		86	1	0	5								
S001	39-12	X 01.52	34			1,600	BXBR				HS	AD	0	5									
S001	39-12	01.75	0.95		2.70 E PITT CO LINE	1,600	II0E	24	1	8		91	1	0	5								
S001	39-12	X 02.19	310			1,600	BRDG				36	AD	0	5									
S001	39-12	02.70	0.60		3.30 E PITT CO LINE	1,700	IHDD	24	1	8		87	1	0	5								
S001	39-12	03.30	0.58		3.88 E PITT CO LINE	1,700	IHDD	22	3	4		90	1	0	5								
S001	39-12	03.88	2.19		6.07 E PITT CO LINE	1,400	IHDD	24	1	4		86	1	0	5								
S001	39-12	X 05.20	28			1,400	BRDG				18	AD	0	5									
S001	39-12	X 05.50	205			1,400	BRDG				18	AD	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S001	39-12	06.07	4.28		BEG PC CONC	1,400	IHHD	24	6	4		80	1	0	5								
S001	39-12	10.35	3.23		0.11 MIS. W. SH 2	1,300	IHHD	24	6	4		80	1	0	5								
S001	39-12	X 10.35	141		0.11 MIS. W. SH 2	1,300	BRDG				26	AD	0	5									
S001	39-12	13.58	0.11		JCT SH 2	1,200	LL0H	24	1	4		82	1	0	5							0	
S001	39-16	00.00	0.18		0.18 MIS. E. SH 2	2,300	DHHD	24	3	6		72	1	0	5								
S001	39-16	00.18	1.34		SHLDR CHANGE	2,200	IHHD	24	3	3		70	1	0	5								
S001	39-16	X 00.44	101			2,200	BRDG				22	FO	0	5	09	2	1		31		1,499		
S001	39-16	X 00.60	140			2,200	BRDG				22	FO	0	5	09	2	1		31		1,739		
S001	39-16	X 01.51	34			2,200	BXBR				HS	AD	0	5									
S001	39-16	01.52	4.48		5.90 W SH 63A	2,100	IHHD	24	3	3		71	1	0	5								
S001	39-16	X 02.02	45			2,100	BXBR				HS	AD	0	5									
S001	39-16	X 02.58	132			2,100	BRDG				23	FO	0	5	09	2	1		31		1,692		
S001	39-16	X 02.70	131			2,100	BRDG				24	FO	0	5	09	2	1		31		1,686		
S001	39-16	X 02.85	187			2,100	BRDG				HS	SD	0	5	09	2	1		31		1,984		
S001	39-16	X 03.22	55			2,100	BXBR				HS	AD	0	5									
S001	39-16	X 03.67	45			2,100	BXBR				HS	AD	0	5									
S001	39-16	06.00	5.90		JCT SH 63A	2,300	IHHD	24	6	4		71	1	0	5								
S001	39-16	X 06.82	27			2,300	BXBR				HS	AD	0	5									
S001	39-16	X 09.02	23			2,300	BXBR				HS	AD	0	5									
S001	39-16	X 10.64	23			2,300	BXBR				HS	AD	0	5									
S001	39-16	X 11.25	33			2,300	BXBR				HS	AD	0	5									
S001	39-16	11.90	0.98		LEFLORE CO LINE	4,200	IHHD	24	1	4		67	1	0	5	08	2	0	3	03	2,448		
S001	39-16	X 12.50	22			4,200	BXBR				HS	AD	0	5	08	2	2		33		644		
S001	39-16	X 12.72	225			4,200	BRDG				16	FO	0	5	08	2	1		31		2,159	13,851	
S063A	39-17	00.00	1.00		CHOCTAW NATION HOSP.	580	HHHD	22	3	4		86	1	0	5							0	
S063A	39-18	00.00	0.35		JCT SH 63A	1,400	DHHD	22	2	4		83	1	0	5								
S063A	39-18	00.35	0.17		0.17 N SH 63A	1,200	DHHD	22	2	4		83	1	0	5								
S063A	39-18	00.52	0.32		0.49 N SH 63A	1,200	DDHD	24	1	5		89	1	0	5								
S063A	39-18	X 00.71	92			1,200	BXUF				HS	NR	0	5									
S063A	39-18	00.84	0.56		U.S. GOV'T HOSPITAL	1,200	DHHD	22	3	4		78	1	0	5							0	
S082	39-20	00.00	3.53		BEG. NEW ALIGNMENT	1,200	IHHL	24	2	8		89	1	0	5								
S082	39-20	X 02.03	167			1,200	BRDG				36	AD	0	5									
S082	39-20	X 02.21	22			1,200	BXBR				HS	AD	0	5									
S082	39-20	X 02.30	33			1,200	BXBR				HS	AD	0	5									
S082	39-20	X 02.42	39			1,200	BXBR				HS	AD	0	5									
S082	39-20	03.53	5.01		HASKELL COUNTY LINE	790	IV0E	24	1	8		93	1	0	5							0	
S082	39-26	00.00	1.26		LEFLORE CO LINE	820	FHDA	22	3	3		69	1	0	5	10	2	0	4	03	2,583	2,583	
S082	39-28	00.00	7.36		4.06 MIS. S. US 270	600	DHHA	22	3	2		59	1	0	5	10	2	0	4	02	8,061		
S082	39-28	X 00.08	36			600	BXBR				HS	AD	0	5									
S082	39-28	X 02.90	208			600	BRDG				HS	AD	0	5									
S082	39-28	X 05.90	33			600	BXBR				HS	AD	0	5									
S082	39-28	07.36	1.84		2.22 MIS. S. US 270	760	DHHA	22	3	3		53	1	0	5	10	2	0	4	03	3,778		
S082	39-28	X 08.30	240			760	BRDG				18	SD	0	5	10	2	2		31		2,224		
S082	39-28	09.20	1.62		ENTER REDOAK C/L	1,100	DFFA	22	3	3		52	1	0	5	10	2	0	4	03	3,321		
S082	39-28	10.82	RED OAK	0.60	JCT US 270	2,800	DFFA	20	3	4		54	1	0	5	08	2	0	4	02	1,206		

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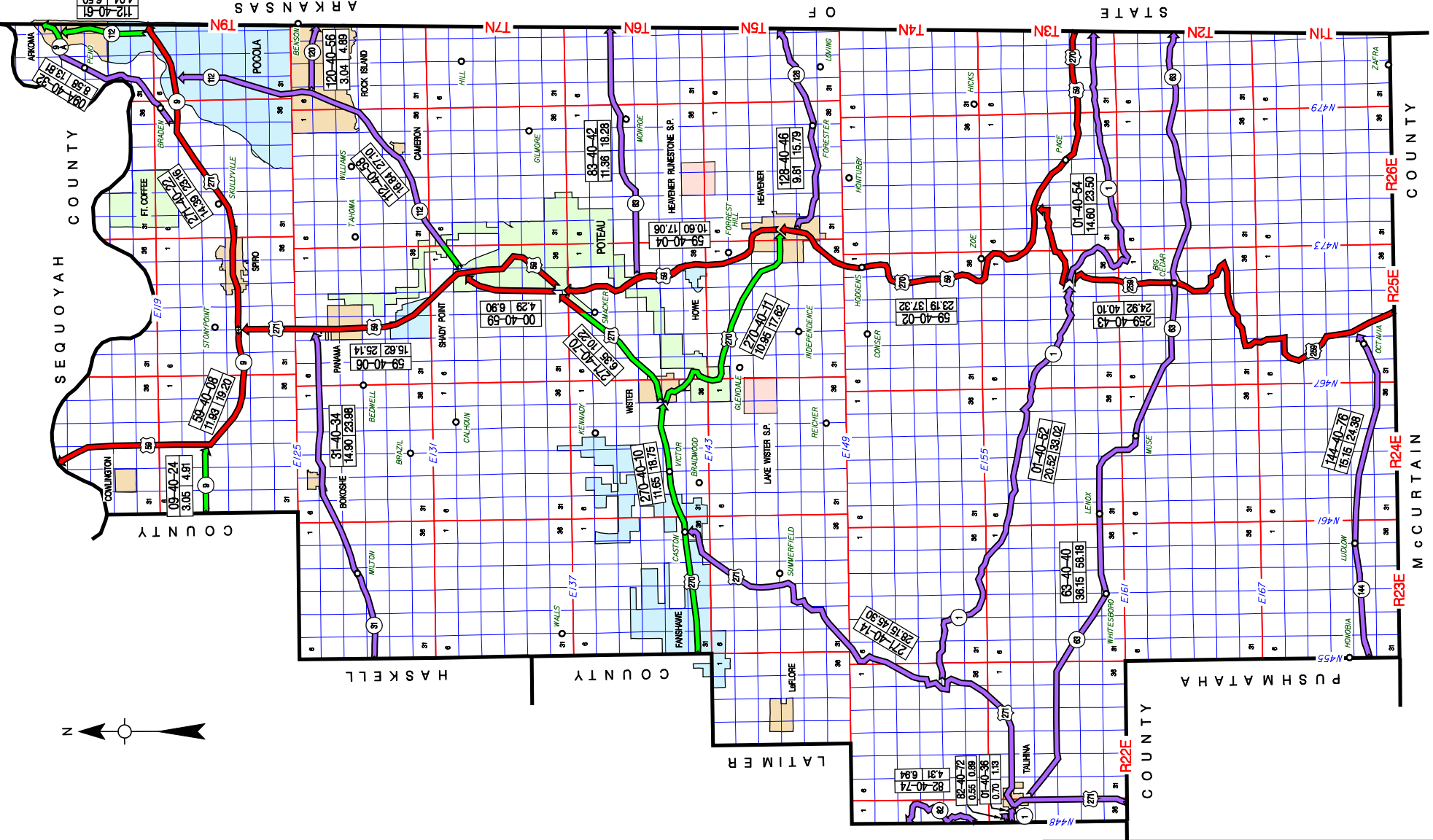
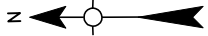
Latimer County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S082	39-28	X 11.09		47		2,800	BXBR				HS	AD		0	5						89,648	27,603	117,251
County Total			112.77	6.87	119.60																		

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- LeFLORE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4002	US 59	23.19	ARKANSAS STATE LINE	WESTERLY & NORTHERLY	JCT. US 270 IN HEAVENER	
4004	US 59	10.60	JCT. US 270 IN HEAVENER	NORTHERLY	JCT. US 271 (S. SIDE BRIDGE)	
4006	US 59	15.62	JCT. US 271(E. SIDE STR)	NORTHERLY	JCT. US 271, W. OF SPIRO	
4008	US 59	11.93	JCT. US 271, W. OF SPIRO	NORTHWESTERLY	SEQUOYAH COUNTY LINE (S. END BR.)	(OFFSET ALIGNMENT 2004)
4010	US 270	11.65	LATIMER COUNTY LINE (CO RD N45500)	EASTERLY	JCT. US 271 IN WISTER	REINVENTORIED 2006 (11.79 MI. BEFORE)
4011	US 270	10.95	JCT. US 271, IN WISTER	SOUTHEASTERLY	JCT. US 59 IN HEAVENER	
4014	US 271	28.15	PUSHMATAHA COUNTY LINE	NORTHEASTERLY	JCT. US 270, W. OF WISTER	
4022	US 271	14.39	JCT. US 59, W. OF SPIRO	EASTERLY	ARKANSAS STATE LINE	
4024	SH 9	3.05	HASKELL COUNTY LINE	EASTERLY	JCT. US 59, W. OF SPIRO	
4032	SH 9A	8.58	JCT. US 271, S.W. OF BRADEN	NORTHEASTERLY	ARKANSAS STATE LINE E. EDGE OF ARKOMA	
4034	SH 31	14.90	HASKELL COUNTY LINE (CO RD N45500)	EASTERLY	JCT. US 59, N. OF PANAMA	REINVENTORIED 2006 (14.79 MI. BEFORE)
4036	SH 1	0.70	LATIMER COUNTY LINE	EASTERLY	JCT. US 271(2ND ST & DALLAS ST)IN TALIHINA	
4040	SH 63	36.15	JCT. US 271, S. OF TALIHINA	EASTERLY	ARKANSAS STATE LINE(ARK. SH 8)	
4042	SH 83	11.36	JCT. US 59, N. OF HOWE	EASTERLY	ARKANSAS STATE LINE (ARK. SH 96)	
4043	US 259	24.92	MCCURTAIN COUNTY LINE	NORTHERLY	JCT. US 59, N.W. OF PAGE	
4046	SH 128	9.81	JCT. US 59 IN HEAVENER	EASTERLY	ARKANSAS STATE LINE (ARK. SH 28)	
4052	SH 1	20.52	JCT. US 271, N.E. OF TALIHINA	EASTERLY	JCT. US 259 N. OF BIG CEDAR(E. END STR)	
4054	SH 1	14.60	JCT. US 259 N. OF BIG CEDAR(E. EDGE STR)	EASTERLY	ARKANSAS STATE LINE (ARK. SH 88)	
4056	SH 120	3.04	JCT. SH 112, W. OF ROCK ISLAND	EASTERLY	ARKANSAS STATE LINE (ARK. SH 10)	
4058	SH 112	16.84	JCT. US 59 (S. SIDE BRIDGE)	NORTHEASTERLY	JCT US 271 N. OF POCOLA	
4059	US 000	4.29	JCT. US 271(SOUTH SIDE BRIDGE)	NORTHERLY	JCT. SH 112 (WEST SIDE BRIDGE)	POTEAU BY-PASS
4061	SH 112	4.04	JCT US 271 S. OF ARKOMA	NORTHERLY	JCT SH 9A(MAIN ST & LEFLORE AVE)IN ARKOMA	
4070	US 271	6.35	JCT. US 270, IN WISTER	NORTHEASTERLY	JCT. US 59 (E. SIDE STR)	
4072	SH 82	0.55	JCT SH 63 W. OF TALIHINA	NORTHWESTERLY	LATIMER COUNTY LINE	
4074	SH 82	4.31	LATIMER COUNTY LINE N.W. OF TALIHINA	NORTHERLY	LATIMER COUNTY LINE (0.04 MI. S. COW CREEK)	REINVENTORIED 2006 (4.40 MI. BEFORE)
4076	SH 144	15.15	PUSHMATAHA COUNTY LINE	EASTERLY	JCT US 259	

325.64 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U059	40-02	00.00	8.42		JCT US 259	710	IHHD	24	1	4		82	1	0	3								
U059	40-02	X 04.78	23			710	BXBR					HS	AD		0	3							
U059	40-02	X 05.12	22			710	BXBR					HS	AD		0	3							
U059	40-02	X 05.83	22			710	BXBR					HS	AD		0	3							
U059	40-02	X 05.90	151			710	BRDG					20	AD		0	3							
U059	40-02	X 06.34	34			710	BXBR					HS	AD		0	3							
U059	40-02	X 06.81	50			710	BXBR					HS	SD		0	3	03	2	2		33	644	
U059	40-02	X 07.99	33			710	BXBR					HS	AD		0	3							
U059	40-02	X 08.33	34			710	BXBR					HS	AD		0	3							
U059	40-02	X 08.37	22			710	BXBR					HS	AD		0	3							
U059	40-02	08.42	5.80		5.80 N US 259	1,600	IHHD	24	1	4		72	1	0	3								
U059	40-02	X 09.14	33			1,600	BXBR					HS	AD		0	3							
U059	40-02	X 09.30	27			1,600	BXBR					HS	AD		0	3							
U059	40-02	X 09.60	34			1,600	BXBR					HS	AD		0	3							
U059	40-02	X 10.34	51			1,600	BRDG					22	AD		0	3							
U059	40-02	X 10.67	23			1,600	BXBR					HS	AD		0	3							
U059	40-02	X 10.90	37			1,600	BRDG					23	FO		0	3	03	2	2		31	1,120	
U059	40-02	X 10.95	182			1,600	BRDG					HS	FO		0	3	03	2	1		31	1,960	
U059	40-02	X 12.65	23			1,600	BXBR					HS	AD		0	3							
U059	40-02	X 13.91	301			1,600	BRDG					28	SD		0	3	03	2	1		31	2,464	
U059	40-02	X 14.00	37			1,600	BRDG					27	AD		0	3							
U059	40-02	14.22	3.48		SURF CHANGE	2,700	IHHD	24	1	4		70	1	0	3								
U059	40-02	X 16.22	43			2,700	BXBR					HS	AD		0	3							
U059	40-02	X 16.38	23			2,700	BXBR					HS	AD		0	3							
U059	40-02	X 17.35	29			2,700	BXBR					HS	AD		0	3							
U059	40-02	17.70	1.24		CENT LOC-HODGENS	3,600	DHHD	24	1	4		71	1	0	3								
U059	40-02	18.94	0.08		SURF CHANGE	3,300	DHDD	24	1	4		71	1	0	3								
U059	40-02	19.02	1.90		SURF CHANGE	4,200	DIIE	24	1	10		96	1	0	3								
U059	40-02	X 19.61	150			4,200	BRDG					30	AD		0	3							
U059	40-02	X 19.96	400			4,200	BRDG					41	AD		0	3							
U059	40-02	20.92	0.58		ENTER HEAVNER C/L	4,200	IHHF	24	1	8		92	1	0	3								
U059	40-02	21.50	HEAVENER	0.70	0.18 MIS. S. SH 128	4,400	IHHF	24	1	8		89	1	0	3								
U059	40-02	X 21.50		38	0.18 MIS. S. SH 128	4,400	BXBR					HS	AD		0	3							
U059	40-02	22.20		0.18	JCT SH 128 (TC)	4,300	IHHF	50	4			90	1	0	3								
U059	40-02	22.38		0.81	JCT US 270 WEST	6,500	IHHF	50	4			87	1	0	3							6,188	
U059	40-04	00.00		0.57	SURF WIDTH CHANGE	6,700	IHHD	50	4			85	1	0	3								
U059	40-04	00.57		1.14	LEV HEAVENER C/L	7,500	IHHD	24	1	8		85	1	0	3								
U059	40-04	X 00.80		41		7,500	BXBR					HS	AD		0	3							
U059	40-04	01.71	2.05		3.76 MIS. N. US 270	7,700	IHHD	24	1	10		92	1	0	3								
U059	40-04	X 03.35	46			7,700	BXBR					HS	AD		0	3							
U059	40-04	03.76	0.97		ENTER HOWE C/L TC	7,800	IHHE	24	1	10		93	1	0	3								
U059	40-04	X 04.09	31			7,800	BXBR					HS	AD		0	3							
U059	40-04	04.73	HOWE	0.23	LVE HOWE C/L	8,700	IHHE	24	1	10		91	1	0	3								
U059	40-04	X 04.90		246		8,700	H-HR					36	AD		0	3							
U059	40-04	04.96	2.07		JCT SH 83 POTEAU C/L	9,400	IHHE	24	1	10		92	2	0	3								

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Le Flore County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U059	40-04	X 05.07	33			9,400	BXBR			HS	AD	0	3										
U059	40-04	X 05.76	242			9,400	BRDG			36	AD	0	3										
U059	40-04	X 05.83	150			9,400	BRDG			31	AD	0	3										
U059	40-04	07.03	POTEAU	1.10	LEAVE POTEAU C/L	9,400	IHHE	24	1	10	52	3	0	3	02	4	0	4	05		2,801		
U059	40-04	X 07.46		352		9,400	BRDG			36	AD	0	3	02	4	1			31			4,597	
U059	40-04	X 07.82		152		9,400	BRDG			36	AD	0	3	02	4	1			31			3,134	
U059	40-04	X 08.09		122		9,400	BRDG			36	AD	0	3	02	4	1			31			2,837	
U059	40-04	08.13	0.62		1.72 MIS. N. SH 83	9,000	IHHE	24	1	10	64	3	0	3	02	4	0	4	05		1,573		
U059	40-04	X 08.37	352			9,000	BRDG			36	AD	0	3	02	4	1			31			4,597	
U059	40-04	08.75	0.42		ENTER POTEAU U/L	9,200	IHHE	24	1	8	88	3	0	3									
U059	40-04	09.17	0.80		0.63 MIS. S. US 271	7,300	IHHE	24	1	8	88	1	0	3									
U059	40-04	X 09.54	26			7,300	BXBR				HS	AD	0	3									
U059	40-04	09.97	0.09		ENTER POTEAU C/L	7,300	LL0E	24	1	10	94	1	0	3									
U059	40-04	X 09.97	27		ENTER POTEAU C/L	7,300	BXBR				HS	AD	0	3									
U059	40-04	10.06		0.26	BEG DIVIDED	7,300	LL0E	48	1	10	92	1	0	3									
U059	40-04	E 10.32		0.28	JCT US 271 (S END BR	7,300	LL0E	24	1	10	100	1	0	3									
U059	40-04	W 10.32		0.00	JCT US 271	7,300	LL0E	24	1	10	100	1	0	3									19,539
U059	40-06	E 00.00		0.21	END DIVIDED	6,800	LL0E	24	1	10	100	1	0	3									
U059	40-06	W 00.00		0.00	START S. SIDE STR	6,800	LL0E	24	1	10	100	1	0	3									
U059	40-06	00.21		0.15	0.36 MIS. N. US 271	11,300	LL0E	24	1	10	100	2	0	3									
U059	40-06	00.36		0.24	BEG LEFT TURN BAY	11,300	IHHE	24	1	10	91	2	0	3									
U059	40-06	X 00.39	64			11,300	BXBR				HS	AD	0	3									
U059	40-06	00.60		0.75	CONSER AVE	11,300	IHHE	24	1	4	87	1	0	3									
U059	40-06	01.35		0.43	BEARD ST TC	14,100	IHHE	52	4		83	1	0	3									
U059	40-06	01.78		0.15	COLLEGE AVE	16,000	IHLA	52	4		79	1	0	3									
U059	40-06	01.93		0.85	STADIUM DRIVE	16,900	IHLA	52	4		80	1	0	3									
U059	40-06	X 02.23	38			16,900	BXUF				HS	NR	0	3									
U059	40-06	02.78		0.18	1.94 MI S SH 112 EAS	16,300	IHLA	52	4		94	1	0	3									
U059	40-06	02.96		0.92	HUGHES STREET	16,200	IILA	52	4		94	1	0	3									
U059	40-06	03.88		0.74	BEG P.C. CONCRETE	15,100	IILA	44	3	1	64	1	0	3	27	2	0	7	08		3,063		
U059	40-06	X 04.18	54			15,100	BXBR				HS	AD	0	3	27	4	2		33			733	
U059	40-06	04.62		0.28	JCT SH 112 EAST	15,100	LL0E	52	4		98	1	0	3									
U059	40-06	04.90		0.16	END P.C. CONCRETE	15,100	LL0E	52	4		98	1	0	3									
U059	40-06	X 04.90	21		END P.C. CONCRETE	15,100	UPHP				AD	0	3										
U059	40-06	X 04.91	21			15,100	UPHP				AD	0	3										
U059	40-06	05.06		0.65	0.81 MIS. N. SH 112	15,100	IIOE	48	1	10	86	1	0	3									
U059	40-06	E 05.71		1.12	LV POTEAU EN SHADY P	12,000	IIOE	24	1	10	90	1	0	3									
U059	40-06	W 05.71		0.00	LV POTEAU EN SHADY P	12,000	IIOE	24	1	10	90	1	0	3									
U059	40-06	X 05.73	21			12,000	BXBR				HS	AD	0	3									
U059	40-06	X 06.80	34			12,000	BXBR				HS	AD	0	3									
U059	40-06	E 06.83	SHADY PO	0.89	2.82 MIS N. SH 112E	9,700	IIOE	24	1	10	90	1	0	3									
U059	40-06	W 06.83		0.00	2.82 MIS N. SH 112E	9,700	IIOE	24	1	10	90	1	0	3									
U059	40-06	X 06.97	42			9,700	BXBR				HS	AD	0	3									
U059	40-06	07.72		0.41	T.C SHADY PT WHELLUS	8,900	IIIE	52	4		98	1	0	3									
U059	40-06	X 07.75	67			8,900	BXBR				HS	AD	0	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U059	40-06	08.13		0.09	3.32 MIS N. SH 112E	8,900	IIIE	52	4		98	1	0	3									
U059	40-06	08.22		0.29	3.61 MIS N. SH 112E	8,900	IIIE	68	4		98	1	0	3									
U059	40-06	08.51		0.45	LEV SHADY POINT C/L	8,900	IVVE	68	4		98	1	0	3									
U059	40-06	08.96	0.10		LEAVE POTEAU U/L	8,900	IVVE	68	4		98	1	0	3									
U059	40-06	E 09.06	1.14		ENTER PANAMA C/L TC	9,400	IVVE	24	1	10	94	1	0	3									
U059	40-06	W 09.06	0.00		ENTER PANAMA C/L TC	9,400	IVVE	24	1	10	94	1	0	3									
U059	40-06	E X 09.32	382			9,400	BRDG				39	AD		0	3								
U059	40-06	W X 09.32	382			9,400	BRDG				39	AD		0	3								
U059	40-06	E X 09.81	381			9,400	BRDG				30	AD		0	3								
U059	40-06	W X 09.81	381			9,400	BRDG				30	AD		0	3								
U059	40-06	X 10.06	21			9,400	BRDG				HS	AD		0	3								
U059	40-06	10.20	PANAMA	0.24	1.95 MIS. S. SH 31W	9,600	IVVE	48	1	10	89	1	0	3									
U059	40-06	10.44		0.30	1.65 MIS S SH 31	8,500	IE0B	52	4		86	1	0	3									
U059	40-06	10.74		0.26	1.34 MIS S SH 31	8,500	IE0B	52	4		91	1	0	3									
U059	40-06	11.00		0.30	1.09 MIS. S. SH 31	8,500	IE0B	52	4		91	1	0	3									
U059	40-06	11.30		0.36	LEAVE PANAMA C/L	8,500	IE0B	48	4		91	1	0	3									
U059	40-06	11.66	0.18		0.55 MIS. S. SH 31	8,500	IE0B	48	4		91	1	0	3									
U059	40-06	E 11.84	0.55		JCT SH 31 WEST	8,500	IE0B	24	1	10	91	1	0	3									
U059	40-06	W 11.84	0.00		JCT SH 31 WEST	8,500	IE0B	24	1	10	91	1	0	3									
U059	40-06	E X 11.92	181			8,500	BRDG				19	AD		0	3								
U059	40-06	W X 11.92	181			8,500	BRDG				19	AD		0	3								
U059	40-06	E 12.39	0.23		0.23 MIS N. SH 31W	8,200	IE0B	24	1	10	85	1	0	3									
U059	40-06	W 12.39	0.00		0.23 MIS N. SH 31W	8,200	IE0B	24	1	10	85	1	0	3									
U059	40-06	E 12.62	2.14		0.86 MIS. S. SH 9	8,900	II0E	24	1	10	92	1	0	3									
U059	40-06	W 12.62	0.00		0.86 MIS. S. SH 9	8,900	II0E	24	1	10	92	1	0	3									
U059	40-06	X 13.08	21			8,900	BXBR				HS	AD		0	3								
U059	40-06	X 13.81	38			8,900	BXBR				HS	AD		0	3								
U059	40-06	X 14.74	21			8,900	BXBR				HS	AD		0	3								
U059	40-06	14.76	0.51		0.35 MIS S. SH 9	8,900	II0E	48	1	10	86	1	0	3									
U059	40-06	15.27	0.35		JCT SH 9	8,600	II0E	52	4		94	1	0	3								3,796	
U059	40-08	E 00.00	0.50		0.50 MIS W. US 59	8,400	II0E	24	1	10	89	1	1	3									
U059	40-08	W 00.00	0.00		0.50 MIS W. US 59	8,400	IHHD	24	1	10	94	1	1	3									
U059	40-08	00.50	0.70		1.20 MIS W. US 59	8,400	DHHD	24	3	3	24	3	1	3	02	4	0	4	05		1,779		
U059	40-08	01.20	0.60		SURF CHANGE	6,400	DHFF	24	1	8	54	3	1	3	02	4	0	4	05		1,580		
U059	40-08	01.80	3.67		JCT SH 9	5,900	DHHD	24	6	4	48	3	1	3	02	4	0	4	05		9,692		
U059	40-08	X 02.27	44			5,900	BRDG				20	FO		1	3	02	4	2		31		1,781	
U059	40-08	X 05.03	99			5,900	BRDG				17	FO		1	3	02	4	1		31		2,579	
U059	40-08	05.47	4.88		1.46 S SEQUOYAH CO/L	4,000	DHHD	24	1	4	76	1	1	3									
U059	40-08	X 06.30	33			4,000	BXBR				HS	AD		1	3								
U059	40-08	X 07.45	137			4,000	BRDG				22	AD		1	3								
U059	40-08	X 07.75	23			4,000	BXBR				HS	AD		1	3								
U059	40-08	E 10.35	1.51		0.07 S SEQUOYAH CO/L	4,000	II0E	24	1	10	93	1	1	3									
U059	40-08	W 10.35	0.00		0.07 S SEQUOYAH CO/L	4,000	II0E	24	1	10	93	1	1	3									
U059	40-08	E 11.86	0.07		SEQUOYAH CO LINE	3,700	II0E	24	1	10	93	1	1	3									
U059	40-08	W 11.86	0.00		SEQUOYAH CO LINE	3,700	II0E	24	1	10	93	1	1	3								17,411	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	40-10	00.00	FANSHAWE	1.09	MAIN ST-TC	2,300	ITTE	24	1	8	95	1	0	4									
U270	40-10	01.09		3.85	LEAVE FANSHAWE C/L	2,400	ITTE	24	1	8	95	1	0	4									
U270	40-10	X 01.60		152		2,400	BRDG				38	AD	0	4									
U270	40-10	04.94	0.37		ENTER FANSHAWE C/L	3,100	ITTE	24	1	8	95	1	0	4									
U270	40-10	05.31		0.05	JCT US 271 SOUTH	3,200	ITTE	24	1	8	95	1	0	4									
U270	40-10	05.36		1.74	LEAVE FANSHAWE C/L	4,700	IHHE	24	1	8	87	1	0	4									
U270	40-10	X 06.29		157		4,700	BRDG				36	AD	0	4									
U270	40-10	07.10	3.70		0.85 MIS. W. 270S	4,400	IHHE	24	1	8	93	1	0	4									
U270	40-10	X 07.53		137		4,400	BRDG				36	AD	0	4									
U270	40-10	X 09.59		30		4,400	BXBR				HS	AD	0	4									
U270	40-10	X 10.37		23		4,400	BXBR				HS	AD	0	4									
U270	40-10	10.80	0.24		MOUNTAIN CREEK	5,600	IHHE	24	1	8	95	1	0	4									
U270	40-10	11.04	0.12		ENTER WISTER C/L	5,600	IHHE	24	1	10	95	1	0	4									
U270	40-10	11.16	WISTER	0.49	JCT US 270 SOUTH	5,600	IHHE	24	1	10	93	1	0	4									
U270	40-10	X 11.18		181		5,600	BRDG				37	AD	0	4									
U270	40-10	X 11.32		46		5,600	BXBR				HS	AD	0	4									0
U270	40-11	00.00		0.20	LOGAN AVE	2,300	HHHE	24	1	8	83	1	0	4									
U270	40-11	00.20		0.13	HIGHLAND AVE	2,300	HHHE	47	4		86	1	0	4									
U270	40-11	00.33		0.07	PLUM ST	2,300	HHHE	47	4		80	1	0	4									
U270	40-11	00.40		0.07	CHOCTAW STREET	1,600	HHHD	44	4		76	1	0	4									
U270	40-11	00.47		0.11	WIDTH CHANGE	1,600	HHHD	24	6	4	65	1	0	4	30	2	0	7	08			405	
U270	40-11	00.58		0.24	0.82 MIS. S. US 271	1,600	HHHD	22	2	4	66	1	0	4	30	2	0	7	08			691	
U270	40-11	00.82		0.46	LEAVE WISTER C/L	1,600	HHHD	22	3	4	49	1	0	4	06	2	0	4	01			617	
U270	40-11	X 00.84		286		1,600	BRDG				22	AD	0	4									
U270	40-11	01.28	0.27		ENTER POTEAU C/L	1,600	HHHD	22	3	4	49	1	0	4	06	2	0	4	01			355	
U270	40-11	01.55	POTEAU	0.07	ENTER WISTER C/L	1,600	HHHD	22	3	4	49	1	0	4	06	2	0	4	01			101	
U270	40-11	01.62	WISTER	0.26	LEAVE WISTER C/L	1,700	HHHD	22	3	4	49	1	0	4	06	2	0	4	01			338	
U270	40-11	01.88	0.23		WISTER S.P.	1,700	HHHD	22	3	4	52	1	0	4	06	2	0	4	01			304	
U270	40-11	02.11	POTEAU	1.59	WIDTH CHANGE	1,700	FHHD	22	3	4	51	1	0	4	03	2	0	4	01			2,494	
U270	40-11	03.70		0.40	4 MI S US 271	1,800	FHDD	24	3	3	53	1	0	4	03	2	0	4	01			634	
U270	40-11	04.10	5.87		ENT. HEAVNER C/L	1,800	FHDD	24	3	3	66	1	0	4	05	2	0	2	01			7,560	
U270	40-11	X 05.95		34		1,800	BXBR				HS	AD	0	4									
U270	40-11	09.97	HEAVNER	0.16	0.82 MIS. W. US 59	1,900	FHDD	24	3	3	65	1	0	4	05	2	0	2	01			196	
U270	40-11	10.13		0.82	JCT US 59	2,300	HH0F	50	4		91	1	0	4									13,695
U271	40-14	00.00	4.44		JCT SH 63 EAST	2,700	DHHD	24	1	7	80	1	0	5									
U271	40-14	X 01.02		47		2,700	BXBR				HS	AD	0	5									
U271	40-14	X 01.92		23		2,700	BXBR				HS	AD	0	5									
U271	40-14	X 02.46		121		2,700	BRDG				22	SD	0	5	08	2	1					31	1,627
U271	40-14	X 03.50		151		2,700	BRDG				HS	AD	0	5									
U271	40-14	04.44	0.14		ENT TALIHINA VET AVE	5,000	DHHD	24	1	7	92	1	0	5									
U271	40-14	04.58	TALIHINA	0.11	SHLDR CHANGE	5,300	IIHD	24	1	7	80	1	0	5									
U271	40-14	04.69		0.19	DUKE ST (R. SIDE)	6,000	IILA	24	1	6	80	1	0	5									
U271	40-14	04.88		0.09	CHURCH ST	6,400	IILA	39	4		85	1	0	5									
U271	40-14	04.97		0.07	JCT SH 1 WEST TC	6,800	IILA	47	4		84	1	0	5									
U271	40-14	05.04		0.08	EMMERT ST	3,800	IILA	35	4		85	1	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U271	40-14	05.12		0.42	SHLDR CHANGE	3,200	IILA	20	3	1		59	1	0	5	30	2	0	8	08	1,571		
U271	40-14	05.54		0.51	LEAVE TALIHINA C/L	2,800	IIHD	24	1	4		71	1	0	5								
U271	40-14	06.05	3.12		4.00 MIS. S. SH 1E	1,800	DHHD	24	1	4		83	1	0	5								
U271	40-14	X 07.56	42			1,800	BXBR				HS	AD		0	5								
U271	40-14	X 07.98	45			1,800	BXBR				HS	AD		0	5								
U271	40-14	X 09.15	21			1,800	BXBR				HS	AD		0	5								
U271	40-14	09.17	4.00		JCT SH 1 EAST	1,400	IHHD	24	1	4		73	1	0	5								
U271	40-14	X 09.68	45			1,400	BXBR				HS	AD		0	5								
U271	40-14	X 09.71	45			1,400	BXBR				HS	AD		0	5								
U271	40-14	X 11.27	37			1,400	BXBR				HS	AD		0	5								
U271	40-14	13.17	5.00		5.00 MIS. N. SH 1E	1,500	IHHD	24	1	6		75	1	0	5								
U271	40-14	18.17	4.68		5.30 MIS. S. US 270	1,300	DHHD	24	1	6		76	1	0	5								
U271	40-14	X 19.24	63			1,300	BXBR				HS	AD		0	5								
U271	40-14	22.85	4.07		ENTER FANSHAWE C/L	1,900	DHLD	24	3	5		78	1	0	5								
U271	40-14	X 25.30	457			1,900	BRDG				25	SD		0	5	08	2	1		31		2,980	
U271	40-14	X 26.19	152			1,900	BRDG				HS	SD		0	5	08	2	4		31		1,805	
U271	40-14	26.92	FANSHAWE	0.59	LEAVE FANSHAWE C/L	2,100	DHLD	24	3	5		75	1	0	5								
U271	40-14	27.51	0.27		ENTER FANSHAWE C/L	2,100	DHLD	24	3	5		77	1	0	5								
U271	40-14	27.78		0.37	JCT US 270	2,100	DHLD	24	3	5		75	1	0	5								
U271	40-14	X 28.07		34		2,100	BXBR				HS	AD		0	5								7,983
U271	40-22	N 00.00	SPIRO	1.25	1.25 MIS E. US 59	9,000	IHLD	24	1	10		89	1	1	3								
U271	40-22	S 00.00		0.00	1.25 MIS E. US 59	9,000	II0E	24	1	10		92	1	1	3								
U271	40-22	01.25		1.41	2.66 MIS. E. US 59	11,300	II0E	52	4			94	1	1	3								
U271	40-22	02.66		0.61	3.27 MIS. E US 59 TC	11,900	II0E	52	4			92	1	1	3								
U271	40-22	03.27		0.17	BALL PARK RD	12,800	II0E	52	4			96	1	1	3								
U271	40-22	X 03.34		0		12,800	UP-R					AD		1	3								
U271	40-22	03.44		0.46	3.90 MIS. E. US 59	12,800	II0E	52	4			96	1	1	3								
U271	40-22	X 03.81		23		12,800	BXBR				HS	AD		1	3								
U271	40-22	03.90		0.70	LEAVE SPIRO C/L	12,000	II0E	52	4			96	1	1	3								
U271	40-22	04.60	1.70		COFFEE CREEK RD	10,900	II0E	52	4			96	1	1	3								
U271	40-22	06.30	1.13		COUNTY ROAD N47600	9,700	II0E	52	4			98	3	1	3								
U271	40-22	07.43	0.69		1.33 MIS. W. SH 9A	9,700	II0E	48	1	8		90	3	1	3								
U271	40-22	N 08.12	1.33		JCT. SH 9A	9,700	II0E	24	1	10		98	3	1	3								
U271	40-22	S 08.12	0.00		JCT. SH 9A	9,700	II0E	24	1	10		98	3	1	3								
U271	40-22	N 09.45	0.57		0.57 MIS. E. SH 9A	8,600	II0E	24	1	10		98	3	1	3								
U271	40-22	S 09.45	0.00		0.57 MIS. E. SH 9A	8,600	II0E	24	1	10		98	3	1	3								
U271	40-22	10.02	0.50		ENTER POCOLA C/L	8,600	HHLD	24	1	7		78	3	1	3								
U271	40-22	X 10.36	1086			8,600	BRDG				31	SD		1	3	27	4	1		50			
U271	40-22	10.52	POCOLA	1.16	JCT SH 112 SOUTH	11,800	DHLD	24	1	7		45	3	1	3	27	2	0	8	50			
U271	40-22	N 11.68		0.76	1.5 MI N OF SH 112	22,100	II0E	24	1	10		83	1	1	3								
U271	40-22	S 11.68		0.00	1.5 MI N OF SH 112	22,100	II0E	24	1	10		83	1	1	3								
U271	40-22	N X 12.30		501		22,100	BRDG				34	AD		1	3								
U271	40-22	S X 12.30		501		22,100	BRDG				34	AD		1	3								
U271	40-22	N 12.44		1.48	JCT SH 112 NORTH	19,200	IHHD	24	1	10		92	1	1	3								
U271	40-22	S 12.44		0.00	JCT SH 112 NORTH	19,200	IHHD	24	1	10		92	1	1	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				Roadway
U271	40-22	N	13.92			0.47	ARKANSAS STATE LINE	IHHE	24	1	10		83	1	1	3								
U271	40-22	S	13.92			0.00	ARKANSAS STATE LINE	IHHE	24	1	10		83	1	1	3								
U271	40-22	N X	13.98			184		OP-H				36	AD		1	3								
U271	40-22	S X	13.98			172		OP-H				36	AD		1	3								
U271	40-22	N X	14.05			144		OP-R				36	AD		1	3								
U271	40-22	S X	14.05			147		OP-R				36	AD		1	3							0	
S009	40-24		00.00	2.90			.15 MI W US 59	DHHD	24	2	2		64	1	0	4	05	2	0	4	01	4,193		
S009	40-24	N	02.90	0.15			JCT US 59	DIHD	24	1	8		89	1	0	4								
S009	40-24	S	02.90	0.00			JCT US 59	DIHD	24	1	8		87	1	0	4								4,193
S009A	40-32		00.00	0.20			END NEW ALIGNMENT	IIOE	24	1	8		83	1	0	5								
S009A	40-32		00.20	5.77			PROJECT BREAK	DFHD	24	3	3		80	1	0	5								
S009A	40-32		05.97	0.48			0.98 MIS. W. SH 112	HHHD	24	1	4		91	1	0	5								
S009A	40-32		06.45	0.21			ENTER ARKOMA UC/L	HHHD	24	1	4		92	1	0	5								
S009A	40-32		06.66	ARKOMA		0.27	0.50 MIS. W. SH 112	HHHD	24	1	4		90	1	0	4								
S009A	40-32	X	06.73			577		BRDG				28	AD		0	4								
S009A	40-32		06.93			0.50	JCT SH 112 SOUTH TC	HHOD	22	3	3		67	1	0	4	05	2	0	2	01	653		
S009A	40-32		07.43			1.07	ARKANSAS STATE LINE	HHHD	24	6	4		69	1	0	4	05	2	0	2	01	1,381		2,034
S031	40-34		00.00	7.83			ENTER BOKOSHE C/L	DHDD	24	6	5		80	1	0	5								
S031	40-34	X	00.01	42				BXBR				HS	AD		0	5								
S031	40-34	X	01.41	33				BXBR				HS	AD		0	5								
S031	40-34	X	03.99	101				BRDG				26	AD		0	5								
S031	40-34	X	06.92	23				BXBR				HS	AD		0	5								
S031	40-34		07.83	BOKOSHE		0.49	BOKOSHE AVE	DHHD	24	3	4		73	1	0	5								
S031	40-34		08.32			0.07	OAK AVE TC	DHHD	24	1	10		83	1	0	5								
S031	40-34		08.39			0.06	ELM AVE	DHHD	68	4			90	1	0	5								
S031	40-34		08.45			0.11	LEAVE BOKOSHE C/L	DHHD	24	2	4		80	1	0	5								
S031	40-34	X	08.55			51		BRDG				20	FO		0	5	29	2	2		31		1,120	
S031	40-34		08.56	6.34			JCT US 59	DHHD	24	3	3		74	1	0	5								
S031	40-34	X	12.76	23				BXBR				HS	AD		0	5								
S031	40-34	X	13.67	22				BXBR				HS	AD		0	5								1,120
S001	40-36		00.00	0.24			JCT SH 82 NORTH	IHHD	24	6	5		82	1	0	5								
S001	40-36	X	00.10	34				BXBR				HS	AD		0	5								
S001	40-36	X	00.19	34				BXBR				HS	AD		0	5								
S001	40-36		00.24	0.23			ENTER TALIHINA C/L	IHHD	24	6	5		80	3	0	5								
S001	40-36	X	00.34	225				BRDG				19	SD		0	5	29	4	1		31		3,749	
S001	40-36		00.47	TALIHINA		0.15	1 ST ST IN TALIHINA	IHHD	24	6	5		76	2	0	5								
S001	40-36		00.62			0.08	JCT US 271	IHHD	50	4			84	1	0	5								3,749
S063	40-40		00.00	8.00			8.0 MI E US 271	IIDD	22	3	3		69	1	0	5	08	2	0	1	01	9,700		
S063	40-40	X	00.09	33				BXBR				HS	AD		0	5								
S063	40-40	X	02.50	151				BRDG				25	AD		0	5								
S063	40-40	X	03.16	26				BXBR				HS	AD		0	5								
S063	40-40	X	04.78	22				BXBR				HS	AD		0	5								
S063	40-40	X	04.85	121				BRDG				28	AD		0	5								
S063	40-40	X	05.25	28				BXBR				HS	AD		0	5								
S063	40-40	X	06.19	141				BRDG				25	AD		0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S063	40-40	X 07.05	34			2,000	BXBR			HS	AD		0	5									
S063	40-40	X 07.12	34			2,000	BXBR			HS	AD		0	5									
S063	40-40	X 07.43	44			2,000	BXBR			HS	AD		0	5									
S063	40-40	08.00	7.22		15.22 MIS E. US 271	1,200	DFDD	22	3	3	75	1	0	5									
S063	40-40	X 08.39	181			1,200	BRDG			25	AD		0	5									
S063	40-40	X 09.43	36			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 10.24	135			1,200	BRDG			HS	AD		0	5									
S063	40-40	X 10.41	23			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 10.90	33			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 11.60	50			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 12.24	23			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 13.12	186			1,200	BRDG			20	AD		0	5									
S063	40-40	X 13.80	42			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 14.48	22			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 14.82	23			1,200	BXBR			HS	AD		0	5									
S063	40-40	X 14.88	43			1,200	BXBR			HS	AD		0	5									
S063	40-40	15.22	2.90		6.84 W US 259	1,100	DFDD	22	3	3	71	1	0	5									
S063	40-40	X 15.27	48			1,100	BXBR			HS	AD		0	5									
S063	40-40	X 15.54	23			1,100	BXBR			HS	AD		0	5									
S063	40-40	X 16.20	41			1,100	BXBR			HS	AD		0	5									
S063	40-40	X 16.59	28			1,100	BXBR			HS	AD		0	5									
S063	40-40	X 16.79	213			1,100	BRDG			28	AD		0	5									
S063	40-40	18.12	6.84		JCT US 259	640	DFDD	22	3	3	79	1	0	5									
S063	40-40	X 19.84	23			640	BXBR			HS	AD		0	5									
S063	40-40	X 20.62	47			640	BXBR			HS	AD		0	5									
S063	40-40	X 23.82	34			640	BXBR			HS	AD		0	5									
S063	40-40	X 24.64	181			640	BRDG			25	AD		0	5									
S063	40-40	24.96	6.00		PROJ BREAK	490	DFDD	22	3	3	77	1	0	5									
S063	40-40	X 25.92	41			490	BXBR			HS	AD		0	5									
S063	40-40	X 26.58	54			490	BXBR			HS	AD		0	5									
S063	40-40	X 26.70	22			490	BRDG			HS	AD		0	5									
S063	40-40	X 26.90	22			490	BRDG			HS	AD		0	5									
S063	40-40	X 27.08	225			490	BRDG			25	SD		0	5	10	2	1		31			2,159	
S063	40-40	X 27.45	41			490	BXBR			HS	AD		0	5									
S063	40-40	X 27.67	41			490	BXBR			HS	AD		0	5									
S063	40-40	X 27.95	58			490	BXBR			HS	AD		0	5									
S063	40-40	X 28.97	46			490	BXBR			HS	AD		0	5									
S063	40-40	X 29.60	48			490	BXBR			HS	AD		0	5									
S063	40-40	X 29.94	48			490	BXBR			HS	AD		0	5									
S063	40-40	30.96	5.19		ARKANSAS STATE LINE	420	DFDD	22	3	2	73	1	0	5									
S063	40-40	X 31.30	61			420	BRDG			28	AD		0	5									
S063	40-40	X 31.35	142			420	BRDG			25	AD		0	5									
S063	40-40	X 31.47	61			420	BRDG			25	AD		0	5									
S063	40-40	X 34.17	48			420	BXBR			HS	AD		0	5									
S063	40-40	X 35.09	41			420	BRDG			29	AD		0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S063	40-40	X 35.93	103		420	BRDG				23	AD		0	5								11,859	
S083	40-42	00.00	0.33		2,500	DHHE	24	1	4		78	1	0	5									
S083	40-42	X 00.15	126		2,500	OP-R				23	FO		0	5	08	2	4			31		1,620	
S083	40-42	00.33	6.38		2,500	DHDD	22	3	3		61	1	0	5	08	2	0	2		02	10,994		
S083	40-42	X 01.63	39		2,500	BXBR					HS	AD		0	5								
S083	40-42	X 02.94	64		2,500	BXBR					HS	AD		0	5								
S083	40-42	X 05.35	123		2,500	BRDG				29	FO		0	5	08	2	1			31		1,639	
S083	40-42	X 06.21	23		2,500	BXBR					HS	AD		0	5								
S083	40-42	06.71	4.65		850	DFDD	24	3	2		80	1	0	5									
S083	40-42	X 07.26	151		850	BRDG				39	AD		0	5									
S083	40-42	X 07.55	301		850	BRDG				14	AD		0	5								14,253	
U259	40-43	00.00	1.61		1,400	DHHD	24	1	6		87	1	0	3									
U259	40-43	01.61	2.34		1,600	FHHD	24	1	6		81	1	0	3									
U259	40-43	X 02.08	60		1,600	BXBR					HS	AD		0	3								
U259	40-43	03.95	5.73		970	HHHD	24	1	5		73	1	0	3									
U259	40-43	X 04.38	23		970	BXBR					HS	AD		0	3								
U259	40-43	X 04.51	261		970	BRDG				29	AD		0	3									
U259	40-43	09.68	1.27		930	IHHD	24	1	5		74	1	0	3									
U259	40-43	10.95	4.73		1,100	IHHD	24	1	10		75	1	0	3									
U259	40-43	X 14.98	261		1,100	BRDG				29	SD		0	3	03	2	1			31		2,310	
U259	40-43	15.68	5.01		1,100	IHHD	24	1	4		70	1	0	3									
U259	40-43	X 16.43	26		1,100	BXBR					HS	AD		0	3								
U259	40-43	X 17.46	26		1,100	BXBR					HS	AD		0	3								
U259	40-43	X 18.51	48		1,100	BXBR					HS	AD		0	3								
U259	40-43	X 19.62	32		1,100	BXBR					HS	AD		0	3								
U259	40-43	X 19.77	32		1,100	BXBR					HS	AD		0	3								
U259	40-43	20.69	4.23		1,100	IHHD	24	1	4		69	1	0	3	03	2	0	3	01		5,632		
U259	40-43	X 20.69	0		1,100	UP-H					AD		0	3									
U259	40-43	X 23.46	26		1,100	BXBR					HS	AD		0	3								
U259	40-43	X 24.11	33		1,100	BXBR					HS	AD		0	3								
U259	40-43	X 24.43	32		1,100	BXBR					HS	AD		0	3							7,942	
S128	40-46	00.00	HEAVENER	0.15	4,700	IHHD	24	1	8		80	1	0	5									
S128	40-46	X 00.04		33	4,700	BXBR					HS	AD		0	5								
S128	40-46	00.15		0.93	2,100	IHDD	24	3	1		63	1	0	5	08	2	0	3	03		2,336		
S128	40-46	01.08	0.57		1,100	IHDD	24	3	1		64	1	0	5	09	2	0	3	03		1,081		
S128	40-46	01.65	3.35		820	IHDD	24	3	1		65	1	0	5	09	2	0	3	50				
S128	40-46	X 02.12	79		820	BRDG					Er	AD		0	5	09	2	1		50			
S128	40-46	X 03.35	26		820	BXBR					HS	AD		0	5	09	2	1		50			
S128	40-46	X 04.19	29		820	BXBR					HS	AD		0	5	09	2	1		50			
S128	40-46	X 04.74	56		820	BXBR					HS	AD		0	5	09	2	1		50			
S128	40-46	X 04.96	332		820	BRDG					Er	AD		0	5	09	2	1		50			
S128	40-46	05.00	4.81		650	IHDD	24	3	1		57	1	0	5	10	2	0	3	03		7,608	11,025	
S001	40-52	00.00	8.00		60	HHDE	22	3	4		90	1	0	5									
S001	40-52	08.00	8.00		80	HHDE	22	3	4		92	1	0	5									
S001	40-52	16.00	4.52		70	HHDE	22	3	4		91	1	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S001	40-52	X 20.49	121		70	OP-H				25	AD	0	5									0	
S001	40-54	00.00	0.51		170	HHHE	22	3	4	87	1	0	5										
S001	40-54	00.51	14.09		70	HHHE	22	3	4	88	1	0	5									0	
S120	40-56	00.00		0.30	2,200	DHHF	24	6	5	91	1	0	5										
S120	40-56	X 00.15		43	2,200	BXBR				HS	AD	0	5										
S120	40-56	00.30		2.74	2,300	DDDL	24	1	4	75	1	0	5										
S120	40-56	X 02.04		48	2,300	BXBR				HS	AD	0	5									0	
S112	40-58	E 00.00	POTEAU	0.20	6,700	LL0E	24	1	10	100	1	0	4										
S112	40-58	W 00.00		0.00	6,700	LL0E	24	1	10	100	1	0	4										
S112	40-58	E X 00.00		226	6,700	OP-R				32	AD	0	4										
S112	40-58	W X 00.00		226	6,700	OP-R				32	AD	0	4										
S112	40-58	E 00.20	0.15		8,000	LL0E	24	1	10	98	1	0	4										
S112	40-58	W 00.20	0.00		8,000	LL0E	24	1	10	100	1	0	4										
S112	40-58	E X 00.20	202		8,000	OP-R				40	AD	0	4										
S112	40-58	W X 00.20	202		8,000	OP-R				40	AD	0	4										
S112	40-58	E 00.35	0.25		8,200	LL0E	24	1	10	100	1	0	4										
S112	40-58	W 00.35	0.00		8,200	LL0E	24	1	10	100	1	0	4										
S112	40-58	00.60	0.19		8,200	LL0E	24	1	10	94	2	0	4										
S112	40-58	00.79	0.65		8,800	DHHE	24	1	10	82	2	0	4										
S112	40-58	01.44		0.35	8,300	DHHE	24	1	10	83	2	0	5										
S112	40-58	X 01.63		382	8,300	BRDG				26	AD	0	5										
S112	40-58	01.79	3.98		8,200	DHHE	24	1	10	83	2	0	5										
S112	40-58	X 02.08	151		8,200	BRDG				41	AD	0	5										
S112	40-58	05.77	0.18		8,200	DHHE	24	1	10	83	2	0	5										
S112	40-58	05.95	CAMERON	0.06	8,200	DHHE	24	1	10	83	2	0	5										
S112	40-58	06.01	0.05		8,200	DHHE	24	1	10	83	2	0	5										
S112	40-58	06.06		0.05	8,200	DHHE	24	1	10	83	2	0	5										
S112	40-58	06.11	1.31		8,700	DHHE	24	1	10	83	2	0	5										
S112	40-58	07.42	1.31		10,100	DHHF	24	1	10	51	3	0	5	07	4	0	2	05		2,487			
S112	40-58	X 08.65	182		10,100	BRDG				36	AD	0	5	07	4	1	31				3,404		
S112	40-58	08.73		1.99	9,700	SHHF	24	1	10	51	3	0	5	07	4	0	2	05		3,789			
S112	40-58	X 08.81		250	9,700	BRDG				36	AD	0	5	07	4	1	31				3,933		
S112	40-58	10.72	0.90		9,700	SHHE	24	1	10	53	3	0	5	07	4	0	2	05		1,716			
S112	40-58	X 11.07		26	9,700	BXBR				HS	AD	0	5	07	4	2	33				834		
S112	40-58	11.62	POCOLA	5.22	13,400	SHHE	24	1	10	36	3	0	5	07	4	0	4	05		13,791			
S112	40-58	X 14.40		151	13,400	BRDG				27	FO	0	5	07	4	1	31				3,125	33,079	
U000	40-59	E 00.00	POTEAU	4.29	5,700	LL0E	24	1	10	100	1	0	3										
U000	40-59	W 00.00		0.00	5,700	LL0E	24	1	10	100	1	0	3										
U000	40-59	E X 00.80		202	5,700	OP-H				42	AD	0	3										
U000	40-59	W X 00.80		202	5,700	OP-H				42	AD	0	3										
U000	40-59	X 02.47		23	5,700	OP-H				HS	AD	0	3										
U000	40-59	E X 03.10		179	5,700	OP-H				44	AD	0	3										
U000	40-59	W X 03.10		179	5,700	OP-H				44	AD	0	3										
U000	40-59	X 03.30		27	5,700	OP-H				HS	AD	0	3										
U000	40-59	X 03.50		21	5,700	OP-H				HS	AD	0	3									0	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 2

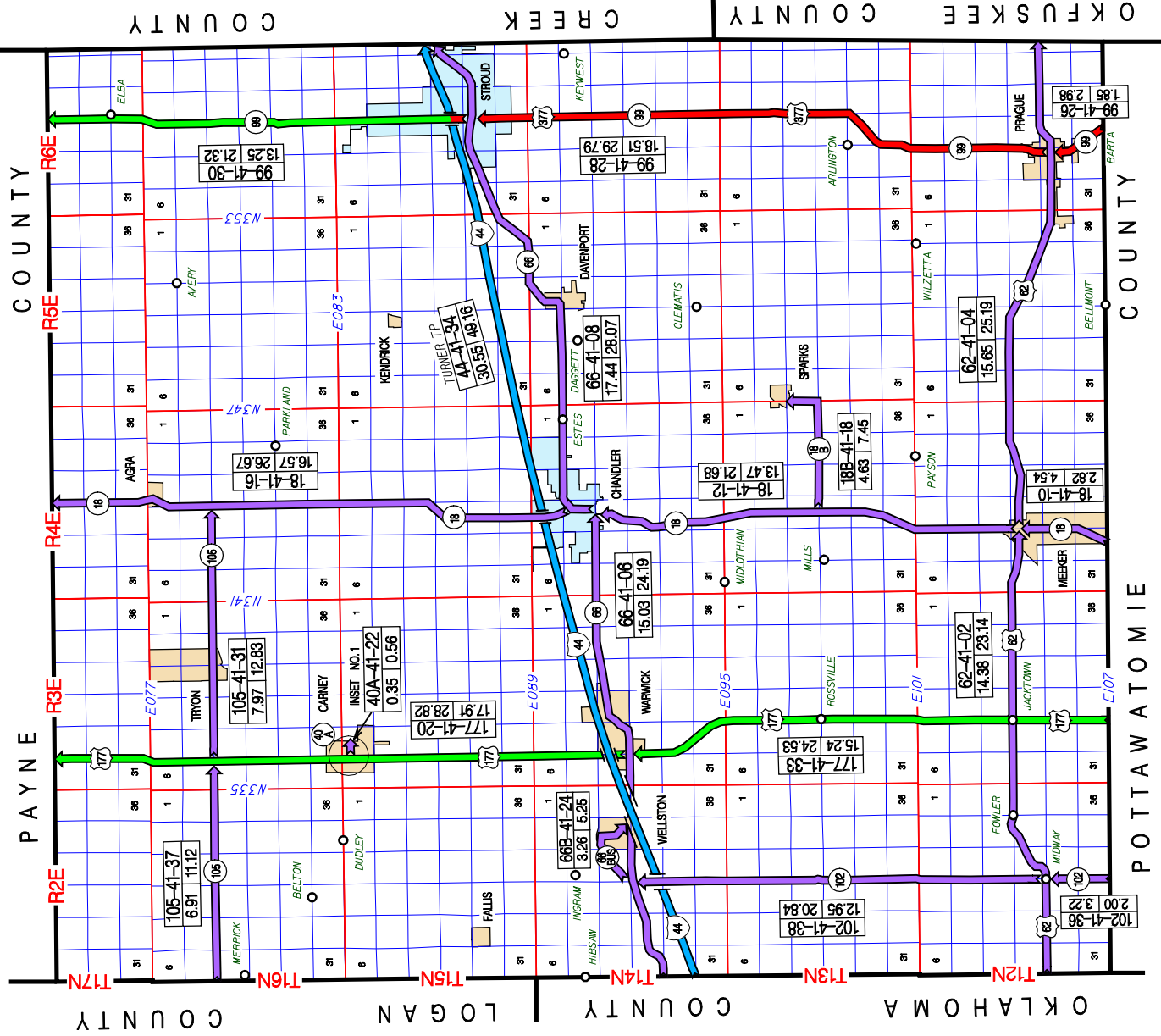
Le Flore County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S112	40-61	00.00	POCOLA	1.86	ENTER ARKOMA C/L	2,600	IHHE	24	1	10	91	1	0	4										
S112	40-61	X 00.00		0	ENTER ARKOMA C/L	2,600	UP-H				AD		0	4										
S112	40-61	X 00.02		0		2,600	UP-H				AD		0	4										
S112	40-61	X 01.77		34		2,600	BXBR				HS		0	4										
S112	40-61	01.86	ARKOMA	1.99	WDTH CHNG YOAKUM AVE	2,000	IHHE	24	1	10	91	1	0	4										
S112	40-61	03.85		0.19	JCT SH 9A	2,800	IHHE	44	4		92	1	0	4									0	
U271	40-70	00.00	WISTER	0.72	LEV WISTER C/L	6,700	HHHE	24	1	10	83	1	0	4										
U271	40-70	X 00.61		23		6,700	BXBR				HS		0	4										
U271	40-70	X 00.65		46		6,700	BXBR				HS		0	4										
U271	40-70	00.72	1.69		2.41 MI N OF US 270	6,600	IHHE	24	1	10	83	1	0	4										
U271	40-70	02.41	2.00		ENTER POTEAU C/L	6,600	IHHE	24	1	10	84	1	0	4										
U271	40-70	04.41	POTEAU	0.43	ENTER POTEAU U/L	6,200	IHHE	24	1	10	84	1	0	4										
U271	40-70	04.84		0.19	BEG LEFT TURN BAY	6,500	IHHE	24	1	10	84	1	0	3										
U271	40-70	05.03		0.60	END LEFT TURN BAY	6,000	IHHE	24	1	4	79	1	0	3										
U271	40-70	05.63		0.26	0.46 MIS. E. US 59 S	6,000	IHHE	24	1	10	84	1	0	3										
U271	40-70	05.89		0.14	BEG DIVIDED	5,500	LL0E	24	1	10	93	1	0	3										
U271	40-70	E 06.03		0.10	LEAVE POTEAU C/L	5,100	LL0E	24	1	10	100	1	0	3										
U271	40-70	W 06.03		0.00	LEAVE POTEAU C/L	5,100	LL0E	24	1	10	100	1	0	3										
U271	40-70	E 06.13	0.22		JCT US 59 SOUTH	5,100	LL0E	24	1	10	100	1	0	3										
U271	40-70	W 06.13	0.00		JCT US 59 SOUTH	5,100	LL0E	24	1	10	100	1	0	3									0	
S082	40-72	00.00	0.55		LATIMER CO LINE	750	FHHA	22	3	3	59	1	0	5	09	2	0	4	02			775	775	
S082	40-74	00.00	4.31		LATIMER CO LINE	930	FHHA	22	3	2	46	1	0	5	09	2	0	4	03			10,207	10,207	
S144	40-76	00.00	0.48		END ASPHALT	730	DDBA	24	3	1	53	1	0	5	10	2	0	5	02			602		
S144	40-76	00.48	6.48		BEG ASPHALT	190	DDBA	24	0		58	1	0	5	10	2	0	5	02			8,165		
S144	40-76	X 00.70	31			190	BRDG				7	SD	0	5	10	2	2	2	50					
S144	40-76	X 03.50	41			190	BRDG				0	SD	0	5	10	2	2	2	50					
S144	40-76	06.96	8.19		JCT US 259	590	DDBA	20	3	2	52	1	0	5	10	2	0	5	02			10,327		
S144	40-76	X 11.00	39			590	BXBR				HS		0	5										
S144	40-76	X 11.50	242			590	BRDG				39	AD	0	5										
S144	40-76	X 12.50	263			590	BRDG				35	AD	0	5									19,094	
County Total			260.71	64.85	325.50																	131,191	56,751	187,942

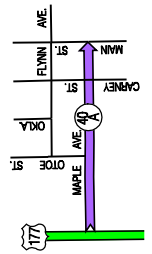
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- LINCOLN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4102	US 62	14.38	OKLAHOMA COUNTY LINE	EASTERLY	JCT. SH 18(DAWSON ST & MAIN ST)IN MEEKER	
4104	US 62	15.65	JCT. SH 18(DAWSON ST & MAIN ST)IN MEEKER	EASTERLY	OKFUSKEE COUNTY LINE	
4106	SH 66	15.03	OKLAHOMA COUNTY LINE	EASTERLY	JCT. SH 18,S.EDGE OF CHANDLER(E.LEG OF WYE)	
4108	SH 66	17.44	JCT. SH 18, S. EDGE OF CHANDLER(E.LEG OF WYE)	NORTHEASTERLY	CREEK COUNTY LINE	
4110	SH 18	2.82	POTTAWATOMIE COUNTY LINE	NORTHERLY	JCT. US 62(MAIN ST & DAWSON ST)IN MEEKER	
4112	SH 18	13.47	JCT. US 62(MAIN ST & DAWSON ST)IN MEEKER	NORTHERLY	JCT. SH 66,S.EDGE OF CHANDLER(E.LEG OF WYE)	
4116	SH 18	16.57	JCT. US 66, IN CHANDLER	NORTHERLY	PAYNE COUNTY LINE	
4118	SH 18B	4.63	JCT. SH 18, S. OF CHANDLER	EASTERLY & NORTHERLY	BROADWAY & MAHONEY IN SPARKS	
4120	US 177	17.91	JCT. SH 66 W. OF CHANDLER	NORTHERLY	PAYNE COUNTY LINE	
4122	SH 40A	0.35	JCT. US 177, W. OF CARNEY	EASTERLY	MAIN STREET & MAPLE ST IN CARNEY	
4124	SH 66B	3.26	JCT. SH 66 W. OF WELLSTON	EASTERLY	JCT. SH 66 S.E. EDGE OF WELLSTON	
4126	SH 99	1.85	POTTAWATOMIE COUNTY LINE	NORTHERLY	JCT. US 62(MAIN ST & BROADWAY)IN PRAGUE	
4128	SH 99	18.51	JCT. US 62(MAIN ST & BROADWAY)IN PRAGUE	NORTHERLY	JCT. SH 66(3RD ST & 8TH AVE)IN STROUD	AGENDA ITEM (18.60 MILES BEFORE)
4130	SH 99	13.25	JCT. SH 66(3RD ST & 8TH ST)IN STROUD	NORTHERLY	PAYNE COUNTY LINE	
4131	SH 105	7.97	JCT. US 177 N. OF CARNEY	EASTERLY	JCT. SH 18, S. OF AGRA	
4133	US 177	15.24	POTTAWATOMIE COUNTY LINE	NORTHERLY	JCT. SH 66, E. OF WELLSTON	
4134	IS 44	30.55	OKLAHOMA COUNTY LINE	NORTHEASTERLY	CREEK COUNTY LINE	TURNER T.P.
4136	SH 102	2.00	POTTAWATOMIE COUNTY LINE	NORTHERLY	JCT US 62 AT MIDWAY	
4137	SH 105	6.91	LOGAN COUNTY LINE	EASTERLY	JCT US 177 N. OF CARNEY	
4138	SH 102	12.95	JCT US 62 AT MIDWAY	NORTHERLY	JCT SH 66 W. OF WELLSTON	

230.74 TOTAL COUNTY MILEAGE

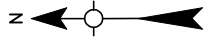


LINCOLN COUNTY 41



40A-41-22
0.35 0.56

INSET NO.1



PAYNE COUNTY R2E R3E R4E R5E R6E T17N T16N T15N T14N T13N T12N

COUNTY CREEK COUNTY OKFUSKEE COUNTY

LOGAN COUNTY OKLAHOMA COUNTY POTTAWATOMIE COUNTY

MERRICK 105-41-37 6.91 11.12

105-41-31 7.97 12.83

18-41-16 16.57 26.67

99-41-30 13.25 21.32

44-41-34 30.55 49.16

177-41-20 17.91 28.82

177-41-20 17.91 28.82

18-41-12 13.47 21.68

18-41-28 18.51 29.72

99-41-28 18.51 29.72

66B-41-24 3.26 5.25

66-41-06 15.03 24.19

66-41-08 17.44 28.07

62-41-04 15.65 25.19

62-41-26 99-41-26 1.86 2.98

102-41-38 12.96 20.84

177-41-33 15.24 24.59

18B-41-18 4.63 7.45

62-41-02 14.38 23.14

102-41-36 2.00 3.22

18-41-10 2.82 4.54

18-41-10 2.82 4.54

18-41-10 2.82 4.54

18-41-10 2.82 4.54

18-41-10 2.82 4.54

102-41-36 2.00 3.22

102-41-36 2.00 3.22

102-41-36 2.00 3.22

102-41-36 2.00 3.22

102-41-36 2.00 3.22

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 3

Lincoln County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	41-02	00.00	2.97		JCT SH 102	3,300	IHLA	24	3	4		60	1	0	5	08	2	0	4	03	9,213		
U062	41-02	X 00.89	27			3,300	BXBR				HS	SD	0	5	08	2	2			33		644	
U062	41-02	02.97	4.63		0.76 W US 177	1,900	IILA	24	3	5		71	1	0	5								
U062	41-02	X 04.50	39			1,900	BXBR				HS	AD	0	5									
U062	41-02	X 06.13	23			1,900	BXUF				HS	NR	0	5									
U062	41-02	X 06.97	27			1,900	BXBR				HS	SD	0	5	09	2	2			33		644	
U062	41-02	07.60	0.62		BEG 4 LANE DIVIDED	2,200	IHHF	24	1	10		92	1	0	5								
U062	41-02	N 08.22	0.14		JCT US 177	2,400	IHHF	24	1	10		91	1	0	5								
U062	41-02	S 08.22	0.00		JCT US 177	2,400	IHHF	24	1	10		91	1	0	5								
U062	41-02	N 08.36	0.14		END 4 LANE DIVIDED	2,400	IHHF	24	1	10		90	1	0	5								
U062	41-02	S 08.36	0.00		END 4 LANE DIVIDED	2,400	IHHF	24	1	10		90	1	0	5								
U062	41-02	08.50	1.03		BEG PC OVLY	2,100	IHHF	24	1	10		83	1	0	5								
U062	41-02	X 09.14	121			2,100	BRDG					32	AD	0	5								
U062	41-02	09.53	4.27		ENTER MEEKER C/L	2,900	IHLA	24	1	10		79	1	0	5								
U062	41-02	X 13.56	136			2,900	BRDG					37	SD	0	5	08	4	1		31		1,717	
U062	41-02	13.80	MEEKER	0.18	CULVER S TC	6,600	IHLA	77	4			89	1	0	5								
U062	41-02	13.98		0.40	JCT SH 18	7,000	IHLA	52	4			89	1	0	5								12,218
U062	41-04	00.00		0.08	WIDTH CHNG CURTIS ST	7,000	ILLA	39	4			88	1	0	5								
U062	41-04	00.08		0.07	WIDTH CHANGE	7,000	ILLA	52	4			90	1	0	5								
U062	41-04	00.15		0.10	LEAVE MEEKER C/L	6,800	ILLA	39	4			86	1	0	5								
U062	41-04	00.25	0.25		0.50 MIS. E. SH 18	6,200	ILLA	22	3	8		70	1	0	5								
U062	41-04	00.50	0.97		BEG BRFY-141C(007)	2,800	ILLA	22	3	8		77	1	0	5								
U062	41-04	01.47	1.17		END BRFY-141C(007)	2,800	IIOE	24	1	8		93	1	0	5								
U062	41-04	X 02.12	82			2,800	BRDG					33	AD	0	5								
U062	41-04	02.64	0.57		3.21 E SH 18	2,800	ILLA	22	3	8		75	1	0	5								
U062	41-04	03.21	2.79		6.0 MI E SH 18	2,800	THLA	22	3	6		73	1	0	5								
U062	41-04	X 03.43	34			2,800	BXBR				HS	AD	0	5									
U062	41-04	X 03.59	34			2,800	BXBR				HS	AD	0	5									
U062	41-04	X 03.72	22			2,800	BXBR				HS	AD	0	5									
U062	41-04	X 04.65	23			2,800	BXBR				HS	AD	0	5									
U062	41-04	06.00	1.20		NEW CONST	2,700	THLA	22	3	6		82	1	0	5								
U062	41-04	07.20	0.78		END NEW CONST	2,900	IIOE	24	1	8		85	1	0	5								
U062	41-04	X 07.25	42			2,900	BXUF				HS	NR	0	5									
U062	41-04	X 07.55	132			2,900	BRDG					29	AD	0	5								
U062	41-04	07.98	1.80		ENTER PRAGUE C/L	3,400	THLA	22	3	6		74	1	0	5								
U062	41-04	09.78	PRAGUE	0.28	LEAVE PRAGUE C/L	3,400	THLA	22	3	6		73	1	0	5								
U062	41-04	10.06	0.74		ENTER PRAGUE C/L	3,400	THLA	22	3	6		75	1	0	5								
U062	41-04	10.80		0.42	BLUE BELL RD	3,400	THLA	22	3	6		75	1	0	5								
U062	41-04	11.22		0.50	WIDTH CHANGE	3,400	IILA	22	2	5		85	1	0	5								
U062	41-04	11.72		0.06	WIDTH CHANGE F AVE	3,500	IILA	24	2	5		83	1	0	5								
U062	41-04	X 11.72	27		WIDTH CHANGE F AVE	3,500	BXBR				HS	AD	0	5									
U062	41-04	11.78		0.14	BEG 4 LANE D AVENUE	3,800	IILA	39	4			86	1	0	5								
U062	41-04	11.92		0.07	WIDTH CHANGE C AVENU	3,900	IILA	59	4			89	1	0	5								
U062	41-04	11.99		0.08	JCT SH 99	3,900	IILA	56	4			90	1	0	5								
U062	41-04	12.07		0.07	WIDTH CHANGE A AVENU	2,800	IILA	56	4			93	1	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 3

Lincoln County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	41-04	12.14		0.21	WIDTH CHNG AYARS AVE	2,800	LL0H	44	4		89	1	0	5									
U062	41-04	12.35		0.16	LEAVE PRAGUE C/L	2,800	LL0H	24	1	9	85	1	0	5									
U062	41-04	12.51	3.14		OKFUSKEE CO LINE	2,800	LL0H	24	1	9	88	1	0	5								0	
S066	41-06	00.00	2.47		0.43 MIS. W. SH 66B	2,700	IHLA	24	3	4	75	1	0	5									
S066	41-06	02.47	0.43		JCT SH 66 B	3,000	IHLA	24	3	4	76	1	0	5									
S066	41-06	02.90	0.35		JCT SH 102	3,000	IIOE	24	1	8	92	1	0	5									
S066	41-06	03.25	0.69		0.69 MIS. E. SH 102	2,600	IIOE	24	1	8	94	1	0	5									
S066	41-06	X 03.72	262			2,600	BRDG				44	AD	0	5									
S066	41-06	03.94	0.31		ENT WELLSTON OAK RD	4,300	IHLA	24	3	5	79	1	0	5									
S066	41-06	04.25		0.99	JCT SH 66 B	4,200	IHLA	24	3	5	79	1	0	5									
S066	41-06	05.24		0.68	LEAVE WELLSTON C/L	3,900	IHLA	24	3	5	76	1	0	5									
S066	41-06	X 05.51		210		3,900	UP-H				AD	0	5										
S066	41-06	X 05.54		210		3,900	UP-H				AD	0	5										
S066	41-06	05.92	1.04		1.72 MIS. E. SH 66B	4,100	IHLA	24	3	5	76	1	0	5									
S066	41-06	06.96	0.26		JCT US177 ENT WARWIC	4,000	IHHA	24	3	5	68	1	0	5	08	2	0	3	01		346		
S066	41-06	X 07.02	54			4,000	BXBR				HS	AD	0	5									
S066	41-06	07.22	WARWICK	0.50	LEAVE WARWICK C/L	3,200	DHHA	24	3	5	66	1	0	5	08	2	0	3	02		968		
S066	41-06	X 07.66		312		3,200	BRDG				22	AD	0	5									
S066	41-06	07.72	0.20		ENTER WARWICK C/L TC	3,100	DHHA	24	3	5	66	1	0	5	08	2	0	3	02		383		
S066	41-06	07.92		1.86	LEAVE WARWICK C/L	2,700	DHLA	24	3	5	65	1	0	5	08	2	0	3	02		3,563		
S066	41-06	X 08.18		0		2,700	UP-R				NA	0	5	08	2	3		31				336	
S066	41-06	09.78	4.74		ENTER CHANDLER C/L	3,700	DHLA	24	3	5	66	1	0	5	08	2	0	3	02		9,364		
S066	41-06	X 10.15	48			3,700	BXBR				HS	AD	0	5									
S066	41-06	X 11.00	33			3,700	BXBR				HS	AD	0	5									
S066	41-06	14.52	CHANDLER	0.12	LEAVE CHANDLER C/L	3,700	DHLA	24	3	5	67	1	0	5	08	2	0	3	02		234		
S066	41-06	14.64	0.39		JCT SH 18 SOUTH	3,700	DHLA	24	3	5	67	1	0	5	08	2	0	3	02		759		
S066	41-06	X 14.91	142			3,700	BRDG				16	AD	0	5								15,953	
S066	41-08	00.00	0.14		ENTER CHANDLER C/L	6,900	IHLA	24	2	6	80	1	0	5									
S066	41-08	00.14		0.14	WIDTH CHANGE 13TH ST	6,400	IHLA	30	4		74	1	0	5									
S066	41-08	00.28		0.27	9TH STREET TC	6,400	IHLA	56	4		87	1	0	5									
S066	41-08	00.55		0.21	WIDTH CHANGE 6TH ST	8,200	IHLA	56	4		80	1	0	5									
S066	41-08	00.76		0.08	JCT SH 18 NORTH	8,700	IHLA	47	4		81	1	0	5									
S066	41-08	00.84		0.14	WIDTH CHANGE	9,000	IHLA	28	4		76	1	0	5									
S066	41-08	X 00.95		111		9,000	OP-R				33	SD	0	5	29	2	4		31			2,814	
S066	41-08	00.98		0.76	TURNER RD	5,400	IHLA	24	4		75	1	0	5									
S066	41-08	01.74		0.46	LEV CHANDLER SANDY R	4,000	IHLA	24	1	4	90	1	0	5									
S066	41-08	02.20	0.26		1.62 MIS. E. SH 18N	4,200	IHLA	24	1	4	90	1	0	5									
S066	41-08	02.46	0.95		2.57 MIS. E. SH 18N	4,200	HHLA	24	1	8	86	1	0	5									
S066	41-08	03.41	0.37		2.94 MIS. E. SH 18N	4,400	HHLA	24	1	6	85	1	0	5									
S066	41-08	X 03.57	26			4,400	BXBR				HS	AD	0	5									
S066	41-08	03.78	0.42		1.36 E SH 18 NORTH	4,400	HHLH	24	1	6	78	1	0	5									
S066	41-08	X 03.80	103			4,400	BRDG				36	SD	0	5	08	2	1		31			1,512	
S066	41-08	X 03.93	0			4,400	UP-R				NA	0	5										
S066	41-08	04.20	3.00		ENT DAVENPORT TC ATR	3,400	HHLA	24	3	6	73	1	0	5									
S066	41-08	07.20	DAVENPOR	0.34	6.87 MIS W. SH 99	3,000	HIIE	24	1	8	92	1	0	5									

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S066	41-08	07.54		0.10	10TH STREET	3,000	HHLA	24	2	8		90	1	0	5								
S066	41-08	07.64		0.26	LEAVE DAVENPORT C/L	2,400	HHLA	24	3	5		78	1	0	5								
S066	41-08	07.90	1.10		5.41 MIS W. SH 99	2,700	HHLA	24	3	5		74	1	0	5								
S066	41-08	09.00	0.80		4.61 MIS W. SH 99	2,800	HIIE	24	1	8		89	1	0	5								
S066	41-08	X 09.18	302			2,800	BRDG				29	AD		0	5								
S066	41-08	X 09.30	101			2,800	BRDG				29	AD		0	5								
S066	41-08	09.80	2.50		ENTER STROUD C/L	2,800	HHLA	24	3	5		70	1	0	5								
S066	41-08	X 11.15	90			2,800	BRDG				31	AD		0	5								
S066	41-08	12.30	STROUD	1.90	0.21 MI W SH 99	3,100	HHLA	24	3	5		68	1	0	5	08	2	0	3	02		3,644	
S066	41-08	14.20		0.18	0.03 W SH 99	3,900	HHLA	24	3	5		70	1	0	5								
S066	41-08	14.38		0.03	JCT SH 99	4,100	HHLA	48	1	4		84	1	0	5								
S066	41-08	14.41		0.14	END PC CONC 6TH ST	4,800	LLOH	64	4			94	1	0	5								
S066	41-08	14.55		0.36	WIDTH CHANGE 1ST AVE	5,700	HHHB	64	4			90	1	0	5								
S066	41-08	14.91		0.14	SURF CHANGE	5,700	HKKH	64	4			90	1	0	5								
S066	41-08	15.05		0.37	1.01 MIS E SH 99	3,900	LLOH	64	4			94	1	0	5								
S066	41-08	15.42		1.43	LEAVE STROUD GRAHAM	2,000	HHHB	24	1	10		92	1	0	5								
S066	41-08	X 16.14		121		2,000	BRDG				23	AD		0	5								
S066	41-08	X 16.25		34		2,000	BXBR				HS	AD		0	5								
S066	41-08	16.85	0.59		CREEK CO LINE	2,200	HHHB	24	1	10		95	1	0	5								7,970
S018	41-10	00.00	MEEKER	2.58	0.24 MI S US 62	3,700	IILA	24	3	5		72	2	0	5								
S018	41-10	02.58		0.24	JCT US 62	4,600	IILA	24	2	10		83	1	0	5								0
S018	41-12	00.00		0.29	LEV MEEKER C/L VET D	4,200	IHHD	24	1	4		74	1	0	5								
S018	41-12	00.29	0.33		0.62 MIS. N. US 62	4,200	IHHD	24	1	4		82	1	0	5								
S018	41-12	00.62	0.51		1.13 MIS. N. US 62	3,400	IIOE	24	1	8		96	1	0	5								
S018	41-12	X 00.76	138			3,400	BXUF				HS	NR		0	5								
S018	41-12	01.13	0.36		1.49 MIS. N. US 62	3,200	IIOE	24	1	8		96	1	0	5								
S018	41-12	X 01.21	241			3,200	BRDG				28	AD		0	5								
S018	41-12	01.49	4.87		JCT SH 18B EAST	3,200	IHHD	24	1	4		69	1	0	5	08	2	0	3	01		6,565	
S018	41-12	X 04.93	23			3,200	BXUF				HS	NR		0	5								
S018	41-12	X 05.11	34			3,200	BXUF				HS	NR		0	5								
S018	41-12	06.36	2.99		COUNTY ROAD EW09500	2,700	DIHD	24	1	4		68	1	0	5	08	2	0	4	01		4,354	
S018	41-12	09.35	1.28		2.84 MIS S. SH 66	2,700	IIOE	24	1	8		85	1	0	5								
S018	41-12	X 10.09	376			2,700	BRDG				38	AD		0	5								
S018	41-12	X 10.29	452			2,700	BRDG				33	AD		0	5								
S018	41-12	10.63	1.84		1.00 MIS S. SH 66	2,700	DIHD	24	1	4		73	1	0	5								
S018	41-12	12.47	0.67		0.33 MIS S. SH 66	2,900	DIHD	24	1	4		72	1	0	5								
S018	41-12	X 12.89	26			2,900	BXBR				HS	AD		0	5								
S018	41-12	13.14	0.08		ENT CHANDLER CL-BNRR	3,500	DIIE	24	1	8		94	1	0	5								
S018	41-12	13.22	CHANDLER	0.25	JCT SH 66	3,500	DIIE	24	1	8		92	1	0	5								
S018	41-12	X 13.22	0		JCT SH 66	3,500	UP-R				NA	AD		0	5								10,919
S018	41-16	00.00		0.18	WIDTH CHANGE 2ND ST	2,400	DHHD	40	4			86	1	0	5								
S018	41-16	00.18		0.09	SHLDR CHANGE 1ST ST	2,500	DHHD	24	1	8		83	1	0	5								
S018	41-16	00.27		0.31	SHLDR CHANGE	2,500	DHHD	24	6	4		75	1	0	5								
S018	41-16	00.58		0.34	LEAVE CHANDLER C/L	2,500	DHHD	24	2	5		77	1	0	5								
S018	41-16	X 00.64		27		2,500	BXUF				HS	NR		0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S018	41-16	00.92	0.11		JCT I 44	2,500	DHHD	24	3	5	71	1	0	5									
S018	41-16	01.03	0.11		ENTER CHANDLER C/L	2,500	DHHD	24	3	4	62	1	0	5	08	2	0	2	50				
S018	41-16	X 01.03	128		ENTER CHANDLER C/L	2,500	OP-H			25	SD	1	0	5	08	2	5	50					
S018	41-16	01.14		0.14	LEAVE CHANDLER C/L	2,300	DHHD	24	3	4	62	1	0	5	08	2	0	2	03		355		
S018	41-16	01.28	4.08		4.33 MIS. N. I-44	2,300	DHHD	24	3	4	62	1	0	5	08	2	0	2	03		10,315		
S018	41-16	X 01.92	23			2,300	BXUF				HS	NR	0	5	08	2	2	33			644		
S018	41-16	05.36	4.18		SURF CHANGE	2,000	DHDD	24	3	5	73	1	0	5									
S018	41-16	X 06.61	90			2,000	BRDG				HS	SD	0	5	09	2	1	31			1,421		
S018	41-16	X 06.70	180			2,000	BRDG				HS	SD	0	5	09	2	1	31			1,950		
S018	41-16	09.54	1.98		JCT SH 105	1,800	DHHD	24	3	5	73	1	0	5									
S018	41-16	X 10.13	23			1,800	BXUF				HS	NR	0	5									
S018	41-16	X 10.80	105			1,800	BRDG				18	SD	0	5	09	2	1	31			1,525		
S018	41-16	X 11.30	23			1,800	BXBR				HS	AD	0	5									
S018	41-16	11.52	1.54		ENTER AGRA C/L	2,000	DIHD	24	3	6	70	1	0	5									
S018	41-16	X 12.40	23			2,000	BXBR				HS	AD	0	5									
S018	41-16	13.06	AGRA	0.24	ROOSEVELT TC	2,300	DIHD	24	3	8	70	1	0	5									
S018	41-16	13.30		0.07	GRANT ST	2,300	DIHD	60	4		85	1	0	5									
S018	41-16	13.37		0.08	LINCOLN ST	2,300	DIHD	24	1	10	80	1	0	5									
S018	41-16	13.45		0.13	LEV AGRA C/L THOMPSON	2,300	DIHD	24	3	5	70	1	0	5									
S018	41-16	13.58	2.99		PAYNE CO LINE	2,400	DIHD	24	3	5	62	1	0	5	08	2	0	2	03		7,559	23,769	
S018B	41-18	00.00	3.50		FA SYSTEM CHANGE	580	DDDL	22	3	3	80	1	0	5									
S018B	41-18	X 02.75	23			580	BXUF				HS	NR	0	5									
S018B	41-18	X 03.22	141			580	BRDG				18	SD	0	5	13	2	1	31			1,745		
S018B	41-18	03.50	0.91		ENTER SPARKS C/L TC	630	DDDL	22	3	3	81	1	0	5									
S018B	41-18	04.41	SPARKS	0.22	END CONTROL BROADWAY	590	DDDL	22	3	5	83	1	0	5								1,745	
U177	41-20	00.00	WARWICK	0.50	LEAVE WARWICK C/L	2,000	IIHL	24	3	4	76	1	0	4									
U177	41-20	X 00.24		141		2,000	BRDG				24	FO	0	4	05	2	1	31			1,745		
U177	41-20	00.50	2.45		2.95 MIS N SH 66	2,000	IIHL	24	3	4	74	1	0	4									
U177	41-20	X 00.53	267			2,000	BRDG				23	SD	0	4	05	2	1	31			2,334		
U177	41-20	X 00.62	23			2,000	BXUF				HS	NR	0	4									
U177	41-20	X 00.63	208			2,000	UP-H				AD	0	4										
U177	41-20	X 02.67	23			2,000	BXBR				HS	AD	0	4									
U177	41-20	02.95	1.45		4.40 MIS N SH 66	2,000	IIHL	24	3	4	64	1	0	4	05	2	0	3	03		3,749		
U177	41-20	X 03.26	26			2,000	BXBR				HS	AD	0	4	05	2	2	33			644		
U177	41-20	X 03.63	31			2,000	BXBR				HS	AD	0	4	05	2	2	33			644		
U177	41-20	04.40	0.02		4.42 MI N SH 66 OTS-	2,200	IIHL	24	3	4	62	1	0	4	05	2	0	3	03		56		
U177	41-20	04.42	1.58		6.00 MIS N SH 66	2,200	IIHL	24	3	4	62	1	0	4	05	2	0	3	03		4,092		
U177	41-20	06.00	0.03		6.03 MIS N SH 66	2,200	IIHL	24	3	4	64	1	0	4	05	2	0	3	03		75		
U177	41-20	06.03	0.02		6.05 MI N SH 66 OTS-	2,200	IIHL	24	3	4	64	1	0	4	05	2	0	3	03		56		
U177	41-20	06.05	0.16		6.21 MIS N SH 66	2,200	IIHL	24	3	4	64	1	0	4	05	2	0	3	03		419		
U177	41-20	X 06.11	124			2,200	BRDG				36	AD	0	4	05	2	1	31			1,645		
U177	41-20	06.21	0.02		6.23 MI N SH 66 OTS-	2,200	IIHL	24	3	4	64	1	0	4	05	2	0	3	03		56		
U177	41-20	06.23	1.72		ENT CARNEY HANMER DR	2,200	IIHL	24	3	4	64	1	0	4	05	2	0	3	03		4,445		
U177	41-20	07.95	CARNEY	0.71	JCT SH 40 A	2,400	IHHL	24	3	4	76	1	0	4									
U177	41-20	08.66		0.76	LEAVE CARNEY C/L	2,500	IHHL	24	3	4	74	1	0	4									

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U177	41-20	09.42	3.48		JCT SH 105	2,500	IHHL	24	3	4		65	1	0	4	05	2	0	3	03	9,013		
U177	41-20	X 10.75	33			2,500	BXUF				HS	NR	0	4	05	2	2		3	33		644	
U177	41-20	12.90	5.01		PAYNE CO LINE	2,600	HHHL	22	3	4		53	1	0	4	05	2	0	3	03	12,957		
U177	41-20	X 13.68	56			2,600	BXUF				HS	NR	0	4	05	2	2		33		644	43,218	
S040A	41-22	00.00		0.11	0.11 MIS. E. US 177	330	IIDL	24	3	4		85	1	0	5								
S040A	41-22	00.11		0.24	END CONTROL MAIN ST	1,200	IIDL	24	3	4		76	1	0	5								0
S066B	41-24	00.00	1.68		ENTER WELLSTON C/L	680	IILA	20	3	4		89	1	0	5								
S066B	41-24	X 01.27	119			680	BRDG				38	AD	0	5									
S066B	41-24	X 01.57	227			680	BRDG			27	AD	0	5										
S066B	41-24	01.68	WELLSTON	0.25	1.93 E OKLA CO LINE	2,500	IHLA	20	3	5		66	1	0	5	30	2	0	6	08	896		
S066B	41-24	01.93		0.11	1.22 W SH 66	2,600	IHLA	54	4			85	1	0	5								
S066B	41-24	02.04		0.11	TC 3RD ST	2,500	IHLA	24	1	7		84	1	0	5								
S066B	41-24	02.15		0.37	SHLDR CHANGE 8TH ST	2,500	IHLA	22	2	6		81	1	0	5								
S066B	41-24	02.52		0.74	JCT SH 66	2,500	IHLA	22	3	4		71	1	0	5								896
S099	41-26	00.00	0.55		1.30 MIS. S. US 62	4,700	IHLA	24	3	5		74	2	1	3								
S099	41-26	00.55	0.09		1.21 MIS. S. US 62	5,000	IILA	24	1	8		93	1	1	3								
S099	41-26	00.64	0.07		ENTER PRAGUE C/L	5,400	IIOE	52	4			95	1	1	3								
S099	41-26	00.71	PRAGUE	0.87	0.27 MIS. S. US 62	5,800	IIOE	52	4			95	1	1	3								
S099	41-26	01.58		0.07	7TH ST IN PRAGUE TC	5,800	LLOE	64	4			100	1	1	3								
S099	41-26	01.65		0.20	JCT US 62	5,800	LLOE	64	4			100	1	1	3								0
S099	41-28	00.00		0.14	WIDTH CHANGE 12TH ST	3,800	LLOE	64	4			99	1	1	3								
S099	41-28	00.14		0.80	0.94 MIS. N. US 62	3,700	IIOE	24	4			92	1	1	3								
S099	41-28	00.94		0.14	LEAVE PRAGUE C/L	3,600	IHHD	24	1	8		89	1	1	3								
S099	41-28	01.08	1.12		2.20 MIS N. US 62	2,600	IHHD	24	1	8		72	1	1	3								
S099	41-28	02.20	0.17		COUNTY RD EW10300	3,100	IIOE	48	1	8		91	1	1	3								
S099	41-28	E 02.37	0.00		4.24 MIS N. US 62	3,000	IIOE	24	1	10		96	1	1	3								
S099	41-28	W 02.37	1.87		4.24 MIS N. US 62	3,000	HHHD	24	3	4		72	1	1	3								
S099	41-28	E 04.24	0.00		COUNTY RD EW09900	2,500	IIOE	24	1	10		96	1	1	3								
S099	41-28	W 04.24	2.54		COUNTY RD EW09900	2,500	IIOE	24	1	10		96	1	1	3								
S099	41-28	E X 06.58	135			2,500	BRDG				42	AD	1	3									
S099	41-28	W X 06.58	135			2,500	BRDG				42	AD	1	3									
S099	41-28	E 06.78	0.00		8.69 MIS. N. US 62	2,200	IIOE	24	1	8		96	1	1	3								
S099	41-28	W 06.78	1.91		8.69 MIS. N. US 62	2,200	HHHD	24	3	4		69	1	1	3	03	2	0	3	01	2,716		
S099	41-28	X 07.60	23			2,200	BXUF				HS	NR	1	3									
S099	41-28	E 08.69	0.00		9.36 MIS. N. US 62	2,400	IIOE	24	1	10		96	1	1	3								
S099	41-28	W 08.69	0.67		9.36 MIS. N. US 62	2,400	IIOE	24	1	10		83	1	1	3								
S099	41-28	E 09.36	0.00		7.93 MIS. S. SH 66	2,400	IIOE	24	1	10		96	1	1	3								
S099	41-28	W 09.36	1.22		7.93 MIS. S. SH 66	2,400	HHHD	24	3	4		73	1	1	3								
S099	41-28	E 10.58	0.00		7.49 MIS. S. SH 66	2,500	IIOE	24	1	10		96	1	1	3								
S099	41-28	W 10.58	0.44		7.49 MIS. S. SH 66	2,500	IIOE	24	1	10		87	1	1	3								
S099	41-28	E 11.02	1.66		5.83 MIS. S. SH 66	2,500	HHHD	24	3	4		73	1	1	3								
S099	41-28	W 11.02	0.00		5.83 MIS. S. SH 66	2,500	IIOE	24	1	10		97	1	1	3								
S099	41-28	E 12.68	0.00		4.89 MIS. S. SH 66	2,500	IIOE	24	1	10		98	1	1	3								
S099	41-28	W 12.68	0.94		4.89 MIS. S. SH 66	2,500	IIOE	24	1	10		96	1	1	3								
S099	41-28	E 13.62	0.00		END CURB MEDIAN	2,700	IIOE	24	1	10		100	1	1	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S099	41-28	W	13.62	0.23		END CURB MEDIAN	2,700	II0E	24	1	10		95	1	1	3							
S099	41-28	X	13.68	22			2,700	BXUF					HS	NR		1	3						
S099	41-28	E	13.85	0.83		3.83 MIS. S. SH 66	2,700	II0E	24	1	10		100	1	1	3							
S099	41-28	W	13.85	0.00		3.83 MIS. S. SH 66	2,700	II0E	24	1	8		95	1	1	3							
S099	41-28	W X	14.06	602			2,700	BRDG				29	AD		1	3							
S099	41-28	W X	14.39	602			2,700	BRDG				29	AD		1	3							
S099	41-28	E	14.68	2.59		ENT STROUD C/L	3,000	II0E	24	1	10		100	1	1	3							
S099	41-28	W	14.68	0.00		ENT STROUD C/L	3,000	II0E	24	1	10		100	1	1	3							
S099	41-28	E	17.27	STROUD	0.53	ELM STREET	3,500	II0E	24	1	10		100	1	1	3							
S099	41-28	W	17.27	0.00		ELM STREET	3,500	II0E	24	1	10		100	1	1	3							
S099	41-28	X	17.44	24			3,500	BXBR					HS	AD		1	3						
S099	41-28		17.80	0.10		BEG CURB E. SIDE	4,000	II0E	48	1	8		95	1	1	3							
S099	41-28		17.90	0.17		BEG CURB BOTH SIDES	4,000	II0E	48	5	8		95	1	1	3							
S099	41-28		18.07	0.44		JCT SH 66	4,000	II0E	52	4			95	1	1	3							2,716
S099	41-30		00.00	0.14		5TH ST	5,700	LL0E	52	4			100	1	1	3							
S099	41-30		00.14	0.15		7TH ST	5,600	LL0E	52	4			100	1	1	3							
S099	41-30		00.29	0.06		8TH STREET	5,300	LL0E	52	4			100	1	1	3							
S099	41-30		00.35	0.24		JCT TURNPIKE-I 44	5,300	LL0E	52	4			100	1	1	3							
S099	41-30	X	00.40	236			5,300	OP-H				44	AD		1	3							
S099	41-30		00.59	0.27		0.27 MIS. N. I-44	2,500	LL0E	52	4			100	1	0	4							
S099	41-30		00.86	2.42		LEV STROUD CL LAKE R	2,500	IHDP	22	3	7		72	1	0	4							
S099	41-30	X	01.26	103			2,500	BRDG				20	SD	0	4	05	2	1		31			1,512
S099	41-30		03.28	8.75		11.44 MIS N I-44	2,000	IHDP	22	3	5		65	1	0	4	05	2	0	3	01		11,799
S099	41-30	X	05.49	23			2,000	BXUF					HS	NR		0	4						
S099	41-30	X	05.55	34			2,000	BXUF					HS	NR		0	4						
S099	41-30	X	12.00	51			2,000	BRDG				22	FO		0	4	05	2	2		31		1,120
S099	41-30		12.03	0.02		12.03 MI N I-44OTS-8	1,800	IHDP	22	3	7		75	1	0	4							
S099	41-30		12.05	1.20		PAYNE COUNTY LINE	1,400	IHDP	22	3	5		75	1	0	4							
S099	41-30	X	12.88	61			1,400	BRDG				26	AD		0	4							14,431
S105	41-31		00.00	2.50		ENTER TRYON C/L	1,200	DIHL	24	1	4		83	1	0	5							
S105	41-31	X	01.00	101			1,200	BRDG				24	SD		0	5	09	2	1		31		1,499
S105	41-31		02.50	TRYON	0.50	OKLAHOMA ST TC	1,400	DIHL	24	1	4		74	1	0	5							
S105	41-31		03.00	0.49		LEAVE TRYON C/L	1,200	DIHL	24	1	4		74	1	0	5							
S105	41-31		03.49	1.65		2.83 MIS W SH 18	1,100	DIHL	24	1	4		77	1	0	5							
S105	41-31		05.14	0.02		2.81 MIS W SH 18OTS-	1,200	DIHL	24	1	4		83	1	0	5							
S105	41-31		05.16	2.00		0.81 MIS W SH 18	880	DIHL	24	1	4		75	1	0	5							
S105	41-31	X	06.70	26			880	BXUF					HS	NR		0	5						
S105	41-31		07.16	0.02		0.79 MIS W SH 18OTS-	860	DIHL	24	1	4		84	1	0	5							
S105	41-31		07.18	0.79		JCT SH 18	960	DIHL	24	1	4		83	1	0	5							
S105	41-31	X	07.90	34			960	BXBR					HS	AD		0	5						1,499
U177	41-33		00.00	2.98		JCT US 62	2,500	IHHB	24	1	10		86	1	0	4							
U177	41-33	X	00.71	42			2,500	BXUF					HS	NR		0	4						
U177	41-33		02.98	4.91		BASE CHANGE	2,600	IHHB	24	1	10		87	1	0	4							
U177	41-33	X	04.05	26			2,600	BXUF					HS	NR		0	4						
U177	41-33	X	04.13	151			2,600	BRDG					38	AD		0	4						

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

Lincoln County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U177	41-33	X 06.63	39		2,600	BXUF				HS	NR	0	4										
U177	41-33	07.89	7.35		2,500	IHHF	24	1	10		85	1	0	4									
U177	41-33	X 11.44	34		2,500	BXUF				HS	NR	0	4									0	
I044	41-34	N 00.00	7.46		26,100	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 00.00	0.00		26,100	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 01.00	64		26,100	OP-H				29	AD	1	1										
I044	41-34	X 02.10	91		26,100	OP-H				27	FO	1	1	01	6	1						31	
I044	41-34	X 03.00	255		26,100	BRDG				27	AD	1	1										
I044	41-34	X 03.20	0		26,100	UP-H					AD	1	1										
I044	41-34	X 04.30	0		26,100	UP-H					FO	1	1	01	6	5						31	
I044	41-34	N X 05.60	210		26,100	OP-H				36	AD	1	1										
I044	41-34	S X 05.60	210		26,100	OP-H				36	AD	1	1										
I044	41-34	X 07.20	142		26,100	OP-R				36	AD	1	1										
I044	41-34	X 07.40	355		26,100	BRDG				36	AD	1	1										
I044	41-34	N 07.46	WARWICK	1.60	25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 07.46		0.00	25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 07.60		208	25,000	OP-H				36	AD	1	1										
I044	41-34	X 07.61		21	25,000	OP-H				HS	AD	1	1										
I044	41-34	N 09.06	5.04		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 09.06	0.00		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 10.16	23		25,000	BXUF				HS	NR	1	1										
I044	41-34	X 10.60	0		25,000	UP-H					FO	1	1	01	6	1						31	
I044	41-34	X 11.15	23		25,000	BXBR				HS	AD	1	1										
I044	41-34	X 11.70	85		25,000	OP-H				36	FO	1	1	01	6	1						31	
I044	41-34	N 14.10	CHANDLER	0.60	25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 14.10		0.00	25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 14.20		225	25,000	BRDG				27	AD	1	1										
I044	41-34	N 14.70	0.25		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 14.70	0.00		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 14.90	0		25,000	UP-H					FO	1	1	01	6	5						31	
I044	41-34	N 14.95	0.25		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 14.95	0.00		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	N 15.20		0.50	25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 15.20		0.00	25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 15.30		0	25,000	UP-H					SD	1	1	01	6	5						31	
I044	41-34	N 15.70	10.17		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	S 15.70	0.00		25,000	HHHD	24	1	10		96	1	1	1									
I044	41-34	X 16.30	0		25,000	UP-H					FO	1	1	01	6	5						31	
I044	41-34	X 17.60	23		25,000	BXUF				HS	NR	1	1										
I044	41-34	X 17.80	0		25,000	UP-H					FO	1	1	01	6	5						31	
I044	41-34	X 18.90	0		25,000	UP-H					FO	1	1	01	6	5						31	
I044	41-34	X 21.90	105		25,000	H-HR				36	AD	1	1										
I044	41-34	X 22.00	305		25,000	BRDG				36	AD	1	1										
I044	41-34	X 22.20	0		25,000	UP-H					FO	1	1	01	6	5						31	
I044	41-34	X 23.45	27		25,000	BXBR				HS	AD	1	1										

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 3

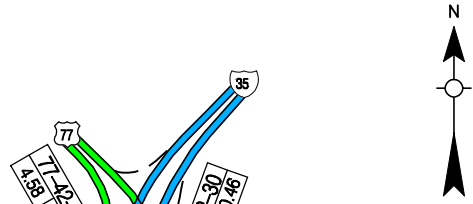
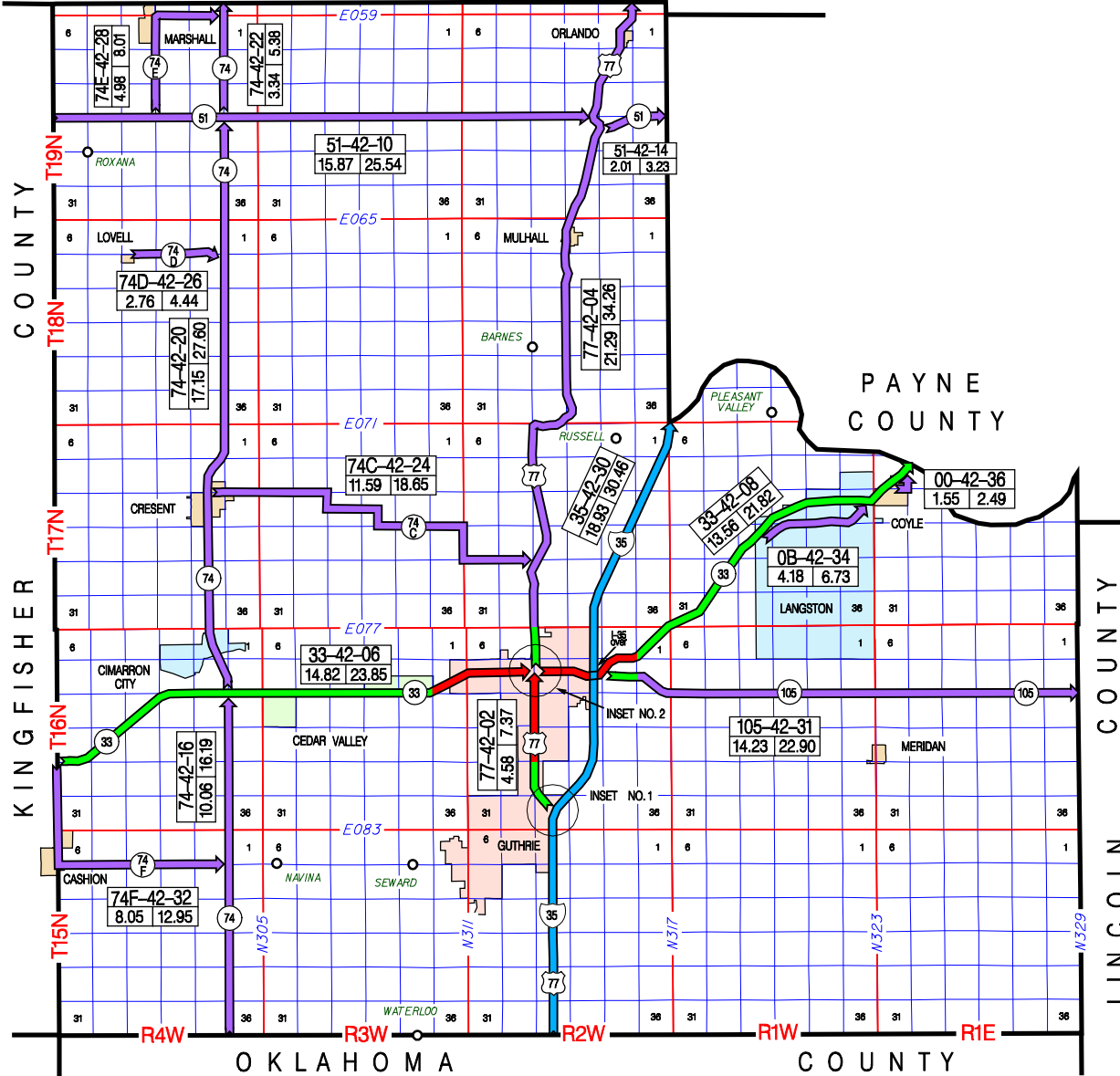
Lincoln County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	41-34	X 25.00	0			25,000	UP-H				FO		1	1	01	6	5		31				
I044	41-34	X 25.21	45			25,000	BXUF			HS	NR		1	1									
I044	41-34	N 25.87		0.58	1.58 MIS W. SH 99	25,000	HHHD	24	1	10		96	1	1	1								
I044	41-34	S 25.87		0.00	1.58 MIS W. SH 99	25,000	HHHD	24	1	10		96	1	1	1								
I044	41-34	N 26.45		1.58	JCT SH 99	25,000	HHHD	24	1	10		96	1	1	1								
I044	41-34	S 26.45		0.00	JCT SH 99	25,000	HHHD	24	1	10		96	1	1	1								
I044	41-34	X 27.10		0		25,000	UP-H				FO		1	1	01	6	5			31			
I044	41-34	X 27.90		0		25,000	UP-H				FO		1	1	01	6	5			31			
I044	41-34	N 28.03		2.06	LEAVE STROUD C/L	24,300	HHHD	24	1	10		96	1	1	1								
I044	41-34	S 28.03		0.00	LEAVE STROUD C/L	24,300	HHHD	24	1	10		96	1	1	1								
I044	41-34	X 28.20		0		24,300	UP-H				AD		1	1									
I044	41-34	X 29.10		145		24,300	BRDG				36	AD	1	1									
I044	41-34	X 29.20		0		24,300	UP-H				FO		1	1	01	6	5			31			
I044	41-34	X 29.87		38		24,300	BXBR				HS	AD	1	1									
I044	41-34	N 30.09	0.46		CREEK CO LINE	24,500	HHHD	24	1	10		96	1	1	1								
I044	41-34	S 30.09	0.00		CREEK CO LINE	24,500	HHHD	24	1	10		96	1	1	1								
I044	41-34	X 30.30	86			24,500	OP-H				36	FO	1	1	01	6	5			31		0	
S102	41-36	00.00	2.00		JCT US 62	2,300	IHDA	22	3	2		66	1	0	5	08	2	0	3	01	2,678		2,678
S105	41-37	00.00	6.91		JCT US 177	770	DIDA	24	3	3		77	1	0	5								
S105	41-37	X 01.70	23			770	BXUF				HS	NR	0	5									
S105	41-37	X 03.66	33			770	BXUF				HS	NR	0	5									
S105	41-37	X 04.49	23			770	BXUF				HS	NR	0	5									
S105	41-37	X 06.39	26			770	BXUF				HS	NR	0	5									0
S102	41-38	00.00	3.95		3.95 MIS. N. US 62	1,400	DIDL	20	0			51	1	0	5	13	2	0	3	02	4,077		
S102	41-38	X 01.95	21			1,400	BXUF				HS	NR	0	5									
S102	41-38	03.95	5.00		8.95 MIS N US 62	1,100	DHDL	20	0			51	1	0	5	13	2	0	3	02	5,169		
S102	41-38	08.95	4.00		JCT SH 66	810	DIDL	20	0			54	1	0	5	13	2	0	3	02	4,124		
S102	41-38	X 10.10	66			810	BXUF				HS	NR	0	5									
S102	41-38	X 12.10	223			810	OP-H				42	AD	0	5									
S102	41-38	X 12.50	183			810	BRDG				36	AD	0	5									13,370
County Total			192.75	37.99	230.70																123,999	27,383	151,382

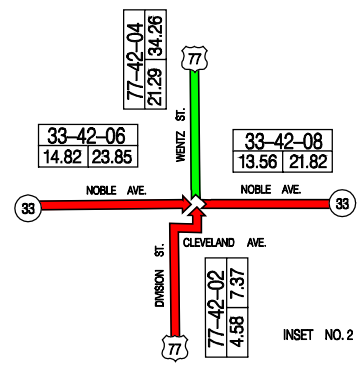
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- LOGAN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4202	US 77	4.58	JCT. I-35 E. EDGE OF GUTHRIE(N.BOUND GORE PT)	NORTHERLY	JCT. SH 33(NOBLE AVE & WENTZ ST)IN GUTHRIE	
4204	US 77	21.29	JCT. SH 33(NOBLE AVE & WENTZ ST)IN GUTHRIE	NORTHERLY	NOBLE COUNTY LINE	
4206	SH 33	14.82	KINGFISHER COUNTY LINE	EASTERLY	JCT. US 77(WENTZ ST & NOBLE AVE)IN GUTHRIE	
4208	SH 33	13.56	JCT. US 77(WENTZ ST & NOBLE AVE)IN GUTHRIE	EASTERLY	PAYNE COUNTY LINE (E. END BR.)	AGENDA ITEM (14.06 MILES BEFORE)
4210	SH 51	15.87	KINGFISHER COUNTY LINE	EASTERLY	JCT. US 77, S. OF ORLANDO	
4214	SH 51	2.01	JCT. US 77, S. OF ORLANDO	EASTERLY	PAYNE COUNTY LINE	
4216	SH 74	10.06	OKLAHOMA COUNTY LINE	NORTHERLY	JCT. SH 33 S. OF CRESCENT	
4220	SH 74	17.15	JCT. SH 33 S. OF CRESCENT	NORTHERLY	JCT. SH 51 S.E. OF MARSHALL	REINVENTORIED 2005 (17.02 MI. BEFORE)
4222	SH 74	3.34	JCT. SH 51 S.E. OF MARSHALL	NORTHERLY	GARFIELD COUNTY LINE	
4224	SH 74C	11.59	JCT. SH 74(GRAND & SANDERSON)IN CRESCENT	EASTERLY	JCT. US 77, N. OF GUTHRIE	
4226	SH 74D	2.76	JCT. MAIN STR. CUTOFF & N. AVE. IN LOVELL	EASTERLY	JCT. SH 74, E. OF LOVELL	
4228	SH 74E	4.98	JCT SH 51 S. OF MARSHALL	NORTH & EASTERLY	JCT. SH 74, E. OF MARSHALL	
4230	IS 35	18.93	OKLAHOMA COUNTY LINE (N. END INTER.)	NORTHERLY	PAYNE COUNTY LINE (N. END BR.)	
4231	SH 105	14.23	JCT SH 33 E. OF GUTHRIE	EASTERLY	LINCOLN COUNTY LINE	
4232	SH 74F	8.05	JCT. S.H.33	SOUTH AND EAST	JCT. S.H. 74	
4234	SH 0B	4.18	JCT. S.H.33 (WEST OF LANGSTON)	EASTERLY	JCT. S.H. 33 (EAST EDGE OF LANGSTON)	OLD SH 33 ALIGNMENT-NEEDS AGENDA
4236	SH 0	1.55	JCT. S.H.33 (SECTION LINE E07300)	EAST & NORTHERLY	JCT. S.H. 33 (N. OF COYLE) COYLE LOOP	OLD SH 33 ALIGNMENT-NEEDS AGENDA

168.95 TOTAL COUNTY MILEAGE



INSET NO. 1



INSET NO. 2

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 4

Logan County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	42-02	E	00.00	GUTHRIE	0.34	0.34	MIS N. I-35	13,400	LL0H	24	1	10	83	3	0	4							
U077	42-02	W	00.00		0.00	0.34	MIS N. I-35	13,400	LL0E	24	1	8	83	3	0	4							
U077	42-02	X	00.00		531	0.34	MIS N. I-35	13,400				45	AD	0	4								
U077	42-02	E	00.34		0.25	0.59	MIS N. I-35	13,400	MIIE	24	1	10	96	1	0	4							
U077	42-02	W	00.34		0.00	0.59	MIS N. I-35	13,400	MIIE	24	1	10	97	1	0	4							
U077	42-02	E	00.59		0.63	1.22	MIS N. I-35	13,400	MIIE	24	1	10	92	1	0	4							
U077	42-02	W	00.59		0.00	1.22	MIS N. I-35	13,400	MIIE	24	1	10	92	1	0	4							
U077	42-02		01.22		0.31	1.53	MIS N. I-35	11,200	MIIE	52	4		92	1	0	4							
U077	42-02		01.53		0.19	1.72	MIS N. I-35	11,200	MIIE	52	4		94	1	0	4							
U077	42-02	X	01.58		89			11,200	BRDG				29	AD	0	4							
U077	42-02		01.72		0.15	ENTER	GUTHRIE U/L	14,300	MILA	52	4		93	1	0	4							
U077	42-02		01.87		0.99	INDUSTRIAL	RD	14,000	MILA	52	4		93	1	0	3							
U077	42-02		02.86		0.68	3.54	MIS N. I-35	11,900	DHLA	52	4		83	1	0	3							
U077	42-02	X	03.37		21			11,900	BXBR				HS	AD	0	3							
U077	42-02		03.54		0.32	UNIVERSITY	ST	10,500	LL0H	52	4		79	1	0	3							
U077	42-02	X	03.76		40			10,500	BXBR				HS	FO	0	3	27	4	2		33	689	
U077	42-02		03.86		0.22	PERKINS	AVE	7,000	DHJA	40	4		84	1	0	3							
U077	42-02		04.08		0.36	CLEVELAND	AVE	5,800	DHJA	54	4		82	1	0	3							
U077	42-02		04.44		0.07	WENTZ	ST	5,800	DHJA	56	4		82	1	0	3							
U077	42-02		04.51		0.07	JCT SH	33	4,000	DHJA	40	4		90	1	0	3						689	
U077	42-04		00.00		0.50	JACKSON	ST	4,100	DIHA	40	4		91	1	0	4							
U077	42-04		00.50		0.36	0.86	MI N SH 33	3,800	LL0H	24	1	10	82	1	0	4							
U077	42-04	X	00.66		52			3,800	BXUF				HS	NR	0	4							
U077	42-04		00.86		0.14	LEAVE	GUTHRIE C/L	3,600	IILA	22	3	4	74	1	0	4							
U077	42-04		01.00	0.28		LEAVE	GUTHRIE U/L	1,900	IILA	22	3	4	76	1	0	4							
U077	42-04		01.28	1.18		2.46	MIS.N. SH 33	1,700	IILA	22	3	4	71	1	0	5							
U077	42-04		02.46	0.57		WIDTH	CHANGE	1,700	IILA	22	3	7	82	1	0	5							
U077	42-04	X	02.61	899				1,700	BRDG				22	SD	0	5	13	2	1		31	5,332	
U077	42-04		03.03	0.28		JCT SH	74C WEST	1,700	IILA	22	3	6	84	1	0	5							
U077	42-04		03.31	1.13		1.13	MIS N SH 74C	720	IILA	22	3	4	87	1	0	5							
U077	42-04		04.44	0.96		2.09	MIS N SH 74C	680	IILA	22	3	5	88	1	0	5							
U077	42-04	X	05.37	68				680	BRDG				24	SD	0	5	13	2	1		31	1,250	
U077	42-04		05.40	1.95		4.04	MIS N SH 74C	680	LL0A	22	3	5	68	1	0	5	13	2	0	3	02	2,100	
U077	42-04	X	07.07	213				680	BRDG				17	SD	0	5	13	2	1		31	2,105	
U077	42-04		07.35	2.05		6.09	MIS N SH 74C	680	DLLA	22	3	5	68	1	0	5	13	2	0	3	02	2,217	
U077	42-04		09.40	1.81		7.90	MIS N SH 74C	680	LL0A	22	3	5	67	1	0	5	13	2	0	3	02	1,950	
U077	42-04		11.21	0.83		8.73	MIS N SH 74C	730	LL0A	22	3	5	76	1	0	5							
U077	42-04		12.04	1.48		ENTER	MULHALL C/L	730	DLLA	22	3	5	76	1	0	5							
U077	42-04	X	12.87	300				730	BRDG				33	AD	0	5							
U077	42-04		13.52		0.25	3.44	S SH 51 EAST TC	730	DLLA	24	3	5	78	1	0	5							
U077	42-04		13.77		0.20	SHLDR	CHANGE	780	DLLA	24	1	7	77	1	0	5							
U077	42-04		13.97		0.09	LEAVE	MULHALL C/L	780	DLLA	24	2	5	78	1	0	5							
U077	42-04		14.06	2.98		0.17	S SH 51 EAST	700	DLLA	22	3	5	79	1	0	5							
U077	42-04		17.04	0.17		JCT SH	51 EAST	700	HHOB	24	1	8	93	1	0	5							
U077	42-04		17.21	0.28		JCT SH	51 WEST	640	HHOB	24	1	8	89	1	0	5							

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	42-04	X 17.35	22			640	BXUF			HS	NR		0	5									
U077	42-04	X 17.45	0			640	UP-R			NA	NA		0	5									
U077	42-04	17.49	2.32		ENTER ORLANDO C/L TC	620	IILA	22	3	5	84	1	0	5									
U077	42-04	X 18.20	22			620	BXBR			HS	AD		0	5									
U077	42-04	X 19.16	22			620	BXBR			HS	AD		0	5									
U077	42-04	19.81	ORLANDO	0.50	LEAVE ORLANDO C/L	540	IILA	24	3	4	76	1	0	5									
U077	42-04	20.31	0.98		NOBLE CO LINE	530	IILA	22	3	5	72	1	0	5								14,954	
S033	42-06	00.00	2.93		2.75 MIS W SH 74	1,500	IHHD	22	3	6	69	1	0	4	06	2	0	2	01		3,555		
S033	42-06	02.93	0.02		2.73 MI W SH 74OTS-1	1,700	IHHD	22	3	6	72	1	0	4									
S033	42-06	02.95	0.67		BEG BRFY-42B(238)	1,700	IHHD	22	3	6	72	1	0	4									
S033	42-06	03.62	1.27		END BRFY-42B(238)	1,700	IIOE	24	1	8	90	1	0	4									
S033	42-06	X 04.09	161			1,700	BRDG				24	AD		0	4								
S033	42-06	X 04.51	131			1,700	BRDG				48	AD		0	4								
S033	42-06	04.89	0.41		0.38 MIS W SH 74	1,900	IHHD	22	3	5	70	1	0	4									
S033	42-06	05.30	0.30		WIDTH CHANGE	2,500	IILA	22	3	7	65	1	0	4	05	2	0	2	01		387		
S033	42-06	05.60	0.08		JCT SH 74	2,500	IILA	24	1	8	80	1	0	4									
S033	42-06	05.68	1.68		1.68 MI E SH 74	3,200	IHIE	24	1	8	79	2	0	4									
S033	42-06	07.36	2.10		3.78 MI E SH 74	3,100	IHLA	24	1	8	80	1	0	4									
S033	42-06	X 08.60	117			3,100	BRDG				20	AD		0	4								
S033	42-06	09.46	0.92		4.7 MI E SH 74	3,500	IHIE	24	1	8	81	1	0	4									
S033	42-06	10.38	0.98		3.81 MIS W. US 77	3,900	IHLA	24	1	8	71	2	0	4									
S033	42-06	11.36	0.29		ENT GUTHRIE C/L	4,000	IHHF	24	1	8	91	1	0	4									
S033	42-06	11.65	0.52		ENT GUTHRIE C/L	3,800	IHHF	24	1	8	88	1	0	3									
S033	42-06	12.17		1.13	WIDTH CHANGE	3,800	IHHF	24	1	8	83	1	0	3									
S033	42-06	13.30		0.15	19TH ST	6,200	IHHF	52	4		91	1	0	3									
S033	42-06	13.45		0.77	8TH ST	10,700	DIHA	40	4		78	2	0	3									
S033	42-06	14.22		0.41	2ND ST	11,700	DIHA	51	4		79	3	0	3									
S033	42-06	X 14.42		758		11,700	HHRW				19	SD		0	3	27	4	4	31		10,704		
S033	42-06	14.63		0.12	DIVISION ST	12,400	DIJA	40	4		77	2	0	3									
S033	42-06	14.75		0.07	JCT US 77	12,600	DIJA	40	4		84	2	0	3								14,646	
S033	42-08	00.00		0.07	BROAD ST (TC)	9,700	DHJA	40	4		83	2	0	3									
S033	42-08	00.07		0.59	DREXEL ST	10,100	DHJA	40	4		83	2	0	3									
S033	42-08	00.66		0.28	PINE ST	10,100	LL0H	48	4		86	1	0	3									
S033	42-08	N 00.94		0.12	0.65 MI W I - 35	9,700	LL0H	24	1	10	85	1	0	3									
S033	42-08	S 00.94		0.00	0.65 MI W I - 35	9,700	LL0H	24	1	10	85	1	0	3									
S033	42-08	N 01.06		0.65	JCT I 35	9,400	LL0H	24	1	10	91	1	0	3									
S033	42-08	S 01.06		0.00	JCT I 35	9,400	LL0H	24	1	10	91	1	0	3									
S033	42-08	X 01.40		40		9,400	BXUF				HS	NR		0	3								
S033	42-08	X 01.69		0		9,400	UP-H				AD	AD		0	3								
S033	42-08	X 01.70		0		9,400	UP-H				AD	AD		0	3								
S033	42-08	N 01.71	0.08		0.08 MIS. E. I-35	8,500	LL0H	24	1	10	90	1	0	3									
S033	42-08	S 01.71	0.00		0.08 MIS. E. I-35	8,500	LL0H	24	1	10	90	1	0	3									
S033	42-08	N 01.79	0.15		JCT SH 105	7,000	LL0H	24	1	10	90	1	0	3									
S033	42-08	S 01.79	0.00		JCT SH 105	7,000	LL0H	24	1	10	92	1	0	3									
S033	42-08	N 01.94	0.15		0.15 MIS. E. SH 105	7,000	IIOE	24	1	8	91	1	0	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S033	42-08	S	01.94	0.00		0.15 MIS. E. SH 105	7,000	DIIE	24	1	8		93	1	0	3							
S033	42-08	N	02.09	1.10		LEAVE GUTHRIE U/L	6,300	II0E	24	1	8		97	1	0	3							
S033	42-08	S	02.09	0.00		LEAVE GUTHRIE U/L	6,300	DIIE	24	1	8		97	1	0	3							
S033	42-08	N	03.19	3.83		5.08 MIS. E. SH 105	6,100	II0E	24	1	8		97	1	0	4							
S033	42-08	S	03.19	0.00		5.08 MIS. E. SH 105	6,100	DIIE	24	1	8		97	1	0	4							
S033	42-08	X	03.61	32			6,100	BXUF				HS	NR										
S033	42-08	N	07.02	0.72		5.80 MIS. E. SH 105	5,000	II0E	24	1	8		97	1	0	4							
S033	42-08	S	07.02	0.00		5.80 MIS. E. SH 105	5,000	II0E	24	1	8		95	1	0	4							
S033	42-08	N	07.74	0.26		JCT SH 0B (42-34)	4,500	II0E	24	1	8		98	1	0	4							
S033	42-08	S	07.74	0.00		JCT SH 0B (42-34)	4,500	II0E	24	1	8		97	1	0	4							
S033	42-08	N	08.00	0.36		0.36 MIS. N. SH 0B	3,800	II0E	24	1	8		98	1	0	4							
S033	42-08	S	08.00	0.00		0.36 MIS. N. SH 0B	3,800	II0E	24	1	8		97	1	0	4							
S033	42-08	N	08.36	1.66		ENT LANGSTON-HENNY R	3,800	II0E	24	1	8		98	1	0	4							
S033	42-08	S	08.36	0.00		ENT LANGSTON-HENNY R	3,800	II0E	24	1	8		98	1	0	4							
S033	42-08	N	10.02	1.58	LANGSTON	1.96 MI SW PAYNE CO/	3,800	II0E	24	1	8		98	1	0	4							
S033	42-08	S	10.02	0.00		1.96 MI SW PAYNE CO/	3,800	II0E	24	1	8		98	1	0	4							
S033	42-08	N X	10.97	105			3,800	BRDG				29	AD										
S033	42-08	S X	10.97	105			3,800	BRDG				29	AD										
S033	42-08		11.60	0.42		JCT SH 0B (42-34)	3,500	II0E	24	1	8		93	1	0	4							
S033	42-08		12.02	0.20	COYLE	1.34 MI SW PAYNE CO/	4,000	II0E	24	1	8		93	1	0	4							
S033	42-08		12.22	0.23		JCT SH 0 (COYLE TC)	4,200	II0E	24	1	8		93	1	0	4							
S033	42-08		12.45	0.70		JCT SH 0 (42-36)	4,200	II0E	24	1	8		93	1	0	4							
S033	42-08	X	13.03	102			4,200	BRDG				50	AD										
S033	42-08		13.15	0.41		PAYNE CO LINE(N SIDE	1,500	II0E	24	1	8		92	1	0	4							
S033	42-08	X	13.40	1699			1,500	BRDG				51	AD									0	
S051	42-10		00.00	3.02		JCT SH 74E	1,500	IIHL	24	3	4		85	1	0	5							
S051	42-10	X	00.00	21		JCT SH 74E	1,500	BXUF				HS	NR										
S051	42-10	X	01.80	45			1,500	BXUF				HS	NR										
S051	42-10	X	02.16	21			1,500	BXUF				HS	NR										
S051	42-10		03.02	2.01		JCT SH 74	1,600	IIHL	24	3	4		85	1	0	5							
S051	42-10	X	03.90	21			1,600	BXUF				HS	NR										
S051	42-10		05.03	5.56		5.56 MIS. E. SH 74	1,500	IIHL	24	3	3		81	1	0	5							
S051	42-10	X	06.38	224			1,500	BRDG				20	SD			09	2	1		50			
S051	42-10	X	08.70	40			1,500	BXBR				HS	SD			09	2	2		50			
S051	42-10		10.59	5.28		JCT US 77	1,500	IIHL	24	3	3		75	1	0	5							
S051	42-10	X	12.49	209			1,500	BRDG				20	SD			09	2	1		31		2,087	
S051	42-10	X	13.60	46			1,500	BXUF				HS	NR										
S051	42-10	X	15.64	116			1,500	BRDG				23	SD			09	2	1		31		1,597	
S051	42-14		00.00	2.01		PAYNE CO LINE	1,700	IIHB	24	3	4		76	1	0	5							
S051	42-14	X	01.90	20			1,700	BXUF				HS	NR									0	
S074	42-16		00.00	0.16		0.16 MIS N. OKLA CO/	4,700	II0E	24	1	10		95	1	0	5							
S074	42-16		00.16	0.28		0.44 MIS N. OKLA CO/	4,700	II0E	24	1	8		95	1	0	5							
S074	42-16		00.44	0.56		1.00 MIS N. OKLA CO/	4,700	IIHL	24	1	4		82	1	0	5							
S074	42-16	X	00.66	30			4,700	BXUF				HS	NR										
S074	42-16		01.00	1.00		2.00 MIS N. OKLA CO/	4,700	IIHL	24	1	4		82	1	0	5							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S074	42-16		02.00	3.00		JCT SH 74F	4,600	IIHL	24	1	4		82	1	0	5							
S074	42-16	X	02.97	24			4,600	BXUF					HS	NR		0	5						
S074	42-16	X	03.16	90			4,600	BXBR					HS	AD		0	5						
S074	42-16	X	03.36	210			4,600	BRDG					26	AD		0	5						
S074	42-16		05.00	1.02		1.0 MI N SH 74F	4,200	IIHL	24	1	4		81	1	0	5							
S074	42-16		06.02	4.04		JCT SH 33	3,700	IIHL	24	1	4		78	1	0	5							0
S074	42-20		00.00	1.17		ENT CIMARRON CITY C/	4,500	DHHL	24	1	8		90	1	0	5							
S074	42-20	X	01.04	803			4,500	BRDG					37	AD		0	5						
S074	42-20		01.17	CIMARRON	0.58	LEV CIMARRON CITY C/	4,900	DHHL	24	1	8		89	1	0	5							
S074	42-20		01.75	0.47		2.14 MIS. N. SH 33	5,400	DHHL	24	1	8		92	1	0	5							
S074	42-20	X	02.14	21			5,400	BXUF					HS	NR		0	5						
S074	42-20		02.22	2.77		RYLAND RD-CRESENT C/	5,600	DHHF	24	1	10		90	1	0	5							
S074	42-20		04.99	CRESCENT	0.35	0.64 MI S SH 74C	4,400	DHHF	24	1	10		88	1	0	5							
S074	42-20		05.34		0.15	VAN BUREN ST	5,100	DLLF	24	5	10		91	1	0	5							
S074	42-20		05.49		0.15	ADAMS ST CENT LOC	5,800	DLLF	49	4			85	1	0	5							
S074	42-20		05.64		0.07	MONROE ST TC	6,800	DHHD	74	4			84	1	0	5							
S074	42-20		05.71		0.14	JEFFERSON ST	6,800	DIIE	74	4			88	1	0	5							
S074	42-20		05.85		0.14	JCT SH74C	6,800	DHHD	74	4			83	1	0	5							
S074	42-20		05.99		0.04	LEAVE CRESCENT C/L	5,100	IHHL	24	3	5		73	1	0	5							
S074	42-20		06.03	0.41		0.45 MIS. N. SH 74C	2,200	IHHL	24	3	5		74	1	0	5							
S074	42-20		06.44	6.57		JCT SH 74D	3,000	DHHL	24	3	5		72	1	0	5							
S074	42-20	X	10.86	101			3,000	BRDG					20	SD		0	5	08	2	1		31	1,499
S074	42-20		13.01	3.54		0.60 MI S SH 51	1,600	IHHL	24	3	5		80	1	0	5							
S074	42-20	X	13.20	354			1,600	BRDG					19	AD		0	5						
S074	42-20		16.55	0.02		0.58 MI S SH 51 OTS2	1,700	IHHL	24	3	5		81	1	0	5							
S074	42-20		16.57	0.53		0.05 MI S SH 51	1,700	IHHL	24	3	5		81	1	0	5							
S074	42-20		17.10	0.02		0.03 MI S SH 51 OTS2	1,500	IHHL	24	3	5		81	1	0	5							
S074	42-20		17.12	0.03		JCT SH 51	1,500	IHHL	24	3	5		81	1	0	5							1,499
S074	42-22		00.00	3.00		JCT SH 74 E	1,100	DIHL	24	3	4		81	1	0	5							
S074	42-22		03.00	0.34		GARFIELD CO LINE	1,200	DIHL	24	3	3		79	1	0	5							0
S074C	42-24		00.00		0.50	BROADWAY AVE	590	DDDL	24	3	4		82	1	0	5							
S074C	42-24		00.50		0.25	LEAVE CRESENT C/L	590	IIDL	24	3	4		81	1	0	5							
S074C	42-24		00.75	2.60		3.35 MIS E. SH 74	680	IIDL	24	3	3		74	1	0	5							
S074C	42-24	X	01.60	25			680	BXUF					HS	NR		0	5						
S074C	42-24		03.35	4.55		3.69 MIS W. US 77	830	IIDL	24	3	3		67	1	0	5	13	2	0	3	01	3,209	
S074C	42-24		07.90	3.69		JCT US 77	830	IIDL	24	3	3		66	1	0	5	13	2	0	3	01	2,604	5,813
S074D	42-26		00.00	2.76		JCT SH 74	140	IIDL	24	3	3		73	1	0	5							
S074D	42-26	X	01.11	121			140	BRDG					24	SD		0	5	10	2	1		31	1,627
S074E	42-28		00.00	2.61		MAIN ST TC MARSHALL	300	IHDN	22	3	3		70	1	0	5							
S074E	42-28	X	01.52	21			300	BXUF					HS	NR		0	5						
S074E	42-28		02.61	2.37		JCT SH 74	210	IHDN	22	3	3		74	1	0	5							0
I035	42-30	E	00.00	2.01		LEAVE OKC U/L	34,300	LLOE	24	1	10		97	2	1	1							
I035	42-30	W	00.00	0.00		LEAVE OKC U/L	34,300	LLOE	24	1	10		97	2	1	1							
I035	42-30	X	01.00	0			34,300	UP-H					FO	1	1	01	6	5			31	1,689	
I035	42-30	X	02.00	0			34,300	UP-H					FO	1	1	01	6	5			31	1,689	

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	42-30	E	02.01	0.76		2.77 MIS N. OKLA CO/	LL0E	24	1	10	97	1	1	1									
I035	42-30	W	02.01	0.00		2.77 MIS N. OKLA CO/	LL0E	24	1	10	97	1	1	1									
I035	42-30	E	02.77	2.00		4.77 MIS N. OKLA CO/	LL0E	24	1	10	99	1	1	1									
I035	42-30	W	02.77	0.00		4.77 MIS N. OKLA CO/	LL0E	24	1	10	99	1	1	1									
I035	42-30	E X	04.58	40			BXUF				HS	NR		1	1								
I035	42-30	W X	04.58	40			BXUF				HS	NR		1	1								
I035	42-30	E	04.77	0.22		SEWARD RD OVER	LL0E	24	1	10	97	1	1	1									
I035	42-30	W	04.77	0.00		SEWARD RD OVER	LL0E	24	1	10	97	1	1	1									
I035	42-30	E	04.99	0.78		5.77 MIS N. OKLA CO/	LL0E	24	1	10	97	1	1	1									
I035	42-30	W	04.99	0.00		5.77 MIS N. OKLA CO/	LL0E	24	1	10	97	1	1	1									
I035	42-30	X	04.99	0		5.77 MIS N. OKLA CO/	UP-H				SD		1	1	01	6	6		31		1,929		
I035	42-30	E	05.77	0.24		CO RD E08300 OVER	LL0E	24	1	10	100	1	1	1									
I035	42-30	W	05.77	0.00		CO RD E08300 OVER	LL0E	24	1	10	100	1	1	1									
I035	42-30	E	06.01	0.34		JCT US 77	LL0E	24	1	10	100	1	1	1									
I035	42-30	W	06.01	0.00		JCT US 77	LL0E	24	1	10	100	1	1	1									
I035	42-30	X	06.01	0		JCT US 77	UP-H				AD		1	1									
I035	42-30	E	06.35	0.74		0.74 MIS N. US 77	LL0E	24	1	10	100	1	1	1									
I035	42-30	W	06.35	0.00		0.74 MIS N. US 77	LL0E	24	1	10	100	1	1	1									
I035	42-30	X	06.50	0							AD		1	1									
I035	42-30	X	07.03	32			BXUF				HS	NR		1	1								
I035	42-30	E	07.09	0.21		0.95 MIS N. US 77	LL0A	24	1	10	98	1	1	1									
I035	42-30	W	07.09	0.00		0.95 MIS N. US 77	LL0A	24	1	10	98	1	1	1									
I035	42-30	E X	07.13	256			OP-H				29	AD		1	1								
I035	42-30	W X	07.13	256			OP-H				29	AD		1	1								
I035	42-30	E	07.30	0.28		1.23 MIS N. US 77	IILH	24	1	10	94	1	1	1									
I035	42-30	W	07.30	0.00		1.23 MIS N. US 77	IILH	24	1	10	94	1	1	1									
I035	42-30	E	07.58	0.84		ENTER GUTHRIE U/L	IILH	24	1	10	94	1	1	1									
I035	42-30	W	07.58	0.00		ENTER GUTHRIE U/L	IILH	24	1	10	94	1	1	1									
I035	42-30	X	08.41	0			UP-H				FO		1	1	01	6	5		31		1,929		
I035	42-30	E	08.42	2.29		0.20 MIS. S. SH 33	IILH	24	1	10	94	1	1	1									
I035	42-30	W	08.42	0.00		0.20 MIS. S. SH 33	IILH	24	1	10	94	1	1	1									
I035	42-30	E X	09.40	102			OP-H				36	AD		1	1								
I035	42-30	W X	09.40	102			OP-H				36	AD		1	1								
I035	42-30	X	09.90	0			UP-H				FO		1	1	01	6	5		31		1,929		
I035	42-30	E	10.71	0.20		JCT SH 33	IILH	24	1	10	94	1	1	1									
I035	42-30	W	10.71	0.00		JCT SH 33	IILH	24	1	10	94	1	1	1									
I035	42-30	X	10.86	40			BXUF				HS	NR		1	1								
I035	42-30	E X	10.90	162			OP-H				36	AD		1	1								
I035	42-30	W X	10.90	162			OP-H				36	AD		1	1								
I035	42-30	E	10.91	0.23		0.23 MIS. N. SH 33	IILH	24	1	10	90	1	1	1									
I035	42-30	W	10.91	0.00		0.23 MIS. N. SH 33	IILH	24	1	10	93	1	1	1									
I035	42-30	E	11.14	1.28		LEAVE GUTHRIE U/L	IILH	24	1	10	92	1	1	1									
I035	42-30	W	11.14	0.00		LEAVE GUTHRIE U/L	IILH	24	1	10	94	1	1	1									
I035	42-30	X	11.40	0			UP-H				AD		1	1									
I035	42-30	E	12.42	0.31		1.82 MIS N. SH 33	IILH	24	1	10	93	1	1	1									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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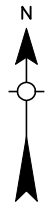
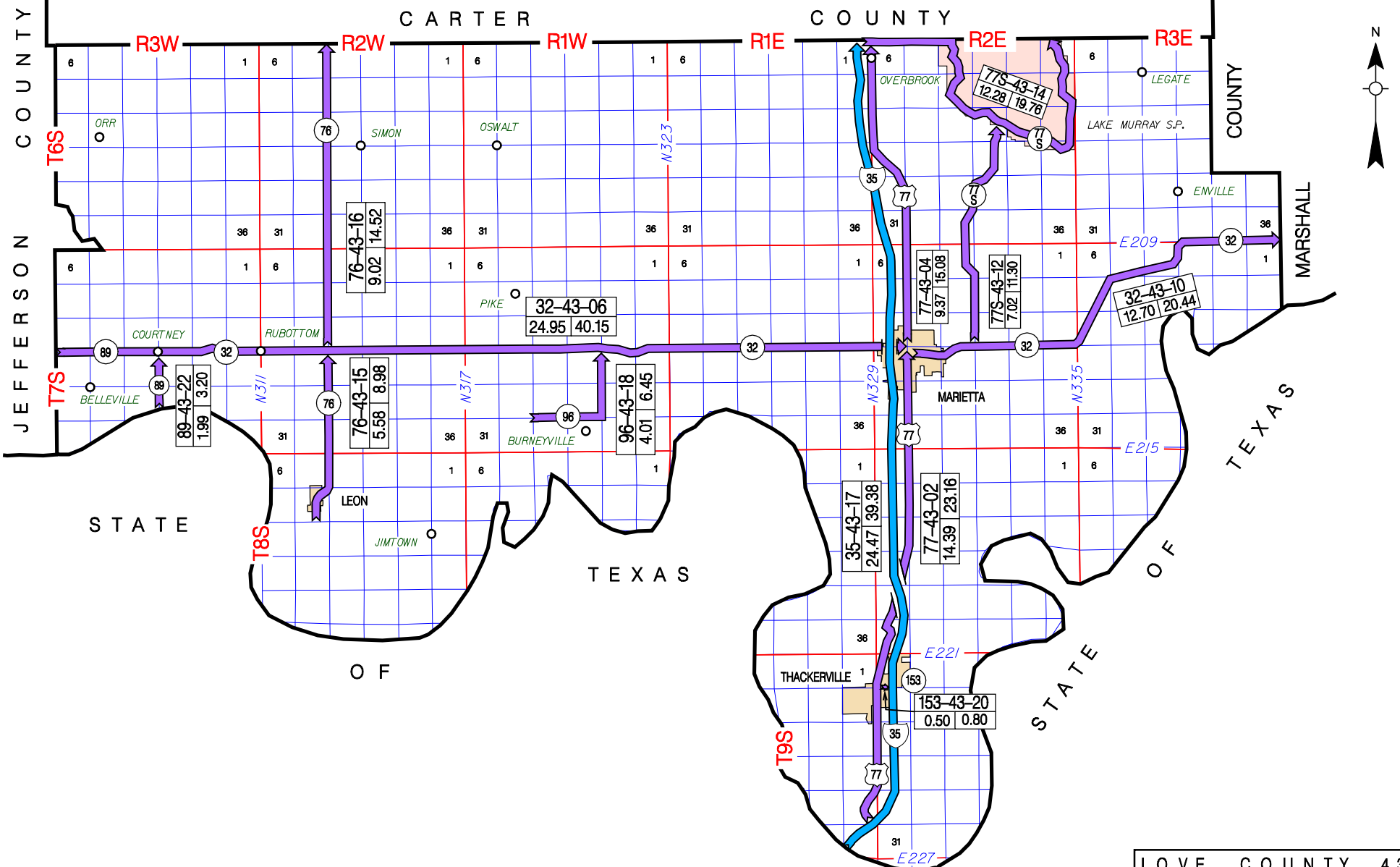
Logan County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
I035	42-30	W	12.42	0.00		1.82 MIS N. SH 33	18,300	IILH	24	1	10		94	1	1	1									
I035	42-30	X	12.64	46			18,300	BXUF					HS	NR		1	1								
I035	42-30	E	12.73	3.02		4.84 MIS. N. SH 33	18,300	IILH	24	1	10		93	1	1	1									
I035	42-30	W	12.73	0.00		4.84 MIS. N. SH 33	18,300	IILH	24	1	10		94	1	1	1									
I035	42-30	X	13.36	0			18,300	UP-H					AD		1	1									
I035	42-30	X	14.44	0			18,300	UP-H					FO		1	1	01	6	5		31		1,929		
I035	42-30	E	15.75	0.85		2.33 MIS S PAYNE CO/	18,300	IILH	24	1	10		96	1	1	1									
I035	42-30	W	15.75	0.00		2.33 MIS S PAYNE CO/	18,300	IILH	24	1	10		96	1	1	1									
I035	42-30	E	16.60	1.30		1.03 MIS S PAYNE CO/	18,300	IILH	24	1	10		93	1	1	1									
I035	42-30	W	16.60	0.00		1.03 MIS S PAYNE CO/	18,300	IILH	24	1	10		94	1	1	1									
I035	42-30	X	16.66	0			18,300	UP-H					FO		1	1	01	6	5		31		1,929		
I035	42-30	E	17.90	1.03		PAYNE CO LINE	18,300	IILH	24	1	10		95	1	1	1									
I035	42-30	W	17.90	0.00		PAYNE CO LINE	18,300	IILH	24	1	10		95	1	1	1									
I035	42-30	E X	18.74	803			18,300	BRDG					25	AD		1	1								
I035	42-30	W X	18.74	803			18,300	BRDG					25	AD		1	1						13,023		
S105	42-31		00.00	1.06		LEAVE GUTHRIE U/L	2,800	IHDA	24	3	2		68	1	0	4	08	2	0	3	01		1,439		
S105	42-31		01.06	1.44		2.50 MI E SH 33	2,800	IHDA	24	3	2		68	1	0	5	08	2	0	3	01		1,967		
S105	42-31		02.50	0.02		2.52 E SH 33 OTS-12	3,300	IHDA	24	3	2		66	1	0	5	08	2	0	3	01		27		
S105	42-31		02.52	0.78		3.30 MIS E SH 33	3,200	IHDA	24	3	2		68	1	0	5	08	2	0	3	01		1,062		
S105	42-31		03.30	4.19		7.49 MIS E SH 33	2,700	DHDA	24	3	1		64	1	0	5	08	2	0	3	01		5,704		
S105	42-31		07.49	0.89		8.38 MIS E SH 33	2,200	DIDA	22	3	2		59	1	0	5	08	2	0	3	01		1,211		
S105	42-31		08.38	0.04		8.42 MIS E OF SH 33	1,700	DIDA	24	3	4		84	1	0	5									
S105	42-31		08.42	0.02		8.44 E SH 33 OTS-11	1,500	DIDA	24	3	4		89	1	0	5									
S105	42-31		08.44	5.79		LINCOLN CO LINE	830	DIDA	24	3	4		84	1	0	5							11,410		
S074F	42-32		00.00	2.53		ENT CASHION COMMANCH	740	DIDL	24	3	3		75	1	0	5									
S074F	42-32		02.53	CASHION	0.50	LEV CASHION BLVD AVE	940	DIDL	24	3	3		76	1	0	5									
S074F	42-32		03.03	5.02		JCT SH 74	1,100	IIDL	24	3	3		74	1	0	5							0		
County Total				145.83	17.39	163.20																	27,432	39,913	67,345

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- LOVE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4302	US 77	14.39	JCT. I-35 (E. SIDE STR.)	NORTHERLY	JCT. SH 32 W. IN MARIETTA	
4304	US 77	9.37	JCT. SH 32 W. IN MARIETTA	NORTHERLY	CARTER COUNTY LINE	
4306	SH 32	24.95	JEFFERSON COUNTY LINE	EASTERLY	JCT. US 77 IN MARIETTA	
4310	SH 32	12.70	JCT. US 77 IN MARIETTA	EASTERLY	MARSHALL COUNTY LINE	
4312	SH 77S	7.02	JCT. SH 32, E. OF MARIETTA	NORTHERLY	JCT. SH 77S NEAR LAKE MURRAY	
4314	SH 77S	12.28	JCT. I-35 (W. SIDE STR.)	EASTERLY	CARTER COUNTY LINE	
4315	SH 76	5.58	.9 MI. S. OF LEON	NORTHERLY	JCT. SH 32, E. OF RUBOTTOM	
4316	SH 76	9.02	JCT. SH 32, E. OF RUBOTTOM	NORTHERLY	CARTER COUNTY LINE	
4317	IS 35	24.47	TEXAS STATE LINE (S. END BR.)	NORTHERLY	CARTER COUNTY LINE	
4318	SH 96	4.01	2.0 MI. W. OF BURNEYVILLE	NORTHERLY & EASTERLY	JCT. SH 32, 2.0 MI. N. OF BURNEYVILLE	
4320	SH 153	0.50	JCT. US 77 IN THACKERVILLE	EASTERLY	JCT. I-35 E. OF THACKERVILLE	
4322	SH 89	1.99	TEXAS STATE LINE (S. END BRIDGE)	NORTHERLY	JCT. SH 32 IN COURTYNEY	

126.28 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	43-02	00.00	3.48		1,800	LL0A	24	1	4	76	1	0	5										
U077	43-02	X 00.00	0		1,800	UP-H				AD		0	5										
U077	43-02	X 00.03	0		1,800	UP-H				AD		0	5										
U077	43-02	03.48	THACKERV	0.56	1,800	HHLA	24	1	8	78	1	0	5										
U077	43-02	04.04		0.13	1,800	HHLA	24	1	6	80	1	0	5										
U077	43-02	04.17		0.42	2,000	HHLA	20	3	5	59	1	0	5	08	2	0	1	01			517		
U077	43-02	04.59	8.52		2,100	HHLA	20	3	5	50	1	0	5	08	2	0	1	01			10,528		
U077	43-02	X 05.86	0		2,100	UP-R				AD		0	5										
U077	43-02	X 07.08	0		2,100	UP-H				AD		0	5										
U077	43-02	X 07.10	0		2,100	UP-H				AD		0	5										
U077	43-02	X 10.42	30		2,100	BRDG				23 FO		0	5	08	2	1		31				1,120	
U077	43-02	X 10.88	23		2,100	BXBR				HS AD		0	5										
U077	43-02	X 12.99	22		2,100	BXBR				HS AD		0	5										
U077	43-02	13.11	MARIETTA	0.34	2,400	HHLA	20	3	5	50	1	0	5	08	2	0	1	01			424		
U077	43-02	13.45		0.46	2,200	IHLA	24	1	6	84	1	0	5										
U077	43-02	13.91		0.21	2,400	IHLA	24	1	10	84	1	0	5										
U077	43-02	14.12		0.06	2,200	IHLA	24	1	10	83	1	0	5										
U077	43-02	14.18		0.21	2,200	IHLA	24	1	10	83	1	0	5										12,589
U077	43-04	00.00		0.43	3,300	IHLA	24	1	10	83	1	0	5										
U077	43-04	00.43	3.57		2,800	IHLA	24	1	10	80	1	0	5										
U077	43-04	X 03.36	48		2,800	BXBR				HS AD		0	5										
U077	43-04	04.00	1.80		2,800	HHLA	24	1	10	75	1	0	5										
U077	43-04	X 04.94	55		2,800	BXBR				HS AD		0	5										
U077	43-04	05.80	3.57		2,700	NHLA	24	1	10	72	1	0	5										
U077	43-04	X 06.84	103		2,700	BRDG				20 SD		0	5	08	2	1		31				1,512	
U077	43-04	X 07.02	297		2,700	BRDG				26 SD		0	5	08	2	1		31				2,449	3,961
S032	43-06	00.00	1.25		350	HHDL	22	3	3	76	1	0	5										
S032	43-06	01.25	1.76		280	HHDL	22	3	3	76	1	0	5										
S032	43-06	03.01	4.97		520	HHDL	22	3	3	76	1	0	5										
S032	43-06	X 03.85	281		520	BRDG				28 SD		0	5	10	2	1		31				2,388	
S032	43-06	X 04.01	281		520	BRDG				15 SD		0	5	10	2	1		31				2,388	
S032	43-06	X 04.69	481		520	BRDG				19 AD		0	5										
S032	43-06	X 06.27	121		520	BRDG				25 SD		0	5	10	2	1		31				1,627	
S032	43-06	X 06.70	23		520	BXBR				HS AD		0	5										
S032	43-06	07.98	7.99		860	DDDL	22	3	5	68	1	0	5	10	2	0	3	01			5,466		
S032	43-06	X 14.51	180		860	BRDG				25 SD		0	5	10	2	1		31				1,950	
S032	43-06	X 14.60	180		860	BRDG				24 SD		0	5	10	2	1		50					
S032	43-06	X 14.78	90		860	BRDG				16 AD		0	5	10	2	1		50					
S032	43-06	X 14.86	281		860	BRDG				18 AD		0	5	10	2	1		50					
S032	43-06	X 14.96	60		860	BRDG				23 SD		0	5	10	2	2		50					
S032	43-06	X 15.02	176		860	BRDG				18 AD		0	5	10	2	1		50					
S032	43-06	15.97	5.00		1,800	DDDL	24	3	3	63	1	0	5	08	2	0	3	01			6,720		
S032	43-06	X 17.36	23		1,800	BXBR				HS AD		0	5										
S032	43-06	X 20.13	182		1,800	BRDG				12 AD		0	5										
S032	43-06	20.97	3.23		1,900	DDDL	24	3	3	68	1	0	5	08	2	0	3	01			4,349		

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Love County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S032	43-06	X 21.73	42			1,900	BXBR			HS	AD		0	5									
S032	43-06	X 23.62	33			1,900	BXBR			HS	AD		0	5									
S032	43-06	24.20		0.14	BEG DIVIDED	2,300	DDDL	24	3	3		61	1	0	5	08	2	0	3	01		185	
S032	43-06	N 24.34		0.13	JCT I 35	2,600	RHHB	24	1	10		91	1	0	5								
S032	43-06	S 24.34		0.00	JCT I 35	2,600	RHHB	24	1	10		91	1	0	5								
S032	43-06	X 24.44		0		2,600	UP-H				FO		0	5	08	2	6			31		1,929	
S032	43-06	X 24.46		0		2,600	UP-H				FO		0	5	08	2	6			31		1,929	
S032	43-06	N 24.47		0.48	JCT US 77	8,500	RHHB	24	1	10		91	1	0	5								
S032	43-06	S 24.47		0.00	JCT US 77	8,500	RHHB	24	1	10		91	1	0	5								28,931
S032	43-10	00.00		0.27	WIDTH CHNG SW 5TH ST	3,800	IILA	38	4			89	1	0	5								
S032	43-10	00.27		0.07	BEG PC OVLY SW 4TH S	4,400	IILA	59	4			89	1	0	5								
S032	43-10	00.34		0.15	TOWN CENTER SW 2ND S	4,400	IILA	68	4			89	1	0	5								
S032	43-10	00.49		0.06	WIDTH CHANGE FRONT S	4,400	IILA	68	4			89	1	0	5								
S032	43-10	00.55		0.35	WIDTH CHANGE 5TH ST	4,100	IILA	39	4			83	1	0	5								
S032	43-10	00.90		0.11	LEAVE MARIETTA C/L	2,700	IILA	22	3	4		72	1	0	5								
S032	43-10	01.01	0.27		1.28 MIS. E. US 77	2,100	IIDL	24	3	6		73	1	0	5								
S032	43-10	01.28	0.79		JCT SH 77S	1,900	IIDL	24	3	6		78	1	0	5								
S032	43-10	02.07	10.63		MARSHALL CO LINE	1,600	IIDL	24	3	2		72	1	0	5								
S032	43-10	X 02.17	23			1,600	BXBR				HS	AD		0	5								
S032	43-10	X 08.74	704			1,600	BRDG				23	AD		0	5								
S032	43-10	X 10.35	101			1,600	BRDG				25	AD		0	5								
S032	43-10	X 12.45	253			1,600	BRDG				19	AD		0	5								0
S077S	43-12	00.00	5.08		1.94 MIS. S. SH 77S	290	DDDL	24	3	3		75	1	0	5								
S077S	43-12	X 01.37	26			290	BXBR				HS	AD		0	5								
S077S	43-12	05.08	0.67		1.27 MIS. S. SH 77S	420	IIOE	24	6	8		97	1	0	5								
S077S	43-12	X 05.32	226			420	BRDG				32	AD		0	5								
S077S	43-12	05.75	1.27		JCT SH77S	420	DDDL	24	3	3		77	1	0	5								0
S077S	43-14	00.00	0.41		JCT US 77	1,100	HHLL	24	1	8		81	1	0	5								
S077S	43-14	X 00.00	0		JCT US 77	1,100	UP-H				AD		0	5									
S077S	43-14	X 00.04	0			1,100	UP-H				AD		0	5									
S077S	43-14	00.41	2.37		MURRAY LODGE	800	HHGB	24	3	5		85	1	0	5								
S077S	43-14	X 00.63	34			800	BXBR				HS	AD		0	5								
S077S	43-14	X 01.16	23			800	BXBR				HS	AD		0	5								
S077S	43-14	X 02.70	26			800	BRDG				HS	AD		0	5								
S077S	43-14	02.78	3.66		JCT SH 77S SOUTH	380	HHGB	24	2	3		76	1	0	5								
S077S	43-14	06.44	5.84		CARTER COUNTY LINE	510	HHGB	18	3	3		74	1	0	5								0
S076	43-15	00.00	0.58		ENT LEON C/L 12TH ST	470	DDDL	22	3	3		72	1	0	5								
S076	43-15	00.58	LEON	0.50	COMMERCE AVE TC	470	DDDL	22	3	3		75	1	0	5								
S076	43-15	01.08		0.07	COLLEGE AVE	470	DDDL	24	1	10		76	1	0	5								
S076	43-15	01.15		0.10	LEAVE LEON C/L	470	DDDL	22	3	3		73	1	0	5								
S076	43-15	01.25	2.33		2.00 MI S SH 32	420	DDDL	22	3	3		74	1	0	5								
S076	43-15	03.58	2.00		JCT SH 32	440	DDDL	22	3	3		75	1	0	5								0
S076	43-16	00.00	9.02		CARTER CO LINE	540	HHDL	24	1	4		81	1	0	5								
S076	43-16	X 06.66	121			540	BRDG				25	SD		0	5	10	2	1		31		1,627	1,627
I035	43-17	E 00.00	0.24		NORTH END BRIDGE	34,200	LLOE	24	1	10		98	1	1	1								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 7

Love County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	43-17	W	00.00	0.00		NORTH END BRIDGE	LL0E	24	1	10		98	1	1	1								
I035	43-17	E X	00.00	1274		NORTH END BRIDGE	H-HW				36	AD		1	1								
I035	43-17	W X	00.00	1275		NORTH END BRIDGE	H-HW				36	AD		1	1								
I035	43-17	E	00.24	0.93		JCT US 77 ATR	LL0E	24	1	10		98	1	1	1								
I035	43-17	W	00.24	0.00		JCT US 77 ATR	LL0E	24	1	10		98	1	1	1								
I035	43-17	E X	01.16	185			OP-H				38	AD		1	1								
I035	43-17	W X	01.16	185			OP-H				38	AD		1	1								
I035	43-17	E	01.17	1.41		2.58 MIS N TEXAS ST/	LL0E	24	1	10		92	1	1	1								
I035	43-17	W	01.17	0.00		2.58 MIS N TEXAS ST/	LL0E	24	1	10		92	1	1	1								
I035	43-17	E	02.58	0.44		MILE MARKER 3	LL0E	24	1	10		92	1	1	1								
I035	43-17	W	02.58	0.00		MILE MARKER 3	LL0E	24	1	10		92	1	1	1								
I035	43-17	E	03.02	2.27		JCT SH 153	LL0Q	24	1	10		100	1	1	1								
I035	43-17	W	03.02	0.00		JCT SH 153	LL0Q	24	1	10		100	1	1	1								
I035	43-17	X	03.29	0			UP-H					AD		1	1								
I035	43-17	E	05.29	THACKERV	0.00	5.88 MIS N TEXAS ST/	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	05.29		0.59	5.88 MIS N TEXAS ST/	LL0Q	24	1	10		92	1	1	1								
I035	43-17	X	05.29		0	5.88 MIS N TEXAS ST/	UP-H					AD		1	1								
I035	43-17	E	05.88		0.00	LEV THACKERVILLE C/L	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	05.88		0.43	LEV THACKERVILLE C/L	LL0Q	24	1	10		92	1	1	1								
I035	43-17	E	06.31	0.00		7.68 MIS N TEXAS ST/	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	06.31	1.37		7.68 MIS N TEXAS ST/	LL0Q	24	1	10		92	1	1	1								
I035	43-17	E	07.68	0.00		US 77 & RR UNDER	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	07.68	0.40		US 77 & RR UNDER	LL0Q	24	1	10		92	1	1	1								
I035	43-17	E	08.08	0.00		9.97 MIS N TEXAS ST/	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	08.08	1.89		9.97 MIS N TEXAS ST/	LL0Q	24	1	10		92	1	1	1								
I035	43-17	E X	08.08	498		9.97 MIS N TEXAS ST/	H-HR				25	AD		1	1								
I035	43-17	W X	08.08	498		9.97 MIS N TEXAS ST/	H-HR				25	AD		1	1								
I035	43-17	X	09.35	0			UP-H					FO		1	1	01	6	5		31		1,929	
I035	43-17	E	09.97	0.00		4.78 MIS S SH 32	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	09.97	0.60		4.78 MIS S SH 32	LL0Q	24	1	10		92	1	1	1								
I035	43-17	E	10.57	0.00		3.85 MIS S SH 32	LL0Q	24	1	10		92	1	1	1								
I035	43-17	W	10.57	0.93		3.85 MIS S SH 32	LL0Q	24	1	10		92	1	1	1								
I035	43-17	X	11.04	49			BXBR				HS	AD		1	1								
I035	43-17	X	11.34	0			UP-H					AD		1	1								
I035	43-17	E	11.50	0.35		3.50 MIS S SH 32	LL0Q	24	1	10		95	1	1	1								
I035	43-17	W	11.50	0.00		3.50 MIS S SH 32	LL0Q	24	1	10		95	1	1	1								
I035	43-17	E	11.85	0.65		2.85 MIS. S. SH 32	PILL	24	1	10		92	1	1	1								
I035	43-17	W	11.85	0.00		2.85 MIS. S. SH 32	PILL	24	1	10		92	1	1	1								
I035	43-17	X	12.34	0			UP-H					AD		1	1								
I035	43-17	E	12.50	1.33		ENTER MARIETTA C/L	PILL	24	1	10		92	1	1	1								
I035	43-17	W	12.50	0.00		ENTER MARIETTA C/L	PILL	24	1	10		92	1	1	1								
I035	43-17	E	13.83	MARIETTA	1.52	JCT SH 32	PILL	24	1	10		92	1	1	1								
I035	43-17	W	13.83		0.00	JCT SH 32	PILL	24	1	10		92	1	1	1								
I035	43-17	W X	13.83		48	JCT SH 32	BXBR				HS	AD		1	1								
I035	43-17	E X	13.93		48	JCT SH 32	BXBR				HS	AD		1	1								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 7

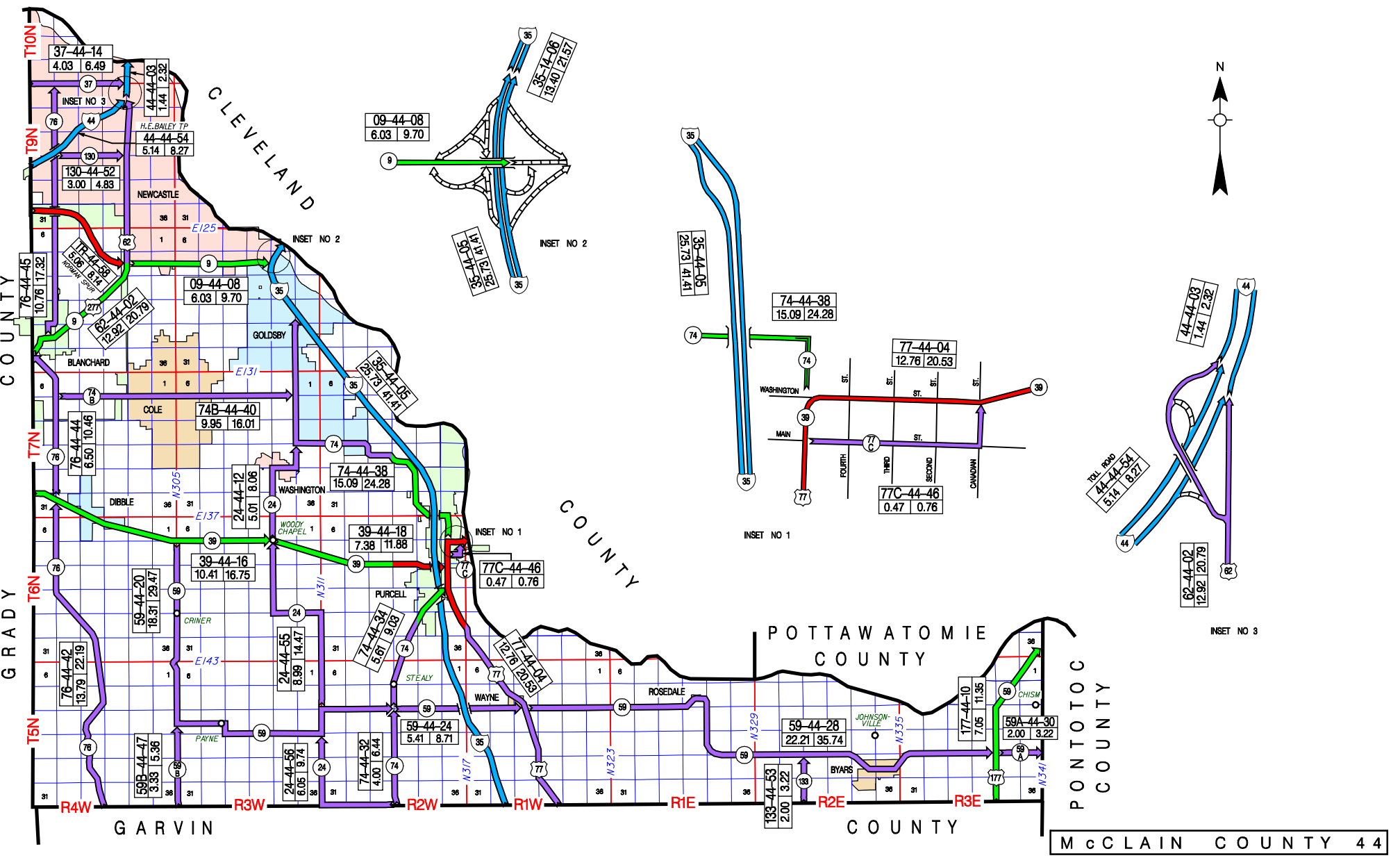
Love County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	43-17	E X 14.35		0		25,400	UP-H				FO		1	1	01	6	5		31		1,361		
I035	43-17	W X 14.35		0		25,400	UP-H				FO		1	1	01	6	5		31		1,361		
I035	43-17	E X 15.34		163		25,400	OP-H			36	FO		1	1	01	6	6		31		1,929		
I035	43-17	W X 15.34		163		25,400	OP-H			36	FO		1	1	01	6	6		31		1,929		
I035	43-17	E 15.35		0.51	LEAVE MARIETTA C/L	25,400	PILL	24	1	10	91	1	1	1									
I035	43-17	W 15.35		0.00	LEAVE MARIETTA C/L	25,400	PILL	24	1	10	91	1	1	1									
I035	43-17	E 15.86	1.99		2.50 MIS. N. SH 32	25,400	PILL	24	1	10	91	1	1	1									
I035	43-17	W 15.86	0.00		2.50 MIS. N. SH 32	25,400	PILL	24	1	10	91	1	1	1									
I035	43-17	X 16.85	0			25,400	UP-H				AD		1	1									
I035	43-17	E X 17.84	106			25,400	OP-H			36	FO		1	1	01	6	5		31		1,365		
I035	43-17	W X 17.84	106			25,400	OP-H			36	FO		1	1	01	6	5		31		1,365		
I035	43-17	E 17.85	6.62		CARTER CO/L JCT SH77	25,400	LL0V	24	1	10	94	1	1	1									
I035	43-17	W 17.85	0.00		CARTER CO/L JCT SH77	25,400	LL0V	24	1	10	94	1	1	1									
I035	43-17	E X 18.57	47			25,400	BXBR				HS AD		1	1									
I035	43-17	W X 18.57	47			25,400	BXBR				HS AD		1	1									
I035	43-17	E X 20.11	47			25,400	BXBR				HS AD		1	1									
I035	43-17	W X 20.11	47			25,400	BXBR				HS AD		1	1									
I035	43-17	E X 20.40	106			25,400	OP-H			36	AD		1	1									
I035	43-17	W X 20.40	106			25,400	OP-H			36	AD		1	1									
I035	43-17	E X 21.42	106			25,400	OP-H			36	AD		1	1									
I035	43-17	W X 21.42	106			25,400	OP-H			36	AD		1	1									
I035	43-17	E X 21.91	172			25,400	BRDG			37	AD		1	1									
I035	43-17	W X 21.91	172			25,400	BRDG			37	AD		1	1									
I035	43-17	X 22.44	0			25,400	UP-H				AD		1	1									
I035	43-17	E X 22.59	310			25,400	BRDG			40	AD		1	1									
I035	43-17	W X 22.59	310			25,400	BRDG			40	AD		1	1									
I035	43-17	E X 24.44	109			25,400	OP-H			36	AD		1	1									
I035	43-17	W X 24.44	109			25,400	OP-H			36	AD		1	1								11,239	
S096	43-18	00.00	4.01		JCT SH 32	470	DDDB	20	3	3	73	1	0	5									
S096	43-18	X 01.99	45			470	BXBR				HS AD		0	5									
S096	43-18	X 02.31	210			470	BRDG			28	AD		0	5									
S096	43-18	X 03.62	32			470	BXBR				HS AD		0	5								0	
S153	43-20	00.00	THACKERV	0.13	0.13 MIS. E. US 77	1,600	HHDL	20	3	3	72	1	0	5									
S153	43-20	00.13		0.37	JCT I 35	1,500	HHDL	20	3	3	72	1	0	5									
S153	43-20	X 00.47		172		1,500	OP-H				27	AD	0	5								0	
S089	43-22	00.00	1.99		JCT SH 32	330	II0E	24	6	10	96	1	0	5									
S089	43-22	X 00.00	2800		JCT SH 32	330	BRDG				39	AD	0	5								0	
County Total			117.48	8.80	126.20																28,189	30,158	58,347

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- McCLAIN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4402	US 62	12.92	GRADY COUNTY LINE	NORTHERLY	JCT. I-44 (N. BOUND GORE POINT)	
4403	IS 44	1.44	JCT US 62 IN NEWCASTLE(N. BOUND GORE POINT)	NORTHERLY	CLEVELAND COUNTY LINE (N. END OF BR.)	
4404	US 77	12.76	GARVIN COUNTY LINE	NORTHERLY	CLEVELAND COUNTY LINE (W. END BR.)	
4405	IS 35	25.73	GARVIN COUNTY LINE	NORTHWESTERLY	CLEVELAND COUNTY LINE (S. END CAN. RV. BR.)	
4408	SH 9	6.03	JCT. US 62 S. OF NEWCASTLE	EASTERLY	JCT. I-35 (E. END STR.)	
4410	US 177	7.05	GARVIN COUNTY LINE	NORTHEASTERLY	PONTOTOC COUNTY LINE	
4412	SH 24	5.01	JCT. SH 39 S. OF WASHINGTON	NORTHERLY	JCT. SH 74, N. OF WASHINGTON	
4414	SH 37	4.03	GRADY COUNTY LINE	EASTERLY	JCT. I-44 IN NEWCASTLE (E. END STR.)	
4416	SH 39	10.41	GRADY COUNTY LINE	SOUTHEASTERLY	JCT. SH 24, S. OF WASHINGTON	
4418	SH 39	7.38	JCT. SH 24, S. OF WASHINGTON	EASTERLY	JCT. US 77 IN PURCELL	
4420	SH 59	18.31	JCT. SH 39, E. OF DIBBLE	SOUTH AND EASTERLY	JCT. SH 74, W. OF WAYNE	
4424	SH 59	5.41	JCT. SH 74, W. OF WAYNE	EASTERLY	JCT. US 77 S. OF WAYNE	
4428	SH 59	22.21	JCT. US 77, S. OF WAYNE	EASTERLY	JCT. US 177, E. OF BYERS	
4430	SH 59A	2.00	JCT. US 177, E. OF BYERS	EASTERLY	PONTOTOC COUNTY LINE	
4432	SH 74	4.00	GARVIN COUNTY LINE	NORTHERLY	JCT. SH 59, W. OF WAYNE	
4434	SH 74	5.61	JCT. SH 59, W. OF WAYNE	NORTHERLY	JCT. US 77, IN PURCELL	
4438	SH 74	15.09	JCT. US 77(WASHINGTON & GREEN)IN PURCELL	NORTHWESTERLY	JCT. I-35 IN GOLDSBY(N. END STR.)	
4440	SH 74B	9.95	JCT. SH 76, S. OF BLANCHARD	EASTERLY	JCT. SH 74, N. OF WASHINGTON	
4442	SH 76	13.79	GARVIN COUNTY LINE	NORTHERLY	JCT. SH 39, W. OF DIBBLE	
4444	SH 76	6.50	JCT. SH 39, W. OF DIBBLE	NORTHERLY	JCT. US 62, W. EDGE OF BLANCHARD	
4445	SH 76	10.76	JCT. US 62(SECOND ST & MAIN ST)IN BLANCHARD	NORTHERLY	JCT. SH 37 IN NEWCASTLE	
4446	SH 77C	0.47	JCT. US 77 (GREEN AVE & MAIN ST)IN PURCELL	EASTERLY & NORTHERLY	JCT. US 77(WASHINGTON & CANADIAN)IN PURCELL	
4447	SH 59B	3.33	GARVIN COUNTY LINE	NORTHERLY	JCT. SH 59, W. OF PAYNE	
4452	SH 130	3.00	JCT SH 76 (COUNCIL RD & FOX LN)IN NEWCASTLE	EASTERLY	JCT US 62(MAIN ST & FOX LN)IN NEWCASTLE	
4453	SH 133	2.00	GARVIN COUNTY LINE	NORTHERLY	JCT. SH 59 W. OF BYARS	
4454	IS 44	5.14	GRADY COUNTY LINE	NORTHEASTERLY	JCT. US 62 (N. BOUND GORE POINT)	TURNER T.P.
4455	SH 24	8.99	JCT. SH 59 E. OF PAYNE	NORTHWESTERLY	JCT. SH 39 S. OF WASHINGTON	
4456	SH 24	6.05	JCT. SH 74 ON GARVIN COUNTY LINE	WESTERLY & NORTHERLY	JCT. SH 59 E. OF PAYNE	
4458	TOLL RD	5.06	GRADY COUNTY LINE	SOUHEASTERLY	JCT US 62	NORMAN SPUR T.P. (CONSTRUCTED 2002)

240.43 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 3

McClain County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	44-02	00.00	BLANCHAR	0.27	JCT SH 76 SOUTH	6,500	LL0A	20	3	8		62	3	0	4	29	2	0	8	50			
U062	44-02	00.27		0.66	JEFFERSON AVE	9,200	LL0A	20	3	7		28	3	0	4	28	4	0	8	50			
U062	44-02	X 00.57		23		9,200	BXUF				HS	NR	0	4	28	4	2		50				
U062	44-02	00.93		0.19	JCT SH 76 NORTH TC	11,900	LL0A	24	1	8		73	2	0	4								
U062	44-02	01.12		0.07	JACKSON AVE	13,700	HHLA	24	1	8		60	3	0	4	28	4	0	7	50			
U062	44-02	01.19		0.22	TYLER AVE	10,000	LL0A	20	3	6		67	2	0	4	28	4	0	7	50			
U062	44-02	E 01.41		0.71	1.00 MIS. E. SH 76N	11,500	IIOE	24	1	10		96	1	0	4								
U062	44-02	W 01.41		0.00	1.00 MIS. E. SH 76N	11,500	IIOE	24	1	10		96	1	0	4								
U062	44-02	E 02.12		0.00	JCT SH 9	11,300	IIOE	24	1	10		96	1	0	4								
U062	44-02	W 02.12		3.68	JCT SH 9	11,300	IIOE	24	1	10		96	1	0	4								
U062	44-02	E X 04.24		304		11,300	BRDG					29	AD	0	4								
U062	44-02	W X 04.24		304		11,300	BRDG					29	AD	0	4								
U062	44-02	E X 04.41		172		11,300	BRDG					29	AD	0	4								
U062	44-02	W X 04.41		172		11,300	BRDG					29	AD	0	4								
U062	44-02	E 05.80	NEWCASTL	0.40	0.40 MIS. N. SH 9	10,600	IIOE	24	1	10		93	1	0	5								
U062	44-02	W 05.80		0.00	0.40 MIS. N. SH 9	10,600	IIOE	24	1	10		95	1	0	5								
U062	44-02	E X 06.00		260		10,600	BRDG					66	AD	0	5								
U062	44-02	W X 06.00		260		10,600	BRDG					66	AD	0	5								
U062	44-02	E 06.20		1.67	2.07 MIS. N. SH 9	10,600	IIOE	24	1	10		94	1	0	5								
U062	44-02	W 06.20		0.00	2.07 MIS. N. SH 9	10,600	IIOE	24	1	10		97	1	0	5								
U062	44-02	E 07.87		0.26	2.33 MIS. N. SH 9	10,600	IIOE	24	1	10		97	1	0	5								
U062	44-02	W 07.87		0.00	2.33 MIS. N. SH 9	10,600	IIOE	24	1	10		97	1	0	5								
U062	44-02	E 08.13		1.31	0.85 MIS. S. SH 130	11,500	IIOE	24	1	10		97	1	0	5								
U062	44-02	W 08.13		0.00	0.85 MIS. S. SH 130	11,500	IIOE	24	1	10		100	1	0	5								
U062	44-02	09.44		0.48	5TH STREET	11,700	LL0E	52	4			100	1	0	5								
U062	44-02	09.92		0.37	JCT SH 130 WEST TC	11,700	LL0E	52	4			100	1	0	5								
U062	44-02	10.29		1.20	SHLDR CHANGE	11,800	LL0E	48	4			100	1	0	5								
U062	44-02	11.49		0.85	LVE NEWCASTLE ENT OK	13,800	IIOE	48	1	8		97	1	0	5								
U062	44-02	X 11.70		47		13,800	BXBR				HS	AD	0	5									
U062	44-02	12.34		0.58	JCT BAILEY TURNPIKE	14,700	LL0H	24	1	19		92	1	0	5								
U062	44-02	X 12.40		239		14,700	OP-H					36	SD	0	5	07	4	6		31		3,860	3,860
I044	44-03	E 00.00		0.50	JCT SH 37	31,200	IHHB	24	1	10		91	1	1	1								
I044	44-03	W 00.00		0.00	JCT SH 37	31,200	IHHB	24	1	10		91	1	1	1								
I044	44-03	X 00.37		0		31,200	UP-H					AD	1	1									
I044	44-03	E 00.50		0.48	0.46 MIS CLEV. CO/L	42,100	IHHB	24	1	10		91	2	1	1								
I044	44-03	W 00.50		0.00	0.46 MIS CLEV. CO/L	42,100	IHHB	24	1	10		90	2	1	1								
I044	44-03	X 00.86		0		42,100	UP-H					AD	1	1									
I044	44-03	E 00.98		0.13	S. END BRIDGE	42,100	PI0E	24	1	10		90	2	1	1								
I044	44-03	W 00.98		0.00	S. END BRIDGE	42,100	PI0E	24	1	10		91	2	1	1								
I044	44-03	E 01.11		0.33	CLEV CO/L N. END BRG	42,100	LL0A	24	1	10		88	2	1	1								
I044	44-03	W 01.11		0.00	CLEV CO/L N. END BRG	42,100	LL0A	24	1	10		90	2	1	1								
I044	44-03	X 01.11		1719	CLEV CO/L N. END BRG	42,100	BRDG					29	AD	1	1								0
U077	44-04	00.00	4.39		JCT SH 59	980	DHLA	24	1	8		91	1	0	5								
U077	44-04	04.39	WAYNE	0.14	0.14 MIS. N. SH 59	1,100	DHLA	24	1	8		88	1	0	5								
U077	44-04	04.53		0.22	SHANNON ST. WAYNE-T	2,700	DHLA	24	1	8		88	1	0	5								

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McClain County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	44-05	E 09.27		0.50	0.50 MIS. N. SH 74	30,100	IHHO	24	1	10		93	1	1	1								
I035	44-05	W 09.27		0.00	0.50 MIS. N. SH 74	30,100	IHHO	24	1	10		93	1	1	1								
I035	44-05	X 09.27		0	0.50 MIS. N. SH 74	30,100	UP-H					AD		1	1								
I035	44-05	X 09.28		0		30,100	UP-H					AD		1	1								
I035	44-05	X 09.52		0		30,100	UP-H					AD		1	1								
I035	44-05	E 09.77		0.61	SH 39 UNDER	30,100	IHHF	24	1	10		93	1	1	1								
I035	44-05	W 09.77		0.00	SH 39 UNDER	30,100	IHHF	24	1	10		93	1	1	1								
I035	44-05	X 10.10		48		30,100	BXBR				HS	FO		1	1	01	6	2		33		1,052	
I035	44-05	E 10.38		0.40	1.51 MIS. N. SH74	30,100	IHHF	24	1	10		93	1	1	1								
I035	44-05	W 10.38		0.00	1.51 MIS. N. SH74	30,100	IHHF	24	1	10		93	1	1	1								
I035	44-05	E X 10.38		108	1.51 MIS. N. SH74	30,100	OP-H				40	FO		1	1	01	6	1		31		1,412	
I035	44-05	W X 10.38		108	1.51 MIS. N. SH74	30,100	OP-H				40	FO		1	1	01	6	1		31		1,412	
I035	44-05	E 10.78		1.26	2.77 MIS. N. SH74	29,300	IHHF	24	1	10		93	1	1	1								
I035	44-05	W 10.78		0.00	2.77 MIS. N. SH74	29,300	IHHF	24	1	10		92	1	1	1								
I035	44-05	E X 10.92		121		29,300	BRDG				40	AD		1	1								
I035	44-05	W X 10.92		121		29,300	BRDG				40	SD		1	1	01	6	1		31		2,476	
I035	44-05	E X 11.01		403		29,300	BRDG				29	AD		1	1								
I035	44-05	W X 11.01		403		29,300	BRDG				29	AD		1	1								
I035	44-05	E X 11.52		107		29,300	OP-H				40	AD		1	1								
I035	44-05	W X 11.52		107		29,300	OP-H				40	AD		1	1								
I035	44-05	E 12.04		0.48	SH 74 UNDER	29,300	IHHF	24	1	10		93	2	1	1								
I035	44-05	W 12.04		0.00	SH 74 UNDER	29,300	IHHF	24	1	10		92	2	1	1								
I035	44-05	E 12.52		0.43	END CABLE BARRIER	29,300	IHHF	24	1	10		93	2	1	1								
I035	44-05	W 12.52		0.00	END CABLE BARRIER	29,300	IHHF	24	1	10		93	2	1	1								
I035	44-05	E X 12.52		107	END CABLE BARRIER	29,300	OP-H				40	FO		1	1	01	6	5		31		1,361	
I035	44-05	W X 12.52		107	END CABLE BARRIER	29,300	OP-H				40	FO		1	1	01	6	5		31		1,361	
I035	44-05	E 12.95		0.90	OLD SH 74G	35,400	IHHF	24	1	10		97	2	1	1								
I035	44-05	W 12.95		0.00	OLD SH 74G	35,400	IHHF	24	1	10		97	2	1	1								
I035	44-05	E X 13.70		194		35,400	OP-H				36	AD		1	1								
I035	44-05	E 13.85		0.42	BEG CABLE BARRIER	35,400	PHHG	24	1	10		96	2	1	1								
I035	44-05	W 13.85		0.00	BEG CABLE BARRIER	35,400	PHHG	24	1	10		96	2	1	1								
I035	44-05	E 14.27		2.26	LEAVE PURCELL UC/L	35,400	PHHG	24	1	10		95	2	1	1								
I035	44-05	W 14.27		0.00	LEAVE PURCELL UC/L	35,400	PHHG	24	1	10		95	2	1	1								
I035	44-05	X 14.62		0		35,400	UP-H					AD		1	1								
I035	44-05	E 16.53	3.29		3.15 MIS. S. SH 74	36,900	IHHG	24	1	10		93	2	1	1								
I035	44-05	W 16.53	0.00		3.15 MIS. S. SH 74	36,900	IHHG	24	1	10		93	2	1	1								
I035	44-05	E X 16.53	102		3.15 MIS. S. SH 74	36,900	OP-H				36	SD		1	1	01	6	6		31		1,361	
I035	44-05	W X 16.53	102		3.15 MIS. S. SH 74	36,900	OP-H				36	SD		1	1	01	6	6		31		1,361	
I035	44-05	X 19.48	25			36,900	BXBR				HS	FO		1	1	01	6	2		33		644	
I035	44-05	E 19.82	1.90		ENTER GOLDSBY C/L	37,200	IHHG	24	1	10		94	2	1	1								
I035	44-05	W 19.82	0.00		ENTER GOLDSBY C/L	37,200	IHHG	24	1	10		94	2	1	1								
I035	44-05	X 19.82	0		ENTER GOLDSBY C/L	37,200	UP-H					AD		1	1								
I035	44-05	X 20.51	34			37,200	BXBR				HS	FO		1	1	01	6	2		33		684	
I035	44-05	X 21.29	48			37,200	BXBR				HS	FO		1	1	01	6	2		33		684	
I035	44-05	E 21.72	GOLDSBY	0.78	0.47 MIS. S. SH 74	37,200	IHHG	24	1	10		94	2	1	1								

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	44-05	W	21.72		0.00	0.47 MIS. S. SH 74	IHHG	24	1	10		94	2	1	1								
I035	44-05	E	22.50		0.47	JCT SH 74 TC	IHHB	24	1	10		96	2	1	1								
I035	44-05	W	22.50		0.00	JCT SH 74 TC	IHHB	24	1	10		96	2	1	1								
I035	44-05	E	22.97		1.93	0.30 MIS. S. SH 9	IHHB	24	1	10		95	2	1	1								
I035	44-05	W	22.97		0.00	0.30 MIS. S. SH 9	IHHB	24	1	10		95	2	1	1								
I035	44-05	X	22.97		0	0.30 MIS. S. SH 9	UP-H					AD		1	1								
I035	44-05	X	24.36		60		BXBR				HS	FO		1	1	01	6	2		33		1,020	
I035	44-05	E	24.90		0.30	JCT SH 9	IHHB	24	1	10		74	3	1	1								
I035	44-05	W	24.90		0.00	JCT SH 9	IHHB	24	1	10		74	3	1	1								
I035	44-05	E	25.20	0.53		CLEVELAND CO LINE	IHHB	36	1	10		93	2	1	1								
I035	44-05	W	25.20	0.00		CLEVELAND CO LINE	IHHB	36	1	10		92	2	1	1								
I035	44-05	X	25.20	0		CLEVELAND CO LINE	UP-H					SD		1	1	01	6	5		31		3,634	
I035	44-05	E X	25.36	120			BRDG				29	AD		1	1								
I035	44-05	W X	25.36	120			BRDG				29	AD		1	1								21,542
S009	44-08	N	00.00	NEWCASTL	0.80	0.80 MIS. E. US 62	II0E	24	1	10		94	1	0	4								
S009	44-08	S	00.00		0.00	0.80 MIS. E. US 62	II0E	24	1	10		94	1	0	4								
S009	44-08	N	00.80		0.00	4.76 MIS. E. US 62	II0E	24	1	10		95	1	0	4								
S009	44-08	S	00.80		3.96	4.76 MIS. E. US 62	IEHF	24	1	10		92	1	0	4								
S009	44-08	X	03.47		44		BXUF				HS	NR		0	4								
S009	44-08	X	03.90		23		BXUF				HS	NR		0	4								
S009	44-08		04.76		1.00	LEV NEWCASTLE C/L	II0E	48	1	10		92	1	0	4								
S009	44-08	X	05.52		22		BXUF				HS	NR		0	4								
S009	44-08		05.76	0.14		0.13 MIS. W. I-35	LL0A	48	1	10		98	1	0	4								
S009	44-08		05.90	0.13		JCT I 35	HH0B	24	1	4		50	3	0	4	04	4	0	4	05		350	
S009	44-08	X	06.03	224			OP-H				24	SD		0	4	04	4	6		31		3,634	3,984
U177	44-10		00.00	2.00		JCT SH59 & SH59A EAS	IHHD	24	3	5		72	1	0	4								
U177	44-10		02.00	4.65		0.40 S SH 3W	IHHD	24	3	7		72	1	0	4								
U177	44-10		06.65	0.40		JCT SH 3W PONTOTOC C	LL0H	24	1	8		59	1	0	4	06	2	0	2	03		831	831
S024	44-12		00.00	0.32		WIDTH CHANGE	DDDL	20	3	4		48	1	0	5	09	2	0	1	02		348	
S024	44-12		00.32	0.44		WIDTH CHANGE	DDDL	24	3	5		56	1	0	5	09	2	0	1	02		481	
S024	44-12	X	00.45	23			BXUF				HS	NR		0	5								
S024	44-12		00.76	2.54		ENTER WASHINGTON C/L	DDDL	20	3	3		46	1	0	5	09	2	0	1	02		2,771	
S024	44-12		03.30	WASHINGT	0.26	MOREHEAD STREET TC	DDDL	22	3	3		50	1	0	5	30	2	0	7	08		727	
S024	44-12		03.56		0.21	LEV WASHIGTON C/L	II0E	40	4			97	1	0	5								
S024	44-12		03.77	0.09		1.15 MIS S. SH 74	II0E	40	4			97	1	0	5								
S024	44-12		03.86	1.15		JCT SH 74	II0E	24	1	8		87	1	0	5								
S024	44-12	X	04.10	301			BRDG				29	AD		0	5								
S024	44-12	X	04.55	46			BXBR				HS	AD		0	5								4,327
S037	44-14		00.00	NEWCASTL	0.75	ROSE STREET	IIIE	52	4			96	1	0	5								
S037	44-14		00.75		0.23	JCT SH 76 SOUTH	IIIE	52	4			96	1	0	5								
S037	44-14		00.98		2.00	COUNTRY CLUB RD	IIIE	52	4			97	1	0	5								
S037	44-14	X	02.70		34		BXBR				HS	AD		0	5								
S037	44-14		02.98		0.50	2.50 MIS. E. SH 76S	IIIE	52	4			97	1	0	5								
S037	44-14		03.48		0.20	2.70 MIS. E. SH 76S	IIIE	52	4			99	1	0	5								
S037	44-14		03.68		0.35	JCT US 62	IIIE	52	4			97	1	0	5								

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S037	44-14	X 03.99		207		23,800	OP-H				36	AD		0	5								0
S039	44-16	00.00	1.04		JCT SH 76	1,900	IIHD	22	3	5		61	1	0	4	05	2	0	3	03		2,652	
S039	44-16	01.04	1.13		ENTER DIBBLE C/L	2,800	IIHD	24	3	5		65	1	0	4	05	2	0	3	02		2,147	
S039	44-16	02.17	DIBBLE	0.30	TC DIBBLE	2,300	IIHD	24	3	5		65	1	0	4	05	2	0	3	02		568	
S039	44-16	02.47		1.63	LEAVE DIBBLE C/L	1,700	IIHD	24	3	5		68	1	0	4	05	2	0	3	02		3,101	
S039	44-16	04.10	2.29		JCT SH 59	1,600	IIHD	24	3	4		67	1	0	4	05	2	0	3	02		4,352	
S039	44-16	06.39	4.02		JCT SH 24	2,100	IIHD	24	3	4		62	1	0	4	05	2	0	3	03		10,272	
S039	44-18	00.00	3.00		3.00 MIS. E. SH 24	1,600	IIHL	24	3	4		61	1	0	4	05	2	0	3	02		5,696	
S039	44-18	03.00	2.13		ENTER 1990 U/L	1,600	IIHL	24	3	4		63	1	0	4	05	2	0	3	02		4,050	
S039	44-18	X 04.72	48			1,600	BXBR				HS	AD		0	4								
S039	44-18	05.13	1.62		ENTER PURCELL C/L	2,200	IIHL	24	3	4		59	1	0	3	05	2	0	3	02		3,069	
S039	44-18	06.75		0.17	I-35 OVER	2,300	IIHL	24	3	4		59	1	0	3	05	2	0	3	02		321	
S039	44-18	06.92		0.23	0.23 MIS. W. US 77	2,500	II0E	24	1	8		88	1	0	3								
S039	44-18	X 06.92		0	0.23 MIS. W. US 77	2,500	UP-H					FO		0	3	05	2	5	31			1,412	
S039	44-18	X 06.94		0		2,500	UP-H					FO		0	3	05	2	5	31			1,412	
S039	44-18	X 07.03		306		2,500	BXUF				HS	NR		0	3								
S039	44-18	07.15		0.08	0.15 MIS. W. US 77	2,400	II0E	24	1	8		88	1	0	3								
S039	44-18	07.23		0.15	JCT US 77	2,400	MHHF	24	1	8		89	1	0	3								15,960
S059	44-20	00.00	3.32		3.32 MIS. S. SH 39	930	DDDJ	20	3	1		58	1	0	5	09	2	0	2	01		2,716	
S059	44-20	03.32	0.72		4.04 MIS. S. SH 39	920	IE0E	24	6	5		81	1	0	5								
S059	44-20	X 03.63	122			920	BRDG				53	AD		0	5								
S059	44-20	04.04	1.94		1.79 MIS. N. SH 59B	920	DDDJ	20	3	1		59	1	0	5	09	2	0	2	01		1,589	
S059	44-20	X 05.03	138			920	BRDG				36	SD		0	5	09	2	1	31			1,728	
S059	44-20	05.98	1.79		JCT SH 59B SOUTH	810	DDDL	24	6	4		79	1	0	5								
S059	44-20	X 06.82	121			810	BRDG				26	SD		0	5	10	2	1	31			1,627	
S059	44-20	07.77	1.70		1.70 MI E SH 59B	220	DHDJ	24	3	3		74	1	0	5								
S059	44-20	X 09.18	165			220	BRDG				36	AD		0	5								
S059	44-20	09.47	4.05		SURF TYPE CHANGE	190	DHDD	22	3	2		66	1	0	5	13	2	0	1	01		2,285	
S059	44-20	X 09.48	44			190	BXUF				HS	NR		0	5								
S059	44-20	13.52	0.80		JCT SH 24 SOUTH	340	DHDD	22	3	2		67	1	0	5	13	2	0	1	01		452	
S059	44-20	14.32	1.00		JCT SH 24 NORTH	300	DDDD	22	3	3		68	1	0	5	13	2	0	1	01		563	
S059	44-20	15.32	2.99		JCT SH 74	400	DDDJ	24	3	5		84	1	0	5								
S059	44-20	X 15.46	152			400	BRDG				36	SD		0	5	13	2	1	31			1,805	
S059	44-20	X 15.81	34			400	BXUF				HS	NR		0	5								
S059	44-20	X 16.00	96			400	BRDG				29	AD		0	5							12,765	
S059	44-24	00.00	0.38		0.38 MIS. E. SH 74	630	DHHF	24	3	3		74	1	0	5								
S059	44-24	00.38	0.45		0.83 MIS. E. SH 74	1,700	II0E	24	6	6		88	1	0	5								
S059	44-24	X 00.56	66			1,700	BRDG				29	AD		0	5								
S059	44-24	00.83	2.08		JCT I 35	1,700	DHHF	24	3	3		66	1	0	5	08	2	0	3	01		2,829	
S059	44-24	X 02.87	0			1,700	UP-H					AD		0	5								
S059	44-24	X 02.90	0			1,700	UP-H					AD		0	5								
S059	44-24	02.91	2.09		SURFACE CHANGE	1,900	HHHB	24	1	10		83	1	0	5								
S059	44-24	05.00	0.41		JCT US 77	1,600	HHHF	24	1	8		78	1	0	5							2,829	
S059	44-28	00.00	7.19		ENTER ROSEDALE C/L T	1,900	IIHD	22	3	6		68	1	0	5	08	2	0	3	02		13,475	
S059	44-28	X 00.45	0			1,900	UP-R					AD		0	5								

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Highway Number	Control Section Number	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S059	44-28	07.19	ROSEDALE	0.25	1,300	HHHD	24	3	4		67	1	0	5	30	2	0	6	08	959			
S059	44-28	07.44	2.15		1,200	HHHD	24	3	5		73	1	0	5									
S059	44-28	09.59	4.14		1,300	HHHD	24	3	4		74	1	0	5									
S059	44-28	X 12.41	28		1,300	BXBR				HS	AD		0	5									
S059	44-28	13.73	2.64		1,300	HHHD	24	3	4		79	1	0	5									
S059	44-28	16.37	BYARS	0.44	1,300	HHHD	24	3	4		86	1	0	5									
S059	44-28	X 16.40		23	1,300	BXUF				HS	NR		0	5									
S059	44-28	16.81		0.16	1,200	HHHD	24	3	4		85	1	0	5									
S059	44-28	16.97		0.08	1,200	HHHD	24	1	6		82	1	0	5									
S059	44-28	17.05		0.57	1,200	HHHD	24	3	6		73	1	0	5									
S059	44-28	17.62		0.44	1,300	HHHD	24	3	4		81	1	0	5									
S059	44-28	18.06	4.15		1,200	HHHD	24	3	4		76	1	0	5									
S059	44-28	X 19.09	23		1,200	BXUF				HS	NR		0	5									
S059	44-28	X 20.59	150		1,200	BRDG					36	AD		0	5								
S059	44-28	X 21.49	34		1,200	BXUF				HS	NR		0	5								14,434	
S059A	44-30	00.00	2.00		1,100	IIHD	22	3	5		72	1	0	5								0	
S074	44-32	00.00	4.00		2,500	IHHB	24	3	2		69	1	0	5	08	2	0	3	01	5,424			
S074	44-32	X 01.25	27		2,500	BXUF				HS	NR		0	5									
S074	44-32	X 02.61	34		2,500	BXBR				HS	AD		0	5									
S074	44-32	X 03.11	54		2,500	BXBR				HS	AD		0	5								5,424	
S074	44-34	00.00	1.34		2,700	ITHB	24	3	2		71	1	0	5									
S074	44-34	01.34	2.45		2,900	ITHB	24	3	2		71	1	0	5									
S074	44-34	03.79	0.47		3,500	ITHB	24	3	2		71	1	0	4									
S074	44-34	04.26		0.66	4,000	ITHB	24	3	2		71	1	0	4									
S074	44-34	04.92		0.14	4,600	ITHE	24	1	10		90	1	0	4									
S074	44-34	E 05.06		0.23	4,600	IHHE	24	1	10		90	1	0	4									
S074	44-34	W 05.06		0.00	4,600	IHHE	24	1	10		91	1	0	4									
S074	44-34	N X 05.24		229	4,600	OP-H				36	AD		0	4									
S074	44-34	S X 05.24		229	4,600	OP-H				36	AD		0	4									
S074	44-34	E 05.29		0.15	4,700	IHHE	24	1	10		94	1	0	4									
S074	44-34	W 05.29		0.00	4,700	IHHE	24	1	10		97	1	0	4									
S074	44-34	E 05.44		0.17	4,700	IHHE	24	1	10		95	1	0	4									
S074	44-34	W 05.44		0.00	4,700	IHHE	24	1	10		96	1	0	4								0	
S074	44-38	E 00.00		0.96	13,300	HHLH	24	4			91	1	0	4									
S074	44-38	W 00.00		0.00	13,300	HHLH	24	4			91	1	0	4									
S074	44-38	E 00.96		0.13	13,000	HHLH	24	4			91	1	0	4									
S074	44-38	W 00.96		0.00	13,000	HHLH	24	4			91	1	0	4									
S074	44-38	01.09		0.05	3,000	IIHB	24	3	6		82	1	0	4									
S074	44-38	01.14		0.23	3,000	IIHB	22	3	6		71	1	0	4									
S074	44-38	01.37		0.27	2,500	IIHB	22	3	6		71	1	0	4									
S074	44-38	X 01.63		0	2,500	UP-H					FO		0	4	08	2	5		31			1,361	
S074	44-38	01.64		0.53	1,600	IIHB	22	3	5		74	1	0	4									
S074	44-38	X 01.64		0	1,600	UP-H					FO		0	4	09	2	5		31			1,361	
S074	44-38	X 01.75		34	1,600	BXBR				HS	AD		0	4									
S074	44-38	02.17		0.48	1,100	IHHB	22	3	5		74	1	0	4									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 3

McClain County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S074	44-38	02.65	2.63		2,000	IHHB	22	3	5		71	1	0	4											
S074	44-38	05.28	1.34		2,400	IHHB	22	3	5		69	1	0	5	08	2	0	1	01		1,686				
S074	44-38	06.62	GOLDSBY	1.01	2,400	IHHB	22	3	5		69	1	0	5	08	2	0	1	01		1,275				
S074	44-38	07.63			1.90		2,400	IHHB	22	3	5		69	1	0	5	08	2	0	1	01		2,405		
S074	44-38	X 08.07			41		2,400	BXBR				HS	AD		0	5									
S074	44-38	09.53	2.03		3,500	DHHB	24	3	6		77	1	0	5											
S074	44-38	11.56	0.80		4,700	DHHB	24	3	6		77	1	0	5											
S074	44-38	12.36		0.95	5,300	DHHB	24	3	6		77	1	0	5											
S074	44-38	13.31		1.78	5,300	DHHB	24	3	5		75	1	0	5											
S074	44-38	X 13.84		34	5,300	BXBR				HS	AD		0	5											
S074	44-38	X 15.03		272	5,300	OP-H				22	AD		0	5									8,088		
S074B	44-40	00.00	2.47		940	IIDJ	22	3	2		56	1	0	5	09	2	0	2	02		2,877				
S074B	44-40	X 02.34	119		940	BRDG				40	AD		0	5											
S074B	44-40	02.47	BLANCHAR	0.54	1,000	IIDJ	22	3	2		56	1	0	5	09	2	0	2	02		635				
S074B	44-40	X 03.00		23	1,000	BXBR				HS	AD		0	5											
S074B	44-40	03.01	COLE	1.50	1,100	IIDJ	22	3	2		54	1	0	5	09	2	0	2	02		1,750				
S074B	44-40	04.51		0.36	1,100	IIDJ	22	3	2		55	1	0	5	09	2	0	2	02		415				
S074B	44-40	04.87		0.47	1,100	IIIE	24	1	8		89	1	0	5											
S074B	44-40	X 04.96		42	1,100	BRDG				HS	NR		0	5											
S074B	44-40	X 05.21		334	1,100	BRDG				29	AD		0	5											
S074B	44-40	05.34		0.51	1,100	IIDJ	22	3	2		59	1	0	5	09	2	0	2	01		416				
S074B	44-40	05.85		0.25	1,300	IIIE	24	1	8		81	1	0	5											
S074B	44-40	X 05.96		151	1,300	BRDG				29	AD		0	5											
S074B	44-40	06.10		0.34	1,300	IIDJ	22	3	2		48	1	0	5	09	2	0	2	01		273				
S074B	44-40	06.44	0.48		1,500	IIDJ	22	3	2		48	1	0	5	09	2	0	2	01		394				
S074B	44-40	06.92	0.12		1,500	IIIE	24	1	8		82	1	0	5											
S074B	44-40	X 07.01	23		1,500	BXUF				HS	NR		0	5											
S074B	44-40	07.04	1.90		1,600	IIDJ	22	3	2		55	1	0	5	09	2	0	2	01		1,566				
S074B	44-40	08.94	0.12		1,700	IIOE	24	1	8		88	1	0	5											
S074B	44-40	X 08.95	48		1,700	BXUF				HS	NR		0	5											
S074B	44-40	09.06	0.89		1,700	DDDJ	22	3	2		55	1	0	5	08	2	0	2	01		1,153		9,479		
S076	44-42	00.00	6.79		2,800	IHHA	22	3	5		67	1	0	5	08	2	0	3	01		9,214				
S076	44-42	06.79	7.00		2,800	IHHA	22	3	5		67	1	0	5	08	2	0	3	01		9,498		18,712		
S076	44-44	00.00	0.55		4,000	IIOE	24	1	8		88	1	0	5											
S076	44-44	00.55	0.34		4,100	IIOE	24	1	8		85	1	0	5											
S076	44-44	00.89	1.80		4,200	IIOE	24	1	8		85	1	0	5											
S076	44-44	02.69	0.38		4,200	IIOE	24	1	8		85	1	0	5											
S076	44-44	03.07	1.18		4,300	IIOE	24	1	8		85	1	0	5											
S076	44-44	04.25	1.09		3,900	IIHD	24	3	4		63	1	0	5	08	2	0	4	02		2,201				
S076	44-44	X 04.65	151		3,900	BRDG				HS	SD		0	5	08	2	1		31			1,799			
S076	44-44	05.34	BLANCHAR	1.16	4,800	IIHD	24	3	4		63	1	0	5	08	2	0	4	02		2,343		6,343		
S076	44-45	00.00		0.07	6,700	IIDL	24	3	5		90	1	0	5											
S076	44-45	00.07		0.78	4,300	IIDL	24	3	5		73	1	0	5											
S076	44-45	00.85		0.76	3,500	IIDL	24	3	5		80	1	0	5											
S076	44-45	01.61		0.18	3,400	IIDL	24	3	5		76	1	0	5											

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 3

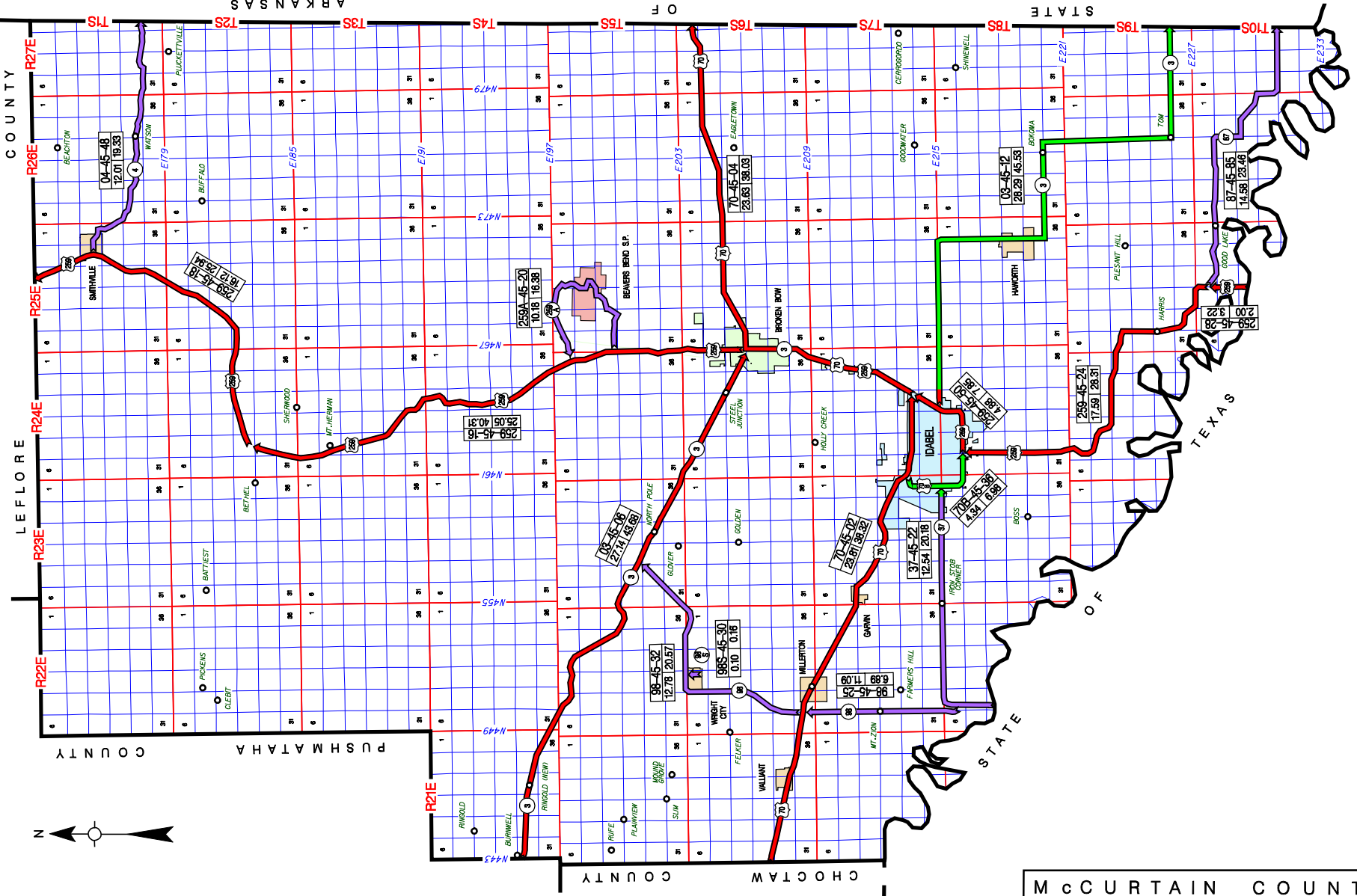
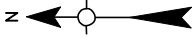
McClain County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S076	44-45	01.79		2.97	SANDROCK RD	5,200	IIDL	24	3	4		76	2	0	5									
S076	44-45	X 02.87		151		5,200	BRDG				26	SD	0	5	08	2	1		31			1,799		
S076	44-45	04.76		0.64	JCT TP NORMAN SPUR	5,100	IIDL	24	3	4		76	1	0	5									
S076	44-45	X 05.13		66		5,100	BXBR				HS	FO	0	5	08	2	2		31			725		
S076	44-45	05.40		0.35	ENTER NEWCASTLE C/L	5,600	DIDL	24	3	4		76	1	0	5									
S076	44-45	X 05.49		66		5,600	UPHP				AD		0	5										
S076	44-45	X 05.50		66		5,600	UPHP				AD		0	5										
S076	44-45	05.75	NEWCASTL	2.01	JCT SH 130	5,800	IIDL	24	3	4		71	3	0	5									
S076	44-45	X 05.91		26		5,800	BXBR				HS	FO	0	5	07	2	2		33			644		
S076	44-45	07.76		3.00	JCT SH 37	6,200	IIDL	24	3	5		65	3	0	5	07	2	0	3	01		4,418		
S076	44-45	X 07.88		0		6,200	UP-H				AD		0	5									7,586	
S077C	44-46	00.00	PURCELL	0.19	WIDTH CHANGE 3RD ST	10,300	KK0A	76	4			90	2	0	5									
S077C	44-46	00.19		0.19	BEGIN PC CANADIAN ST	8,200	HHJA	87	4			89	2	0	5									
S077C	44-46	00.38		0.09	JCT. US 77	4,200	LL0A	40	4			91	1	0	5								0	
S059B	44-47	00.00		3.33	JCT SH 59	970	DDDL	24	1	4		79	1	0	5									
S059B	44-47	X 00.99		23		970	BXBR				HS	AD	0	5									0	
S130	44-52	00.00	NEWCASTL	3.00	JCT US 62	2,900	DHHA	24	3	4		73	1	0	5								0	
S133	44-53	00.00		2.00	JCT SH 59	220	DIDL	24	3	4		71	1	0	5								0	
I044	44-54	N 00.00		3.94	3.94 MI E GRADY CO/L	16,700	LL0G	24	1	10		92	1	1	1									
I044	44-54	S 00.00		0.00	3.94 MI E GRADY CO/L	16,700	LL0G	24	1	10		92	1	1	1									
I044	44-54	X 01.06		151		16,700	OP-H				36	AD	1	1										
I044	44-54	X 02.30		0		16,700	UP-H					FO	1	1	01	6	5			31				
I044	44-54	X 03.60		0		16,700	UP-H					FO	1	1	01	6	5			31				
I044	44-54	N 03.94		1.20	JCT US 62 N. BOUND	16,700	LL0G	24	1	10		92	1	1	1									
I044	44-54	S 03.94		0.00	JCT US 62 N. BOUND	16,700	LL0G	24	1	10		92	1	1	1									
I044	44-54	X 04.46		22		16,700	BXBR				HS	AD	1	1										
I044	44-54	X 04.50		0		16,700	UP-H					FO	1	1	01	6	5			31				
I044	44-54	X 05.14		0		16,700	UP-H					SD	1	1	01	6	5			31			0	
S024	44-55	00.00		0.21	START BRFY-144C(025)	160	DEDL	20	3	4		78	1	0	5									
S024	44-55	00.21		0.26	END BRFY-144C(025)	180	IIOE	24	1	4		97	1	0	5									
S024	44-55	X 00.40		162		180	BRDG				44	AD	0	5										
S024	44-55	00.47		5.53	2.99 S SH 39	310	DEDL	20	3	4		65	1	0	5	13	2	0	2	01		3,647		
S024	44-55	X 05.80		25		310	BXBR				HS	AD	0	5										
S024	44-55	06.00		2.99	JCT SH 39	430	DEDL	18	3	3		59	1	0	5	13	2	0	3	01		2,124		
S024	44-56	00.00		3.04	WIDTH CHANGE	360	DEDL	22	3	3		70	1	0	5									
S024	44-56	X 00.70		47		360	BXUF				HS	NR	0	5										
S024	44-56	X 01.10		165		360	BRDG				29	SD	0	5	13	2	1			31		1,874		
S024	44-56	03.04		3.01	JCT SH 59	180	DEDL	20	3	4		68	1	0	5	13	2	0	3	01		2,108		
S024	44-56	X 03.58		20		180	BXUF				HS	NR	0	5									3,982	
County Total				158.89	76.48	235.30																123,576	52,851	176,427

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- McCURTAIN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4502	US 70	23.81	CHOCTAW COUNTY LINE (W. SIDE BRIDGE)	SOUTHEASTERLY	JCT. US 259 (N.E. EDGE OF IDABEL)	
4504	US 70	23.63	JCT. US 259 (N.E. EDGE OF IDABEL)	NORTHEASTERLY	ARKANSAS STATE LINE	
4506	SH 3	27.14	PUSHMATAHA COUNTY LINE	SOUTHEASTERLY	JCT. US 70(IDABEL AVE)IN BROKEN BOW	
4512	SH 3	28.29	JCT. US 70 IN IDABEL	SOUTHEASTERLY	ARKANSAS STATE LINE(ARK. SH 32)	
4516	US 259	25.05	JCT. US 70 & SH 3 IN BROKEN BOW	NORTHERLY	JCT. SH 144 E. OF BETHEL	
4518	US 259	16.12	JCT. SH 144 E. OF BETHEL	NORTHEASTERLY	LEFLORE COUNTY LINE	
4520	SH 259A	10.18	JCT. US 259, N. OF BROKEN BOW	EASTERLY & WESTERLY	JCT. US 259, N. OF BROKEN BOW	PARK LOOP
4522	SH 37	12.54	TEXAS STATE LINE (S. END BR.)	EASTERLY	JCT. US 70 BYPASS (W. EDGE IN IDABEL)	
4524	US 259	17.59	JCT. SH 87 S.E. OF HARRIS	NORTHWESTERLY	JCT. US 70 BYPASS (S. EDGE OF IDABEL)	
4525	SH 98	6.89	JCT. SH 37	NORTHERLY	JCT. US 70, W. OF MILLERTON	
4528	US 259	2.00	TEXAS STATE LINE (S. END STR.)	NORTHERLY	JCT. SH 87 S.E. OF HARRIS	
4530	SH 98S	0.10	N. CITY LIMITS OF WRIGHT CITY	NORTH	JCT. SH 98 N. OF WRIGHT CITY	
4532	SH 98	12.78	JCT. US 70 W. OF MILLERTON	NORTHERLY & EASTERLY	JCT. SH 3 N.W. OF GLOVER	
4536	US 70B	4.34	JCT. US 70 NW OF IDABEL	SOUTHEASTERLY	JCT. US 259 S. EDGE OF IDABEL	
4548	SH 4	12.01	JCT. US 259 W. EDGE OF SMITHVILLE	EASTERLY	ARKANSAS STATE LINE (ARK. SH 4)	
4550	US 259	4.88	JCT US 70 BYPASS (S. EDGE OF IDABEL)	NORTHEASTERLY	JCT US 70 (N.E. EDGE OF IDABEL)	
4585	SH 87	14.58	JCT. US 259 S.E. OF HARRIS	EASTERLY	ARKANSAS STATE LINE (ARK SH 108)	OFFSET ALIGN 2006-FIELDMEN(OLD 14.65)

241.93 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 2

McCurtain County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	45-02	00.00	2.04		JCT OLD SH 298 SOUTH	4,200	IHDB	24	1	6	76	1	1	3									
U070	45-02	X 00.02	203			4,200	BRDG			25	SD	1	3	03	4	1							2,060
U070	45-02	02.04	1.16		ENTER VALLIANT C/L	4,200	IHDB	24	1	6	79	1	1	3									
U070	45-02	X 02.61	22			4,200	BXBR			HS	AD	1	3										
U070	45-02	03.20	VALLIANT	0.21	BEACHAMP ST	6,500	IHDB	24	1	6	82	1	1	3									
U070	45-02	03.41		0.14	BEG PC GRAHAM STREET	7,100	DHHE	24	1	10	81	1	1	3									
U070	45-02	03.55		0.28	END PC CONC-WOLF ST	8,000	LL0E	51	4		77	1	1	3									
U070	45-02	03.83		0.19	WILBUR ST	8,000	IHHE	24	1	10	77	1	1	3									
U070	45-02	04.02		0.08	JCT OLD SH 298 SOUTH	7,100	HHHE	24	1	10	82	1	1	3									
U070	45-02	04.10		0.33	LEAVE VALLIANT C/L	5,900	HHHE	24	1	10	84	1	1	3									
U070	45-02	04.43	2.74		JCT SH 98	5,900	HHHE	24	1	10	86	1	1	3									
U070	45-02	07.17	0.48		ENTER MILLERTON C/L	5,400	HHHE	24	1	10	84	1	1	3									
U070	45-02	07.65	MILLERTO	1.30	LEAVE MILLERTON C/L	5,200	HHHE	24	1	10	88	1	1	3									
U070	45-02	08.95	0.55		2.33 MIS. E. SH 98	5,200	HHHE	24	1	10	84	1	1	3									
U070	45-02	09.50	2.50		BEG PC CONC	5,200	HHHE	24	1	10	79	1	1	3									
U070	45-02	12.00	1.00		NEW CONSTRUCTION	5,500	LL0A	24	1	10	85	1	1	3									
U070	45-02	13.00	0.50		6.33 MIS. E. SH 98	5,900	I10E	52	4		97	1	1	3									
U070	45-02	N 13.50	0.00		8.45 MIS. E. SH 98	5,900	I10E	24	1	10	95	1	1	3									
U070	45-02	S 13.50	2.12		8.45 MIS. E. SH 98	5,900	LL0A	24	1	10	88	1	1	3									
U070	45-02	N 15.62	0.00		ENTER IDABEL C/L	6,900	I10E	24	1	10	96	1	1	3									
U070	45-02	S 15.62	1.12		ENTER IDABEL C/L	6,900	LL0A	24	1	10	87	1	1	3									
U070	45-02	N 16.74	IDABEL	0.00	BEG ASPH O/LAY E.B.	6,900	I10E	24	1	10	96	1	1	3									
U070	45-02	S 16.74		0.90	BEG ASPH O/LAY E.B.	6,900	LL0A	24	1	10	87	1	1	3									
U070	45-02	N 17.64		0.00	ENTER IDABEL U/L	6,900	I10E	24	1	10	96	1	1	3									
U070	45-02	S 17.64		0.70	ENTER IDABEL U/L	6,900	LL0A	24	1	10	100	1	1	3									
U070	45-02	N 18.34		0.00	END ASPH O/LAY E.B.	6,900	I10E	24	1	10	96	1	1	3									
U070	45-02	S 18.34		0.33	END ASPH O/LAY E.B.	6,900	LL0A	24	1	10	87	1	1	3									
U070	45-02	N 18.67		0.00	0.53 MIS. NW US 70B	6,900	I10E	24	1	10	96	1	1	3									
U070	45-02	S 18.67		0.57	0.53 MIS. NW US 70B	6,900	LL0A	24	1	10	100	1	1	3									
U070	45-02	N 19.24		0.00	0.13 MIS. N. US 70B	7,300	I10E	24	1	10	97	1	1	3									
U070	45-02	S 19.24		0.40	0.13 MIS. N. US 70B	7,300	LL0A	24	1	10	87	1	1	3									
U070	45-02	19.64		0.13	JCT US 70B ENT C/L	7,300	I10E	48	1	10	86	1	1	3									
U070	45-02	N 19.77		0.24	LEV IDABEL C/L	7,300	IE0T	24	1	10	88	1	1	3									
U070	45-02	S 19.77		0.00	LEV IDABEL C/L	7,300	IE0T	24	1	10	85	1	1	3									
U070	45-02	N 20.01	0.23		ENT IDABEL C/L	3,300	IE0T	24	1	10	91	1	1	3									
U070	45-02	S 20.01	0.00		ENT IDABEL C/L	3,300	IE0T	24	1	10	91	1	1	3									
U070	45-02	N 20.24		0.50	LEV IDABEL C/L	3,700	IE0T	24	1	10	87	1	1	3									
U070	45-02	S 20.24		0.00	LEV IDABEL C/L	3,700	IE0T	24	1	10	88	1	1	3									
U070	45-02	N 20.74	3.07		JCT US 259	4,000	IE0T	24	1	10	87	1	1	3									
U070	45-02	S 20.74	0.00		JCT US 259	4,000	IE0T	24	1	10	90	1	1	3									
U070	45-02	X 21.59	47			4,000	BXBR			HS	AD	1	3										
U070	45-02	X 22.10	45			4,000	BXUF			HS	NR	1	3										
U070	45-02	X 22.56	27			4,000	BXUF			HS	NR	1	3										
U070	45-02	X 23.74	39			4,000	BXBR			HS	AD	1	3										2,060
U070	45-04	N 00.00		0.00	LEAVE IDABEL C/L	11,600	IHHB	24	1	4	90	1	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	45-04	S	00.00		0.45	LEAVE IDABEL C/L	IHHB	24	1	10	89	1	1	3									
U070	45-04	X	00.10		27		BXUF				HS	NR		1	3								
U070	45-04	N	00.45	0.00		5.95 MIS. S. SH 3E	IHHB	24	1	4	89	1	1	3									
U070	45-04	S	00.45	1.37		5.95 MIS. S. SH 3E	IHHB	24	1	10	79	1	1	3									
U070	45-04	N	01.82	0.00		4.95 MIS. S. SH 3E	IHHB	24	1	10	96	1	1	3									
U070	45-04	S	01.82	1.00		4.95 MIS. S. SH 3E	IHHB	24	1	10	91	1	1	3									
U070	45-04	N X	01.87	1012			BRDG				19	SD		1	3	02	2	1		31		5,904	
U070	45-04	S X	01.87	952			BRDG				36	AD		1	3								
U070	45-04	N X	02.35	289			BRDG				25	FO		1	3	02	2	1		31		2,419	
U070	45-04	S X	02.35	290			BRDG				36	AD		1	3								
U070	45-04	N X	02.59	434			BRDG				24	FO		1	3	02	2	1		31		2,912	
U070	45-04	S X	02.59	434			BRDG				36	AD		1	3								
U070	45-04		02.82	0.39		4.56 MIS. S. SH 3E	IHHB	48	4		90	1	1	3									
U070	45-04	N	03.21	0.00		2.24 MIS. S. SH 3E	IHHB	24	1	10	91	1	1	3									
U070	45-04	S	03.21	2.32		2.24 MIS. S. SH 3E	IHHB	24	1	10	88	1	1	3									
U070	45-04	N X	05.17	267			BRDG				36	AD		1	3								
U070	45-04	S X	05.17	254			BRDG				18	SD		1	3	02	2	1		31		2,281	
U070	45-04		05.53	0.23		ENT BROKEN BOW E208	IHHB	50	4		89	1	1	3									
U070	45-04		05.76	BROKEN B	1.01	MEMORIAL ST	LL0L	50	4		93	1	1	3									
U070	45-04		06.77		1.00	JCT SH 3 & US 259	LL0L	50	4		87	1	1	3									
U070	45-04		07.77		0.14	0.14 E SH 3 & US 259	LL0E	52	4		96	1	1	3									
U070	45-04		07.91		0.41	0.55 MILE E US 259	IEHB	54	4		90	1	1	3									
U070	45-04		08.32		0.14	0.69 MIS E. US 259	IEHB	54	4		90	1	1	3									
U070	45-04		08.46		0.31	END BROKEN BOW C/L	IEHB	54	4		90	1	1	3									
U070	45-04		08.77	0.20		1.20 MILE E US 259	IEHB	54	4		91	1	1	3									
U070	45-04	X	08.91	23			BXBR				HS	AD		1	3								
U070	45-04	N	08.97	0.00		6.24 MILE E US 259	IIOE	24	1	10	97	1	1	3									
U070	45-04	S	08.97	5.23		6.24 MILE E US 259	IIOE	24	1	10	83	1	1	3									
U070	45-04	N X	09.41	207			BRDG				34	AD		1	3								
U070	45-04	S X	09.41	207			BRDG				38	AD		1	3								
U070	45-04	N X	10.45	150			BRDG				36	AD		1	3								
U070	45-04	S X	10.45	150			BRDG				36	AD		1	3								
U070	45-04		14.20	0.73		6.97 MILE E US 259	DHHB	24	1	4	68	3	1	3	02	4	0	3	06		2,495		
U070	45-04		14.93	1.17		8.14 MILE E US 259	DHHB	24	1	5	71	1	1	3									
U070	45-04	X	14.93	732		8.14 MILE E US 259	BRDG				25	SD		1	3	02	4	1		31		7,683	
U070	45-04	X	15.28	491			BRDG				33	AD		1	3								
U070	45-04	X	15.76	33			BXBR				HS	AD		1	3								
U070	45-04		16.10	7.53		ARKANSAS STATE LINE	IHHB	24	1	4	66	1	1	3	03	2	0	3	02		14,971		
U070	45-04	X	16.18	251			BRDG				30	AD		1	3								
U070	45-04	X	16.31	301			BRDG				30	AD		1	3								
U070	45-04	X	20.32	42			BXBR				HS	AD		1	3								
U070	45-04	X	21.61	41			BXBR				HS	AD		1	3								
U070	45-04	X	22.13	23			BXBR				HS	AD		1	3								
U070	45-04	X	23.46	379			BRDG				35	AD		1	3							38,665	
S003	45-06		00.00	3.45		BASE CHANGE	IHHE	24	1	8	75	1	0	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural																				Municipal	
S003	45-06	X 02.29	804		2,100	BRDG				26	AD	0	3											
S003	45-06	03.45	1.09	4.54 E PUSH CO LINE	2,100	IHHB	24	1	8	72	1	0	3											
S003	45-06	X 04.33	23		2,100	BXBR				HS	AD	0	3											
S003	45-06	04.54	0.20	BASE TYPE CHANGE	2,100	IIHE	24	6	4	54	1	0	3	03	2	0	5	01			329			
S003	45-06	04.74	4.76	OLD SH 98	1,500	IHHB	24	6	4	54	1	0	3	03	2	0	5	01			7,827			
S003	45-06	X 07.89	136		1,500	BRDG				31	AD	0	3											
S003	45-06	X 08.08	26		1,500	BXUF				HS	NR	0	3											
S003	45-06	09.50	6.55	JCT SH 98	1,500	IIHB	24	6	4	59	1	0	3	03	2	0	5	02			15,567			
S003	45-06	X 12.67	122		1,500	BRDG				45	AD	0	3											
S003	45-06	16.05	0.40	0.40 E SH 98	3,600	IIHB	24	6	4	65	1	0	3	03	2	0	5	01			658			
S003	45-06	16.45	1.05	SURF THICKNESS CHANG	3,400	IHHB	24	1	5	66	1	0	3	03	2	0	5	01			1,729			
S003	45-06	X 16.45	1030	SURF THICKNESS CHANG	3,400	BRDG				25	AD	0	3											
S003	45-06	X 17.15	42		3,400	BXBR				HS	AD	0	3											
S003	45-06	17.50	4.55	6.00 MIS. E. SH 98	4,700	IHHB	24	1	5	64	2	0	3	03	2	0	5	01			7,481			
S003	45-06	X 19.86	101		4,700	BRDG				35	FO	0	3	03	4	1								
S003	45-06	22.05	4.37	ENTER BROKEN BOW C/L	4,700	IHHB	24	1	5	68	2	0	3	03	2	0	5	01			7,183		2,603	
S003	45-06	X 23.02	361		4,700	BRDG				26	SD	0	3	03	4	1								4,649
S003	45-06	X 26.16	182		4,700	BRDG				26	SD	0	3	03	4	1								3,404
S003	45-06	26.42		0.20	5,800	IHHB	24	1	5	68	1	0	3	03	2	0	5	01			329			
S003	45-06	26.62		0.32	5,700	IHHB	24	1	4	75	1	0	3											
S003	45-06	26.94		0.07	8,300	IHHB	35	4		79	1	0	3											
S003	45-06	27.01		0.13	8,300	LL0E	52	4		94	1	0	3											51,759
S003	45-12	00.00	IDABEL	0.36	4,600	IHDB	24	1	4	69	1	0	3	03	2	0	3	01			503			
S003	45-12	00.36		0.19	4,200	IHDB	24	1	4	69	1	0	3	03	2	0	3	01			264			
S003	45-12	00.55	0.32		3,700	IHDB	24	1	4	69	1	0	3	03	2	0	3	01			451			
S003	45-12	00.87	4.63		2,600	IHDB	24	1	4	64	1	0	4	05	2	0	3	03			11,659			
S003	45-12	X 04.76	112		2,600	BRDG				20	FO	0	4	05	2	1								1,570
S003	45-12	05.50	2.48		2,600	IHDB	24	3	4	59	1	0	4	05	2	0	3	02			4,611			
S003	45-12	X 05.66	42		2,600	BXBR				HS	AD	0	4											
S003	45-12	07.98	2.83		2,500	IHDB	22	3	4	59	1	0	4	06	2	0	2	02			4,182			
S003	45-12	X 07.98	33		2,500	BXBR				HS	AD	0	4											
S003	45-12	10.81	HAWORTH	0.32	2,300	IHDB	22	3	4	59	1	0	4	30	2	0	7	08			1,264			
S003	45-12	11.13		0.24	2,200	IHDB	22	3	6	59	1	0	4	30	2	0	7	08			953			
S003	45-12	X 11.15		22	2,200	BXBR				HS	AD	0	4	30	2	2								644
S003	45-12	11.37	0.44		1,600	DHDN	22	3	5	59	1	0	4	06	2	0	3	02			700			
S003	45-12	11.81		0.51	1,600	DHDN	22	3	5	59	1	0	4	06	2	0	3	02			809			
S003	45-12	12.32	5.35		1,000	IIHB	22	3	4	59	1	0	4	06	2	0	3	02			8,515			
S003	45-12	X 15.20	23		1,000	BXBR				HS	AD	0	4											
S003	45-12	17.67	3.62		850	DHHB	22	3	3	59	1	0	4	06	2	0	3	02			5,756			
S003	45-12	X 19.59	34		850	BXBR				HS	AD	0	4											
S003	45-12	X 20.07	23		850	BXBR				HS	AD	0	4											
S003	45-12	21.29	4.18		850	IIHB	22	3	3	59	1	0	4	06	2	0	3	02			6,646			
S003	45-12	X 21.50	27		850	BXBR				HS	AD	0	4											
S003	45-12	25.47	2.82		670	IIHB	22	3	4	59	1	0	4	06	2	0	3	02			4,484			
S003	45-12	X 26.53	33		670	BXBR				HS	AD	0	4											

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003	45-12	X 26.68	64			670	BXBR			HS	AD		0	4									
S003	45-12	X 26.86	64			670	BXBR			HS	AD		0	4									
S003	45-12	X 28.10	34			670	BXBR			HS	AD		0	4								53,011	
U259	45-16	00.00	BROKEN B	0.41	END PC 6TH STREET	6,600	LL0H	40	4			90	1	0	3								
U259	45-16	00.41		0.33	LEAVE BROKEN BOW C/L	5,000	IIHB	24	1	8		81	1	0	3								
U259	45-16	00.74		0.26	1.00 MIS. N. US 70	4,900	IIHB	24	1	8		84	1	0	3								
U259	45-16	01.00		2.00	LEV BROKEN BOW C/L	4,600	IIHB	24	1	8		83	1	0	3								
U259	45-16	X 02.33		122		4,600	BRDG					26	AD		0	3							
U259	45-16	X 02.90		122		4,600	BRDG					26	AD		0	3							
U259	45-16	03.00	2.15		1.09 MIS S. SH 259A	4,600	IIHB	24	1	8		84	1	0	3								
U259	45-16	05.15	1.09		JCT SH 259A S.	4,400	DIHB	24	1	8		84	1	0	3								
U259	45-16	06.24	1.99		JCT SH 259A N.	4,200	DIHB	24	1	7		83	1	0	3								
U259	45-16	08.23	0.60		0.60 MIS N. SH 259A	4,000	DIHB	24	1	6		73	3	0	3								
U259	45-16	08.83	3.50		4.10 MIS N. SH 259A	4,000	DIHB	24	1	6		71	3	0	3								
U259	45-16	X 09.13	33			4,000	BXBR					HS	AD		0	3							
U259	45-16	12.33	4.50		8.22 MIS S. SH 144	3,200	DDHB	24	1	6		57	3	0	3	03	2	0	3	03	12,120		
U259	45-16	X 14.70	26			3,200	BXBR					HS	AD		0	3	03	2	2		33	644	
U259	45-16	16.83	4.77		3.45 MIS S. SH 144	2,300	DDHB	24	1	6		76	1	0	3								
U259	45-16	X 17.39	39			2,300	BXBR					HS	AD		0	3							
U259	45-16	X 19.72	23			2,300	BXBR					HS	AD		0	3							
U259	45-16	X 21.07	42			2,300	BXBR					HS	AD		0	3							
U259	45-16	21.60	2.30		1.15 MIS S OLD SH 14	2,000	DDHB	24	1	6		77	1	0	3								
U259	45-16	X 22.75	34			2,000	BXBR					HS	AD		0	3							
U259	45-16	23.90	1.15		JCT SH 144 (OLD HWY)	1,700	IDHB	24	1	6		80	1	0	3								
U259	45-16	X 24.78	23			1,700	BXBR					HS	AD		0	3						12,764	
U259	45-18	00.00	4.10		SURFACE TYPE CHANGE	1,700	IIHB	24	1	6		84	1	0	3								
U259	45-18	04.10	8.90		ENTER SMITHVILLE C/L	1,700	IIHB	24	1	6		81	1	0	3								
U259	45-18	X 07.25	280			1,700	BRDG					26	SD		0	3	03	2	1		31	2,384	
U259	45-18	X 07.70	23			1,700	BXBR					HS	AD		0	3							
U259	45-18	X 09.00	66			1,700	BXBR					HS	AD		0	3							
U259	45-18	X 11.83	261			1,700	BRDG					28	AD		0	3							
U259	45-18	13.00	SMITHVIL	0.10	JCT SH 4	1,800	IIHB	24	1	6		88	1	0	3								
U259	45-18	13.10		0.10	LEAVE SMITHVILLE C/L	1,600	DHHB	24	1	6		90	1	0	3								
U259	45-18	13.20	0.31		ENTER SMITHVILLE C/L	1,800	DHHB	24	1	6		90	1	0	3								
U259	45-18	13.51		0.27	LEAVE SMITHVILLE C/L	1,800	DHHB	24	1	6		93	1	0	3								
U259	45-18	13.78	2.34		LEFLORE CO LINE	1,800	DHHB	24	1	6		89	1	0	3							2,384	
S259A	45-20	00.00	3.30		BEAVERS BEND SP	760	HMHL	20	3	1		66	1	0	5	11	2	0	5	02	4,696		
S259A	45-20	03.30	1.90		5.2 E US 259	750	HHOA	20	3	1		65	1	0	5	11	2	0	5	02	2,703		
S259A	45-20	X 05.17	199			750	BRDG					20	AD		0	5							
S259A	45-20	05.20	0.52		SHLDR WIDTH CHANGE	750	DHDB	24	1	6		77	1	0	5								
S259A	45-20	X 05.60	384			750	BRDG					34	AD		0	5							
S259A	45-20	05.72	0.50		SHLDR WIDTH CHANGE	750	DHDB	24	1	4		80	1	0	5								
S259A	45-20	06.22	3.96		JCT US 259	740	DHDB	24	1	6		87	1	0	5							7,399	
S037	45-22	00.00	0.46		N. END OF BRIDGE	3,000	LL0A	26	4			80	1	0	5								
S037	45-22	X 00.00	2394		N. END OF BRIDGE	3,000	BRDG					HS	SD		0	5	08	2	1		31	6,451	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S037	45-22	00.46	1.84		JCT SH 98	2,500	DIHB	22	3	5	75	1	0	5									
S037	45-22	02.30	6.09		4.15 MIS. W. US 70B	1,700	DIDB	22	3	5	77	1	0	5									
S037	45-22	X 04.98	125			1,700	BRDG				22	AD		0	5								
S037	45-22	X 06.24	101			1,700	BRDG				25	AD		0	5								
S037	45-22	X 06.70	42			1,700	BXBR				HS	AD		0	5								
S037	45-22	X 07.70	26			1,700	BXBR				HS	AD		0	5								
S037	45-22	08.39	2.87		ENTER IDABEL C/L	2,800	IIHB	22	3	6	75	1	0	5									
S037	45-22	X 09.42	26			2,800	BXBR				HS	AD		0	5								
S037	45-22	X 10.50	47			2,800	BXUF				HS	NR		0	5								
S037	45-22	11.26	IDABEL	0.78	ENTER IDABEL U/L	3,000	IIHB	22	3	6	75	1	0	5									
S037	45-22	12.04		0.50	JCT US 70B	2,800	IIHB	22	3	6	75	1	0	4							6,451		
U259	45-24	00.00	0.27		0.27 N SH 87	2,800	IHHB	24	1	8	83	1	1	3									
U259	45-24	00.27	0.88		SHLDR CHANGE	2,800	IHHB	24	3	3	75	1	1	3									
U259	45-24	01.15	0.98		SHLDR CHANGE	2,800	IHHB	24	1	4	77	1	1	3									
U259	45-24	02.13	2.87		5.00 MIS. N. SH 87	2,800	IHHB	24	3	4	59	1	1	3	03	2	0	2	02		5,531		
U259	45-24	05.00	3.00		8.00 MIS. N. SH 87	2,500	IHHB	24	3	3	59	1	1	3	03	2	0	2	02		5,789		
U259	45-24	X 05.98	22			2,500	BXBR				HS	AD		1	3								
U259	45-24	X 06.45	42			2,500	BXBR				HS	AD		1	3								
U259	45-24	08.00	4.00		5.59 MIS. S. US 70B	2,500	DHHB	24	3	3	59	1	1	3	03	2	0	2	02		7,717		
U259	45-24	X 09.29	42			2,500	BXBR				HS	FO		1	3	03	2	2		33	644		
U259	45-24	X 09.49	23			2,500	BXBR				HS	AD		1	3								
U259	45-24	12.00	4.00		1.59 MIS. S. US 70B	2,500	DHHB	24	3	3	68	1	1	3	03	2	0	2	01		5,595		
U259	45-24	X 14.57	34			2,500	BXBR				HS	AD		1	3								
U259	45-24	X 14.60	34			2,500	BXBR				HS	AD		1	3								
U259	45-24	X 14.67	34			2,500	BXBR				HS	AD		1	3								
U259	45-24	X 15.42	22			2,500	BXBR				HS	AD		1	3								
U259	45-24	16.00	0.66		ENTER IDABEL U/L	3,900	DHHB	24	3	3	70	1	1	3									
U259	45-24	16.66	0.43		0.50 MIS. S. US 70B	4,200	DHHB	24	3	3	70	1	1	3									
U259	45-24	17.09	0.25		ENTER IDABEL C/L	4,700	DHHB	24	3	4	72	1	1	3									
U259	45-24	17.34		0.25	JCT US 70B	4,700	HH0F	52	4		93	1	1	3									
U259	45-24	X 17.54		59		4,700	BXBR				HS	AD		1	3						25,276		
S098	45-25	00.00	6.89		JCT US 70	1,900	IHHB	24	1	4	80	1	0	5							0		
U259	45-28	00.00	2.00		JCT SH 87	2,300	DHHB	24	1	8	92	1	1	3									
U259	45-28	X 00.00	2007		JCT SH 87	2,300	BRDG				35	FO		1	3	03	2	1		31	5,745		
S098S	45-30	00.00	WRIGHT C	0.01	TC WRIGHT CITY	1,200	FHDB	22	3	2	87	1	0	5									
S098S	45-30	00.01		0.09	JCT SH 98	1,200	FHDB	22	3	2	88	1	0	5							0		
S098	45-32	00.00	4.99		ENT WRIGHT CITY C/L	2,900	IHHF	24	1	6	86	1	0	5									
S098	45-32	X 02.97	22			2,900	BXBR				HS	AD		0	5								
S098	45-32	X 04.01	477			2,900	BRDG				36	AD		0	5								
S098	45-32	04.99		0.81	LEV WRIGHT CITY C/L	4,000	IHHF	24	1	6	86	1	0	5									
S098	45-32	05.80	0.61		JCT SH 98 STUB	3,200	IHHF	24	1	6	90	1	0	5									
S098	45-32	06.41	1.91		4.46 MIS S.W. SH 3	3,200	IHHB	24	1	8	74	1	0	5									
S098	45-32	X 07.20	182			3,200	BRDG				36	AD		0	5								
S098	45-32	08.32	4.46		JCT SH 3	2,300	IHHB	24	1	8	86	1	0	5									
S098	45-32	X 09.70	22			2,300	BXBR				HS	AD		0	5								

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Commissioner District 2

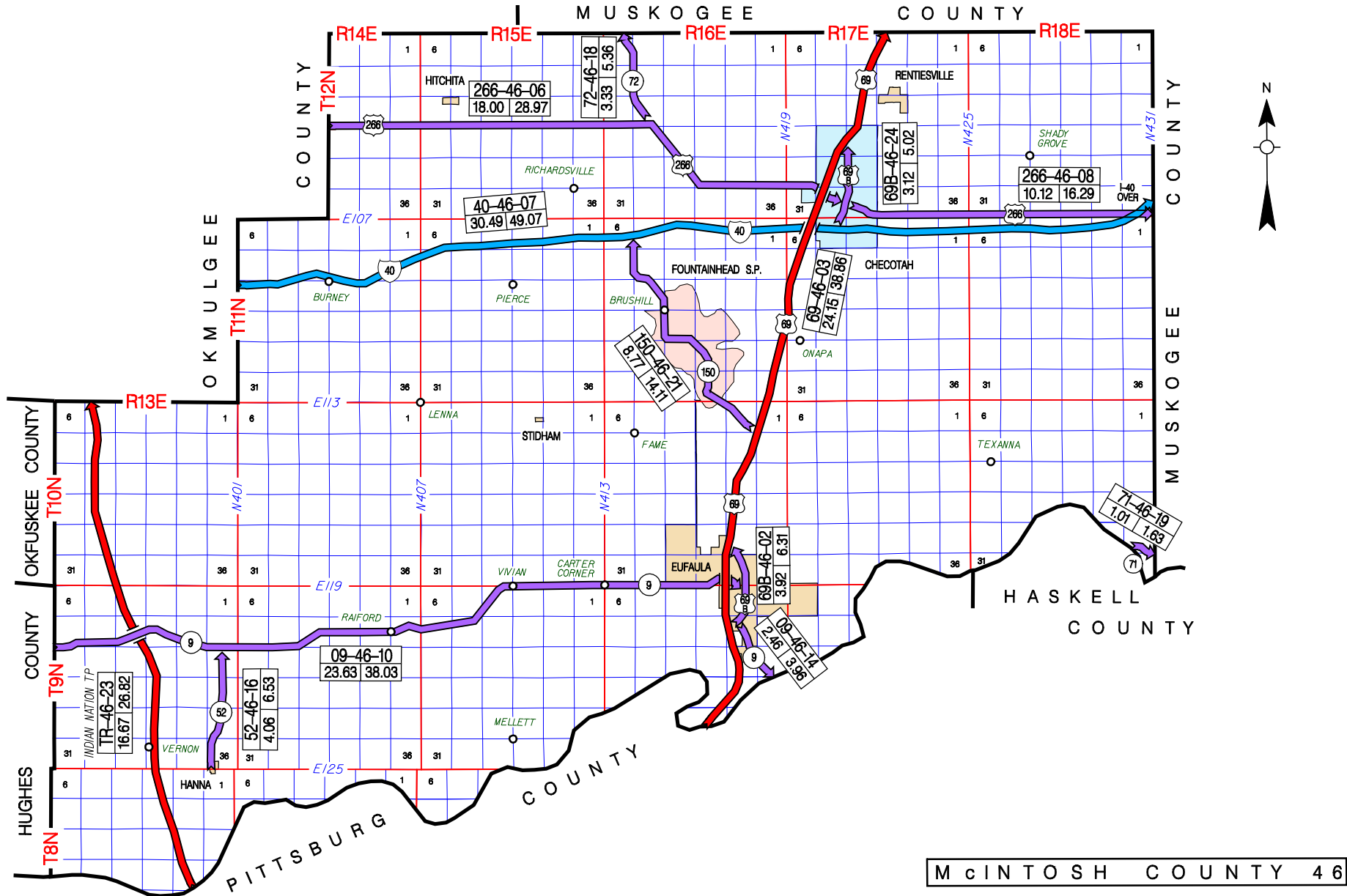
McCurtain County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S098	45-32	X 10.50	33		2,300	BXBR				HS	AD		0	5								0		
U070B	45-36	00.00	IDABEL	1.93	JCT SH 37	2,400	HHHE	24	1	4		84	1	0	4									
U070B	45-36	01.93		2.41	JCT US 259	2,000	HHHE	24	1	4		87	1	0	4									
U070B	45-36	X 04.30		46		2,000	BXBR					HS	AD		0	4						0		
S004	45-48	00.00	SMITHVIL	0.56	0.56 E US 259 TC	1,300	DHHE	24	1	6		87	1	0	5									
S004	45-48	00.56		0.31	WIDTH CHANGE	1,300	DFDB	22	3	1		67	1	0	5	09	2	0	4	01		282		
S004	45-48	00.87		0.13	LEAVE SMITHVILLE C/L	1,300	DIIA	24	1	4		74	1	0	5									
S004	45-48	01.00		0.67	SURFACE CHANGE	1,200	DIIA	24	1	4		86	1	0	5									
S004	45-48	X 01.37		1085		1,200	BRDG				23	AD		0	5									
S004	45-48	01.67		1.08	SURFACE TYPE CHANGE	1,100	DHHE	22	3	4		45	1	0	5	09	2	0	4	04		2,135		
S004	45-48	02.75		1.57	SURFACE TYPE CHANGE	930	DHDE	22	3	5		48	1	0	5	09	2	0	4	04		3,094		
S004	45-48	04.32		7.69	ARKANSAS STATE LINE	900	DFDB	22	3	1		44	1	0	5	10	2	0	4	04		15,183		
S004	45-48	X 06.36		49		900	BXBR					HS	AD		0	5	10	2	2	33		644	21,338	
U259	45-50	00.00	IDABEL	0.24	0.24 MIS E. US 259	5,600	DH0E	24	1	8		90	1	1	3									
U259	45-50	00.24		1.36	1.60 MIS E. US 259	5,600	IHHE	24	1	8		89	1	1	3									
U259	45-50	X 01.42		33		5,600	BXBR					HS	AD		1	3								
U259	45-50	01.60		1.38	JCT SH 3 EAST	5,500	IHHE	24	1	8		90	1	1	3									
U259	45-50	02.98		0.26	0.26 MIS. N. SH 3E	10,300	IHHB	48	4			88	1	1	3									
U259	45-50	03.24		0.50	DENNISON RD	10,500	IHHB	48	4			89	1	1	3									
U259	45-50	03.74		0.06	0.82 MIS. N. SH 3E	10,500	IHHB	48	4			91	1	1	3									
U259	45-50	03.80		0.09	0.91 MIS. N. SH 3E	10,500	IHHB	48	1	7		80	1	1	3									
U259	45-50	E 03.89		0.00	1.76 MIS. N. SH 3E	9,400	IHHB	24	1	10		93	1	1	3									
U259	45-50	W 03.89		0.85	1.76 MIS. N. SH 3E	9,400	DHHE	24	1	10		91	1	1	3									
U259	45-50	E 04.74		0.00	JCT US 70	8,400	IHHB	24	1	10		95	1	1	3									
U259	45-50	W 04.74		0.14	JCT US 70	8,400	DHHE	24	1	4		85	1	1	3							0		
S087	45-85	00.00		5.42	START BRFY-45C(287)	200	DH0B	20	3	3		59	1	0	5	10	2	0	3	02		5,747		
S087	45-85	05.42		0.86	END BRFY-45C(287)	180	I10E	24	1	4		86	1	0	5									
S087	45-85	X 05.90		212		180	BRDG				36	AD		0	5									
S087	45-85	06.28		8.30	ARKANSAS STATE LINE	130	DH0B	20	3	3		59	1	0	5	10	2	0	3	02		8,800		
S087	45-85	X 10.90		75		130	BRDG				22	AD		0	5							14,547		
County Total			213.70	28.23	241.90																	188,758	52,641	241,399

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- McINTOSH COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4602	US 69B	3.92	JCT. US 69 S. OF EUFAULA (GORE POINT)	NORTHERLY	JCT. US 69 N. OF EUFAULA (GORE POINT)	
4603	US 69	24.15	PITTSBURG COUNTY LINE (S. END BR.)	NORTHERLY	MUSKOGEE COUNTY LINE	
4606	US 266	18.00	OKMULGEE COUNTY LINE	EASTERLY	JCT. US 266(BROADWAY & GENTRY)IN CHECOTAH	
4607	IS 40	30.49	OKMULGEE COUNTY LINE	EASTERLY	MUSKOGEE COUNTY LINE	
4608	US 266	10.12	JCT. US 266(BROADWAY & GENTRY) IN CHECOTAH	EASTERLY	MUSKOGEE COUNTY LINE	
4610	SH 9	23.63	HUGHES COUNTY LINE	EASTERLY	JCT. US 69B(MAIN ST) IN EUFAULA	
4614	SH 9	2.46	JCT. US 69B, S. OF EUFAULA	SOUTHEASTERLY	PITTSBURG COUNTY LINE (E. END BR.)	
4616	SH 52	4.06	MAIN & BROADWAY IN HANNA	NORTHERLY	JCT. SH 9, N. OF HANNA	
4618	SH 72	3.33	JCT. US 266, S. OF COUNCIL HILL	NORTHERLY	MUSKOGEE COUNTY LINE	REINVENTORIED 2005 (3.42 MI. BEFORE)
4619	SH 71	1.01	HASKELL COUNTY LINE (S. END DAM, BEG P.C.)	EASTERLY	MUSKOGEE COUNTY LINE	REINVENTORIED 2005 (1.33 MI. BEFORE)
4621	SH 150	8.77	JCT US 69 S. OF ONAPA (E. SIDE STR)	NORTHWESTERLY	JCT I-40 N. OF BRUSH HILL(N. SIDE STR)	
4623	TOLL RD	16.67	PITTSBURG COUNTY LINE (S. SIDE BRIDGE)	NORTHERLY	OKMULGEE COUNTY LINE	INDIAN NATION T.P. (16.78 MI. BEFORE)
4624	US 69B	3.12	JCT I-40 (S. SIDE OF STRUCTURE U.P.)	NORTHERLY	JCT US 69 (N. SIDE OF STRUCTURE U.P.)	

149.73 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 1

McIntosh County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Br: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069B	46-02	00.00	0.10		0.96 MIS. S. SH 9	2,400	LL0H	24	1	10		86	1	0	5								
U069B	46-02	00.10	0.53		ENTER EUFAULA C/L	2,200	LL0H	24	1	10		87	1	0	5								
U069B	46-02	00.63	EUFAULA	0.43	JCT SH 9	4,100	LL0H	24	1	10		87	1	0	5								
U069B	46-02	01.06		0.45	SURF CHANGE	8,500	LL0H	24	1	10		82	1	0	5								
U069B	46-02	01.51		0.17	WIDTH CHNG FOREST AV	7,000	IILA	24	1	6		72	1	0	5								
U069B	46-02	01.68		0.22	WIDTH CHANGE GRAND	6,000	IILA	31	4			59	1	0	5	29	2	0	7	08		937	
U069B	46-02	01.90		0.12	JCT SH 9	4,200	IILA	59	4			84	1	0	5								
U069B	46-02	02.02		0.06	WIDTH CHANGE PINE ST	4,200	IILA	59	4			59	1	0	5	30	2	0	7	08		245	
U069B	46-02	02.08		0.14	WIDTH CHANGE ELM ST	3,800	IILA	49	4			59	1	0	5	30	2	0	7	08		509	
U069B	46-02	02.22		1.01	LEAVE EUFAULA C/L	2,400	LL0H	24	1	10		83	1	0	5								
U069B	46-02	03.23	0.69		JCT US 69	2,300	LL0H	24	1	10		83	1	0	5								
U069B	46-02	X 03.61	152			2,300	OP-H				36	AD		0	5								1,691
U069	46-03	E 00.00	0.53		END BARRIER WALL	13,500	LL0H	24	1	10		81	1	1	3								
U069	46-03	W 00.00	0.00		END BARRIER WALL	13,500	LL0H	24	1	10		81	1	1	3								
U069	46-03	X 00.00	1003		END BARRIER WALL	13,500	BRDG				28	AD		1	3								
U069	46-03	E 00.53	2.39		JCT US 69B	13,500	LL0H	24	1	10		73	1	1	3								
U069	46-03	W 00.53	0.00		JCT US 69B	13,500	LL0H	24	1	10		73	1	1	3								
U069	46-03	X 02.60	140			13,500	OP-R				HS	AD		1	3								
U069	46-03	E 02.92	0.68		ENTER EUFAULA C/L	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	W 02.92	0.00		ENTER EUFAULA C/L	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	X 03.18	0			13,500	UP-H					SD		1	3	02	4	5		31			2,183
U069	46-03	X 03.39	33			13,500	OP-H				HS	FO		1	3	02	4	5		31			2,410
U069	46-03	E 03.60		0.26	LEAVE EUFAULA C/L	13,500	LL0F	24	1	10		74	1	1	3								
U069	46-03	W 03.60		0.00	LEAVE EUFAULA C/L	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	E 03.86	0.50		ENTER EUFAULA C/L	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	W 03.86	0.00		ENTER EUFAULA C/L	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	E 04.36		0.79	0.17 MIS. S. SH 9	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	W 04.36		0.00	0.17 MIS. S. SH 9	13,500	LL0F	24	1	10		73	1	1	3								
U069	46-03	E X 04.71		102		13,500	OP-H				36	FO		1	3	02	4	5		31			2,436
U069	46-03	W X 04.71		102		13,500	OP-H				36	FO		1	3	02	4	5		31			2,436
U069	46-03	E 05.15		0.17	JCT SH 9	13,500	LL0E	24	1	10		94	1	1	3								
U069	46-03	W 05.15		0.00	JCT SH 9	13,500	LL0E	24	1	10		94	1	1	3								
U069	46-03	X 05.27		340		13,500	OP-H				52	AD		1	3								
U069	46-03	E 05.32		0.15	0.15 MIS. N. SH 9	14,600	LL0E	24	1	10		97	1	1	3								
U069	46-03	W 05.32		0.00	0.15 MIS. N. SH 9	14,600	LL0E	24	1	10		93	1	1	3								
U069	46-03	E 05.47		0.61	LEAVE EUFAULA C/L	14,600	LL0F	24	1	10		74	1	1	3								
U069	46-03	W 05.47		0.00	LEAVE EUFAULA C/L	14,600	LL0F	24	1	10		73	1	1	3								
U069	46-03	E 06.08	0.00		JCT US 69B	14,600	LL0F	24	1	10		71	1	1	3								
U069	46-03	W 06.08	0.25		JCT US 69B	14,600	LL0F	24	1	10		59	1	1	3	02	2	0	2	02		467	
U069	46-03	E 06.33	3.61		SURF TYPE CHANGE	17,000	LL0F	24	1	10		72	1	1	3								
U069	46-03	W 06.33	0.00		SURF TYPE CHANGE	17,000	LL0F	24	1	10		73	1	1	3								
U069	46-03	X 06.33	0		SURF TYPE CHANGE	17,000	UP-H					AD		1	3								
U069	46-03	X 07.95	802			17,000	BRDG				34	SD		1	3	02	2	1		31			13,367
U069	46-03	E 09.94	0.30		JCT SH 150 WEST	17,000	IEHE	24	1	10		59	1	1	3	02	2	0	2	02		567	
U069	46-03	W 09.94	0.00		JCT SH 150 WEST	17,000	IEHE	24	1	10		59	1	1	3	02	2	0	2	02			

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Commissioner District 1

McIntosh County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069	46-03	E X 10.23	101			17,000	OP-H				36	AD	1	3									
U069	46-03	W X 10.23	101			17,000	OP-H				36	AD	1	3									
U069	46-03	E 10.24	3.12		PROJECT BREAK	15,900	IEHE	24	1	10		59	1	1	3	02	2	0	2	02		5,858	
U069	46-03	W 10.24	0.00		PROJECT BREAK	15,900	IEHE	24	1	10		59	1	1	3	02	2	0	2	02			
U069	46-03	X 12.31	0			15,900	UP-H					AD	1	3									
U069	46-03	E 13.36	3.33		BEG PC CONC	15,900	IEHH	24	1	10		59	1	1	3	02	2	0	2	02		6,252	
U069	46-03	W 13.36	0.00		BEG PC CONC	15,900	IEHH	24	1	10		59	1	1	3	02	2	0	2	02			
U069	46-03	X 13.36	0		BEG PC CONC	15,900	UP-H					AD	1	3									
U069	46-03	X 15.40	0			15,900	UP-H					AD	1	3									
U069	46-03	X 15.44	31			15,900	BXUF				HS	NR	1	3									
U069	46-03	X 16.48	0			15,900	UP-H					AD	1	3									
U069	46-03	E 16.69	0.45		JCT I 40	15,900	LLOF	24	1	10		95	1	1	3								
U069	46-03	W 16.69	0.00		JCT I 40	15,900	LLOF	24	1	10		95	1	1	3								
U069	46-03	E 17.14	0.49		END PC CONC	15,900	LLOF	24	1	10		94	1	1	3								
U069	46-03	W 17.14	0.00		END PC CONC	15,900	LLOF	24	1	10		94	1	1	3								
U069	46-03	E X 17.14	264		END PC CONC	15,900	OP-H				34	FO	1	3	02	4	2		31			3,230	
U069	46-03	W X 17.14	264		END PC CONC	15,900	OP-H				34	FO	1	3	02	4	2		31			3,230	
U069	46-03	E 17.63	0.10		ENTER CHECOTAH C/L	16,700	IIHF	24	1	10		59	1	1	3	02	2	0	3	02		206	
U069	46-03	W 17.63	0.00		ENTER CHECOTAH C/L	16,700	IIHF	24	1	10		81	1	1	3								
U069	46-03	X 17.67	22			16,700	BXUF				HS	NR	1	3									
U069	46-03	E 17.73	CHECOTAH	0.65	JCT US 266	16,300	IIHF	24	1	10		85	1	1	3								
U069	46-03	W 17.73		0.00	JCT US 266	16,300	IIHF	24	1	10		84	1	1	3								
U069	46-03	E 18.38		1.95	BEG PC CONCRETE	13,600	IIHF	24	1	10		83	1	1	3								
U069	46-03	W 18.38		0.00	BEG PC CONCRETE	13,600	IIHF	24	1	10		84	1	1	3								
U069	46-03	E X 18.38		213	BEG PC CONCRETE	13,600	OP-H				25	AD	1	3									
U069	46-03	W X 18.38		213	BEG PC CONCRETE	13,600	OP-H				25	AD	1	3									
U069	46-03	E X 19.10		144		13,600	BRDG				36	AD	1	3									
U069	46-03	W X 19.10		144		13,600	BRDG				36	AD	1	3									
U069	46-03	E 20.33		0.61	LEV CHECOTAH C/L E10	14,300	IILF	24	1	10		84	1	1	3								
U069	46-03	W 20.33		0.00	LEV CHECOTAH C/L E10	14,300	IILF	24	1	10		84	1	1	3								
U069	46-03	N X 20.33		178	LEV CHECOTAH C/L E10	14,300	OP-H				36	AD	1	3									
U069	46-03	S X 20.33		178	LEV CHECOTAH C/L E10	14,300	OP-H				36	AD	1	3									
U069	46-03	E 20.94	0.71		2.50 MI S. MUSK. CO/	14,300	IILF	24	1	10		84	1	1	3								
U069	46-03	W 20.94	0.00		2.50 MI S. MUSK. CO/	14,300	IILF	24	1	10		84	1	1	3								
U069	46-03	X 21.51	33			14,300	BXUF				HS	NR	1	3									
U069	46-03	E X 21.63	183			14,300	BRDG				36	AD	1	3									
U069	46-03	W X 21.63	183			14,300	BRDG				36	AD	1	3									
U069	46-03	E 21.65	2.50		MUSKOGEE CO. LINE	14,300	IILF	24	1	10		84	1	1	3								
U069	46-03	W 21.65	0.00		MUSKOGEE CO. LINE	14,300	IILF	24	1	10		84	1	1	3								
U069	46-03	X 21.93	0			14,300	UP-H					AD	1	3									
U069	46-03	E X 24.08	122			14,300	BRDG				36	AD	1	3									
U069	46-03	W X 24.08	122			14,300	BRDG				36	AD	1	3									42,642
U266	46-06	00.00	1.86		1.86 E OKMULGEE CO	1,100	IHEL	24	3	6		74	1	0	5								
U266	46-06	X 00.65	23			1,100	BXUF				HS	NR	0	5									
U266	46-06	01.86	1.14		3.0 E OKMULGEE CO	1,100	IIEB	24	1	8		73	1	0	5								

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Br: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U266	46-06	X 02.32	212			1,100	BRDG			36	AD	0	5										
U266	46-06	03.00	4.60		7.6 MI E OKMUL. CO/L	1,200	IHEL	24	3	5	66	1	0	5	09	2	0	3	02	6,125			
U266	46-06	X 04.67	103			1,200	BRDG			19	FO	0	5	09	2	1			31	1,512			
U266	46-06	X 06.08	34			1,200	BXBR			HS	FO	0	5	09	2	2			33	644			
U266	46-06	07.60	2.84		0.11 W SH 72	1,100	IHEB	24	1	8	78	1	0	5									
U266	46-06	X 07.75	23			1,100	BXUF			HS	NR	0	5										
U266	46-06	X 08.99	225			1,100	BRDG			26	SD	0	5	09	2	1			31	2,159			
U266	46-06	X 09.98	42			1,100	BXUF			HS	NR	0	5										
U266	46-06	X 10.19	34			1,100	BXUF			HS	NR	0	5										
U266	46-06	10.44	0.11		JCT SH 72 NORTH	2,300	IHEL	24	1	8	84	1	0	5									
U266	46-06	10.55	0.20		BEGIN PC CONC	2,600	IIEB	24	1	6	77	1	0	5									
U266	46-06	10.75	1.80		4.62 MIS W US 69	2,500	IILH	24	1	6	74	1	0	5									
U266	46-06	X 11.90	23			2,500	BXUF			HS	NR	0	5										
U266	46-06	12.55	4.22		ENTER CHECOTAH C/L	3,600	IILH	24	1	6	80	1	0	5									
U266	46-06	X 14.89	25			3,600	BXBR			HS	AD	0	5										
U266	46-06	X 16.40	52			3,600	BRDG			18	AD	0	5										
U266	46-06	16.77		0.40	JCT US 69	5,100	DILH	24	1	6	59	1	0	5	08	2	0	2	02	718			
U266	46-06	X 17.15		0		5,100	UP-H				AD	0	5										
U266	46-06	X 17.16		0		5,100	UP-H				AD	0	5										
U266	46-06	17.17		0.36	0.36 MI E US 69 TC	5,500	IILH	24	1	6	59	1	0	5	29	2	0	7	08	2,064			
U266	46-06	17.53		0.35	WIDTH CHANGE 2ND ST	5,800	IILH	41	4		78	1	0	5	29	2	0	7	08	1,323			
U266	46-06	17.88		0.12	JCT US 266 EAST	5,800	IILH	54	4		80	1	0	5							14,545		
I040	46-07	N 00.00	5.00		SURF CHANGE	11,900	IEHE	24	1	10	87	1	1	1									
I040	46-07	S 00.00	0.00		SURF CHANGE	11,900	IEHE	24	1	10	87	1	1	1									
I040	46-07	X 01.20	35			11,900	BXUF			HS	NR	1	1										
I040	46-07	N X 02.00	109			11,900	OP-H			18	AD	1	1										
I040	46-07	S X 02.00	109			11,900	OP-H			18	AD	1	1										
I040	46-07	N X 04.07	0			11,900	UP-H				FO	1	1	01	6	5			31	1,931			
I040	46-07	S X 04.07	0			11,900	UP-H				FO	1	1	01	6	5			31	1,931			
I040	46-07	N 05.00	3.00		8 MIS E OKMULGEE CO/	11,900	IEHE	24	1	10	87	1	1	1									
I040	46-07	S 05.00	0.00		8 MIS E OKMULGEE CO/	11,900	IEHE	24	1	10	87	1	1	1									
I040	46-07	N X 07.80	59			11,900	BXUF			HS	NR	1	1										
I040	46-07	N 08.00	5.31		JCT SH 150 SOUTH	12,400	LL0E	24	1	10	100	1	1	1									
I040	46-07	S 08.00	0.00		JCT SH 150 SOUTH	12,400	LL0E	24	1	10	100	1	1	1									
I040	46-07	N X 08.19	47			12,400	BXUF			HS	NR	1	1										
I040	46-07	S X 08.19	47			12,400	BXUF			HS	NR	1	1										
I040	46-07	N X 09.31	102			12,400	OP-H			36	AD	1	1										
I040	46-07	S X 09.31	102			12,400	OP-H			36	AD	1	1										
I040	46-07	X 11.33	22			12,400	OP-H			HS	FO	1	1	01	6	5			33	652			
I040	46-07	N X 13.30	109			12,400	OP-H			36	AD	1	1										
I040	46-07	S X 13.30	109			12,400	OP-H			36	AD	1	1										
I040	46-07	N 13.31	1.02		1.02 MIS. E. SH 150S	12,200	LL0E	24	1	10	100	1	1	1									
I040	46-07	S 13.31	0.00		1.02 MIS. E. SH 150S	12,200	LL0E	24	1	10	100	1	1	1									
I040	46-07	N 14.33	1.12		2.14 MIS. E. SH 150S	12,000	LL0Q	24	1	10	100	1	1	1									
I040	46-07	S 14.33	0.00		2.14 MIS. E. SH 150S	12,000	LL0Q	24	1	10	100	1	1	1									

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	46-07	N X 15.37	402			12,000	BRDG				28	AD	1	1									
I040	46-07	S X 15.37	402			12,000	BRDG				28	AD	1	1									
I040	46-07	N 15.45	0.53		2.67 MIS. E. SH 150S	15,700	LL0E		24	1	10	100	1	1	1								
I040	46-07	S 15.45	0.00		2.67 MIS. E. SH 150S	15,700	LL0E		24	1	10	100	1	1	1								
I040	46-07	N 15.98	2.28		0.86 MIS. W. US 69	15,400	LL0Q		24	1	10	100	1	1	1								
I040	46-07	S 15.98	0.00		0.86 MIS. W. US 69	15,400	LL0Q		24	1	10	100	1	1	1								
I040	46-07	X 16.36	0			15,400	UP-H					AD		1	1								
I040	46-07	N 18.26	0.35		0.51 MIS. W. US 69	15,200	LL0E		24	1	10	100	1	1	1								
I040	46-07	S 18.26	0.00		0.51 MIS. W. US 69	15,200	LL0E		24	1	10	100	1	1	1								
I040	46-07	X 18.37	0			15,200	UP-H					AD		1	1								
I040	46-07	N 18.61	0.00		JCT US 69	14,700	LL0F		24	1	10	83	1	1	1								
I040	46-07	S 18.61	0.51		JCT US 69	14,700	LL0F		24	1	10	84	1	1	1								
I040	46-07	X 19.08	0			14,700	UP-H					FO		1	1	01	6	6		31			3,230
I040	46-07	X 19.11	0			14,700	UP-H					FO		1	1	01	6	6		31			3,230
I040	46-07	N 19.12	0.00		ENT CHECOTAH C/L	12,600	LL0F		24	1	10	83	1	1	1								
I040	46-07	S 19.12	0.18		ENT CHECOTAH C/L	12,600	LL0F		24	1	10	84	1	1	1								
I040	46-07	N 19.30		0.00	JCT US 69B	12,600	LL0F		24	1	10	82	1	1	1								
I040	46-07	S 19.30		0.67	JCT US 69B	12,600	LL0F		24	1	10	80	1	1	1								
I040	46-07	N X 19.96		306		12,600	H-HR				32	SD		1	1	01	6	6		31			2,417
I040	46-07	S X 19.96		306		12,600	H-HR				32	SD		1	1	01	6	6		31			4,198
I040	46-07	N 19.97		0.00	LEV CHECOTAH C/L	12,200	LL0F		24	1	10	83	1	1	1								
I040	46-07	S 19.97		1.33	LEV CHECOTAH C/L	12,200	LL0F		24	1	10	82	1	1	1								
I040	46-07	X 20.33		0		12,200	UP-H					AD		1	1								
I040	46-07	N 21.30	0.00		5.89 MIS. E. US 69	12,200	LL0F		24	1	10	59	1	1	1	01	6	2	0	22			
I040	46-07	S 21.30	4.56		5.89 MIS. E. US 69	12,200	LL0F		24	1	10	59	1	1	1	01	6	2	0	22		12,000	
I040	46-07	X 21.33	65			12,200	BXUF				HS	NR		1	1								
I040	46-07	X 22.17	42			12,200	BXUF				HS	NR		1	1								
I040	46-07	X 22.35	0			12,200	UP-H					AD		1	1								
I040	46-07	X 24.37	0			12,200	UP-H					FO		1	1	01	6	6		31			1,929
I040	46-07	N 25.86	0.00		4.06 W JCT US 266	12,200	LL0F		24	1	10	87	1	1	1								
I040	46-07	S 25.86	0.05		4.06 W JCT US 266	12,200	LL0F		24	1	10	59	1	1	1	01	6	2	0	22			
I040	46-07	N 25.91	0.00		US 266 UNDER	12,000	IEHF		24	1	10	86	1	1	1								
I040	46-07	S 25.91	4.06		US 266 UNDER	12,000	IEHF		24	1	10	85	1	1	1								
I040	46-07	N X 26.88	34			12,000	BXUF				HS	NR		1	1								
I040	46-07	S X 26.88	34			12,000	BXUF				HS	NR		1	1								
I040	46-07	N X 28.38	104			12,000	OP-H				36	AD		1	1								
I040	46-07	S X 28.38	104			12,000	OP-H				36	AD		1	1								
I040	46-07	N X 28.75	48			12,000	BXUF				HS	NR		1	1								
I040	46-07	S X 28.75	48			12,000	BXUF				HS	NR		1	1								
I040	46-07	N 29.97	0.00		MUSKOGEE CO LINE	12,000	IEHF		24	1	10	86	1	1	1								
I040	46-07	S 29.97	0.52		MUSKOGEE CO LINE	12,000	IEHF		24	1	10	87	1	1	1								
I040	46-07	N X 29.97	255		MUSKOGEE CO LINE	12,000	OP-H				36	AD		1	1								
I040	46-07	S X 29.97	255		MUSKOGEE CO LINE	12,000	OP-H				36	AD		1	1								31,518
U266	46-08	00.00		0.06	WIDTH CHANGE MAIN ST	4,200	IILH		63	4		59	1	0	5	30	2	0	6	08			254
U266	46-08	00.06		0.51	WIDTH CHANGE 7TH ST	4,000	IILH		43	4		59	1	0	5	30	2	0	6	08			1,732

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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U266	46-08																						
U266	46-08	00.57			2,700	IILH	24	1	10		76	1	0	5									
U266	46-08	01.12	0.68		950	IILH	24	1	10		81	1	0	5									
U266	46-08	X 01.18	151		950	BRDG				20	AD		0	5									
U266	46-08	X 01.74	61		950	BRDG				22	AD		0	5									
U266	46-08	01.80	6.50		840	IILH	24	1	10		82	1	0	5									
U266	46-08	X 03.43	34		840	BXBR				HS	AD		0	5									
U266	46-08	08.30	1.82		710	LL0H	24	1	10		76	1	0	5									
U266	46-08	X 08.64	22		710	BXBR				HS	AD		0	5									
U266	46-08	X 09.58	0		710	UP-H				AD	AD		0	5									
U266	46-08	X 09.61	0		710	UP-H				AD	AD		0	5								1,986	
S009	46-10	00.00	2.58		1,000	DIHB	24	1	5		73	1	0	5									
S009	46-10	N 02.58	0.20		1,000	LLOE	24	1	10		86	1	0	5									
S009	46-10	S 02.58	0.00		1,000	LLOE	24	1	10		86	1	0	5									
S009	46-10	N 02.78	0.20		1,200	LLOE	24	1	10		87	1	0	5									
S009	46-10	S 02.78	0.00		1,200	LLOE	24	1	10		86	1	0	5									
S009	46-10		02.98		1,200	DIHB	24	1	5		73	1	0	5									
S009	46-10	X 02.98	155		1,200	OP-H				36	FO		0	5	09	2	6			31		2,103	
S009	46-10	05.70	2.30		1,100	DIHB	24	1	5		73	1	0	5									
S009	46-10	X 06.99	136		1,100	BRDG				19	AD		0	5									
S009	46-10	08.00	2.86		1,400	DHHB	24	1	5		76	1	0	5									
S009	46-10	10.86	0.60		1,600	DIHA	24	3	5		69	1	0	5	09	2	0	3	01		663		
S009	46-10	11.46	3.67		1,300	DIHA	24	3	5		67	1	0	5	09	2	0	3	01		4,085		
S009	46-10	X 11.66	66		1,300	BXBR				HS	AD		0	5									
S009	46-10	X 11.87	61		1,300	BRDG				23	AD		0	5									
S009	46-10	15.13	0.77		1,700	DIHA	24	3	5		73	1	0	5									
S009	46-10	15.90	2.04		1,800	DIHB	24	1	6		71	1	0	5									
S009	46-10	17.94	2.96		1,900	DIHB	24	1	6		72	1	0	5									
S009	46-10	X 19.38	22		1,900	BXUF				HS	NR		0	5									
S009	46-10	X 20.57	34		1,900	BXUF				HS	NR		0	5									
S009	46-10	20.90	1.00		2,600	IHHB	24	1	6		68	1	0	5	08	2	0	3	01		1,354		
S009	46-10	21.90	0.35		3,000	IHHB	24	1	6		82	1	0	5									
S009	46-10	22.25	EUFAULA	0.15	3,800	IHHB	24	1	6		80	1	0	5									
S009	46-10	22.40		0.50	6,900	IHHB	24	1	10		74	1	0	5									
S009	46-10	22.90		0.21	7,500	IHHB	24	1	10		77	1	0	5									
S009	46-10	X 23.00		0	7,500	UP-H					AD		0	5									
S009	46-10	23.11		0.45	10,100	IHHB	24	1	5		70	1	0	5									
S009	46-10	23.56		0.07	10,100	IILA	51	4			74	1	0	5								8,205	
S009	46-14	00.00		0.18	6,500	LLOH	24	1	10		86	1	0	5									
S009	46-14	00.18		0.31	5,000	IHLH	24	1	4		73	1	0	5									
S009	46-14	X 00.37		183	5,000	OP-R				19	SD		0	5	08	2	4			31		2,183	
S009	46-14	00.49		0.51	5,000	IHHB	24	1	4		84	1	0	5									
S009	46-14	01.00	1.46		4,800	IHHB	24	1	4		82	1	0	5									
S009	46-14	X 02.27	1002		4,800	BRDG				28	AD		0	5								2,183	
S052	46-16	00.00	HANNA	0.10	620	IIDG	74	4			79	1	0	5									
S052	46-16	00.10		0.15	620	IIDG	22	3	3		84	1	0	5									

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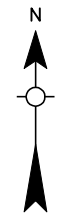
Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S052	46-16	00.25	3.81		JCT SH 9	570	IIDG	22	3	3		79	1	0	5								
S052	46-16	X 00.42	141			570	BRDG					25	AD		0	5							
S052	46-16	X 02.38	111			570	BRDG					24	AD		0	5							
S052	46-16	X 02.57	23			570	BXBR					HS	AD		0	5							0
S072	46-18	00.00	0.54		0.54 N US 266	1,800	IHHB	24	1	8		90	1	0	5								
S072	46-18	00.54	2.79		MUSKOGEE CO LINE	1,700	IHDD	22	3	5		76	1	0	5								
S072	46-18	X 00.54	39		MUSKOGEE CO LINE	1,700	BXUF					HS	NR		0	5							0
S071	46-19	00.00	1.01		MUSKOGEE CO LINE	1,100	IIDB	24	3	4		85	1	0	5								0
S150	46-21	00.00	2.06		SHLDR WIDTH	1,600	DIHE	24	1	8		85	1	0	5								
S150	46-21	X 00.00	0		SHLDR WIDTH	1,600	UP-H					AD		0	5								
S150	46-21	X 00.01	0			1,600	UP-H					AD		0	5								
S150	46-21	X 01.40	807			1,600	BRDG					25	SD		0	5	11	2	1		31		9,854
S150	46-21	02.06	0.94		FOUNTAIN HEAD LODGE	1,400	DIIL	24	1	10		86	1	0	5								
S150	46-21	03.00	1.17		SURF TYPE CHANGE	1,400	DHIL	24	1	10		84	1	0	5								
S150	46-21	04.17	2.99		SURF TYPE CHANGE	1,100	DHDL	24	1	10		85	1	0	5								
S150	46-21	07.16	1.61		JCT I 40	1,100	DIDL	24	1	10		84	1	0	5								
S150	46-21	X 08.74	0			1,100	UP-H					AD		0	5								
S150	46-21	X 08.76	0			1,100	UP-H					AD		0	5								9,854
U069B	46-24	00.00	CHECOTAH	0.10	0.10 MIS N. I-40	5,600	IILH	24	1	8		78	1	0	5								
U069B	46-24	00.10		0.69	WIDTH CHANGE	4,700	IILH	24	1	8		80	1	0	5								
U069B	46-24	00.79		0.14	JCT US 266	4,800	IILH	56	4			80	1	0	5								
U069B	46-24	00.93		0.15	OKMULGEE ST	4,800	IJA	50	4			80	1	0	5								
U069B	46-24	01.08		0.19	RACE AVE.	4,300	IILH	44	4			82	1	0	5								
U069B	46-24	01.27		0.13	ELM AVE.	4,300	IILH	24	1	5		77	1	0	5								
U069B	46-24	01.40		0.25	1.47 MIS S. JCT US 6	4,600	IILA	24	1	8		79	1	0	5								
U069B	46-24	01.65		1.47	JCT US 69	2,600	IILA	24	1	8		79	1	0	5								0
County Total			115.17	17.89	133.00																45,359	67,265	112,624

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- MAJOR COUNTY

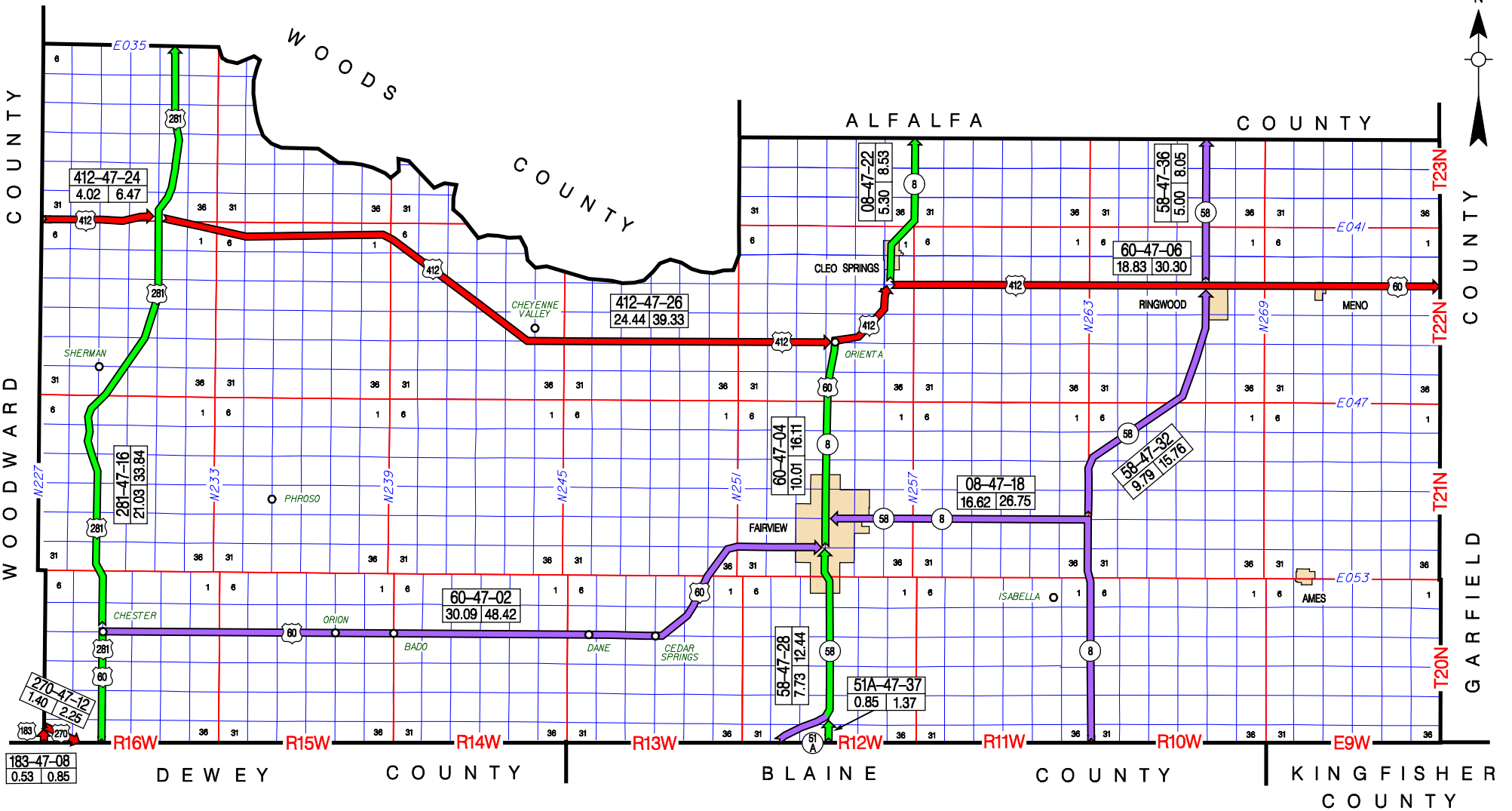
CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4702	US 60	30.09	DEWEY COUNTY LINE	NORTH & EASTERLY	JCT. SH 58(MAIN ST) IN FAIRVIEW	
4704	US 60	10.01	JCT. SH 58 S. IN FAIRVIEW	NORTHERLY	JCT. SH 8 S. OF CLEO SPRINGS (W. WYE LEG)	AGENDA ITEM 2004 (9.99 MILES BEFORE)
4706	US 60	18.83	JCT. SH 8 S. OF CLEO SPRINGS (W. WYE LEG)	EASTERLY	GARFIELD COUNTY LINE	
4708	US 183	0.53	DEWEY-WOODWARD COUNTY LINE	NORTH ON COUNTY LINE	JCT. US 270 ON WOODWARD COUNTY LINE	
4712	US 270	1.40	JCT. US 183 ON WOODWARD COUNTY LINE	SOUTHEASTERLY	DEWEY COUNTY LINE	
4716	US 281	21.03	JCT. US 60 AT CHESTER	NORTHERLY	WOODS COUNTY LINE	
4718	SH 8	16.62	BLAINE COUNTY LINE	NORTHERLY & WESTERLY	JCT US 60,(MAIN ST) IN FAIRVIEW	
4722	SH 8	5.30	JCT. US 60 S. OF CLEO SPRINGS(W. WYE LEG)	NORTHERLY	ALFALFA COUNTY LINE	
4724	US 412	4.02	WOODWARD COUNTY LINE	EASTERLY	JCT. US 281	
4726	US 412	24.44	JCT. US 281	EASTERLY	JCT. US 60 AT ORIENTA	AGENDA ITEM 2004 (24.52 MILES BEFORE)
4728	SH 58	7.73	BLAINE COUNTY LINE	NORTHERLY	JCT. US 60 W. IN FAIRVIEW	
4732	SH 58	9.79	JCT. SH 8, E. OF FAIRVIEW	NORTHWESTERLY	JCT. US 60, N. OF RINGWOOD	
4736	SH 58	5.00	JCT. US 60, N. OF RINGWOOD	NORTHERLY	ALFALFA COUNTY LINE	
4737	SH 51A	0.85	BLAINE COUNTY LINE	NORTHERLY	JCT. SH 58 S. OF FAIRVIEW	

155.64 TOTAL COUNTY MILEAGE

WOODWARD COUNTY



WOODWARD COUNTY
GARFIELD COUNTY



412-47-24
4.02 6.47

281-47-16
21.03 33.84

270-47-12
1.40 2.25

183-47-08
0.53 0.85

412-47-26
24.44 39.33

60-47-02
30.09 48.42

58-47-28
7.73 12.44

51A-47-37
0.85 1.37

60-47-04
10.01 16.11

08-47-22
5.30 8.53

58-47-32
9.19 15.76

08-47-18
16.62 26.75

60-47-06
18.83 30.30

58-47-36
5.00 8.05

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Major County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	47-02	00.00	1.25		1.25 MIS N. CO/LINE	1,900	SDDL	24	3	6		59	1	0	4	06	2	0	1	02	1,724		
U060	47-02	01.25	0.57		2.00 MIS S. US 281	2,000	SDDL	24	1	8		59	1	0	4	06	2	0	1	02	766		
U060	47-02	X 01.44	924			2,000	BRDG				27	AD		0	4								
U060	47-02	01.82	1.78		0.22 MIS S. US 281	1,500	SDDL	24	3	5		59	1	0	4	06	2	0	1	02	2,460		
U060	47-02	03.60	0.22		JCT US 281	1,800	SDDL	24	1	4		59	1	0	4	06	2	0	1	02	300		
U060	47-02	03.82	0.12		0.12 E US 281	2,000	DNDL	24	1	4		59	1	0	5	08	2	0	1	02	190		
U060	47-02	03.94	5.88		6.00 MIS E US 281	1,400	DNDL	24	6	6		59	1	0	5	09	2	0	2	02	6,965		
U060	47-02	09.82	11.08		9.19 MIS W. US 60	1,100	DNDL	24	6	6		59	1	0	5	09	2	0	2	02	13,138		
U060	47-02	20.90	0.92		8.27 MIS W US 60	1,400	DNDL	24	6	4		59	1	0	5	09	2	0	2	03	1,730		
U060	47-02	21.82	0.86		7.41 MIS W US 60	1,400	DHDL	24	6	4		59	1	0	5	09	2	0	2	03	1,620		
U060	47-02	22.68	3.41		4.00 W US 60	1,700	DHDN	24	6	4		59	1	0	5	08	2	0	2	02	5,964		
U060	47-02	26.09	3.00		ENTER FAIRVIEW C/L	1,800	DHDN	24	6	6		59	1	0	5	08	2	0	2	02	5,247		
U060	47-02	X 28.81	23			1,800	BXUF					HS	NR		0	5							
U060	47-02	29.09	FAIRVIEW	1.00	JCT US 60 & SH 58	2,900	DHDN	24	6	6		59	1	0	5	08	2	0	2	02	1,745		41,849
U060	47-04	00.00		0.43	WIDTH CHANGE MAPLE S	6,700	LLOA	64	4			59	1	0	4	29	2	0	7	08	2,212		
U060	47-04	00.43		0.07	CENTRAL AVENUE TC	6,700	LLOA	76	4			59	1	0	4	29	2	0	7	08	376		
U060	47-04	00.50		0.29	WIDTH CHANGE ASH STR	7,000	LLOA	76	4			59	1	0	4	29	2	0	7	08	1,524		
U060	47-04	00.79		0.22	JCT SH 8 EAST	6,700	LLOA	64	4			59	1	0	4	29	2	0	7	08	1,142		
U060	47-04	01.01		1.50	LEAVE FAIRVIEW C/L	2,500	PHLA	52	4			59	1	0	4	30	2	0	6	08	6,264		
U060	47-04	X 01.20		24		2,500	BXUF					HS	NR		0	4	30	2	2	33		644	
U060	47-04	X 01.61		43		2,500	BXUF					HS	NR		0	4	30	2	2	33		644	
U060	47-04	02.51	4.53		JCT US 412 WEST	2,400	HHLA	24	1	8		81	1	0	4								
U060	47-04	X 03.28	47			2,400	BXUF					HS	NR		0	4							
U060	47-04	X 06.52	125			2,400	BRDG					36	AD		0	4							
U060	47-04	07.04	0.22		0.22 MIS. E. US 412W	4,200	IIOE	24	1	8		99	1	1	3								
U060	47-04	07.26	0.41		0.63 MIS. E. US 412W	3,600	HHLA	24	1	10		79	1	1	3								
U060	47-04	07.67	1.15		1.19 MIS. S. SH 8	4,000	LLOA	24	1	8		76	1	1	3								
U060	47-04	08.82	1.19		JCT SH 8	3,800	HHLA	24	1	8		74	1	1	3								
U060	47-04	X 08.82	1401		JCT SH 8	3,800	BRDG				26	SD		1	3	03	2	1		31		7,701	20,507
U060	47-06	00.00	10.30		NEEDS STUDY BREAK	3,500	IILQ	24	1	8		86	1	1	3								
U060	47-06	X 02.34	45			3,500	BXUF					HS	NR		1	3							
U060	47-06	X 08.46	40			3,500	BXUF					HS	NR		1	3							
U060	47-06	10.30	0.09		.41 W OF JCT SH 58	3,200	IILQ	24	1	8		87	1	1	3								
U060	47-06	10.39	0.25		WIDTH CHANGE	3,300	IHHF	24	1	10		89	1	1	3								
U060	47-06	N 10.64	0.16		JCT. SH 58	3,700	IHHF	24	1	10		89	1	1	3								
U060	47-06	S 10.64	0.00		JCT. SH 58	3,700	IHHF	24	1	10		89	1	1	3								
U060	47-06	N 10.80	0.20		0.20 MIS. E. SH 58	6,300	IHHF	24	1	10		87	1	1	3								
U060	47-06	S 10.80	0.00		0.20 MIS. E. SH 58	6,300	IHHF	24	1	10		89	1	1	3								
U060	47-06	N 11.00	1.10		1.30 MIS. E. SH 58	6,300	HHHF	24	1	10		87	1	1	3								
U060	47-06	S 11.00	0.00		1.30 MIS. E. SH 58	6,300	DHHF	24	1	10		90	1	1	3								
U060	47-06	X 11.36	44			6,300	BXUF					HS	NR		1	3							
U060	47-06	X 11.90	32			6,300	BXUF					HS	NR		1	3							
U060	47-06	N 12.10	0.45		1.75 MIS. E. SH 58	6,300	HHHF	24	1	10		86	1	1	3								
U060	47-06	S 12.10	0.00		1.75 MIS. E. SH 58	6,300	HHHF	24	1	10		87	1	1	3								
U060	47-06	N 12.55	1.94			5,800	LLOA	24	3	3		59	1	1	3	02	2	0	2	02	3,625		

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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
U060	47-06	S	12.55	0.00		ENT MENO C/L GRANT	IHHF	24	1	10		92	1	1	3										
U060	47-06	X	14.18	26			BXUF				HS	NR		1	3										
U060	47-06		14.49	MENO	0.18	MAIN ST TC	HH0F	52	4			86	1	1	3										
U060	47-06		14.67		0.05	3.90 MI E SH 58	HH0F	52	4			88	1	1	3										
U060	47-06		14.72		0.09	LEV MENO C/L MENO AV	HH0F	52	4			89	1	1	3										
U060	47-06		14.81	0.19		SURF CHANGE	HH0F	52	5	9		88	1	1	3										
U060	47-06	N	15.00	2.55			LL0A	24	3	3		59	1	1	3	02	2	0	2	02		4,761			
U060	47-06	S	15.00	0.00		SURF CHANGE	IHHF	24	1	10		90	1	1	3										
U060	47-06	N	17.55	0.76		BEG PC CONC N LANE	HH0F	24	1	10		86	1	1	3										
U060	47-06	S	17.55	0.00		BEG PC CONC N LANE	IHHF	24	1	10		84	1	1	3										
U060	47-06	N	18.31	0.52			LL0A	24	3	3		75	1	1	3										
U060	47-06	S	18.31	0.00		GARFIELD CO LINE	IHHF	24	1	10		84	1	1	3									8,386	
U183	47-08		00.00	0.53		JCT US 270	HHHN	24	3	6		85	1	1	3										0
U270	47-12		00.00	1.40		DEWEY CO LINE	SHHN	24	1	10		90	1	1	3										0
U281	47-16		00.00	7.13		7.13 N US 60	DDDL	24	1	4		78	1	0	4										
U281	47-16	X	06.39	24			BXUF				HS	NR		0	4										
U281	47-16	X	06.51	102			BRDG				24	SD		0	4	06	2	1		31			1,505		
U281	47-16		07.13	4.87		3.00 MIS. S. US 412	DDDL	24	6	6		70	1	0	4										
U281	47-16		12.00	2.89		0.11 MIS. S. US 412	IIDL	24	6	6		74	1	0	4										
U281	47-16		14.89	0.11		JCT US 412	IIOE	24	1	8		88	1	0	4										
U281	47-16		15.00	0.11		0.11 MIS. N. US 412	IIOE	24	1	8		89	1	0	4										
U281	47-16		15.11	2.89		3.03 MI S WOODS CO/L	IIDL	24	3	5		64	1	0	4	06	2	0	3	01		4,328			
U281	47-16		18.00	3.03		WOODS COUNTY LINE	IIDL	24	3	6		67	1	0	4	06	2	0	3	01		4,538		10,371	
S008	47-18		00.00	0.62		SHLDR CHANGE	HHDL	24	6	6		73	1	0	5										
S008	47-18		00.62	1.88		2.50 MIS N. CO/L	HHDL	24	1	4		76	1	0	5										
S008	47-18	X	01.78	263			BRDG				18	SD		0	5	08	2	1		31			2,318		
S008	47-18		02.50	3.00		5.50 MIS N. CO/L	HHDL	24	1	4		77	1	0	5										
S008	47-18	X	03.02	44			BXUF				HS	NR		0	5										
S008	47-18		05.50	1.62		0.50 MI S SH 58	HHDL	24	1	4		76	1	0	5										
S008	47-18	X	06.33	22			BXUF				HS	NR		0	5										
S008	47-18		07.12	0.50		JCT SH 58	HHDL	24	1	4		75	1	0	5										
S008	47-18		07.62	0.50		0.50 MI W SH 58	DHDL	24	1	4		71	1	0	5										
S008	47-18		08.12	7.00		ENTER FAIRVIEW C/L	DDDL	24	3	6		59	1	0	5	08	2	0	1	02		11,575			
S008	47-18	X	10.83	32			BXUF				HS	NR		0	5										
S008	47-18	X	12.88	40			BXUF				HS	NR		0	5										
S008	47-18	X	15.05	201			BRDG				25	SD		0	5	08	2	1		31			2,051		
S008	47-18		15.12	FAIRVIEW	0.73	PROJECT BREAK	IIDL	24	1	10		84	1	0	5										
S008	47-18		15.85		0.55	BEGIN PC	IIDL	24	1	10		59	1	0	5	30	2	0	6	08		1,877			
S008	47-18		16.40		0.22	JCT US 60	LL0A	41	4			59	1	0	5	29	2	0	6	08		490		18,311	
S008	47-22		00.00	0.50		ENT CLEO SPRINGS C/L	SDDL	24	1	4		70	1	0	4										
S008	47-22		00.50	CLEO SPR	0.28	0.78 MIS. N. US 412	SDDL	24	1	4		67	1	0	4	05	2	0	1	01		353			
S008	47-22		00.78		0.08	SHLDR WIDTH CHANGE	SDDL	24	1	4		72	1	0	4										
S008	47-22		00.86		0.30	OKLAHOMA ST TC	SDDL	24	1	7		76	1	0	4										
S008	47-22		01.16		0.22	NEBRASKA ST	SDDL	24	1	4		71	1	0	4										
S008	47-22		01.38		0.15	LVE CLEO SPRINGS C/L	SDDL	24	1	4		70	1	0	4										

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S008	47-22	01.53	3.77		ALFALFA CO LINE	1,600	SDDL	24	1	4		69	1	0	4	06	2	0	1	01	4,377		
S008	47-22	X 03.66	40			1,600	BXBR				HS	AD	0	4									4,730
U412	47-24	00.00	1.50		2.52 MIS W. US 281	2,400	DDDL	24	3	5		53	1	1	3								
U412	47-24	01.50	0.31		BEG DIVIDED	2,700	HHDL	24	3	5		57	1	1	3	03	2	0	3	03	5,378		
U412	47-24	N 01.81	1.80		0.41 MIS. W. US 281	2,000	II0E	24	1	8		97	1	1	3								
U412	47-24	S 01.81	0.00		0.41 MIS. W. US 281	2,000	II0E	24	1	8		97	1	1	3								
U412	47-24	N X 02.41	315			2,000	BRDG				33	AD		1	3								
U412	47-24	S X 02.41	315			2,000	BRDG				33	AD		1	3								
U412	47-24	N 03.61	0.41		JCT US 281	1,900	II0E	24	1	10		97	1	1	3								
U412	47-24	S 03.61	0.00		JCT US 281	1,900	II0E	24	1	10		97	1	1	3								6,771
U412	47-26	N 00.00	0.53		END DIVIDED	2,400	II0E	24	1	10		96	1	1	3								
U412	47-26	S 00.00	0.00		END DIVIDED	2,400	II0E	24	1	10		97	1	1	3								
U412	47-26	00.53	2.60		PROJECT BREAK	1,900	DIDL	24	1	4		59	1	1	3	03	2	0	2	02	4,780		
U412	47-26	X 00.68	21			1,900	BXUF				HS	NR		1	3								
U412	47-26	03.13	1.00		4.13 MIS. E. US 281	2,000	DIDL	24	1	4		59	1	1	3	03	2	0	2	02	1,839		
U412	47-26	X 03.24	32			2,000	BXUF				HS	NR		1	3								
U412	47-26	04.13	1.02		5.15 MIS. E. US 281	2,000	IEDL	24	1	4		86	1	1	3								
U412	47-26	05.15	1.17		6.32 MIS. E. US 281	2,000	II0E	24	1	8		94	1	1	3								
U412	47-26	X 05.67	110			2,000	BRDG				36	AD		1	3								
U412	47-26	X 05.90	302			2,000	BRDG				38	AD		1	3								
U412	47-26	06.32	0.62		6.94 MIS. E. US 281	2,000	IEDL	24	1	8		89	1	1	3								
U412	47-26	X 06.63	21			2,000	BXUF				HS	NR		1	3								
U412	47-26	06.94	0.59		7.53 MIS. E. US 281	2,100	IEDL	24	1	4		84	1	1	3								
U412	47-26	07.53	0.87		8.40 MIS. E. US 281	2,100	IIDL	24	1	8		91	1	1	3								
U412	47-26	08.40	2.03		10.43 MIS. E. US 281	1,800	IIDL	24	1	4		59	1	1	3	03	2	0	2	02	3,734		
U412	47-26	X 08.64	78			1,800	BXUF				HS	NR		1	3								
U412	47-26	10.43	0.74		11.17 MIS. E. US 281	2,300	II0E	24	1	8		93	1	1	3								
U412	47-26	X 10.81	182			2,300	BRDG				30	AD		1	3								
U412	47-26	11.17	1.09		12.26 MIS. E. US 281	1,700	IIDL	24	1	4		81	1	1	3								
U412	47-26	X 11.28	27			1,700	BXUF				HS	NR		1	3								
U412	47-26	12.26	2.82		9.36 MIS. W. US 60	1,700	DDDL	24	1	4		72	1	1	3								
U412	47-26	X 13.91	21			1,700	BXUF				HS	NR		1	3								
U412	47-26	15.08	0.78		8.58 MIS. W. US 60	1,700	IEDL	24	1	8		87	1	1	3								
U412	47-26	15.86	0.85		7.73 MIS. W. US 60	1,700	II0E	24	1	8		89	1	1	3								
U412	47-26	X 16.27	152			1,700	BRDG				31	AD		1	3								
U412	47-26	16.71	1.29		6.64 MIS. W. US 60	1,700	IEDL	24	1	8		86	1	1	3								
U412	47-26	18.00	1.70		4.74 MIS. W. US 60	2,300	IEDL	24	1	4		82	1	1	3								
U412	47-26	19.70	2.22		2.52 MIS. W. US 60	1,700	IEDL	24	1	8		86	1	1	3								
U412	47-26	X 19.82	32			1,700	BXUF				HS	NR		1	3								
U412	47-26	X 20.08	26			1,700	BXUF				HS	NR		1	3								
U412	47-26	X 21.12	26			1,700	BXUF				HS	NR		1	3								
U412	47-26	21.92	0.50		2.02 MIS. W. US 60	1,700	IIDL	24	1	8		90	1	1	3								
U412	47-26	22.42	2.02		JCT US 60	1,700	II0E	24	1	8		93	1	1	3								
U412	47-26	X 22.84	26			1,700	BXUF				HS	NR		1	3								
U412	47-26	X 23.75	190			1,700	BRDG				32	AD		1	3								10,353

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Commissioner District 6

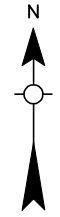
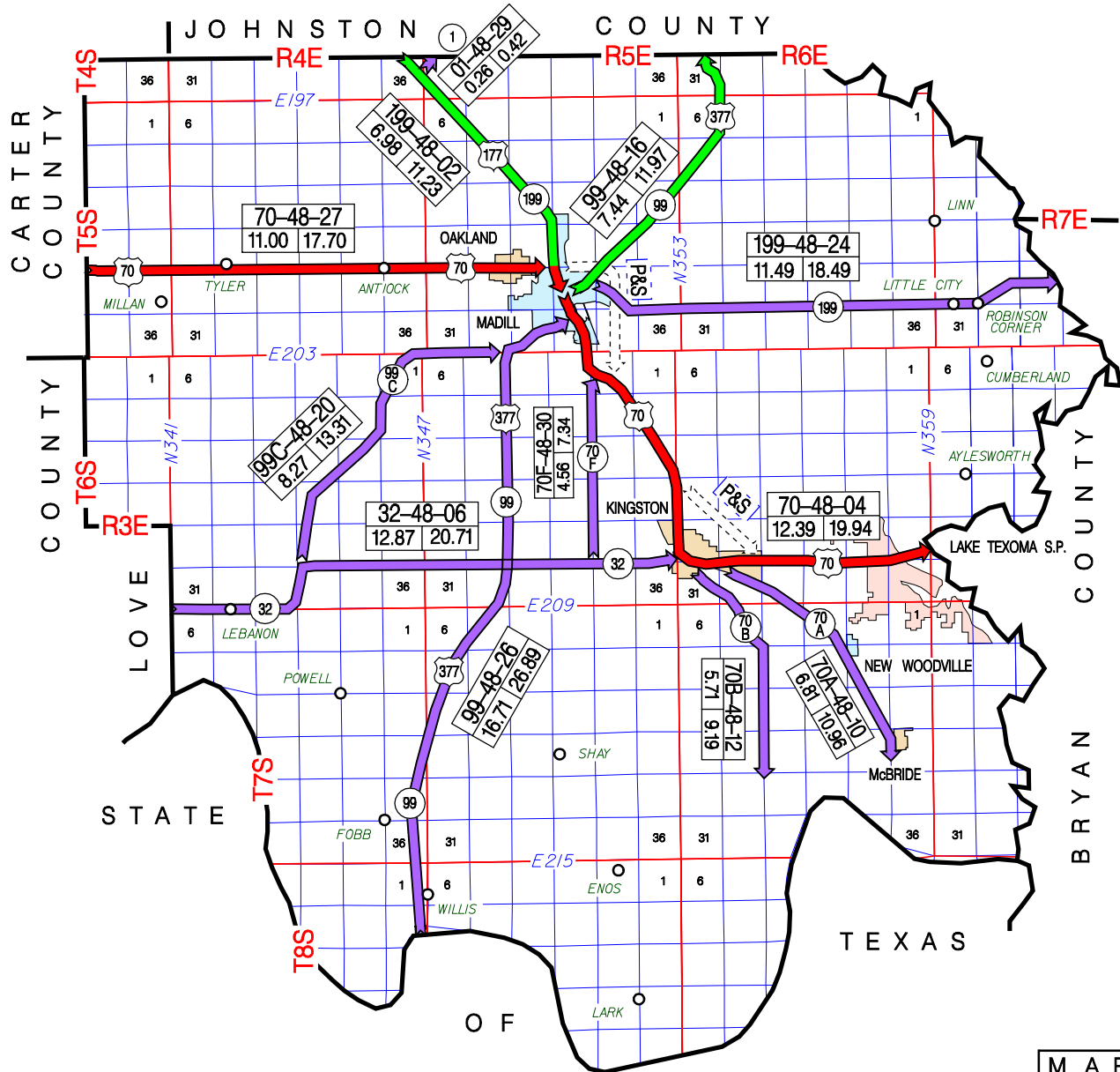
Major County

Highway Number	Control Section Number	Subsection			Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S058	47-28	00.00	1.94		JCT SH 51A	1,700	IIDL	24	3	4		72	1	0	5										
S058	47-28	X 01.13	21		ENTER FAIRVIEW C/L	1,700	BXUF				HS	NR		0	5										
S058	47-28	01.94	4.27			1,700	IEDL	24	1	10		89	1	0	4										
S058	47-28	X 05.75	290		FAIRVIEW	1,700	BRDG				29	AD		0	4										
S058	47-28	06.21	1.52			JCT US 60	2,100	IIOE	24	1	10		96	1	0	4									
S058	47-28	X 07.62	40			2,100	BXUF				HS	NR		0	4									0	
S058	47-32	00.00	8.80		ENTER RINGWOOD C/L	2,300	HHDL	24	1	4		79	1	0	5										
S058	47-32	X 00.31	1205			2,300	BRDG				24	SD		0	5	08	2	1		31			6,860		
S058	47-32	X 05.63	219			2,300	BRDG					26	SD		0	5	08	2	1		31			2,133	
S058	47-32	X 06.75	45			2,300	BXUF					HS	NR		0	5									
S058	47-32	08.80	RINGWOOD	0.50	LEAVE RINGWOOD-TC	2,000	HHDL	24	1	4		86	1	0	5										
S058	47-32	09.30	0.49		JCT US 60	2,000	HHDL	24	1	4		87	1	0	5										
S058	47-32	X 09.69	210			2,000	BRDG				33	AD		0	5									8,993	
S058	47-36	00.00	5.00		ALFALFA CO LINE	1,600	HDDL	24	3	5		68	1	0	5	08	2	0	1	02		8,271			
S058	47-36	X 00.58	183			1,600	BRDG				HS	AD		0	5									8,271	
S051A	47-37	00.00	0.85		JCT SH 58	600	IIOE	24	1	8		86	1	0	4										
S051A	47-37	X 00.10	21			600	BXUF				HS	NR		0	4										
S051A	47-37	X 00.48	21			600	BXUF				HS	NR		0	4									0	
County Total			147.26	8.38	155.60																	114,686	23,856	138,542	

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- MARSHALL COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4802	SH 199	6.98	JOHNSTON COUNTY LINE	SOUTHEASTERLY	JCT. SH 99(MAIN ST & 1ST ST)IN MADILL	
4804	US 70	12.39	JCT. SH 199(MAIN ST & 1ST ST)IN MADILL	SOUTH & EASTERLY	BRYAN COUNTY LINE (W. END BR.)	
4806	SH 32	12.87	LOVE COUNTY LINE	EASTERLY	JCT. US 70(FIFTH ST) IN KINGSTON	
4810	SH 70A	6.81	JCT. US 70 IN KINGSTON	SOUTHEASTERLY	LAKE TEXOMA VIA WOODVILLE	
4812	SH 70B	5.71	JCT. US 70(FIFTH ST & MAIN ST)IN KINGSTON	SOUTHERLY	LAKE TEXOMA	
4816	SH 99	7.44	JCT. US 70(1ST ST & MAIN ST)IN MADILL	NORTHEASTERLY	JOHNSTON COUNTY LINE	
4820	SH 99C	8.27	JCT. SH 32, E. OF LEBANON	NORTHERLY	JCT. SH 99, S.W. OF MADILL	
4824	SH 199	11.49	JCT. SH 99 IN MADILL	EASTERLY	BRYAN COUNTY LINE	
4826	SH 99	16.71	TEXAS STATE LINE(S. SIDE STR.)	NORTHERLY	JCT. US 70, IN MADILL	
4827	US 70	11.00	CARTER COUNTY LINE	EASTERLY	JCT. SH 199, N. EDGE OF MADILL	
4829	SH 1	0.26	JCT. SH 199	NORTHEASTERLY	JOHNSTON COUNTY LINE	
4830	SH 70F	4.56	JCT SH 32 (W. OF KINGSTON)	NORTHERLY	JCT US 70 (S. OF MADILL)	

104.49 TOTAL COUNTY MILEAGE



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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S199	48-02	00.00	0.22		JCT SH 1	2,300	IHLF	24	1	7		85	1	0	4								
S199	48-02	X 00.01	22			2,300	BXBR				HS	AD	0	4									
S199	48-02	00.22	3.47		ENT MADILL C/L-N3500	2,500	IHLF	24	1	7		82	1	0	4								
S199	48-02	X 00.40	32			2,500	BXBR				HS	AD	0	4									
S199	48-02	03.69	MADILL	1.36	BEGIN 4 LANE DIV	2,500	IHLF	24	1	7		81	1	0	4								
S199	48-02	E 05.05		0.34	1.59 MIS N. US 70	4,700	HHLA	24	1	8		89	1	0	4								
S199	48-02	W 05.05		0.00	END PC CONC	4,700	LLOA	24	1	10		85	1	0	4								
S199	48-02	E 05.39		0.76	0.18 MIS N. US 70	8,500	HHLA	24	1	8		86	1	0	4								
S199	48-02	W 05.39		0.00	0.18 MIS N. US 70	8,500	LLOA	24	1	10		90	1	0	4								
S199	48-02	X 06.03		65		8,500	BXBR				HS	AD	0	4									
S199	48-02	E 06.15		0.18	JCT US 70	9,400	LLOE	24	1	10		97	1	0	4								
S199	48-02	W 06.15		0.00	JCT US 70	9,400	LLOE	24	1	10		99	1	0	4								
S199	48-02	06.33		0.26	0.26 MI S US 270	9,500	LLOE	48	4			96	1	1	3								
S199	48-02	06.59		0.32	0.58 MI S US 70	11,200	LLOA	35	4			83	2	1	3								
S199	48-02	06.91		0.07	JCT SH 99 EAST TC	9,900	LLOA	60	4			95	2	1	3							0	
U070	48-04	00.00		0.09	0.31 N SH 99	9,000	LLOA	60	4			93	1	1	3								
U070	48-04	00.09		0.18	WDTH CHNG BURNEY ST	8,700	LLOA	35	4			92	1	1	3								
U070	48-04	00.27		0.08	END PC CONC	8,400	LLOA	24	1	8		81	1	1	3								
U070	48-04	00.35		0.15	JCT SH 99	8,400	IHLA	24	1	7		77	1	1	3								
U070	48-04	00.50		0.09	0.09 MI S SH 9	7,900	IHLA	24	1	7		77	2	1	3								
U070	48-04	X 00.54		91		7,900	BRDG				26	AD	1	3									
U070	48-04	00.59		0.03	0.12 MI S SH 9	8,000	IHLA	24	1	7		77	2	1	3								
U070	48-04	00.62		0.20	0.32 MIS. S. SH 9	6,500	IHLA	24	1	7		79	1	1	3								
U070	48-04	00.82		0.38	0.70 MIS. S. SH 9	6,500	IHLA	24	1	7		80	1	1	3								
U070	48-04	01.20		0.09	LEAVE MADILL C/L	6,300	IHLA	24	1	7		81	1	1	3								
U070	48-04	01.29	0.61		1.40 MIS S SH 9	6,400	IHLA	24	1	7		81	1	1	3								
U070	48-04	01.90	0.12		JCT SH 70 F	6,400	IHLA	24	1	7		81	1	1	3								
U070	48-04	02.02	1.31		OLD SH 106 EAST	6,400	IHLA	24	1	7		83	2	1	3								
U070	48-04	X 02.19	26			6,400	BXBR				HS	AD	1	3									
U070	48-04	X 02.20	0			6,400	UP-R					AD	1	3									
U070	48-04	03.33	1.62		1.62 S SH 106	6,200	IHLA	24	1	7		82	2	1	3								
U070	48-04	04.95	0.86		2.48 MIS S. SH 106	6,200	IHLA	24	1	10		59	1	1	3	02	2	0	3	03	2,368		
U070	48-04	X 04.95	122		2.48 MIS S. SH 106	6,200	BRDG				26	FO	1	3	02	4	1			50			
U070	48-04	X 05.26	38			6,200	BXBR				HS	AD	1	3	02	4	2			50			
U070	48-04	05.81	0.65		ENTER KINGSTON C/L	7,900	ILLA	24	1	10		59	3	1	3	02	2	0	3	03	1,791		
U070	48-04	06.46	KINGSTON	0.21	0.91 MIS. N. SH 32E	7,900	ILLA	24	1	10		59	3	1	3	02	2	0	3	03	586		
U070	48-04	06.67		0.14	LEAVE KINGSTON C/L	7,900	LLOA	24	1	10		86	1	1	3								
U070	48-04	06.81	0.17		ENTER KINGSTON C/L	8,700	LLOA	24	1	10		90	1	1	3								
U070	48-04	06.98		0.30	JCT SH 32 WEST	9,700	LLOA	24	1	10		84	1	1	3								
U070	48-04	07.28		0.05	WDTH CHNG MAYTUBBY S	10,600	LLOA	24	1	10		88	1	1	3								
U070	48-04	07.33		0.07	WDTH CHNG WILLIE ST	9,700	LLOA	40	4			91	1	1	3								
U070	48-04	07.40		0.07	JCT SH 70B SOUTH	9,700	LLOA	60	4			93	1	1	3								
U070	48-04	07.47		0.07	WIDTH CHNG HARNEY ST	9,700	LLOA	60	4			93	1	1	3								
U070	48-04	07.54		0.09	0.06 W SH 70A	8,400	LLOA	24	5	10		90	1	1	3								
U070	48-04	07.63		0.06	JCT SH 70A EAST	8,700	LLOA	24	1	8		85	1	1	3								

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Commissioner District 2

Marshall County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	48-04	07.69		0.13	0.13 MIS. E. SH 70A	7,400	LL0A	24	1	8	85	1	1	3									
U070	48-04	07.82		0.57	0.7 E SH 70A	7,400	SHLA	24	1	5	86	1	1	3									
U070	48-04	08.39		0.67	LEAVE KINGSTON C/L	7,200	SHLA	24	1	4	73	2	1	3									
U070	48-04	09.06	2.05		3.42 MIS. E. SH 70A	6,700	SHLA	24	1	4	75	2	1	3									
U070	48-04	11.11	0.28		TEXOMA LODGE	6,700	IE0D	24	1	10	81	2	1	3									
U070	48-04	11.39	0.80		0.20 MI W BRYAN CO/L	7,100	IE0D	48	1	10	88	1	1	3									
U070	48-04	12.19	0.20		BRYAN CO LINE	8,100	IE0D	24	1	10	94	2	1	3							4,745		
S032	48-06	00.00	3.79		JCT SH 99C	1,500	IHFD	24	6	4	90	1	0	5									
S032	48-06	X 01.76	349			1,500	BRDG				19	AD	0	5									
S032	48-06	03.79	4.88		JCT SH 99	960	IHFD	24	6	4	83	1	0	5									
S032	48-06	X 04.58	111			960	BRDG				HS	AD	0	5									
S032	48-06	X 04.81	39			960	BXBR				HS	AD	0	5									
S032	48-06	X 06.82	136			960	BRDG				19	AD	0	5									
S032	48-06	08.67	1.91		0.10 MIS. W. SH 70F	2,200	IHFD	24	6	4	78	1	0	5									
S032	48-06	X 09.40	153			2,200	BRDG				25	AD	0	5									
S032	48-06	10.58	0.10		JCT SH 70 F	3,200	IIOE	24	1	4	93	1	0	5									
S032	48-06	10.68	0.10		0.10 MIS. E. SH 70F	3,200	IIOE	24	1	4	93	1	0	5									
S032	48-06	10.78	1.97		ENTER KINGSTON C/L T	3,100	IHFD	24	6	4	79	1	0	5									
S032	48-06	12.75		0.12	JCT US 70	3,800	IHFD	24	6	4	84	1	0	5							0		
S070A	48-10	00.00		0.14	0.14 MIS. S. US 70	1,400	IHDD	22	3	4	79	1	0	5									
S070A	48-10	00.14		1.35	LEV KINGSTON C/L	1,300	IHDD	22	3	4	80	1	0	5									
S070A	48-10	01.49	0.65		2.14 MIS S.E. US 70	1,300	IHDD	22	3	4	81	1	0	5									
S070A	48-10	02.14	0.72		TC NEW WOODVILLE	1,300	IHDD	22	3	4	86	1	0	5									
S070A	48-10	02.86	3.80		T.C. MCBRIDE	1,400	IHDD	22	3	4	81	1	0	5									
S070A	48-10	X 03.03	42			1,400	BXBR				HS	AD	0	5									
S070A	48-10	06.66	0.15		LAKE TEXOMA	990	IHDD	22	3	4	84	1	0	5							0		
S070B	48-12	00.00		0.09	4TH STREET	980	DHED	76	4		80	1	0	5									
S070B	48-12	00.09		0.23	LEAVE KINGSTON C/L	870	DHED	22	3	1	69	1	0	5	11	2	0	2	01	183			
S070B	48-12	00.32	5.39		LAKE TEXOMA	770	IHED	22	3	1	70	1	0	5							183		
S099	48-16	00.00	MADILL	0.04	WIDTH CHANGE	4,900	LL0A	96	4		89	1	0	4									
S099	48-16	00.04		0.10	WIDTH CHANGE	4,200	LL0A	84	4		93	1	0	4									
S099	48-16	00.14		0.22	0.14 S SH 199 EAST	4,200	HHHA	76	4		87	1	0	4									
S099	48-16	00.36		0.14	JCT SH 199 EAST	3,600	HHHA	24	2	5	73	1	0	4									
S099	48-16	00.50		0.54	LEAVE MADILL C/L	3,600	DHHA	24	3	4	73	1	0	4									
S099	48-16	01.04	0.88		1.42 N SH 199 EAST	2,100	HHHA	24	3	3	67	1	0	4	05	2	0	2	01	1,150			
S099	48-16	X 01.19	134			2,100	BRDG				24	FO	0	4	05	2	1	31		1,703			
S099	48-16	X 01.53	23			2,100	BXBR				HS	AD	0	4									
S099	48-16	01.92	5.52		JOHNSTON CO LINE	1,800	HHHA	24	1	4	69	1	0	4	06	2	0	3	01	8,258			
S099	48-16	X 02.38	33			1,800	BXBR				HS	AD	0	4									
S099	48-16	X 03.83	22			1,800	BXBR				HS	AD	0	4							11,111		
S099C	48-20	00.00	3.38		3.38 MIS. N. SH 32	780	IIHB	24	3	4	84	1	0	5									
S099C	48-20	03.38	4.70		BEG DIVIDED	1,300	IIHB	24	3	4	85	1	0	5									
S099C	48-20	08.08	0.10		ENTER MADILL C/L	1,800	IILH	48	1	10	87	1	0	5									
S099C	48-20	08.18		0.09	JCT SH 99	2,000	IILH	48	1	10	87	1	0	5							0		
S199	48-24	00.00		0.38	LEAVE MADILL C/L	2,500	DHHD	20	3	2	56	1	0	5	30	2	0	6	08	1,648			

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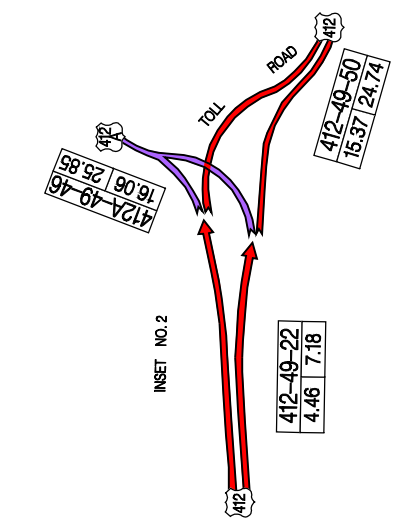
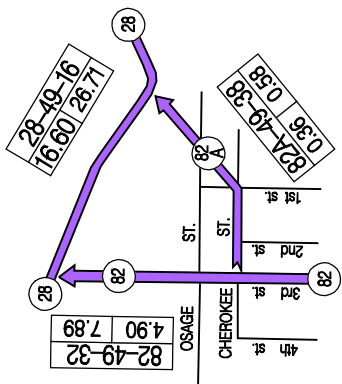
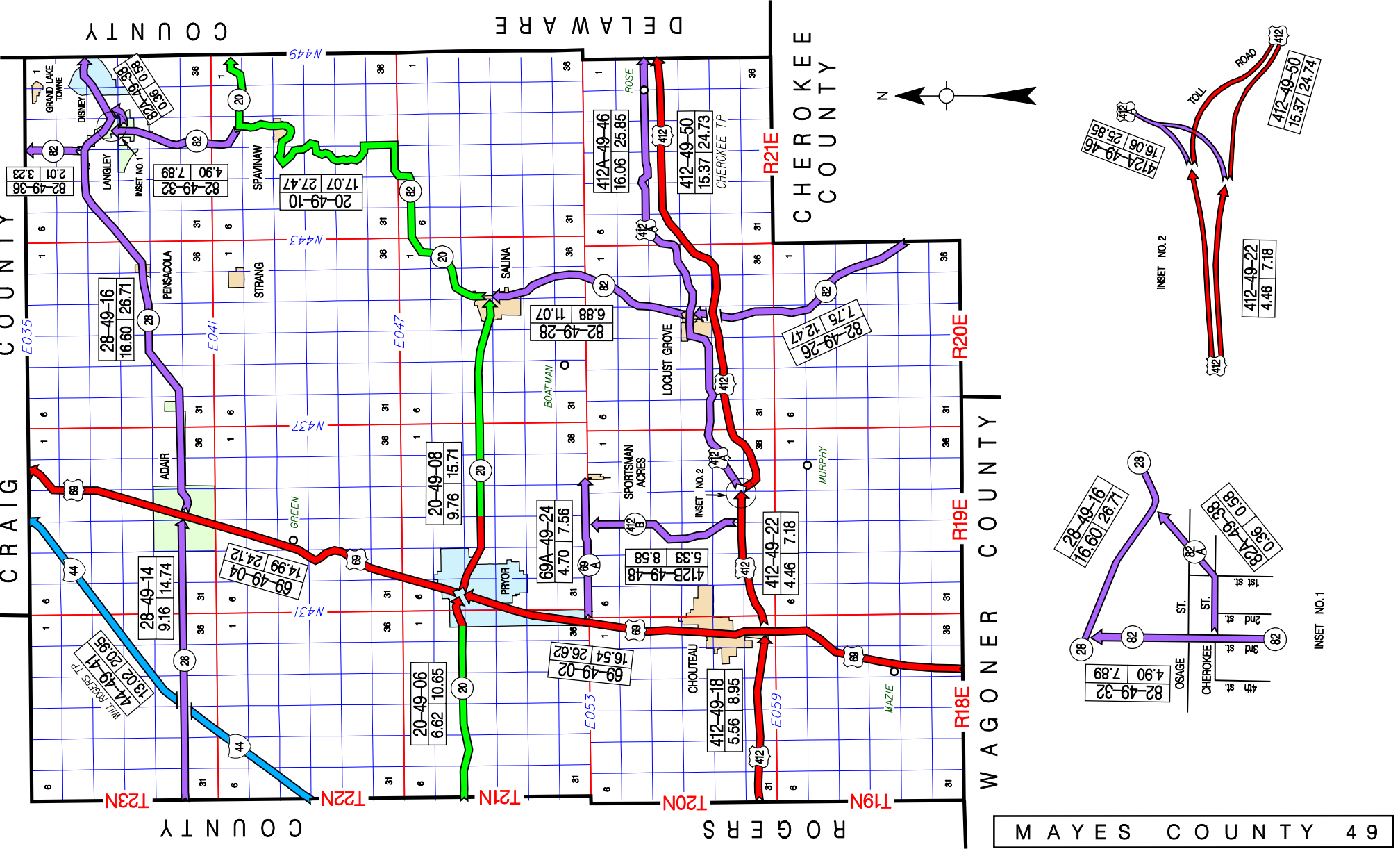
Marshall County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S199	48-24	00.38	4.66		5.04 E SH 99	1,500	IHFD	22	3	2		55	1	0	5	08	2	0	2	02	8,336				
S199	48-24	X 02.07	137			1,500	BRDG					19	AD		0	5									
S199	48-24	X 03.74	44			1,500	BRDG					20	FO		0	5									
S199	48-24	05.04	0.60		5.64 MIS. E. SH 99	1,300	IFEB	24	3	2		75	1	0	5										
S199	48-24	X 05.12	23			1,300	BXBR					HS	AD		0	5									
S199	48-24	X 05.41	23			1,300	BXBR					HS	AD		0	5									
S199	48-24	05.64	3.60		TC LITTLE CITY	1,200	IFEB	24	3	2		75	1	0	5										
S199	48-24	09.24	2.25		BRYAN CO LINE	1,200	IFEB	24	3	2		74	1	0	5								11,104		
S099	48-26	00.00	9.42		0.50 MIS S. SH 32	2,900	LL0H	24	1	10		80	1	0	5										
S099	48-26	X 00.01	5426			2,900	BRDG					29	AD		0	5									
S099	48-26	09.42	0.50		JCT SH 32	2,600	IHLH	24	1	10		86	1	0	5										
S099	48-26	09.92	1.00		1.00 MIS N. SH 32	2,200	IHLH	24	1	10		87	1	0	5										
S099	48-26	10.92	3.88		ENTER MADILL C/L	2,200	ILLH	24	1	10		84	1	0	5										
S099	48-26	14.80		0.15	JCT SH 99C WEST	2,200	ILLH	24	1	10		87	1	0	5										
S099	48-26	14.95		0.21	0.21 N SH 99C	3,500	ILLH	24	1	10		90	1	0	5										
S099	48-26	N X 14.95		0.26	0.21 N SH 99C	3,500	BXBR					HS	AD		0	5									
S099	48-26	15.16		0.44	1.11 S US 70	5,400	HHHB	24	6	4		84	1	0	5										
S099	48-26	15.60		0.54	SAMBO DR	6,000	LL0H	24	1	10		92	1	0	5										
S099	48-26	16.14		0.34	PARK LN	6,400	LL0H	24	1	10		92	1	0	5										
S099	48-26	X 16.24		48		6,400	BXBR					HS	AD		0	5									
S099	48-26	16.48		0.23	JCT US 70	6,700	LL0H	24	1	10		95	2	0	5										
S099	48-26	X 16.64		47		6,700	BXBR					HS	AD		0	5							0		
U070	48-27	00.00	0.17		0.17 MIS E CART. CO/	4,400	IIEB	24	1	8		84	1	1	3										
U070	48-27	00.17	4.39		4.56 MIS E CART. CO/	4,600	IIEB	24	1	8		85	1	1	3										
U070	48-27	X 01.63	21			4,600	BXUF					HS	NR		1	3									
U070	48-27	X 02.71	40			4,600	BXUF					HS	NR		1	3									
U070	48-27	04.56	0.95		5.51 MIS E CART. CO/	4,600	IIEB	24	1	8		84	1	1	3										
U070	48-27	05.51	1.49		7.00 MIS E CART. CO/	4,600	IIEB	24	1	8		87	1	1	3										
U070	48-27	07.00	2.62		ENTER OAKLAND C/L	4,600	DHEB	24	1	8		84	1	1	3										
U070	48-27	X 09.28	32			4,600	BXBR					HS	AD		1	3									
U070	48-27	09.62	OAKLAND	0.40	TC OAKLAND	4,900	DHEB	24	1	8		86	1	1	3										
U070	48-27	10.02		0.46	MOCKINGBIRD LANE	4,800	DHEB	24	1	8		86	1	1	3										
U070	48-27	10.48	MADILL	0.21	0.31 MIS W. SH 199	6,300	DHEB	24	1	8		84	1	1	3										
U070	48-27	10.69		0.31	JCT SH 199	6,700	LL0E	24	1	8		88	1	1	3								0		
S001	48-29	00.00	0.26		JOHNSON CO LINE	2,100	IHHL	24	1	8		86	1	0	5										
S001	48-29	X 00.12	26			2,100	BXUF					HS	NR		0	5							0		
S070F	48-30	00.00	4.56		JCT US 70	1,300	II0E	24	1	4		88	1	0	5								0		
County Total			90.75	13.74	104.40																		24,320	2,823	27,143

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- MAYES COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
4902	US 69	16.54	WAGONER COUNTY LINE	NORTHERLY	JCT. SH 20(GRAHAM AVE & MILL ST)IN PRYOR	
4904	US 69	14.99	JCT. SH 20(GRAHAM AVE & MILL ST)IN PRYOR	NORTHERLY	CRAIG COUNTY LINE	
4906	SH 20	6.62	ROGERS COUNTY LINE	EASTERLY	JCT. US 69(MILL ST & GRAHAM AVE)IN PRYOR	
4908	SH 20	9.76	JCT. US 69(MILL ST & GRAHAM AVE)IN PRYOR	EASTERLY	JCT. SH 82 IN SALINA	
4910	SH 20	17.07	JCT. SH 82 IN SALINA	NORTHEASTERLY	DELAWARE COUNTY LINE	
4914	SH 28	9.16	ROGERS COUNTY LINE	EASTERLY	JCT. US 69(MAYS ST & MAIN ST)IN ADAIR	
4916	SH 28	16.60	JCT. US 69(MAYS ST & MAIN ST)IN ADAIR	EASTERLY	DELAWARE COUNTY LINE(W. SIDE STR.)	
4918	US 412	5.56	ROGERS COUNTY LINE	EASTERLY	JCT. US 69, S. OF CHOUTEAU(E. SIDE STR.)	
4922	US 412	4.46	JCT. US 69 S. OF CHOUTEAU	EASTERLY	JCT US 412 A	
4924	SH 69A	4.70	JCT. US 69, S. OF PRYOR	EASTERLY	4.7 MI. EAST OF US 69	
4926	SH 82	7.75	CHEROKEE COUNTY LINE (CO RD N44300)	NORTHERLY	JCT. US 412A E. EDGE OF LOCUST GROVE	
4928	SH 82	6.88	JCT. US 412A E. EDGE OF LOCUST GROVE	NORTHERLY	JCT. SH 20(FERRY ST)IN SALINA	
4932	SH 82	4.90	JCT. SH 20, N. OF SPAVINAW	NORTHERLY	JCT. SH 28 IN LANGLEY	
4936	SH 82	2.01	JCT. SH 28, NW OF LANGLEY	NORTHERLY	CRAIG COUNTY LINE	REINVENTORIED 2005 (2.12 MI. BEFORE)
4938	SH 82A	0.36	JCT. SH 82(3RD ST & CHEROKEE AVE)IN LANGLEY	NORTHEASTERLY	JCT. SH 28 AT GRAND RIVER DAM	
4941	IS 44	13.02	ROGERS COUNTY LINE	NORTHEAST (TOLL ROAD)	CRAIG COUNTY LINE	WILL ROGERS T.P. (2005 MILEAGE 13.00 MI.)
4946	US 412A	16.06	JCT US 412 E. OF CHOUTEAU	EASTERLY	DELAWARE COUNTY LINE	REALIGNMENT 2002
4948	SH 412B	5.33	JCT US 412 E. OF CHOUTEAU	NORTH	JCT SH 69A S. OF PRYOR	
4950	US 412	15.37	JCT US 412	EASTERLY	DELAWARE COUNTY LINE	CHEROKEE TURNPIKE

177.14 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069	49-02	E	00.00			1.35 MI N WAG. CO/L	LL0A	24	1	10		90	1	1	3								
U069	49-02	W	00.00			SHLDR WIDTH	IILA	24	1	10		89	1	1	3								
U069	49-02	X	01.34				BXUF				HS	NR		1	3								
U069	49-02	E	01.35			1.75 MIS N WAG. CO/L	LL0A	24	1	10		86	1	1	3								
U069	49-02	W	01.35			1.75 MIS N WAG. CO/L	LL0A	24	1	10		90	1	1	3								
U069	49-02	E	01.75			2.48 MIS N WAG. CO/L	IILA	24	1	10		84	1	1	3								
U069	49-02	W	01.75				LL0A	24	1	10		93	1	1	3								
U069	49-02	E	02.48			5.27 MIS N. WAG. CO/	LL0A	24	1	10		93	1	1	3								
U069	49-02	W	02.48				IHLA	24	1	10		84	1	1	3								
U069	49-02	E	05.27			5.40 MIS N. WAG. CO/	IIOE	24	1	10		88	1	1	3								
U069	49-02	W	05.27				IHLA	24	1	10		85	1	1	3								
U069	49-02	E X	05.39				BRDG				36	AD		1	3								
U069	49-02	W X	05.39				BRDG				39	AD		1	3								
U069	49-02	E	05.40			5.57 MIS N. WAG. CO/	LL0A	24	1	10		90	1	1	3								
U069	49-02	W	05.40				IIOE	24	1	10		83	1	1	3								
U069	49-02	E	05.57			ENT CHOUTEAU-ADMIRAL	LL0A	24	1	10		90	1	1	3								
U069	49-02	W	05.57			ENT CHOUTEAU-ADMIRAL	IHLA	24	1	10		85	1	1	3								
U069	49-02	X	06.30				OP-H				38	AD		1	3								
U069	49-02	X	06.31				OP-H				38	AD		1	3								
U069	49-02	E	06.32	CHOUTEAU	0.00	0.06 MIS. S. US 412	LL0A	24	1	10		88	1	1	3								
U069	49-02	W	06.32		0.20	0.06 MIS. S. US 412	IHLA	24	1	10		83	1	1	3								
U069	49-02		06.52		0.06	JCT US 412 (NEW ALMT	LL0A	52	4			91	1	1	3								
U069	49-02		06.58		1.40	MAIN ST T.C. CHOUTEA	LL0A	52	4			93	1	1	3								
U069	49-02	X	07.57				BXUF				HS	NR		1	3								
U069	49-02		07.98			1.77 MIS. N. US 412	LL0A	52	1	10		88	1	1	3								
U069	49-02	E	08.35			LEAVE CHOUTEAU C/L	LL0A	24	1	10		93	1	1	3								
U069	49-02	W	08.35			LEAVE CHOUTEAU C/L	IILA	24	1	10		85	1	1	3								
U069	49-02	E	08.59		0.00	END PC CONC	LL0A	24	1	10		93	1	1	3								
U069	49-02	W	08.59		2.91	END PC CONC	IILA	24	1	10		85	1	1	3								
U069	49-02	E X	09.30				BRDG				36	AD		1	3								
U069	49-02	W X	09.30				BRDG				24	SD		1	3	02	4	1			50		
U069	49-02	X	10.19				BXUF				HS	NR		1	3	02	4	2			50		
U069	49-02	E	11.50			JCT SH 69A EAST	IILA	24	1	10		89	1	1	3								
U069	49-02	W	11.50			JCT SH 69A EAST	IILA	24	1	10		91	1	1	3								
U069	49-02	E	12.24			2.69 MIS S. SH 20	IILA	24	1	10		90	1	1	3								
U069	49-02	W	12.24				IILA	24	1	10		90	1	1	3								
U069	49-02	E X	13.76				BRDG				36	AD		1	3								
U069	49-02	W X	13.76				BRDG				38	AD		1	3								
U069	49-02	E	13.85			ENTER PRYOR U/L	IILA	24	1	10		90	1	1	3								
U069	49-02	W	13.85				LL0E	24	1	10		96	1	1	3								
U069	49-02	E X	14.35				BRDG				36	AD		1	3								
U069	49-02	W X	14.35				BRDG				32	AD		1	3								
U069	49-02	E	14.40			1.50 MIS S. SH 20	IILA	24	1	10		90	1	1	3								
U069	49-02	W	14.40				LL0E	24	1	10		96	1	1	3								
U069	49-02	E X	14.65				BRDG				36	AD		1	3								

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U069	49-02	W X 14.65	242			22,600	BRDG				30	AD	1	3										
U069	49-02	E 15.04	0.31		1.19 MIS. S. SH 20	22,600	IILA	24	1	10		93	1	1	3									
U069	49-02	W 15.04	0.00			22,600	LL0E	24	1	10		98	1	1	3									
U069	49-02	E X 15.05	122			22,600	BRDG				36	AD	1	3										
U069	49-02	W X 15.05	122			22,600	BRDG				32	AD	1	3										
U069	49-02	E 15.35	0.09		ENT PRYOR C/L 9TH ST	22,600	LL0E	26	4			98	1	1	3									
U069	49-02	W 15.35	0.00		ENT PRYOR C/L 9TH ST	22,600	LL0E	26	4			97	1	1	3									
U069	49-02			0.44	0.66 MIS S. SH 20	22,700	LL0E	52	4			97	1	1	3									
U069	49-02			0.26	HPMS BREAK 3RD ST	24,100	LL0E	52	4			95	1	1	3									
U069	49-02			0.28	HPMS BREAK 1ST ST	26,100	LL0E	52	4			95	1	1	3									
U069	49-02			0.12	JCT SH 20	26,100	LL0E	52	4			98	1	1	3									0
U069	49-04			0.34	3RD ST	16,500	IIHA	48	4			88	1	1	3									
U069	49-04			0.07	0.41 MIS N. SH 20	15,900	IIHA	48	4			89	1	1	3									
U069	49-04			0.19	0.60 MI N SH 20	15,700	IIHA	48	4			91	1	1	3									
U069	49-04	E 00.60		0.15	LEAVE PRYOR C/L	12,900	IHLA	24	1	10		90	1	1	3									
U069	49-04	W 00.60		0.00		12,900	LL0A	24	1	10		98	1	1	3									
U069	49-04	E 00.75	0.20		0.95 MIS N SH 20	12,700	IHLA	24	1	10		91	1	1	3									
U069	49-04	W 00.75	0.00			12,700	LL0A	24	1	10		92	1	1	3									
U069	49-04	E X 00.85	102			12,700	BRDG				35	AD	1	3										
U069	49-04	W X 00.85	102			12,700	BRDG				35	AD	1	3										
U069	49-04	E 00.95	1.10		LEAVE PRYOR U/L	12,400	IHLA	24	1	10		91	1	1	3									
U069	49-04	W 00.95	0.00			12,400	LL0A	24	1	10		90	1	1	3									
U069	49-04	E 02.05	1.62		3.67 MIS N SH 20	12,400	IHLA	24	1	10		90	1	1	3									
U069	49-04	W 02.05	0.00			12,400	LL0A	24	1	10		93	1	1	3									
U069	49-04	E X 03.58	102			12,400	BRDG				35	AD	1	3										
U069	49-04	W X 03.58	102			12,400	BRDG				35	AD	1	3										
U069	49-04	E 03.67	0.56		4.23 S SH 28	12,300	IHLA	24	1	10		91	1	1	3									
U069	49-04	W 03.67	0.00			12,300	LL0A	24	1	10		98	1	1	3									
U069	49-04	E 04.23	1.09		4.11 S SH 28	12,000	IHLA	24	1	10		91	1	1	3									
U069	49-04	W 04.23	0.00			12,000	LL0A	24	1	10		98	1	1	3									
U069	49-04	E X 04.67	189			12,000	OP-R				37	AD	1	3										
U069	49-04	W X 04.67	189			12,000	OP-R				37	AD	1	3										
U069	49-04	E 05.32	3.21		ENTER ADAIR C/L E041	11,700	IHLA	24	1	10		90	1	1	3									
U069	49-04	W 05.32	0.00		ENTER ADAIR C/L E041	11,700	LL0A	24	1	10		98	1	1	3									
U069	49-04	X 07.29	23			11,700	BXUF				HS	NR	1	3										
U069	49-04	E 08.53	ADAIR	0.76	0.14 MIS. S. SH 28 T	9,900	IHLA	24	1	10		90	1	1	3									
U069	49-04	W 08.53		0.00	0.14 MIS. S. SH 28 T	9,900	LL0A	24	1	10		98	1	1	3									
U069	49-04	X 08.98		23		9,900	BXUF				HS	NR	1	3										
U069	49-04			0.14	JCT SH 28	8,900	LL0A	50	4			95	1	1	3									
U069	49-04			0.35	0.35 MIS. N. SH 28	8,900	LL0A	50	4			92	1	1	3									
U069	49-04	E 09.78		0.30	0.65 MI N SH 28	8,900	LL0A	24	1	10		88	1	1	3									
U069	49-04	W 09.78		0.00	0.65 MI N SH 28	8,900	LL0A	24	1	10		88	1	1	3									
U069	49-04	E 10.08		0.52	LEAVE ADAIR C/L E039	8,900	IHLA	24	1	10		84	1	1	3									
U069	49-04	W 10.08		0.00	LEAVE ADAIR C/L E039	8,900	LL0A	24	1	10		83	1	1	3									
U069	49-04	E 10.60	4.39		CRAIG CO LINE	8,300	IHLA	24	1	10		85	1	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U069	49-04	W	10.60	0.00		CRAIG CO LINE	8,300	LL0A	24	1	10		85	1	1	3								
U069	49-04	X	11.72	34			8,300	BXUF					HS	NR		1	3							
U069	49-04	X	12.24	42			8,300	BXUF					HS	NR		1	3							
U069	49-04	E	X 13.33	100			8,300	BRDG					39	AD		1	3							
U069	49-04	W	X 13.33	100			8,300	BRDG					35	AD		1	3							
U069	49-04	X	14.53	39			8,300	BXUF					HS	NR		1	3							0
S020	49-06	N	00.00	3.29		3.29 MI E ROGERS CO/	7,600	LL0T	24	1	10		99	1	0	4								
S020	49-06	S	00.00	0.00		3.29 MI E ROGERS CO/	7,600	LL0T	24	1	10		99	1	0	4								
S020	49-06		03.29	2.16		1.17 MIS. W. US 69	7,600	LLOV	48	1	10		91	1	0	4								
S020	49-06	X	03.45	54			7,600	BXUF					HS	NR		0	4							
S020	49-06	X	04.22	200			7,600	BRDG					38	AD		0	4							
S020	49-06	X	04.48	42			7,600	BXUF					HS	NR		0	4							
S020	49-06	X	04.76	100			7,600	BRDG					HS	NR		0	4							
S020	49-06	X	04.89	360			7,600	BRDG					29	AD		0	4							
S020	49-06	X	05.09	150			7,600	BRDG					29	AD		0	4							
S020	49-06	X	05.30	22			7,600	BXUF					HS	NR		0	4							
S020	49-06		05.45	0.09		ENT PRYOR UC/ L	7,800	LL0E	52	4			100	1	0	4								
S020	49-06		05.54	PRYOR	0.75	0.33 MIS. W. US 69	7,400	LL0E	52	4			99	1	0	3								
S020	49-06		06.29	0.33		JCT US 69	7,500	LL0E	52	4			99	1	0	3								0
S020	49-08		00.00		0.07	TOWN CENTER ADAIR ST	12,300	HHLA	73	4			81	1	0	3								
S020	49-08		00.07		0.10	VANN STREET	12,100	HHLA	75	4			81	1	0	3								
S020	49-08		00.17		0.05	ROWE STREET	12,100	HHLA	68	4			87	1	0	3								
S020	49-08		00.22		0.08	COO-Y-YAH ST. PRYOR	11,800	HHLA	57	4			80	1	0	3								
S020	49-08		00.30		0.08	HOGAN STREET	12,200	HHLA	41	4			72	1	0	3								
S020	49-08		00.38		0.12	ELLIOTT ST	11,800	LL0E	52	4			96	1	0	3								
S020	49-08		00.50		0.72	1.22 MIS. E. US 69	11,500	IIIIE	52	4			89	1	0	3								
S020	49-08		01.22		0.16	1.38 MIS. E. US 69	6,800	IIIIE	48	1	10		90	1	0	3								
S020	49-08	N	01.38		0.25	LEAVE PRYOR C/L	6,000	IIIIE	24	1	10		98	1	0	3								
S020	49-08	S	01.38		0.00	LEAVE PRYOR C/L	6,000	IIIIE	24	1	10		98	1	0	3								
S020	49-08	N	01.63	0.96		LEAVE PRYOR U/L	4,900	IIIIE	24	1	10		98	1	0	3								
S020	49-08	S	01.63	0.00		LEAVE PRYOR U/L	4,900	IIIIE	24	1	10		98	1	0	3								
S020	49-08	N	02.59	4.03		OLD HWY JUNCTION	5,500	IIIIE	24	1	10		98	1	0	4								
S020	49-08	S	02.59	0.00		3.14 W. SH 82 OLD HW	5,500	IIIIE	24	1	10		98	1	0	4								
S020	49-08	N	06.62	0.28		OLD HWY JUNCTION	6,500	IIIIE	24	1	10		98	1	0	4								
S020	49-08	S	06.62	0.00		2.86 MIS. W. SH 82	6,500	IIIIE	24	1	10		98	1	0	4								
S020	49-08	N	06.90	0.85		2.01 MIS. W. SH 82	6,500	IHHB	24	1	10		98	1	0	4								
S020	49-08	S	06.90	0.00		2.01 MIS. W. SH 82	6,500	IIIIE	24	1	10		98	1	0	4								
S020	49-08		07.75	1.15		ENT SALINA-END BRG	6,900	IIIIE	48	1	10		88	1	0	4								
S020	49-08		08.90	SALINA	0.24	GRACE ST	7,000	II0E	48	1	10		87	1	0	4								
S020	49-08	X	09.02		1199		7,000	BRDG				26	AD		0	4								
S020	49-08		09.14		0.14	OAK STREET TC	7,000	IHHL	24	1	10		78	1	0	4								
S020	49-08		09.28		0.22	ROSS STREET	7,000	IHHL	68	4			82	1	0	4								
S020	49-08		09.50		0.10	LEAVE SALINA C/L	7,200	IHHL	24	1	10		74	1	0	4								
S020	49-08		09.60		0.16	JCT SH 82	7,200	IHHL	24	3	3		63	1	0	4							725	725
S020	49-10		00.00		0.62	LEV SALINA SALTWELL	3,100	IHHE	24	3	3		56	1	0	4	05	2	0	1	01		761	

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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S020	49-10	00.62	3.20		3.82 MIS. N. SH 20E	1,300	IHHD	22	3	3	54	1	0	4	06	2	0	4	04	6,833			
S020	49-10	03.82	0.78		4.60 MIS. N. SH 20E	1,200	IHHD	22	3	3	58	1	0	4	06	2	0	4	04	1,675			
S020	49-10	04.60	3.17		7.77 MIS. N. SH 20E	870	IHHD	22	3	3	60	1	0	4	06	2	0	4	04	6,765			
S020	49-10	07.77	5.33		ENTER SPAVINAW C/L	500	IHHD	22	3	3	51	1	0	4	06	2	0	4	04	11,374			
S020	49-10	X 12.04	163			500	BRDG				23	SD	0	4	06	2	1		31		1,864		
S020	49-10	13.10	SPAVINAW	0.26	CHEROKE STREET TC	1,600	IHHD	24	1	10	84	1	0	4									
S020	49-10	13.36		0.11	ROGERS AVE	2,000	IHHD	22	3	5	53	1	0	4	06	2	0	3	04	200			
S020	49-10	13.47		1.15	JCT SH 82 LEV SP. C/	2,100	IHHD	22	3	5	49	1	0	4	06	2	0	3	04	2,124			
S020	49-10	14.62	2.45		DELAWARE CO LINE	1,500	IHHD	22	3	5	52	1	0	4	06	2	0	5	02	4,565		36,161	
S028	49-14	00.00	2.98		JCT WILL ROGERS TP	1,900	IHHL	24	3	3	60	1	0	5	08	2	0	2	02	5,220			
S028	49-14	02.98	5.04		ENTER ADAIR C/L N433	3,000	IHHB	24	1	4	75	1	0	5									
S028	49-14	X 02.98	195		ENTER ADAIR C/L N433	3,000	OP-H				32	SD	0	5	08	2	5		31		2,340		
S028	49-14	X 03.42	90			3,000	BXUF				HS	NR	0	5									
S028	49-14	X 03.88	22			3,000	BXUF				HS	NR	0	5									
S028	49-14	X 04.80	101			3,000	BRDG				26	SD	0	5	08	2	1		31		1,499		
S028	49-14	X 04.90	121			3,000	BRDG				29	SD	0	5	08	2	1		31		1,627		
S028	49-14	X 04.95	275			3,000	BRDG				15	SD	0	5	08	2	1		31		2,365		
S028	49-14	X 05.57	75			3,000	BRDG				34	SD	0	5	08	2	1		31		1,309		
S028	49-14	X 06.90	23			3,000	BXUF				HS	NR	0	5									
S028	49-14	08.02	ADAIR	0.81	0.33 MIS. W. US 69	3,400	IHHB	24	1	4	75	1	0	5									
S028	49-14	X 08.14		23		3,400	BXUF				HS	NR	0	5									
S028	49-14	X 08.72		33		3,400	BXUF				HS	NR	0	5									
S028	49-14	08.83		0.17	BEGIN CURB	3,300	IHHB	24	1	4	83	1	0	5									
S028	49-14	09.00		0.16	JCT US 69	3,600	IHHB	44	4		80	1	0	5								14,360	
S028	49-16	00.00		0.50	0.50 MIS. E. US 69	5,900	IHDB	24	1	4	79	1	0	5									
S028	49-16	00.50		2.94	LEAVE ADAIR C/L	5,100	IHDB	24	1	4	77	1	0	5									
S028	49-16	X 02.22		38		5,100	BXUF				HS	NR	0	5									
S028	49-16	03.44	1.54		SHLDR CHANGE	5,400	IHDB	24	1	8	91	1	0	5									
S028	49-16	X 04.35	221			5,400	BRDG				20	SD	0	5	08	2	1		31		3,719		
S028	49-16	04.98	2.17		7.15 MIS. E. US 69	5,400	IHHB	24	3	4	74	1	0	5									
S028	49-16	X 06.69	39			5,400	BXUF				HS	NR	0	5									
S028	49-16	07.15	0.68		7.83 MIS. E. US 69	5,400	IHHB	24	1	6	79	1	0	5									
S028	49-16	X 07.34	495			5,400	BRDG				HS	SD	0	5	08	2	1		31		5,544		
S028	49-16	07.83	0.36		ENT PENSACOLA PARIS T	5,400	IHHB	24	3	4	74	1	0	5									
S028	49-16	08.19	PENSACOL	0.32	LEAVE PENSACOLA C/L	5,600	IHHB	24	1	4	71	1	0	5									
S028	49-16	08.51	3.93		ENTER LANGLEY C/L	5,200	IHHB	24	1	4	71	1	0	5									
S028	49-16	12.44	LANGLEY	0.36	OLD SH 82 WYE LEG	6,300	IHHB	24	1	4	71	1	0	5									
S028	49-16	12.80		0.13	JCT SH 82 NORTH	6,300	IHHB	24	1	4	77	2	0	5									
S028	49-16	12.93		0.35	LEAVE LANGLEY C/L	6,400	IHHB	24	1	4	77	2	0	5									
S028	49-16	13.28	0.32		ENTER LANGLEY C/L	5,800	IHHB	24	1	4	91	1	0	5									
S028	49-16	13.60		0.17	JCT SH 82 SOUTH	5,400	IHHB	24	1	4	78	1	0	5									
S028	49-16	13.77		0.46	JCT SH82A	4,900	IHLA	22	3	5	79	1	0	5									
S028	49-16	14.23		0.10	LEV LANGLEY W END-DA	3,700	DDLA	20	2	8	71	1	0	5									
S028	49-16	14.33	0.86		ENTER DISNEY C/L	2,900	DDLA	20	2	8	77	1	0	5									
S028	49-16	X 14.50	4284			2,900	BRDG				16	FO	0	5	08	4	1		31		6,800		

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S028	49-16		15.19		DISNEY	0.39	1.02 MIS. W. DEL CO/	2,900	DDLA	20	2	8		70	1	0	5								
S028	49-16		15.58			0.19	BEG ASPH OVLAY TC	2,600	LL0A	20	2	8		72	1	0	5								
S028	49-16		15.77			0.35	BEG PC CONC	2,600	HHLA	24	1	10		84	1	0	5								
S028	49-16		16.12			0.48	DELAWARE CO LINE	2,600	HHLA	20	2	5		69	1	0	5	08	2		0	2	01	606	16,669
U412	49-18	N	00.00			5.34	ENTER CHOUTEAU C/L	15,100	LL0E	24	1	10		96	1	1	3								
U412	49-18	S	00.00			0.00	ENTER CHOUTEAU C/L	15,100	LL0E	24	1	10		96	1	1	3								
U412	49-18	N X	05.30			137		15,100	OP-R				38	AD			1	3							
U412	49-18	S X	05.30			137		15,100	OP-R				38	SD			1	3	02	4	4		31		2,168
U412	49-18	N	05.34		CHOUTEAU	0.22	JCT US 69	15,900	LL0E	24	1	10		91	1	1	3								
U412	49-18	S	05.34			0.00	JCT US 69	15,900	LL0E	24	1	10		90	1	1	3								
U412	49-18	N X	05.55			182		15,900	UP-H					AD			1	3							
U412	49-18	S X	05.55			182		15,900	UP-H					AD			1	3							2,168
U412	49-22	N	00.00			2.55	2.55 MIS E. US 69	12,600	LL0E	24	1	10		94	1	1	3								
U412	49-22	S	00.00			0.00	2.55 MIS E. US 69	12,600	LL0E	24	1	10		94	1	1	3								
U412	49-22	N X	01.81			500		12,600	BRDG				27	AD			1	3							
U412	49-22	S X	01.81			500		12,600	BRDG				27	AD			1	3							
U412	49-22	N	02.55			1.07	JCT US 412B	13,500	LL0E	24	1	10		100	1	1	3								
U412	49-22	S	02.55			0.00	JCT US 412B	13,500	LL0E	24	1	10		99	1	1	3								
U412	49-22	N	03.62			0.84	JCT US 412A & TURNPK	13,500	LL0E	24	1	10		99	1	1	3								
U412	49-22	S	03.62			0.00	JCT US 412A & TURNPK	13,500	LL0E	24	1	10		94	1	1	3								
U412	49-22	N X	03.83			1222		13,500	BRDG				29	AD			1	3							
U412	49-22	S X	03.83			1222		13,500	BRDG				29	AD			1	3							0
S069A	49-24		00.00			0.30	0.30 MIS. E. US 69	6,000	LL0E	52	4			99	1	0	5								
S069A	49-24		00.30			2.30	2.60 MIS. E. US 69	6,000	LL0E	52	4			99	1	0	5								
S069A	49-24		02.60			0.52	3.12 MIS. E. US 69	5,700	LL0E	52	4			99	1	0	5								
S069A	49-24		03.12			0.12	JCT US 412B	5,900	IHHB	24	3	6		90	1	0	5								
S069A	49-24		03.24			1.46	END OF SH 69A	6,000	HHLA	24	3	6		88	1	0	5								
S069A	49-24	X	04.20			364		6,000	BRDG				26	SD			0	5	12	2	1		31		4,667
S082	49-26		00.00			3.63	4.12 MI S JCT 412	5,600	IHDB	24	3	3		77	2	0	5								
S082	49-26		03.63			0.70	3.42 MI S JCT 412	5,800	IE0E	24	1	8		87	2	0	5								
S082	49-26	X	04.03			360		5,800	BRDG				40	AD			0	5							
S082	49-26		04.33			0.63	2.79 MI S JCT 412	5,800	IHDB	24	3	2		76	2	0	5								
S082	49-26		04.96			0.44	2.35 MI S JCT 412	5,800	IE0E	24	1	8		81	2	0	5								
S082	49-26	X	05.21			380		5,800	BRDG				39	AD			0	5							
S082	49-26		05.40			2.35	JCT US412	4,600	IHDB	24	3	3		76	1	0	5								
S082	49-26	X	06.92			380		4,600	UPHP					AD			0	5							
S082	49-26	X	06.94			380		4,600	UPHP					AD			0	5							0
S082	49-28		00.00			0.11	ENTER LOCUST GROVE C	3,900	IHHL	24	1	8		88	1	0	5								
S082	49-28	X	00.08			33		3,900	BXUF				HS	NR			0	5							
S082	49-28		00.11		LOCUST G	0.25	LEV LOCUST KOELSCH	3,800	IHHL	24	1	8		88	1	0	5								
S082	49-28		00.36			1.80	END PAVED SHLDRS	3,600	IHHL	24	1	8		81	1	0	5								
S082	49-28		02.16			4.07	ENTER SALINA C/L	3,400	IHHL	24	2	8		81	1	0	5								
S082	49-28	X	05.07			302		3,400	BRDG				24	AD			0	5							
S082	49-28		06.23		SALINA	0.65	JCT SH 20	3,400	IHHL	24	2	8		87	1	0	5								
S082	49-28	X	06.84			23		3,400	BXUF				HS	NR			0	5							0

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S082	49-32	00.00	3.49		ENTER LANGLEY CL E03	2,400	HHHB	24	3	5		76	1	0	5								
S082	49-32	X 02.73	725			2,400	BRDG				24	SD	0	5	08	2	1		31			4,432	
S082	49-32	03.49	LANGLEY	0.62	CENTER DR	2,700	HHHB	24	3	5		78	1	0	5								
S082	49-32	04.11		0.32	JCT SH 82A TC	2,800	HHHB	24	3	5		72	1	0	5								
S082	49-32	04.43		0.06	OSAGE ST	2,700	HHHB	24	3	5		79	1	0	5								
S082	49-32	04.49		0.41	JCT SH 28	2,700	HHHB	24	3	5		79	1	0	5								4,432
S082	49-36	00.00		0.12	LEV LANGLEY C/L	6,900	IHHB	24	1	5		87	1	0	5								
S082	49-36	00.12	1.89		CRAIG CO LINE	6,900	IHHB	24	1	5		63	3	0	5	07	2	0	3	02		3,940	3,940
S082A	49-38	00.00		0.08	SECOND STREET	2,400	HHDD	24	3	8		75	1	0	5								
S082A	49-38	00.08		0.09	FIRST STREET	2,400	HHDD	48	1	6		84	1	0	5								
S082A	49-38	00.17		0.09	BROADWAY AVE	2,400	HHDD	24	1	10		85	1	0	5								
S082A	49-38	00.26		0.10	JCT SH 28	2,400	HHLA	24	3	6		75	1	0	5								0
I044	49-41	N 00.00	5.05		JCT SH 28	18,100	HHHD	24	1	10		94	1	1	1								
I044	49-41	S 00.00	0.00		JCT SH 28	18,100	HHHD	24	1	10		94	1	1	1								
I044	49-41	X 00.10	0			18,100	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 01.40	0			18,100	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 02.50	0			18,100	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 03.20	0			18,100	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 03.30	34			18,100	BXBR				HS	AD	1	1									
I044	49-41	N 05.05	7.97		CRAIG CO LINE	16,300	HHHD	24	1	10		94	1	1	1								
I044	49-41	S 05.05	0.00		CRAIG CO LINE	16,300	HHHD	24	1	10		94	1	1	1								
I044	49-41	X 05.20	0			16,300	UP-H					SD	1	1	01	6	5		31				
I044	49-41	X 06.40	0			16,300	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 06.70	256			16,300	BRDG				36	AD	1	1									
I044	49-41	X 06.90	139			16,300	BRDG				36	AD	1	1									
I044	49-41	X 07.70	0			16,300	UP-H					FO	1	1	01	6	1		31				
I044	49-41	X 08.90	0			16,300	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 09.20	37			16,300	BXBR				HS	AD	1	1									
I044	49-41	X 09.90	0			16,300	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 11.40	0			16,300	UP-H					FO	1	1	01	6	5		31				
I044	49-41	X 12.20	38			16,300	BXBR				HS	AD	1	1									
I044	49-41	X 13.00	0			16,300	UP-H					FO	1	1	01	6	5		31				0
U412A	49-46	N 00.00	0.50		0.50 MI. E. US 412	2,600	LL0A	24	1	10		95	1	0	5								
U412A	49-46	S 00.00	0.00		0.50 MI. E. US 412	2,600	LL0A	24	1	10		96	1	0	5								
U412A	49-46	X 00.00	194		0.50 MI. E. US 412	2,600	OP-H				29	AD	0	5									
U412A	49-46	00.50	0.36		0.86 MI E. US 412	2,700	IHHD	24	3	3		52	1	0	5	08	2	0	4	01		509	
U412A	49-46	X 00.50	25		0.86 MI E. US 412	2,700	BXUF				HS	NR	0	5									
U412A	49-46	00.86	1.58		2.44 MIS E. US 412	2,900	IHHD	24	3	3		52	1	0	5	08	2	0	4	01		2,257	
U412A	49-46	02.44	3.06		1.38 MIS. W. SH 82	3,000	IHHD	24	3	3		52	1	0	5	08	2	0	4	02		6,218	
U412A	49-46	X 04.57	53			3,000	BXUF				HS	NR	0	5									
U412A	49-46	05.50	0.43		ENT LOCUST GROVE C/L	3,800	IIOE	24	1	8		91	1	0	5								
U412A	49-46	05.93	LOCUST G	0.22	FOREMAN ST	3,900	HHOD	24	3	3		66	1	0	5	08	2	0	4	01		317	
U412A	49-46	06.15		0.18	FLOYD CUNNINGHM DR T	3,900	IHDA	24	4			75	1	0	5								
U412A	49-46	06.33		0.12	BRYAN ST	3,900	IHDA	24	4			79	1	0	5								
U412A	49-46	06.45		0.09	DELAWARE ST	3,800	IHDA	24	1	10		82	1	0	5								

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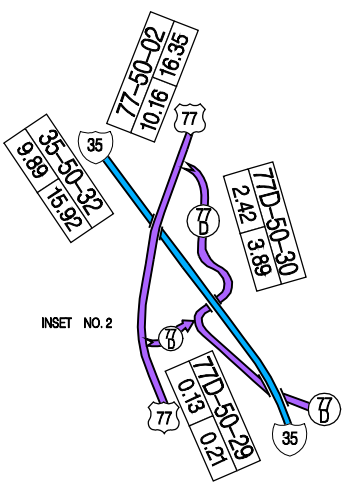
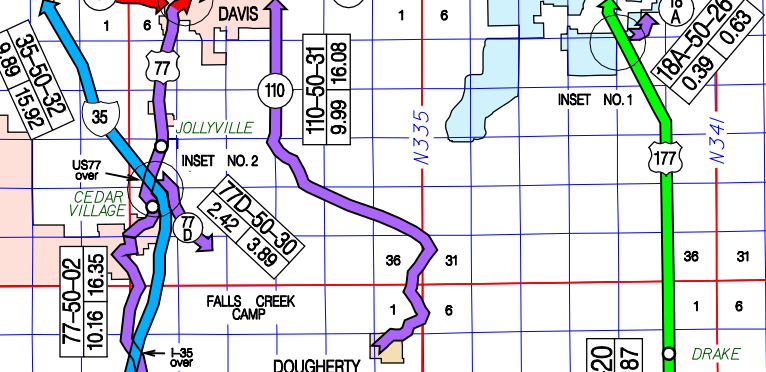
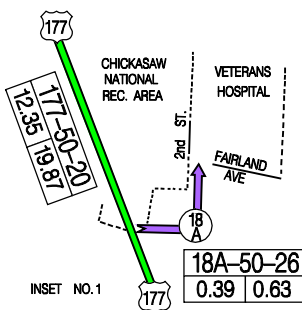
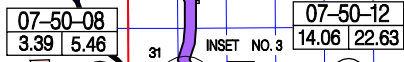
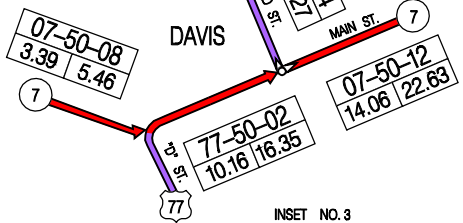
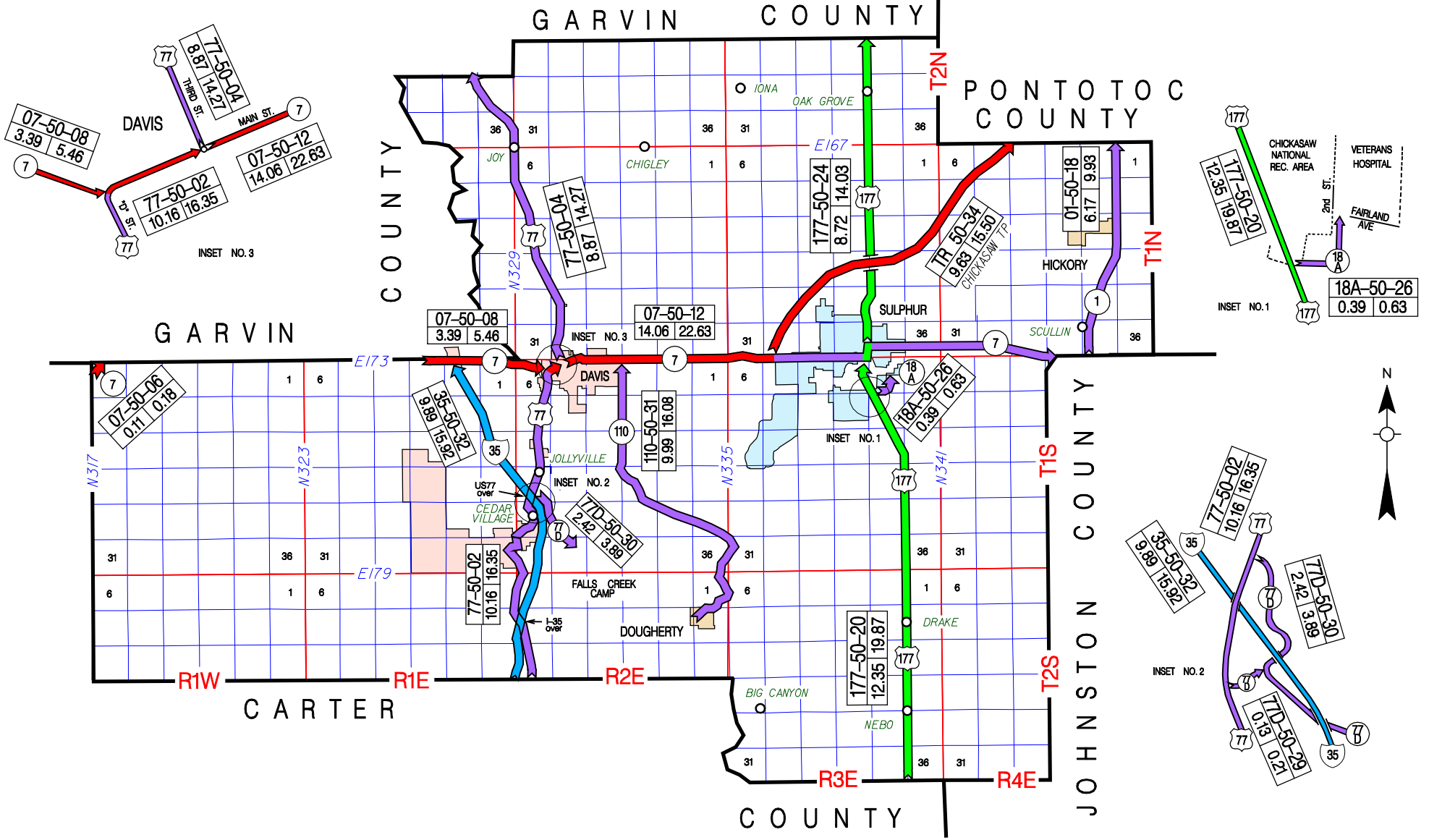
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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U412A	49-46	06.54		0.10	0.24 MI W. SH 82	3,800	IHDA	24	3	3		69	1	0	5	08	2	0	4	01	137		
U412A	49-46	06.64		0.08	LEV LOCUST GROVE C/L	3,800	IHDA	22	3	5		64	1	0	5	08	2	0	4	01	119		
U412A	49-46	06.72	0.04		ENT LOCUST GROVE C/L	3,700	IHDA	22	3	5		53	1	0	5	08	2	0	4	01	51		
U412A	49-46	06.76		0.04	JCT SH 82	3,600	IHDA	22	3	5		53	1	0	5	08	2	0	4	01	51		
U412A	49-46	06.80	3.32		3.32 E SH 82	3,100	IHDA	24	3	2		53	1	0	5	08	2	0	4	01	4,750		
U412A	49-46	10.12	4.28		1.66 W DELAWARE CO	2,100	IHDA	24	3	2		62	1	0	5	08	2	0	4	01	6,121		
U412A	49-46	X 10.50	23			2,100	BXUF				HS	NR		0	5								
U412A	49-46	X 12.45	33			2,100	BXUF				HS	NR		0	5								
U412A	49-46	X 13.60	34			2,100	BXUF				HS	NR		0	5								
U412A	49-46	14.40	1.66		DELAWARE COUNTY LINE	1,500	HHDA	24	3	3		69	1	0	5	09	2	0	4	02	2,352		22,882
S412B	49-48	00.00	3.32		COUNTY ROAD E05500	2,900	IHHE	24	1	8		77	1	0	5								
S412B	49-48	03.32	2.01		JCT SH 69 A	5,000	IIHE	24	1	8		87	1	0	5								0
U412	49-50	N 00.00	6.34		JCT SH 82	10,000	LL0G	24	1	10		93	1	1	3								
U412	49-50	S 00.00	0.00		JCT SH 82	10,000	LL0G	24	1	10		93	1	1	3								
U412	49-50	X 00.00	329		JCT SH 82	10,000	UP-H					AD		1	3								
U412	49-50	X 02.97	329			10,000	UP-H					AD		1	3								
U412	49-50	X 03.94	329			10,000	UP-H					AD		1	3								
U412	49-50	X 05.03	47			10,000	BXUF				HS	NR		1	3								
U412	49-50	X 05.20	329			10,000	UP-H					AD		1	3								
U412	49-50	X 05.85	37			10,000	BXUF				HS	NR		1	3								
U412	49-50	X 05.96	329			10,000	UP-H					AD		1	3								
U412	49-50	N 06.34	9.03		DELAWARE COUNTY LINE	6,600	LL0G	24	1	10		93	1	1	3								
U412	49-50	S 06.34	0.00		DELAWARE COUNTY LINE	6,600	LL0G	24	1	10		93	1	1	3								
U412	49-50	N X 06.70	180			6,600	OP-H					29	AD	1	3								
U412	49-50	S X 06.70	180			6,600	OP-H					29	AD	1	3								
U412	49-50	X 08.57	329			6,600	UP-H					AD		1	3								
U412	49-50	X 08.97	329			6,600	UP-H					AD		1	3								
U412	49-50	X 10.69	329			6,600	UP-H					AD		1	3								
U412	49-50	X 11.58	300			6,600	BRDG					36	AD	1	3								
U412	49-50	X 11.60	300			6,600	BRDG					36	AD	1	3								
U412	49-50	X 12.70	329			6,600	UP-H					AD		1	3								
U412	49-50	X 13.71	329			6,600	UP-H					AD		1	3								
U412	49-50	X 14.69	329			6,600	UP-H					AD		1	3								
U412	49-50	X 15.37	329			6,600	UP-H					AD		1	3								0
County Total			153.52	23.62	177.10																67,670	38,334	106,004

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- MURRAY COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5002	US 77	10.16	CARTER COUNTY LINE	NORTHERLY	JCT. SH 7(3RD ST & MAIN ST)IN DAVIS	
5004	US 77	8.87	JCT. SH 7(MAIN ST & 3RD ST)IN DAVIS	NORTHERLY	GARVIN COUNTY LINE	
5006	SH 7	0.11	CARTER COUNTY LINE	NORTHERLY	GARVIN COUNTY LINE	
5008	SH 7	3.39	GARVIN COUNTY LINE	EASTERLY	JCT. US 77("D" ST & MAIN ST)IN DAVIS	
5012	SH 7	14.06	JCT. US 77(3RD ST & MAIN ST)IN DAVIS	EASTERLY	JOHNSTON COUNTY LINE	
5018	SH 1	6.17	JOHNSTON COUNTY LINE	NORTHERLY	PONTOTOC COUNTY LINE	
5020	US 177	12.35	CARTER COUNTY LINE	NORTHERLY	JCT. SH 7(BROADWAY AVE & 1ST ST)IN SULPHUR	
5024	US 177	8.72	JCT. SH 7(OKLAHOMA AVE & 1ST ST)IN SULPHUR	NORTHERLY	GARVIN COUNTY LINE	
5026	SH 18A	0.39	JCT US 177 IN CHICKASAW NAT'L REC. AREA	EASTERLY & NORTHERLY	VETERANS HOSPITAL	
5029	SH 77D	0.13	JCT US 77, S. OF DAVIS	NORTHEASTERLY	JCT SH 77D S. OF DAVIS	
5030	SH 77D	2.42	JCT. US 77, S. OF DAVIS	SOUTHEASTERLY	(NEW ENTRANCE) FALLS CREEK GROUNDS	AGENDA ITEM (3.10 MILES BEFORE)
5031	SH 110	9.99	BROAD ST & MAIN ST IN DOUGHERTY	NORTHERLY	JCT. SH 7, E. OF DAVIS	
5032	IS 35	9.89	CARTER COUNTY LINE	NORTHERLY	GARVIN COUNTY LINE	
5034	TOLL RD	9.63	JCT. SH 7 W OF SULPHUR	NORTHEAST	PONTOTOC COUNTY LINE	CHICKASAW T.P.

96.28 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	50-02	00.00	1.50		1.5 N CARTER CO LINE	460	HHLA	24	3	3	72	1	0	5									
U077	50-02	01.50	0.14		JCT I 35	540	HHHE	24	1	10	89	1	0	5									
U077	50-02	01.64	0.56		BEG PC OVLAY	540	HHHE	24	1	10	84	1	0	5									
U077	50-02	X 01.64	0		BEG PC OVLAY	540	UP-H				AD		0	5									
U077	50-02	X 01.67	0			540	UP-H				AD		0	5									
U077	50-02	02.20	1.35		ENTER DAVIS C/L	640	HHLA	24	3	3	62	1	0	5	10	2	0	3	01		905		
U077	50-02	03.55	DAVIS	2.10	0.12 S SH 77D EAST	730	HHLA	24	3	3	62	1	0	5	10	2	0	3	01		1,404		
U077	50-02	X 04.85		23		730	BXBR				HS	AD		0	5								
U077	50-02	X 05.07		100		730	BRDG				17	SD		0	5	10	2	1		31		1,544	
U077	50-02	05.65		0.12	JCT SH 77D EAST	1,100	HHOE	24	1	10	94	1	0	5									
U077	50-02	E 05.77		0.17	BEG PC CONC	1,100	HHOE	24	1	10	92	1	0	5									
U077	50-02	W 05.77		0.00	BEG PC CONC	1,100	HHOE	24	1	10	94	1	0	5									
U077	50-02	E 05.94		0.10	JCT I 35	2,200	LLOF	24	1	10	94	1	0	5									
U077	50-02	W 05.94		0.00	JCT I 35	2,200	LLOF	24	1	10	95	1	0	5									
U077	50-02	N X 06.03		329		2,200	OP-H				28	SD		0	5	08	2	6		31		2,367	
U077	50-02	S X 06.03		325		2,200	OP-H				26	AD		0	5								
U077	50-02	E 06.04		0.20	JCT SH 77D SPUR	3,700	LLOF	24	1	10	96	1	0	5									
U077	50-02	W 06.04		0.00	JCT SH 77D SPUR	3,700	LLOF	24	1	10	95	1	0	5									
U077	50-02	E 06.24		0.88	END DIVIDED	4,500	IIIE	24	1	10	96	1	0	5									
U077	50-02	W 06.24		0.00	END DIVIDED	4,500	IIIE	24	1	10	96	1	0	5									
U077	50-02	E X 06.42		854		4,500	BRDG				36	AD		0	5								
U077	50-02	W X 06.42		854		4,500	BRDG				36	SD		0	5	08	2	1		31		5,102	
U077	50-02	07.12		1.87	LEAVE DAVIS C/L	5,200	IILA	52	4		93	1	0	5									
U077	50-02	08.99	0.43		ENTER DAVIS C/L	6,100	IILA	52	4		93	1	0	5									
U077	50-02	09.42		0.33	JCT SH 7 WEST	10,900	IILA	52	4		85	1	0	5									
U077	50-02	09.75		0.26	WIDTH CHANGE	11,200	IILA	49	4		87	1	1	3									
U077	50-02	10.01		0.15	JCT SH 7 EAST	11,100	IILA	68	4		87	1	1	3								11,322	
U077	50-04	00.00		0.14	WIDTH CHANGE-CHIGLEY	2,300	IHLA	50	4		88	1	0	5									
U077	50-04	00.14		0.28	LEAVE DAVIS C/L	1,900	IHLA	41	4		87	1	0	5									
U077	50-04	00.42	8.45		GARVIN CO LINE AT	2,000	IHLA	24	1	10	87	1	0	5									
U077	50-04	X 00.64	161			2,000	BRDG				22	AD		0	5								
U077	50-04	X 03.46	23			2,000	BXBR				HS	AD		0	5								
U077	50-04	X 04.82	39			2,000	BXBR				HS	AD		0	5								
U077	50-04	X 06.17	26			2,000	BXBR				HS	AD		0	5								
U077	50-04	X 07.98	143			2,000	BRDG				22	AD		0	5								
U077	50-04	X 08.52	163			2,000	BRDG				22	AD		0	5							0	
S007	50-06	00.00	0.11		GARVIN CO LINE	2,600	IEDK	24	1	8	92	1	1	3								0	
S007	50-08	N 00.00	0.53		JCT I 35	5,900	IIHL	24	1	10	90	1	1	3									
S007	50-08	S 00.00	0.00		JCT I 35	5,900	IIHL	24	1	10	90	1	1	3									
S007	50-08	N 00.53	0.22		SURF TYPE CHNG S LAN	7,000	IILF	24	1	10	93	1	1	3									
S007	50-08	S 00.53	0.00		SURF TYPE CHNG S LAN	7,000	IILF	24	1	10	93	1	1	3									
S007	50-08	N X 00.57	316			7,000	OP-H				26	AD		1	3								
S007	50-08	S X 00.57	316			7,000	OP-H				26	AD		1	3								
S007	50-08	N 00.75	0.00			7,000	IILF	24	1	8	96	1	1	3									
S007	50-08	S 00.75	0.23		SHLDR CHNG N LANE	7,000	IIHF	24	1	10	93	1	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total																	
			Rural	Municipal																																				
S007	50-08	N	00.98	0.91		NEW CONST BHFY-21N(4	5,900	IIDJ	24	3	6	88	1	1	3																									
S007	50-08	S	00.98	0.00		1.36 MIS. E. I-35	5,900	IIHF	24	1	10	99	1	1	3																									
S007	50-08	N	01.89	0.00		ENTER DAVIS C/L STRI	6,000	II0E	24	1	10	96	1	1	3																									
S007	50-08	S	01.89	0.14		ENTER DAVIS C/L STRI	6,000	IIHF	24	1	10	99	1	1	3																									
S007	50-08	N	02.03		0.78	END CONST BHFY-21N(4	6,000	II0E	24	1	10	91	1	1	3																									
S007	50-08	S	02.03		0.00	2.28 MIS. E. I-35	6,000	IIHF	24	1	10	99	1	1	3																									
S007	50-08	N X	02.44		702		6,000	BRDG				32	AD		1	3																								
S007	50-08	S X	02.44		702		6,000	BRDG				36	AD		1	3																								
S007	50-08	N	02.81		0.35	CHIGLEY AVE	6,000	IIDJ	24	3	6	88	1	1	3																									
S007	50-08	S	02.81		0.00	CHIGLEY AVE	6,000	IIHF	24	1	10	99	1	1	3																									
S007	50-08		03.16		0.23	JCT US 77	6,200	IIHE	52	4		99	1	1	3							0																		
S007	50-12		00.00		0.07	4 TH ST TC	12,300	IILA	68	4		88	1	1	3																									
S007	50-12		00.07		0.44	END PC OVLAY	12,500	IILA	40	4		77	2	1	3																									
S007	50-12		00.51		0.16	12TH STREET	12,100	IIHB	52	4		84	1	1	3																									
S007	50-12		00.67		0.67	LEAVE DAVIS C/L	9,100	IIHB	52	4		84	1	1	3																									
S007	50-12		01.34	0.30		BEG DIVIDED	9,200	IIHB	52	4		84	1	1	3																									
S007	50-12	N	01.64	0.10		JCT SH 110 SOUTH	9,000	IIHB	27	4		91	1	1	3																									
S007	50-12	S	01.64	0.00		JCT SH 110 SOUTH	9,000	IIHB	27	4		91	1	1	3																									
S007	50-12	N	01.74	4.47		JCT CHICKASAW T.P.	8,700	IHHB	24	1	10	88	1	1	3																									
S007	50-12	S	01.74	0.00		JCT CHICKASAW T.P.	8,700	IHHB	24	1	10	93	1	1	3																									
S007	50-12	X	02.76	23			8,700	BXBR				HS	AD		1	3																								
S007	50-12	N X	04.90	213			8,700	BRDG				22	FO		1	3	02	4	1	31		2,105																		
S007	50-12	S X	04.90	212			8,700	BRDG				36	AD		1	3																								
S007	50-12	N	06.21	0.34		ENTER SULPHUR C/L	8,800	IHHB	24	1	10	88	1	0	5																									
S007	50-12	S	06.21	0.00		ENTER SULPHUR C/L	8,800	IHHB	24	1	10	94	1	0	5																									
S007	50-12	N	06.55	SULPHUR	0.29	0.63 MIS. E. CHICK T	9,100	IHHB	24	1	10	88	1	0	5																									
S007	50-12	S	06.55		0.00	0.63 MIS. E. CHICK T	9,100	IHHB	24	1	10	91	1	0	5																									
S007	50-12		06.84		0.11	0.74 MIS. E. CHICK T	9,300	IHHB	52	4		83	1	0	5																									
S007	50-12	X	06.94	34			9,300	BXBR				HS	AD		0	5																								
S007	50-12		06.95		0.45	BEG PC OVLAY-18TH ST	9,400	IHHB	52	4		83	1	0	5																									
S007	50-12		07.40		0.30	WIDTH CHANGE-15TH ST	13,800	HILA	43	4		80	1	0	5																									
S007	50-12		07.70		0.11	WIDTH CHANGE-13TH ST	12,200	HILA	50	4		84	1	0	5																									
S007	50-12		07.81		0.42	ROCK CREEK BRIDGE	11,700	HILA	72	4		84	1	0	5																									
S007	50-12	X	08.22	142			11,700	BRDG				20	FO		0	5	28	4	2	31		2,762																		
S007	50-12		08.23		0.17	BEG 4 LANE DIV	11,700	IILH	54	4		84	1	0	5																									
S007	50-12		08.40		0.26	JCT US 177 SOUTH	11,700	LL0H	48	5	5	78	2	0	5																									
S007	50-12		08.66		0.11	BEG PC OVLY VINITA A	7,800	LL0H	54	4		87	2	0	4																									
S007	50-12		08.77		0.07	WDTH CHNG MALIETTA A	7,600	LL0H	56	4		81	1	0	4																									
S007	50-12		08.84		0.14	JCT US 177 NORTH TC	5,400	LL0H	40	4		77	1	0	4																									
S007	50-12		08.98		0.94	END OF CURB. SULPHUR	2,200	LL0F	52	4		86	1	0	5																									
S007	50-12		09.92		0.11	4.30 MIS W. CNTY/LN	2,300	IHHF	24	1	8	67	1	0	5	08	2	0	5	02		252																		
S007	50-12		10.03	3.37		BEG ASPH OVLAY	2,400	IIDK	24	3	6	64	1	0	5	08	2	0	5	02		7,831																		
S007	50-12	X	10.13	23			2,400	BXBR				HS	AD		0	5																								
S007	50-12	X	12.96	166			2,400	BRDG				36	AD		0	5																								
S007	50-12		13.40	0.66		JOHNSTON CO LINE	2,300	IHDK	22	3	6	61	1	0	5	08	2	0	5	03		3,235																		
																																								16,185

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S001	50-18	00.00	1.00		TC SCULLIN	1,300	IHHM	22	3	4		70	1	0	5									
S001	50-18	01.00	2.67		TC HICKORY	1,300	IHHM	22	3	4		69	1	0	5	09	2	0	3	01		2,937		
S001	50-18	03.67	2.50		PONTOTOC CO LINE	940	IHHM	22	3	4		69	1	0	5	09	2	0	3	01		2,750		5,687
U177	50-20	00.00	0.42		0.42 MI N CARTER CO/	1,400	IIDJ	24	1	6		88	1	0	4									
U177	50-20	00.42	0.53		0.95 MI N CARTER CO/	1,400	IIOE	24	1	6		89	1	0	4									
U177	50-20	00.95	3.91		4.86 MI N CARTER CO/	1,400	IIDJ	24	1	6		88	1	0	4									
U177	50-20	X 02.08	34			1,400	BXBR				HS	AD		0	4									
U177	50-20	X 03.96	42			1,400	BXBR				HS	AD		0	4									
U177	50-20	04.86	0.49		5.35 MI N CARTER CO/	1,500	IIOE	24	1	6		85	1	0	4									
U177	50-20	X 05.28	42			1,500	BXBR				HS	AD		0	4									
U177	50-20	05.35	1.86		7.21 MI N CARTER CO/	1,800	IIDJ	24	1	6		83	1	0	4									
U177	50-20	X 06.46	48			1,800	BXBR				HS	AD		0	4									
U177	50-20	07.21	1.77		2.23 MIS. S. SH 18A	2,200	IIDJ	24	1	6		75	1	0	4									
U177	50-20	08.98	2.23		JCT SH 18A EAST	2,200	IIDJ	24	3	4		59	1	0	4	05	2	0	4	01		3,221		
U177	50-20	X 11.00	32			2,200	BXBR				HS	AD		0	4									
U177	50-20	11.21	0.99		WIDTH CHANGE	2,900	IIDJ	24	3	2		79	1	0	4									
U177	50-20	X 12.16	47			2,900	BRDG				12	AD		0	4									
U177	50-20	12.20	0.15		JCT SH 7 WEST	4,000	IIDJ	29	4			90	1	0	4									3,221
U177	50-24	00.00		0.14	WIDTH CHNG TULSA AVE	4,100	IIDJ	40	4			84	1	0	4									
U177	50-24	00.14		0.25	0.39 MIS. N. SH 7E	4,000	IHHF	24	1	8		83	1	0	4									
U177	50-24	X 00.32		183		4,000	BRDG				36	AD		0	4									
U177	50-24	00.39		0.22	LEAVE SULPHUR C/L	4,000	SHHF	24	1	8		91	1	0	4									
U177	50-24	00.61	0.28		0.89 MIS. N. SH 7E	4,000	SHHF	24	1	8		89	1	0	4									
U177	50-24	00.89	0.34		LEAVE CURRENT U/L	3,900	IIDJ	24	1	8		80	1	0	4									
U177	50-24	01.23	1.12		JCT. CHICKASAW TP.	3,300	IIDJ	24	1	8		81	1	0	4									
U177	50-24	X 01.99	23			3,300	BXBR				HS	AD		0	4									
U177	50-24	X 02.23	180			3,300	UP-H				AD			0	4									
U177	50-24	02.35	6.37		GARVIN CO LINE	2,100	IIDJ	24	1	8		80	1	0	4									
U177	50-24	X 08.27	48			2,100	BXBR				HS	AD		0	4									0
S018A	50-26	00.00	0.15		ENTER SULPHUR C/L	570	IIHB	22	2	5		78	1	0	5									
S018A	50-26	00.15		0.10	CLAREMORE AVE	570	IIHB	22	2	5		78	1	0	5									
S018A	50-26	00.25		0.14	VETERANS HOSPITAL	570	IIHB	22	2	5		78	1	0	5									0
S077D	50-29	00.00	DAVIS	0.14	JCT SH 77D	170	HHHA	24	3	4		90	1	0	5									0
S077D	50-30	00.00	0.11		END PC OVLY	150	HHLA	24	1	4		72	1	0	5									
S077D	50-30	00.11	0.36		JCT SH 77D SPUR	170	HHHF	24	1	4		69	1	0	5	13	2	0	3	01		241		
S077D	50-30	X 00.40	0			170	UP-H				AD			0	5									
S077D	50-30	X 00.44	0			170	UP-H				FO			0	5	13	2	5		31		1,891		
S077D	50-30	00.47	0.13		END BRFY-050C(144)	150	IIOE	24	1	8		98	1	0	5									
S077D	50-30	00.60	0.40		WIDTH CHANGE	150	HHHF	24	1	4		66	1	0	5	13	2	0	5	02		1,346		
S077D	50-30	01.00	1.41		NEW ENT.FALLS CREEK	120	HHDJ	18	3	1		47	1	0	5	13	2	0	5	02		4,745		8,223
S110	50-31	00.00	DOUGHERT	0.07	0.07 E. BROAD ST TC	260	DHHB	24	1	10		77	1	0	5									
S110	50-31	00.07		0.58	LEAVE DOUGHERTY C/L	260	DHHB	22	3	4		69	1	0	5	10	2	0	5	01		439		
S110	50-31	00.65	2.39		6.95 S SH 7	200	DHHB	22	3	4		58	1	0	5	10	2	0	5	02		3,133		
S110	50-31	X 02.24	36			200	BRDG				12	AD		0	5									
S110	50-31	03.04	2.99		3.96 MIS S SH 7	650	DHDN	24	3	3		59	1	0	5	10	2	0	5	01		2,331		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 7

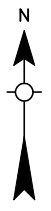
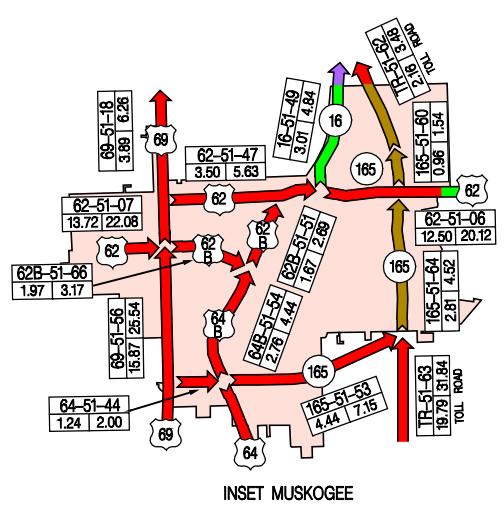
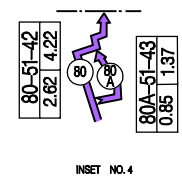
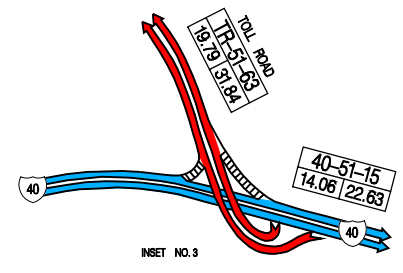
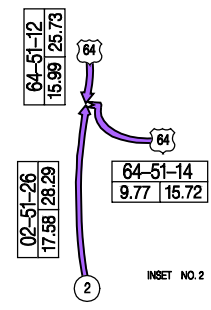
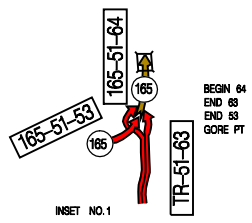
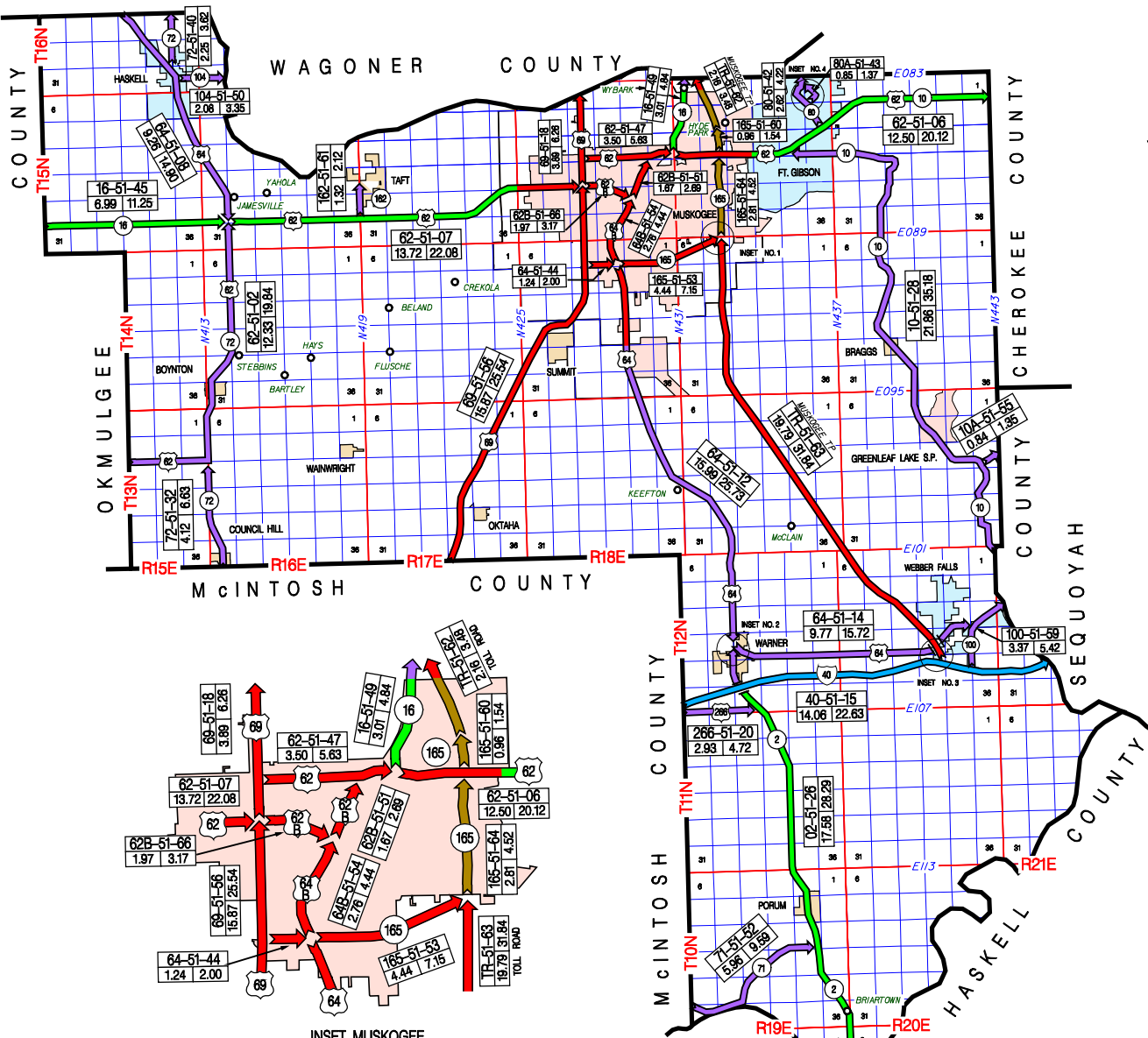
Murray County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S110	50-31	06.03	3.96		JCT SH 7	1,100	DHNN	24	3	3		59	1	0	5	09	2	0	5	01	3,829			
S110	50-31	X 08.94	40			1,100	BXBR				HS	AD		0	5								9,732	
I035	50-32	E 00.00	1.59		JCT US 77	27,600	IELL	24	1	10		90	1	1	1									
I035	50-32	W 00.00	0.00		JCT US 77	27,600	IELL	24	1	10		90	1	1	1									
I035	50-32	E X 01.58	184			27,600	OP-H				28	AD		1	1									
I035	50-32	W X 01.58	184			27,600	OP-H				28	AD		1	1									
I035	50-32	E 01.59	3.77		JCT US 77	27,200	IELL	24	1	10		88	1	1	1									
I035	50-32	W 01.59	0.00		JCT US 77	27,200	IELL	24	1	10		88	1	1	1									
I035	50-32	E X 04.80	143			27,200	OP-H				47	AD		1	1									
I035	50-32	W X 04.80	147			27,200	OP-H				41	FO		1	1	01	6	5		31		1,891		
I035	50-32	E X 05.08	342			27,200	H-HW				36	AD		1	1									
I035	50-32	W X 05.08	342			27,200	UPML				FO			1	1	01	6	1		31		2,612		
I035	50-32	E 05.36	1.18		END REINF SURF	25,100	IELL	24	1	10		89	1	1	1									
I035	50-32	W 05.36	0.00		END REINF SURF	25,100	IELL	24	1	10		93	1	1	1									
I035	50-32	X 05.36	0		END REINF SURF	25,100	UP-H					AD		1	1									
I035	50-32	X 05.42	0			25,100	UP-H					SD		1	1	01	6	6		31		2,367		
I035	50-32	X 05.75	0			25,100	UP-H					FO		1	1	01	6	6		31		3,832		
I035	50-32	X 05.97	42			25,100	BXBR					HS	AD		1	1								
I035	50-32	X 06.50	64			25,100	BXBR					HS	AD		1	1								
I035	50-32	E 06.54	3.35		JCT SH 7-GARVIN CO	25,100	PILL	24	1	10		95	1	1	1									
I035	50-32	W 06.54	0.00		JCT SH 7-GARVIN CO	25,100	PILL	24	1	10		95	1	1	1									
I035	50-32	X 08.39	0			25,100	UP-H					AD		1	1									
I035	50-32	E X 09.22	162			25,100	BRDG				35	AD		1	1									
I035	50-32	W X 09.22	162			25,100	BRDG				35	AD		1	1									
I035	50-32	E X 09.41	122			25,100	BRDG				38	AD		1	1									
I035	50-32	W X 09.41	122			25,100	BRDG				38	AD		1	1									
I035	50-32	X 09.85	0			25,100	UP-H					AD		1	1									
I035	50-32	X 09.87	0			25,100	UP-H					AD		1	1								10,702	
County Total			72.23	14.42	86.60																	38,599	26,473	65,072

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- MUSKOGEE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5102	US 62	12.33	OKMULGEE COUNTY LINE	EAST & NORTHERLY	JCT. US 64 & SH 16 (EAST BOUND TRAFFIC)	
5106	US 62	12.50	JCT. SH 16 (YORK BLVD) IN MUSKOGEE	EASTERLY	CHEROKEE COUNTY LINE	
5107	US 62	13.72	JCT. US 64 S. OF JAMESVILLE	EASTERLY	JCT. US 69(32ND & OKMULGEE AVE)IN MUSKOGEE	
5108	US 64	9.26	WAGONER COUNTY LINE	SOUTHEASTERLY	JCT. US 62 & SH 16 (EAST BOUND TRAFFIC)	REINVENTORIED 2006 (9.10 MI. BEFORE)
5112	US 64	15.99	JCT. US 64 BUS. S. OF MUSKOGEE (S. SIDE BRG)	SOUTHEASTERLY	JCT SH 2 W. EDGE OF WARNER	
5114	US 64	9.77	JCT. SH 2 W. EDGE WARNER	EASTERLY	JCT. SH 100 W. OF WEBBERS FALLS	
5115	IS 40	14.06	MCINTOSH COUNTY LINE	EASTERLY	SEQUOYAH COUNTY LINE (W. END BR.)	
5118	US 69	3.89	JCT. US 62(OKMULGEE AVE & 32ND)IN MUSKOGEE	NORTHERLY	WAGONER COUNTY LINE (N. END BR.)	
5120	US 266	2.93	MCINTOSH COUNTY LINE	EASTERLY	JCT. SH 2 S. OF WARNER	
5126	SH 2	17.58	HASKELL COUNTY LINE (S. END BR.)	NORTHERLY	JCT US 64 W. EDGE OF WARNER	
5128	SH 10	21.86	SEQUOYAH COUNTY LINE	NORTHWESTERLY	JCT. US 62, S.W. OF FORT GIBSON	
5132	SH 72	4.12	MCINTOSH COUNTY LINE	NORTHERLY	JCT. US 62, S. OF BOYNTON	
5140	SH 72	2.25	JCT. US 64 N.W. EDGE OF HASKELL	NORTHERLY	WAGONER COUNTY LINE	
5142	SH 80	2.62	JCT. US 62 IN FT. GIBSON	NORTHERLY	CHEROKEE COUNTY LINE	
5143	SH 80A	0.85	JCT. SH 80(LEE ST & POPLAR AVE)IN FT. GIBSON	NORTHERLY	JCT. SH 80(IRVING & GARRISON)IN FT. GIBSON	
5144	US 64	1.24	JCT. US 69 S. OF MUSKOGEE	EASTERLY	JCT. US 64 BUS. (E. SIDE STR)	
5145	SH 16	6.99	OKMULGEE COUNTY LINE	EASTERLY	JCT. US 62, S. OF JAMESVILLE	
5147	US 62	3.50	JCT. US 69(32ND ST & SHAWNEE AVE)IN MUSKOGEE	EASTERLY	JCT. SH 16(YORK BLVD)IN MUSKOGEE	
5149	SH 16	3.01	JCT. US 62 IN MUSKOGEE	NORTHERLY	WAGONER COUNTY LINE	
5150	SH 104	2.08	JCT. US 64(BROADWAY & CENTER ST)IN HASKELL	EASTERLY	WAGONER COUNTY LINE (E. END BR.)	
5151	US 62B	1.67	JCT. US 64B(OKMULGEE AV & MAIN ST)IN MUSKOGEE	NORTHERLY	JCT. US 62 IN MUSKOGEE	
5152	SH 71	5.96	MCINTOSH COUNTY LINE	NORTHEASTERLY	JCT. SH 2, S. OF PORUM	
5153	SH 165	4.44	JCT US 64 BUS (E. SIDE STR)	EASTERLY	MUSKOGEE T.P. (N.B. GORE POINT)	
5154	US 64B	2.76	JCT. US 64 S. OF MUSKOGEE(N. SIDE STR.)	NORTHERLY	JCT. US 62B(OKMULGEE & MAIN ST)IN MUSKOGEE	
5155	SH 10A	0.84	JCT. SH 10 SE OF BRAGGS	NORTHEASTERLY	SEQUOYAH COUNTY LINE	
5156	US 69	15.87	MCINTOSH COUNTY LINE	NORTHERLY	JCT US 62 W.(OKMULGEE & 32ND)IN MUSKOGEE	FIELD REVIEWED 2003
5156P	P & S	0.00	NEW ALIGN OF US 69	NORTHEAST	WAGONER COUNTY LINE (N. END BR.)	PARALLEL TO US 69
5159	SH 100	3.37	JCT. I-40 S. OF WEBBERS FALLS (S. SIDE STR)	NORTHEASTERLY	SEQUOYAH COUNTY LINE(E. END OF BRIDGE)	
5160	SH 165	0.96	JCT. US 62 IN MUSKOGEE(N. SIDE STR.)	NORTHERLY	JCT. TOLL ROAD(N. SIDE STR.)	
5161	SH 162	1.32	JCT. US 62 S. OF TAFT	NORTHERLY	JCT OLD US 62 W. EDGE OF TAFT	
5162	TOLL RD	2.16	0.96 MILES N. OF US 62	NORTHERLY	WAGONER COUNTY LINE	MUSKOGEE T.P.
5163	TOLL RD	19.79	JCT. I-40	NORTHERLY	JCT. SH 165 S. EDGE/MUSKOGEE(N.BND GORE PT)	MUSKOGEE T.P. (REINVENTORIED 19.68)
5164	SH 165	2.81	MERGE POINT TOLL RD. N. BOUND	NORTHERLY	JCT. US 62 IN MUSKOGEE(N. SIDE STR)	
5166	US 62B	1.97	JCT. US 69(32ND ST & OKMULGEE AVE)IN MUSKOGEE	EASTERLY	JCT. US 64B(MAIN & OKMULGEE)IN MUSKOGEE	

224.47 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 1

Muskogee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
			Length (Rdy: Miles) (Brig: Feet)	Rural			Municipal	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
U062	51-02		00.00		2.35		0.63 MIS. W. SH 72	1,400	DILA	24	3	6		59	1	0	5	09	2	0	2	02	3,112		
U062	51-02		02.35		0.47		0.16 MIS. W. SH 72	1,400	II0E	24	1	8		97	1	0	5								
U062	51-02	X	02.54		121			1,400	BRDG				32	AD	0	5									
U062	51-02		02.82		0.16		JCT SH 72	1,600	DHDL	24	3	5		59	1	0	5	09	2	0	2	02	202		
U062	51-02		02.98		0.32		0.32 MI N SH 72	1,600	HHDD	22	3	8		59	1	0	5	09	2	0	2	02	426		
U062	51-02		03.30		0.50		0.82 MIS. N. SH 72 S	1,800	IILA	24	3	6		59	1	0	5	08	2	0	2	02	958		
U062	51-02		03.80		0.48		1.30 MIS. N. SH 72 S	1,900	II0E	24	1	8		97	1	0	5								
U062	51-02	X	04.04		136			1,900	BRDG				30	AD	0	5									
U062	51-02		04.28		0.24		1.54 MIS. N. SH 72 S	1,800	IILA	24	3	6		59	1	0	5	08	2	0	2	02	455		
U062	51-02		04.52		0.81		2.35 MIS. N. SH 72 S	1,700	IJJD	24	3	6		59	1	0	5	09	2	0	2	02	1,052		
U062	51-02		05.33		0.13		ENTER BOYNTON C/L	1,800	IIHD	24	3	8		59	1	0	5	30	2	0	6	08	391		
U062	51-02		05.46	BOYNTON	0.13		TOWN CENTER	1,900	IIHD	24	1	10		59	1	0	5	30	2	0	6	08	559		
U062	51-02		05.59		0.24		KENEFICK ST	1,900	IIHD	58	4			59	1	0	5	30	2	0	6	08	965		
U062	51-02		05.83		0.14		MANON ST	1,900	IJJD	24	2	5		59	1	0	5	30	2	0	6	08	509		
U062	51-02		05.97		0.09		LEV BOYNTON DAVIS	1,900	IILA	24	3	6		59	1	0	5	08	2	0	3	02	182		
U062	51-02		06.06		0.16		6.11 MIS. S. SH 16	2,000	IILA	24	3	6		59	1	0	5	08	2	0	3	02	319		
U062	51-02		06.22		3.76		SURFACE CHANGE	2,200	DHLA	24	3	6		59	1	0	5	08	2	0	3	02	7,622		
U062	51-02		09.98		2.35		JCT SH 16 & US 64	2,300	DHLA	24	3	6		59	1	0	5	08	2	0	3	02	4,760		
U062	51-02	X	10.74		32			2,300	BRDG				13	AD	0	5									
U062	51-02	X	11.02		109			2,300	BRDG				26	SD	0	5	08	2	1		31			1,551	23,063
U062	51-06	N	00.00	MUSKOGEE	0.32		0.32 MIS. E. SH 16	17,800	LL0Q	24	1	10		100	1	0	3								
U062	51-06	S	00.00		0.00		0.32 MIS. E. SH 16	17,800	LL0Q	24	1	10		98	1	0	3								
U062	51-06	N	00.32		1.08		BASE CHANGE	17,800	LL0H	24	1	10		85	1	0	3								
U062	51-06	S	00.32		0.00		BASE CHANGE	17,800	LL0H	24	1	10		84	1	0	3								
U062	51-06	N	01.40		0.36		JCT SH 165	16,400	LLOF	24	1	10		82	1	0	3								
U062	51-06	S	01.40		0.00		JCT SH 165	16,400	LLOF	24	1	10		82	1	0	3								
U062	51-06	N X	01.71		188			16,400	OP-H				29	AD	0	3									
U062	51-06	S X	01.71		188			16,400	OP-H				29	AD	0	3									
U062	51-06	N	01.76		0.38		0.38 MIS E. SH 165	21,400	LLOF	24	1	10		59	1	0	3	24	4	3	7	08	1,119		
U062	51-06	S	01.76		0.00		0.38 MIS E. SH 165	21,400	LLOF	24	1	10		59	1	0	3	24	4	3	7	08			
U062	51-06	N	02.14		0.50		0.88 MIS E. SH 165	21,400	LLOF	24	1	10		82	1	0	3								
U062	51-06	S	02.14		0.00		0.88 MIS E. SH 165	21,400	LLOF	24	1	10		83	1	0	3								
U062	51-06	N X	02.14		1497		0.88 MIS E. SH 165	21,400	BRDG				24	SD	0	3	02	6	1		31			14,214	
U062	51-06	S X	02.14		1497		0.88 MIS E. SH 165	21,400	BRDG				24	SD	0	3	02	6	1		31			14,214	
U062	51-06	N	02.64		0.37		LEAVE MUSKOGEE UC/L	21,400	DILF	24	1	10		88	1	0	3								
U062	51-06	S	02.64		0.00		LEAVE MUSKOGEE UC/L	21,400	DILF	24	1	10		88	1	0	3								
U062	51-06	N X	03.00		304			21,400	H-HR				36	AD	0	3									
U062	51-06	S X	03.00		304			21,400	H-HR				36	AD	0	3									
U062	51-06	N	03.01	FT. GIBS	0.47		SURF TYPE CHANGE	25,400	DILF	24	1	10		89	1	0	4								
U062	51-06	S	03.01		0.00		SURF TYPE CHANGE	25,400	DILF	24	1	10		90	1	0	4								
U062	51-06	N	03.48		0.74		JCT SH 10 EAST	24,200	DIIE	24	1	10		88	1	0	4								
U062	51-06	S	03.48		0.00		JCT SH 10 EAST	24,200	DIIE	24	1	10		89	1	0	4								
U062	51-06	N	04.22		0.92		COUNTY RD N436	18,700	DIIE	24	1	10		88	1	0	4								
U062	51-06	S	04.22		0.00		COUNTY RD N436	18,700	DIIE	24	1	10		88	1	0	4								
U062	51-06	N X	04.37		197			18,700	BRDG				36	AD	0	4									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 1

Muskogee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	51-06	S X	04.37			18,700	BRDG				36	AD	0	4									
U062	51-06	N	05.14		JCT SH 80 TC	17,900	DIIE	24	1	10		89	1	0	4								
U062	51-06	S	05.14		JCT SH 80 TC	17,900	DIIE	24	1	10		88	1	0	4								
U062	51-06	X	05.40			17,900	BXUF				HS	NR		0	4								
U062	51-06	N X	05.70			17,900	OP-R				36	AD		0	4								
U062	51-06	S X	05.70			17,900	OP-R				36	AD		0	4								
U062	51-06	N	05.90		LEAVE FT GIBSON C/L	16,100	DIIE	24	1	10		88	1	0	4								
U062	51-06	S	05.90		LEAVE FT GIBSON C/L	16,100	DIIE	24	1	10		85	1	0	4								
U062	51-06	N	06.30	1.60	2.0 MI E SH 80	13,600	DIIE	24	1	10		87	1	0	4								
U062	51-06	S	06.30	0.00	2.0 MI E SH 80	13,600	DIIE	24	1	10		86	1	0	4								
U062	51-06	X	06.90			13,600	BXBR				HS	AD		0	4								
U062	51-06	X	07.80			13,600	BXUF				HS	NR		0	4								
U062	51-06	N	07.90	0.00	CHEROKEE CO LINE	12,200	LLOV	24	1	10		96	1	0	4								
U062	51-06	S	07.90	4.60	CHEROKEE CO LINE	12,200	LLOV	24	1	10		96	1	0	4								
U062	51-06	N X	09.04			12,200	BRDG				38	AD		0	4								
U062	51-06	S X	09.04			12,200	BRDG				38	AD		0	4								
U062	51-06	X	10.04			12,200	BXUF				HS	NR		0	4								
U062	51-06	X	10.26			12,200	BXUF				HS	NR		0	4								
U062	51-06	X	10.94			12,200	BXUF				HS	NR		0	4								
U062	51-06	N X	11.24			12,200	BRDG				46	AD		0	4								
U062	51-06	S X	11.24			12,200	BRDG				46	AD		0	4								
U062	51-06	X	11.84			12,200	BXUF				HS	NR		0	4							29,547	
U062	51-07		00.00	4.97	JCT SH 162	2,900	IHHF	24	1	10		82	1	0	4								
U062	51-07	X	01.58	210		2,900	BRDG				27	AD		0	4								
U062	51-07	X	03.48	39		2,900	BXUF				HS	NR		0	4								
U062	51-07		04.97	5.87	BEG 4 LANE	3,000	IHHF	24	1	10		82	1	0	4								
U062	51-07	X	06.21	23		3,000	BXUF				HS	NR		0	4								
U062	51-07	X	07.19	151		3,000	BRDG				36	AD		0	4								
U062	51-07	X	08.75	181		3,000	BRDG				36	AD		0	4								
U062	51-07		10.84	0.43	ENTER MUSKOGEE U/L	2,700	IHLB	48	1	10		80	1	0	4								
U062	51-07		11.27	0.39	ENTER MUSKOGEE C/L	6,700	IHLB	48	1	10		80	1	0	3								
U062	51-07		11.66	0.40	1.66 MIS W. US 69	6,700	IHLB	48	1	10		82	1	0	3								
U062	51-07		12.06	0.05	1.61 MIS W. US 69	6,700	IHLB	48	1	10		82	1	0	3								
U062	51-07		12.11	0.60	48TH STREET	7,700	IHLB	52	4			76	1	0	3								
U062	51-07		12.71	0.96	WIDTH CHANGE 33RD ST	8,900	IHLB	51	4			72	1	0	3								
U062	51-07		13.67	0.05	JCT US 69	9,900	LLOB	52	4			78	1	0	3							0	
U064	51-08		00.00	1.30	ENTER HASKELL C/L	3,100	IILA	24	3	6		76	1	0	5								
U064	51-08	X	00.98	34		3,100	BXBR				HS	AD		0	5								
U064	51-08		01.30	HASKELL	0.88	GREEN COUNTRY BLVD	3,400	IILA	24	3	6		76	1	0	5							
U064	51-08	X	01.82	24		3,400	BXBR				HS	AD		0	5								
U064	51-08		02.18	0.45	DUNCAN STREET	3,900	IILA	24	3	8		77	1	0	5								
U064	51-08		02.63	0.35	JCT SH 72	3,900	IILA	24	3	8		77	1	0	5								
U064	51-08		02.98	0.22	BROADWAY ST	5,400	IILA	24	3	8		59	1	0	5	29	2	0	6	08	997		
U064	51-08		03.20	0.06	JCT SH 104 TC	5,700	I IJA	56	4			76	1	0	5								
U064	51-08		03.26	0.20	SPRUCE ST	6,700	I IJA	56	4			83	1	0	5								

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Muskogee County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	51-08	03.46		0.29	SKELLY RD	5,700	IILA	40	4			83	1	0	5								
U064	51-08	03.75		1.06	LEAVE HASKELL-E08400	4,100	IILA	24	3	5		69	1	0	5	08	2	0	3	02	2,143		
U064	51-08	X 04.00		23		4,100	BXUF				HS	NR		0	5								
U064	51-08	04.81	1.53		COUNTY ROAD N41300	4,100	II0E	24	1	8		99	1	0	5								
U064	51-08	X 05.52	200			4,100	BRDG				36	AD		0	5								
U064	51-08	06.34	0.69		COUNTY ROAD E08600	4,100	IILA	24	3	5		69	1	0	5	08	2	0	3	02	1,405		
U064	51-08	X 06.84	31			4,100	BXUF				HS	NR		0	5								
U064	51-08	07.03	2.23		JCT US 62-E BOUND TR	3,400	DILA	24	3	6		78	1	0	5								4,545
U064	51-12	E 00.00	MUSKOGEE	0.55	LEAVE MUSKOGEE C/L	7,900	DIHE	24	1	10		82	1	0	3								
U064	51-12	W 00.00		0.00	0.55 MIS S. SH 165	7,900	DIHE	24	1	10		82	1	0	3								
U064	51-12	E X 00.00		169	LEAVE MUSKOGEE C/L	7,900	OP-H				28	AD		0	3								
U064	51-12	W X 00.00		169	0.55 MIS S. SH 165	7,900	OP-H				28	SD		0	3	02	4	6		31		2,280	
U064	51-12	E X 00.27		300		7,900	OP-R				27	SD		0	3	02	4	4		31		3,611	
U064	51-12	W X 00.27		300		7,900	OP-R				31	AD		0	3								
U064	51-12	X 00.48		42		7,900	BXUF				HS	NR		0	3								
U064	51-12	E 00.55	0.50		W. SMITH FERRY RD	7,900	DIHE	24	1	10		82	1	0	3								
U064	51-12	W 00.55	0.00		W. SMITH FERRY RD	7,900	DIHE	24	1	10		82	1	0	3								
U064	51-12	E 01.05	0.81		1.86 MIS. S. SH 165	7,900	DIHE	24	1	10		82	1	0	3								
U064	51-12	W 01.05	0.00		1.86 MIS. S. SH 165	7,900	DIHE	24	1	10		82	1	0	3								
U064	51-12	X 01.63	46			7,900	BXUF				HS	NR		0	3								
U064	51-12	01.86	0.31		ENTER MUSKOGEE C/L	7,800	DIIE	48	1	8		87	1	0	3								
U064	51-12	02.17		0.88	DAVIS FIELD LEV UC/L	7,700	DIIE	48	1	8		87	1	0	3								
U064	51-12	03.05	4.53		7.58 MIS. S. SH 165	7,400	DIIE	48	1	8		90	1	0	5								
U064	51-12	X 03.37	46			7,400	BXBR				HS	AD		0	5								
U064	51-12	X 05.13	34			7,400	BXBR				HS	AD		0	5								
U064	51-12	X 06.11	34			7,400	BXBR				HS	AD		0	5								
U064	51-12	X 06.51	76			7,400	BRDG				31	AD		0	5								
U064	51-12	X 07.26	34			7,400	BXBR				HS	AD		0	5								
U064	51-12	07.58	0.46		7.95 MIS N US 64 EAS	7,400	HH0E	48	1	8		97	1	0	5								
U064	51-12	X 07.68	31			7,400	BXBR				HS	AD		0	5								
U064	51-12	08.04	1.15		6.80 MIS N US 64 EAS	7,200	HH0E	52	4			92	1	0	5								
U064	51-12	X 08.37	23			7,200	BXUF				HS	NR		0	5								
U064	51-12	09.19	1.95		4.85 MIS N US 64 EAS	7,200	HH0E	48	1	8		92	1	0	5								
U064	51-12	11.14	0.26		4.59 MIS N US 64 EAS	7,200	HH0E	52	4			99	1	0	5								
U064	51-12	11.40	0.88		3.71 MIS N US 64 EAS	6,100	HH0E	24	1	8		85	3	0	5								
U064	51-12	X 12.11	452			6,100	BRDG				36	AD		0	5	22	4	1		50			
U064	51-12	12.28	0.98		2.73 MIS N US 64 EAS	6,100	HH0E	24	1	8		85	3	0	5								
U064	51-12	X 12.34	351			6,100	BRDG				36	AD		0	5	22	4	1		50			
U064	51-12	13.26	1.71		1.02 MIS N US 64 EAS	6,100	II0E	48	1	8		91	1	0	5								
U064	51-12	X 14.34	28			6,100	BXBR				HS	AD		0	5								
U064	51-12	X 14.94	23			6,100	BXBR				HS	AD		0	5								
U064	51-12	14.97	0.39		ENT WARNER C/L E104	4,800	II0E	48	1	8		96	1	0	5								
U064	51-12	15.36	WARNER	0.63	JCT US 64 EAST	5,300	II0E	48	1	8		95	1	0	5								5,891
U064	51-14	00.00	OKTAHA	0.07	ENTER WARNER C/L 13T	2,700	IHHE	24	3	6		59	1	0	5	08	2	0	2	03	187		
U064	51-14	00.07	WARNER	0.30	3RD AVE WARNER TC	2,700	IILA	22	2	8		59	1	0	5	30	2	0	7	08	877		

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Muskogee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	51-15	S	11.27		0.00		END PC CONC	LL0F	24	1	10	59	1	1	1	01	6	2	1	22			
I040	51-15	X	11.27		0		END PC CONC	UP-H				AD	1	1	1								
I040	51-15	N	12.26		1.80		SEQUOYAH CO LINE	IIHF	24	1	10	85	1	1	1								
I040	51-15	S	12.26		0.00		SEQUOYAH CO LINE	IIHF	24	1	10	85	1	1	1								
I040	51-15	X	12.31		34			BXUF				HS	NR	1	1								
I040	51-15	X	12.75		0			UP-H				AD	1	1									
I040	51-15	X	13.00		22			BXUF				HS	NR	1	1								
I040	51-15	X	13.32		41			BXUF				HS	NR	1	1								32,512
U069	51-18	E	00.00	MUSKOGEE	0.14		0.86 MI S. US 62E	LL0E	38	4		92	1	1	3								
U069	51-18	W	00.00		0.00		0.86 MI S. US 62E	LL0E	38	4		89	1	1	3								
U069	51-18		00.14		0.67		0.19 MIS S. US 62E	LL0E	76	4		92	1	1	3								
U069	51-18	E	00.81		0.19		JCT US 62E	LL0Q	38	4		97	1	1	3								
U069	51-18	W	00.81		0.00		JCT US 62E	LL0Q	38	4		97	1	1	3								
U069	51-18	E	01.00		0.17		0.17 MI N. US 62E	LL0Q	38	4		97	1	1	3								
U069	51-18	W	01.00		0.00			LL0Q	38	4		97	1	1	3								
U069	51-18	E	01.17		0.43		0.60 MI N. US 62E	LL0H	26	4		90	1	1	3								
U069	51-18	W	01.17		0.00		0.60 MI N. US 62E	IILH	26	4		91	1	1	3								
U069	51-18	E	01.60		0.63		LVE MUSKOGEE C/L	LL0H	26	4		59	1	1	3	25	4	0	7	08		2,029	
U069	51-18	W	01.60		0.00		1.23 MIS N. US 62E	IILH	26	4		73	1	1	3								
U069	51-18	E	02.23		0.23		1.46 MIS N. US 62E	LL0H	24	1	10	59	1	1	3	25	4	0	7	08		742	
U069	51-18	W	02.23		0.00			IILB	24	1	10	59	1	1	3	25	4	0	7	08			
U069	51-18	E	02.46		0.00		LEAVE MUSKOGEE U/L	IIIE	24	1	10	89	1	1	3								
U069	51-18	W	02.46		0.54		LEAVE MUSKOGEE U/L	LL0B	24	1	10	83	1	1	3								
U069	51-18	X	02.66		47			BXUF				HS	NR	1	3								
U069	51-18	X	02.73		44			BXUF				HS	NR	1	3								
U069	51-18	E	03.00		0.00		PROPOSED B/P JCT	IIIE	24	1	10	93	1	1	3								
U069	51-18	W	03.00		0.34		PROPOSED B/P JCT	LL0B	24	1	10	93	1	1	3								
U069	51-18	E	03.34		0.00		WAGONER CO LINE(N EN	LL0B	24	1	10	93	1	1	3								
U069	51-18	W	03.34		0.55			IIIE	24	1	10	93	1	1	3								
U069	51-18	E X	03.34		2702		WAGONER CO LINE(N EN	BRDG				32	AD	1	3								
U069	51-18	W X	03.34		2700			BRDG				47	AD	1	3								2,771
U266	51-20		00.00		2.93		JCT SH 2	IIDL	22	3	5	73	1	0	5								
U266	51-20	X	01.16		133			BRDG				22	AD	0	5								0
S002	51-26		00.00		0.67		0.67 MI N HASKELL CO	IIHB	24	1	8	82	1	0	4								
S002	51-26	X	00.00		1270		0.67 MI N HASKELL CO	BRDG				36	AD	0	4								
S002	51-26		00.67		0.73		3.87 MI S SH 71	IIDB	24	1	4	73	1	0	4								
S002	51-26	X	01.29		125			BRDG				19	AD	0	4								
S002	51-26		01.40		1.43		2.44 MI S SH 71	IIDB	24	1	4	75	1	0	4								
S002	51-26	X	01.86		32			BXUF				HS	NR	0	4								
S002	51-26		02.83		2.44		JCT SH 71	IIDB	24	1	4	75	1	0	4								
S002	51-26		05.27		1.03		1.03 MIS N SH 71	IIDB	24	1	4	75	1	0	4								
S002	51-26		06.30		0.42		ENTER PORUM C/L	IIDB	24	1	4	75	1	0	4								
S002	51-26		06.72	PORUM	0.07		CHICKASAW AVE	IIDB	24	1	4	59	1	0	4	30	2	0	6	08		271	
S002	51-26		06.79		0.13		CHEROKEE ST TC	IIDB	39	4		59	1	0	4	30	2	0	6	08		337	
S002	51-26		06.92		0.16		WDTH CHNG SEMINOLE S	IIDB	71	4		59	1	0	4	30	2	0	6	08		628	

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Highway Number	Control Section Number	Subsection												Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint	Type		Type	Width Feet	Type	Width Feet	Roadway			Bridge	Control Section Total															
			Rural	Municipal		Type	Width Feet					Roadway	Bridge				Control Section Total														
S002	51-26	07.08		0.21	WIDTH CHANGE	3,500	IIDB	40	4				59	1	0	4	30	2	0	7	08					538					
S002	51-26	07.29		0.06	LVE PORUM CL UTE ST	4,400	IIDB	24	1		4		59	1	0	4	05	2	0	3	02					126					
S002	51-26	07.35	7.04		0.50 S US 266	4,400	IIDB	24	1		4		59	1	0	4	05	2	0	1	02				12,644						
S002	51-26	X 08.07	34			4,400	BXUF						HS	NR		0	4														
S002	51-26	X 08.59	38			4,400	BXUF						HS	NR		0	4														
S002	51-26	X 09.92	47			4,400	BXUF						HS	NR		0	4														
S002	51-26	X 12.80	23			4,400	BXUF						HS	NR		0	4														
S002	51-26	X 13.94	183			4,400	BRDG						HS	SD		0	4	05	2	1		31			1,965						
S002	51-26	X 14.21	57			4,400	BXUF						HS	NR		0	4														
S002	51-26	14.39	0.50		JCT US 266 WEST	3,300	LL0E	24	1		10		83	1	0	4															
S002	51-26	14.89	0.91		BEG 4 LANE DIVIDED	3,400	LL0E	24	1		10		83	1	0	4															
S002	51-26	E 15.80	0.24		JCT I 40	3,800	LL0E	24	1		10		83	1	0	4															
S002	51-26	W 15.80	0.00		JCT I 40	3,800	LL0E	24	1		10		83	1	0	4															
S002	51-26	X 16.02	0			3,800	UP-H						AD		0	4															
S002	51-26	E 16.04	0.08		ENTER WARNER C/L	4,900	LL0E	24	1		10		83	1	0	5															
S002	51-26	W 16.04	0.00		ENTER WARNER C/L	4,900	LL0E	24	1		10		83	1	0	5															
S002	51-26	X 16.04	0		ENTER WARNER C/L	4,900	UP-H						AD		0	5															
S002	51-26	E 16.12	WARNER	0.12	END 4 LANE DIVIDED	4,700	II0E	24	1		10		83	1	0	5															
S002	51-26	W 16.12		0.00	END 4 LANE DIVIDED	4,700	II0E	24	1		10		83	1	0	5															
S002	51-26	16.24		0.44	0.64 MIS. N. I-40	4,300	II0E	48	1		8		95	1	0	5															
S002	51-26	16.68		0.90	JCT US 64 EAST	5,000	II0E	48	1		8		94	1	0	5													16,509		
S010	51-28	00.00	3.69		JCT SH 10A EAST	1,100	DHDD	20	3		2		35	1	0	5	09	2	0	5	03				16,085						
S010	51-28	X 00.07	27			1,100	BXUF						HS	NR		0	5	09	2	2		33				644					
S010	51-28	X 01.60	26			1,100	BXBR						HS	AD		0	5	09	2	2		33				644					
S010	51-28	X 03.48	22			1,100	BXUF						HS	NR		0	5	09	2	2		33				644					
S010	51-28	03.69	1.37		GREENLEAF SP	1,300	DHDD	20	3		2		36	2	0	5	09	2	0	5	03				5,973						
S010	51-28	05.06	2.45		3.82 N SH 10A	1,700	DHHB	24	1		8		82	1	0	5															
S010	51-28	X 06.08	363			1,700	BRDG						28	AD		0	5														
S010	51-28	X 06.83	186			1,700	BRDG						28	SD		0	5	09	2	1		31				4,755					
S010	51-28	07.51	2.07		ENTER BRAGGS C/L	1,700	DIDD	24	3		4		59	1	0	5	09	2	0	5	02				3,456						
S010	51-28	09.58	BRAGGS	0.76	LEAVE BRAGGS C/L	1,900	HHDD	24	3		4		59	1	0	5	30	2	0	6	08				2,367						
S010	51-28	X 09.58		26	LEAVE BRAGGS C/L	1,900	BXUF						HS	NR		0	5	30	2	2		33				644					
S010	51-28	X 10.28		26		1,900	BXUF						HS	NR		0	5	30	2	2		33				644					
S010	51-28	10.34	4.16		4.16 N BRAGGS C/L	2,100	HHDB	22	3		4		53	1	0	5	08	2	0	2	02				7,878						
S010	51-28	X 12.88	111			2,100	BRDG						38	AD		0	5														
S010	51-28	X 13.26	48			2,100	BXUF						HS	NR		0	5														
S010	51-28	14.50	1.77		5.59 MIS E US 62	2,300	HHDB	24	3		6		71	1	0	5															
S010	51-28	16.27	1.73		3.86 MIS E US 62	2,300	HHDB	24	3		6		59	1	0	5	08	2	0	3	02				3,510						
S010	51-28	X 17.64	33			2,300	BXBR						HS	AD		0	5														
S010	51-28	18.00	1.96		1.90 MIS E US 62	2,400	HHDB	24	3		6		71	1	0	5															
S010	51-28	X 18.33	41			2,400	BXUF						HS	NR		0	5														
S010	51-28	X 18.97	181			2,400	BRDG						20	AD		0	5														
S010	51-28	X 19.07	101			2,400	BRDG						29	AD		0	5														
S010	51-28	19.96	0.12		ENTER FT GIBSON C/L	2,700	HHLA	24	3		5		64	1	0	5	08	2	0	2	01				171						
S010	51-28	20.08	FT. GIBS	0.23	1.55 MIS E US 62	2,700	HHLA	24	3		5		64	1	0	5	08	2	0	2	01				332						

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Muskogee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S010	51-28	X 20.14		0		2,700	UP-R					AD	0	5									
S010	51-28	20.31		0.77	SCOTCH ST	2,500	HHDB	24	3	5		68	1	0	5	08	2	0	2	01		1,100	
S010	51-28	X 20.61		54		2,500	BXBR				HS	AD	0	5									
S010	51-28	21.08		0.78	JCT US 62	2,300	HHDB	24	3	5		68	1	0	5	08	2	0	2	01		1,110	
S010	51-28	X 21.27		33		2,300	BXUF				HS	NR	0	5								49,957	
S072	51-32	00.00	COUNCIL	0.25	WIDTH CHANGE	1,700	DHDD	22	3	6		59	1	0	5	30	2	0	6	08		1,076	
S072	51-32	00.25		0.02	SHLDR WIDTH CHNG 5TH	1,700	DHDD	24	1	8		59	1	0	5	30	2	0	6	08		93	
S072	51-32	00.27		0.14	TC	1,700	DHDD	24	1	10		59	1	0	5	30	2	0	6	08		591	
S072	51-32	00.41		0.12	LVE COUNCIL HILL C/L	1,800	DHDD	22	3	7		59	1	0	5	30	2	0	6	08		523	
S072	51-32	00.53	3.59		JCT US 62 WYE	1,900	DHMD	22	3	5		59	1	0	5	08	2	0	1	02		6,443	
S072	51-40	00.00	HASKELL	1.14	LEAVE HASKELL C/L	2,900	IIDB	24	1	8		72	1	0	5								
S072	51-40	01.14	1.11		WAGONER CO LINE	3,300	IIDB	24	1	8		83	1	0	5								
S072	51-40	X 01.31	136			3,300	BRDG				41	AD	0	5								0	
S080	51-42	00.00	FT. GIBS	0.77	SURF CHANGE	4,800	HHDB	24	1	8		81	1	0	5								
S080	51-42	X 00.67		25		4,800	BXUF				HS	NR	0	5									
S080	51-42	00.77		0.28	MAPLE AVE	4,800	IIOE	24	4			88	1	0	5								
S080	51-42	01.05		0.07	JCT SH 80 A (POPLAR)	4,800	IIHA	52	4			96	1	0	5								
S080	51-42	01.12		0.06	WDTH CHNG HICKORY AV	1,200	HHDB	48	4			82	1	0	5								
S080	51-42	01.18		0.52	WIDTH CHNG LEE & ASH	2,000	IIDB	22	3	3		62	1	0	5	08	2	0	3	01		757	
S080	51-42	01.70		0.36	JCT SH 80A	2,000	IIDB	20	3	3		48	1	0	5	08	2	0	3	01		513	
S080	51-42	02.06		0.32	0.32 MIS. N. SH 80A	1,900	IIDB	22	3	3		56	1	0	5	08	2	0	3	01		465	
S080	51-42	02.38		0.24	CHEROKEE CO LINE	1,800	IIDB	22	3	5		59	1	0	5	08	2	0	3	02		505	
S080	51-42	X 02.56		23		1,800	BXUF				HS	NR	0	5								2,240	
S080A	51-43	00.00		0.19	LEAVE FT GIBSON C/L	1,700	IILA	40	4			59	1	0	5	30	2	0	7	08		549	
S080A	51-43	00.19		0.07	ENTER FT GIBSON C/L	990	IIDB	22	3	2		59	1	0	5	30	2	0	7	08		220	
S080A	51-43	00.26		0.59	JCT SH 80	2,100	IIDB	22	3	4		53	1	0	5	30	2	0	7	08		1,835	
U064	51-44	N 00.00	MUSKOGEE	0.14	0.14 MIS E. US 69	9,700	LL0T	24	1	10		96	1	0	3								
U064	51-44	S 00.00		0.00	0.14 MIS E. US 69	9,700	LL0T	24	1	10		96	1	0	3								
U064	51-44	N 00.14		0.35	24TH STREET	12,200	LL0T	24	1	10		94	1	0	3								
U064	51-44	S 00.14		0.00	24TH STREET	12,200	LL0T	24	1	10		94	1	0	3								
U064	51-44	N 00.49		0.54	0.21 MIS W. US64B	12,600	LL0T	24	1	10		94	1	0	3								
U064	51-44	S 00.49		0.00	0.21 MIS W. US64B	12,600	LL0T	24	1	10		94	1	0	3								
U064	51-44	N X 00.80		212		12,600	OP-R				36	AD	0	3									
U064	51-44	S X 00.80		212		12,600	OP-R				36	AD	0	3									
U064	51-44	N 01.03		0.21	JCT US 64B	9,900	IILE	24	1	10		83	1	0	3								
U064	51-44	S 01.03		0.00	JCT US 64B	9,900	IILE	24	1	10		80	1	0	3								
U064	51-44	X 01.21		0		9,900	UP-H					AD	0	3									
U064	51-44	X 01.23		0		9,900	UPHP					SD	0	3	02	2	6		31			2,280	
S016	51-45	00.00	6.99		JCT US 62 US 64	1,600	DHDB	24	1	4		74	1	0	4							0	
U062	51-47	N 00.00		0.00	N. 11TH STREET	14,600	LLOE	24	1	10		79	1	0	3								
U062	51-47	S 00.00		1.50	N. 11TH STREET	14,600	IILH	24	1	10		59	1	0	3	24	4	3	7	08		3,847	
U062	51-47	N 01.50		0.00	0.10 MIS. W. US 62B	15,900	LLOE	24	1	10		80	1	0	3								
U062	51-47	S 01.50		0.90	0.10 MIS. W. US 62B	15,900	IILH	24	1	10		59	1	0	3	24	4	3	7	08		2,312	
U062	51-47	X 01.55		43		15,900	BXUF				HS	NR	0	3	24	2	2		33			870	
U062	51-47	N 02.40		0.00	JCT US 62B SOUTH	15,900	LLOE	24	1	10		83	1	0	3								

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Muskogee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	51-47	S 02.40		0.10	JCT US 62B SOUTH	15,900	LL0E	24	1	10		91	1	0	3								
U062	51-47	N 02.50		0.00	0.25 MIS. E. US 62B	15,900	LL0E	24	1	10		80	1	0	3								
U062	51-47	S 02.50		0.25	0.25 MIS. E. US 62B	15,900	IILH	24	1	10		86	1	0	3								
U062	51-47	X 02.54		34		15,900	BXUF					HS	NR		0	3							
U062	51-47	N 02.75		0.00	0.52 MIS. E. US 62B	16,800	LL0E	24	1	10		79	1	0	3								
U062	51-47	S 02.75		0.27	END RAILROAD BRIDGE	16,800	IILH	24	1	10		82	1	0	3								
U062	51-47	N X 02.92		374		16,800	OP-R					43	SD		0	3	24	2	4		31	6,370	
U062	51-47	S X 02.92		375		16,800	OP-R					27	SD		0	3	24	2	4		31	6,387	
U062	51-47	N 03.02		0.30	0.18 MIS. W. SH 16N	21,000	LL0E	24	1	10		79	1	0	3								
U062	51-47	S 03.02		0.00	0.18 MIS. W. SH 16N	21,000	LL0Q	24	1	10		89	1	0	3								
U062	51-47	N 03.32		0.08	0.10 MIS. W. SH 16N	25,700	LL0H	24	1	10		82	1	0	3								
U062	51-47	S 03.32		0.00	0.10 MIS. W. SH 16N	25,700	LL0Q	24	1	10		88	1	0	3								
U062	51-47	N 03.40		0.10	JCT SH 16	25,700	LL0Q	24	1	10		84	1	0	3								
U062	51-47	S 03.40		0.00	JCT SH 16	25,700	LL0Q	24	1	10		88	1	0	3							19,786	
S016	51-49	00.00		0.04	0.04 MIS. N. US 62	5,500	LL0E	50	4			86	1	0	4								
S016	51-49	00.04		0.07	0.11 MIS. N. US 62	5,600	IILE	50	4			86	1	0	4								
S016	51-49	00.11		1.04	1.15 MIS. N. US 62	5,600	LL0E	50	4			89	1	0	4								
S016	51-49	01.15		1.44	LVE MUSKOGEE UC/L	5,600	IIOE	24	1	8		76	1	0	4								
S016	51-49	X 01.59		921		5,600	BRDG					36	AD		0	4							
S016	51-49	02.59	0.42		WAGONER CO LINE	5,200	IIOE	24	1	8		83	1	0	5							0	
S104	51-50	00.00	HASKELL	0.36	LEAVE HASKELL C/L	890	IHDB	24	2	4		59	1	0	5	13	2	0	3	02		441	
S104	51-50	00.36	0.72		SURFACE TYPE CHANGE	1,400	IHDB	24	3	4		59	1	0	5	13	2	0	3	02		844	
S104	51-50	X 00.36	25		SURFACE TYPE CHANGE	1,400	BRDG					17	AD		0	5							
S104	51-50	01.08	0.59		BEG ARKANSAS BRIDGE	800	IIIE	24	3	6		59	1	0	5	13	2	0	3	02		687	
S104	51-50	X 01.13	40			800	BXUF					HS	NR		0	5							
S104	51-50	01.67	0.41		WAGONER COUNTY LINE	800	DIIE	24	3	6		59	1	0	5	13	2	0	3	02		483	
S104	51-50	X 01.75	2178			800	BRDG					36	AD		0	5						2,455	
U062B	51-51	00.00	MUSKOGEE	0.47	M.L. KING STREET	14,900	IIHA	56	4			70	1	0	3								
U062B	51-51	00.47		0.27	WIDTH CHANGE IOLA ST	15,400	IILH	66	4			72	1	0	3								
U062B	51-51	E 00.74		0.93	JCT US 62	15,000	IILH	24	1	10		76	1	0	3								
U062B	51-51	W 00.74		0.00	JCT US 62	15,000	IILH	24	1	10		76	1	0	3								
U062B	51-51	X 01.53		26		15,000	BXUF					HS	NR		0	3						0	
S071	51-52	00.00	5.96		JCT SH 2	560	IIDB	24	3	5		81	1	0	5								
S071	51-52	X 00.74	48			560	BXUF					HS	NR		0	5							
S071	51-52	X 04.55	23			560	BXUF					HS	NR		0	5							
S071	51-52	X 04.97	23			560	BXUF					HS	NR		0	5						0	
S165	51-53	N 00.00		0.30	CHEROKEE DRIVE	12,300	HH0F	24	1	10		59	1	0	3	02	2	0	3	02		664	
S165	51-53	S 00.00		0.00	CHEROKEE DRIVE	12,300	HH0F	24	1	10		59	1	0	3	02	2	0	3	02			
S165	51-53	N 00.30		0.53	0.83 MIS. E. US 64B	11,400	HHHF	24	1	10		85	1	0	3								
S165	51-53	S 00.30		0.00	0.83 MIS. E. US 64B	11,400	HHHF	24	1	10		85	1	0	3								
S165	51-53	X 00.59		0		11,400	UP-P					AD			0	3							
S165	51-53	N 00.83		0.50	GULICK ST	12,200	HHHF	24	1	10		85	1	0	3								
S165	51-53	S 00.83		0.00	GULICK ST	12,200	HHHF	24	1	10		85	1	0	3								
S165	51-53	X 01.10		64		12,200	BXUF					HS	NR		0	3							
S165	51-53	N 01.33		0.96	LEV MUSKOGEE YORK ST	7,500	LL0E	24	1	10		96	1	0	3								

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S165	51-53	S 01.33		0.00	LEV MUSKOGEE YORK ST	7,500	LL0E	24	1	10		96	1	0	3										
S165	51-53	X 01.45		48		7,500	BXUF				HS	NR		0	3										
S165	51-53	N X 01.64		352		7,500	BRDG				35	AD		0	3										
S165	51-53	S X 01.64		352		7,500	BRDG				35	AD		0	3										
S165	51-53	N 02.29	1.95		HANCOCK RD	8,200	LL0E	24	1	10		96	1	0	3										
S165	51-53	S 02.29	0.00		HANCOCK RD	8,200	LL0E	24	1	10		96	1	0	3										
S165	51-53	X 02.99	26			8,200	BXUF				HS	NR		0	3										
S165	51-53	E X 04.12	252			8,200	OP-H				76	FO		0	3	02	4	5		31			2,537		
S165	51-53	N 04.24		0.20	MUSKOGEE TP NB GORE	8,200	LL0E	24	1	10		92	1	0	3										
S165	51-53	S 04.24		0.00	MUSKOGEE TP NB GORE	8,200	LL0E	24	1	10		93	1	0	3										
S165	51-53	E X 04.24		163	MUSKOGEE TP NB GORE	8,200	OP-H				43	FO		0	3	02	4	5		31			1,414		
S165	51-53	W X 04.24		148	MUSKOGEE TP NB GORE	8,200	OP-H				36	FO		0	3	02	4	5		31			1,633	6,248	
U064B	51-54	E 00.00		1.91	MADISON ST	9,800	DIHF	24	1	10		80	1	0	3										
U064B	51-54	W 00.00		0.00	MADISON ST	9,800	DIHF	24	1	10		80	1	0	3										
U064B	51-54	E X 00.51		197		9,800	OP-R				38	SD		0	3	02	4	4		31			2,328		
U064B	51-54	W X 00.51		197		9,800	OP-R				38	AD		0	3										
U064B	51-54	X 01.47		75		9,800	BXUF				HS	NR		0	3										
U064B	51-54	01.91		0.14	SHLDR CHNG KALAMAZOO	10,800	LL0H	48	5	10		76	1	0	3										
U064B	51-54	02.05		0.54	SURF CHANGE	14,600	LL0H	67	4			75	1	0	3										
U064B	51-54	02.59		0.17	JCT US 62B	14,600	IIHH	56	4			71	1	0	3										2,328
S010A	51-55	00.00	0.84		SEQUOYAH CO LINE	1,300	DHDB	22	3	2		59	1	0	5	11	2	0	4	03			1,906	1,906	
U069	51-56	E 00.00	0.00		OKTAHA RD	15,300	IILF	24	1	10		59	1	1	3	02	2	0	4	02					
U069	51-56	W 00.00	1.76		OKTAHA RD	15,300	IILF	24	1	10		59	1	1	3	02	2	0	4	02			4,008		
U069	51-56	E X 00.83	183			15,300	BRDG				36	AD		1	3										
U069	51-56	W X 00.83	183			15,300	BRDG				36	AD		1	3										
U069	51-56	E 01.76	0.34		2.10 MI N MCTOSH CO/	15,300	SSLF	24	1	10		59	1	1	3	02	2	0	4	02			778		
U069	51-56	W 01.76	0.00		2.10 MI N MCTOSH CO/	15,300	IILF	24	1	10		59	1	1	3	02	2	0	4	02					
U069	51-56	E 02.10	0.00		2.31 MI N MCTOSH CO/	15,300	SSLF	24	1	10		59	1	1	3	02	2	0	4	02					
U069	51-56	W 02.10	0.21		2.31 MI N MCTOSH CO/	15,300	LL0F	24	1	10		59	1	1	3	02	2	0	4	02			486		
U069	51-56	E 02.31	1.22		3.53 MI N MCTOSH CO/	17,100	SSLF	24	1	10		80	1	1	3										
U069	51-56	W 02.31	0.00		3.53 MI N MCTOSH CO/	17,100	LL0F	24	1	10		80	1	1	3										
U069	51-56	X 03.08	0			17,100	UP-H					AD		1	3										
U069	51-56	E 03.53	0.80		WAINWRIGHT RD	16,800	LL0F	24	1	10		80	1	1	3										
U069	51-56	W 03.53	0.00		WAINWRIGHT RD	16,800	LL0F	24	1	10		80	1	1	3										
U069	51-56	X 03.96	25			16,800	BXUF				HS	NR		1	3										
U069	51-56	X 04.22	0			16,800	UP-H					AD		1	3										
U069	51-56	E 04.33	3.30		5.24 MIS. S. US 64	15,400	LL0F	24	1	10		84	1	1	3										
U069	51-56	W 04.33	0.00		5.24 MIS. S. US 64	15,400	LL0F	24	1	10		80	1	1	3										
U069	51-56	X 05.33	0			15,400	UP-H					AD		1	3										
U069	51-56	X 06.26	40			15,400	BXUF				HS	NR		1	3										
U069	51-56	E 07.63	2.57		OLD US 69 (ATR)	16,200	LL0F	24	1	10		84	1	1	3										
U069	51-56	W 07.63	0.00		OLD US 69 (ATR)	16,200	LL0F	24	1	10		84	1	1	3										
U069	51-56	X 07.70	33			16,200	BXUF				HS	NR		1	3										
U069	51-56	X 08.40	33			16,200	BXUF				HS	NR		1	3										
U069	51-56	X 08.67	0			16,200	UP-H					AD		1	3										

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069	51-56	E	10.20		.34 MI N OLD U69 ATR	18,100	LLOF	24	1	10		89	1	1	3								
U069	51-56	W	10.20		.34 MI N OLD U69 ATR	18,100	LLOF	24	1	10		89	1	1	3								
U069	51-56	E	10.54		BEG MUSKOGEE U/L	17,400	IILH	24	1	10		79	1	1	3								
U069	51-56	W	10.54			17,400	LLOF	24	1	10		86	1	1	3								
U069	51-56	X	10.92			17,400	BXUF				HS	NR		1	3								
U069	51-56	X	11.61			17,400	BXUF				HS	NR		1	3								
U069	51-56	E	11.87		0.53 MIS. S. US 64E	17,400	IILH	24	1	10		79	1	1	3								
U069	51-56	W	11.87			17,400	LLOF	24	1	10		88	1	1	3								
U069	51-56	E	12.34		0.39 MIS. S. US 64E	17,400	LLOT	24	1	10		59	1	1	3	02	2	0	4	02		316	
U069	51-56	W	12.34		0.39 MIS. S. US 64E	17,400	LLOT	24	1	10		87	1	1	3								
U069	51-56	E	12.48		ENTER MUSKOGEE C/L	17,400	LLOT	24	1	10		92	1	1	3								
U069	51-56	W	12.48		ENTER MUSKOGEE C/L	17,400	LLOT	24	1	10		92	1	1	3								
U069	51-56	E	12.62	0.25	JCT US 64	16,900	LLOT	24	1	10		92	1	1	3								
U069	51-56	W	12.62	0.00	JCT US 64	16,900	LLOT	24	1	10		92	1	1	3								
U069	51-56	E X	12.70	183		16,900	OP-H				46	AD		1	3								
U069	51-56	W X	12.70	183		16,900	OP-H				46	AD		1	3								
U069	51-56	X	12.83	33		16,900	BXUF				HS	NR		1	3								
U069	51-56	E	12.87		0.10 MIS. N. US 64E	16,900	LLOT	24	1	10		92	1	1	3								
U069	51-56	W	12.87		0.10 MIS. N. US 64E	16,900	LLOT	24	1	10		92	1	1	3								
U069	51-56	E	12.97		0.48 MIS. N. US 64E	16,800	LLOT	24	1	10		59	1	1	3	02	2	0	4	02		816	
U069	51-56	W	12.97		0.48 MIS. N. US 64E	16,800	LLOT	24	1	10		82	1	1	3								
U069	51-56	E	13.35		ENT MUSKOGEE C/L	19,500	IILH	24	1	10		59	1	1	3	02	2	0	4	02		1,092	
U069	51-56	W	13.35		ENT MUSKOGEE C/L	19,500	LLOF	24	1	10		78	1	1	3								
U069	51-56	E	13.86	0.22	1.21 MIS. N. US 64	20,500	IILH	24	1	10		59	1	1	3	02	2	0	4	02		463	
U069	51-56	W	13.86	0.00	1.21 MIS. N. US 64	20,500	LLOF	24	1	10		79	1	1	3								
U069	51-56	E	14.08	0.00	RAMONA DRIVE	22,500	IILH	24	1	10		59	1	1	3	02	2	0	4	02			
U069	51-56	W	14.08	0.19	RAMONA DRIVE	22,500	LLOF	24	1	10		76	1	1	3								
U069	51-56	X	14.18	42		22,500	BXUF				HS	NR		1	3								
U069	51-56	E	14.27	0.58	BORDER AVE	22,500	IILH	24	1	10		29	1	1	3	02	2	0	4	02		1,238	
U069	51-56	W	14.27	0.00	BORDER AVE	22,500	IILH	24	1	10		31	1	1	3	02	2	0	4	02			
U069	51-56	X	14.70	0		22,500	UP-R					AD		1	3	02	4	5		31		1,095	
U069	51-56	E	14.85	0.00	ESTELLA AVE	24,600	IILH	24	4			59	1	1	3	25	2	0	6	08			
U069	51-56	W	14.85	0.33	ESTELLA AVE	24,600	IILH	24	4			59	1	1	3	25	4	0	6	08		584	
U069	51-56	E	15.18	0.59	COLUMBUS AVE	24,600	IILH	32	4			59	1	1	3	25	4	0	7	08		1,251	
U069	51-56	W	15.18	0.00	COLUMBUS AVE	24,600	IILH	32	4			59	1	1	3	25	4	0	7	08			
U069	51-56	E	15.77	0.10	JCT US 62 WEST	24,600	LLOE	38	4			92	1	1	3								
U069	51-56	W	15.77	0.00	JCT US 62 WEST	24,600	LLOE	38	4			92	1	1	3								12,127
S100	51-59		00.00	0.09	ENT WEBBER FALLS C/L	1,700	LLOE	24	1	10		81	1	0	5								
S100	51-59	X	00.00	219	ENT WEBBER FALLS C/L	1,700	OP-H				32	AD		0	5								
S100	51-59		00.09	WEBBERS	0.10	LEV WEBBER FALLS C/L	1,700	LLOE	24	1	10		83	1	0	5							
S100	51-59		00.19	1.41	ENT WEBBER FALLS C/L	1,900	LLOE	24	1	10		83	1	0	5								
S100	51-59		01.60		0.13	JCT US 64	1,900	LLOE	24	1	10		83	1	0	5							
S100	51-59		01.73		0.77	WEBBERS FALLS TC	2,000	LLOE	24	1	10		83	1	0	5							
S100	51-59	X	02.26	22		2,000	BXUF				HS	NR		0	5								
S100	51-59		02.50		0.20	STANDWAITE ST	3,400	LLOE	24	1	10		83	1	0	5							

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Commissioner District 1

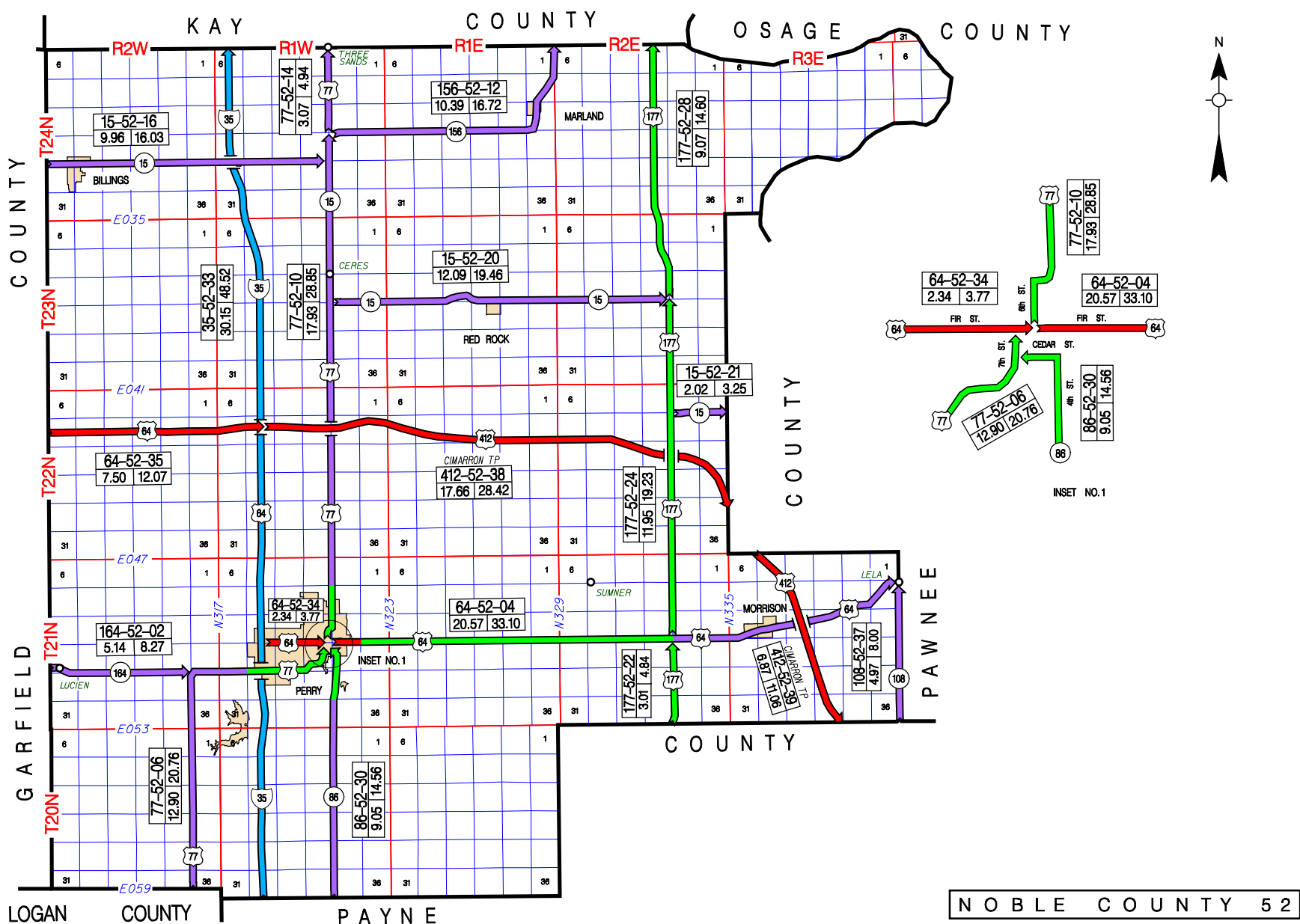
Muskogee County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S100	51-59	02.70		0.23	LEV WEBBER FALLS C/L	4,300	LL0E	24	1	10		81	1	0	5								
S100	51-59	02.93	0.44		SEQUOYAH CO LINE	4,300	LL0E	24	1	10		77	1	0	5								
S100	51-59	X 03.00	1928			4,300	BRDG			26		AD	0	5								0	
S165	51-60	E 00.00		0.96	END JCT TURNPIKE	17,900	LL0E	24	1	10		82	1	1	2								
S165	51-60	W 00.00		0.00	END JCT TURNPIKE	17,900	LL0E	24	1	10		83	1	1	2							0	
S162	51-61	00.00	1.31		TC TAFT	590	DHHE	22	0			56	1	0	5	10	2	0	3	02	1,527		
S162	51-61	01.31	0.01		1.32 N US 62	530	DHHE	22	0			59	1	0	5	10	2	0	3	02	6	1,533	
S165	51-64	E 00.00		2.81	JCT US 62	17,400	LL0E	24	1	10		83	1	1	2								
S165	51-64	W 00.00		0.00	JCT US 62	17,400	LL0E	24	1	10		83	1	1	2								
S165	51-64	E X 00.71		130		17,400	OP-H					37	SD	1	2	02	4	6		31		2,083	
S165	51-64	W X 00.71		130		17,400	OP-H					37	SD	1	2	02	4	6		31		2,083	
S165	51-64	X 00.81		23		17,400	BXUF					HS	NR	1	2								
S165	51-64	X 01.72		0		17,400	UPHP					FO	1	2	02	4	6		31		2,586		
S165	51-64	X 01.74		0		17,400	UPHP					FO	1	2	02	4	6		31		2,586		
S165	51-64	X 01.95		26		17,400	BXUF					HS	NR	1	2								
S165	51-64	X 02.32		0		17,400	UPHP					FO	1	2	02	4	5		31		4,914		
S165	51-64	X 02.37		0		17,400	UP-R					AD	1	2									
S165	51-64	X 02.78		0		17,400	UP-H					AD	1	2									
S165	51-64	X 02.80		0		17,400	UP-H					AD	1	2								14,252	
U062B	51-66	00.00		0.06	SURF CHANGE 31ST ST	10,500	LL0B	52	4			88	1	0	3								
U062B	51-66	00.06		0.11	WIDTH CHANGE 29TH ST	10,500	HHLE	42	4			78	1	0	3								
U062B	51-66	00.17		0.58	WIDTH CHANGE JCT ST	10,500	LL0T	52	4			90	1	0	3								
U062B	51-66	00.75		0.39	WIDTH CHANGE 12TH ST	11,000	SHJA	52	4			71	1	0	3								
U062B	51-66	01.14		0.56	5TH ST TC MUSKOGEE	12,400	SHJA	50	4			71	1	0	3								
U062B	51-66	01.70		0.09	WIDTH CHANGE 4TH ST	15,100	IHJA	70	4			80	1	0	3								
U062B	51-66	01.79		0.18	JCT US 64B	15,100	IHJA	56	4			73	1	0	3							0	
County Total			149.92	52.60	202.50																161,995	87,792	249,787

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- NOBLE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5202	SH 164	5.14	GARFIELD COUNTY LINE	EASTERLY	JCT. US 77 W. OF PERRY	
5204	US 64	20.57	JCT. US 77(6TH ST & FIR ST)IN PERRY	EASTERLY	JCT SH 108	REINVENTORIED 2006 (20.47 MI. BEFORE)
5206	US 77	12.90	LOGAN COUNTY LINE	NORTHERLY & EASTERLY	JCT. US 64(FIR ST & 7TH ST)IN PERRY	
5210	US 77	17.93	JCT. US 64(FIR ST & 6TH ST)IN PERRY	NORTHERLY	JCT. SH 156, W. OF MARLAND (S. LEG)	
5212	SH 156	10.39	JCT. US 77, W. OF MARLAND (S. LEG)	NORTHEASTERLY	KAY COUNTY LINE	
5214	US 77	3.07	JCT. SH 156, W. OF MARLAND	NORTHERLY	KAY COUNTY LINE	
5216	SH 15	9.96	GARFIELD COUNTY LINE	EASTERLY	JCT. US 77 W. OF MARLAND	
5220	SH 15	12.09	JCT. US 77 W. OF RED ROCK	EASTERLY	JCT. US 177 E. OF RED ROCK	
5221	SH 15	2.02	JCT. US 177	EASTERLY	PAWNEE COUNTY LINE	
5222	US 177	3.01	PAYNE COUNTY LINE	NORTHERLY	JCT. US 64, W. OF MORRISON	
5224	US 177	11.95	JCT. US 64, W. OF MORRISON	NORTHERLY	JCT. SH 15 W. & E. OF RED ROCK	
5228	US 177	9.07	JCT. SH 15 W. & E. OF RED ROCK	NORTHERLY	KAY COUNTY LINE	
5230	SH 86	9.05	PAYNE COUNTY LINE	NORTHERLY	JCT. US 77(7TH & CEDAR ST)IN PERRY	
5233	IS 35	30.15	PAYNE COUNTY LINE (N. END STR.)	NORTHERLY	KAY COUNTY LINE	
5234	US 64	2.34	JCT. I-35 IN PERRY (W. SIDE STR.)	EASTERLY	JCT. US 77(6TH ST & FIR ST)IN PERRY	
5235	US 64	7.50	GARFIELD COUNTY LINE	EASTERLY	JCT. I-35 N. OF PERRY (E. SIDE STR.)	
5237	SH 108	4.97	PAYNE COUNTY LINE	NORTHERLY	JCT. US 64 AT LELA	
5238	US 412	17.66	JCT. I-35 (E. SIDE STR.)	EASTERLY	PAWNEE COUNTY LINE	CIMARRON T.P.
5239	US 412	6.87	PAWNEE COUNTY LINE	SOUTHEASTERLY	PAYNE COUNTY LINE	CIMARRON T.P.

196.64 TOTAL COUNTY MILEAGE



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Noble County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S164	52-02	00.00	0.30		730	IIOE	24	1	4		95	1	0	5									
S164	52-02	X 00.12	165		730	BRDG				22	AD		0	5									
S164	52-02	00.30	4.84		720	DILA	18	3	4		59	1	0	5	10	2	0	2	01		3,362		
S164	52-02	X 01.30	32		720	BRDG				16	FO		0	5	10	2	2					1,120	
S164	52-02	X 01.47	0		720	UP-R					NA		0	5	10	2	3					1,792	
S164	52-02	X 02.87	30		720	BXUF					HS	NR		0	5								
S164	52-02	X 03.54	21		720	BXBR					HS	AD		0	5								6,274
U064	52-04	00.00	PERRY	0.22	4,100	DLLA	40	4			91	1	0	3									
U064	52-04	00.22		0.44	4,000	DLLA	24	3	9		74	1	0	3	29	2	0	8	08		1,682		
U064	52-04	X 00.58		131	4,000	BRDG					HS	AD		0	3								
U064	52-04	00.66	0.51		4,000	DLLA	24	3	6		72	1	0	3	29	2	0	7	08		1,881		
U064	52-04	01.17	6.25		3,500	IRLA	24	3	3		61	1	0	4	05	2	0	3	02		12,824		
U064	52-04	X 03.11	21		3,500	BXBR					HS	AD		0	4								
U064	52-04	X 03.63	26		3,500	BXBR					HS	AD		0	4								
U064	52-04	X 04.93	21		3,500	BXBR					HS	AD		0	4								
U064	52-04	07.42	4.73		2,600	IHLA	24	3	4		60	1	0	4	05	2	0	3	02		9,711		
U064	52-04	X 07.59	111		2,600	BRDG					HS	SD		0	4	05	2	1	31			1,563	
U064	52-04	X 10.96	32		2,600	BXBR					HS	AD		0	4								
U064	52-04	12.15	1.00		2,900	DHLA	24	3	5		66	1	0	5	08	2	0	3	02		2,044		
U064	52-04	X 12.53	22		2,900	BXBR					HS	AD		0	5								
U064	52-04	13.15	MORRISON	1.49	3,200	DHLA	24	3	5		65	1	0	5	08	2	0	3	02		3,061		
U064	52-04	14.64		0.55	3,200	DHLA	24	3	6		65	1	0	5	08	2	0	3	02		1,130		
U064	52-04	15.19		0.49	3,300	DHLA	24	3	6		70	1	0	5									
U064	52-04	15.68	0.90		3,300	DHLA	24	3	6		70	1	0	5									
U064	52-04	X 16.19	257		3,300	OP-H				14	SD		0	5	30	2	5		50				
U064	52-04	N 16.58	0.15		3,300	LL0A	24	1	10		92	1	0	5									
U064	52-04	S 16.58	0.00		3,300	LL0A	24	1	10		92	1	0	5									
U064	52-04	X 16.66	351		3,300	UP-H					AD		0	5									
U064	52-04	N 16.73	0.23		1,800	LL0A	24	1	10		89	1	0	5									
U064	52-04	S 16.73	0.00		1,800	LL0A	24	1	10		87	1	0	5									
U064	52-04	16.96	3.26		1,900	DHLA	24	3	4		74	1	0	5									
U064	52-04	X 19.04	172		1,900	BRDG				13	SD		0	5	08	2	1		50				
U064	52-04	20.22	0.35		1,800	LL0H	24	1	10		93	1	0	5									
U064	52-04	X 20.36	55		1,800	BXBR					HS	AD		0	5								33,896
U077	52-06	00.00	1.54		690	IILA	24	3	5		77	1	0	5									
U077	52-06	01.54	6.11		580	IILA	24	3	5		77	1	0	5									
U077	52-06	X 02.28	32		580	BXBR					HS	AD		0	5								
U077	52-06	X 03.97	47		580	BXBR					HS	AD		0	5								
U077	52-06	07.65	1.82		1,600	IHLA	24	1	10		80	1	0	5									
U077	52-06	09.47	0.36		1,400	IHLA	24	1	10		86	1	0	4									
U077	52-06	E 09.83	0.14		1,400	IHHF	24	1	10		89	1	0	4									
U077	52-06	W 09.83	0.00		1,400	IHHF	24	1	10		89	1	0	4									
U077	52-06	X 09.95	173		1,400	OP-H				20	SD		0	4	09	2	5		31			3,044	
U077	52-06	E 09.97		0.15	1,700	HHOF	24	1	10		86	1	0	4									
U077	52-06	W 09.97		0.00	1,700	HHOF	24	1	10		86	1	0	4									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	52-06	10.12		0.85	LEAVE PERRY C/L	1,700	HHLA	24	1	10		84	1	0	4								
U077	52-06	10.97	0.25		1.68 MIS S. US 64	1,900	HHLA	24	1	10		88	1	0	4								
U077	52-06	11.22	0.93		ENTER PERRY C/L	2,000	IILA	24	1	10		82	1	0	4								
U077	52-06	12.15		0.38	WIDTH CHANGE	2,000	IILA	24	1	10		81	1	0	4								
U077	52-06	X 12.39		40		2,000	BXUF					HS	NR		0	4							
U077	52-06	12.53		0.12	JCT SH 86 TC	4,400	IILA	65	4			90	1	0	4								
U077	52-06	12.65		0.08	WIDTH CHANGE	6,500	IILA	78	4			82	1	0	4								
U077	52-06	12.73		0.17	JCT US 64	6,500	IILA	66	4			82	1	0	4							3,044	
U077	52-10	00.00		0.42	KAW STREET	3,700	HHLA	39	4			84	1	0	4								
U077	52-10	00.42		0.10	5TH STREET	2,700	DHLA	24	3	8		68	1	0	4	30	2	0	6	08		369	
U077	52-10	00.52		0.62	WAKEFIELD RD	2,200	DHLA	24	3	6		73	1	0	4								
U077	52-10	X 01.12		37		2,200	BXBR					HS	AD		0	4							
U077	52-10	01.14		0.22	LEAVE PERRY C/L	930	DHLA	24	3	4		83	1	0	4								
U077	52-10	01.36	0.78		LV PERRY UL-LARIAT R	880	DHLA	24	3	4		87	1	0	4								
U077	52-10	02.14	5.48		JCT CIMARRON TURNPIK	930	DHLA	24	3	4		83	1	0	5								
U077	52-10	X 04.00	164			930	BRDG					HS	SD		0	5	13	2	1	31		1,869	
U077	52-10	X 07.61	100			930	UP-H					AD			0	5							
U077	52-10	07.62	4.43		JCT SH 15 EAST	610	DILA	22	3	5		82	1	0	5								
U077	52-10	X 07.77	21			610	BXBR					HS	AD		0	5							
U077	52-10	X 10.07	25			610	BXBR					HS	AD		0	5							
U077	52-10	X 10.98	114			610	BRDG					HS	SD		0	5	13	2	1	31		1,570	
U077	52-10	X 11.15	242			610	BRDG					HS	SD		0	5	13	2	1	50			
U077	52-10	X 11.45	353			610	BRDG					26	SD		0	5	13	2	1	50			
U077	52-10	X 11.69	164			610	BRDG					14	SD		0	5	13	2	1	50			
U077	52-10	12.05	1.10		3.89 MIS S. SH 15W	670	DILA	24	3	5		80	1	0	5								
U077	52-10	13.15	0.63		3.26 MIS S. SH 15W	530	DILA	24	3	4		80	1	0	5								
U077	52-10	13.78	2.37		0.89 MIS S. SH 15W	580	DILA	24	3	4		82	1	0	5								
U077	52-10	X 13.81	21			580	BXBR					HS	AD		0	5							
U077	52-10	16.15	0.89		JCT SH 15 WEST	680	DILA	24	3	4		81	1	0	5								
U077	52-10	17.04	0.89		JCT SH 156 & US 77	630	DILA	24	3	4		83	1	0	5							3,808	
S156	52-12	00.00	6.02		WALNUT CREEK	380	LLOA	24	3	5		74	1	0	5								
S156	52-12	X 00.24	21			380	BXBR					HS	AD		0	5							
S156	52-12	X 02.67	21			380	BXBR					HS	AD		0	5							
S156	52-12	X 04.36	21			380	BXUF					HS	NR		0	5							
S156	52-12	06.02	1.53		ENTER MARLAND C/L	380	IILA	24	3	5		65	1	0	5	10	2	0	2	01		1,063	
S156	52-12	X 06.24	21			380	BXBR					HS	AD		0	5							
S156	52-12	07.55	MARLAND	0.17	1ST STREET	420	IILA	24	3	5		67	1	0	5	10	2	0	2	01		120	
S156	52-12	07.72		0.14	TC MARLAND 3RD ST	580	IIKA	24	1	5		82	1	0	5								
S156	52-12	07.86		0.08	WIDTH CHANGE	750	IIKA	56	4			83	1	0	5								
S156	52-12	07.94		0.26	LEAVE MARLAND C/L 8T	850	IILA	24	3	4		79	1	0	5								
S156	52-12	08.20	2.19		KAY CO LINE	870	IILA	24	3	5		76	1	0	5								
S156	52-12	X 09.58	35			870	BRDG					16	SD		0	5	09	2	1	31		1,120	
U077	52-14	00.00	1.10		1.97 S. KAY CO/L E03	450	DILA	24	3	4		89	1	0	5								
U077	52-14	01.10	1.97		KAY CO LINE	420	IILA	22	3	4		88	1	0	5							0	
S015	52-16	00.00	0.71		ENT BILLINGS C/L	640	DILA	24	3	4		82	1	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S015	52-16	00.71	BILLINGS	0.26	CENTRAL ST TC	680	DILA	24	3	4	75	1	0	5									
S015	52-16	00.97		0.54	1.51 MI E GARFLD CO/	820	DHLA	24	3	4	74	1	0	5									
S015	52-16	01.51		4.83	0.20 MIS. W. I-35	830	DHLA	24	3	4	81	1	0	5									
S015	52-16	X 02.65		62		830	BRDG				20	SD	0	5	09	2	2		31		1,200		
S015	52-16	X 02.86		76		830	BRDG				HS	SD	0	5	09	2	1		31		1,317		
S015	52-16	X 03.07		21		830	BXBR				HS	SD	0	5	09	2	2		31		644		
S015	52-16	X 05.56		32		830	BXBR				HS	AD	0	5									
S015	52-16	X 05.70		32		830	BXBR				HS	AD	0	5									
S015	52-16	06.34		0.16	JCT I 35	900	LLOH	24	1	5	91	1	0	5									
S015	52-16	06.50		0.15	0.15 E I 35	540	LLOH	24	1	5	91	1	0	5									
S015	52-16	X 06.60		178		540	OP-H				20	SD	0	5	10	2	2		31		1,972		
S015	52-16	06.65		0.15	LEAVE BILLINGS C/L	460	DHLA	24	3	4	76	1	0	5									
S015	52-16	06.80	3.16		JCT US 77	420	DHLA	24	3	4	79	1	0	5									
S015	52-16	X 06.84		26		420	BXBR				HS	AD	0	5									
S015	52-16	X 07.10		32		420	BXBR				HS	AD	0	5									
S015	52-16	X 08.10		21		420	BXBR				HS	AD	0	5									
S015	52-16	X 08.39		21		420	BXBR				HS	SD	0	5	10	2	2		33		644	5,777	
S015	52-20	00.00	6.11		5.98 W US 177 TC	580	DHDD	20	3	5	72	1	0	5									
S015	52-20	X 00.66		110		580	BRDG				29	AD	0	5									
S015	52-20	X 01.90		32		580	BXBR				HS	AD	0	5									
S015	52-20	X 02.16		32		580	BXBR				HS	AD	0	5									
S015	52-20	X 03.28		27		580	BXBR				HS	AD	0	5									
S015	52-20	X 03.44		26		580	BXBR				HS	AD	0	5									
S015	52-20	X 05.03		326		580	BRDG				18	SD	0	5	10	2	1		31		2,556		
S015	52-20	06.11		0.11	0.07 MIS. E. ATSF RR	1,200	DHDD	24	3	3	86	1	0	5									
S015	52-20	06.22		0.46	5.21 MIS. W. US 177	840	II0E	24	1	8	94	1	0	5									
S015	52-20	X 06.32		122		840	BRDG				24	AD	0	5									
S015	52-20	06.68		3.73	1.68 MIS. W. US 177	840	DHDD	24	3	3	80	1	0	5									
S015	52-20	X 08.34		21		840	BXBR				HS	AD	0	5									
S015	52-20	X 08.55		32		840	BXBR				HS	AD	0	5									
S015	52-20	10.41		0.51	1.17 MIS. W. US 177	840	II0E	24	1	8	95	1	0	5									
S015	52-20	X 10.50		32		840	BXUF				HS	NR	0	5									
S015	52-20	X 10.62		122		840	BRDG				24	AD	0	5									
S015	52-20	10.92		1.17	JCT US 177	840	DHDD	24	3	3	80	1	0	5									
S015	52-20	X 11.75		32		840	BXBR				HS	AD	0	5								2,556	
S015	52-21	00.00	2.02		PAWNEE CO LINE	880	IIHF	24	1	6	89	1	0	5									
S015	52-21	X 00.94		34		880	BXUF				HS	NR	0	5								0	
U177	52-22	00.00	3.01		JCT US 64	6,500	IIHA	24	1	8	85	1	0	4									
U177	52-22	X 02.90		21		6,500	BXUF				HS	NR	0	4								0	
U177	52-24	00.00	6.16		0.29 S CIMARRON TP	2,900	IILA	24	3	7	84	1	0	4									
U177	52-24	X 01.48		54		2,900	BXBR				HS	AD	0	4									
U177	52-24	X 02.01		151		2,900	BRDG				HS	SD	0	4	05	2	1		50				
U177	52-24	X 02.23		405		2,900	BRDG				24	SD	0	4	05	2	1		50				
U177	52-24	X 02.41		281		2,900	BRDG				28	SD	0	4	05	2	1		50				
U177	52-24	06.16	0.29		JCT TURNPIKE CIMARRO	3,200	IILH	24	1	10	97	1	0	4									

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U177	52-24	X 06.41	207			3,200	OP-H				36	FO		0	4	05	2	6	31			1,929	
U177	52-24	06.45	0.30		0.30 N CIMARRON TP	4,000	IILH	24	1	10		97	1	0	4								
U177	52-24	06.75	0.75		NEEDS STUDY BREAK	4,500	IILA	24	1	8		82	1	0	4								
U177	52-24	07.50	0.29		JCT SH 15 EAST	4,600	IEHF	24	1	10		90	1	0	4								
U177	52-24	07.79	1.27		1.27 MIS. N. SH 15E	5,400	IEHF	24	1	10		86	1	0	4								
U177	52-24	X 07.94	32			5,400	BXUF				HS	NR		0	4								
U177	52-24	09.06	0.46		1.73 MIS. N. SH 15E	5,000	IELA	24	1	8		84	1	0	4								
U177	52-24	09.52	0.12		1.85 MIS. N. SH 15E	4,400	IELA	24	1	8		85	1	0	4								
U177	52-24	09.64	1.58		0.83 MIS. S. SH 15W	4,400	IELA	24	1	8		86	1	0	4								
U177	52-24	11.22	0.45		0.28 MIS. S. SH 15W	4,400	IHHF	24	1	10		90	1	0	4								
U177	52-24	X 11.50	220			4,400	OP-R				36	AD		0	4								
U177	52-24	11.67	0.28		JCT SH 15 WEST	4,400	IEHF	24	1	8		85	1	0	4							1,929	
U177	52-28	00.00	1.00		1.00 MIS. N. SH 15	6,400	IIHF	24	1	8		89	1	0	4								
U177	52-28	X 00.00	22		1.00 MIS. N. SH 15	6,400	BXUF				HS	NR		0	4								
U177	52-28	X 00.42	76			6,400	BXBR				HS	AD		0	4								
U177	52-28	01.00	0.22		1.22 MIS. N. SH 15	4,000	IILA	24	1	8		89	1	0	4								
U177	52-28	01.22	0.62		1.84 MIS N. SH 15	4,000	IILA	24	1	8		89	1	0	4								
U177	52-28	01.84	0.84		2.68 MIS N. SH 15	4,000	IIOE	24	1	8		89	1	0	4								
U177	52-28	X 02.15	453			4,000	BRDG				45	AD		0	4								
U177	52-28	X 02.31	272			4,000	BRDG				45	AD		0	4								
U177	52-28	02.68	3.88		2.51 MIS S. KAY CO/L	4,000	IILA	24	1	8		93	1	0	4								
U177	52-28	06.56	0.60		1.91 MIS S. KAY CO/L	4,100	IILA	24	1	8		92	1	0	4								
U177	52-28	07.16	0.41		1.50 MIS. S. KAY CO/	5,800	IIIE	24	1	8		92	1	0	4								
U177	52-28	07.57	1.50		KAY COUNTY LINE	5,300	IIOE	24	1	8		92	1	0	4								
U177	52-28	X 07.78	1353			5,300	BRDG				29	AD		0	4								
U177	52-28	X 08.24	423			5,300	BRDG				29	AD		0	4								
U177	52-28	X 08.78	423			5,300	BRDG				29	AD		0	4							0	
S086	52-30	00.00	3.00		6.05 MI S US 77	1,400	IIDL	24	3	2		74	1	0	5								
S086	52-30	03.00	2.36		3.69 MI S US 77	1,400	IIDL	24	3	2		75	1	0	5								
S086	52-30	05.36	1.59		ENTER PERRY U/L	1,600	IIDL	24	3	2		69	1	0	5	08	2	0	3	01		2,276	
S086	52-30	X 06.16	30			1,600	BXBR				HS	AD		0	5								
S086	52-30	06.95	1.44		8.39 MIS N PAYNE CO/	1,500	IIDL	24	3	2		66	1	0	4	09	2	0	3	01		1,711	
S086	52-30	X 08.15	21			1,500	BXUF				HS	NR		0	4								
S086	52-30	08.39	0.07		ENTER PERRY C/L	1,500	IHDL	24	3	2		83	1	0	4								
S086	52-30	08.46		0.30	0.16 S 6TH ST	2,300	IHDL	24	3	2		73	1	0	4								
S086	52-30	X 08.71		109		2,300	BRDG				19	SD		0	4	08	2	1		31		2,341	
S086	52-30	08.76		0.16	WIDTH CHANGE 6TH ST	3,300	IHJA	60	4			83	1	0	4								
S086	52-30	08.92		0.13	JCT US 77	4,000	IHJA	72	4			86	1	0	4							6,328	
I035	52-33	E 00.00	1.48		SURFACE CHANGE	15,900	LL0E	24	1	10		95	1	1	1								
I035	52-33	W 00.00	0.00		SURFACE CHANGE	15,900	LL0E	24	1	10		95	1	1	1								
I035	52-33	X 00.51	21			15,900	BXUF				HS	NR		1	1								
I035	52-33	E 01.48	0.00		0.35 MIS. S. US 77	16,300	IEHE	24	1	10		90	1	1	1								
I035	52-33	W 01.48	6.16		0.35 MIS. S. US 77	16,300	IEHE	24	1	10		90	1	1	1								
I035	52-33	X 01.65	38			16,300	BXUF				HS	NR		1	1								
I035	52-33	E X 02.97	102			16,300	OP-H				36	AD		1	1								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	52-33	W X 02.97	102			16,300	OP-H				36	AD	1	1									
I035	52-33	X 03.98	0			16,300	UP-H					FO	1	1	01	6	5			31			1,929
I035	52-33	E X 04.65	244			16,300	OP-R				HS	AD	1	1									
I035	52-33	W X 04.65	244			16,300	OP-R				HS	AD	1	1									
I035	52-33	X 04.98	0			16,300	UP-H					FO	1	1	01	6	5			31			1,929
I035	52-33	X 05.99	0			16,300	UP-H					FO	1	1	01	6	5			31			1,929
I035	52-33	E X 06.35	276			16,300	BRDG				44	AD	1	1									
I035	52-33	W X 06.35	276			16,300	BRDG				44	AD	1	1									
I035	52-33	X 06.98	0			16,300	UP-H					FO	1	1	01	6	5			31			1,929
I035	52-33	E 07.64	0.35		JCT US 77 AT PERRY C	16,300	PIHE	24	1	10		94	1	1	1								
I035	52-33	W 07.64	0.00		JCT US 77 AT PERRY C	16,300	PIHE	24	1	10		94	1	1	1								
I035	52-33	E 07.99		1.00	JCT US 64 E-LEV U/L	16,600	PRHE	24	1	10		93	1	1	1								
I035	52-33	W 07.99		0.00	JCT US 64 E-LEV U/L	16,600	PRHE	24	1	10		93	1	1	1								
I035	52-33	X 07.99		0	JCT US 64 E-LEV U/L	16,600	UP-H					SD	1	1	01	6	6			31			3,044
I035	52-33	E X 08.69		133		16,600	OP-R				39	AD	1	1									
I035	52-33	W X 08.69		133		16,600	OP-R				39	AD	1	1									
I035	52-33	E X 08.98		151		16,600	OP-H				36	SD	1	1	01	6	6			31			2,083
I035	52-33	W X 08.98		151		16,600	OP-H				36	SD	1	1	01	6	6			31			2,083
I035	52-33	E 08.99		0.52	LVE PERRY C/L	16,600	PRHF	24	1	10		93	1	1	1								
I035	52-33	W 08.99		0.00	LVE PERRY C/L	16,600	PRHF	24	1	10		93	1	1	1								
I035	52-33	E 09.51	5.34		BEG PC CONC	16,700	PRHF	24	1	10		93	1	1	1								
I035	52-33	W 09.51	0.00		BEG PC CONC	16,700	PRHF	24	1	10		93	1	1	1								
I035	52-33	X 10.00	0			16,700	UP-H					AD	1	1									
I035	52-33	X 11.00	0			16,700	UP-H					FO	1	1	01	6	5			31			1,929
I035	52-33	E X 13.10	341			16,700	BRDG				20	AD	1	1									
I035	52-33	W X 13.10	341			16,700	BRDG				20	AD	1	1									
I035	52-33	X 13.50	0			16,700	UP-H					FO	1	1	01	6	5			31			1,929
I035	52-33	X 14.00	0			16,700	UP-H					AD	1	1									
I035	52-33	E 14.85	1.79		JCT US 64 CIMARRON T	17,600	LL0E	24	1	10		94	1	1	1								
I035	52-33	W 14.85	0.00		JCT US 64 CIMARRON T	17,600	LL0E	24	1	10		97	1	1	1								
I035	52-33	X 15.00	0			17,600	UP-H					AD	1	1									
I035	52-33	E X 16.00	152			17,600	OP-H				36	AD	1	1									
I035	52-33	W X 16.00	152			17,600	OP-H				36	AD	1	1									
I035	52-33	X 16.61	0			17,600	UP-H					AD	1	1									
I035	52-33	X 16.63	0			17,600	UP-H					AD	1	1									
I035	52-33	E 16.64	3.86		5.61 MIS. S SH-15	17,700	LL0E	24	1	10		97	1	1	1								
I035	52-33	W 16.64	0.00		5.61 MIS. S SH-15	17,700	LL0E	24	1	10		97	1	1	1								
I035	52-33	X 17.01	0			17,700	UP-H					AD	1	1									
I035	52-33	E X 18.98	102			17,700	OP-H				36	FO	1	1	01	6	5			31			1,361
I035	52-33	W X 18.98	102			17,700	OP-H				36	FO	1	1	01	6	5			31			1,361
I035	52-33	X 19.22	44			17,700	BXUF				HS	NR	1	1									
I035	52-33	X 19.98	0			17,700	UP-H					AD	1	1									
I035	52-33	E 20.50	5.19		0.42 MIS. S SH-15	17,700	TVLH	24	1	10		83	1	1	1								
I035	52-33	W 20.50	0.00		0.42 MIS. S SH-15	17,700	TVLH	24	1	10		83	1	1	1								
I035	52-33	X 20.81	63			17,700	BXUF				HS	NR	1	1									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total				
			Rural	Municipal																							
I035	52-33	X 20.98	0			17,700	UP-H				FO		1	1	01	6	5		31								
I035	52-33	X 21.02	21			17,700	BXUF				HS	NR	1	1	1												
I035	52-33	E X 21.44	228			17,700	BRDG				0	AD	1	1	1												
I035	52-33	W X 21.44	228			17,700	BRDG				0	AD	1	1	1												
I035	52-33	E X 21.82	330			17,700	BRDG				30	AD	1	1	1												
I035	52-33	W X 21.82	330			17,700	BRDG				30	AD	1	1	1												
I035	52-33	X 21.98	45			17,700	H-HW				HS	FO	1	1	01	6	2						1,017				
I035	52-33	X 23.01	0			17,700	UP-H				FO		1	1	01	6	5						31	1,929			
I035	52-33	X 23.43	46			17,700	BXUF				HS	NR	1	1	1												
I035	52-33	X 24.05	0			17,700	UP-H				FO		1	1	01	6	5							31	1,929		
I035	52-33	X 25.48	24			17,700	BXUF				HS	NR	1	1	1												
I035	52-33	E 25.69	0.42		JCT SH 15	15,200	IILH	24	1	10		91	1	1	1												
I035	52-33	W 25.69	0.00		JCT SH 15	15,200	IILH	24	1	10		91	1	1	1												
I035	52-33	E 26.11	0.52		3.52 MIS. S. KAY CO/	16,800	IILH	24	1	10		95	1	1	1												
I035	52-33	W 26.11	0.00		3.52 MIS. S. KAY CO/	16,800	IILH	24	1	10		95	1	1	1												
I035	52-33	X 26.11	0		3.52 MIS. S. KAY CO/	16,800	UP-H				SD		1	1	01	6	6							31	1,972		
I035	52-33	E 26.63	0.73		2.79 MIS. S. KAY CO/	16,800	LL0E	24	1	10		100	1	1	1												
I035	52-33	W 26.63	0.00		2.79 MIS. S. KAY CO/	16,800	LL0E	24	1	10		100	1	1	1												
I035	52-33	X 27.11	0			16,800	UP-H				FO		1	1	01	6	5								31	1,929	
I035	52-33	E 27.36	0.54		2.25 MIS. S. KAY CO/	16,800	LL0Q	24	1	10		100	1	1	1												
I035	52-33	W 27.36	0.00		2.25 MIS. S. KAY CO/	16,800	LL0Q	24	1	10		100	1	1	1												
I035	52-33	E 27.90	0.46		1.79 MIS. S. KAY CO/	16,800	LL0E	24	1	10		100	1	1	1												
I035	52-33	W 27.90	0.00		1.79 MIS. S. KAY CO/	16,800	LL0E	24	1	10		100	1	1	1												
I035	52-33	X 28.11	0			16,800	UP-H				FO		1	1	01	6	5								31	1,929	
I035	52-33	E 28.36	0.54		1.25 MIS. S. KAY CO/	16,800	LL0Q	24	1	10		100	1	1	1												
I035	52-33	W 28.36	0.00		1.25 MIS. S. KAY CO/	16,800	LL0Q	24	1	10		100	1	1	1												
I035	52-33	E 28.90	0.46		0.79 MIS. S. KAY CO/	16,800	LL0E	24	1	10		100	1	1	1												
I035	52-33	W 28.90	0.00		0.79 MIS. S. KAY CO/	16,800	LL0E	24	1	10		100	1	1	1												
I035	52-33	X 29.11	0			16,800	UP-H				FO		1	1	01	6	5								31	1,929	
I035	52-33	E 29.36	0.79		KAY CO LINE	16,800	LL0Q	24	1	10		100	1	1	1												
I035	52-33	W 29.36	0.00		KAY CO LINE	16,800	LL0Q	24	1	10		100	1	1	1											36,069	
U064	52-34	N 00.00		0.09	.09 MI. E. I-35	5,400	DHHF	24	1	10		92	1	0	3												
U064	52-34	S 00.00		0.00	.09 MI. E. I-35	5,400	DHHF	24	1	10		92	1	0	3												
U064	52-34	X 00.00		0	.09 MI. E. I-35	5,400	UP-H				SD		0	3	29	4	6								31	2,083	
U064	52-34	X 00.02		0		5,400	UP-H				SD		0	3	29	4	5									31	2,083
U064	52-34		0.09		.49 MI. E. I-35	4,500	DHHF	48	1	10		92	1	0	3												
U064	52-34	N 00.49		0.48	.97 MI. E. I-35	5,300	DHHF	24	1	10		92	1	0	3												
U064	52-34	S 00.49		0.00	.97 MI. E. I-35	5,300	DHHF	24	1	10		92	1	0	3												
U064	52-34		0.97		JCT US 77 SOUTH	6,000	DLLH	50	4			88	1	0	3												
U064	52-34		0.22		JCT US 77 NORTH	6,000	DLLA	40	4			89	1	0	3											4,166	
U064	52-35	N 00.00	0.00		0.78 MIS W. I-35	4,900	DVVT	24	1	10		96	1	1	3												
U064	52-35	S 00.00	6.72		0.78 MIS W. I-35	4,900	IIOE	24	1	10		90	1	1	3												
U064	52-35	X 04.18	40			4,900	BXUF				HS	NR	1	3													
U064	52-35	N 06.72	0.00		0.49 MIS W. I-35	4,500	DVVT	24	1	10		96	1	1	3												
U064	52-35	S 06.72	0.29		0.49 MIS W. I-35	4,500	IIOE	24	1	10		92	1	1	3												

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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December 31, 2008

Commissioner District 4

Noble County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands							
			Length (Rdy: Miles) (Br: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total					
			Rural	Municipal																								
U064	52-35	N	07.01	0.00		4,500	LL0H	24	1	10		91	1	1	3													
U064	52-35	S	07.01	0.49	I-35 EAST END OF STR	4,500	LL0H	24	1	10		90	1	1	3													
U064	52-35	N X	07.42	203		4,500	OP-H				36	AD		1	3													
U064	52-35	S X	07.42	202		4,500	OP-H				36	AD		1	3											0		
S108	52-37		00.00	4.97	JCT US 64	960	DHLO	24	6	8		87	1	0	5													
S108	52-37	X	03.67	21		960	BXUF				HS	NR		0	5											0		
U412	52-38	N	00.00	2.48	JCT US 77	4,500	LL0L	24	1	12		93	1	1	3													
U412	52-38	S	00.00	0.00	JCT US 77	4,500	LL0L	24	1	12		93	1	1	3													
U412	52-38	X	00.49	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	01.50	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	02.40	100		4,500	BRDG				36	AD		1	3													
U412	52-38	N	02.48	3.68	3.68 MIS. E. US 77	4,500	LL0L	24	1	12		93	1	1	3													
U412	52-38	S	02.48	0.00	3.68 MIS. E. US 77	4,500	LL0L	24	1	12		93	1	1	3													
U412	52-38	X	03.01	21		4,500	BXBR				HS	AD		1	3													
U412	52-38	X	03.54	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	03.83	101		4,500	BRDG				36	AD		1	3													
U412	52-38	X	04.56	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	05.61	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	N	06.16	8.56	JCT US 177	4,500	IILL	24	1	12		93	1	1	3													
U412	52-38	S	06.16	0.00	JCT US 177	4,500	IILL	24	1	12		93	1	1	3													
U412	52-38	X	07.64	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	08.63	281		4,500	H-HR				36	AD		1	3													
U412	52-38	X	10.62	22		4,500	OP-H				HS	AD		1	3													
U412	52-38	X	12.67	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	13.73	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	X	14.70	203		4,500	UP-H					FO		1	3	03	2	5				31						
U412	52-38	N	14.72	2.94	PAWNEE COUNTY LINE	5,200	IILL	24	1	12		92	1	1	3													
U412	52-38	S	14.72	0.00	PAWNEE COUNTY LINE	5,200	IILL	24	1	12		92	1	1	3										0			
U412	52-39	N	00.00	2.29	2.29 MI S OSAGE CO/L	5,200	IILL	24	1	12		92	1	1	3													
U412	52-39	S	00.00	0.00	2.29 MI S OSAGE CO/L	5,200	IILL	24	1	12		92	1	1	3													
U412	52-39	X	00.83	99		5,200	BRDG				25	AD		1	3													
U412	52-39	X	01.38	203		5,200	UP-H					AD		1	3													
U412	52-39	X	02.04	1000		5,200	BRDG				36	AD		1	3													
U412	52-39	N	02.29	0.72	JCT US 64	5,200	LL0L	24	1	12		92	1	1	3													
U412	52-39	S	02.29	0.00	JCT US 64	5,200	LL0L	24	1	12		92	1	1	3													
U412	52-39	X	02.39	20		5,200	OP-H				HS	AD		1	3													
U412	52-39	X	03.00	351		5,200	OP-H				36	AD		1	3													
U412	52-39	N	03.01	3.86	PAYNE COUNTY LINE	5,500	LL0L	24	1	12		92	1	1	3													
U412	52-39	S	03.01	0.00	PAYNE COUNTY LINE	5,500	LL0L	24	1	12		92	1	1	3													
U412	52-39	X	03.51	203		5,500	UP-H					FO		1	3	02	2	5				31						
U412	52-39	X	04.56	203		5,500	UP-H					FO		1	3	02	2	5				31						
U412	52-39	X	05.61	203		5,500	UP-H					FO		1	3	02	2	5				31						
U412	52-39	X	06.17	164		5,500	BRDG				36	AD		1	3													
U412	52-39	X	06.81	203		5,500	UP-H					FO		1	3	02	2	5				31			0			
County Total				179.15	17.49	196.60																				41,234	64,916	106,150

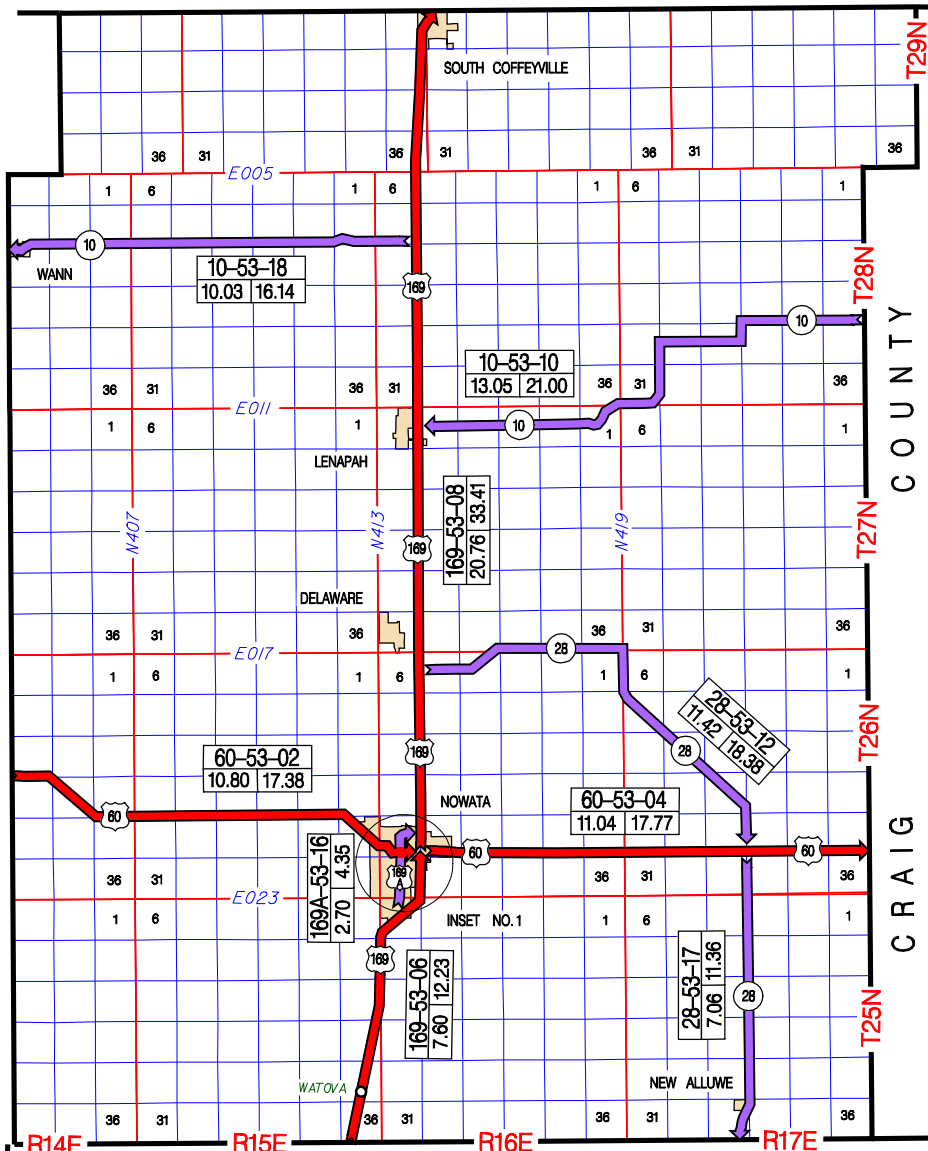
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- NOWATA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5302	US 60	10.80	WASHINGTON COUNTY LINE	EASTERLY	JCT. US 169(BETTAIN & CHEROKEE)IN NOWATA	
5304	US 60	11.04	JCT. US 169(BETTAIN & CHEROKEE)IN NOWATA	EASTERLY	CRAIG COUNTY LINE	
5306	US 169	7.60	ROGERS COUNTY LINE	NORTHERLY	JCT. US 60(CHEROKEE AVE & ASH ST)IN NOWATA	
5308	US 169	20.76	JCT. US 60(CHEROKEE & BETTAIN)IN NOWATA	NORTHERLY	KANSAS STATE LINE AT S. COFFEYVILLE,OK	
5310	SH 10	13.05	CRAIG COUNTY LINE	WESTERLY	JCT. US 169 E. OF LENAPAH	
5312	SH 28	11.42	JCT. US 169 S.E. OF DELAWARE	SOUTHEASTERLY	JCT. US 60 E. OF NOWATA	
5316	US 169A	2.70	JCT. US 169 S. OF NOWATA	NORTHERLY	JCT. US 169(BETTAIN ST)IN NOWATA	
5317	SH 28	7.06	JCT. US 60 E. OF NOWATA	SOUTHERLY	ROGERS COUNTY LINE	
5318	SH 10	10.03	JCT. US 169 N. OF LENAPAH	WESTERLY	WASHINGTON COUNTY LINE	

94.46 TOTAL COUNTY MILEAGE

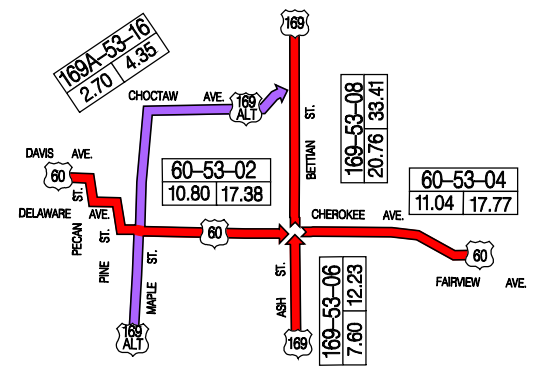
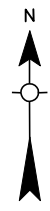
STATE OF KANSAS

WASHINGTON COUNTY



R14E R15E R16E R17E

ROGERS COUNTY CRAIG COUNTY



INSET NO. 1

NOWATA COUNTY 53

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 8

Nowata County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	53-02	00.00	1.50		3,900	IHHL	24	3	3		57	1	1	3	03	2	0	3	03	4,072			
U060	53-02	01.50	3.65		3,900	IHHL	24	3	3		61	1	1	3	03	2	0	3	02	7,420			
U060	53-02	05.15	1.25		4,000	IHHD	24	1	10		88	1	1	3									
U060	53-02	06.40	1.59		4,000	IHHL	24	3	3		60	1	1	3	03	2	0	3	02	3,318			
U060	53-02	07.99	1.33		3,900	IHHL	24	3	3		60	1	1	3	03	2	0	3	02	2,786			
U060	53-02	09.32	NOWATA	0.60	3,700	IHHL	24	3	3		75	1	1	3									
U060	53-02	09.92		0.20	4,100	IJJA	28	4			79	1	1	3									
U060	53-02	10.12		0.08	4,100	IJJA	36	4			79	1	1	3									
U060	53-02	10.20		0.07	4,100	IJJA	46	4			78	1	1	3									
U060	53-02	10.27		0.08	4,100	IJJA	70	4			78	1	1	3									
U060	53-02	10.35		0.28	4,100	IJJA	70	4			78	1	1	3									
U060	53-02	10.63		0.17	3,600	IJJA	45	4			78	1	1	3								17,596	
U060	53-04	00.00		0.25	4,400	IHDL	22	3	4		68	1	1	3	27	2	0	6	08	1,090			
U060	53-04	00.25		0.23	2,500	IHDE	24	3	2		74	1	1	3									
U060	53-04	00.48	2.42		2,300	IHDE	24	3	2		61	1	1	3	03	2	0	3	01	3,485			
U060	53-04	02.90	1.08		2,200	IHDD	24	1	7		68	1	1	3	03	2	0	3	02	2,191			
U060	53-04	X 03.82	724		2,200	BRDG				16	SD		1	3	03	2	1		31		4,427		
U060	53-04	03.98	1.44		1,700	IHDL	24	1	10		86	1	1	3									
U060	53-04	X 04.68	320		1,700	BRDG				34	AD		1	3									
U060	53-04	05.42	2.62		1,900	IHDB	24	1	6		78	1	1	3									
U060	53-04	X 07.94	42		1,900	BXUF				HS	NR		1	3									
U060	53-04	08.04	0.45		1,800	IHDB	24	1	6		86	1	1	3									
U060	53-04	08.49	0.43		1,800	IIOE	24	1	8		96	1	1	3									
U060	53-04	X 08.64	181		1,800	BRDG				23	AD		1	3									
U060	53-04	08.92	2.12		1,800	IHDB	24	1	6		82	1	1	3									
U060	53-04	X 10.20	33		1,800	BXUF				HS	NR		1	3								11,193	
U169	53-06	00.00	0.11		5,500	IILA	20	3	8		59	1	1	3	03	2	0	3	03	307			
U169	53-06	00.11	3.54		5,500	IIOE	24	1	8		94	1	1	3									
U169	53-06	X 02.90	34		5,500	BXUF				HS	NR		1	3									
U169	53-06	03.65	1.57		5,300	IIOE	24	1	8		90	1	1	3									
U169	53-06	X 04.30	150		5,300	BRDG				29	AD		1	3									
U169	53-06	X 05.01	152		5,300	BRDG				29	AD		1	3									
U169	53-06	05.22	0.22		2,300	IIOB	24	1	8		91	1	1	3									
U169	53-06	05.44	0.18		5,200	IIOB	24	1	8		94	1	1	3									
U169	53-06	X 05.60	255		5,200	OP-R				29	AD		1	3									
U169	53-06	05.62	0.25		5,000	IIOB	24	1	8		94	1	1	3									
U169	53-06	05.87		0.17	4,800	IIOB	24	1	8		94	1	1	3									
U169	53-06	06.04	0.40		4,600	IHLA	20	3	6		64	1	1	3	03	2	0	3	01	593			
U169	53-06	06.44	0.77		4,900	IHLA	20	3	6		63	1	1	3	27	2	0	7	08	3,060			
U169	53-06	07.21		0.25	6,900	IHLA	24	3	7		69	1	1	3	27	2	0	8	08	1,214			
U169	53-06	07.46		0.14	6,900	IHLA	24	1	6		79	1	1	3								5,174	
U169	53-08	00.00		0.47	6,900	IHLA	24	3	6		67	1	1	3	27	2	0	8	08	2,353			
U169	53-08	X 00.19		22	6,900	BXUF				HS	NR		1	3	27	4	2		33		644		
U169	53-08	00.47		0.08	5,800	IHLA	24	3	6		61	1	1	3	27	2	0	8	08	394			
U169	53-08	00.55	0.45		5,100	IHLA	24	3	4		77	1	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 8

Nowata County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U169	53-08	01.00	2.09		5,100	IHLA	24	3	4	75	1	1	3										
U169	53-08	E 03.09	1.15		5,000	IILH	24	1	10	93	1	1	3										
U169	53-08	W 03.09	0.00		5,000	IILH	24	1	10	91	1	1	3										
U169	53-08	E X 03.28	262		5,000	BRDG				32	FO		1	3	03	2	1		31		2,314		
U169	53-08	W X 03.28	262		5,000	BRDG				32	SD		1	3	03	2	1		31		2,314		
U169	53-08	X 03.57	23		5,000	BXUF				HS	NR		1	3									
U169	53-08	E 04.24	0.20		5,100	IILH	24	1	10	91	1	1	3										
U169	53-08	W 04.24	0.00		5,100	IILH	24	1	10	91	1	1	3										
U169	53-08	04.44	6.01		5,000	IIIE	24	1	10	96	1	1	3										
U169	53-08	X 05.86	23		5,000	BXUF				HS	NR		1	3									
U169	53-08	X 09.03	47		5,000	BXUF				HS	NR		1	3									
U169	53-08	10.45	4.51		5,000	IHHE	24	1	10	89	1	1	3										
U169	53-08	X 11.90	58		5,000	BXUF				HS	NR		1	3									
U169	53-08	X 13.23	263		5,000	BRDG				30	SD		1	3	03	2	1		31		2,318		
U169	53-08	X 13.67	48		5,000	BXUF				HS	NR		1	3									
U169	53-08	14.96	0.71		5,000	IHHE	24	1	10	89	1	1	3										
U169	53-08	15.67	4.08		5,600	IILH	24	1	10	91	1	1	3										
U169	53-08	X 17.22	181		5,600	BRDG				36	FO		1	3	03	2	1		31		3,396		
U169	53-08	X 17.29	131		5,600	BRDG				33	FO		1	3	03	2	1		31		2,929		
U169	53-08	X 18.54	34		5,600	BXUF				HS	NR		1	3									
U169	53-08	19.75	S. COFFE	1.01	6,300	IILH	24	1	10	93	1	1	3									16,662	
S010	53-10	00.00	1.00		220	IHHI	22	3	3	63	1	0	5	10	2	0	3	01				656	
S010	53-10	01.00	1.00		210	IHHL	22	3	3	66	1	0	5	10	2	0	3	01				656	
S010	53-10	02.00	5.75		320	IHHL	22	3	1	59	1	0	5	10	2	0	3	01				3,783	
S010	53-10	07.75	2.94		320	DHHL	22	3	1	61	1	0	5	10	2	0	3	01				1,935	
S010	53-10	X 08.66	193		320	BRDG				36	SD		0	5	10	2	1		31			2,012	
S010	53-10	X 10.48	451		320	BRDG				36	AD		0	5									
S010	53-10	10.69	2.36		790	DHHB	24	3	4	78	1	0	5										
S010	53-10	X 11.32	25		790	BXUF				HS	NR		0	5								9,042	
S028	53-12	00.00	2.15		970	IIDB	24	1	5	88	1	0	5										
S028	53-12	X 00.30	39		970	BXUF				HS	NR		0	5									
S028	53-12	X 00.91	586		970	BRDG				36	SD		0	5	13	2	1		31			3,690	
S028	53-12	X 01.60	23		970	BXUF				HS	NR		0	5									
S028	53-12	02.15	3.88		790	IIDB	24	3	3	83	1	0	5										
S028	53-12	06.03	1.42		440	IIDB	24	1	4	89	1	0	5										
S028	53-12	X 06.84	316		440	BRDG				35	SD		0	5	13	2	1		31			2,520	
S028	53-12	07.45	0.87		640	IIDB	24	1	4	85	1	0	5										
S028	53-12	08.32	3.10		640	IIDB	24	1	4	85	1	0	5										
S028	53-12	X 11.30	42		640	BXUF				HS	NR		0	5								6,210	
U169A	53-16	00.00	0.32		530	HHHE	22	3	1	78	1	0	5										
U169A	53-16	00.32	NOWATA	0.73	1,400	HHHE	22	3	2	61	1	0	5			30	2	0	6	08		2,232	
U169A	53-16	01.05		0.54	3,200	HHHE	22	3	2	61	1	0	5			30	2	0	6	08		1,929	
U169A	53-16	01.59		0.14	3,600	HHJA	30	4		78	1	0	5										
U169A	53-16	01.73		0.12	3,600	HHJA	48	4		81	1	0	5										
U169A	53-16	01.85		0.12	3,600	HHJA	55	4		81	1	0	5										

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Nowata County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U169A	53-16	01.97		0.13	WDTH CHNG SHAWNEE AV	2,800	HHJA	49	4		81	1	0	5									
U169A	53-16	02.10		0.13	WDTH CHNG CHOCTAW AV	2,800	HHJA	39	4		80	1	0	5									
U169A	53-16	02.23		0.47	JCT US 169	2,800	HHJA	18	3	4	45	1	0	5	30	2	0	6	08		1,714	5,875	
S028	53-17	00.00	6.20		ENT NEW ALLUWE C/L T	690	DHDB	24	1	7	86	1	0	5									
S028	53-17	X 01.28	209			690	BRDG				33	AD	0	5									
S028	53-17	X 03.42	209			690	BRDG				33	AD	0	5									
S028	53-17	X 03.78	34			690	BXUF				HS	NR	0	5									
S028	53-17	X 05.58	133			690	BRDG				32	SD	0	5	10	2	1		31		1,698		
S028	53-17	06.20	NEW ALLU	0.07	LEV NEW ALLUWE SEALS	680	DHDB	24	1	7	89	1	0	5									
S028	53-17	06.27	0.79		ROGERS CO LINE	910	DHDB	24	1	7	88	1	0	5								1,698	
S010	53-18	00.00	0.29		SURF CHANGE	1,200	IIDD	22	3	2	65	1	0	5	09	2	0	2	01		211		
S010	53-18	00.29	9.21		BEG WANN C/L	1,200	IHDD	22	3	3	59	1	0	5	09	2	0	3	03		16,082		
S010	53-18	X 02.00	42			1,200	BXUF				HS	NR	0	5	09	2	0	33			644		
S010	53-18	X 06.21	23			1,200	BXUF				HS	NR	0	5	09	2	0	33			644		
S010	53-18	09.50	WANN	0.21	WANN T.C. 2ND ST	1,200	IIDD	24	3	4	59	1	0	5	09	2	0	2	03		353		
S010	53-18	09.71	0.32		WASHINGTON CO. LINE	910	IIDD	24	3	3	59	1	0	5	09	2	0	2	03		549	18,483	
County Total			87.40	7.06	94.40																62,383	29,550	91,933

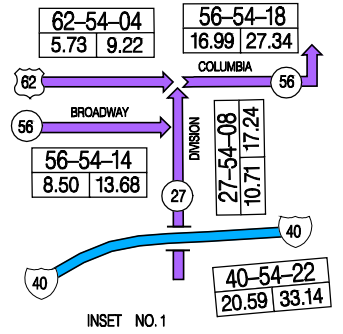
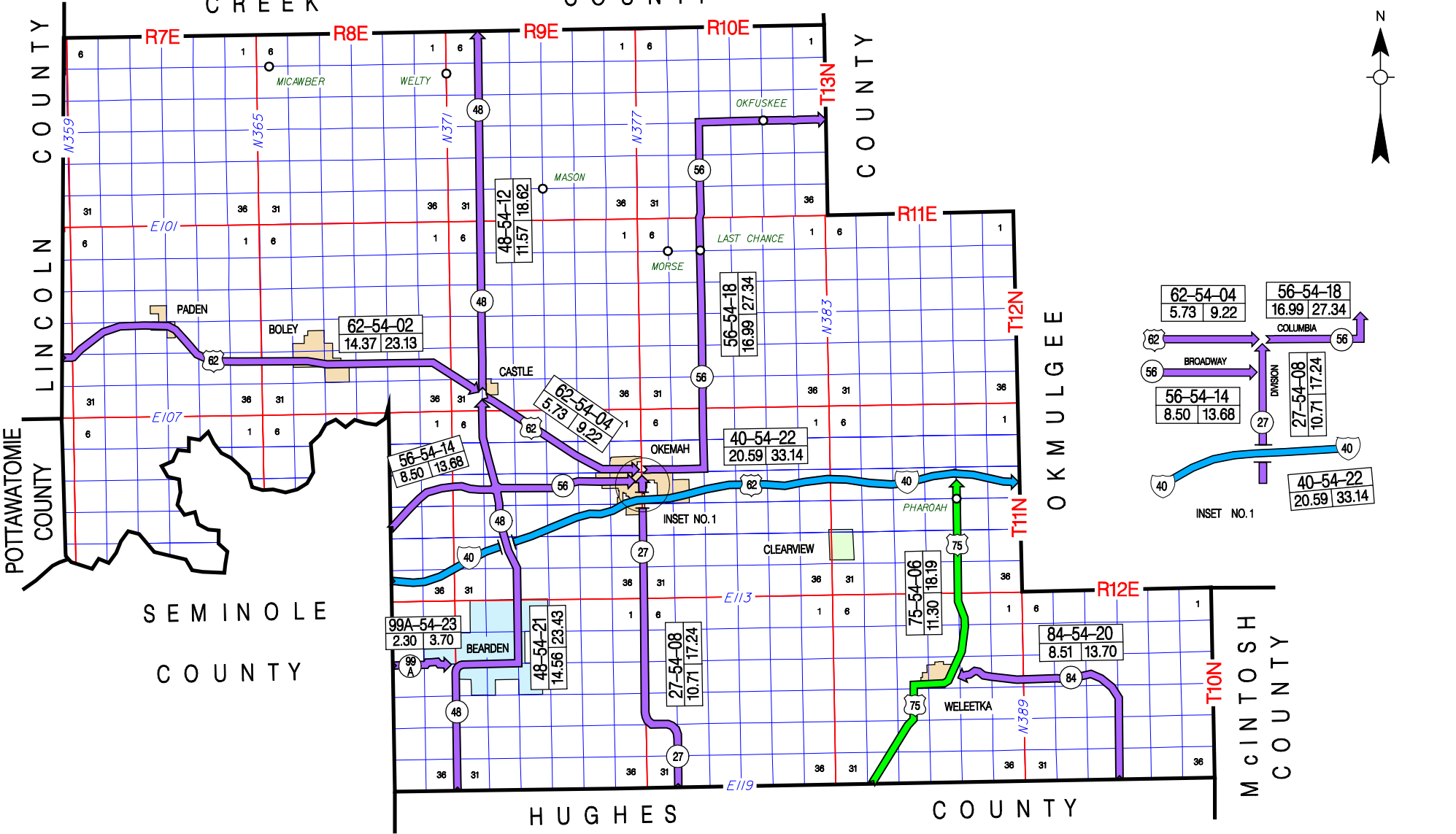
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- OKFUSKEE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5402	US 62	14.37	LINCOLN COUNTY LINE	EASTERLY	JCT. SH 48 W. OF CASTLE	
5404	US 62	5.73	JCT. SH 48 W. OF CASTLE	EASTERLY	JCT. SH 27(DIVISION & COLUMBIA)IN OKEMAH	
5406	US 75	11.30	HUGHES COUNTY LINE	NORTHERLY	JCT. I-40 N. OF PHAROAH (N. SIDE STR)	
5408	SH 27	10.71	HUGHES COUNTY LINE	NORTHERLY	JCT. US 62(COLUMBIA & DIVISION)IN OKEMAH	NEW ALIGNMENT (10.95 MILES BEFORE)
5412	SH 48	11.57	JCT. US 62 W. OF CASTLE	NORTHERLY	CREEK COUNTY LINE	
5414	SH 56	8.50	SEMINOLE COUNTY LINE	EASTERLY	JCT. SH 27(DIVISION & BROADWAY)IN OKEMAH	
5418	SH 56	16.99	JCT. SH 27(DIVISION & COLUMBIA)IN OKEMAH	NORTH & EASTERLY	OKMULGEE COUNTY LINE	
5420	SH 84	8.51	HUGHES COUNTY LINE	NORTH & WESTERLY	JCT. US 75 E. OF WELEETKA	
5421	SH 48	14.56	HUGHES COUNTY LINE	NORTHERLY	JCT. US 62 W. OF CASTLE	
5422	IS 40	20.59	SEMINOLE COUNTY LINE	NORTHEASTERLY	OKMULGEE COUNTY LINE	
5423	SH 99A	2.30	SEMINOLE COUNTY LINE	EASTERLY	JCT SH 48 W. OF BEARDEN (EAST END)	

125.13 TOTAL COUNTY MILEAGE

CREEK

COUNTY



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Okfuskee County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	54-02	00.00	3.11		ENTER PADEN C/L	2,400	LL0A	24	1	10		83	1	0	5								
U062	54-02	03.11	PADEN	0.07	PINE STREET	2,400	LL0A	24	1	10		95	1	0	5								
U062	54-02	03.18		0.36	TC WALNUT ST	2,400	LL0A	44	4			93	1	0	5								
U062	54-02	03.54		0.35	LEAVE PADEN C/L	1,900	LL0A	24	1	10		92	1	0	5								
U062	54-02	03.89	4.17		ENT BOLEY C/L	1,400	LL0A	24	1	10		79	1	0	5								
U062	54-02	08.06	BOLEY	0.47	CENTROID LOC-BOLEY T	1,300	LL0A	24	1	10		88	1	0	5								
U062	54-02	08.53		1.32	LEV BOLEY C/L	1,300	LL0A	24	1	10		81	1	0	5								
U062	54-02	09.85	4.52		JCT SH 48	1,600	LL0A	24	1	10		83	1	0	5								
U062	54-02	X 09.99	141			1,600	BRDG				22	SD	1	0	5	09	2	1		31		1,745	1,745
U062	54-04	00.00	0.30		CASTLE TC	2,000	LL0A	24	1	10		88	1	0	5								
U062	54-04	00.30	1.76		2.06 MIS E. SH 48N	2,200	LL0A	24	1	10		84	1	0	5								
U062	54-04	02.06	1.07		3.13 MIS E. SH 48	2,200	IHLA	24	3	8		80	1	0	5								
U062	54-04	03.13	1.48		ENTER OKEMAH C/L 16T	2,200	IHLA	24	3	8		79	1	0	5								
U062	54-04	X 03.17	23			2,200	BXBR				HS	FO	0	5	08	2	2		33			644	
U062	54-04	X 04.03	27			2,200	BXBR				HS	FO	0	5	08	2	2		31			644	
U062	54-04	X 04.08	26			2,200	BXBR				HS	FO	0	5	08	2	2		33			644	
U062	54-04	04.61	OKEMAH	0.69	WIDTH CHNG. 6TH ST	2,600	HHLA	44	4			59	1	0	5	30	2	0	7	08		2,381	
U062	54-04	05.30		0.28	LEAVE OKEMAH C/L 2ND	3,000	HHLA	26	4			59	1	0	5	30	2	0	7	08		1,205	
U062	54-04	05.58	0.15		JCT SH 27 SOUTH	3,000	HHLA	26	4			59	1	0	5	30	2	0	7	08		645	6,163
U075	54-06	00.00	3.65		3.65 N HUGHES CO LIN	1,200	DHLA	24	3	3		67	1	0	4	06	2	0	2	01		4,438	
U075	54-06	X 03.44	33			1,200	BXBR				HS	AD	0	4									
U075	54-06	03.65	0.09		ENTER WELEETKA C/L	1,500	DHHF	24	1	8		89	1	0	4								
U075	54-06	03.74	WELEETKA	0.10	BASE CHANGE	1,700	DHHF	24	1	8		89	1	0	4								
U075	54-06	X 03.74	141		BASE CHANGE	1,700	BRDG				41	SD	0	4	05	2	1		50				
U075	54-06	03.84		0.14	TC CHOCTAW	2,100	DHLA	24	1	8		84	1	0	4								
U075	54-06	03.98		0.22	WIDTH CHANGE SEMINOL	2,600	DHLA	60	4			85	1	0	4								
U075	54-06	04.20		0.30	LEAVE WELEETKA C/L	2,600	DHLA	24	3	6		69	1	0	4	30	2	0	7	08		1,316	
U075	54-06	04.50	0.07		JCT SH84	2,400	DHLA	24	3	6		61	1	0	4	30	2	0	7	08		314	
U075	54-06	04.57	0.07		ENTER WELEETKA C/L	2,100	DHLA	24	3	6		64	1	0	4	05	2	0	3	02		144	
U075	54-06	04.64		0.36	LEV WELEETKA C/L 3RD	2,100	DHLA	24	3	6		64	1	0	4	05	2	0	3	02		730	
U075	54-06	05.00	5.72		0.58 MIS. S. I-40	2,100	DHLA	24	3	6		64	1	0	4	05	2	0	3	02		11,710	
U075	54-06	X 09.59	26			2,100	BXUF				HS	NR	0	4									
U075	54-06	X 09.95	83			2,100	BRDG				HS	FO	0	4	05	2	1		31			1,399	
U075	54-06	X 10.00	23			2,100	BRDG				HS	FO	0	4	05	2	2		33			644	
U075	54-06	10.72	0.58		JCT I 40	2,100	DHLA	24	3	8		65	1	0	4	05	2	0	3	01		782	
U075	54-06	X 11.27	0			2,100	UP-H					AD	0	4									
U075	54-06	X 11.29	0			2,100	UP-H					AD	0	4									21,477
S027	54-08	00.00	1.46		1.46 MI N HUGHES CO/	810	IIIE	24	6	6		92	1	0	5								
S027	54-08	01.46	1.50		2.96 MI N HUGHES CO/	560	II0E	24	1	4		90	1	0	5								
S027	54-08	X 01.66	95			560	BRDG				27	AD	0	5									
S027	54-08	02.96	0.57		BEG SAB-154C(076)	940	IIDN	24	6	6		90	1	0	5								
S027	54-08	03.53	0.51		END SAB-154C(076)	940	II0E	24	1	4		100	1	0	5								
S027	54-08	X 03.98	942			940	BRDG				32	AD	0	5									
S027	54-08	04.04	4.64		1.07 MIS. S. I-40	1,600	II0E	24	3	6		82	1	0	5								
S027	54-08	X 05.36	26			1,600	BXUF				HS	NR	0	5									

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Okfuskee County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S027	54-08	08.68	0.50		0.57 MIS. S. I-40	1,400	IEDN	24	6	6	80	1	0	5									
S027	54-08	09.18	0.28		ENTER OKEMAH C/L	1,400	IEDN	24	1	8	86	1	0	5									
S027	54-08	09.46	OKEMAH	0.29	0.05 MIS. S. I-40	1,400	IEDN	24	1	8	85	1	0	5									
S027	54-08	X 09.73		64		1,400	BXBR				HS	AD	0	5									
S027	54-08	09.75		0.05	JCT I 40	1,400	HHHE	24	1	10	87	1	0	5									
S027	54-08	09.80		0.49	0.49 MIS. N. I-40	6,400	IIHE	24	1	10	80	1	0	5									
S027	54-08	X 10.05		0		6,400	UP-H				SD		0	5	07	2	6		31		1,361		
S027	54-08	X 10.07		0		6,400	UP-H				SD		0	5	07	2	6		31		1,361		
S027	54-08	10.29		0.09	0.58 MIS. N. I-40	6,400	IIHE	24	5	1	71	1	0	5									
S027	54-08	10.38		0.08	JCT SH 56	6,500	IIHE	52	4		88	1	0	5									
S027	54-08	10.46		0.25	JCT US 62 WEST	6,500	IIHE	52	4		84	1	0	5							2,722		
S048	54-12	00.00	11.57		CREEK CO LINE	1,500	IIDB	24	3	4	73	1	0	5									
S048	54-12	X 04.97	38			1,500	BXBR				HS	AD	0	5									
S048	54-12	X 05.98	141			1,500	BRDG			22	SD		0	5	09	2	1		31		1,745		
S048	54-12	X 06.43	123			1,500	BRDG			23	SD		0	5	09	2	1		31		1,639		
S048	54-12	X 10.86	121			1,500	BRDG			30	SD		0	5	09	2	1		31		1,627		
S048	54-12	X 11.09	481			1,500	BRDG			30	SD		0	5	09	2	1		31		3,114		
S048	54-12	X 11.26	285			1,500	BRDG			22	SD		0	5	09	2	1		31		2,404		
S056	54-14	00.00	1.62		SURFACE CHANGE	940	IHDN	20	3	4	70	1	0	5									
S056	54-14	01.62	1.86		00.40 MI WEST SH 48	940	IIHN	24	1	4	84	1	0	5									
S056	54-14	X 02.33	1501			940	BRDG				29	AD	0	5									
S056	54-14	X 03.34	211			940	BRDG				29	AD	0	5									
S056	54-14	03.48	0.40		JCT SH 48	940	IIDN	20	3	4	77	1	0	5									
S056	54-14	X 03.60	32			940	BXUF				HS	NR	0	5									
S056	54-14	03.88	3.36		ENTER OKEMAH C/L	1,100	IIDN	22	3	3	73	1	0	5									
S056	54-14	X 06.25	101			1,100	BRDG				29	AD	0	5									
S056	54-14	X 06.69	38			1,100	BXUF				HS	NR	0	5									
S056	54-14	07.24		0.47	11TH STREET	940	IIDN	22	3	3	72	1	0	5									
S056	54-14	07.71		0.05	WIDTH CHANGE	1,100	IIDN	22	3	4	72	1	0	5									
S056	54-14	07.76		0.18	WIDTH CHANGE 8TH ST	1,200	IHJO	36	4		84	1	0	5									
S056	54-14	07.94		0.15	WIDTH CHANGE 6TH ST	1,200	IHJO	46	4		84	1	0	5									
S056	54-14	08.09		0.09	TOWN CENTER	1,200	IHJO	59	4		90	1	0	5									
S056	54-14	08.18		0.32	SH 27	1,400	IHJO	59	4		91	1	0	5							0		
S056	54-18	00.00	1.92		1.92 E US 62	2,300	DHLA	24	3	6	69	1	0	5	08	2	0	1	01		2,292		
S056	54-18	01.92	2.53		4.45 MIS. NE. US 62	880	DHGA	20	3	3	64	1	0	5	10	2	0	3	01		1,742		
S056	54-18	04.45	0.74		5.19 MIS. NE. US 62	970	IIOE	24	1	8	92	1	0	5									
S056	54-18	X 04.64	99			970	BRDG				34	AD	0	5									
S056	54-18	05.19	2.91		8.10 MIS. NE. US 62	1,000	DHGA	20	3	3	71	1	0	5									
S056	54-18	08.10	0.25		8.35 MIS. NE. US 62	1,000	IIOE	24	1	8	96	1	0	5									
S056	54-18	X 08.21	73			1,000	BRDG				26	AD	0	5									
S056	54-18	08.35	8.64		OKMULGEE CO LINE	460	DHGA	20	3	3	66	1	0	5	10	2	0	3	01		5,955		
S056	54-18	X 15.64	125			460	BRDG				17	AD	0	5									
S056	54-18	X 15.78	253			460	BRDG				15	SD	0	5	10	2	1		50		9,989		
S084	54-20	00.00	3.66		SURF THICKNESS CHANG	1,200	DHHB	22	3	3	74	1	0	5									
S084	54-20	X 00.78	47			1,200	BXBR				HS	AD	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S084	54-20	X 01.37	321			1,200	BRDG			24	SD		0	5	09	2	1	31					
S084	54-20	X 01.62	503			1,200	BRDG			31	SD		0	5	09	2	1	31			2,537		
S084	54-20	X 03.58	151			1,200	BRDG			25	SD		0	5	09	2	1	31			3,236		
S084	54-20	03.66	4.85		JCT US 75	620	DHHB	22	3	3		74	1	0	5						1,799		
S084	54-20	X 04.58	26			620	BXBR				HS	AD		0	5								
S084	54-20	X 06.45	34			620	BXBR				HS	AD		0	5						7,572		
S048	54-21	00.00	3.50		ENT BEARDEN C/L	560	DHDN	22	3	4		81	1	0	5								
S048	54-21	03.50	BEARDEN	0.55	JCT SH 99A	630	DHDN	22	3	4		84	1	0	5								
S048	54-21	04.05		0.92	0.92 MIS. E. SH 99A	650	DHDN	22	3	3		82	1	0	5								
S048	54-21	04.97		2.98	LEAVE BEARDEN C/L	810	DHDL	24	3	2		77	1	0	5								
S048	54-21	X 07.77		592		810	BRDG				36	AD		0	5								
S048	54-21	07.95	0.77		1.01 S I 40	780	DHDL	24	3	2		77	1	0	5								
S048	54-21	08.72	1.01		JCT I-40	870	DHHE	24	1	4		85	1	0	5								
S048	54-21	09.73	1.78		JCT SH 56	880	TTHE	24	1	4		89	1	0	5								
S048	54-21	X 09.73	212		JCT SH 56	880	OP-H				35	SD		0	5	10	2	6	31		1,929		
S048	54-21	11.51	3.05		US 62	910	TTDB	24	3	4		82	1	0	5						1,929		
I040	54-22	N 00.00	3.95		JCT SH 48	15,100	IHHE	24	1	10		94	1	1	1								
I040	54-22	S 00.00	0.00		JCT SH 48	15,100	IHHE	24	1	10		93	1	1	1								
I040	54-22	N X 00.43	210			15,100	BRDG				29	AD		1	1								
I040	54-22	S X 00.43	210			15,100	BRDG				29	AD		1	1								
I040	54-22	X 01.00	0			15,100	UP-H					AD		1	1								
I040	54-22	N X 02.33	1667			15,100	BRDG				25	AD		1	1								
I040	54-22	S X 02.33	1667			15,100	BRDG				25	AD		1	1								
I040	54-22	N 03.95	3.54		1.00 MI W SH 27	15,200	IHHE	24	1	10		94	1	1	1								
I040	54-22	S 03.95	0.00		1.00 MI W SH 27	15,200	IHHE	24	1	10		92	1	1	1								
I040	54-22	X 03.95	0		1.00 MI W SH 27	15,200	UP-H					SD		1	1	01	6	5	31		1,929		
I040	54-22	N X 05.32	22			15,200	OP-H				HS	FO		1	1	01	6	5	31		644		
I040	54-22	S X 05.32	26			15,200	OP-H				HS	FO		1	1	01	6	5	31		644		
I040	54-22	N X 06.25	121			15,200	BRDG				38	AD		1	1								
I040	54-22	S X 06.25	121			15,200	BRDG				38	AD		1	1								
I040	54-22	N X 07.41	109			15,200	OP-H				36	FO		1	1	01	6	5	31		1,444		
I040	54-22	S X 07.41	109			15,200	OP-H				36	FO		1	1	01	6	5	31		1,444		
I040	54-22	N 07.49	0.00		ENTER OKEMAH C/L	15,600	HHHE	24	1	10		93	1	1	1								
I040	54-22	S 07.49	0.78		ENTER OKEMAH C/L	15,600	IHHE	24	1	10		94	1	1	1								
I040	54-22	N 08.27	OKEMAH	0.00	JCT SH 27	15,000	HHHE	24	1	10		94	1	1	1								
I040	54-22	S 08.27		0.22	JCT SH 27	15,000	IHHE	24	1	10		94	1	1	1								
I040	54-22	N X 08.48		109		15,000	OP-H				36	SD		1	1	01	3	5	31		1,361		
I040	54-22	S X 08.48		109		15,000	OP-H				36	SD		1	1	01	3	5	31		1,361		
I040	54-22	N 08.49		0.00	LEAVE OKEMAH C/L	15,700	HHHE	24	1	10		94	1	1	1								
I040	54-22	S 08.49		0.22	LEAVE OKEMAH C/L	15,700	IHHE	24	1	10		95	1	1	1								
I040	54-22	N 08.71	0.00		ENTER OKEMAH C/L	15,700	HHHE	24	1	10		94	1	1	1								
I040	54-22	S 08.71	0.52		ENTER OKEMAH C/L	15,700	IHHE	24	1	10		94	1	1	1								
I040	54-22	N 09.23		0.00	LEAVE OKEMAH C/L	15,800	HHHE	24	1	10		94	1	1	1								
I040	54-22	S 09.23		0.77	LEAVE OKEMAH C/L	15,800	IHHE	24	1	10		92	1	1	1								
I040	54-22	N 10.00	0.00		2.11 MIS E SH 27	17,300	HHHE	24	1	10		93	1	1	1								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 3

Okfuskee County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
I040	54-22	S	10.00	0.60		2.11 MIS E SH 27	PHHE	24	1	10		93	1	1	1									
I040	54-22	N	10.60	0.00		2.50 MIS E SH 27	IHHE	24	1	10		93	1	1	1									
I040	54-22	S	10.60	0.39		2.50 MIS E SH 27	IHHE	24	1	10		93	1	1	1									
I040	54-22	N	10.99	0.00		3.60 MIS E SH 27	IHHE	24	1	10		93	1	1	1									
I040	54-22	S	10.99	1.10		3.60 MIS E SH 27	IHHE	24	1	10		94	1	1	1									
I040	54-22	N X	11.52	102			OP-H					36	AD		1	1								
I040	54-22	S X	11.52	102			OP-H					36	AD		1	1								
I040	54-22	X	11.55	22			BXBR					HS	FO		1	1	01	3	2		33	644		
I040	54-22	N	12.09	1.71		5.31 MIS E SH 27	IHHE	24	1	10		94	1	1	1									
I040	54-22	S	12.09	0.00		5.31 MIS E SH 27	IHHE	24	1	10		93	1	1	1									
I040	54-22	X	12.19	23			BXUF					HS	NR		1	1								
I040	54-22	X	13.54	22			OP-H					HS	FO		1	1	01	6	5		33	682		
I040	54-22	N	13.80	4.30		0.48 MI W OF US 75	LL0E	24	1	10		95	1	1	1									
I040	54-22	S	13.80	0.00		0.48 MI W OF US 75	LL0E	24	1	10		93	1	1	1									
I040	54-22	X	14.54	0			UP-H					SD			1	1	01	6	6		31	1,929		
I040	54-22	N X	15.54	22			OP-H					HS	FO		1	1	01	6	5		33	644		
I040	54-22	S X	15.54	22			OP-H					HS	FO		1	1	01	6	5		33	644		
I040	54-22	X	16.98	42			BXUF					HS	NR		1	1								
I040	54-22	X	17.34	0			UP-H					AD			1	1								
I040	54-22	X	17.88	34			BXUF					HS	NR		1	1								
I040	54-22	N	18.10	0.48		JCT US 75	LL0E	24	1	10		93	1	1	1									
I040	54-22	S	18.10	0.00		JCT US 75	LL0E	24	1	10		93	1	1	1									
I040	54-22	N X	18.57	112			OP-H					36	AD		1	1								
I040	54-22	S X	18.57	112			OP-H					36	AD		1	1								
I040	54-22	N	18.58	2.01		OKMULGEE CO LINE ATR	IILL	24	1	10		86	1	1	1									
I040	54-22	S	18.58	0.00		OKMULGEE CO LINE ATR	IILL	24	1	10		83	1	1	1									
I040	54-22	N X	20.57	102			OP-H					36	SD		1	1	01	6	5		31	1,361		
I040	54-22	S X	20.57	102			OP-H					36	AD		1	1						14,731		
S099A	54-23		00.00	1.14		ENT BEARDEN C/L N370	HHDA	18	3	2		48	1	0	5	13	2	0	3	01		777		
S099A	54-23	X	00.84	24			BRDG					16	AD		0	5	13	2	2		50			
S099A	54-23		01.14	BEARDEN	1.16	JCT SH 48	HHDA	18	3	2		49	1	0	5	13	2	0	3	01		796		
S099A	54-23	X	01.96	24			BXUF					HS	NR		0	5						1,573		
County Total				111.14	13.99	125.10																35,227	43,203	78,430

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- OKLAHOMA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5504	US 62	18.65	JCT. I-35 & NE 23RD (E. SIDE STR.)	EASTERLY	LINCOLN COUNTY LINE	REINVENTORIED 2005 (18.82 MI. BEFORE)
5505	IS 44	4.69	JCT. I-240 (E. SIDE OF STR.)	NORTHERLY	JCT. I-40 (N. SIDE OF STR.)	LENGTH CORRECTED FROM 4.88 (2005)
5506	SH 66	5.60	CANADIAN COUNTY LINE	EASTERLY	JCT. I-44,(S. LN MERGE WITH E. BOUND I-44)	
5507	IS 44	10.93	JCT. I-40 (N. SIDE STRS.)	NORTH & EAST	JCT. I-35 (N. BOUND LANE MERGE)	LENGTH CORRECTED FROM 10.66 (2005)
5509	IS 35	13.12	JCT. I-44(N. BOUND GORE POINT)	NORTHERLY (TEST ROAD)	LOGAN COUNTY LINE (N. SIDE BRG.)	LENGTH CORRECTED FROM 13.37 (2005)
5510	SH 66	16.50	JCT. I-35 & US 77 E.IN EDMOND(E. SIDE STR)	EASTERLY	LINCOLN COUNTY LINE	
5515	IS 35	12.61	CLEVELAND COUNTY LINE (N. SIDE STR.)	NORTHERLY	JCT. I-44 (N. BOUND GORE PT.)	REALIGNMENT 2003 WAS 12.54
5532	SH 270	4.91	JCT. US 62 IN HARRAH (W. WYE LEG)	SOUTHEASTERLY	POTTAWATOMIE COUNTY LINE	
5536	SH 3	6.08	CANADIAN COUNTY LINE	SOUTHEASTERLY	JCT. SH 3A	
5542	IS 235	5.36	JCT I-35 (NORTHBOUND GORE PT.)	NORTHERLY	JCT. I-44 (N. END STR.)	
5552	SH 152	6.94	CANADIAN COUNTY LINE	NORTHEASTERLY	JCT. I 44 (SOUTHBOUND GORE POINT)	AGENDA ITEM 2006 - OLD MILEAGE 7.32
5563	SH 74	15.41	JCT I-44 (N.W. 39TH ST)	NORTHERLY	LOGAN COUNTY LINE	OFFSET ALIGNMENT 2006
5567	US 77	12.24	JCT. I-44 (N SIDE STR)	NORTHERLY & EASTERLY	JCT. I-35 IN EDMOND(E. SIDE STR)	
5568	IS 40	20.25	JCT. I-35(GORE PT. NE BOUND)	SOUTHEASTERLY	POTTAWATOMIE COUNTY LINE	REALIGNMENT 2003 WAS 19.67
5569	IS 40	10.45	CANADIAN COUNTY LINE	EASTERLY	JCT. I-35(E. BOUND MERGE W. I-35 E. BOUND)	
5569P	P & S	0.00	MAY AVE	EAST	JUST WEST OF WESTERN	
5570	IS 44	1.97	CLEVELAND COUNTY LINE (N. END STR.)	NORTHERLY	JCT. I-44 (N. BOUND GORE POINT)	LENGTH CORRECTED FROM 1.35 (2005)
5571	IS 240	16.50	JCT. I-44 (E. SIDE STR.)	EASTERLY	JCT. I-40(E. BOUND MERGE GORE POINT)	LENGTH CORRECTED FROM 16.28 (2005)
5576	IS 44	16.61	JCT. I-35 (E. SIDE STR.)	NORTHEAST (TOLL ROAD)	LINCOLN COUNTY LINE	TURNER T.P.
5580	SH	4.35	I - 235 (N. END STR) (P-LOTS CAPTIOL PARK)	NORTHERLY	JCT I-44 (N. BOUND GORE POINT)	
5586	TOLL RD	13.97	JCT. I 35 (EAST END OF STRUCTURE)	WESTWARD	CANADIAN COUNTY LINE	KILPATRICK T.P.
5587P	P & S	0.00	CANADIAN COUNTY LINE (PT. S. OUTER LOOP)	EAST AND SOUTH	CLEVELAND COUNTY LINE	
5588	SH 77H	0.97	CLEVELAND COUNTY LINE	NORTHERLY	JCT. I-240	

218.11 TOTAL COUNTY MILEAGE

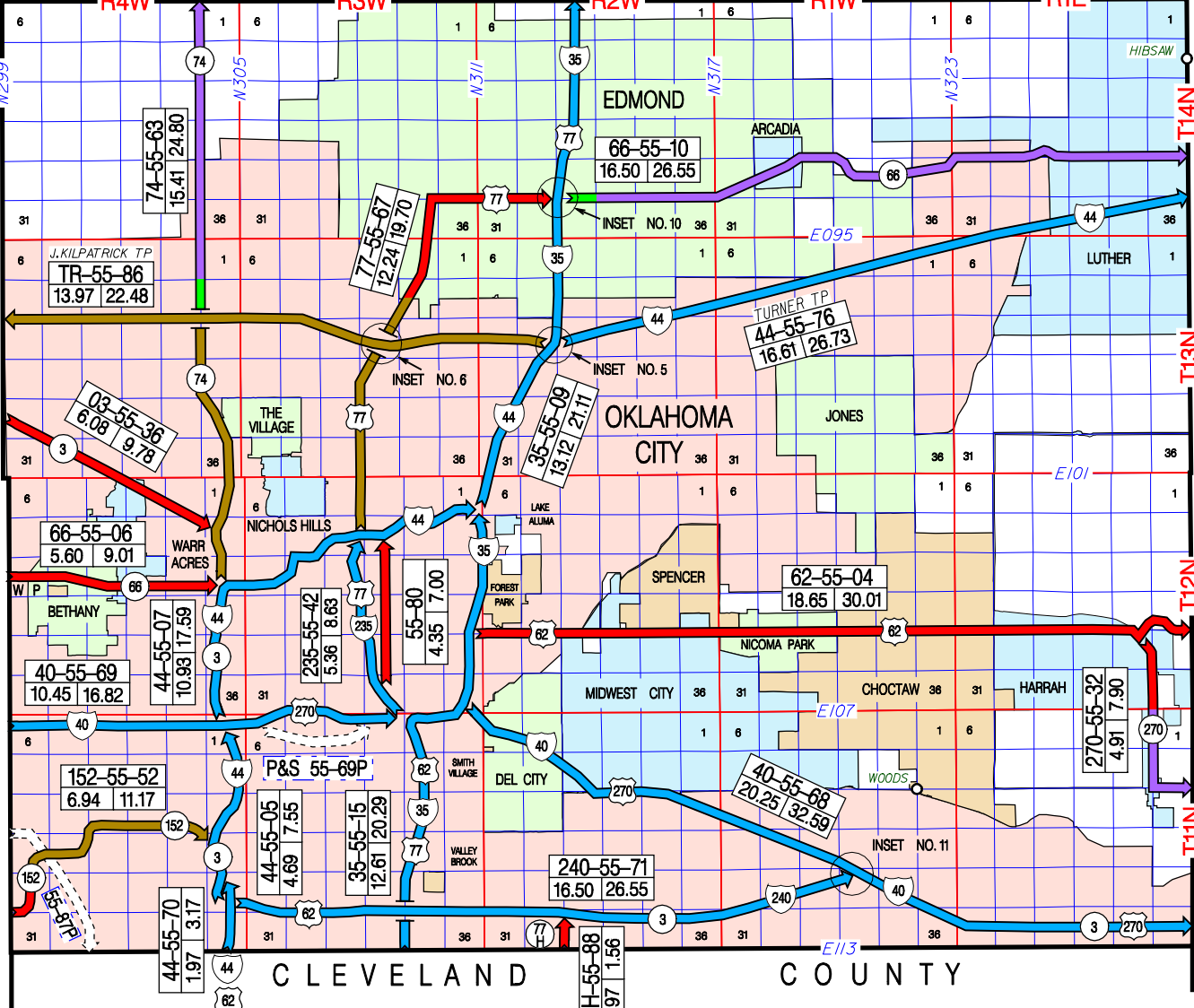
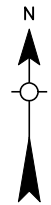
LOGAN COUNTY

R4W R3W R2W R1W R1E

CANADIAN COUNTY

LINCOLN COUNTY
POTTAWATOMIE COUNTY

CLEVELAND COUNTY



74-55-63
15.41 24.80

J. KILPATRICK TP
TR-55-86
13.97 22.48

77-55-67
12.24 19.70

66-55-10
16.50 26.55

TURNER TP
44-55-76
16.61 26.73

03-55-36
6.08 9.78

35-55-09
13.12 21.11

66-55-06
5.60 9.01

62-55-04
18.65 30.01

40-55-69
10.45 16.82

44-55-07
10.93 17.59

235-55-42
5.36 8.63

55-80
4.35 7.00

270-55-32
4.91 7.90

152-55-52
6.94 11.17

44-55-05
4.69 7.55

35-55-15
12.61 20.29

240-55-71
16.50 26.55

40-55-68
20.25 32.59

44-55-70
1.97 3.17

77H-55-88
0.97 1.56

CANADIAN COUNTY

COUNTY LINE ROAD

COUNCIL ROAD

ROCKWELL AVE

Mc ARTHUR BLVD

MERIDIAN AVE

PORTLAND AVE

MAY AVE

PENNSYLVANIA AVE

WESTERN AVE

SANTA FE AVE

KELLY AVE

EASTERN AVE

BRYANT AVE

SUNNY LANE

SOONER ROAD

AIR DEPOT BLVD

MIDWEST BLVD

DOUGLAS BLVD

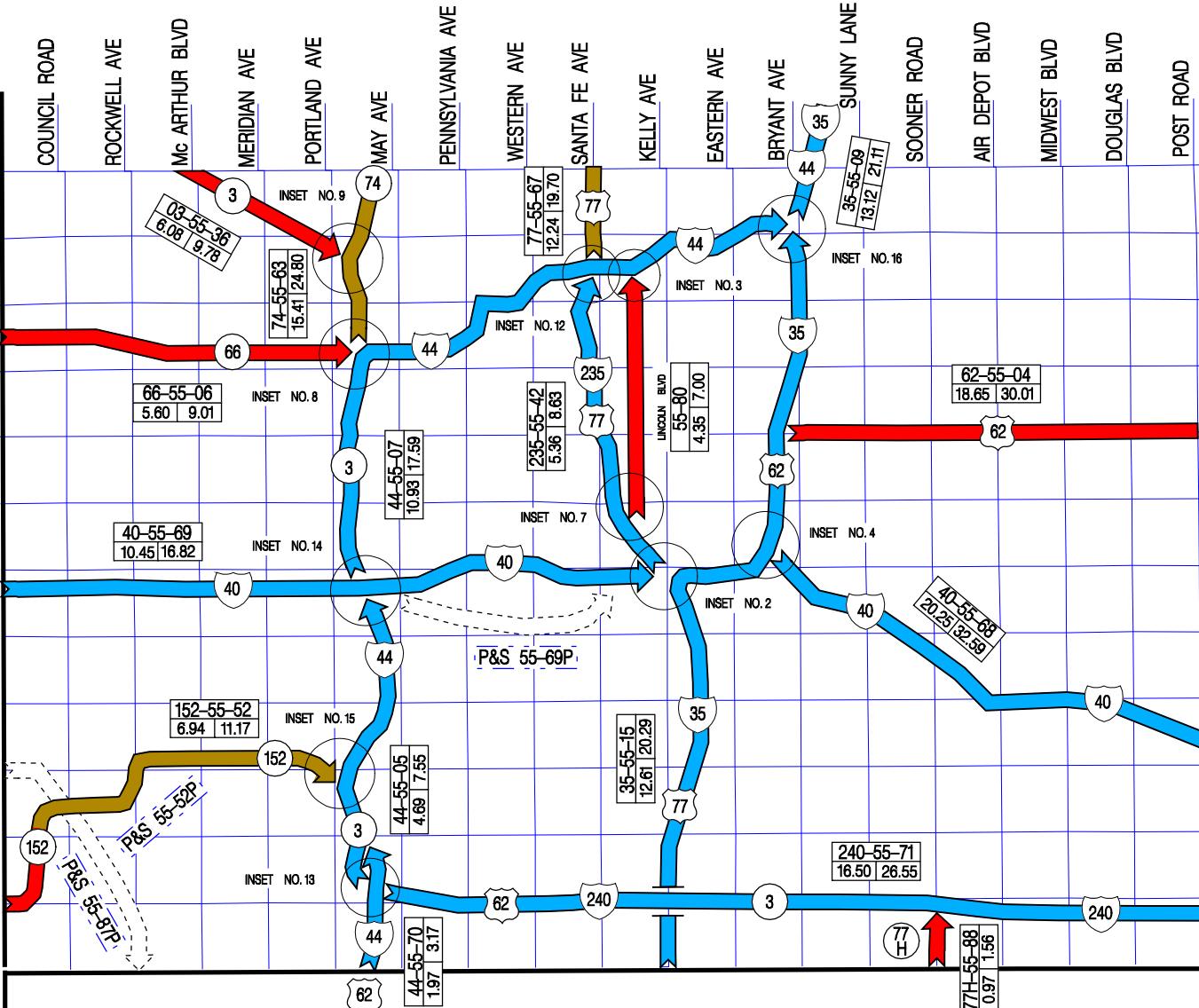
POST ROAD

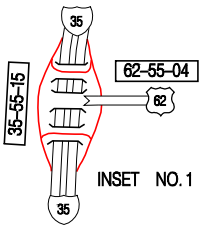
N 78 TH ST
 (WILSHIRE BLVD)
 N 63 RD ST
 N 50 TH ST
 N 36 TH ST
 N 23 RD ST
 N 10 TH ST
 R E N O
 S 15 TH ST
 S 29 TH ST
 S 44 TH ST
 S 59 TH ST
 S 74 TH ST
 S 89 TH ST



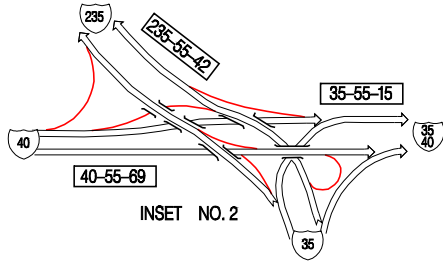
CLEVELAND

COUNTY

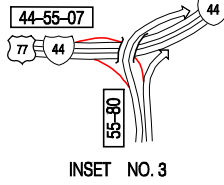




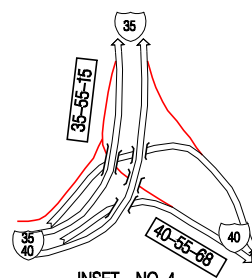
INSET NO. 1



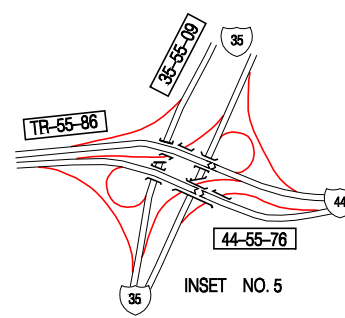
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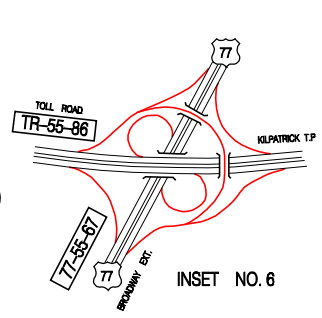
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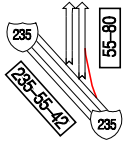
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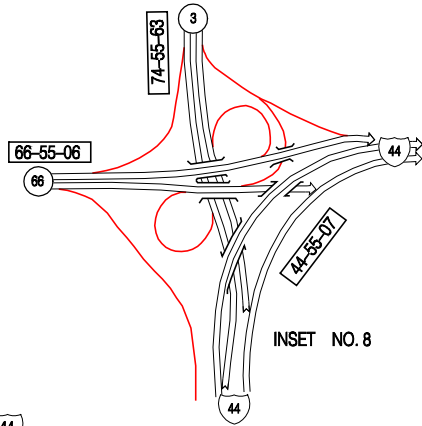
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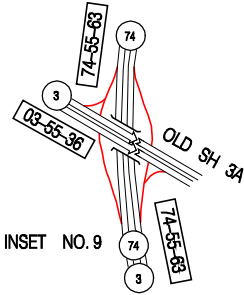
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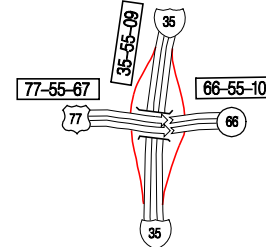
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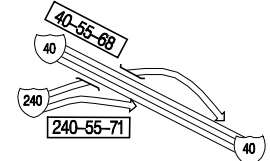
INSET NO. 8



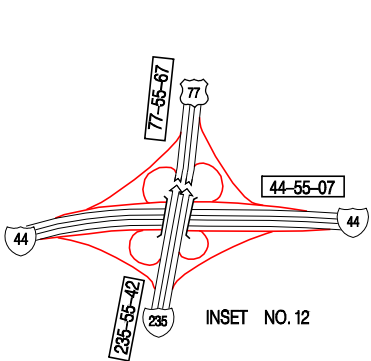
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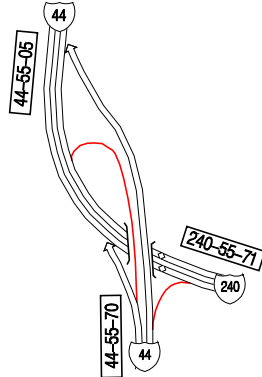
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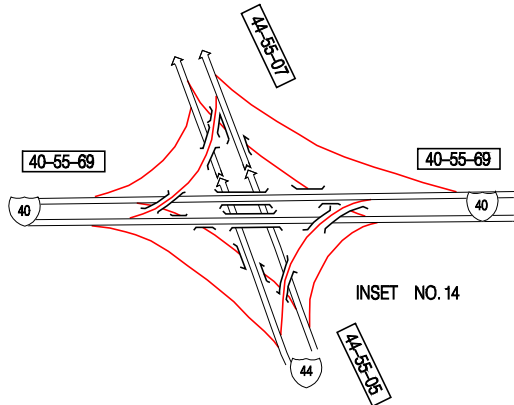
INSET NO. 11



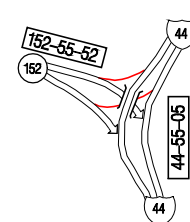
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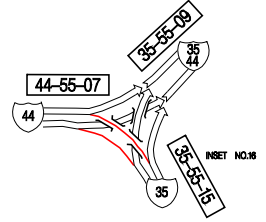
INSET NO. 13



INSET NO. 14



INSET NO. 15



INSET NO. 16

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 4

Oklahoma County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	55-04		00.00		0.31	WIDTH CHNG BRYANT AV	19,100	IHLA	59	4		78	1	0	3								
U062	55-04	X	00.00		174	WIDTH CHNG BRYANT AV	19,100	BRDG			39	AD		0	3								
U062	55-04		00.31		1.99	SOONER RD	18,500	IHLA	44	3	7	59	1	0	3							12,421	
U062	55-04	X	02.04		1002		18,500	BRDG			29	AD		0	3							11,792	
U062	55-04		02.30		0.45	LVE OKC - ENT MWC	19,100	IILA	44	3	7	67	1	0	3							2,768	
U062	55-04		02.75	MIDWEST	0.17	HUGHSON AVE	19,100	IILA	44	3	7	68	1	0	3							865	
U062	55-04	X	02.80		0		19,100	UP-R				AD		0	3							1,124	
U062	55-04		02.92		0.37	AIR DEPOT	19,100	IILA	48	5	10	86	1	0	3								
U062	55-04		03.29		0.25	SHLDR CHANGE	21,700	IHHF	50	4		87	1	0	3								
U062	55-04	X	03.45		210		21,700	BRDG				34	AD		0	3							
U062	55-04		03.54		0.25	WIDTH CHANGE	23,100	IHHF	50	1	10	87	1	0	3								
U062	55-04		03.79		0.40	SHLDR CHANGE	22,500	IHHF	48	5	10	87	1	0	3								
U062	55-04		04.19		0.10	MIDWEST BLVD	20,500	IHHF	50	4		89	1	0	3								
U062	55-04		04.29		1.01	DOUGLAS BLVD	19,800	IHHF	50	4		87	1	0	3								
U062	55-04		05.30		1.00	LVE MWC - POST RD	17,100	IHHF	50	4		87	1	0	3								
U062	55-04	X	05.88		35		17,100	BXUF				HS	NR		0	3							
U062	55-04		06.30	SPENCER	0.35	SHLDR CHANGE	17,000	DHHF	48	5	10	86	1	0	3								
U062	55-04		06.65		0.14	ENT NICOMA PK LIBERT	16,900	DHHF	48	1	10	87	1	0	3								
U062	55-04		06.79	NICOMA P	0.24	SHLDR CHANGE	17,500	DHHF	48	1	10	86	1	0	3								
U062	55-04		07.03		0.20	WIDTH CHANGE	16,900	DHHF	48	5	10	86	1	0	3								
U062	55-04		07.23		0.72	TOWN CENTER-NICHOLS	16,900	DHHF	50	4		85	1	0	3								
U062	55-04		07.95		0.33	WIDTH CHANGE ANDERSON	16,900	DHHF	50	4		88	1	0	3								
U062	55-04		08.28		0.47	WIDTH CHANGE	16,900	DHHF	48	1	10	83	1	0	3								
U062	55-04		08.75		0.52	ENT CHOCTAW HIWAESEE	16,900	DHHF	48	5	10	87	1	0	3								
U062	55-04	X	08.78		35		16,900	BXUF				HS	NR		0	3							
U062	55-04		09.27	CHOCTAW	0.99	HENNY ROAD	15,200	IHHF	48	1	10	88	1	0	3								
U062	55-04	X	09.34		35		15,200	BXUF				HS	NR		0	3							
U062	55-04		10.26		0.16	SHLDR CHANGE	14,800	IHHF	48	5	10	87	1	0	3								
U062	55-04		10.42		0.36	HARPER RD - LIGHT	15,600	IHHF	48	1	10	87	1	0	3								
U062	55-04		10.78		0.34	CLARKE STREET	11,900	IHHF	48	5	10	89	1	0	3								
U062	55-04	N	11.12		0.16	CHOCTAW ROAD	11,900	IHHF	24	1	10	90	1	0	3								
U062	55-04	S	11.12		0.00	CHOCTAW ROAD	11,900	IHHF	24	1	10	87	1	0	3								
U062	55-04	N	11.28		0.50	END DIV MCDONALD ST	11,300	IHHF	24	1	10	85	1	0	3								
U062	55-04	S	11.28		0.00	END DIV MCDONALD ST	11,300	IHHF	24	1	10	85	1	0	3								
U062	55-04	N X	11.50		894		11,300	H-HR				25	SD		0	3						9,446	
U062	55-04	S X	11.50		756		11,300	H-HR				24	SD		0	3						8,722	
U062	55-04		11.78		0.25	SHLDR CHANGE	11,200	IHHF	48	5	10	85	1	0	3								
U062	55-04	N X	11.80		143		11,200	BRDG				34	SD		0	3						2,704	
U062	55-04	S X	11.80		143		11,200	BRDG				34	AD		0	3							
U062	55-04		12.03		0.23	INDIAN MERIDIAN	11,200	IHHF	50	1	10	86	1	0	3								
U062	55-04		12.26		0.79	3.97 MI W US 270	11,100	IHHF	50	1	10	86	1	0	3								
U062	55-04	X	13.02		32		11,100	BXUF				HS	NR		0	3							
U062	55-04		13.05		0.20	ENT HARRAH TRIPLE XX	10,300	IILA	50	1	10	85	1	0	3								
U062	55-04		13.25	HARRAH	2.41	1.35 MIS W. US 270	9,400	FFLA	50	1	10	81	1	0	3								
U062	55-04	X	14.13		22		9,400	BXUF				HS	NR		0	3							

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	55-04		15.66																				
U062	55-04	X	15.75		1.36	9,000	FFLA	52	4		81	1	0	3									
U062	55-04		17.02		63	9,000	BXUF				HS	NR	0	3									
U062	55-04		17.27	0.73	0.25	6,900	DIFE	24	1	8	83	1	0	3									
U062	55-04	X	17.28			5,500	DHHE	24	1	8	85	1	0	3									
U062	55-04	X	17.46			5,500	OP-R				36	AD	0	3									
U062	55-04	X	17.46			5,500	H-HW				36	FO	0	3	08	2	1		31			11,835	
U062	55-04		18.00	0.65		5,200	DHLA	24	3	5	69	1	0	3	08	2	0	4	01		1,074		
U062	55-04	X	18.46			5,200	BXUF				HS	NR	0	3									62,751
I044	55-05	E	00.00		0.38	110,800	LLOF	36	1	10	55	3	1	1	20	8	2	7	99				
I044	55-05	W	00.00		0.00	110,800	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I044	55-05	X	00.00		0	110,800	UP-H				FO		1	1	20	8	5		31			5,368	
I044	55-05	X	00.02		0	110,800	UP-H				AD		1	1	20	8	5		31			5,951	
I044	55-05	E	00.38		0.27	110,800	LLOF	36	1	10	58	3	1	1	20	8	2	7	99				
I044	55-05	W	00.38		0.00	110,800	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I044	55-05	E	00.65		0.08	110,800	LLOF	36	1	10	52	3	1	1	20	8	2	7	99				
I044	55-05	W	00.65		0.00	110,800	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I044	55-05	E	00.73		0.66	103,900	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I044	55-05	W	00.73		0.00	103,900	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I044	55-05	E X	00.76		163	103,900	OP-H				36	AD	1	1	20	8	5		31			3,318	
I044	55-05	W X	00.76		163	103,900	OP-H				36	AD	1	1	20	8	5		31			3,318	
I044	55-05	X	00.98		54	103,900	BXUF				HS	NR	1	1	20	8	2		33			1,873	
I044	55-05	E	01.39		0.33	104,100	LLOF	36	1	10	53	3	1	1	20	8	2	7	24		1,617		
I044	55-05	W	01.39		0.00	104,100	LLOF	36	1	10	52	3	1	1	20	8	2	7	24				
I044	55-05	W X	01.48		276	104,100	OP-H				36	AD	1	1	20	8	5		31			5,393	
I044	55-05	E	01.72		1.14	119,500	LLOF	36	1	10	51	3	1	1	20	8	2	7	24		5,586		
I044	55-05	W	01.72		0.00	119,500	LLOF	36	1	10	51	3	1	1	20	8	2	7	24				
I044	55-05	E X	01.76		156	119,500	OP-H				36	AD	1	1	20	8	5		31			3,684	
I044	55-05	W X	01.76		160	119,500	OP-H				36	AD	1	1	20	8	5		31			3,877	
I044	55-05	E X	02.30		319	119,500	OP-H				36	AD	1	1	20	8	5		31			5,509	
I044	55-05	W X	02.30		240	119,500	OP-H				36	AD	1	1	20	8	5		31			4,634	
I044	55-05	X	02.68		0	119,500	UP-P				AD		1	1	20	8	5		31			1,752	
I044	55-05	E	02.86		1.40	109,200	LLOF	36	1	10	51	3	1	1	20	8	2	7	24		6,860		
I044	55-05	W	02.86		0.00	109,200	LLOF	36	1	10	51	3	1	1	20	8	2	7	24				
I044	55-05	E X	02.91		0	109,200	UPHP				SD		1	1	20	8	5		31			5,747	
I044	55-05	W X	02.91		0	109,200	UPHP				SD		1	1	20	8	5		31			5,747	
I044	55-05	X	03.20		0	109,200	UPHP				FO		1	1	20	8	5		31			2,873	
I044	55-05	X	03.25		0	109,200	UP-R				AD		1	1	20	8	5		31			4,328	
I044	55-05	X	03.32		0	109,200	UP-P				AD		1	1	20	8	5		31			1,752	
I044	55-05	E X	03.57		102	109,200	OP-H				36	FO	1	1	20	8	5		31			2,917	
I044	55-05	W X	03.57		102	109,200	OP-H				36	FO	1	1	20	8	5		31			2,917	
I044	55-05	E X	03.91		152	109,200	OP-H				31	AD	1	1	20	8	5		31			3,019	
I044	55-05	W X	03.91		152	109,200	OP-H				31	AD	1	1	20	8	5		31			3,019	
I044	55-05	E	04.26		0.43	109,200	LLOF	36	1	10	51	3	1	1	20	8	2	7	24		2,107		
I044	55-05	W	04.26		0.00	109,200	LLOF	36	1	10	51	3	1	1	20	8	2	7	24				
I044	55-05	E X	04.26		800	109,200	H-HW				36	AD	1	1	20	8	1		31			10,373	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	55-05	W X 04.26		800	JCT I-40-N. SIDE STR	109,200	H-HW			36	AD		1	1	20	8	1		31		10,373		
I044	55-05	W X 04.61		348		109,200	OP-H			36	AD		1	1	20	8	5		31		5,867		
I044	55-05	X 04.67		0		109,200	UP-H				AD		1	1	20	8	5		31		13,554		
I044	55-05	X 04.68		0		109,200	UP-H				AD		1	1	20	8	5		31		10,375	143,708	
S066	55-06	N 00.00		0.50	LEAVE OKC C/L	17,500	LL0H	24	1	8	82	1	0	3									
S066	55-06	S 00.00		0.00	LEAVE OKC C/L	17,500	LL0H	24	1	8	82	1	0	3									
S066	55-06	X 00.30		803		17,500	BRDG			34	SD		0	3	24	4	1		31		10,394		
S066	55-06	N 00.50	BETHANY	0.22	0.72 E. CANADIAN CO/	18,400	LL0H	24	1	8	82	1	0	3									
S066	55-06	S 00.50		0.00	0.72 E. CANADIAN CO/	18,400	LL0H	24	1	8	82	1	0	3									
S066	55-06	X 00.64		23		18,400	BXUF				HS	NR	0	3									
S066	55-06	N 00.72		0.25	COUNCIL RD	17,700	LL0H	24	1	8	85	1	0	3									
S066	55-06	S 00.72		0.00	COUNCIL RD	17,700	LL0H	24	1	8	85	1	0	3									
S066	55-06	N 00.97		0.97	DAVIS ST	19,500	LL0H	24	1	8	85	1	0	3									
S066	55-06	S 00.97		0.00	DAVIS ST	19,500	LL0H	24	1	8	85	1	0	3									
S066	55-06	N 01.94		0.06	ROCKWELL	19,500	LL0H	24	1	8	79	1	0	3									
S066	55-06	S 01.94		0.00	ROCKWELL	19,500	LL0H	24	1	8	81	1	0	3									
S066	55-06	N 02.00		0.78	ENTER WARR ACRES	22,400	LL0H	36	4		81	1	0	3									
S066	55-06	S 02.00		0.00	ENTER WARR ACRES	22,400	LL0H	36	4		81	1	0	3									
S066	55-06	N 02.78	WARR ACR	0.15	2.67 MIS W I-44	26,400	LL0H	36	4		78	1	0	3									
S066	55-06	S 02.78		0.00	2.67 MIS W I-44	26,400	LL0H	36	4		78	1	0	3									
S066	55-06	N 02.93		0.07	MACARTHUR BLVD	26,400	IILH	36	4		81	1	0	3									
S066	55-06	S 02.93		0.00	MACARTHUR BLVD	26,400	IILH	36	4		80	1	0	3									
S066	55-06	N 03.00		0.16	0.16 MIS. E. MAC BLV	31,000	IILA	36	4		81	1	0	3									
S066	55-06	S 03.00		0.00	0.16 MIS. E. MAC BLV	31,000	IILA	36	4		81	1	0	3									
S066	55-06	N 03.16		0.34	ANN ARBOR - ENT OKC	34,800	IHHB	36	4		79	2	0	3									
S066	55-06	S 03.16		0.00	ANN ARBOR - ENT OKC	34,800	IHHB	36	4		79	2	0	3									
S066	55-06	N 03.50	OKLA. CI	0.50	MERIDIAN AVE	34,800	IHHB	36	4		79	2	0	3									
S066	55-06	S 03.50		0.00	MERIDIAN AVE	34,800	IHHB	36	4		79	2	0	3									
S066	55-06	N 04.00		0.50	TULSA AVE	34,800	IHHB	36	4		79	2	0	3									
S066	55-06	S 04.00		0.00	TULSA AVE	34,800	IHHB	36	4		79	2	0	3									
S066	55-06	N 04.50		0.53	PORTLAND AVE	37,300	IHHB	36	3	5	64	3	0	3	22	4	2	8	10				
S066	55-06	S 04.50		0.00	PORTLAND AVE	37,300	IHHB	36	3	5	66	3	0	3	22	4	2	8	10				
S066	55-06	N 05.03		0.12	ST CLAIR AVE	41,000	IHHB	36	4		69	3	0	3	24	4	3	8	10				
S066	55-06	S 05.03		0.00	ST CLAIR AVE	41,000	IHHB	36	4		72	3	0	3									
S066	55-06	N 05.15		0.13	0.32 MIS W. I-44	60,300	LLOF	24	1	10	39	3	0	3	23	6	3	8	10				
S066	55-06	S 05.15		0.00	0.32 MIS W. I-44	60,300	LLOF	24	1	10	39	3	0	3	23	6	3	8	10				
S066	55-06	N 05.28		0.15	JCT SH 3 & 74	60,300	LLOF	24	1	10	39	3	0	3	23	6	3	8	10				
S066	55-06	S 05.28		0.00	JCT SH 3 & 74	60,300	LLOF	24	1	10	40	3	0	3	23	6	3	8	10				
S066	55-06	N X 05.41		230		60,300	OP-H			36	SD		0	3	23	6	6		31		3,926		
S066	55-06	S X 05.41		237		60,300	OP-H			29	FO		0	3	23	6	6		31		5,271		
S066	55-06	N 05.43		0.17	JCT I-44	60,300	LLOF	24	1	10	39	3	0	3	23	6	3	8	10				
S066	55-06	S 05.43		0.00	JCT I-44	60,300	LLOF	24	1	10	39	3	0	3	23	6	3	8	10				
S066	55-06	N X 05.50		62		60,300	OP-H			42	AD		0	3	23	6	5		31		1,776		
S066	55-06	X 05.60		62		60,300	AD				AD		0	3	23	6	6		31		9,399	30,766	
I044	55-07	N 00.00		1.23	NW 10TH STREET	122,900	LLOF	48	1	10	76	3	1	1									

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	55-07	S 00.00		0.00	NW 10TH STREET	122,900	LLOF	48	1	10		76	3	1	1								
I044	55-07	E X 00.07		348		122,900	OP-H				36	AD		1	1								
I044	55-07	E X 00.25		222		122,900	OP-H				36	SD		1	1	20	8	5		31			4,937
I044	55-07	W X 00.25		222		122,900	OP-H				41	SD		1	1	20	8	5		31			4,937
I044	55-07	E X 00.71		246		122,900	H-HR				37	FO		1	1	20	8	5		31			5,359
I044	55-07	W X 00.71		242		122,900	H-HR				36	AD		1	1								
I044	55-07	X 00.79		24		122,900	BXUF				HS	NR		1	1								
I044	55-07	N 01.23		0.30	N.W. 12TH STREET	127,400	LLOF	48	1	10		72	3	1	1								
I044	55-07	S 01.23		0.00	N.W. 12TH STREET	127,400	LLOF	48	1	10		72	3	1	1								
I044	55-07	X 01.23		0	N.W. 12TH STREET	127,400	UP-H					SD		1	1	20	8	5		31			5,631
I044	55-07	X 01.27		0		127,400	UP-H					AD		1	1								
I044	55-07	N 01.53		0.77	N.W. 23RD STREET	133,700	LLOF	48	1	10		65	3	1	1	20	8	2	9	10			
I044	55-07	S 01.53		0.00	N.W. 23RD STREET	133,700	LLOF	48	1	10		65	3	1	1	20	8	2	9	10			
I044	55-07	X 01.53		0	N.W. 23RD STREET	133,700	UPHP					AD		1	1	20	8	5		31			3,306
I044	55-07	X 01.78		0		133,700	UP-O					NA		1	1	20	8	5		31			1,752
I044	55-07	X 01.79		0		133,700	UPHP					AD		1	1	20	8	5		31			4,603
I044	55-07	X 02.00		0		133,700	UPHP					FO		1	1	20	8	5		31			6,009
I044	55-07	X 02.01		0		133,700	UPHP					FO		1	1	20	8	5		31			6,014
I044	55-07	X 02.29		0		133,700	UP-O					AD		1	1	20	8	5		31			1,752
I044	55-07	N 02.30		0.25	N.W. 27TH STREET	133,700	LLOF	48	1	10		65	3	1	1	20	8	2	9	10			
I044	55-07	S 02.30		0.00	N.W. 27TH STREET	133,700	LLOF	48	1	10		65	3	1	1	20	8	2	9	10			
I044	55-07	X 02.30		0	N.W. 27TH STREET	133,700	UPHP					AD		1	1	20	8	5		31			6,337
I044	55-07	N 02.55		0.75	JCT SH 74	155,300	LLOF	48	1	10		46	3	1	1	20	8	2	7	10			
I044	55-07	S 02.55		0.00	JCT SH 74	155,300	LLOF	48	1	10		46	3	1	1	20	8	2	7	10			
I044	55-07	X 02.55		0	JCT SH 74	155,300	UPHP					FO		1	1	20	8	5		31			2,713
I044	55-07	E X 03.00		169		155,300	H-HW				25	FO		1	1	20	8	1		31			5,007
I044	55-07	W X 03.00		169		155,300	H-HW				25	FO		1	1	20	8	1		31			5,891
I044	55-07	N 03.30		0.39	JCT SH 66	155,300	LLOF	48	1	10		46	3	1	1	20	8	2	7	10	90,000		
I044	55-07	S 03.30		0.00	JCT SH 66	155,300	LLOF	48	1	10		46	3	1	1	20	8	2	7	10			
I044	55-07	X 03.32		0		155,300						AD		1	1	20	8	5		31			1,752
I044	55-07	X 03.33		0		155,300						AD		1	1	20	8	5		31			6,906
I044	55-07	N X 03.47		885		155,300	OP-H				36	AD		1	1	20	8	5		31			9,399
I044	55-07	N 03.69		0.36	MAY AVE	72,500	LLOF	36	1	10		89	2	1	1								
I044	55-07	S 03.69		0.00	MAY AVE	72,500	LLOF	36	1	10		89	2	1	1								
I044	55-07	N X 03.82		83		72,500	OP-H					42	AD		1	1							
I044	55-07	S X 03.82		82		72,500	OP-H					42	AD		1	1							
I044	55-07	N 04.05		1.08	PENNSYLVANIA AVE	72,500	LLOF	36	1	10		91	2	1	1								
I044	55-07	S 04.05		0.00	PENNSYLVANIA AVE	72,500	LLOF	36	1	10		91	2	1	1								
I044	55-07	X 04.07		0		72,500	UPHP					FO		1	1	20	8	6		31			5,747
I044	55-07	X 04.60		49		72,500	BXUF					HS	NR		1	1							
I044	55-07	X 04.77		110		72,500	OP-H					36	AD		1	1							
I044	55-07	N 05.13		0.66	JCT SH 3A-NW HIGHWAY	75,300	LLOF	36	1	10		91	2	1	1								
I044	55-07	S 05.13		0.00	JCT SH 3A-NW HIGHWAY	75,300	LLOF	36	1	10		91	2	1	1								
I044	55-07	X 05.15		212		75,300	OP-H					36	SD		1	1	20	8	6		31		5,057
I044	55-07	X 05.29		48		75,300	BXUF					HS	NR		1	1							

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	55-07	N X 05.70		2935		75,300	H-HW				36	SD	1	1	20	8	1		31		21,730		
I044	55-07	S X 05.70		3095		75,300	H-HW				36	SD	1	1	20	8	1		31		22,650		
I044	55-07	N 05.79		0.28	CLASSEN BLVD	75,300	LLOF	36	1	10		80	2	1	1								
I044	55-07	S 05.79		0.00	CLASSEN BLVD	75,300	LLOF	36	1	10		80	2	1	1								
I044	55-07	X 05.85		30		75,300	H-HW				HS	NR	1	1									
I044	55-07	N 06.07		0.46	WESTERN AVE	84,700	LLOF	36	1	10		71	3	1	1								
I044	55-07	S 06.07		0.00	WESTERN AVE	84,700	LLOF	36	1	10		72	3	1	1								
I044	55-07	S X 06.40		123		84,700	OP-H				36	AD	1	1									
I044	55-07	N 06.53		0.18	DEEP FORK CREEK BRID	84,700	LLOF	36	1	10		83	3	1	1								
I044	55-07	S 06.53		0.00	DEEP FORK CREEK BRID	84,700	LLOF	36	1	10		83	3	1	1								
I044	55-07	X 06.57		0		84,700	UPHP					AD	1	1									
I044	55-07	X 06.60		0		84,700	UP-O					AD	1	1									
I044	55-07	N 06.71		0.50	BNSF RAILROAD	85,500	LLOF	36	1	10		82	3	1	1								
I044	55-07	S 06.71		0.00	BNSF RAILROAD	85,500	LLOF	36	1	10		82	3	1	1								
I044	55-07	N X 06.75		140		85,500	BRDG				36	AD	1	1									
I044	55-07	S X 06.75		142		85,500	BRDG				36	AD	1	1									
I044	55-07	X 06.89		42		85,500	BXUF				HS	NR	1	1									
I044	55-07	N 07.21		0.30	JCT I-235 & US 77	71,000	LLOF	36	1	10		95	2	1	1								
I044	55-07	S 07.21		0.00	JCT I-235 & US 77	71,000	LLOF	36	1	10		95	2	1	1								
I044	55-07	X 07.24		42		71,000					HS	AD	1	1									
I044	55-07	N 07.51		0.53	JCT LINCOLN BLVD	62,200	LLOF	36	1	10		95	1	1	1								
I044	55-07	S 07.51		0.00	JCT LINCOLN BLVD	62,200	LLOF	36	1	10		95	1	1	1								
I044	55-07	X 07.51		0	JCT LINCOLN BLVD	62,200	UP-H					FO	1	1	21	8	6		31		7,924		
I044	55-07	X 07.52		0		62,200	UP-H					FO	1	1	21	8	6		31		7,924		
I044	55-07	N 08.04		0.41	2.48 MIS. W. I-35	56,000	LLOF	36	1	10		95	1	1	1								
I044	55-07	S 08.04		0.00	2.48 MIS. W. I-35	56,000	LLOF	36	1	10		95	1	1	1								
I044	55-07	N 08.45		0.31	KELLY AVE	56,000	LLOF	36	1	10		95	1	1	1								
I044	55-07	S 08.45		0.00	KELLY AVE	56,000	LLOF	36	1	10		95	1	1	1								
I044	55-07	X 08.64		34		56,000	BXUF				HS	NR	1	1									
I044	55-07	N 08.76		1.02	EASTERN AVE-ATR	57,700	LLOF	36	1	10		97	1	1	1								
I044	55-07	S 08.76		0.00	EASTERN AVE-ATR	57,700	LLOF	36	1	10		97	1	1	1								
I044	55-07	N X 08.81		110		57,700	OP-H				36	AD	1	1									
I044	55-07	S X 08.81		113		57,700	OP-H				36	AD	1	1									
I044	55-07	N X 09.30		185		57,700	OP-H				36	AD	1	1									
I044	55-07	S X 09.30		180		57,700	OP-H				36	AD	1	1									
I044	55-07	N 09.78		0.72	0.43 MIS. W. I-35	48,500	LLOF	36	1	10		97	1	1	1								
I044	55-07	S 09.78		0.00	0.43 MIS. W. I-35	48,500	LLOF	36	1	10		97	1	1	1								
I044	55-07	N X 09.91		209		48,500	OP-H				36	AD	1	1									
I044	55-07	S X 09.91		209		48,500	OP-H				36	AD	1	1									
I044	55-07	N 10.50		0.43	JCT I-35	48,500	LLOF	36	1	10		97	1	1	1								
I044	55-07	S 10.50		0.00	JCT I-35	48,500	LLOF	36	1	10		97	1	1	1								
I044	55-07	S X 10.59		251		48,500	UP-H					FO	1	1	21	6	6		31		3,490		
I044	55-07	S X 10.66		0		48,500	UP-H					AD	1	1								246,827	
I035	55-09	E 00.00		4.37	0.08 MIS S. I-44	76,200	LLOH	36	1	10		93	1	1	1								
I035	55-09	W 00.00		0.00	0.08 MIS S. I-44	76,200	LLOH	36	1	10		93	1	1	1								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	55-09	X 00.16		0		76,200	UPHP				AD		1	1									
I035	55-09	X 00.66		0		76,200	UPHP				AD		1	1									
I035	55-09	X 00.73		45		76,200	BXUF				NR		1	1									
I035	55-09	E X 01.68		202		76,200	OP-H				36 AD		1	1									
I035	55-09	W X 01.68		202		76,200	OP-H				36 AD		1	1									
I035	55-09	E X 02.50		102		76,200	BRDG				36 AD		1	1									
I035	55-09	W X 02.50		102		76,200	BRDG				36 AD		1	1									
I035	55-09	E X 02.82		202		76,200	OP-H				36 AD		1	1									
I035	55-09	W X 02.82		202		76,200	OP-H				36 AD		1	1									
I035	55-09	X 03.98		0		76,200	UPHP				AD		1	1									
I035	55-09	E 04.37		0.08	JCT I-44 & K.P T.P.	73,400	LL0H	36	1	10	93	1	1	1									
I035	55-09	W 04.37		0.00	JCT I-44 & K.P T.P.	73,400	LL0H	36	1	10	93	1	1	1									
I035	55-09	X 04.41		286		73,400					HS AD		1	1									
I035	55-09	X 04.42		286		73,400	UP-H				AD		1	1									
I035	55-09	E 04.45		0.41	0.41 MIS N. I-44	61,900	LL0H	36	1	10	93	1	1	1									
I035	55-09	W 04.45		0.00	0.41 MIS N. I-44	61,900	LL0H	36	1	10	90	1	1	1									
I035	55-09	X 04.50		286		61,900					HS AD		1	1									
I035	55-09	X 04.64		23		61,900	BXUF				HS NR		1	1									
I035	55-09	E X 04.72		0		61,900	UP-H				AD		1	1									
I035	55-09	E 04.86		0.22	MEMORIAL RD-ENT EDM	60,900	LL0H	36	1	10	93	1	1	1									
I035	55-09	W 04.86		0.00	MEMORIAL RD-ENT EDM	60,900	LL0H	36	1	10	90	1	1	1									
I035	55-09	E 05.08	EDMOND	1.76	2.39 MIS N I-44	61,900	LL0H	36	1	10	93	1	1	1									
I035	55-09	W 05.08		0.00	2.39 MIS N I-44	61,900	LL0H	36	1	10	93	1	1	1									
I035	55-09	X 05.08		0	2.39 MIS N I-44	61,900	UP-H				AD		1	1									
I035	55-09	X 05.62		33		61,900	BXUF				HS NR		1	1									
I035	55-09	X 06.08		0		61,900	UPHP				AD		1	1									
I035	55-09	E 06.84		1.00	0.20 MIS S. SH 66	55,400	LL0H	36	1	10	93	1	1	1									
I035	55-09	W 06.84		0.00	0.20 MIS S. SH 66	55,400	LL0H	36	1	10	93	1	1	1									
I035	55-09	X 07.09		0		55,400	UPHP				AD		1	1									
I035	55-09	E X 07.71		101		55,400	BRDG				36 AD		1	1									
I035	55-09	W X 07.71		101		55,400	BRDG				36 AD		1	1									
I035	55-09	E 07.84		0.20	JCT SH 66	52,600	LL0H	36	1	10	93	1	1	1									
I035	55-09	W 07.84		0.00	JCT SH 66	52,600	LL0H	36	1	10	90	1	1	1									
I035	55-09	E 08.04		0.41	0.41 MIS N SH 66	52,600	LLOF	24	1	10	88	3	1	1									
I035	55-09	W 08.04		0.00	0.41 MIS N SH 66	52,600	LLOF	24	1	10	88	3	1	1									
I035	55-09	X 08.08		0		52,600	UPHP				AD		1	1									
I035	55-09	E 08.45		1.67	COVELL ROAD	46,500	PIHE	24	1	10	94	3	1	1									
I035	55-09	W 08.45		0.00	COVELL ROAD	46,500	PIHE	24	1	10	94	3	1	1									
I035	55-09	X 09.37		0		46,500	UP-H				FO		1	1	21	6	6		31			2,586	
I035	55-09	E 10.12		2.50	LEAVE EDMOND C/L	46,500	PIHE	24	1	10	86	3	1	1									
I035	55-09	W 10.12		0.00	LEAVE EDMOND C/L	46,500	PIHE	24	1	10	86	3	1	1									
I035	55-09	X 10.37		0		46,500	UP-H				AD		1	1									
I035	55-09	X 11.02		45		46,500	BXUF				HS NR		1	1									
I035	55-09	X 11.37		0		46,500	UP-H				FO		1	1	21	6	5		31			2,586	
I035	55-09	X 11.67		32		46,500	BXUF				HS NR		1	1									

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Table with columns: Highway Number, Control Section Number, Subsection (Roadway or Bridge (X) Beginning Miles, Length (Rdy: Miles) (Br: Feet), Endpoint), Annual Average Daily Traffic, Surface or Bridge (Type, Width Feet), Curb or Shldr (Type, Width Feet), Bridge (Load Limit, Sufficiency Rating, Capacity Adequacy, NHS Route, Function Class, Design Class, No. Lanes, Access Cont, Grading Type, Improvement Type), and Estimated Improvement Cost in Thousands (Roadway, Bridge, Control Section Total).

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	55-15	X 00.97		0	1.78 MI N CLEV CO/L	101,600						FO		1	1	20	8	6	31			7,913	
I035	55-15	X 01.48		0		101,600	UPHP					AD		1	1	20	8	6	31			5,172	
I035	55-15	E 01.78		0.50	2.28 MI N CLEV CO/L	100,200	LL0E	36	1	10		64	3	1	1	20	8	2	7	99			
I035	55-15	W 01.78		0.00	2.28 MI N CLEV CO/L	100,200	LL0E	36	1	10		64	3	1	1	20	8	2	7	99			
I035	55-15	X 01.98		213		100,200	OP-H				43	AD		1	1	20	8	6	31			5,365	
I035	55-15	X 02.14		323		100,200	OP-R				46	FO		1	1	20	8	4	31			7,092	
I035	55-15	E 02.28		0.77	S.E. 44TH STREET	100,800	LL0E	36	1	10		62	3	1	1	20	8	2	7	99			
I035	55-15	W 02.28		0.00	S.E. 44TH STREET	100,800	LL0E	36	1	10		62	3	1	1	20	8	2	7	99			
I035	55-15	X 02.55		0		100,800	UP-H					FO		1	1	20	8	6	31			2,919	
I035	55-15	E X 03.03		246		100,800	OP-H				29	AD		1	1	20	8	6	31			4,482	
I035	55-15	W X 03.03		246		100,800	OP-H				29	AD		1	1	20	8	6	31			4,482	
I035	55-15	E 03.05		0.35	3.40 MI N CLEV CO/L	114,100	LL0E	36	1	10		60	3	1	1	20	8	2	7	99			
I035	55-15	W 03.05		0.00	3.40 MI N CLEV CO/L	114,100	LL0E	36	1	10		60	3	1	1	20	8	2	7	99			
I035	55-15	E 03.40		0.44	3.84 MI N CLEV CO/L	113,200	LL0E	36	1	10		60	3	1	1	20	8	2	7	99			
I035	55-15	W 03.40		0.00	3.84 MI N CLEV CO/L	113,200	LL0E	36	1	10		60	3	1	1	20	8	2	7	99			
I035	55-15	X 03.55		0		113,200	UPHP					AD		1	1	20	8	5	31			4,641	
I035	55-15	E 03.84		0.82	S.E.22 ND ST	106,300	LL0E	36	1	10		60	3	1	1	20	8	2	7	99			
I035	55-15	W 03.84		0.00	S.E.22 ND ST	106,300	LL0E	36	1	10		60	3	1	1	20	8	2	7	99			
I035	55-15	X 04.04		0		106,300	UP-P					NA		1	1	20	8	5	31			1,752	
I035	55-15	X 04.05		0		106,300	UP-H					AD		1	1	20	8	5	31			4,885	
I035	55-15	X 04.31		0		106,300	UP-H					AD		1	1	20	8	5	31			5,747	
I035	55-15	E 04.66		0.40	0.82 MI S JCT I-235	106,300	LL0E	36	1	10		60	3	1	1	20	8	2	8	99			
I035	55-15	W 04.66		0.00	0.82 MI S JCT I-235	106,300	LL0E	36	1	10		60	3	1	1	20	8	2	8	99			
I035	55-15	X 04.71		0		106,300	UPHP					FO		1	1	20	8	6	31			5,373	
I035	55-15	X 05.05		0		106,300	UP-P					NA		1	1	20	8	6	31			1,752	
I035	55-15	E 05.06		0.19	0.63 MI S JCT I-235	106,300	LL0E	36	1	10		60	3	1	1	20	8	2	8	99			
I035	55-15	W 05.06		0.00	0.63 MI S JCT I-235	106,300	LL0E	36	1	10		60	3	1	1	20	8	2	8	99			
I035	55-15	X 05.06		0	0.63 MI S JCT I-235	106,300	UPHP					AD		1	1	20	8	6	31			6,116	
I035	55-15	E 05.25		0.51	JCT I-235	110,300	LL0E	48	1	10		100	2	1	1								
I035	55-15	W 05.25		0.00	JCT I-235	110,300	LL0E	48	1	10		100	2	1	1								
I035	55-15	X 05.26		23		110,300	BXUF					HS	NR	1	1								
I035	55-15	E X 05.34		250		110,300	OP-R				29	AD		1	1								
I035	55-15	W X 05.34		250		110,300	OP-R				29	AD		1	1								
I035	55-15	E X 05.66		802		110,300	BRDG				29	AD		1	1								
I035	55-15	W X 05.66		802		110,300	BRDG				29	AD		1	1								
I035	55-15	E 05.76		0.28	JCT I-40 WEST	119,400	LL0E	36	1	10		60	3	1	1	20	8	2	8	99			
I035	55-15	W 05.76		0.00	JCT I-40 WEST	119,400	LL0E	36	1	10		60	3	1	1	20	8	2	8	99			
I035	55-15	W X 05.85		0		119,400						AD		1	1	20	8	6	31			13,381	
I035	55-15	E 06.04		0.46	0.23 MI W EASTERN AV	119,400	LL0E	60	1	10		92	2	1	1								
I035	55-15	W 06.04		0.00	0.23 MI W EASTERN AV	119,400	LL0E	48	1	10		91	2	1	1								
I035	55-15	E 06.50		0.50	JCT I40 EAST	119,400	LL0E	60	1	10		92	2	1	1								
I035	55-15	W 06.50		0.00	JCT I40 EAST	119,400	LL0E	48	1	10		92	2	1	1								
I035	55-15	E X 06.71		192		119,400	OP-H				32	AD		1	1								
I035	55-15	W X 06.71		192		119,400	OP-H				32	AD		1	1								
I035	55-15	X 06.99		0		119,400	UP-H					AD		1	1								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I035	55-15	E 07.00		0.94	0.25 MI S NE. 10TH S	71,500	LL0E	36	1	10		92	2	1	1								
I035	55-15	W 07.00		0.00	0.25 MI S NE. 10TH S	71,500	LL0E	36	1	10		92	2	1	1								
I035	55-15	X 07.15		1797		71,500	OP-H					39	AD		1	1							
I035	55-15	X 07.39		459		71,500	OP-R					27	AD		1	1							
I035	55-15	E X 07.58		186		71,500	OP-R					34	AD		1	1							
I035	55-15	W X 07.58		202		71,500	OP-R					31	AD		1	1							
I035	55-15	X 07.69		0		71,500	UPHP					AD		1	1								
I035	55-15	X 07.83		38		71,500	BXUF					HS	NR		1	1							
I035	55-15	E 07.94		0.25	MAINT DIST - NE 10TH	66,800	PHHB	36	1	10		88	2	1	1	21	6	2	7	22		1,075	
I035	55-15	W 07.94		0.00	MAINT DIST - NE 10TH	66,800	PHHB	36	1	10		88	2	1	1	21	6	2	7	22			
I035	55-15	X 08.13		152		66,800	OP-H					36	AD		1	1							
I035	55-15	E 08.19		1.00	JCT US 62-NE 23RD AT	63,600	PHHB	36	1	10		88	1	1	1	21	6	2	7	22		5,400	
I035	55-15	W 08.19		0.00	JCT US 62-NE 23RD AT	63,600	PHHB	36	1	10		88	1	1	1	21	6	2	7	22			
I035	55-15	X 08.64		0		63,600	UPHP					FO		1	1	21	8	5		31		4,885	
I035	55-15	X 09.12		0		63,600	UPHP					FO		1	1	21	6	6		31		4,914	
I035	55-15	X 09.14		0		63,600	UPHP					AD		1	1								
I035	55-15	X 09.17		0		63,600	UPHP					FO		1	1	21	6	6		31		2,986	
I035	55-15	E 09.19		3.42	JCT I44 (N.B GORE PT	59,800	IHHB	24	1	10		69	3	1	1	21	6	2	7	23		14,706	
I035	55-15	W 09.19		0.00	JCT I44	59,800	IHHB	24	1	10		69	3	1	1	21	6	2	7	23			
I035	55-15	E X 09.63		144		59,800	OP-H					36	FO		1	1	21	6	5		31		3,958
I035	55-15	W X 09.63		144		59,800	OP-H					36	FO		1	1	21	6	5		31		3,958
I035	55-15	X 10.18		0		59,800	UPHP					AD		1	1	21	6	6		31		4,574	
I035	55-15	E X 10.68		144		59,800	OP-H					36	FO		1	1	21	6	5		31		3,958
I035	55-15	W X 10.68		144		59,800	OP-H					36	FO		1	1	21	6	5		31		3,958
I035	55-15	E X 11.18		152		59,800	OP-H					36	FO		1	1	21	6	6		31		3,958
I035	55-15	W X 11.18		152		59,800	OP-H					36	FO		1	1	21	6	6		31		3,958
I035	55-15	E X 11.95		612		59,800	HHRW					36	SD		1	1	21	6	1		31		9,811
I035	55-15	W X 11.95		647		59,800	HHRW					36	SD		1	1	21	6	1		31		9,811
I035	55-15	E X 12.19		175		59,800	OP-H					36	AD		1	1	21	6	6		31		2,924
I035	55-15	W X 12.19		125		59,800	OP-H					41	AD		1	1	21	6	6		31		2,953
I035	55-15	W X 12.30		158		59,800	OP-H					36	AD		1	1	21	6	6		31		5,026
I035	55-15	W X 12.38		287		59,800	OP-H					29	AD		1	1	21	6	6		31		7,710
S270	55-32	00.00	HARRAH	0.41	NAVARRE ST IN HARRAH	5,400	HHLA	52	4			88	1	0	3								
S270	55-32	00.41		0.42	0.83 MIS. S. US 62	5,700	I10E	52	4			96	1	0	3								
S270	55-32	00.83		0.06	N.E. 10TH ST	5,900	LL0E	52	4			100	1	0	3								
S270	55-32	00.89		0.09	0.98 MIS. S. US 62	6,300	LL0E	52	4			100	1	0	3								
S270	55-32	00.98		0.36	1.34 MIS. S. US 62	6,100	I10E	52	4			97	1	0	3								
S270	55-32	01.34		0.25	1.59 MIS. S. US 62	6,100	I10E	48	5	10		90	1	0	3								
S270	55-32	01.59		0.23	1.82 MIS. S. US 62	5,600	I10E	48	1	10		91	1	0	3								
S270	55-32	X 01.70		39		5,600	BXUF					HS	NR		0	3							
S270	55-32	01.82		0.08	RENO AVE	5,600	LL0E	48	1	10		94	1	0	3								
S270	55-32	01.90		0.07	1.97 MIS. S. US 62	5,200	LL0E	48	1	10		94	1	0	5								
S270	55-32	01.97		0.25	2.22 MIS. S. US 62	5,200	I10E	48	1	10		89	1	0	5								
S270	55-32	X 02.12		32		5,200	BXUF					HS	NR		0	5							
S270	55-32	02.22		0.60	2.82 MIS. S. US 62	5,200	I10E	52	4			96	1	0	5								

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S270	55-32		02.82		0.08	SE 15TH ST	LL0E	52	4		100	1	0	5									
S270	55-32		02.90		0.08	2.98 MIS. S. US 62	LL0E	52	4		100	1	0	5									
S270	55-32		02.98		0.85	3.83 MIS. S. US 62	I10E	52	4		97	1	0	5									
S270	55-32		03.83		0.07	SE 29TH ST	LL0E	52	4		94	1	0	5									
S270	55-32		03.90		0.08	3.98 MIS. S. US 62	LL0E	52	4		100	1	0	5									
S270	55-32		03.98		0.10	0.83 MIS W POTT CO/L	I10E	28	4		87	1	0	5									
S270	55-32		04.08		0.83	POTT CO LINE	HHLA	24	3	8	80	1	0	5								0	
S003	55-36	N	00.00	OKLA. CI	1.14	COUNCIL ROAD	IHLI	36	3	4	74	1	1	3									
S003	55-36	S	00.00		0.00	COUNCIL ROAD	IHLI	36	3	4	74	1	1	3									
S003	55-36	X	00.50		21		BXUF				HS	NR		1	3								
S003	55-36	N	01.14		1.14	ROCKWELL AVE	IHLI	36	3	4	52	3	1	3	25	4	0	9	10				
S003	55-36	S	01.14		0.00	ROCKWELL AVE	IHLI	36	3	4	51	3	1	3	25	4	0	9	10				
S003	55-36	N	02.28		0.96	WARR ACRES C/L-WILSH	IHLI	36	3	3	41	3	1	3	25	4	0	9	10				
S003	55-36	S	02.28		0.00	WARR ACRES C/L-WILSH	IHLI	36	3	3	41	3	1	3	25	4	0	9	10				
S003	55-36	N	03.24	WARR ACR	0.30	MCARTHUR BOULEVARD	IHLI	36	3	3	33	3	1	3	25	4	0	9	10				
S003	55-36	S	03.24		0.00	MCARTHUR BOULEVARD	IHLI	36	3	3	33	3	1	3	25	4	0	9	10				
S003	55-36	X	03.30		47		BXUF				HS	NR		1	3	25	6	2		33		941	
S003	55-36	N	03.54		0.58	ENTER OKLA CITY C/L	HILA	38	4		36	3	1	3	25	4	0	9	10				
S003	55-36	S	03.54		0.00	ENTER OKLA CITY C/L	HILA	38	4		36	3	1	3	25	4	0	9	10				
S003	55-36	N	04.12	OKLA. CI	0.55	MERIDIAN AVE	HILA	38	4		27	3	1	3	25	4	0	9	10				
S003	55-36	S	04.12		0.00	MERIDIAN AVE	HILA	38	4		27	3	1	3	25	4	0	9	10				
S003	55-36	N	04.67		0.70	N W 63RD STREET	HILA	38	4		36	3	1	3	25	4	0	9	10				
S003	55-36	S	04.67		0.00	N W 63RD STREET	HILA	38	4		36	3	1	3	25	4	0	9	10				
S003	55-36	N	05.37		0.43	PORTLAND AVE	HILA	38	4		36	3	1	3	25	4	0	9	10				
S003	55-36	S	05.37		0.00	PORTLAND AVE	HILA	38	4		37	3	1	3	25	4	0	9	10				
S003	55-36	X	05.54		23		BXUF				HS	NR		1	3	25	6	6		33		644	
S003	55-36	N	05.80		0.28	JCT SH 74	HILA	38	4		36	3	1	3	25	4	0	9	10				
S003	55-36	S	05.80		0.00	JCT SH 74	HILA	38	4		36	3	1	3	25	4	0	9	10			1,585	
I235	55-42	E	00.00		0.20	JCT I-40	LLOF	36	1	10	87	2	1	1									
I235	55-42	W	00.00		0.00	JCT I-40	LLOF	36	1	10	89	2	1	1									
I235	55-42	E	X 00.00		1456	JCT I-40	OP-H				29	AD		1	1								
I235	55-42	W	X 00.00		2206	JCT I-40	OP-H				29	AD		1	1								
I235	55-42	E	00.20		1.83	0.73 MIS S. 23RD ST	LLOF	36	1	10	89	2	1	1									
I235	55-42	W	00.20		0.00	0.73 MIS S. 23RD ST	LLOF	36	1	10	92	2	1	1									
I235	55-42	E	X 00.68		982						29	AD		1	1								
I235	55-42	W	X 00.68		968		H-HR				29	FO		1	1	20	8	2		31		10,913	
I235	55-42	X	01.07		120		OP-H				29	AD		1	1								
I235	55-42	X	01.20		0		UP-H					AD		1	1								
I235	55-42	X	01.27		0		UPHP					AD		1	1								
I235	55-42	X	01.53		0		UPHP					AD		1	1								
I235	55-42	X	01.54		0		UP-O					AD		1	1								
I235	55-42	X	01.83		0		UP-O					AD		1	1								
I235	55-42	X	01.84		0		UPHP					AD		1	1								
I235	55-42	E	02.03		0.63	N.W 23RD STREET	LLOF	36	1	10	93	2	1	1									
I235	55-42	W	02.03		0.00	N.W 23RD STREET	LLOF	36	1	10	93	2	1	1									

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I235	55-42	E X 02.10		4000		81,600	H-HR				29	FO		1	1	20	8	2	31				
I235	55-42	W X 02.10		4000		81,600	H-HR				29	FO		1	1	20	8	2	31			41,110	
I235	55-42	E 02.66		0.35	2.83 MIS N. I-40	81,600	LLOF	36	1	10		93	2	1	1								
I235	55-42	W 02.66		0.00	2.83 MIS N. I-40	81,600	LLOF	36	1	10		93	2	1	1								
I235	55-42	X 02.66		4000	2.83 MIS N. I-40	81,600	UPHR					AD		1	1								
I235	55-42	E 03.01		0.50	0.32 MIS. S. N.E 36T	82,400	LLOF	48	1	10		96	2	1	1								
I235	55-42	W 03.01		0.00	0.32 MIS. S. N.E 36T	82,400	LLOF	48	1	10		92	2	1	1								
I235	55-42	E 03.51		0.32	N.E. 36TH STREET	82,400	LLOE	48	1	10		100	2	1	1								
I235	55-42	W 03.51		0.00	N.E. 36TH STREET	82,400	LLOE	48	1	10		100	2	1	1								
I235	55-42	E 03.83		0.44	0.44 MIS. N. N.E 36T	82,400	LLOE	36	1	10		94	3	1	1								
I235	55-42	W 03.83		0.00	0.44 MIS. N. N.E 36T	82,400	LLOE	36	1	10		94	3	1	1								
I235	55-42	E X 03.83		201	0.44 MIS. N. N.E 36T	82,400	UP-H					AD		1	1								
I235	55-42	W X 03.83		201	0.44 MIS. N. N.E 36T	82,400	OP-H				36	SD		1	1	20	8	5		50			
I235	55-42	E 04.27		0.24	0.85 MIS. S. I-44	82,400	LLOF	24	1	19		48	3	1	1	20	8	2	8	23	53,000		
I235	55-42	W 04.27		0.00	0.85 MIS. S. I-44	82,400	LLOF	24	1	19		46	3	1	1	20	8	2	8	23			
I235	55-42	X 04.50		0		82,400	UP-R					AD		1	1	20	8	3		31		3,018	
I235	55-42	E 04.51		0.36	0.49 MI S I-44	82,400	LLOF	24	1	10		46	3	1	1	20	8	2	8	23	22,300		
I235	55-42	W 04.51		0.00	0.49 MI S I-44	82,400	LLOF	24	1	10		46	3	1	1	20	8	2	8	23			
I235	55-42	X 04.70		0		82,400	SD					SD		1	1	20	8	5		31		8,112	
I235	55-42	E 04.87		0.49	JCT I-44	82,400	LLOF	24	1	10		45	3	1	1	20	8	2	8	23	52,000		
I235	55-42	W 04.87		0.00	JCT I-44	82,400	LLOF	24	1	10		45	3	1	1	20	8	2	8	23			
I235	55-42	X 04.91		0		82,400	UP-H					SD		1	1	20	8	5		31		1,927	
I235	55-42	E X 05.01		161		82,400	BRDG				38	FO		1	1	20	8	1		31		5,760	
I235	55-42	W X 05.01		161		82,400	BRDG				38	FO		1	1	20	8	1		31		5,760	
I235	55-42	E X 05.08		268		82,400	OP-H				38	FO		1	1	20	8	5		31		7,924	
I235	55-42	W X 05.08		268		82,400	OP-H				38	FO		1	1	20	8	5		31		7,924	
S152	55-52	00.00		0.36	SW 74TH WYE LEG N.	15,500	IIOE	52	4			97	1	0	3								
S152	55-52	00.36		1.00	SW 59TH ST	15,500	IIOE	52	4			97	1	0	3								
S152	55-52	01.36		0.12	0.12 MIS. N. SW 59TH	20,500	IIOE	48	1	10		89	1	0	3								
S152	55-52	N 01.48		0.68	COUNCIL RD	20,500	IIOE	24	1	10		97	1	0	2								
S152	55-52	S 01.48		0.00	COUNCIL RD	20,500	IIOE	24	1	10		97	1	0	2								
S152	55-52	X 02.06		27		20,500	OP-H				HS	NR		0	2								
S152	55-52	X 02.10		27		20,500	OP-H				HS	NR		0	2								
S152	55-52	N X 02.14		144		20,500	OP-H				52	AD		0	2								
S152	55-52	S X 02.14		144		20,500	OP-H				52	AD		0	2								
S152	55-52	N 02.16		2.29	MACARTHUR BLVD.	26,600	IIOE	24	1	10		96	1	0	2								
S152	55-52	S 02.16		0.00	MACARTHUR BLVD.	26,600	IIOE	24	1	10		96	1	0	2								
S152	55-52	N X 02.63		144		26,600	OP-H				52	AD		0	2								
S152	55-52	S X 02.63		144		26,600	OP-H				52	AD		0	2								
S152	55-52	N X 03.68		181		26,600	OP-H				27	AD		0	2								
S152	55-52	S X 03.69		181		26,600	OP-H				27	AD		0	2								
S152	55-52	X 04.25		37		26,600	OP-H				HS	NR		0	2								
S152	55-52	N 04.45		1.00	MERIDIAN AVE	25,400	IIOE	24	1	10		97	1	0	2								
S152	55-52	S 04.45		0.00	MERIDIAN AVE	25,400	IIOE	24	1	10		97	1	0	2								
S152	55-52	X 04.45		268	MERIDIAN AVE	25,400	UP-H					AD		0	2								
																						260,858	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S152	55-52	X 04.65		32		25,400	OP-H			HS	NR		0	2									
S152	55-52	S X 05.05		475		25,400	OP-H			30	AD		0	2									
S152	55-52	N X 05.06		475		25,400	OP-H			28	AD		0	2									
S152	55-52	N 05.45		1.03	PORTLAND AVE.	31,200	II0E	24	1	10		97	1	2	2								
S152	55-52	S 05.45		0.00	PORTLAND AVE.	31,200	II0E	24	1	10		97	1	2	2								
S152	55-52	X 05.45		268	PORTLAND AVE.	31,200	UP-H				AD		2	2									
S152	55-52	N 06.48		0.46	JCT. I-44	48,700	LL0A	24	1	10		99	2	2	2								
S152	55-52	S 06.48		0.00	JCT. I-44	48,700	LL0A	24	1	10		99	2	2	2								
S152	55-52	N X 06.50		161		48,700	OP-H				32	AD		2	2								
S152	55-52	S X 06.50		240		48,700	OP-H				30	AD		2	2							0	
S074	55-63	E 00.00		0.28	JCT SH 66	122,000	LL0E	36	1	10		59	3	1	2	20	8	2	7	10			
S074	55-63	W 00.00		0.00	JCT SH 66	122,000	LL0E	36	1	10		59	3	1	2	20	8	2	7	10			
S074	55-63	X 00.00		0	JCT SH 66	122,000					AD		1	2	20	8	2			31		9,399	
S074	55-63	X 00.01		0		122,000	UP-H				FO		1	2	20	8	2			31		5,271	
S074	55-63	X 00.02		0		122,000	UP-H				SD		1	2	20	8	2			31		3,926	
S074	55-63	E 00.28		1.47	JCT SH 3 & SH 3A	110,300	LL0E	36	1	10		59	3	1	2	20	8	2	7	10			
S074	55-63	W 00.28		0.00	JCT SH 3 & SH 3A	110,300	LL0E	36	1	10		60	3	1	2	20	8	2	7	10			
S074	55-63	X 01.04		0		110,300	UP-O				AD		1	2	20	8	2			31		1,752	
S074	55-63	X 01.05		0		110,300	UP-O				FO		1	2	20	8	2			31		5,747	
S074	55-63	X 01.05		0		110,300	UPHP				FO		1	2	20	8	2			31		5,747	
S074	55-63	X 01.30		24		110,300	BXUF			HS	NR		1	2	20	8	2			33		800	
S074	55-63	X 01.43		0		110,300	UPHP				FO		1	2	20	8	2			31		3,386	
S074	55-63	X 01.54		0		110,300	UP-O				AD		1	2	20	8	2			31		1,752	
S074	55-63	X 01.74		0		110,300	UP-H				AD		1	2	20	8	2			31		6,777	
S074	55-63	E 01.75		0.32	N.W. 63RD STREET	86,300	LL0E	36	1	10		89	3	1	2								
S074	55-63	W 01.75		0.00	N.W. 63RD STREET	86,300	LL0E	36	1	10		89	3	1	2								
S074	55-63	E 02.07		0.66	0.97 MIS. N. SH 3	86,300	LL0E	36	1	10		89	3	1	2								
S074	55-63	W 02.07		0.00	0.97 MIS. N. SH 3	86,300	LL0E	36	1	10		89	3	1	2								
S074	55-63	X 02.09		0		86,300	UP-O				AD		1	2									
S074	55-63	X 02.10		0		86,300	UPHP				AD		1	2									
S074	55-63	X 02.65		0		86,300	UPHP				FO		1	2	20	8	2			31		5,760	
S074	55-63	E 02.73		0.36	1.33 MIS. N. SH 3	100,300	LL0T	36	1	10		62	3	1	2	20	8	2	7	10			
S074	55-63	W 02.73		0.00	1.33 MIS. N. SH 3	100,300	LL0T	36	1	10		62	3	1	2	20	8	2	7	10			
S074	55-63	E 03.09		0.80	3.46 MIS S. KIL T.P	100,400	LLOV	36	1	10		62	3	1	2	20	8	2	7	10			
S074	55-63	W 03.09		0.00	3.46 MIS S. KIL T.P	100,400	LLOV	36	1	10		62	3	1	2	20	8	2	7	10			
S074	55-63	E 03.89		1.36	HEFNER RD	78,000	LLOV	36	1	10		100	1	1	2								
S074	55-63	W 03.89		0.00	HEFNER RD	78,000	LLOV	36	1	10		100	1	1	2								
S074	55-63	X 04.21		0		78,000	UPHP				AD		1	2									
S074	55-63	E 05.25		2.10	JCT KILPATRICK T.P.	55,100	LLOV	36	1	10		100	1	1	2								
S074	55-63	W 05.25		0.00	JCT KILPATRICK T.P.	55,100	LLOV	36	1	10		100	1	1	2								
S074	55-63	X 05.25		0	JCT KILPATRICK T.P.	55,100	UPHP				AD		1	2									
S074	55-63	X 06.31		0		55,100	UPHP				AD		1	2									
S074	55-63	X 06.33		0		55,100	UP-P				AD		1	2									
S074	55-63	X 06.80		0		55,100					AD		1	2									
S074	55-63	X 06.90		0		55,100	UP-H				FO		1	2	21	6	2			31		6,524	

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S074	55-63	X 07.00		0		55,100	UP-H				FO		1	2	21	6	2		31		6,524		
S074	55-63	X 07.11		67		55,100	BXUF				HS		1	2									
S074	55-63	X 07.29		0		55,100	UPHP				FO		1	2	21	6	2			31		3,621	
S074	55-63	E 07.35		0.51	END 4 LANES	25,000	LL0V	24	1	10		84	1	0	4								
S074	55-63	W 07.35		0.00	END 4 LANES	25,000	LL0V	24	1	10		84	1	0	4								
S074	55-63	X 07.37		0		25,000	UPHP				FO		0	4	28	6	2			31		3,621	
S074	55-63	X 07.62		24		25,000	BXBR				HS		0	4									
S074	55-63	07.86		0.25	0.76 MIS. N. T.P	25,000	LL0T	24	1	4		20	3	0	4	28	4	0	7	08		2,434	
S074	55-63	08.11		0.20	NW 150TH(LEV OKC U/L	17,400	TV0E	24	1	4		11	3	0	4	28	4	0	7	08		1,954	
S074	55-63	08.31		1.02	NW 164TH ST	10,700	IIIB	24	3	3		13	3	0	5	28	4	0	7	08		18,163	
S074	55-63	09.33		1.01	NW 178TH(OLD HWY 74)	9,700	II0B	24	3	3		22	3	0	5	28	4	0	7	08		18,105	
S074	55-63	10.34		1.00	LVE OKC C/L (192ND)	10,100	IHHA	24	3	4		24	3	0	5	28	4	0	7	08		5,646	
S074	55-63	11.34	1.00		COVELL RD	6,300	IHHA	24	3	4		59	3	0	5	29	2	0	7	08		5,644	
S074	55-63	12.34	2.38		0.69 MIS. S. CO/LINE	6,300	HHHA	24	3	4		64	3	0	5	29	2	0	8	50			
S074	55-63	X 12.93	604			6,300	BRDG				50	AD	0	5	29	4	1			50			
S074	55-63	X 13.56	401			6,300	BRDG				40	AD	0	5	29	4	1			50			
S074	55-63	X 14.10	40			6,300	BXUF				HS	NR	0	5	29	4	2			50			
S074	55-63	14.72	0.69		LOGAN COUNTY LINE	6,300	II0E	48	1	8		97	1	0	5								
S074	55-63	X 15.31	168			6,300	BRDG				39	AD	0	5									122,553
U077	55-67	E 00.00		0.18	0.18 MI N I-44	82,200	LL0H	24	1	10		42	3	1	2	20	8	2	8	08		3,055	
U077	55-67	W 00.00		0.00	0.18 MI N I-44	82,200	LL0H	24	1	10		42	3	1	2	20	8	2	8	08			
U077	55-67	E 00.18		0.29	N.W. 63RD STREET	80,000	LL0H	24	1	10		37	3	1	2	20	8	2	8	08		4,929	
U077	55-67	W 00.18		0.00	N.W. 63RD STREET	80,000	LL0H	24	1	10		37	3	1	2	20	8	2	8	08			
U077	55-67	E 00.47		0.36	0.83 MIS. N. I-44	80,000	LL0E	36	1	19		97	3	1	2								
U077	55-67	W 00.47		0.00	0.83 MIS. N. I-44	80,000	LL0E	36	1	19		97	3	1	2								
U077	55-67	X 00.47		0	0.83 MIS. N. I-44	80,000	UPHP					AD		1	2								
U077	55-67	E 00.83		1.52	2.35 MIS. N. I-44	74,300	LL0E	48	1	10		100	2	1	2								
U077	55-67	W 00.83		0.00	0.12 MIS S BRITTON R	74,300	LL0E	48	1	10		98	2	1	2								
U077	55-67	X 01.00		23		74,300	BXUF				HS	NR		1	2								
U077	55-67	E X 01.45		262		74,300					33	AD		1	2								
U077	55-67	W X 01.45		262		74,300					33	AD		1	2								
U077	55-67	E 02.35		0.12	2.47 MIS. N. I-44	74,500	LL0E	48	1	10		100	1	1	2								
U077	55-67	W 02.35		0.00	BRITTON ROAD	74,500	LL0E	48	1	10		100	1	1	2								
U077	55-67	E 02.47		0.10	2.57 MIS. N. I-44	70,300	LL0E	48	1	10		100	1	1	2								
U077	55-67	W 02.47		0.00	0.10 MIS N BRITTON R	70,300	LL0E	48	1	10		100	1	1	2								
U077	55-67	X 02.47		0	2.57 MIS. N. I-44	70,300	UPHP					AD		1	2								
U077	55-67	E 02.57		0.16	2.73 MIS. N. I-44	70,300	LL0E	48	1	10		100	1	1	2								
U077	55-67	W 02.57		0.00	0.26 MIS N BRITTON R	70,300	LL0E	48	1	10		100	1	1	2								
U077	55-67	E 02.73		0.24	1.98 MIS. S. KP TP	70,600	LL0E	48	1	10		100	1	1	2								
U077	55-67	W 02.73		0.00	0.50 MIS N BRITTON R	70,600	LL0E	48	1	10		100	1	1	2								
U077	55-67	E 02.97		1.59	0.39 MIS. S. KP TP	64,300	LL0E	48	1	10		100	1	1	2								
U077	55-67	W 02.97		0.00	122ND STREET	64,300	LL0E	48	1	10		100	1	1	2								
U077	55-67	E X 03.48		294		64,300	OP-H				39	AD		1	2								
U077	55-67	W X 03.48		294		64,300	OP-H				39	AD		1	2								
U077	55-67	X 03.80		26		64,300	BXUF				HS	NR		1	2								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U077	55-67	E 04.56		0.39	JCT. KILPATRICK TP	68,300	LL0V	36	1	19		98	2	1	2								
U077	55-67	W 04.56		0.00	JCT. KILPATRICK TP	68,300	LL0V	36	1	19		98	2	1	2								
U077	55-67	E X 04.57		101		68,300	OP-H				36	AD		1	2								
U077	55-67	W X 04.57		101		68,300	OP-H				36	AD		1	2								
U077	55-67	X 04.59		0		68,300	UP-H					AD		1	2								
U077	55-67	X 04.60		0		68,300	UP-H					AD		1	2								
U077	55-67	X 04.61		926		68,300	OP-H				36	FO		1	2	21	8	5		31			
U077	55-67	E 04.95		0.50	0.50 MIS. N. KP TP	54,500	LL0V	36	1	19		98	1	0	2								
U077	55-67	W 04.95		0.00	0.50 MIS. N. KP TP	54,500	LL0V	36	1	19		98	1	0	2								
U077	55-67	E 05.45		0.31	MEMORIAL RD	54,500	MHHF	24	1	10		83	3	0	2								
U077	55-67	W 05.45		0.00	MEMORIAL RD	54,500	MHHF	24	1	10		83	3	0	2								
U077	55-67	E 05.76		0.31	1.12 MIS N. K.P. T.P	45,800	MHHF	24	1	10		93	2	0	2								
U077	55-67	W 05.76		0.00	1.12 MIS N. K.P. T.P	45,800	MHHF	24	1	10		93	2	0	2								
U077	55-67	E X 05.76		185	1.12 MIS N. K.P. T.P	45,800	OP-H				36	AD		0	2	21	8	5		50			
U077	55-67	W X 05.76		185	1.12 MIS N. K.P. T.P	45,800	OP-H				36	AD		0	2	21	8	5		50			
U077	55-67	E 06.07		0.07	NORTHGATE TERR.	45,800	HHHF	24	1	10		88	2	0	2								
U077	55-67	W 06.07		0.00	NORTHGATE TERR.	45,800	HHHF	24	1	10		88	2	0	2								
U077	55-67	E 06.14		0.00	ENTER EDMOND C/L	43,700	HHHF	24	1	10		89	1	0	3								
U077	55-67	W 06.14		0.24		43,700	HHHF	24	1	10		59	1	0	3	22	4	2	7	50			
U077	55-67	E 06.38	EDMOND	0.52	S.W. 33RD ST.	47,900	HHHF	36	4			41	3	0	3	22	4	2	7	10			
U077	55-67	W 06.38		0.00	S.W. 33RD ST.	47,900	HHHF	36	4			41	3	0	3	22	4	2	7	10			
U077	55-67	E 06.90		1.05	S.W. 15TH ST.	48,100	IIHF	36	4			42	3	0	3	21	6	2	7	10			
U077	55-67	W 06.90		0.00	S.W. 15TH ST.	48,100	IIHF	36	4			42	3	0	3	21	6	2	7	10			
U077	55-67	E 07.95		0.07	0.07 MIS. N. 15TH ST	48,100	HHHF	36	4			42	3	0	3	21	6	2	7	10			
U077	55-67	W 07.95		0.00	0.07 MIS. N. 15TH ST	48,100	HHHF	36	4			42	3	0	3	21	6	2	7	10			
U077	55-67	E 08.02		0.75	WDTH CHNG E LANE 6 S	52,000	HH0F	24	2	3		31	3	0	3	21	6	2	7	10			
U077	55-67	W 08.02		0.00		52,000	HH0F	33	4			40	3	0	3	21	6	2	7	10			
U077	55-67	E 08.77		0.15	WIDTH CHANGE 3RD ST	49,300	HH0F	33	4			35	3	0	3	21	6	2	7	10			
U077	55-67	W 08.77		0.00	WIDTH CHANGE 3RD ST	49,300	HH0F	33	4			35	3	0	3	21	6	2	7	10			
U077	55-67			0.07	WIDTH CHANGE 2ND ST	44,000	HHLA	61	4			39	3	0	3	24	4	3	7	10			
U077	55-67			0.25	BOULEVARD TC	29,300	HHLA	48	4			78	1	0	3								
U077	55-67			0.10	WDTH CHNG JACKSON ST	22,600	HHLA	52	4			85	1	0	3								
U077	55-67			0.91	BAUMAN AVE	25,300	HH0F	48	4			84	1	0	3								
U077	55-67			0.10	1.89 MIS W. I-35	27,200	HH0F	48	4			85	1	0	3								
U077	55-67			0.19	1.70 MIS W. I-35	21,100	HH0F	48	4			84	1	0	3								
U077	55-67			1.38	0.32 MIS W. I-35	20,000	HH0F	48	4			83	1	0	3								
U077	55-67	X 11.25		54		20,000	BXBR				HS	AD		0	3								
U077	55-67	E 11.92		0.14	0.18 MIS W. I-35	16,500	LLOA	24	4			91	1	0	3								
U077	55-67	W 11.92		0.00	0.18 MIS W. I-35	16,500	LLOA	24	4			91	1	0	3								
U077	55-67	E 12.06		0.18	JCT I 35	16,500	LLOA	24	4			94	1	0	3								
U077	55-67	W 12.06		0.00	JCT I 35	16,500	LLOA	24	4			90	1	0	3								
U077	55-67	X 12.24		202		16,500	OP-H				29	AD		0	3								7,984
I040	55-68	N 00.00	OKLA. CI	0.46	0.46 MIS. E. I-35	81,400	LLOA	24	1	10		94	3	1	1								
I040	55-68	S 00.00		0.00	0.46 MIS. E. I-35	81,400	LLOA	24	1	10		94	3	1	1								
I040	55-68	N X 00.30		796		81,400	H-HW				38	AD		1	1								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	55-68	S X 00.30		910		81,400	HHRW				29	FO	1	1	20	8	1		31		14,580		
I040	55-68	N 00.46		0.15	RENO	81,400	PHHB	36	1	10		94	3	1	1								
I040	55-68	S 00.46		0.00	RENO	81,400	PHHB	36	1	10		94	3	1	1								
I040	55-68	N 00.61		0.33	ENT DEL CITY-BRYANT	81,400	PIHB	36	1	10		91	3	1	1								
I040	55-68	S 00.61		0.00	ENT DEL CITY-BRYANT	81,400	PIHB	36	1	10		91	3	1	1								
I040	55-68	X 00.88		54		81,400	BXUF				HS	NR		1	1								
I040	55-68	N 00.94	DEL CITY	0.13	1.07 MIS. E. I-35	83,000	PIHB	36	1	10		91	2	1	1								
I040	55-68	S 00.94		0.00	1.07 MIS. E. I-35	83,000	PIHB	36	1	10		91	2	1	1								
I040	55-68	N 01.07		0.16	1.23 MIS. E. I-35	61,700	PIHB	36	1	10		97	1	1	1								
I040	55-68	S 01.07		0.00	1.23 MIS. E. I-35	61,700	PIHB	36	1	10		97	1	1	1								
I040	55-68	X 01.16		0		61,700	UPHP					AD		1	1								
I040	55-68	N 01.23		0.77	SUNNYLANE	60,700	PIHB	36	1	10		94	1	1	1								
I040	55-68	S 01.23		0.00	SUNNYLANE	60,700	PIHB	36	1	10		94	1	1	1								
I040	55-68	N X 01.82		127		60,700	OP-H				36	AD		1	1								
I040	55-68	S X 01.82		127		60,700	OP-H				36	FO		1	1	21	8	6		31		3,146	
I040	55-68	X 01.92		47		60,700	BXUF				HS	NR		1	1								
I040	55-68	N 02.00		1.22	ENT MWC-SOONER RD	60,700	PIHB	36	1	10		94	1	1	1								
I040	55-68	S 02.00		0.00	ENT MWC-SOONER RD	60,700	PIHB	36	1	10		94	1	1	1								
I040	55-68	N X 02.26		152		60,700	BRDG				38	FO		1	1	21	8	1		31		4,749	
I040	55-68	S X 02.26		152		60,700	BRDG				38	FO		1	1	21	8	1		31		3,911	
I040	55-68	N X 02.45		231		60,700	OP-H				28	AD		1	1								
I040	55-68	S X 02.45		231		60,700	OP-H				28	SD		1	1	21	8	6		31		5,355	
I040	55-68	N X 03.02		146		60,700	OP-H				32	FO		1	1	21	8	6		31		3,518	
I040	55-68	S X 03.02		146		60,700	OP-H				32	SD		1	1	21	8	6		31		3,518	
I040	55-68	N 03.22	MIDWEST	1.01	ENT OKC C/L-SE 29TH	55,200	PIHB	36	1	10		95	1	1	1								
I040	55-68	S 03.22		0.00	ENT OKC C/L-SE 29TH	55,200	PIHB	36	1	10		95	1	1	1								
I040	55-68	X 03.57		0		55,200	UP-H					AD		1	1								
I040	55-68	N X 04.03		257		55,200	OP-H				36	AD		1	1								
I040	55-68	S X 04.03		231		55,200	OP-H				36	AD		1	1								
I040	55-68	N 04.23	OKLA. CI	0.28	AIR DEPOT	50,600	PIHB	36	1	10		92	1	1	1								
I040	55-68	S 04.23		0.00	AIR DEPOT	50,600	PIHB	36	1	10		92	1	1	1								
I040	55-68	X 04.31		188		50,600	OP-H				36	AD		1	1								
I040	55-68	N 04.51		0.49	F AVE	50,600	PIHB	36	1	10		82	1	1	1								
I040	55-68	S 04.51		0.00	F AVE	50,600	PIHB	36	1	10		84	1	1	1								
I040	55-68	X 04.80		0		50,600	UPHP					SD		1	1	21	6	6		31		4,023	
I040	55-68	X 04.81		0		50,600	UPHP					SD		1	1	21	6	6		31		4,023	
I040	55-68	N 05.00		0.60	A AVE OVER	50,600	PIHB	24	1	10		87	3	1	1								
I040	55-68	S 05.00		0.00	A AVE OVER	50,600	PIHB	24	1	10		87	3	1	1								
I040	55-68	X 05.39		0		50,600	UP-R					NA		1	1								
I040	55-68	X 05.40		0		50,600	UPHP					AD		1	1								
I040	55-68	N 05.60		0.95	DOUGLAS BLVD	50,600	PIHB	24	1	10		87	3	1	1								
I040	55-68	S 05.60		0.00	DOUGLAS BLVD	50,600	PIHB	24	1	10		87	3	1	1								
I040	55-68	X 05.85		0		50,600	UP-H					FO		1	1	21	6	6		31		4,440	
I040	55-68	X 06.08		0		50,600	UPHP					FO		1	1	21	6	5		31		2,831	
I040	55-68	X 06.34		0		50,600	UPHP					SD		1	1	21	6	6		31		6,868	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	55-68	N	06.55		2.18	WESTMINISTER ROAD	PHHB	24	1	10		95	2	1	1								
I040	55-68	S	06.55		0.00	LEAVE OKC U/L	PHHB	24	1	10		96	2	1	1								
I040	55-68	X	06.86		31		BXUF				HS	NR		1	1								
I040	55-68	X	07.43		0		UP-H					FO		1	1	01	6	5		31		2,770	
I040	55-68	X	08.52		0		UP-H					FO		1	1	01	6	5		31		2,586	
I040	55-68	N	08.73		0.65	2.44 MIS W I-240	PHHB	24	1	10		96	2	1	1								
I040	55-68	S	08.73		0.00	2.44 MIS W I-240	PHHB	24	1	10		96	2	1	1								
I040	55-68	N	09.38		2.44	JCT I 240	PHHB	24	1	10		95	1	1	1								
I040	55-68	S	09.38		0.00	JCT I 240	PHHB	24	1	10		95	1	1	1								
I040	55-68	N X	09.55		113		OP-H					43	AD		1	1							
I040	55-68	S X	09.55		113		OP-H					43	AD		1	1							
I040	55-68	X	09.81		34		BXUF				HS	NR		1	1								
I040	55-68	X	10.94		0		UP-H					FO		1	1	01	6	5		31		4,267	
I040	55-68	N X	11.18		183		OP-H					48	AD		1	1							
I040	55-68	S X	11.18		183		OP-H					48	AD		1	1							
I040	55-68	N	11.82		0.32	0.32 MI E OF I-240	PHHB	24	1	10		82	1	1	1								
I040	55-68	S	11.82		0.00	0.32 MI E OF I-240	PHHB	24	1	10		82	1	1	1								
I040	55-68	X	11.91		75		BXUF				HS	NR		1	1								
I040	55-68	N	12.14		0.29	0.61 MI E OF I-240	LLOL	24	1	10		77	3	1	1								
I040	55-68	S	12.14		0.00	0.61 MI E OF I-240	LLOL	24	1	10		77	3	1	1								
I040	55-68	N	12.43		0.67	1.28 MIS E. I-240	LLOL	24	1	10		86	2	1	1								
I040	55-68	S	12.43		0.00	1.28 MIS E. I-240	LLOL	24	1	10		86	2	1	1								
I040	55-68	N X	12.90		122		OP-H					42	FO		1	1	01	6	6		31	2,711	
I040	55-68	S X	12.90		122		OP-H					42	FO		1	1	01	6	6		31	1,561	
I040	55-68	N	13.10		0.90	MILE MARKER 167	LLOL	24	1	10		86	1	1	1								
I040	55-68	S	13.10		0.00	MILE MARKER 167	LLOL	24	1	10		86	1	1	1								
I040	55-68	X	13.67		33		BXUF				HS	NR		1	1								
I040	55-68	N	14.00		0.66	5.59 MIS W. POTT CO/	LLOL	24	1	10		86	1	1	1								
I040	55-68	S	14.00		0.00	5.59 MIS W. POTT CO/	LLOL	24	1	10		86	1	1	1								
I040	55-68	N	14.66		2.81	2.78 MIS W. POTT CO/	LLOL	24	1	10		86	1	1	1								
I040	55-68	S	14.66		0.00	2.78 MIS W. POTT CO/	LLOL	24	1	10		86	1	1	1								
I040	55-68	X	14.97		0		UP-H					SD		1	1	01	6	5		31		3,017	
I040	55-68	N X	15.95		102		OP-H					36	AD		1	1							
I040	55-68	S X	15.95		102		OP-H					36	AD		1	1							
I040	55-68	X	16.95		0		UP-H					SD		1	1	01	6	5		31		3,017	
I040	55-68	N	17.47		1.21	1.57 MIS W. POTT CO/	LLOL	24	1	10		86	1	1	1								
I040	55-68	S	17.47		0.00	1.57 MIS W. POTT CO/	LLOL	24	1	10		86	1	1	1								
I040	55-68	N	18.68		1.57	POTTAWATOMIE CO/LINE	LLOL	24	1	10		86	1	1	1								
I040	55-68	S	18.68		0.00	POTTAWATOMIE CO/LINE	LLOL	24	1	10		86	1	1	1								
I040	55-68	X	18.94		0		UP-H					FO		1	1	01	6	6		31		3,017	
I040	55-68	X	18.98		74		BXUF				HS	NR		1	1							83,908	
I040	55-69	N	00.00		1.00	COUNCIL RD	PHHF	36	1	10		90	1	1	1								
I040	55-69	S	00.00		0.00	COUNCIL RD	PHHF	36	1	10		90	1	1	1								
I040	55-69	N X	00.07		804		BRDG					24	AD		1	1							
I040	55-69	S X	00.07		804		BRDG					24	SD		1	1	20	8	1		31	9,405	

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	55-69	X 00.97		0		76,000	UPHP				SD		1	1	20	8	6		31				
I040	55-69	X 00.98		0		76,000	UPHP				SD		1	1	20	8	6		31			5,460	
I040	55-69	N 01.00		1.87	BEG BARRIER WALL	94,300	PHHF	36	1	10	69	3	1	1	20	8	2	6	99				
I040	55-69	S 01.00		0.00	BEG BARRIER WALL	94,300	PHHF	36	1	10	69	3	1	1	20	8	2	6	99				
I040	55-69	X 01.48		22		94,300	BXUF				HS	NR	1	1	20	8	2		33			644	
I040	55-69	X 01.97		0		94,300	UPHP				AD		1	1	20	8	6		31			3,161	
I040	55-69	X 02.12		49		94,300	BXUF				HS	NR	1	1	20	8	2		33			1,259	
I040	55-69	N 02.87		0.13	MACARTHUR AVE.	97,200	PIHF	36	1	10	61	3	1	1	20	8	2	6	99				
I040	55-69	S 02.87		0.00	MACARTHUR AVE.	97,200	PIHF	36	1	10	61	3	1	1	20	8	2	6	99				
I040	55-69	N X 02.95		169		97,200	OP-H				36	SD	1	1	20	8	6		31			2,917	
I040	55-69	S X 02.95		169		97,200	OP-H				36	FO	1	1	20	8	6		31			2,917	
I040	55-69	N 03.00		1.00	MERIDAN AVE	100,800	PIHF	36	1	10	56	3	1	1	20	8	2	6	99				
I040	55-69	S 03.00		0.00	MERIDAN AVE	100,800	PIHF	36	1	10	56	3	1	1	20	8	2	6	99				
I040	55-69	N X 03.96		169		100,800	OP-H				36	FO	1	1	20	8	6		31			2,917	
I040	55-69	S X 03.96		169		100,800	OP-H				36	FO	1	1	20	8	6		31			2,917	
I040	55-69	N 04.00		0.32	0.32 MIS. E. MERIDIA	100,200	LLOF	36	1	10	56	3	1	1	20	8	2	7	99				
I040	55-69	S 04.00		0.00	0.32 MIS. E. MERIDIA	100,200	LLOF	36	1	10	56	3	1	1	20	8	2	7	99				
I040	55-69	N 04.32		0.50	0.14 MIS. W. PORTLAN	100,200	LLOF	48	1	10	92	3	1	1									
I040	55-69	S 04.32		0.00	0.14 MIS. W. PORTLAN	100,200	LLOF	48	1	10	92	2	1	1									
I040	55-69	X 04.45		47		100,200	BXUF				HS	NR	1	1									
I040	55-69	N 04.82		0.14	PORTLAND AVE	100,500	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I040	55-69	S 04.82		0.00	PORTLAND AVE	100,500	LLOF	36	1	10	54	3	1	1	20	8	2	7	99				
I040	55-69	N 04.96		0.49	JCT I-44	103,900	LLOF	36	1	10	52	3	1	1	20	8	2	7	99				
I040	55-69	S 04.96		0.00	JCT I-44	103,900	LLOF	36	1	10	52	3	1	1	20	8	2	7	99				
I040	55-69	N X 04.96		169	JCT I-44	103,900	OP-H				36	AD	1	1	20	8	6		31			3,542	
I040	55-69	S X 04.96		170	JCT I-44	103,900	OP-H				36	AD	1	1	20	8	6		31			2,917	
I040	55-69	N X 05.28		169		103,900					HS	FO	1	1	20	8	6		31			10,690	
I040	55-69	S X 05.30		819		103,900	OP-H				36	AD	1	1	20	8	6		31			13,554	
I040	55-69	N X 05.38		994		103,900	OP-H				36	AD	1	1	20	8	6		31			10,375	
I040	55-69	S X 05.39		169		103,900					HS	FO	1	1	20	8	6		31			11,241	
I040	55-69	N 05.45		0.38	0.38 MIS E I-44	113,300	LLOF	48	1	10	89	2	1	1									
I040	55-69	S 05.45		0.00	0.38 MIS E I-44	113,300	LLOF	48	1	10	89	2	1	1									
I040	55-69	X 05.68		24		113,300	BXUF				HS	NR	1	1									
I040	55-69	N 05.83		0.15	MAY AVE	113,300	LLOF	48	1	10	83	2	1	1									
I040	55-69	S 05.83		0.00	MAY AVE	113,300	LLOF	48	1	10	83	2	1	1									
I040	55-69	N X 05.97		201		113,300	OP-H				31	FO	1	1	20	8	6		31			3,546	
I040	55-69	S X 05.97		167		113,300	OP-H				31	AD	1	1									
I040	55-69	N 05.98		0.24	0.77 MIS E. I-44	113,300	PIHF	48	1	10	88	2	1	1									
I040	55-69	S 05.98		0.00	0.77 MIS E. I-44	113,300	PIHF	48	1	10	89	2	1	1									
I040	55-69	N 06.22		0.36	AGNEW	113,300	PIHF	48	1	10	91	2	1	1									
I040	55-69	S 06.22		0.00	AGNEW	113,300	PIHF	48	1	10	90	2	1	1									
I040	55-69	N X 06.53		167		113,300	OP-H				30	AD	1	1									
I040	55-69	S X 06.53		168		113,300	OP-H				30	AD	1	1									
I040	55-69	N 06.58		0.40	PENN AVE	113,300	PIHF	48	1	10	91	2	1	1									
I040	55-69	S 06.58		0.00	PENN AVE	113,300	PIHF	48	1	10	89	2	1	1									

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
I040	55-69	N X 06.79		560		113,300	H-HR				25	AD		1	1									
I040	55-69	S X 06.79		575		113,300	H-HR				26	AD		1	1									
I040	55-69	X 06.88		38		113,300	BXUF				HS	NR		1	1									
I040	55-69	N 06.98		0.59	BLACKWELDER	113,300	PIHF	48	1	10		59	3	1	1	20	8	2	7	99				
I040	55-69	S 06.98		0.00	BLACKWELDER	113,300	PIHF	48	1	10		59	3	1	1	20	8	2	7	99				
I040	55-69	N X 07.04		171		113,300	OP-H				29	AD		1	1									
I040	55-69	S X 07.04		171		113,300	OP-H				28	AD		1	1									
I040	55-69	N X 07.17		188		113,300	H-HR				25	AD		1	1									
I040	55-69	S X 07.17		188		113,300	H-HR				17	AD		1	1									
I040	55-69	N X 07.43		106		113,300	OP-H				20	AD		1	1									
I040	55-69	S X 07.43		106		113,300	OP-H				20	AD		1	1									
I040	55-69	N X 07.55		128		113,300	OP-H				40	AD		1	1									
I040	55-69	S X 07.55		128		113,300	OP-H				40	AD		1	1									
I040	55-69	N 07.57		0.48	CLASSEN BLVD	113,300	LL0F	36	1	10		42	3	1	1	20	8	2	7	99				
I040	55-69	S 07.57		0.00	CLASSEN BLVD	113,300	LL0F	36	1	10		41	3	1	1	20	8	2	7	99				
I040	55-69	X 07.91		117		113,300	OP-H				37	FO		1	1									
I040	55-69	N 08.05		0.93	E.K. GAYLORD OKC-TC	103,200	LL0F	36	1	8		41	3	1	1	20	8	2	7	99				
I040	55-69	S 08.05		0.00	E.K. GAYLORD OKC-TC	103,200	LL0F	36	1	8		41	3	1	1	20	8	2	7	99				
I040	55-69	X 08.05		8835	E.K. GAYLORD OKC-TC	103,200	H-HR				36	SD		1	1									
I040	55-69	N 08.98		0.72	SHLDR WIDTH CHANGE	103,200	LL0F	36	1	8		48	3	1	1	20	8	2	7	99				
I040	55-69	S 08.98		0.00	SHLDR WIDTH CHANGE	103,200	LL0F	36	1	8		48	3	1	1	20	8	2	7	99				
I040	55-69	N 09.70		0.15	0.40 MIS W. I-235	103,200	LL0F	36	1	10		52	3	1	1	20	8	2	7	99				
I040	55-69	S 09.70		0.00	0.40 MIS W. I-235	103,200	LL0F	36	1	10		52	3	1	1	20	8	2	7	99				
I040	55-69	N 09.85		0.40	JCT I-235	103,000	LL0F	36	1	10		58	3	1	1	20	8	2	7	50				
I040	55-69	S 09.85		0.00	JCT I-235	103,000	LL0F	36	1	10		52	3	1	1	20	8	2	7	99				
I040	55-69	X 10.04		74		103,000	BXUF				HS	NR		1	1	20	8	2		33			5,782	
I040	55-69	S X 10.22		712		103,000	UPML				AD			1	1	20	8	6		31			11,226	
I040	55-69	N 10.25		0.20	JCT I 35	103,000	LL0F	48	1	10		94	1	1	1									
I040	55-69	S 10.25		0.00	JCT I 35	103,000	LL0F	48	1	10		98	1	1	1									
I040	55-69	X 10.45		51		103,000					29	AD		1	1									
I040	55-69	N X 10.45		51		103,000					29	AD		1	1									
I040	55-69P	00.00	4.69			0		0						1	1	20	8	2	7	50				109,930
I044	55-70	E 00.00		1.00	S.W. 74TH	57,300	IHHB	24	1	10		74	3	1	1									
I044	55-70	W 00.00		0.00	S.W. 74TH	57,300	IHHB	24	1	10		74	3	1	1									
I044	55-70	E X 00.98		135		57,300	OP-H				36	FO		1	1	21	4	6		31			2,917	
I044	55-70	W X 00.98		135		57,300	OP-H				36	FO		1	1	21	4	6		31			2,917	
I044	55-70	E 01.00		0.35	JCT I-240 EAST	57,300	LL0A	24	1	10		78	3	1	1									
I044	55-70	W 01.00		0.00	JCT I-240 EAST	57,300	LL0A	24	1	10		78	3	1	1									
I044	55-70	E X 01.28		278		57,300	OP-H				27	AD		1	1									
I044	55-70	W X 01.28		287		57,300	OP-H				29	FO		1	1	21	4	6		31			5,368	
I044	55-70	E 01.35		0.62	JCT I-44-N BD GORE P	69,200	LL0E	24	1	10		53	3	1	1	20	8	2	7	24	1,426			
I044	55-70	W 01.35		0.00	JCT I-44-N BD GORE P	69,200	LL0E	24	1	10		48	3	1	1	20	8	2	7	24				12,628
I240	55-71	N 00.00		0.50	MAY AVE	75,400	PIHE	36	1	10		90	2	1	1									
I240	55-71	S 00.00		0.00	MAY AVE	75,400	PIHE	36	1	10		90	2	1	1									
I240	55-71	N 00.50		1.00	PENN AVE	100,800	PIHE	36	1	10		52	3	1	1	20	8	2	7	10				

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
I240	55-71	S 00.50		0.00	PENN AVE	100,800	PIHE	36	1	10		52	3	1	1	20	8	2	7	10				
I240	55-71	X 00.50		183	PENN AVE	100,800	OP-H				41	FO		1	1	20	8	6	31				5,182	
I240	55-71	N 01.50		1.00	WESTERN AVE ATR	104,300	PIHE	36	1	10		50	3	1	1	20	8	2	7	10				
I240	55-71	S 01.50		0.00	WESTERN AVE ATR	104,300	PIHE	36	1	10		50	3	1	1	20	8	2	7	10				
I240	55-71	X 01.52		200		104,300	OP-H				41	FO		1	1	20	8	6	31				5,316	
I240	55-71	X 02.01		0		104,300	UP-P					NA		1	1	20	8	5	31				1,752	
I240	55-71	N 02.50		1.38	SHIELDS BLVD OLD 77	101,400	PIHE	36	1	10		50	3	1	1	20	8	2	7	10				
I240	55-71	S 02.50		0.00	SHIELDS BLVD OLD 77	101,400	PIHE	36	1	10		50	3	1	1	20	8	2	7	10				
I240	55-71	X 02.53		200		101,400	OP-H				41	FO		1	1	20	8	6	31				5,316	
I240	55-71	X 02.73		47		101,400	BXUF					HS	NR	1	1	20	8	2	33				1,948	
I240	55-71	X 03.02		200		101,400	OP-H				41	FO		1	1	20	8	6	31				5,316	
I240	55-71	X 03.53		200		101,400	OP-H				41	FO		1	1	20	8	6	31				5,316	
I240	55-71	X 03.86		0		101,400	UPHP					AD		1	1	20	8	6	31				6,043	
I240	55-71	N 03.88		0.63	JCT I 35	87,700	PIHE	36	1	10		84	2	1	1									
I240	55-71	S 03.88		0.00	JCT I 35	87,700	PIHE	36	1	10		84	2	1	1									
I240	55-71	X 04.50		274		87,700	OP-H				41	FO		1	1	20	8	5	31				7,913	
I240	55-71	N 04.51		0.19	0.19 MI E I-35	62,000	IHHB	24	1	10		60	3	1	1	21	6	2	7	24	61,722			
I240	55-71	S 04.51		0.00	0.19 MI E I-35	62,000	IHHB	24	1	10		59	3	1	1	21	6	2	7	24	6,270			
I240	55-71	N 04.70		1.65	2.00 MIS E I-35	60,700	LL0E	24	1	10		68	3	1	1	21	6	2	7	24				
I240	55-71	S 04.70		0.00	2.00 MIS E I-35	60,700	LL0E	24	1	10		68	3	1	1	21	6	2	7	24				
I240	55-71	X 04.94		0		60,700	UPHP					AD		1	1	21	8	5	31				5,747	
I240	55-71	X 05.13		0		60,700						AD		1	1	21	8	3	31				2,544	
I240	55-71	X 05.14		0		60,700						AD		1	1	21	8	3	31				2,544	
I240	55-71	X 05.33		32		60,700	BXUF					HS	NR	1	1	21	8	5	33				1,271	
I240	55-71	N X 05.54		154		60,700	OP-H				36	FO		1	1	21	8	6	31				3,958	
I240	55-71	S X 05.54		154		60,700	OP-H				36	FO		1	1	21	8	6	31				3,958	
I240	55-71	N 06.35		1.25	SUNNYLANE	54,000	LL0E	24	1	10		80	3	1	1									
I240	55-71	S 06.35		0.00	SUNNYLANE	54,000	LL0E	24	1	10		80	3	1	1									
I240	55-71	X 06.65		0		54,000	UPHP					AD		1	1									
I240	55-71	X 07.58		0		54,000	UPHP					FO		1	1	21	8	6	31				2,586	
I240	55-71	X 07.59		0		54,000	UPHP					FO		1	1	21	8	6	31				2,586	
I240	55-71	N 07.60		1.00	JCT SH 77H SOONER	48,200	LL0E	24	1	10		92	2	1	1									
I240	55-71	S 07.60		0.00	JCT SH 77H SOONER	48,200	LL0E	24	1	10		89	2	1	1									
I240	55-71	X 08.28		25		48,200	BXUF					HS	NR	1	1									
I240	55-71	X 08.58		0		48,200	UPHP					SD		1	1	21	6	6	31				5,637	
I240	55-71	X 08.59		0		48,200	UPHP					FO		1	1	21	6	6	31				5,637	
I240	55-71	N 08.60		0.68	0.68 MIS E. SH 77H	31,800	LL0E	24	1	10		92	1	1	1									
I240	55-71	S 08.60		0.00	0.68 MIS E. SH 77H	31,800	LL0E	24	1	10		89	1	1	1									
I240	55-71	N 09.28		0.59	1.27 MIS E. SH 77H	34,900	LL0S	24	1	10		94	1	1	1									
I240	55-71	S 09.28		0.00	1.27 MIS E. SH 77H	34,900	LL0S	24	1	10		94	1	1	1									
I240	55-71	N X 09.59		172		34,900	OP-H				29	AD		1	1									
I240	55-71	S X 09.59		172		34,900	OP-H				29	AD		1	1									
I240	55-71	N 09.87		0.45	END P.C. CONC.	34,900	LL0E	24	1	10		93	1	1	1									
I240	55-71	S 09.87		0.00	END P.C. CONC.	34,900	LL0E	24	1	10		93	1	1	1									
I240	55-71	N 10.32		1.27	DOUGLAS BLVD	29,600	PHHE	24	1	10		94	1	1	1									

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I240	55-71	S	10.32		0.00	DOUGLAS BLVD	29,600	PHHE	24	1	10	94	1	1	1								
I240	55-71	X	10.59		0		29,600	UPHP				AD		1	1								
I240	55-71	N	11.59		1.00	POST ROAD	20,500	PHHE	24	1	10	96	1	1	1								
I240	55-71	S	11.59		0.00	POST ROAD	20,500	PHHE	24	1	10	96	1	1	1								
I240	55-71	N X	11.59		152	POST ROAD	20,500	OP-H				36	AD		1	1							
I240	55-71	S X	11.59		152	POST ROAD	20,500	OP-H				36	SD		1	1	22	4	6		31		3,958
I240	55-71	N	12.59		1.02	WESTMINSTER RD	18,500	PHHE	24	1	10	95	1	1	1								
I240	55-71	S	12.59		0.00	LEAVE OKC U/L	18,500	PHHE	24	1	10	95	1	1	1								
I240	55-71	X	12.59		0	LEAVE OKC U/L	18,500	UPHP				AD		1	1								
I240	55-71	X	13.16		36		18,500	BXUF				HS	NR		1	1							
I240	55-71	N	13.61		1.02	ANDERSON ROAD	19,000	PHHE	24	1	10	95	1	1	1								
I240	55-71	S	13.61		0.00	ANDERSON ROAD	19,000	PHHE	24	1	10	95	1	1	1								
I240	55-71	N X	13.61		131	ANDERSON ROAD	19,000	OP-H				38	AD		1	1							
I240	55-71	S X	13.61		131	ANDERSON ROAD	19,000	OP-H				38	AD		1	1							
I240	55-71	N	14.63		1.87	JCT I 40	16,900	PHHE	24	1	10	96	1	1	1								
I240	55-71	S	14.63		0.00	JCT I 40	16,900	PHHE	24	1	10	96	1	1	1								
I240	55-71	X	14.66		0		16,900	UPHP				AD		1	1								
I240	55-71	X	15.71		0		16,900	UP-H				AD		1	1								
I240	55-71	N X	16.21		0		16,900	UP-H				AD		1	1								
I240	55-71	N X	16.22		0		16,900	UP-H				AD		1	1								152,520
I044	55-76	N	00.00		0.52	0.52 MI E I-35	26,400	LL0E	24	1	10	94	1	1	1								
I044	55-76	S	00.00		0.00	0.52 MI E I-35	26,400	LL0E	24	1	10	94	1	1	1								
I044	55-76	N	00.52		0.82	LEAVE OKC U/L	26,400	LL0E	24	1	10	94	1	1	1								
I044	55-76	S	00.52		0.00	LEAVE OKC U/L	26,400	LL0E	24	1	10	94	1	1	1								
I044	55-76	N X	00.85		183		26,400	BRDG				36	AD		1	1							
I044	55-76	S X	00.85		183		26,400	BRDG				36	AD		1	1							
I044	55-76	X	01.10		21		26,400	BXUF				HS	NR		1	1							
I044	55-76	N	01.34		0.28	1.62 MIS E. I-35	26,100	LL0E	24	1	10	88	1	1	1								
I044	55-76	S	01.34		0.00	1.62 MIS E. I-35	26,100	LL0E	24	1	10	88	1	1	1								
I044	55-76	N	01.62		0.00	2.18 MIS E. I-35	26,100	HHHD	24	1	10	94	1	1	1								
I044	55-76	S	01.62		0.56	2.18 MIS E. I-35	26,100	HHHD	24	1	10	94	1	1	1								
I044	55-76	N	02.18		5.15	7.33 MIS. E. I-35	26,100	HHHD	24	1	10	94	1	1	1								
I044	55-76	S	02.18		0.00	7.33 MIS. E. I-35	26,100	HHHD	24	1	10	94	1	1	1								
I044	55-76	N X	02.20		35		26,100	OP-H				36	AD		1	1							
I044	55-76	S X	02.20		35		26,100	OP-H				36	AD		1	1							
I044	55-76	X	03.00		146		26,100	OP-H				36	AD		1	1							
I044	55-76	X	04.10		91		26,100	OP-H				36	FO		1	1	01	6	1		31		
I044	55-76	N	07.33		5.62	LEAVE OKC C/L	26,100	HHHD	24	1	10	94	1	1	1								
I044	55-76	S	07.33		0.00	LEAVE OKC C/L	26,100	HHHD	24	1	10	94	1	1	1								
I044	55-76	X	07.40		0		26,100	UP-H				SD		1	1	01	6	6		31			
I044	55-76	X	08.36		27		26,100	BXUF				HS	NR		1	1							
I044	55-76	X	09.61		24		26,100	BXUF				HS	NR		1	1							
I044	55-76	X	10.30		0		26,100	UP-H				FO		1	1	01	6	2		31			
I044	55-76	X	11.30		0		26,100	UP-H				FO		1	1	01	6	6		31			
I044	55-76	X	12.30		64		26,100	BXUF				HS	NR		1	1							

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 4

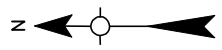
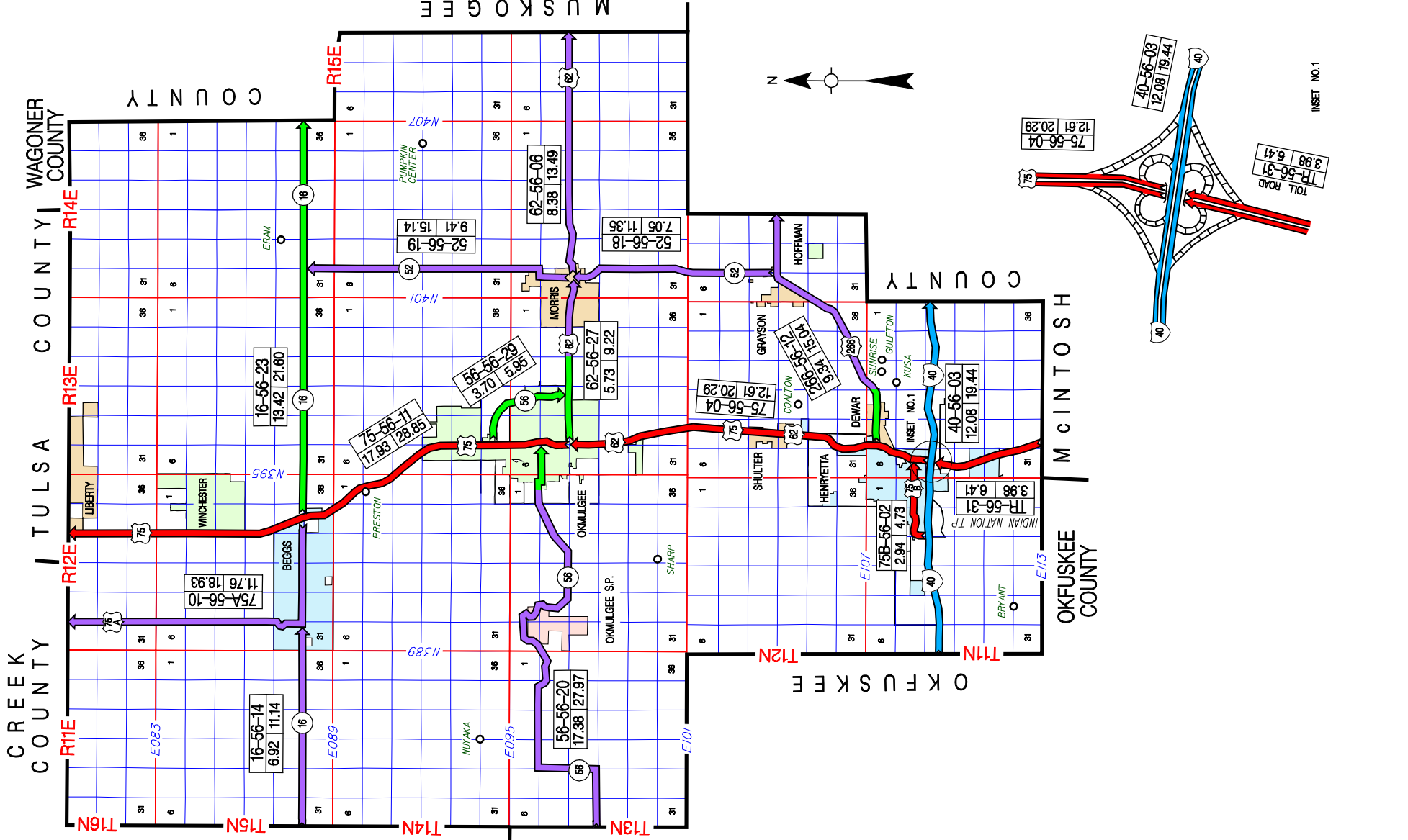
Oklahoma County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	55-76	X	12.40		109	26,100	OP-R			27	AD		1	1									
I044	55-76	X	12.50		61	26,100	BXUF			HS	NR		1	1									
I044	55-76	N	12.95	LUTHER	3.66	26,100	HHHD	24	1	10		94	1	1	1								
I044	55-76	S	12.95	LUTHER	0.00	26,100	HHHD	24	1	10		94	1	1	1								
I044	55-76	X	13.50		0	26,100	UP-H				FO		1	1	01	6	6		31				
I044	55-76	X	14.45		180	26,100	BRDG			36	AD		1	1									0
S144	55-87P		00.00		5.00	0							1	2	22	4	2	7	09		146,566		146,566
S077H	55-88		00.00		0.80	17,800	III	50	4			97	1	0	3								
S077H	55-88	E	00.80		0.17	22,700	II0I	26	4			91	1	0	3								
S077H	55-88	W	00.80		0.00	22,700	II0I	26	4			93	1	0	3								
S077H	55-88	E X	00.97		245	22,700	OP-H			25	FO		0	3	28	4	0		31			5,637	
S077H	55-88	W X	00.97		245	22,700	OP-H			25	SD		0	3	28	4	0		31			5,637	11,274
County Total					11.60	193.19				204.70											678,610	1,040,973	1,719,583

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- OKMULGEE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5602	US 75B	2.94	I-40 SW EDGE OF HENRYETTA(S. SIDE STR.)	EASTERLY	JCT. US 75 IN HENRYETTA	
5603	IS 40	12.08	OKFUSKEE COUNTY LINE(W. SIDE STR.)	EASTERLY	MCINTOSH COUNTY LINE	
5604	US 75	12.61	JCT. I-40 E. OF HENRYETTA(S. END STR)	NORTHERLY	JCT. US 62 IN OKMULGEE	
5606	US 62	8.38	JCT. SH 52(HUGHES ST & OZARK ST)IN MORRIS	EASTERLY	MUSKOGEE COUNTY LINE	
5610	US 75A	11.76	JCT. US 75 E. OF BEGGS(E. SIDE STR)	WESTERLY & NORTHERLY	CREEK COUNTY LINE	
5611	US 75	17.93	JCT. US 62 IN OKMULGEE	NORTHERLY	TULSA COUNTY LINE	
5612	US 266	9.34	JCT. US 75 IN HENRYETTA	EASTERLY	MCINTOSH COUNTY LINE	REALIGNMENT 2005 WAS 9.35
5614	SH 16	6.92	CREEK COUNTY LINE	EASTERLY	JCT. US 75A(BROADWAY & 2ND ST)IN BEGGS	
5618	SH 52	7.05	JCT. US 266 NE OF GRAYSON	NORTHERLY	JCT. US 62(OZARK ST & HUGHES ST)IN MORRIS	
5619	SH 52	9.41	JCT. US 62(OZARK ST & HUGHES ST)IN MORRIS	NORTHERLY	JCT. SH 16, W. OF BALD HILL	
5620	SH 56	17.38	OKFUSKEE COUNTY LINE	EASTERLY	JCT. US 75(WOOD DR & 6TH ST)IN OKMULGEE	AGENDA ITEM (17.55 MILES BEFORE)
5623	SH 16	13.42	JCT. US 75 E. OF BEGGS (E. SIDE STR.)	EASTERLY	MUSKOGEE COUNTY LINE	
5627	US 62	5.73	JCT. US 75(WOOD DRIVE)IN OKMULGEE	EASTERLY	JCT. SH 52(HUGHES ST & OZARK ST)IN MORRIS	
5629	SH 56	3.70	JCT. US 75 N. OF OKMULGEE	EASTERLY & SOUTHERLY	JCT. US 62 IN OKMULGEE	
5631	TOLL RD	3.98	MCINTOSH COUNTY LINE	NORTHERLY	JCT. I-40 (S. SIDE STR.)	INDIAN NATION T.P.

142.63 TOTAL COUNTY MILEAGE



INSET NO.1

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Okmulgee County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075B	56-02		00.00		0.10	0.10 MIS. N. I-40	3,600	LL0F	24	1	6	81	1	0	3								
U075B	56-02	X	00.04		0		3,600	UP-H				AD		0	3								
U075B	56-02	X	00.06		0		3,600	UP-H				AD		0	3								
U075B	56-02		00.10		0.05	SHLDR WIDTH	3,600	LL0F	24	1	6	85	1	0	3								
U075B	56-02		00.15		0.93	MAIN ST	4,500	IILH	24	1	10	81	1	0	3								
U075B	56-02		01.08		0.04	END PC CONC 17TH ST	7,500	IILH	52	4		82	1	0	3								
U075B	56-02		01.12		0.20	WIDTH CHANGE WALTERS	7,600	IILH	52	4		80	1	0	3								
U075B	56-02	X	01.25		42		7,600	BXUF				HS	NR	0	3								
U075B	56-02		01.32		0.33	WIDTH CHANGE 10TH ST	7,600	IJA	52	4		79	1	0	3								
U075B	56-02		01.65		0.07	WIDTH CHANGE 9TH ST	7,500	IJA	61	4		79	1	0	3								
U075B	56-02		01.72		0.29	5TH STREET TC	7,500	IJA	70	4		81	1	0	3								
U075B	56-02		02.01		0.26	BEG PC RR CROSSING	9,900	IJA	70	4		80	1	0	3								
U075B	56-02		02.27		0.51	BEGIN SHLDRS F ST	12,700	LL0F	50	4		85	1	0	3								
U075B	56-02		02.78		0.16	JCT US 75	12,700	LL0F	48	1	10	77	1	0	3								
U075B	56-02	X	02.86		136		12,700	BRDG			41	AD		0	3							0	
I040	56-03	N	00.00		3.02	ENTER HENRYETTA U/L	20,000	LL0L	24	1	10	59	1	1	1	01	6	2	2	22		12,986	
I040	56-03	S	00.00		0.00	ENTER HENRYETTA U/L	20,000	LL0L	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	X	02.64		0		20,000	UP-H				AD		1	1								
I040	56-03	N	03.02		0.18	3.20 MIS. E. CL/LINE	15,600	LL0L	24	1	10	59	1	1	1	01	6	2	2	22		774	
I040	56-03	S	03.02		0.00	3.20 MIS. E. CL/LINE	15,600	LL0L	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	N	03.20		0.32	3.52 MIS E. CO/LINE	15,600	IILL	24	1	10	59	1	1	1	01	6	2	2	22		1,376	
I040	56-03	S	03.20		0.00	3.52 MIS E. CO/LINE	15,600	IILL	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	N	03.52		0.41	0.09 MIS. W. US 75B	15,600	IILL	24	1	10	59	1	1	1	01	6	2	2	22		1,763	
I040	56-03	S	03.52		0.00	0.09 MIS. W. US 75B	15,600	IILL	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	X	03.52		23	0.09 MIS. W. US 75B	15,600	BXUF				HS	NR		1	1							
I040	56-03	N	03.93		0.09	JCT US 75B	15,600	IILL	24	1	10	59	1	1	1	01	6	2	2	22		387	
I040	56-03	S	03.93		0.00	JCT US 75B	15,600	IILL	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	N	X 04.01		106		15,600	OP-H				36	AD		1	1							
I040	56-03	S	X 04.01		106		15,600	OP-H				36	AD		1	1							
I040	56-03	N	04.02		0.18	LEAVE HENRYETTA C/L	14,700	IILL	24	1	10	59	1	1	1	01	6	2	2	22		774	
I040	56-03	S	04.02		0.00	LEAVE HENRYETTA C/L	14,700	IILL	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	N	04.20		1.45	ENTER HENRYETTA C/L	14,700	IILL	24	1	10	59	1	1	1	01	6	2	2	22		6,235	
I040	56-03	S	04.20		0.00	ENTER HENRYETTA C/L	14,700	IILL	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	X	05.28		28		14,700	BXUF				HS	NR		1	1							
I040	56-03	N	X 05.31		109		14,700	OP-H				36	AD		1	1							
I040	56-03	S	X 05.31		109		14,700	OP-H				36	AD		1	1							
I040	56-03	N	X 05.49		179		14,700	OP-R				42	AD		1	1							
I040	56-03	S	X 05.49		179		14,700	OP-R				42	AD		1	1							
I040	56-03	N	X 05.63		149		14,700	OP-R				43	SD		1	1	01	6	4		31	1,923	
I040	56-03	S	X 05.63		149		14,700	OP-R				43	SD		1	1	01	6	4		31	1,923	
I040	56-03	N	05.65		0.39	LEAVE HENRYETTA C/L	14,700	IILL	24	1	10	59	1	1	1	01	6	2	2	22		1,677	
I040	56-03	S	05.65		0.00	LEAVE HENRYETTA C/L	14,700	IILL	24	1	10	59	1	1	1	01	6	2	2	22			
I040	56-03	N	X 05.77		116		14,700	OP-H				38	SD		1	1	01	6	5		31	2,083	
I040	56-03	S	X 05.77		116		14,700	OP-H				38	AD		1	1							
I040	56-03	N	X 05.82		147		14,700	BRDG				38	SD		1	1	01	6	1		31	2,744	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	56-03	S X 05.82		147		14,700	BRDG			38	SD		1	1	01	6	1		31		2,744		
I040	56-03	N X 06.03		109		14,700	OP-H			36	AD		1	1									
I040	56-03	S X 06.03		109		14,700	OP-H			36	AD		1	1									
I040	56-03	N 06.04	0.56		JCT US 75	14,700	LL0E	24	1	10	100	1	1	1									
I040	56-03	S 06.04	0.00		JCT US 75	14,700	LL0E	24	1	10	100	1	1	1									
I040	56-03	N X 06.58	206			14,700	OP-H			40	FO		1	1	01	6	6		31		2,495		
I040	56-03	S X 06.58	206			14,700	OP-H			40	AD		1	1									
I040	56-03	N 06.60	0.15		0.15 MIS. E. US 75	14,700	LL0E	24	1	10	100	1	1	1									
I040	56-03	S 06.60	0.00		0.15 MIS. E. US 75	14,700	LL0E	24	1	10	100	1	1	1									
I040	56-03	N 06.75	0.28		LEAVE HENRYETTA U/L	14,700	LL0E	24	1	10	100	1	1	1									
I040	56-03	S 06.75	0.00		LEAVE HENRYETTA U/L	14,700	LL0E	24	1	10	100	1	1	1									
I040	56-03	N 07.03	0.25		0.68 MIS. W. US 75	12,400	LL0E	24	1	10	100	1	1	1									
I040	56-03	S 07.03	0.00		0.68 MIS. W. US 75	12,400	LL0E	24	1	10	100	1	1	1									
I040	56-03	N 07.28	4.80		MC INTOSH CO LINE	12,400	LL0Q	24	1	10	100	1	1	1									
I040	56-03	S 07.28	0.00		MC INTOSH CO LINE	12,400	LL0Q	24	1	10	100	1	1	1									
I040	56-03	X 07.46	23			12,400	BXUF				HS	NR		1	1								
I040	56-03	N X 09.80	136			12,400	BRDG				39	AD		1	1								
I040	56-03	S X 09.80	136			12,400	BRDG				39	AD		1	1								
I040	56-03	X 10.07	0			12,400	UP-H				AD			1	1								
I040	56-03	N X 11.47	33			12,400	BXUF				HS	NR		1	1								
I040	56-03	S X 11.47	33			12,400	BXUF				HS	NR		1	1								
I040	56-03	N X 12.03	23			12,400	BXUF				HS	NR		1	1								
I040	56-03	S X 12.03	34			12,400	BXUF				HS	NR		1	1							39,884	
U075	56-04	E 00.00	0.09		ENTER HENRYETTA C/L	17,800	LL0L	24	1	10	74	1	1	3									
U075	56-04	W 00.00	0.00		ENTER HENRYETTA C/L	17,800	LL0L	24	1	10	75	1	1	3									
U075	56-04	X 00.00	0		ENTER HENRYETTA C/L	17,800	UP-H				AD			1	3								
U075	56-04	X 00.02	0			17,800	UP-H				FO			1	3	25	4	6		31		2,495	
U075	56-04	E 00.09		0.37	0.09 MIS. S. US 75B	17,700	LL0L	24	1	10	74	1	1	3									
U075	56-04	W 00.09		0.00	0.09 MIS. S. US 75B	17,700	LL0L	24	1	10	73	1	1	3									
U075	56-04	E 00.46		0.09	JCT US 75B WEST	17,800	LL0E	24	1	10	87	1	1	3									
U075	56-04	W 00.46		0.00	JCT US 75B WEST	17,800	LL0E	24	1	10	82	1	1	3									
U075	56-04	E 00.55		0.15	LV HENRYETTA C/L	17,800	LL0E	24	1	10	90	1	1	3									
U075	56-04	W 00.55		0.00	LV HENRYETTA C/L	17,800	LL0E	24	1	10	90	1	1	3									
U075	56-04	E 00.70	1.14		0.10 MIS. S. US 266E	17,800	LL0L	24	1	10	79	1	1	3									
U075	56-04	W 00.70	0.00		0.10 MIS. S. US 266E	17,800	LL0L	24	1	10	83	1	1	3									
U075	56-04	E X 00.74	151			17,800	BRDG				44	AD		1	3								
U075	56-04	W X 00.74	151			17,800	BRDG				44	AD		1	3								
U075	56-04	E X 01.13	198			17,800	OP-R				43	SD		1	3	25	4	4		31		3,484	
U075	56-04	W X 01.13	198			17,800	OP-R				43	SD		1	3	25	4	4		31		3,484	
U075	56-04	E 01.84	0.10		JCT US 266 EAST	17,800	LL0E	24	1	10	87	1	1	3									
U075	56-04	W 01.84	0.00		JCT US 266 EAST	17,800	LL0E	24	1	10	84	1	1	3									
U075	56-04	E 01.94	0.13		0.13 MIS. N. US 266E	17,300	LL0E	24	1	10	92	1	1	3									
U075	56-04	W 01.94	0.00		0.13 MIS. N. US 266E	17,300	LL0E	24	1	10	83	1	1	3									
U075	56-04	E 02.07	0.25		0.38 MIS. N. US 266E	17,300	LL0L	27	4		80	1	1	3									
U075	56-04	W 02.07	0.00		0.38 MIS. N. US 266E	17,300	LL0L	27	4		86	1	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008 Commissioner District 1

Okmulgee County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	56-04	E	02.32	0.10		WIDTH CHANGE	13,300	LL0L	27	4			82	1	1	3							
U075	56-04	W	02.32	0.00		WIDTH CHANGE	13,300	LL0L	27	4			75	1	1	3							
U075	56-04	E	02.42	0.00		LEAVE HENRYETTA U/L	14,500	IILL	24	1	10		92	1	1	3							
U075	56-04	W	02.42	0.89		1.37 MIS. N. US 266E	14,500	IILH	24	1	10		87	1	1	3							
U075	56-04	E	03.31	0.00		ENTER SCHULTER C/L	15,800	IILL	24	1	10		93	1	1	3							
U075	56-04	W	03.31	1.65		ENTER SCHULTER C/L	15,800	IILH	24	1	10		59	1	1	3	02	2	2	3	02	3,453	
U075	56-04	E	04.96		0.00	LEV SCHULTER-BRAMBLE	15,800	IILL	24	1	10		93	1	1	3							
U075	56-04	W	04.96		0.54	LEV SCHULTER-BRAMBLE	15,800	IILH	24	1	10		59	1	1	3	02	2	2	3	02	1,137	
U075	56-04	E	05.50	0.00		ENT SCHULTER-E10350	15,800	IILL	24	1	10		93	1	1	3							
U075	56-04	W	05.50	0.50		ENT SCHULTER-E10350	15,800	IILH	24	1	10		59	1	1	3	02	2	2	3	02	1,049	
U075	56-04	E	06.00		0.00	LEAVE SCHULTER C/L	15,800	IILL	24	1	10		93	1	1	3							
U075	56-04	W	06.00		0.52	LEAVE SCHULTER C/L	15,800	IILH	24	1	10		90	1	1	3							
U075	56-04	E	06.52	0.00		2.95 MIS. S. US 62E	15,800	IILL	24	1	10		93	1	1	3							
U075	56-04	W	06.52	3.14		2.95 MIS. S. US 62E	15,800	IILH	24	1	10		90	1	1	3							
U075	56-04	E X	07.19	121			15,800	BRDG					37	AD	1	3							
U075	56-04	W X	07.19	121			15,800	BRDG					30	FO	1	3	02	2	1		31	1,627	
U075	56-04	E X	07.38	151			15,800	BRDG					36	AD	1	3							
U075	56-04	W X	07.38	151			15,800	BRDG					28	SD	1	3	02	2	1		31	1,799	
U075	56-04	E X	07.56	121			15,800	BRDG					37	SD	1	3	02	2	1		31	1,627	
U075	56-04	W X	07.56	121			15,800	BRDG					30	SD	1	3	02	2	1		31	1,627	
U075	56-04	E X	08.47	500			15,800	BRDG					30	FO	1	3	02	2	1		31	3,219	
U075	56-04	W X	08.47	500			15,800	BRDG					30	AD	1	3							
U075	56-04	E X	08.96	75			15,800	BRDG					24	FO	1	3	02	2	1		31	1,309	
U075	56-04	W X	08.96	75			15,800	BRDG					31	AD	1	3							
U075	56-04	E X	09.30	125			15,800	BRDG					24	FO	1	3	02	2	1		31	1,651	
U075	56-04	W X	09.30	125			15,800	BRDG					31	AD	1	3							
U075	56-04	E X	09.50	175			15,800	BRDG					24	FO	1	3	02	2	1		31	1,924	
U075	56-04	W X	09.50	175			15,800	BRDG					30	AD	1	3							
U075	56-04	E X	09.63	300			15,800	BRDG					42	AD	1	3							
U075	56-04	W X	09.63	300			15,800	BRDG					42	AD	1	3							
U075	56-04	E	09.66	2.01		ENTER OKMULGEE UC/L	16,000	LL0E	24	1	10		79	1	1	3							
U075	56-04	W	09.66	0.00		ENTER OKMULGEE UC/L	16,000	LL0E	24	1	10		78	1	1	3							
U075	56-04	E X	09.80	251			16,000	BRDG					36	AD	1	3							
U075	56-04	W X	09.80	251			16,000	BRDG					36	AD	1	3							
U075	56-04	E X	11.18	231			16,000	OP-R					61	AD	1	3							
U075	56-04	W X	11.18	256			16,000	OP-R					59	AD	1	3							
U075	56-04	E	11.67	OKMULGEE	0.94	JCT US 62 EAST	16,000	LL0H	33	4			79	1	1	3							
U075	56-04	W	11.67		0.00	JCT US 62 EAST	16,000	LL0H	33	4			79	1	1	3						29,885	
U062	56-06		00.00	MORRIS	0.28	6TH STREET	6,800	IILA	31	4			68	1	0	5	29	2	0	7	08	569	
U062	56-06		00.28		0.14	LEAVE MORRIS C/L	3,100	IILA	24	3	2		64	1	0	5	08	2	0	2	02	265	
U062	56-06		00.42	1.48		1.90 MIS E. SH 52	2,900	IILA	24	3	2		58	1	0	5	08	2	0	2	02	2,764	
U062	56-06		01.90	2.67		3.81 W MUSKOGEE CO	2,700	IILA	24	3	2		61	1	0	5	08	2	0	2	02	4,981	
U062	56-06	X	02.40	57			2,700	BXBR					HS	FO	0	5	08	2	2		33	644	
U062	56-06		04.57	3.81		MUSKOGEE CO LINE	1,500	IILA	24	3	6		73	1	0	5							
U062	56-06	X	04.93	23			1,500	BXBR					HS	AD	0	5						9,223	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Okmulgee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
			Length (Rdy: Miles) (Brg: Feet)	Rural			Municipal	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
U075	56-11	E 02.62	0.00		LEAVE OKMULGEE U/L	18,500	IIHB	24	1	10		88	1	1	3									
U075	56-11	W 02.62	1.52		1.52 MIS N. SH 56 LP	18,500	IIHB	24	1	10		59	1	1	3	02	2	0	2	02	2,726			
U075	56-11	E 04.14	0.00		2.43 MIS. N. SH 56 L	18,800	LLOF	24	1	10		88	1	1	3									
U075	56-11	W 04.14	0.91		2.43 MIS. N. SH 56 L	18,800	IIHB	24	1	10		85	1	1	3									
U075	56-11	E 05.05	0.00		2.27 MIS S. SH 16	18,800	LLOF	24	1	10		90	1	1	3									
U075	56-11	W 05.05	2.52			18,800	IIHB	24	1	10		85	1	1	3									
U075	56-11	X 05.31	34			18,800	BXUF				HS	NR		1	3									
U075	56-11	E 07.57	0.00		0.26 MIS S. SH 16	18,600	LLOF	24	1	10		85	1	1	3									
U075	56-11	W 07.57	2.01			18,600	IIHB	24	1	10		84	1	1	3									
U075	56-11	X 07.75	32			18,600	BXUF				HS	NR		1	3									
U075	56-11	E 09.58	0.26		JCT SH 16	18,700	IIHB	24	1	10		84	1	1	3									
U075	56-11	W 09.58	0.00		JCT SH 16	18,700	IIHB	24	1	10		83	1	1	3									
U075	56-11	E 09.84	0.20		BEG PC EAST LANE	18,800	IIHB	24	1	10		82	1	1	3									
U075	56-11	W 09.84	0.00		BEG PC EAST LANE	18,800	PIHB	24	1	10		82	1	1	3									
U075	56-11	E X 09.84	167		BEG PC EAST LANE	18,800	OP-H				36	FO		1	3	02	4	6	6	31		2,035		
U075	56-11	W X 09.84	169		BEG PC EAST LANE	18,800	OP-H				36	FO		1	3	02	4	6	6	31		2,035		
U075	56-11	E 10.04	1.92		ENT WINCHESTER 271ST	18,900	LLOF	24	1	10		90	1	1	3									
U075	56-11	W 10.04	0.00		ENT WINCHESTER 271ST	18,900	PIIQ	24	1	10		90	1	1	3									
U075	56-11	X 11.59	27			18,900	BXUF				HS	NR		1	3									
U075	56-11	E 11.96	WINCHEST	1.98	LEV WINCHESTER 251ST	18,900	LLOF	24	1	10		90	1	1	3									
U075	56-11	W 11.96		0.00	LEV WINCHESTER 251ST	18,900	PIIQ	24	1	10		90	1	1	3									
U075	56-11	E 13.94	3.99		TULSA COUNTY LINE	18,400	LLOF	24	1	10		86	1	1	3									
U075	56-11	W 13.94	0.00		TULSA COUNTY LINE	18,400	PIIQ	24	1	10		90	1	1	3									
U075	56-11	X 14.35	49			18,400	BXUF				HS	NR		1	3									13,548
U266	56-12	00.00	DEWAR	0.11	END P.C. CONCRETE	4,600	LLOA	26	4			75	1	0	4									
U266	56-12	00.11		0.32	0.43 MIS. E. US 75	4,600	IILA	24	6	6		59	1	0	4	30	2	0	6	08	1,388			
U266	56-12	00.43		0.09	0.52 MIS E. US 75	4,600	IILA	24	1	8		59	1	0	4	30	2	0	6	08	390			
U266	56-12	X 00.48		181		4,600	BRDG				26	SD		0	4	30	2	1	1	50				
U266	56-12	00.52		0.84	(T.C DEWAR) ROY ST.	3,900	IILA	24	3	5		59	1	0	4	30	2	0	6	08	3,645			
U266	56-12	01.36		0.07	LVE DEWAR C/L	3,300	IILA	24	3	6		59	1	0	4	30	2	0	6	08	307			
U266	56-12	01.43	0.35		ENTER DEWAR C/L	2,300	IILA	24	3	5		59	1	0	4	30	2	0	6	08	1,519			
U266	56-12	01.78	DEWAR	0.18	LVE DEWAR CL-HEN U/L	2,300	IILA	24	3	5		59	1	0	4	30	2	0	6	08	782			
U266	56-12	01.96	0.24		2.20 MIS. E. US 62	2,200	IILA	24	3	4		52	1	0	5	08	2	0	4	02	515			
U266	56-12	02.20	2.25		2.89 MIS. W. SH 52N	1,300	IILA	24	3	4		59	1	0	5	09	2	0	4	02	3,451			
U266	56-12	X 03.54	137			1,300	BRDG				20	SD		0	5	09	2	1	1	31		1,722		
U266	56-12	04.45	1.02		1.87 MIS. W. SH 52N	1,300	II0E	24	1	8		98	1	0	5									
U266	56-12	N X 04.80	503			1,300	BRDG				48	AD		0	5									
U266	56-12	05.47	0.89		TC GRAYSON	1,300	IILA	24	3	4		70	1	0	5									
U266	56-12	06.36	0.98		JCT SH 52 NORTH	1,300	IILA	24	3	5		59	1	0	5	09	2	0	4	02	1,503			
U266	56-12	X 06.75	23			1,300	BXBR				HS	AD		0	5									
U266	56-12	07.34	0.61		1.4 MI W MCINTOSH C/	1,300	IILA	24	3	5		59	1	0	5	09	2	0	5	02	977			
U266	56-12	07.95	1.39		MCINTOSH COUNTY LINE	1,300	IILA	24	3	5		59	1	0	5	09	2	0	5	02	2,246			
U266	56-12	X 08.69	44			1,300	BRDG				18	FO		0	5	09	2	1	1	31		1,120	19,565	
S016	56-14	00.00	6.00		ENTER BEGGS C/L	2,500	DHDB	24	3	3		61	1	0	5	08	2	0	3	02	11,968			
S016	56-14	X 02.26	42			2,500	BXBR				HS	AD		0	5									

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Okmulgee County

Highway Number	Control Section Number	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural																				Municipal
S016	56-14	X	02.96	73						17	SD	0	5	08	2	1			50				
S016	56-14	X	04.07	161						23	SD	0	5	08	2	1			50				
S016	56-14		06.00	BEGGS	0.92	JCT SH 75A				64	1	0	5	30	2	0	6	08			3,978	15,946	
S052	56-18		00.00	6.55		ENTER MORRIS C/L				59	1	0	5	09	2	0	3	02			9,224		
S052	56-18	X	02.58	23						HS	NR	0	5										
S052	56-18	X	02.92	22						HS	NR	0	5										
S052	56-18	X	04.17	23						HS	NR	0	5										
S052	56-18	X	05.57	22						HS	NR	0	5										
S052	56-18	X	05.86	23						HS	NR	0	5										
S052	56-18		06.55	MORRIS	0.15	WIDTH CHANGE				61	1	0	5	30	2	0	6	08			456		
S052	56-18		06.70		0.25	0.10 S US 62				71	1	0	5										
S052	56-18		06.95		0.10	JCT US 62				78	1	0	5									9,680	
S052	56-19		00.00		0.13	0.13 N US 62				59	1	0	5	30	2	0	6	08			388		
S052	56-19		00.13		0.27	MADISON ST				59	1	0	5	30	2	0	6	08			820		
S052	56-19		00.40		0.25	RUTH ST				59	1	0	5	30	2	0	6	08			765		
S052	56-19		00.65		0.45	SHLDR WIDTH				59	1	0	5	08	2	0	2	02			843		
S052	56-19		01.10		0.31	LEV MORRIS C/L N402				76	1	0	5										
S052	56-19		01.41	8.00		JCT SH 16				82	1	0	5									2,816	
S056	56-20		00.00	4.00		COUNTY ROAD EW09600				59	1	0	5	10	2	0	3	03			6,843		
S056	56-20	X	00.42	44						20	FO	0	5	10	2	2					31	1,120	
S056	56-20	X	00.61	33						20	FO	0	5	10	2	2					31	1,120	
S056	56-20		04.00	2.40		6.40 MI E OKFUSKEE C				69	1	0	5	10	2	0	3	03			4,095		
S056	56-20	X	05.23	38						HS	AD	0	5	10	2	2					33	644	
S056	56-20		06.40	3.60		7.38 MIS. W. US 75				62	1	0	5	10	2	0	3	03			6,146		
S056	56-20		10.00	1.21		6.17 MIS. W. US 75				59	1	0	5	09	2	0	3	03			2,464		
S056	56-20		11.21	2.04		4.13 MIS. W. US 75				58	1	0	5	09	2	0	3	03			4,150		
S056	56-20	X	12.16	33						HS	NR	0	5	09	2	2					33	644	
S056	56-20		13.25	0.32		DEEP FORK RIVER BRG				59	1	0	5	08	2	0	3	02			636		
S056	56-20		13.57	1.82		1.99 MIS. W. US 75				99	1	0	5										
S056	56-20	X	13.80	356						36	SD	0	5	08	2	1					31	2,660	
S056	56-20	X	14.25	99						47	AD	0	5										
S056	56-20	X	14.75	98						47	AD	0	5										
S056	56-20	X	15.35	295						47	AD	0	5										
S056	56-20		15.39	0.31		ENT OKMULGEE UC/L				49	1	0	5	30	2	0	6	08			1,115		
S056	56-20		15.70	OKMULGEE	0.25	KERN ST (RIGHT TURN)				54	1	0	4	30	2	0	6	08			896		
S056	56-20		15.95	0.08		6TH STREET (LFT TURN				73	1	0	4										
S056	56-20		16.03	0.25		OKLAHOMA AVE				76	1	0	4										
S056	56-20		16.28	0.40		MORTON AVE (TC)				79	1	0	4										
S056	56-20		16.68	0.07		GRAND AVE				79	2	0	4										
S056	56-20		16.75	0.54		CHOCTAW AVE				79	3	0	4										
S056	56-20	X	17.17	40						14	SD	0	4	28	2	1					31	2,341	
S056	56-20		17.29	0.09		JCT US 75				63	3	0	4	28	4	0	7	08			456	35,330	
S016	56-23	N	00.00	0.12		BEG 2 LANE				84	1	0	4										
S016	56-23	S	00.00	0.00		BEG 2 LANE				83	1	0	4										
S016	56-23		00.12	6.88		SURF CHANGE				74	1	0	4										

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 1

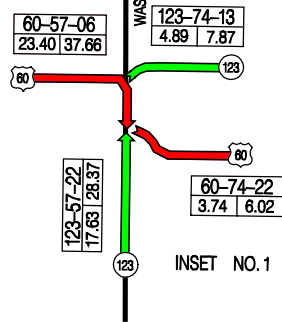
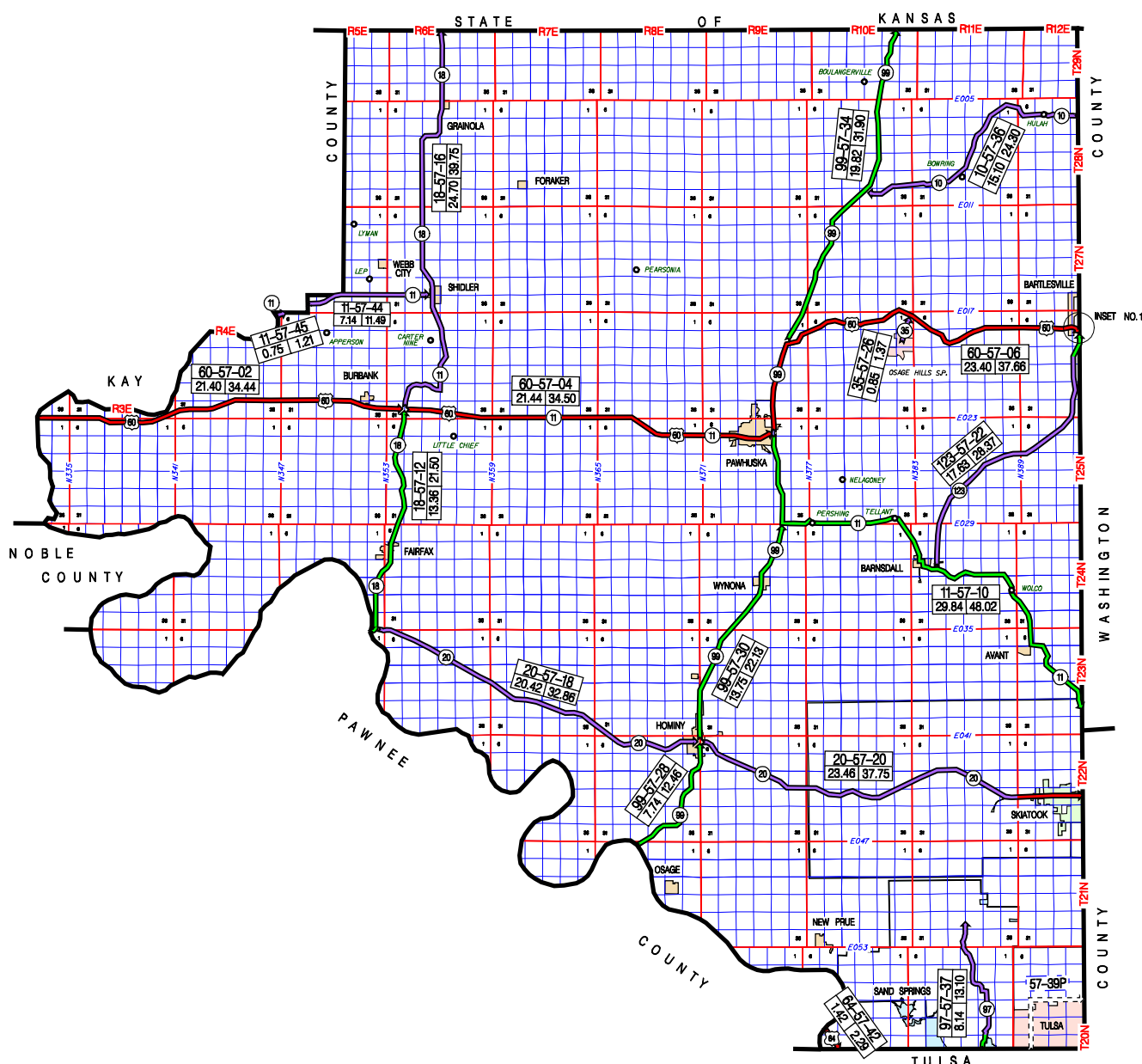
Okmulgee County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S016	56-23	X 02.03	33			1,600	BXUF				HS	NR	0	4										
S016	56-23	X 02.56	34			1,600	BXUF				HS	NR	0	4										
S016	56-23	X 04.02	22			1,600	BXUF				HS	NR	0	4										
S016	56-23	X 05.00	22			1,600	BXUF				HS	NR	0	4										
S016	56-23	X 05.57	23			1,600	BXUF				HS	NR	0	4										
S016	56-23	07.00	1.42		JCT SH 52	1,600	DIDB	24	1	4		74	1	0	4									
S016	56-23	08.42	5.00		MUSKOGEE CO LINE	1,400	DIDB	24	1	4		77	1	0	4									
S016	56-23	X 10.77	42			1,400	BXUF				HS	NR	0	4									0	
U062	56-27	N 00.00		1.77	JCT SH 56 LOOP	5,000	LLOF	24	1	10		82	1	0	4									
U062	56-27	S 00.00		0.00	JCT SH 56 LOOP	5,000	LLOF	24	1	10		82	1	0	4									
U062	56-27	X 00.19		0		5,000	UP-R					AD		0	4									
U062	56-27	X 01.00		0		5,000	UPHP					AD		0	4									
U062	56-27	N 01.77		0.04	WIDTH CHANGE	6,600	LLOF	24	1	10		85	1	0	4									
U062	56-27	S 01.77		0.00	WIDTH CHANGE	6,600	LLOF	24	1	10		85	1	0	4									
U062	56-27	01.81		0.19	LEAVE OKMULGEE C/L	6,500	LLOF	24	1	10		79	1	0	4									
U062	56-27	X 01.96		131		6,500	BRDG				35	AD		0	4									
U062	56-27	02.00	1.00		LEAVE OKMULGEE U/L	5,400	LLOF	24	1	10		85	2	0	4									
U062	56-27	03.00	0.97		ENTER MORRIS C/L	5,300	LLOF	24	1	10		85	1	0	5									
U062	56-27	03.97	MORRIS	1.54	0.22 MIS. W. SH 52	5,300	LLOF	24	1	10		87	1	0	5									
U062	56-27	05.51		0.14	END PC 2ND ST	5,300	LLOF	48	4			86	1	0	5									
U062	56-27	05.65		0.08	JCT SH 52	5,300	IILF	48	4			89	1	0	5								0	
S056	56-29	00.00	2.12		ENTER OKMULGEE C/L	3,000	IIIE	24	1	10		86	1	0	4									
S056	56-29	X 00.59	126			3,000	BRDG				36	AD		0	4									
S056	56-29	X 01.00	32			3,000	BXUF				HS	NR		0	4									
S056	56-29	02.12		1.58	JCT US 62	2,600	IHHE	24	1	10		86	1	0	4								0	
County Total			115.13	23.52	138.60																	133,373	65,951	199,324

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- OSAGE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5702	US 60	21.40	KAY COUNTY LINE (W. END BR.)	EASTERLY	JCT. SH 18, E. OF BURBANK	
5704	US 60	21.44	JCT. SH 18, E. OF BURBANK	EASTERLY	JCT. SH 99 E. OF PAWHUSKA	
5706	US 60	23.40	JCT. SH 11 E. OF PAWHUSKA	NORTHERLY & EASTERLY	JCT. SH 123 (WESTERN & ADAMS) BARTLESVILLE	REINVENTORIED 2005 (23.20 MI. BEFORE)
5710	SH 11	29.84	JCT. US 60 E. OF PAWHUSKA	SOUTHEASTERLY	WASHINGTON COUNTY LINE	
5712	SH 18	13.36	PAWNEE COUNTY LINE (N. END BR.)	NORTHERLY	JCT. US 60, E. OF BURBANK	
5716	SH 18	24.70	JCT. US 60 E. OF BURBANK	NORTHERLY	KANSAS STATE LINE (KANSAS SH 15)	
5718	SH 20	20.42	JCT. SH 18 S. OF FAIRFAX	EASTERLY	JCT. SH 99(EASTERN AVE & 1ST ST)IN HOMINY	
5720	SH 20	23.46	JCT. SH 99(EASTERN AVE & 1ST ST)IN HOMINY	EASTERLY	TULSA COUNTY LINE	
5722	SH 123	17.63	JCT. SH 11, E. OF BARNSDALL	NORTHEASTERLY	JCT. US 60 (WESTERN & ADAMS) BARTLESVILLE	
5726	SH 35	0.85	ENTRANCE TO OSAGE HILLS STATE PARK	NORTHERLY	JCT. US 60	
5728	SH 99	7.74	PAWNEE COUNTY LINE (N. END BR.)	NORTHERLY	JCT. SH 20(FIRST ST & EASTERN AVE)IN HOMINY	
5730	SH 99	13.75	JCT. SH 20(FIRST ST & EASTERN AVE)IN HOMINY	NORTHERLY	JCT. SH 11, SE OF PAWHUSKA	
5734	SH 99	19.82	JCT. US 60, N. OF PAWHUSKA	NORTHERLY	KANSAS STATE LINE (KANSAS SH 99)	REINVENTORIED 2005 (19.56 MI. BEFORE)
5736	SH 10	15.10	WASHINGTON COUNTY LINE	WESTERLY	JCT. SH 99 W. OF HERD	
5737	SH 97	8.08	TULSA COUNTY LINE	NORTHERLY	8.14 MILES N. OF TULSA COUNTY LINE	AGENDA-FIELDMEN (8.08 MILES. BEFORE)
5739P	P & S	0.00	TULSA COUNTY LINE NEAR 55TH WEST AVE.	NORTH & EAST	TULSA COUNTY LINE	SEQ. LOOP EXPRESSWAY
5742	US 64	1.42	PAWNEE COUNTY LINE(E. SIDE STR.)	SOUTHEASTERLY	TULSA COUNTY LINE	
5744	SH 11	7.14	KAY COUNTY LINE	EASTERLY	JCT. SH 18(COSDEN AVE & FIRST ST)IN SHIDLER	
5745	SH 11	0.75	KAY COUNTY LINE(W. SIDE STR.)	NORTHEASTERLY	KAY COUNTY LINE	
5790P	P & S	0.00	TULSA COUNTY LINE	NORTHEASTERLY	JCT SH 97	

270.30 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	57-02	N	00.00	0.43		0.43 E KAY CO LINE	8,700	LL0A	24	1	10	96	1	1	3								
U060	57-02	S	00.00	0.00		0.43 E KAY CO LINE	8,700	LL0A	24	1	10	96	1	1	3								
U060	57-02	X	00.00	2271		0.43 E KAY CO LINE	8,700	H-HW			36	AD	1	1	3								
U060	57-02		00.43	0.32		0.75 E KAY CO LINE	6,300	LL0A	48	1	10	91	1	1	3								
U060	57-02		00.75	2.50		3.25 E KAY CO LINE	6,000	IILA	24	1	9	87	3	1	3								
U060	57-02		03.25	4.33		6.8 MI E KAY CO/L	3,100	IIHF	24	1	10	87	1	1	3								
U060	57-02	X	03.73	38			3,100	BXUF				HS	NR		1	3							
U060	57-02	X	05.07	33			3,100	BXUF				HS	NR		1	3							
U060	57-02	X	05.89	26			3,100	BXUF				HS	NR		1	3							
U060	57-02	X	07.19	33			3,100	BXUF				HS	NR		1	3							
U060	57-02		07.58	2.57		10.15 E KAY CO/L AT	2,700	IIHF	24	1	10	89	1	1	3								
U060	57-02	X	08.30	183			2,700	BRDG				36	AD		1	3							
U060	57-02		10.15	2.49		SHOULDER WIDTH CHANG	2,200	IIHF	24	1	10	87	1	1	3								
U060	57-02	X	10.20	23			2,200	BXUF				HS	NR		1	3							
U060	57-02	X	12.40	23			2,200	BXUF				HS	NR		1	3							
U060	57-02		12.64	6.50		TC BURBANK	2,200	IIHF	24	1	8	91	1	1	3								
U060	57-02		19.14	2.26		JCT SH 18	2,100	IIHF	24	1	8	90	1	1	3								
U060	57-02	X	20.10	262			2,100	BRDG				31	AD		1	3						0	
U060	57-04		00.00	4.00		BASE THICKNESS CHNGE	1,600	IHHF	24	1	8	85	1	1	3								
U060	57-04	X	00.39	39			1,600	BXUF				HS	NR		1	3							
U060	57-04	X	02.03	32			1,600	BXUF				HS	NR		1	3							
U060	57-04		04.00	2.63		SURF CHANGE	1,900	IHHF	24	1	8	84	1	1	3								
U060	57-04	X	04.13	23			1,900	BXUF				HS	NR		1	3							
U060	57-04	X	04.62	47			1,900	BXUF				HS	NR		1	3							
U060	57-04	X	05.34	26			1,900	BXUF				HS	NR		1	3							
U060	57-04		06.63	12.05		BEGIN 4-LANE	1,900	IILH	24	1	8	89	1	1	3								
U060	57-04	X	08.33	33			1,900	BXUF				HS	NR		1	3							
U060	57-04	X	08.43	38			1,900	BXUF				HS	NR		1	3							
U060	57-04	X	10.12	59			1,900	BXUF				HS	NR		1	3							
U060	57-04	X	10.19	22			1,900	BXUF				HS	NR		1	3							
U060	57-04	X	17.20	47			1,900	BXUF				HS	NR		1	3							
U060	57-04		18.68	0.11		ENTER PAWHUSKA C/L	5,000	IILH	48	1	8	85	1	1	3								
U060	57-04		18.79	PAWHUSKA	0.06	WIDTH CHANGE	5,000	IILH	48	1	8	89	1	1	3								
U060	57-04		18.85		0.22	PECAN AVE	5,200	LLOH	68	4		91	1	1	3								
U060	57-04		19.07		0.22	SHLDR CHANGE	5,200	LLOH	48	5	8	88	1	1	3								
U060	57-04	X	19.19		261		5,200	BRDG				24	SD		1	3	27	2	1	31		3,646	
U060	57-04		19.29		0.27	WIDTH CHANGE	8,000	LLOH	48	4		88	1	1	3								
U060	57-04	X	19.44		462		8,000	BRDG				24	AD		1	3							
U060	57-04		19.56		0.28	OSAGE AVE TC	9,000	IHLA	52	4		86	1	1	3								
U060	57-04		19.84		0.47	LYNN AVE	9,000	IHLA	52	4		82	1	1	3								
U060	57-04		20.31		0.86	0.27 MIS. W. SH 99	5,000	IILA	52	4		90	1	1	3								
U060	57-04		21.17		0.27	JCT SH 99	4,600	IIHE	52	4		90	1	1	3							3,646	
U060	57-06		00.00		0.25	LEV PAWHUSKA C/L 15T	2,300	IIHE	24	1	8	93	1	1	3								
U060	57-06		00.25	0.50		ENT PAWHUSKA C/L 21S	2,400	IIHE	24	1	8	93	1	1	3								
U060	57-06	X	00.66	42			2,400	BXUF				HS	NR		1	3							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	57-06	00.75		1.00	LEV PAWHUSKA C/L	2,400	IIHE	24	1	8		88	1	1	3								
U060	57-06	X 01.55		22		2,400	BXUF				HS	NR		1	3								
U060	57-06	01.75	1.50		3.25 MI N US 60	2,700	IIHE	24	1	8		85	1	1	3								
U060	57-06	03.25	1.71		JCT SH 99 NORTH	2,100	IIHD	22	3	4		60	1	1	3	03	2	0	3	03	4,742		
U060	57-06	X 03.27	22			2,100	BXUF				HS	NR		1	3	03	2	2		33		644	
U060	57-06	X 04.23	27			2,100	BXUF				HS	NR		1	3	03	2	2		33		644	
U060	57-06	X 04.86	225			2,100	BRDG				19	SD		1	3	03	2	1		31		2,159	
U060	57-06	04.96	0.95		0.95 MIS. E. SH 99	2,300	IHHD	22	3	3		56	1	1	3	03	2	0	3	03	2,636		
U060	57-06	05.91	1.46		2.41 MIS. E. SH 99	2,300	IHHD	22	3	3		56	1	1	3	03	2	0	3	03		50	
U060	57-06	X 06.51	146			2,300	BRDG				12	SD		1	3	03	2	1		50			
U060	57-06	07.37	3.19		5.60 MIS. E. SH 99	2,300	IHHD	22	3	3		51	1	1	3	03	2	0	3	03	8,832		
U060	57-06	X 08.72	83			2,300	BRDG				20	FO		1	3	03	2	2		31		1,370	
U060	57-06	X 09.12	127			2,300	BRDG				23	SD		1	3	03	2	2		31		1,663	
U060	57-06	10.56	2.21		JCT SH 35	2,300	IIHD	24	3	3		58	1	1	3	03	2	0	3	03	6,136		
U060	57-06	X 10.61	48			2,300	BXUF				HS	NR		1	3	03	2	2		33		644	
U060	57-06	12.77	4.17		4.17 MIS. E. SH 35	2,700	IIHL	24	3	3		61	1	1	3	03	2	0	3	03	11,560		
U060	57-06	16.94	0.69		4.86 MIS. E. SH 35	3,500	IIHL	24	3	3		63	1	1	3	03	2	0	3	03	1,920		
U060	57-06	17.63	2.10		COUNTY ROAD N34250	4,300	IILA	24	1	4		76	1	1	3								
U060	57-06	X 17.85	22			4,300	BXUF				HS	NR		1	3	03	2	2		50			
U060	57-06	X 18.50	200			4,300	BRDG				32	AD		1	3	03	2	1		50			
U060	57-06	X 19.27	100			4,300	BRDG				33	AD		1	3	03	2	1		50			
U060	57-06	X 19.43	102			4,300	BRDG				33	AD		1	3	03	2	1		50			
U060	57-06	19.73	2.77		ENT BARTLESVILLE U/L	4,500	IILA	24	1	8		64	1	1	3	03	2	0	3	03	7,673		
U060	57-06	X 22.35	23			4,500	BXUF				HS	NR		1	3	03	2	2		33		644	
U060	57-06	22.50	0.08		BEG DIVIDED	5,000	IHLA	24	1	8		68	2	1	3	03	2	0	3	03	215		
U060	57-06	N 22.58	0.59		JCT SH 123-BART C/L	6,400	IHLH	20	2	8		83	1	1	3								
U060	57-06	S 22.58	0.00		JCT SH 123-BART C/L	6,400	ILLH	24	1	9		97	1	1	3								
U060	57-06	23.17		0.23	JCT US 60 EAST	8,300	IIIE	24	3	3		74	1	1	3							51,482	
S011	57-10	00.00	PAWHUSKA	1.26	LEV PAWHUSKA C/L	3,000	IIHE	24	1	8		89	1	0	4								
S011	57-10	X 00.15		322		3,000	BRDG				33	AD		0	4								
S011	57-10	X 00.36		31		3,000	BXUF				HS	NR		0	4								
S011	57-10	01.26	4.06		JCT SH 99	2,900	IIHE	24	1	8		83	1	0	4								
S011	57-10	05.32	0.59		SHLDRS CHANGE	2,300	DHDE	24	3	6		61	1	0	4	06	2	0	4	02	1,018		
S011	57-10	05.91	4.12		4.88 MIS E SH 99	1,600	DHHE	24	3	4		61	1	0	4	06	2	0	4	02	7,140		
S011	57-10	10.03	2.35		7.23 MIS E SH 99	1,600	DHLA	24	3	4		62	1	0	4	06	2	0	4	03	6,031		
S011	57-10	12.38	2.16		ENT BARNSDALL PINE S	1,600	DHLA	24	3	6		74	1	0	4								
S011	57-10	X 13.13	28			1,600	BXUF				HS	NR		0	4								
S011	57-10	14.54	BARNSDAL	0.12	MAPLE AVE BEG CURBS	2,000	DHJA	24	3	4		67	1	0	4	30	2	0	6	08	467		
S011	57-10	14.66		0.07	MAIN ST WIDTH CHANGE	2,300	HHJA	26	4			83	1	0	4								
S011	57-10	14.73		0.29	CEDAR AVE TC	3,500	HHJA	55	4			83	1	0	4								
S011	57-10	15.02		0.26	0.77 MIS. W. SH 123	3,500	HHLA	22	3	6		68	1	0	4	30	2	0	6	08	1,117		
S011	57-10	15.28		0.57	0.20 MIS. W. SH 123	3,400	HHLA	24	3	6		61	1	0	4	30	2	0	6	08	2,465		
S011	57-10	X 15.50		378		3,400	BRDG				32	AD		0	4	30	2	1		31		2,734	
S011	57-10	15.85		0.20	JCT SH 123	3,400	IHLA	24	3	6		58	1	0	4	30	2	0	6	08	866		
S011	57-10	16.05	4.44		4.44 MIS S OF SH 123	2,000	IHLA	24	3	6		60	1	0	4	06	2	0	4	04	9,666		

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint	Type		Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural			Municipal	Type																Width Feet
S011	57-10	X 17.36	84		2,000	BRDG			42	AD		0	4	06	2	1		31					
S011	57-10	X 17.79	80		2,000	BRDG			36	AD		0	4	06	2	2		31					
S011	57-10	20.49	1.26	5.70 MIS S. SH 123	1,700	IHLA	22	3	5	56	1	0	4	06	2	0	4	04		2,749			
S011	57-10	21.75	3.13	4.96 MI N WASH C/L T	1,700	IIIE	24	1	8	93	1	0	4										
S011	57-10	24.88	4.96	WASHINGTON CO LINE	1,600	IHLA	22	3	3	60	1	0	4	06	2	0	4	01		6,439			
S011	57-10	X 26.63	227		1,600	BRDG			23	AD		0	4								43,417		
S018	57-12	00.00	0.26	JCT SH 20	2,400	IHHL	24	3	6	80	1	0	4										
S018	57-12	00.26	4.21	ENTER FAIRFAX C/L	1,600	IHHL	24	3	5	75	1	0	4										
S018	57-12	X 01.89	285		1,600	BRDG			26	SD		0	4	06	2	1		31			2,404		
S018	57-12	04.47	FAIRFAX	0.26	1,500	IHJA	30	4		83	1	0	4										
S018	57-12	04.73		0.44	2,000	IHJA	70	4		88	1	0	4										
S018	57-12	05.17		0.26	1,900	IHDE	24	1	5	77	1	0	4										
S018	57-12	X 05.39		402	1,900	BRDG			36	AD		0	4										
S018	57-12	05.43	0.25	5.68 N PAWNEE CO LIN	1,900	IH0B	24	1	10	94	1	0	4										
S018	57-12	05.68	3.16	8.84 N PAWNEE CO LIN	1,300	IHDE	24	3	3	61	1	0	4	06	2	0	4	02		5,541			
S018	57-12	X 07.89	48		1,300	BXUF				HS	NR		0	4									
S018	57-12	08.84	1.00	3.43 MIS S US 60	1,100	IHHB	24	1	10	91	1	0	4										
S018	57-12	X 09.08	136		1,100	BRDG			20	SD		0	4	06	2	1		31			1,717		
S018	57-12	09.84	3.16	0.36 MIS S US 60	1,200	IHHE	24	1	8	91	1	0	4										
S018	57-12	X 10.76	213		1,200	BRDG			36	SD		0	4	06	2	1		31			2,105		
S018	57-12	13.00	0.36	JCT US 60	1,300	ILLA	24	1	8	92	1	0	4								11,767		
S018	57-16	00.00	0.45	0.45 N US 60	420	LL0B	24	1	8	91	1	0	5										
S018	57-16	00.45	5.48	SURF CHNG NEW ALIGN	380	IHHB	20	3	4	63	1	0	5	10	2	0	4	01		3,985			
S018	57-16	X 01.72	29		380	BRDG			20	FO		0	5	10	2	1		31			1,120		
S018	57-16	X 04.08	23		380	BXUF				HS	NR		0	5									
S018	57-16	05.93	1.19	SURF CHANGE	720	IHHF	24	3	5	73	1	0	5										
S018	57-16	X 06.51	212		720	BRDG			36	AD		0	5										
S018	57-16	07.12	0.59	ENTER SHIDLER C/L	760	IHHB	20	3	4	66	1	0	5	10	2	0	4	01		442			
S018	57-16	07.71	SHIDLER	0.52	800	IHHB	20	3	4	66	1	0	5	10	2	0	4	01		388			
S018	57-16	08.23		0.27	900	IHHB	22	2	5	81	1	0	5										
S018	57-16	08.50		0.23	940	IHLA	75	4		87	1	0	5										
S018	57-16	08.73		0.35	610	IHKA	40	4		86	1	0	5										
S018	57-16	09.08		0.16	760	IHJA	30	4		87	1	0	5										
S018	57-16	09.24	10.99	LVE SHIDLER C/L 8 ST	710	IHHB	24	1	4	82	1	0	5										
S018	57-16	X 14.82	23		710	BXUF				HS	NR		0	5									
S018	57-16	X 15.74	22		710	BXUF				HS	NR		0	5									
S018	57-16	X 19.84	38		710	BXUF				HS	NR		0	5									
S018	57-16	20.23	GRAINOLA	0.47	560	IHHB	24	1	4	79	1	0	5										
S018	57-16	20.70	4.00	KANSAS STATE LINE	250	IHHB	24	1	4	78	1	0	5								5,935		
S020	57-18	00.00	19.42	ENTER HOMINY C/L	630	IHHB	24	6	4	80	1	0	5										
S020	57-18	X 01.66	131		630	BRDG			26	SD		0	5	10	2	1		31			1,686		
S020	57-18	X 06.42	34		630	BXUF				HS	NR		0	5									
S020	57-18	X 07.86	136		630	BRDG			26	SD		0	5	10	2	1		31			1,717		
S020	57-18	X 11.35	210		630	BRDG			34	SD		0	5	10	2	1		31			2,092		
S020	57-18	X 18.95	60		630	BXUF				HS	NR		0	5									

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Osage County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S020	57-18	19.42	HOMINY	1.00	JCT SH 99	1,200	LL0A	44	4		91	1	0	5							5,495		
S020	57-20	00.00		0.07	WIDTH CHANGE	2,700	IHHB	40	4		78	1	0	5									
S020	57-20	00.07		0.23	LEAVE HOMINY C/L	2,700	IHHB	24	3	4	67	1	0	5									
S020	57-20	00.30	4.70		5.00 MIS E. SH 99	1,800	IHHB	24	3	4	75	1	0	5									
S020	57-20	X 00.44	47			1,800	BXUF				HS NR		0	5									
S020	57-20	X 01.62	47			1,800	BXUF				HS NR		0	5									
S020	57-20	05.00	8.21		13.21 MIS E. SH 99	1,800	IHHB	24	1	8	92	1	0	5									
S020	57-20	X 06.05	313			1,800	BRDG				36 AD		0	5									
S020	57-20	X 08.15	365			1,800	BRDG				36 AD		0	5									
S020	57-20	X 12.97	652			1,800	BRDG				36 AD		0	5									
S020	57-20	13.21	1.24		9.01 MIS W TULSA CO/	1,900	IHHB	24	1	8	85	1	0	5									
S020	57-20	X 13.97	34			1,900	BXUF				HS NR		0	5									
S020	57-20	14.45	2.25		6.76 MIS W TULSA CO/	1,800	IHHB	24	1	8	90	1	0	5									
S020	57-20	16.70	2.70		ENTER SKIATOOK C/L	2,000	IHHB	24	1	8	87	1	0	5									
S020	57-20	19.40	SKIATOOK	0.39	ENTER SKIATOOK U/L	2,000	IHHB	24	3	4	83	1	0	5									
S020	57-20	X 19.67	262			2,000	BRDG			22	SD		0	5	09	2	1		31		2,314		
S020	57-20	19.79		1.67	1.66 MIS W TULSA CO/	4,000	IHHB	24	3	4	77	1	0	3									
S020	57-20	X 21.38	33			4,000	BXUF				HS NR		0	3									
S020	57-20	21.46		0.34	LENAPAH AVE	6,000	HHHB	24	3	4	74	1	0	3									
S020	57-20	21.80		1.57	JAVINE STREET	10,700	IIOE	52	4		96	1	0	3									
S020	57-20	23.37		0.09	TULSA CO/LN(OSAGE ST	15,100	IIOE	52	4		96	1	0	3							2,314		
S123	57-22	00.00	4.50		SURF TYPE CHANGE	1,800	IHDB	24	1	8	87	1	0	5									
S123	57-22	X 02.52	26			1,800	BXUF				HS NR		0	5									
S123	57-22	04.50	5.50		WIDTH CHANGE	3,100	IHHB	24	1	8	88	1	0	5									
S123	57-22	10.00	6.13		ENT BARTLESVILLE U/L	3,800	IHIE	24	1	8	92	1	0	5									
S123	57-22	X 14.77	33			3,800	BXUF				HS NR		0	5									
S123	57-22	X 15.73	322			3,800	BRDG				36 AD		0	5									
S123	57-22	16.13	0.42		OLD SH 23	3,900	IHIE	24	1	8	87	1	0	4									
S123	57-22	X 16.45	183			3,900	BRDG				36 AD		0	4									
S123	57-22	16.55	0.24		0.84 MIS S. US 60	4,300	IHDB	24	3	3	72	1	0	4									
S123	57-22	16.79	0.84		JCT US 60	4,300	IHDB	24	3	3	71	1	0	4							0		
S035	57-26	00.00	0.85		JCT US 60	140	IIDB	22	3	2	77	1	0	5							0		
S099	57-28	00.00	1.98		WIDTH CHANGE	110	DIHB	24	1	10	89	1	0	4									
S099	57-28	X 00.64	34			110	BXUF				HS NR		0	4									
S099	57-28	01.98	0.38		2.36 N PAWNEE CO LIN	2,900	DIHF	24	3	4	72	1	0	4									
S099	57-28	02.36	2.80		2.58 MIS S. SH 20	2,900	DIDB	22	3	3	59	1	0	4	05	2	0	2	02		5,260		
S099	57-28	05.16	0.31		1.36 MIS S HOMINY C/	3,000	DIDB	22	3	3	63	1	0	4	05	2	0	2	02		577		
S099	57-28	05.47	1.51		ENTER HOMINY C/L	3,400	IIOE	24	1	8	87	1	0	4									
S099	57-28	X 06.59	100			3,400	BRDG				36 AD		0	4									
S099	57-28	06.98	HOMINY	0.10	WIDTH CHANGE 10TH	3,700	IIOE	24	1	8	94	1	0	4									
S099	57-28	07.08	0.50		ENT HOMINY TC 3RD S	2,600	IIDB	36	4		85	1	0	4									
S099	57-28	07.58		0.16	JCT SH 20 1ST STREET	4,400	IIDB	36	4		84	1	0	4							5,837		
S099	57-30	00.00		0.12	0.12 N SH 20	6,000	DIDB	36	4		87	1	0	4									
S099	57-30	00.12		0.18	0.30 N SH 20 WALNUT	4,000	DIDB	36	4		88	1	0	4									
S099	57-30	00.30		0.08	0.38 N SH 20	4,000	DILA	24	1	5	82	1	0	4									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S099	57-30	X 00.33		141		4,000	BRDG			25	FO		0	4	30	2	1		31			3,030	
S099	57-30	00.38		1.48	1.86 N SH 20	3,200	DIHB	24	1	4		76	1	0	4								
S099	57-30	01.86		0.88	OLD SH 99D NORTH	2,900	DIHL	22	3	6		66	1	0	4							1,161	
S099	57-30	02.74	1.09		3.83 MIS. N. SH 20	2,800	DIHL	22	3	6		66	1	0	4	05	2	0	2	01		1,444	
S099	57-30	03.83	0.68		OLD SH 99D WEST	2,800	II0E	24	1	8		95	1	0	4								
S099	57-30	X 03.86		23		2,800	BXUF				HS	NR		0	4								
S099	57-30	X 04.20		241		2,800	BRDG				30	AD		0	4								
S099	57-30	04.51	0.53		5.04 MIS. N. SH 20	2,700	II0E	24	1	8		95	1	0	4								
S099	57-30	05.04	3.56		5.15 MIS. S. SH 11	2,400	DIHL	22	3	6		66	1	0	4	06	2	0	2	01		4,294	
S099	57-30	X 05.18		22		2,400	BXUF				HS	NR		0	4								
S099	57-30	X 07.03		39		2,400	BXUF				HS	NR		0	4								
S099	57-30	X 08.24		23		2,400	BXUF				HS	NR		0	4								
S099	57-30	08.60	1.35		ENTER WYNONA C/L TC	2,100	DIHB	22	3	5		65	1	0	4	06	2	0	2	01		1,624	
S099	57-30	09.95	WYNONA	0.50	LVE WYNONA C/L 1ST S	2,000	DIHB	22	2	8		82	1	0	4								
S099	57-30	10.45	3.30		JCT SH 11	2,200	DIHB	22	3	6		64	1	0	4	06	2	0	3	01		4,967	
S099	57-30	X 11.66		145		2,200	OTHR				20	SD		0	4	06	2	2		31		1,624	
S099	57-30	X 11.70		34		2,200	BXUF				HS	NR		0	4								
S099	57-30	X 12.28		141		2,200	BRDG				24	SD		0	4	06	2	1		31		1,745	19,889
S099	57-34	00.00	10.13		JCT SH 10	520	IHHB	22	3	5		64	1	0	4	06	2	0	3	01		15,139	
S099	57-34	X 01.51		56		520	BXUF				HS	NR		0	4								
S099	57-34	X 03.47		23		520	BXUF				HS	NR		0	4								
S099	57-34	X 06.54		111		520	BRDG				24	SD		0	4	06	2	1		31		1,563	
S099	57-34	X 06.97		34		520	BXUF				HS	NR		0	4								
S099	57-34	X 07.95		27		520	BXUF				HS	NR		0	4								
S099	57-34	X 08.57		32		520	BXUF				HS	NR		0	4								
S099	57-34	10.13	8.00		1.69 MIS. S. KAN ST/	500	IIHB	24	3	4		72	1	0	4								
S099	57-34	X 13.03		62		500	BRDG				25	SD		0	4	06	2	2		31		1,200	
S099	57-34	X 15.29		315		500	BRDG				20	AD		0	4								
S099	57-34	X 17.48		535		500	BRDG				18	AD		0	4								
S099	57-34	18.13	1.69		KANSAS STATE LINE	400	IIHB	24	3	4		72	1	0	4								
S099	57-34	X 18.74		26		400	BXUF				HS	NR		0	4								17,902
S010	57-36	00.00	3.22		WIDTH CHANGE	750	IHDE	20	3	3		71	1	0	5								
S010	57-36	X 00.82		49		750	BXUF				HS	NR		0	5								
S010	57-36	03.22	1.44		SURFACE TYPE CHANGE	720	IHDE	22	3	4		74	1	0	5								
S010	57-36	X 03.69		23		720	BXUF				HS	NR		0	5								
S010	57-36	04.66	0.80		SURFACE TYPE CHANGE	580	IHHD	24	3	2		69	1	0	5	11	2	0	2	01		603	
S010	57-36	X 05.00		480		580	BRDG				41	AD		0	5								
S010	57-36	05.46	0.72		SURFACE TYPE CHANGE	510	IHDE	22	3	4		76	1	0	5								
S010	57-36	06.18	7.12		1.80 MIS E. SH 99	230	IHDE	22	3	2		74	1	0	5								
S010	57-36	13.30	0.45		1.35 MIS E. SH 99	290	II0E	24	1	4		90	1	0	5								
S010	57-36	X 13.57		32		290	BXUF				HS	NR		0	5								
S010	57-36	13.75	1.35		JCT SH 99	270	IHDE	22	3	2		74	1	0	5								603
S097	57-37	00.00	0.80		0.80 MIS N TULSA CO/	1,900	HHHL	20	0			42	1	0	4	09	2	0	3	01		909	
S097	57-37	00.80	0.12		LEAVE TULSA U/L	1,600	HHHL	20	0			42	1	0	4	09	2	0	3	01		136	
S097	57-37	00.92	0.56		1.48 MIS N TULSA CO/	1,100	HHHL	20	0			49	1	0	5	09	2	0	3	01		643	

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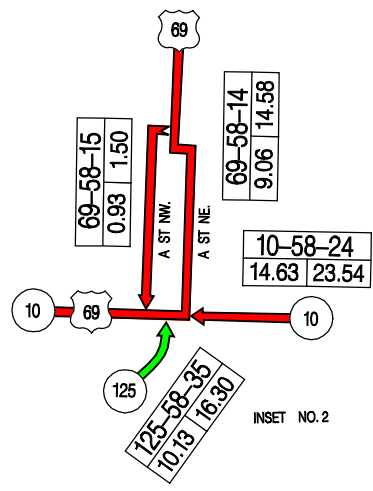
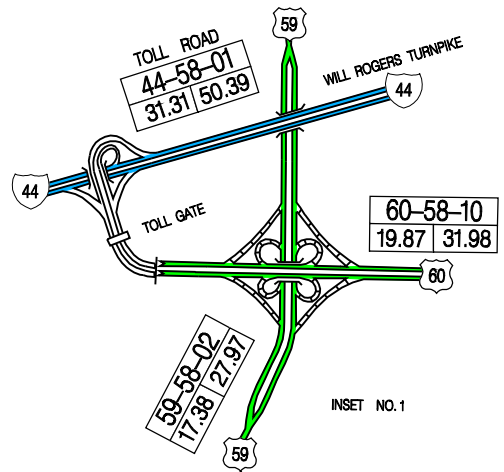
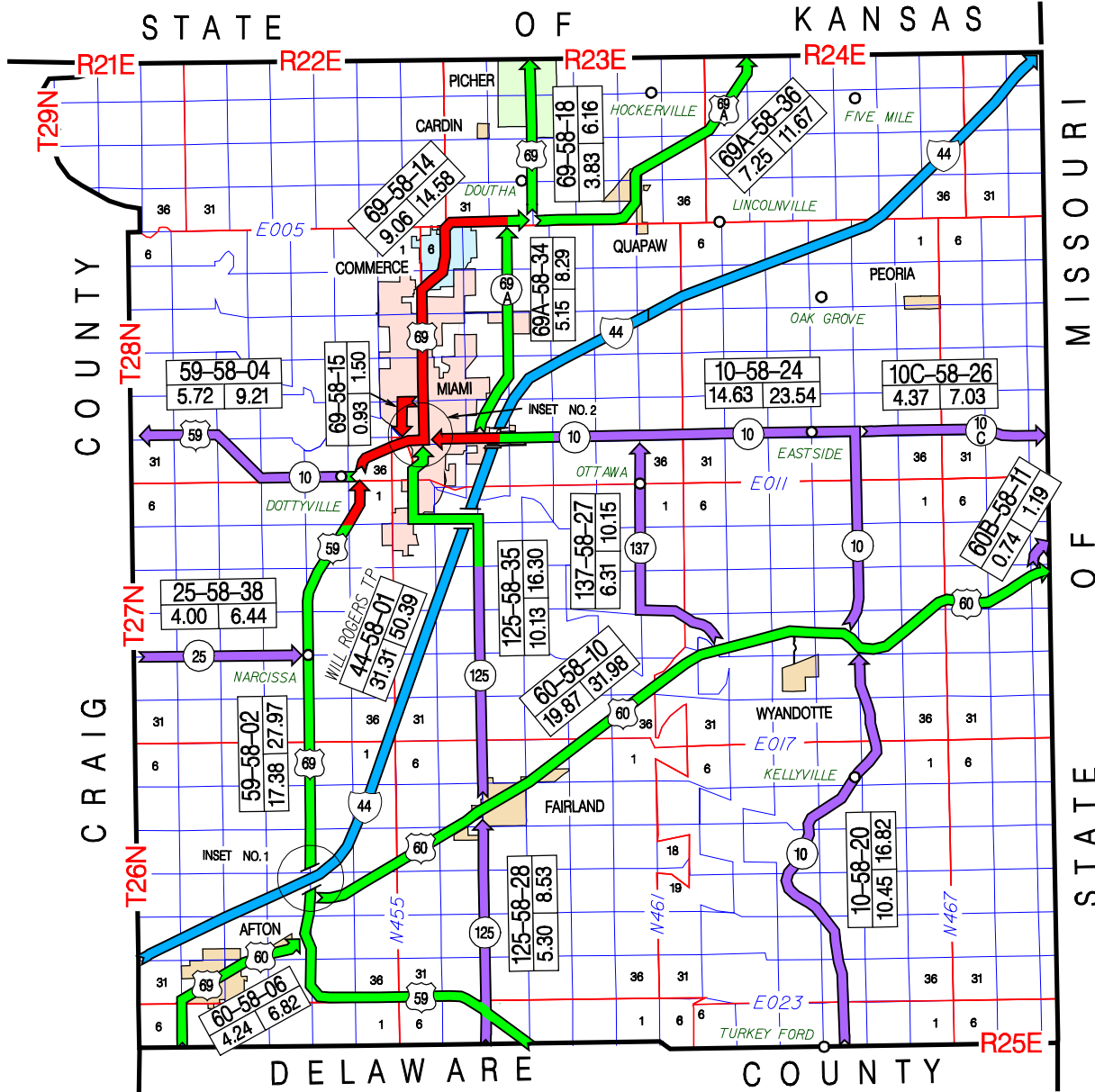
Osage County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S097	57-37	01.48	2.02		1,100	IHHL	20	0			53	1	0	5	09	2	0	3	01	2,290			
S097	57-37	03.50	3.67		730	IHHL	20	0			50	1	0	5	10	2	0	4	01	2,801			
S097	57-37	07.17	0.46		690	II0E	24	1	8		99	1	0	5									
S097	57-37	X 07.21	102		690	BRDG				44	AD		0	5									
S097	57-37	X 07.39	122		690	BRDG				40	AD		0	5									
S097	57-37	07.63	0.51		690	IHHL	20	0			70	1	0	5								6,779	
S000	57-39P	04.93			0		0						1	2	22	4	2	7	50			0	
U064	57-42	N 00.00	0.75		17,100	IILH	24	1	10		89	1	1	3									
U064	57-42	S 00.00	0.00		17,100	IILH	24	1	10		87	1	1	3									
U064	57-42	N 00.75	0.67		17,100	IILH	24	1	10		88	1	1	3									
U064	57-42	S 00.75	0.00		17,100	IILH	24	1	10		87	1	1	3								0	
S011	57-44	00.00	2.06		760	IHHF	24	1	4		83	1	0	5									
S011	57-44	02.06	1.59		820	IHDA	24	3	2		78	1	0	5									
S011	57-44	X 02.33	33		820	BXUF				HS	NR		0	5									
S011	57-44	03.65	0.56		770	IHDA	24	3	2		79	1	0	5									
S011	57-44	04.21	2.69		1,100	IHDA	24	3	2		79	1	0	5									
S011	57-44	X 05.01	47		1,100	BXUF				HS	NR		0	5									
S011	57-44	06.90	SHIDLER	0.24	1,200	IHDA	24	3	2		71	1	0	5								0	
S011	57-45	00.00	0.75		890	IIHF	24	1	4		88	1	0	5								0	
County Total			251.40	18.96	270.30																133,876	41,190	175,066

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- OTTAWA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5801	IS 44	31.31	CRAIG COUNTY LINE	NORTHEAST (TOLL ROAD)	MISSOURI STATE LINE	WILL ROGERS T.P.
5802	US 59	17.38	DELAWARE COUNTY LINE	NORTHERLY	JCT. US 69 SW. OF MIAMI	
5804	US 59	5.72	JCT. US 69 SW OF MIAMI	WESTERLY	CRAIG COUNTY LINE	AGENDA ITEM (6.26 MILES BEFORE)
5806	US 60	4.24	DELAWARE COUNTY LINE	NORTHERLY	JCT US59 NE OF AFTON	
5810	US 60	19.87	EAST OF TOLLGATE AT END OF CURBED SECTION	NORTHEASTERLY	MISSOURI STATE LINE	
5811	US 60B	0.74	JCT. US 60	NORTHEASTERLY	MISSOURI STATE LINE	
5814	US 69	9.06	JCT. US 59, SW OF MIAMI	NORTH & EASTERLY	JCT US 69A W. OF QUAPAW	
5815	US 69	0.93	JCT. US 69(MAIN & CIRCLE DR.)IN MIAMI	SOUTHERLY	JCT. US 69(3RD AVE & "A" ST S.W.)IN MIAMI	
5818	US 69	3.83	JCT. US 69A, E, OF COMMERCE	NORTHERLY	KANSAS STATE LINE	
5820	SH 10	10.45	DELAWARE COUNTY LINE	NORTHERLY	JCT. US 60, NE OF WYANDOTTE	
5824	SH 10	14.63	JCT. US 60, NE OF WYANDOTTE	NORTH & WESTERLY	JCT. US 69 N.("A" ST SE. & 3RD AVE)IN MIAMI	
5826	SH 10C	4.37	JCT. SH 10, E. OF MIAMI	EASTERLY	MISSOURI STATE LINE	
5827	SH 137	6.31	JCT. US 60 W. OF WYANDOTTE	WEST & NORTHERLY	JCT. SH 10	AGENDA ITEM (11.45 MILES BEFORE)
5828	SH 125	5.30	DELAWARE COUNTY LINE	NORTHERLY	JCT. US 60(CONNER AVE & ELM ST)IN FAIRLAND	
5834	SH 69A	5.15	JCT. SH 10	NORTHERLY	JCT. US 69	AGENDA ITEM (NEW CONSTRUCTION)
5835	SH 125	10.13	JCT. US 60(CONNER AVE & LOCUST ST)IN FAIRLAND	NORTHERLY	JCT. US 69(3RD AVE & MAIN)IN MIAMI	
5836	US 69A	7.25	JCT US 69 S. OF PICHER	NORTHEASTERLY	KANSAS STATE LINE	
5838	SH 25	4.00	CRAIG COUNTY LINE	EASTERLY	JCT. US 59	

160.67 TOTAL COUNTY MILEAGE



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Ottawa County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	58-01	N	00.00	3.51		BEGIN PC CONC	HHHD	24	1	10	88	1	1	1									
I044	58-01	S	00.00	0.00		BEGIN PC CONC	HHHD	24	1	10	88	1	1	1									
I044	58-01	X	00.20	0			UP-H				FO				01	6	5		31				
I044	58-01	X	01.20	0			UP-H				AD												
I044	58-01	X	02.10	164			BRDG				36	AD											
I044	58-01	X	02.30	0			UP-H				FO				01	6	5		31				
I044	58-01	X	02.92	33			BXBR				HS	AD											
I044	58-01	X	03.00	161			OP-R				36	AD											
I044	58-01	X	03.40	0			UP-H				FO				01	6	4		31				
I044	58-01	N	03.51	0.88		JCT US 59	IILH	24	1	10	88	1	1	1									
I044	58-01	S	03.51	0.00		JCT US 59	IILH	24	1	10	88	1	1	1									
I044	58-01	X	03.90	0			UP-H				AD												
I044	58-01	N	04.39	8.14		ENTER MIAMI U/L	HHHD	24	1	10	88	1	1	1									
I044	58-01	S	04.39	0.00		ENTER MIAMI U/L	HHHD	24	1	10	88	1	1	1									
I044	58-01	X	04.40	210			OP-H				36	AD											
I044	58-01	X	04.90	0			UP-H				FO				01	6	1		31				
I044	58-01	X	06.10	0			UP-H				FO				01	6	1		31				
I044	58-01	X	07.20	0			UP-H				FO				01	6	1		31				
I044	58-01	X	08.20	0			UP-H				FO				01	6	5		31				
I044	58-01	X	08.80	0			UP-H				FO				01	6	5		31				
I044	58-01	X	09.20	123			BRDG				36	AD											
I044	58-01	X	10.40	0			UP-H				FO				01	6	5		31				
I044	58-01	X	11.10	29			BXBR				HS	AD											
I044	58-01	X	11.30	24			BXBR				HS	AD											
I044	58-01	X	11.35	408			OP-H				36	FO			01	6	5		31				
I044	58-01	N	12.53	1.86		BEG PC CONC	HHHD	24	1	10	88	1	1	1									
I044	58-01	S	12.53	0.00		BEG PC CONC	HHHD	24	1	10	88	1	1	1									
I044	58-01	X	12.53	408		BEG PC CONC	UP-H				FO				01	6	1		31				
I044	58-01	X	13.60	167			UP-H				FO				01	6	5		31				
I044	58-01	N	14.39	0.90		0.27 MIS. S. SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	S	14.39	0.00		0.27 MIS. S. SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	X	14.48	1360			BRDG				36	AD											
I044	58-01	N	15.29	0.10		ENTER OLD MIAMI C/L	HHLH	24	1	10	88	1	1	1									
I044	58-01	S	15.29	0.00		ENTER OLD MIAMI C/L	HHLH	24	1	10	88	1	1	1									
I044	58-01	X	15.31	0			UP-H				FO				01	6	1		31				
I044	58-01	N	15.39	0.10		LEAVE OLD MIAMI C/L	HHLH	24	1	10	88	1	1	1									
I044	58-01	S	15.39	0.00		LEAVE OLD MIAMI C/L	HHLH	24	1	10	88	1	1	1									
I044	58-01	N	15.49	0.07		JCT SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	S	15.49	0.00		JCT SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	N	15.56	1.11		1.11 MIS. N. SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	S	15.56	0.00		1.11 MIS. N. SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	X	15.60	180			UP-H				SD				01	6	1		31				
I044	58-01	N	16.67	0.10		1.21 MI N SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	S	16.67	0.00		1.21 MI N SH 10	HHLH	24	1	10	88	1	1	1									
I044	58-01	X	16.70	0			UP-H				FO				01	6	5		31				

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	58-01	N	16.77	1.04		LEAVE MIAMI U/L	HHHD	24	1	10	88	1	1	1									
I044	58-01	S	16.77	0.00		LEAVE MIAMI U/L	HHHD	24	1	10	88	1	1	1									
I044	58-01	X	17.80	0			UP-H				FO	1	1	1	01	6	5		31				
I044	58-01	N	17.81	13.50		MISSOURI STATE LINE	HHHD	24	1	10	88	1	1	1									
I044	58-01	S	17.81	0.00		MISSOURI STATE LINE	HHHD	24	1	10	88	1	1	1									
I044	58-01	X	18.40	44			BXBR				HS	AD	1	1									
I044	58-01	X	18.90	0			UP-H				FO	1	1	1	01	6	5		31				
I044	58-01	X	20.02	174			OP-H			36	FO	1	1	1	01	6	1		31				
I044	58-01	X	21.20	0			UP-H				FO	1	1	1	01	6	5		31				
I044	58-01	X	22.10	57			OP-H			29	AD	1	1	1									
I044	58-01	X	22.80	919			BRDG			36	AD	1	1	1									
I044	58-01	X	23.60	0			UP-H				FO	1	1	1	01	6	1		31				
I044	58-01	X	24.50	0			UP-H				FO	1	1	1	01	6	5		31				
I044	58-01	X	26.20	29			BXBR				HS	AD	1	1									
I044	58-01	X	26.70	0			UP-H				FO	1	1	1	01	6	5		31				
I044	58-01	X	27.40	24			BXBR				HS	AD	1	1									
I044	58-01	X	27.60	0			UP-H				FO	1	1	1	01	6	5		31				
I044	58-01	X	28.14	21			BXBR				HS	AD	1	1									
I044	58-01	X	28.70	0			UP-H				FO	1	1	1	01	6	1		31				
I044	58-01	X	29.40	21			BXBR				HS	AD	1	1									
I044	58-01	X	30.20	49			BRDG			36	AD	1	1	1							0		
U059	58-02		00.00	1.02		JCT SH 125	IHDB	24	3	4	51	2	0	4	04	4	0	2	06		3,243		
U059	58-02		01.02	5.44		JCT US 60 & 66 & 69	IHDB	24	3	5	73	1	0	4									
U059	58-02	X	01.66	24			BXUF				HS	NR	0	4									
U059	58-02	X	02.42	31			BXUF				HS	NR	0	4									
U059	58-02	X	04.32	121			BRDG			24	SD	0	4	05	2	1		31			1,627		
U059	58-02		06.46	0.54		BEG 4 LN DIV PC	IHLA	24	3	4	72	1	0	4									
U059	58-02	X	06.78	158			OP-R			17	SD	0	4	05	2	4		31			3,791		
U059	58-02	E	07.00	0.33		JCT US 60 E I-44 W	IILH	24	1	10	82	1	0	4									
U059	58-02	W	07.00	0.00		JCT US 60 E I-44 W	IILH	24	1	10	82	1	0	4									
U059	58-02	X	07.27	0			UP-H				SD	0	4	04	4	6		31			3,044		
U059	58-02	E	07.33	0.67		END 4 LN DIV BEG PC	IILH	24	1	10	82	1	0	4									
U059	58-02	W	07.33	0.00		END 4 LN DIV BEG PC	IILH	24	1	10	82	1	0	4									
U059	58-02	X	07.74	0			UP-H				AD	0	4										
U059	58-02		08.00	4.56		4.8 S JCT US59&SH 10	IELA	24	1	8	78	1	0	4									
U059	58-02	X	09.57	22			BXUF				HS	NR	0	4									
U059	58-02		12.56	0.46		JCT SH 025 - NARCISS	IELA	24	1	8	82	1	0	4									
U059	58-02		13.02	3.20		ENTER MIAMI U/L	IELA	24	1	8	79	1	0	4									
U059	58-02	X	14.25	23			BXUF				HS	NR	0	4									
U059	58-02		16.22	0.95		0.21 MI S JCT SH 10	IELA	24	1	8	79	1	0	3									
U059	58-02	X	17.03	225			OP-R			35	AD	0	3										
U059	58-02		17.17	0.21		JCT US 59 & SH 10W	LL0E	24	1	8	95	1	0	3							11,705		
U059	58-04		00.00	0.30		LEAVE MIAMI U/L	IIDE	22	3	3	69	1	0	4	08	2	0	3	01		388		
U059	58-04		00.30	1.98		2.28 MIS. W. US 69	IIDE	22	3	3	70	1	0	5									
U059	58-04	X	00.94	47			BXUF				HS	NR	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U059	58-04		02.28	1.78		1.66 MIS E CRAIG CO/	2,400	II0E	24	1	8		92	1	0	5								
U059	58-04	X	02.75	99			2,400	BRDG					33	AD	0	5								
U059	58-04		04.06	1.66		CRAIG CO LINE	2,200	II0E	22	3	3		69	1	0	5	08	2	0	3	03	4,144		
U059	58-04	X	05.01	27			2,200	BXUF					HS	NR	0	5	08	2	2	33		2,222	6,754	
U060	58-06		00.00	1.01		ENTER AFTON C/L	5,600	IHLA	24	1	10		81	1	0	4								
U060	58-06		01.01	AFTON	0.45	1.46 MIS. N. DEL CO/	5,800	IHLA	24	1	10		86	1	0	4								
U060	58-06		01.46		0.13	SHLDR CHNG MONROE AV	6,300	IHLA	24	1	10		78	1	0	4								
U060	58-06	X	01.46		46	SHLDR CHNG MONROE AV	6,300	BXUF					HS	NR	0	4								
U060	58-06		01.59		0.49	WALNUT AVE TC	6,300	IHLA	24	3	6		67	1	0	4	29	2	0	6	08	1,781		
U060	58-06		02.08		0.18	WIDTH CHANGE	6,300	IHLA	24	5	10		77	1	0	4								
U060	58-06		02.26		0.32	LEAVE AFTON C/L	6,600	IHLA	24	3	4		70	1	0	4								
U060	58-06	X	02.56		143		6,600	BRDG					24	FO	0	4	29	2	1	31		3,049		
U060	58-06		02.58	1.66		JCT US 59	7,000	IHLA	24	3	5		74	1	0	4							4,830	
U060	58-10	N	00.00	0.27		JCT US 59	4,100	LL0H	24	1	10		92	1	0	4								
U060	58-10	S	00.00	0.00		JCT US 59	4,100	LL0H	24	1	10		92	1	0	4								
U060	58-10	X	00.25	144			4,100	OP-H					20	SD	0	4	05	2	6	31		3,044		
U060	58-10	N	00.27	0.21		END 4 LANE DIVIDE	4,600	LL0H	24	1	10		92	1	0	4								
U060	58-10	S	00.27	0.00		END 4 LANE DIVIDE	4,600	LL0H	24	1	10		92	1	0	4								
U060	58-10		00.48	4.25		ENTER FAIRLAND C/L	4,600	IILH	24	1	10		84	1	0	4								
U060	58-10	X	01.85	33			4,600	BXUF					HS	NR	0	4								
U060	58-10	X	03.33	47			4,600	BXUF					HS	NR	0	4								
U060	58-10	X	04.30	22			4,600	BXUF					HS	NR	0	4								
U060	58-10		04.73	FAIRLAND	0.04	JCT SH 125 SOUTH	4,600	LL0H	43	4			88	1	0	4								
U060	58-10		04.77		0.15	JCT SH 125 NORTH	4,600	LL0H	43	4			87	1	0	4								
U060	58-10		04.92		0.33	0.33 MIS. E. SH 125N	4,600	LL0H	43	4			91	1	0	4								
U060	58-10		05.25		0.07	TC	4,600	LL0H	55	4			91	1	0	4								
U060	58-10		05.32		0.22	CHERRY ST	5,700	LL0H	43	4			91	1	0	4								
U060	58-10		05.54		0.33	LEAVE FAIRLAND C/L	6,200	IILH	24	1	6		82	1	0	4								
U060	58-10		05.87	0.38		ENTER FAIRLAND C/L	6,600	IILB	24	1	6		82	2	0	4								
U060	58-10		06.25		0.60	LEAVE FAIRLAND C/L	7,100	IILB	24	1	6		85	1	0	4								
U060	58-10		06.85	4.63		JCT SH 137 NORTH	7,500	IILB	24	1	6		80	1	0	4								
U060	58-10	X	07.32	26			7,500	BXUF					HS	NR	0	4								
U060	58-10	X	11.25	605			7,500	BRDG					18	SD	0	4	04	4	1	31		3,793		
U060	58-10		11.48	0.45		2.41 MIS. W. SH 10N	7,500	IILB	24	1	6		85	2	0	4								
U060	58-10	X	11.48	551		2.41 MIS. W. SH 10N	7,500	BRDG					18	AD	0	4								
U060	58-10		11.93	2.41		JCT SH 10 NORTH	7,600	IILB	24	1	6		76	2	0	4								
U060	58-10	X	12.94	23			7,600	BRDG					29	SD	0	4	04	4	2	31		1,120		
U060	58-10	X	13.57	25			7,600	BRDG					32	AD	0	4								
U060	58-10		14.34	0.49		JCT SH 10 SOUTH	7,700	IE0E	24	1	8		72	2	0	4								
U060	58-10	X	14.45	704			7,700	H-RW					29	AD	0	4								
U060	58-10		14.83	4.12		0.63 MIS. W. US 60B	7,500	IILB	24	1	6		73	2	0	4								
U060	58-10	X	15.01	27			7,500	BXUF					HS	NR	0	4								
U060	58-10	X	15.15	31			7,500	BXUF					HS	NR	0	4								
U060	58-10	X	15.50	27			7,500	BXUF					HS	NR	0	4								
U060	58-10	X	16.11	38			7,500	BXUF					HS	NR	0	4								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	58-10	18.95	0.63		JCT US 60B NORTH MISSOURI STATE LINE	7,400	IIHF	24	1	10		75	3	0	4								
U060	58-10	19.58	0.29		MISSOURI STATE LINE	4,300	IIHF	24	1	10		89	1	0	4						7,957		
U060B	58-11	00.00	0.20		SHI-P CHANGE	3,600	IIHF	24	1	10		86	1	0	5								
U060B	58-11	00.20	0.54		MISSOURI STATE LINE	4,100	IILB	24	1	8		86	1	0	5						0		
U069	58-14	00.00	1.29		0.52 MIS. W. SH 125	6,000	LL0E	52	4			100	1	0	3								
U069	58-14	X 01.26	1300			6,000	BRDG				29	FO		0	3	30	2	1		31	9,115		
U069	58-14	01.29	0.20		ENTER MIAMI C/L	6,900	LL0E	50	4			95	1	0	3								
U069	58-14	01.49		0.16	0.16 MIS. W. SH 125	7,200	LL0E	52	4			99	1	0	3								
U069	58-14	01.65		0.10	JCT US 69	7,100	HHLA	60	4			81	1	0	3								
U069	58-14	01.75		0.06	JCT SH 125 SOUTH	11,300	HHLA	60	4			83	1	0	3								
U069	58-14	01.81		0.06	JCT SH 10 EAST	11,300	HHLA	40	4			85	1	0	3								
U069	58-14	01.87		0.17	WIDTH CHNG 1ST AVE S	11,200	HHLA	28	4			87	1	0	3								
U069	58-14	02.04		0.10	T/C CENTER CENTRAL A	11,200	HHLA	42	4			89	1	0	3								
U069	58-14	02.14		0.10	WIDTH CHNG 1ST AVE N	12,200	HHLA	42	4			89	1	0	3								
U069	58-14	02.24		0.11	N.W. 2ND ST	12,200	HHLA	35	4			87	1	0	3								
U069	58-14	02.35		0.08	N.W. 3RD ST	13,100	HHLA	36	4			84	1	0	3								
U069	58-14	02.43		0.07	N.W. 4TH ST	13,100	HHOA	28	4			78	3	0	3								
U069	58-14	02.50		0.06	MAIN & 4TH ST	14,900	HHLA	32	4			90	1	0	3								
U069	58-14	02.56		0.23	JCT US 69 SOUTH BOUN	14,900	IHLA	56	1	6		79	1	0	3								
U069	58-14	02.79		2.12	HIGHLAND AVE	18,000	IHLA	56	1	6		75	1	0	3								
U069	58-14	X 03.47		53		18,000	BXUF				HS	NR		0	3								
U069	58-14	04.91		0.20	LEV MIAMI C/L	12,800	IHLA	56	1	6		75	1	0	3								
U069	58-14	05.11	0.09		ENT N. MIAMI C/L TC	12,800	IHLA	56	1	6		74	1	0	3								
U069	58-14	05.20	N. MIAMI	0.03	LEV N. MIAMI C/L ROS	10,500	IHHB	24	1	10		79	1	0	3								
U069	58-14	05.23	0.30		ENT COMMERCE C/L	9,000	IHHB	24	1	10		79	1	0	3								
U069	58-14	05.53	COMMERCE	0.32	COMMERCE TC	9,000	IHHB	24	1	10		81	1	0	3								
U069	58-14	05.85		0.77	3RD STREET	9,300	IHHB	24	1	10		79	1	0	3								
U069	58-14	06.62		0.31	BEG PC OVLAY	9,200	IHHB	24	1	10		83	1	0	3								
U069	58-14	06.93		0.26	LEAVE 1990 U/L	9,200	IHLA	24	1	10		80	1	0	3								
U069	58-14	07.19	1.31		JCT SH 69A SOUTH	9,200	IHLA	24	1	10		67	1	0	3	04	2	0	3	02	2,525		
U069	58-14	X 07.71	34			9,200	BXUF				HS	NR		0	3								
U069	58-14	X 07.78	206			9,200	BRDG				20	SD		0	3	04	4	1		31	3,601		
U069	58-14	08.50	0.40		0.40 MIS. E. SH 69A	9,200	IHLA	24	1	10		77	2	0	4								
U069	58-14	E 08.90	0.16		JCT US 69 NORTH	7,300	IHLA	24	1	10		85	1	0	4								
U069	58-14	W 08.90	0.00		JCT US 69 NORTH	7,300	IHLA	24	1	10		85	1	0	4						15,241		
U069	58-15	00.00		0.06	WIDTH CHNG CIRCLE DR	3,000	HHLA	24	6	2		70	1	0	3								
U069	58-15	00.06		0.12	WIDTH CHANGE 5TH ST	3,000	HHLA	24	5	6		83	1	0	3								
U069	58-15	00.18		0.11	0.64 N US 69	3,000	HHLA	32	4			83	1	0	3								
U069	58-15	00.29		0.09	WIDTH CHANGE 3RD ST	3,000	HHLA	28	4			82	1	0	3								
U069	58-15	00.38		0.39	WIDTH CHANGE 1ST SW	3,000	HHLA	34	4			82	1	0	3								
U069	58-15	00.77		0.16	JCT US 69-SW 3RD ST	3,000	HHLA	28	4			82	1	0	3						0		
U069	58-18	00.00	2.02		ENT PICHER C/L 12 ST	2,700	IHLA	24	1	10		85	1	0	4								
U069	58-18	X 00.65	47			2,700	BXUF				HS	NR		0	4								
U069	58-18	02.02	PICHER	0.31	BEG PC OVLAY 7TH ST	2,800	IHLF	24	1	10		85	1	0	4								
U069	58-18	X 02.04		76		2,800	BXUF				HS	NR		0	4								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural																				Municipal
U069	58-18	X 02.32		22		CENTRAL ST TC	2,800	BXUF															
U069	58-18	02.33		0.26		WIDTH CNG PATTERSON	2,700	IHLA	24	2	3											1,117	
U069	58-18	02.59		0.16		WIDTH CHANGE	2,600	IHLA	24	1	8												
U069	58-18	02.75		0.10		KANSAS STATE LINE	2,400	IHLA	40	4													
U069	58-18	02.85		0.98			2,300	IHLA	24	2	4											1,117	
S010	58-20	00.00	10.45			JCT US 60	3,800	IHDB	24	1	6												
S010	58-20	X 02.86	47				3,800	BXUF				HS	NR										
S010	58-20	X 04.13	101				3,800	BRDG				20	FO									1,499	
S010	58-20	X 05.31	23				3,800	BXUF				HS	NR										
S010	58-20	X 06.03	23				3,800	BXUF				HS	NR										
S010	58-20	X 07.50	23				3,800	BXUF				HS	NR										
S010	58-20	X 08.10	48				3,800	BXUF				HS	NR										
S010	58-20	X 08.17	209				3,800	BRDG				22	SD									2,087	
S010	58-20	X 09.69	27				3,800	BXUF				HS	NR									3,586	
S010	58-24	00.00	4.62			0.10 MIS. S. SH 10C	3,000	IIHB	24	1	5												
S010	58-24	04.62	0.10			JCT SH 10C EAST	3,700	IIHB	24	1	5												
S010	58-24	04.72	2.50			2.46 MI E OF SH 137	3,900	HHDL	24	3	2											6,469	
S010	58-24	07.22	1.95			0.51 MI E OF SH 137	4,200	IILH	24	3	7												
S010	58-24	X 08.07	522				4,200	BRDG				43	SD									3,341	
S010	58-24	X 08.31	620				4,200	BRDG				24	AD										
S010	58-24	X 09.09	32				4,200	BXUF				HS	NR										
S010	58-24	09.17	0.51			JCT SH 137	4,500	HHHL	22	3	3											682	
S010	58-24	09.68	2.01			ENTER MIAMI U/L	6,900	IHHL	22	3	4											6,929	
S010	58-24	11.69	0.62			2.32 MIS. E. US 69	6,700	IHHL	22	3	4											2,136	
S010	58-24	X 11.81	25				6,700	BRDG				12	SD									1,375	
S010	58-24	12.31	0.54			WIDTH CHANGE	6,700	IHHL	22	3	4											2,435	
S010	58-24	X 12.47	84				6,700	BRDG				12	SD									2,392	
S010	58-24	12.85	0.12			JCT I 44	7,400	IHHB	24	1	10											620	
S010	58-24	X 12.87	180				7,400	OP-H				31	SD									3,534	
S010	58-24	12.97	0.17			0.12 MIS. E. SH 69A	8,000	HHHB	24	1	10											880	
S010	58-24	13.14	0.12			JCT SH 69A ENT C/L	8,400	LL0E	52	4													
S010	58-24	13.26		0.42		ELM STREET	11,200	LL0E	52	4													
S010	58-24	X 13.62		219			11,200	BRDG				65	AD										
S010	58-24	13.68		0.32		0.63 MIS. E. US 69	12,000	LL0E	52	4													
S010	58-24	14.00		0.17		WIDTH CHANGE	12,400	HHLH	52	4													
S010	58-24	14.17		0.46		JCT US 69	12,400	HHLH	41	4												30,793	
S010C	58-26	00.00	4.37			MISSOURI STATE LINE	3,700	IHDD	24	3	3												
S010C	58-26	X 00.62	48				3,700	BXUF				HS	NR										
S010C	58-26	X 00.89	23				3,700	BXUF				HS	NR										
S010C	58-26	X 01.49	47				3,700	BXUF				HS	NR										
S010C	58-26	X 03.27	121				3,700	BRDG				24	SD									1,627	
S010C	58-26	X 04.20	31				3,700	BXUF				HS	NR									1,627	
S137	58-27	00.00	5.31			COUNTY ROAD E01100	2,400	IHHE	24	3	2												
S137	58-27	X 03.57	29				2,400	BRDG				12	AD										
S137	58-27	05.31	1.00			JCT SH 10	2,900	IHDE	24	3	2											0	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

Ottawa County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S125	58-28	00.00	0.62		JCT US 59	3,800	IHDD	24	3	1		77	1	0	5								
S125	58-28	00.62	4.63		ENT FAIRLAND RAIL AV	3,700	IHDD	22	3	4		73	1	0	5								
S125	58-28	X 02.66	22			3,700	BXUF					HS	NR	0	5								
S125	58-28	X 03.05	26			3,700	BXUF					HS	NR	0	5								
S125	58-28	X 04.59	26			3,700	BXUF					HS	NR	0	5								
S125	58-28	05.25	FAIRLAND	0.05	JCT US 60	3,700	IHDD	22	3	4		71	1	0	5							0	
S069A	58-34	00.00	MIAMI	0.16	LEAVE MIAMI C/L	6,300	IIOE	24	3	4		73	1	0	4								
S069A	58-34	00.16	2.50		ENTER MIAMI C/L	5,000	IIOE	24	3	4		69	1	0	4	04	2	0	5	01	3,999		
S069A	58-34	X 02.00	23			5,000	BXUF					HS	NR	0	4								
S069A	58-34	02.66		0.50	LEAVE MIAMI C/L	4,200	IIOE	24	3	4		69	1	0	4	04	2	0	5	01	800		
S069A	58-34	03.16	0.99		1.00 MIS. S. US 69	4,200	IIOE	24	3	4		73	1	0	4								
S069A	58-34	X 03.60	24			4,200	BXUF					HS	NR	0	4								
S069A	58-34	04.15	1.00		JCT US 69	4,000	IIOE	24	1	8		88	1	0	4							4,799	
S125	58-35	00.00	FAIRLAND	0.29	LEV FAIRLAND PERRY S	5,200	IHDD	22	3	2		64	1	0	5	29	2	0	7	08	1,299		
S125	58-35	00.29	1.39		1.68 MIS. N. US 60	3,500	IHDD	22	3	2		65	1	0	5	08	2	0	3	01	1,841		
S125	58-35	01.68	4.01		ENTER MIAMI U/L	3,300	IHDD	24	1	6		75	1	0	5								
S125	58-35	X 03.86	89			3,300	BRDGD					17	AD	0	5								
S125	58-35	05.69	0.99		0.20 MIS. E. I-44 T.	3,200	IHDD	24	1	6		75	1	0	4								
S125	58-35	06.68	1.43		ENTER MIAMI C/L	3,300	IHDD	24	1	6		73	1	0	4								
S125	58-35	X 06.81	167			3,300	OP-H					25	FO	0	4	29	2	5		31	2,058		
S125	58-35	08.11		0.07	SHLDR CHANGE	5,400	IHDD	24	1	6		86	1	0	4								
S125	58-35	08.18		0.46	BEGIN PC OVLAY	6,200	HHDD	22	3	4		68	1	0	4	29	2	0	6	08	2,396		
S125	58-35	08.64		0.74	WIDTH CHANGE	6,300	HHLA	22	2	5		76	1	0	4								
S125	58-35	09.38		0.37	WIDTH CHANGE	6,900	HH0F	24	1	8		80	1	0	4								
S125	58-35	X 09.42		823		6,900	BRDGD					29	SD	0	4	29	4	1		31	8,155		
S125	58-35	09.75		0.14	WIDTH CHANGE RAILROA	6,900	HHLA	36	4			59	1	0	4	29	2	0	6	08	721		
S125	58-35	09.89		0.24	JCT US 69-SW 3RD ST	7,400	HHLA	56	4			79	1	0	4							16,470	
U069A	58-36	N 00.00	0.09		END 4 LANE DIVIDED	6,700	IHLA	24	1	10		87	1	0	4								
U069A	58-36	S 00.00	0.00		END 4 LANE DIVIDED	6,700	IHLA	24	1	10		87	1	0	4								
U069A	58-36	00.09	2.47		ENT QUAPAW MAIN ST	6,500	IILA	24	1	10		81	2	0	4								
U069A	58-36	X 01.20	0			6,500	UP-R					AD	0	4									
U069A	58-36	02.56	QUAPAW	0.11	2.67 MIS. E. US 69 T	6,700	IILA	24	1	10		82	1	0	4								
U069A	58-36	02.67		0.72	LEV QUAPAW WHITEBIRD	5,600	IILA	24	1	10		81	1	0	4								
U069A	58-36	03.39	3.86		KANSAS STATE LINE	6,300	IILA	24	1	10		87	1	0	4								
U069A	58-36	X 05.81	28			6,300	BXUF					HS	NR	0	4								
U069A	58-36	X 06.56	39			6,300	BXUF					HS	NR	0	4							0	
S025	58-38	00.00	4.00		JCT US 59	1,200	IIDA	24	3	3		87	1	0	5								
S025	58-38	X 01.35	32			1,200	BXUF					HS	NR	0	5							0	
County Total			144.09	16.58	160.60																44,405	60,474	104,879

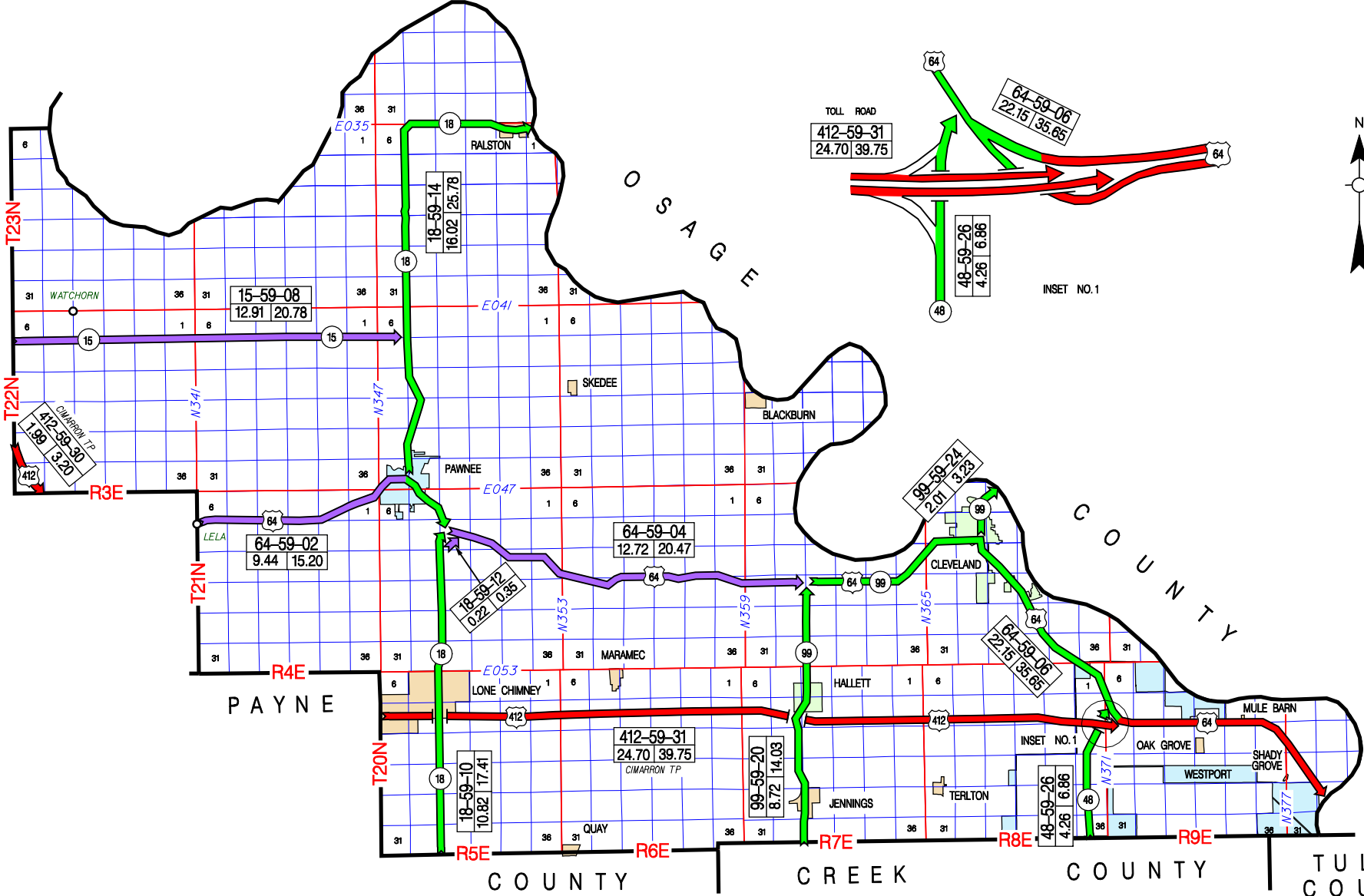
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- PAWNEE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
5902	US 64	9.44	NOBLE COUNTY LINE	EASTERLY	JCT. SH 18, SE OF PAWNEE	AGENDA ITEM (9.51 MILES BEFORE)
5904	US 64	12.72	JCT. SH 18, SE OF PAWNEE	EASTERLY	JCT. SH 99, SW OF CLEVELAND	
5906	US 64	22.15	JCT. SH 99, SW OF CLEVELAND	EAST & SOUTHERLY	OSAGE COUNTY LINE (E. END STR)	
5908	SH 15	12.91	NOBLE COUNTY LINE	EASTERLY	JCT. SH 18, N. OF PAWNEE	
5910	SH 18	10.82	PAYNE COUNTY LINE	NORTHERLY	JCT. US 64, SE OF PAWNEE	
5912	SH 18	0.22	SH 18	NORTH (WYE LEG)	US 64	
5914	SH 18	16.02	JCT. US 64(HARRISON ST & 4TH ST)IN PAWNEE	NORTH & EASTERLY	OSAGE COUNTY LINE (E. END BR.)	REINVENTORIED 2005 (16.05 MI. BEFORE)
5920	SH 99	8.72	CREEK COUNTY LINE	NORTHERLY	JCT. US 64, N. OF HALLETT	
5924	SH 99	2.01	JCT. US 64(CADDO & BROADWAY STS)IN CLEVELAND	NORTHERLY	OSAGE COUNTY LINE (N. END BR.)	
5926	SH 48	4.26	CREEK COUNTY LINE	NORTHERLY	JCT. US 64 SE OF CLEVELAND	
5930	US 412	1.99	NOBLE COUNTY LINE	SOUTHERLY	NOBLE COUNTY LINE	CIMARRON T.P.
5931	US 412	24.70	PAYNE COUNTY LINE	EASTERLY	JCT US 64 (E. GORE POINT)	CIMARRON T.P.

125.96 TOTAL COUNTY MILEAGE

NOBLE COUNTY

T23N
T22N



TOLL ROAD
412-59-31
24.70 | 39.75

64-59-06
22.15 | 35.65

48-59-26
4.26 | 6.86

INSET NO.1

98-59-24
2.01 | 3.23

15-59-08
12.91 | 20.78

18-59-14
16.02 | 26.78

64-59-02
9.44 | 15.20

64-59-04
12.72 | 20.47

18-59-12
0.22 | 0.85

412-59-31
24.70 | 39.75
CIMARRON TP

18-59-10
10.82 | 17.41

98-59-20
8.72 | 14.03

48-59-26
4.26 | 6.86

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

Pawnee County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	59-02	00.00	0.22		0.22 MIS E NOBLE CO/	2,000	LL0A	24	1	8		88	1	0	5								
U064	59-02	00.22	4.48		4.70 MIS E NOBLE CO/	2,100	IHLA	24	3	3		59	1	0	5	08	2	0	3	01	6,093		
U064	59-02	X 00.92	79			2,100	BRDG				22	SD		0	5	08	2	1	31		1,340		
U064	59-02	X 01.84	28			2,100	BXUF				HS	NR		0	5								
U064	59-02	04.70	1.40		1.35 MIS W. SH 18N	2,200	IIOE	24	1	4		74	1	0	5								
U064	59-02	X 04.85	135			2,200	BRDG				29	AD		0	5								
U064	59-02	X 05.94	27			2,200	BXUF				HS	NR		0	5								
U064	59-02	06.10	0.16		ENTER PAWNEE C/L	3,000	IHLA	24	1	4		75	1	0	5								
U064	59-02	06.26	PAWNEE	0.40	0.71 MIS W. SH 18N	3,500	IHLA	24	1	4		75	1	0	5								
U064	59-02	06.66		0.44	7TH STREET TC	3,800	IHLH	43	4			90	1	0	5								
U064	59-02	X 06.87		42		3,800	BXUF				HS	NR		0	5								
U064	59-02	07.10		0.20	0.07 MIS W. SH 18N	4,000	IHLA	70	4			89	1	0	5								
U064	59-02	07.30		0.07	JCT SH 18 NORTH	4,000	IHLH	70	4			78	1	0	5								
U064	59-02	07.37		0.45	DENVER ST	2,600	IHLA	24	3	3		67	1	0	4	30	2	0	7	08	1,746		
U064	59-02	07.82		0.44	LEAVE PAWNEE C/L	2,100	IHLA	24	3	3		48	1	0	4	05	2	0	4	02	1,025		
U064	59-02	08.26	1.18		JCT SH 18 SOUTH	2,500	IHLA	24	3	3		46	1	0	4	05	2	0	4	02	2,721	12,925	
U064	59-04	00.00	0.23		JCT SH 18 WEST	1,500	IHLA	24	3	4		69	1	0	5	09	2	0	4	02	332		
U064	59-04	00.23	3.97		3.97 MIS. E. SH 18W	1,300	IHLA	24	3	4		68	1	0	5	09	2	0	4	02	5,848		
U064	59-04	X 03.56	272			1,300	BRDG				36	AD		0	5								
U064	59-04	04.20	2.50		6.47 MIS. E. SH 18W	1,300	IHLA	24	3	4		68	1	0	5	09	2	0	4	02	3,683		
U064	59-04	X 04.28	47			1,300	BXUF				HS	NR		0	5								
U064	59-04	X 05.02	47			1,300	BXUF				HS	NR		0	5								
U064	59-04	X 06.01	129			1,300	OP-R				17	SD		0	5	09	2	4	31		1,620		
U064	59-04	06.70	5.40		0.62 MIS. W. SH 99S	1,300	IHLA	24	3	4		68	1	0	5	09	2	0	4	02	7,959		
U064	59-04	X 08.29	111			1,300	BRDG				18	SD		0	5	09	2	1	31		1,563		
U064	59-04	12.10	0.62		JCT SH 99 SOUTH	1,500	LL0H	24	1	10		91	1	0	5								
U064	59-04	X 12.30	315			1,500	BRDG				24	AD		0	5							21,005	
U064	59-06	00.00	3.98		3.98 MIS. E. SH 99 S	2,300	IHLA	24	3	5		55	1	0	4	05	2	0	4	03	12,887		
U064	59-06	X 02.47	27			2,300	BRDG				HS	SD		0	4	05	2	1	31		1,120		
U064	59-06	03.98	1.38		ENT CLEVELAND CL SWA	2,600	IHLA	24	1	8		79	1	0	4								
U064	59-06	05.36	CLEVELAN	0.86	JCT SH 99 NORTH TC	5,300	IHLA	24	1	8		77	1	0	4								
U064	59-06	06.22		0.14	LEAVE CLEVELAND C/L	6,200	LL0H	24	1	10		76	1	0	4								
U064	59-06	06.36	0.42		ENT CLEVELAND C/L	8,000	LL0H	24	1	10		85	1	0	4								
U064	59-06	X 06.37	336			8,000	BRDG				16	SD		0	4	04	2	1	31		4,500		
U064	59-06	X 06.58	147			8,000	OP-P				20	SD		0	4	04	2	4	31		2,234		
U064	59-06	06.78		2.52	LEV CLEVELAND C/L	6,900	LL0H	24	1	10		85	1	0	4								
U064	59-06	09.30	2.19		ENT WESTPORT C/L	6,900	LL0H	24	1	10		80	2	0	4								
U064	59-06	11.49	WESTPORT	0.48	LEV WESTPORT C/L	4,800	LL0H	24	1	10		83	2	0	4								
U064	59-06	11.97	1.80		JCT SH 48 SOUTH	6,000	LL0H	24	1	10		83	2	0	4								
U064	59-06	X 13.21	386			6,000	BRDG				29	AD		0	4								
U064	59-06	N 13.77	0.24			12,400	IILH	24	1	10		89	1	0	4								
U064	59-06	S 13.77	0.00		JCT CIMARRON TP	12,400	DLLF	24	1	10		92	1	0	4								
U064	59-06	N 14.01	5.72			14,300	IILH	24	1	8		86	1	1	3								
U064	59-06	S 14.01	0.00		5.96 MIS E SH 48	14,300	DILF	24	1	10		89	1	1	3								
U064	59-06	X 14.06	112			14,300	UP-H					AD		1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

Pawnee County

Highway Number	Control Section Number	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural																				Municipal
U064	59-06	X 14.08	112		14,300	UP-H					AD		1	3									
U064	59-06	X 16.19	0		14,300	UP-H					AD		1	3									
U064	59-06	X 16.68	0		14,300	UP-H					AD		1	3									
U064	59-06	X 17.69	0		14,300	UP-H					AD		1	3									
U064	59-06	N X 18.68	103		14,300	OP-H				36	AD		1	3									
U064	59-06	S X 18.68	103		14,300	OP-H				36	AD		1	3									
U064	59-06	X 19.69	0		14,300	UP-H					AD		1	3									
U064	59-06	N 19.73	1.75		15,700	IILH	24	1	8		82	1	1	3									
U064	59-06	S 19.73	0.00		15,700	DILF	24	1	10		83	1	1	3									
U064	59-06	N 21.48		0.26	15,700	IILH	24	1	8		88	1	1	3									
U064	59-06	S 21.48		0.00	15,700	DILF	24	1	10		89	1	1	3									
U064	59-06	X 21.56		0	15,700	UP-H					AD		1	3									
U064	59-06	N 21.74	0.41		17,100	IILH	24	1	8		87	1	1	3									
U064	59-06	S 21.74	0.00		17,100	LL0F	24	1	10		90	1	1	3									
U064	59-06	X 21.83	1019		17,100	BRDG				32	AD		1	3								20,741	
S015	59-08	00.00	0.71		660	IIHF	24	1	6		90	1	0	5									
S015	59-08	X 00.28	35		660	BXUF				HS	NR		0	5									
S015	59-08	00.71	0.53		660	IIHF	24	1	6		88	1	0	5									
S015	59-08	01.24	7.13		670	IIHI	24	3	4		71	1	0	5									
S015	59-08	08.37	1.53		670	DHHI	22	3	4		64	1	0	5	10	2	0	3	02		1,624		
S015	59-08	09.90	3.01		680	DHDL	24	3	2		75	1	0	5								1,624	
S018	59-10	00.00	4.10		1,100	IHHD	24	1	6		77	1	0	4									
S018	59-10	X 01.96	23		1,100	BXUF				HS	NR		0	4									
S018	59-10	04.10	0.41		1,100	LL0H	24	1	10		84	1	0	4									
S018	59-10	04.51	0.28		1,300	LL0H	24	1	10		88	1	0	4									
S018	59-10	X 04.51	151		1,300	OP-H				36	AD		0	4									
S018	59-10	04.79	5.83		1,600	IHDD	24	3	3		70	1	0	4									
S018	59-10	X 09.20	121		1,600	BRDG				25	FO		0	4	06	2	1		31		1,627		
S018	59-10	10.62	0.20		1,400	IHDD	24	3	3		80	1	0	4								1,627	
S018	59-12	00.00	0.22		640	IHDD	20	3	4		81	1	0	5								0	
S018	59-14	00.00	PAWNEE	0.38	1,900	IILH	41	4			74	1	0	4									
S018	59-14	X 00.35	300		1,900	BRDG				32	AD		0	4									
S018	59-14	00.38		0.81	1,700	IHHD	24	2	6		88	1	0	4									
S018	59-14	01.19	3.65		1,200	IHHD	24	2	6		79	1	0	4									
S018	59-14	X 02.98	42		1,200	BXUF				HS	NR		0	4									
S018	59-14	04.84	3.16		780	IHHD	24	3	6		80	1	0	4									
S018	59-14	X 07.40	61		780	BRDG				23	AD		0	4									
S018	59-14	08.00	4.06		820	IHHD	24	3	6		84	1	0	4									
S018	59-14	12.06	2.73		750	IHHD	24	3	6		83	1	0	4									
S018	59-14	14.79	RALSTON	0.30	770	IHHD	24	3	6		84	1	0	4									
S018	59-14	X 14.83	42		770	BXUF				HS	NR		0	4									
S018	59-14	15.09		0.27	840	IHHD	24	1	7		84	1	0	4									
S018	59-14	15.36		0.14	920	IHLH	24	1	8		80	1	0	4									
S018	59-14	15.50		0.13	970	IILH	55	4			84	1	0	4									
S018	59-14	15.63		0.12	1,100	IILH	24	1	8		78	1	0	4									

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Pawnee County

Highway Number	Control Section Number	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural																				Municipal	
S018	59-14	X 15.66		1470	1,100	BRDG				19	SD		0	4	30	2	1		31		7,826		7,826	
S018	59-14	15.75	0.27		1,100	LL0H	24	5	1		71	1	0	4										7,826
S099	59-20	00.00	0.73		2,100	IILH	24	3	6		67	1	0	4	05	2	0	3	01		1,023			
S099	59-20	00.73		JENNINGS	2,100	IILH	24	3	6		68	1	0	4	08	2	0	3	01		526			
S099	59-20	01.11		0.38	2,100	IILH	79	4			78	1	0	4										
S099	59-20	01.26		0.15	2,100	IILH	24	3	6		68	1	0	4	05	2	0	3	01		491			
S099	59-20	01.61		0.35	1,900	IILH	24	3	6		73	1	0	4										
S099	59-20	01.74	0.57		1,900	IHE	24	1	8		77	1	0	4										
S099	59-20	02.31	1.33		1,800	IILH	24	3	6		65	1	0	4	05	2	0	3	01		1,864			
S099	59-20	03.64	0.46		1,700	LL0H	24	1	10		89	1	0	4										
S099	59-20	X 04.00	205		1,700	OP-H				36	FO		0	4	06	2	5		31				2,086	
S099	59-20	04.10	0.23		1,700	LL0H	24	1	10		92	1	0	4										
S099	59-20	X 04.30	168		1,700	OP-R				36	AD		0	4										
S099	59-20	04.33		HALLETT	1,700	LL0H	24	1	10		87	1	0	4										
S099	59-20	04.58		0.25	1,700	IILH	24	3	6		86	1	0	4										
S099	59-20	04.71		0.13	1,700	IILH	24	3	6		71	1	0	4										
S099	59-20	05.04		0.33	1,700	IILH	24	3	6		75	1	0	4										
S099	59-20	05.33	3.01		1,600	IILH	24	3	6		61	1	0	4	06	2	0	2	03		6,239			
S099	59-20	X 06.20	41		1,600	BRDG				HS	AD		0	4	06	2	2		31				1,120	
S099	59-20	08.34	0.38		1,600	IILH	24	3	8		62	1	0	4	06	2	0	2	03		786			
S099	59-20	X 08.38	26		1,600	BXUF				HS	NR		0	4	06	2	2		33				644	14,779
S099	59-24	00.00		CLEVELAN	5,500	HHOD	68	4			87	1	0	4										
S099	59-24	00.30		0.30	4,800	IILH	50	4			89	1	0	4										
S099	59-24	00.79		0.49	4,600	IHHD	24	1	10		84	1	0	4										
S099	59-24	00.89	1.12		4,400	IHD	24	1	10		80	1	0	4										
S099	59-24	X 01.82	1019		4,400	BRDG				32	SD		0	4	05	2	1		31				5,939	5,939
S048	59-26	00.00	3.85		2,400	IHDB	24	1	8		85	1	0	4										
S048	59-26	03.85	0.10		2,900	IHDB	24	1	10		90	1	0	4										
S048	59-26	X 03.86	172		2,900	UP-H					AD		0	4										
S048	59-26	03.95	0.31		2,600	IILF	24	1	10		89	1	0	4										0
U412	59-30	N 00.00	1.99		5,200	IILL	24	1	12		92	1	1	3										
U412	59-30	S 00.00	0.00		5,200	IILL	24	1	12		92	1	1	3										
U412	59-30	X 01.96	172		5,200	UP-H					FO		1	3	02	2	5		31					0
U412	59-31	N 00.00	1.97		5,500	LL0L	24	1	12		92	1	1	3										
U412	59-31	S 00.00	0.00		5,500	LL0L	24	1	12		92	1	1	3										
U412	59-31	X 00.94	172		5,500	UP-H					FO		1	3	02	2	5		31					
U412	59-31	N 01.97	3.89		8,600	LL0L	24	1	12		85	1	1	3										
U412	59-31	S 01.97	0.00		8,600	LL0L	24	1	12		85	1	1	3										
U412	59-31	X 02.00	172		8,600	UP-H					AD		1	3										
U412	59-31	X 03.98	172		8,600	UP-H					FO		1	3	02	2	5		31					
U412	59-31	X 05.76	24		8,600	BXBR				HS	AD		1	3										
U412	59-31	N 05.86	2.51		8,600	IILL	24	1	12		85	1	1	3										
U412	59-31	S 05.86	0.00		8,600	IILL	24	1	12		85	1	1	3										
U412	59-31	X 05.97	172		8,600	UP-H					FO		1	3	02	2	5		31					
U412	59-31	X 06.93	172		8,600	UP-H					AD		1	3										

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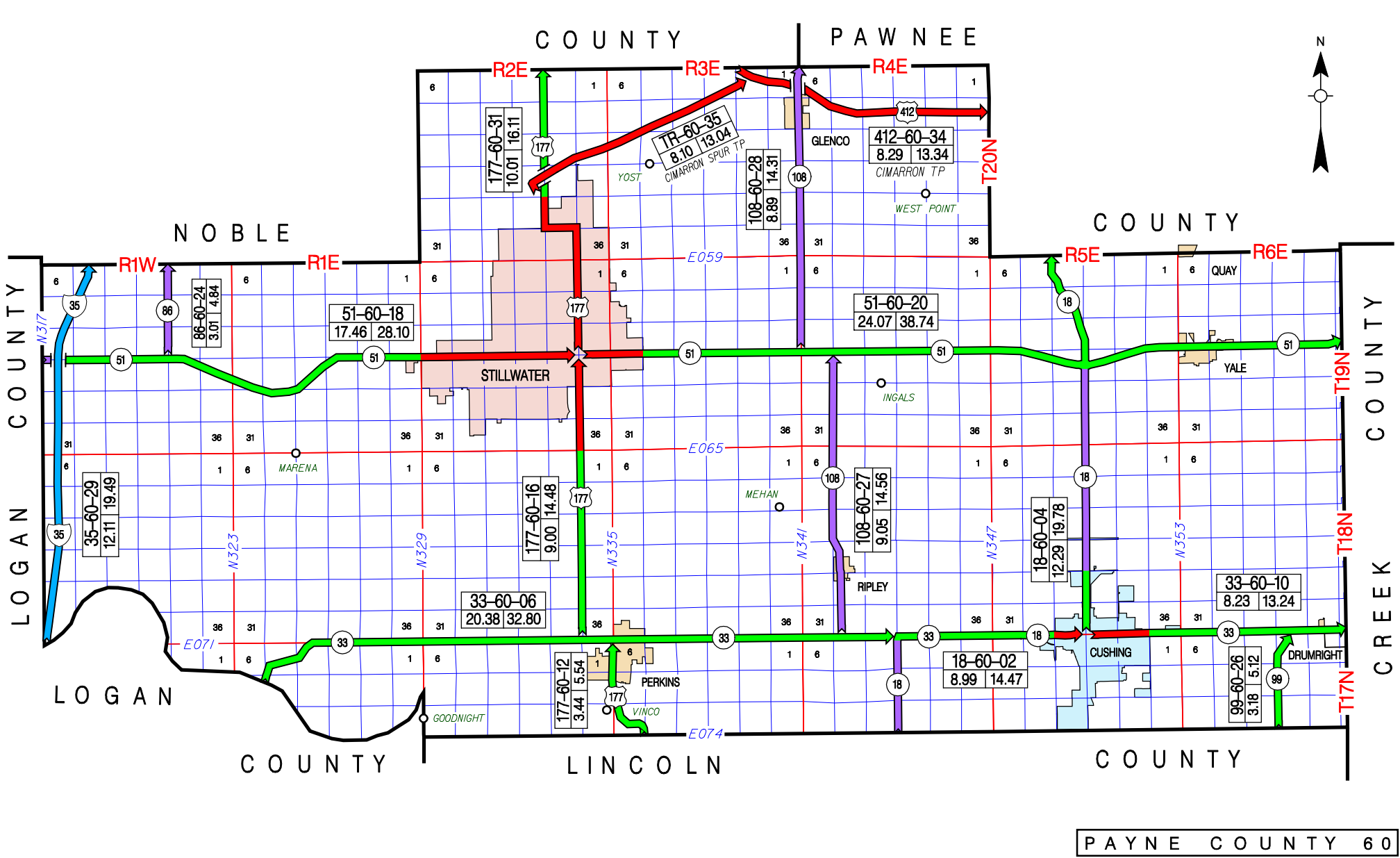
Pawnee County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U412	59-31	X 07.52	100		8,600	OTHR				36	AD	1	3										
U412	59-31	X 07.93	172		8,600	UP-H				FO	1	3	02	2	5			31					
U412	59-31	N 08.37	5.40		8,600	LL0L	24	1	12		85	1	1	3									
U412	59-31	S 08.37	0.00		8,600	LL0L	24	1	12		85	1	1	3									
U412	59-31	X 08.94	172		8,600	UP-H				FO	1	3	02	2	5			31					
U412	59-31	X 09.92	172		8,600	UP-H				AD	1	3											
U412	59-31	X 10.94	172		8,600	UP-H				FO	1	3	02	2	5			31					
U412	59-31	X 11.93	172		8,600	UP-H				FO	1	3	02	2	5			31					
U412	59-31	N 13.77	3.69		8,800	LL0L	24	1	12		85	1	1	3									
U412	59-31	S 13.77	0.00		8,800	LL0L	24	1	12		85	1	1	3									
U412	59-31	X 13.95	174		8,800	OP-R				36	AD	1	3										
U412	59-31	X 14.00	174		8,800	UP-R				FO	1	3	02	2	5			31					
U412	59-31	X 14.96	172		8,800	UP-H				FO	1	3	02	2	5			31					
U412	59-31	X 15.70	21		8,800	BXUF				HS	NR	1	3										
U412	59-31	X 16.22	103		8,800	BRDG				36	AD	1	3										
U412	59-31	X 16.91	172		8,800	UP-H				FO	1	3	02	2	5			31					
U412	59-31	N 17.46	6.49		8,800	IILL	24	1	12		85	1	1	3									
U412	59-31	S 17.46	0.00		8,800	IILL	24	1	12		85	1	1	3									
U412	59-31	X 17.95	172		8,800	UP-H				FO	1	3	02	2	5			31					
U412	59-31	X 20.04	22		8,800	OP-H				HS	FO	1	3	02	2	5			31				
U412	59-31	X 20.97	172		8,800	UP-H				FO	1	3	02	2	5			31					
U412	59-31	X 22.93	22		8,800	OP-H				HS	AD	1	3										
U412	59-31	X 23.54	191		8,800	OP-H				36	AD	1	3										
U412	59-31	X 23.80	172		8,800	BRDG				36	AD	1	3										
U412	59-31	N 23.95	0.75		8,800	IILL	24	1	12		85	1	1	3									
U412	59-31	S 23.95	0.00		8,800	IILL	24	1	12		85	1	1	3									
U412	59-31	N X 24.00	112		8,800	BRDG				36	AD	1	3										
U412	59-31	S X 24.00	112		8,800	BRDG				36	AD	1	3									0	
County Total			114.65	11.31	125.90																54,847	31,619	86,466

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- PAYNE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6002	SH 18	8.99	LINCOLN COUNTY LINE	NORTH & EASTERLY	JCT. SH 33(LITTLE AVE & MAIN ST)IN CUSHING	
6004	SH 18	12.29	JCT. SH 33(MAIN ST & LITTLE AVE)IN CUSHING	NORTHERLY	PAWNEE COUNTY LINE	REINVENTORIED 2005 (12.14 MI. BEFORE)
6006	SH 33	20.38	LOGAN COUNTY LINE (N. END BR.)	EASTERLY	JCT. SH 18, W. OF CUSHING	AGENDA ITEM (20.45 MILES BEFORE)
6010	SH 33	8.23	JCT. SH 18(LITTLE AVE & MAIN ST)IN CUSHING	EASTERLY	CREEK COUNTY LINE	
6012	US 177	3.44	LINCOLN COUNTY LINE	NORTHERLY	JCT. SH 33, N. OF PERKINS	
6016	US 177	9.00	JCT. SH 33, S. OF STILLWATER	NORTHERLY	JCT SH 51(6TH AVE & PERKINS)IN STILLWATER	
6018	SH 51	17.46	LOGAN COUNTY LINE	EASTERLY	JCT. US 177(PERKINS & 6TH)IN STILLWATER	
6020	SH 51	24.07	JCT. US 177(PERKINS & 6TH)IN STILLWATER	EASTERLY	CREEK COUNTY LINE	
6024	SH 86	3.01	JCT. SH 51, W. OF STILLWATER	NORTHERLY	NOBLE COUNTY LINE	
6026	SH 99	3.18	LINCOLN COUNTY LINE	NORTHERLY	JCT. SH 33, E. OF CUSHING	
6027	SH 108	9.05	JCT. SH 33, S. OF RIPLEY	NORTHERLY	JCT. SH 51, E. OF STILLWATER	
6028	SH 108	8.89	JCT. SH 51, E. OF STILLWATER	NORTHERLY	NOBLE-PAWNEE COUNTY LINE	
6029	IS 35	12.11	LOGAN COUNTY LINE (N. END BR.)	NORTHERLY	NOBLE COUNTY LINE (N. END STR.)	
6031	US 177	10.01	JCT. SH 51(6TH AVE & PERKINS RD)IN STILLWATER	NORTHERLY	NOBLE COUNTY LINE	
6034	US 412	8.29	NOBLE COUNTY LINE	EASTERLY	PAWNEE COUNTY LINE	CIMARRON T.P.
6035	TOLL RD	8.10	JCT US 177 N. OF STILLWATER(SW RAMP)	NORTHEASTERLY	JCT CIMARRON TURNPIKE(E. BND GORE PT.)	CIMARRON SPUR T.P.

166.50 TOTAL COUNTY MILEAGE



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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S018	60-02	00.00	3.03		SH 33 W BEG PC OVLAY	2,500	IIHD	24	3	5		73	1	0	5								
S018	60-02	03.03	4.17		BEG NEW CONST	5,900	DIIA	24	1	8		68	2	0	4	04	4	0	4	05	10,929		
S018	60-02	X 03.29	209			5,900	BRDG				33	AD	0	4	04	4	1		31		3,625		
S018	60-02	X 06.56	21			5,900	BXUF				HS	NR	0	4	04	4	2		33		644		
S018	60-02	07.20	0.73		ENTER CUSHING U/L	5,400	II0E	24	1	8		93	1	0	4								
S018	60-02	07.93	0.07		ENTER CUSHING C/L	6,900	II0E	24	1	8		92	2	0	3								
S018	60-02	08.00		0.87	NOBLE TC	6,900	II0E	52	4			95	1	0	3								
S018	60-02	08.87		0.12	JCT SH 33 EAST	9,900	HHLA	50	4			95	1	0	3							15,198	
S018	60-04	00.00		0.16	WIDTH CHANGE	8,100	IILH	41	4			82	1	0	4								
S018	60-04	00.16		0.14	END PC CONC	7,800	IILH	24	1	7		80	1	0	4								
S018	60-04	00.30		0.22	0.52 MI N SH 33	7,500	IHHA	24	6	8		79	1	0	4								
S018	60-04	00.52		0.26	0.78 MIS N. SH 33	4,200	IHHA	24	1	4		78	1	0	4								
S018	60-04	00.78		0.22	1.00 MI N SH 33	3,700	IHHA	24	1	4		74	1	0	4								
S018	60-04	01.00		1.04	LEAVING CUSHING UC/L	3,600	IHHA	24	1	4		73	1	0	4								
S018	60-04	X 01.00		21	LEAVING CUSHING UC/L	3,600	BXBR				HS	AD	0	4									
S018	60-04	02.04	2.24		4.28 S SH 51	4,300	IHHA	24	3	4		68	1	0	5	08	2	0	3	01	3,065		
S018	60-04	04.28	0.76		COUNTY ROAD E06600	3,400	II0E	24	1	8		97	1	0	5								
S018	60-04	X 04.54	902			3,400	BRDG				33	AD	0	5									
S018	60-04	05.04	3.50		JCT SH 51	2,900	IHHA	24	3	5		75	1	0	5								
S018	60-04	08.54	3.75		PAWNEE CO LINE(EW059	1,300	DIHA	24	3	4		72	1	0	4								
S018	60-04	X 09.77	21			1,300	BXUF				HS	NR	0	4									
S018	60-04	X 11.71	32			1,300	BXUF				HS	NR	0	4									
S018	60-04	X 11.81	161			1,300	BRDG				16	SD	0	4	06	2	1		31		1,854	4,919	
S033	60-06	00.00	0.87		END BRFY-42B(235)	3,200	II0E	24	1	8		79	1	0	4								
S033	60-06	00.87	3.56		COTTONWOOD ROAD	2,800	IILA	24	3	4		66	1	0	4	05	2	0	3	04	8,279		
S033	60-06	04.43	3.54		7.97 MI E. LOGAN CO/	5,700	IILA	24	3	3		66	1	0	4	04	2	0	3	03	9,741		
S033	60-06	X 06.47	120			5,700	BRDG				HS	AD	0	4	04	2	2		33		644		
S033	60-06	X 06.63	171			5,700	BRDG				19	SD	0	4	04	2	1		31		1,904		
S033	60-06	X 06.84	32			5,700	BXBR				HS	AD	0	4	04	2	2		33		644		
S033	60-06	07.97	2.50		JCT US 177 NORTH	5,700	IILA	24	3	3		43	1	0	4	28	4	0	7	08	9,826		
S033	60-06	X 08.70	21			5,700	BXBR				HS	AD	0	4	28	2	2		33		644		
S033	60-06	X 10.08	21			5,700	BXBR				HS	AD	0	4	28	2	2		33		644		
S033	60-06	10.47	PERKINS	0.96	JCT US 177 SOUTH	10,500	HH0B	48	1	10		82	1	0	4								
S033	60-06	11.43		0.97	LEV PERKINS SADLER	8,900	IHLA	24	1	4		40	3	0	4	04	4	0	2	06	3,181		
S033	60-06	12.40	0.10		1.07 MIS. E. US 177S	8,300	IILA	24	1	4		39	3	0	4	04	4	0	2	06	331		
S033	60-06	12.50	0.43		1.50 MIS. E. US 177S	7,800	DHHF	24	1	10		46	3	0	4	04	4	0	2	05	996		
S033	60-06	X 12.80	172			7,800	BRDG				30	SD	0	4	04	4	1		50				
S033	60-06	12.93	0.25		1.75 MIS. E. US 177S	7,200	DHHF	24	1	10		46	3	0	4	04	4	0	2	05	585		
S033	60-06	13.18	0.75		2.50 MIS. E. US 177S	6,700	DHLA	24	1	10		64	3	0	4	04	4	0	3	05	1,666		
S033	60-06	13.93	1.11		3.61 MIS. E. US 177S	3,600	DHHF	24	1	10		85	2	0	4								
S033	60-06	X 14.65	22			3,600	BXUF				HS	NR	0	4									
S033	60-06	15.04	0.37		3.21 MIS. W. SH 108	3,600	DHLA	24	1	10		86	1	0	4								
S033	60-06	15.41	1.63		1.58 MIS. W. SH 108	3,500	DHLA	24	3	3		70	1	0	4								
S033	60-06	X 16.76	21			3,500	BXUF				HS	NR	0	4									
S033	60-06	17.04	1.58		JCT SH 108	3,700	DHHF	24	1	8		90	1	0	4								

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Payne County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S033	60-06	X 18.10	802			3,700	BRDG			36	AD	0	4										
S033	60-06	18.62	0.50		0.50 MIS. E. SH 108	4,100	DHHF	24	1	8	90	1	0	4									
S033	60-06	19.12	1.26		JCT SH 18 SOUTH	5,300	DIIE	24	1	8	92	2	0	4									
S033	60-06	X 20.02	21			5,300	BXUF			HS	NR	0	4									39,085	
S033	60-10	00.00	CUSHING	1.00	LINWOOD AVE	11,400	LLOH	50	4		86	1	0	3									
S033	60-10	01.00		0.51	1.51 MILES E SH 18	10,300	LLOH	50	4		83	1	0	3									
S033	60-10	01.51		0.53	LEAVE CUSHING UC/L	7,500	IILQ	52	4		91	1	0	3									
S033	60-10	N 02.04	0.30		2.34 MILES E SH 18	7,600	IIIH	24	1	10	91	1	0	4									
S033	60-10	S 02.04	0.00		2.34 MILES E SH 18	7,600	IIIH	24	1	10	90	1	0	4									
S033	60-10	N 02.34	2.13			7,600	IILA	24	3	7	64	1	0	4	04	2	0	4	50				
S033	60-10	S 02.34	0.00		2.03 MILES W SH 99	7,600	IIIH	24	1	10	90	1	0	4									
S033	60-10	N 04.47	1.00		3.03 MILES W SH 99	7,600	IILA	24	1	10	88	1	0	4									
S033	60-10	S 04.47	0.00		1.03 MI W OF SH 99	7,600	IIIH	24	1	10	90	1	0	4									
S033	60-10	N X 04.93	209			7,600	BRDG				38	AD	0	4									
S033	60-10	S X 04.93	212			7,600	BRDG				36	AD	0	4									
S033	60-10	X 05.21	32			7,600	BRDG				HS	NR	0	4									
S033	60-10	N 05.47	1.03			7,900	IILA	24	3	6	69	1	0	4	04	2	0	4	50				
S033	60-10	S 05.47	0.00		JCT SH 99	7,900	IIIH	24	1	10	89	1	0	4									
S033	60-10	N 06.50	0.55		0.55 MIS. E. SH 99	8,100	IILA	24	3	6	66	1	0	4	04	2	0	4	50				
S033	60-10	S 06.50	0.00		0.55 MIS. E. SH 99	8,100	IIIH	24	1	10	95	1	0	4									
S033	60-10	N 07.05	1.00		1.55 MIS. E. SH 99	8,100	IILA	24	3	6	65	1	0	4	04	2	0	4	50				
S033	60-10	S 07.05	0.00		1.55 MILES E SH 99	8,100	IIIH	24	1	10	94	1	0	4									
S033	60-10	X 07.09	26			8,100	BXUF				HS	NR	0	4									
S033	60-10	X 07.98	21			8,100	BXUF				HS	NR	0	4									
S033	60-10	08.05	0.18		CREEK CO LINE	7,800	IIIH	52	4		94	1	0	4								0	
U177	60-12	00.00	2.21		ENT PERKINS C/L EAST	5,300	IIHL	24	6	4	54	2	0	4	05	2	0	3	04	5,299			
U177	60-12	X 01.21	170			5,300	BRDG				26	SD	0	4	05	4	1	31			3,299		
U177	60-12	X 01.52	803			5,300	BRDG				32	AD	0	4	05	4	1	31			7,926		
U177	60-12	02.21	PERKINS	0.27	0.96 MIS. S. SH 33	5,800	IIHL	24	6	5	83	1	0	4									
U177	60-12	02.48		0.07	WIDTH CHANGE HERT AV	6,200	IIHL	24	6	7	81	1	0	4									
U177	60-12	02.55		0.22	TC	9,400	IILA	70	4		78	2	0	4									
U177	60-12	02.77		0.22	PARK DR	8,600	IILA	24	1	8	73	1	0	4									
U177	60-12	02.99		0.45	JCT SH 33	8,900	IILA	24	3	4	80	2	0	4								16,524	
U177	60-16	00.00	6.00		ENTER STILLWATER U/L	9,900	II0E	48	1	10	99	1	0	4									
U177	60-16	X 02.35	45			9,900	BXUF				HS	NR	0	4									
U177	60-16	06.00	0.54		2.46 MIS. S. SH 51	11,200	II0E	48	1	10	93	1	0	3									
U177	60-16	06.54	1.46		ENT STILLWATER C/L	11,200	DHHF	52	4		95	1	0	3									
U177	60-16	X 07.60	352			11,200	BRDG				36	AD	0	3									
U177	60-16	08.00		1.00	JCT SH 51 EAST & WES	12,200	DHHF	52	4		94	1	0	3									
U177	60-16	X 08.72		141		12,200	BRDG				36	AD	0	3								0	
S051	60-18	00.00	0.30		0.20 MI W I-35	1,800	IHHD	24	1	10	89	1	0	5									
S051	60-18	N 00.30	0.20		JCT I 35	1,900	IHHD	24	1	10	92	1	0	5									
S051	60-18	S 00.30	0.00		JCT I 35	1,900	IHHD	24	1	10	92	1	0	5									
S051	60-18	X 00.47	0			1,900	UP-H				AD	0	5										
S051	60-18	X 00.49	0			1,900	UP-H				AD	0	5										

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S051	60-18	N	00.50	0.55		0.55 MI E I-35	7,800	IIIF	24	1	10	90	1	0	4								
S051	60-18	S	00.50	0.00		0.55 MI E I-35	7,800	IIIF	24	1	10	88	1	0	4								
S051	60-18	N	01.05	2.63			7,800	IHHD	24	6	5	85	1	0	4								
S051	60-18	S	01.05	0.00		0.28 MI W SH 86	7,800	IIID	24	1	10	94	1	0	4								
S051	60-18	N	03.68	0.28		JCT SH 86 NORTH	7,900	IIID	24	1	10	91	1	0	4								
S051	60-18	S	03.68	0.00		JCT SH 86 NORTH	7,900	IIID	24	1	10	89	1	0	4								
S051	60-18	N	03.96	1.14		1.14 MIS E SH 86	8,500	IIID	24	1	10	93	1	0	4								
S051	60-18	S	03.96	0.00		1.14 MIS E SH 86	8,500	IIID	24	1	10	90	1	0	4								
S051	60-18	N	05.10	0.00			9,800	IIIF	24	1	10	95	1	0	4								
S051	60-18	S	05.10	3.52		JCT SH 51C NORTH	9,800	IHHD	24	6	4	83	1	0	4								
S051	60-18	N X	05.52	138			9,800	BRDG				36	AD		0	4							
S051	60-18	S X	05.52	102			9,800	BRDG				HS	FO		0	4	04	2	1		31		1,505
S051	60-18	N X	07.18	25			9,800	BXUF				HS	NR		0	4							
S051	60-18	S X	07.18	40			9,800	BXBR				HS	AD		0	4							
S051	60-18	N	08.62	0.00			10,500	IIIF	24	1	10	93	1	0	4								
S051	60-18	S	08.62	1.68		1.68 MIS E SH 51C	10,500	IHHD	24	6	5	91	1	0	4								
S051	60-18	N	10.30	0.00			10,800	IIIF	24	1	10	95	1	0	4								
S051	60-18	S	10.30	1.64		3.32 MI E SH 51C ATR	10,800	IHHD	24	6	5	85	1	0	4								
S051	60-18	N X	10.66	38			10,800	BXUF				HS	NR		0	4							
S051	60-18	S X	10.66	141			10,800	BRDG				23	FO		0	4	04	2	2		31		1,745
S051	60-18	N X	11.63	44			10,800	BXUF				HS	NR		0	4							
S051	60-18	S X	11.63	46			10,800	BXBR				HS	AD		0	4							
S051	60-18	N	11.94	0.00		RANGE ROAD	10,800	IIIF	24	1	10	96	1	0	4								
S051	60-18	S	11.94	0.56		ENTER STILLWATER UC/	10,800	IIIF	24	1	10	95	1	0	4								
S051	60-18	N	12.50		0.00	4.67 MIS. W. US 177	11,100	IIIF	24	1	10	96	1	0	3								
S051	60-18	S	12.50		0.29	4.67 MIS. W. US 177	11,100	IIIF	24	1	10	95	1	0	3								
S051	60-18	N	12.79		0.00	4.50 MIS. W. US 177	11,100	IIIF	24	1	10	92	1	0	3								
S051	60-18	S	12.79		0.17	4.50 MIS. W. US 177	11,100	IHHF	24	6	6	86	1	0	3								
S051	60-18	N	12.96		0.00	3.98 MIS. W. US 177	11,200	IIIF	24	1	10	89	1	0	3								
S051	60-18	S	12.96		0.52	COUNTRY CLUB ROAD	11,200	IHHF	24	6	6	86	1	0	3								
S051	60-18	N	13.48		0.00	3.46 MIS W US 177	11,700	DIIF	24	1	10	89	1	0	3								
S051	60-18	S	13.48		0.52	3.46 MIS W US 177	11,700	IHHF	24	6	6	85	1	0	3								
S051	60-18	N	14.00		0.00	3.25 MIS W US 177	12,600	IIIF	24	1	10	88	1	0	3								
S051	60-18	S	14.00		0.21	3.25 MIS W US 177	12,600	IIIE	24	1	10	88	1	0	3								
S051	60-18		14.21		0.71	2.54 MIS W US 177	13,600	IIIE	48	1	10	89	1	0	3								
S051	60-18	X	14.45		44		13,600	BRDG				HS	NR		0	3							
S051	60-18	N X	14.63		305		13,600	BRDG				36	AD		0	3							
S051	60-18	S X	14.63		300		13,600	BRDG				42	AD		0	3							
S051	60-18	X	14.80		172		13,600	BRDG				33	AD		0	3							
S051	60-18		14.92		0.31	2.23 MIS W US 177	13,600	IIIF	48	1	10	96	1	0	3								
S051	60-18		15.23		0.22	WESTERN ROAD	13,900	LL0H	48	5	10	96	1	0	3								
S051	60-18		15.45		1.01	WASHINGTON ST	15,100	LL0H	52	4		89	1	0	3								
S051	60-18	X	15.66		31		15,100	BXUF				HS	NR		0	3							
S051	60-18		16.46		0.53	HUSBAND ST	15,100	IILA	52	4		87	1	0	3								
S051	60-18		16.99		0.07	MAIN STREET TC	15,100	LL0H	62	4		92	1	0	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S051	60-18		17.06		0.07	LEWIS STREET	LL0H	62	4			80	1	0	3								
S051	60-18		17.13		0.33	JCT US 177	LL0H	62	4			81	1	0	3								
S051	60-18	X	17.42		33		BXUF					HS	NR	0	3								
S051	60-18	X	17.44		67		BRDG					23	FR	0	3	27	4	1		31		2,254	5,504
S051	60-20		00.00		0.50	0.50 MIS. E. US 177	IILH	40	4			91	1	0	3								
S051	60-20		00.50		0.41	0.91 MIS. E. US 177	IILH	52	4			93	1	0	3								
S051	60-20		00.91		0.09	JARDOT STREET	LL0Q	52	4			97	1	0	3								
S051	60-20		01.00		0.09	1.09 MIS. E. US 177	LL0Q	52	4			100	1	0	3								
S051	60-20		01.09		0.41	DRURY ST	IILH	52	4			98	1	0	3								
S051	60-20		01.50		0.33	1.83 MIS. E. US 177	IILH	52	4			96	1	0	3								
S051	60-20		01.83		0.17	LEV STILLWATER UC/L	IIIF	52	4			97	1	0	3								
S051	60-20		02.00	0.84		2.84 MIS. E. US 177	IIIF	52	4			97	1	0	4								
S051	60-20	X	02.11	137			BRDG					36	SD	0	4	28	2	1		31		2,718	
S051	60-20	X	02.45	167			BRDG					36	SD	0	4	28	2	1		31		2,974	
S051	60-20		02.84	1.28		4.12 MIS. E. US 177	II0E	52	4			97	1	0	4								
S051	60-20		04.12	1.60		1.29 MIS. W. SH 108N	II0E	48	1	8		96	1	0	4								
S051	60-20		05.72	0.39		0.88 MIS. W. SH 108N	II0E	48	1	8		96	1	0	4								
S051	60-20	X	05.92	166			BRDG					25	AD	0	4								
S051	60-20		06.11	0.88		JCT SH 108 NORTH	II0E	48	1	8		98	1	0	4								
S051	60-20		06.99	0.28		0.28 MIS. E. SH 108N	II0E	48	1	8		98	1	0	4								
S051	60-20		07.27	0.72		JCT SH 108 SOUTH	IHHF	24	1	10		87	3	0	4								
S051	60-20		07.99	2.10		SURF THICKNESS CHANG	IHHF	24	1	10		85	2	0	4								
S051	60-20		10.09	5.69		.13 MI W OF SH 18	IHHF	24	1	10		81	2	0	4								
S051	60-20	X	10.23	161			BRDG					36	AD	0	4								
S051	60-20	X	12.55	39			BXUF					HS	NR	0	4								
S051	60-20	N	15.78	0.13		JCT SH 18	IHHF	24	1	10		88	1	0	4								
S051	60-20	S	15.78	0.00		JCT SH 18	IHHF	24	1	10		88	1	0	4								
S051	60-20	N	15.91	0.17		END 4 LANE DIVIDED	IHHF	24	1	10		87	1	0	4								
S051	60-20	S	15.91	0.00		END 4 LANE DIVIDED	IHHF	24	1	10		87	1	0	4								
S051	60-20		16.08	0.39		BEGIN PC CONC	IHHF	24	1	10		80	1	0	4								
S051	60-20		16.47	2.67		ENTER YALE C/L	IILF	24	1	10		82	1	0	4								
S051	60-20	X	17.51	160			BRDG					36	SD	0	4	05	4	1		31		3,210	
S051	60-20		19.14	YALE	0.47	3.70 MIS E SH 18	IILF	24	1	10		84	1	0	4								
S051	60-20		19.61	0.10		WIDTH CHANGE TC 1ST	IILF	24	1	10		84	1	0	4								
S051	60-20	X	19.65	40			BXUF					HS	NR	0	4								
S051	60-20		19.71	0.64		LEAVE YALE C/L	LL0F	50	4			90	1	0	4								
S051	60-20		20.35	3.72		CREEK CO LINE	IILF	24	1	10		83	1	0	4								
S051	60-20	X	22.59	44			BXUF					HS	NR	0	4								8,902
S086	60-24		00.00	3.01		NOBLE CO LINE	IIDL	24	3	3		82	1	0	5								
S086	60-24	X	01.87	181			BRDG					29	SD	0	5	09	2	1		31		1,955	1,955
S099	60-26		00.00	3.18		JCT SH 33	IHEF	24	3	5		66	1	0	4	05	2	0	3	02		6,136	
S099	60-26	X	00.53	21			BXUF					HS	NR	0	4								6,136
S108	60-27		00.00	1.84		ENT RIPLEY C/L 3RD S	DHLA	24	3	4		72	1	0	5								
S108	60-27		01.84	RIPLEY	0.09	RIPLEY TOWN CENTER	DHLA	24	1	8		78	1	0	5								
S108	60-27		01.93		0.07	COOK ST	DILA	24	1	8		87	1	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S108	60-27	02.00		0.23	BROADWAY ST	1,800	DILA	24	3	4		73	1	0	5								
S108	60-27	02.23		0.15	KNIPE ST	1,800	DILA	60	4	4		82	1	0	5								
S108	60-27	02.38		0.15	LEAVE RIPLEY C/L	1,800	DILA	24	3	4		76	1	0	5								
S108	60-27	02.53	0.17		2.70 MIS. N. SH 33	1,900	DILA	24	3	4		77	1	0	5								
S108	60-27	X 02.54	902			1,900	H-HW				36	AD	0	5									
S108	60-27	02.70		0.98	3.68 MIS. N. SH 33	2,200	DIDL	24	3	4		70	1	0	5								
S108	60-27	03.68		0.27	3.95 MIS. N. SH 33	2,000	DIDL	24	3	4		78	1	0	5								
S108	60-27	03.95		5.10	JCT SH 51	1,800	DIDL	24	6	4		89	1	0	5								
S108	60-27	X 04.41	37			1,800	BXUF				HS	NR	0	5								0	
S108	60-28	00.00		4.02	4.02 N SH 51	1,700	DIHL	24	1	4		90	1	0	5								
S108	60-28	X 03.62	32			1,700	BXUF				HS	NR	0	5									
S108	60-28	04.02		2.98	ENTER GLENCOE C/L	1,800	DILA	24	3	3		80	1	0	5								
S108	60-28	07.00	GLENCOE	0.34	0.17 MIS S SOUTH ST	1,800	DILA	24	3	3		80	1	0	5								
S108	60-28	07.34		0.17	SOUTH ST IN GLENCO	2,000	DILA	24	3	2		76	1	0	5								
S108	60-28	07.51		0.40	0.04 MI. N FREEMAN S	2,000	DIHL	24	1	4		82	1	0	5								
S108	60-28	07.91		0.10	LEAVE GLENCOE C/L	1,400	IIOE	24	1	6		91	1	0	5								
S108	60-28	08.01	0.17		0.11 MIS. S. TP UNDE	1,400	IIOE	24	1	6		95	1	0	5								
S108	60-28	X 08.01	209		0.11 MIS. S. TP UNDE	1,400	OP-R				37	AD	0	5									
S108	60-28	08.18		0.71	NOBLE PAWNEE CO/LINE	1,300	DIDL	24	1	4		89	1	0	5								
S108	60-28	X 08.31	162			1,300	OP-H				36	AD	0	5								0	
I035	60-29	E 00.00		0.62	END PC CONC	18,500	IILH	24	1	10		99	1	1	1								
I035	60-29	W 00.00		0.00	END PC CONC	18,500	IILH	24	1	10		99	1	1	1								
I035	60-29	E X 00.18	1364			18,500	BRDG				34	AD	1	1									
I035	60-29	W X 00.18	1364			18,500	BRDG				34	AD	1	1									
I035	60-29	E 00.62		4.28	MULHALL RD	18,800	IHHB	24	1	10		94	1	1	1								
I035	60-29	W 00.62		0.00	MULHALL RD	18,800	IHHB	24	1	10		94	1	1	1								
I035	60-29	E X 01.17	210			18,800	BRDG				34	AD	1	1									
I035	60-29	W X 01.17	210			18,800	BRDG				34	AD	1	1									
I035	60-29	X 01.90	0			18,800	UP-H					AD	1	1									
I035	60-29	X 02.92	0			18,800	UP-H					FO	1	1	01	6	5			31		1,929	
I035	60-29	X 03.91	0			18,800	UP-H					FO	1	1	01	6	5			31		1,929	
I035	60-29	E 04.90		2.23	1.75 MIS. S. SH 51	18,800	LL0E	24	1	10		100	1	1	1								
I035	60-29	W 04.90		0.00	1.75 MIS. S. SH 51	18,800	LL0E	24	1	10		100	1	1	1								
I035	60-29	E X 04.90	102		1.75 MIS. S. SH 51	18,800	OP-H				36	AD	1	1									
I035	60-29	W X 04.90	102		1.75 MIS. S. SH 51	18,800	OP-H				36	AD	1	1									
I035	60-29	E X 05.90	102			18,800	OP-H				36	AD	1	1									
I035	60-29	W X 05.90	102			18,800	OP-H				36	AD	1	1									
I035	60-29	E X 06.90	102			18,800	OP-H				36	AD	1	1									
I035	60-29	W X 06.90	102			18,800	OP-H				36	AD	1	1									
I035	60-29	E 07.13		0.53	1.23 MIS. S. SH 51	19,300	LL0E	24	1	10		99	1	1	1								
I035	60-29	W 07.13		0.00	1.23 MIS. S. SH 51	19,300	LL0E	24	1	10		99	1	1	1								
I035	60-29	E 07.66		1.22	JCT SH 51	19,300	LL0E	24	1	10		100	1	1	1								
I035	60-29	W 07.66		0.00	JCT SH 51	19,300	LL0E	24	1	10		100	1	1	1								
I035	60-29	X 07.90	0			19,300	UP-H					FO	1	1	01	6	5			50			
I035	60-29	E X 08.87	226			19,300	OP-H				39	AD	1	1	01	6	6			50			

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 4

Payne County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
I035	60-29	W X 08.87	226			19,300	OP-H				38	AD	1	1	01	6	6								
I035	60-29	E 08.88	0.53		0.53 MIS. N. SH 51	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	W 08.88	0.00		0.53 MIS. N. SH 51	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	E 09.41	1.38		1.91 MIS. N. SH 51	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	W 09.41	0.00		1.91 MIS. N. SH 51	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	E 10.79	0.45		2.36 MIS. N. SH 51	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	W 10.79	0.00		2.36 MIS. N. SH 51	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	X 11.02	0			16,300	UP-H					FO	1	1	01	6	5				50				
I035	60-29	E 11.24	0.87		NOBLE COUNTY LINE	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	W 11.24	0.00		NOBLE COUNTY LINE	16,300	LL0E	24	1	10		100	1	1	1										
I035	60-29	X 11.41	45			16,300	BXUF				HS	NR	1	1											
I035	60-29	X 12.11	0			16,300	UP-H					AD	1	1											3,858
U177	60-31		00.00	STILLWAT	1.00	16,900	IIHF	50	4			94	1	0	3										
U177	60-31		01.00		1.00	13,400	IIHF	44	3	2		71	1	0	3										
U177	60-31		02.00		0.42	11,300	IIHF	44	3	2		67	1	0	3	27	2	0	6	08		1,439			
U177	60-31		02.42		0.14	9,800	IIHF	44	3	2		67	1	0	3	27	2	0	6	08		478			
U177	60-31		02.56		0.82	8,500	IIHF	44	3	2		71	1	0	3										
U177	60-31		03.38		0.62	7,400	IHHF	24	1	10		91	1	0	3										
U177	60-31		04.00		1.00	7,100	DHHF	24	1	10		84	1	0	3										
U177	60-31	X 04.92			40	7,100	BXBR				HS	AD	0	3											
U177	60-31		05.00		0.34	7,100	DHHF	48	1	10		84	1	0	3										
U177	60-31	X 05.26			21	7,100	BXUF				HS	NR	0	3											
U177	60-31		05.34		0.27	7,100	DHHF	52	4			90	1	0	3										
U177	60-31		05.61	0.39		6,300	DHHF	52	4			89	1	0	3										
U177	60-31		06.00	0.21		7,200	LL0A	48	1	10		86	1	0	4										
U177	60-31	E 06.21	0.41			7,800	LL0A	24	1	10		96	1	0	4										
U177	60-31	W 06.21	0.00			7,800	LL0A	24	1	10		99	1	0	4										
U177	60-31	X 06.61	203			7,800	UP-H					AD	0	4											
U177	60-31	E 06.62	0.37			7,800	LL0A	24	1	10		94	1	0	4										
U177	60-31	W 06.62	0.00			7,800	LL0A	24	1	10		96	1	0	4										
U177	60-31		06.99	1.75		7,200	IILA	24	1	8		42	3	0	4	04	4	0	2	05		3,764			
U177	60-31		08.74	0.69		7,200	IILA	24	1	8		42	3	0	4	04	4	0	2	05		1,484			
U177	60-31	X 08.87	21			7,200	BXUF				HS	NR	0	4	04	4	2				33		644		
U177	60-31	X 09.20	132			7,200	BRDG				29	AD	0	4	04	4	1				31		2,939		
U177	60-31		09.43	0.58		7,200	IILA	24	1	8		41	3	0	4	04	4	0	2	05		1,249			11,997
U412	60-34	N 00.00	0.66			5,200	LL0L	24	1	12		92	1	1	3										
U412	60-34	S 00.00	0.00			5,200	LL0L	24	1	12		92	1	1	3										
U412	60-34	X 00.64	132			5,200	UP-H					AD	1	3											
U412	60-34	N 00.66	7.63			5,500	LL0L	24	1	12		92	1	1	3										
U412	60-34	S 00.66	0.00			5,500	LL0L	24	1	12		92	1	1	3										
U412	60-34	X 02.10	125			5,500	UP-R					AD	1	3											
U412	60-34	X 02.33	125			5,500	OP-R				36	AD	1	3											
U412	60-34	X 02.75	132			5,500	UP-H					FO	1	3	02	4	1				31				
U412	60-34	X 03.22	100			5,500	BRDG				36	AD	1	3											
U412	60-34	X 04.36	132			5,500	UP-H					FO	1	3	02	4	1				31				

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Commissioner District 4

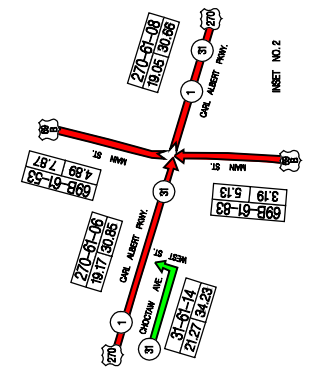
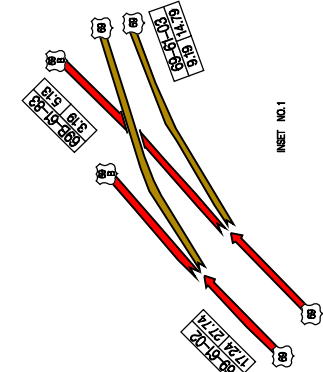
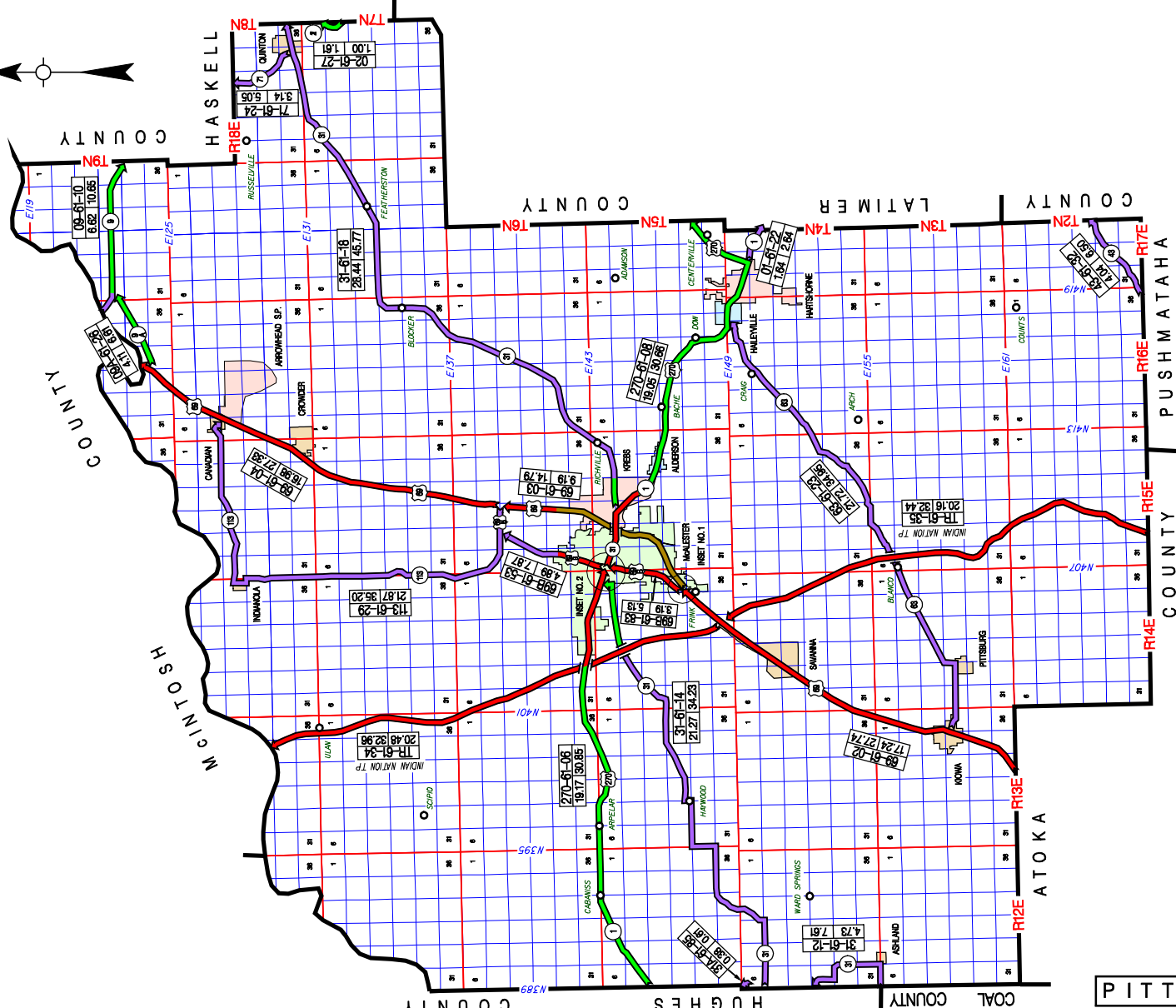
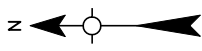
Payne County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U412	60-34	X 05.36	132			5,500	UP-H				FO		1	3	02	4	1		31				
U412	60-34	X 06.36	132			5,500	UP-H				AD		1	3									
U412	60-34	X 06.64	100			5,500	OP-H			36	AD		1	3									
U412	60-34	X 07.36	132			5,500	UP-H				FO		1	3	02	4	1		31				
U412	60-34	X 08.29	132			5,500	UP-H				FO		1	3	02	4	1		31			0	
County Total			133.69	24.71	158.40															68,448	45,630	114,078	

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- PITTSBURG COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6102	US 69	17.24	ATOKA COUNTY LINE (S. SIDE STR.)	NORTHEASTERLY	JCT. US 69B (GORE PT. US 69B N. BOUND)	
6103	US 69	9.19	JCT. US 69 BUS. (GORE PT. US 69B N. BOUND)	NORTHEASTERLY	JCT. SH 113 N.E. OF MCALESTER (S. SIDE STR)	
6104	US 69	16.98	JCT. SH 113 N.E. OF MCALESTER(S. SIDE STR)	NORTHEASTERLY	MCINTOSH COUNTY LINE (S. END BR.)	
6106	US 270	19.17	HUGHES COUNTY LINE	EASTERLY	JCT. US 69B(MAIN & CARL ALBERT)IN MCALESTER	
6108	US 270	19.05	JCT. US 69B(MAIN & CARL ALBERT)IN MCALESTER	SOUTHEASTERLY	LATIMER COUNTY LINE (CO RD E14750)	
6110	SH 9	6.62	MCINTOSH COUNTY LINE (E. END BR.)	EASTERLY	HASKELL COUNTY LINE	
6112	SH 31	4.73	COAL COUNTY LINE	NORTHERLY	HUGHES COUNTY LINE	
6114	SH 31	21.27	JCT. SH 31A (S. OF STUART)	EASTERLY	JCT US 270(CARL ALBERT & WEST ST)IN MCALESTER	AGENDA ITEM (21.77 MILES BEFORE)
6118	SH 31	28.44	JCT. US 270 IN KREBS (W. SIDE STR)	NORTHEASTERLY	HASKELL COUNTY LINE	
6122	SH 1	1.64	JCT. US 270 IN HARTSHORNE	EASTERLY	LATIMER COUNTY LINE	
6123	SH 63	21.72	JCT. US 69(GARFIELD AVE & 8TH ST)IN KIOWA	NORTHEASTERLY	JCT. US 270 IN HAILEYVILLE	
6124	SH 71	3.14	JCT. SH 31(MAIN ST & "M" ST)IN QUINTON	NORTHERLY	HASKELL COUNTY LINE	
6126	SH 9A	4.11	JCT. US 69 (W. SIDE STR.)	NORTHEASTERLY	JCT. SH 9	
6127	SH 2	1.00	HASKELL COUNTY LINE	NORTHERLY	HASKELL COUNTY LINE	
6129	SH 113	21.87	JCT. US 69, N. OF MCALESTER (E. SIDE STR.)	NORTHERLY & EASTERLY	JCT. US 69, E. OF CANADIAN (E. SIDE STR.)	
6132	SH 43	4.04	PUSHMATAHA COUNTY LINE	NORTHEASTERLY	PUSHMATAHA COUNTY LINE	
6134	TOLL RD	20.48	JCT. US 69 (S. END BRIDGE)	NORTH	MCINTOSH COUNTY LINE (S. END BRIDGE)	INDIAN NATION T.P.
6135	TOLL RD	20.16	ATOKA COUNTY LINE (N. END GUARDRAIL)	NORTH	JCT. US 69 (S. END BRIDGE)	INDIAN NATION T.P. (20.44 BEFORE)
6153	US 69B	4.89	JCT. US 270(CARL ALBERT & MAIN)IN MCALESTER	NORTHERLY	JCT. SH 113 N. OF MCALESTER	
6183	US 69B	3.19	JCT. US 69 (GORE PT. US 69 E.)	NORTHERLY	JCT. US 270(CARL ALBERT & MAIN)IN MCALESTER	
6185	SH 31A	0.38	HUGHES COUNTY LINE	NORTHERLY	HUGHES COUNTY LINE	

249.31 TOTAL COUNTY MILEAGE



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Pittsburg County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069	61-02	E	00.00	0.00		3.14 MIS W OF SH 63	IHHB	24	1	7	85	1	1	3									
U069	61-02	W	00.00	0.30			LL0A	24	1	10	94	1	1	3									
U069	61-02	N X	00.04	162			OP-R				36	AD		1	3								
U069	61-02	S X	00.04	195			OP-R				36	AD		1	3								
U069	61-02	E	00.30	2.58		ENTER KIOWA C/L	IHHF	24	1	10	87	1	1	3									
U069	61-02	W	00.30	0.00		ENTER KIOWA C/L	HHHF	24	1	10	87	1	1	3									
U069	61-02	E	02.88	KIOWA	0.20	0.36 MIS. S. SH 63E	IHHF	24	1	10	88	1	1	3									
U069	61-02	W	02.88		0.00	0.36 MIS. S. SH 63E	IHHF	24	1	10	88	1	1	3									
U069	61-02		03.08		0.36	JCT SH 63 EAST TC	IHHF	52	4		77	1	1	3									
U069	61-02	X	03.33		44		BXUF				HS	NR		1	3								
U069	61-02		03.44		0.49	0.49 MIS. N. SH 63E	IHHF	52	4		79	1	1	3									
U069	61-02	E	03.93		0.25	LEAVE KIOWA C/L	IHHF	24	1	10	84	1	1	3									
U069	61-02	W	03.93		0.00	LEAVE KIOWA C/L	IHHF	24	1	10	88	1	1	3									
U069	61-02	E	04.18	0.51		1.25 MIS. N. SH 63E	IHHF	24	1	10	84	1	1	3									
U069	61-02	W	04.18	0.00		1.25 MIS. N. SH 63E	IHHF	24	1	10	88	1	1	3									
U069	61-02	E	04.69	3.00		4.25 MIS. N. SH 63E	IHHF	24	1	10	87	1	1	3									
U069	61-02	W	04.69	0.00		4.25 MIS. N. SH.63E	LLLF	24	1	10	89	1	1	3									
U069	61-02	X	04.93	27			BXBR				HS	AD		1	3								
U069	61-02	X	06.67	39			BXUF				HS	NR		1	3								
U069	61-02	X	07.43	23			BXBR				HS	AD		1	3								
U069	61-02	E	07.69	2.00		6.25 MIS. N. SH 63E	HHHF	24	1	10	87	1	1	3									
U069	61-02	W	07.69	0.00		6.25 MIS. N. SH.63E	LLLF	24	1	10	89	1	1	3									
U069	61-02	X	08.70	34			BXBR				HS	AD		1	3								
U069	61-02	E	09.69	0.32		6.57 MIS. N. SH 63E	IHHF	24	1	10	85	1	1	3									
U069	61-02	W	09.69	0.00		6.57 MIS. N. SH 63E	LLLF	24	1	10	89	1	1	3									
U069	61-02	E	10.01	0.60		ENTER SAVANNAH C/L	IHHF	24	1	10	85	1	1	3									
U069	61-02	W	10.01	0.00		ENTER SAVANNAH C/L	PPLF	24	1	10	82	1	1	3									
U069	61-02	E	10.61	SAVANNA	0.00	7.79 MIS. N. SH 63E	IHHF	24	1	10	86	1	1	3									
U069	61-02	W	10.61		0.62	7.79 MIS. N. SH 63E	LLLF	24	1	10	84	1	1	3									
U069	61-02		11.23		0.50	CHOCTAW AVE TC	IILF	64	4		74	1	1	3									
U069	61-02		11.73		0.49	8.78 MIS N OF SH 63	IILA	64	4		74	1	1	3									
U069	61-02		12.22		0.34	9.12 MIS. N. SH 63E	IHHF	64	4		59	1	1	3									
U069	61-02	X	12.38		0		UPHP				FO		1	3									
U069	61-02		12.56		0.59	LEAVE SAVANNAH C/L	IHKA	48	6	5	75	1	1	3									
U069	61-02		13.15	1.15		BEGIN 4 LANE DIVIDED	IHKA	48	6	4	73	1	1	3									
U069	61-02	X	14.16	181			BRDG				36	AD		1	3								
U069	61-02	E	14.30	0.30		JCT TURNPIKE	LL0A	24	1	10	86	1	1	3									
U069	61-02	W	14.30	0.00		JCT TURNPIKE	LL0A	24	1	10	86	1	1	3									
U069	61-02	X	14.37	33			BXUF				HS	NR		1	3								
U069	61-02	E	14.60	0.32		END 4 LANE DIVIDED	LL0A	24	1	10	89	1	1	3									
U069	61-02	W	14.60	0.00		END 4 LANE DIVIDED	LL0A	24	1	10	91	1	1	3									
U069	61-02	X	14.65	0			UP-H				FO		1	3									
U069	61-02	X	14.67	0			UP-H				FO		1	3									
U069	61-02	E X	14.89	119			BRDG				36	AD		1	3								
U069	61-02	W X	14.89	112			BRDG				36	AD		1	3								

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Commissioner District 2

Pittsburg County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U069	61-02		14.92	1.68		ENTER MCALESTER U/L	19,300	IHKA	48	6	5		79	1	1	3							
U069	61-02	X	16.34	23			19,300	BXBR					HS	AD		1	3						
U069	61-02	E	16.60	0.00		JCT U.S. 69B NORTH	19,200	IIHB	24	1	8		86	1	1	3							
U069	61-02	W	16.60	0.64			19,200	PHLA	24	3	6		82	1	1	3							8,754
U069	61-03	E	00.00	3.18		ENTER MCALESTER C/L	20,100	PIHB	24	1	10		96	1	1	2							
U069	61-03	W	00.00	0.00		ENTER MCALESTER C/L	20,100	IIHB	24	1	10		94	1	1	2							
U069	61-03	N X	00.23	331			20,100	OP-H					36	AD		1	2						
U069	61-03	E	03.18		0.15	COMANCHE AVE	24,600	IIHB	24	1	10		91	1	1	2							
U069	61-03	W	03.18		0.00	COMANCHE AVE	24,600	IIHB	24	1	10		91	1	1	2							
U069	61-03	E	03.33		0.36	UPRR UNDER	24,900	IIHB	24	1	8		91	1	1	2							
U069	61-03	W	03.33		0.00	UPRR UNDER	24,900	IIHB	24	1	8		91	1	1	2							
U069	61-03	X	03.58		109		24,900	OP-H					46	AD		1	2						
U069	61-03	E X	03.68		152		24,900	OP-R					51	AD		1	2						
U069	61-03	W X	03.68		152		24,900	OP-R					52	AD		1	2						
U069	61-03	E	03.69		0.27	JCT US 270	23,500	LLHB	24	1	8		94	1	1	2							
U069	61-03	W	03.69		0.00	JCT US 270	23,500	LLHB	24	1	8		94	1	1	2							
U069	61-03	E	03.96	0.39		0.39 MIS. N. US 270	18,100	LLHB	24	1	10		88	1	1	2							
U069	61-03	W	03.96	0.00		0.39 MIS. N. US 270	18,100	LLHB	24	1	10		88	1	1	2							
U069	61-03	X	03.96	204		0.39 MIS. N. US 270	18,100	UP-H					FO		1	2	02	4	6		31		3,552
U069	61-03	X	03.97	204			18,100	UP-H					FO		1	2	02	4	6		31		3,552
U069	61-03	E	04.35	0.13		VAN BUREN AVE	19,300	LLHB	24	1	10		90	1	1	2							
U069	61-03	W	04.35	0.00		VAN BUREN AVE	19,300	LLHB	24	1	10		90	1	1	2							
U069	61-03	E	04.48	0.30		ENTER KREBS C/L	19,300	LLHB	24	1	10		87	1	1	2							
U069	61-03	W	04.48	0.00		ENTER KREBS C/L	19,300	LLHB	24	1	10		90	1	1	2							
U069	61-03	E	04.78	KREBS	0.16	0.98 MIS. N. US 270	19,300	LLHB	24	1	10		86	1	1	2							
U069	61-03	W	04.78		0.00	0.98 MIS. N. US 270	19,300	IHHB	24	1	10		86	1	1	2							
U069	61-03	X	04.90		0		19,300	UP-H					AD		1	2							
U069	61-03	E	04.94		0.00	LEAVE KREBS C/L	19,300	LL0E	24	1	10		86	1	1	2							
U069	61-03	W	04.94		0.24	LEAVE KREBS C/L	19,300	IHHB	24	1	10		86	1	1	2							
U069	61-03	E	05.18	1.52		LEAVE MCALESTER U/L	17,600	LL0E	24	1	10		84	1	1	2							
U069	61-03	W	05.18	0.00		LEAVE MCALESTER U/L	17,600	IHHB	24	1	10		86	1	1	2							
U069	61-03	X	05.60	67			17,600	BXBR					HS	AD		1	2						
U069	61-03	E	06.70	0.00		0.32 MIS. S. SH 113	16,600	LL0E	24	1	10		89	1	1	3							
U069	61-03	W	06.70	2.17		0.32 MIS. S. SH 113	16,600	IHHB	24	1	10		87	1	1	3							
U069	61-03	E	08.87	0.00		JCT SH 113	16,300	LL0V	24	1	10		97	1	1	3							
U069	61-03	W	08.87	0.32			16,300	VHHB	24	1	10		91	1	1	3							7,104
U069	61-04	E	00.00	0.00		BEG PC PAVING W LANE	16,300	LL0V	24	1	10		89	1	1	3							
U069	61-04	W	00.00	0.70			16,300	FHHB	24	1	10		89	1	1	3							
U069	61-04	X	00.00	188		BEG PC PAVING W LANE	16,300	UP-H					AD		1	3							
U069	61-04	E	00.70	0.31		1.01 MIS N. SH 113	16,300	LL0V	24	1	10		84	1	1	3							
U069	61-04	W	00.70	0.00		1.01 MIS N. SH 113	16,300	LL0V	24	1	10		84	1	1	3							
U069	61-04	E	01.01	2.72		3.73 MIS N. SH 113	15,100	LL0V	24	1	10		90	1	1	3							
U069	61-04	W	01.01	0.00		3.73 MIS N. SH 113	15,100	LL0V	24	1	10		90	1	1	3							
U069	61-04	X	01.14	38			15,100	BXBR					HS	AD		1	3						
U069	61-04	E X	03.07	423			15,100	BRDG					26	AD		1	3						

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U069	61-04	W X 03.07	423			15,100	BRDG				26	AD	1	3										
U069	61-04	E 03.73	5.40		ENTER CROWDER C/L	15,700	LL0B	24	1	10		90	1	1	3									
U069	61-04	W 03.73	0.00		ENTER CROWDER C/L	15,700	LL0B	24	1	10		90	1	1	3									
U069	61-04	X 04.07	0			15,700	UP-H					AD		1	3									
U069	61-04	X 07.12	0			15,700	UP-H					AD		1	3									
U069	61-04	E X 07.43	424			15,700	BRDG				26	AD		1	3									
U069	61-04	W X 07.43	424			15,700	BRDG				26	AD		1	3									
U069	61-04	E 09.13		CROWDER	0.10	LEAVE CROWDER C/L	16,400	LL0B	24	1	10		89	1	1	3								
U069	61-04	W 09.13			0.00	LEAVE CROWDER C/L	16,400	LL0B	24	1	10		84	1	1	3								
U069	61-04	E 09.23	0.64			2082 MIS S SH 113N	16,400	LL0B	24	1	10		90	1	1	3								
U069	61-04	W 09.23	0.00			2082 MIS S SH 113N	16,400	LL0B	24	1	10		90	1	1	3								
U069	61-04	X 09.60	0				16,400	UP-H				AD		1	3									
U069	61-04	E 09.87	2.64			ENTER CANADIAN C/L	16,100	LL0V	24	1	10		90	1	1	3								
U069	61-04	W 09.87	0.00			ENTER CANADIAN C/L	16,100	LL0V	24	1	10		90	1	1	3								
U069	61-04	X 11.88	47				16,100	BXBR				HS	AD		1	3								
U069	61-04	E 12.51		CANADIAN	0.18	JCT SH 113	16,100	LL0V	24	1	10		90	1	1	3								
U069	61-04	W 12.51			0.00	JCT SH 113	16,100	LL0V	24	1	10		90	1	1	3								
U069	61-04	E 12.69			0.21	LEAVE CANADIAN C/L	16,100	LL0V	24	1	10		99	1	1	3								
U069	61-04	W 12.69			0.00	LEAVE CANADIAN C/L	16,100	LL0V	24	1	10		99	1	1	3								
U069	61-04	E X 12.69			102	LEAVE CANADIAN C/L	16,100	OP-H				36	AD		1	3								
U069	61-04	W X 12.69			102	LEAVE CANADIAN C/L	16,100	OP-H				36	AD		1	3								
U069	61-04	E 12.90	0.73			0.94 MIS. N. SH 113	13,900	LL0V	24	1	10		99	1	1	3								
U069	61-04	W 12.90	0.00			0.94 MIS. N. SH 113	13,900	LL0V	24	1	10		99	1	1	3								
U069	61-04	E 13.63	2.83			JCT SH 9A	13,700	LL0V	24	1	10		99	1	1	3								
U069	61-04	W 13.63	0.00			JCT SH 9A	13,700	LL0V	24	1	10		99	1	1	3								
U069	61-04	X 14.34	21				13,700	BXBR				HS	AD		1	3								
U069	61-04	X 15.83	0				13,700	UP-H				AD		1	3									
U069	61-04	E 16.46	0.52			MCINTOSH CO LINE	13,900	LL0V	24	1	10		99	1	1	3								
U069	61-04	W 16.46	0.00			MCINTOSH CO LINE	13,900	LL0V	24	1	10		99	1	1	3								
U069	61-04	X 16.50	165				13,900	UP-H				SD		1	3	02	4	5			31		2,114	2,114
U270	61-06	00.00	0.40			0.40 MI E HUGHES CO/	2,700	IHLA	24	1	8		89	1	0	4								
U270	61-06	00.40	5.60			6.00 MI E HUGHES CO	2,800	IHLA	24	1	8		86	1	0	4								
U270	61-06	X 01.81	47				2,800	BXBR				HS	AD		0	4								
U270	61-06	X 02.05	22				2,800	BXBR				HS	AD		0	4								
U270	61-06	X 05.13	23				2,800	BXBR				HS	AD		0	4								
U270	61-06	06.00	1.44			7.44 MI E HUGHES CO	2,400	HHLA	24	1	8		82	1	0	4								
U270	61-06	07.44	3.69			11.13MI E CO/L ATR18	3,600	HHLA	24	1	10		80	2	0	4								
U270	61-06	11.13	3.50			BEG 4 LANE ATR ST	5,100	HHLA	24	1	10		79	1	0	4								
U270	61-06	X 13.10	245				5,100	BRDG				19	SD		0	4	04	2	1		31		2,244	
U270	61-06	X 14.31	42				5,100	BXBR				HS	AD		0	4								
U270	61-06	X 14.40	99				5,100	BRDG				24	AD		0	4								
U270	61-06	N 14.63	0.14			ENTER MCALESTER U/L	5,100	LL0E	24	1	10		91	1	0	4								
U270	61-06	S 14.63	0.00			JCT INDIAN N TURNPIK	5,100	LL0E	24	1	10		91	1	0	4								
U270	61-06	N X 14.74	176				5,100	OP-H				36	SD		0	4	04	2	5		31		2,099	
U270	61-06	S X 14.74	176				5,100	OP-H				36	FO		0	4	04	2	5		31		2,099	

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			Length (Rdy: Miles) (Brq: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
U270	61-06	N	14.77	0.48		5,000	LL0E	24	1	10		93	1	0	3										
U270	61-06	S	14.77	0.00		5,000	LL0E	24	1	10		91	1	0	3										
U270	61-06	N	15.25		0.19	5,000	LL0E	24	1	10		97	1	0	3										
U270	61-06	S	15.25		0.00	5,000	LL0E	24	1	10		92	1	0	3										
U270	61-06	N	15.44		2.07	6,900	LL0E	24	1	10		93	1	0	3										
U270	61-06	S	15.44		0.00	6,900	LL0E	24	1	10		93	1	0	3										
U270	61-06	X	16.99		24	6,900	BXBR				HS	AD		0	3										
U270	61-06	N	17.51	0.87		8,400	LL0E	24	1	10		94	1	0	3										
U270	61-06	S	17.51	0.00		8,400	LL0E	24	1	10		94	1	0	3										
U270	61-06	N	18.38		0.07	9,600	LL0E	24	1	10		94	1	0	3										
U270	61-06	S	18.38		0.00	9,600	LL0E	24	1	10		97	1	0	3										
U270	61-06		18.45		0.62	10,300	LL0L	52	4			89	1	0	3										
U270	61-06	N	19.07		0.10	12,700	LL0L	26	4			95	1	0	3										
U270	61-06	S	19.07		0.00	12,700	LL0L	26	4			91	1	0	3										
U270	61-06	X	19.12		166	12,700	OP-R				24	AD		0	3										6,442
U270	61-08	N	00.00		0.07	4,000	LL0L	36	4			99	1	0	3										
U270	61-08	S	00.00		0.00	4,000	LL0L	36	4			99	1	0	3										
U270	61-08	N	00.07		0.44	4,000	LL0L	36	4			95	1	0	3										
U270	61-08	S	00.07		0.00	4,000	LL0L	36	4			94	1	0	3										
U270	61-08	N	00.51		0.46	4,000	LL0L	26	4			93	1	0	3										
U270	61-08	S	00.51		0.00	4,000	LL0L	26	4			93	1	0	3										
U270	61-08	N X	00.67		234	4,000	H-HR				24	FO		0	3	27	4	4		31					3,984
U270	61-08	S X	00.67		307	4,000	H-HR				24	FO		0	3	27	4	4		31					3,698
U270	61-08	N	00.97		0.31	5,000	LL0L	26	4			95	1	0	3										
U270	61-08	S	00.97		0.00	5,000	LL0L	26	4			94	1	0	3										
U270	61-08	N	01.28		0.22	5,000	LL0L	24	1	10		94	1	0	3										
U270	61-08	S	01.28		0.00	5,000	LL0L	24	1	10		94	1	0	3										
U270	61-08	N X	01.32		493	5,000	H-HR				29	FO		0	3	27	4	4		31					7,924
U270	61-08	S X	01.32		378	5,000	H-HR				36	FO		0	3	27	4	4		31					6,437
U270	61-08	N	01.50		0.24	5,000	HHHB	24	1	10		92	1	0	3										
U270	61-08	S	01.50		0.00	5,000	HHHB	24	1	10		91	1	0	3										
U270	61-08	X	01.70		204	5,000	BRDG				36	FO		0	3	27	4	6		31					3,552
U270	61-08	X	01.71		204	5,000	BRDG				36	FO		0	3	27	4	6		31					3,552
U270	61-08	N	01.74	KREBS	0.18	6,000	HHHB	24	1	10		91	1	0	3										
U270	61-08	S	01.74		0.00	6,000	HHHB	24	1	10		91	1	0	3										
U270	61-08	N	01.92		0.51	10,100	HHHB	24	1	10		86	1	0	3										
U270	61-08	S	01.92		0.00	10,100	HHHB	24	1	10		85	1	0	3										
U270	61-08	X	02.33		0	10,100	UP-H					FO		0	3	04	4	5		31					2,396
U270	61-08	N	02.43		0.12	9,300	HHLA	24	1	10		90	1	0	3										
U270	61-08	S	02.43		0.00	9,300	HHLA	24	1	10		90	1	0	3										
U270	61-08	N	02.55		0.08	9,000	IHLA	24	1	4		85	1	0	3										
U270	61-08	S	02.55		0.00	9,000	IHLA	24	1	4		86	1	0	3										
U270	61-08		02.63		0.10	8,700	IHLA	48	1	10		93	1	0	3										
U270	61-08		02.73		0.29	8,900	IHHF	48	1	8		95	1	0	3										
U270	61-08		03.02		0.09	8,900	IHHF	48	1	8		96	1	0	3										

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	61-08	03.11		0.64	LEAVE MCALESTER U/L	9,400	IHHF	48	1	8		94	1	0	3								
U270	61-08	X 03.73		45		9,400	BXBR				HS	AD		0	3								
U270	61-08	03.75		0.97	LEAVE KREBS C/L	9,600	IHHF	48	1	8		94	1	0	4								
U270	61-08	X 04.25		32		9,600	BXBR				HS	AD		0	4								
U270	61-08	04.72	ALDERSON	0.30	ALDERSON C/L TC	9,600	IHHF	48	1	8		88	1	0	4								
U270	61-08	05.02		0.53	3.12 MIS. E. SH 41E	9,600	IHHF	48	1	8		88	1	0	4								
U270	61-08	05.55		0.73	LEV ALDERSON 9TH ST	9,700	IHHF	48	1	8		86	1	0	4								
U270	61-08	06.28	1.97		BEG NEW ALIGNMENT	9,600	IHHF	48	1	8		84	1	0	4								
U270	61-08	08.25	2.28		2.55 N SH 63	9,500	IHHF	48	1	8		88	1	0	4								
U270	61-08	10.53	2.35		ENTER HAILEYVILLE C/	9,500	LLOF	24	1	10		77	3	0	4								
U270	61-08	X 11.36	193			9,500	OP-R				30	AD		0	4								
U270	61-08	X 12.16	262			9,500	BRDG				33	SD		0	4	04	4	1		31		4,019	
U270	61-08	X 12.41	211			9,500	BRDG				43	SD		0	4	04	4	1		31		3,640	
U270	61-08	12.88	HAILEYVI	0.20	JCT SH 63 SOUTH TC	10,000	LLOF	24	1	10		71	3	0	4								
U270	61-08	X 12.90		30		10,000	UP-H				FO			0	4	28	4	1		31		2,364	
U270	61-08	13.08		0.71	ENTER HARTSHORNE C/L	10,500	LLOF	24	1	10		78	2	0	4								
U270	61-08	13.79	HARTSHOR	0.63	WIDTH CHANGE 6TH ST	10,500	LLOF	24	1	10		79	2	0	4								
U270	61-08	14.42		0.11	BEGIN PC OVLAY TCH	15,500	LLOF	50	4			87	1	0	4								
U270	61-08	14.53		0.10	8TH ST TC	15,500	HHLA	50	4			87	1	0	4								
U270	61-08	14.63		0.34	WIDTH CHANGE 11TH ST	16,600	HHLA	70	4			87	1	0	4								
U270	61-08	14.97		0.57	LEAVE HARTSHORNE C/L	13,300	LLOF	50	4			86	1	0	4								
U270	61-08	15.54	0.29		JCT SH 1 EAST	11,100	IHHF	24	1	8		92	2	0	4								
U270	61-08	15.83	3.22		LATIMER CO LINE	5,300	IHHF	24	1	8		86	1	0	4								
U270	61-08	X 16.29	168			5,300	OP-R				36	AD		0	4							41,566	
S009	61-10	00.00	1.15		JCT SH 9A	5,000	DDHB	24	1	6		78	1	0	5								
S009	61-10	01.15	0.29		0.29 MIS. E. SH 9A	5,000	DDHB	24	1	6		78	1	0	4								
S009	61-10	01.44	1.26		1.55 MIS. E. SH 9A	6,500	DDHB	24	1	6		78	1	0	4								
S009	61-10	02.70	2.00		1.92 MI W HASKEL CO/	6,500	DDHB	24	1	6		79	1	0	4								
S009	61-10	X 03.28	634			6,500	BRDG				30	AD		0	4								
S009	61-10	04.70	1.92		HASKELL CO LINE	6,000	DDHB	24	1	6		73	1	0	4							0	
S031	61-12	00.00	0.97		TC	460	IIFL	20	3	1		59	1	0	5	13	2	0	1	01		559	
S031	61-12	00.97	3.76		HUGHES CO LINE	270	IHIL	18	3	1		76	1	0	5								
S031	61-12	X 02.13	21			270	BRDG				10	FO		0	5	13	2	2		31		1,120	
S031	61-12	X 03.35	33			270	BRDG				20	AD		0	5							1,679	
S031	61-14	00.00	0.98		0.98 MI E HUGHES CO/	210	DD0L	20	3	1		76	1	0	5								
S031	61-14	00.98	2.00		2.98 MI E HUGHES CO/	140	DD0L	22	0			75	1	0	5								
S031	61-14	02.98	4.35		7.33 NE HUGHES CO LN	170	DD0L	22	3	2		77	1	0	5								
S031	61-14	X 05.48	41			170	BXBR				HS	AD		0	5								
S031	61-14	X 05.89	182			170	BRDG				36	AD		0	5								
S031	61-14	07.33	3.13		10.46 E. HUGHES CO/L	240	HH0L	20	3	2		62	1	0	5	13	2	0	1	01		1,689	
S031	61-14	X 10.09	22			240	BXBR				HS	AD		0	5								
S031	61-14	10.46	0.24		10.7 NE HUGHES CO LN	290	HHDL	22	3	5		69	1	0	5	13	2	0	2	02		221	
S031	61-14	10.70	6.10		4.47 MIS. W. US 270	530	DHDL	22	3	2		65	1	0	5	13	2	0	2	02		5,408	
S031	61-14	X 13.83	66			530	BRDG				10	SD		0	5	13	2	1		50			
S031	61-14	X 15.07	75			530	BRDG				30	AD		0	5	13	2	2		50			

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S031	61-14	X 16.79	23			530	BRDG				16	AD	0	5	13	2	2		50				
S031	61-14	16.80	1.26		3.21 MIS. W. US 270	480	DFDL	20	3	2		73	1	0	5								
S031	61-14	18.06	0.07		ENT. U/L - T.P. OVER	660	DIIE	28	4			92	1	0	5								
S031	61-14	18.13	0.43		2.71 MIS. W. US 270	920	DIIE	28	4			96	1	0	4								
S031	61-14	X 18.13	0		2.71 MIS. W. US 270	920	UP-H					AD	0	4									
S031	61-14	18.56	2.60		ENT MCALESTER C/L	2,200	DIIE	52	4			96	1	0	4								
S031	61-14	X 19.53	34			2,200	BXBR				HS	AD	0	4									
S031	61-14	X 19.66	65			2,200	BXBR				HS	AD	0	4									
S031	61-14	21.16		0.11	JCT US 270	2,300	IIOE	52	4			93	1	0	4							7,318	
S031	61-18	00.00	KREBS	0.19	0.19 MIS. E. US 270	5,100	HFFF	24	3	3		76	1	0	4								
S031	61-18	X 00.00		213	0.19 MIS. E. US 270	5,100	BRDG				36	FO	0	4	29	2	1		31			2,396	
S031	61-18	00.19		0.87	KREBS TC - LV MC U/L	5,300	HFFF	20	3	3		65	1	0	4	29	2	0	6	08		3,161	
S031	61-18	01.06		0.46	LEAVE KREBS C/L	5,100	IHHH	22	3	3		72	1	0	5								
S031	61-18	01.52	2.26		3.78 MIS. E. US 270	3,700	IHHH	22	3	3		62	2	0	5	08	2	0	3	03		6,113	
S031	61-18	X 01.58	163			3,700	BRDG				27	AD	0	5	08	2	1		31			1,864	
S031	61-18	X 01.98	32			3,700	BXBR				HS	AD	0	5	08	2	2		33			644	
S031	61-18	X 02.45	46			3,700	BXBR				HS	AD	0	5	08	2	2		33			644	
S031	61-18	03.78	0.30		4.08 MIS. NE. US 270	2,700	IHDB	24	3	4		65	1	0	5	08	2	0	3	01		410	
S031	61-18	04.08	5.12		9.20 MIS. NE. US 270	2,000	IILB	24	1	8		88	1	0	5								
S031	61-18	X 07.09	452			2,000	BRDG				31	AD	0	5									
S031	61-18	09.20	0.21		9.41 MIS. NE. US 270	2,000	DDDB	24	1	6		85	1	0	5								
S031	61-18	09.41	3.25		12.66 MIS. NE. US 27	2,000	DHDB	24	1	8		87	1	0	5								
S031	61-18	X 10.58	322			2,000	BRDG				29	SD	0	5	08	2	2		31			2,541	
S031	61-18	X 11.05	302			2,000	BRDG				36	SD	0	5	08	2	1		31			2,468	
S031	61-18	12.66	1.34		14.00 MIS. NE. US 27	2,000	DHDB	22	3	3		65	1	0	5	08	2	0	2	01		1,730	
S031	61-18	X 13.05	163			2,000	BRDG				25	AD	0	5									
S031	61-18	14.00	4.60		PROJECT BREAK	1,900	DHDA	24	3	3		72	1	0	5								
S031	61-18	X 15.92	21			1,900	BXBR				HS	AD	0	5									
S031	61-18	18.60	1.40		7.19 SW SH 71	1,900	DHDA	24	3	3		73	1	0	5								
S031	61-18	20.00	3.26		3.93 SW SH 71	1,900	DDDB	22	3	3		65	1	0	5	08	2	0	2	01		4,209	
S031	61-18	X 23.25	50			1,900	BXBR				HS	AD	0	5									
S031	61-18	23.26	3.79		ENTER QUINTON C/L	2,400	DHDB	24	6	4		68	1	0	5	08	2	0	2	01		4,888	
S031	61-18	X 24.28	32			2,400	BXBR				HS	AD	0	5									
S031	61-18	X 26.83	32			2,400	BXBR				HS	AD	0	5									
S031	61-18	27.05	QUINTON	0.14	JCT SH 71 NORTH TC	2,800	DHHB	24	6	4		75	1	0	5								
S031	61-18	27.19		0.34	WIDTH CHANGE	3,100	DHHB	63	4			87	1	0	5								
S031	61-18	27.53		0.40	LEAVE QUINTON C/L	3,300	DHHB	24	6	4		78	1	0	5								
S031	61-18	27.93	0.51		HASKELL CO LINE	3,300	DHHB	24	6	4		78	1	0	5							31,068	
S001	61-22	00.00	1.64		LATIMER CO LINE	2,200	IHHB	24	1	8		88	1	0	5							0	
S063	61-23	00.00	KIOWA	0.25	0.25 MIS. E. US 69	1,600	IIDB	20	3	3		53	1	0	5	30	2	0	6	08		1,076	
S063	61-23	00.25		0.31	LEAVE KIOWA C/L	1,700	IHDB	22	3	2		59	1	0	5	08	2	0	3	01		414	
S063	61-23	00.56	2.52		PITTSBURG TC 7TH ST	1,100	IHDB	22	3	2		59	1	0	5	09	2	0	3	01		2,802	
S063	61-23	X 01.27	24			1,100	BXBR				HS	AD	0	5									
S063	61-23	03.08	5.50		INDIAN NATION TP OVE	540	IHDH	18	3	1		43	1	0	5	10	2	0	4	03		11,554	
S063	61-23	X 07.16	76			540	BRDG				40	AD	0	5	10	2	1		31			1,316	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

Pittsburg County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S063	61-23	X 08.27	30			540	BRDG				14	FO	0	5	10	2	2		31				
S063	61-23	08.58	0.92		9.50 NE US 69	350	IHCA	18	3	2		39	1	0	5	10	2	0	4	03	1,923		
S063	61-23	X 08.58	0		9.50 NE US 69	350	UP-H					AD	0	5	10	2	5		31		1,475		
S063	61-23	09.50	0.55		10.05 NE US 69	310	IIOE	24	6	4		72	1	0	5								
S063	61-23	X 09.68	90			310	BRDG				39	AD	0	5									
S063	61-23	10.05	3.45		13.50 NE US 69	310	IHCA	18	3	1		30	1	0	5	10	2	0	4	03	7,242		
S063	61-23	13.50	0.90		7.32 SW US 270	300	IIOE	24	6	4		70	1	0	5								
S063	61-23	X 13.88	116			300	BRDG				50	AD	0	5									
S063	61-23	14.40	2.32		5.00 SW US 270	320	IHCA	18	3	2		35	1	0	5	10	2	0	4	03	4,869		
S063	61-23	X 14.74	25			320	BRDG				12	AD	0	5	10	2	2		31			1,120	
S063	61-23	X 15.49	57			320	BRDG				41	AD	0	5	10	2	1		31			1,152	
S063	61-23	16.72	3.13		1.87 SW US 270	510	IHCA	18	3	2		39	1	0	5	10	2	0	5	03	13,233		
S063	61-23	X 19.55	192			510	BRDG				29	AD	0	5	10	2	1		31			2,008	
S063	61-23	19.85	1.54		ENTER HAILEYVILLE C/	700	IIDD	18	3	2		42	1	0	5	10	2	0	5	03	6,511		
S063	61-23	X 20.88	46			700	BRDG				42	AD	0	5	10	2	2		31			1,120	
S063	61-23	21.39	HAILEYVI	0.17	BEGIN PC OVLAY	1,200	IIDD	18	3	2		43	1	0	5	30	2	0	8	08	543		
S063	61-23	21.56		0.16	JCT US 270	1,200	IILA	18	3	2		46	1	0	5	30	2	0	8	08	524		60,002
S071	61-24	00.00	QUINTON	0.45	LEAVE QUINTON C/L	2,400	DHHH	22	3	2		70	1	0	5								
S071	61-24	00.45	2.69		HASKELL CO LINE	2,600	DHHH	22	3	2		48	1	0	5	08	2	0	4	03	8,650		
S071	61-24	X 02.83	30			2,600	BRDG				20	AD	0	5	08	2	2		31			1,120	9,770
S009A	61-26	00.00	4.11		JCT SH 9	1,800	IHHB	24	1	7		86	1	0	4								
S009A	61-26	X 00.00	165		JCT SH 9	1,800	OP-H				36	SD	0	4	05	2	5		31			2,114	
S009A	61-26	X 00.92	681			1,800	BRDG				29	SD	0	4	05	2	1		31			4,200	6,314
S002	61-27	00.00	1.00		HASKELL CO LINE	1,600	DIDB	24	1	4		80	1	0	4								
S002	61-27	X 00.35	151			1,600	BRDG				27	AD	0	4									
S002	61-27	X 00.77	209			1,600	BRDG				33	AD	0	4									0
S113	61-29	00.00	1.20		JCT US 69B	2,400	DHDB	24	1	6		81	1	0	5								
S113	61-29	X 00.00	188		JCT US 69B	2,400	OP-H				36	AD	0	5									
S113	61-29	X 01.16	38			2,400	BXBR				HS	AD	0	5									
S113	61-29	01.20	0.70		WIDTH CHANGE	2,300	DHDB	24	1	4		83	1	0	5								
S113	61-29	01.90	1.65		SHLDR CHANGE	1,700	DHHH	24	1	4		83	1	0	5								
S113	61-29	X 03.39	304			1,700	BRDG				32	SD	0	5	08	2	1		31			2,476	
S113	61-29	03.55	9.52		ENT INDIANOLA CEM RD	1,200	DHHB	24	6	4		87	1	0	5								
S113	61-29	X 07.37	21			1,200	BXBR				HS	AD	0	5									
S113	61-29	X 09.98	48			1,200	BXBR				HS	AD	0	5									
S113	61-29	X 11.21	141			1,200	BRDG				HS	AD	0	5									
S113	61-29	13.07	INDIANOL	0.40	BEG. CURBS	1,300	DHHB	24	6	4		88	1	0	5								
S113	61-29	13.47		0.13	CHOATE PRAIRIE RD	720	DHHB	40	4			87	1	0	5								
S113	61-29	13.60		0.18	2ND STREET	820	DHHB	40	4			89	1	0	5								
S113	61-29	13.78		0.57	SOUTH ST TC	820	DHDA	22	3	2		73	1	0	5								
S113	61-29	14.35		0.06	1ST STREET	980	DFDA	24	1	8		86	1	0	5								
S113	61-29	14.41		0.07	LEAVE INDIANOLA C/L	980	DFDA	22	6	4		84	1	0	5								
S113	61-29	14.48	6.27		ENT CANADIAN C/L	940	DHDL	22	3	2		59	1	0	5	09	2	0	1	01	4,810		
S113	61-29	X 18.89	31			940	BRDG				15	AD	0	5									
S113	61-29	X 19.46	36			940	BRDG				15	AD	0	5									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 2

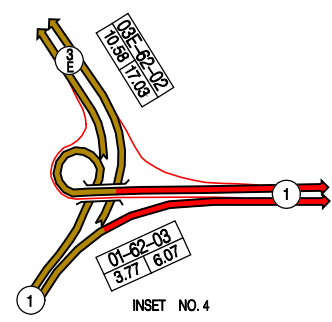
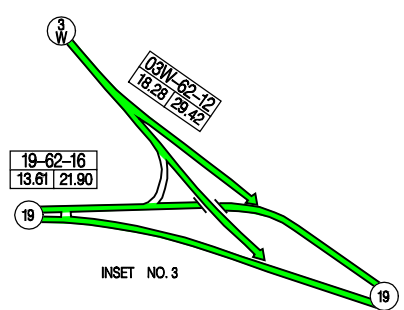
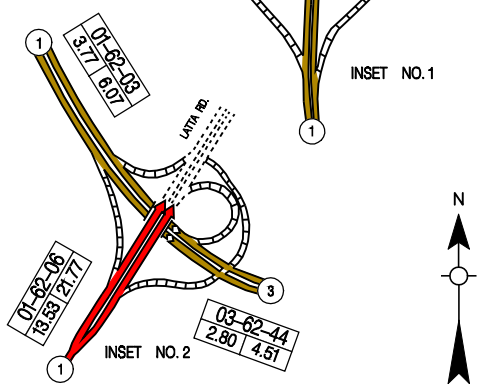
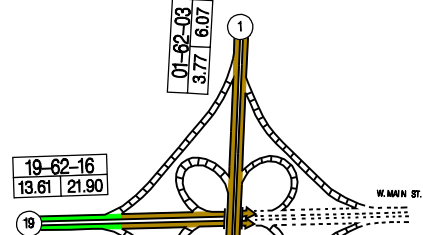
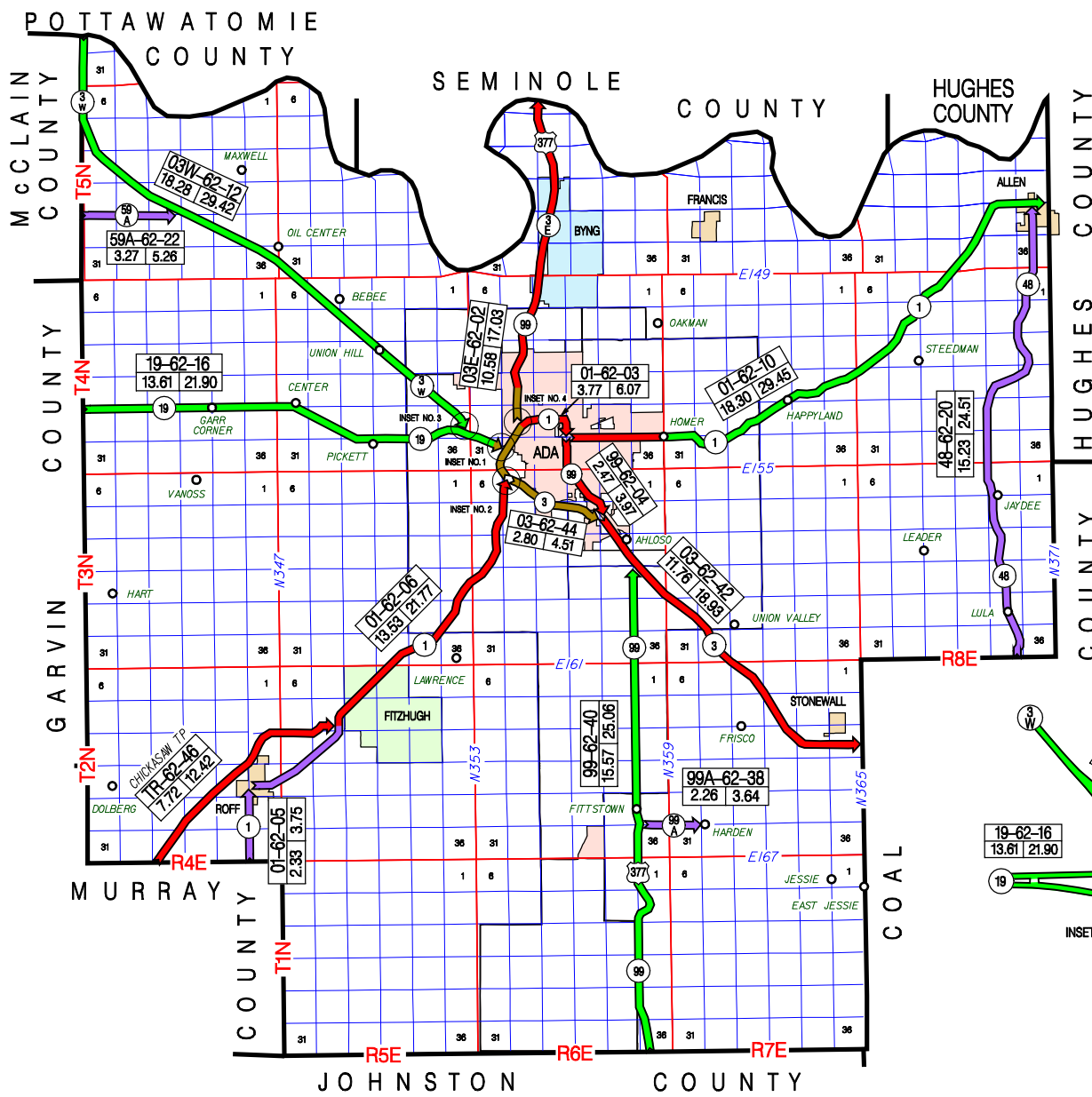
Pittsburg County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S113	61-29	20.75	CANADIAN	0.16	CANADIAN TC	1,100	DHDL	22	3	2		57	1	0	5	09	2	0	1	01	128		
S113	61-29	20.91		0.71	CROWDER STREET	1,200	DFLL	22	3	2		63	1	0	5	30	2	0	6	08	2,588		
S113	61-29	21.62		0.19	0.06 MIS. W. US 69	1,700	DFLL	24	1	4		74	1	0	5								
S113	61-29	21.81		0.06	JCT US 69	1,700	DLLL	24	1	4		82	1	0	5								
S113	61-29	X 21.85		0		1,700	UP-H					AD		0	5								
S113	61-29	X 21.86		0		1,700	UP-H					AD		0	5								10,002
S043	61-32	00.00	4.04		PUSH C/L	310	DIIB	24	3	5		91	1	0	5								
S043	61-32	X 01.94	32			310	BXBR					HS	AD	0	5								
S043	61-32	X 02.28	44			310	BXBR					HS	AD	0	5								
S043	61-32	X 02.86	38			310	BXBR					HS	AD	0	5								
S043	61-32	X 03.61	32			310	BXBR					HS	AD	0	5								
S043	61-32	X 03.96	32			310	BXBR					HS	AD	0	5								0
U069B	61-53	00.00	MCALESTE	0.17	ADAMS AVENUE	6,100	DHLA	35	4			76	1	0	3								
U069B	61-53	00.17		1.29	BEG CURBS	6,700	DHLA	24	3	3		62	1	0	3	27	2	0	6	08	7,586		
U069B	61-53	01.46		0.09	WIDTH CHANGE	5,400	DHLA	39	4			80	1	0	3								
U069B	61-53	01.55		0.05	KREBS AVENUE	4,400	DHJA	52	4			87	1	0	3								
U069B	61-53	01.60		0.05	SMITH AVENUE	3,900	DHLA	64	4			86	1	0	3								
U069B	61-53	01.65		0.57	LVE MCALSTR UC/L	3,000	DHLA	22	2	3		78	1	0	3								
U069B	61-53	02.22	2.36		2.67 MIS. S. SH 113	2,300	DHLA	22	3	2		66	1	0	5	08	2	0	2	02	4,744		
U069B	61-53	04.58	0.31		JCT SH 113	3,100	DHLA	24	1	6		77	1	0	5								12,330
U069B	61-83	E 00.00	0.00		0.70 N US 69	6,700	IIBB	24	1	8		92	1	0	3								
U069B	61-83	W 00.00	0.70		0.70 MI N OF US 69	6,700	IILB	24	1	8		91	1	0	3								
U069B	61-83	E X 00.23	0			6,700	UP-H					AD		0	3								
U069B	61-83	00.70	0.82		ENT MCALESTER CL	6,900	IILB	24	1	6		68	1	0	3	27	2	0	6	08	3,703		
U069B	61-83	X 01.40	36			6,900	BXBR					HS	AD	0	3	27	4	2		33		644	
U069B	61-83	01.52		0.50	SOUTH STREET	6,900	IILB	24	1	6		71	1	0	3								
U069B	61-83	02.02		0.35	0.82 MIS. S. US 270	6,900	IILB	24	1	6		71	1	0	3								
U069B	61-83	X 02.20	31			6,900	BRDG			20		AD		0	3								
U069B	61-83	02.37		0.08	WIDTH CHANGE	6,900	IILB	24	5	4		64	1	0	3	27	2	0	6	08	350		
U069B	61-83	02.45		0.22	WIDTH CHANGE COMANCH	7,400	IILB	29	4			66	1	0	3	27	2	0	6	08	1,964		
U069B	61-83	02.67		0.16	DELAWARE ST IN MCALS	7,400	IILB	40	4			74	1	0	3								
U069B	61-83	02.83		0.25	WIDTH CHNG RR TRACK	7,500	IILB	45	4			72	1	0	3								
U069B	61-83	E 03.08	0.11		JCT US 270	7,900	LL0H	24	4			80	1	0	3								
U069B	61-83	W 03.08	0.00		JCT US 270	7,900	LL0H	24	4			74	1	0	3								6,661
S031A	61-85	00.00	0.38		HUGHES CO LINE	390	DIIE	24	6	6		94	1	0	5								0
County Total			180.90	27.77	208.60																115,068	96,056	211,124

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- PONTOTOC COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6202	SH 3E	10.58	JCT. SH 1 (N. BOUND GORE POINT)	NORTHERLY	SEMINOLE COUNTY LINE (N. END BR.)	AGENDA ITEM (10.37 MILES BEFORE)
6202P	P & S	0.00	SH 99 APPROX 0.85 MIS S OF SEMINOLE CO/L	EXT SOUTHERLY	RICHARDSON LOOP .35 MIS N OF SH 3E/SH3W JCT	
6203	SH 1	3.77	JCT. SH 1, S.W. OF ADA	NORTH, EAST & SOUTH	JCT. SH 1(ARLINGTON & MISSISSIPPI)IN ADA	CIRCLE CLOCKWISE
6204	SH 99	2.47	JCT. SH 1(ARLINGTON & MISSISSIPPI)IN ADA	SOUTHERLY	JCT SH 3 (S. SIDE STR)	
6205	SH 1	2.33	MURRAY COUNTY LINE	NORTHERLY	JCT. SH 1(MAIN ST & HICKORY ST)IN ROFF	
6206	SH 1	13.53	JCT. SH 1(MAIN ST & HICKORY ST)IN ROFF	NORTHEASTERLY	JCT. SH 3 (N. SIDE STR.)	
6210	SH 1	18.30	JCT. SH 99(MISSISSIPPI & ARLINGTON)IN ADA	NORTHEASTERLY	HUGHES COUNTY LINE	
6212	SH 3W	18.28	POTTAWATOMIE COUNTY LINE (N. END BR.)	SOUTHEASTERLY	JCT. SH 19 W. OF ADA	
6216	SH 19	13.61	GARVIN COUNTY LINE	EASTERLY	JCT. SH 1 W. OF ADA (E. SIDE STR.)	
6220	SH 48	15.23	COAL COUNTY LINE	NORTHERLY	JCT. SH 1 IN ALLEN	
6222	SH 59A	3.27	MCCLAIN COUNTY LINE	EASTERLY	JCT. SH 13, N.W. OF ADA	
6238	SH 99A	2.26	JCT. SH 99 S. OF FITTSTOWN	EASTERLY	IN HARDEN CITY	
6240	SH 99	15.57	JOHNSTON COUNTY LINE	NORTHERLY	JCT. SH 3 S.E. OF ADA(N. SIDE STR)	
6242	SH 3	11.76	JCT SH 99 (W. SIDE STR.)	SOUTHEASTERLY	COAL COUNTY LINE	
6244	SH 3	2.80	JCT SH 1 S.W. OF ADA	EASTERLY	JCT SH 99 (W. SIDE STR.)	
6246	TOLL RD	7.72	MURRAY CO. LINE	NORTHEAST	JCT. SH 1 N OF ROFF	CHICKASAW T.P.

141.48 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 3

Pontotoc County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003E	62-02	E	00.00		1.01	1.01 MIS. N. SH 1	6,500	LL0E	24	1	10		94	1	1	2							
S003E	62-02	W	00.00		0.00	1.01 MIS. N. SH 1	6,500	LL0E	24	1	10		98	1	1	2							
S003E	62-02	X	00.00		0	1.01 MIS. N. SH 1	6,500	UP-H					AD										
S003E	62-02	E	01.01		0.26	LEAVE ADA U/L	6,500	IIIE	24	1	10		99	1	1	2							
S003E	62-02	W	01.01		0.00	LEAVE ADA U/L	6,500	IIIE	24	1	10		99	1	1	2							
S003E	62-02	E	01.27		1.14	ENTER ADA C/L STRIP	6,500	IIIE	24	1	10		99	1	1	3							
S003E	62-02	W	01.27		0.00	ENTER ADA C/L STRIP	6,500	IIIE	24	1	10		99	1	1	3							
S003E	62-02	E	X 01.50		184		6,500	OP-H				37	AD										
S003E	62-02	W	X 01.50		179		6,500	OP-H				37	AD										
S003E	62-02	E	02.41		1.45	LEAVE ADA C/L	6,600	IIIE	24	1	10		98	1	1	3							
S003E	62-02	W	02.41		0.00	LEAVE ADA C/L	6,600	IIIE	24	1	10		97	1	1	3							
S003E	62-02	E	X 03.75		300		6,600	OP-H				37	AD										
S003E	62-02	W	X 03.75		303		6,600	OP-H				37	AD										
S003E	62-02	E	03.86	0.70		ENTER BYNG C/L	6,600	IIIE	24	1	10		98	1	1	3							
S003E	62-02	W	03.86	0.00		ENTER BYNG C/L	6,600	IIIE	24	1	10		99	1	1	3							
S003E	62-02	E	04.56	BYNG	0.37	LEAVE BYNG C/L	7,100	IIIE	24	1	10		98	1	1	3							
S003E	62-02	W	04.56		0.00	LEAVE BYNG C/L	7,100	IIIE	24	1	10		99	1	1	3							
S003E	62-02	E	04.93	1.01		ENTER BYNG C/L (TC)	7,200	IIIE	24	1	10		98	1	1	3							
S003E	62-02	W	04.93	0.00		ENTER BYNG C/L (TC)	7,200	IIIE	24	1	10		99	1	1	3							
S003E	62-02	E	05.94		1.77	LEAVE BYNG C/L	7,700	IIIE	24	1	10		98	1	1	3							
S003E	62-02	W	05.94		0.00	LEAVE BYNG C/L	7,700	IIIE	24	1	10		99	1	1	3							
S003E	62-02	E	07.71	0.25		2.62 MI S SEMINOLE C	9,500	II0E	24	1	10		98	1	1	3							
S003E	62-02	W	07.71	0.00		2.62 MI S SEMINOLE C	9,500	II0E	24	1	10		99	1	1	3							
S003E	62-02	E	07.96	2.12		0.50 MI S SEMINOLE C	12,500	HH0E	24	1	10		89	3	1	3							
S003E	62-02	W	07.96	0.00		0.50 MI S SEMINOLE C	12,500	HH0E	24	1	10		89	3	1	3							
S003E	62-02	E	10.08	0.50		SEMINOLE CO/L-N.BRG	17,000	II0E	24	1	10		82	1	1	3							
S003E	62-02	W	10.08	0.00		SEMINOLE CO/L-N.BRG	17,000	II0E	24	1	10		82	1	1	3							
S003E	62-02	E	X 10.58	1101			17,000	OP-H				29	AD										
S003E	62-02	W	X 10.58	1101			17,000	OP-H				29	AD										0
S001	62-03	N	00.00	0.94		JCT SH 19 WEST	7,300	LL0E	24	1	10		88	1	1	2							
S001	62-03	S	00.00	0.00		JCT SH 19 WEST	7,300	LL0E	24	1	10		87	1	1	2							
S001	62-03	X	00.00	0		JCT SH 19 WEST	7,300	UP-H					AD										
S001	62-03	X	00.01	0			7,300	UP-H					AD										
S001	62-03	E	X 00.28	141			7,300	OP-H				25	AD										
S001	62-03	W	X 00.28	139			7,300	OP-H				25	AD										
S001	62-03	E	X 00.92	190			7,300	OP-H				32	FO										
S001	62-03	W	X 00.92	190			7,300	OP-H				32	FO										
S001	62-03	N	00.94	0.27		ENTER ADA C/L	8,200	LL0E	24	1	10		87	1	1	2							
S001	62-03	S	00.94	0.00		ENTER ADA C/L	8,200	LL0E	24	1	10		88	1	1	2							
S001	62-03	N	01.21		0.08	0.35 MIS. N. SH 19W	8,400	LL0E	24	1	10		91	1	1	2							
S001	62-03	S	01.21		0.00	0.35 MIS. N. SH 19W	8,400	LL0E	24	1	10		91	1	1	2							
S001	62-03	X	01.21	0		0.35 MIS. N. SH 19W	8,400	UPHP					AD										
S001	62-03	N	01.29		0.50	JCT SH 3E	8,900	LL0E	24	1	10		100	1	1	2							
S001	62-03	S	01.29		0.00	JCT SH 3E (N GORE PT	8,900	LL0E	24	1	10		100	1	1	2							
S001	62-03	N	01.79		0.45	OAK STREET	9,200	LL0E	24	1	8		98	1	0	3							

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S001	62-03	S	01.79		0.00	OAK STREET	9,200	LL0E	24	1	8		98	1	0	3							
S001	62-03	X	02.00		272		9,200	BRDG				53	AD	0	3								
S001	62-03	N	02.24		0.28	0.73 MIS. E. SH 3E	9,400	LL0E	24	1	10		100	1	0	3							
S001	62-03	S	02.24		0.00	0.73 MIS. E. SH 3E	9,400	LL0E	24	1	10		100	1	0	3							
S001	62-03	X	02.24		0	0.73 MIS. E. SH 3E	9,400	UPHP					AD	0	3								
S001	62-03	N	02.52		0.00	BROADWAY AVE	9,400	LL0E	24	1	10		90	1	0	3							
S001	62-03	S	02.52		0.22	BROADWAY AVE	9,400	LL0E	24	1	10		90	1	0	3							
S001	62-03	N	02.74		0.60	WIDTH CHANGE	9,800	LL0H	24	1	10		81	1	0	3							
S001	62-03	S	02.74		0.00	WIDTH CHANGE	9,800	LL0H	24	1	10		81	1	0	3							
S001	62-03	N	03.34		0.40	0.03 MILE N SH 1 EAS	10,100	HHLH	30	4			79	1	0	3							
S001	62-03	S	03.34		0.00	0.03 MILE N SH 1 EAS	10,100	LL0H	30	4			81	1	0	3							
S001	62-03	X	03.35		23		10,100	BXBR				HS	FO	0	3	24	2	2		33		644	
S001	62-03	N	03.74		0.03	JCT SH 1 EAST	11,200	HHLH	30	4			79	1	0	3							
S001	62-03	S	03.74		0.00	JCT SH 1 EAST	11,200	HHLH	30	4			85	1	0	3							7,298
S099	62-04		00.00		0.50	TOWN CENTER (MAIN ST	15,700	IILH	60	4			73	1	0	3							
S099	62-04		00.50		0.48	18TH STREET	15,700	IILH	60	4			77	1	0	3							
S099	62-04		00.98		0.15	EAST CENTRAL	15,700	IILH	47	4			81	1	0	3							
S099	62-04		01.13		0.51	END PC OVLAY	10,100	IILH	61	4			85	1	0	3							
S099	62-04		01.64		0.09	STADIUM DRIVE	6,200	IHF	61	4			87	1	0	3							
S099	62-04		01.73		0.07	LEAVE ADA C/L	6,200	IHF	48	1	10		80	1	0	3							
S099	62-04		01.80	0.14		ENT ADA C/L PINE ST	6,200	IHF	48	1	10		80	1	0	3							
S099	62-04		01.94		0.15	BEG DIVIDED	6,200	IHF	48	1	10		82	1	0	3							
S099	62-04	E	02.09		0.13	SURF WIDTH CHANGE	6,200	IHF	24	1	10		85	1	0	3							
S099	62-04	W	02.09		0.00	SURF WIDTH CHANGE	6,200	IHF	24	1	10		88	1	0	3							
S099	62-04	E	02.22		0.25	JCT RICHARDSON LOOP	5,100	IHF	24	1	4		83	1	0	3							
S099	62-04	W	02.22		0.00	JCT RICHARDSON LOOP	5,100	IHF	24	1	4		83	1	0	3							
S099	62-04	X	02.40		256		5,100	H-HW				39	FO	0	3	03	4	0		31		3,682	3,682
S001	62-05		00.00	1.99		ENTER ROFF C/L	1,700	IIDL	22	3	3		70	1	0	5							
S001	62-05		01.99	ROFF	0.34	JCT SH 1	1,900	IIDL	22	3	3		69	1	0	5	30	2	0	6	08	1,175	1,175
S001	62-06		00.00		0.07	WIDTH CHANGE 10TH ST	2,200	IIDN	24	1	10		74	1	0	5							
S001	62-06		00.07		0.08	9 TH ST TC	2,200	IIDN	73	4			79	1	0	5							
S001	62-06		00.15		0.07	WIDTH CHANGE BRDWDY S	2,200	IIDN	24	1	10		79	1	0	5							
S001	62-06		00.22		0.40	LEAVE ROFF C/L	2,200	IIDN	22	3	5		68	1	0	5	30	2	0	7	08	1,746	
S001	62-06		00.62	2.40		3.02 N SH 1	2,300	IIDN	22	3	5		67	1	0	5	08	2	0	3	01	3,377	
S001	62-06	X	02.10		124		2,300	BRDG				HS	FO	0	5	08	2	1				50	
S001	62-06	X	02.28		23		2,300	BXBR				HS	FO	0	5	08	2	2				50	
S001	62-06	X	02.83		34		2,300	BXBR				HS	FO	0	5	08	2	2				50	
S001	62-06		03.02		0.14	0.61 MIS. S. T.P.	2,300	IIDN	22	3	4		70	1	0	5							
S001	62-06		03.16		0.61	JCT CHICKASAW T.P.	3,200	IE0E	24	1	8		87	1	0	5							
S001	62-06	X	03.39		203		3,200	OP-R			20		AD	0	5								
S001	62-06		03.77		0.33	ENT FITZHUGH C/L	4,000	IIOE	24	1	10		89	1	1	3							
S001	62-06		04.10	FITZHUGH	0.30	0.63 MIS. N. TP N349	4,300	IIOE	24	1	10		79	1	1	3							
S001	62-06	E	04.40		1.60	LEV FITZHUGH C/L E16	4,600	IIDN	22	3	4		80	1	1	3							
S001	62-06	W	04.40		0.00	LEV FITZHUGH C/L E16	4,600	HIIE	24	1	10		90	1	1	3							
S001	62-06	E X	04.71		23		4,600	BXBR				HS	FO	1	3	03	2	2		33		644	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S001	62-06	W X	04.71		23	4,600	BXUF			HS	NR		1	3									
S001	62-06	E	06.00	6.20		4,900	IIDN	22	3	4	74	1	1	3									
S001	62-06	W	06.00	0.00		4,900	HIIE	24	1	10	92	1	1	3									
S001	62-06		12.20	0.52		6,000	HIIE	24	1	10	53	3	1	3	02	4	1	3	05		2,380		
S001	62-06		12.72	0.66		5,700	HIIE	24	1	10	81	2	1	3									
S001	62-06	E	13.38	0.15		5,700	PL0E	24	1	10	92	1	1	3									
S001	62-06	W	13.38	0.00		5,700	PL0E	24	1	10	90	1	1	3									
S001	62-06	E X	13.52	185		5,700	OP-H				29	AD		1	3								
S001	62-06	W X	13.52	185		5,700	OP-H				29	AD		1	3							8,147	
S001	62-10		00.00		0.13	16,000	LLOF	54	4		90	1	0	3									
S001	62-10		00.13		0.45	16,000	LLOF	50	4		89	1	0	3									
S001	62-10		00.58		0.64	16,000	LLOF	50	4		87	1	0	3									
S001	62-10		01.22		0.13	16,000	LLOF	56	4		87	1	0	3									
S001	62-10		01.35		0.20	16,000	LLOF	50	4		86	1	0	3									
S001	62-10	N	01.55		0.20	14,300	LLOF	24	1	10	85	1	0	3									
S001	62-10	S	01.55		0.00	14,300	LLOF	24	1	10	86	1	0	3									
S001	62-10		01.75		0.27	11,000	LLOF	62	4		89	1	0	3									
S001	62-10		02.02		0.12	9,600	HIIE	52	4		90	1	0	3									
S001	62-10		02.14		0.20	9,600	HIIE	52	4		92	1	0	3									
S001	62-10		02.34	0.05		9,000	HIIE	52	4		92	1	0	3									
S001	62-10		02.39	0.63		7,800	HIIE	52	4		92	1	0	3									
S001	62-10		03.02	0.62		7,600	HIIE	52	4		92	1	0	4									
S001	62-10	N	03.64	1.26		6,900	HIIE	24	1	10	94	1	0	4									
S001	62-10	S	03.64	0.00		6,900	HIIE	24	1	10	95	1	0	4									
S001	62-10	X	03.77	34		6,900	BXUF				HS	NR		0	4								
S001	62-10		04.90	0.28		5,400	PIIE	24	1	10	80	1	0	4									
S001	62-10		05.18	0.22		5,400	PIDN	24	1	10	80	1	0	4									
S001	62-10		05.40	3.70		4,300	PIIE	24	1	10	82	1	0	4									
S001	62-10	X	09.08	80		4,300	BRDG				29	AD		0	4								
S001	62-10		09.10	1.80		3,800	PIDN	24	1	10	80	1	0	4									
S001	62-10		10.90	0.56		3,800	IIOE	24	1	10	83	1	0	4									
S001	62-10		11.46	3.80		3,800	IIOE	24	1	10	86	1	0	4									
S001	62-10	X	11.51	101		3,800	BRDG				29	AD		0	4								
S001	62-10	X	11.81	136		3,800	BRDG				29	AD		0	4								
S001	62-10	X	14.74	101		3,800	BRDG				29	AD		0	4								
S001	62-10		15.26	0.34		3,600	IEDN	24	1	10	83	1	0	4									
S001	62-10		15.60	1.43		3,500	IIOE	24	1	10	86	1	0	4									
S001	62-10		17.03	0.62		3,300	IEDN	24	1	12	83	1	0	4									
S001	62-10		17.65	ALLEN	0.15	3,200	IEDN	24	1	12	86	1	0	4									
S001	62-10		17.80		0.05	3,300	IEDN	24	1	12	88	1	0	4									
S001	62-10		17.85	0.45		3,100	IEDN	24	1	12	86	1	0	4								0	
S003W	62-12		00.00	1.20		5,500	LLOH	24	1	10	84	2	0	4									
S003W	62-12	X	00.00	1356		5,500	BRDG				26	SD		0	4	04	2	1		31		9,731	
S003W	62-12		01.20	0.11		4,200	IELH	24	1	10	81	1	0	4									
S003W	62-12		01.31	0.12		3,200	IELH	24	1	10	79	1	0	4									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003W	62-12	01.43	0.87		0.99 MIS. S. US 177	3,800	IELH	24	1	8		78	2	0	4								
S003W	62-12	02.30	0.60		1.59 MIS. S. US 177	3,900	IELH	24	1	8		84	2	0	4								
S003W	62-12	02.90	0.52		2.11 MIS. S. US 177	3,900	II0E	48	1	8		95	1	0	4								
S003W	62-12	X 03.03	152			3,900	BRDG				37	AD		0	4								
S003W	62-12	03.42	0.66		2.77 MIS. S. US 177	3,900	IELH	24	1	8		84	2	0	4								
S003W	62-12	04.08	2.95		0.24 MIS. N. SH 59A	3,900	IELH	24	1	8		83	2	0	4								
S003W	62-12	07.03	0.24		JCT SH 59A WEST	4,200	IELH	24	1	8		74	1	0	4								
S003W	62-12	07.27	1.66		1.66 MIS. S. SH 59A	4,600	IELH	24	1	8		85	2	0	4								
S003W	62-12	08.93	2.56		4.22 MIS. S. SH 59A	5,000	IELH	24	1	8		85	1	0	4								
S003W	62-12	11.49	5.21		1.58 MIS. N. SH 19	6,700	IELH	24	1	8		75	3	0	4								
S003W	62-12	16.70	0.30		1.28 MIS. N. SH 19	7,600	IELH	24	1	8		75	3	0	4								
S003W	62-12	17.00	0.27		1.07 MIS. N. SH 19	7,500	II0E	48	1	8		88	1	0	4								
S003W	62-12	17.27	0.73		0.34 MIS. N. SH 19	7,500	II0E	64	4			82	1	0	4								
S003W	62-12	18.00	0.28		JCT SH 19	8,200	TTLG	24	1	10		81	3	0	4								
S003W	62-12	S X 18.01	132			8,200	UP-H					SD		0	4	04	4	5		31		1,397	11,128
S019	62-16	00.00	4.80		4.80 E GARVIN CO LIN	3,600	DHDN	24	3	4		58	1	0	4	05	2	0	3	01		6,704	
S019	62-16	X 02.38	23			3,600	BXBR					HS	AD		0	4							
S019	62-16	X 03.71	89			3,600	BXUF					HS	NR		0	4							
S019	62-16	04.80	1.28		6.08 E GARVIN CO LIN	3,600	DHDN	24	3	4		59	1	0	4	05	2	0	3	01		1,786	
S019	62-16	06.08	4.55		1.60 MIS W SH 3 WEST	6,300	DIDN	24	3	5		44	3	0	4	04	2	0	3	01		6,712	
S019	62-16	X 10.14	155			6,300	BRDG					29	AD		0	4							
S019	62-16	X 10.28	154			6,300	BRDG					29	AD		0	4							
S019	62-16	X 10.59	33			6,300	BXUF					HS	NR		0	4							
S019	62-16	10.63	0.41		1.19 MIS W SH 3 WEST	7,200	DIIE	24	1	8		64	2	0	4	04	4	0	3	05		987	
S019	62-16	11.04	0.13		1.06 MIS W SH 3 WEST	7,900	IIIE	24	1	8		58	2	0	4	04	4	0	3	05		314	
S019	62-16	11.17	0.38		0.68 MIS W SH 3 WEST	7,900	II0E	24	1	8		63	2	0	4	04	4	0	3	05		922	
S019	62-16	11.55	0.35		0.33 MIS W SH 3 WEST	8,000	II0E	48	1	8		81	1	0	4								
S019	62-16	11.90	0.33		JCT SH 3W	8,000	LLOG	24	1	8		80	3	0	4								
S019	62-16	N X 11.95	132			8,000	OP-H				41	SD		0	4	04	4	6		31		1,397	
S019	62-16	N 12.23	0.56		0.56 MIS E. SH 3W	16,400	LL0E	24	1	10		93	1	0	4								
S019	62-16	S 12.23	0.00		0.56 MIS E. SH 3W	16,400	LL0E	24	1	10		93	1	0	4								
S019	62-16	N 12.79	0.30		0.48 MI W OF SH 1	16,400	LLOG	24	1	10		94	1	0	4								
S019	62-16	S 12.79	0.00		0.48 MI W OF SH 1	16,400	LLOG	24	1	10		94	1	0	4								
S019	62-16	N X 12.89	382			16,400	BRDG					28	SD		0	4	04	4	1		31		2,747
S019	62-16	S X 12.89	382			16,400	BRDG					28	SD		0	4	04	4	1		31		2,747
S019	62-16	N 13.09	0.26		0.22 MIS W. SH 1	16,400	LLOG	24	1	10		90	1	0	4								
S019	62-16	S 13.09	0.00		ENTER ADA U/L	16,400	LLOG	24	1	10		90	1	0	4								
S019	62-16	N 13.35	0.26		JCT SH 1	16,400	LLOG	24	1	10		89	1	0	2								
S019	62-16	S 13.35	0.00		JCT SH 1	16,400	LLOG	24	1	10		88	1	0	2								
S019	62-16	X 13.38	0			16,400	UP-H					FO		0	2	02	4	6		31		3,327	
S019	62-16	X 13.40	0			16,400	UP-H					FO		0	2	02	4	6		31		3,327	30,970
S048	62-20	00.00	0.60		0.60 MI. N. COAL CO/	740	DIDE	24	1	4		86	1	0	5								
S048	62-20	X 00.31	172			740	BRDG					29	AD		0	5							
S048	62-20	00.60	0.40		1.00 MI. N. COAL CO/	750	DIDN	24	3	3		87	1	0	5								
S048	62-20	01.00	6.54		7.54 MI. N. COAL CO/	530	DIDN	24	3	3		78	1	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

Pontotoc County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S048	62-20	X 02.98	32			530	BXBR			HS	AD	0	5										
S048	62-20	07.54	1.51		6.18 MIS. S. SH 1	570	DHHB	24	3	5	83	1	0	5									
S048	62-20	X 07.76	109			570	BRDG			20	SD	0	5	13	2	1			31			1,551	
S048	62-20	X 07.82	23			570	BXBR			HS	AD	0	5										
S048	62-20	X 08.32	22			570	BXUF			HS	NR	0	5										
S048	62-20	09.05	5.36		ENTER ALLEN C/L	770	DHHB	24	3	5	82	1	0	5									
S048	62-20	X 09.47	34			770	BXBR			HS	AD	0	5										
S048	62-20	X 09.54	122			770	BRDG			13	SD	0	5	13	2	1			31			1,633	
S048	62-20	14.41	ALLEN	0.44	TC	1,200	DHHB	22	3	4	73	1	0	5									
S048	62-20	X 14.64		23		1,200	BXBR			HS	AD	0	5										
S048	62-20	14.85		0.07	WIDTH CHANGE	1,500	IHHB	80	4		84	1	0	5									
S048	62-20	14.92		0.13	0.18 S SH 1	1,500	IHHB	40	4		74	1	0	5									
S048	62-20	15.05		0.18	JCT SH 1	1,500	IHHB	24	3	3	58	1	0	5	30	2	0	7	08		772		3,956
S059A	62-22	00.00	3.27		JCT SH 3W	1,300	IIDN	22	3	6	73	1	0	5									
S059A	62-22	X 00.03	34			1,300	BXUF			HS	NR	0	5										
S059A	62-22	X 00.14	151			1,300	BRDG			29	AD	0	5										0
S099A	62-38	00.00	2.26		HARDEN CITY	730	HHDB	24	3	5	73	1	0	5									0
S099	62-40	00.00	2.90		SURF CHANGE	1,400	IIDB	22	3	6	60	1	0	4	06	2	0	3	02		4,895		
S099	62-40	X 01.14	42			1,400	BXUF			HS	NR	0	4										
S099	62-40	02.90	1.25		SURF WIDTH CHANGE AT	1,400	IIDB	22	3	5	59	1	0	4	06	2	0	3	02		2,105		
S099	62-40	X 03.08	34			1,400	BXUF			HS	NR	0	4										
S099	62-40	04.15	0.74		2.51 MIS. S. SH 99A	1,700	IHDB	24	3	7	63	1	0	4	05	2	0	3	02		1,422		
S099	62-40	04.89	2.27		BEG BRFY-62B(231)	1,900	IHDB	24	3	5	64	1	0	4	05	2	0	3	02		4,387		
S099	62-40	X 05.41	33			1,900	BXUF			HS	NR	0	4										
S099	62-40	X 06.21	34			1,900	BXUF			HS	NR	0	4										
S099	62-40	07.16	0.24		JCT SH 99A	1,900	IIOE	24	1	8	92	1	0	4									
S099	62-40	07.40	0.32		END BRFY-62B(231)	2,000	IIOE	24	1	8	100	1	0	4									
S099	62-40	X 07.55	121			2,000	BRDG			41	AD	0	4										
S099	62-40	07.72	0.32		0.64 MIS. N. SH 99A	2,100	IIDB	24	1	10	91	1	0	4									
S099	62-40	08.04	4.58		BEG SAB-162B(124)	2,300	IIDB	22	3	5	70	1	0	4									
S099	62-40	X 08.05	32			2,300	BXUF			HS	NR	0	4										
S099	62-40	X 08.76	33			2,300	BXUF			HS	NR	0	4										
S099	62-40	X 10.23	34			2,300	BXUF			HS	NR	0	4										
S099	62-40	X 11.00	51			2,300	BRDG			24	SD	0	4	05	2	2			31			1,120	
S099	62-40	12.62	0.32		END SAB-162B(124)	2,300	IIOE	24	1	8	92	1	0	4									
S099	62-40	X 12.80	166			2,300	BRDG			23	AD	0	4										
S099	62-40	12.94	2.41		0.22 MIS. S. SH 3	2,300	IIDB	22	3	5	76	1	0	4									
S099	62-40	X 14.03	103			2,300	BRDG			19	SD	0	4	05	2	1			31			1,512	
S099	62-40	15.35	0.22		JCT SH 3	2,400	IHHF	24	1	10	90	1	0	4									
S099	62-40	X 15.57	366			2,400	OP-H			38	SD	0	4	05	2	6			31			2,725	18,166
S003	62-42	N 00.00	ADA	0.11	START W. SIDE BRIDGE	8,000	LLOF	24	1	10	89	1	1	3									
S003	62-42	S 00.00		0.00	LEAVE ADA C/L	8,000	LLOF	24	1	10	95	1	1	3									
S003	62-42	W X 00.00		256	LEAVE ADA C/L	8,000	UP-H				FO	1	3	02	4	2			31			3,682	
S003	62-42	X 00.01		41		8,000	BXUF			HS	NR	1	3										
S003	62-42	N 00.11	0.17		0.28 MIS. S. SH 99N	7,600	IHHF	24	1	10	90	1	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

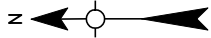
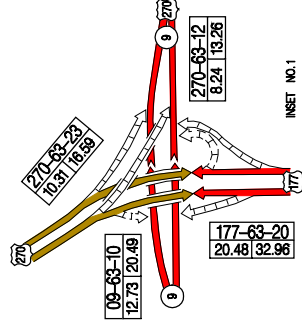
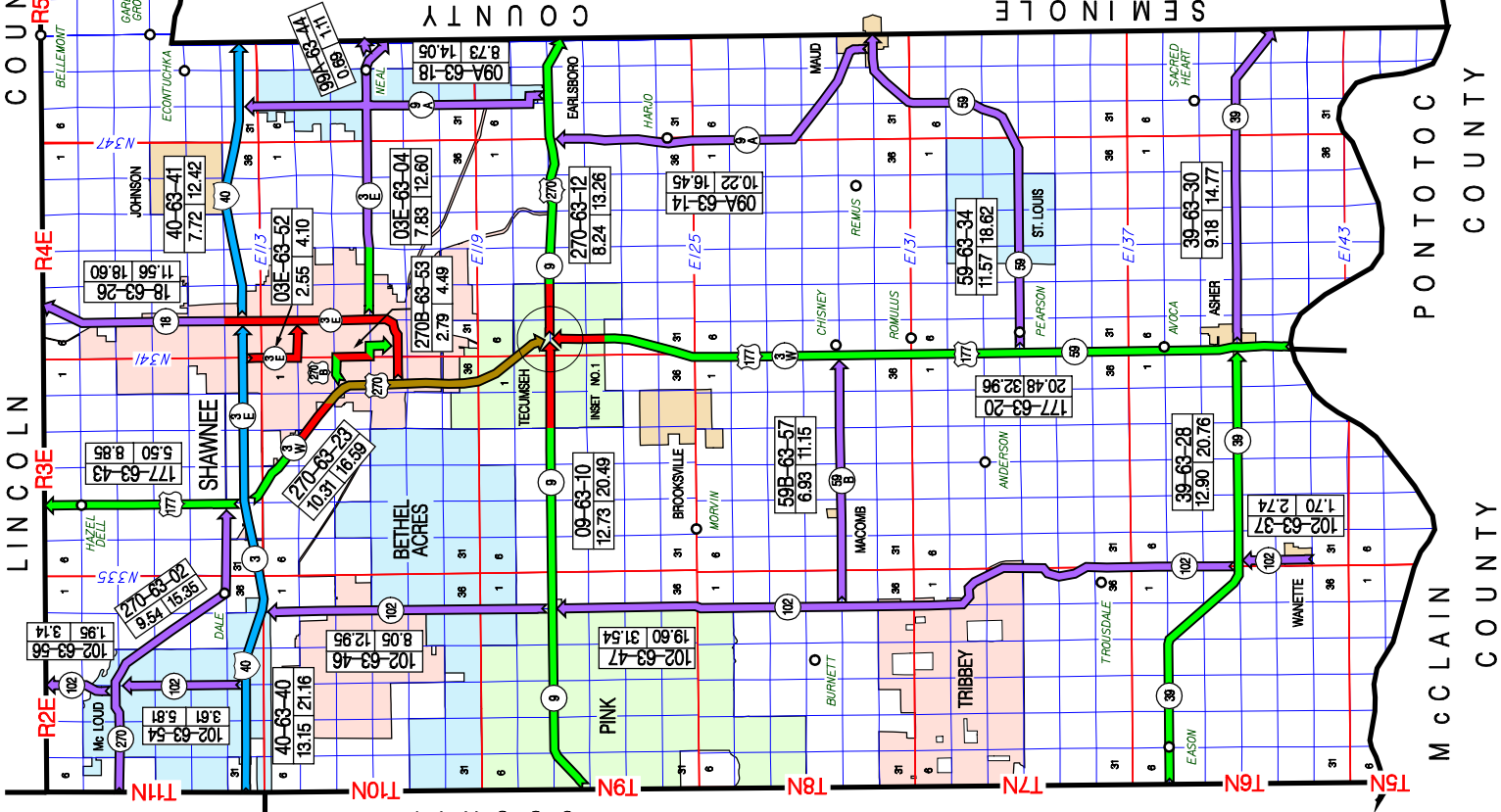
Pontotoc County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S003	62-42	S 00.11	0.00		END P.C. CONC	7,600	LLOF	24	1	10		89	1	1	3									
S003	62-42	N 00.28	1.44		LEAVE ADA U/L	6,800	IHHF	24	1	10		92	1	1	3									
S003	62-42	S 00.28	0.00		LEAVE ADA U/L	6,800	IHHF	24	1	10		92	1	1	3									
S003	62-42	X 01.05	138			6,800	UP-H					AD		1	3									
S003	62-42	E X 01.26	135			6,800	BRDG				36	AD		1	3									
S003	62-42	W X 01.26	135			6,800	BRDG				36	AD		1	3									
S003	62-42	N 01.72	0.36		JCT SH 99 SOUTH	4,800	IHHF	24	1	10		90	1	1	3									
S003	62-42	S 01.72	0.00		JCT SH 99 SOUTH	4,800	IHHF	24	1	10		93	1	1	3									
S003	62-42	X 02.01	0			4,800	UP-H					SD		1	3	03	4	6		31		2,725		
S003	62-42	N 02.08	0.72		BEG 2 LANE	4,800	IHHF	24	1	10		93	1	1	3									
S003	62-42	S 02.08	0.00		BEG 2 LANE	4,800	IHHF	24	1	10		93	1	1	3									
S003	62-42	X 02.16	47			4,800	BXUF					HS	NR		1	3								
S003	62-42	02.80	7.96		T.C STONEWALL	4,400	IIET	24	1	10		89	1	1	3									
S003	62-42	X 02.97	23			4,400	BXUF					HS	NR		1	3								
S003	62-42	X 04.37	38			4,400	BXUF					HS	NR		1	3								
S003	62-42	X 10.66	234			4,400	UP-H					AD		1	3									
S003	62-42	10.76	1.00		COAL COUNTY LINE	2,800	IIET	24	1	10		93	1	1	3									
S003	62-42	X 11.47	150			2,800	BRDG				29	AD		1	3							6,407		
S003	62-44	N 00.00	1.00		1.00 MIS. E. SH 1	4,800	LLOF	24	1	10		85	1	1	2									
S003	62-44	S 00.00	0.00		1.00 MIS. E. SH 1	4,800	LLOF	24	1	10		86	1	1	2									
S003	62-44	N X 00.38	343			4,800	H-HR				36	AD		1	2									
S003	62-44	S X 00.38	343			4,800	H-HR				36	AD		1	2									
S003	62-44	X 00.95	0			4,800	UP-H					AD		1	2									
S003	62-44	N 01.00	1.50		0.30 MIS. W. SH 3	5,700	LLOF	24	1	10		86	1	1	2									
S003	62-44	S 01.00	0.00		0.30 MIS. W. SH 3	5,700	LLOF	24	1	10		87	1	1	2									
S003	62-44	X 02.01	0			5,700	UP-H					AD		1	2									
S003	62-44	N 02.50	0.14		ENTER ADA C/L	4,100	LLOF	24	1	10		87	1	1	2									
S003	62-44	S 02.50	0.00		ENTER ADA C/L	4,100	LLOF	24	1	10		91	1	1	2									
S003	62-44	N 02.64		0.16	JCT SH 3	4,800	LLOF	24	1	10		87	1	1	2									
S003	62-44	S 02.64		0.00	JCT SH 3	4,800	LLOF	24	1	10		91	1	1	2									
S003	62-44	X 02.75		56		4,800	BXUF					HS	NR		1	2						0		
County Total			116.38	17.38	133.70																	39,684	51,245	90,929

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- POTTAWATOMIE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6302	SH 270	9.54	OKLAHOMA COUNTY LINE	SOUTHEASTERLY	JCT US 177 NW OF SHAWNEE	
6304	SH 3E	7.83	JCT. SH 18(HARRISON & HIGHLAND STS)IN SHAWNEE	EASTERLY	SEMINOLE COUNTY LINE	
6310	SH 9	12.73	CLEVELAND COUNTY LINE	EASTERLY	JCT US 270 IN TECUMSEH(E. SIDE STR)	
6312	US 270	8.24	JCT. US 270 W. IN TECUMSEH(E. SIDE STR)	EASTERLY	SEMINOLE COUNTY LINE	
6314	SH 9A	10.22	JCT. SH 59(KING ST & GREEN ST)IN MAUD	NORTHERLY	JCT. SH 9, W. OF EARLSBORO	
6318	SH 9A	8.73	JCT. SH 9 IN EARLSBORO	NORTHERLY	JCT. I-40 N.E. OF SHAWNEE (S. SIDE STR.)	
6320	US 177	20.48	PONTOTOC COUNTY LINE (N. END BR.)	NORTHERLY	JCT. US 270 IN TECUMSEH(S. SIDE STR)	
6323	US 270	10.31	JCT I 40 N.W. OF SHAWNEE (N SIDE STR)	SOUTHEASTERLY	JCT. SH 9 IN TECUMSEH (S. SIDE STR.)	INC. INTERCHANGE & STUBS
6326	SH 18	11.56	JCT. US 270 IN SHAWNEE (W. SIDE STR.)	EAST AND NORTHERLY	LINCOLN COUNTY LINE	
6328	SH 39	12.90	CLEVELAND COUNTY LINE	EASTERLY	JCT. US 177 IN ASHER	
6330	SH 39	9.18	US 177 IN ASHER	EASTERLY	SEMINOLE COUNTY LINE	
6334	SH 59	11.57	JCT. US 177 W. OF PEARSON	EAST & NORTHERLY	SEMINOLE COUNTY LINE	
6336	SH 99	4.43	SEMINOLE COUNTY LINE (N. END BR.)	NORTHERLY	LINCOLN COUNTY LINE	
6337	SH 102	1.70	FIRST ST & ELMER AVE IN WANETTE	NORTHERLY	JCT. SH 39 N. OF WANETTE	
6340	IS 40	13.15	OKLAHOMA COUNTY LINE	EASTERLY	JCT. SH 18 (E. SIDE STR.)	
6341	IS 40	7.72	JCT. SH 18 (E. SIDE STR.)	EASTERLY	SEMINOLE COUNTY LINE	
6343	US 177	5.50	JCT. I 40 N.W. OF SHAWNEE (N. SIDE STR)	NORTHERLY	LINCOLN COUNTY LINE	
6344	SH 99A	0.69	JCT. SH 3E E. OF SHAWNEE	EASTERLY	SEMINOLE COUNTY LINE	
6346	SH 102	8.05	JCT. SH 9 W. OF TECUMSEH	NORTHERLY	JCT I-40(N. SIDE STR.)	
6347	SH 102	19.60	JCT SH 39 N. OF WANETTE	NORTHERLY	JCT SH 9 W. OF TECUMSEH	
6352	SH 3E	2.55	JCT. I - 40 N. OF SHAWNEE(N. SIDE STR.)	SOUTH & EASTERLY	JCT. SH 18(HARRISON & MCARTHUR)IN SHAWNEE	
6353	US 270B	2.79	JCT. US 270 IN SHAWNEE (W. SIDE STR.)	EAST AND SOUTHERLY	JCT. SH 18(FARRALL ST & BEARD ST)IN SHAWNEE	
6354	SH 102	3.61	JCT I-40(S. SIDE STR.)	NORTHERLY	JCT SH 270(BROADWAY & THIRD ST)IN MFCLOUD	
6356	SH 102	1.95	JCT SH 270(BROADWAY & MAIN ST)IN MFCLOUD	NORTHERLY	LINCOLN COUNTY LINE	
6357	SH 59B	6.93	JCT SH 102 W. OF MACOMB	EASTERLY	JCT US 177 W. OF CHISNEY	

211.96 TOTAL COUNTY MILEAGE



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Pottawatomie County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S270	63-02	00.00	0.96		ENT MC CLOUD FISHMRKT	5,500	DHLA	22	3	5		60	1	0	5	07	2	0	3	01	1,452		
S270	63-02	00.96	M CLOUD	1.39	11TH STREET	5,100	DHLA	22	3	5		60	1	0	5	08	2	0	3	01	1,998		
S270	63-02	02.35		0.29	7TH STREET TC	5,100	IHLA	22	3	5		60	1	0	5	08	2	0	3	01	419		
S270	63-02	02.64		0.20	JCT SH 102 NORTH	5,700	IHLA	22	2	6		81	1	0	5								
S270	63-02	02.84		0.15	JCT SH 102 SOUTH	4,400	IHLA	24	1	10		83	1	0	5								
S270	63-02	02.99		0.26	OKLAHOMA AVE (E SIDE	3,800	DHLA	22	3	6		68	1	0	5	08	2	0	2	01	343		
S270	63-02	03.25		1.14	LEAVE M CLOUD C/L	3,200	DHLA	24	3	6		73	1	0	5								
S270	63-02	04.39	2.74		WIDTH CHANGE	3,500	DHLA	24	3	8		78	1	0	5								
S270	63-02	X 05.82	38			3,500	BXUF				HS	NR		0	5								
S270	63-02	07.13	0.71		1.70 W US 177	2,300	DHLA	24	1	8		93	1	0	5								
S270	63-02	X 07.26	802			2,300	BRDG				36	AD		0	5								
S270	63-02	X 07.60	23			2,300	BXUF				HS	NR		0	5								
S270	63-02	07.84	1.70		JCT US 177	2,300	DHHF	24	1	10		88	1	0	5								4,212
S003E	63-04	00.00	SHAWNEE	1.00	BRYAN STREET	11,500	HHLA	52	4			95	1	0	4								
S003E	63-04	01.00		0.25	LEAVE SHAWNEE C/L	9,800	HHLA	52	4			95	1	0	4								
S003E	63-04	01.25	0.58		1.83 E SH 18	6,500	HHLA	52	4			95	1	0	4								
S003E	63-04	01.83	0.12		LEAVE SHAWNEE U/L	6,800	HHHE	24	1	10		90	1	0	4								
S003E	63-04	01.95	0.78		2.73 E SH 18	6,300	HHHE	24	1	10		90	1	0	5								
S003E	63-04	X 02.27	852			6,300	BRDG				36	AD		0	5								
S003E	63-04	02.73	3.20		JCT SH 9A	4,700	HHLA	24	1	8		84	1	0	5								
S003E	63-04	X 03.80	44			4,700	BRDG				HS	SD		0	5	08	4	2		31		1,781	
S003E	63-04	X 04.55	23			4,700	BXBR				HS	AD		0	5								
S003E	63-04	X 05.65	34			4,700	BXBR				HS	AD		0	5								
S003E	63-04	05.93	EARLSBOR	0.98	LEV EARLSBORO ECONTK	5,600	HHLA	24	1	8		85	1	0	5								
S003E	63-04	06.91	0.30		JCT SH 99A EAST	5,700	HHLA	24	1	8		85	2	0	5								
S003E	63-04	07.21	0.17		0.17 MI N SEMINOLE C	5,800	HHLA	24	1	8		82	2	0	5								
S003E	63-04	07.38	0.45		SEMINOLE COUNTY LINE	5,000	HHLE	24	1	8		82	1	0	5								1,781
S009	63-10	00.00	PINK	0.18	0.18 MIS E. CLEV CO/	5,700	IIOE	24	1	8		90	1	0	4								
S009	63-10	00.18		1.02	1.20 MIS E. CLEV CO/	5,700	DHDN	24	1	8		70	1	0	4								
S009	63-10	01.20		1.12	WALKER-OKAY RD	3,900	DHDN	24	1	8		70	1	0	4								
S009	63-10	X 02.10		23		3,900	BXUF				HS	NR		0	4								
S009	63-10	02.32		2.98	JCT SH 102	3,900	DHDN	24	1	8		71	1	0	4								
S009	63-10	X 04.32		34		3,900	BXUF				HS	NR		0	4								
S009	63-10	05.30	4.96		ENTER TECUMSEH C/L	3,800	DHDN	24	1	8		74	1	0	4								
S009	63-10	10.26	TECUMSEH	0.53	BEG 4 LN CURBS	5,100	DIDN	24	1	8		76	1	0	3								
S009	63-10	10.79		0.50	13TH STREET	5,400	IILA	52	4			92	1	0	3								
S009	63-10	11.29		0.62	BROADWAY STREET TC	5,500	IILA	52	4			92	1	0	3								
S009	63-10	X 11.68		23		5,500	BXBR				HS	FO		0	3	27	4	2		33		644	
S009	63-10	11.91		0.37	RANGE LINE RD	5,500	IILA	38	4			81	1	0	3								
S009	63-10	12.28		0.07	0.45 MIS. E. US 177	6,200	IILA	24	5	6		80	1	0	3								
S009	63-10	12.35		0.28	0.10 MIS. E. US 177	6,200	IILA	24	1	8		82	1	0	3								
S009	63-10	N 12.63		0.00	JCT US 177	6,200	LLOA	24	1	10		91	1	0	3								
S009	63-10	S 12.63		0.10	JCT US 177	6,200	LLOA	24	1	10		91	1	0	3								
S009	63-10	X 12.64		24		6,200	BXUF				HS	NR		0	3								
S009	63-10	X 12.70		0		6,200	UP-H				FO			0	3	03	2	6		31		1,620	

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Pottawatomie County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S009	63-10	X 12.72		168		6,200	OP-H			20	FO		0	3	03	2	6		31		1,742			
S009	63-10	X 12.73		0		6,200	UP-H				SD		0	3	03	2	6		31		1,403		5,409	
U270	63-12	N 00.00		0.00		7,800	LL0H	24	1	8		94	1	0	3									
U270	63-12	S 00.00		0.51	0.51 MI E US 177	7,800	LL0H	24	1	10		92	1	0	3									
U270	63-12	N X 00.10		0		7,800	UP-H				AD		0	3										
U270	63-12	N 00.51		0.00		7,800	LL0H	24	1	8		94	1	0	3									
U270	63-12	S 00.51		0.08	END 4 LANE DIVIDED	7,800	LL0H	24	1	10		96	1	0	3									
U270	63-12	00.59		0.17	SHLDR CHANGE	7,800	DHLE	24	1	10		87	1	0	3									
U270	63-12	00.76		0.77	LEAVE TECUMSEH C/L	5,600	DHLA	24	1	10		61	3	0	3	03	2	0	4	03		2,585		
U270	63-12	X 01.48		23		5,600	BXUF				HS	NR	0	3	03	2	2					644		
U270	63-12	01.53	4.01		JCT SH 9A SOUTH	5,100	DHLA	24	1	10		69	3	0	4	05	2	0	4	03		12,966		
U270	63-12	X 04.37	23			5,100	BXBR				HS	AD	0	4	05	2	2					644		
U270	63-12	X 05.18	42			5,100	BXBR				HS	AD	0	4	05	2	2					644		
U270	63-12	05.54	1.21		JCT SH 9A NORTH	3,500	DHLA	24	1	10		72	1	0	4									
U270	63-12	X 05.85	41			3,500	BXBR				HS	AD	0	4										
U270	63-12	06.75	1.49		SEMINOLE CO LINE	3,500	DHLA	24	1	8		72	1	0	4									
U270	63-12	X 07.20	0			3,500	UP-R				AD		0	4										
U270	63-12	X 07.42	31			3,500	BXBR				HS	AD	0	4										
U270	63-12	X 07.56	23			3,500	BXBR				HS	AD	0	4										17,483
S009A	63-14	00.00	MAUD	0.21	LEAVE MAUD C/L	1,800	DHHB	24	3	5		73	1	0	5									
S009A	63-14	00.21	5.63		4.38 S US 270	1,500	DHHB	24	3	4		75	1	0	5									
S009A	63-14	X 05.71	39			1,500	BXUF				HS	NR	0	5										
S009A	63-14	05.84	0.99		3.39 MIS S. US 270	1,700	DHHB	24	3	4		74	1	0	5									
S009A	63-14	06.83	0.87		2.52 MIS. S. US 270	1,700	DIIE	24	1	8		88	1	0	5									
S009A	63-14	X 07.31	652			1,700	BRDG				29	AD	0	5										
S009A	63-14	07.70	2.52		JCT US 270 & SH 9	1,600	DHHB	24	3	4		81	1	0	5									
S009A	63-14	X 09.54	59			1,600	BXBR				HS	AD	0	5										0
S009A	63-18	00.00	EARLSBOR	0.51	BEG PC TC	1,300	DHDN	20	3	2		57	1	0	5	09	2	0	3	01		611		
S009A	63-18	00.51		0.20	LEV EARLSBORO-MAIN S	1,300	DILH	56	4			79	1	0	5									
S009A	63-18	00.71	0.08		MELTON STREET	1,400	DHDN	20	3	4		57	1	0	5	09	2	0	3	01		99		
S009A	63-18	00.79	4.41		JCT SH 3E ENT C/L	1,200	DHDN	20	3	4		57	1	0	5	09	2	0	3	01		5,316		
S009A	63-18	05.20		3.05	0.48 MIS. S. I-40	3,300	HHDD	22	3	4		63	1	0	5	08	2	0	3	01		4,384		
S009A	63-18	08.25		0.48	JCT I 40	3,300	HHDD	22	3	4		63	1	0	5	08	2	0	3	01		686		
S009A	63-18	X 08.70	0			3,300	UP-H				SD		0	5	08	2	6					1,361		
S009A	63-18	X 08.72	0			3,300	UP-H				SD		0	5	08	2	6					1,361		13,818
U177	63-20	00.00	0.85		ENTER ASHER C/L	4,700	LL0H	24	1	10		85	1	0	4									
U177	63-20	X 00.70	38			4,700	BXUF				HS	NR	0	4										
U177	63-20	00.85	ASHER	0.43	BEG 4 LANE DIVIDED	5,300	LL0H	24	1	10		85	1	0	4									
U177	63-20	E 01.28		0.09	JCT SH 39	4,700	LL0H	24	1	10		87	1	0	4									
U177	63-20	W 01.28		0.00	JCT SH 39	4,700	LL0H	24	1	10		87	1	0	4									
U177	63-20	E 01.37		0.10	MAIN ST	4,700	IHHF	24	1	10		93	1	0	4									
U177	63-20	W 01.37		0.00	MAIN ST	4,700	IHHF	24	1	10		93	1	0	4									
U177	63-20	01.47		0.31	LEV ASHER KICKAPOO	4,200	IHHF	24	1	10		92	1	0	4									
U177	63-20	01.78	5.62		JCT SH 59	4,800	IHHF	24	1	10		89	1	0	4									
U177	63-20	X 07.00	47			4,800	BXBR				HS	AD	0	4										

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U177	63-20		07.40	3.13		1.87 MIS S. SH 59B	IHHF	24	1	10	89	2	0	4									
U177	63-20	X	08.02	210			BRDG				36	AD		0	4								
U177	63-20	X	09.02	129			BXUF				HS	NR		0	4								
U177	63-20		10.53	1.87		JCT SH 59 B	IHHF	24	1	10	83	2	0	4									
U177	63-20		12.40	6.58		ENTER TECUMSEH C/L	IHHF	24	1	10	80	2	0	4									
U177	63-20	X	14.25	408			BRDG				22	SD		0	4	04	4	1		31		4,918	
U177	63-20	X	17.81	39			BXBR				HS	AD		0	4								
U177	63-20		18.98	TECUMSEH	0.94	BEG 4 LANE DIVIDED	IHHF	24	1	10	84	1	0	3									
U177	63-20	E	19.92		0.56	JCT US 270 & SH 9	HHHF	24	1	10	87	1	0	3									
U177	63-20	W	19.92		0.00	JCT US 270 & SH 9	HHHF	24	1	10	87	1	0	3								4,918	
U270	63-23	E	00.00	1.85		1.85 MIS. S. I-40	IHHF	24	1	10	92	1	0	4									
U270	63-23	W	00.00	0.00		1.85 MIS. S. I-40	IHHF	24	1	10	92	1	0	4									
U270	63-23	X	00.00	0		1.85 MIS. S. I-40					FO		0	4	04	4	5		31			2,679	
U270	63-23	X	00.01	0			UPML				AD		0	4									
U270	63-23	X	00.02	0			UPML				AD		0	4									
U270	63-23	E	01.85	0.48		ENTER SHAWNEE U/L	IILH	24	1	10	92	1	0	4									
U270	63-23	W	01.85	0.00		MACARTHUR	IILH	24	1	10	91	1	0	4									
U270	63-23	E	02.33	0.23		2.56 MIS. S. I-40	IILH	24	1	10	91	1	0	3									
U270	63-23	W	02.33	0.00		2.56 MIS. S. I-40	IILH	24	1	10	91	1	0	3									
U270	63-23	E	02.56	1.12		ENT SHAWNEE C/L	LL0H	24	1	10	95	1	0	3									
U270	63-23	W	02.56	0.00		ENT SHAWNEE C/L	LL0H	24	1	10	95	1	0	3									
U270	63-23	E	03.68		0.43	SHLDR CHANGE	LL0H	24	1	10	95	1	0	2									
U270	63-23	W	03.68		0.00	SHLDR CHANGE	LL0H	24	1	10	95	1	0	2									
U270	63-23	E	04.11		0.15	JCT US 270B	LL0H	24	1	10	89	1	0	2									
U270	63-23	W	04.11		0.00	JCT US 270B	LL0H	24	1	10	89	1	0	2									
U270	63-23	E X	04.25		144		OP-H				20	FO		0	2	02	4	6		31		1,403	
U270	63-23	W X	04.25		144		OP-H				20	AD		0	2								
U270	63-23	E	04.26		0.39	0.39 MIS. S. US 270B	LL0H	24	1	10	89	1	0	2									
U270	63-23	W	04.26		0.00	0.39 MIS. S. US 270B	LL0H	24	1	10	89	1	0	2									
U270	63-23	E	04.65		0.00	0.62 MIS. S. US 270B	LL0H	24	1	10	89	1	0	2									
U270	63-23	W	04.65		0.23	0.62 MIS. S. US 270B	LL0H	24	1	10	94	1	0	2									
U270	63-23	X	04.65		326	0.62 MIS. S. US 270B	H-HR				22	AD		0	2								
U270	63-23	E	04.88		0.00	0.87 MIS. S. US 270B	LL0E	24	1	10	95	1	0	2									
U270	63-23	W	04.88		0.25	0.87 MIS. S. US 270B	LL0E	24	1	10	95	1	0	2									
U270	63-23	X	04.96		159		OP-H				37	AD		0	2								
U270	63-23	E	05.13		0.67	JCT SH 18	LL0E	24	1	10	95	1	0	2									
U270	63-23	W	05.13		0.00	JCT SH 18	LL0E	24	1	10	95	1	0	2									
U270	63-23	X	05.77		0		UP-H				SD		0	2	02	4	6		31			3,017	
U270	63-23	X	05.79		0		UP-H				SD		0	2	02	4	6		31			3,017	
U270	63-23	E	05.80		0.33	0.33 MIS. S. SH 18	LL0E	24	1	10	95	1	0	2									
U270	63-23	W	05.80		0.00	0.33 MIS. S. SH 18	LL0E	24	1	10	95	1	0	2									
U270	63-23	E	06.13		1.36	LEV SHAWNEE C/L	LL0E	24	1	10	95	1	0	2									
U270	63-23	W	06.13		0.00	LEV SHAWNEE C/L	LL0E	24	1	10	95	1	0	2									
U270	63-23	X	06.20		803		BRDG				26	AD		0	2								
U270	63-23	X	06.80		41		BXBR				HS	AD		0	2								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U270	63-23	X 07.23		64		13,100	BXBR				HS	AD	0	2										
U270	63-23	E 07.49	TECUMSEH	0.26	2.56 MIS. N. SH 9	11,200	LL0E	24	1	10		95	1	0	2									
U270	63-23	W 07.49		0.00	2.56 MIS. N. SH 9	11,200	LL0E	24	1	10		95	1	0	2									
U270	63-23	E 07.75		0.36	2.20 MIS. N. SH 9	11,200	LL0E	24	1	10		95	1	0	2									
U270	63-23	W 07.75		0.00	2.20 MIS. N. SH 9	11,200	LL0E	24	1	10		95	1	0	2									
U270	63-23	E 08.11		1.87	0.33 MIS. N. SH 9	10,600	LL0E	24	1	10		95	1	0	2									
U270	63-23	W 08.11		0.00	0.33 MIS. N. SH 9	10,600	LL0E	24	1	10		95	1	0	2									
U270	63-23	X 09.39		34		10,600	BXBR				HS	AD	0	2										
U270	63-23	E X 09.39		235		10,600	OP-H				38	FO	0	2	02	4	6		31				1,787	
U270	63-23	W X 09.39		233		10,600	OP-H				38	FO	0	2	02	4	6		31				1,787	
U270	63-23	E X 09.95		26		10,600	BXBR				HS	AD	0	2										
U270	63-23	E 09.98		0.33	JCT SH 9 US 177	8,000	IILE	24	1	10		89	1	0	2									
U270	63-23	W 09.98		0.00	JCT SH 9 US 177	8,000	IILE	24	1	10		88	1	0	2									
U270	63-23	W X 10.05		31		8,000	BXBR				HS	AD	0	2										
U270	63-23	E X 10.17		0		8,000	UP-H					FO	0	2	02	4	6		31				1,742	
U270	63-23	E X 10.27		180		8,000	OP-H				38	SD	0	2	02	4	6		31				1,403	
U270	63-23	W X 10.27		200		8,000	OP-H				26	FO	0	2	02	4	6		31				1,620	18,455
S018	63-26	E 00.00	SHAWNEE	0.43	WIDTH CHNG END DIVID	6,500	LL0H	24	1	10		91	1	0	3									
S018	63-26	W 00.00		0.00	WIDTH CHNG END DIVID	6,500	LL0H	24	1	10		91	1	0	3									
S018	63-26	N X 00.00		166	WIDTH CHNG END DIVID	6,500	OP-H				24	SD	0	3	02	4	5		31				3,017	
S018	63-26	S X 00.00		166	WIDTH CHNG END DIVID	6,500	OP-H				24	SD	0	3	02	4	5		31				3,017	
S018	63-26	00.43		0.34	KICKAPOO ST	6,500	LL0H	64	4			84	1	0	3									
S018	63-26	00.77		0.29	JCT US 270B	6,500	LL0H	64	4			87	1	0	3									
S018	63-26	01.06		0.88	0.88 E US 270B	6,500	IIHF	56	4			94	1	0	3									
S018	63-26	X 01.84		69		6,500	BXBR				HS	AD	0	3										
S018	63-26	01.94		0.47	JCT SH 3E EAST	10,800	IIHF	56	4			92	1	0	3									
S018	63-26	02.41		2.00	JCT SH 3E WEST	13,500	IILF	52	4			93	1	0	3									
S018	63-26	04.41		0.38	WIDTH CHANGE	13,500	IILF	52	4			95	1	0	3									
S018	63-26	04.79		0.48	0.66 S I-40	15,300	IILF	48	1	10		90	1	0	3									
S018	63-26	05.27		0.16	0.50 S I-40	13,400	IILF	48	1	10		90	1	0	3									
S018	63-26	05.43		0.24	0.26 MIS S. I-40	13,400	IILF	48	1	10		90	1	0	3									
S018	63-26	X 05.53		26		13,400	BXBR				HS	AD	0	3										
S018	63-26	05.67		0.26	JCT I-40	13,400	LL0V	48	4			99	1	0	3									
S018	63-26	X 05.84		23		13,400	BXUF				HS	NR	0	3										
S018	63-26	05.93		0.24	0.24 MIS N. I-40	13,400	LL0V	52	4			99	1	0	3									
S018	63-26	X 06.06		0		13,400	UP-H					AD	0	3										
S018	63-26	X 06.08		0		13,400	UP-H					AD	0	3										
S018	63-26	06.17		0.23	LEAVE SHAWNEE U/L	11,900	LL0E	52	4			100	1	0	3									
S018	63-26	06.40		0.07	0.54 MIS. N. I-40	11,000	LL0E	52	4			100	1	0	5									
S018	63-26	06.47		0.35	0.89 MIS. N. I-40	10,000	LL0E	52	4			100	1	0	5									
S018	63-26	06.82		0.42	1.31 MIS. N. I-40	10,000	LLIE	68	4			100	1	0	5									
S018	63-26	X 07.09		166		10,000	BRDG				41	AD	0	5										
S018	63-26	07.24		1.43	LEV SHAWNEE C/L	9,700	LL0E	68	4			100	3	0	5									
S018	63-26	X 08.34		23		9,700	BXUF				HS	NR	0	5										
S018	63-26	08.67	0.75		COUNTY ROAD E10900	9,700	LL0E	68	4			100	2	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S018	63-26	09.42	1.00		COUNTY ROAD E10800	9,700	II0E	68	4		100	2	0	5									
S018	63-26	X 09.52	34			9,700	BXBR			HS	AD	0	5										
S018	63-26	10.42	0.10		4.59 MIS. N. I-40	9,700	II0E	48	1	10	100	2	0	5									
S018	63-26	10.52	1.04		LINCOLN CO LINE	9,700	IILA	24	3	8	45	2	0	5	07	4	0	4	06		4,112		10,146
S039	63-28	00.00	0.21		0.21 MIS E. CLEV CO/	2,000	IIIE	24	1	8	89	1	0	4									
S039	63-28	00.21	3.69		2.96 MIS W. SH 102N	1,900	IIDN	24	3	4	73	1	0	4									
S039	63-28	03.90	2.96		JCT SH 102 NORTH	1,900	IIDN	24	3	4	73	1	0	4									
S039	63-28	06.86	0.17		JCT SH 102 SOUTH	1,700	IIDN	24	3	4	78	1	0	4									
S039	63-28	X 06.96	23			1,700	BXBR			HS	AD	0	4										
S039	63-28	07.03	3.01		2.86 MIS. W. US 177	1,800	IIDN	24	3	4	79	1	0	4									
S039	63-28	X 09.77	23			1,800	BXBR			HS	AD	0	4										
S039	63-28	10.04	2.77		ENTER ASHER C/L	1,800	IIDN	24	3	4	79	1	0	4									
S039	63-28	X 10.04	34		ENTER ASHER C/L	1,800	BXBR			HS	AD	0	4										
S039	63-28	X 10.87	42			1,800	BXBR			HS	AD	0	4										
S039	63-28	12.81	ASHER	0.04	TC 4 LANE DIV	1,800	IHHF	24	1	10	98	1	0	4									
S039	63-28	X 12.82	42			1,800	BXBR			HS	AD	0	4										
S039	63-28	N 12.85		0.05	JCT US 177	1,800	IHHF	24	1	8	98	1	0	4									
S039	63-28	S 12.85		0.00	JCT US 177	1,800	IHHF	24	1	8	98	1	0	4									0
S039	63-30	00.00		0.15	.1 MI E US 177	2,100	IILH	24	1	10	95	1	0	5									
S039	63-30	00.15		0.25	END PC OVLAY	1,500	IIDN	24	3	4	78	1	0	5									
S039	63-30	00.40		0.12	LEAVE ASHER C/L	1,800	IIDN	24	3	4	80	1	0	5									
S039	63-30	00.52	8.66		SEMINOLE CO LINE	1,400	IIDN	24	3	5	77	1	0	5									
S039	63-30	X 00.85	23			1,400	BXBR			HS	AD	0	5										
S039	63-30	X 02.24	22			1,400	BXBR			HS	AD	0	5										
S039	63-30	X 02.29	33			1,400	BXBR			HS	AD	0	5										
S039	63-30	X 02.65	23			1,400	BXBR			HS	SD	0	5	09	2	2			33		644		
S039	63-30	X 03.71	22			1,400	BXUF			HS	NR	0	5										644
S059	63-34	00.00	0.78		0.78 E US 177	690	DHHF	24	1	8	85	1	0	5									
S059	63-34	00.78	1.68		ENTER ST LOUIS C/L	670	DIDN	24	3	3	74	1	0	5									
S059	63-34	02.46	ST. LOUI	1.36	3.82 MIS. E. US 177	790	DIDN	24	3	3	74	1	0	5									
S059	63-34	X 02.48	42			790	BXUF			HS	NR	0	5										
S059	63-34	03.82		0.12	BROADWAY TC	790	DIDN	24	1	10	83	1	0	5									
S059	63-34	03.94		0.10	WIDTH CHANGE	750	DIDN	24	1	10	83	1	0	5									
S059	63-34	04.04		0.10	SHLDR CHANGE	750	DIDN	24	1	10	83	1	0	5									
S059	63-34	04.14		0.05	4.19 MIS. E. US 177	750	DIDN	24	3	4	73	1	0	5									
S059	63-34	04.19		0.75	LEAVE ST LOUIS C/L	750	DIDN	24	3	3	77	1	0	5									
S059	63-34	04.94	0.67		ENTER ST LOUIS C/L	750	DIDN	24	3	3	77	1	0	5									
S059	63-34	05.61		0.35	LEAVE ST LOUIS C/L	750	DIDN	24	3	3	77	1	0	5									
S059	63-34	05.96	0.41		6.37 MIS. E. US 177	750	DIDN	24	3	3	77	1	0	5									
S059	63-34	06.37	4.31		BEG MAUD C/L N349	760	DIDN	22	3	5	75	1	0	5									
S059	63-34	X 07.01	505			760	BRDG			29	AD	0	5										
S059	63-34	10.68	MAUD	0.48	JCT SH 9A	1,100	DIDN	22	3	5	72	1	0	5									
S059	63-34	11.16		0.27	MADISON ST TC	1,300	IILA	30	4		85	1	0	5									
S059	63-34	11.43		0.14	SEMINOLE CO LINE	1,300	IILA	40	4		85	1	0	5									0
S099	63-36	00.00	0.63		SURFACE TYPE CHANGE	4,100	II0E	24	1	8	96	1	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

Pottawatomie County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S099	63-36	X 00.08	302			4,100	BRDG			29	AD		1	3									
S099	63-36	X 00.41	112			4,100	BRDG			29	AD		1	3									
S099	63-36	00.63	3.80		LINCOLN CO LINE	4,100	IHLA	24	3	5	64	1	1	3	03	2	0	3	50			0	
S102	63-37	00.00	WANETTE	0.10	TC	960	DIDL	68	4		83	1	0	5									
S102	63-37	00.10		0.35	LEAVE WANETTE C/L	960	DIDL	24	3	5	70	1	0	5									
S102	63-37	00.45	1.25		JCT SH 39	940	DIDL	24	3	3	83	1	0	5								0	
I040	63-40	N 00.00	0.77		ENTER MCCLOUD C/L	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	S 00.00	0.00		ENTER MCCLOUD C/L	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	N 00.77	MCCLOUD	1.33	2.10 MIS E. OKLA CO/	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	S 00.77		0.00	2.10 MIS E. OKLA CO/	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	X 00.97		0		37,900	UP-H				FO		1	1	01	6	5		31			1,929	
I040	63-40	X 01.97		0		37,900	UP-H				FO		1	1	01	6	5		31			1,929	
I040	63-40	N 02.10		0.54	MILE MARKER 176	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	S 02.10		0.00	MILE MARKER 176	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	N 02.64		0.32	JCT SH 102 NORTH	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	S 02.64		0.00	JCT SH 102 NORTH	37,900	IHHF	24	1	10	96	2	1	1									
I040	63-40	N 02.96		0.53	3.49 MIS E. OKLA CO/	36,800	IHHF	24	1	10	97	1	1	1									
I040	63-40	S 02.96		0.00	3.49 MIS E. OKLA CO/	36,800	IHHF	24	1	10	97	1	1	1									
I040	63-40	N X 02.96		102	3.49 MIS E. OKLA CO/	36,800	OP-H				36	AD		1	1								
I040	63-40	S X 02.96		102	3.49 MIS E. OKLA CO/	36,800	OP-H				36	AD		1	1								
I040	63-40	N 03.49		1.02	MILE MARKER 178	36,800	IHHF	24	1	10	97	1	1	1									
I040	63-40	S 03.49		0.00	MILE MARKER 178	36,800	IHHF	24	1	10	97	1	1	1									
I040	63-40	N X 03.99		0		36,800	UP-H				FO		1	1	01	6	5		31			1,361	
I040	63-40	S X 03.99		0		36,800	UP-H				FO		1	1	01	6	5		31			1,361	
I040	63-40	N 04.51		0.52	JCT SH 102 SOUTH	36,800	IHHF	24	1	10	97	1	1	1									
I040	63-40	S 04.51		0.00	JCT SH 102 SOUTH	36,800	IHHF	24	1	10	97	1	1	1									
I040	63-40	N 05.03		0.51	LEAVE MCCLOUD C/L	38,200	IHHF	24	1	10	97	1	1	1									
I040	63-40	S 05.03		0.00	LEAVE MCCLOUD C/L	38,200	IHHF	24	1	10	97	1	1	1									
I040	63-40	X 05.03		0	LEAVE MCCLOUD C/L	38,200	UP-H				AD		1	1									
I040	63-40	X 05.30		52		38,200	BXUF				HS	NR		1	1								
I040	63-40	N 05.54	1.56		1.03 MIS. W. US 177	38,200	IHHF	24	1	10	97	1	1	1									
I040	63-40	S 05.54	0.00		1.03 MIS. W. US 177	38,200	IHHF	24	1	10	97	1	1	1									
I040	63-40	N X 06.04	401			38,200	BRDG				42	SD		1	1	01	6	1		50			
I040	63-40	S X 06.04	401			38,200	BRDG				42	SD		1	1	01	6	1		50			
I040	63-40	N X 06.39	665			38,200	H-RW				35	AD		1	1	01	6	4		50			
I040	63-40	S X 06.39	747			38,200	H-RW				43	AD		1	1	01	6	4		50			
I040	63-40	X 07.00	38			38,200	BXUF				HS	NR		1	1	01	6	2		50			
I040	63-40	N 07.10	0.51		0.52 MIS W. US 177	38,000	IHHF	24	1	10	97	1	1	1									
I040	63-40	S 07.10	0.00		0.52 MIS W. US 177	38,000	IHHF	24	1	10	97	1	1	1									
I040	63-40	X 07.10	0		0.52 MIS W. US 177	38,000	UP-H				AD		1	1									
I040	63-40	N 07.61	0.52		JCT US 270 S & US 17	38,000	PHHF	24	1	10	98	1	1	1									
I040	63-40	S 07.61	0.00		JCT US 270 S & US 17	38,000	PHHF	24	1	10	98	1	1	1									
I040	63-40	N X 07.62	148			38,000	UP-H				SD		1	1	01	6	5		31			1,834	
I040	63-40	S X 07.62	148			38,000	OP-H				36	SD		1	1	01	6	5		31		1,834	
I040	63-40	N X 08.11	178			38,000	OP-H				45	AD		1	1								

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Commissioner District 3

Pottawatomie County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brq: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	63-40	S X 08.11	178		38,000	OP-H			45	AD		1	1										
I040	63-40	N 08.13	2.50		30,400	IEHF	24	1	10	94	1	1	1										
I040	63-40	S 08.13	0.00		30,400	IEHF	24	1	10	94	1	1	1										
I040	63-40	X 09.24	36		30,400	BXBR				HS	FO	1	1		01	6	2		33			644	
I040	63-40	X 10.13	0		30,400	UP-H				AD		1	1										
I040	63-40	N 10.63	0.50		30,400	IEHF	24	1	10	94	1	1	1										
I040	63-40	S 10.63	0.00		30,400	IEHF	24	1	10	94	1	1	1										
I040	63-40	N 11.13	SHAWNEE	1.00	30,400	IEHF	24	1	10	94	1	1	1										
I040	63-40	S 11.13		0.00	30,400	IEHF	24	1	10	94	1	1	1										
I040	63-40	N X 11.70		26	30,400	BXBR				HS	AD		1	1									
I040	63-40	S X 11.70		26	30,400	BXBR				HS	AD		1	1									
I040	63-40	N 12.13		0.81	25,500	IEHF	24	1	10	94	1	1	1										
I040	63-40	S 12.13		0.00	25,500	IEHF	24	1	10	94	1	1	1										
I040	63-40	X 12.13		0	25,500	UPHP				SD		1	1		01	6	5		31			4,396	
I040	63-40	N X 12.90		136	25,500	OP-R				38	FO	1	1		01	6	4		31			3,449	
I040	63-40	S X 12.90		136	25,500	OP-R				38	FO	1	1		01	6	4		31			3,449	
I040	63-40	N 12.94		0.21	25,500	LLOV	24	1	10	100	1	1	1										
I040	63-40	S 12.94		0.00	25,500	LLOV	24	1	10	100	1	1	1										
I040	63-40	N X 13.12		239	25,500	OP-H				29	AD		1	1									
I040	63-40	S X 13.12		239	25,500	OP-H				29	AD		1	1								22,186	
I040	63-41	N 00.00		0.18	20,600	LLOV	24	1	10	100	1	1	1										
I040	63-41	S 00.00		0.00	20,600	LLOV	24	1	10	100	1	1	1										
I040	63-41	N 00.18		0.32	20,600	IHHF	24	1	10	89	1	1	1										
I040	63-41	S 00.18		0.00	20,600	IHHF	24	1	10	89	1	1	1										
I040	63-41	X 00.29		48	20,600	BXUF				HS	NR		1	1									
I040	63-41	N 00.50	0.48		20,600	IHHF	24	1	10	90	1	1	1										
I040	63-41	S 00.50	0.00		20,600	IHHF	24	1	10	90	1	1	1										
I040	63-41	X 00.74	26		20,600	BXUF				HS	NR		1	1									
I040	63-41	N 00.98	5.03		20,400	IHHF	24	1	10	90	1	1	1										
I040	63-41	S 00.98	0.00		20,400	IHHF	24	1	10	90	1	1	1										
I040	63-41	N X 01.62	23		20,400	BXUF				HS	NR		1	1									
I040	63-41	S X 01.62	23		20,400	BXUF				HS	NR		1	1									
I040	63-41	N X 01.99	22		20,400	OP-H				HS	FO	1	1		01	6	5		33			644	
I040	63-41	S X 01.99	22		20,400	OP-H				HS	FO	1	1		01	6	5		33			644	
I040	63-41	N X 02.69	905		20,400	BRDG				36	AD		1	1									
I040	63-41	S X 02.69	905		20,400	BRDG				36	AD		1	1									
I040	63-41	N X 05.02	22		20,400	OP-H				HS	FO	1	1		01	6	5		33			644	
I040	63-41	S X 05.02	22		20,400	OP-H				HS	FO	1	1		01	6	5		33			644	
I040	63-41	N X 06.00	108		20,400	OP-H				36	SD	1	1		01	6	6		31			1,361	
I040	63-41	S X 06.00	108		20,400	OP-H				36	SD	1	1		01	6	6		31			1,361	
I040	63-41	N 06.01	1.71		18,600	IHHF	24	1	10	90	1	1	1										
I040	63-41	S 06.01	0.00		18,600	IHHF	24	1	10	90	1	1	1										
I040	63-41	X 07.01	0		18,600	UP-H				FO		1	1		01	6	5		31			1,929	
I040	63-41	X 07.31	54		18,600	BXBR				HS	FO	1	1		01	6	2		33			1,407	
I040	63-41	X 07.71	22		18,600	OP-H				HS	FO	1	1		01	6	5		33			654	
																							9,288

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

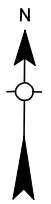
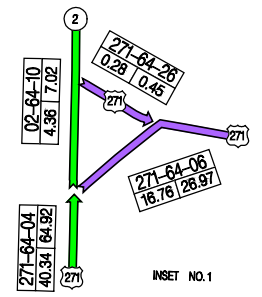
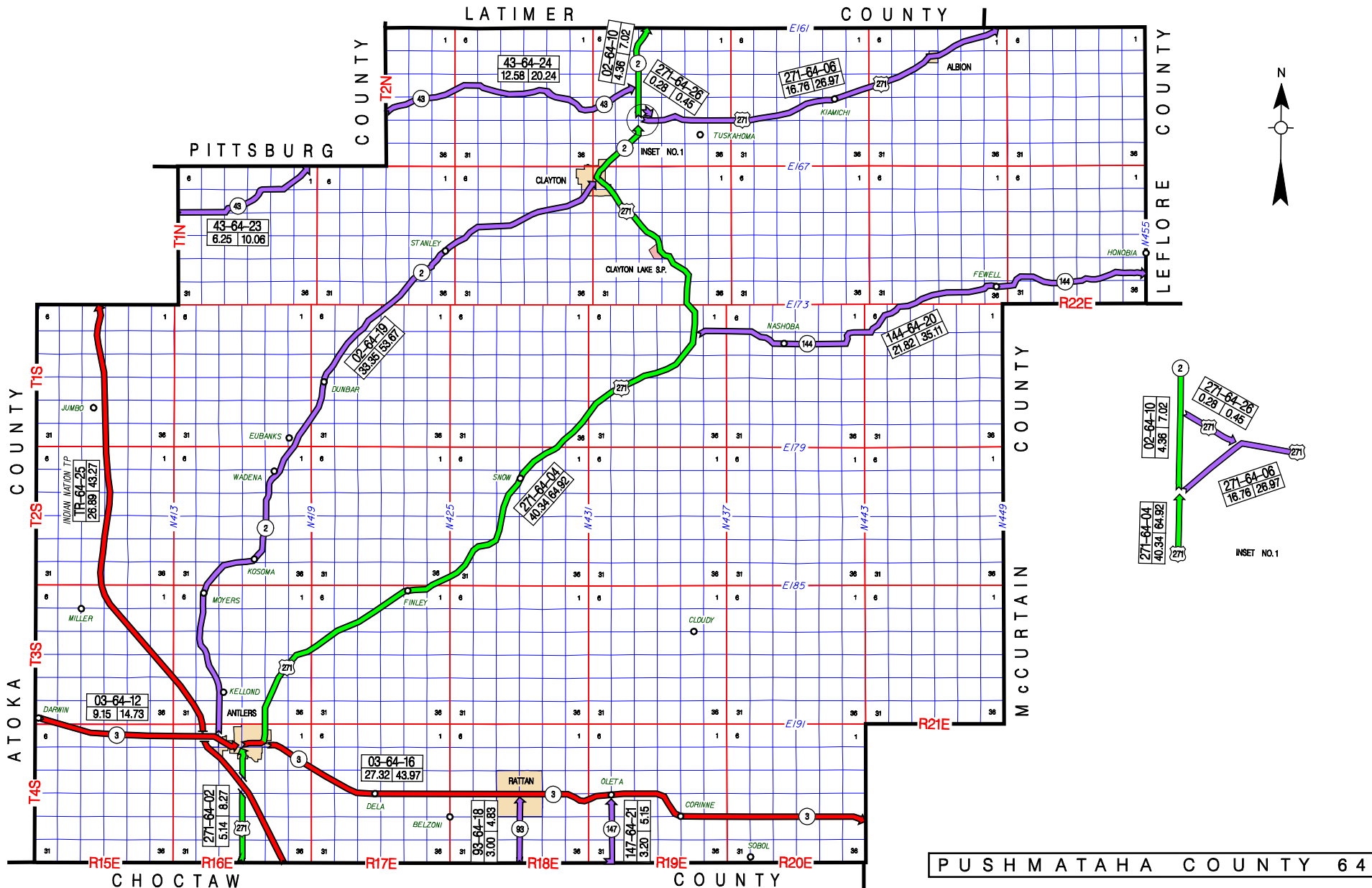
Pottawatomie County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U270B	63-53	N	00.90		0.11	WIDTH CHANGE END DIV	8,400	LL0A	22	4			80	1	0	3								
U270B	63-53	S	00.90		0.00	WIDTH CHANGE END DIV	8,400	LL0A	22	4			80	1	0	3								
U270B	63-53		01.01		0.52	FA SYSTEM CHANGE	15,500	IHLA	39	4			69	1	0	3								
U270B	63-53		01.53		0.23	WDTH CHNG HIGHLAND S	15,500	IHLA	39	4			68	1	0	3	25	4	0	7	08	2,825		
U270B	63-53		01.76		0.27	BEARD STREET	10,500	IHLA	30	4			78	2	0	4								
U270B	63-53		02.03		0.18	10TH STREET	7,600	IHJA	39	4			80	1	0	4								
U270B	63-53		02.21		0.09	9TH STREET	7,600	IHJA	49	4			89	1	0	4								
U270B	63-53		02.30		0.08	TOWN CENTER MAIN ST	7,600	IHJA	56	4			90	1	0	4								
U270B	63-53		02.38		0.11	0.30 MI N SH 18	6,800	IHJA	56	4			90	1	0	4								
U270B	63-53		02.49		0.30	JCT SH 18	6,600	IHJA	40	4			84	1	0	4						5,476		
S102	63-54		00.00	M CLOUD	0.09	.55 MI N OF EW113	8,000	IIOE	24	1	4		75	1	0	5								
S102	63-54	X	00.00		0	.55 MI N OF EW113	8,000	UP-H					AD		0	5								
S102	63-54	X	00.01		0		8,000	UP-H					AD		0	5								
S102	63-54		00.09		2.91	0.61 MIS. S. US 270	3,500	IIOE	52	4			97	1	0	5								
S102	63-54	X	01.35		36		3,500	BXBR				HS	AD		0	5								
S102	63-54		03.00		0.61	JCT US 270	3,000	IIOE	26	4			94	1	0	5						0		
S102	63-56		00.00		0.09	HINCHLEY ST	3,900	IHLF	58	4			87	1	0	5								
S102	63-56		00.09		0.07	PITTMAN AVE	3,900	IHDA	22	3	3		60	1	0	5	08	2	0	4	01	115		
S102	63-56		00.16		0.54	LEAVE MCCLOUD C/L	3,900	IHDA	22	3	3		61	1	0	5	08	2	0	4	01	842		
S102	63-56	X	00.20		91		3,900	BRDG					29	AD		0	5							
S102	63-56		00.70	1.25		LINCOLN CO LINE	3,600	IHDA	22	3	3		61	1	0	5	08	2	0	4	01	1,934		
S102	63-56	X	00.70	340		LINCOLN CO LINE	3,600	BRDG					35	SD		0	5	08	2	1	31	2,605		
S059B	63-57		00.00	2.13		2.13 MIS. E. SH 102	720	IIOE	24	6	6		80	1	0	5								
S059B	63-57	X	00.99	105			720	BRDG					29	AD		0	5							
S059B	63-57	X	01.99	63			720	BRDG					29	AD		0	5							
S059B	63-57		02.13	0.16		2.29 MIS. E. SH 102	680	IHDA	24	6	6		82	1	0	5								
S059B	63-57		02.29	0.17		KIMES AVE-MACOMB	680	IIOE	24	6	6		86	1	0	5								
S059B	63-57		02.46	0.10		MAIN ST-MACOMB	680	IHDA	28	4			70	1	0	5								
S059B	63-57		02.56	0.29		2.85 MIS. E. SH 102	680	IHDA	24	6	6		72	1	0	5								
S059B	63-57	X	02.78	63			680	BRDG					29	AD		0	5							
S059B	63-57		02.85	4.08		JCT US 177	680	IHDA	20	3	1		66	1	0	5	13	2	0	3	02	4,755		
S059B	63-57	X	03.63	23			680	BXUF					HS	NR		0	5							
S059B	63-57	X	04.33	63			680	BRDG					29	AD		0	5					4,755		
County Total				145.03	66.93	211.90																107,010	81,401	188,411

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- PUSHMATAHA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6402	US 271	5.14	CHOCTAW COUNTY LINE	NORTHERLY	JCT. SH 3(MAIN ST & "C" ST)IN ANTLERS	
6404	US 271	40.34	JCT. SH 3("C" ST & MAIN ST)IN ANTLERS	NORTHEASTERLY	JCT. SH 2, N.E. OF CLAYTON	
6406	US 271	16.76	JCT. SH 2, N.E. OF CLAYTON	NORTHEASTERLY	LEFLORE COUNTY LINE	
6410	SH 2	4.36	JCT. US 271, N.E. OF CLAYTON	NORTHERLY	LATIMER COUNTY LINE	
6412	SH 3	9.15	ATOKA COUNTY LINE	EASTERLY	JCT. US 271("C" ST & MAIN ST)IN ANTLERS	
6416	SH 3	27.32	JCT. US 271 IN ANTLERS	EASTERLY	MCCURTAIN COUNTY LINE	
6418	SH 93	3.00	CHOCTAW COUNTY LINE	NORTHERLY	JCT. SH 3 IN RATTAN	
6419	SH 2	33.35	JCT. SH 3 W. OF ANTLERS	NORTHEASTERLY	JCT. US 271 IN CLAYTON	
6420	SH 144	21.82	JCT. US 271 S. OF CLAYTON	EASTERLY	LEFLORE COUNTY LINE	
6421	SH 147	3.20	CHOCTAW COUNTY LINE	NORTHERLY	JCT. SH 3 AT OLETA	
6423	SH 43	6.25	ATOKA COUNTY LINE	EASTERLY	PITTSBURG COUNTY LINE	
6424	SH 43	12.58	PITTSBURG COUNTY LINE	EASTERLY	JCT. SH 2	
6425	TOLL RD	26.89	CHOCTAW COUNTY LINE	NORTHERLY	ATOKA COUNTY LINE	INDIAN NATION T.P.
6426	US 271	0.28	JCT SH 2	SOUTHERLY(WYE LEG)	JCT US 271	

210.44 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 2

Pushmataha County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U271	64-02	00.00	3.37		TURNPIKE (NO INT CHG)	3,300	IHHB	24	1	8		72	1	0	4								
U271	64-02	X 01.59	163			3,300	BRDG				19	FO	0	4	05	2	1		31		1,864		
U271	64-02	X 01.74	42			3,300	BXBR				HS	0	4										
U271	64-02	03.37	1.15		ENTER ANTLERS C/L	4,500	IHHB	24	1	8		80	1	0	4								
U271	64-02	X 03.37	198		ENTER ANTLERS C/L	4,500	UP-H					AD	0	4									
U271	64-02	X 04.36	161			4,500	BRDG				31	AD	0	4									
U271	64-02	04.52	ANTLERS	0.58	WIDTH CHANGE	4,500	IHHB	24	1	5		77	1	0	4								
U271	64-02	05.10		0.04	JCT SH 3	4,500	IHHB	24	1	10		82	1	0	4								1,864
U271	64-04	00.00		0.07	WIDTH CHANGE B ST	10,000	IILA	35	4			82	3	0	3								
U271	64-04	00.07		0.07	WIDTH CHANGE	10,000	IILA	47	4			85	3	0	3								
U271	64-04	00.14		0.08	HIGH ST TC ANTLERS	10,000	IILA	55	4			85	3	0	3								
U271	64-04	00.22		0.07	WIDTH CHANGE A ST	10,000	IILA	43	4			79	3	0	3								
U271	64-04	00.29		0.30	WIDTH CHANGE SE E ST	9,000	IILA	35	4			76	1	0	3								
U271	64-04	00.59		0.29	JCT SH 3	8,000	IILA	24	1	9		75	1	0	3								
U271	64-04	00.88		0.09	END PC OVERLAY	3,500	IILA	24	1	4		78	1	0	4								
U271	64-04	00.97		0.10	1.07 MIS N. SH 3	3,100	IHHB	24	1	4		77	1	0	4								
U271	64-04	01.07		0.49	LEAVE ANTLERS C/L	1,300	IHHB	24	6	5		81	1	0	4								
U271	64-04	01.56	1.32		2.88 N SH 3	1,100	IHHB	24	6	4		68	1	0	4	06	2	0	3	01	1,975		
U271	64-04	X 02.12	519			1,100	BRDG				19	AD	0	4									
U271	64-04	X 02.34	289			1,100	BRDG				24	SD	0	4	06	2	1		31		2,419		
U271	64-04	02.88	2.12		5.00 MIS N. SH 3	1,100	IHHB	24	6	4		68	1	0	4	06	2	0	3	01	3,159		
U271	64-04	05.00	0.68		4.12 MIS N. SH 3	1,100	IIIE	24	1	8		80	1	0	4								
U271	64-04	X 05.37	150			1,100	BRDG				30	AD	0	4									
U271	64-04	05.68	2.85		7.65 MIS N. SH 3	1,100	IHHB	24	6	4		71	1	0	4								
U271	64-04	08.53	0.36		8.01 MIS N. SH 3	1,100	IIIE	24	1	8		82	1	0	4								
U271	64-04	X 08.69	150			1,100	BRDG				30	AD	0	4									
U271	64-04	08.89	1.99		10.88 MIS. N. SH 3	890	IHHB	24	6	4		68	1	0	4	06	2	0	3	01	2,968		
U271	64-04	10.88	0.89		10.89 MIS. N. SH 3	810	IHHB	24	1	4		68	1	0	4	06	2	0	3	01	1,325		
U271	64-04	X 11.14	53			810	BRDG				19	AD	0	4									
U271	64-04	X 11.30	61			810	BRDG				18	AD	0	4									
U271	64-04	X 11.72	305			810	BRDG				19	SD	0	4	06	2	1		50				
U271	64-04	11.77	1.00		15.31 MIS. S. SH 144	800	IHHB	24	1	4		70	1	0	4								
U271	64-04	12.77	4.11		11.20 MIS. S. SH 144	570	DHHB	24	1	4		74	1	0	4								
U271	64-04	X 12.94	41			570	BRDG				22	AD	0	4									
U271	64-04	16.88	1.49		9.71 S. SH 144	580	DHHB	24	1	4		81	1	0	4								
U271	64-04	X 17.77	61			580	BRDG				26	AD	0	4									
U271	64-04	X 18.10	52			580	BRDG				23	AD	0	4									
U271	64-04	18.37	9.71		JCT SH 144	520	DHHB	24	1	4		75	1	0	4								
U271	64-04	X 21.64	33			520	BXBR				HS	AD	0	4									
U271	64-04	X 23.61	309			520	BRDG				22	SD	0	4	06	2	1		31		2,494		
U271	64-04	X 25.19	111			520	BRDG				25	AD	0	4									
U271	64-04	X 27.04	111			520	BRDG				24	SD	0	4	06	2	1		31		1,563		
U271	64-04	X 27.84	33			520	BXBR				HS	AD	0	4									
U271	64-04	28.08	0.50		0.50 MIS. N. SH 144	650	IHHB	24	1	4		79	1	0	4								
U271	64-04	28.58	5.64		6.14 MIS. N. SH 144	860	IHHB	24	1	4		68	1	0	4	06	2	0	3	02	9,354		

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U271	64-04	X 29.76	47			860	BRDG			10	SD		0	4	06	2	2		31				
U271	64-04	X 31.93	34			860	BXBR			HS	AD		0	4									
U271	64-04	X 33.09	23			860	BXBR			HS	AD		0	4									
U271	64-04	34.22	1.56		1.46 MIS S.E. SH 2	950	IHHB	24	1	5		66	1	0	4	06	2	0	1	02	2,270		
U271	64-04	X 34.42	23			950	BRDG			36	AD		0	4									
U271	64-04	X 34.88	38			950	BRDG			10	SD		0	4	06	2	2		31		1,120		
U271	64-04	35.78	0.70		ENTER CLAYTON C/L	1,300	IE0B	24	1	8		92	1	0	4								
U271	64-04	X 36.09	420			1,300	BRDG			29	AD		0	4									
U271	64-04	X 36.26	512			1,300	BRDG			29	AD		0	4									
U271	64-04	X 36.46	21			1,300	BXBR			HS	AD		0	4									
U271	64-04	36.48	CLAYTON	0.33	0.43 MIS S.E. SH 2	3,000	IE0B	24	1	8		83	1	0	4								
U271	64-04	36.81		0.36	0.07 MIS S.E. SH 2	3,000	DHHB	24	1	5		74	1	0	4								
U271	64-04	37.17		0.07	JCT SH 2	3,600	DHHB	24	1	5		80	1	0	4								
U271	64-04	37.24		0.11	CHOCTAW TC	3,600	LL0H	43	4			89	1	0	4								
U271	64-04	37.35		0.18	RAIL RD	3,600	LL0H	51	4			91	1	0	4								
U271	64-04	37.53		0.17	END PC OVERLAY	2,800	HHLH	24	1	9		84	1	0	4								
U271	64-04	37.70		0.32	2.32 MIS S.W. SH 2	2,200	DHHB	24	1	5		80	1	0	4								
U271	64-04	38.02		0.32	LEAVE CLAYTON C/L	2,200	HIIE	24	1	8		91	1	0	4								
U271	64-04	X 38.20		135		2,200	BRDG			29	AD		0	4									
U271	64-04	38.34	0.24		1.76 MIS S.W. SH 2	2,100	H HHB	24	1	8		88	1	0	4								
U271	64-04	38.58	0.05		1.71 MIS S.W. SH 2	2,100	HIIE	24	1	8		91	1	0	4								
U271	64-04	X 38.60	26			2,100	BRDG			HS	AD		0	4									
U271	64-04	38.63	0.21		1.50 MIS S.W. SH 2	2,100	H HHB	24	1	8		87	1	0	4								
U271	64-04	38.84	0.38		1.12 MIS S.W. SH 2	2,100	HIIE	24	1	8		90	1	0	4								
U271	64-04	X 38.97	400			2,100	BRDG			42	AD		0	4									
U271	64-04	39.22	1.12		JCT SH 2	1,800	D HHB	24	1	5		81	1	0	4							29,767	
U271	64-06	00.00	0.28		JCT US 271	1,500	DHDB	24	3	5		63	1	0	5	09	2	0	3	02	364		
U271	64-06	00.28	4.47		4.75 E SH 2	1,200	DHDB	22	3	4		58	1	0	5	09	2	0	3	02	6,219		
U271	64-06	X 01.57	34			1,200	BXBR			HS	FO		0	5	09	2	2		33		644		
U271	64-06	X 02.76	32			1,200	BXBR			HS	AD		0	5									
U271	64-06	04.75	8.41		ENTER ALBION C/L	730	DHDB	24	6	4		69	1	0	5	10	2	0	3	02	8,685		
U271	64-06	X 05.02	111			730	BRDG			7	SD		0	5	10	2	1		31		1,563		
U271	64-06	X 05.19	185			730	BRDG			HS	AD		0	5									
U271	64-06	X 07.20	23			730	BXBR			HS	AD		0	5									
U271	64-06	X 08.57	23			730	BXBR			HS	AD		0	5									
U271	64-06	X 09.49	111			730	BRDG			16	AD		0	5									
U271	64-06	X 11.54	27			730	BXBR			HS	AD		0	5									
U271	64-06	X 12.04	27			730	BXBR			HS	AD		0	5									
U271	64-06	X 12.22	185			730	BRDG			9	SD		0	5	10	2	1		31		1,974		
U271	64-06	13.16	ALBION	0.23	MISSISSIPPI AVE. TC	900	DHDB	24	6	4		84	1	0	5								
U271	64-06	13.39		0.35	LEAVE ALBION C/L	900	DHDB	24	6	4		79	1	0	5								
U271	64-06	13.74	2.95		0.07 W LEFLORE CO LN	890	D HHB	24	6	4		80	1	0	5								
U271	64-06	X 14.11	44			890	BRDG			12	SD		0	5	10	2	2		31		1,120		
U271	64-06	X 14.61	44			890	BRDG			16	FO		0	5	10	2	2		31		1,120		
U271	64-06	X 15.34	23			890	BXBR			HS	AD		0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U271	64-06	16.69	0.07		LEFLORE CO LINE	990	DHHB	24	1	7		87	1	0	5						21,689		
S002	64-10	00.00	0.36		JCT US 271	4,500	DHHB	24	1	5		73	1	0	4								
S002	64-10	00.36	1.90		JCT SH 43	1,700	DHHB	24	1	5		78	1	0	4								
S002	64-10	X 01.29	34			1,700	BXBR				HS	AD	0	4									
S002	64-10	02.26	2.10		LATIMER CO LINE	1,600	DHHB	24	1	5		78	1	0	4						0		
S003	64-12	00.00	4.66		2.70 MIS W. TURNPIKE	3,200	IIOE	24	1	8		92	1	1	3								
S003	64-12	X 01.80	22			3,200	BXBR				HS	AD	1	3									
S003	64-12	N 04.66	1.91		0.79 MIS W. TURNPIKE	3,200	IIOE	24	1	10		96	1	1	3								
S003	64-12	S 04.66	0.00		0.79 MIS W. TURNPIKE	3,200	IIOE	24	1	8		96	1	1	3								
S003	64-12	N X 04.97	138			3,200	BRDG					23	AD	1	3								
S003	64-12	S X 04.97	143			3,200	BRDG					27	AD	1	3								
S003	64-12	X 05.89	22			3,200	BXBR				HS	AD	1	3									
S003	64-12	X 06.20	22			3,200	BXBR				HS	AD	1	3									
S003	64-12	X 06.50	22			3,200	BXBR				HS	AD	1	3									
S003	64-12	06.57	0.40		0.39 MIS W. TURNPIKE	3,200	IIOE	48	1	8		95	1	1	3								
S003	64-12	06.97	0.10		0.29 MIS W. TURNPIKE	3,500	IIIE	48	1	8		95	1	1	3								
S003	64-12	07.07	0.29		JCT TURNPIKE	3,500	LL0T	48	1	8		94	1	1	3								
S003	64-12	X 07.35	151			3,500	OP-H					30	AD	1	3	03	2	6	50				
S003	64-12	07.36	ANTLERS	0.15	0.15 MIS. E. TURNPIK	4,700	LL0T	48	1	8		92	1	0	3								
S003	64-12	07.51		0.12	0.27 MIS. E. TURNPIK	4,700	IIOE	48	1	8		92	1	0	3								
S003	64-12	07.63		0.30	0.16 MIS. W. SH 2 N	4,900	IIOE	48	1	8		94	1	0	3								
S003	64-12	07.93		0.16	JCT SH 2 NORTH	5,800	IIOE	52	4			93	1	0	3								
S003	64-12	08.09	0.19		ENTER ANTLERS C/L	6,700	IIOE	52	4			91	1	0	3								
S003	64-12	08.28		0.87	JCT US 271	8,600	IIOE	52	4			91	1	0	3						0		
S003	64-16	00.00		0.47	LEV ANTLERS-PATE RD	4,400	IHHA	24	1	4		72	1	0	3								
S003	64-16	00.47	4.90		5.37 E US 271	3,300	IHHA	24	1	4		72	1	0	3								
S003	64-16	X 00.89	161			3,300	BRDG					25	FO	0	3	03	2	1	31		1,854		
S003	64-16	X 01.45	181			3,300	BRDG					24	FO	0	3	03	2	1	31		1,955		
S003	64-16	X 05.21	34			3,300	BXBR				HS	AD	0	3									
S003	64-16	05.37	2.14		KIAMICHI BRIDGE	3,200	IHHB	24	1	4		68	1	0	3	03	2	0	2	01	2,947		
S003	64-16	X 06.10	23			3,200	BXBR				HS	AD	0	3									
S003	64-16	X 06.54	23			3,200	BXBR				HS	AD	0	3									
S003	64-16	07.51	3.26		ENT RATTAN C/L N427	3,200	H HHB	24	1	4		64	1	0	3	03	2	0	2	01	4,488		
S003	64-16	X 07.51	520		ENT RATTAN C/L N427	3,200	BRDG					24	AD	0	3								
S003	64-16	X 08.86	123			3,200	BRDG					23	FO	0	3	03	2	1	31		1,639		
S003	64-16	10.77	RATTAN	0.97	JCT SH 93 SOUTH	3,100	H HHB	24	1	4		64	1	0	3	03	2	0	2	01	1,337		
S003	64-16	X 11.45	161			3,100	BRDG					25	FO	0	3	03	2	1	31		1,854		
S003	64-16	11.74		0.51	CLOUDY RD	2,600	IHHB	24	6	4		64	1	0	3	03	2	0	1	01	671		
S003	64-16	12.25		0.51	LEV RATTAN C/L N429	2,400	IHHB	24	6	4		65	1	0	3	03	2	0	3	01	720		
S003	64-16	12.76	3.07		JCT SH 147 SOUTH	2,400	IHHB	24	6	5		66	1	0	3	03	2	0	3	01	4,367		
S003	64-16	X 13.60	23			2,400	BXBR				HS	AD	0	3									
S003	64-16	X 13.85	34			2,400	BXBR				HS	AD	0	3									
S003	64-16	X 14.03	23			2,400	BXBR				HS	AD	0	3									
S003	64-16	X 15.02	34			2,400	BXBR				HS	AD	0	3									
S003	64-16	X 15.43	160			2,400	BRDG					22	FO	0	3	03	2	1	31		1,848		

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S003	64-16	15.83	3.42		3.42 E SH 147	2,300	IHHB	24	6	5		66	1	0	3	03	2	0	3	01	4,879		
S003	64-16	X 19.00	23			2,300	BXBR				HS	AD	0	3									
S003	64-16	19.25	7.32		SHLDR CHANGE ATR	1,600	IHHB	24	6	5		66	1	0	3	03	2	0	3	01	10,429		
S003	64-16	X 19.67	34			1,600	BXBR				HS	AD	0	3									
S003	64-16	X 21.40	22			1,600	BXBR				HS	AD	0	3									
S003	64-16	X 23.81	42			1,600	BXBR				HS	AD	0	3									
S003	64-16	X 25.84	151			1,600	BRDG				27	AD	0	3									
S003	64-16	26.57	0.75		MCCURTAIN CO LINE	1,600	IHHE	24	1	8		80	1	0	3								38,988
S093	64-18	00.00	0.15		SURF CHANGE	1,700	IHHF	24	1	6		93	1	0	5								
S093	64-18	00.15	1.86		ENT RATTAN C/L E195	2,000	IHDB	24	3	3		63	1	0	5	08	2	0	4	01	2,692		
S093	64-18	02.01		0.99	JCT SH 3	1,700	IHDB	24	3	3		63	1	0	5	09	2	0	4	01	906		3,598
S002	64-19	00.00	3.55		3.55 MIS N. SH 3	1,600	HHHB	24	1	4		81	1	0	5								
S002	64-19	X 02.40	26			1,600	BXBR				HS	AD	0	5									
S002	64-19	X 02.86	65			1,600	BXBR				HS	AD	0	5									
S002	64-19	03.55	1.00		4.55 MIS N. SH 3	1,200	HHHB	24	1	4		82	1	0	5								
S002	64-19	04.55	3.82		8.37 N SH 3	1,100	HHHB	24	1	4		82	1	0	5								
S002	64-19	X 04.95	210			1,100	BRDG				HS	AD	0	5									
S002	64-19	X 05.95	22			1,100	BXBR				HS	AD	0	5									
S002	64-19	X 07.57	262			1,100	BRDG				32	AD	0	5									
S002	64-19	X 08.11	66			1,100	BXBR				HS	AD	0	5									
S002	64-19	08.37	10.51		14.59 S US 271	840	IHCB	24	1	4		79	1	0	5								
S002	64-19	X 11.23	39			840	BXBR				HS	AD	0	5									
S002	64-19	X 13.68	262			840	BRDG				36	AD	0	5									
S002	64-19	X 15.37	602			840	BRDG				36	AD	0	5									
S002	64-19	X 17.04	700			840	BRDG				36	AD	0	5									
S002	64-19	18.88	3.49		10.98 MI S US 271	640	IHDL	24	1	4		82	1	0	5								
S002	64-19	X 19.66	39			640	BXBR				HS	SD	0	5	10	2	2			33		679	
S002	64-19	22.37	2.95		8.03 MI S US 271	670	DHDL	24	1	4		82	1	0	5								
S002	64-19	X 24.30	152			670	BRDG				36	AD	0	5									
S002	64-19	25.32	2.63		5.40 MI S US 271	790	DHHB	24	1	6		88	1	0	5								
S002	64-19	X 26.02	22			790	BXBR				HS	AD	0	5									
S002	64-19	X 27.12	33			790	BXBR				HS	AD	0	5									
S002	64-19	27.95	4.48		ENTER CLAYTON C/L	1,700	DHHB	24	6	4		81	1	0	5								
S002	64-19	X 28.29	47			1,700	BXBR				HS	AD	0	5									
S002	64-19	X 30.09	23			1,700	BXBR				HS	AD	0	5									
S002	64-19	X 31.80	42			1,700	BXBR				HS	AD	0	5									
S002	64-19	32.43	CLAYTON	0.92	JCT US 271	2,000	DHHB	24	6	4		85	1	0	5								679
S144	64-20	00.00	1.30		SHLDR CHANGE	590	FHHD	24	3	2		62	1	0	5	10	2	0	2	02	1,183		
S144	64-20	01.30	1.05		SHLDR CHANGE	430	FHHD	24	3	8		66	1	0	5	10	2	0	2	02	883		
S144	64-20	X 01.35	264			430	BRDG				27	AD	0	5									
S144	64-20	02.35	1.50		SHLDR CHANGE	430	FHHD	24	3	2		64	1	0	5	10	2	0	3	02	1,553		
S144	64-20	X 02.53	99			430	BXBR				HS	AD	0	5									
S144	64-20	03.85	1.45		5.30 E US 271	330	FHHD	24	3	4		62	1	0	5	10	2	0	2	02	1,309		
S144	64-20	X 04.02	26			330	BXBR				HS	AD	0	5									
S144	64-20	X 05.27	54			330	BXBR				HS	AD	0	5									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 2

Pushmataha County

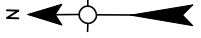
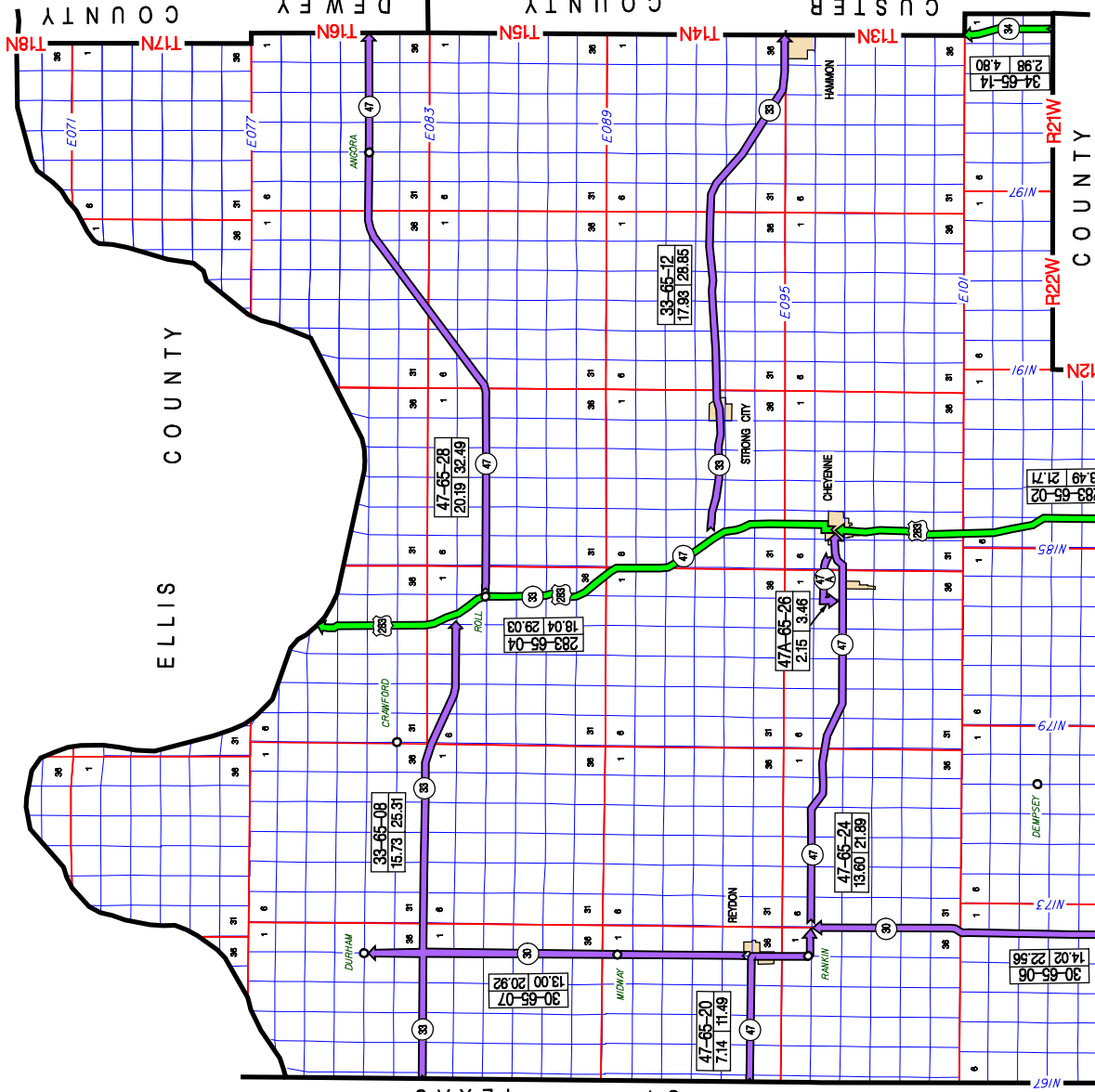
Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S144	64-20	05.30	6.43		11.73 MIS E US 271	240	II0E	24	3	6	72	1	0	5									
S144	64-20	X 07.25	38			240	BXBR				HS	AD	0	5									
S144	64-20	X 07.67	41			240	BXBR				HS	AD	0	5									
S144	64-20	X 08.62	64			240	BXBR				HS	AD	0	5									
S144	64-20	X 10.48	42			240	BXBR				HS	AD	0	5									
S144	64-20	X 10.86	23			240	BXBR				HS	AD	0	5									
S144	64-20	X 11.40	120			240	BRDG				32	AD	0	5									
S144	64-20	11.73	2.98		WIDTH CHANGE	320	II0E	24	3	6	71	1	0	5									
S144	64-20	X 14.38	183			320	BRDG				36	AD	0	5									
S144	64-20	X 14.45	34			320	BRDG				HS	AD	0	5									
S144	64-20	14.71	1.32		WIDTH CHANGE	320	II0E	20	3	1	61	1	0	5	10	2	0	4	01		971		
S144	64-20	16.03	1.86		WIDTH CHANGE	320	II0E	24	3	5	72	1	0	5									
S144	64-20	X 16.33	330			320	BRDG				32	AD	0	5									
S144	64-20	X 17.63	34			320	BXBR				HS	AD	0	5									
S144	64-20	17.89	3.93		LEFLORE CO LINE	190	II0E	24	3	1	65	1	0	5	10	2	0	4	01		2,881	8,780	
S147	64-21	00.00	3.20		JCT SH 3	260	II0B	24	0		65	1	0	5	10	2	0	3	01		2,165		
S147	64-21	X 00.23	31			260	BXBR				HS	AD	0	5								2,165	
S043	64-23	00.00	6.25		PITTSBURG C/L	320	II0B	22	3	5	84	1	0	5									
S043	64-23	X 00.73	64			320	BXBR				HS	AD	0	5									
S043	64-23	X 01.49	53			320	BXBR				HS	AD	0	5									
S043	64-23	X 02.55	53			320	BXBR				HS	AD	0	5									
S043	64-23	X 02.95	26			320	BXBR				HS	AD	0	5									
S043	64-23	X 03.44	32			320	BXBR				HS	AD	0	5									
S043	64-23	X 03.64	42			320	BXBR				HS	AD	0	5									
S043	64-23	X 03.82	42			320	BXBR				HS	AD	0	5									
S043	64-23	X 04.97	21			320	BXBR				HS	AD	0	5									
S043	64-23	X 05.62	24			320	BXBR				HS	AD	0	5									
S043	64-23	X 05.97	51			320	BXBR				HS	AD	0	5								0	
S043	64-24	00.00	1.15		1.15 MIS E. PITT CO/	540	II0B	22	3	5	85	1	0	5									
S043	64-24	X 00.35	21			540	BXBR				HS	AD	0	5									
S043	64-24	X 00.64	21			540	BXBR				HS	AD	0	5									
S043	64-24	01.15	3.19		4.34 MIS E. PITT CO/	460	IIIB	24	3	4	81	1	0	5									
S043	64-24	X 01.98	76			460	BXBR				HS	AD	0	5									
S043	64-24	04.34	2.86		SURF TYPE CHANGE	440	IIDA	22	3	4	80	1	0	5									
S043	64-24	X 05.19	32			440	BXBR				HS	AD	0	5									
S043	64-24	X 06.28	26			440	BXBR				HS	AD	0	5									
S043	64-24	X 06.68	26			440	BXBR				HS	AD	0	5									
S043	64-24	07.20	0.73		SURF TYPE CHANGE	440	HH0A	22	3	4	83	1	0	5									
S043	64-24	X 07.43	32			440	BXBR				HS	AD	0	5									
S043	64-24	07.93	1.91		WIDTH CHANGE	400	IIDA	22	3	4	79	1	0	5									
S043	64-24	09.84	2.74		JCT SH 2	360	DD0A	24	1	4	87	1	0	5								0	
U271	64-26	00.00	0.28		END US 271	1,100	FHDD	22	3	5	82	1	0	5								0	
County Total			172.96	10.59	183.50																80,700	26,830	107,530

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- ROGER MILLS COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6502	US 283	13.49	BECKHAM COUNTY LINE	NORTHERLY	JCT. SH 47(BROADWAY & MAIN ST)IN CHEYENNE	
6504	US 283	18.04	JCT. SH 47(BROADWAY & MAIN ST)IN CHEYENNE	NORTHERLY	ELLIS COUNTY LINE (S. END BR.)	
6506	SH 30	14.02	BECKHAM COUNTY LINE	NORTHERLY	JCT. SH 47, S.E. OF REYDON	
6507	SH 30	13.00	JCT. SH 47 W. EDGE OF REYDON	NORTHERLY	AT DURHAM	
6508	SH 33	15.73	TEXAS-STATE LINE (TEXAS SH 33)	EASTERLY	JCT. US 283, N.W. OF ROLL	
6512	SH 33	17.93	JCT. US 283, N. OF CHEYENNE	EASTERLY	CUSTER COUNTY LINE	
6514	SH 34	2.98	BECKHAM COUNTY LINE	NORTHERLY	CUSTER COUNTY LINE	
6516	SH 152	1.28	TEXAS-STATE LINE (TEXAS SH 152)	EASTERLY	BECKHAM COUNTY LINE	
6520	SH 47	7.14	TEXAS-STATE LINE (TEXAS FM 2124)	EASTERLY	JCT. SH 30, S.E. OF REYDON	
6524	SH 47	13.60	JCT. SH 30, S.E. OF REYDON	EASTERLY	JCT. US 283(MAIN ST & BROADWAY)IN CHEYENNE	
6526	SH 47A	2.15	JCT. SH 47 W. OF US 283	WESTERLY	JCT. SH 47 W. OF US 283	
6528	SH 47	20.19	JCT. US 283 AT ROLL	EASTERLY	DEWEY COUNTY LINE	

139.55 TOTAL COUNTY MILEAGE

E L L I S C O U N T Y



D E M E Y C O U N T Y

C U S T E R C O U N T Y

C O U N T Y

B E C K H A M

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 5

Roger Mills County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U283	65-02	00.00	2.26		2,200	IHDL	24	3	3		71	1	0	4									
U283	65-02	02.26	0.87		2,000	IHDL	24	1	8		78	1	0	4									
U283	65-02	X 02.79	48		2,000	BXUF				HS	NR		0	4									
U283	65-02	03.13	0.73		2,000	IEDL	24	1	8		85	1	0	4									
U283	65-02	03.86	0.34		2,000	II0E	24	1	8		89	1	0	4									
U283	65-02	04.20	1.91		2,000	IEDL	24	1	8		84	1	0	4									
U283	65-02	06.11	0.16		2,000	II0E	24	1	8		91	1	0	4									
U283	65-02	06.27	0.35		2,000	IEDL	24	1	8		85	1	0	4									
U283	65-02	06.62	1.48		2,000	II0E	24	1	8		89	1	0	4									
U283	65-02	X 06.94	31		2,000	BXUF				HS	NR		0	4									
U283	65-02	X 07.84	31		2,000	BXUF				HS	NR		0	4									
U283	65-02	08.10	4.30		2,000	HHDL	24	3	5		62	1	0	4	05	2	0	4	03		13,764		
U283	65-02	X 11.75	34		2,000	BXBR				HS	AD		0	4	05	2	2	2	33			644	
U283	65-02	12.40	0.49		2,400	HIHL	24	3	5		59	1	0	4	05	2	0	4	03		1,576		
U283	65-02	12.89	CHEYENNE	0.18	2,500	IIHL	22	3	5		75	1	0	4	30	2	0	8	08		525		
U283	65-02	13.07		0.42	2,500	IIHL	39	4			89	1	0	4									
U283	65-02	X 13.10		44	2,500	BXBR				HS	AD		0	4								16,509	
U283	65-04	00.00		0.26	1,400	HH0A	44	4			90	1	0	4									
U283	65-04	00.26		0.10	1,400	HH0A	24	1	8		84	1	0	4									
U283	65-04	00.36	0.92		1,700	HIIF	24	1	8		91	1	0	4									
U283	65-04	X 00.83	402		1,700	BRDG				32	AD		0	4									
U283	65-04	01.28	3.18		1,400	IEDA	24	1	8		75	1	0	4									
U283	65-04	X 02.37	44		1,400	BXBR				HS	AD		0	4									
U283	65-04	X 04.04	23		1,400	BXUF				HS	NR		0	4									
U283	65-04	04.46	0.55		1,200	IEDA	24	1	8		84	1	0	4									
U283	65-04	05.01	7.44		1,100	DEDA	24	3	4		61	1	0	4	06	2	0	3	03		15,283		
U283	65-04	X 06.07	23		1,100	BXBR				HS	AD		0	4	06	2	2	1	33			644	
U283	65-04	X 07.49	183		1,100	BRDG				24	FO		0	4	06	2	1	31				1,965	
U283	65-04	12.45	1.18		1,100	DHDA	24	3	5		62	1	0	4	06	2	0	3	03		2,419		
U283	65-04	X 12.80	22		1,100	BXBR				HS	AD		0	4	06	2	2	33				644	
U283	65-04	13.63	3.78		740	DHDA	24	3	4		64	1	0	4	06	2	0	3	03		7,763		
U283	65-04	17.41	0.63		740	DHHH	24	1	4		69	1	0	4	06	2	0	3	03		1,287		
U283	65-04	X 17.94	47		740	BXUF				HS	NR		0	4	06	2	1	33				819	30,824
S030	65-06	00.00	14.02		1,100	DHDL	24	6	6		85	1	0	5									
S030	65-06	X 12.57	34		1,100	BXBR				HS	AD		0	5									
S030	65-06	X 12.96	41		1,100	BXBR				HS	AD		0	5									0
S030	65-07	00.00	0.01		430	DHDL	24	6	5		80	1	0	5									
S030	65-07	00.01	1.99		390	DHDL	24	6	5		78	1	0	5									
S030	65-07	X 00.30	23		390	BXBR				HS	AD		0	5									
S030	65-07	02.00	4.00		360	DHDL	24	6	5		78	1	0	5									
S030	65-07	06.00	0.50		210	DHDL	24	6	5		79	1	0	5									
S030	65-07	06.50	4.50		220	DDDL	24	6	5		76	1	0	5									
S030	65-07	X 07.28	452		220	BRDG				24	AD		0	5									
S030	65-07	11.00	2.00		190	DDDL	24	6	5		78	1	0	5									
S030	65-07	X 11.82	46		190	BXBR				HS	AD		0	5									0

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

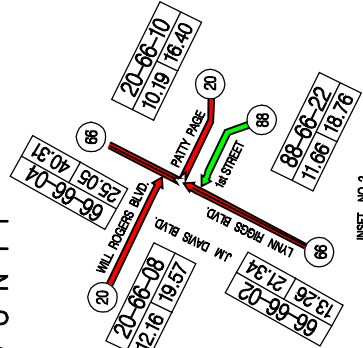
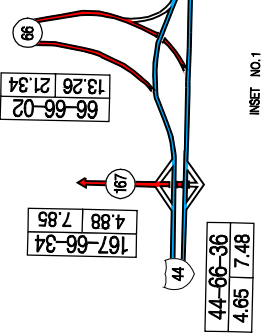
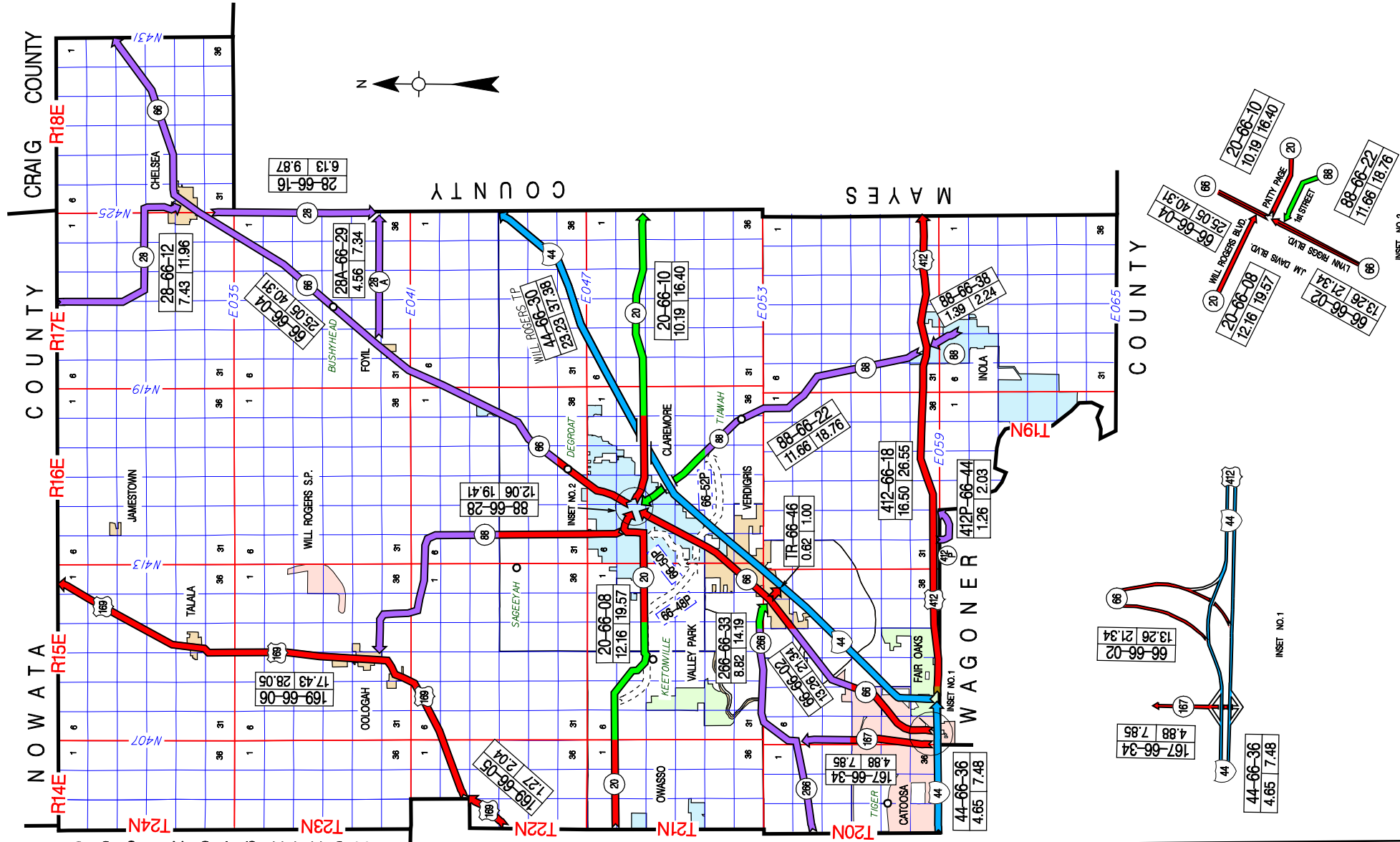
Roger Mills County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S033	65-08	00.00	4.19		JCT SH 30	280	IIDL	24	6	5		59	1	0	5	10	2	0	3	02	4,246		
S033	65-08	04.19	5.30		6.24 MIS. W. US 283	590	IIDL	24	6	4		59	1	0	5	10	2	0	3	02	5,364		
S033	65-08	X 05.41	180			590	BRDG				24	SD		0	5	10	2	1		31		1,950	
S033	65-08	X 06.75	90			590	BRDG				25	SD		0	5	10	2	1		31		1,421	
S033	65-08	X 07.67	45			590	BXBR				HS	AD		0	5								
S033	65-08	X 09.27	34			590	BXBR				HS	AD		0	5								
S033	65-08	09.49	3.24		3.00 MIS. W. US 283	610	IIDL	24	6	4		59	1	0	5	10	2	0	3	02	3,286		
S033	65-08	12.73	3.00		JCT US 283	640	DDDL	24	3	4		59	1	0	5	09	2	0	3	02	3,898		20,165
S033	65-12	00.00	4.21		ENT STRONG CITY N190	750	IIDL	24	3	5		85	1	0	5								
S033	65-12	X 02.25	33			750	BXBR				HS	AD		0	5								
S033	65-12	X 02.46	90			750	BRDG				24	SD		0	5	09	2	1		31		1,421	
S033	65-12	X 02.55	360			750	BRDG				24	SD		0	5	09	2	1		31		2,674	
S033	65-12	X 02.67	193			750	BRDG				15	SD		0	5	09	2	1		31		2,012	
S033	65-12	04.21	STRONG C	0.57	STRONG AVE TC	820	IIDL	24	3	5		84	1	0	5								
S033	65-12	04.78		0.21	LEAVE STRONG CITY C/	850	IIDL	24	3	5		84	1	0	5								
S033	65-12	04.99	2.91		2.27 MI E STRONG CIT	1,200	IIDL	24	3	4		81	1	0	5								
S033	65-12	X 05.04	448			1,200	BRDG				15	FO		0	5	09	2	1		31		2,955	
S033	65-12	X 05.46	121			1,200	BRDG				24	SD		0	5	09	2	1		31		1,627	
S033	65-12	07.90	0.70		2.97 MI E STRONG CIT	1,300	IIDL	24	3	4		82	1	0	5								
S033	65-12	08.60	9.04		0.29 MIS. W. SH 34	1,400	IIDL	24	3	3		80	1	0	5								
S033	65-12	X 11.33	180			1,400	BRDG				25	SD		0	5	08	2	1		31		1,950	
S033	65-12	X 13.59	32			1,400	BXBR				HS	AD		0	5								
S033	65-12	X 14.50	360			1,400	BRDG				32	AD		0	5								
S033	65-12	X 14.60	240			1,400	BRDG				34	AD		0	5								
S033	65-12	X 15.09	34			1,400	BXBR				HS	AD		0	5								
S033	65-12	X 17.44	150			1,400	BRDG				25	SD		0	5	08	2	1		31		1,794	
S033	65-12	17.64	0.29		JCT SH 34	1,400	IIDL	24	6	5		81	1	0	5								14,433
S034	65-14	00.00	2.98		CUSTER CO LN JCT SH7	2,500	IIDL	24	1	8		87	1	0	4								0
S152	65-16	00.00	1.28		BECKHAM CO LINE	3,300	DHDL	24	6	5		78	1	0	5								0
S047	65-20	00.00	4.20		JCT SH 30 NORTH	390	DDDL	24	3	4		70	1	0	5								
S047	65-20	X 03.38	47			390	BXBR				HS	AD		0	5								
S047	65-20	04.20	0.21		ENTER REYDON C/L	570	DDDL	24	3	4		75	1	0	5								
S047	65-20	04.41	REYDON	0.53	LEAVE REYDON C/L	660	DDDL	24	3	4		75	1	0	5								
S047	65-20	X 04.46	121			660	BRDG				24	SD		0	5	09	2	1		31		1,627	
S047	65-20	04.94	2.20		JCT SH 30 SOUTH	670	DDDL	24	3	4		75	1	0	5								1,627
S047	65-24	00.00	11.20		JCT SH 47A	760	DHDL	24	6	5		76	1	0	5								
S047	65-24	X 00.64	100			760	BRDG				27	AD		0	5								
S047	65-24	X 05.87	281			760	BRDG				20	SD		0	5	09	2	1		31		2,388	
S047	65-24	X 06.12	33			760	BXBR				HS	AD		0	5								
S047	65-24	X 07.18	132			760	BRDG				29	AD		0	5								
S047	65-24	X 09.30	26			760	BXBR				HS	AD		0	5								
S047	65-24	X 09.79	162			760	BRDG				29	AD		0	5								
S047	65-24	X 11.16	34			760	BXBR				HS	AD		0	5								
S047	65-24	11.20	0.61		ENTER CHEYENNE C/L	940	DHDL	24	6	6		78	1	0	5								
S047	65-24	11.81	CHEYENNE	0.94	JCT SH 47A	1,100	DHDL	24	6	6		82	1	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- ROGERS COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6602	SH 66	13.26	JCT. I-44 (GORE PT. I-44 N. BOUND)	NORTHEASTERLY	JCT. SH 20(2ND ST & RIGGS BLVD)IN CLAREMORE	AGENDA ITEM (12.95 MILES BEFORE)
6604	SH 66	25.05	JCT. SH 20(2ND ST & RIGGS BLVD)IN CLAREMORE	NORTHEASTERLY	CRAIG COUNTY LINE	
6605	US 169	1.27	TULSA COUNTY LINE	NORTHEASTERLY	TULSA COUNTY LINE	
6606	US 169	17.43	TULSA COUNTY LINE	NORTHERLY	NOWATA COUNTY LINE	REALIGNMENT (17.48 MILES BEFORE)
6608	SH 20	12.16	TULSA COUNTY LINE	EASTERLY	JCT. SH 66(WILL ROGERS & RIGGS)IN CLAREMORE	AGENDA ITEM (12.22 MILES BEFORE)
6610	SH 20	10.19	JCT. SH 66(RIGGS BLVD & 2ND ST)IN CLAREMORE	EASTERLY	MAYES COUNTY LINE	OFFSET ALIGNMENT 2005
6612	SH 28	7.43	NOWATA COUNTY LINE	SOUTHEASTERLY	JCT. SH 66(WALNUT AVE & 6TH ST)IN CHELSEA	
6616	SH 28	6.13	JCT. SH 66 S. OF CHELSEA	SOUTHERLY	MAYES COUNTY LINE	
6618	US 412	16.50	JCT. I-44 (CREEK T.P. WEST SIDE STR)	EASTERLY	MAYES COUNTY LINE	AGENDA ITEM (17.74 MILES BEFORE)
6622	SH 88	11.66	JCT. SH 33 N.W. OF INOLA	NORTHERLY	JCT. SH 20(1ST ST & LYNN RIGGS) IN CLAREMORE	AGENDA ITEM (11.78 MILES BEFORE)
6628	SH 88	12.06	JCT. SH 20(WILL ROGERS BLVD)IN CLAREMORE	NORTHWESTERLY	JCT. US 169 S. OF OOLOGAH	
6629	SH 28A	4.56	JCT. SH 66 N.E. EDGE OF FOYIL	EASTERLY	MAYES COUNTY LINE	
6630	IS 44	23.23	JCT US 412 (S. SIDE STR) REALIGN 2002	NORTHEAST (TOLL RD.)	MAYES COUNTY LINE	WILL ROGERS T.P. (AGENDA 23.41 MI.BEFORE)
6633	SH 266	8.82	TULSA COUNTY LINE	EASTERLY	JCT. SH 66 (EAST SIDE STRUCTURE)	PARTIAL REMOVAL (ADDED TO 66-46)
6634	SH 167	4.88	JCT I-44 S. EDGE OF CATOOSA	NORTHERLY	JCT. SH 266 N. OF CATOOSA	
6636	IS 44	4.65	TULSA COUNTY LINE (E. SIDE STR.)	EASTERLY	JCT. CREEK T.P. (W. SIDE STR) EXTENDED 2002	AGENDA ITEM (3.76 MILES BEFORE)
6638	SH 88	1.39	BROADWAY & COMMERCIAL IN INOLA	NORTHWESTERLY	JCT US 412 (N. SIDE STR.)	
6644	SH 412P	1.26	JCT US 412 ON SECTION LINE NS41400	EASTERLY	JCT US 412 ON SECTION LINE NS41500	
6646	TOLL RD	0.62	JCT SH 66 (E. SIDE STR)	EASTERLY	JCT I-44 (E. SIDE STR)	WILL ROGERS SPUR T.P. (CONSTRUCTED 2003)
6648P	P & S	0.00	JCT SH 20 (W. OF KEETONVILLE)	SOUTHEASTERLY	PROPOSED JCT SH 88	PROJECT MANAGEMENT
6650P	P & S	0.00	JCT SH 20 (PROPOSED ALIGNMENT)	NORTHERLY	JCT SH 20	PROJECT MANAGEMENT
6652P	P & S	0.00	JCT SH 20 (PROPOSED ALIGNMENT)	EASTERLY	JCT SH 88	PROJECT MANAGEMENT

182.55 TOTAL COUNTY MILEAGE



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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S066	66-02	E 00.00	0.31		0.31 MI N I-44,U412	22,500	LL0H	24	1	10		81	1	0	3								
S066	66-02	W 00.00	0.00		JCT I-44 TP & SH 66	22,500	LL0A	24	1	10		81	1	0	3								
S066	66-02	E X 00.00	172		0.31 MI N I-44,U412	22,500	UP-O					FO		0	3	02	4	5	31		1,725		
S066	66-02	E X 00.24	35			22,500	OTHR					HS	NR	0	3								
S066	66-02	W X 00.24	35			22,500	OTHR					HS	NR	0	3								
S066	66-02	E 00.31	0.29		0.60 MIS. N. I-44	22,500	LL0A	24	1	10		81	1	0	3								
S066	66-02	W 00.31	0.00		0.60 MIS. N. I-44	22,500	LL0A	24	1	10		81	1	0	3								
S066	66-02	E X 00.35	172			22,500	OTHR				36	FO		0	3	02	4	5	31		1,880		
S066	66-02	E 00.60	0.11		ENTER CATOOSA C/L	22,500	IHHB	24	1	10		82	1	0	3								
S066	66-02	W 00.60	0.00		ENTER CATOOSA C/L	22,500	IHHB	24	1	10		82	1	0	3								
S066	66-02	E 00.71		CATOOSA	0.93 MIS. N. I-44	22,500	IHHB	24	1	10		82	1	0	3								
S066	66-02	W 00.71			0.93 MIS. N. I-44	22,500	IHHB	24	1	10		82	1	0	3								
S066	66-02	E 00.93			1.87 MIS. N. I-44	19,600	IHHB	24	1	10		86	1	0	3								
S066	66-02	W 00.93			1.87 MIS. N. I-44	19,600	IHHB	24	1	10		86	1	0	3								
S066	66-02	X 01.01			23	19,600	BXUF					HS	NR	0	3								
S066	66-02	E 01.87			0.34	20,500	IIIE	24	1	10		94	1	0	3								
S066	66-02	W 01.87			0.00	20,500	IIIE	24	1	10		94	1	0	3								
S066	66-02	E X 02.01			171	20,500	BRDG				43	AD		0	3								
S066	66-02	W X 02.01			171	20,500	BRDG				36	AD		0	3								
S066	66-02	E 02.21			1.33	20,500	IHHB	24	1	10		86	1	0	3								
S066	66-02	W 02.21			0.00	20,500	IHHB	24	1	10		86	1	0	3								
S066	66-02	E 03.54			0.25	17,900	IHHB	24	1	10		84	1	0	5								
S066	66-02	W 03.54			0.00	17,900	IHHB	24	1	10		84	1	0	5								
S066	66-02	E X 03.68			825	17,900	H-HW				18	AD		0	5								
S066	66-02	W X 03.68			824	17,900	H-HW				18	SD		0	5	07	4	1	31		8,159		
S066	66-02	E 03.79	0.94		BEG SAB-066C(305)	17,000	LL0A	24	1	10		84	1	0	5								
S066	66-02	W 03.79	0.00		BEG SAB-066C(305)	17,000	LL0A	24	1	10		83	1	0	5								
S066	66-02	E X 04.17	848			17,000	BRDG				30	FO		0	5	07	4	1	31		10,113		
S066	66-02	W X 04.17	848			17,000	BRDG				30	FO		0	5	07	4	1	31		10,113		
S066	66-02	E 04.73	0.00		5.29 MIS. NE I-44	17,000	LL0A	24	1	10		82	1	0	5								
S066	66-02	W 04.73	0.56		5.29 MIS. NE I-44	17,000	II0E	24	1	10		100	1	0	5								
S066	66-02	E X 04.87	550			17,000	BRDG				23	SD		0	5	07	2	1	31		3,494		
S066	66-02	W X 04.92	132			17,000	BRDG				16	SD		0	5	07	2	1	31		1,692		
S066	66-02	E 05.29	0.00		END SAB-066C(305)	16,700	IILA	24	1	10		81	1	0	5								
S066	66-02	W 05.29	0.43		END SAB-066C(305)	16,700	II0E	24	1	10		100	1	0	5								
S066	66-02	E X 05.36	150			16,700	BRDG				23	SD		0	5	07	2	1	31		1,794		
S066	66-02	E 05.72	0.00		ENTER CLAREMORE U/L	16,700	IILA	24	1	10		81	1	0	5								
S066	66-02	W 05.72	0.70			16,700	HHLA	24	3	6		72	1	0	5								
S066	66-02	E 06.42	0.00		7.64 MIS NE OF I-44	20,000	IILA	24	1	10		78	1	0	3								
S066	66-02	W 06.42	1.22			20,000	HHLA	24	3	6		65	1	0	3	07	2	0	4	02	2,665		
S066	66-02	E 07.64	0.00		JCT SH 266	22,800	IILA	24	1	10		81	1	0	3								
S066	66-02	W 07.64	0.16			22,800	HHLA	24	3	6		73	1	0	3								
S066	66-02	X 07.64	360		JCT SH 266	22,800	UP-H					AD		0	3								
S066	66-02	E 07.80	0.00		ENT CLAREMORE KING R	22,800	IHLA	24	1	10		59	1	0	3	07	2	0	4	02			
S066	66-02	W 07.80	2.81		ENT CLAREMORE KING R	22,800	IHLA	24	3	6		59	1	0	3	07	2	0	4	02	5,694		

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S066	66-02	E	10.61		0.00	COUNTRY CLUB RD	22,800	LL0A	24	1	10		77	1	0	3								
S066	66-02	W	10.61		1.13	COUNTRY CLUB RD	22,800	HHLA	24	3	6		67	1	0	3	24	4	3	7	08	2,532		
S066	66-02	E	11.74		0.45	1.07 MIS. S. SH-20	25,600	IILH	24	5	1		62	2	0	3	24	4	3	7	08	1,322		
S066	66-02	W	11.74		0.00	1.07 MIS. S. SH-20	25,600	IILH	24	5	1		62	2	0	3	24	4	3	7	08			
S066	66-02	E	12.19		0.46	0.61 MIS. S. SH-20	26,600	IILH	24	5	1		59	2	0	3	24	4	3	7	08	1,353		
S066	66-02	W	12.19		0.00	0.61 MIS. S SH-20	26,600	IILH	24	1	8		59	2	0	3	24	4	3	7	08			
S066	66-02	E	12.65		0.15	0.46 MIS. S. SH-20	27,900	IILH	32	5	8		59	2	0	3	24	4	3	7	08	440		
S066	66-02	W	12.65		0.00	0.46 MIS. S. SH-20	27,900	IILH	24	1	8		59	2	0	3	24	4	3	7	08			
S066	66-02	E	12.80		0.23	WASHINGTON STREET	27,200	IILH	24	1	8		59	2	0	3	24	4	3	7	08	675		
S066	66-02	W	12.80		0.00	WASHINGTON STREET	27,200	IILH	24	1	8		59	2	0	3	24	4	3	7	08			
S066	66-02	X	12.85		48		27,200	BXUF					HS	NR	0	3	24	4	2		33		892	
S066	66-02	E	13.03		0.17	JCT SH 88 EAST	26,100	IILH	32	4			59	2	0	3	24	4	3	7	08	743		
S066	66-02	W	13.03		0.00	JCT SH 88 EAST	26,100	IILH	32	4			59	2	0	3	24	4	3	7	08			
S066	66-02	E	13.20		0.00	JCT SH 20 EAST	26,100	IILH	32	4			70	2	0	3								
S066	66-02	W	13.20		0.06	JCT SH 20 EAST	26,100	IILH	32	4			59	2	0	3	24	4	3	7	08	263		55,549
S066	66-04	E	00.00		0.07	JCT SH 20 WEST	19,300	IILA	32	4			77	1	0	3								
S066	66-04	W	00.00		0.00	JCT SH 20 WEST	19,300	IILA	32	4			77	1	0	3								
S066	66-04	E	00.07		0.00	0.72 MI. N SH-20 W	19,300	IILA	32	4			78	1	0	3								
S066	66-04	W	00.07		0.72	0.72 MI. N SH-20 W	19,300	IILA	32	4			59	1	0	3	25	4	0	7	08	3,110		
S066	66-04	E	00.79		0.61	1.33 MIS. N SH-20 W	16,400	IILA	24	1	10		78	1	0	3								
S066	66-04	W	00.79		0.00	1.33 MIS. N SH-20 W	16,400	IILA	24	1	10		75	1	0	3								
S066	66-04	E	01.40		0.00	1.53 MIS N SH 20	16,400	IILA	24	1	10		93	1	0	3								
S066	66-04	W	01.40		0.20	1.53 MIS N SH 20	16,400	IILA	24	1	6		85	1	0	3								
S066	66-04	E	01.60		0.00	LEV CLAREMORE LOWERY	16,400	IILA	24	1	10		84	1	0	3								
S066	66-04	W	01.60		0.30	LEV CLAREMORE LOWERY	16,400	IHLA	24	1	6		82	1	0	3								
S066	66-04	E	01.90	0.00		2.30 MIS N SH 20 W	16,400	IHLA	24	1	10		90	1	0	3								
S066	66-04	W	01.90	0.47		SIOUX AVE	16,400	IHLA	24	1	8		84	1	0	3								
S066	66-04	E	02.37	0.00		LEAVE CLAREMORE U/L	11,200	IHLA	24	1	10		90	1	0	3								
S066	66-04	W	02.37	0.82		COUNTY RD EW04300	11,200	IHLA	24	1	8		85	1	0	3								
S066	66-04	X	02.85	23			11,200	BXUF					HS	NR	0	3								
S066	66-04	E	03.19	0.00		COUNTY RD EW04600	10,900	IHLA	24	1	10		90	1	0	5								
S066	66-04	W	03.19	3.74		3.53 MIS. S. SH 28A	10,900	IHLA	24	1	8		88	1	0	5								
S066	66-04	E	06.93	0.00		1.14 S SH 28A	9,200	IHHE	24	1	10		88	1	0	5								
S066	66-04	W	06.93	2.39			9,200	IHLA	24	3	6		79	1	0	5								
S066	66-04	X	07.98	23			9,200	BXUF					HS	NR	0	5								
S066	66-04	X	09.14	23			9,200	BXUF					HS	NR	0	5								
S066	66-04	E	09.32	0.64		ENTER FOYIL C/L TC	8,100	HHHE	24	1	10		88	1	0	5								
S066	66-04	W	09.32	0.00		ENTER FOYIL C/L TC	8,100	HHHE	24	1	10		87	1	0	5								
S066	66-04	E	09.96	FOYIL	0.50	JCT SH 28A	8,100	HHHE	24	1	10		88	1	0	5								
S066	66-04	W	09.96		0.00	JCT SH 28A	8,100	HHHE	24	1	10		86	1	0	5								
S066	66-04	E	10.46	0.00		BEG 2 LANE	6,100	HHHE	24	1	10		88	1	0	5								
S066	66-04	W	10.46	2.61			6,100	HHLA	24	3	6		82	1	0	5								
S066	66-04	E	13.07	0.00		2.71 MIS. S. SH 28 S	5,200	IE0B	24	1	10		95	1	0	5								
S066	66-04	W	13.07	2.28		2.71 MIS. S. SH 28 S	5,200	IHLA	24	3	6		79	1	0	5								
S066	66-04	X	13.67	22			5,200	BXUF					HS	NR	0	5								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S066	66-04	E	15.35	0.00		0.51 MIS. S. SH 28 S	5,800	IE0B	24	1	10		95	1	0	5							
S066	66-04	W	15.35	2.20		0.51 MIS. S. SH 28 S	5,800	IHLA	24	3	6		81	1	0	5							
S066	66-04	X	16.63	23			5,800	BXUF				HS	NR		0	5							
S066	66-04	E	17.55	0.00		0.14 MIS. S. SH 28 S	5,900	IE0B	24	1	10		94	1	0	5							
S066	66-04	W	17.55	0.37			5,900	IHHE	20	3	6		79	1	0	5							
S066	66-04	E	17.92	0.00		JCT SH 28 SOUTH	5,900	IHHE	24	1	10		88	1	0	5							
S066	66-04	W	17.92	0.14		JCT SH 28 SOUTH	5,900	IHHE	24	3	6		81	1	0	5							
S066	66-04	X	18.04	34			5,900	BXUF				HS	NR		0	5							
S066	66-04	E	18.06	CHELSEA	0.00	0.18 MIS. N. SH 28S	6,000	IHHE	24	1	10		84	1	0	5							
S066	66-04	W	18.06		0.18	0.18 MIS. N. SH 28S	6,000	IHLA	24	1	10		83	1	0	5							
S066	66-04		18.24		0.47	JCT SH 28 NORTH TC	6,000	IILA	64	4			83	1	0	5							
S066	66-04		18.71		0.34	0.34 MIS. NE SH 28N	6,500	IILA	64	4			87	1	0	5							
S066	66-04	X	19.02		34		6,500	BXUF				HS	NR		0	5							
S066	66-04	E	19.05		0.10	0.44 MIS. NE. SH 28N	6,500	IILA	33	4			79	1	0	5							
S066	66-04	W	19.05		0.00	0.44 MIS. NE. SH 28N	6,500	IILA	33	4			80	1	0	5							
S066	66-04	E	19.15		0.29	0.73 MIS. NE. SH 28N	6,500	IILA	33	4			80	1	0	5							
S066	66-04	W	19.15		0.00	0.73 MIS. NE. SH 28N	6,500	IILA	33	4			81	1	0	5							
S066	66-04	E	19.44		0.08	LEAVE CHELSEA C/L	4,100	IIHE	24	1	10		86	1	0	5							
S066	66-04	W	19.44		0.00	LEAVE CHELSEA C/L	4,100	IIHE	24	1	10		84	1	0	5							
S066	66-04	E X	19.47		155		4,100	BRDG				18	SD		0	5	08	2	1		31		1,820
S066	66-04	W X	19.47		151		4,100	BRDG				24	SD		0	5	08	2	1		31		1,799
S066	66-04	E	19.52	0.81		1.62 MIS. NE. SH 28N	3,900	IHHE	24	1	10		83	1	0	5							
S066	66-04	W	19.52	0.00		1.62 MIS. NE. SH 28N	3,900	IHLA	24	3	6		83	1	0	5							
S066	66-04	E	20.33	0.39		2.01 MIS. NE. SH 28N	3,400	IHHE	24	1	10		87	1	0	5							
S066	66-04	W	20.33	0.00		2.01 MIS. NE. SH 28N	3,400	IHHE	24	1	10		86	1	0	5							
S066	66-04	E	20.72	0.00		2.33 SW CRAIG CO LIN	3,000	IHLA	24	3	8		82	1	0	5							
S066	66-04	W	20.72	2.00			3,000	IHHE	24	1	10		85	1	0	5							
S066	66-04	E	22.72	0.47		1.86 SW CRAIG CO LIN	3,000	IHHE	24	1	10		87	1	0	5							
S066	66-04	W	22.72	0.00		1.86 SW CRAIG CO LIN	3,000	IHHE	24	1	10		86	1	0	5							
S066	66-04	E	23.19	1.52		BEGIN 2 LANE	2,800	IHHE	24	1	10		89	1	0	5							
S066	66-04	W	23.19	0.00			2,800	IHLA	24	3	6		83	1	0	5							
S066	66-04		24.71	0.34		CRAIG CO LINE	2,800	IHLA	24	3	6		74	1	0	5							6,729
U169	66-05	E	00.00	1.27		TULSA COUNTY LINE	9,200	LL0V	24	1	10		96	1	1	3							
U169	66-05	W	00.00	0.00		TULSA COUNTY LINE	9,200	LL0V	24	1	10		96	1	1	3							
U169	66-05	E X	00.59	702			9,200	BRDG				36	AD		1	3							
U169	66-05	W X	00.59	702			9,200	BRDG				36	AD		1	3							
U169	66-05	E X	00.90	452			9,200	BRDG				36	AD		1	3							
U169	66-05	W X	00.90	452			9,200	BRDG				36	AD		1	3							
U169	66-05	E X	01.07	452			9,200	BRDG				36	AD		1	3							
U169	66-05	W X	01.07	452			9,200	BRDG				36	AD		1	3							0
U169	66-06	E	00.00	0.28		0.28 MI E. TULSA CO/	9,200	LL0V	24	1	10		96	1	1	3							
U169	66-06	W	00.00	0.00		0.28 MI E. TULSA CO/	9,200	LL0V	24	1	10		96	1	1	3							
U169	66-06	E	00.28	1.72		2.00 MI E. TULSA CO/	9,300	LL0T	24	1	10		95	1	1	3							
U169	66-06	W	00.28	0.00		2.00 MI E. TULSA CO/	9,300	LL0T	24	1	10		95	1	1	3							
U169	66-06	E	02.00	2.42		1.40 MI S SH 88	8,900	LL0B	24	1	10		95	1	1	3							

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S020	66-08		10.75		0.63	JCT SH 88	IHHL	22	3	4		57	2	0	3	02	4	2	3	07	3,860		
S020	66-08		11.38		0.62	SURF CHANGE	IELH	48	4			72	1	0	3	02	4	2	3	07	3,788		
S020	66-08	X	11.66		42		BXUF				HS	NR		0	3	02	4	2	3	33		660	
S020	66-08		12.00		0.09	0.07 W SH 66	IELA	48	4			59	1	0	3	02	4	2	3	07	554		
S020	66-08		12.09		0.07	JCT SH 66S(RIGGS)	IELA	48	4			59	1	0	3	02	4	2	3	07	24,770		83,290
S020	66-10		00.00		0.21	TOWN CENTER CLAREMOR	LL0H	48	4			74	1	0	3								
S020	66-10		00.21		0.72	0.93 MIS E. SH 66	LL0H	48	4			74	1	0	3								
S020	66-10		00.93		0.22	LEV CLAREMORE MAIDEN	LL0H	48	4			74	1	0	3								
S020	66-10		01.15	0.29		1.44 E SH 66	HHLH	48	1	10		74	1	0	3								
S020	66-10	X	01.24	161			BRDG				29	AD		0	3								
S020	66-10		01.44	0.07		1.51 MIS E. SH 66	LL0E	52	4			80	1	0	3								
S020	66-10		01.51	0.70		2.21 MIS. E. SH 66	LL0E	52	4			80	1	0	3								
S020	66-10		02.21	0.05		JCT I-44	LL0E	52	4			100	1	0	3								
S020	66-10	X	02.21	400		JCT I-44	OP-H					36	AD		0	3							
S020	66-10		02.26	0.17		0.17 MI E JCT I-44	LL0E	52	4			100	1	0	3								
S020	66-10		02.43	0.60		LEAVE CLAREMORE U/L	LL0V	48	1	10		92	1	0	3								
S020	66-10		03.03	1.07		6.09 MI W MAYES CO	LL0V	48	1	10		95	1	0	4								
S020	66-10		04.10	2.20		3.89 MI W MAYES CO	LL0V	48	1	10		99	1	0	4								
S020	66-10	X	04.72	23			BXUF				HS	NR		0	4								
S020	66-10	X	05.12	29			BXUF				HS	NR		0	4								
S020	66-10	X	05.69	28			BXUF				HS	NR		0	4								
S020	66-10	N	06.30	3.89		MAYES CO LINE	LL0V	24	1	10		97	1	0	4								
S020	66-10	S	06.30	0.00		MAYES CO LINE	LL0V	24	1	10		97	1	0	4								
S020	66-10	X	07.70	31			BXUF				HS	NR		0	4								
S020	66-10	X	08.80	27			BXUF				HS	NR		0	4								
S020	66-10	X	09.96	36			BXUF				HS	NR		0	4								0
S028	66-12		00.00	0.97		0.97 MI S NOWATA CO/	DHDE	22	3	2		63	1	0	5	09	2	0	2	01	834		
S028	66-12		00.97	0.14		1.11 MI S NOWATA CO/	DIIE	24	1	4		93	1	0	5								
S028	66-12	X	01.03	35			BXUF				HS	NR		0	5								
S028	66-12		01.11	5.46		ENTER CHELSEA C/L	DHDE	22	3	2		60	1	0	5	09	2	0	2	01	4,690		
S028	66-12	X	04.84	23			BXUF				HS	NR		0	5								
S028	66-12	X	05.61	23			BXUF				HS	NR		0	5								
S028	66-12	X	06.52	23			BXUF				HS	NR		0	5								
S028	66-12		06.57	CHELSEA	0.26	0.60 MIS. N. SH 66	DHDE	22	3	2		60	1	0	5	09	2	0	2	01	221		
S028	66-12		06.83		0.27	5TH STREET	DHDE	22	2	3		68	1	0	5	30	2	0	6	08	855		
S028	66-12		07.10		0.09	6TH STREET	DHJA	50	4			87	1	0	5								
S028	66-12		07.19		0.24	JCT SH 66 TC	DHJA	70	4			80	1	0	5								6,600
S028	66-16		00.00		0.63	LEAVE CHELSEA C/L	IIHL	22	3	3		59	1	0	5	13	2	0	1	02	556		
S028	66-16		00.63	0.57		1.20 MIS. S. SH 66	IIHL	22	3	3		59	1	0	5	13	2	0	1	02	501		
S028	66-16		01.20	4.93		JCT SH 28A	IIHL	22	3	3		59	1	0	5	13	2	0	1	02	4,327		
S028	66-16	X	01.43	34			BXUF				HS	NR		0	5								
S028	66-16	X	02.09	34			BXUF				HS	NR		0	5								
S028	66-16	X	03.63	47			BXUF				HS	NR		0	5								5,384
U412	66-18	N	00.00	FAIR OAK	0.28	LEAVE TULSA U/L	LL0A	24	1	10		93	3	1	2								
U412	66-18	S	00.00		0.00	LEAVE TULSA U/L	LL0A	24	1	10		92	3	1	2								

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U412	66-18	E X 00.01		404		24,000	UP-H					AD		1	2								
U412	66-18	W X 00.01		404		24,000	UP-H					AD		1	2								
U412	66-18	N 00.28		2.03	2.31 MIS. E. CREEK T	22,800	LL0A	24	1	10		79	2	1	3								
U412	66-18	S 00.28		0.00	2.31 MIS. E. CREEK T	22,800	LL0A	24	1	10		79	2	1	3								
U412	66-18	X 00.36		404		22,800	UP-H					AD		1	3								
U412	66-18	N 02.31	3.06		JCT SH 412P	22,600	LL0A	24	1	10		78	2	1	3								
U412	66-18	S 02.31	0.00		JCT SH 412P	22,600	LL0A	24	1	10		78	2	1	3								
U412	66-18	N 05.37	0.89		VERDIGRIS BRIDGE	22,000	LL0A	24	1	10		81	1	1	3								
U412	66-18	S 05.37	0.00		VERDIGRIS BRIDGE	22,000	LL0A	24	1	10		81	1	1	3								
U412	66-18	N X 05.85	404			22,000	BRDG				36	AD		1	3								
U412	66-18	S X 05.85	404			22,000	BRDG				36	AD		1	3								
U412	66-18	N 06.26	0.20		5.49 MIS. W. SH 88	20,800	LL0E	24	1	10		79	1	1	3								
U412	66-18	S 06.26	0.00		5.49 MIS. W. SH 88	20,800	LL0E	24	1	10		79	1	1	3								
U412	66-18	N 06.46	0.36		5.13 MIS W. SH 88	20,800	IILE	24	1	10		59	1	1	3	02	2	0	2	02		623	
U412	66-18	S 06.46	0.00		5.13 MIS W. SH 88	20,800	IILE	24	1	10		59	1	1	3	02	2	0	2	02		9,725	
U412	66-18	N 06.82	4.59		ENTER INOLA C/L	19,500	IHHE	24	1	10		59	1	1	3	02	2	0	2	02			
U412	66-18	S 06.82	0.00		ENTER INOLA C/L	19,500	IHHE	24	1	10		59	1	1	3	02	2	0	2	02			
U412	66-18	N 11.41	INOLA	0.12	0.42 MIS. W. SH 88	18,800	IHHE	24	1	10		88	1	1	3								
U412	66-18	S 11.41		0.00	0.42 MIS. W. SH 88	18,800	IHHE	24	1	10		87	1	1	3								
U412	66-18	N 11.53		0.42	JCT SH 88	17,900	IILE	24	1	10		90	1	1	3								
U412	66-18	S 11.53		0.00	JCT SH 88	17,900	IILE	24	1	10		90	1	1	3								
U412	66-18	X 11.56		46		17,900	BXUF				HS	NR		1	3								
U412	66-18	N 11.95	4.55		MAYES CO LINE	15,900	LL0E	24	1	10		90	1	1	3								
U412	66-18	S 11.95	0.00		MAYES CO LINE	15,900	LL0E	24	1	10		90	1	1	3								
U412	66-18	N X 12.04	253			15,900	H-HR				36	AD		1	3								
U412	66-18	S X 12.04	253			15,900	H-HR				36	AD		1	3								
U412	66-18	N X 12.55	97			15,900	OP-H				36	AD		1	3								
U412	66-18	S X 12.55	97			15,900	OP-H				36	AD		1	3								
U412	66-18	X 15.51	36			15,900	BXUF				HS	NR		1	3								
U412	66-18	X 15.95	38			15,900	BXUF				HS	NR		1	3								
U412	66-18	X 16.28	34			15,900	BXUF				HS	NR		1	3								10,348
S088	66-22	00.00		0.13	0.13 MIS. N. US 412	3,000	IIIE	24	1	17		88	1	0	5								
S088	66-22	X 00.00		0	0.13 MIS. N. US 412	3,000	UP-H					AD		0	5								
S088	66-22	X 00.02		0		3,000	UP-H					AD		0	5								
S088	66-22	00.13		0.27	0.40 MIS. N. US 412	3,100	II0E	48	1	8		100	1	0	5								
S088	66-22	X 00.18		33		3,100	BXUF				HS	NR		0	5								
S088	66-22	E 00.40		0.25	LEAVE INOLA C/L	3,100	II0E	24	1	8		100	1	0	5								
S088	66-22	W 00.40		0.00	LEAVE INOLA C/L	3,100	II0E	24	1	8		100	1	0	5								
S088	66-22	E 00.65	3.00		END DIVIDED	3,100	II0E	24	1	8		100	1	0	5								
S088	66-22	W 00.65	0.00		END DIVIDED	3,100	II0E	24	1	8		100	1	0	5								
S088	66-22	X 01.12	33			3,100	BXUF				HS	NR		0	5								
S088	66-22	X 01.66	31			3,100	BXUF				HS	NR		0	5								
S088	66-22	X 03.19	40			3,100	BXUF				HS	NR		0	5								
S088	66-22	03.65	3.35		7.00 MIS N US 412	3,100	IHHE	22	3	3		56	1	0	5	08	2	0	3	02		7,230	
S088	66-22	X 05.72	125			3,100	BRDG				36	SD		0	5	08	2	1	31			1,651	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S088	66-22	07.00	1.70		ENTER CLAREMORE U/L	3,500	IHHE	24	3	3		59	1	0	5	08	2	0	1	02	3,234		
S088	66-22	X 08.16	153			3,500	BRDG				36	AD	0	5									
S088	66-22	08.70	1.42		BEG SAB-166B(158)	3,400	IHHE	24	3	3		61	1	0	4	08	2	0	1	02	2,706		
S088	66-22	10.12	0.18		END SAB-166B(158)	3,400	IIOE	24	1	8		82	1	0	4								
S088	66-22	X 10.27	210			3,400	BRDG				60	AD	0	4									
S088	66-22	10.30	0.56		ENTER CLAREMORE C/L	3,400	IHHE	24	3	3		72	1	0	4								
S088	66-22	X 10.61	23			3,400	BXUF				HS	NR	0	4									
S088	66-22	X 10.66	260			3,400	UPHR					AD	0	4									
S088	66-22	10.86		0.26	CHOCTAW AVE	3,500	IHHB	24	3	3		64	1	0	4	30	2	0	6	08	923		
S088	66-22	11.12		0.26	WEENONAH AVE	3,900	IHHB	24	3	3		64	1	0	4	30	2	0	6	08	1,082		
S088	66-22	11.38		0.28	JCT SH 66	4,700	IILA	40	4			80	1	0	4								16,826
S088	66-28	00.00		0.14	BOILING AVE	6,800	LLOH	48	4			90	1	0	3								
S088	66-28	00.14		0.26	0.40 MIS. N. SH 20	6,800	LLOH	48	4			87	1	0	3								
S088	66-28	00.40		0.50	0.90 MIS. N. SH 20	5,000	IHHE	24	1	8		87	1	0	3								
S088	66-28	00.90		0.13	1.03 MIS. N. SH 20	4,900	IHHE	24	1	8		82	1	0	3								
S088	66-28	01.03		0.36	LEAVE CLAREMORE C/L	4,400	IHHE	24	1	8		80	1	0	3								
S088	66-28	01.39	3.06		LEAVE CLAREMORE U/L	4,300	IHHE	24	1	8		75	1	0	3								
S088	66-28	X 02.63	0			4,300	UP-R					AD	0	3									
S088	66-28	04.45	2.00		COUNTY RD EW04200	4,300	IHHE	24	1	8		75	2	0	5								
S088	66-28	X 05.18	46			4,300	BXUF				HS	NR	0	5									
S088	66-28	06.45	2.01		3.60 MIS S. US 169	4,300	IHHB	24	1	4		78	2	0	5								
S088	66-28	X 07.15	627			4,300	BRDG				27	AD	0	5									
S088	66-28	08.46	1.64		1.96 MIS S. US 169	4,300	IHHB	24	1	4		74	1	0	5								
S088	66-28	10.10	1.69		ENTER OOLOGAH C/L	4,400	IHHB	24	1	8		79	1	0	5								
S088	66-28	11.79	OOLOGAH	0.27	JCT US 169	4,300	IHHB	24	1	8		83	1	0	5								0
S028A	66-29	00.00	4.56		MAYES CO LINE	2,100	IHHL	24	3	4		59	1	0	5	08	2	0	3	02	9,852		
S028A	66-29	X 00.76	54			2,100	BXUF				HS	NR	0	5									
S028A	66-29	X 02.78	23			2,100	BXUF				HS	NR	0	5									9,852
I044	66-30	N 00.00	FAIR OAK	0.35	LEAVE FAIROAKS C/L	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	S 00.00		0.00	LEAVE FAIROAKS C/L	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	X 00.10		172		24,400	UP-H					AD	1	1									
I044	66-30	N X 00.10		276		24,400	OTHR				29	AD	1	1									
I044	66-30	S X 00.10		276		24,400	OTHR				29	AD	1	1									
I044	66-30	N 00.35	0.40		ENTER FAIROAKS C/L	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	S 00.35	0.00		ENTER FAIROAKS C/L	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	N 00.75	FAIR OAK	0.25	LEAVE FAIROAKS C/L	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	S 00.75		0.00	LEAVE FAIROAKS C/L	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	N 01.00	0.53		END NEW ALIGNMENT	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	S 01.00	0.00		1.53 MIS. N. US 412	24,400	IIOE	24	1	10		96	1	1	1								
I044	66-30	X 01.00	172		1.53 MIS. N. US 412	24,400	UP-H					AD	1	1									
I044	66-30	N 01.53	0.17		1.70 MIS. N. US 412	24,400	HHHD	24	1	10		96	1	1	1								
I044	66-30	S 01.53	0.00		1.70 MIS. N. US 412	24,400	HHHD	24	1	10		96	1	1	1								
I044	66-30	N 01.70	0.51		LEAVE TULSA U/L	24,400	HHHD	24	1	10		96	1	1	1								
I044	66-30	S 01.70	0.00		LEAVE TULSA U/L	24,400	HHHD	24	1	10		96	1	1	1								
I044	66-30	X 01.70	183		LEAVE TULSA U/L	24,400	UP-H					FO	1	1	01	6	1			31			

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	66-30	X 01.90	0			24,400	UP-H				FO	1	1	01	6	1			31				
I044	66-30	N 02.21	1.02		3.23 MIS. N. US 412	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 02.21	0.00		3.23 MIS. N. US 412	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 02.70	21			25,100	BXBR				HS	AD	1	1									
I044	66-30	X 03.20	403			25,100	BRDG				36	AD	1	1									
I044	66-30	N 03.23	0.53		3.76 MIS. N. US 412	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 03.23	0.00		3.76 MIS. N. US 412	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	N X 03.40	1075			25,100	BRDG				36	AD	1	1									
I044	66-30	S X 03.40	1075			25,100	BRDG				36	AD	1	1									
I044	66-30	N 03.76	0.43		4.19 MIS. N. US 412	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 03.76	0.00		4.19 MIS. N. US 412	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	N 04.19	0.81		ENTER CLAREMORE U/L	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 04.19	0.00		ENTER CLAREMORE U/L	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 04.20	803			25,100	BRDG				36	AD	1	1									
I044	66-30	X 04.70	21			25,100	BXBR				HS	AD	1	1									
I044	66-30	N 05.00	1.47		JCT SH 266 (OFF RAMP	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 05.00	0.00		JCT SH 266 (OFF RAMP	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 05.10	0			25,100	UP-H				FO	1	1	01	6	5				31			
I044	66-30	X 06.40	0			25,100	UP-H				FO	1	1	01	6	5				31			
I044	66-30	N 06.47	0.37		SH 266 WEST OVER	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 06.47	0.00		SH 266 WEST OVER	25,100	HHHD	24	1	10	96	1	1	1									
I044	66-30	N 06.84	1.20		ENTER VERDIGRIS C/L	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 06.84	0.00		ENTER VERDIGRIS C/L	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 07.00	30			23,300	UPHP				AD	1	1										
I044	66-30	X 07.40	30			23,300	BXBR				HS	AD	1	1									
I044	66-30	X 07.80	0			23,300	UP-H				FO	1	1	01	6	5				31			
I044	66-30	X 08.00	38			23,300	BXBR				HS	AD	1	1									
I044	66-30	N 08.04		0.95	LEAVE VERDIGRIS C/L	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 08.04		0.00	LEAVE VERDIGRIS C/L	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	N 08.99	3.03		SH 88 UNDER	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 08.99	0.00		SH 88 UNDER	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 09.70	0			23,300	UP-H				FO	1	1	01	6	1				31			
I044	66-30	X 10.50	0			23,300	UP-H				FO	1	1	01	6	1				31			
I044	66-30	X 11.10	0			23,300	UP-H				FO	1	1	01	6	1				31			
I044	66-30	X 11.50	124			23,300	BRDG				36	AD	1	1									
I044	66-30	N 12.02	1.38		JCT SH 20 (OFF RAMP)	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 12.02	0.00		JCT SH 20 (OFF RAMP)	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 12.10	260			23,300	H-HR				36	AD	1	1									
I044	66-30	X 12.30	263			23,300	BRDG				36	AD	1	1									
I044	66-30	X 12.90	0			23,300	UP-H				SD	1	1	01	6	1				31			
I044	66-30	N 13.40	0.25		SH 20 OVER	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	S 13.40	0.00		SH 20 OVER	23,300	HHHD	24	1	10	96	1	1	1									
I044	66-30	X 13.40	29		SH 20 OVER	23,300	BXBR				HS	AD	1	1									
I044	66-30	N 13.65	0.43		0.43 MIS N SH 20 OVE	18,100	HHLE	24	1	10	96	1	1	1									
I044	66-30	S 13.65	0.00		0.43 MIS N SH 20 OVE	18,100	HHLE	24	1	10	96	1	1	1									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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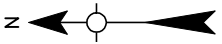
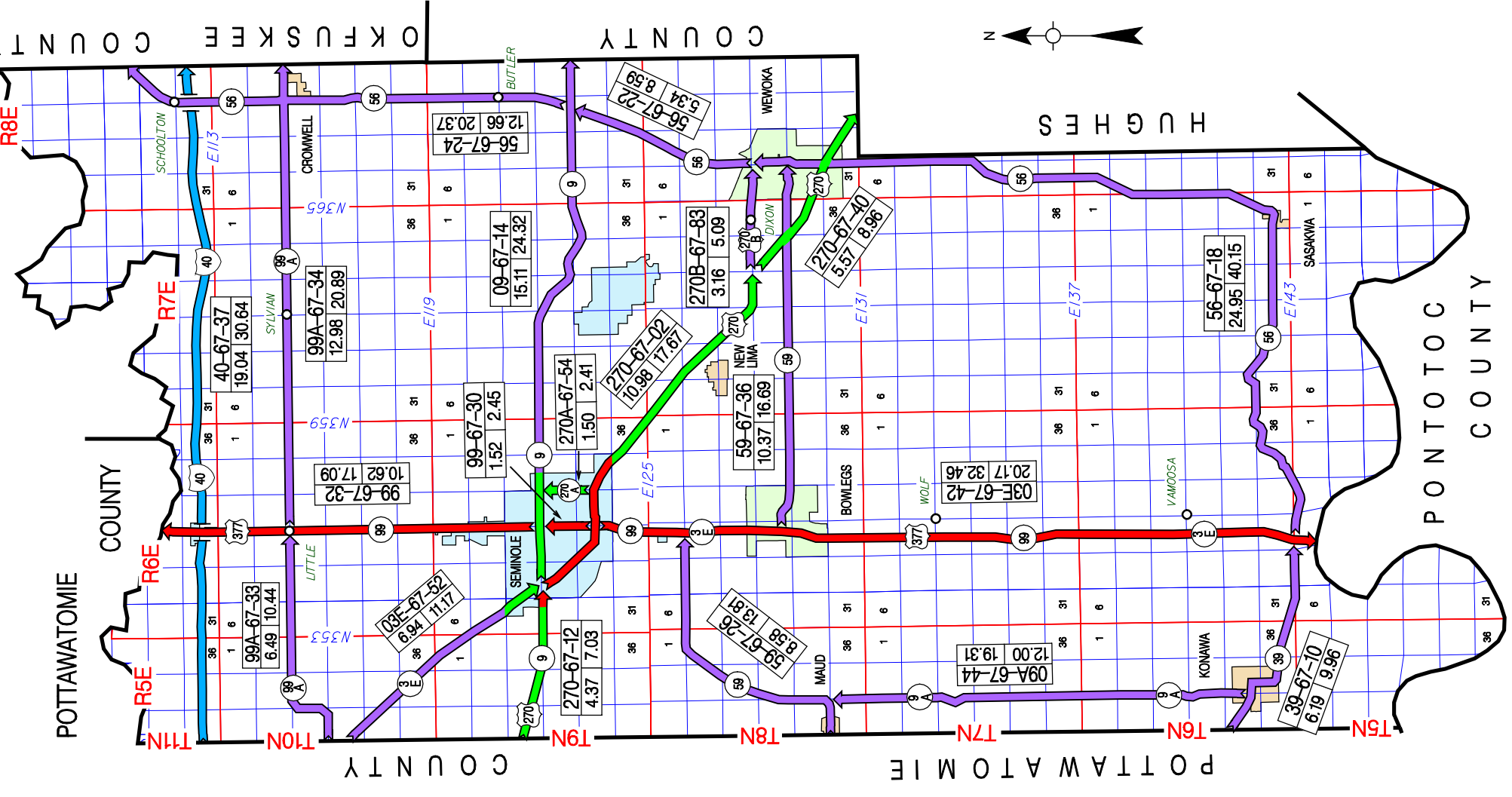
Rogers County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	66-36	S X 01.99	126			68,100	OP-H				36	SD		1	1	20	8	5	31				
I044	66-36	N 02.99	CATOOSA	0.24	0.19 MI W SH 66	65,800	IHHB	24	1	10		36	3	1	1	20	8	2	7	08	1,900		
I044	66-36	S 02.99		0.00	0.19 MI W SH 66	65,800	IHHB	24	1	10		36	3	1	1	20	8	2	7	08			
I044	66-36	N X 02.99		114	0.19 MI W SH 66	65,800	OP-H				36	SD		1	1	20	8	1	31			2,083	
I044	66-36	S X 02.99		114	0.19 MI W SH 66	65,800	OP-H				36	SD		1	1	20	8	1	31			2,083	
I044	66-36	N 03.23		0.19	JCT SH 66	65,800	LL0H	24	1	10		37	3	1	1	20	8	2	7	08	600		
I044	66-36	S 03.23		0.00	JCT SH 66	65,800	LL0H	24	1	10		37	3	1	1	20	8	2	7	08			
I044	66-36	N 03.42	0.30		0.30 MIS. E. SH 66	44,700	LL0A	24	1	10		59	3	1	1	21	6	2	7	23	4,200		
I044	66-36	S 03.42	0.00		0.30 MIS. E. SH 66	44,700	LL0A	24	1	10		59	3	1	1	21	6	2	7	23			
I044	66-36	N X 03.57	36			44,700	BXUF				HS	NR		1	1	21	6	2	33			795	
I044	66-36	S X 03.57	36			44,700	BXUF				HS	NR		1	1	21	6	2	33			644	
I044	66-36	N X 03.60	132			44,700	OP-H				36	FO		1	1	21	6	5	31			1,725	
I044	66-36	N 03.72	0.26		ENTER FAIR OAKS C/L	44,700	LL0A	24	1	10		92	3	1	1								
I044	66-36	S 03.72	0.00		ENTER FAIR OAKS C/L	44,700	LL0A	24	1	10		92	3	1	1								
I044	66-36	N 03.98	FAIR OAK	0.19	0.75 MIS. E. SH 66	44,700	LL0A	24	1	10		92	3	1	1								
I044	66-36	S 03.98		0.00	0.75 MIS. E. SH 66	44,700	LL0A	24	1	10		92	3	1	1								
I044	66-36	N 04.17		0.48	JCT CREEK TP	44,700	LL0A	24	1	10		92	3	1	1								
I044	66-36	S 04.17		0.00	JCT CREEK TP	44,700	LL0A	24	1	10		92	3	1	1								
I044	66-36	N X 04.26		169		44,700	BRDG				29	AD		1	1								
I044	66-36	S X 04.26		169		44,700	BRDG				29	AD		1	1								183,589
S088	66-38	00.00	INOLA	0.09	1ST STREET	2,800	HHHA	55	4			59	1	0	5	30	2	0	7	08	293		
S088	66-38	00.09		0.09	00.18 MI N COMMERCIA	2,800	HHHA	37	5	2		59	1	0	5	30	2	0	7	08	274		
S088	66-38	00.18		0.41	LEAVE INOLA C/L	4,400	HHHA	24	3	3		59	1	0	5	29	2	0	7	08	1,013		
S088	66-38	00.59		0.60	0.20 MI S US 412	3,900	HHHA	24	3	2		59	1	0	5	13	2	0	2	02	553		
S088	66-38	01.19		0.20	JCT US 412	4,000	HHHA	24	1	10		59	1	0	5	13	2	0	2	02	177		2,310
S412P	66-44	00.00	1.26		GATE PORT 33	2,200	II0A	22	3	2		70	1	3	5								
S412P	66-44	X 00.23	716			2,200	BRDG				24	SD		3	5	08	4	1	31			3,119	
S412P	66-44	X 00.63	614			2,200	BRDG				24	FO		3	5	08	4	1	31			2,677	5,796
County Total			151.67	30.26	181.90																349,365	103,192	452,557

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- SEMINOLE COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6702	US 270	10.98	JCT. SH 9 IN SEMINOLE	SOUTHEASTERLY	JCT. US 270 BUS. W. OF WEWOKA	
6710	SH 39	6.19	POTTAWATOMIE COUNTY LINE	SOUTHEASTERLY	JCT SH 3E SE OF KONAWA	
6712	US 270	4.37	POTTAWATOMIE COUNTY LINE	EASTERLY	JCT. SH 3E IN SEMINOLE	REINVENTORIED 2005 (4.45 MI. BEFORE)
6714	SH 9	15.11	JCT. US 270, IN SEMINOLE	EASTERLY	HUGHES COUNTY LINE	REINVENTORIED 2005 (15.03 MI. BEFORE)
6718	SH 56	24.95	JCT SH 3E S.E. OF KONAWA	EAST & NORTHERLY	JCT. US 270B(1ST & MEKUSUKEY AVE)IN WEWOKA	
6722	SH 56	5.34	JCT. US 270B(1ST & MEKUSUKEY AVE)IN WEWOKA	NORTHERLY	JCT. SH 9, N. OF WEWOKA	
6724	SH 56	12.66	JCT. SH 9, N. OF WEWOKA	NORTHERLY	OKFUSKEE COUNTY LINE	
6726	SH 59	8.58	POTTAWATOMIE COUNTY LINE	EAST & NORTHERLY	JCT. SH 3E, S. OF SEMINOLE	
6730	SH 99	1.52	JCT. US 270(BROADWAY & PHILLIPS)IN SEMINOLE	NORTHERLY	JCT. SH 9, IN SEMINOLE	
6732	SH 99	10.62	JCT. SH 9 IN SEMINOLE	NORTHERLY	POTTAWATOMIE COUNTY LINE (N. END BR.)	
6733	SH 99A	6.49	POTTAWATOMIE COUNTY LINE	EASTERLY	JCT. SH 99 AT LITTLE	
6734	SH 99A	12.98	JCT. SH 99, AT LITTLE	EASTERLY	OKFUSKEE COUNTY LINE	
6736	SH 59	10.37	JCT SH 3E S. OF SEMINOLE	EASTERLY	JCT SH 56(MEKUSUKEY AVE & 14TH ST)IN WEWOKA	
6737	IS 40	19.04	POTTAWATOMIE COUNTY LINE	EASTERLY	OKFUSKEE COUNTY LINE	
6740	US 270	5.57	JCT. US 270B W. OF WEWOKA	SOUTHEASTERLY	HUGHES COUNTY LINE	
6742	SH 3E	20.17	JCT US 270(BROADWAY & PHILLIPS)IN SEMINOLE	SOUTHERLY	PONTOTOC COUNTY LINE (N. END STR.)	
6744	SH 9A	12.00	JCT. SH 39(THIRD ST & WEST ST)IN KONAWA	NORTHERLY	JCT. SH 59 E. OF MAUD	
6752	SH 3E	6.94	POTTAWATOMIE COUNTY LINE	SOUTHEASTERLY	JCT. SH 9 IN SEMINOLE	
6754	SH 270A	1.50	JCT US 270 (BROADWAY & HARVEY) IN SEMINOLE	NORTHERLY	JCT SH 9 IN SEMINOLE	
6783	US 270B	3.16	JCT. US 270 W. OF WEWOKA	EASTERLY	JCT. SH 56(MEKUSUKEY AVE & 1ST ST)IN WEWOKA	

198.54 TOTAL COUNTY MILEAGE



OKFUSKEE COUNTY

HUGHES

PONTOTOC COUNTY

POTTAWATOMIE COUNTY

SEMINOLE COUNTY

POTTAWATOMIE COUNTY

T15N

T16N

T17N

T18N

T19N

T10N

T11N

R8E

R7E

R6E

R5E

SCHOOLTON

LITTLE

SEMINOLE

MAUD

BOWLEGS

VAMCOOSA

WOLF

NEW LIMA

DIXON

WEWOKA

CROMWELL

SASAKWA

SILVIAN

99A-67-34

99-67-30

99A-67-33

40-67-37

270A-67-54

270-67-12

99-67-32

270-67-02

59-67-26

56-67-24

270B-67-83

59-67-36

56-67-22

270-67-40

03E-67-42

09-67-14

56-67-18

39-67-10

12.66 20.37

3.16 5.09

5.34 8.59

15.11 24.32

10.37 16.69

10.62 17.09

10.98 17.67

8.38 13.81

6.94 11.17

12.98 20.89

1.52 2.45

6.49 10.44

19.04 30.64

1.50 2.41

19.31 32.46

24.95 40.15

4.37 7.03

20.17 32.46

24.95 40.15

8.96 13.81

6.19 9.96

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 3

Seminole County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U270	67-02	00.00		2.00	WIDTH CHANGE	4,700	IHLA	24	1	4		71	1	0	3								
U270	67-02	02.00		0.33	WIDTH CHNG PARK ST	5,500	IHLA	41	4			73	1	0	3								
U270	67-02	02.33		0.06	JCT SH 99	6,600	IHOE	48	4			75	1	0	3								
U270	67-02	02.39		0.07	TOWN CENTER 2ND ST.	7,500	JJ0A	60	4			72	1	0	3								
U270	67-02	02.46		0.15	BEGIN PC CONC 4TH ST	7,600	JJ0A	60	4			79	1	0	3								
U270	67-02	02.61		0.38	0.6 E SH 99 S	6,600	IILO	31	4			66	1	0	3	27	2	0	7	08	1,246		
U270	67-02	02.99		0.42	JCT SH 270A	6,400	IHHB	24	1	10		81	1	0	3								
U270	67-02	X 03.10		125		6,400	BRDG				19	SD		0	3	27	4	1		31		4,785	
U270	67-02	03.41		1.00	LEV SEMINOLE U/L	6,700	IHHB	24	1	10		87	1	0	3								
U270	67-02	X 04.02		150		6,700	BRDG				22	SD		0	3	27	4	1		31		5,269	
U270	67-02	X 04.19		34		6,700	BXUF					HS	NR		0	3							
U270	67-02	X 04.26		47		6,700	BXBR					HS	AD		0	3							
U270	67-02	04.41		0.26	LEV SEMINOLE C/L	6,800	IHHB	24	1	10		87	1	0	4								
U270	67-02	04.67	2.83		3.48 MIS W. US 270B	6,000	IHHB	24	1	10		80	2	0	4								
U270	67-02	X 05.43		32		6,000	BXBR					HS	AD		0	4							
U270	67-02	X 05.72		34		6,000	BXBR					HS	AD		0	4							
U270	67-02	X 07.07		42		6,000	BXBR					HS	AD		0	4							
U270	67-02	07.50	0.97		2.51 W US 270 B	5,400	IHHB	24	1	10		80	2	0	4								
U270	67-02	X 08.34		23		5,400	BXBR					HS	AD		0	4							
U270	67-02	08.47	2.51		JCT US 270B EAST	5,900	ILLB	24	1	10		80	2	0	4								
U270	67-02	X 08.80		142		5,900	OP-R					25	SD		0	4	04	4	4		31	1,833	
U270	67-02	X 08.94		401		5,900	BRDG					25	SD		0	4	04	4	1		31	2,809	
U270	67-02	X 10.82		47		5,900	BXBR					HS	AD		0	4							
U270	67-02	X 10.88		34		5,900	BXBR					HS	AD		0	4						15,942	
S039	67-10	00.00	0.92		ENTER KONAWA C/L	2,700	DHLA	24	3	4		69	1	0	5	08	2	0	3	01	1,278		
S039	67-10	00.92	KONAWA	0.28	JCT SH 9A N KONAWA	3,800	DILA	24	3	5		70	1	0	5								
S039	67-10	01.20		0.30	0.30 E SH 9A TC	4,500	DILA	24	3	6		64	1	0	5	30	2	0	7	08	1,112		
S039	67-10	01.50		0.27	0.57 E SH 9A	3,000	DILA	76	4			83	1	0	5								
S039	67-10	01.77		0.25	WIDTH CHANGE SWAN AV	2,800	DILA	30	4			83	1	0	5								
S039	67-10	02.02		0.21	1.03 MIS. SE SH 9A	2,800	DILA	24	3	6		68	1	0	5	30	2	0	6	08	755		
S039	67-10	02.23		0.38	LEAVE KONAWA C/L	2,900	DILA	24	3	4		58	1	0	5	08	2	0	3	02	800		
S039	67-10	02.61	3.19		0.39 MIS. W. SH 3E	2,700	DILA	24	3	4		57	1	0	5	08	2	0	3	02	6,726		
S039	67-10	05.80	0.39		JCT SH 3E	2,700	DILA	24	1	8		86	1	0	5							10,671	
U270	67-12	00.00	3.80		ENTER SEMINOLE U/L	4,000	DHLE	24	1	8		76	1	0	4								
U270	67-12	X 01.37	23			4,000	BXBR					HS	AD		0	4							
U270	67-12	X 02.83	102			4,000	BRDG				23	SD		0	4	05	2	1		31		1,505	
U270	67-12	03.80	0.27		ENT SEMINOLE C/L N35	4,000	DHLE	24	1	8		87	1	0	3								
U270	67-12	04.07		0.18	BEGIN 4 LANE DIVIDED	4,200	DILL	24	1	8		87	1	0	3								
U270	67-12	N 04.25		0.12	JCT SH 9	4,200	LL0L	24	1	10		93	1	0	3								
U270	67-12	S 04.25		0.00	JCT SH 9	4,200	LL0L	24	1	10		91	1	0	3							1,505	
S009	67-14	N 00.00		1.68	JCT SH 99	9,100	LL0L	24	1	10		88	1	0	4								
S009	67-14	S 00.00		0.00	JCT SH 99	9,100	LL0L	24	1	10		88	1	0	4								
S009	67-14	X 01.40		54		9,100	BXUF					HS	NR		0	4							
S009	67-14	N 01.68		0.78	WIDTH CHANGE	9,600	LL0L	24	1	10		87	1	0	4								
S009	67-14	S 01.68		0.00	WIDTH CHANGE	9,600	LL0L	24	1	10		86	1	0	4								

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Seminole County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S009	67-14	02.46		0.22	JCT SH 270A	10,400	LL0L	68	4		90	1	0	4									
S009	67-14	02.68		0.50	LEAVE SEMINOLE UC/L	10,800	IIHB	24	3	6	74	2	0	4									
S009	67-14	X 03.05		121		10,800	BRDG				23	SD	0	4	28	4	1		31		4,704		
S009	67-14	03.18	10.60		JCT SH 56	1,300	IIHB	24	3	6	74	1	0	5									
S009	67-14	X 03.97	39			1,300	BXBR				HS	AD	0	5									
S009	67-14	X 04.39	48			1,300	BXUF				HS	NR	0	5									
S009	67-14	X 06.00	23			1,300	BXUF				HS	NR	0	5									
S009	67-14	X 06.25	32			1,300	BXUF				HS	NR	0	5									
S009	67-14	X 06.53	61			1,300	BRDG				25	AD	0	5									
S009	67-14	X 06.66	23			1,300	BXBR				HS	AD	0	5									
S009	67-14	X 10.42	42			1,300	BXBR				HS	AD	0	5									
S009	67-14	X 10.78	100			1,300	BRDG				44	AD	0	5									
S009	67-14	X 11.54	42			1,300	BXUF				HS	NR	0	5									
S009	67-14	X 13.59	42			1,300	BXBR				HS	AD	0	5									
S009	67-14	13.78	1.33		HUGHES CO LINE	1,400	IIHB	24	3	6	77	1	0	5								4,704	
S056	67-18	00.00	0.42		0.42 E SH 3	1,300	DHHE	24	1	8	82	1	0	5									
S056	67-18	00.42	9.24		ENT SASAKWA CHESTNUT	1,300	DHDN	24	3	5	63	1	0	5	09	2	0	4	03		22,260		
S056	67-18	X 01.25	131			1,300	BRDG				HS	SD	0	5	09	2	1		31		1,686		
S056	67-18	X 05.37	23			1,300	BXBR				HS	AD	0	5	09	2	2		31		644		
S056	67-18	X 09.40	40			1,300	BXUF				HS	NR	0	5	09	2	2		31		852		
S056	67-18	09.66	SASAKWA	0.07	WIDTH CHANGE	1,300	DHDN	24	3	6	76	1	0	5									
S056	67-18	09.73		0.07	OLIVE ST TC	1,300	DHLA	60	4		87	1	0	5									
S056	67-18	09.80		0.31	LEAVE SASAKAWA C/L	1,300	DHLA	24	3	2	73	1	0	5									
S056	67-18	X 09.94		22		1,300	BXUF				HS	NR	0	5									
S056	67-18	10.11	0.38		FA SYSTEM CHANGE	1,200	DHLA	24	3	5	87	1	0	5									
S056	67-18	X 10.27	23			1,200	BXUF				HS	NR	0	5									
S056	67-18	X 10.46	0			1,200	UP-R				NA	AD	0	5									
S056	67-18	X 10.47	23			1,200	BXBR				HS	AD	0	5									
S056	67-18	10.49	0.53		11.88 MIS S. US 270	1,100	DHLA	24	3	5	84	1	0	5									
S056	67-18	11.02	0.76		11.12 MIS S. US 270	1,100	DIIE	24	1	8	85	1	0	5									
S056	67-18	X 11.33	500			1,100	BRDG				30	AD	0	5									
S056	67-18	X 11.60	120			1,100	BRDG				26	AD	0	5									
S056	67-18	11.78	6.19		4.35 MIS S. US 270	1,300	DHLA	24	3	5	76	1	0	5									
S056	67-18	X 17.72	48			1,300	BXUF				HS	NR	0	5									
S056	67-18	17.97	0.58		BEGIN PC OVLAY	1,300	DHHF	24	3	6	77	1	0	5									
S056	67-18	18.55	3.38		0.97 MIS. S. US 270	1,300	DHLA	24	3	6	75	1	0	5									
S056	67-18	X 21.89	43			1,300	BRDG				16	AD	0	5									
S056	67-18	21.93	0.52		ENTER WEWOKA C/L	1,500	DHLA	24	3	6	75	1	0	5									
S056	67-18	22.45	WEWOKA	0.40	0.05 MIS S. US 270	1,800	DHLA	24	3	6	75	1	0	5									
S056	67-18	E 22.85		0.05	JCT US 270	1,800	DLOF	24	1	10	96	1	0	5									
S056	67-18	W 22.85		0.00	JCT US 270	1,800	DLOF	24	1	10	96	1	0	5									
S056	67-18	E 22.90		0.05	END 4 LANE	4,400	DLOF	24	1	10	96	1	0	5									
S056	67-18	W 22.90		0.00	END 4 LANE	4,400	DLOF	24	1	10	96	1	0	5									
S056	67-18	22.95		0.46	0.51 MIS. N. US 270	4,400	IIIE	52	4		98	1	0	5									
S056	67-18	23.41		0.09	0.60 MIS. N. US 270	4,900	IIIE	52	4		98	1	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S056	67-18	23.50		0.15	0.75 MIS. N. US 270	6,800	IIIE	52	4		95	1	0	5									
S056	67-18	23.65		0.34	JCT SH 59 WEST	8,100	IIIE	24	4		79	1	0	5									
S056	67-18	23.99		0.67	WIDTH CHANGE 5TH ST	8,100	IILA	30	4		76	1	0	5									
S056	67-18	24.66		0.29	JCT US 270B TC	8,200	IILA	41	4		81	1	0	5								25,442	
S056	67-22	00.00		0.14	PARK ST	2,400	DHLA	50	4		87	1	0	5									
S056	67-22	00.14		0.09	LEV WEWOKA C/L	2,400	DHLA	24	1	8	92	1	0	5									
S056	67-22	00.23	0.07		0.30 MIS. N. US 270E	2,400	DHLA	24	1	8	93	1	0	5									
S056	67-22	00.30	2.94		2.10 MIS S. SH 9	1,900	DHHE	24	1	8	81	1	0	5									
S056	67-22	X 00.53	121			1,900	BRDG				36	AD	0	5									
S056	67-22	X 00.58	524			1,900	BRDG				36	AD	0	5									
S056	67-22	X 03.04	23			1,900	BXBR				HS	AD	0	5									
S056	67-22	03.24	2.10		JCT SH 9	1,300	DHHE	24	1	8	80	1	0	5									
S056	67-22	X 05.22	48			1,300	BXUF				HS	NR	0	5								0	
S056	67-24	00.00	1.29		1.29 N SH 9	1,300	DHHE	24	1	8	87	1	0	5									
S056	67-24	01.29	3.53		4.82 N SH 9	1,300	DHLA	24	1	8	72	1	0	5									
S056	67-24	X 02.59	23			1,300	BXBR				HS	AD	0	5									
S056	67-24	X 03.63	23			1,300	BXUF				HS	NR	0	5									
S056	67-24	04.82	2.45		ENTER CROMWELL C/L	1,300	DILA	24	1	8	85	1	0	5									
S056	67-24	X 05.00	47			1,300	BXBR				HS	AD	0	5									
S056	67-24	X 05.09	23			1,300	BXBR				HS	AD	0	5									
S056	67-24	X 05.20	23			1,300	BXBR				HS	AD	0	5									
S056	67-24	07.27		0.25	JENKINS ST TC	1,700	DILA	24	3	6	72	1	0	5									
S056	67-24	07.52		0.28	LEAVE CROMWELL C/L	1,700	DILA	24	3	6	73	1	0	5									
S056	67-24	07.80		0.20	JCT SH 99A	1,500	DILA	24	3	6	73	1	0	5									
S056	67-24	08.00		0.50	0.50 MIS. N. SH 99A	1,500	DILA	24	1	8	84	1	0	5									
S056	67-24	08.50		1.95	0.15 S I-40	1,500	DHLA	24	1	8	82	1	0	5									
S056	67-24	X 08.81		23		1,500	BXBR				HS	AD	0	5									
S056	67-24	X 09.39		67		1,500	BXBR				HS	AD	0	5									
S056	67-24	X 10.23		142		1,500	BRDG				36	AD	0	5									
S056	67-24	10.45		0.08	BEG IMY-40-5(374)212	1,600	LL0G	24	1	8	98	1	0	5									
S056	67-24	10.53		0.07	JCT I-40	1,600	LL0E	24	1	8	98	1	0	5									
S056	67-24	10.60		0.07	END IMY-40-5(374)212	1,100	LL0E	24	1	8	97	1	0	5									
S056	67-24	10.67		0.22	0.29 MIS. N. I-40	1,100	LL0G	24	1	8	97	1	0	5									
S056	67-24	10.89		0.11	LEV CROMWELL-E11200	990	DIDL	22	3	4	85	1	0	5									
S056	67-24	11.00	1.66		OKFUSKEE CO LINE	990	DIDL	22	3	4	86	1	0	5									
S056	67-24	X 11.10	298			990	OP-H				20	AD	0	5								0	
S059	67-26	00.00	MAUD	0.51	0.51 E POTT CO LINE	2,400	IIDK	40	4		81	1	0	5									
S059	67-26	00.51		0.03	LEAVE MAUDE C/L	2,300	IIDK	24	3	5	64	1	0	5	08	2	0	3	01		33		
S059	67-26	00.54	0.22		JCT SH 9A	2,600	IIDK	24	3	5	67	1	0	5	08	2	0	3	01		309		
S059	67-26	00.76	7.82		JCT SH 3E	1,800	IIDK	24	3	5	71	1	0	5									
S059	67-26	X 01.49	23			1,800	BXUF				HS	NR	0	5									
S059	67-26	X 02.71	1402			1,800	BRDG				45	AD	0	5								342	
S099	67-30	00.00	SEMINOLE	0.07	WIDTH CHANGE OAK	11,400	IHLA	50	4		86	1	1	3									
S099	67-30	00.07		0.06	WIDTH CHANGE EVANS	12,300	IHLA	50	4		85	1	1	3									
S099	67-30	00.13		0.39	BEG PC STROTHERS AVE	12,900	IHLA	48	4		85	1	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S099	67-30	00.52		0.15	BEG PVD SHLDRS WILSO	12,900	LL0L	44	4		82	1	1	3									
S099	67-30	00.67		0.11	BEGIN DIV 4 LANE	12,300	LL0L	48	1	10	77	1	1	3									
S099	67-30	E 00.78		0.74	JCT SH 9	14,000	LL0L	24	1	10	84	1	1	3									
S099	67-30	W 00.78		0.00	JCT SH 9	14,000	LL0L	24	1	10	84	1	1	3									
S099	67-30	X 01.10		75		14,000	BXBR				HS	FO	1	3	25	4	2		31		1,282	1,282	
S099	67-32	E 00.00		0.14	.1 MI N SH 9	7,700	LL0L	26	4		85	1	1	3									
S099	67-32	W 00.00		0.00	.1 MI N SH 9	7,700	LL0L	26	4		85	1	1	3									
S099	67-32	00.14		0.86	LEAVE SEMINOLE U/L	7,700	LL0T	52	4		99	1	1	3									
S099	67-32	01.00		1.00	LEAVE SEMINOLE C/L	7,500	LL0T	48	1	10	91	1	1	3									
S099	67-32	E 02.00	0.38		2.38 MIS. N. SH 9	7,300	IIOE	24	1	10	99	1	1	3									
S099	67-32	W 02.00	0.00		NEW PARALLEL LANE	7,300	IIOE	24	1	10	99	1	1	3									
S099	67-32	E 02.38	2.12		2.48 MIS. S. SH 99A	7,500	IIOE	24	1	10	98	1	1	3									
S099	67-32	W 02.38	0.00		OLD PARALLEL LANE	7,500	IHLA	24	1	8	97	1	1	3									
S099	67-32	04.50	2.48		JCT SH 99A	5,900	IHLA	24	1	8	89	2	1	3									
S099	67-32	X 06.27	48			5,900	BXUF				HS	NR	1	3	02	4	2		50				
S099	67-32	06.98	2.02		0.41 MIS. S. I-40	6,100	IHLA	24	1	8	87	2	1	3									
S099	67-32	E X 07.78	212			6,100	BRDG				36	AD	1	3	02	4	1		50				
S099	67-32	W X 07.78	210			6,100	BRDG				35	AD	1	3	02	4	1		50				
S099	67-32	09.00	0.41		JCT I-40	5,600	LL0E	48	1	10	100	1	1	3									
S099	67-32	09.41	0.17		0.17 MIS. N. I-40	5,600	LL0E	48	1	10	100	1	1	3									
S099	67-32	X 09.50	270			5,600	OP-H				44	AD	1	3									
S099	67-32	09.58	0.14		0.31 MIS. N. I-40	5,600	LL0E	48	1	10	100	1	1	3									
S099	67-32	E 09.72	0.26		0.57 MIS. N. I-40	5,600	IIOE	24	1	10	99	1	1	3									
S099	67-32	W 09.72	0.00		0.57 MIS. N. I-40	5,600	IIOE	24	1	10	99	1	1	3									
S099	67-32	09.98	0.64		POTT CO LINE	6,100	IIOE	24	1	8	96	2	1	3									
S099	67-32	X 10.29	202			6,100	BRDG				47	AD	1	3	02	4	1		50				
S099	67-32	X 10.51	812			6,100	BRDG				44	AD	1	3	02	4	1		50				0
S099A	67-33	00.00	6.49		JCT SH 99	740	IIDL	22	3	4	79	1	0	5									
S099A	67-33	X 04.49	23			740	BXBR				HS	AD	0	5									
S099A	67-33	X 05.32	131			740	BRDG				20	SD	0	5	13	2	1		31		1,686		
S099A	67-33	X 06.18	44			740	BRDG				18	AD	0	5									1,686
S099A	67-34	00.00	11.98		JCT SH 56	910	DDDB	22	3	4	80	1	0	5									
S099A	67-34	X 00.45	23			910	BXUF				HS	NR	0	5									
S099A	67-34	X 00.62	23			910	BXUF				HS	NR	0	5									
S099A	67-34	X 01.51	34			910	BXBR				HS	AD	0	5									
S099A	67-34	X 01.97	23			910	BXUF				HS	NR	0	5									
S099A	67-34	X 04.82	100			910	BRDG				26	SD	0	5	13	2	1		31		1,492		
S099A	67-34	X 06.52	100			910	BRDG				25	SD	0	5	13	2	1		31		1,492		
S099A	67-34	X 09.98	100			910	BRDG				25	SD	0	5	13	2	1		31		1,492		
S099A	67-34	X 11.32	23			910	BXUF				HS	NR	0	5									
S099A	67-34	11.98	1.00		OKFUSKEE COUNTY LINE	650	DHDB	22	3	2	70	1	0	5									4,476
S059	67-36	00.00	BOWLEGS	0.26	MAIN ST.	2,500	IHHF	24	1	8	91	1	0	5									
S059	67-36	00.26		1.08	LEV BOWLEGS C/L	1,700	IHHB	24	3	2	72	1	0	5									
S059	67-36	01.34	7.00		JCT US 270	1,700	IHHB	24	3	2	73	1	0	5									
S059	67-36	X 04.46	23			1,700	BXBR				HS	AD	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S059	67-36	X 06.64	42			1,700	BXBR			HS	AD		0	5									
S059	67-36	X 07.00	34			1,700	BXUF			HS	NR		0	5									
S059	67-36	X 08.27	0			1,700	UP-H			SD			0	5	09	2	5		31		1,956		
S059	67-36	08.34	1.01		ENTER WEWOKA C/L	1,700	IIHB	24	3	2		75	1	0	5								
S059	67-36	X 09.28	75			1,700	BXBR			HS	AD		0	5									
S059	67-36	09.35	WEWOKA	0.40	0.62 MIS. W. SH 56	1,500	IIHB	24	3	2		75	1	0	5								
S059	67-36	09.75		0.25	HITCHITE AVE	1,400	IIHB	24	3	2		75	1	0	5								
S059	67-36	10.00		0.06	.31 W SH 56	2,200	LL0A	40	4			93	1	0	5								
S059	67-36	10.06		0.12	SEMINOLE AVE	2,200	LL0A	40	4			93	1	0	5								
S059	67-36	10.18		0.19	JCT SH 56	3,000	LL0A	40	4			87	1	0	5							1,956	
I040	67-37	N 00.00	5.96		JCT SH 99	16,800	IHHF	24	1	10		89	1	1	1								
I040	67-37	S 00.00	0.00		JCT SH 99	16,800	IHHF	24	1	10		89	1	1	1								
I040	67-37	X 01.97	0			16,800	UP-H				AD		1	1									
I040	67-37	N X 02.52	42			16,800	BXBR			HS	AD		1	1									
I040	67-37	S X 02.52	42			16,800	BXBR			HS	AD		1	1									
I040	67-37	N X 03.95	22			16,800	OP-H			HS	FO		1	1	01	6	5		31		644		
I040	67-37	S X 03.95	22			16,800	OP-H			HS	FO		1	1	01	6	5		31		644		
I040	67-37	N X 04.95	22			16,800	OP-H			HS	FO		1	1	01	6	5		31		644		
I040	67-37	S X 04.95	22			16,800	OP-H			HS	FO		1	1	01	6	5		31		644		
I040	67-37	N 05.96	0.52		BEGIN PC CONC	15,100	IHHF	24	1	10		87	1	1	1								
I040	67-37	S 05.96	0.00		BEGIN PC CONC	15,100	IHHF	24	1	10		88	1	1	1								
I040	67-37	X 05.96	0		BEGIN PC CONC	15,100	UP-H				AD		1	1									
I040	67-37	N 06.48	4.00		4.52 MIS. E. SH 99	15,100	LL0E	24	1	10		99	1	1	1								
I040	67-37	S 06.48	0.00		4.52 MIS. E. SH 99	15,100	LL0E	24	1	10		99	1	1	1								
I040	67-37	N X 07.82	210			15,100	BRDG				28	AD		1	1								
I040	67-37	S X 07.82	210			15,100	BRDG				28	AD		1	1								
I040	67-37	N X 08.97	0			15,100	UP-H				FO		1	1	01	6	5		31		1,361		
I040	67-37	S X 08.97	0			15,100	UP-H				FO		1	1	01	6	5		31		1,361		
I040	67-37	X 09.26	23			15,100	BXUF			HS	NR		1	1									
I040	67-37	X 09.84	23			15,100	BXUF			HS	NR		1	1									
I040	67-37	X 09.97	0			15,100	UP-H				AD		1	1									
I040	67-37	N 10.48	2.02		6.54 MIS. E. SH 99	15,100	LL0L	24	1	10		59	1	1	01	6	2	4	22		10,800		
I040	67-37	S 10.48	0.00		6.54 MIS. E. SH 99	15,100	LL0L	24	1	10		59	1	1	01	6	2	4	22				
I040	67-37	N X 11.96	102			15,100	OP-H				36	AD		1	1								
I040	67-37	S X 11.96	102			15,100	OP-H				36	AD		1	1								
I040	67-37	N 12.50	1.50		8.04 MIS. E. SH 99	14,400	LL0G	24	1	10		59	1	1	01	6	2	4	22		8,200		
I040	67-37	S 12.50	0.00		8.04 MIS. E. SH 99	14,400	LL0G	24	1	10		59	1	1	01	6	2	4	22				
I040	67-37	N X 13.76	210			14,400	BRDG				28	AD		1	1								
I040	67-37	S X 13.76	210			14,400	BRDG				28	AD		1	1								
I040	67-37	N X 13.99	0			14,400	UP-H				FO		1	1	01	6	5		31		1,379		
I040	67-37	S X 13.99	0			14,400	UP-H				FO		1	1	01	6	5		31		1,379		
I040	67-37	N 14.00	4.04		JCT SH 56	14,400	LL0G	24	1	10		59	1	1	01	6	2	4	22		15,000		
I040	67-37	S 14.00	0.00		JCT SH 56	14,400	LL0G	24	1	10		59	1	1	01	6	2	4	22				
I040	67-37	X 17.02	0			14,400	UP-H				AD		1	1									
I040	67-37	X 17.47	34			14,400	BXBR			HS	FO		1	1	01	6	2		31			1,173	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	67-37	N	18.04	1.00		OKFUSKEE CO LINE	LL0G	24	1	10		59	1	1	1	01	6	2	4	22	4,300		
I040	67-37	S	18.04	0.00		OKFUSKEE CO LINE	LL0G	24	1	10		59	1	1	1	01	6	2	4	22			
I040	67-37	X	18.04	0		OKFUSKEE CO LINE	UP-H					AD		1	1								47,529
U270	67-40		00.00	1.52		JCT SH 59	IILH	24	1	10		59	1	0	4	05	2	0	3	02	3,033		
U270	67-40	X	01.51	148			OP-H				22	SD		0	4	05	2	5		31		1,956	
U270	67-40		01.52	1.24		ENTER WEWOKA C/L N36	IILH	24	1	10		59	1	0	4	05	2	0	3	02	2,470		
U270	67-40	X	02.43	48			BXBR					HS	AD		0	4							
U270	67-40		02.76		1.03	JCT SH 56	IILH	24	1	10		59	1	0	4	05	2	0	3	02	2,059		
U270	67-40		03.79		0.63	LEAVE WEWOKA C/L	IILH	24	1	10		87	1	0	4								
U270	67-40	X	04.38		42		BXUF					HS	NR		0	4							
U270	67-40		04.42	1.15		HUGHES CO LINE	IILH	24	1	10		91	1	0	4								
U270	67-40	X	04.84	23			BXBR					HS	AD		0	4							9,518
S003E	67-42		00.00		0.14	BASE CHANGE	IHHA	50	4			92	1	1	3								
S003E	67-42		00.14		0.33	0.47 MIS S. US 270	IHHE	50	4			92	1	1	3								
S003E	67-42	X	00.43		302		BRDG				36	SD		1	3	02	4	2		31		6,831	
S003E	67-42		00.47		0.21	END CURBS-BEG DIVIDE	IHHE	50	4			92	1	1	3								
S003E	67-42	E	00.68		0.84	LEAVE SEMINOLE U/L	IHHE	24	1	10		92	1	1	3								
S003E	67-42	W	00.68		0.00	1.50 MIS. S. US 270	IHHE	24	1	10		92	1	1	3								
S003E	67-42	E	01.52		1.03	JCT SH 59 W LEV C/L	IHHE	24	1	10		92	1	1	3								
S003E	67-42	W	01.52		0.00	JCT SH 59 W LEV C/L	IHHE	24	1	10		92	1	1	3								
S003E	67-42	E	02.55	0.35		END 4-LANE DIVIDED	HHHE	24	1	10		92	1	1	3								
S003E	67-42	W	02.55	0.00		END 4-LANE DIVIDED	HHHE	24	1	10		92	1	1	3								
S003E	67-42		02.90	0.15		0.50 MIS S. SH 59W	HHHE	24	1	10		91	1	1	3								
S003E	67-42		03.05	1.22		ENTER BOWLEGS C/L	HHHE	24	1	10		89	1	1	3								
S003E	67-42	X	03.36	32			BXUF					HS	NR		1	3							
S003E	67-42	X	03.51	32			BXUF					HS	NR		1	3							
S003E	67-42		04.27		0.99	JCT SH 59 EAST	HHHE	24	1	10		87	1	1	3								
S003E	67-42		05.26		1.30	LEAVE BOWLEGS C/L	HHHF	24	1	8		91	1	1	3								
S003E	67-42		06.56	5.28		S. SIDE SALT CRK BRG	HHHF	24	1	8		92	1	1	3								
S003E	67-42	X	06.83	639			BRDG				36	AD		1	3								
S003E	67-42	X	11.76	505			BRDG				36	SD		1	3	03	4	1		31		3,247	
S003E	67-42		11.84	0.54		7.29 MIS N SH 39E	HHHF	24	1	8		92	1	1	3								
S003E	67-42		12.38	7.29		JCT SH 39E & SH56	HHHF	24	1	8		88	1	1	3								
S003E	67-42	X	13.65	92			BXUF					HS	NR		1	3							
S003E	67-42	X	19.21	152			BRDG					HS	SD		1	3	03	4	1		31		1,805
S003E	67-42	E	19.67	0.50		PONTOTOC CO LINE	II0E	24	1	10		96	1	1	3								
S003E	67-42	W	19.67	0.00		PONTOTOC CO LINE	II0E	24	1	10		96	1	1	3								11,883
S009A	67-44		00.00		0.50	LEAVE KONAWA C/L	DHDN	22	3	3		59	1	0	5	09	2	0	3	02	634		
S009A	67-44		00.50	8.50		3.00 MIS. S. SH 59	DHDN	22	3	3		61	1	0	5	10	2	0	3	02	8,940		
S009A	67-44	X	01.24	23			BXUF					HS	NR		0	5							
S009A	67-44	X	04.30	91			BRDG				28	SD		0	5	10	2	1		31		1,428	
S009A	67-44	X	08.30	181			BRDG				16	SD		0	5	10	2	1		31		1,955	
S009A	67-44	X	08.50	274			BRDG				12	SD		0	5	10	2	1		50			
S009A	67-44		09.00	3.00		JCT SH 59	DHDN	22	3	3		61	1	0	5	10	2	0	3	02	3,160		16,117
S003E	67-52		00.00	2.68		2.68 MI E POTT CO/LI	HHLE	24	1	8		85	1	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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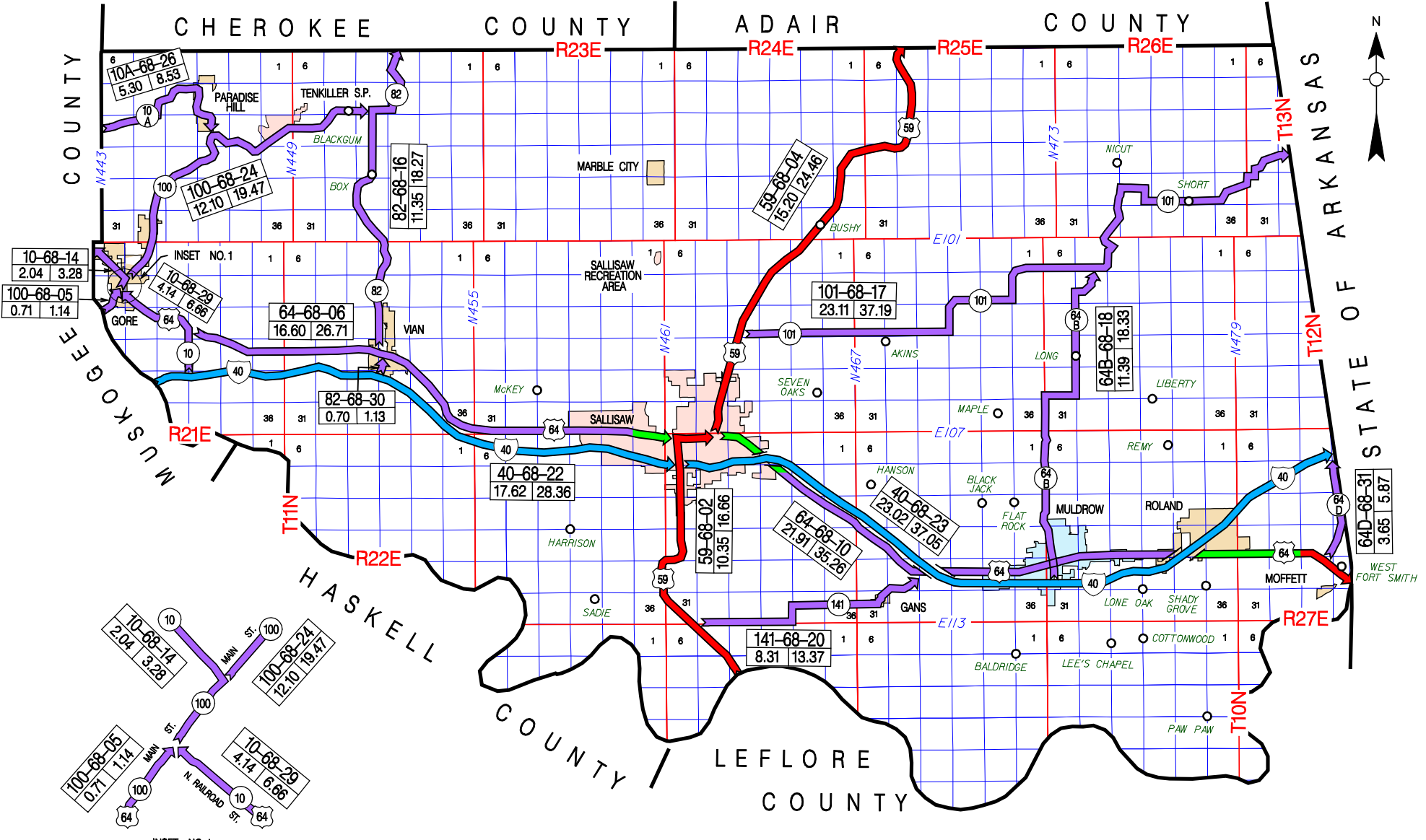
Seminole County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S003E	67-52	02.68	2.60		5,300	HHLE	24	1	8		85	1	0	5										
S003E	67-52	X 02.85	197		5,300	BRDG				32	AD	1	0	5										
S003E	67-52	05.28	0.48		5,300	HHLE	48	4			93	1	0	5										
S003E	67-52	05.76	SEMINOLE	1.18	5,600	HHLE	52	4			94	1	0	4									0	
S270A	67-54	00.00		0.50	5,300	LL0E	52	4			100	1	0	4										
S270A	67-54	00.50		0.28	5,300	LL0E	48	1	10		95	1	0	4										
S270A	67-54	00.78		0.72	5,900	II0E	48	1	10		91	1	0	4									0	
U270B	67-83	00.00	2.15		2,300	DLLH	24	1	10		78	1	0	5										
U270B	67-83	02.15	WEWOKA	0.44	2,300	DLLH	24	1	10		78	1	0	5										
U270B	67-83	02.59		0.05	2,600	DLLH	24	1	10		83	1	0	5										
U270B	67-83	02.64		0.16	3,000	DLLH	24	1	8		79	1	0	5										
U270B	67-83	X 02.70		103	3,000	BRDG				39	SD	1	0	5	30	2	1		31			1,512		
U270B	67-83	02.80		0.15	3,500	DHLA	30	4			83	1	0	5										
U270B	67-83	X 02.80		34	3,500	BXBR				HS	AD	1	0	5										
U270B	67-83	02.95		0.11	3,400	DHLA	36	4			82	1	0	5										
U270B	67-83	03.06		0.10	3,400	DHLA	40	4			85	1	0	5									1,512	
County Total			164.88	33.66		198.50																93,115	61,450	154,565

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- SEQUOYAH COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6802	US 59	10.35	LEFLORE COUNTY LINE (S. END BR.)	NORTHERLY	JCT. US 64(WHEELER & CHEROKEE)IN SALLISAW	(OFFSET ALIGNMENT 2004)
6804	US 59	15.20	JCT. US 64(CHEROKEE & WHEELER)IN SALLISAW	NORTHERLY	ADAIR COUNTY LINE	
6805	SH 100	0.71	MUSKOGEE COUNTY LINE (NE END BR.)	NORTHEASTERLY	JCT. SH 10(N. RAILROAD & MAIN)IN GORE	
6806	US 64	16.60	SH 10 S. E. OF GORE	EASTERLY	JCT. US 59 IN SALLISAW	
6810	US 64	21.91	JCT. US 59(WHEELER & CHEROKEE)IN SALLISAW	SOUTHEASTERLY	ARKANSAS STATE LINE (CENTER OF BR)	
6814	SH 10	2.04	JCT. SH 100(RAILROAD & MAIN)IN GORE	NORTHWESTERLY	MUSKOGEE COUNTY LINE	
6816	SH 82	11.35	JCT. US 64(SCHLEY ST & THORNTON ST)IN VIAN	NORTHERLY	CHEROKEE COUNTY LINE	
6817	SH 101	23.11	JCT. US 59 N. OF SALLISAW	EASTERLY	ARKANSAS STATE LINE (ARK. SH 220)	AGENDA ITEM (23.45 MILES BEFORE)
6818	SH 64B	11.39	JCT. I-40 S. OF MULDROW (S. SIDE STR.)	NORTHERLY	JCT. SH 101	
6820	SH 141	8.31	JCT. US 59 S. OF SALLISAW	EASTERLY	JCT. US 64 N.E. OF GANS	
6822	IS 40	17.62	MUSKOGEE COUNTY LINE (W. END BR.)	EASTERLY	JCT. US 59, S.W. OF SALLISAW (E. SIDE STR.)	INCLUDES INTERCHANGE STR.
6823	IS 40	23.02	JCT. US 59, S.W. OF SALLISAW (E. SIDE STR.)	EASTERLY	ARKANSAS STATE LINE	
6824	SH 100	12.10	JCT. SH 10 IN GORE	NORTHEASTERLY	JCT. SH 82, N. OF BOX	
6826	SH 10A	5.30	MUSKOGEE COUNTY LINE	EASTERLY	JCT. SH 100 NEAR TENKILLER FERRY DAM	
6829	SH 10	4.14	JCT. I-40 (S. SIDE STR.)	NORTHWESTERLY	JCT. SH 100(MAIN ST & N. RAILROAD)IN GORE	
6830	SH 82	0.70	JCT. I-40 S. OF VIAN (S. SIDE STR)	NORTHERLY	JCT. US 64(SCHLEY ST & THORNTON ST)IN VIAN	
6831	SH 64D	3.65	JCT US 64 N. OF MOFFETT	NORTHERLY	ARKANSAS STATE LINE	

187.50 TOTAL COUNTY MILEAGE



10-68-14
2.04 3.28

100-68-05
0.71 1.14

10-68-14
2.04 3.28

100-68-24
12.10 19.47

10-68-29
4.14 6.86

10-68-05
0.71 1.14

MANI ST.

N. RAILROAD ST.

INSET NO.1

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 1

Sequoyah County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U059	68-02	E	00.00	0.36		END OF BRIDGE	3,700	LL0A	24	1	10		100	1	1	3							
U059	68-02	W	00.00	0.00		END OF BRIDGE	3,700	LL0A	24	1	10		100	1	1	3							
U059	68-02	X	00.00	1877		END OF BRIDGE	3,700	BRDG				36	AD	1	1	3							
U059	68-02	E	00.36	0.35		0.71 N LEFLORE CO LN	3,700	IIOE	24	1	10		97	1	1	3							
U059	68-02	W	00.36	0.00		0.71 N LEFLORE CO LN	3,700	IIOE	24	1	10		97	1	1	3							
U059	68-02	E	00.71	0.53		1.34 N LEFLORE CO LN	3,700	IIOE	24	1	10		97	1	1	3							
U059	68-02	W	00.71	0.00		1.34 N LEFLORE CO LN	3,700	IIOE	24	1	10		97	1	1	3							
U059	68-02		01.24	0.13		1.23 MIS. S. SH 141	3,800	IIOE	24	1	8		95	1	1	3							
U059	68-02		01.37	1.23		JCT SH 141	3,500	IHDB	24	3	3		76	1	1	3							
U059	68-02		02.60	3.20		3.20 MIS. N. SH 141	3,800	IIDB	24	3	3		76	1	1	3							
U059	68-02		05.80	0.88		4.08 MIS. N. SH 141	3,800	IIDB	24	3	3		76	1	1	3							
U059	68-02	E X	06.26	399			3,800	BRDG					34	AD	1	3	03	4	1		50		
U059	68-02	W X	06.26	399			3,800	BRDG					34	AD	1	3	03	4	1		50		
U059	68-02	E X	06.51	90			3,800	BRDG					94	AD	1	3	03	4	2		50		
U059	68-02	W X	06.51	90			3,800	BRDG					94	AD	1	3	03	4	2		50		
U059	68-02		06.68	0.21		ENTER SALLISAW C/L	4,000	IIDB	24	3	3		75	1	1	3							
U059	68-02		06.89	SALLISAW	0.08	1.44 MIS. S. I-40	4,200	IIDB	24	1	4		77	1	1	3							
U059	68-02		06.97		0.18	ENTER SALLISAW U/L	4,600	LL0E	48	1	10		100	1	1	3							
U059	68-02		07.15		0.32	DRAKE RD	5,400	LL0E	48	1	10		99	1	1	3							
U059	68-02		07.47		0.47	0.47 MIS. S. I-40	5,200	LL0E	52	4			100	1	1	3							
U059	68-02		07.94		0.24	0.23 MIS. S. I-40	5,500	LL0E	52	4			99	1	1	3							
U059	68-02		08.18		0.11	0.12 MIS. S. I-40	5,500	LL0E	52	4			100	1	1	3							
U059	68-02	X	08.27	0			5,500	UP-H					FO	1	3	27	4	6		31		2,083	
U059	68-02		08.29		0.12	JCT I-40	5,500	LL0E	24	1	10		76	1	1	3							
U059	68-02	X	08.35	0			5,500	UP-H					FO	1	3	27	4	6		31		2,083	
U059	68-02		08.41		0.75	0.08 MIS. S. US 64	10,000	LL0A	52	4			85	1	0	3							
U059	68-02		09.16		0.08	JCT US 64	12,300	LL0A	52	4			90	1	0	3							
U059	68-02		09.24		0.08	WIDTH CHANGE	12,500	HHLA	52	4			78	1	0	3							
U059	68-02		09.32		0.18	0.85 W US 64	12,500	HHLA	30	4			46	3	0	3	27	2	0	7	08	1,136	
U059	68-02	X	09.37	0			12,500	UP-R					AD	0	3	27	4	3		31		362	
U059	68-02		09.50		0.62	WALNUT STREET	12,000	LL0A	44	4			67	3	0	3	27	2	0	7	08	3,844	
U059	68-02	X	09.93	23			12,000	BXBR				HS	AD	0	3	27	4	2		33		644	
U059	68-02		10.12		0.07	ELM STREET	12,700	LL0A	50	4			60	3	0	3	27	2	0	7	08	407	
U059	68-02		10.19		0.07	OAK STREET	12,000	LL0A	53	4			66	3	0	3	27	2	0	7	08	310	
U059	68-02		10.26		0.09	JCT US 64	12,000	LL0A	50	4			68	3	0	3	27	2	0	7	08	409	
U059	68-04		00.00		1.04	1.04 MIS. N. US 64	5,500	IHDB	24	3	4		60	1	0	3	27	2	0	6	08	4,691	
U059	68-04		01.04		0.19	1.23 MIS N US 64	5,400	IHDB	24	3	4		65	1	0	3	27	2	0	6	08	761	
U059	68-04		01.23		0.66	LEAVE SALLISAW C/L	5,400	IHDB	24	3	4		58	1	0	3	03	2	0	3	02	1,424	
U059	68-04		01.89	0.37		LEAVE SALLISAW U/L	5,100	IHDB	24	3	4		57	1	0	3	03	2	0	3	02	802	
U059	68-04	X	02.20	101			5,100	BRDG				20	FO	0	3	03	4	1		31		2,602	
U059	68-04		02.26	1.03		JCT SH 101 TC	4,000	IHDB	24	3	4		58	1	0	3	03	2	0	3	03	2,916	
U059	68-04		03.29	1.85		1.85 N SH 101	3,500	IHDB	24	6	4		60	1	0	3	03	2	0	3	03	5,090	
U059	68-04		05.14	8.77		1.29 S ADAIR CO LINE	1,800	IIDB	24	6	5		61	1	0	3	03	2	0	4	02	19,359	
U059	68-04		13.91	1.29		ADAIR CO LINE	1,900	IIIE	24	1	8		76	1	0	3						37,645	
S100	68-05		00.00	GORE	0.38	0.33 MIS. SW US 64E	3,600	LL0E	24	1	10		88	1	0	5							

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Commissioner District 1

Sequoyah County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S100	68-05	00.38		0.12	WIDTH CHANGE 9TH ST	4,000	LL0E	24	1	10		82	1	0	5								
S100	68-05	00.50		0.15	S.R.R. ST. TC	4,300	LL0E	40	4			83	1	0	5								
S100	68-05	00.65		0.06	JCT 10 S IN GORE	4,300	LL0E	24	1	8		84	1	0	5							0	
U064	68-06	00.00	5.75		ENTER VIAN C/L	1,800	LL0B	24	1	4		82	1	0	5								
U064	68-06	X 00.95	48			1,800	BXUF					HS	NR	0	5								
U064	68-06	X 02.09	32			1,800	BXBR					HS	AD	0	5								
U064	68-06	X 05.28	151			1,800	BRDG					25	AD	0	5								
U064	68-06	X 05.44	48			1,800	BXUF					HS	NR	0	5								
U064	68-06	05.75	VIAN	0.11	WIDTH CHANGE ILLINOI	3,800	LL0B	24	1	4		77	1	0	5								
U064	68-06	05.86		0.44	JCT SH 82	3,800	HHLA	40	4			59	1	0	5	30	2	0	6	08	1,501		
U064	68-06	06.30		0.30	MITTIE MARTIN ST	4,300	HHLA	40	4			59	1	0	5	30	2	0	6	08	1,045		
U064	68-06	06.60		0.14	WIDTH CHANGE	4,200	HHLA	40	4			59	1	0	5	30	2	0	6	08	486		
U064	68-06	06.74		0.13	LEAVE VIAN C/L	3,400	LLOA	24	1	4		79	1	0	5								
U064	68-06	06.87	3.17		END PC CONC	3,500	LLOA	24	1	4		80	1	0	5								
U064	68-06	X 07.46	181			3,500	BRDG					24	AD	0	5								
U064	68-06	X 08.36	33			3,500	BXBR					HS	AD	0	5								
U064	68-06	X 08.95	103			3,500	OP-R					20	SD	0	5	08	2	4		31	1,620		
U064	68-06	10.04	1.71		5.45 MIS E. SH 82	3,800	IILA	24	3	6		81	1	0	5								
U064	68-06	X 10.05	23			3,800	BXBR					HS	AD	0	5								
U064	68-06	X 10.87	51			3,800	BRDG					HS	FO	0	5	08	2	1		31	1,120		
U064	68-06	11.75	1.09		.33 MI W SALLISAW UC	4,300	IILA	24	6	6		82	1	0	5								
U064	68-06	12.84	0.33		ENTER SALLISAW C/L	4,500	IILA	24	6	6		82	1	0	5								
U064	68-06	13.17	SALLISAW	0.83	2.60 MIS W. US 59	5,000	IILA	24	6	6		82	1	0	5								
U064	68-06	X 13.46		328		5,000	BRDG					19	SD	0	5	05	2	2		31	2,563		
U064	68-06	X 13.57		42		5,000	BXUF					HS	NR	0	5								
U064	68-06	X 13.86		22		5,000	BXUF					HS	NR	0	5								
U064	68-06	14.00		0.17	2.43 MIS. W. US 59	5,600	IIOE	24	1	8		89	1	0	5								
U064	68-06	14.17		1.00	ENTER SALLISAW U/L	7,000	IIOE	52	4			90	1	0	5								
U064	68-06	15.17		1.26	0.17 MIS W. US 59	6,900	IIOE	52	4			89	1	0	4								
U064	68-06	X 15.58		32		6,900	BXUF					HS	NR	0	4								
U064	68-06	X 15.76		28		6,900	BXUF					HS	NR	0	4								
U064	68-06	16.43		0.17	JCT US 59	6,900	IIOE	52	4			89	1	0	4							8,335	
U064	68-10	00.00		1.62	LEAVE SALLISAW C/L	9,100	IIOH	52	4			77	1	0	4								
U064	68-10	X 01.40		167		9,100	BRDG					36	AD	0	4								
U064	68-10	01.62	0.13		0.16 MIS. N. I-40	8,700	IIOH	52	4			76	1	0	4								
U064	68-10	01.75	0.16		JCT I 40	9,000	IHLH	24	1	10		73	1	0	4								
U064	68-10	X 01.86	0			9,000	UP-H					FO	0	4	29	4	6		31	2,803			
U064	68-10	X 01.88	0			9,000	UP-H					SD	0	4	29	4	6		31	3,925			
U064	68-10	01.91	0.19		0.19 MIS. S. I-40	4,500	IILH	24	1	8		80	1	0	4								
U064	68-10	X 02.01	161			4,500	BRDG					16	FO	0	4	08	2	1		31	3,218		
U064	68-10	02.10	0.35		LEAVE SALLISAW U/L	4,500	IILH	24	1	8		80	1	0	4								
U064	68-10	02.45	2.72		2.77 MIS. W. SH 141	3,400	IILH	24	1	8		80	1	0	5								
U064	68-10	05.17	2.77		JCT SH 141	3,600	IILH	24	1	8		80	1	0	5								
U064	68-10	X 05.37	22			3,600	BXUF					HS	NR	0	5								
U064	68-10	X 05.89	22			3,600	BXUF					HS	NR	0	5								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Sequoyah County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	68-10		07.94	1.00		1.00	MIS. E. SH 141	3,800	IILH	24	1	8		79	1	0	5						
U064	68-10	X	08.37	0				3,800	UP-H					FO	0	5	08	2	6	31		2,027	
U064	68-10	X	08.40	0				3,800	UP-H					FO	0	5	08	2	6	31		2,027	
U064	68-10	X	08.78	192				3,800	BRDG				18	FO	0	5	08	2	1	31		3,487	
U064	68-10		08.94	1.96			ENTER MULDRAW C/L	4,500	IILH	24	1	10		80	1	0	5						
U064	68-10	X	09.11	23				4,500	BXUF					HS	NR	0	5						
U064	68-10	X	10.85	121				4,500	BRDG				29	FO	0	5	08	2	1	31		2,825	
U064	68-10		10.90		MULDROW	0.12	1.15 MIS. W. SH 64 B	4,800	IILH	24	1	10		83	1	0	5						
U064	68-10		11.02			0.15	1.00 MIS. W. SH 64 B	4,800	IIOE	48	1	8		85	1	0	5						
U064	68-10		11.17			0.91	0.09 MIS. W. SH 64 B	4,800	LLOE	52	4			98	1	0	5						
U064	68-10		12.08			0.09	JCT SH 64B	5,500	LLOE	52	4			99	1	0	5						
U064	68-10		12.17			0.06	0.06 MIS. E. SH 64 B	5,600	LLOE	52	4			99	1	0	5						
U064	68-10		12.23			0.09	0.15 MIS. E. SH 64 B	9,500	LLOE	52	4			93	1	0	5						
U064	68-10	X	12.27			38		9,500	BXUF					HS	NR	0	5						
U064	68-10		12.32			0.74	0.89 MIS. E. SH 64B	9,500	LLOE	52	4			93	1	0	5						
U064	68-10		13.06			2.00	LEAVE MULDRAW C/L	10,700	IIOE	48	1	8		92	1	0	5						
U064	68-10	X	13.52			34		10,700	BXUF					HS	NR	0	5						
U064	68-10	X	13.89			47		10,700	BXUF					HS	NR	0	5						
U064	68-10	X	15.01			26		10,700	BXUF					HS	NR	0	5						
U064	68-10		15.06	0.61			ENTER ROLAND C/L	8,700	IIOE	48	1	8		93	1	0	5						
U064	68-10		15.67	ROLAND	0.13		0.48 MIS. W. I-40	9,000	IIOE	48	1	8		92	1	0	5						
U064	68-10	N	15.80		0.11		LEAVE ROLAND C/L	9,200	IILH	24	1	10		59	1	0	5	07	2	0	4	02	235
U064	68-10	S	15.80		0.00		LEAVE ROLAND C/L	9,200	LLOE	24	1	10		59	1	0	5	29	2	0	7	08	
U064	68-10	N	15.91	0.37			JCT I-40	9,700	IILH	24	1	10		59	1	0	5	29	2	0	7	08	741
U064	68-10	S	15.91	0.00			JCT I-40	9,700	LLOE	24	1	10		59	1	0	5	29	2	0	7	08	
U064	68-10	X	16.24	0				9,700	UP-H					AD	0	5	29	2	6	31		3,111	
U064	68-10	X	16.27	0				9,700	UP-H					AD	0	5	29	2	6	31		3,111	
U064	68-10	N	16.28	0.28			ENTER ROLAND C/L	22,400	IILH	24	1	10		80	1	0	4						
U064	68-10	S	16.28	0.00			ENTER ROLAND C/L	22,400	LLOE	24	1	10		59	1	0	4	28	4	0	7	08	
U064	68-10	N	16.56		0.37		LEAVE ROLAND C/L	21,300	IILH	24	1	10		81	1	0	4						
U064	68-10	S	16.56		0.00		LEAVE ROLAND C/L	21,300	LLOE	24	1	10		59	1	0	4	28	4	0	7	08	
U064	68-10	X	16.90		42			21,300	BXUF					HS	NR	0	4	28	2	2	33		825
U064	68-10	N	16.93	1.38			ENTER MOFFETT STRIP	21,300	IILH	24	1	10		81	1	0	4						
U064	68-10	S	16.93	0.00			ENTER MOFFETT STRIP	21,300	LLOE	24	1	10		87	1	0	4						
U064	68-10	N X	18.22	442				21,300	BRDG				26	FO	0	4	04	2	1	31		2,936	
U064	68-10	S X	18.22	443				21,300	BRDG				36	AD	0	4							
U064	68-10	N	18.31		MOFFETT	1.62	ENTER ARKOMA U/L	20,700	IILH	24	1	10		81	1	0	4						
U064	68-10	S	18.31		0.00		ENTER ARKOMA U/L	20,700	LLOE	24	1	10		86	1	0	4						
U064	68-10	N X	18.52		201			20,700	BRDG				26	SD	0	4	04	2	1	31		2,050	
U064	68-10	S X	18.52		202			20,700	BRDG				36	AD	0	4							
U064	68-10	N X	19.42		441			20,700	BRDG				26	FO	0	4	04	2	1	31		2,933	
U064	68-10	S X	19.42		443			20,700	BRDG				36	AD	0	4							
U064	68-10	N	19.93		0.84			20,700	IILH	24	1	10		81	1	0	3						
U064	68-10	S	19.93		0.00		JCT SH 64 D NORTH	20,700	LLOE	24	1	10		86	1	0	3						
U064	68-10	N X	20.52		281			20,700	BRDG				26	FO	0	3	04	2	1	31		2,389	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	68-10	S X	20.52		281	20,700	BRDG			36	AD	0	3										
U064	68-10	N	20.77		0.42	20,700	LL0H	24	1	10	80	1	0	3									
U064	68-10	S	20.77		0.00	20,700	LL0E	24	1	10	81	1	0	3									
U064	68-10	X	20.80		0	20,700	UP-H				FO		0	3	04	2	1		31			2,020	
U064	68-10	N X	20.93		681	20,700	BRDG			26	FO	0	3	04	2	1		31				4,199	
U064	68-10	S X	20.93		682	20,700	BRDG			36	AD	0	3										
U064	68-10	N	21.19		0.72	20,100	LL0H	24	1	10	80	1	0	3									
U064	68-10	S	21.19		0.00	20,100	LL0E	24	1	10	81	1	0	3									
U064	68-10	N X	21.19		651	20,100	H-HR			24	SD	0	3	04	2	1		31				5,320	
U064	68-10	S X	21.19		613	20,100	OP-R			36	AD	0	3										
U064	68-10	X	21.48		3087	20,100	OP-H			29	AD	0	3										50,182
S010	68-14		00.00	GORE	0.29	5,000	LLOA	40	4		84	1	0	5									
S010	68-14		00.29		0.51	5,000	IIHD	22	3	2	63	1	0	5	08	2	0	3	01			710	
S010	68-14		00.80		0.54	2,300	IIHD	22	3	2	63	1	0	5	09	2	0	3	01			611	
S010	68-14		01.34		0.70	2,300	IIHD	22	3	2	56	1	0	5	09	2	0	3	02			960	2,281
S082	68-16		00.00	VIAN	0.37	3,400	DHHE	44	4		86	1	0	5									
S082	68-16		00.37		1.13	3,000	DHHE	24	1	8	83	1	0	5									
S082	68-16		01.50	1.58		2,900	DIIE	24	1	8	75	1	0	5									
S082	68-16	X	02.78	182		2,900	BRDG			29	AD	0	5										
S082	68-16		03.08	0.30		2,700	DHHL	24	1	8	75	1	0	5									
S082	68-16		03.38	0.51		2,700	DIIE	24	1	8	75	1	0	5									
S082	68-16		03.89	1.76		2,700	DHHL	24	1	8	75	1	0	5									
S082	68-16		05.65	0.74		2,600	DHHE	24	1	4	61	1	0	5	08	2	0	5	01			1,177	
S082	68-16		06.39	2.03		2,300	DHHL	22	3	2	39	1	0	5	09	2	0	5	02			3,227	
S082	68-16	X	07.01	44		2,300	BRDG			14	SD	0	5	09	2	2		31				1,120	
S082	68-16		08.42	2.93		2,200	HHHL	22	3	1	44	1	0	5	09	2	0	5	03			12,574	
S082	68-16	X	09.53	23		2,200	BXUF				HS	NR	0	5	09	2	2		33			644	
S082	68-16	X	11.19	128		2,200	BRDG			20	FO	0	5	09	2	1		31				1,669	20,411
S101	68-17		00.00	4.00		1,200	DIDB	22	3	3	74	1	0	5									
S101	68-17	X	01.60	33		1,200	BXBR				HS	AD	0	5									
S101	68-17	X	02.69	22		1,200	BRDG				36	AD	0	5									
S101	68-17	X	02.76	22		1,200	BRDG				36	AD	0	5									
S101	68-17	X	03.32	90		1,200	BRDG				0	AD	0	5									
S101	68-17	X	03.45	60		1,200	BRDG				0	AD	0	5									
S101	68-17		04.00	3.01		950	IIDB	22	3	2	74	1	0	5									
S101	68-17	X	04.92	43		950	BRDG				12	AD	0	5									
S101	68-17		07.01	0.75		610	IIDB	22	3	1	70	1	0	5									
S101	68-17	X	07.52	121		610	BRDG				24	AD	0	5									
S101	68-17		07.76	5.17		530	IIDB	22	3	2	70	1	0	5									
S101	68-17	X	08.24	40		530	BRDG				HS	NR	0	5									
S101	68-17		12.93	1.40		1,100	IIDB	22	3	1	48	1	0	5	10	2	0	5	03			5,981	
S101	68-17		14.33	2.06		790	IIDB	22	3	1	48	1	0	5	10	2	0	5	03			8,802	
S101	68-17	X	16.11	151		790	BRDG				15	AD	0	5	10	2	1		31			1,800	
S101	68-17		16.39	0.42		370	HH0E	24	1	4	87	1	0	5									
S101	68-17	X	16.60	49		370	BXUF				HS	NR	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S101	68-17	X	16.69	427		370	BRDG			36	AD		0	5									
S101	68-17		16.81	6.30	ARKANSAS STATE LINE	430	DIDD	20	3	1	50	1	0	5	10	2	0	5	03		26,935		
S101	68-17	X	18.55	46		430	BXUF			HS	NR		0	5	10	2	2	2	33			644	
S101	68-17	X	18.65	214		430	BRDG			14	FO		0	5	10	2	1	1	31			2,110	
S101	68-17	X	19.37	24		430	BRDG			20	AD		0	5	10	2	2	2	31			1,120	47,392
S064B	68-18		00.00	0.09	END P.C. CONCRETE	3,300	LL0F	24	1	10	77	1	0	5									
S064B	68-18	X	00.00	0	END P.C. CONCRETE	3,300	UP-H				AD		0	5									
S064B	68-18	X	00.02	0		3,300	UP-H				AD		0	5									
S064B	68-18		00.09	0.21	ENTER MULDRAW C/L	3,500	IHHE	24	1	10	75	1	0	5									
S064B	68-18		00.30	MULDROW	0.31	3,500	IHHE	24	1	10	75	1	0	5									
S064B	68-18	X	00.49	33	JCT US 64	3,500	BXUF			HS	NR		0	5									
S064B	68-18		00.61	0.44	BEG CURBS	3,400	IHLH	24	1	4	68	1	0	5	30	2	0	7	08		1,629		
S064B	68-18		01.05	0.08	FIRST STREET TC	3,400	IHLH	52	4		75	1	0	5									
S064B	68-18		01.13	0.17	0.69 MIS. N. US 64	3,400	IHLH	24	1	8	73	1	0	5									
S064B	68-18		01.30	0.19	WILL MORGAN RD	2,900	IHDB	24	3	1	65	1	0	5	30	2	0	7	08		698		
S064B	68-18		01.49	0.55	LEV MULDRAW CLIFF DR	2,900	DHDB	24	3	1	40	1	0	5	08	2	0	5	03		2,759		
S064B	68-18		02.04	9.35	JCT SH 101	800	DHDB	24	3	1	44	1	0	5	10	2	0	5	03		40,432		
S064B	68-18	X	03.82	100		800	BRDG			36	AD		0	5	10	2	1	1	31			1,491	
S064B	68-18	X	04.06	40		800	BRDG			36	FO		0	5	10	2	2	2	31			1,120	48,129
S141	68-20		00.00	6.37	ENTER GANS C/L	640	DIDL	20	3	1	59	1	0	5	13	2	0	2	03		10,288		
S141	68-20	X	02.02	34		640	BXUF			HS	NR		0	5	13	2	2	2	33			644	
S141	68-20	X	03.50	34		640	BXBR			HS	AD		0	5	13	2	2	2	31			644	
S141	68-20	X	03.50	34		640	BXBR			HS	AD		0	5	13	2	2	2	31			644	
S141	68-20	X	04.73	23		640	BRDG			20	AD		0	5	13	2	2	2	31			1,120	
S141	68-20		06.37	GANS	0.26	1,100	DDDL	20	3	1	49	1	0	5	30	2	0	6	08		944		
S141	68-20		06.63	0.19	1.49 MIS W. US 64	1,100	DIDD	22	3	3	60	1	0	5	30	2	0	6	08		690		
S141	68-20		06.82	0.28	LEAVE GANS C/L	1,100	DIDD	24	1	6	72	1	0	5									
S141	68-20	X	06.85	155		1,100	OP-R			29	AD		0	5									
S141	68-20		07.10	1.21	JCT US 64	1,400	DIDD	22	3	3	69	1	0	5	13	2	0	3	03		2,023		16,997
I040	68-22	N	00.00	1.22	JCT SH 10	17,300	PHHE	24	1	10	83	1	1	1									
I040	68-22	S	00.00	0.00	JCT SH 10	17,300	IHHE	24	1	10	83	1	1	1									
I040	68-22	X	00.00	1989	JCT SH 10	17,300	BRDG				26	AD		1	1								
I040	68-22	N	X 01.21	115		17,300	OP-H				36	AD		1	1								
I040	68-22	S	X 01.21	115		17,300	OP-H				36	AD		1	1								
I040	68-22	N	01.22	1.00	BEGIN PC CONC	16,100	IHHE	24	1	10	83	1	1	1									
I040	68-22	S	01.22	0.00	BEGIN PC CONC	16,100	IHHE	24	1	10	83	1	1	1									
I040	68-22	N	02.22	5.14	JCT SH 82	16,700	LLLE	24	1	10	90	1	1	1									
I040	68-22	S	02.22	0.00	JCT SH 82	16,700	LLLE	24	1	10	90	1	1	1									
I040	68-22	N	X 02.58	22		16,700	OP-H				HS	FO		1	1	01	6	5	33			644	
I040	68-22	S	X 02.58	22		16,700	OP-H				HS	FO		1	1	01	6	5	33			644	
I040	68-22	X	04.27	0		16,700	UP-H				FO			1	1	01	6	5	31			1,929	
I040	68-22	N	X 04.87	51		16,700	BXUF				HS	NR		1	1								
I040	68-22	S	X 04.87	49		16,700	BXUF				HS	NR		1	1								
I040	68-22	N	X 06.72	182		16,700	BRDG				37	AD		1	1								
I040	68-22	S	X 06.72	182		16,700	BRDG				37	AD		1	1								

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	68-22	N X 07.35	115			16,700	OP-H				36	AD		1	1								
I040	68-22	S X 07.35	115			16,700	OP-H				36	AD		1	1								
I040	68-22	N 07.36	0.49		.49 MI E SH 82	17,000	LLLE		24	1	10		90	1	1	1							
I040	68-22	S 07.36	0.00		.49 MI E SH 82	17,000	LLLE		24	1	10		90	1	1	1							
I040	68-22	N 07.85	1.92		2.41 MI E SH 82	17,200	LL0V		24	1	10		97	1	1	1							
I040	68-22	S 07.85	0.00		SURF CHANGE	17,200	LL0V		24	1	10		97	1	1	1							
I040	68-22	N X 08.44	210			17,200	BRDG					32	AD		1	1							
I040	68-22	S X 08.44	210			17,200	BRDG					32	AD		1	1							
I040	68-22	X 09.28	34			17,200	BXUF					HS	NR		1	1							
I040	68-22	N 09.77	2.65		5.06 MI E SH 82	20,400	LL0V		24	1	10		97	1	1	1							
I040	68-22	S 09.77	0.00		5.06 MI E SH 82	20,400	LL0V		24	1	10		97	1	1	1							
I040	68-22	X 10.01	0			20,400	UP-H						FO		1	1	01	6	6		31		3,350
I040	68-22	X 10.94	34			20,400	BXUF					HS	NR		1	1							
I040	68-22	X 11.00	0			20,400	UP-H						AD		1	1							
I040	68-22	X 11.45	42			20,400	BXUF					HS	NR		1	1							
I040	68-22	N 12.42	0.60		DWIGHT MISSION RD	19,700	LL0V		24	1	10		97	1	1	1							
I040	68-22	S 12.42	0.00		DWIGHT MISSION RD	19,700	LL0V		24	1	10		97	1	1	1							
I040	68-22	N 13.02	2.03		ENTER SALLISAW C/L	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	S 13.02	0.00		ENTER SALLISAW C/L	17,700	IHHE		24	1	10		92	1	1	1							
I040	68-22	N X 13.02	109		ENTER SALLISAW C/L	17,700	OP-H					36	AD		1	1							
I040	68-22	S X 13.02	109		ENTER SALLISAW C/L	17,700	OP-H					36	AD		1	1							
I040	68-22	X 14.03	0			17,700	UP-H						AD		1	1							
I040	68-22	N X 14.53	522			17,700	BRDG					24	AD		1	1							
I040	68-22	S X 14.53	522			17,700	BRDG					24	AD		1	1							
I040	68-22	X 15.04	22			17,700	OP-H					HS	NR		1	1							
I040	68-22	N 15.05	SALLISAW	1.02	1.55 MIS. W. US 59	17,700	IHHE		24	1	10		91	1	1	1							
I040	68-22	S 15.05		0.00	ENTER SALLISAW U/L	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	X 15.91		25		17,700	BXUF					HS	NR		1	1							
I040	68-22	N 16.07		0.52	1.03 MIS. W. US 59	17,700	IHHE		24	1	10		91	1	1	1							
I040	68-22	S 16.07		0.00	1.03 MIS. W. US 59	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	X 16.07		0	1.03 MIS. W. US 59	17,700	UP-H						AD		1	1							
I040	68-22	X 16.23		48		17,700	BXUF					HS	NR		1	1							
I040	68-22	N 16.59		0.86	0.17 MIS. W. US 59	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	S 16.59		0.00	0.17 MIS. W. US 59	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	N 17.45		0.17	JCT US 59	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	S 17.45		0.00	JCT US 59	17,700	IHHE		24	1	10		89	1	1	1							
I040	68-22	N X 17.57		114		17,700	OP-H					34	FO		1	1	01	3	6		31		2,083
I040	68-22	S X 17.57		114		17,700	OP-H					34	FO		1	1	01	3	6		31		2,083
I040	68-23	N 00.00		0.30	0.30 MIS. E. US 59	17,700	IRHF		24	1	10		59	1	1	1	01	6	2	4	22		1,290
I040	68-23	S 00.00		0.00	0.30 MIS. E. US 59	17,700	IRHF		24	1	10		59	1	1	1	01	6	2	4	22		
I040	68-23	N 00.30		0.19	0.49 MIS. E. US 59	17,700	LL0E		24	1	10		100	1	1	1							
I040	68-23	S 00.30		0.00	0.49 MIS. E. US 59	17,700	LL0E		24	1	10		98	1	1	1							
I040	68-23	X 00.48		0		17,700	UP-H						AD		1	1							
I040	68-23	N 00.49		0.81	1.30 MIS E. US 69	17,700	LL0E		24	1	10		100	1	1	1							
I040	68-23	S 00.49		0.00	1.30 MIS E. US 69	17,700	LL0E		24	1	10		100	1	1	1							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	68-23	N	01.30		0.30	1.60 MIS E. US 59	IRHF	24	1	10		94	1	1	1								
I040	68-23	S	01.30		0.00	1.60 MIS E. US 59	IRHF	24	1	10		96	1	1	1								
I040	68-23	N X	01.40		325		H-HR				36	AD		1	1								
I040	68-23	S X	01.40		330		H-HR				36	SD		1	1	01	6	5		31		5,827	
I040	68-23	N	01.60		0.44	LEAVE SALLISAW C/L	LL0E	24	1	10		100	1	1	1								
I040	68-23	S	01.60		0.00	LEAVE SALLISAW C/L	LL0E	24	1	10		100	1	1	1								
I040	68-23	N	02.04	0.31		HOG CREEK BRG	LL0E	24	1	10		100	1	1	1								
I040	68-23	S	02.04	0.00		HOG CREEK BRG	LL0E	24	1	10		100	1	1	1								
I040	68-23	N X	02.33		141		BRDG				41	AD		1	1								
I040	68-23	S X	02.33		141		BRDG				41	AD		1	1								
I040	68-23	N	02.35		0.19	ENTER SALLISAW C/L	IRHF	24	1	10		96	1	1	1								
I040	68-23	S	02.35		0.00	ENTER SALLISAW C/L	IRHF	24	1	10		96	1	1	1								
I040	68-23	N	02.54		0.17	JCT US 64	IRHF	24	1	10		96	1	1	1								
I040	68-23	S	02.54		0.00	JCT US 64	IRHF	24	1	10		96	1	1	1								
I040	68-23	N X	02.69		161		OP-H				39	FO		1	1	01	6	6		31		2,803	
I040	68-23	S X	02.69		161		OP-H				41	SD		1	1	01	6	6		31		3,925	
I040	68-23	N	02.71		0.05	0.05 MIS. E. US 64	IRHF	24	1	10		94	1	1	1								
I040	68-23	S	02.71		0.00	0.05 MIS. E. US 64	IRHF	24	1	10		94	1	1	1								
I040	68-23	N	02.76		0.11	LEAVE SALLISAW U/L	IRHF	24	1	10		94	1	1	1								
I040	68-23	S	02.76		0.00	LEAVE SALLISAW U/L	IRHF	24	1	10		94	1	1	1								
I040	68-23	N X	02.84		243		BRDG				41	SD		1	1	01	6	1		31		2,986	
I040	68-23	S X	02.84		243		BRDG				39	SD		1	1	01	6	1		31		2,236	
I040	68-23	N	02.87		0.33	0.49 MIS E. US 64	IRHF	24	1	10		96	1	1	1								
I040	68-23	S	02.87		0.00	0.49 MIS E. US 64	IRHF	24	1	10		96	1	1	1								
I040	68-23	N	03.20		1.63	2.12 MIS E. US 64	LL0E	24	1	10		100	1	1	1								
I040	68-23	S	03.20		0.00	2.12 MIS E. US 64	LL0E	24	1	10		100	1	1	1								
I040	68-23	X	03.77		0		UP-H					FO		1	1	01	6	5		31		1,929	
I040	68-23	X	04.81		0		UP-H					FO		1	1	01	6	5		31		1,929	
I040	68-23	N	04.83		1.36	3.48 MIS E. US 64	LL0E	24	1	10		100	1	1	1								
I040	68-23	S	04.83		0.00	3.48 MIS E. US 64	LL0E	24	1	10		100	1	1	1								
I040	68-23	N X	06.08		102		OP-H				36	FO		1	1	01	6	5		31		1,361	
I040	68-23	S X	06.08		102		OP-H				36	FO		1	1	01	6	5		31		1,361	
I040	68-23	N	06.19		2.22	5.70 MIS E. US 64	LL0F	24	1	10		88	1	1	1								
I040	68-23	S	06.19		0.00	5.70 MIS E. US 64	LL0F	24	1	10		90	1	1	1								
I040	68-23	N X	06.97		34		BXUF				HS	NR		1	1								
I040	68-23	S X	06.97		34		BXUF				HS	NR		1	1								
I040	68-23	N X	07.23		0		UP-H					FO		1	1	01	6	5		31		1,361	
I040	68-23	S X	07.23		0		UP-H					FO		1	1	01	6	5		31		1,361	
I040	68-23	N	08.41		2.32	ENT MULDROW REDLAND	LL0F	24	1	10		88	1	1	1								
I040	68-23	S	08.41		0.00	ENT MULDROW REDLAND	LL0F	24	1	10		90	1	1	1								
I040	68-23	N X	09.13		167		OP-H				38	FO		1	1	01	6	5		31		2,027	
I040	68-23	S X	09.13		177		OP-H				38	FO		1	1	01	6	5		31		2,027	
I040	68-23	N X	09.77		141		BRDG				39	AD		1	1								
I040	68-23	S X	09.77		141		BRDG				39	AD		1	1								
I040	68-23	N	10.73	MULDROW	2.32	JCT US 64B	LL0F	24	1	10		86	1	1	1								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	68-23	S	10.73		0.00	JCT US 64B	20,400	LLOF	24	1	10		90	1	1	1							
I040	68-23	X	10.80		0		20,400	UP-H					AD		1	1							
I040	68-23	N	X 11.64		122		20,400	BRDG				66	AD		1	1							
I040	68-23	S	X 11.64		122		20,400	BRDG				66	AD		1	1							
I040	68-23	X	12.14		26		20,400	BXUF				HS	NR		1	1							
I040	68-23	N	X 13.04		112		20,400	OP-H				36	AD		1	1							
I040	68-23	S	X 13.04		112		20,400	OP-H				36	AD		1	1							
I040	68-23	N	13.05	0.07		ENTER MULDDROW C/L	18,600	LLOF	24	1	10		86	1	1	1							
I040	68-23	S	13.05	0.00		ENTER MULDDROW C/L	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	N	13.12		0.62	LEAVE MULDDROW C/L	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	S	13.12		0.00	LEAVE MULDDROW C/L	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	N	13.74	0.47		3.09 MIS W US 64-ROL	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	S	13.74	0.00		3.09 MIS W US 64-ROL	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	X	13.80		0		18,600	UP-H					AD		1	1							
I040	68-23	N	14.21	3.09		JCT US 64	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	S	14.21	0.00		JCT US 64	18,600	LLOF	24	1	10		90	1	1	1							
I040	68-23	N	X 15.01		127		18,600	OP-H				38	AD		1	1							
I040	68-23	S	X 15.01		127		18,600	OP-H				38	AD		1	1							
I040	68-23	X	15.12		65		18,600	BXUF				HS	NR		1	1							
I040	68-23	X	15.86		0		18,600	UP-H					AD		1	1							
I040	68-23	X	16.91		39		18,600	BXUF				HS	NR		1	1							
I040	68-23	X	17.05		23		18,600	BXUF				HS	NR		1	1							
I040	68-23	N	X 17.29		304		18,600	OP-H				28	AD		1	1							
I040	68-23	S	X 17.29		304		18,600	OP-H				28	AD		1	1							
I040	68-23	N	17.30	0.17		ENT ROLAND C/L TC	18,600	LLOF	24	1	10		84	1	1	1							
I040	68-23	S	17.30	0.00		ENT ROLAND C/L TC	18,600	LLOF	24	1	10		85	1	1	1							
I040	68-23	N	17.47		1.90	LVE ROLAND C/L	17,700	IRHF	24	1	10		86	1	1	1							
I040	68-23	S	17.47	0.00		LVE ROLAND C/L	17,700	IRHF	24	1	10		87	1	1	1							
I040	68-23	X	17.89		48		17,700	BXUF				HS	NR		1	1							
I040	68-23	X	18.16		0		17,700	UP-P					AD		1	1							
I040	68-23	X	18.17		0		17,700	UP-H					FO		1	1	01	6	5		31		4,064
I040	68-23	X	18.98		0		17,700	UP-H					AD		1	1							
I040	68-23	N	19.37	1.23		2.42 MIS. W. ARK ST/	17,700	IRHF	24	1	10		88	1	1	1							
I040	68-23	S	19.37	0.00		2.42 MIS. W. ARK ST/	17,700	IRHF	24	1	10		88	1	1	1							
I040	68-23	N	X 19.84		363		17,700	H-RW				36	AD		1	1							
I040	68-23	S	X 19.84		363		17,700	H-RW				36	AD		1	1							
I040	68-23	N	20.60	1.69		0.73 MIS. W. ARK ST/	17,700	IRHF	24	1	10		88	1	1	1							
I040	68-23	S	20.60	0.00		0.73 MIS. W. ARK ST/	17,700	IRHF	24	1	10		88	1	1	1							
I040	68-23	N	22.29	0.73		ARKANSAS STATE LINE	17,700	IRHF	24	1	10		88	1	1	1							
I040	68-23	S	22.29	0.00		ARKANSAS STATE LINE	17,700	IRHF	24	1	10		88	1	1	1							
I040	68-23	X	22.66		0		17,700	UP-H					AD		1	1							
I040	68-23	X	22.84		54		17,700	BXUF				HS	NR		1	1							36,487
S100	68-24		00.00		2.31	LEAVE GORE C/L	2,500	IHHL	24	3	1		70	1	0	5							
S100	68-24		02.31		3.50	0.46 MIS S. SH 10A	1,200	IHHL	24	3	1		70	1	0	5							
S100	68-24	X	04.32		33		1,200	BXUF				HS	NR		0	5							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S100	68-24	X 05.26	52		1,200	BXUF				HS	NR	0	5											
S100	68-24	05.81	0.39		1,300	IIDD	24	3	1		70	1	0	5										
S100	68-24	06.20	PARADISE	0.07	1,100	IIDD	24	3	1		72	1	0	5										
S100	68-24	06.27		0.06	960	HIIE	24	1	4		87	1	0	5										
S100	68-24	06.33	0.89		1,100	HIIE	24	1	4		85	1	0	5										
S100	68-24	X 07.00	600		1,100	BRDG				29	SD	0	5	11	2	2			31			1,639		
S100	68-24	X 07.01	360		1,100	BRDG				0	AD	0	5											
S100	68-24	07.22	0.16		1,200	HHHL	24	1	4		83	1	0	5										
S100	68-24	07.38	1.12		1,200	DHHL	22	3	1		74	1	0	5										
S100	68-24	08.50	1.70		1,300	DHHL	22	3	1		59	1	0	5	11	2	0	4	03			3,695		
S100	68-24	10.20	0.22		1,300	DIHL	22	3	1		68	1	0	5	11	2	0	4	03			495		
S100	68-24	10.42	1.68		1,500	HHHL	22	3	1		67	1	0	5	11	2	0	4	03			3,664	9,493	
S010A	68-26	00.00	3.51		1,200	DDDD	22	3	1		44	1	0	5	10	2	0	4	03			7,548		
S010A	68-26	03.51		0.15	1,200	DDDD	22	3	1		40	1	0	5	10	2	0	3	03			250		
S010A	68-26	03.66	0.67		1,300	DIDD	22	3	1		42	1	0	5	09	2	0	3	03			1,380		
S010A	68-26	04.33		0.61	1,300	DIDD	22	3	1		44	1	0	5	09	2	0	4	03			1,497		
S010A	68-26	04.94		0.36	1,300	DIDD	22	3	1		48	1	0	5	09	2	0	4	03			876	11,551	
S010	68-29	00.00	1.30		850	DIHE	24	1	8		84	1	0	5										
S010	68-29	X 00.00	0		850	UP-H					AD	0	5											
S010	68-29	X 00.06	0		850	UP-H					AD	0	5											
S010	68-29	01.30	0.19		2,200	LL0A	24	1	8		86	1	0	5										
S010	68-29	X 01.44	47		2,200	BXUF				HS	NR	0	5											
S010	68-29	01.49	1.87		2,100	LL0A	24	1	4		73	1	0	5										
S010	68-29	X 02.00	241		2,100	BRDG				27	SD	0	5	09	2	1			31			2,227		
S010	68-29	X 02.24	523		2,100	BRDG				26	AD	0	5											
S010	68-29	03.36	0.21		3,200	LL0A	24	1	10		76	1	0	5										
S010	68-29	03.57	GORE	0.20	3,400	LL0A	24	1	10		77	1	0	5										
S010	68-29	03.77		0.07	3,500	LL0E	24	1	4		74	1	0	5										
S010	68-29	03.84		0.09	4,000	LL0E	24	1	4		78	1	0	5										
S010	68-29	03.93		0.21	4,000	LL0A	40	4			85	1	0	5									2,227	
S082	68-30	00.00	0.16		3,700	DHHE	24	1	8		75	1	0	5										
S082	68-30	X 00.00	0		3,700	UP-H					AD	0	5											
S082	68-30	X 00.02	0		3,700	UP-H					AD	0	5											
S082	68-30	00.16	VIAN	0.48	3,400	IIHE	24	1	8		74	1	0	5										
S082	68-30	00.64		0.06	4,400	IIHE	63	4			85	1	0	5									0	
S064D	68-31	00.00	MOFFETT	0.35	3,200	DIHF	24	1	8		59	1	0	5	08	2	0	1	02			535		
S064D	68-31	X 00.00		190	3,200	OP-H				36	FO	0	5	08	2	5			31			2,020		
S064D	68-31	00.35	2.77		3,200	DIHF	24	1	8		59	1	0	5	08	2	0	1	02			4,263		
S064D	68-31	03.12	0.23		3,200	DIIE	24	1	8		59	1	0	5	08	2	0	1	02			356		
S064D	68-31	03.35	0.30		3,200	DIIE	24	1	8		59	1	0	5	08	2	0	1	02			451		
S064D	68-31	X 03.35	150		3,200	BRDG				29	AD	0	5										7,625	
County Total			146.95	40.55	187.50																	191,897	128,869	320,766

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- STEPHENS COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
6902	US 81	14.31	JEFFERSON COUNTY LINE	NORTHERLY	JCT. SH 7 IN DUNCAN (N. END STR)	
6904	US 81	13.48	JCT. SH 7 IN DUNCAN (N. END STR)	NORTHERLY	GRADY COUNTY LINE	
6906	SH 7	10.00	COMANCHE COUNTY LINE	EASTERLY	JCT. US 81, N. OF DUNCAN	
6912	SH 29	23.00	JCT. US 81(BROADWAY & MAIN ST)IN MARLOW	EASTERLY	GARVIN COUNTY LINE	
6914	SH 53	10.23	COTTON COUNTY LINE	EASTERLY	JCT. US 81(THIRD ST & OAK AVE)IN COMANCHE	
6916	SH 53	24.94	JCT. US 81(THIRD ST & OAK AVE)IN COMANCHE	EASTERLY	CARTER COUNTY LINE	
6918	SH 53A	1.01	JCT. SH 53, E. OF COMANCHE	EASTERLY	COMANCHE LAKE	FUTURE REMOVAL
6919	SH 76	2.98	JCT. SH 29, E. OF BRAY	NORTHERLY	GARVIN COUNTY LINE	
6921	US 81A	0.71	JCT. US 81, IN DUNCAN	NORTHERLY	JCT. SH 7 IN DUNCAN	
6922	US 81A	1.23	JCT. SH 7 IN DUNCAN	NORTH & WESTERLY	JCT. US 81(16TH ST & MAIN ST) IN DUNCAN	
6923	SH 7A	1.99	JCT. US 81A(9TH ST & MAIN ST)IN DUNCAN	EASTERLY	JCT. SH 7 E. EDGE OF DUNCAN	
6924	SH 89	1.49	JEFFERSON COUNTY LINE	NORTHERLY	JCT. SH 53 E. OF LOCO	
6925	SH 7	24.43	JCT. US 81 IN DUNCAN	EASTERLY	CARTER COUNTY LINE	
6926	SH 000	9.21	JCT SH 7 EAST (WEST SIDE BRIDGE)	NORTHWESTERLY	JCT SH 7 WEST	DUNCAN BY-PASS (OFFSET ALIGN. 2006)
6928P	P & S	0.00	JCT US 81 (SOUTHWEST DUNCAN)	NORTHERLY	JCT DUNCAN BY-PASS EST. 1.60 MILES	PROJECT MANAGEMENT (EXTENSION)

139.01 TOTAL COUNTY MILEAGE

GRADY

COUNTY

COMANCHE COUNTY

GARVIN COUNTY

COTTON COUNTY

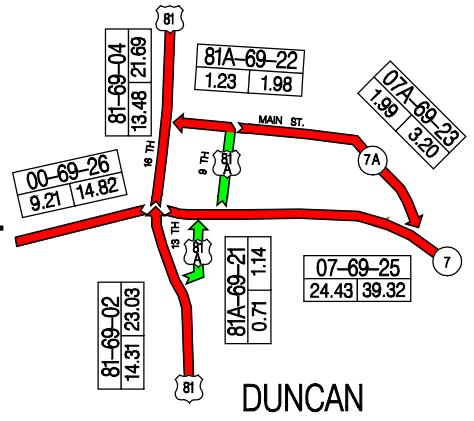
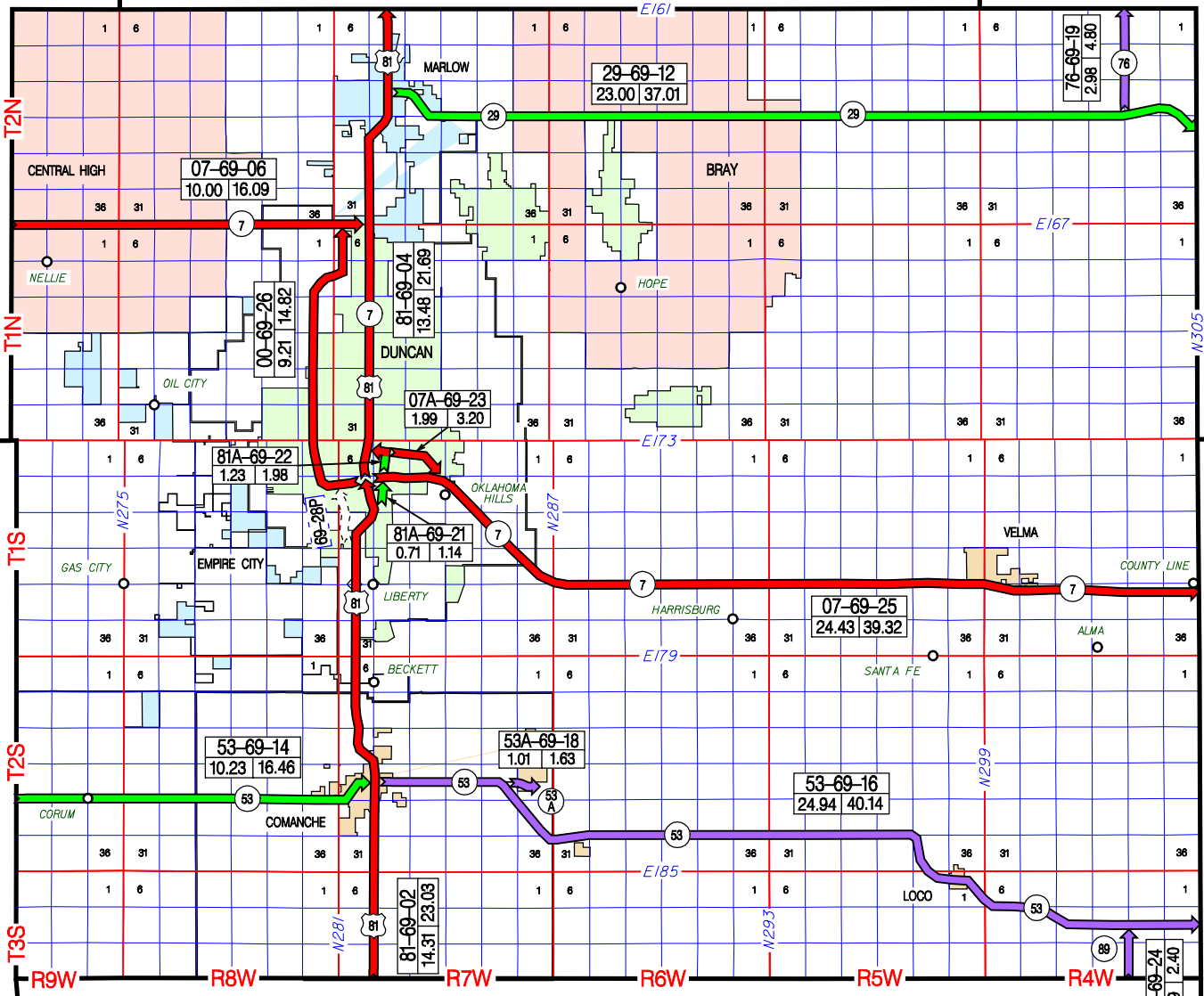
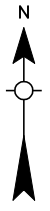
CARTER COUNTY

COTTON COUNTY

JEFFERSON COUNTY

COUNTY

STEPHENS COUNTY 69



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 7

Stephens County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U081	69-02	00.00	4.06		1.42 S SH 53	3,100	IHHF	24	1	10		85	1	1	3								
U081	69-02	04.06	0.48		ENTER COMANCHE C/L	3,600	IILE	24	1	10		87	1	1	3								
U081	69-02	X 04.22	24			3,600	BXBR				HS	AD											
U081	69-02	04.54	COMANCHE	0.50	WILLOW AVE TC	5,000	IHLA	24	1	10		86	1	1	3								
U081	69-02	05.04		0.44	JCT SH 53	5,300	IHLA	48	4			90	1	1	3								
U081	69-02	05.48		0.26	WIDTH CHANGE	5,300	IHLA	48	4			90	1	1	3								
U081	69-02	X 05.61		33		5,300	BXBR				HS	AD											
U081	69-02	X 05.64		24		5,300	BXBR				HS	AD											
U081	69-02	05.74		0.07	0.33 MIS. N. SH 53	5,300	EEEA	24	1	10		87	1	1	3								
U081	69-02	05.81		0.22	LEAVE COMANCHE C/L	5,100	EEHE	24	1	10		84	1	1	3								
U081	69-02	06.03	0.96		1.51 MIS. N. SH 53	5,300	IIHE	24	1	10		87	1	1	3								
U081	69-02	06.99	2.67		ENTER DUNCAN C/L	5,500	IIHE	24	1	10		91	1	1	3								
U081	69-02	X 08.21	105			5,500	OP-H				36	AD											
U081	69-02	09.66	DUNCAN	1.52	ENT DUNCAN U/L-FULLE	5,900	IIHE	24	1	10		91	1	1	3								
U081	69-02	11.18		1.78	7.48 MIS. N. SH 53	5,900	IIHE	24	1	10		95	1	1	3								
U081	69-02	X 12.31		22		5,900	BXBR				HS	AD											
U081	69-02	X 12.64		24		5,900	BXBR				HS	AD											
U081	69-02	X 12.78		143		5,900	BRDG				36	AD											
U081	69-02	12.96		0.26	BEG 3 LANES - 2 S.B.	5,900	IIHE	24	1	10		88	1	1	3								
U081	69-02	13.22		0.43	JCT US 81A NORTH	8,500	IEHE	36	1	10		82	1	1	3								
U081	69-02	13.65		0.56	SH 7 EAST ON RAMP	10,200	IILH	52	4			77	1	1	3								
U081	69-02	14.21		0.10	JCT SH 7	10,200	IHLH	52	4			80	1	1	3								
U081	69-02	X 14.28		143		10,200	UPHP					AD											
U081	69-02	X 14.30		143		10,200	UPHP					AD										0	
U081	69-04	00.00		0.11	BOIS D'ARC AVE	14,900	IILH	52	4			93	1	1	3								
U081	69-04	00.11		0.50	0.62 MI N SH 7	14,900	IILH	48	1	8		88	1	1	3								
U081	69-04	00.61		0.21	JCT US 81A TC	14,900	IILH	48	4			82	1	1	3								
U081	69-04	00.82		0.31	BEECH AVE	17,600	IILH	48	4			79	1	1	3								
U081	69-04	E 01.13		0.08	CHESTNUT AVE	20,800	IILH	46	4			73	1	1	3								
U081	69-04	W 01.13		0.00		20,800	IILH	32	4			75	1	1	3								
U081	69-04	E 01.21		0.00	ELDER AVE	20,800	IHLH	46	4			80	1	1	3								
U081	69-04	W 01.21		0.42		20,800	IHLH	32	4			79	1	1	3								
U081	69-04	X 01.56		56		20,800	BXBR				HS	FO			1	3	25	2	2	33		752	
U081	69-04	E 01.63		1.52	PLATO AVE	18,600	IHLH	32	4			82	1	1	3								
U081	69-04	W 01.63		0.00	PLATO AVE	18,600	IHLH	32	4			82	1	1	3								
U081	69-04	E 03.15		0.25	3.80 MIS S SH 7 WEST	18,600	IRLB	32	4			85	1	1	3								
U081	69-04	W 03.15		0.00		18,600	IRLB	32	4			84	1	1	3								
U081	69-04	E 03.40		0.98	2.82 MIS S SH 7 WEST	17,100	IRLB	24	1	8		87	1	1	3								
U081	69-04	W 03.40		0.00		17,100	IRLH	24	1	8		89	1	1	3								
U081	69-04	E 04.38		0.92	1.90 MIS S SH 7 WEST	15,600	IRLB	24	1	8		87	1	1	3								
U081	69-04	W 04.38		0.00		15,600	IRLB	24	1	8		86	1	1	3								
U081	69-04	E 05.30		0.40	1.50 MIS S SH 7 WEST	14,600	IRLB	24	1	8		86	1	1	3								
U081	69-04	W 05.30		0.00	1.50 MIS S SH 7 WEST	14,600	IRLB	24	1	8		85	1	1	3								
U081	69-04	E 05.70		0.50	GATLIN RD	12,200	IRLB	24	1	8		84	1	1	3								
U081	69-04	W 05.70		0.00	GATLIN RD	12,200	IRLH	24	1	8		85	1	1	3								

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Stephens County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U081	69-04	X 05.71		23		12,200	BXBR			HS	AD		1	3									
U081	69-04	E 06.20		0.50	1.00 MIS S SH 7 WEST	13,900	IRLB	24	1	8		84	1	1	3								
U081	69-04	W 06.20		0.00	1.00 MIS S SH 7 WEST	13,900	IRLB	24	1	8		81	1	1	3								
U081	69-04	E 06.70		0.50	JCT SH 7 WEST	13,900	IRLB	24	1	8		86	1	1	3								
U081	69-04	W 06.70		0.00	JCT SH 7 WEST	13,900	IRLB	24	1	8		85	1	1	3								
U081	69-04	E 07.20		0.12	0.12 MIS. N. SH 7W	13,000	IHLH	24	1	8		82	1	1	3								
U081	69-04	W 07.20		0.00	0.12 MIS. N. SH 7W	13,000	IHLH	24	1	8		82	1	1	3								
U081	69-04	E 07.32		0.14	LEAVE DUNCAN C/L	13,600	IHHE	24	1	10		97	1	1	3								
U081	69-04	W 07.32		0.00	LEAVE DUNCAN C/L	13,600	IHHE	24	1	10		97	1	1	3								
U081	69-04	E 07.46	0.61		0.87 MI N SH 7 WEST	13,600	IHHE	24	1	10		94	1	1	3								
U081	69-04	W 07.46	0.00		0.87 MI N SH 7 WEST	13,600	IHHE	24	1	10		96	1	1	3								
U081	69-04	E 08.07	1.13		2.00 MIS N SH 7 WEST	13,600	IHLA	24	1	8		89	1	1	3								
U081	69-04	W 08.07	0.00			13,600	IHHE	24	1	10		96	1	1	3								
U081	69-04	E 09.20	0.23		2.33 MIS N SH 7 WEST	12,800	IHLA	24	1	8		89	1	1	3								
U081	69-04	W 09.20	0.00			12,800	IHHE	24	1	10		96	1	1	3								
U081	69-04	E 09.43	0.31		ENTER MARLOW C/L	12,900	IIHE	52	4			92	1	1	3								
U081	69-04	09.74	MARLOW	0.95	CHICKASAW ST	12,800	IIHE	52	4			81	3	1	3								
U081	69-04	10.69		0.33	SEMINOLE STREET	12,800	IHLA	50	4			87	1	1	3								
U081	69-04	11.02		0.04	0.04 MIS. S. SH 29E	12,800	IHLA	72	4			82	1	1	3								
U081	69-04	11.06		0.04	JCT SH 29 EAST TC	12,800	IHLA	72	4			82	1	1	3								
U081	69-04	11.10		0.04	0.04 MIS. N. SH 29E	12,800	IHLA	72	4			81	1	1	3								
U081	69-04	11.14		0.13	COMANCHE STREET	12,800	IHLA	72	4			81	1	1	3								
U081	69-04	11.27		0.41	STEELE STREET	11,800	IHLH	50	4			87	1	1	3								
U081	69-04	11.68		0.42	LEAVE MARLOW C/L	11,800	II0E	52	4			91	1	1	3								
U081	69-04	12.10	1.38		GRADY CO LINE	8,100	II0E	52	4			95	1	1	3								752
S007	69-06	N 00.00	CENTRAL	0.00	T.C CENTRAL HIGH	6,800	PI0E	24	1	10		96	1	1	3								
S007	69-06	S 00.00		3.82	3.82 E COMANCHE CO L	6,800	PHLA	24	1	10		91	1	1	3								
S007	69-06	X 01.93		23		6,800	BXBR				HS	AD		1	3								
S007	69-06	X 02.03		23		6,800	BXBR				HS	AD		1	3								
S007	69-06	N 03.82		0.00	5.30 E COMANCHE CO/L	6,900	PI0E	24	1	10		96	1	1	3								
S007	69-06	S 03.82		1.48	5.30 E COMANCHE CO/L	6,900	PHHH	24	1	10		91	1	1	3								
S007	69-06	N 05.30		0.70	LV CENTRAL HIGH N278	6,900	PI0E	24	1	10		96	1	1	3								
S007	69-06	S 05.30		0.00	LV CENTRAL HIGH N278	6,900	IHHH	24	1	10		94	1	1	3								
S007	69-06	N X 05.45		242		6,900	BRDG				38	AD		1	3								
S007	69-06	S X 05.45		209		6,900	BRDG				34	FO		1	3	02	4	1		31			2,087
S007	69-06	N X 05.76		182		6,900	BRDG				29	AD		1	3								
S007	69-06	S X 05.76		161		6,900	BRDG				24	FO		1	3	02	4	1		31			1,854
S007	69-06	N 06.00	0.00		ENTER MARLOW C/L	7,300	PI0E	24	1	10		94	1	1	3								
S007	69-06	S 06.00	2.94		ENTER MARLOW C/L	7,300	IHHH	24	1	10		95	1	1	3								
S007	69-06	N X 06.18		183		7,300	BRDG				29	AD		1	3								
S007	69-06	S X 06.18		162		7,300	BRDG				24	FO		1	3	02	4	1		31			1,859
S007	69-06	N 08.94	MARLOW	0.00	JCT DUNCAN BYPASS	7,500	PI0E	24	1	10		94	1	1	3								
S007	69-06	S 08.94		0.26	JCT DUNCAN BYPASS	7,500	IHHH	24	1	10		95	1	1	3								
S007	69-06	N 09.20		0.00	0.20 MIS W. US 81	7,900	PI0E	24	1	10		94	1	1	3								
S007	69-06	S 09.20		0.60	0.20 MIS W. US 81	7,900	IHHH	24	1	10		95	1	1	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S053	69-16	00.32	3.04		JCT SH 53A	1,400	SSLA	22	3	4		69	1	0	5	09	2	0	2	01	2,766		
S053	69-16	X 00.40	87			1,400	BRDG				19	AD	0	5									
S053	69-16	03.36	2.66		6.02 MIS E. US 81	680	SSLA	22	3	5		77	1	0	5								
S053	69-16	X 04.30	69			680	BRDG				19	FO	0	5	10	2	1			31		1,259	
S053	69-16	06.02	0.73		BEG SAB-169C(122)	510	SSLA	22	3	5		77	1	0	5								
S053	69-16	06.75	0.36		END SAB-169C(122)	510	IIOE	24	1	8		90	1	0	5								
S053	69-16	X 06.92	120			510	BRDG				0	AD	0	5									
S053	69-16	07.11	0.60		7.71 MIS E. US 81	510	SSLA	22	3	5		79	1	0	5								
S053	69-16	07.71	4.97		12.68 MIS E. US 81	530	SSLA	24	3	5		78	1	0	5								
S053	69-16	X 11.02	69			530	BRDG				HS	FO	0	5	10	2	1			31		1,259	
S053	69-16	X 11.12	205			530	BRDG				HS	FO	0	5	10	2	1			31		2,069	
S053	69-16	X 11.24	79			530	BRDG				24	FO	0	5	10	2	1			31		1,340	
S053	69-16	12.68	1.00		13.68 MIS. E. US 81	480	SSDL	24	3	5		79	1	0	5								
S053	69-16	13.68	3.79		ENTER LOCO C/L TC	650	HHDL	24	3	5		79	1	0	5								
S053	69-16	X 14.20	90			650	BRDG				20	FO	0	5	10	2	1			31		1,421	
S053	69-16	X 14.30	90			650	BRDG				20	FO	0	5	10	2	1			31		1,421	
S053	69-16	X 17.15	205			650	BRDG				HS	SD	0	5	10	2	1			31		2,069	
S053	69-16	17.47	LOCO	0.42	5.04 MIS. W. SH 89	650	HHDL	24	3	6		87	1	0	5								
S053	69-16	17.89		0.07	LEAVE LOCO C/L	580	HHDL	24	3	6		80	1	0	5								
S053	69-16	17.96	4.97		JCT SH 89	550	HHDL	24	3	6		80	1	0	5								
S053	69-16	X 21.81	62			550	BRDG				13	FO	0	5	10	2	2			31		1,200	
S053	69-16	X 21.94	23			550	BXBR				HS	AD	0	5									
S053	69-16	X 22.20	45			550	BXBR				HS	AD	0	5									
S053	69-16	22.93	2.01		CARTER CO LINE	560	HHDL	24	3	5		79	1	0	5								
S053	69-16	X 23.72	23			560	BXBR				HS	AD	0	5									
S053	69-16	X 24.78	33			560	BXBR				HS	AD	0	5									14,804
S053A	69-18	00.00	0.57		ENTER COMANCHE C/L	470	DDDL	20	3	4		81	1	0	5								
S053A	69-18	00.57	COMANCHE	0.11	START NARROW BRIDGE	210	DDDL	20	3	4		79	1	0	5								
S053A	69-18	00.68		0.33	END SH 53A SIGN	210	IIDL	20	3	4		87	1	0	5								0
S076	69-19	00.00	2.98		GARVIN CO LINE	1,400	DDDB	24	1	8		76	1	0	5								
S076	69-19	X 00.10	23			1,400	BXBR				HS	AD	0	5									0
U081A	69-21	00.00	DUNCAN	0.06	SURF TYPE CHANGE	4,700	HHHE	29	4			94	1	0	4								
U081A	69-21	00.06		0.22	SHLDR CHNG ML KING	4,800	HHLA	24	3	4		69	1	0	4	30	2	0	7	08		656	
U081A	69-21	00.28		0.43	JCT SH 7	5,000	HHLA	24	3	2		69	1	0	4	30	2	0	7	08		1,511	2,167
U081A	69-22	00.00		0.56	WDTH CHNG N OF MAPLE	1,600	MHLA	30	4			77	1	0	4								
U081A	69-22	00.56		0.10	JCT SH 7A WIDTH CHNG	3,600	MHLA	40	4			82	1	0	4								
U081A	69-22	00.66		0.09	SURF CHANGE 10TH ST	4,700	IILA	74	4			78	1	0	3								
U081A	69-22	00.75		0.48	JCT US 81	4,700	LL0H	40	4			82	1	0	3								0
S007A	69-23	00.00		0.24	WIDTH CHANGE 6TH ST	4,800	HHLA	74	4			85	1	0	3								
S007A	69-23	00.24		0.16	0.4 E US 81A	5,000	IHLA	65	4			77	1	0	3								
S007A	69-23	00.40		0.12	WIDTH CHANGE 3RD ST	5,200	IHLA	24	1	10		73	1	0	3								
S007A	69-23	X 00.40		34	WIDTH CHANGE 3RD ST	5,200	BXBR				HS	AD	0	3									
S007A	69-23	00.52		0.11	WIDTH CHANGE 2ND ST	5,200	IHLA	24	5	10		71	1	0	3								
S007A	69-23	00.63		0.48	1.11 MIS. E. US 81A	5,200	IHLA	24	1	10		72	1	0	3								
S007A	69-23	01.11		0.12	SHLDR CHANGE	4,200	IHLA	24	1	10		78	1	0	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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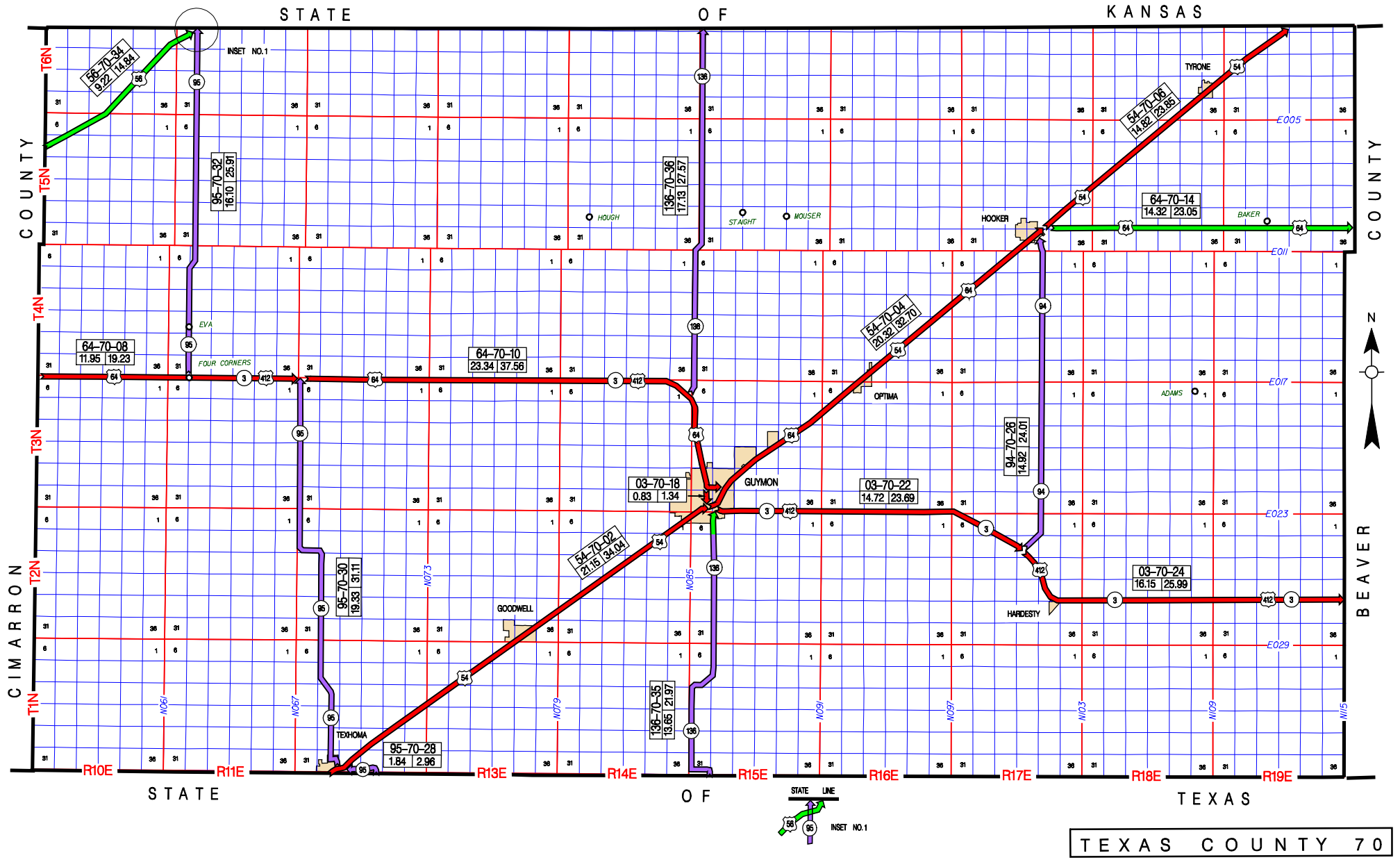
Stephens County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S007A	69-23	01.23		0.64	4,200	IHLA	24	3	6		67	1	0	3	27	2	0	7	08	2,708		2,708	
S007A	69-23	01.87	0.12		3,500	IHHF	24	1	8		88	1	0	3								2,708	
S089	69-24	00.00	1.49		730	HHDL	24	3	5		75	1	0	5								0	
S007	69-25	N 00.00		0.24	9,500	PHHF	28	4			87	1	1	3									
S007	69-25	S 00.00		0.00	9,500	IHHF	28	4			83	1	1	3									
S007	69-25	N X 00.00		156	9,500	BRDG				22	AD		1	3									
S007	69-25	S X 00.00		156	9,500	BRDG				36	AD		1	3									
S007	69-25	N 00.24		0.31	7,600	IHHF	28	4			87	1	1	3									
S007	69-25	S 00.24		0.00	7,600	IHHF	28	4			86	1	1	3									
S007	69-25	N 00.55		0.18	7,300	IHHF	28	4			87	1	1	3									
S007	69-25	S 00.55		0.00	7,300	IHHF	28	4			86	1	1	3									
S007	69-25	N 00.73		0.17	7,200	IHHF	28	4			86	1	1	3									
S007	69-25	S 00.73		0.00	7,200	IHHF	28	4			87	1	1	3									
S007	69-25	N X 00.73		256	7,200	H-HR				36	FO		1	3	24	2	5		31		3,082		
S007	69-25	S X 00.73		256	7,200	H-HR				36	FO		1	3	24	2	5		31		3,082		
S007	69-25	X 00.87		41	7,200	BXBR					AD		1	3									
S007	69-25	N 00.90		0.84	4,900	IHHF	24	1	10		85	1	1	3									
S007	69-25	S 00.90		0.00	4,900	IHHF	24	1	10		85	1	1	3									
S007	69-25	X 01.10		22	4,900	BXBR					HS	AD	1	3									
S007	69-25	N 01.74	0.52		4,100	IHHF	24	1	10		89	1	1	3									
S007	69-25	S 01.74	0.00		4,100	IHHF	24	1	10		90	1	1	3									
S007	69-25	X 02.02	23		4,100	BXBR					HS	AD	1	3									
S007	69-25	N 02.26	0.19		4,100	IHHF	24	1	10		88	1	1	3									
S007	69-25	S 02.26	0.00		4,100	IHHF	24	1	10		90	1	1	3									
S007	69-25	N 02.45	0.53		4,100	IHHF	24	1	10		86	1	1	3									
S007	69-25	S 02.45	0.00		4,100	IHHF	24	1	10		86	1	1	3									
S007	69-25	N 02.98	0.72		4,300	IHHF	24	1	10		85	1	1	3									
S007	69-25	S 02.98	0.00		4,300	IHHF	24	1	10		85	1	1	3									
S007	69-25	X 03.10	83		4,300	BXBR					HS	AD	1	3									
S007	69-25	X 03.20	32		4,300	BXBR					HS	AD	1	3									
S007	69-25	N 03.70	3.93		4,000	IHHF	24	1	10		85	1	1	3									
S007	69-25	S 03.70	0.00		4,000	IHHF	24	1	10		85	1	1	3									
S007	69-25	X 07.20	54		4,000	BXBR					HS	AD	1	3									
S007	69-25	07.63	4.78		3,300	IHHF	24	1	10		85	1	1	3									
S007	69-25	X 10.60	47		3,300	BXBR					HS	AD	1	3									
S007	69-25	X 11.10	34		3,300	BXBR					HS	AD	1	3									
S007	69-25	12.41	1.02		3,400	IHHF	24	1	10		92	1	1	3									
S007	69-25	13.43	4.86		3,300	IHHF	24	1	10		87	1	1	3									
S007	69-25	18.29	VELMA	0.13	3,400	IHHF	24	1	10		94	1	1	3									
S007	69-25	18.42	1.19		3,400	IHHF	24	1	10		91	1	1	3									
S007	69-25	X 18.96	27		3,400	BXBR					HS	AD	1	3									
S007	69-25	19.61		0.31	3,400	IHHF	24	1	10		93	1	1	3									
S007	69-25	19.92	4.51		3,100	IHHF	24	1	10		91	1	1	3									
S007	69-25	X 20.26	22		3,100	BXBR					HS	AD	1	3									
S007	69-25	X 22.26	33		3,100	BXBR					HS	AD	1	3									

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- TEXAS COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7002	US 54	21.15	TEXAS STATE LINE	NORTHEASTERLY	JCT. SH 3(MAIN ST & SECOND ST)IN GUYMON	
7004	US 54	20.32	JCT. SH 3(MAIN ST & SECOND ST)IN GUYMON	NORTHEASTERLY	JCT. US 64 N. EDGE OF HOOKER	
7006	US 54	14.82	JCT. US 64 N. EDGE OF HOOKER	NORTHEASTERLY	KANSAS STATE LINE	
7008	US 64	11.95	CIMARRON COUNTY LINE	EASTERLY	JCT. SH 95 E. OF FOUR CORNERS	
7010	US 64	23.34	JCT. SH 95 E. OF FOUR CORNERS	EAST & SOUTHERLY	JCT. US 54 IN GUYMON	
7014	US 64	14.32	JCT. US 54 N. EDGE OF HOOKER	EASTERLY	BEAVER COUNTY LINE	
7018	SH 3	0.83	JCT. US 64 (12TH ST & MAIN ST)IN GUYMON	SOUTHERLY	JCT. US 54 (2ND ST & MAIN ST)IN GUYMON	
7022	SH 3	14.72	JCT. US 54 IN GUYMON	EASTERLY	JCT. SH 94, NW OF HARDESTY	
7024	SH 3	16.15	JCT. SH 94, NW OF HARDESTY	EASTERLY	BEAVER COUNTY LINE	
7026	SH 94	14.92	JCT. SH 3, NW OF HARDESTY	NORTHERLY	JCT. US 54(CLARENCE ST & SWEM ST)IN HOOKER	
7028	SH 95	1.84	TEXAS STATE LINE	WESTERLY	JCT. US 54(SOUTH ST & SECOND ST)IN TEXOMA	
7030	SH 95	19.33	JCT. US 54(SOUTH ST & SECOND ST)IN TEXOMA	NORTHERLY	JCT. US 64 E. OF FOUR CORNERS	
7032	SH 95	16.10	JCT. US 64 AT FOUR CORNERS	NORTHERLY	KANSAS STATE LINE (KANSAS SH 27)	
7034	US 56	9.22	CIMARRON COUNTY LINE	NORTHEASTERLY	KANSAS STATE LINE	
7035	SH 136	13.65	TEXAS STATE LINE (TEXAS SH 136)	NORTHERLY	JCT. SH 3 IN GUYMON	
7036	SH 136	17.13	JCT. US 64 N. OF GUYMON	NORTHERLY	KANSAS STATE LINE (KANSAS SH 25)	REALIGNMENT 2003 WAS 17.31

229.79 TOTAL COUNTY MILEAGE



95-70-34
9.22 | 14.34

INSET NO.1

95-70-32
16.10 | 25.91

96-70-36
17.13 | 27.57

54-70-06
14.82 | 23.95

64-70-14
14.32 | 23.05

64-70-08
11.95 | 19.23

64-70-10
23.34 | 37.56

54-70-04
23.82 | 32.01

03-70-18
0.83 | 1.34

03-70-22
14.72 | 23.69

94-70-26
14.82 | 24.01

95-70-30
19.33 | 31.11

54-70-02
21.15 | 34.04

03-70-24
16.15 | 25.99

95-70-28
1.84 | 2.96

96-70-35
13.65 | 21.97

STATE LINE
INSET NO.1

TEXAS COUNTY 70

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

December 31, 2008

Commissioner District 6

Texas County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U054	70-02	00.00	TEXHOMA	0.23	BEG CURBS 3RD STREET	6,000	LL0E	52	4		100	1	1	3									
U054	70-02	00.23		0.07	JCT SH 95	6,700	LL0E	52	4		100	1	1	3									
U054	70-02	00.30		0.15	LEAVE TEXOMA C/L	6,700	LL0E	52	4		100	1	1	3									
U054	70-02	00.45	0.32		0.47 MIS. N. SH 95	6,700	LL0E	52	4		100	1	1	3									
U054	70-02	00.77	0.29		0.76 MIS. N. SH 95	6,700	II0E	52	4		96	1	1	3									
U054	70-02	01.06	0.25		1.01 MIS. NE SH 95	5,900	II0E	52	4		96	1	1	3									
U054	70-02	01.31	0.77		1.78 MIS. NE SH 95	5,700	II0E	48	1	8	96	1	1	3									
U054	70-02	E 02.08	0.00		9.78 MIS. NE SH 95	5,700	II0E	24	1	10	97	1	1	3									
U054	70-02	W 02.08	8.00		9.78 MIS. NE SH 95	5,700	IHDF	24	1	10	97	1	1	3									
U054	70-02	N X 05.23	65			5,700	BXUF				HS	NR		1	3								
U054	70-02	S X 05.45	101			5,700	BRDG				34	AD		1	3								
U054	70-02	X 05.89	21			5,700	BXUF				HS	NR		1	3								
U054	70-02	X 08.02	21			5,700	BXUF				HS	NR		1	3								
U054	70-02	10.08	0.38		ENTER GOODWELL C/L	5,700	II0E	48	1	10	95	1	1	3									
U054	70-02	10.46	GOODWELL	0.46	CENT LOC-GOODWELL	5,700	II0E	48	1	10	95	1	1	3									
U054	70-02	X 10.46		32	CENT LOC-GOODWELL	5,700	BXUF				HS	NR		1	3								
U054	70-02	10.92		0.76	LEAVE GOODWELL C/L	5,700	II0E	48	1	10	95	1	1	3									
U054	70-02	11.68	0.08		9.39 MIS. SW SH 3	5,700	II0E	48	1	10	95	1	1	3									
U054	70-02	E 11.76	0.00		2.74 MIS SW SH 3	6,200	II0E	24	1	10	97	1	1	3									
U054	70-02	W 11.76	6.65		2.74 MIS SW SH 3	6,200	SHDF	24	1	10	83	1	1	3									
U054	70-02	X 12.45	32			6,200	BXUF				HS	NR		1	3								
U054	70-02	X 14.46	21			6,200	BXUF				HS	NR		1	3								
U054	70-02	E 18.41	0.00		2.35 MIS SW SH 3	6,200	II0E	24	1	10	97	1	1	3									
U054	70-02	W 18.41	0.39		2.35 MIS SW SH 3	6,200	II0E	24	1	10	95	1	1	3									
U054	70-02	18.80	0.36		ENTER GUYMON U/L	6,500	II0E	48	1	10	95	1	1	3									
U054	70-02	19.16	0.48		1.51 MIS SW SH 3	6,500	II0E	48	1	10	95	1	1	3									
U054	70-02	19.64	0.25		ENTER GUYMON C/L	7,000	II0E	48	1	10	89	1	1	3									
U054	70-02	19.89		0.57	0.69 MIS. SW SH 3	7,700	II0E	48	1	10	89	1	1	3									
U054	70-02	20.46		0.43	0.26 MIS. SW SH 3	8,000	II0E	52	4		96	1	1	3									
U054	70-02	20.89		0.26	JCT SH 3	9,800	II0E	52	4		94	1	1	3								0	
U054	70-04	00.00		0.24	WIDTH CHANGE	9,800	II0E	52	4		84	1	1	3									
U054	70-04	00.24		0.16	JCT SH 3 EAST	9,800	IIIE	52	4		89	1	1	3									
U054	70-04	00.40		0.10	WIDTH CHANGE	10,100	IIIE	50	4		89	1	1	3									
U054	70-04	00.50		0.83	JCT US 64W - 12TH ST	10,000	IIIE	50	4		90	1	1	3									
U054	70-04	01.33		0.67	0.67 MIS. NE US 64W	8,900	IIIE	50	4		90	1	1	3									
U054	70-04	02.00		0.12	LEV GUYMON C/L E087	7,800	LL0E	52	4		100	1	1	3									
U054	70-04	02.12	0.82		1.61 MIS. N. US 64W	7,900	LL0E	52	4		100	1	1	3									
U054	70-04	02.94	0.27		1.88 MIS. N. US 64W	7,200	LL0E	52	4		100	1	1	3									
U054	70-04	03.21	0.34		LEAVE GUYMON U/L	7,000	LL0E	52	4		99	1	1	3									
U054	70-04	03.55	0.25		2.47 MIS. N. US 64W	7,000	LL0E	52	4		99	1	1	3									
U054	70-04	E 03.80	2.42		4.89 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3									
U054	70-04	W 03.80	0.00		4.89 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3									
U054	70-04	X 05.03	43			6,600	BXUF				HS	NR		1	3								
U054	70-04	E X 06.10	1022			6,600	BRDG				29	AD		1	3								
U054	70-04	W X 06.10	1022			6,600	BRDG				29	AD		1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 6

Texas County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U054	70-04	E	06.22	1.10		5.99 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3								
U054	70-04	W	06.22	0.00		5.99 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3								
U054	70-04	E	07.32	1.00		6.99 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3								
U054	70-04	W	07.32	0.00		6.99 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3								
U054	70-04	E	08.32	0.44		7.43 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3								
U054	70-04	W	08.32	0.00		7.43 MIS. N. US 64W	6,600	LL0E	24	1	10	99	1	1	3								
U054	70-04	E	08.76	0.45		ENTER OPTIMA C/L TC	6,100	LL0E	24	1	10	99	1	1	3								
U054	70-04	W	08.76	0.00		ENTER OPTIMA C/L TC	6,100	LL0E	24	1	10	99	1	1	3								
U054	70-04	E	09.21	OPTIMA	0.17	LEAVE OPTIMA C/L	6,100	LL0E	24	1	10	99	1	1	3								
U054	70-04	W	09.21		0.00	LEAVE OPTIMA C/L	6,100	LL0E	24	1	10	99	1	1	3								
U054	70-04	E	09.38	0.52		ENTER OPTIMA C/L	6,100	LL0E	24	1	10	99	1	1	3								
U054	70-04	W	09.38	0.00		ENTER OPTIMA C/L	6,100	LL0E	24	1	10	99	1	1	3								
U054	70-04	E	09.90		0.22	LEAVE OPTIMA C/L	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	W	09.90		0.00	LEAVE OPTIMA C/L	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	E	10.12	0.34		9.86 MIS S. US 64E	5,900	IIOE	24	1	10	97	1	1	3								
U054	70-04	W	10.12	0.00		9.86 MIS S. US 64E	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	E	10.46	1.16		8.70 S US 64E	5,900	IIOE	24	1	10	97	1	1	3								
U054	70-04	W	10.46	0.00		8.70 S US 64E	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	N X	11.00	137			5,900	BRDG				36	SD	1	3	03	4	1		31		1,722	
U054	70-04	S X	11.00	137			5,900	BRDG				29	AD	1	3								
U054	70-04	E	11.62	0.21		8.49 MIS S. US 64E	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	W	11.62	0.00		8.49 MIS S. US 64E	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	E	11.83	0.86		7.63 MIS S. US 64E	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	W	11.83	0.00		7.63 MIS S. US 64E	5,900	IIOE	24	1	10	99	1	1	3								
U054	70-04	X	12.07	24			5,900	BXUF				HS	NR	1	3								
U054	70-04	E	12.69	1.52		5.62 MIS S. SH 94	6,000	IIOE	24	1	10	99	1	1	3								
U054	70-04	W	12.69	0.00		5.62 MIS S. SH 94	6,000	IIOE	24	1	10	99	1	1	3								
U054	70-04		14.21	2.48		3.14 MIS S. SH 94	5,900	IHDC	24	1	8	82	1	1	3								
U054	70-04		16.69	1.14		2.49 MIS S. US 64 AT	5,500	IHDC	24	1	8	82	1	1	3								
U054	70-04		17.83	0.56		1.93 MIS S. US 64 AT	5,100	HHDC	24	1	8	81	1	1	3								
U054	70-04		18.39	0.57		SURF CHANGE	5,000	HHDC	24	1	8	81	1	1	3								
U054	70-04		18.96	0.56		ENTER HOOKER C/L	5,000	HHDM	24	1	10	81	1	1	3								
U054	70-04		19.52	HOOKER	0.31	JCT SH 94	5,800	IHDM	51	4		82	1	1	3								
U054	70-04		19.83		0.49	JCT US 64	6,900	IHDM	51	4		82	1	1	3							1,722	
U054	70-06		00.00	0.65		SHOULDER WIDTH CHANG	7,200	IHDF	24	1	10	89	2	1	3								
U054	70-06	X	00.16	44			7,200	BXUF				HS	NR	1	3								
U054	70-06		00.65	0.85		NEED STUDY BREAK	6,500	IHDN	24	1	8	88	2	1	3								
U054	70-06		01.50	0.54		2.04 N. OF US 64	6,500	IHDN	24	1	8	84	2	1	3								
U054	70-06		02.04	5.70		7.74 N. OF US 64	5,200	IIDN	24	1	8	83	1	1	3								
U054	70-06		07.74	1.08		6.0 MI SE KANSAS S/L	5,500	IIDF	24	1	8	82	1	1	3								
U054	70-06		08.82	0.69		ENTER TYRONE C/L TC	5,400	IIDF	24	1	8	82	1	1	3								
U054	70-06		09.51	TYRONE	0.70	LEAVE TYRONE C/L	6,200	IIDF	24	1	8	84	2	1	3								
U054	70-06		10.21	4.61		KANSAS STATE LINE	6,100	IIDF	24	1	8	84	1	1	3							0	
U064	70-08		00.00	6.94		JCT SH 95 NORTH	780	IHDN	24	1	8	82	1	1	3								
U064	70-08	X	03.32	26			780	BXUF				HS	NR	1	3								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	70-08	06.94	5.01		JCT SH 95 SOUTH	1,300	DHDN	24	1	8		83	1	1	3							0	
U064	70-10	00.00	8.10		8.10 MIS. E. SH 95	1,200	DHDN	24	1	8		85	1	1	3								
U064	70-10	08.10	1.90		10.00 MIS. E. SH 95	1,200	IHDN	24	1	8		92	1	1	3								
U064	70-10	10.00	5.29		2.89 MIS. W. SH 136N	1,200	IIDN	24	1	8		83	1	1	3								
U064	70-10	X 12.55	100			1,200	BRDG					29	AD		1	3							
U064	70-10	X 14.62	22			1,200	BXUF					HS	NR		1	3							
U064	70-10	15.29	2.89		JCT SH 136 NORTH	1,500	EEDN	24	1	8		78	1	1	3								
U064	70-10	18.18	0.25		OLD SH 136 NORTH	1,500	EEDN	24	1	8		78	1	1	3								
U064	70-10	18.43	1.07		1.32 MI S SH 136 N.	1,500	EEDN	24	1	8		76	1	1	3								
U064	70-10	X 19.33	165			1,500	BRDG					29	AD		1	3							
U064	70-10	19.50	0.80		2.12 MI S SH 136 N.	1,500	EEDN	24	3	6		75	1	1	3								
U064	70-10	X 20.07	1141			1,500	BRDG					29	SD		1	3	03	2	1		31	6,546	
U064	70-10	20.30	0.15		ENTER GUYMON U/L	2,000	EHDF	24	1	8		92	1	1	3								
U064	70-10	20.45	0.48		2.75 MI S SH 136 N.	3,200	EHDF	24	1	8		91	1	1	3								
U064	70-10	20.93	0.56		ENTER GUYMAN C/L	3,000	EHDF	24	1	8		91	1	1	3								
U064	70-10	21.49		0.78	15TH ST WIDTH CHANGE	6,000	IHDF	52	4			88	1	1	3								
U064	70-10	22.27		0.24	JCT SH 3 SOUTH	6,000	IHDF	53	4			74	1	1	3								
U064	70-10	22.51		0.83	JCT US 54	6,000	LL0G	52	4			94	1	0	3							6,546	
U064	70-14	00.00	14.32		BEAVER CO LINE	940	INDN	24	6	8		78	1	0	4								
U064	70-14	X 00.12	32			940	BXBR					HS	AD		0	4						0	
S003	70-18	00.00		0.31	BEG BRICK 7TH STREET	4,100	HHDN	53	4			84	1	1	3								
S003	70-18	00.31		0.23	TOWN CENTER	4,100	JJ0A	55	4			90	1	1	3								
S003	70-18	00.54		0.18	END BRICK PAVING	4,100	JJ0A	55	4			88	1	1	3								
S003	70-18	00.72		0.11	JCT SH 54	5,500	HHDN	55	4			71	1	1	3							0	
S003	70-22	00.00		0.04	JCT SH 136	2,700	I10A	38	4			83	1	1	3								
S003	70-22	00.04		0.13	SURFACE TYPE CHANGE	2,100	I10A	38	4			81	1	1	3								
S003	70-22	00.17		0.65	0.82 MIS. E. US 54	2,100	IIDL	24	1	8		79	1	1	3								
S003	70-22	00.82		0.11	LEAVE GUYMON C/L	2,100	IIDL	24	1	8		83	1	1	3								
S003	70-22	00.93	1.15		LEAVE GUYMON U/L	2,200	IIDL	24	1	8		84	1	1	3								
S003	70-22	02.08	2.99		5.03 MIS E OF SH 36	2,200	IIDL	24	1	8		84	1	1	3								
S003	70-22	05.07	5.57		4.02 MIS W OF SH 94	2,200	HHDE	24	1	9		89	1	1	3								
S003	70-22	10.64	0.93		3.09 MI W OF SH 94	2,000	DRDG	24	1	8		81	1	1	3								
S003	70-22	11.57	2.86		0.23 MI W OF SH 94	1,700	IIDG	24	1	8		80	1	1	3								
S003	70-22	14.43	0.29		JCT SH 94	1,800	IIDL	24	1	8		84	1	1	3							0	
S003	70-24	00.00	1.38		1.38 MIS. E. SH 94	1,600	IIDG	24	1	8		86	1	1	3								
S003	70-24	X 00.49	572			1,600	BRDG					36	SD		1	3	03	2	1		31	3,613	
S003	70-24	01.38	1.14		2.52 MIS. E. SH 94	1,900	IIDL	24	1	8		80	1	1	3								
S003	70-24	02.52	0.19		ENT HARDESTY C/L 5TH	2,100	IIDL	24	1	8		84	1	1	3								
S003	70-24	02.71	HARDESTY	0.38	LEV HARDESTY C/L N10	2,100	IIDL	52	4			80	1	1	3								
S003	70-24	03.09	13.06		BEAVER CO LINE	1,500	IIDL	24	1	8		80	1	1	3								
S003	70-24	X 03.79	63			1,500	BXUF					HS	NR		1	3							
S003	70-24	X 12.15	800			1,500	BRDG					29	AD		1	3							
S003	70-24	X 13.33	210			1,500	BRDG					29	AD		1	3						3,613	
S094	70-26	00.00	2.14		PROJECT BREAK	270	DDDL	22	3	5		59	1	0	5	10	2	0	2	02		1,711	
S094	70-26	02.14	1.35		3.5 MI N SH 3	570	DDOL	22	3	4		59	1	0	5	10	2	0	2	02		1,076	

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Commissioner District 6

Texas County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S094	70-26	X 03.07	702		ENTER HOOKER C/L	570	BRDG			36	SD		0	5	10	2	1		31		4,311		
S094	70-26	03.49	11.19		ENTER HOOKER C/L	420	DDDL	22	3	5		59	1	0	5	10	2	0	2	02	8,966		
S094	70-26	14.68	HOOKER	0.04	WIDTH CHARGE	740	DDDL	22	3	5		59	1	0	5	10	2	0	2	02	27		
S094	70-26	14.72		0.20	JCT US 54 TC	740	DDDL	24	1	4		59	1	0	5	10	2	0	2	02	165	16,256	
S095	70-28	00.00	1.52		ENTER TEXOMA C/L	460	IIDM	22	3	5		59	1	0	5	13	2	0	2	02	1,191		
S095	70-28	01.52	TEXHOMA	0.32	JCT US 54	550	IHDM	22	3	5		59	1	0	5	13	2	0	2	02	251	1,442	
S095	70-30	00.00		0.14	PECAN STREET	830	JJ0A	60	4			59	1	0	5	30	2	0	6	08	468		
S095	70-30	00.14		0.15	3RD ST TC	830	JJDA	70	4			59	1	0	5	30	2	0	6	08	573		
S095	70-30	00.29		0.27	0.56 N US 54	830	SNDN	70	4			59	1	0	5	30	2	0	6	08	1,116		
S095	70-30	00.56		0.14	LVE TEXOMA C/L ELM S	770	SNDN	24	3	4		59	1	0	5	30	2	0	6	08	274		
S095	70-30	00.70	3.51		BEG BRFY-170C(096)	410	SNDN	24	3	5		75	1	0	5								
S095	70-30	X 02.37	32			410	BXBR				HS	AD		0	5								
S095	70-30	04.21	0.19		END BRFY-170C(096)	410	II0E	24	1	4		100	1	0	5								
S095	70-30	X 04.28	125			410	BRDG				20	SD		0	5	10	2	1		50			
S095	70-30	04.40	7.85		7.01 S US 64	410	SNDN	24	3	5		75	1	0	5								
S095	70-30	X 05.41	394			410	BRDG				44	AD		0	5	10	2	1		50			
S095	70-30	X 07.35	162			410	BRDG				17	SD		0	5	10	2	1		50			
S095	70-30	12.25	7.08		JCT US 64	360	DDDB	24	3	5		83	1	0	5								
S095	70-30	X 12.70	21			360	BXUF				HS	NR		0	5								
S095	70-30	X 15.97	201			360	BRDG				16	AD		0	5								
S095	70-30	X 17.93	40			360	BXUF				HS	NR		0	5							2,431	
S095	70-32	00.00	4.00		4 MI N US 64 JCT	560	HHDL	24	1	4		59	1	0	5	10	2	0	4	02	4,001		
S095	70-32	X 01.50	21			560	BXUF				HS	NR		0	5								
S095	70-32	04.00	4.00		8.00 MIS N. US 64	820	HHDL	24	1	4		59	1	0	5	10	2	0	4	02	4,001		
S095	70-32	X 07.06	302			820	BRDG				22	SD		0	5	10	2	1		31		2,468	
S095	70-32	08.00	7.98		JCT US 56	820	DDDL	24	1	4		59	1	0	5	10	2	0	4	02	7,987		
S095	70-32	X 11.40	32			820	BXUF				HS	NR		0	5								
S095	70-32	X 14.06	21			820	BXUF				HS	NR		0	5								
S095	70-32	15.98	0.12		KANSAS STATE LINE	1,800	DDDL	24	1	4		59	1	0	4	05	2	0	4	02	211	18,668	
U056	70-34	00.00	9.00		JCT SH 95	850	HNDL	24	1	4		83	1	0	4								
U056	70-34	X 01.65	32			850	BXUF				HS	NR		0	4								
U056	70-34	X 05.61	21			850	BXUF				HS	NR		0	4								
U056	70-34	X 08.20	21			850	BXUF				HS	NR		0	4								
U056	70-34	09.00	0.22		KANSAS STATE LINE	1,400	HNDL	24	1	4		79	1	0	4							0	
S136	70-35	00.00	0.12		0.12 MIS. N. TEX ST/	640	DDDL	24	6	4		74	1	0	5	10	2	0	3	02	108		
S136	70-35	00.12	0.54		0.66 MIS. N. TEX ST/	560	DDDM	22	3	2		59	1	0	5	10	2	0	3	02	505		
S136	70-35	00.66	0.41		1.07 MIS. N. TEX ST/	790	DDDL	24	3	2		59	1	0	5	10	2	0	3	02	387		
S136	70-35	01.07	5.78		6.85 MIS. N. TEX ST/	880	DDDM	22	3	1		59	1	0	5	10	2	0	3	02	5,411		
S136	70-35	06.85	0.50		6.27 MIS. S. SH 3	790	DDDL	24	1	8		59	1	0	5	10	2	0	4	02	498		
S136	70-35	X 06.98	210			790	BRDG			29	SD		0	5	10	2	1		31		2,092		
S136	70-35	07.35	3.80		2.50 MIS. S. SH 3	1,400	DDDM	22	3	1		59	1	0	5	30	2	0	6	08	11,237		
S136	70-35	11.15	1.32		ENTER GUYMON UC/L	1,400	DDDM	22	3	1		59	1	0	5	30	2	0	6	08	3,899		
S136	70-35	12.47	1.00		ENTER GUYMON C/L 5TH	1,800	DDDM	22	3	1		64	1	0	4	30	2	0	6	08	2,951		
S136	70-35	13.47		0.13	0.05 MIS. SW. SH 3	1,800	DDDM	22	3	1		65	1	0	4	30	2	0	6	08	385		
S136	70-35	13.60		0.05	JCT SH 3	1,800	DIIL	32	4			84	1	0	4	30	2	0	6	08	151	27,624	

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Commissioner District 6

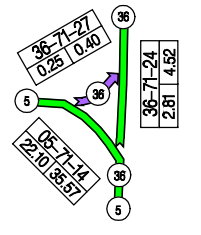
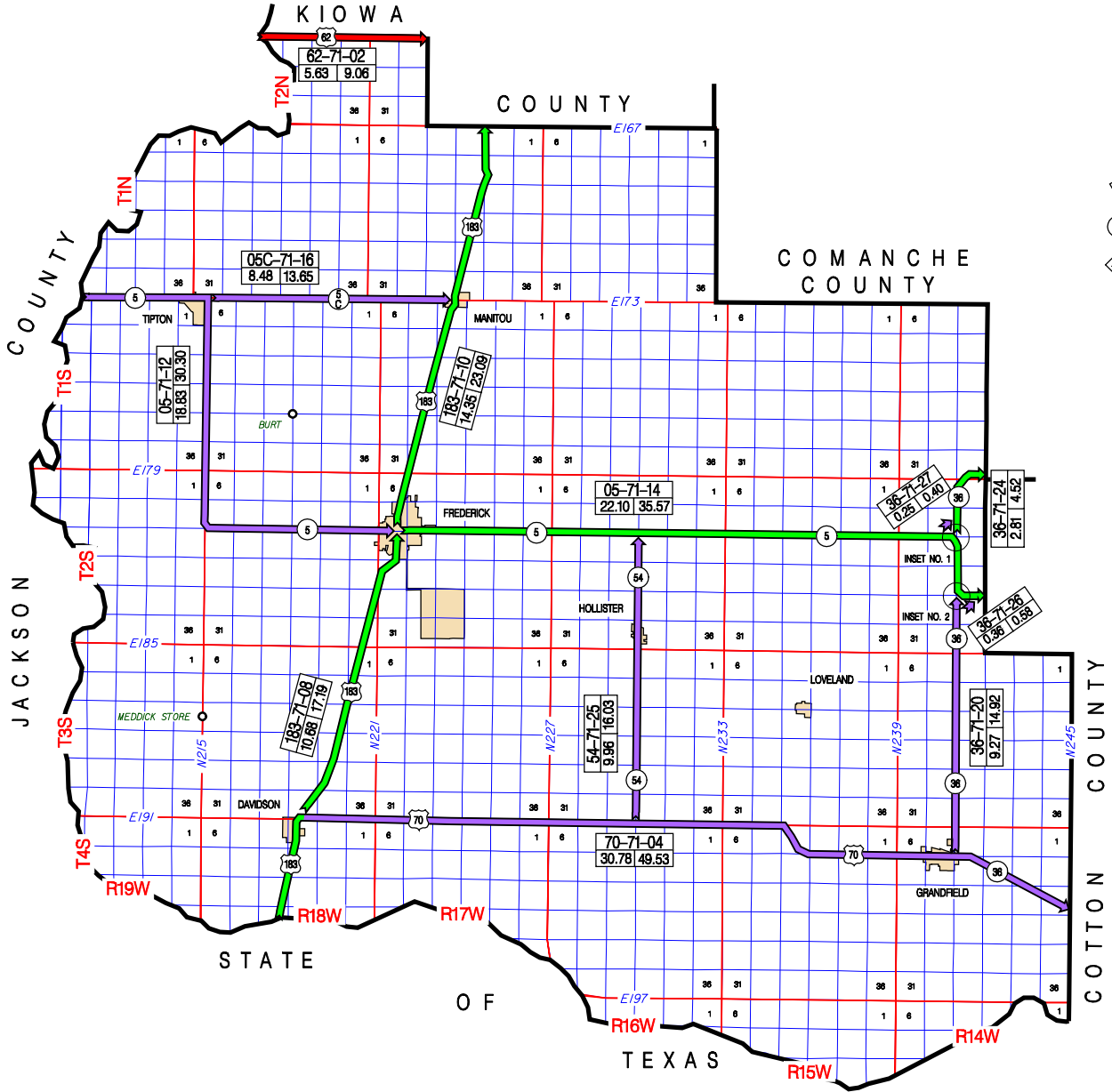
Texas County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
S136	70-36	00.00	0.48		1,400	II0E	24	1	8		88	1	0	5										
S136	70-36	X 00.39	395		1,400	BRDG				36	AD		0	5										
S136	70-36	00.48	5.00		1,200	IIDM	24	3	6		59	1	0	5	10	2	0	1	02		3,636			
S136	70-36	X 01.05	24		1,200	BXBR				HS	AD		0	5										
S136	70-36	05.48	2.64		1,000	HHDM	24	3	6		59	1	0	5	10	2	0	1	02		1,917			
S136	70-36	08.12	9.01		700	NDDM	24	3	6		69	1	0	5	10	2	0	1	02		6,531			
S136	70-36	X 09.64	80		700	BXBR				HS	AD		0	5									12,084	
County Total			217.42	12.37																		69,634	20,752	90,386

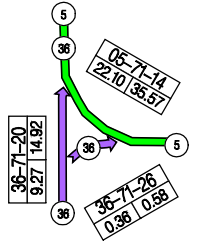
OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- TILLMAN COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7102	US 62	5.63	JACKSON COUNTY LINE (E. END BR.)	EASTERLY	KIOWA COUNTY LINE	
7104	US 70	30.78	TEXAS STATE LINE (S. END BR.)	NORTH & EASTERLY	COTTON COUNTY LINE	
7108	US 183	10.68	JCT. US 70 N. OF DAVIDSON	NORTHERLY	JCT SH 5(GLADSTONE & MAIN ST)IN FREDERICK	
7110	US 183	14.35	JCT. SH 5(GLADSTONE & MAIN ST)IN FREDERICK	NORTHERLY	KIOWA COUNTY LINE	
7112	SH 5	18.83	JACKSON COUNTY LINE (W. END BR.)	EASTERLY	JCT. US 183(MAIN & GLADSTONE)IN FREDERICK	
7114	SH 5	22.10	JCT. US 183(MAIN ST & GLADSTONE)IN FREDERICK	EASTERLY	COTTON COUNTY LINE	
7116	SH 5C	8.48	JCT. SH 5 E. EDGE OF TIPTON	EASTERLY	JCT. US 183 N.W. EDGE OF MANITOU	
7120	SH 36	9.27	JCT. US 70(FIRST & BRIDGE BLVD)IN GRANDFIELD	NORTHERLY	JCT. SH 5, N. OF GRANDFIELD	
7124	SH 36	2.81	JCT. SH 5 N. OF GRANDFIELD	NORTH & EASTERLY	COMANCHE COUNTY LINE	
7125	SH 54	9.96	JCT. US 70 E. OF DAVIDSON	NORTHERLY	JCT. SH 5, E. OF FREDERICK	
7126	SH 36	0.36	SH 36	NORTH (WYE LEG)	SH 5	
7127	SH 36	0.25	SH 5	NORTH (WYE LEG)	SH 36	

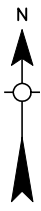
133.50 TOTAL COUNTY MILEAGE



INSET NO. 1



INSET NO. 2



OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

Tillman County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U062	71-02	N	00.00	0.40		.40 MI E JACKSON CO/	5,400	IIHF	24	1	10	89	1	1	3								
U062	71-02	S	00.00	0.00		.40 MI E JACKSON CO/	5,400	II0B	24	1	10	92	1	1	3								
U062	71-02	N	00.40	2.15		1.59 MIS W. US 62B	5,400	IIHF	24	1	10	89	1	1	3								
U062	71-02	S	00.40	0.00		1.59 MIS W. US 62B	5,400	II0E	24	1	10	93	1	1	3								
U062	71-02	X	00.43	27			5,400	BXBR				HS	AD	1	3								
U062	71-02	N X	00.66	186			5,400	H-HR				38	FO	1	3	02	2	4	31		1,690		
U062	71-02	S X	00.66	200			5,400	H-HR				29	AD	1	3								
U062	71-02	X	02.44	22			5,400	BXBR				HS	AD	1	3								
U062	71-02	N	02.55	0.00		JCT US 62B	4,200	II0E	24	1	10	90	1	1	3								
U062	71-02	S	02.55	1.59		JCT US 62B	4,200	IIHF	24	1	10	91	1	1	3								
U062	71-02	X	03.23	22			4,200	BXBR				HS	AD	1	3								
U062	71-02	N	04.14	0.00		KIOWA COUNTY LINE	3,700	II0E	24	1	10	90	1	1	3								
U062	71-02	S	04.14	1.49		KIOWA COUNTY LINE	3,700	IIHF	24	1	10	95	1	1	3								
U062	71-02	X	04.43	26			3,700	BXBR				HS	AD	1	3								
U062	71-02	N X	05.22	150			3,700	BRDG				29	AD	1	3								
U062	71-02	S X	05.22	150			3,700	BRDG				36	AD	1	3								
U062	71-02	N X	05.32	200			3,700	BRDG				29	AD	1	3								
U062	71-02	S X	05.32	200			3,700	BRDG				36	AD	1	3							1,690	
U070	71-04		00.00	1.64		1.64 MIS N. ST. LINE	1,600	DHLA	24	1	8	90	1	0	4								
U070	71-04	X	00.00	5580		1.64 MIS N. ST. LINE	1,600	BRDG				36	AD	0	4								
U070	71-04		01.64	0.91		ENTER DAVIDSON C/L	1,900	DSLA	24	1	8	79	1	0	4								
U070	71-04		02.55	DAVIDSON	0.44	GRAND AVE TC	2,000	DSLA	24	1	8	82	1	0	4								
U070	71-04		02.99		0.05	LVE DAVIDSON ALBERT	2,000	DSLA	24	1	8	81	1	0	4								
U070	71-04		03.04	0.32		JCT US 183	2,000	DIHF	24	1	8	87	1	0	4								
U070	71-04		03.36	2.06		2.08 MIS E. US 183	560	DSDL	24	1	7	86	1	0	5								
U070	71-04	X	04.48	121			560	BRDG				26	AD	0	5								
U070	71-04		05.42	0.64		2.70 MIS. E. US 183	490	DDDL	24	1	7	82	1	0	5								
U070	71-04		06.06	7.32		1.58 MIS. W. SH 54	490	DDDL	24	1	7	84	1	0	5								
U070	71-04	X	06.60	161			490	BRDG				28	AD	0	5								
U070	71-04	X	11.97	57			490	BXBR				HS	AD	0	5								
U070	71-04		13.38	1.58		JCT SH 54	580	DIDL	24	1	7	87	1	0	5								
U070	71-04	X	14.75	34			580	BXBR				HS	AD	0	5								
U070	71-04		14.96	6.42		6.42 MIS. E. SH 54	650	DIDL	24	1	6	89	1	0	5								
U070	71-04	X	16.62	25			650	BXBR				HS	AD	0	5								
U070	71-04	X	20.26	34			650	BXBR				HS	AD	0	5								
U070	71-04	X	20.59	23			650	BXBR				HS	AD	0	5								
U070	71-04		21.38	1.02		7.44 MIS. E. SH 54	680	DDDL	24	1	6	82	1	0	5								
U070	71-04		22.40	2.88		ENTER GRANDFIELD C/L	810	DHDL	24	1	4	59	1	0	5	10	2	0	1	02	2,365		
U070	71-04	X	22.82	33			810	BXBR				HS	AD	0	5								
U070	71-04		25.28	GRANDFIE	0.47	TC STINSON ST	1,200	HHDL	24	3	4	59	1	0	5	30	2	0	7	08	1,463		
U070	71-04		25.75		0.42	WIDTH CHANGE MAIN ST	1,700	LL0A	41	4		59	1	0	5	30	2	0	7	08	1,094		
U070	71-04		26.17		0.19	JCT SH 36 - LEV C/L	2,000	LL0A	24	2	6	77	1	0	5								
U070	71-04		26.36	0.21		END PC CONC	1,700	DHLA	24	3	5	73	1	0	5								
U070	71-04		26.57	4.21		COTTON CO LINE	750	DHDL	24	3	7	88	1	0	5								
U070	71-04	X	27.61	53			750	BXBR				HS	AD	0	5								

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Commissioner District 5

Tillman County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U070	71-04	X 29.64	63		750	BXBR				HS	AD		0	5									
U070	71-04	X 30.40	34		750	BXBR				HS	AD		0	5									4,922
U183	71-08	00.00	DAVIDSON	0.08	1,500	DILF	24	1	8			88	1	0	4								
U183	71-08	00.08	3.53		1,600	DILF	24	1	8			88	1	0	4								
U183	71-08	X 00.95	44		1,600	BXBR				HS	AD		0	4									
U183	71-08	X 02.51	100		1,600	BRDG				32	AD		0	4									
U183	71-08	03.61	5.67		1,600	DIIE	24	1	8			85	1	0	4								
U183	71-08	X 05.12	109		1,600	BRDG				20	AD		0	4									
U183	71-08	09.28	0.42		1,800	DIIE	24	1	8			83	1	0	4								
U183	71-08	09.70	FREDERIC	0.26	1,900	LLOA	24	1	10			59	1	0	4	27	2	0	7	50			
U183	71-08	X 09.93		23	1,900	BXBR				HS	AD		0	4	27	2	2					50	
U183	71-08	09.96		0.28	3,300	LLOA	42	4				59	1	0	4	27	2	0	7	50			
U183	71-08	10.24		0.22	4,000	LLOA	64	4				59	1	0	4	27	2	0	7	50			
U183	71-08	10.46		0.14	4,000	IIHD	64	4				59	1	0	4	27	2	0	7	50			
U183	71-08	10.60		0.08	4,000	IILA	64	4				59	1	0	4	27	2	0	7	50			0
U183	71-10	00.00		0.41	2,800	II0E	52	4				95	1	0	4								
U183	71-10	00.41		0.25	2,000	II0E	52	4				94	1	0	4								
U183	71-10	00.66		0.35	1,700	II0E	52	4				94	1	0	4								
U183	71-10	01.01	1.55		1,700	II0E	48	1	10			96	1	0	4								
U183	71-10	E 02.56	0.00		1,600	II0E	24	1	10			97	1	0	4								
U183	71-10	W 02.56	4.92		1,600	PIDL	24	1	8			92	1	0	4								
U183	71-10	X 04.55	34		1,600	BXBR				HS	AD		0	4									
U183	71-10	X 05.98	23		1,600	BXBR				HS	AD		0	4									
U183	71-10	X 07.05	34		1,600	BXBR				HS	AD		0	4									
U183	71-10	07.48	0.48		2,000	II0E	48	1	10			97	1	0	4								
U183	71-10	07.96	MANITOU	0.09	2,000	II0E	48	1	10			97	1	0	4								
U183	71-10	X 08.02		45	2,000	BXBR				HS	AD		0	4									
U183	71-10	08.05		0.14	2,000	II0E	52	4				96	1	0	4								
U183	71-10	08.19	0.06		1,700	II0E	52	4				95	1	0	4								
U183	71-10	08.25	0.10		1,800	II0E	52	4				94	1	0	4								
U183	71-10	E 08.35	0.00		1,800	II0E	24	1	10			89	1	0	4								
U183	71-10	W 08.35	3.97		1,800	PIDL	24	1	8			86	1	0	4								
U183	71-10	X 08.67	67		1,800	BXBR				HS	AD		0	4									
U183	71-10	X 09.62	56		1,800	BXBR				HS	AD		0	4									
U183	71-10	X 11.04	33		1,800	BXBR				HS	AD		0	4									
U183	71-10	E 12.32	0.00		1,800	II0E	24	1	10			89	1	0	4								
U183	71-10	W 12.32	0.33		1,800	PIIF	24	1	8			96	1	0	4								
U183	71-10	E 12.65	0.00		1,800	II0E	24	1	10			94	1	0	4								
U183	71-10	W 12.65	0.51		1,800	II0E	24	1	10			93	1	0	4								
U183	71-10	E 13.16	1.19		1,800	PIDL	24	1	8			95	1	0	4								
U183	71-10	W 13.16	0.00		1,800	II0E	24	1	10			94	1	0	4								0
S005	71-12	00.00	3.91		1,100	DHDL	24	1	4			79	1	0	5								
S005	71-12	X 00.00	905		1,100	BRDG				23	AD		0	5									
S005	71-12	X 00.30	125		1,100	BRDG				24	AD		0	5									
S005	71-12	03.91	TIPTON	0.06	1,000	DHDL	24	1	4			66	1	0	5	30	2	0	7	08			261

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Tillman County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S005	71-12	03.97		0.48	JCT SH 5C LVE TIPTON	1,000	DHDL	24	1	4		67	1	0	5	30	2	0	7	08	1,534		
S005	71-12	04.45	12.77		1.61 W US 183	960	DHDL	24	1	4		79	1	0	5								
S005	71-12	X 06.38	21			960	BXBR				HS	AD		0	5								
S005	71-12	X 07.37	22			960	BXBR				HS	AD		0	5								
S005	71-12	X 09.35	63			960	BXBR				HS	AD		0	5								
S005	71-12	X 09.38	33			960	BXBR				HS	AD		0	5								
S005	71-12	X 15.71	22			960	BXBR				HS	AD		0	5								
S005	71-12	17.22	0.89		0.72 MIS. W. US 183	1,300	DHLH	24	1	8		84	1	0	5								
S005	71-12	X 17.27	66			1,300	BRDG			29	AD			0	5								
S005	71-12	18.11	0.12		ENT FREDRICK 1ST ST	2,200	HHLH	24	1	8		79	1	0	5								
S005	71-12	18.23	FREDERIC	0.41	PC OVERLY 7TH STREET	2,700	HHLA	41	4			83	1	0	5								
S005	71-12	18.64		0.19	JCT US 183	3,500	IILA	30	4			77	1	0	5								1,795
S005	71-14	00.00		0.07	WIDTH CHANGE 11TH ST	3,000	HHLA	30	4			78	1	0	4								
S005	71-14	00.07		0.29	WIDTH CHANGE 15TH ST	3,000	HHLA	38	4			78	1	0	4								
S005	71-14	00.36		0.14	SHLDR CHANGE 17TH ST	2,900	IILA	24	1	8		89	1	0	4								
S005	71-14	00.50		0.13	SHLDR CHANGE 19TH ST	2,900	IILA	36	5	8		90	1	0	4								
S005	71-14	00.63		0.29	LEAVE FREDERICK C/L	2,900	IILA	24	1	7		90	1	0	4								
S005	71-14	00.92	0.43		1.35 MIS. E. US 183	2,400	IILA	24	1	8		91	1	0	4								
S005	71-14	01.35	6.95		JCT SH 54	1,300	IILA	24	1	8		90	1	0	4								
S005	71-14	X 01.36	40			1,300	BXBR				HS	AD		0	4								
S005	71-14	X 04.22	55			1,300	BXBR				HS	AD		0	4								
S005	71-14	X 05.11	34			1,300	BXBR				HS	AD		0	4								
S005	71-14	X 07.26	44			1,300	BXBR				HS	AD		0	4								
S005	71-14	08.30	2.06		2.06 MIS. E. SH 54	890	IHDL	24	1	8		87	1	0	4								
S005	71-14	X 10.29	47			890	BXBR				HS	AD		0	4								
S005	71-14	10.36	0.91		2.97 MIS. E. SH 54	1,000	IIOE	24	1	8		94	1	0	4								
S005	71-14	X 10.57	602			1,000	BRDG			29	AD			0	4								
S005	71-14	11.27	0.44		3.41 MIS. E. SH 54	900	IHDL	24	1	8		91	1	0	4								
S005	71-14	X 11.30	43			900	BXBR				HS	AD		0	4								
S005	71-14	11.71	0.75		4.16 MIS. E. SH 54	900	IIOE	24	1	8		93	1	0	4								
S005	71-14	X 11.81	150			900	BRDG			29	AD			0	4								
S005	71-14	12.46	3.80		3.01 MIS. W. SH 36N	900	IHDL	24	1	8		90	1	0	4								
S005	71-14	X 14.60	34			900	BXBR				HS	AD		0	4								
S005	71-14	X 15.80	23			900	BXBR				HS	AD		0	4								
S005	71-14	16.26	0.29		2.72 MIS. W. SH 36N	900	IHDL	24	1	8		87	1	0	4								
S005	71-14	16.55	1.66		1.06 MIS. W. SH 36N	900	IIOE	24	1	8		94	1	0	4								
S005	71-14	X 16.75	101			900	BRDG			29	AD			0	4								
S005	71-14	X 16.90	71			900	BRDG			29	AD			0	4								
S005	71-14	X 17.39	34			900	BXBR				HS	AD		0	4								
S005	71-14	X 17.58	166			900	BRDG			29	AD			0	4								
S005	71-14	18.21	0.79		0.27 MIS. W. SH 36N	890	IHDL	24	1	8		88	1	0	4								
S005	71-14	19.00	0.14		JCT SH 36 WYE LEG	900	HHDL	24	1	8		85	1	0	4								
S005	71-14	19.14	0.13		JCT SH 36 NORTH	800	HHHF	24	1	8		86	1	0	4								
S005	71-14	19.27	0.47		0.19 S SH 36	690	DHHF	24	1	6		83	1	0	4								
S005	71-14	19.74	1.20		JCT SH 36 SOUTH	610	DHDD	24	3	4		79	1	0	4								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

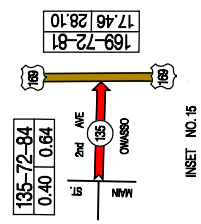
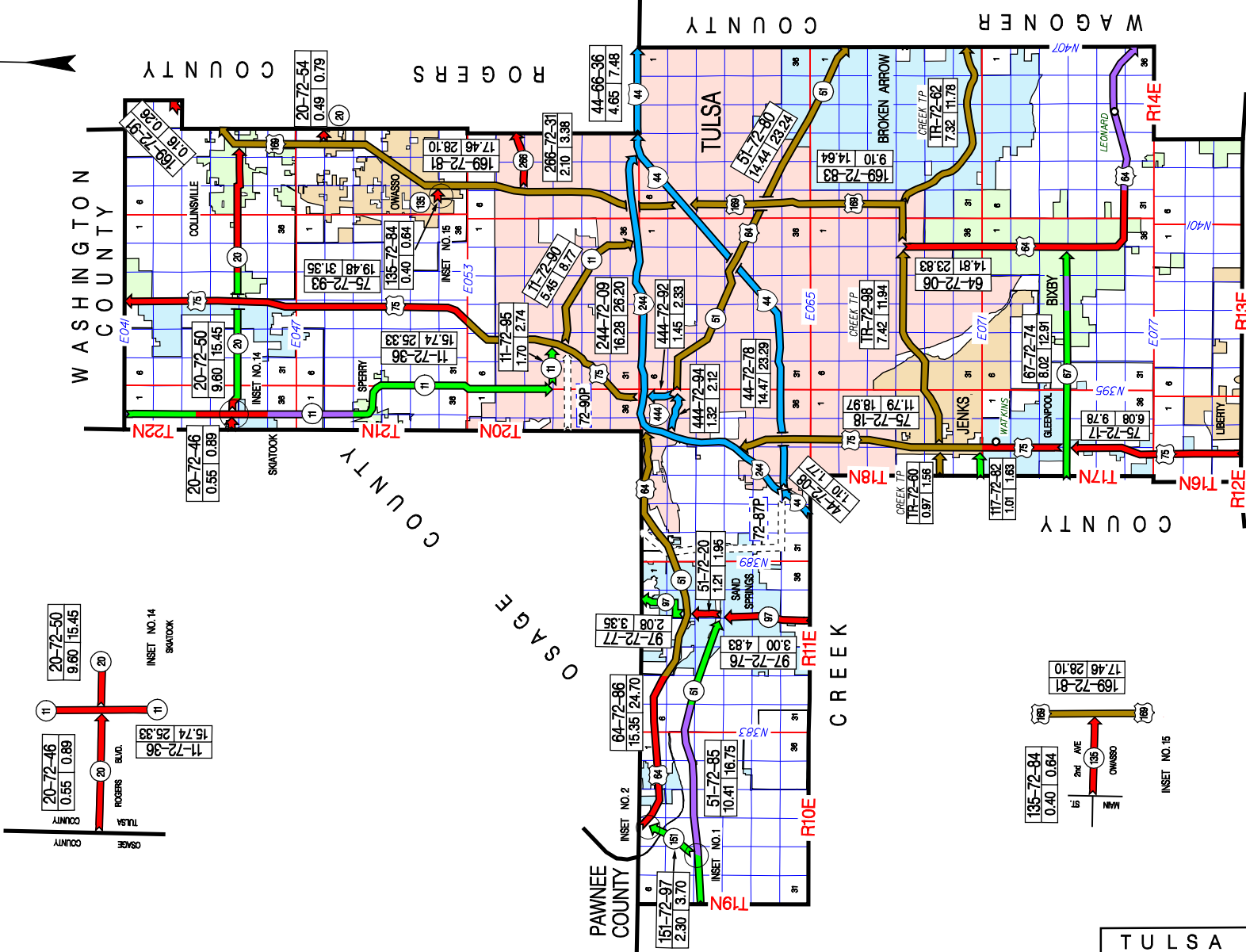
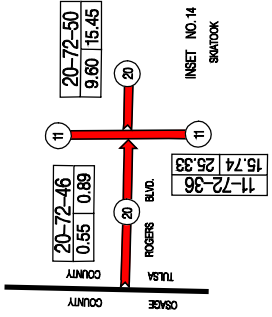
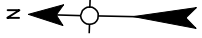
Tillman County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total		
			Rural	Municipal																					
S005	71-14	20.94	0.48		JCT SH 36 WYE LEG	250	DHDD	24	3	4	77	1	0	4											
S005	71-14	21.42	0.68		COTTON CO LINE	190	DHDD	24	3	4	76	1	0	4									0		
S005C	71-16	00.00	8.48		JCT US 183	480	DHDL	24	6	6	79	1	0	5									0		
S036	71-20	00.00	1.00		1.00 MIS. N. US 70	620	HHED	24	3	7	80	1	0	5											
S036	71-20	01.00	7.85		JCT SH 36 WYE	570	DHED	24	3	7	75	1	0	5											
S036	71-20	X 03.01	48			570	BXBR				HS	AD	0	5											
S036	71-20	X 03.10	101			570	BRDG				20	AD	0	5											
S036	71-20	X 03.20	33			570	BXBR				HS	AD	0	5											
S036	71-20	X 03.43	103			570	BRDG				25	AD	0	5											
S036	71-20	X 03.71	44			570	BXBR				HS	AD	0	5											
S036	71-20	X 03.88	101			570	BRDG				19	AD	0	5											
S036	71-20	X 03.93	182			570	BRDG				19	AD	0	5											
S036	71-20	X 04.23	55			570	BXBR				HS	AD	0	5											
S036	71-20	X 05.00	34			570	BXBR				HS	AD	0	5											
S036	71-20	X 07.90	33			570	BXBR				HS	AD	0	5											
S036	71-20	08.85	0.42		JCT SH 5	550	DHED	24	3	6	80	1	0	5									0		
S036	71-24	00.00	0.16		JCT SH 36 WYE	1,200	DHHF	24	1	8	90	1	0	4											
S036	71-24	00.16	2.65		COMANCHE CO LINE	1,400	DHDF	24	1	8	89	1	0	4										0	
S054	71-25	00.00	6.08		ENTER HOLLISTER C/L	220	DHDL	24	6	7	83	1	0	5											
S054	71-25	X 02.63	22			220	BXBR				HS	AD	0	5											
S054	71-25	X 02.82	46			220	BXBR				HS	AD	0	5											
S054	71-25	X 04.01	33			220	BXBR				HS	AD	0	5											
S054	71-25	X 05.23	64			220	BXBR				HS	AD	0	5											
S054	71-25	X 05.56	42			220	BXBR				HS	AD	0	5											
S054	71-25	06.08	HOLLISTE	0.40	MAIN STREET TC	540	DHDL	24	6	7	84	1	0	5											
S054	71-25	06.48		0.30	LEAVE HOLLISTER C/L	440	DHDL	24	1	10	75	1	0	5											
S054	71-25	06.78	3.18		JCT SH 5	290	DHDL	24	6	7	82	1	0	5											
S054	71-25	X 07.51	101			290	BXBR				HS	AD	0	5											
S054	71-25	X 07.97	59			290	BXBR				HS	AD	0	5									0		
S036	71-26	00.00	0.36		JCT SH 5	50	DHDL	24	3	4	82	1	0	5									0		
S036	71-27	00.00	0.25		JCT 36 NORTH	390	DHHF	24	1	4	88	1	0	5									0		
County Total			126.87	6.63	133.50																		6,717	1,690	8,407

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- TULSA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7206	US 64	14.81	JCT. US 169 (N. SIDE STRUCTURE)	SOUTH & EASTERLY	WAGONER COUNTY LINE	
7208	IS 44	1.10	CREEK COUNTY LINE	NORTHERLY	JCT. I-244 (N. BOUND GORE PT.)	
7209	IS 244	16.28	JCT.I-44 (E.BOUND GORE POINT)	NORTH & EASTERLY	JCT.I-44 IN TULSA (I-44 E. BD.GORE POINT)	LENGTH CORRECTED FROM 15.75 (2005)
7217	US 75	6.08	OKMULGEE COUNTY LINE	NORTHERLY	JCT SH 67 IN GLENPOOL (N. SIDE STR.)	
7218	US 75	11.79	JCT SH 67 IN GLENPOOL (N. SIDE STR.)	NORTHERLY	JCT. I-244 (N. BOUND GORE PT.)	
7220	SH 51	1.21	JCT. SH 97 IN SAND SPRINGS	NORTHERLY	JCT. US 64 IN SAND SPRINGS (N. SIDE STR.)	
7231	SH 266	2.10	JCT. US 169 (W. SIDE STR.)	EASTERLY	ROGERS COUNTY LINE	
7236	SH 11	15.74	WASHINGTON COUNTY LINE	SOUTHERLY	JCT SH 11(36TH ST & PEORIA AVE)IN TULSA	
7246	SH 20	0.55	OSAGE COUNTY LINE	EASTERLY	JCT. SH 11(CINCINNATI & ROGERS)IN SKIATOOK	
7250	SH 20	9.60	JCT. SH 11(CINCINNATI & ROGERS)IN SKIATOOK	EASTERLY	JCT. US 169 EAST OF COLLINSVILLE	
7254	SH 20	0.49	JCT. US 169 N.E. OF OWASSO	EASTERLY	ROGERS COUNTY LINE	
7260	TOLL RD	0.97	CREEK COUNTY LINE	EASTERLY	JCT US 75 (WEST SIDE STRUCTURE)	CREEK T.P.
7262	TOLL RD	7.32	JCT US 169 (W. SIDE STR)	SOUTHEASTERLY	WAGONER COUNTY LINE	CREEK T.P. (CONSTRUCTION 2002)
7274	SH 67	8.02	CREEK COUNTY LINE	EASTERLY	JCT. US 64(MEMORIAL & E. 151ST)IN BIXBY	
7276	SH 97	3.00	CREEK COUNTY LINE	NORTHERLY	JCT. SH 51 IN SAND SPRINGS	
7277	SH 97	2.08	JCT. US 64 IN SAND SPRINGS (N. SIDE STR.)	NORTHERLY	OSAGE COUNTY LINE	
7278	IS 44	14.47	JCT. I-244 (N. BOUND GORE)	NORTHEASTERLY	ROGERS COUNTY LINE (E. SIDE STR.)	
7280	SH 51	14.44	JCT. I-444	SOUTHEASTERLY	WAGONER COUNTY LINE	BROKEN ARROW FREEWAY
7281	US 169	17.46	JCT. I-44 (N. END STR.)	NORTHERLY	ROGERS COUNTY LINE	MINGO VALLEY FREEWAY
7282	SH 117	1.01	CREEK COUNTY LINE	EASTERLY	JCT. US 75, N. OF GLENPOOL(E. SIDE STR.)	
7283	US 169	9.10	JCT US 64 (E. SIDE STRUCTURE)	NORTHERLY	JCT. I-44 (N. END STR.)	
7284	SH 135	0.40	MAIN ST & 2ND AVE IN OWASSO	EASTERLY	JCT US 169 (E. SIDE STR.)	
7285	SH 51	10.41	CREEK COUNTY LINE	EASTERLY	JCT. SH 97 IN SAND SPRINGS	
7286	US 64	15.35	OSAGE COUNTY LINE	EASTERLY	JCT. I-244 (MERGE PT. E BND.64 & E BND.244)	KEYSTONE FREEWAY
7287P	P & S	0.00	CREEK COUNTY LINE	NORTHERLY	OSAGE COUNTY LINE	SEQUOYAH LOOP EXPRESSWAY
7288P	P & S	0.00	JCT. I-244 (N. BND. GORE POINT)	NORTHERLY	OSAGE COUNTY LINE	OSAGE FREEWAY
7289P	P & S	0.00	OSAGE COUNTY LINE	NORTHERLY	OSAGE COUNTY LINE	OSAGE FREEWAY
7290	SH 11	5.45	JCT US 75 (E. BND GORE POINT) IN TULSA	EAST & SOUTH	JCT. I-244 (S. SIDE STR.)	GILCREASE FREEWAY
7290P	P & S	0.00	OSAGE COUNTY LINE	EASTERLY	JCT SH 11 EXISTING GILCREASE FREEWAY	
7291	US 169	0.16	ROGERS COUNTY LINE	NORTHEASTERLY	ROGERS COUNTY LINE	
7291P	P & S	0.00	JCT US 64 (W. OF SAND SPRINGS)	NORTHERLY	OSAGE COUNTY LINE	
7292	IS 444	1.45	JCT SH 51(E. BOUND GORE POINT)	NORTHERLY	JCT. I-244 (N. SIDE STR.)	E. SIDE INNER DISPERSAL LOOP
7293	US 75	19.48	JCT. I-244(N. SIDE STR.)	NORTHERLY	WASHINGTON COUNTY LINE	CHEROKEE FREEWAY
7294	IS 444	1.32	JCT I-244	EASTERLY	JCT SH 51	BROKEN ARROW FREEWAY
7295	SH 11	1.70	JCT. SH 11 NORTH (PEORIA AVE.)	EASTERLY	JCT. US 75	
7297	SH 151	2.30	JCT. SH 51 (S. SIDE STR.)	NORTHERLY	JCT. US 64 (N. SIDE STR.)	
7298	TOLL RD	7.42	US 75 W. SIDE STRUCTURE (W. OF JENKS)	EASTERLY	US 64 E. SIDE STRUCTURE	CREEK T.P.

223.06 TOTAL COUNTY MILEAGE

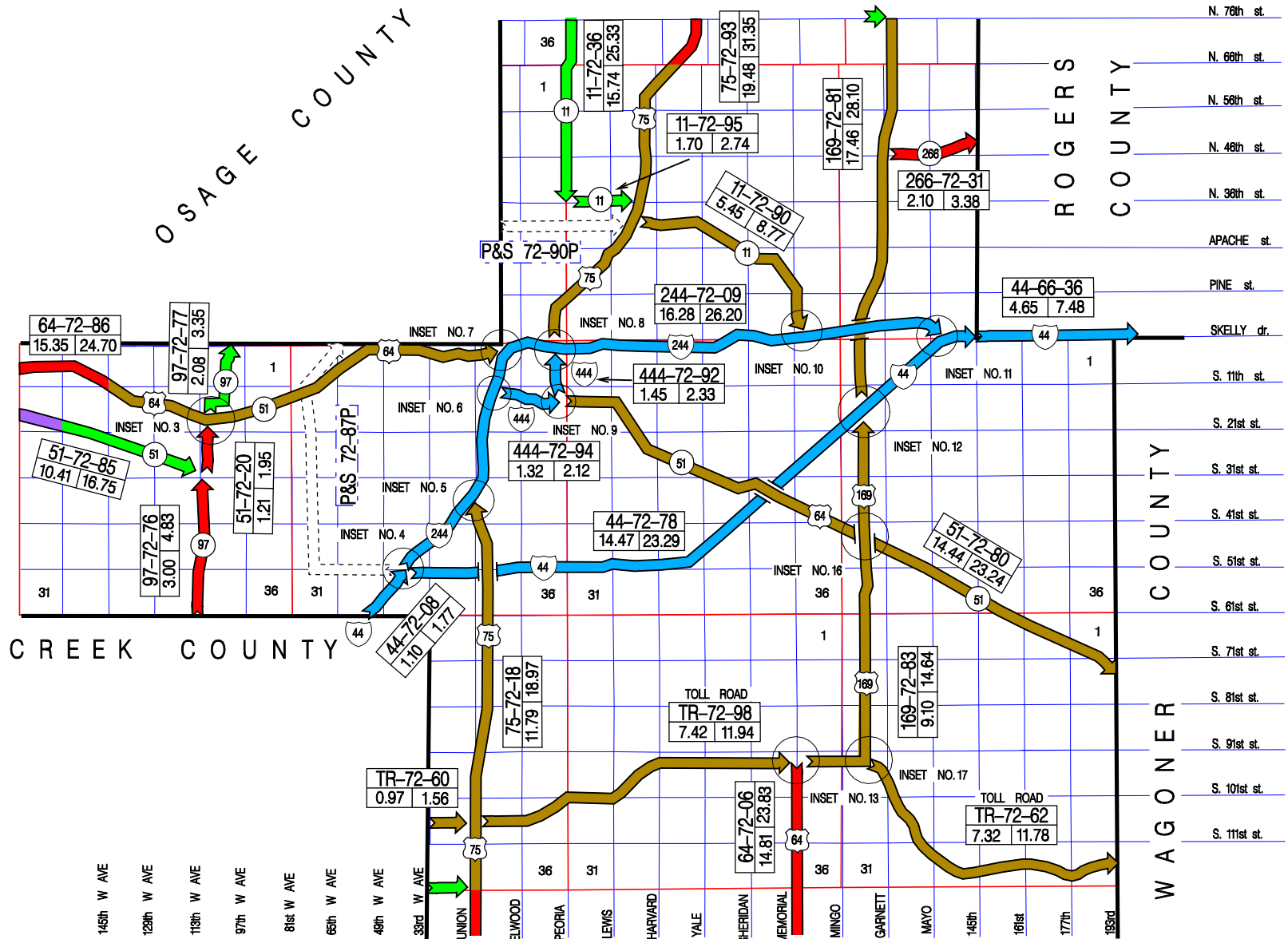


OSAGE COUNTY

ROGERS COUNTY

WAGONER COUNTY

CREEK COUNTY



145th W AVE
 129th W AVE
 113th W AVE
 97th W AVE
 81st W AVE
 65th W AVE
 49th W AVE
 33rd W AVE

TR-72-60
 0.97 1.56

75-72-18
 11.79 18.97

TOLL ROAD
 TR-72-98
 7.42 11.94

64-72-06
 14.81 23.83

169-72-83
 9.10 14.64

TOLL ROAD
 TR-72-62
 7.32 11.78

64-72-86
 15.35 24.70

51-72-85
 10.41 16.75

97-72-77
 2.08 3.35

97-72-76
 3.00 4.83

51-72-20
 1.21 1.95

44-72-08
 1.10 1.71

444-72-94
 1.32 2.12

44-72-78
 14.47 23.29

444-72-92
 1.45 2.33

244-72-09
 16.28 26.20

11-72-90
 5.45 8.77

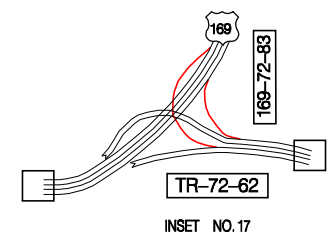
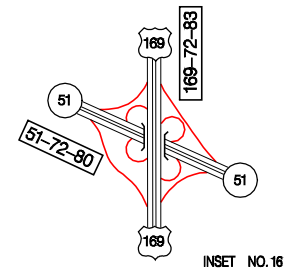
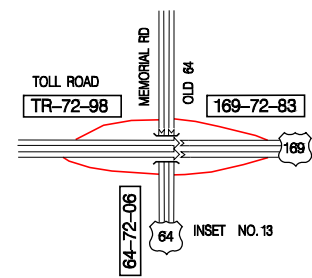
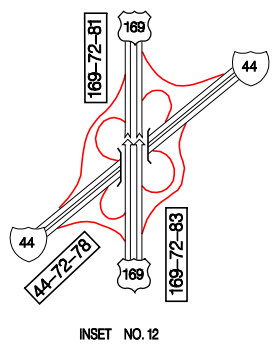
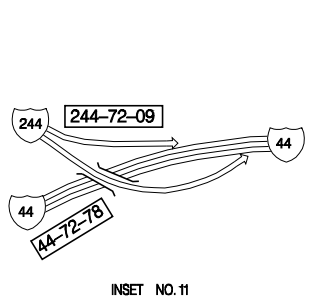
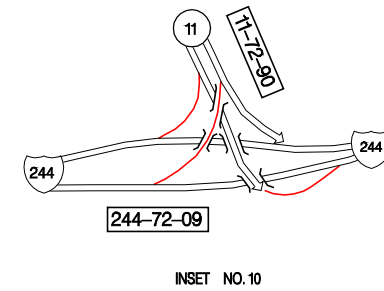
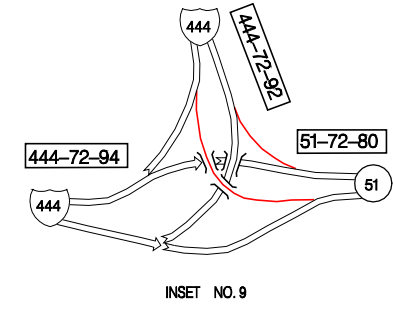
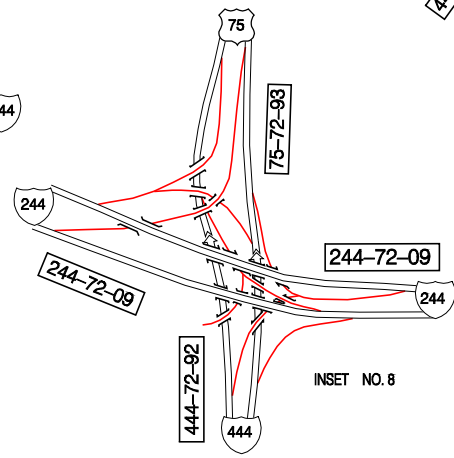
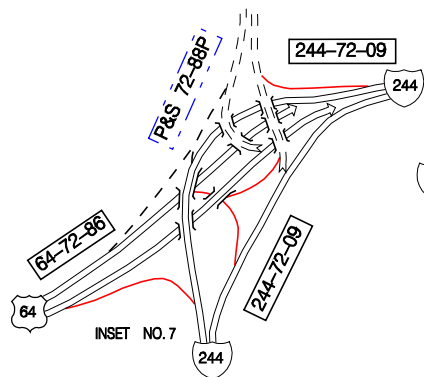
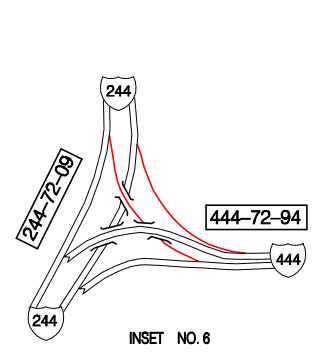
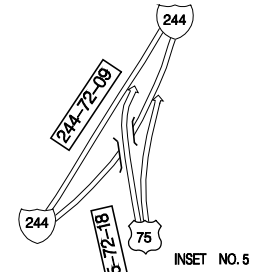
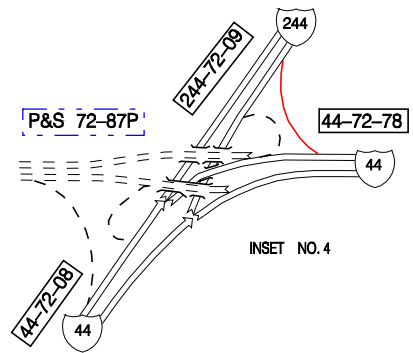
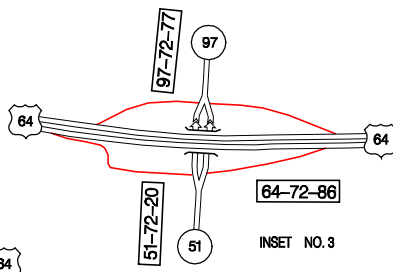
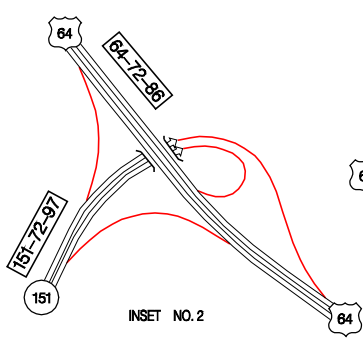
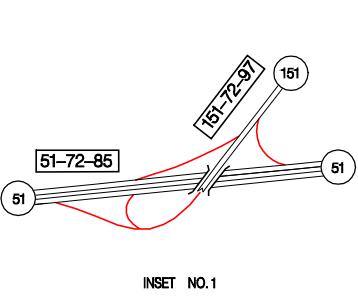
75-72-93
 19.48 31.35

169-72-81
 17.46 28.10

266-72-31
 2.10 3.38

44-66-36
 4.65 7.48

51-72-80
 14.44 23.24



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Highway Number	Control Section Number	Subsection		Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total		
			Rural																				Municipal	
U064	72-06	E	00.00		0.57	LV TULSA CL N ORLEAN	40,800	LLOF	26	4			49	3	0	3	25	4	0	7	50			
U064	72-06	W	00.00		0.00	LV TULSA CL N ORLEAN	40,800	LLOF	26	4			49	3	0	3	25	4	0	7	50			
U064	72-06	X	00.00		0	LV TULSA CL N ORLEAN	40,800	UP-H					AD		0	3	25	4	2	2	50			
U064	72-06	X	00.02		0		40,800	UP-H					FO		0	3	25	4	2	2	50			
U064	72-06	E	00.57	1.00		ENT BIXBY C/L 111TH	34,000	LLOF	26	4			82	3	0	3								
U064	72-06	W	00.57	0.00		ENT BIXBY C/L 111TH	34,000	LLOF	26	4			81	3	0	3								
U064	72-06	E	01.57	BIXBY	0.26	1.83 MIS. S. US 169	34,300	LLOF	26	4			80	3	0	3								
U064	72-06	W	01.57		0.00	1.83 MIS. S. US 169	34,300	LLOF	26	4			80	3	0	3								
U064	72-06		01.83		0.52	2.35 MIS. S. US 169	30,300	LLOA	50	4			93	2	0	3								
U064	72-06		02.35		0.23	S. 121ST STREET	28,300	LLOA	50	4			93	2	0	3								
U064	72-06		02.58		1.49	1.55 MIS N. SH 67	26,100	LLOA	50	4			94	1	0	3								
U064	72-06	X	03.24		256		26,100	BRDG					38	AD		0	3							
U064	72-06		04.07		1.55	JCT SH 67 TC	15,500	LLOA	52	4			96	1	0	3								
U064	72-06	X	04.29		721		15,500	BRDG					42	AD		0	3							
U064	72-06	X	04.59		1939		15,500	BRDG					36	AD		0	3							
U064	72-06		05.62		0.96	161ST STREET	12,200	LLOE	52	4			99	1	0	3								
U064	72-06	X	06.35		105		12,200	BRDG					88	AD		0	3							
U064	72-06		06.58		0.65	1.61 MIS S. SH 67	9,400	HHLA	22	3	3		30	3	0	3	27	2	0	7	08		5,576	
U064	72-06		07.23		0.88	2.49 MIS S. SH 67	7,100	HHLA	20	3	8		52	3	0	3	27	2	0	7	08		7,541	
U064	72-06		08.11		0.33	LEV BIXBY C/L MINGO	5,500	HHLA	20	3	8		58	1	0	3	27	2	0	7	08		2,832	
U064	72-06		08.44	1.01		LEV TULSA U/L GARNET	4,900	ILLH	24	1	8		84	1	0	3								
U064	72-06	X	08.64	26			4,900	BXUF					HS	NR		0	3							
U064	72-06		09.45	1.08		4.28 W WAGONER CO/L	5,200	ILLH	24	1	8		76	1	0	5								
U064	72-06	X	10.40	209			5,200	BRDG					35	AD		0	5							
U064	72-06		10.53	1.83		2.45 W WAGONER CO LN	4,700	ILLH	24	1	8		80	1	0	5								
U064	72-06	X	11.86	22			4,700	BXUF					HS	NR		0	5							
U064	72-06		12.36	2.45		WAGONER COUNTY LINE	2,600	IILH	24	1	8		83	1	0	5								
U064	72-06	X	13.49	59			2,600	BXUF					HS	NR		0	5							15,949
I044	72-08	E	00.00		0.25	0.85 MI S I-244	50,100	LLOV	36	1	10		90	1	1	1								
I044	72-08	W	00.00		0.00	0.85 MI S I-244	50,100	LLOV	36	1	10		91	1	1	1								
I044	72-08	E	00.25		0.85	JCT I 244 NORTH	64,200	LLOV	36	1	10		85	2	1	1								
I044	72-08	W	00.25		0.00	JCT I 244 NORTH	64,200	LLOV	36	1	10		91	2	1	1								
I044	72-08	X	00.56		99		64,200	OP-H					36	AD		1	1							0
I244	72-09	N	00.00		0.19	LEV SAPULPA C/L-51ST	20,000	LLOF	24	1	10		88	1	1	1								
I244	72-09	S	00.00		0.00	LEV SAPULPA C/L-51ST	20,000	LLOF	24	1	10		87	1	1	1								
I244	72-09	X	00.05		0		20,000	UP-H					SD		1	1	22	4	6		31		9,876	
I244	72-09	X	00.06		0		20,000	UP-H					AD		1	1								
I244	72-09	X	00.11		0		20,000	UP-H					SD		1	1	22	4	6		31		9,462	
I244	72-09	N	00.19	0.17		0.36 MI N I-44	20,000	LLOF	24	1	10		88	1	1	1								
I244	72-09	S	00.19	0.00		0.36 MI N I-44	20,000	LLOF	24	1	10		88	1	1	1								
I244	72-09	N	00.36	0.20		ENTER TULSA C/L	20,000	LLOF	24	1	10		87	1	1	1								
I244	72-09	S	00.36	0.00		ENTER TULSA C/L	20,000	LLOF	24	1	10		87	1	1	1								
I244	72-09	E	X 00.53	85			20,000	OP-H					42	AD		1	1							
I244	72-09	W	X 00.53	85			20,000	OP-H					42	AD		1	1							
I244	72-09	N	00.56		1.31	0.63 MI S US 75 SO	20,000	LLOF	24	1	10		87	1	1	1								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I244	72-09	S	00.56		0.00	0.63 MI S US 75 SO	20,000	LL0F	24	1	10		87	1	1	1							
I244	72-09	N X	00.89		210		20,000	OP-H					25	AD	1	1	1						
I244	72-09	S X	00.89		210		20,000	OP-H					25	AD	1	1	1						
I244	72-09	X	01.57		0		20,000	UP-O						AD	1	1	1						
I244	72-09	X	01.60		0		20,000	UPHP						FO	1	1	1	22	4	5		31	7,305
I244	72-09	N	01.87		0.63	JCT US 75 SOUTH	20,000	IILF	24	1	10		81	1	1	1							
I244	72-09	S	01.87		0.00	JCT US 75 SOUTH	20,000	IILF	24	1	10		81	1	1	1							
I244	72-09	E X	02.29		0		20,000	UP-H						FO	1	1	1	22	4	6		31	7,634
I244	72-09	X	02.38		60		20,000	BXUF					HS	NR	1	1	1						
I244	72-09	N	02.50		0.90	0.90 MIS N. US 75	51,500	IILF	36	1	10		81	1	1	1							
I244	72-09	S	02.50		0.00	0.90 MIS N. US 75	51,500	IILF	36	1	10		81	1	1	1							
I244	72-09	X	02.79		81		51,500	OP-H					36	AD	1	1	1						
I244	72-09	N	03.40		0.18	S.W. 23RD ST	51,500	IILF	36	1	10		81	1	1	1							
I244	72-09	S	03.40		0.00	S.W. 23RD ST	51,500	IILF	36	1	10		81	1	1	1							
I244	72-09	X	03.40		205	S.W. 23RD ST	51,500	UP-H						AD	1	1	1						
I244	72-09	N	03.58		0.71	0.20 MI S I-444	65,700	IILF	36	1	10		81	2	1	1							
I244	72-09	S	03.58		0.00	0.20 MI S I-444	65,700	IILF	36	1	10		81	2	1	1							
I244	72-09	X	03.58		0	0.20 MI S I-444	65,700							SD	1	1	1	21	6	5		31	13,430
I244	72-09	E X	04.10		2966		65,700	HHRW					28	SD	1	1	1	21	6	1		31	25,585
I244	72-09	W X	04.10		3095		65,700	HHRW					23	SD	1	1	1	21	6	1		31	26,492
I244	72-09	N	04.29		0.20	JCT I 444 E GORE TC	65,700	LL0F	36	1	10		81	2	1	1							
I244	72-09	S	04.29		0.00	JCT I 444 E GORE TC	65,700	LL0F	36	1	10		81	2	1	1							
I244	72-09	N	04.49		1.13	JCT OSAGE EXPWY GORE	62,000	LL0F	36	1	10		81	1	1	1							
I244	72-09	S	04.49		0.00	JCT OSAGE EXPWY GORE	62,000	LL0F	36	1	10		81	1	1	1							
I244	72-09	X	04.75		520		62,000	UP-H						FO	1	1	1	21	6	6		31	6,262
I244	72-09	X	04.82		460		62,000	UP-H						SD	1	1	1	21	6	5		31	5,539
I244	72-09	W X	04.87		1049		62,000	H-HR					36	SD	1	1	1	21	6	4		31	11,428
I244	72-09	E X	04.89		948		62,000	H-HR					36	AD	1	1	1						
I244	72-09	X	05.12		0		62,000	UP-H						AD	1	1	1						
I244	72-09	X	05.20		0		62,000	UP-H						AD	1	1	1						
I244	72-09	E X	05.38		124		62,000	OP-H					36	AD	1	1	1						
I244	72-09	W X	05.38		122		62,000	OP-H					36	AD	1	1	1						
I244	72-09	X	05.39		129		62,000	OP-H					36	FO	1	1	1	21	6	5		31	2,222
I244	72-09	X	05.46		117		62,000	OP-H					36	SD	1	1	1	21	6	5		31	4,218
I244	72-09	E X	05.57		190		62,000	OP-P					33	SD	1	1	1	21	6	4		31	3,716
I244	72-09	W X	05.57		173		62,000	OP-P					39	SD	1	1	1	21	6	4		31	3,018
I244	72-09	N	05.62		0.24	JCT US 64 W GORE PT	64,700	IILF	36	1	10		81	2	1	1							
I244	72-09	S	05.62		0.00	JCT US 64 W GORE PT	64,700	IILF	36	1	10		81	2	1	1							
I244	72-09	W X	05.63		413		64,700	OP-H					36	AD	1	1	1						
I244	72-09	W X	05.73		287		64,700	OP-H					36	AD	1	1	1						
I244	72-09	W X	05.77		351		64,700	UP-H						SD	1	1	1	21	6	5		31	4,882
I244	72-09	N X	05.79		141		64,700	OP-H					41	AD	1	1	1						
I244	72-09	S X	05.79		158		64,700	OP-H					36	SD	1	1	1	21	6	5		31	2,190
I244	72-09	N	05.86		1.05	JCT I 444 S & US 75	61,700	IILF	36	1	10		79	1	1	1							
I244	72-09	S	05.86		0.00	JCT I 444 S & US 75	61,700	IILF	36	1	10		79	1	1	1							

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I244	72-09	X 05.87		78		61,700	OP-H				40	AD		1	1								
I244	72-09	X 05.94		78		61,700	OP-H				40	AD		1	1								
I244	72-09	X 06.02		78		61,700	OP-H				36	SD		1	1	21	8	5		31		4,207	
I244	72-09	N X 06.09		77		61,700	OP-H				45	AD		1	1								
I244	72-09	S X 06.09		80		61,700	OP-H				36	AD		1	1								
I244	72-09	N X 06.17		78		61,700	OP-H				38	AD		1	1								
I244	72-09	S X 06.17		80		61,700	OP-H				41	AD		1	1								
I244	72-09	N X 06.24		83		61,700	OP-H				38	AD		1	1								
I244	72-09	S X 06.24		80		61,700	OP-H				40	AD		1	1								
I244	72-09	N X 06.32		99		61,700	OP-H				37	SD		1	1	21	8	5		31		3,948	
I244	72-09	S X 06.32		92		61,700	OP-H				37	SD		1	1	21	8	5		31		4,223	
I244	72-09	N X 06.52		169		61,700	OP-H				34	SD		1	1	21	8	5		31		3,104	
I244	72-09	S X 06.52		218		61,700	OP-H				32	SD		1	1	21	8	5		31		3,368	
I244	72-09	S X 06.62		409		61,700	H-HR				34	AD		1	1								
I244	72-09	N X 06.64		1818		61,700	H-HR				36	SD		1	1	21	8	5		31		15,977	
I244	72-09	S X 06.76		1036		61,700	H-HR				36	SD		1	1	21	8	6		31		11,151	
I244	72-09	N 06.91		3.27	YALE AVE	76,800	IILF	48	1	10		88	1	1	1								
I244	72-09	S 06.91		0.00	YALE AVE	76,800	IILF	48	1	10		88	1	1	1								
I244	72-09	N X 07.16		148		76,800	OP-H				23	AD		1	1								
I244	72-09	S X 07.16		148		76,800	OP-H				23	AD		1	1								
I244	72-09	X 07.65		0		76,800	UPHP					AD		1	1								
I244	72-09	X 07.66		0		76,800	UP-O					AD		1	1								
I244	72-09	X 08.17		0		76,800	UPHP					FO		1	1	20	8	6		31		5,373	
I244	72-09	X 08.18		0		76,800	UP-O					AD		1	1								
I244	72-09	X 08.41		0		76,800	UP-P					AD		1	1								
I244	72-09	X 08.65		155		76,800	OP-H				25	AD		1	1								
I244	72-09	X 09.16		0		76,800	UP-O					AD		1	1								
I244	72-09	X 09.17		0		76,800	UPHP					SD		1	1	20	8	6		31		6,322	
I244	72-09	X 09.31		0		76,800	UP-P					AD		1	1								
I244	72-09	X 09.67		0		76,800	UPHP					SD		1	1	20	8	5		31		6,322	
I244	72-09	X 10.17		0		76,800	UPHP					AD		1	1								
I244	72-09	N 10.18		2.07	MEMORIAL RD	66,800	IILF	48	1	10		86	1	1	1								
I244	72-09	S 10.18		0.00	MEMORIAL RD	66,800	IILF	48	1	10		86	1	1	1								
I244	72-09	X 10.62		606		66,800	H-HR				23	SD		1	1	21	8	4		31		11,842	
I244	72-09	N X 11.24		0		66,800	UPHP					AD		1	1								
I244	72-09	S X 11.24		0		66,800	UPHP					AD		1	1								
I244	72-09	X 11.74		125		66,800	OP-H				43	AD		1	1								
I244	72-09	N 12.25		0.35	JCT SH 11 NORTH AT	71,000	IILF	48	1	10		86	1	1	1								
I244	72-09	S 12.25		0.00	JCT SH 11 NORTH AT	71,000	IILF	48	1	10		86	1	1	1								
I244	72-09	N X 12.25		0	JCT SH 11 NORTH AT	71,000	UPHP					SD		1	1	21	8	6		31		5,288	
I244	72-09	S X 12.25		0	JCT SH 11 NORTH AT	71,000	UPHP					SD		1	1	21	8	6		31		4,396	
I244	72-09	N X 12.45		0		71,000	UP-H					FO		1	1	21	8	6		31		2,226	
I244	72-09	N X 12.51		0		71,000	UP-H					SD		1	1	21	8	6		31		2,071	
I244	72-09	S X 12.54		192		71,000	UP-H					SD		1	1	21	8	6		31		3,269	
I244	72-09	N 12.60		1.18	JCT US 169	83,600	IILF	48	1	10		86	1	1	1								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I244	72-09	S	12.60		0.00	JCT US 169	IILF	48	1	10	86	1	1	1									
I244	72-09	N X	12.74		129		OP-H				38	SD	1	1	20	8	5		31		3,542		
I244	72-09	S X	12.74		127		OP-H				41	AD	1	1									
I244	72-09	N X	13.26		155		OP-H				34	SD	1	1	20	8	6		31		3,596		
I244	72-09	S X	13.26		152		OP-H				36	AD	1	1									
I244	72-09	N X	13.38		210		BRDG				31	AD	1	1									
I244	72-09	S X	13.38		210		BRDG				30	AD	1	1									
I244	72-09	N X	13.69		193		OP-H				30	SD	1	1	20	8	6		31		3,303		
I244	72-09	S X	13.69		192		OP-H				34	SD	1	1	20	8	6		31		4,019		
I244	72-09	X	13.75		192		UP-H				FO	1	1	1	1	20	8	6		31	7,929		
I244	72-09	N	13.78		0.53	1.44 MI W I-44	IILF	36	1	10	80	1	1	1									
I244	72-09	S	13.78		0.00	1.44 MI W I-44	IILF	36	1	10	80	1	1	1									
I244	72-09	X	13.84		126		UP-H				SD	1	1	20	6	6		31			1,752		
I244	72-09	X	14.27		0		UPHP				AD	1	1										
I244	72-09	N	14.31		1.44	0.53 MIS. W. I-44	IILF	24	1	10	87	1	1	1									
I244	72-09	S	14.31		0.00	0.53 MIS. W. I-44	IILF	24	1	10	87	1	1	1									
I244	72-09	X	15.28		0		UPHP				SD	1	1	22	6	6		31			2,986		
I244	72-09	X	15.45		46		BXUF				HS	NR	1	1									
I244	72-09	X	15.67		299		OP-H				28	SD	1	1	22	6	5		31		5,829		
I244	72-09	N	15.75		0.53	JCT I 44	IILF	24	1	10	87	1	1	1									
I244	72-09	S	15.75		0.00	JCT I 44	IILF	24	1	10	87	1	1	1							269,302		
U075	72-17	E	00.00		0.00	ENT GLENPOOL CL 201S	IILF	24	1	10	96	1	1	3									
U075	72-17	W	00.00		1.00	ENT GLENPOOL CL 201S	IHHB	24	1	10	90	1	1	3									
U075	72-17	X	00.11		23		BXUF				HS	NR	1	3									
U075	72-17	E X	00.92		141		BRDG				37	SD	1	3	02	2	1		31		1,745		
U075	72-17	W X	00.92		141		BRDG				22	SD	1	3	02	2	1		31		1,745		
U075	72-17	E	01.00	GLENPOOL	0.00	LEV GLENPOOL CL 191S	IILF	24	1	10	96	1	1	3									
U075	72-17	W	01.00		1.01	LEV GLENPOOL CL 191S	IHHB	24	1	10	89	1	1	3									
U075	72-17	E X	01.34		132		BRDG				36	SD	1	3	02	2	1		31		1,692		
U075	72-17	W X	01.34		121		BRDG				24	SD	1	3	02	2	1		31		1,627		
U075	72-17	E	02.01		0.00	ENT GLENPOOL UL 181S	IILF	24	1	10	96	1	1	3									
U075	72-17	W	02.01		1.04	ENT GLENPOOL UL 181S	IHHB	24	1	10	90	1	1	3									
U075	72-17	E	03.05		0.00	ENT GLENPOOL CL-161S	IILF	24	1	10	96	1	1	3									
U075	72-17	W	03.05		2.05	ENT GLENPOOL CL-161S	IHHB	24	1	10	90	1	1	3									
U075	72-17	E	05.10		0.00	0.25 MIS. S. SH 67	IILF	24	1	10	95	1	1	3									
U075	72-17	W	05.10		0.73	0.25 MIS. S. SH 67	IHHB	24	1	10	90	1	1	3									
U075	72-17	E	05.83		0.00	JCT SH 67	LL0E	24	1	10	97	1	1	3									
U075	72-17	W	05.83		0.25		LL0E	24	1	10	97	1	1	3									
U075	72-17	E X	06.08		180		OP-H				29	AD	1	3									
U075	72-17	W X	06.08		180		OP-H				29	AD	1	3							6,809		
U075	72-18	E	00.00		0.00	0.30 MIS N. SH 67	LL0E	24	1	10	95	1	1	3									
U075	72-18	W	00.00		0.30	0.30 MIS. N. SH 67	LL0E	24	1	10	92	1	1	3									
U075	72-18	E	00.30		0.00	0.71 MIS N. SH 67	IILF	24	1	10	94	1	1	3									
U075	72-18	W	00.30		0.41	0.71 MIS. N. SH 67	HHHB	24	1	10	92	1	1	3									
U075	72-18	E	00.71		0.00	2.70 MIS N. SH 67	IILF	24	1	10	92	2	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	72-18	W	00.71		1.99	2.70 MIS N SH 67	IHHB	24	1	10		92	2	1	3								
U075	72-18	E	02.70		0.00	JCT SH 117 WEST	IILF	24	1	10		94	2	1	3								
U075	72-18	W	02.70		0.31	LV GP UCL ENT TUL. U	IHHB	24	1	10		92	2	1	3								
U075	72-18	E X	03.00		194		OP-H				36	AD		1	3								
U075	72-18	W X	03.00		194		OP-H				36	AD		1	3								
U075	72-18	E	03.01	JENKS	0.00	0.58 MIS S. CREEK T.	IILF	24	1	10		96	1	1	2								
U075	72-18	W	03.01		1.00	0.58 MIS S. CREEK T.	IHHB	24	1	10		92	1	1	2								
U075	72-18	E	04.01		0.00	JCT CREEK TURNPIKE	IILF	24	1	10		95	1	1	2								
U075	72-18	W	04.01		0.58	JCT CREEK TURNPIKE	IHHB	24	1	10		91	1	1	2								
U075	72-18	E	04.59		0.00	S 101ST STREET	IILF	24	1	10		95	1	1	2								
U075	72-18	W	04.59		0.42		IHHB	24	1	10		93	1	1	2								
U075	72-18	X	04.60		42		UP-H					AD		1	2								
U075	72-18	X	04.63		42		UP-H					AD		1	2								
U075	72-18	X	04.75		42		BXUF				HS	NR		1	2								
U075	72-18	E X	04.89		464		BRDG				29	SD		1	2	24	6	1		31		5,079	
U075	72-18	W X	04.89		464		BRDG				24	FO		1	2	24	6	1		31		5,079	
U075	72-18	E	05.01		0.00	2.68 MI S SH 117	IILF	24	1	10		95	2	1	2								
U075	72-18	W	05.01		0.30		IHHB	24	1	10		94	2	1	2								
U075	72-18	E X	05.27		151		BRDG				42	SD		1	2	23	6	1		31		2,783	
U075	72-18	W X	05.27		151		BRDG				25	SD		1	2	23	6	1		31		2,783	
U075	72-18	E	05.31		0.71	ENTER TULSA C/L	IILF	24	1	10		92	3	1	2								
U075	72-18	W	05.31		0.00	ENTER TULSA C/L	IILF	24	1	10		92	3	1	2								
U075	72-18	X	05.51	TULSA	0		UP-H					SD		1	2	21	8	6		31			
U075	72-18	E	06.02		1.39	0.63 MIS. S. S71ST	IILF	24	1	10		86	3	1	2								
U075	72-18	W	06.02		0.00	0.63 MIS. S. S71ST	IILF	24	1	10		86	3	1	2								
U075	72-18	X	06.03		0		UP-H					FO		1	2	21	8	6		31		2,635	
U075	72-18	E X	07.03		112		OP-H				36	FO		1	2	21	8	6		31		2,083	
U075	72-18	W X	07.03		112		OP-H				36	FO		1	2	21	8	6		31		2,083	
U075	72-18	E	07.41		0.63	S. 71ST STREET	LL0E	36	1	10		100	1	1	2								
U075	72-18	W	07.41		0.00	S. 71ST STREET	LL0E	36	1	10		100	1	1	2								
U075	72-18	E	08.04		0.54	0.54 MIS. N. S71ST	LL0E	36	1	10		100	1	1	2								
U075	72-18	W	08.04		0.00	0.54 MIS. N. S71ST	LL0E	36	1	10		100	1	1	2								
U075	72-18	X	08.04		0	0.54 MIS. N. S71ST	UP-H					AD		1	2								
U075	72-18	E	08.58		1.41	JCT I 44	IILF	24	1	10		89	2	1	2								
U075	72-18	W	08.58		0.00	JCT I 44	IILF	24	1	10		88	2	1	2								
U075	72-18	X	09.03		0		UP-H					SD		1	2	21	8	6		31		2,586	
U075	72-18	E X	09.82		226		H-HW				36	AD		1	2								
U075	72-18	W X	09.82		226		H-HW				36	AD		1	2								
U075	72-18	E X	09.95		240		OP-H				36	SD		1	2	21	8	6		31		4,425	
U075	72-18	W X	09.95		240		OP-H				36	SD		1	2	21	8	6		31		4,425	
U075	72-18	E	09.99		1.80	JCT I 244	IILF	24	1	10		90	2	1	2								
U075	72-18	W	09.99		0.00	JCT I 244	IILF	24	1	10		90	2	1	2								
U075	72-18	E X	10.20		102		OP-H				58	AD		1	2								
U075	72-18	W X	10.20		102		OP-H				47	FO		1	2	21	8	6		31		2,917	
U075	72-18	E X	10.53		80		OP-H				39	AD		1	2								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S011	72-36	08.00	0.31		ENTER SPERRY C/L TC	6,100	IHLA	24	1	6	83	1	0	4									
S011	72-36	X 08.11	33			6,100	BXUF				HS	NR	0	4									
S011	72-36	08.31	SPERRY	1.39	LEAVE SPERRY C/L	3,700	IHLA	24	1	6	82	1	0	4									
S011	72-36	09.70	2.05		76TH STREET	3,400	IHLA	24	1	6	84	1	0	4									
S011	72-36	X 10.91	41			3,400	BXUF				HS	NR	0	4									
S011	72-36	X 11.09	181			3,400	BRDG				28	SD	0	4	30	4	1		31			3,065	
S011	72-36	11.75	1.99		ENT TULSA C/L 56TH S	7,800	HHLA	50	4		90	1	0	4									
S011	72-36	X 13.17	22			7,800	BXUF				HS	NR	0	4									
S011	72-36	X 13.21	22			7,800	BXUF				HS	NR	0	4									
S011	72-36	13.74		2.00	JCT SH 11 E 36TH ST	8,000	IHLA	50	4		88	1	0	4									
S011	72-36	X 15.27		111		8,000	BRDG				22	SD	0	4	05	4	1		31			4,018	
S020	72-46	00.00	SKIATOOK	0.21	WIDTH CHANGE B STREE	9,200	IIOE	64	4		94	1	0	3									
S020	72-46	00.21		0.07	TC C STREET	9,200	IIOE	52	4		96	1	0	3									
S020	72-46	00.28		0.27	JCT SH 11 NORTH & SO	10,100	IIOE	52	4		94	1	0	3									
S020	72-46	X 00.43		46		10,100	BXUF				HS	NR	0	3								0	
S020	72-50	00.00	0.07		END CURBS	11,100	IIOE	48	4		94	1	0	3									
S020	72-50	00.07	0.09		SHLDR WIDTH CHNG	11,000	IIOE	48	1	10	85	1	0	3									
S020	72-50	N 00.16	0.21		OPEN MEDIAN	11,000	IIOE	24	1	10	91	1	0	3									
S020	72-50	S 00.16	0.00		OPEN MEDIAN	11,000	IIOE	24	1	10	91	1	0	3									
S020	72-50	N 00.37	0.00		ENTER SKIATOOK C/L	11,000	IIOE	24	1	10	91	1	0	3									
S020	72-50	S 00.37	0.18		LEAVE SKIATOOK U/L	11,000	IILA	24	3	4	85	1	0	3									
S020	72-50	N X 00.39	402			11,000	BRDG				36	AD	0	3									
S020	72-50	S X 00.39	402			11,000	BRDG				36	SD	0	3	04	4	1		31			2,812	
S020	72-50	N 00.55		0.00	1.39 MIS. E. SH 11	11,300	IIOE	24	1	10	92	1	0	4									
S020	72-50	S 00.55		0.84	1.39 MIS. E. SH 11	11,300	IILA	24	3	4	86	1	0	4									
S020	72-50	X 01.34		34		11,300	BXUF				HS	NR	0	4									
S020	72-50	N 01.39		0.34	2.34 MI W. OF US 75	12,300	IIOE	24	1	10	81	1	0	4									
S020	72-50	S 01.39		0.00	2.34 MI W. OF US 75	12,300	IIOE	24	1	10	92	1	0	4									
S020	72-50	N 01.73		0.00	LEAVE SKIATOOK C/L	11,500	IIOE	24	1	10	91	1	0	4									
S020	72-50	S 01.73		1.33	LEAVE SKIATOOK C/L	11,500	IHD	22	3	4	75	1	0	4									
S020	72-50	N 03.06	0.00		ENTER SKIATOOK C/L	11,500	IIOE	24	1	10	92	1	0	4									
S020	72-50	S 03.06	0.46		ENTER SKIATOOK C/L	11,500	IHD	22	3	2	81	1	0	4									
S020	72-50	N 03.52		0.00	0.18 MI W. OF US 75	11,500	IIOE	24	1	10	92	1	0	4									
S020	72-50	S 03.52		0.37	0.18 MI W. OF US 75	11,500	IHD	22	3	2	75	1	0	4									
S020	72-50	N 03.89		0.18	JCT US 75	12,800	LL0H	24	1	10	88	1	0	4									
S020	72-50	S 03.89		0.00	JCT US 75	12,800	LL0H	24	1	10	88	1	0	4									
S020	72-50	X 03.95		0		12,800	UP-H				AD		0	4									
S020	72-50	X 03.97		0		12,800	UP-H				AD		0	4									
S020	72-50	N 04.07	0.13		.13 MI E OF US 75	12,800	LL0H	24	1	10	88	1	0	4									
S020	72-50	S 04.07	0.00		.13 MI E OF US 75	12,800	LL0H	24	1	10	88	1	0	4									
S020	72-50	04.20	0.82		ENTER OWASSO U/L	5,500	HHDD	22	3	3	56	2	0	4	04	4	0	2	06			2,981	
S020	72-50	X 04.89	22			5,500	BRDG				20	SD	0	4	04	4	2		31			1,299	
S020	72-50	05.02	1.18		2.13 MIS. E. US 75	4,900	HHDD	22	3	3	56	2	0	3	05	2	0	2	03			3,582	
S020	72-50	X 05.09	27			4,900	BRDG				15	SD	0	3	05	4	2		31			1,424	
S020	72-50	06.20	0.82		2.95 MIS. E. US 75	4,900	HHLA	22	3	3	54	2	0	3	05	2	0	2	03			2,489	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S020	72-50	X 06.25	40			4,900	BXUF			HS	NR	0	3	05	4	2					644		
S020	72-50	07.02	0.28		ENT COLLINSVILLE C/L	4,900	HHLA	22	3	4	54	2	0	3	05	2	0	2	03		856		
S020	72-50	07.30		COLLINSV	SHOULDER WIDTH CHANG	4,500	HHLA	22	3	4	66	1	0	3	29	2	0	6	08		2,755		
S020	72-50	07.83			WIDTH CHANGE	4,800	HHJA	24	3	3	60	1	0	3	29	2	0	6	08		2,132		
S020	72-50	08.24			14TH ST TC	4,900	HHJA	30	4		82	1	0	3									
S020	72-50	08.44			WDTH CHNGE 7TH ST	5,900	HHJA	64	4		78	1	0	3									
S020	72-50	08.93			OLD US 169	7,600	HHJA	24	1	10	75	2	0	3									
S020	72-50	09.08			0.20 MIS. W. US 169	9,800	HH0A	22	3	3	73	2	0	3									
S020	72-50	X 09.30				9,800	BRDG				29	AD	0	3	28	4	2			50			
S020	72-50	09.40			JCT US 169	10,400	LL0A	48	4		80	1	0	3									
S020	72-50	X 09.59				10,400	UP-H				AD	0	3										
S020	72-50	X 09.60				10,400	UP-H				AD	0	3										20,974
S020	72-54	00.00	0.09		0.09 MIS. E. US 169	13,700	IHDE	48	1	8	88	3	0	3									
S020	72-54	X 00.00	0		0.09 MIS. E. US 169	13,700	UP-H				AD	0	3										
S020	72-54	X 00.01	0			13,700	UP-H				AD	0	3										
S020	72-54	00.09	0.40		ROGERS CO LINE 145TH	8,300	LL0T	52	4		97	2	0	3									0
S067	72-74	00.00	0.50		ENT GLENPOOL C/L TC	6,300	I10E	48	1	10	90	1	0	4									
S067	72-74	00.50		0.15	0.65 MIS E CREEK CO/	6,300	I10E	48	1	10	89	1	0	4									
S067	72-74	N 00.65		0.35	JCT US 75	6,800	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 00.65		0.00	JCT US 75	6,800	LLOV	24	1	10	100	1	0	4									
S067	72-74	N X 00.98		31		6,800	UPHP				AD	0	4										
S067	72-74	S X 00.99		31		6,800	UPHP				AD	0	4										
S067	72-74	N 01.00		0.30	.30 MI E JCT US 75	6,900	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 01.00		0.00	.30 MI E JCT US 75	6,900	LLOV	24	1	10	100	1	0	4									
S067	72-74	X 01.00		31	.30 MI E JCT US 75	6,900	BXUF				HS	NR	0	4									
S067	72-74	N 01.30		0.45	0.75 MIS. E. US 75	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 01.30		0.00	0.75 MIS. E. US 75	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	N X 01.35		90		7,000	BRDG				32	AD	0	4									
S067	72-74	S X 01.35		90		7,000	BRDG				41	AD	0	4									
S067	72-74	N 01.75		0.25	1.00 MI E US 75	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 01.75		0.00	1.00 MI E US 75	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	N 02.00		1.00	LEAVE GLENPOOL C/L	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 02.00		0.00	LEAVE GLENPOOL C/L	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	X 02.76		31		7,000	BXUF				HS	NR	0	4									
S067	72-74	N 03.00	0.41		2.41 MI E JCT 75	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 03.00	0.00		2.41 MI E JCT 75	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	N 03.41	0.34		ENTER GLENPOOL C/L	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 03.41	0.00		ENTER GLENPOOL C/L	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	N 03.75		0.25	LEV GLENPOOL CL-LEWI	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 03.75		0.00	LEV GLENPOOL CL-LEWI	7,000	LLOV	24	1	10	100	1	0	4									
S067	72-74	N 04.00	0.60		ENTER BIXBY C/L	7,500	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 04.00	0.00		ENTER BIXBY C/L	7,500	LLOV	24	1	10	100	1	0	4									
S067	72-74	N 04.60	BIXBY	0.10	LEAVE BIXBY C/L	7,600	LLOV	24	1	10	100	1	0	4									
S067	72-74	S 04.60		0.00	LEAVE BIXBY C/L	7,600	LLOV	24	1	10	100	1	0	4									
S067	72-74	N 04.70	0.30		ENT BIXBY CL-HARVARD	7,600	LLOV	24	1	10	100	1	0	4									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S067	72-74	S	04.70	0.00		ENT BIXBY CL-HARVARD	7,600	LL0V	24	1	10	100	1	0	4								
S067	72-74	N	05.00	BIXBY	0.65	2.37 MIS W. US64	7,500	LL0V	24	1	10	100	1	0	4								
S067	72-74	S	05.00		0.00	2.37 MIS W. US64	7,500	LL0V	24	1	10	100	1	0	4								
S067	72-74	N X	05.50		100		7,500	BRDG				29	AD		0	4							
S067	72-74	S X	05.50		100		7,500	BRDG				29	AD		0	4							
S067	72-74	N	05.65		0.13	LEAVE GLEENPOOL U/L	7,500	LL0V	24	1	10	100	1	0	4								
S067	72-74	S	05.65		0.00	LEAVE GLEENPOOL U/L	7,500	LL0V	24	1	10	100	1	0	4								
S067	72-74		05.78		0.13	2.11 MI W US 64	8,700	LL0V	48	4		100	1	0	5								
S067	72-74		05.91		0.59	1.52 MI W US 64	9,700	LL0V	52	4		100	1	0	5								
S067	72-74		06.50		0.41	1.11 MIS W US 64	10,800	LL0V	52	4		100	1	0	5								
S067	72-74		06.91		0.09	ENTER TULSA U/L	10,900	LL0V	52	4		98	1	0	5								
S067	72-74		07.00		0.47	0.55 MIS W US 64	11,000	LL0V	52	4		100	1	0	4								
S067	72-74		07.47		0.09	ENTER 1990 U/L	11,700	LL0V	52	4		100	1	0	4								
S067	72-74		07.56		0.46	JCT US 64	11,400	LL0V	52	4		100	1	0	4							0	
S097	72-76	E	00.00	0.00		ENT SAND SPRINGS C/L	12,300	DIIE	24	1	10	97	1	0	3								
S097	72-76	W	00.00	0.50		ENT SAND SPRINGS C/L	12,300	DIHE	24	1	10	99	1	0	3								
S097	72-76	E	00.50	SAND SPR	0.00	0.72 MIS E TULSA CO/	12,300	DIIE	24	1	10	98	1	0	3								
S097	72-76	W	00.50		0.22	0.72 MIS E TULSA CO/	12,300	DIHE	24	1	10	98	1	0	3								
S097	72-76	E	00.72		0.12	0.84 MIS E TULSA CO/	13,500	DIIE	24	1	10	94	1	0	3								
S097	72-76	W	00.72		0.00	0.84 MIS E TULSA CO/	13,500	DIIE	24	1	10	95	1	0	3								
S097	72-76	E	00.84		0.16	51ST STREET	13,500	DIHE	24	1	10	92	1	0	3								
S097	72-76	W	00.84		0.00	51ST STREET	13,500	DIHE	24	1	10	94	1	0	3								
S097	72-76	E	01.00		1.01	41ST STREET	13,700	IIHE	24	1	10	94	1	0	3								
S097	72-76	W	01.00		0.00	41ST STREET	13,700	IIHE	24	1	10	95	1	0	3								
S097	72-76	X	01.51		32		13,700	BXUF				HS	NR		0	3							
S097	72-76	E	02.01		0.99	JCT SH 51	13,600	IIDE	24	1	10	86	1	0	3								
S097	72-76	W	02.01		0.00	JCT SH 51	13,600	IIDE	24	1	10	86	1	0	3							0	
S097	72-77	E	00.00		0.04	END 4 LANE DIVIDED	8,200	LLOF	26	4		97	1	0	4								
S097	72-77	W	00.00		0.00	END 4 LANE DIVIDED	8,200	LLOF	26	4		97	1	0	4								
S097	72-77		00.04		0.06	SURF CHNG WILSON	7,900	LLOA	52	4		93	1	0	4								
S097	72-77		00.10		0.15	ROOSEVELT AVE	7,300	LLOE	52	4		93	1	0	4								
S097	72-77		00.25		0.07	GARFIELD STREET	5,700	LLOE	44	4		93	1	0	4								
S097	72-77		00.32		0.05	0.37 MIS. N. US 64	5,200	LLOE	44	4		94	1	0	4								
S097	72-77		00.37		0.17	BROADWAY AVE TC	4,300	HHLA	56	4		84	1	0	4								
S097	72-77		00.54		0.36	END PC OVLAY 7TH ST	4,300	HHLA	26	4		84	1	0	4								
S097	72-77		00.90		0.49	12TH STREET	4,300	HHLA	26	4		85	1	0	4								
S097	72-77		01.39		0.09	0.60 MI S OSAGE CO/L	2,300	HHLA	26	4		85	1	0	4								
S097	72-77		01.48		0.60	OSAGE CO LINE	2,200	HHLA	20	3		58	1	0	4	06	2	0	4	01	894	894	
I044	72-78	N	00.00		0.12	LEV SAPULPA C/L-41ST	48,200	LLOV	24	1	10	96	2	1	1								
I044	72-78	S	00.00		0.00	LEV SAPULPA C/L-41ST	48,200	LLOV	24	1	10	95	2	1	1								
I044	72-78	N X	00.05		178		48,200	OP-H				36	AD		1	1							
I044	72-78	N	00.12	0.23		ENTER TULSA C/L	48,200	LLOV	24	1	10	96	2	1	1								
I044	72-78	S	00.12	0.00		ENTER TULSA C/L	48,200	LLOV	24	1	10	90	2	1	1								
I044	72-78	N X	00.25	174			48,200	H-HR				47	SD	1	1	21	6	6		31		3,385	
I044	72-78	S X	00.25	186			48,200	H-HR				38	SD	1	1	21	6	6		31		3,621	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	72-78	N	00.35		0.25	END CURBS 33RD STREE	48,200	LL0V	24	1	10		90	2	1	1							
I044	72-78	S	00.35		0.00	END CURBS 33RD STREE	48,200	LL0V	24	1	10		96	2	1	1							
I044	72-78	N	00.60		0.77	0.53 MI W US 75	46,100	IHHA	24	1	10		89	2	1	1							
I044	72-78	S	00.60		0.00	0.53 MI W US 75	46,100	IHHA	24	1	10		89	2	1	1							
I044	72-78	N	X 00.60		114	0.53 MI W US 75	46,100	OP-H				36	FO		1	1	21	6	6		31		2,083
I044	72-78	S	X 00.60		114	0.53 MI W US 75	46,100	OP-H				36	FO		1	1	21	6	6		31		2,083
I044	72-78	N	01.37		0.53	JCT US 75	48,200	IHHA	24	1	10		90	2	1	1							
I044	72-78	S	01.37		0.00	JCT US 75	48,200	IHHA	24	1	10		90	2	1	1							
I044	72-78	X	01.61		0		48,200	UPHP					FO		1	1	21	6	6		31		5,460
I044	72-78	X	01.89		0		48,200	UP-H					SD		1	1	21	6	6		31		4,425
I044	72-78	N	01.90		0.57	0.57 MI E. US 75	71,900	IHHA	24	1	10		90	2	1	1							
I044	72-78	S	01.90		0.00	0.57 MI E. US 75	71,900	IHHA	24	1	10		90	2	1	1							
I044	72-78	X	01.90		0	0.57 MI E. US 75	71,900	UP-H					SD		1	1	20	6	6		31		4,425
I044	72-78	N	02.47		0.23	ARKANSAS RIVER	71,900	LLOF	36	1	10		86	2	1	1							
I044	72-78	S	02.47		0.00	ARKANSAS RIVER	71,900	LLOF	36	1	10		86	2	1	1							
I044	72-78	N	X 02.53		151		71,900	OP-R				36	AD		1	1							
I044	72-78	S	X 02.53		152		71,900	OP-R				36	SD		1	1	20	8	1		31		3,746
I044	72-78	N	X 02.69		2405		71,900	H-HW				36	AD		1	1							
I044	72-78	S	X 02.69		2405		71,900	H-HW				36	AD		1	1							
I044	72-78	N	02.70		0.44	1.24 MIS E. US 75	71,900	LLOF	36	1	10		87	2	1	1							
I044	72-78	S	02.70		0.00	1.24 MIS E. US 75	71,900	LLOF	36	1	10		87	2	1	1							
I044	72-78	N	03.14		0.12	1.36 MIS E. US75	71,900	LLOF	36	1	10		87	2	1	1							
I044	72-78	S	03.14		0.00	1.36 MIS E. US75	71,900	LLOF	36	1	10		87	2	1	1							
I044	72-78	N	03.26		0.64	OLD SH 117	71,900	DHHB	24	1	10		51	3	1	1	20	8	2	7	23	43,000	
I044	72-78	S	03.26		0.00	OLD SH 117	71,900	DHHB	24	1	10		51	3	1	1	20	8	2	7	23		
I044	72-78	X	03.63		173		71,900	OP-H				36	SD		1	1	20	8	6		31		3,542
I044	72-78	N	03.90		1.28	1.28 MI E SH 117	89,700	DHHB	24	1	10		51	3	1	1	20	8	2	7	23	38,000	
I044	72-78	S	03.90		0.00	1.28 MI E SH 117	89,700	DHHB	24	1	10		51	3	1	1	20	8	2	7	23		
I044	72-78	X	04.64		0		89,700	UPHP					FO		1	1	20	8	5		31		4,396
I044	72-78	N	05.18		1.54	YALE AVE	89,700	DHHB	24	1	10		56	3	1	1	20	8	2	7	23	48,800	
I044	72-78	S	05.18		0.00	YALE AVE	89,700	DHHB	24	1	10		56	3	1	1	20	8	2	7	23		
I044	72-78	X	05.48		49		89,700	BXUF				HS	NR		1	1	20	8	2		33		1,343
I044	72-78	N	X 05.64		173		89,700	OP-H				36	FO		1	1	20	8	6		31		2,083
I044	72-78	S	X 05.64		173		89,700	OP-H				36	FO		1	1	20	8	6		31		2,083
I044	72-78	N	06.72		0.54	PROJECT BREAK	89,700	HHHB	24	1	10		50	3	1	1	20	8	2	7	23	28,700	
I044	72-78	S	06.72		0.00	PROJECT BREAK	89,700	HHHB	24	1	10		51	3	1	1	20	8	2	7	23		
I044	72-78	N	X 06.72		412	PROJECT BREAK	89,700	UP-H					AD		1	1	20	8	6		31		5,600
I044	72-78	S	X 06.72		412	PROJECT BREAK	89,700	UP-H					AD		1	1	20	8	6		31		5,600
I044	72-78	N	X 07.21		110		89,700	OP-H				36	FO		1	1	20	8	5		31		2,083
I044	72-78	S	X 07.21		110		89,700	OP-H				36	FO		1	1	20	8	5		31		2,083
I044	72-78	N	07.26		0.44	S. 41ST STREET	88,500	HHHB	24	1	10		51	3	1	1	20	8	2	7	23	23,000	
I044	72-78	S	07.26		0.00	S. 41ST STREET	88,500	HHHB	24	1	10		50	3	1	1	20	8	2	7	23		
I044	72-78	N	07.70		0.30	0.66 MIS. SW SH 51	88,500	HHHB	24	1	10		50	3	1	1	20	8	2	7	23	16,000	
I044	72-78	S	07.70		0.00	0.66 MIS. SW SH 51	88,500	HHHB	24	1	10		50	3	1	1	20	8	2	7	23		
I044	72-78	X	07.70		0	0.66 MIS. SW SH 51	88,500	UPHP					AD		1	1	20	8	6		31		7,791

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	72-78	N	08.00		0.23	0.43 MIS. SW SH 51	88,500	LL0T	36	1	19		81	3	1	1							
I044	72-78	S	08.00		0.00	0.43 MIS. SW SH 51	88,500	LL0T	36	1	19		86	3	1	1							
I044	72-78	N X	08.05		248		88,500	OP-H				54	FO	1	1	1	20	8	6	31		4,131	
I044	72-78	S X	08.05		248		88,500	OP-H				54	AD	1	1	1							
I044	72-78	N	08.23		0.43	JCT SH 51	58,900	LL0T	36	1	10		100	3	1	1							
I044	72-78	S	08.23		0.00	JCT SH 51	58,900	LL0T	36	1	10		100	3	1	1							
I044	72-78	N X	08.23		222	JCT SH 51	58,900	H-HR				42	AD	1	1	1							
I044	72-78	S X	08.23		222	JCT SH 51	58,900	H-HR				42	AD	1	1	1							
I044	72-78	N	08.66		0.55	S. 31ST STREET	58,900	LL0T	36	1	10		100	1	1	1							
I044	72-78	S	08.66		0.00	S. 31ST STREET	58,900	LL0T	36	1	10		100	1	1	1							
I044	72-78	X	08.68		0		58,900	UP-H					AD	1	1	1							
I044	72-78	X	09.08		56		58,900	BXUF					HS	NR	1	1							
I044	72-78	N	09.21		0.17	MEMORIAL RD	58,900	LL0T	36	1	10		100	1	1	1							
I044	72-78	S	09.21		0.00	MEMORIAL RD	58,900	LL0T	36	1	10		99	1	1	1							
I044	72-78	N X	09.21		285	MEMORIAL RD	58,900	OP-H				49	AD	1	1	1							
I044	72-78	S X	09.21		285	MEMORIAL RD	58,900	OP-H				49	AD	1	1	1							
I044	72-78	N	09.38		0.07	PROJECT BREAK	58,900	LL0T	36	1	10		100	1	1	1							
I044	72-78	S	09.38		0.00	PROJECT BREAK	58,900	LL0T	36	1	10		100	1	1	1							
I044	72-78	N X	09.38		342	PROJECT BREAK	58,900	OP-H				46	AD	1	1	1							
I044	72-78	S X	09.38		342	PROJECT BREAK	58,900	OP-H				46	AD	1	1	1							
I044	72-78	N	09.45		1.27	S. 21ST STREET	55,200	LL0T	36	1	10		100	1	1	1							
I044	72-78	S	09.45		0.00	S. 21ST STREET	55,200	LL0T	36	1	10		100	1	1	1							
I044	72-78	X	10.11		280		55,200	UPHP					AD	1	1	1							
I044	72-78	N X	10.60		280		55,200	BRDG				36	AD	1	1	1							
I044	72-78	S X	10.60		280		55,200	BRDG				36	AD	1	1	1							
I044	72-78	N	10.72		0.67	JCT US 169	49,700	LL0T	36	1	10		100	1	1	1							
I044	72-78	S	10.72		0.00	JCT US 169	49,700	LL0T	36	1	10		100	1	1	1							
I044	72-78	N X	10.72		288	JCT US 169	49,700	OP-H				37	AD	1	1	1							
I044	72-78	S X	10.72		290	JCT US 169	49,700	OP-H				37	AD	1	1	1							
I044	72-78	X	11.36		0		49,700	UP-H					AD	1	1	1							
I044	72-78	N	11.39		2.44	JCT I 244	46,800	LL0B	36	1	10		98	1	1	1							
I044	72-78	S	11.39		0.00	JCT I 244	46,800	LL0B	36	1	10		98	1	1	1							
I044	72-78	N X	12.03		200		46,800	OP-H				36	AD	1	1	1							
I044	72-78	S X	12.03		200		46,800	OP-H				36	AD	1	1	1							
I044	72-78	X	12.09		33		46,800	BXUF					HS	NR	1	1							
I044	72-78	E X	12.28		200		46,800	OP-H				36	AD	1	1	1							
I044	72-78	W X	12.28		200		46,800	OP-H				36	AD	1	1	1							
I044	72-78	N X	13.35		307		46,800	OP-H				36	AD	1	1	1							
I044	72-78	S X	13.35		307		46,800	OP-H				36	AD	1	1	1							
I044	72-78	X	13.45		34		46,800	BXUF					HS	NR	1	1							
I044	72-78	X	13.65		0		46,800	UP-O					AD	1	1	1							
I044	72-78	X	13.66		0		46,800	UPHP					FO	1	1	1	21	6	6	31		8,681	
I044	72-78	N	13.83		0.64	ROGERS CO LINE	72,000	IHHB	24	1	10		49	3	1	1	20	8	2	7	08	42,700	
I044	72-78	S	13.83		0.00	ROGERS CO LINE	72,000	IHHB	24	1	10		49	3	1	1	20	8	2	7	08		
I044	72-78	X	13.83		0	ROGERS CO LINE	72,000	UP-H					SD	1	1	1	20	8	5	31		5,829	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I044	72-78	X 14.47		0		72,000	UP-H				FO		1	1	20	8	5		31		2,586	327,259	
S051	72-80	N 00.00		0.24	0.18MIS.W. PEORIA	77,800	LL0F	24	1	10	91	1	1	2									
S051	72-80	S 00.00		0.00	0.18MIS.W. PEORIA	77,800	LL0F	24	1	10	91	1	1	2									
S051	72-80	X 00.01		0		77,800	UP-H				AD		1	2									
S051	72-80	N 00.24		0.95	0.77 MIS E. PEORIA	77,800	LL0F	36	1	10	91	2	1	2									
S051	72-80	S 00.24		0.00	0.77 MIS E. PEORIA	77,800	LL0F	36	1	10	91	2	1	2									
S051	72-80	X 00.40		0		77,800	UPHP				FO		1	2	20	8	5		31			5,374	
S051	72-80	X 00.60		100		77,800	OP-H			36	SD		1	2	20	8	5		31			4,167	
S051	72-80	X 00.80		150		77,800	OP-H			36	SD		1	2	20	8	5		31			4,741	
S051	72-80	N 01.19		0.72	1.91 MIS. E. I-444	73,300	IILF	36	1	10	89	2	1	2									
S051	72-80	S 01.19		0.00	1.91 MIS. E. I-444	73,300	IILF	36	1	10	89	2	1	2									
S051	72-80	N X 01.40		165		73,300	OP-H				38	SD		1	2	20	8	5		31		2,953	
S051	72-80	S X 01.40		166		73,300	OP-H				37	SD		1	2	20	8	5		31		2,953	
S051	72-80	N X 01.50		313		73,300	OP-R				36	AD		1	2								
S051	72-80	E X 01.60		166		73,300	OP-H				37	SD		1	2	20	8	6		31		3,104	
S051	72-80	W X 01.60		173		73,300	OP-H				37	SD		1	2	20	8	6		31		3,439	
S051	72-80	N 01.91		0.34	S. 21ST STREET	73,300	IILF	36	1	10	91	2	1	2									
S051	72-80	S 01.91		0.00	S. 21ST STREET	73,300	IILF	36	1	10	92	2	1	2									
S051	72-80	E X 02.20		178		73,300	OP-H				37	AD		1	2								
S051	72-80	W X 02.20		178		73,300	OP-H				37	SD		1	2	20	8	6		31		3,439	
S051	72-80	N 02.25		0.22	3.36 MI N I-44	73,300	IILF	36	1	10	93	2	1	2									
S051	72-80	S 02.25		0.00	3.36 MI N I-44	73,300	IILF	36	1	10	93	2	1	2									
S051	72-80	N 02.47		1.63	YALE AVE	73,300	IHHF	36	1	10	94	2	1	2									
S051	72-80	S 02.47		0.00	YALE AVE	73,300	IHHF	36	1	10	95	2	1	2									
S051	72-80	N X 02.90		177		73,300	OP-H				38	AD		1	2								
S051	72-80	S X 02.90		177		73,300	OP-H				38	AD		1	2								
S051	72-80	N X 03.50		50		73,300	OP-H				30	SD		1	2	20	8	5		31		2,993	
S051	72-80	S X 03.50		50		73,300	OP-H				30	SD		1	2	20	8	5		31		2,993	
S051	72-80	N X 04.00		164		73,300	OP-H				33	FO		1	2	20	8	6		31		3,908	
S051	72-80	S X 04.00		594		73,300	OP-H				23	FO		1	2	20	8	6		31		8,926	
S051	72-80	N 04.10		0.43	1.30 MI W I-44	73,300	IHHF	36	1	10	92	2	1	2									
S051	72-80	S 04.10		0.00	1.30 MI W I-44	73,300	IHHF	36	1	10	92	2	1	2									
S051	72-80	N X 04.10		307	1.30 MI W I-44	73,300	OP-H				30	FO		1	2	20	8	6		31		6,901	
S051	72-80	N 04.53		0.30	1.00 MI W I-44	87,100	IHHF	36	1	10	79	3	1	2									
S051	72-80	S 04.53		0.00	1.00 MI W I-44	87,100	IHHF	36	1	10	79	3	1	2									
S051	72-80	N X 04.60		115		87,100	OP-H				51	AD		1	2								
S051	72-80	S X 04.60		112		87,100	OP-H				46	AD		1	2								
S051	72-80	S X 04.80		198		87,100	OP-R				26	FO		1	2	20	8	4		31		4,437	
S051	72-80	N 04.83		0.37	0.63 MIS. W. I-44	87,000	IHHF	36	1	10	78	3	1	2									
S051	72-80	S 04.83		0.00	0.63 MIS. W. I-44	87,000	IHHF	36	1	10	79	3	1	2									
S051	72-80	N X 05.10		160		87,000	OP-H				36	SD		1	2	20	8	6		31		3,146	
S051	72-80	S X 05.10		160		87,000	OP-H				36	AD		1	2								
S051	72-80	N 05.20		0.15	SHERIDAN AVE	87,000	IHHF	36	1	10	79	3	1	2									
S051	72-80	S 05.20		0.00	SHERIDAN AVE	87,000	IHHF	36	1	10	79	3	1	2									
S051	72-80	N 05.35		0.48	JCT I 44	87,100	IHHF	36	1	10	81	3	1	2									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S051	72-80	N	11.26		0.64	3.75 MIS. E. US 169	70,200	IIOE	48	1	10		94	1	1	2							
S051	72-80	S	11.26		0.00	3.75 MIS. E. US 69	70,200	IIOE	48	1	10		95	1	1	2							
S051	72-80	N	11.90		0.28	161ST EAST AVE	67,300	IHHF	36	1	10		93	2	1	2							
S051	72-80	S	11.90		0.00	161ST EAST AVE	67,300	IHHF	36	1	10		93	2	1	2							
S051	72-80	X	12.00		0		67,300	UP-H					FO	1	2	21	8	6		31		6,243	
S051	72-80	N	12.18		1.67	E 71ST S	63,600	IHHF	36	1	10		94	1	1	2							
S051	72-80	S	12.18		0.00	E 71ST S	63,600	IHHF	36	1	10		91	1	1	2							
S051	72-80	X	13.00		0		63,600	UP-H					AD	1	2								
S051	72-80	X	13.50		33		63,600	BXUF				HS	NR	1	2								
S051	72-80	X	13.60		0		63,600	UP-H					AD	1	2								
S051	72-80	N	13.85		0.12	5.82 MIS. SE. US 169	54,500	IHHF	36	1	10		94	1	1	2							
S051	72-80	S	13.85		0.00	5.82 MIS. SE. US 169	54,500	IHHF	36	1	10		92	1	1	2							
S051	72-80	N	13.97		0.12	5.94 MIS. SE. US 169	51,400	IHHF	36	1	10		93	1	1	2							
S051	72-80	S	13.97		0.00	5.94 MIS. SE. US 169	51,400	IHHF	36	1	10		94	1	1	2							
S051	72-80	N	14.09		0.35	WAGONER CO LINE	36,800	IHLF	36	1	10		94	1	1	2							
S051	72-80	S	14.09		0.00	WAGONER CO LINE	36,800	IHLF	36	1	10		93	1	1	2							
S051	72-80	X	14.15		0		36,800	UP-H					SD	1	2	22	6	5		31		3,219	89,224
U169	72-81	E	00.00	TULSA	0.26	0.26 MIS. N. I-44	87,900	IIOE	36	1	10		84	3	1	2							
U169	72-81	W	00.00		0.00	0.26 MIS. N. I-44	87,900	IIOE	36	1	10		84	3	1	2							
U169	72-81	W	X 00.00		336	0.26 MIS. N. I-44	87,900	OP-H				26	AD	1	2								
U169	72-81	E	00.26		1.27	0.25 MIS. S. I-244	87,900	LL0E	48	1	10		100	1	1	2							
U169	72-81	W	00.26		0.00	0.25 MIS. S. I-244	87,900	LL0E	48	1	10		100	1	1	2							
U169	72-81	X	00.53		220		87,900	OP-H				41	AD	1	2								
U169	72-81	X	00.74		65		87,900	BXUF				HS	NR	1	2								
U169	72-81	X	01.04		140		87,900	OP-H				30	AD	1	2								
U169	72-81	X	01.42		205		87,900	OP-H				37	AD	1	2								
U169	72-81	X	01.51		47		87,900	BXUF				HS	NR	1	2								
U169	72-81	E	01.53		0.25	JCT I 244	87,900	IILF	24	1	10		53	3	1	2	20	8	2	9	08	6,334	
U169	72-81	W	01.53		0.00	JCT I 244	87,900	IILF	24	1	10		51	3	1	2	20	8	2	9	08		
U169	72-81	X	01.71		0		87,900	UPML					SD	1	2	20	8	6		31		4,019	
U169	72-81	E	01.78		3.00	3.00 MI N I-244	58,800	IILF	24	1	10		75	3	1	2	21	6	2	9	08	68,972	
U169	72-81	W	01.78		0.00	3.00 MI N I-244	58,800	IILF	24	1	10		76	3	1	2	21	6	2	9	08		
U169	72-81	X	01.78		0	3.00 MI N I-244	58,800	UPML					SD	1	2	21	6	6		31		3,303	
U169	72-81	E	X 02.60		157		58,800	OP-H				41	SD	1	2	21	6	6		31		2,406	
U169	72-81	W	X 02.60		157		58,800	OP-H				41	SD	1	2	21	6	6		31		2,406	
U169	72-81	X	03.23		0		58,800	UP-R					AD	1	2								
U169	72-81	X	03.29		53		58,800	BXUF				HS	NR	1	2								
U169	72-81	X	04.08		47		58,800	BXUF				HS	NR	1	2								
U169	72-81	X	04.66		0		58,800	UP-H					SD	1	2	21	6	3		31		5,747	
U169	72-81	E	04.78		0.53	3.53 MI N I-244	56,400	IILF	24	1	10		80	3	1	2							
U169	72-81	W	04.78		0.00	3.53 MI N I-244	56,400	IILF	24	1	10		81	3	1	2							
U169	72-81	E	X 04.91		28		56,400	BXUF				HS	NR	1	2								
U169	72-81	W	X 04.91		22		56,400	BXUF				HS	NR	1	2								
U169	72-81	E	05.31		0.38	JCT SH 266 EAST	56,400	IHHB	24	1	10		79	3	1	2							
U169	72-81	W	05.31		0.00	JCT SH 266 EAST	56,400	IHHB	24	1	10		79	3	1	2							

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Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U169	72-81	X 05.67		0		56,400	UP-H				SD		1	2	21	6	6		31				
U169	72-81	X 05.68		0		56,400	UP-H				SD		1	2	21	6	6		31			3,621	
U169	72-81	E 05.69		1.00	LVE TULSA UC/L 56TH	55,200	IHHB	24	1	10	81	3	1	2									
U169	72-81	W 05.69		0.00	LVE TULSA UC/L 56TH	55,200	IHHB	24	1	10	81	3	1	2									
U169	72-81	E X 06.68		167		55,200	OP-H				20	SD		1	2	21	6	6		31		2,109	
U169	72-81	W X 06.68		167		55,200	OP-H				20	FO		1	2	21	6	6		31		2,109	
U169	72-81	E 06.69	1.25		2.25 MIS. N. SH 266	60,300	IHHB	24	1	10	70	2	1	2									
U169	72-81	W 06.69	0.00		2.25 MIS. N. SH 266	60,300	IHHB	24	1	10	71	2	1	2									
U169	72-81	E X 06.95	388			60,300	BRDG				HS	AD		1	2								
U169	72-81	W X 06.95	388			60,300	BRDG				HS	AD		1	2								
U169	72-81	E X 07.16	281			60,300	BRDG				24	AD		1	2								
U169	72-81	W X 07.16	281			60,300	BRDG				24	SD		1	2	26	4	1		31		3,868	
U169	72-81	E X 07.55	322			60,300	H-HW				24	AD		1	2								
U169	72-81	W X 07.55	322			60,300	H-HW				24	AD		1	2								
U169	72-81	X 07.93	0			60,300	UP-R				AD			1	2								
U169	72-81	E 07.94	0.25		0.50 MIS. S. SH 135	52,200	IHHB	24	1	10	87	2	1	2									
U169	72-81	W 07.94	0.00		0.50 MIS. S. SH 135	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	E 08.19	0.21		2.71 MI N. SH 266	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	W 08.19	0.00		2.71 MI N. SH 266	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	E 08.40	0.09		ENTER OWASSO C/L	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	W 08.40	0.00		ENTER OWASSO C/L	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	E 08.49		0.08	0.12 MIS. S. SH 135	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	W 08.49		0.00	0.12 MIS. S. SH 135	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	E 08.57		0.12	JCT SH 135 2ND ST TC	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	W 08.57		0.00	JCT SH 135 2ND ST TC	52,200	IHHB	24	1	10	88	2	1	2									
U169	72-81	E 08.69		0.65	BEG NEW CONST	33,700	IHHB	24	1	10	93	2	1	2									
U169	72-81	W 08.69		0.00	BEG NEW CONST	33,700	IHHB	24	1	10	93	2	1	2									
U169	72-81	E X 08.69		144	BEG NEW CONST	33,700	OP-H				20	FO		1	2	24	4	6		31		2,083	
U169	72-81	W X 08.69		144	BEG NEW CONST	33,700	OP-H				20	FO		1	2	24	4	6		31		2,083	
U169	72-81	E 09.34		1.20	1.85 MIS. N. SH 135	33,700	LL0E	24	1	10	96	2	1	2									
U169	72-81	W 09.34		0.00	1.85 MIS. N. SH 135	33,700	LL0E	24	1	10	100	2	1	2									
U169	72-81	E X 09.69		102		33,700	OP-H				31	AD		1	2								
U169	72-81	W X 09.69		102		33,700	OP-H				31	AD		1	2								
U169	72-81	E 10.54		0.48	LEV OWASSO C/L 96TH	31,500	LL0E	24	1	10	97	2	1	2									
U169	72-81	W 10.54		0.00	LEV OWASSO C/L 96TH	31,500	LL0E	24	1	10	97	2	1	2									
U169	72-81	E 11.02	0.27		129TH E. AVE	31,400	LL0E	24	1	10	97	2	1	2									
U169	72-81	W 11.02	0.00		129TH E. AVE	31,400	LL0E	24	1	10	97	2	1	2									
U169	72-81	X 11.08	0			31,400	UP-H				AD			1	2								
U169	72-81	E 11.29	1.93		JCT SH 20 EAST	19,300	LL0E	24	1	10	100	1	1	2									
U169	72-81	W 11.29	0.00		JCT SH 20 EAST	19,300	LL0E	24	1	10	100	1	1	2									
U169	72-81	X 11.36	0			19,300	UP-H				AD			1	2								
U169	72-81	E X 12.34	100			19,300	OP-H				29	AD		1	2								
U169	72-81	W X 12.34	100			19,300	OP-H				29	AD		1	2								
U169	72-81	E 13.22	2.78		ENT COLLINSVILLE C/L	15,400	LL0E	24	1	10	97	1	1	2									
U169	72-81	W 13.22	0.00		0.25 MIS. S. SH 20W	15,400	LL0E	24	1	10	100	1	1	2									

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U169	72-83	W X 05.35		101		95,300	OP-R			29	AD		1	2									
U169	72-83	X 05.55		48		95,300	BXUF			HS	NR		1	2									
U169	72-83	E 05.63		0.62	JCT. SH 51	109,300	LLLE	36	1	10	57	3	1	2	20	8	2	7	08		37,718		
U169	72-83	W 05.63		0.00	JCT. SH 51	109,300	LLLE	36	1	10	51	3	1	2	20	8	2	7	08				
U169	72-83	E X 05.65		350		109,300	H-HR			36	SD		1	2	20	8	6		31			7,256	
U169	72-83	W X 05.65		350		109,300	H-HR			36	SD		1	2	20	8	6		31			7,256	
U169	72-83	X 06.21		83		109,300	BXUF			HS	NR		1	2	20	8	6		33			4,099	
U169	72-83	X 06.24		200		109,300	OP-H			36	FO		1	2	20	8	6		31			6,071	
U169	72-83	E 06.25		0.38	S. 41ST STREET	109,400	LLLE	36	1	10	51	3	1	2	20	8	2	8	08		6,456		
U169	72-83	W 06.25		0.00	S. 41ST STREET	109,400	LLLE	36	1	10	53	3	1	2	20	8	2	8	08				
U169	72-83	E 06.63		2.01	0.46 MIS S I-44	92,000	LLLE	36	1	10	75	3	1	2									
U169	72-83	W 06.63		0.00	0.46 MIS S I-44	92,000	LLLE	36	1	10	75	3	1	2									
U169	72-83	X 06.66		38		92,000	BXUF			HS	NR		1	2									
U169	72-83	X 06.67		180		92,000	OP-H			36	AD		1	2									
U169	72-83	X 06.72		46		92,000	BXUF			HS	NR		1	2									
U169	72-83	X 07.67		50		92,000	OP-H			HS	NR		1	2									
U169	72-83	X 07.68		66		92,000	BXUF			HS	NR		1	2									
U169	72-83	E 08.64		0.46	JCT I-44	95,300	II0E	36	1	10	71	3	1	2									
U169	72-83	W 08.64		0.00	JCT I-44	95,300	II0E	36	1	10	70	3	1	2									
U169	72-83	X 08.67		190		95,300	OP-H			36	AD		1	2									
U169	72-83	X 09.00		44		95,300	BXUF			HS	NR		1	2									119,550
S135	72-84	00.00	OWASSO	0.26	WIDTH CHANGE	16,000	H H H B	51	4		82	1	0	3									
S135	72-84	N 00.26		0.14	JCT US 169	16,000	H H H B	24	1	10	91	1	0	3									
S135	72-84	S 00.26		0.00	JCT US 169	16,000	H H H B	24	1	10	91	1	0	3									
S135	72-84	X 00.29		55		16,000	BXUF			HS	NR		0	3									
S135	72-84	X 00.38		0		16,000	UP-H			FO	FO		0	3	04	4	6		31			2,083	
S135	72-84	X 00.39		0		16,000	UP-H			FO	FO		0	3	04	4	6		31			2,083	4,166
S051	72-85	N 00.00		0.00	END STPY-19B(258)	13,700	IELH	24	1	10	90	1	0	4									
S051	72-85	S 00.00		0.16	END STPY-19B(258)	13,700	II0E	24	1	10	97	1	0	4									
S051	72-85	N 00.16		1.43	JCT SH151 N KEYSTONE	12,700	LL0H	24	1	10	91	1	0	4									
S051	72-85	S 00.16		0.00	JCT SH151 N KEYSTONE	12,700	LL0H	24	1	10	92	1	0	4									
S051	72-85	N 01.59		0.30	.3 MI E OF SH 151	12,300	LL0H	24	1	10	86	1	0	5									
S051	72-85	S 01.59		0.00	.3 MI E OF SH 151	12,300	LL0H	24	1	10	90	1	0	5									
S051	72-85	X 01.59		0	.3 MI E OF SH 151	12,300	UP-H			SD	SD		0	5	07	4	6		31			4,384	
S051	72-85	N 01.89		2.99	ENTER LOTSEE C/L	10,200	LL0H	24	1	10	88	1	0	5									
S051	72-85	S 01.89		0.00	ENTER LOTSEE C/L	10,200	II0E	24	1	10	95	1	0	5									
S051	72-85	N 04.88	LOTSEE	0.13	TC LV LOTSEE 193RD	10,600	LL0H	24	1	10	88	1	0	5									
S051	72-85	S 04.88		0.00	TC LV LOTSEE 193RD	10,600	II0E	24	1	10	95	1	0	5									
S051	72-85	N 05.01		1.03	4.32 W SH 97	10,100	LL0H	24	1	10	91	1	0	5									
S051	72-85	S 05.01		0.00	4.32 W SH 97	10,100	II0E	24	1	10	95	1	0	5									
S051	72-85	X 05.87		72		10,100	BXUF			HS	NR		0	5									
S051	72-85	N 06.04		0.22	4.10 W SH 97	10,100	I H H B	24	1	10	89	1	0	5									
S051	72-85	S 06.04		0.00	4.10 W SH 97	10,100	II0E	24	1	10	95	1	0	5									
S051	72-85	N 06.26		0.78	ENTER TULSA U/L	10,200	I H H B	24	1	10	91	1	0	5									
S051	72-85	S 06.26		0.00	ENTER TULSA U/L	10,200	I H H B	24	1	10	92	1	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S051	72-85	N	07.04	2.28		ENT SAND SPRINGS C/L	10,200	IHHB	24	1	10	92	1	0	4								
S051	72-85	S	07.04	0.00		ENT SAND SPRINGS C/L	10,200	IHHB	24	1	10	92	1	0	4								
S051	72-85	N	09.32	SAND SPR	0.18	LEV SAND SPRINGS C/L	10,200	IHHB	24	1	10	92	1	0	4								
S051	72-85	S	09.32		0.00	LEV SAND SPRINGS C/L	10,200	IHHB	24	1	10	92	1	0	4								
S051	72-85	N	09.50	0.44		0.47 MI W SH 97	10,200	IHHB	24	1	10	92	1	0	4								
S051	72-85	S	09.50	0.00		0.47 MI W SH 97	10,200	IHHB	24	1	10	92	1	0	4								
S051	72-85		09.94	0.29		ENT SAND SPRINGS C/L	11,300	IHHB	54	4		88	1	0	4								
S051	72-85	X	09.97	160			11,300	BRDG				36	AD		0	4							
S051	72-85		10.23	SAND SPR	0.18	JCT SH 97	11,300	IHHB	54	4		88	1	0	4							4,384	
U064	72-86	N	00.00	0.35		JCT SH 151 SOUTH	18,700	IILH	24	1	10	83	1	1	3								
U064	72-86	S	00.00	0.00		JCT SH 151 SOUTH	18,700	IILH	24	1	10	85	1	1	3								
U064	72-86	E X	00.32	142			18,700	OP-H				20	SD		1	3	02	6	6	31		1,361	
U064	72-86	W X	00.32	142			18,700	OP-H				20	SD		1	3	02	6	6	31		1,361	
U064	72-86	N	00.35	0.23		0.23 MIS. E. SH 151S	20,600	IILH	24	1	10	83	1	1	3								
U064	72-86	S	00.35	0.00		0.23 MIS. E. SH 151S	20,600	IILH	24	1	10	83	1	1	3								
U064	72-86	N	00.58	0.95		1.18 MIS. E. SH 151S	21,600	IILH	24	1	10	83	1	1	3								
U064	72-86	S	00.58	0.00		1.18 MIS. E. SH 151S	21,600	IILH	24	1	10	83	1	1	3								
U064	72-86	N	01.53	0.85		2.03 MIS. E. SH 151S	27,600	IILF	24	1	10	87	1	1	3								
U064	72-86	S	01.53	0.00		2.03 MIS. E. SH 151S	27,600	IILF	24	1	10	87	1	1	3								
U064	72-86	X	01.64	0			27,600	UP-H					AD		1	3							
U064	72-86	X	01.94	33			27,600	BXUF				HS	NR		1	3							
U064	72-86	N	02.38	3.41		ENTER TULSA U/L	29,700	IILF	24	1	10	87	1	1	3								
U064	72-86	S	02.38	0.00		ENTER TULSA U/L	29,700	IILF	24	1	10	87	1	1	3								
U064	72-86	N X	02.64	106			29,700	OP-H				41	AD		1	3							
U064	72-86	S X	02.64	126			29,700	OP-H				41	SD		1	3	02	6	5	31		1,365	
U064	72-86	N X	03.65	125			29,700	OP-H				39	SD		1	3	02	6	6	31		1,407	
U064	72-86	S X	03.65	125			29,700	OP-H				39	SD		1	3	02	6	6	31		1,407	
U064	72-86	N X	04.64	552			29,700	H-HW				27	AD		1	3							
U064	72-86	S X	04.64	552			29,700	H-HW				27	SD		1	3	02	6	5	31		3,504	
U064	72-86	N	05.79	0.75		END PC CONC	29,500	IILF	24	1	10	84	1	1	2								
U064	72-86	S	05.79	0.00		END PC CONC	29,500	IILF	24	1	10	84	1	1	2								
U064	72-86	X	06.44	44			29,500	BXUF				HS	NR		1	2							
U064	72-86	N	06.54	0.35		ENT SAND SPRINGS C/L	29,500	DHHF	24	1	10	88	1	1	2								
U064	72-86	S	06.54	0.00		ENT SAND SPRINGS C/L	29,500	DHHF	24	1	10	91	1	1	2								
U064	72-86	N	06.89	SAND SPR	0.58	0.71 MIS W. SH 51	29,500	DHHF	24	1	10	91	1	1	2								
U064	72-86	S	06.89		0.00	0.71 MIS W. SH 51	29,500	DHHF	24	1	10	92	1	1	2								
U064	72-86	X	06.99	0			29,500	UP-H					SD		1	2	22	6	2	31		2,586	
U064	72-86	N	07.47		0.50	0.21 MI W SH 51	34,900	DHHF	24	1	10	91	1	1	2								
U064	72-86	S	07.47		0.00	0.21 MI W SH 51	34,900	DHHF	24	1	10	90	1	1	2								
U064	72-86	X	07.55		36		34,900	BXUF				HS	NR		1	2							
U064	72-86	N	07.97		0.21	JCT SH 97	36,200	DHHF	24	1	10	91	1	1	2								
U064	72-86	S	07.97		0.00	JCT SH 97	36,200	DHHF	24	1	10	90	1	1	2								
U064	72-86	N X	08.15		139		36,200	OP-H				26	SD		1	2	22	6	6	31		2,227	
U064	72-86	S X	08.15		139		36,200	OP-H				26	SD		1	2	22	6	6	31		2,227	
U064	72-86	N	08.18	0.77		ENT SAND SPR CL W97T	47,000	DHHF	24	1	10	91	2	1	2								

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	72-86	S	08.18	0.00		ENT SAND SPR CL W97T	47,000	DHHF	24	1	10		89	2	1	2							
U064	72-86	N X	08.44	138			47,000	OP-H					39	SD	1	2	21	6	6	31		2,115	
U064	72-86	S X	08.44	138			47,000	OP-H					39	SD	1	2	21	6	6	31		2,962	
U064	72-86	N X	08.61	91			47,000	UP-H					37	SD	1	2	21	6	6	31		1,264	
U064	72-86	S X	08.61	91			47,000	OP-H					37	SD	1	2	21	6	6	31		1,264	
U064	72-86	N	08.95	SAND SPR	0.35	LEV SAND SPRINGS C/L	48,700	DHHF	36	1	10		92	1	1	2							
U064	72-86	S	08.95		0.00	LEV SAND SPRINGS C/L	48,700	DHHF	36	1	10		91	1	1	2							
U064	72-86	N X	08.95		132	LEV SAND SPRINGS C/L	48,700	OP-H					38	SD	1	2	21	8	5	31		2,167	
U064	72-86	S X	08.95		132	LEV SAND SPRINGS C/L	48,700	OP-H					34	SD	1	2	21	8	5	31		3,034	
U064	72-86	N	09.30	0.59		1.71 MIS. E. SH 97	48,800	DHHF	36	1	10		93	1	1	2							
U064	72-86	S	09.30	0.00		1.71 MIS. E. SH 97	48,800	DHHF	36	1	10		89	1	1	2							
U064	72-86	N	09.89	1.74		3.45 MIS. E. SH 97	48,700	LLOF	36	1	10		96	1	1	2							
U064	72-86	S	09.89	0.00		3.45 MIS. E. SH 97	48,700	LLOF	36	1	10		96	1	1	2							
U064	72-86	N X	10.03	163			48,700	OP-H					25	FO	1	2	21	8	6	31		3,104	
U064	72-86	S X	10.03	163			48,700	OP-H					25	FO	1	2	21	8	6	31		3,104	
U064	72-86	X	10.70	48			48,700	BXUF					HS	NR	1	2							
U064	72-86	E X	10.87	141			48,700	OP-H					34	SD	1	2	21	8	5	31		4,199	
U064	72-86	W X	10.87	141			48,700	OP-H					34	FO	1	2	21	8	5	31		4,199	
U064	72-86	X	11.00	60			48,700	BXUF					HS	NR	1	2							
U064	72-86	X	11.27	0			48,700	UPHP					AD	1	2								
U064	72-86	X	11.45	35			48,700	BXUF					HS	NR	1	2							
U064	72-86	N	11.63	0.80		ENT TULSA C/L 49TH S	48,700	LLOF	36	1	10		96	1	1	2							
U064	72-86	S	11.63	0.00		ENT TULSA C/L 49TH S	48,700	LLOF	36	1	10		96	1	1	2							
U064	72-86	N X	12.41	173			48,700	OP-H					38	AD	1	2							
U064	72-86	S X	12.41	173			48,700	OP-H					38	AD	1	2							
U064	72-86	N	12.43		2.27	QUANAH AVE AT	51,200	LLOF	36	1	10		96	1	1	2							
U064	72-86	S	12.43	0.00		QUANAH AVE AT	51,200	LLOF	36	1	10		96	1	1	2							
U064	72-86	X	12.51	56			51,200	BXUF					HS	NR	1	2							
U064	72-86	X	12.93	0			51,200	UPHP					AD	1	2								
U064	72-86	X	13.05	23			51,200	BXUF					HS	NR	1	2							
U064	72-86	N X	13.47	54			51,200	OP-H					41	AD	1	2							
U064	72-86	N X	13.95	172			51,200	OP-H					34	FO	1	2	21	8	6	31		3,148	
U064	72-86	S X	13.95	172			51,200	OP-H					34	AD	1	2							
U064	72-86	X	14.48	0			51,200	UPHP					SD	1	2	21	8	5	31			6,731	
U064	72-86	N	14.70	0.65		JCT I 244 AT	51,200	LLOF	36	1	10		96	1	1	2							
U064	72-86	S	14.70	0.00		JCT I 244 AT	51,200	LLOF	36	1	10		96	1	1	2							
U064	72-86	N X	14.73	165			51,200	OP-H					35	SD	1	2	21	8	6	31		2,917	
U064	72-86	S X	14.73	165			51,200	OP-H					35	SD	1	2	21	8	6	31		2,917	
U064	72-86	X	15.06	0			51,200	UP-H					AD	1	2								
U064	72-86	X	15.28	141			51,200	OP-H					36	SD	1	2	21	8	6	31		2,088	
U064	72-86	X	15.35	141			51,200	UP-H					AD	1	2							62,658	
S011	72-90	N	00.00		1.63	YALE AVE	22,300	LLOF	36	1	10		95	1	1	2							
S011	72-90	S	00.00		0.00	YALE AVE	22,300	LLOF	36	1	10		96	1	1	2							
S011	72-90	N X	00.00		196	YALE AVE	22,300	UP-H					AD	1	2								
S011	72-90	N X	00.37		1006		22,300	H-HR					36	FO	1	2	22	4	6	31		13,728	

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			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S011	72-90	S X 00.37		1103		22,300	H-HR				36	FO		1	2	22	4	6	31			14,594	
S011	72-90	X 01.03		0		22,300	UPHP					AD		1	2								
S011	72-90	X 01.22		33		22,300	BXUF				HS	NR		1	2								
S011	72-90	N 01.63		0.67	2.30 MILES E US 75	25,100	LLOF	24	1	10		96	1	1	2								
S011	72-90	S 01.63		0.00	2.30 MILES E US 75	25,100	LLOF	24	1	10		96	1	1	2								
S011	72-90	N X 01.68		206		25,100	OP-H				34	AD		1	2								
S011	72-90	S X 01.68		206		25,100	OP-H				34	AD		1	2								
S011	72-90	N X 02.20		250		25,100	H-HW				36	AD		1	2								
S011	72-90	S X 02.20		250		25,100	H-HW				36	AD		1	2								
S011	72-90	N 02.30		0.55	SHERIDAN RD	38,700	LLOF	24	1	10		99	1	1	2								
S011	72-90	S 02.30		0.00	SHERIDAN RD	38,700	LLOF	24	1	10		96	1	1	2								
S011	72-90	X 02.62		0		38,700	UPHP					FO		1	2	22	6	6	31			11,028	
S011	72-90	N 02.85		1.44	MEMORIAL RD	35,200	SSLF	24	1	10		95	1	1	2								
S011	72-90	S 02.85		0.00	MEMORIAL RD	35,200	SSLF	24	1	10		96	1	1	2								
S011	72-90	X 03.01		0		35,200	UP-H					SD		1	2	22	6	6	31			3,157	
S011	72-90	X 03.03		0		35,200	UPHP					SD		1	2	22	6	6	31			2,986	
S011	72-90	X 03.32		0		35,200	UPHP					SD		1	2	22	6	6	31			2,586	
S011	72-90	N X 03.91		198		35,200	OP-H				36	AD		1	2								
S011	72-90	S X 03.91		198		35,200	OP-H				36	FO		1	2	22	6	6	31			3,459	
S011	72-90	E X 04.18		139		35,200	OP-R				36	SD		1	2	22	6	6	31			3,943	
S011	72-90	W X 04.18		139		35,200	OP-R				36	AD		1	2								
S011	72-90	N 04.29		0.22	PINE STREET	28,200	SSLF	24	1	10		95	1	1	2								
S011	72-90	S 04.29		0.00	PINE STREET	28,200	SSLF	24	1	10		96	1	1	2								
S011	72-90	E X 04.44		255		28,200	OP-H				36	SD		1	2	22	6	6	31			4,846	
S011	72-90	W X 04.44		255		28,200	OP-H				36	SD		1	2	22	6	6	31			3,462	
S011	72-90	X 04.49		34		28,200	BXUF				HS	NR		1	2								
S011	72-90	N 04.51		0.39	0.55 MIS. N. I-244	27,000	SSLA	24	1	10		96	1	1	2								
S011	72-90	S 04.51		0.00	0.55 MIS. N. I-244	27,000	SSLA	24	1	10		96	1	1	2								
S011	72-90	E X 04.69		151		27,000	OP-H				35	SD		1	2	22	6	6	31			2,122	
S011	72-90	W X 04.69		147		27,000	OP-H				35	SD		1	2	22	6	6	31			3,074	
S011	72-90	N 04.90		0.55	JCT I 244	27,000	LLOA	24	1	10		94	1	1	2								
S011	72-90	S 04.90		0.00	JCT I 244	27,000	SSLA	24	1	10		95	1	1	2							68,985	
U169	72-91	E 00.00	0.16		ROGERS CO LINE	9,700	LL0V	24	1	10		100	1	1	3								
U169	72-91	W 00.00	0.00		ROGERS CO LINE	9,700	LL0V	24	1	10		100	1	1	3							0	
I444	72-92	E 00.00		0.84	S 8TH STREET	47,100	LLOF	36	1	10		95	1	1	1								
I444	72-92	W 00.00		0.00	S 8TH STREET	47,100	LLOF	36	1	10		91	1	1	1								
I444	72-92	E X 00.00		580	S 8TH STREET	47,100	OP-H				36	AD		1	1								
I444	72-92	W X 00.07		597		47,100	OP-H				36	AD		1	1								
I444	72-92	X 00.33		159		47,100	OP-H				36	AD		1	1								
I444	72-92	X 00.53		168		47,100	OP-H				34	SD		1	1	21	6	6	31			5,281	
I444	72-92	X 00.66		135		47,100	OP-H				43	SD		1	1	21	6	6	31			4,167	
I444	72-92	E 00.84		0.61	JCT US 75 NORTH	47,100	LLOF	24	1	10		91	2	1	1								
I444	72-92	W 00.84		0.00	JCT US 75 NORTH	47,100	LLOF	24	1	10		91	2	1	1								
I444	72-92	X 00.86		0		47,100	UPHP					SD		1	1	21	6	6	31			4,885	
I444	72-92	X 00.91		0		47,100	UPHP					FO		1	1	21	6	6	31			4,885	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I444	72-92	X 00.95		0		47,100	UP-O				AD		1	1									
I444	72-92	X 01.01		0		47,100	UP-R				AD		1	1									
I444	72-92	X 01.06		0		47,100	UP-H				SD		1	1	21	6	6				31	5,641	
I444	72-92	N X 01.19		0		47,100	UP-H				SD		1	1	21	6	6				31	15,977	
I444	72-92	X 01.45		0		47,100	UP-H				SD		1	1	21	6	6				31	3,394	
I444	72-92	S X 01.45		0		47,100	UP-H				SD		1	1	21	6	6				31	11,151	
																						55,381	
U075	72-93	E 00.00		0.34	0.34 MIS. N. I-244	36,700	LLOF	36	1	10	97	1	1	2									
U075	72-93	W 00.00		0.00	0.34 MIS. N. I-244	36,700	LLOF	36	1	10	97	1	1	2									
U075	72-93	X 00.05		0		36,700	UP-R				AD		1	2									
U075	72-93	X 00.06		250		36,700	OP-H				36		1	2									
U075	72-93	X 00.17		0		36,700	UP-O				AD		1	2									
U075	72-93	X 00.18		0		36,700	UPHP				FO		1	2	22	4	5				31	4,885	
U075	72-93	E 00.34		0.66	1.00 MIS. N. I-244	36,700	LLOF	36	1	10	97	1	1	2									
U075	72-93	W 00.34		0.00	1.00 MIS. N. I-244	36,700	LLOF	36	1	10	97	1	1	2									
U075	72-93	X 00.43		0		36,700	UPHP				AD		1	2									
U075	72-93	E X 00.75		323		36,700	OP-R				25		1	2									
U075	72-93	W X 00.75		323		36,700	OP-R				28		1	2									
U075	72-93	E 01.00		1.83	APACHE STREET	34,200	LLOF	24	1	10	96	1	1	2									
U075	72-93	W 01.00		0.00	APACHE STREET	34,200	LLOF	24	1	10	96	1	1	2									
U075	72-93	X 01.17		0		34,200	UPHP				SD		1	2	22	4	6				31	7,141	
U075	72-93	X 01.34		0		34,200	UPHP				FO		1	2	22	4	6				31	5,914	
U075	72-93	X 01.85		33		34,200	BXUF				HS		1	2									
U075	72-93	N X 02.61		100		34,200	OP-H				36		1	2									
U075	72-93	S X 02.61		100		34,200	OP-H				36		1	2									
U075	72-93	E X 02.81		179		34,200	OP-H				36		1	2	22	4	6				31	3,807	
U075	72-93	W X 02.81		179		34,200	OP-H				36		1	2	22	4	6				31	3,807	
U075	72-93	E 02.83		0.56	JCT SH 11 EAST	33,600	LLOF	24	1	10	95	1	1	2									
U075	72-93	W 02.83		0.00	JCT SH 11 EAST	33,600	LLOF	24	1	10	95	1	1	2									
U075	72-93	W X 03.20		220		33,600					29		1	2									
U075	72-93	S X 03.25		220		33,600	UP-H				AD		1	2									
U075	72-93	X 03.30		194		33,600	UP-H				AD		1	2									
U075	72-93	X 03.35		194		33,600	UP-H				AD		1	2									
U075	72-93	E 03.39		0.60	JCT SH 11 WEST 36TH	34,100	LLOF	24	1	10	96	1	1	2									
U075	72-93	W 03.39		0.00	JCT SH 11 WEST 36TH	34,100	LLOF	24	1	10	96	1	1	2									
U075	72-93	X 03.40		200		34,100	OP-H				36		1	2									
U075	72-93	X 03.93		0		34,100	UPHP				SD		1	2	22	6	6				31	2,938	
U075	72-93	X 03.94		0		34,100	UPHP				SD		1	2	22	6	6				31	2,938	
U075	72-93	E 03.99		0.51	0.51 MIS N. SH 11W	37,100	LLOF	24	1	10	97	1	1	2									
U075	72-93	W 03.99		0.00	0.51 MIS N. SH 11W	37,100	LLOF	24	1	10	97	1	1	2									
U075	72-93	E X 04.22		170		37,100	OP-H				36		1	2									
U075	72-93	W X 04.22		170		37,100	OP-H				36		1	2									
U075	72-93	E 04.50		0.75	FLAT ROCK CRK BRG	36,100	LLOF	24	1	10	95	1	1	2									
U075	72-93	W 04.50		0.00	FLAT ROCK CRK BRG	36,100	LLOE	24	1	10	97	1	1	2									
U075	72-93	X 04.56		22		36,100	BXUF				HS		1	2									
U075	72-93	E 05.25		0.69	LVE TULSA C/L 56TH	36,100	LLOF	24	1	10	95	1	1	2									

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

Tulsa County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	72-93	W 05.25		0.00	LEV TULSA C/L 56TH	36,100	LL0E	24	1	10		97	1	1	2								
U075	72-93	E X 05.25		200	LVE TULSA C/L 56TH	36,100	BRDG					36	AD		1	2							
U075	72-93	W X 05.25		203	LEV TULSA C/L 56TH	36,100	BRDG					35	AD		1	2							
U075	72-93	E 05.94	1.76		LEAVE TULSA U/L	32,700	HH0F	24	1	10		92	1	1	2								
U075	72-93	W 05.94	0.00		LEAVE TULSA U/L	32,700	LL0E	24	1	10		97	1	1	2								
U075	72-93	E X 05.95	100			32,700	OP-H					36	AD		1	2							
U075	72-93	W X 05.95	100			32,700	OP-H					35	AD		1	2							
U075	72-93	E X 06.35	400			32,700	BRDG					36	AD		1	2							
U075	72-93	W X 06.35	414			32,700	BRDG					26	AD		1	2							
U075	72-93	E X 06.57	475			32,700	H-HW					36	FO		1	2	02	3	1	31		5,201	
U075	72-93	W X 06.57	478			32,700	H-HW					26	FO		1	2	02	3	1	31		5,233	
U075	72-93	E X 06.82	360			32,700	BRDG					36	AD		1	2							
U075	72-93	W X 06.82	368			32,700	BRDG					36	AD		1	2							
U075	72-93	X 07.32	0			32,700	UP-H					AD		1	2								
U075	72-93	E 07.70	2.45		5.33 MIS S SH 20	25,700	HH0F	24	1	10		91	1	1	3								
U075	72-93	W 07.70	0.00		5.33 MIS S. SH 20	25,700	LL0E	24	1	10		97	1	1	3								
U075	72-93	X 08.37	0			25,700	UP-H					AD		1	3								
U075	72-93	X 09.38	0			25,700	UP-H					AD		1	3								
U075	72-93	E 10.15	0.25		96 TH STREET N.	22,800	HH0F	24	1	10		92	1	1	3								
U075	72-93	W 10.15	0.00		96 TH STREET N.	22,800	HH0E	24	1	10		94	1	1	3								
U075	72-93	E 10.40	4.46		0.62 MIS. S. SH 20	24,000	HH0F	24	1	10		92	1	1	3								
U075	72-93	W 10.40	0.00		0.62 MIS. S. SH 20	24,000	HH0E	24	1	10		92	1	1	3								
U075	72-93	X 11.70	33			24,000	BXUF					HS	NR		1	3							
U075	72-93	X 12.59	38			24,000	BXUF					HS	NR		1	3							
U075	72-93	E 14.86	0.62		JCT SH 20	21,100	HH0F	24	1	10		93	1	1	3								
U075	72-93	W 14.86	0.00		JCT SH 20	21,100	HH0E	24	1	10		93	1	1	3								
U075	72-93	E X 15.38	165			21,100	OP-H					36	AD		1	3							
U075	72-93	W X 15.38	165			21,100	OP-H					36	AD		1	3							
U075	72-93	E 15.48	4.00		WASHINGTON CO/LINE	13,400	LL0A	24	1	10		97	1	1	3								
U075	72-93	W 15.48	0.00		WASHINGTON CO/LINE	13,400	LL0A	24	1	10		97	1	1	3								
U075	72-93	X 17.77	32			13,400	BXUF					HS	NR		1	3						41,864	
I444	72-94	N 00.00		0.72	DENVER AVE	45,300	LL0F	36	1	10		90	1	1	1								
I444	72-94	S 00.00		0.00	DENVER AVE	45,300	LL0F	36	1	10		90	1	1	1								
I444	72-94	X 00.13		170		45,300	OP-H					36	FO		1	1	21	6	6	31		2,894	
I444	72-94	X 00.18		520		45,300	OP-H					36	FO		1	1	21	6	6	31		6,262	
I444	72-94	X 00.36		0		45,300	UP-O					AD		1	1								
I444	72-94	X 00.46		136		45,300	OP-H					30	AD		1	1							
I444	72-94	X 00.63		0		45,300	UPHP					SD		1	1	21	6	6	31			7,599	
I444	72-94	N 00.72		0.60	JCT I444 SH 51 GORE	63,200	LL0F	36	1	10		90	2	1	1								
I444	72-94	S 00.72		0.00	JCT I444 SH 51 GORE	63,200	LL0F	36	1	10		90	2	1	1								
I444	72-94	X 00.72		0	JCT I444 SH 51 GORE	63,200	UPHP					AD		1	1								
I444	72-94	X 00.95		0		63,200	UP-O					AD		1	1								
I444	72-94	X 00.96		0		63,200	UPHP					AD		1	1								
I444	72-94	X 01.02		0		63,200	UPHP					FO		1	1	21	6	6	31			4,912	
I444	72-94	X 01.09		0		63,200	UPHP					SD		1	1	21	6	6	31			5,034	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

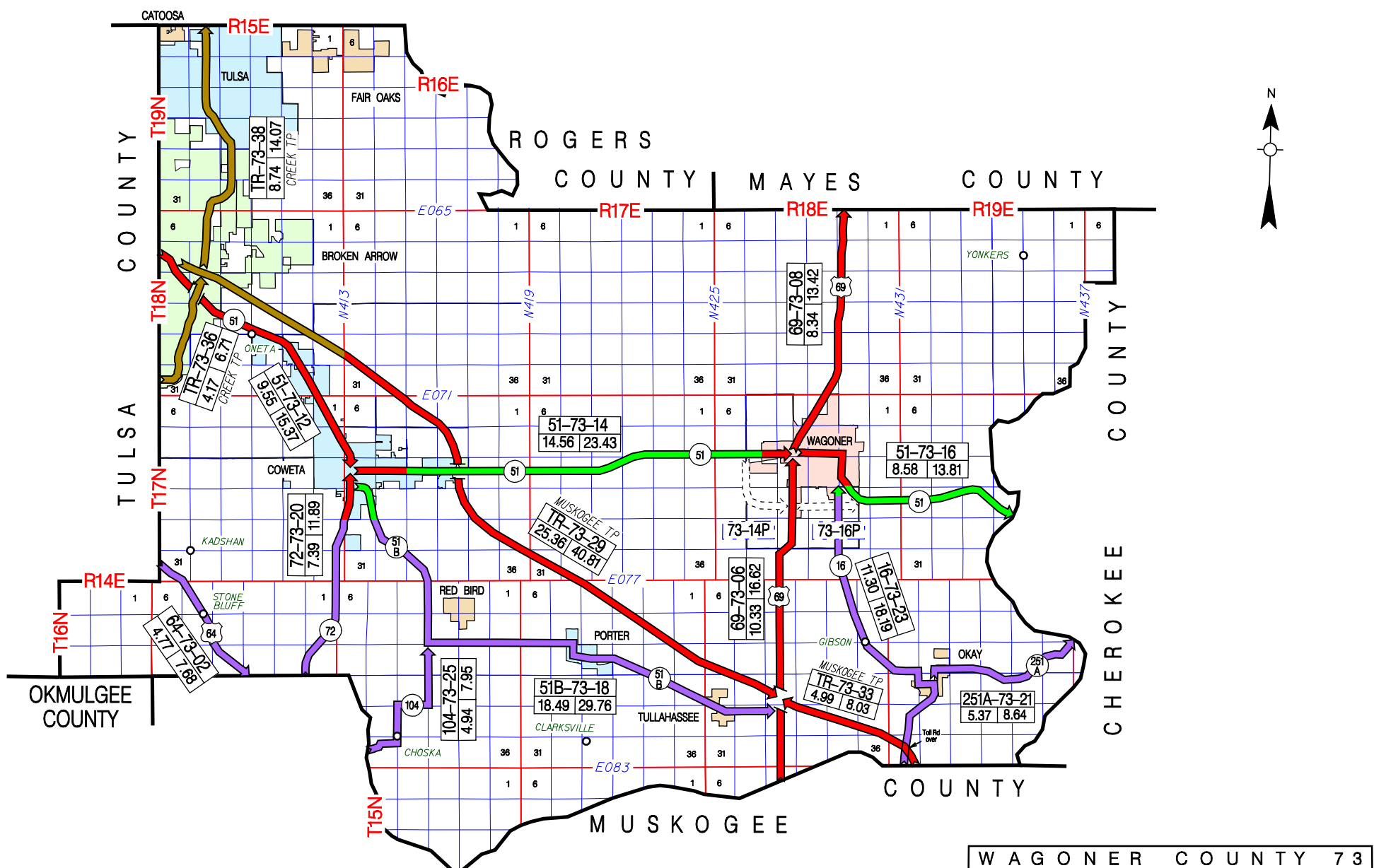
Tulsa County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I444	72-94	X 01.16		0		63,200	UP-O				AD		1	1									
I444	72-94	X 01.23		0		63,200	UPHP				SD		1	1	21	6	6		31		5,699		
I444	72-94	X 01.32		0		63,200	UP-H				AD		1	1								32,400	
S011	72-95	00.00		1.42	0.28 MILE W US 75	12,100	IIHA	24	3	3	70	3	0	4									
S011	72-95	X 00.20		45		12,100	BRDG				17	FO	0	4	04	4	2		31		2,783		
S011	72-95	N 01.42		0.28	JCT US 75	12,100	LL0A	26	4		94	1	0	4									
S011	72-95	S 01.42		0.00	JCT US 75	12,100	LL0A	26	4		94	1	0	4									
S011	72-95	X 01.70		45		12,100	UPHP				FO		0	4	04	4	2		31		6,045		
S011	72-95	N X 01.70		194		12,100	BRDG				29	AD	0	4									
S011	72-95	S X 01.70		194		12,100	BRDG				29	AD	0	4								8,828	
S151	72-97	00.00	2.30		JCT US 64	7,300	LL0H	24	1	10	86	1	0	4									
S151	72-97	X 00.00	261		JCT US 64	7,300	OP-H				23	SD	0	4	29	4	1		31		4,384		
S151	72-97	X 00.24	186			7,300	OP-R				29	SD	0	4	29	4	4		31		4,115		
S151	72-97	X 01.48	864			7,300	BRDG				24	AD	0	4									
S151	72-97	X 02.28	0			7,300	UP-H				SD		0	4	29	4	6		31		1,361		
S151	72-97	X 02.29	0			7,300	UP-H				SD		0	4	29	4	6		31		1,361	11,221	
County Total			76.18	131.17	207.30																425,123	930,854	1,355,977

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- WAGONER COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7302	US 64	4.77	TULSA COUNTY LINE	SOUTHEASTERLY	MUSKOGEE COUNTY LINE	
7306	US 69	10.33	MUSKOGEE COUNTY LINE (N. END BR.)	NORTHERLY	JCT. SH 51 IN WAGONER	
7308	US 69	8.34	JCT. SH 51 IN WAGONER	NORTHERLY	MAYES COUNTY LINE	
7312	SH 51	9.55	TULSA COUNTY LINE	SOUTHEASTERLY	JCT. SH 72 IN COWETA	
7314	SH 51	14.56	JCT. SH 72 IN COWETA	EASTERLY	JCT. US 69(DEWEY AVE)IN WAGONER	
7314P	P & S	0.00	JCT SH 51 W. OF WAGONER	SOUTHEASTERLY	JCT US 69 S. OF WAGONER	
7316	SH 51	8.58	JCT. US 69(DEWEY AVE)IN WAGONER	EASTERLY	CHEROKEE COUNTY LINE (W. END BR.)	
7316P	P & S	0.00	JCT US 69 S. OF WAGONER	EASTERLY	JCT SH 51 E. OF WAGONER	
7318	SH 51B	18.49	JCT. SH 72(BROADWAY & SOUTH ST)IN COWETA	SOUTH & EASTERLY	JCT. US 69, S. OF WAGONER	
7320	SH 72	7.39	MUSKOGEE COUNTY LINE	NORTHERLY	JCT. SH 51 IN COWETA	
7321	SH 251A	5.37	JCT. SH 16 ("C" AVE) IN OKAY	EASTERLY	CHEROKEE COUNTY LINE	
7323	SH 16	11.30	MUSKOGEE COUNTY LINE	NORTHERLY	JCT. SH 51(MCQUARRY AVE) IN WAGONER	
7325	SH 104	4.94	MUSKOGEE COUNTY LINE (E. END BR.)	NORTHERLY	JCT. SH51B, W. OF PORTER	
7329	TOLL RD	25.36	JCT. SH 51 NW OF COWETA	SOUTHEASTERLY	JCT. US 69 (E. SIDE STR.)	MUSKOGEE T.P.
7333	TOLL RD	4.99	MUSKOGEE COUNTY LINE	NORTHWESTERLY	JCT. US 69 (E. SIDE STR.)	MUSKOGEE T.P.
7336	TOLL RD	4.17	TULSA COUNTY LINE	NORTHERLY	JCT MUSKOGEE TURNPIKE (S. SIDE STR)	CREEK T.P. (CONSTRUCTION 2002)
7338	TOLL RD	8.74	JCT MUSKOGEE TURNPIKE (S. SIDE STR)	NORTHERLY	JCT US 412 (S. SIDE STR)	CREEK T.P. (CONSTRUCTION 2002)

146.88 TOTAL COUNTY MILEAGE



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Planning and Research Division - Sufficiency Rating Report

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Commissioner District 1

Wagoner County

Highway Number	Control Section Number	Roadway or Bridge (X) Beginning Miles	Subsection		Endpoint	Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
			Length (Rdy: Miles) (Brg: Feet)				Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total	
			Rural	Municipal																				
U069	73-08	W X 00.73		159		13,600	OP-R				30	AD	1	3										
U069	73-08	E 01.11	5.07		6.18 MIS. N. SH 51	13,500	IELH	24	1	10		80	1	1	3									
U069	73-08	W 01.11	0.00			13,500	LLOF	24	1	10		86	1	1	3									
U069	73-08	E X 01.56	275			13,500	OP-R				20	FO	1	3	02	4	4			31		2,459		
U069	73-08	W X 01.56	240			13,500	OP-R				36	AD	1	3										
U069	73-08	E X 06.10	195			13,500	BRDG				33	AD	1	3										
U069	73-08	W X 06.10	180			13,500	BRDG				49	AD	1	3										
U069	73-08	E 06.18	0.76		6.94 MIS N SH 51	11,900	LLOF	24	1	10		83	1	1	3									
U069	73-08	W 06.18	0.00		6.94 MIS N SH 51	11,900	LLOF	24	1	10		89	1	1	3									
U069	73-08	E 06.94	0.00		MAYES CO LINE	10,800	LLOF	24	1	10		89	1	1	3									
U069	73-08	W 06.94	1.40			10,800	IILH	24	1	10		82	1	1	3									
U069	73-08	X 07.10	23			10,800	BXBR				HS	AD	1	3									5,135	
S051	73-12	N 00.00	BROKEN A	0.36	JCT MUSKOGEE TURNPIK	21,600	IILF	24	1	10		82	1	1	3									
S051	73-12	S 00.00		0.00	JCT MUSKOGEE TURNPIK	21,600	IILF	24	1	10		78	1	1	3									
S051	73-12	N 00.36		0.40	0.10 MIS. N. S81ST	20,900	LLOF	24	1	10		79	1	0	3									
S051	73-12	S 00.36		0.00	0.10 MIS. N. S81ST	20,900	LLOF	24	1	10		75	1	0	3									
S051	73-12	X 00.40		206		20,900	OP-H				25	AD	0	3										
S051	73-12	N 00.76		0.22	0.12 MIS. S. S81ST	20,400	LLOE	24	1	10		93	1	0	3									
S051	73-12	S 00.76		0.00	0.12 MIS. S. S81ST	20,400	LLOE	24	1	10		90	1	0	3									
S051	73-12	00.98		0.12	END P.C. CONCRETE	20,300	LLOE	48	1	10		91	1	0	3									
S051	73-12	01.10		0.64	JCT CREEK T.P.	20,300	IIIE	48	1	10		75	1	0	3									
S051	73-12	01.74		0.50	S. 91ST STREET	20,300	IIIE	48	1	10		75	1	0	3									
S051	73-12	X 01.75		206		20,300	UP-H					AD	0	3										
S051	73-12	02.24		0.66	LEV BROKEN ARROW C/L	20,300	IIIE	48	1	10		75	1	0	3									
S051	73-12	02.90	1.36		ENTER COWETA C/L	19,700	IIIE	48	1	10		75	1	0	3									
S051	73-12	04.26	COWETA	1.74	111TH STREET	18,800	IIIE	48	1	10		75	1	0	3									
S051	73-12	06.00		3.27	0.28 MIS N. SH 72	18,500	IIIE	48	1	10		75	1	0	3									
S051	73-12	X 07.53		39		18,500	BXUF				HS	NR	0	3										
S051	73-12	X 08.42		23		18,500	BXBR				HS	AD	0	3										
S051	73-12	09.27		0.28	JCT SH 72	17,900	IIIE	48	1	10		79	1	0	3									0
S051	73-14	00.00		0.90	S. 305TH E. AVE	8,800	IIIE	48	1	6		83	1	0	3									
S051	73-14	X 00.02		25		8,800	BXBR				HS	AD	0	3										
S051	73-14	00.90		0.27	1.17 MIS. E. SH 72	8,100	II0E	48	1	8		87	1	0	3									
S051	73-14	01.17		0.71	LEAVE COWETA U/L	8,100	II0E	48	1	8		89	1	0	3									
S051	73-14	01.88		1.32	LEAVE COWETA C/L	8,300	II0E	48	1	8		98	1	0	4									
S051	73-14	X 02.26		26		8,300	BXBR				HS	AD	0	4										
S051	73-14	03.20	0.12		0.22 MIS. W. MUSK TP	8,300	II0E	48	1	8		96	1	0	4									
S051	73-14	X 03.26	23			8,300	BXBR				HS	AD	0	4										
S051	73-14	03.32	0.22		JCT MUSKOGEE TURNPIK	8,300	LLOE	48	1	8		99	1	0	4									
S051	73-14	03.54	0.16		ENTER COWETA C/L	8,100	LLOE	48	1	8		99	1	0	4									
S051	73-14	X 03.54	216		ENTER COWETA C/L	8,100	OP-H				37	AD	0	4										
S051	73-14	03.70		0.19	LEAVE COWETA C/L	8,900	II0E	48	1	8		96	1	0	4									
S051	73-14	N 03.89	1.94		2.29 MIS E. MUSK T.P	8,600	II0E	24	1	8		97	1	0	4									
S051	73-14	S 03.89	0.00		2.29 MIS E. MUSK T.P	8,600	II0E	24	1	8		97	1	0	4									
S051	73-14	X 04.08	32			8,600	BXBR				HS	AD	0	4										

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Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S051	73-14	X 04.62	23		8,600	BXBR			HS	AD		0	4										
S051	73-14	N X 05.35	164		8,600	BRDG			44	AD		0	4										
S051	73-14	S X 05.35	164		8,600	BRDG			44	AD		0	4										
S051	73-14	N 05.83	1.89		8,600	II0E	24	1	10	91	1	0	4										
S051	73-14	S 05.83	0.00		8,600	IIIE	24	1	10	90	1	0	4										
S051	73-14	N X 06.30	601		8,600	BRDG			29	AD		0	4										
S051	73-14	S X 06.30	601		8,600	BRDG			29	AD		0	4										
S051	73-14	N X 06.89	151		8,600	BRDG			29	AD		0	4										
S051	73-14	S X 06.89	151		8,600	BRDG			29	AD		0	4										
S051	73-14	N X 07.14	851		8,600	BRDG			29	AD		0	4										
S051	73-14	S X 07.14	851		8,600	BRDG			29	AD		0	4										
S051	73-14	N 07.72	0.00		8,600	II0E	24	1	8	96	1	0	4										
S051	73-14	S 07.72	0.20		8,600	IIIE	24	1	10	91	1	0	4										
S051	73-14	N 07.92	0.00		8,600	II0E	24	1	8	97	1	0	4										
S051	73-14	S 07.92	0.46		8,600	IIDB	24	1	4	78	1	0	4										
S051	73-14	N 08.38	0.00		8,700	II0E	24	1	8	97	1	0	4										
S051	73-14	S 08.38	0.95		8,700	IHHE	24	1	10	84	1	0	4										
S051	73-14	N X 08.83	805		8,700	BRDG			28	AD		0	4										
S051	73-14	S X 08.83	788		8,700	BRDG			25	FO		0	4	04	4	1		31			9,734		
S051	73-14	N 09.33	0.00		8,700	II0E	24	1	8	96	1	0	4										
S051	73-14	S 09.33	3.71		8,700	IIDB	24	1	4	74	1	0	4										
S051	73-14	X 10.78	48		8,700	BXBR			HS	AD		0	4										
S051	73-14	N X 11.59	176		8,700	BRDG			29	AD		0	4										
S051	73-14	S X 11.59	153		8,700	BRDG			HS	SD		0	4	04	4	1		31			1,810		
S051	73-14	13.04	0.47		9,800	II0E	48	1	6	92	1	0	4										
S051	73-14	13.51	WAGONER	0.50	9,900	II0E	48	1	6	95	1	0	3										
S051	73-14	14.01	0.14		10,700	II0E	48	1	6	96	1	0	3										
S051	73-14	14.15		0.34	10,700	II0E	48	1	6	93	1	0	3										
S051	73-14	X 14.17		52	10,700	BXBR			HS	AD		0	3										
S051	73-14	14.49		0.07	11,700	II0E	48	1	6	95	1	0	3									11,544	
S051	73-16	00.00		0.11	15,200	LLOF	52	4		90	1	0	3										
S051	73-16	00.11		0.30	15,200	IHLH	50	4		74	1	0	3										
S051	73-16	00.41		0.40	11,800	IHLH	43	4		70	1	0	3										
S051	73-16	00.81		0.12	12,500	IHLH	46	4		75	1	0	3										
S051	73-16	00.93		0.35	12,000	IHLH	70	4		74	1	0	3										
S051	73-16	01.28		1.19	5,400	IHLH	44	4		72	1	0	3										
S051	73-16	02.47		0.15	5,000	IHDB	24	1	4	70	1	0	3										
S051	73-16	02.62	1.17		4,800	IIDB	24	1	4	68	1	0	4	05	2	0	4	01			1,693		
S051	73-16	03.79	4.05		4,800	IHDB	24	1	4	69	1	0	4	05	2	0	4	01			5,851		
S051	73-16	07.84	0.74		3,600	IHDB	24	1	8	74	1	0	4	05	2	0	4	03			2,307	9,851	
S051B	73-18	00.00	COWETA	0.30	4,100	DIHE	24	1	4	77	1	0	4										
S051B	73-18	00.30		0.62	3,800	DHDE	24	1	4	68	1	0	4	05	2	0	1	02			1,043		
S051B	73-18	00.92	0.52		1,800	DHDE	24	1	4	70	1	0	4										
S051B	73-18	01.44	4.81		1,900	DHDE	24	1	4	71	1	0	5										
S051B	73-18	06.25	3.59		1,800	DHDE	24	1	4	78	1	0	5										

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S051B	73-18	X 06.75	23			1,800	BXBR			HS	AD	0	5										
S051B	73-18	09.84	0.39		3.98 MIS. E. SH 104	1,800	DHDE	24	1	4	79	1	0	5									
S051B	73-18	10.23	0.50		ENT PORTER C/L W. 8T	1,800	DIDE	24	1	4	69	1	0	5	30	2	0	6	08		1,823		
S051B	73-18	10.73		0.59	CRESTHAVEN AVE	1,800	DIDE	24	1	4	64	1	0	5	30	2	0	6	08		2,158		
S051B	73-18	11.32		0.07	BELLAIRE AVE	1,900	DIDE	71	4		82	1	0	5									
S051B	73-18	11.39		0.38	6.72 MIS. W. US 69	1,900	DIDE	24	3	4	64	1	0	5	30	2	0	6	08		1,388		
S051B	73-18	11.77		0.38	LEAVE PORTER C/L	1,900	DHDE	24	6	5	80	1	0	5									
S051B	73-18	12.15	3.78		ENT TULLAHASSEE C/L	2,000	DHDE	24	6	5	75	1	0	5									
S051B	73-18	15.93	TULLAHAS	0.17	LEV TULLAHASSEE C/L	2,300	DHDE	24	6	5	79	1	0	5									
S051B	73-18	16.10	0.12		ENT TULLAHASSEE CL T	2,300	DHDE	24	6	5	79	1	0	5									
S051B	73-18	16.22		0.25	L TULLAHASSEE LINCOL	2,300	DHDE	24	1	4	77	1	0	5									
S051B	73-18	16.47	2.02		END JCT US 69	1,900	DHDE	24	1	4	80	1	0	5								6,412	
S072	73-20	00.00	2.19		2.15 N MUSKOGEE CO	3,100	DIDB	24	1	8	85	1	0	5									
S072	73-20	X 01.26	39			3,100	BXBR				HS	AD	0	5									
S072	73-20	X 01.74	252			3,100	BRDG			27	SD	0	5	08	2	1		31			2,273		
S072	73-20	02.19	1.73		2.58 S SH 51B	3,200	DIHL	22	3	2	70	1	0	5									
S072	73-20	03.92	1.51		ENTER COWETA UC/L	3,200	DIIB	24	1	8	79	1	0	5									
S072	73-20	X 04.52	1702			3,200	BRDG			36	AD	0	5										
S072	73-20	05.43	COWETA	1.13	JCT SH 51B	4,600	LL0E	52	4		100	1	0	3									
S072	73-20	X 06.00		312		4,600	BRDG			44	FO	0	3	29	2	2		31			4,089		
S072	73-20	06.56		0.30	PECAN ST	4,600	LL0E	52	4		97	1	0	3									
S072	73-20	06.86		0.24	TC	4,200	IICA	68	4		76	1	0	3									
S072	73-20	07.10		0.29	JCT SH 51	7,900	IILA	22	3	4	50	1	0	3	29	2	0	6	08		1,509		
S072	73-20	X 07.32		0		7,900	UP-R				AD	0	3	29	4	3		31			1,095		
S072	73-20	X 07.33		25		7,900	BXBR				HS	FO	0	3	29	4	2	50				8,966	
S251A	73-21	00.00	OKAY	0.87	SEQOUYAH STATE PK RD	3,000	DHHE	24	3	6	59	1	0	5	08	2	0	2	02		1,382		
S251A	73-21	00.87	4.50		CHEROKEE CO LINE	1,900	DHHE	24	3	4	59	1	0	5	09	2	0	2	02		4,634		
S251A	73-21	X 05.00	1490			1,900	BRDG			12	AD	0	5									6,016	
S016	73-23	00.00	1.30		1.3 N MUSKOGEE CO	4,900	IIOE	24	1	8	83	1	0	5									
S016	73-23	X 00.45	561			4,900	UPHR				AD	0	5										
S016	73-23	01.30	1.49		ENTER OKAY C/L F ST	4,800	IHHL	24	1	8	81	1	0	5									
S016	73-23	X 01.84	921			4,800	BRDG			35	AD	0	5										
S016	73-23	X 02.67	23			4,800	BXBR			HS	AD	0	5										
S016	73-23	02.79		0.19	JCT SH 251A TC OKAY	5,500	IHHL	24	1	8	86	1	0	5									
S016	73-23	02.98		0.22	2ND STREET	5,800	IHDE	24	3	6	58	1	0	5	30	2	0	6	08		997		
S016	73-23	03.20		0.20	5TH STREET	4,700	IHDE	24	1	6	59	1	0	5	30	2	0	6	08		866		
S016	73-23	03.40		0.25	LEAVE OKAY C/L	3,500	IHHL	22	3	3	54	1	0	5	30	2	0	6	08		896		
S016	73-23	03.65	0.74		6.92 MIS S. SH 51	2,400	IHHL	22	3	3	56	1	0	5	08	2	0	2	02		1,284		
S016	73-23	04.39	0.71		6.22 MIS S. SH 51	2,200	TV0E	24	1	8	71	1	0	5									
S016	73-23	X 04.58	90			2,200	BRDG			39	AD	0	5										
S016	73-23	X 04.76	0			2,200	UP-R				AD	0	5										
S016	73-23	05.10	2.05		3.32 MIS S. SH 51	2,400	IHHL	22	3	3	65	1	0	5	08	2	0	2	02		3,576		
S016	73-23	07.15	3.99		ENTER WAGONER UC/L	3,300	IHHL	24	6	4	69	1	0	5	08	2	0	2	02		6,981		
S016	73-23	X 07.27	23			3,300	BRDG			20	FO	0	5	08	2	2		31			1,120		
S016	73-23	11.14	WAGONER	0.16	JCT SH 51	3,500	IHHL	24	3	3	67	1	0	4	08	2	0	2	02		281	16,001	

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S104	73-25	00.00	0.96		770	IIDE	24	3	3		59	1	0	5	13	2	0	3	02	1,002			
S104	73-25	00.96	3.98		650	IIIE	24	3	4		79	1	0	5									1,002
County Total			80.18	23.44																	50,251	26,978	77,229

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- WASHINGTON COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7402	US 60	6.98	JCT. US 75 (WASHINGTON BLVD)IN BARTLESVILLE	EASTERLY	NOWATA COUNTY LINE	
7408	US 75	19.17	JCT. US 60 IN BARTLESVILLE	NORTHERLY	KANSAS STATE LINE	
7410	SH 11	1.25	OSAGE COUNTY LINE	SOUTHERLY	TULSA COUNTY LINE	
7413	SH 123	4.89	JCT US 60 (WESTERN & 2ND) BARTLESVILLE	NORTHEASTERLY	JCT. US 75(OSAGE ST & DURHAM AVE)IN DEWEY	
7420	SH 10	7.96	JCT. US 75 S. OF COPAN	WEST & NORTHERLY	OSAGE COUNTY LINE	
7421	US 75	21.12	TULSA COUNTY LINE	NORTHERLY	JCT. US 60 IN BARTLESVILLE	
7422	US 60	3.74	JCT SH 123 (WESTERN & ADAMS) BARTLESVILLE	EASTERLY	JCT. US 75 (WASHINGTON BLVD) E. END BRIDGE.	REINVENTORIED 2005 (3.77 MI. BEFORE)
7424	SH 10	6.41	NOWATA COUNTY LINE	WESTERLY	JCT. US 75 N.E. EDGE OF COPAN	

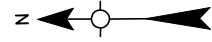
71.52 TOTAL COUNTY MILEAGE

STATE OF KANSAS

R12E

R13E

R14E



COUNTY

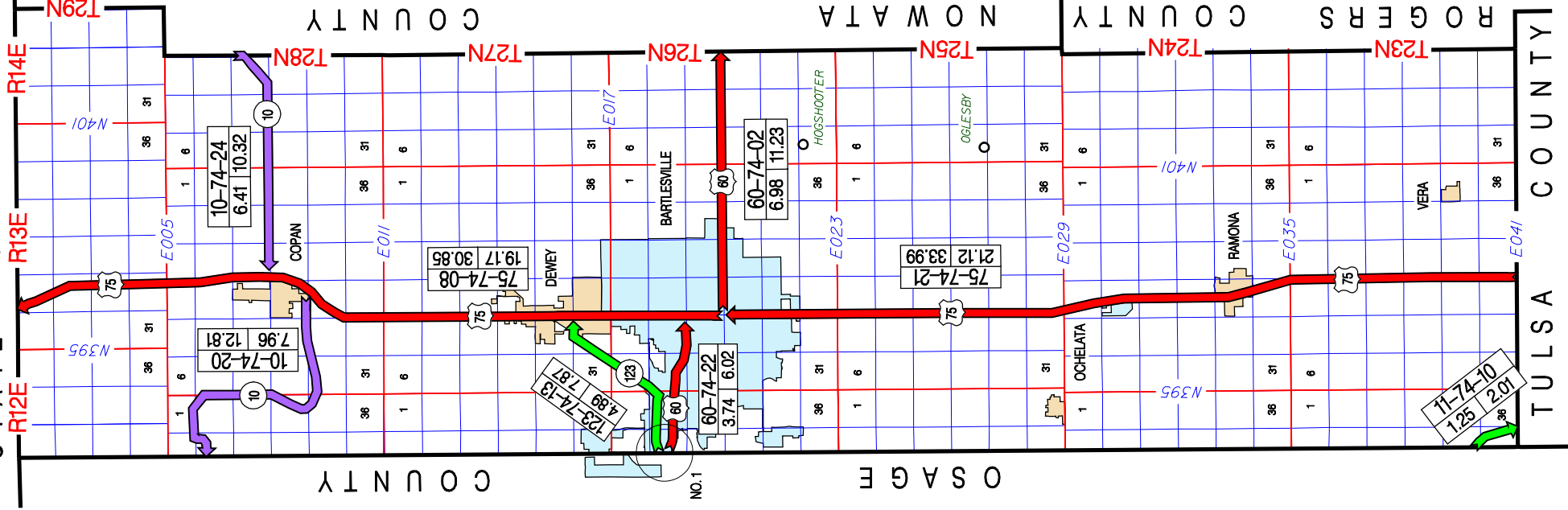
COUNTY

COUNTY

COUNTY

COUNTY

TULSA COUNTY



INSET NO.1

123-74-13
4.89 7.87

60-57-06
23.40 37.66

123-57-22
17.63 28.37

60-74-22
3.74 6.02

INSET NO.1

WASHINGTON COUNTY 74

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U060	74-02	00.00		0.24	SWAN DRIVE	13,900	IHHF	50	4		94	1	1	3									
U060	74-02	00.24		0.74	MADISON BLVD	10,300	IILA	48	3	2	69	1	1	3	27	2	0	6	08		4,613		
U060	74-02	00.98		0.38	MANOR DRIVE	10,300	IILA	48	3	2	63	1	1	3	27	2	0	6	08		2,373		
U060	74-02	01.36		0.14	1.50 MIS E US 75	10,300	II0E	52	4		93	1	1	3									
U060	74-02	01.50		0.50	BISON ROAD	5,600	II0E	52	4		91	1	1	3									
U060	74-02	02.00		0.50	LVE BARTLESVILLE C/L	5,600	II0E	48	1	8	97	1	1	3									
U060	74-02	02.50	0.50		LEV BARTLESVILLE U/L	5,300	IHLA	22	3	3	58	1	1	3	03	2	0	2	02		978		
U060	74-02	03.00	3.98		NOWATA CO LINE	5,000	IHLA	22	3	3	58	2	1	3	03	2	0	2	02		7,756		
U060	74-02	X 04.76		23		5,000	BXUF				HS	NR		1	3								
U060	74-02	X 06.23		152		5,000	BRDG				36	SD		1	3	03	2	1		31		3,134	18,854
U075	74-08	00.00		0.83	0.83 MI N US 60 EAST	21,500	IHHF	48	4		96	1	1	3									
U075	74-08	E 00.83		0.17	JCT US 60 WEST	24,600	IHHH	24	4		97	2	1	3									
U075	74-08	W 00.83		0.00	JCT US 60 WEST	24,600	IHHH	24	4		96	2	1	3									
U075	74-08	E 01.00		0.48	0.48 MI N US 60 WEST	24,600	IHHH	24	4		89	2	1	3									
U075	74-08	W 01.00		0.00	0.48 MI N US 60 WEST	24,600	IHHH	24	4		88	2	1	3									
U075	74-08	X 01.00		0	0.48 MI N US 60 WEST	24,600	UP-H				AD		1	3									
U075	74-08	X 01.34		106		24,600	BRDG				27	SD		1	3	25	4	1		31		3,922	
U075	74-08	E 01.48		0.14	0.52 MI N US 60 WEST	19,800	LLOH	24	4		81	1	1	3									
U075	74-08	W 01.48		0.00	0.52 MI N US 60 WEST	19,800	LLOH	24	4		81	1	1	3									
U075	74-08	E 01.62		0.51	1.13 MIS N US 60 WES	17,100	LLOH	24	4		89	1	1	3									
U075	74-08	W 01.62		0.00	1.13 MIS N US 60 WES	17,100	LLOH	24	4		87	1	1	3									
U075	74-08	02.13		0.50	2.63 MIS N. US 60E	15,800	IHHE	48	4		82	1	1	3									
U075	74-08	02.63		0.37	LEV BARTLESVILLE C/L	16,600	IHHE	48	4		84	1	1	3									
U075	74-08	03.00	0.25		ENTER DEWEY C/L	14,400	IHHE	48	4		84	1	1	3									
U075	74-08	03.25	DEWEY	0.52	END OF COON CRK BRG	14,300	IHHE	48	4		86	1	1	3									
U075	74-08	X 03.72		210		14,300	BRDG				36	AD		1	3								
U075	74-08	03.77		0.23	JCT SH 123	14,300	IHHE	48	4		87	1	1	3									
U075	74-08	04.00		0.05	0.05 MIS. N. SH 123	14,300	IIHE	48	4		87	1	1	3									
U075	74-08	04.05		0.18	0.23 MIS. N. SH 123	14,300	IIHE	48	4		87	1	1	3									
U075	74-08	04.23		0.29	2ND STREET	14,800	IIHE	48	4		86	1	1	3									
U075	74-08	04.52		0.34	0.86 MI N SH 123 TC	14,800	LLOE	52	4		96	1	1	3									
U075	74-08	04.86		0.09	DON TYLER STREET	13,800	LLOE	52	4		96	1	1	3									
U075	74-08	04.95		0.43	14TH STREET	13,700	LLOE	52	4		98	1	1	3									
U075	74-08	05.38		0.19	LEAVE DEWEY C/L	11,200	LLOE	52	4		98	1	1	3									
U075	74-08	05.57	0.45		LEV BARTLESVILLE U/L	11,200	LLOE	52	4		96	1	1	3									
U075	74-08	06.02	0.21		LEAVE 1990 U/L	11,200	LLOE	48	1	8	92	1	1	3									
U075	74-08	06.23	1.03		4.01 MIS S SH 10W	10,900	LLOE	48	1	8	92	1	1	3									
U075	74-08	E 07.26	0.23		3.78 MIS S SH 10W	10,900	LLOV	24	1	10	100	1	1	3									
U075	74-08	W 07.26	0.00		3.78 MIS S SH 10W	10,900	LLOV	24	1	10	100	1	1	3									
U075	74-08	E 07.49	2.07		1.71 MIS S SH 10W	10,900	IHLA	24	1	10	94	1	1	3									
U075	74-08	W 07.49	0.00		1.71 MIS S SH 10W	10,900	LLOV	24	1	10	100	1	1	3									
U075	74-08	X 07.51		48		10,900	BXUF				HS	NR		1	3								
U075	74-08	E 09.56	0.22		1.49 MIS S. SH 10W	10,700	IHHF	24	1	10	89	1	1	3									
U075	74-08	W 09.56	0.00		1.49 MIS S. SH 10W	10,700	LLOV	24	1	10	94	1	1	3									
U075	74-08	E 09.78	1.49		JCT SH 10 WEST	9,000	IHHF	24	1	10	94	1	1	3									

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Commissioner District 8

Washington County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	74-21	W	06.05	1.02		ENTER RAMONA C/L	LL0E	24	1	10		97	1	1	3								
U075	74-21	E	07.07	RAMONA	0.00	7.30 MI N TULSA CO T	LLLQ	24	1	10		97	1	1	3								
U075	74-21	W	07.07		0.23	7.30 MI N TULSA CO/L	LL0E	24	1	10		97	1	1	3								
U075	74-21	E	07.30		0.00	WYANSOTTE AVE	LLLQ	24	1	10		97	1	1	3								
U075	74-21	W	07.30		0.28	WYANDOTTE AVE	LL0E	24	1	10		97	1	1	3								
U075	74-21	X	07.32		53		BXUF				HS	NR		1	3								
U075	74-21	E	07.58		0.49	LEAVE ROMONA C/L	LL0E	24	1	10		99	1	1	3								
U075	74-21	W	07.58		0.00	LEAVE ROMONA C/L	LL0E	24	1	10		99	1	1	3								
U075	74-21	E X	07.61		145		BRDG				36	AD		1	3								
U075	74-21	W X	07.61		145		BRDG				32	AD		1	3								
U075	74-21	E X	07.80		151		OP-R				29	AD		1	3								
U075	74-21	W X	07.80		151		OP-R				29	AD		1	3								
U075	74-21	E	08.07	0.00		9.00 MIS N TULSA CO/	LLLQ	24	1	10		99	1	1	3								
U075	74-21	W	08.07	0.93		12.12 MIS S. US 60	LL0E	24	1	10		99	1	1	3								
U075	74-21	E	09.00	0.38		9.38 MIS N TULSA CO/	LL0E	24	1	10		99	1	1	3								
U075	74-21	W	09.00	0.00		9.38 MIS N TULSA CO/	LL0E	24	1	10		99	1	1	3								
U075	74-21	E X	09.08	120			BRDG				29	AD		1	3								
U075	74-21	W X	09.08	120			BRDG				29	AD		1	3								
U075	74-21	E	09.38	0.00		10.12 MIS S. US 60	LLLQ	24	1	10		99	1	1	3								
U075	74-21	W	09.38	1.62		10.12 MIS S. US 60	LL0E	24	1	10		99	1	1	3								
U075	74-21	E	11.00	0.00		11.49 MIS N TULSA LN	LLLQ	24	1	10		99	1	1	3								
U075	74-21	W	11.00	0.49		9.63 MIS S. US 60	LL0E	24	1	10		99	1	1	3								
U075	74-21	X	11.00	532		9.63 MIS S. US 60	UPHP					AD		1	3								
U075	74-21	E	11.49	0.15		9.48 MIS S. US 60	LL0E	24	1	10		99	1	1	3								
U075	74-21	W	11.49	0.00		9.48 MIS S. US 60	LL0E	24	1	10		99	1	1	3								
U075	74-21	E	11.64	0.00		15.24 MIS N TULSA LN	LLLQ	24	1	10		99	1	1	3								
U075	74-21	W	11.64	3.60		5.88 MIS S. US 60	LL0E	24	1	10		99	1	1	3								
U075	74-21	E X	14.92	532			BRDG				36	AD		1	3								
U075	74-21	W X	14.92	542			BRDG				36	AD		1	3								
U075	74-21	E	15.24	1.88		4.00 MIS S OF US 60	IHLH	24	1	10		92	1	1	3								
U075	74-21	W	15.24	0.00		4.00 MIS S OF US 60	IHLH	24	1	10		92	1	1	3								
U075	74-21	E X	15.50	150			BRDG				34	AD		1	3								
U075	74-21	W X	15.50	150			BRDG				34	AD		1	3								
U075	74-21	E X	15.93	180			H-HW				36	AD		1	3								
U075	74-21	W X	15.93	180			H-HW				36	AD		1	3								
U075	74-21		17.12	0.23		3.77 MIS S OF US 60	IHHF	48	1	8		82	1	1	3								
U075	74-21		17.35	0.77		ENT BARTLESVILLE U/L	IHHF	52	4			79	1	1	3								
U075	74-21		18.12	0.59		2.41 MIS S OF US 60	IHHF	52	4			79	1	1	3								
U075	74-21		18.71	0.41		RICE CREEK RD	IHHF	52	4			79	1	1	3								
U075	74-21		19.12		0.25	LEV BARTLESVILLE C/L	IHHF	48	4			89	1	1	3								
U075	74-21		19.37	0.25		ENT BARTLESVILLE C/L	IHHF	48	4			89	1	1	3								
U075	74-21	X	19.53	42			BXUF				HS	NR		1	3								
U075	74-21		19.62		0.25	1.25 MIS S. US 60	IHHF	48	4			90	1	1	3								
U075	74-21		19.87		0.25	1.00 MI S OF US 60	IHHF	48	4			90	1	1	3								
U075	74-21		20.12		0.60	0.40 MI S US 60	IHHF	48	4			90	1	1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 8

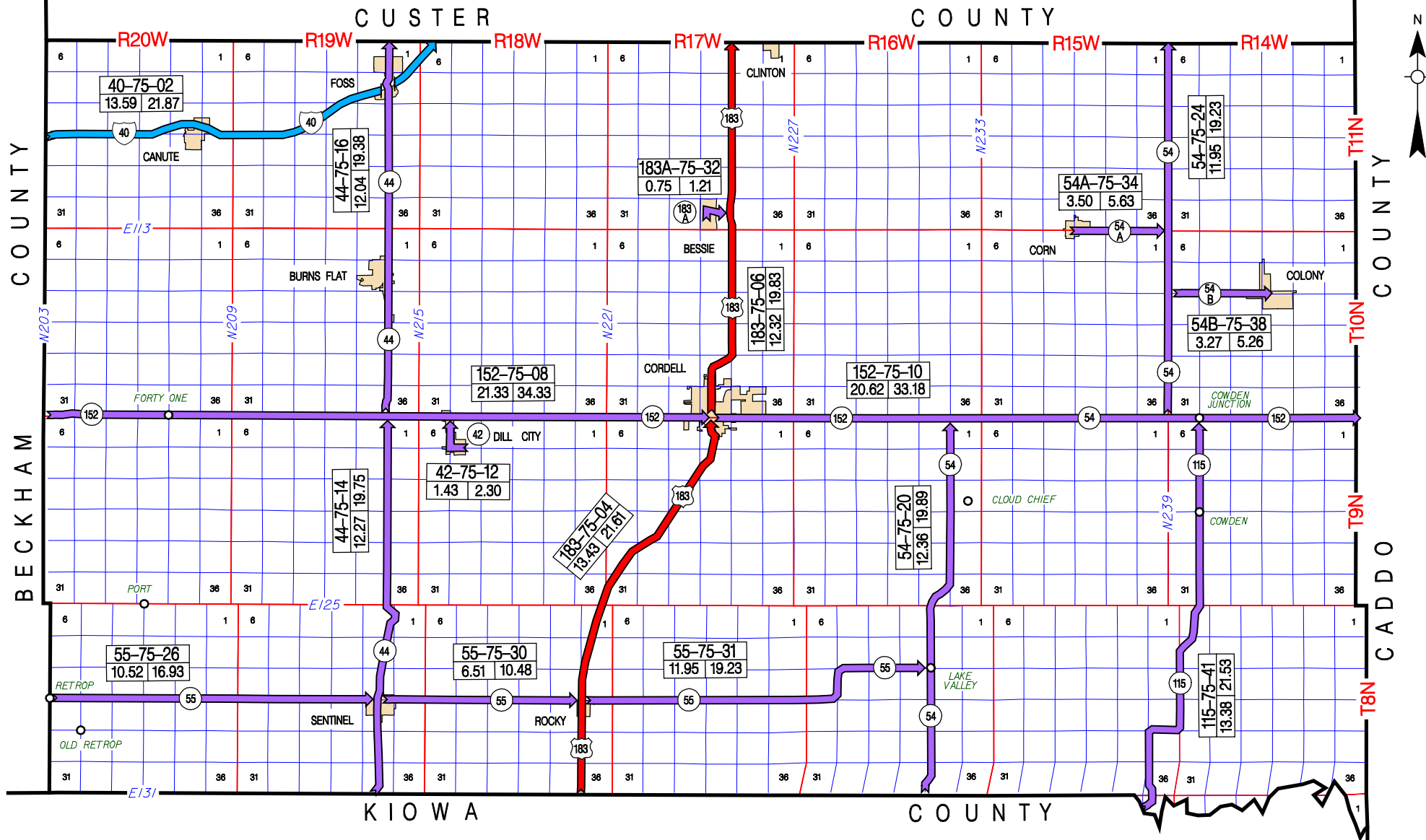
Washington County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Br: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U075	74-21	20.72		0.40	JCT US 60	22,000	IIHF	48	4			90	1	1	3							0	
U060	74-22	00.00		0.41	BUCY AVE	9,400	LLLF	44	4			95	1	1	3								
U060	74-22	00.41		0.71	JENNINGS AVE (T.C.)	8,400	LLLF	44	4			95	1	1	3								
U060	74-22	01.12		0.31	OSAGE AVE	16,300	LLLF	44	4			95	1	1	3								
U060	74-22	01.43		0.07	CHEROKEE AVE	16,300	IILF	44	4			91	1	1	3								
U060	74-22	01.50		0.76	SURF WIDTH CHANGE	21,700	IILF	44	4			89	3	1	3								
U060	74-22	02.26		0.47	SILVER LAKE RD	21,000	IILF	48	1	10		91	1	1	3								
U060	74-22	X 02.37		285		21,000	BRDG				27	AD		1	3								
U060	74-22	02.73		0.25	0.25 MI E SILVER LAK	21,000	IILF	48	1	10		89	1	1	3								
U060	74-22	02.98		0.24	0.52 MIS. W. US 75	21,000	IILF	48	1	10		88	1	1	3								
U060	74-22	03.22		0.52	JCT US 75-(E END BRG	21,000	IHHF	48	4			94	1	1	3								
U060	74-22	X 03.74		152		21,000	OP-H				36	AD		1	3							0	
S010	74-24	00.00	0.41		SHLD CHANGE	1,300	IIDD	20	2	2		71	1	0	5								
S010	74-24	00.41	6.00		JCT. US 75 TC	1,800	IIDD	20	3	6		68	1	0	5	09	2	0	2	01	4,831		
S010	74-24	X 04.90	23			1,800	BXUF				HS	NR		0	5							4,831	
County Total			54.60	16.92	71.50																24,885	17,044	41,929

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- WASHITA COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESCRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7502	IS 40	13.59	BECKHAM COUNTY LINE	EASTERLY	CUSTER COUNTY LINE	
7504	US 183	13.43	KIOWA COUNTY LINE	NORTHERLY	JCT. SH 152(MAIN ST & CHURCH ST)IN CORDELL	
7506	US 183	12.32	JCT. SH 152(MAIN ST & CHURCH ST)IN CORDELL	NORTHERLY	CUSTER COUNTY LINE	AGENDA ITEM (12.29 MILES BEFORE)
7508	SH 152	21.33	BECKHAM COUNTY LINE	EASTERLY	JCT. US 183(CHURCH ST & MAIN ST)IN CORDELL	
7510	SH 152	20.62	JCT. US 183(CHURCH ST & MAIN ST)IN CORDELL	EASTERLY	CADDO COUNTY LINE	
7512	SH 42	1.43	MEADOR ST & ORIENT AVE IN DILL CITY	NORTHERLY	JCT. SH 152, N. OF DILL CITY	
7514	SH 44	12.27	KIOWA COUNTY LINE	NORTHERLY	JCT. SH 152, N.W. OF DILL CITY	
7516	SH 44	12.04	JCT. SH 152, N.W. OF DILL CITY	NORTHERLY	CUSTER COUNTY LINE	
7520	SH 54	12.36	KIOWA COUNTY LINE	NORTHERLY	JCT. SH 152, E. OF CORDELL	
7524	SH 54	11.95	JCT. SH 152, E. OF CORDELL	NORTHERLY	CUSTER COUNTY LINE	
7526	SH 55	10.52	BECKHAM COUNTY LINE	EASTERLY	JCT. SH 44(THIRD ST & MAIN ST)IN SENTINEL	
7530	SH 55	6.51	JCT. SH 44(THIRD & N. BOUNDARY)IN SENTINEL	EASTERLY	JCT. US 183 N. EDGE OF ROCKY	
7531	SH 55	11.95	JCT. US 183 N. EDGE OF ROCKY	EASTERLY	JCT. SH 54 AT LAKE VALLEY	
7532	SH 183A	0.75	8TH ST & MAIN ST IN BESSIE	EASTERLY	JCT. US 183 E. OF BESSIE	AGENDA ITEM (0.77 MILES BEFORE)
7534	SH 54A	3.50	(END OF HIGHWAY)IN CORN	EASTERLY	JCT. SH 54 E. OF CORN	
7538	SH 54B	3.27	JCT. SH 54 W. OF COLONY	EASTERLY	SCHOOL ROAD IN COLONY	
7541	SH 115	13.38	KIOWA COUNTY LINE (N. END OF BR.)	NORTHERLY	JCT. SH 152 N. OF COWDEM	

181.22 TOTAL COUNTY MILEAGE



BECKHAM COUNTY

CADDO COUNTY

CUSTER COUNTY

K I O W A COUNTY

R20W R19W R18W R17W R16W R15W R14W

40-75-02
13.59 21.87

44-75-16
12.04 19.38

183A-75-32
0.75 1.21

54A-75-34
3.50 5.63

54-75-24
11.95 19.23

152-75-08
21.33 34.33

152-75-10
20.62 33.18

54B-75-38
3.27 5.26

44-75-14
12.27 19.75

42-75-12
1.43 2.30

188-75-04
13.33 21.61

54-75-20
12.36 19.89

55-75-26
10.52 16.93

55-75-30
6.51 10.48

55-75-31
11.95 19.23

115-75-41
13.38 21.53



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Commissioner District 5

Washita County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
I040	75-02	N	00.00	3.18			LL0E	24	1	10		99	1	1	1								
I040	75-02	S	00.00	0.00		BASE CHANGE ATR	LL0E	24	1	10		99	1	1	1								
I040	75-02	X	01.98	0			UP-H					AD		1	1								
I040	75-02	N	03.18	1.62		ENTER CANUTE C/L	PHHF	24	1	10		91	1	1	1								
I040	75-02	S	03.18	0.00		ENTER CANUTE C/L	PHHF	24	1	10		91	1	1	1								
I040	75-02	N	X 04.03	102			OP-H				36	AD		1	1								
I040	75-02	S	X 04.03	102			OP-H				36	AD		1	1								
I040	75-02	X	04.64	0			UP-R					AD		1	1								
I040	75-02	N	04.80	CANUTE	0.52	LEAVE CANUTE C/L	PHHF	24	1	10		91	1	1	1								
I040	75-02	S	04.80		0.00	LEAVE CANUTE C/L	PHHF	24	1	10		91	1	1	1								
I040	75-02	X	05.06		0		UP-H					AD		1	1								
I040	75-02	N	05.32	0.74		5.37 MIS. W. SH 44	PHHF	24	1	10		91	1	1	1								
I040	75-02	S	05.32	0.00		5.37 MIS. W. SH 44	PHHF	24	1	10		91	1	1	1								
I040	75-02	N	06.06	4.92		0.45 MIS. W. SH 45	PHHF	24	1	10		89	1	1	1								
I040	75-02	S	06.06	0.00		0.45 MIS. W. SH 44	PHHF	24	1	10		89	1	1	1								
I040	75-02	X	06.56	47			BXBR				HS	AD		1	1								
I040	75-02	X	07.08	0			UP-H					AD		1	1								
I040	75-02	X	07.70	26			BXUF				HS	NR		1	1								
I040	75-02	N	X 08.10	91			BRDG				45	AD		1	1								
I040	75-02	S	X 08.10	91			BRDG				45	AD		1	1								
I040	75-02	X	08.67	0			UP-H					AD		1	1								
I040	75-02	X	09.79	45			BXUF				HS	NR		1	1								
I040	75-02	N	10.98	0.45		JCT SH 44	PHHF	24	1	10		89	1	1	1								
I040	75-02	S	10.98	0.00		JCT SH 44	PHHF	24	1	10		89	1	1	1								
I040	75-02	N	11.43	2.16		CUSTER CO LINE	PHHG	24	1	10		90	1	1	1								
I040	75-02	S	11.43	0.00		CUSTER CO LINE	PHHG	24	1	10		90	1	1	1								
I040	75-02	X	11.43	172		CUSTER CO LINE	UP-H					AD		1	1								
I040	75-02	X	11.66	65			BXBR				HS	AD		1	1							0	
U183	75-04		00.00	2.26		0.74 MIS. S. SH 55	IIIF	24	1	8		88	1	1	3								
U183	75-04	X	00.40	31			BXUF				HS	NR		1	3								
U183	75-04	X	01.07	46			BXUF				HS	NR		1	3								
U183	75-04		02.26	0.24		ENTER ROCKY C/L	IIIF	44	4			83	1	1	3								
U183	75-04		02.50	ROCKY	0.21	4TH STREET TC	IIIF	44	4			83	1	1	3								
U183	75-04		02.71		0.12	2ND STREET	IIIF	60	4			81	1	1	3								
U183	75-04		02.83		0.17	JCT SH 55	IIIF	45	4			83	1	1	3								
U183	75-04		03.00	0.14		0.14 MIS. N. SH 55	IIIF	24	1	8		88	1	1	3								
U183	75-04		03.14	3.66		3.80 MIS. N. SH 55	IIIF	24	1	8		80	1	1	3								
U183	75-04		06.80	6.16		CALVARY CREEK BRIDGE	IIIL	24	1	8		80	1	1	3								
U183	75-04	X	10.76	39			BXUF				HS	NR		1	3								
U183	75-04	X	10.84	41			BXUF				HS	NR		1	3								
U183	75-04		12.96	0.18		ENTER CORDELL C/L	IIIL	24	1	8		87	1	1	3								
U183	75-04	X	13.00	102			BRDG				42	AD		1	3								
U183	75-04		13.14	CORDELL	0.14	SOUTH STREET	IILA	30	4			81	1	1	3								
U183	75-04		13.28		0.15	JCT SH 152	IILA	53	4			80	1	1	3							0	
U183	75-06		00.00		0.07	FIRST STREET	IILA	44	4			77	1	1	3								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 5

Washita County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U183	75-06	00.07		1.38	LEAVE CORDELL C/L	4,300	IIHL	24	1	6	75	1	1	3									
U183	75-06	X 00.38		42		4,300	BXBR				HS	AD		1	3	27	2	2		50			
U183	75-06	01.45	0.86		2.31 MIS. N. SH 152	3,500	IIIL	24	1	8	80	1	1	3									
U183	75-06	E 02.31	0.64		2.95 MIS. N. SH 152	5,200	IIIL	24	1	8	89	1	1	3									
U183	75-06	W 02.31	0.00		2.95 MIS. N. SH 152	5,200	II0E	24	1	10	95	1	1	3									
U183	75-06	E 02.95	3.46		0.38 MIS. S. SH 183A	5,200	IIHL	24	1	8	88	1	1	3									
U183	75-06	W 02.95	0.00		0.38 MIS. S. SH 183A	5,200	II0E	24	1	10	95	1	1	3									
U183	75-06	X 03.82	38			5,200	BXUF				HS	NR		1	3								
U183	75-06	E X 05.23	120			5,200	BRDG				26	AD		1	3								
U183	75-06	W X 05.23	121			5,200	BRDG				29	AD		1	3								
U183	75-06	E X 05.42	160			5,200	BRDG				26	AD		1	3								
U183	75-06	W X 05.42	162			5,200	BRDG				29	AD		1	3								
U183	75-06	X 05.65	27			5,200	BXUF				HS	NR		1	3								
U183	75-06	E 06.41	0.38		JCT SH 183A	4,100	PIIE	24	1	10	94	1	1	3									
U183	75-06	W 06.41	0.00		JCT SH 183A	4,100	PIIE	24	1	10	99	1	1	3									
U183	75-06	E 06.79	1.14		1.14 MIS. N. SH 183A	4,400	PIIE	24	1	10	94	1	1	3									
U183	75-06	W 06.79	0.00		1.14 MIS. N. SH 183A	4,400	PIIE	24	1	10	99	1	1	3									
U183	75-06	E 07.93	1.83		2.97 MIS. N. SH 183A	5,300	PIHL	24	1	10	94	1	1	3									
U183	75-06	W 07.93	0.00		2.97 MIS. N. SH 183A	5,300	PIIE	24	1	10	98	1	1	3									
U183	75-06	X 09.27	22			5,300	BXUF				HS	NR		1	3								
U183	75-06	E 09.76	0.27		3.24 MIS. N. SH 183A	5,300	PIIE	24	1	10	94	1	1	3									
U183	75-06	W 09.76	0.00		3.24 MIS. N. SH 183A	5,300	PIIE	24	1	10	98	1	1	3									
U183	75-06	X 10.03	1.29		1.00 MI S. CUSTER CO	5,300	PIIE	48	1	10	97	1	1	3									
U183	75-06	X 11.32	1.00		CUSTER CO LINE	5,300	PIIE	48	1	10	97	1	1	3								0	
S152	75-08	00.00	2.20		2.20 MIS. E. SH 44	1,800	HHDL	24	3	6	74	1	0	5									
S152	75-08	02.20	8.78		JCT SH 44	1,800	HHDL	24	3	6	75	1	0	5									
S152	75-08	X 02.77	33			1,800	BXBR				HS	AD		0	5								
S152	75-08	X 04.14	111			1,800	BRDG				18	SD		0	5	08	2	1		31		1,563	
S152	75-08	X 04.84	23			1,800	BXBR				HS	AD		0	5								
S152	75-08	X 07.54	33			1,800	BXBR				HS	AD		0	5								
S152	75-08	10.98	1.72		ENTER DILL C/L	1,900	IIDL	24	3	4	75	1	0	5									
S152	75-08	X 11.03	42			1,900	BRDG				25	AD		0	5								
S152	75-08	12.70	DILL CIT	0.28	JCT SH 42 SOUTH	1,900	IIDL	24	1	4	75	1	0	5									
S152	75-08	12.98		0.06	LEAVE DILL C/L	2,000	IIDL	24	1	4	76	1	0	5									
S152	75-08	13.04	3.17		5.2 MI E SH 44	2,100	IIDL	24	3	4	68	1	0	5	08	2	0	3	01		4,273		
S152	75-08	X 13.45	133			2,100	OP-R				18	FO		0	5	08	2	4		31		1,620	
S152	75-08	16.21	4.74		ENTER CORDELL C/L AT	2,200	SHHF	24	1	8	81	1	0	5									
S152	75-08	X 20.77	180			2,200	BRDG				36	AD		0	5								
S152	75-08	20.95	CORDELL	0.07	WEST STREET	2,600	SHHF	24	1	8	82	1	0	5									
S152	75-08	21.02		0.14	COLLEGE STREET	2,700	SHLA	74	4		89	1	0	5									
S152	75-08	21.16		0.09	MARKET STREET TC	3,200	SHLA	62	4		87	1	0	5									
S152	75-08	21.25		0.08	JCT US 183	3,300	IILA	74	4		88	1	0	5								7,456	
S152	75-10	00.00		0.07	LINWOOD STREET	5,100	IILA	60	4		84	1	0	5									
S152	75-10	00.07		0.57	CRIDER RD	3,000	IILA	24	1	8	77	1	0	5									
S152	75-10	X 00.30		42		3,000	BXBR				HS	AD		0	5								

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Commissioner District 5

Washita County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S152	75-10	00.64		0.15	LEAVE CORDELL C/L	2,300	IIDL	24	1	8		82	1	0	5								
S152	75-10	00.79	0.91		1.70 MI W US 183	2,100	IIDL	24	6	6		76	1	0	5								
S152	75-10	01.70	5.93		JCT SH 54 SOUTH	2,000	DIDL	24	6	6		79	1	0	5								
S152	75-10	07.63	2.30		2.3 E SH 54	1,700	HHDL	24	1	8		79	1	0	5								
S152	75-10	X 08.27	303			1,700	BRDG					36	AD		0	5							
S152	75-10	X 08.49	502			1,700	BRDG					36	AD		0	5							
S152	75-10	X 09.14	132			1,700	BRDG					36	AD		0	5							
S152	75-10	09.93	4.70		JCT SH 54 NORTH	1,500	HH0E	24	1	8		81	1	0	5								
S152	75-10	X 12.55	166			1,500	BRDG					34	AD		0	5							
S152	75-10	X 12.82	100			1,500	BRDG					39	AD		0	5							
S152	75-10	14.63	0.99		JCT SH 115 SOUTH	1,500	HIDL	24	3	5		74	1	0	5								
S152	75-10	15.62	5.00		CADDO CO LINE	1,400	HIDL	24	3	5		73	1	0	5								
S152	75-10	X 17.13	22			1,400	BXBR					HS	AD		0	5							
S152	75-10	X 18.86	23			1,400	BXBR					HS	AD		0	5							
S152	75-10	X 19.13	30			1,400	BRDG					15	AD		0	5						0	
S042	75-12	00.00	DILL CIT	0.40	TC DILL CITY TC	920	HHHE	24	1	8		78	1	0	5								
S042	75-12	00.40		1.03	JCT SH 152	910	HHHE	24	1	8		81	1	0	5							0	
S044	75-14	00.00	2.33		ENTER SENTINEL C/L	560	DHEB	24	3	3		78	1	0	5								
S044	75-14	X 00.48	101			560	BRDG					24	AD		0	5							
S044	75-14	02.33	SENTINEL	0.13	BEARD DR	1,400	DHEB	24	3	2		68	1	0	5	30	2	0	7	08	413		
S044	75-14	02.46		0.31	WASHINGTON STREET	1,300	DHEB	24	3	2		67	1	0	5	30	2	0	7	08	995		
S044	75-14	02.77		0.15	JCT SH 55 WEST TC	1,300	DLA	56	4			85	1	0	5								
S044	75-14	02.92		0.14	JCT SH 55 EAST	2,200	LL0A	52	4			87	1	0	5								
S044	75-14	03.06	5.00		4.21 MIS. S. SH 152	1,400	IHHF	24	1	8		82	1	0	5								
S044	75-14	X 03.48	91			1,400	BRDG					20	AD		0	5							
S044	75-14	X 06.65	59			1,400	BXBR					HS	AD		0	5							
S044	75-14	X 07.33	34			1,400	BXBR					HS	AD		0	5							
S044	75-14	X 07.64	34			1,400	BXBR					HS	AD		0	5							
S044	75-14	08.06	4.21		JCT SH 152	1,400	IHHF	24	1	8		86	1	0	5								
S044	75-14	X 11.59	23			1,400	BXBR					HS	AD		0	5						1,408	
S044	75-16	00.00	3.76		BURNS FLAT C/L TC	1,600	DHHF	24	1	10		81	1	0	5								
S044	75-16	X 00.44	101			1,600	BRDG					39	AD		0	5							
S044	75-16	03.76	BURNS FL	0.67	SOONER DR	1,900	LL0H	44	4			91	1	0	5								
S044	75-16	04.43		0.60	LEV BURNS FLAT E114	2,500	DHHF	24	1	10		87	1	0	5								
S044	75-16	05.03	5.13		ENTER FOSS C/L	2,900	DHHF	24	1	10		84	1	0	5								
S044	75-16	X 09.03	23			2,900	BXBR					HS	AD		0	5							
S044	75-16	X 09.14	101			2,900	BRDG					29	SD		0	5	08	2	1	31	1,499		
S044	75-16	10.16	FOSS	0.36	JCT I 40	1,700	DHHF	24	1	10		89	1	0	5								
S044	75-16	X 10.50		172		1,700	OP-H					20	AD		0	5							
S044	75-16	10.52		0.34	OLD US 66	1,600	DHHF	24	1	10		88	1	0	5								
S044	75-16	10.86		0.18	0.52 MIS. N. I-40	1,200	DIDL	24	1	4		85	1	0	5								
S044	75-16	X 11.01		75		1,200	BRDG					19	AD		0	5							
S044	75-16	11.04		0.51	LEAVE FOSS C/L	780	DIDL	24	1	4		85	1	0	5								
S044	75-16	X 11.08		100		780	BRDG					19	AD		0	5							
S044	75-16	11.55	0.49		CUSTER CO LINE	590	DIDL	24	1	4		86	1	0	5							1,499	

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Washita County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S054	75-20	00.00	4.10		JCT SH 55 WEST	1,200	IIDL	24	6	5		83	1	0	5								
S054	75-20	X 01.96	101			1,200	BRDG					19	AD	0	5								
S054	75-20	04.10	8.26		JCT SH 152	1,100	IIDL	24	6	5		79	1	0	5								
S054	75-20	X 04.80	34			1,100	BXBR					HS	AD	0	5								
S054	75-20	X 11.32	212			1,100	BRDG					15	AD	0	5								0
S054	75-24	00.00	3.98		JCT SH 54 B	990	IHDL	24	6	6		81	1	0	5								
S054	75-24	03.98	1.99		JCT SH 54 A	1,100	IHDL	24	6	6		81	1	0	5								
S054	75-24	05.97	5.98		CUSTER CO LINE	1,500	IHDL	24	6	5		77	1	0	5								
S054	75-24	X 08.46	23			1,500	BXBR					HS	AD	0	5								
S054	75-24	X 10.11	49			1,500	BXBR					HS	AD	0	5								0
S055	75-26	00.00	10.09		ENTER SENTINEL C/L	720	HHEB	24	3	3		76	1	0	5								
S055	75-26	X 05.09	212			720	BRDG					18	AD	0	5								
S055	75-26	X 05.22	175			720	BRDG					19	AD	0	5								
S055	75-26	X 07.46	151			720	BRDG					16	AD	0	5								
S055	75-26	X 07.53	100			720	BRDG					20	AD	0	5								
S055	75-26	X 10.01	70			720	BRDG					19	SD	0	5	10	2	1		31		1,267	
S055	75-26	10.09	SENTINEL	0.22	SMITH STREET	960	HHEB	24	3	3		70	1	0	5								
S055	75-26	10.31		0.21	JCT SH 44	990	DHLA	76	4			81	1	0	5								1,267
S055	75-30	00.00		0.60	LEAVE SENTINEL C/L	1,200	HHHL	24	6	3		71	1	0	5								
S055	75-30	00.60	5.91		JCT US 183	1,600	HHHL	24	6	3		71	1	0	5								
S055	75-30	X 02.02	42			1,600	BXBR					HS	AD	0	5								
S055	75-30	X 02.74	37			1,600	BRDG					20	AD	0	5								
S055	75-30	X 05.57	201			1,600	BRDG					24	SD	0	5	09	2	1		31		2,051	2,051
S055	75-31	00.00	5.97		5.97 E US 183	440	DHDL	24	3	5		79	1	0	5								
S055	75-31	05.97	5.98		JCT SH 54	160	DHDL	24	1	4		80	1	0	5								
S055	75-31	X 08.17	27			160	BXBR					HS	AD	0	5								0
S183A	75-32	00.00	BESSIE	0.07	7TH STREET TC	370	DH0D	79	4			85	1	0	5								
S183A	75-32	00.07		0.18	LEAVE BESSIE C/L	370	DHHD	20	3	2		68	1	0	5	10	2	0	2	01		109	
S183A	75-32	00.25	0.50		JCT US 183	400	DHHD	20	3	2		71	1	0	5								109
S054A	75-34	00.00	0.21		ENTER CORN C/L	640	HIDL	24	3	4		87	1	0	5								
S054A	75-34	X 00.19	47			640	BXBR					HS	AD	0	5								
S054A	75-34	00.21	CORN	0.14	SHORT STREET TC	640	HIDL	24	3	4		79	1	0	5								
S054A	75-34	00.35		0.06	DEWEY STREET	980	HIDL	66	4			82	1	0	5								
S054A	75-34	00.41		0.09	OKLAHOMA STREET	980	HIDL	24	1	9		78	1	0	5								
S054A	75-34	00.50		0.16	JOHN STREET	930	HIDL	24	6	3		76	1	0	5								
S054A	75-34	00.66	2.84		JCT SH 54	850	HIDL	24	6	3		78	1	0	5								0
S054B	75-38	00.00	2.52		ENTER COLONY C/L	170	HIDL	24	6	5		75	1	0	5								
S054B	75-38	02.52	COLONY	0.48	WATSON AVE TC	170	HIDL	24	6	5		81	1	0	5								
S054B	75-38	X 02.59		24		170	BRDG					20	AD	0	5								
S054B	75-38	X 02.90		47		170	BXBR					HS	AD	0	5								
S054B	75-38	03.00		0.27	COUNTY ROAD	170	HIDL	24	6	5		80	1	0	5								0
S115	75-41	00.00	2.00		2.00 MIS N. KIOWA C/	390	DIDL	24	6	5		83	1	0	5								
S115	75-41	X 00.24	33			390	BXBR					HS	AD	0	5								
S115	75-41	X 00.55	33			390	BXBR					HS	AD	0	5								
S115	75-41	X 00.67	33			390	BXBR					HS	AD	0	5								

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Commissioner District 5

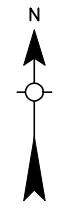
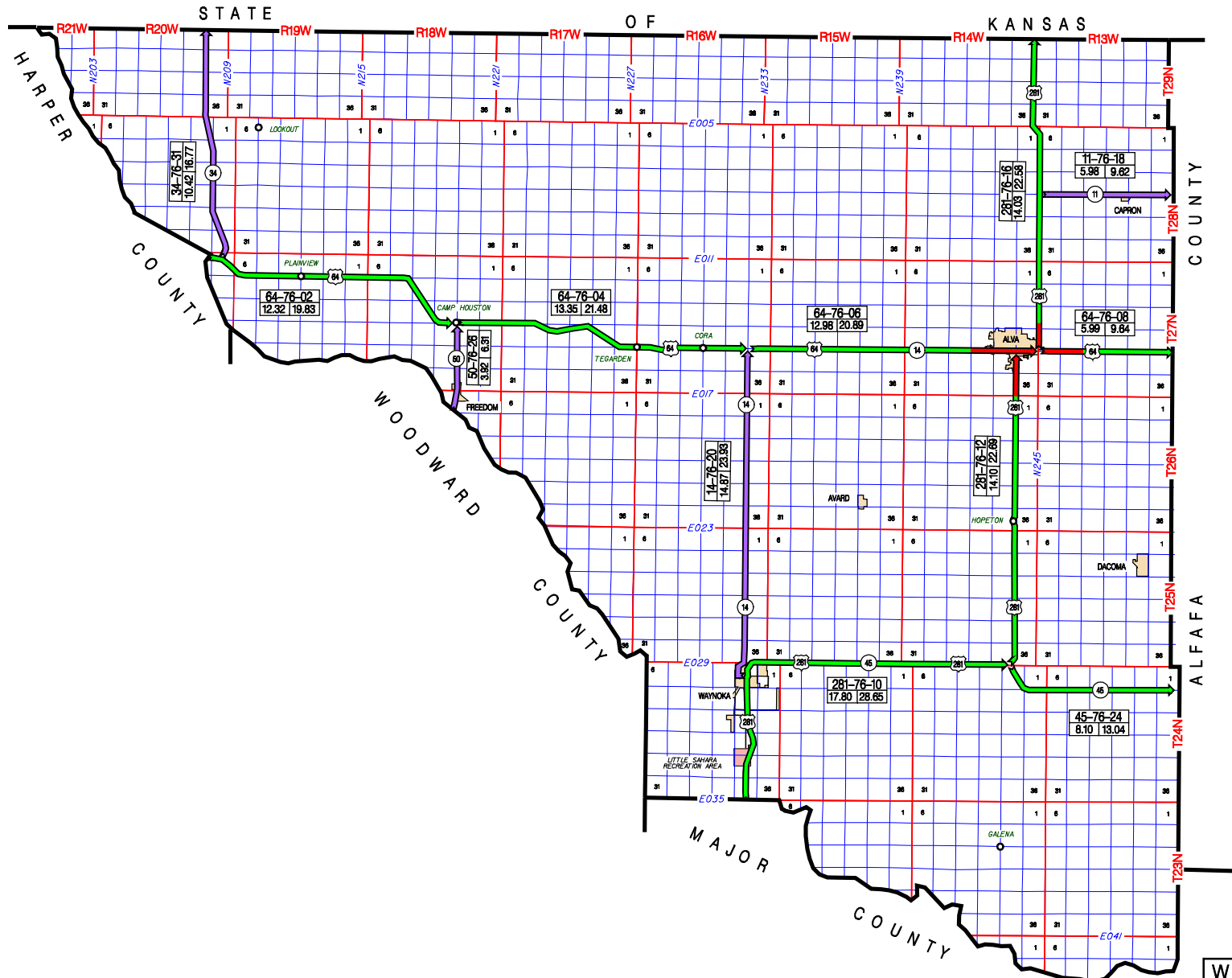
Washita County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands				
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total	
			Rural	Municipal																				Roadway
S115	75-41	X 00.97	33		390	BXBR				HS	AD	0	5											
S115	75-41	02.00	11.38		590	DDDL	24	6	5	HS	AD	76	1	0	5									
S115	75-41	X 04.40	22		590	BXBR				HS	AD	0	5											
S115	75-41	X 05.21	130		590	BRDG				HS	AD	30	AD	0	5									
S115	75-41	X 09.34	27		590	BXBR				HS	AD	0	5											
S115	75-41	X 10.42	81		590	BRDG				HS	SD	18	SD	0	5	10	2	1		31		1,355	1,355	
County Total			169.65	11.57	181.20																	5,790	9,355	15,145

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- WOODS COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7602	US 64	12.32	HARPER COUNTY LINE (E. END STR)	EASTERLY	JCT. SH 50, AT CAMP HOUSTON	
7604	US 64	13.35	JCT. SH 50, AT CAMP HOUSTON	EASTERLY	JCT. SH 14 W. OF ALVA	
7606	US 64	12.98	JCT. SH 14 W. OF ALVA	EASTERLY	JCT. US 281 E. EDGE OF ALVA	
7608	US 64	5.99	JCT. US 281 E. EDGE OF ALVA	EASTERLY	ALFALFA COUNTY LINE	
7610	US 281	17.80	MAJOR COUNTY LINE	NORTH & EASTERLY	JCT. SH 45, S. OF HOPETON	
7612	US 281	14.10	JCT. SH 45, S. OF HOPETON	NORTHERLY	JCT. US 64(OKLA. BLVD & COLLEGE ST)IN ALVA	
7616	US 281	14.03	JCT. US 64 E. EDGE OF ALVA	NORTHERLY	KANSAS STATE LINE	
7618	SH 11	5.98	JCT. US 281, N. OF ALVA	EASTERLY	ALFALFA COUNTY LINE	
7620	SH 14	14.87	JCT. US 281(FLYNN ST & BROADWAY)IN WAYNOKA	NORTHERLY	JCT. US 64, W. OF ALVA	
7624	SH 45	8.10	JCT. US 281, S. OF HOPETON	EASTERLY	ALFALFA COUNTY LINE	
7626	SH 50	3.92	WOODWARD COUNTY LINE (S. END BR.)	NORTHERLY	JCT. US 64, AT CAMP HOUSTON	
7631	SH 34	10.42	JCT. US 64 W. OF PLAIN VIEW	NORTHERLY	KANSAS STATE LINE (KANSAS SH 1)	

133.86 TOTAL COUNTY MILEAGE



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Commissioner District 6

Woods County

Highway Number	Control Section Number	Subsection			Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands			
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	76-02	00.00	0.50		JCT SH 34 NORTH	850	HIIE	24	1	8		87	1	0	4								
U064	76-02	00.50	0.23		0.23 MIS E. SH 34N	740	HIIE	24	1	8		87	1	0	4								
U064	76-02	00.73	6.29		5.30 MIS. W. SH 50	850	IIDN	24	6	5		66	1	0	4						12,617		
U064	76-02	X 02.12	21			850	BXUF					HS	NR	0	4	06	2	2	33		644		
U064	76-02	X 05.82	290			850	BRDG					20	AD	0	4	06	2	1	31		2,423		
U064	76-02	07.02	0.31		4.99 MIS. W. SH 50	850	HIDN	24	6	5		65	1	0	4	06	2	0	3	03	627		
U064	76-02	X 07.16	21			850	BXUF					HS	NR	0	4	06	2	2	33		644		
U064	76-02	07.33	2.29		2.70 MIS. W. SH 50	850	HIDN	24	3	5		63	1	0	4	06	2	0	3	03	4,593		
U064	76-02	X 07.65	171			850	BRDG					17	SD	0	4	06	2	1	31		1,904		
U064	76-02	X 08.41	138			850	BRDG					36	AD	0	4	06	2	1	31		1,728		
U064	76-02	X 09.38	21			850	BXUF					HS	NR	0	4	06	2	2	33		644		
U064	76-02	09.62	2.63		0.07 MIS. W. SH 50	850	HIDN	24	3	5		63	1	0	4	06	2	0	3	03	5,273		
U064	76-02	X 12.14	111			850	BRDG					20	AD	0	4	06	2	1	31		1,563		
U064	76-02	12.25	0.07		JCT SH 50	850	HIDN	40	4			81	1	0	4							32,660	
U064	76-04	00.00	8.00		5.35 MIS. W. SH 14 S	1,300	IHDL	24	6	6		65	1	0	4	06	2	0	3	03	15,871		
U064	76-04	X 00.08	40			1,300	BXBR					HS	AD	0	4	06	2	2	33		644		
U064	76-04	X 02.08	323			1,300	BRDG					20	SD	0	4	06	2	1	31		2,546		
U064	76-04	X 05.35	185			1,300	BRDG					18	SD	0	4	06	2	1	31		1,974		
U064	76-04	X 07.02	21			1,300	BXUF					HS	NR	0	4	06	2	2	33		644		
U064	76-04	08.00	5.35		JCT SH 14 SOUTH	1,300	IHDL	24	6	6		63	1	0	4	06	2	0	3	03	10,619		
U064	76-04	X 09.43	83			1,300	BRDG					22	FO	0	4	06	2	1	31		1,370		
U064	76-04	X 12.57	32			1,300	BXUF					HS	NR	0	4	06	2	2	33		644	34,312	
U064	76-06	00.00	6.00		6.00 MIS. E. SH 14	1,300	DIDL	24	3	6		69	1	0	4	06	2	0	2	02	8,516		
U064	76-06	X 02.96	32			1,300	BXBR					HS	FO	0	4	06	2	2	33		644		
U064	76-06	X 05.45	122			1,300	BRDG					36	AD	0	4								
U064	76-06	06.00	1.87		4.10 MIS W. US 281S	1,500	IIDL	24	3	6		68	1	0	4	06	2	0	2	02	2,663		
U064	76-06	07.87	2.11		ENTER ALVA U/L	1,500	IIDL	24	3	6		69	1	0	4	06	2	0	2	02	2,999		
U064	76-06	X 09.83	101			1,500	OP-R					23	AD	0	4								
U064	76-06	09.98	0.62		RIDGEWAY RD	2,800	IIDL	24	3	6		66	1	0	3	05	2	0	2	02	1,046		
U064	76-06	10.60	0.28		ENTER ALVA C/L	2,800	IIDL	24	3	6		68	1	0	3	03	2	0	2	02	507		
U064	76-06	10.88		0.11	LEV ALVA C/L SKYLINE	3,600	IIDL	24	3	6		68	1	0	3	27	2	0	6	08	400		
U064	76-06	10.99	0.19		0.79 MIS. W. US 281S	3,900	IIDL	24	3	6		66	1	0	3	27	2	0	6	08	690		
U064	76-06	11.18	0.30		ENTER ALVA C/L 11TH	7,700	LL0A	47	4			81	1	0	3								
U064	76-06	11.48		0.49	JCT US 281 SOUTH TC	8,200	LL0A	47	4			77	1	0	3								
U064	76-06	11.97		0.87	0.14 MIS. W. US 281N	8,700	LL0A	47	4			78	1	0	3								
U064	76-06	X 12.33		45		8,700	BXBR					HS	FO	0	3	27	4	2	33		644		
U064	76-06	12.84		0.14	JCT US 281 NORTH	8,200	LL0E	52	4			96	1	0	3							18,109	
U064	76-08	00.00	0.08		0.08 MIS E. US 281	2,600	LL0E	52	4			99	1	0	3								
U064	76-08	00.08	0.17		0.25 MIS. E. US 281	2,300	IIOE	52	4			97	1	0	3								
U064	76-08	00.25	0.19		0.44 MIS. E. US 281	2,600	IIOE	48	1	8		97	1	0	3								
U064	76-08	00.44	1.00		1.44 MIS. E. US 281	2,500	IEDN	24	1	8		93	1	0	3								
U064	76-08	01.44	0.56		2.00 MIS. E. US 281	2,500	IEDN	24	1	8		93	1	0	3								
U064	76-08	X 01.58	26			2,500	BXUF					HS	NR	0	3								
U064	76-08	02.00	3.99		ALFALFA CO LINE	1,700	IEDN	24	1	8		93	1	0	4								
U064	76-08	X 02.10	21			1,700	BXUF					HS	NR	0	4								

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Commissioner District 6

Woods County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brig: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U064	76-08	X 02.91	21			1,700	BXUF			HS	NR		0	4									
U064	76-08	X 04.69	21			1,700	BXUF			HS	NR		0	4									
U064	76-08	X 05.46	20			1,700	BXUF			HS	NR		0	4									0
U281	76-10	00.00	0.53		CIMARRON RIVER	1,900	IIDL	24	1	8		81	1	0	4								
U281	76-10	00.53	1.72		2.25 N MAJOR CO LINE	1,900	DDDL	24	1	8		67	1	0	4	05	2	0	3	03		4,226	
U281	76-10	X 00.53	1251		2.25 N MAJOR CO LINE	1,900	BRDG				26	SD		0	4	05	2	1		31		7,084	
U281	76-10	02.25	1.58		ENTER WAYNOKA C/L	1,900	DHDL	24	1	8		77	1	0	4								
U281	76-10	03.83	WAYNOKA	0.82	1.01 MIS. S. SH 14	1,900	DHDL	24	1	8		78	1	0	4								
U281	76-10	04.65		0.41	0.60 MIS. S. SH 14	1,800	DHLL	24	3	5		79	1	0	4								
U281	76-10	05.06		0.04	ASH STREET	2,800	DLLL	24	3	6		79	1	0	4								
U281	76-10	05.10		0.25	ELM ST	3,000	LL0A	24	1	6		80	1	0	4								
U281	76-10	05.35		0.17	PC OVLAY TC	3,000	KK0A	40	4			84	1	0	4								
U281	76-10	05.52		0.06	WIDTH CHANGE	3,000	DLLL	42	4			82	1	0	4								
U281	76-10	05.58		0.08	JCT SH 14	2,000	DLLL	45	4			73	1	0	4								
U281	76-10	05.66	0.89		LINCOLN STREET	1,400	IIDL	24	3	7		56	1	0	4	30	2	0	6	08		3,723	
U281	76-10	06.55		0.89	LEAVE WAYNOKA C/L	1,400	IIDL	24	3	5		59	1	0	4	06	2	0	3	02		1,376	
U281	76-10	07.44	4.22		6.00 MIS. W. SH 14	1,200	IIDL	24	3	5		59	1	0	4	06	2	0	3	02		6,558	
U281	76-10	11.66	1.14		5.00 MIS. W. SH 45E	1,200	DDDL	24	3	5		59	1	0	4	06	2	0	3	02		1,768	
U281	76-10	12.80	5.00		JCT SH 45 EAST	1,200	HHDL	24	3	5		59	1	0	4	06	2	0	3	02		7,771	
U281	76-10	X 14.28	21			1,200	BXUF				HS	NR		0	4								
U281	76-10	X 16.16	68			1,200	BRDG				28	FO		0	4	06	2	2		31		1,250	33,756
U281	76-12	00.00	2.36		2.36 MIS. N. SH 45	1,400	DDDA	24	3	4		55	1	0	4	06	2	0	2	50			
U281	76-12	02.36	0.63		2.99 MIS. N. SH 45	1,400	IIOE	24	1	8		87	1	0	4								
U281	76-12	X 02.57	107			1,400	BRDG				29	AD		0	4								
U281	76-12	X 02.83	134			1,400	BRDG				29	AD		0	4								
U281	76-12	02.99	3.58		ATSF RAILROAD	1,500	DDDA	24	3	4		59	1	0	4	06	2	0	2	50			
U281	76-12	X 03.63	32			1,500	BXBR				HS	SD		0	4	06	2	2		50			
U281	76-12	06.57	0.69		7.26 MIS. N. SH 45	1,500	IIOE	24	1	8		80	1	0	4								
U281	76-12	X 07.00	284			1,500	BRDG				46	AD		0	4								
U281	76-12	07.26	1.94		9.20 MIS. N. SH 45	1,600	IIOE	24	1	8		89	1	0	4								
U281	76-12	09.20	0.42		9.62 MIS. N. SH 45	1,700	IIOE	24	1	8		90	1	0	4								
U281	76-12	X 09.47	107			1,700	BRDG				29	AD		0	4								
U281	76-12	X 09.58	187			1,700	BRDG				22	AD		0	4								
U281	76-12	09.62	2.48		ENTER ALVA U/L	1,800	IIOE	24	1	8		90	1	0	4								
U281	76-12	12.10	0.55		1.46 S US 64	1,800	IIOE	24	1	8		90	1	0	3								
U281	76-12	X 12.53	21			1,800	BXUF				HS	NR		0	3								
U281	76-12	12.65	0.45		1.00 MIS. S. US 64	1,900	IHDF	50	4			59	1	0	3	30	2	0	7	08		1,050	
U281	76-12	13.10	0.21		ENTER ALVA C/L	3,300	IHDF	50	4			87	1	0	3								
U281	76-12	13.31		0.55	MONROE ST	5,200	IHDF	50	4			76	1	0	3								
U281	76-12	13.86		0.24	JCT US 64 TC	6,000	LL0A	47	4			70	1	0	3								1,050
U281	76-16	00.00		0.08	LEV ALVA C/L-MAPLE	2,600	DHDL	24	3	6		74	1	0	3								
U281	76-16	00.08	0.42		FLYNN STREET	2,400	DHDL	24	3	6		69	1	0	3	05	2	0	3	01		566	
U281	76-16	00.50	0.17		0.67 MIS. N. US 64	2,400	DHDL	24	3	6		68	1	0	3	05	2	0	3	01		237	
U281	76-16	00.67	0.54		LEAVE ALVA U/L	2,000	DHDL	24	3	5		70	1	0	3								
U281	76-16	X 00.67	32		LEAVE ALVA U/L	2,000	BXUF				HS	NR		0	3								

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U281	76-16	X 01.02	1244			2,000	BRDG			15	AD	0	3										
U281	76-16	01.21	1.79		3.00 MIS. N. US 64	1,600	DHDL	24	3	5	72	1	0	4									
U281	76-16	X 01.75	139			1,600	OP-R			19	SD	0	4	06	2	5			31		1,620		
U281	76-16	03.00	4.01		JCT SH 11 EAST	1,400	SHDL	24	3	5	72	1	0	4									
U281	76-16	X 06.50	26			1,400	BXUF				HS	NR	0	4									
U281	76-16	07.01	6.14		SHLDR CHANGE	820	SHDL	24	3	6	72	1	0	4									
U281	76-16	X 08.80	24			820	BXUF				HS	NR	0	4									
U281	76-16	X 11.07	32			820	BXUF				HS	NR	0	4									
U281	76-16	X 11.52	91			820	BRDG				HS	AD	0	4									
U281	76-16	13.15	0.51		0.37 S KANSAS STATE	760	SHDL	24	1	8	85	1	0	4									
U281	76-16	X 13.51	162			760	BRDG				38	AD	0	4									
U281	76-16	13.66	0.37		KANSAS STATE LINE	720	SHDL	24	3	7	76	1	0	4								2,423	
S011	76-18	00.00	4.00		TC CAPRON	640	HHDL	24	3	4	59	1	0	5	10	2	0	1	02		3,049		
S011	76-18	X 03.02	37			640	BXUF				HS	NR	0	5									
S011	76-18	X 03.26	121			640	BRDG				19	AD	0	5									
S011	76-18	04.00	1.98		ALFALFA CO LINE	650	HHDL	24	3	4	59	1	0	5	10	2	0	1	02		1,519	4,568	
S014	76-20	00.00		WAYNOKA	0.14	1,200	LLOA	41	4		86	1	0	5									
S014	76-20	00.14			0.12	1,200	LLOA	24	3	5	67	1	0	5	30	2	0	6	08		385		
S014	76-20	X 00.22			75	1,200	BRDG				23	AD	0	5	30	2	2		31		1,309		
S014	76-20	00.26			0.61	1,200	HHDL	22	3	3	63	1	0	5	30	2	0	6	08		1,851		
S014	76-20	00.87	3.00		LEAVE WAYNOKA C/L	570	DHDL	22	3	7	73	1	0	5									
S014	76-20	03.87	3.00		3.87 MIS. N. US 281	390	DHDL	22	3	7	72	1	0	5									
S014	76-20	X 04.86	32		6.87 MIS. N. US 281	390	BXUF				HS	NR	0	5									
S014	76-20	06.87	8.00		JCT US 64	330	DIDL	24	3	4	59	1	0	5	10	2	0	4	02		8,495		
S014	76-20	X 08.40	37			330	BXUF				HS	NR	0	5									
S014	76-20	X 08.50	32			330	BXUF				HS	NR	0	5									
S014	76-20	X 09.83	161			330	BRDG				18	AD	0	5									
S014	76-20	X 10.46	121			330	BRDG				18	AD	0	5									
S014	76-20	X 10.97	86			330	BXUF				HS	NR	0	5									
S014	76-20	X 11.37	24			330	BXUF				HS	NR	0	5									
S014	76-20	X 11.86	121			330	BRDG				18	AD	0	5								12,040	
S045	76-24	00.00	8.10		ALFALFA CO LINE	760	DSDL	24	1	4	76	1	0	4								0	
S050	76-26	00.00	0.75		BEG CURBS	940	HH0F	24	1	4	81	1	0	5									
S050	76-26	X 00.00	1402		BEG CURBS	940	BRDG				36	AD	0	5									
S050	76-26	00.75	0.15		ENT FREEDOM MAIN TC	920	HHON	48	4		84	1	0	5									
S050	76-26	00.90		FREEDOM	0.26	910	LLOA	20	1	6	59	1	0	5	30	2	0	6	08		793		
S050	76-26	01.16	0.04		LEAVE FREEDOM C/L	940	LLOA	20	1	6	59	1	0	5	30	2	0	6	08		119		
S050	76-26	01.20	2.72		NORTH TRAIL RD	900	SHLA	24	1	4	75	1	0	5									
S050	76-26	X 01.27	45		JCT. US-64	900	BXUF				HS	NR	0	5									
S050	76-26	X 03.30	163			900	BRDG				36	AD	0	5									
S050	76-26	X 03.82	108			900	BRDG				15	AD	0	5								912	
S034	76-31	00.00	4.44		4.44 MI N OF US 64	580	HHDL	24	1	8	87	1	0	5									
S034	76-31	X 01.32	73			580	BXUF				HS	NR	0	5									
S034	76-31	X 04.04	32			580	BXUF				HS	NR	0	5									
S034	76-31	04.44	5.98		KANSAS STATE LINE	520	HHDL	24	1	8	85	1	0	5									

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Commissioner District 6

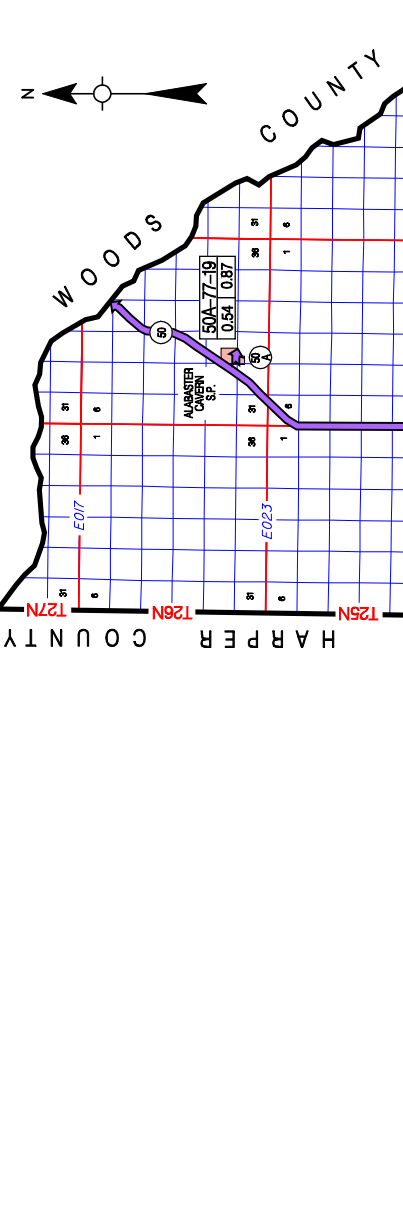
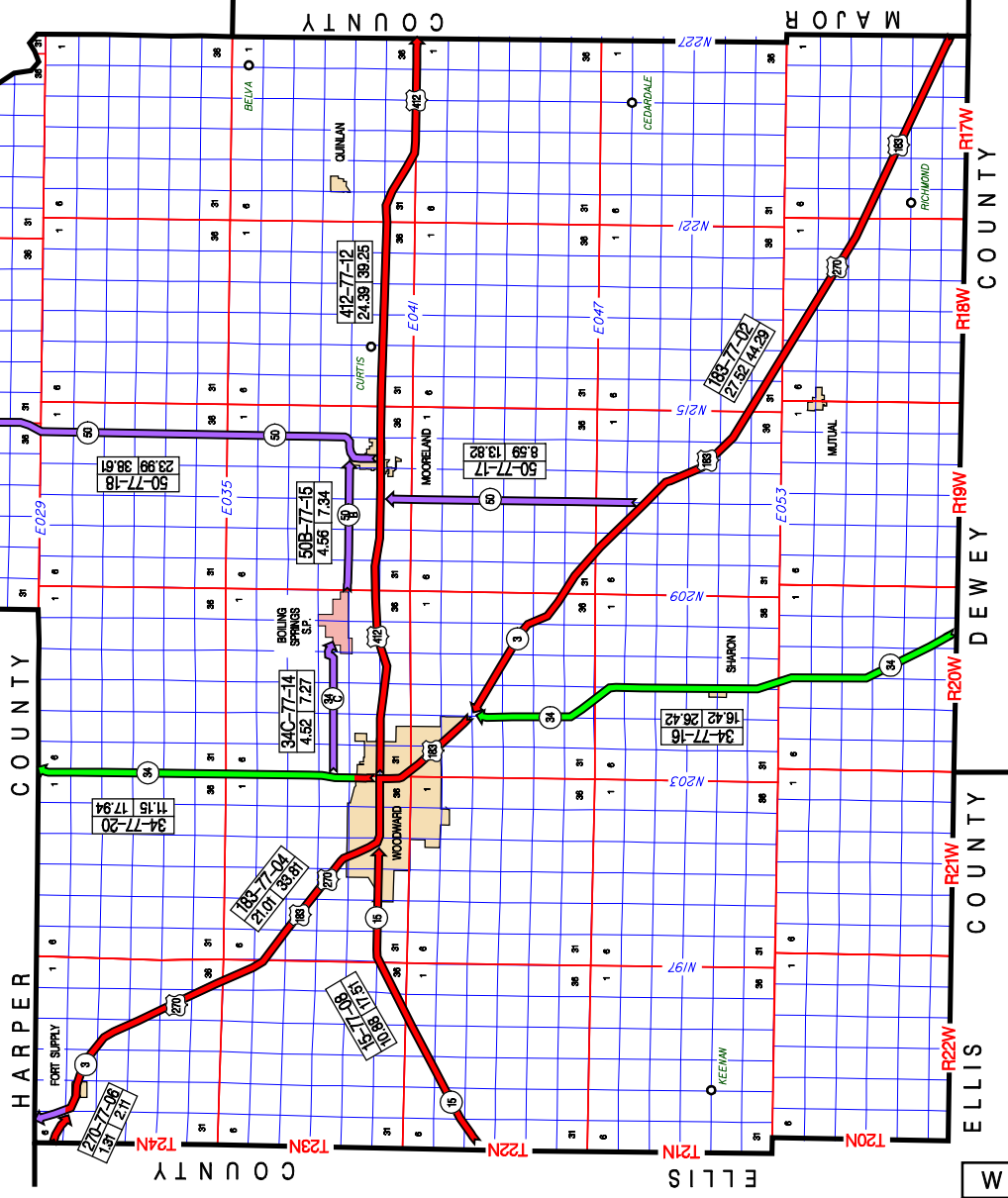
Woods County

Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands					
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total			
			Rural	Municipal																						
S034	76-31	X 05.57	45			520	BXUF			HS	NR		0	5												
S034	76-31	X 09.31	37			520	BXUF			HS	NR		0	5										0		
County Total			127.53	6.33	133.80																			109,907	29,923	139,830

OKLAHOMA DEPARTMENT OF TRANSPORTATION — CONTROL SECTION LOG ---- WOODWARD COUNTY

CONTROL	ROUTE	LENGTH	STARTING DESRIPTION	DIRECTION	ENDING DESCRIPTION	NOTES
7702	US 183	27.52	MAJOR COUNTY LINE	NORTHWESTERLY	JCT. SH 34, SE OF WOODWARD	
7704	US 183	21.01	JCT. SH 34, SE OF WOODWARD	NORTHWESTERLY	HARPER COUNTY LINE	
7706	US 270	1.31	ELLIS COUNTY LINE	SOUTHEASTERLY	JCT. US 183, W. OF FT. SUPPLY	
7708	SH 15	10.88	ELLIS COUNTY LINE	EASTERLY	JCT. US 183 IN WOODWARD	
7712	US 412	24.39	JCT. US 183(9TH ST & OKLA. AVE)IN WOODWARD	EASTERLY	MAJOR COUNTY LINE	
7714	SH 34C	4.52	JCT. SH 34, N. OF WOODWARD	EASTERLY	W. ENTRANCE TO BOILING SPRINGS ST. PARK	
7715	SH 50B	4.56	E. ENTRANCE TO BOILING SPRINGS ST. PARK	EASTERLY	JCT. SH 50 N. OF MOORELAND	
7716	SH 34	16.42	DEWEY COUNTY LINE	NORTHERLY	JCT. US 183, SE OF WOODWARD	
7717	SH 50	8.59	JCT. US 183 SE OF WOODWARD	NORTHERLY	JCT. US 412, W. OF MORELAND	
7718	SH 50	23.99	JCT. SH 15(6TH ST & MAIN ST)IN MOORELAND	NORTHERLY	WOODS COUNTY LINE (S. END BRIDGE)	
7719	SH 50A	0.54	JCT. SH 50 SW OF FREEDOM	EASTERLY	ALABASTER CAVERNS STATE PARK	
7720	SH 34	11.15	JCT. SH 15(OKLA AVE & 9TH ST)IN WOODWARD	NORTHERLY	HARPER COUNTY LINE	

154.88 TOTAL COUNTY MILEAGE



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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U183	77-02		00.00	6.50		6.50 MIS NW. MAJ CO/	3,600	IHHN	24	1	10		85	1	1	3							
U183	77-02	X	01.45	150			3,600	BRDG					29	AD		1	3						
U183	77-02	X	03.38	371			3,600	BRDG					29	AD		1	3						
U183	77-02		06.50	2.50		9.00 MIS NW. MAJ CO/	3,700	IHHN	24	1	10		85	1	1	3							
U183	77-02	X	07.40	22			3,700	BXUF					HS	NR		1	3						
U183	77-02	X	07.98	23			3,700	BXUF					HS	NR		1	3						
U183	77-02		09.00	2.50		7.00 MIS S. SH 50N	3,900	IHHN	24	1	10		84	1	1	3							
U183	77-02	X	09.07	23			3,900	BXUF					HS	NR		1	3						
U183	77-02	X	10.04	22			3,900	BXUF					HS	NR		1	3						
U183	77-02	X	10.74	66			3,900	BXUF					HS	NR		1	3						
U183	77-02		11.50	6.13		0.87 MIS. SE SH 50N	3,600	SHHN	24	1	10		87	1	1	3							
U183	77-02	X	11.62	44			3,600	BXUF					HS	NR		1	3						
U183	77-02	X	13.65	591			3,600	BRDG					29	AD		1	3						
U183	77-02	N	17.63	0.87		JCT SH 50 NORTH	3,600	IHHN	24	1	8		93	1	1	3							
U183	77-02	S	17.63	0.00		JCT SH 50 NORTH	3,600	II0E	24	1	8		93	1	1	3							
U183	77-02	X	18.14	33			3,600	BXUF					HS	NR		1	3						
U183	77-02	X	18.44	28			3,600	BXUF					HS	NR		1	3						
U183	77-02	N	18.50	3.70		3.70 MIS. NW SH 50N	3,700	IHHN	24	1	8		93	1	1	3							
U183	77-02	S	18.50	0.00		3.70 MIS. NW SH 50N	3,700	II0E	24	1	8		93	1	1	3							
U183	77-02	N X	19.69	230			3,700	BRDG					29	AD		1	3						
U183	77-02	S X	19.69	230			3,700	BRDG					19	AD		1	3						
U183	77-02	N	22.20	3.65		CROSSOVER PARALLEL L	3,500	IIHN	24	1	10		94	1	1	3							
U183	77-02	S	22.20	0.00		1.67 MIS SE SH 34 AT	3,500	II0E	24	1	10		99	1	1	3							
U183	77-02	N X	23.48	451			3,500	BRDG					29	AD		1	3						
U183	77-02	S X	23.48	451			3,500	BRDG					40	AD		1	3						
U183	77-02	N	25.85	0.00		CROSSOVER PARALLEL L	3,200	II0E	24	1	10		97	1	1	3							
U183	77-02	S	25.85	0.90		0.77 MIS SE SH 34	3,200	IIHN	24	1	10		96	1	1	3							
U183	77-02	N	26.75	0.77		JCT SH 34	3,200	IIIA	24	1	10		94	1	1	3							
U183	77-02	S	26.75	0.00		JCT SH 34	3,200	II0E	24	1	10		97	1	1	3							0
U183	77-04	E	00.00	0.00		ENT WOODWARD C/L & U	7,100	IIIA	24	1	10		91	1	1	3							
U183	77-04	W	00.00	1.40			7,100	IIDN	24	1	4		71	1	1	3							
U183	77-04	E	01.40	WOODWARD	0.00	1.6 MIS NE OF SH 34	8,200	IIIA	24	1	10		89	1	1	3							
U183	77-04	W	01.40		0.20	1.6 MIS NE OF SH 34	8,200	IIDN	24	1	4		85	1	1	3							
U183	77-04	E	01.60		0.00	2.4 MIS NE OF SH 34	9,200	IIIA	24	1	10		89	1	1	3							
U183	77-04	W	01.60		0.80	2.4 MIS NE OF SH 34	9,200	IIDN	24	3	6		79	1	1	3							
U183	77-04	X	01.60		34	2.4 MIS NE OF SH 34	9,200	BXUF					HS	NR		1	3						
U183	77-04	X	01.92		34		9,200	BXBR					HS	AD		1	3						
U183	77-04		02.40		0.94	END LEFT TURN LANE	11,000	IIIA	50	4			93	1	1	3							
U183	77-04		03.34		0.40	MAPLE AVE	15,600	IILA	52	4			89	1	1	3							
U183	77-04		03.74		0.07	JCT SH 15 & SH 34	15,600	LL0E	64	4			95	1	1	3							
U183	77-04		03.81		0.07	10TH STREET	16,500	LL0E	52	4			96	1	1	3							
U183	77-04	X	03.85		23		16,500	BXUF					HS	NR		1	3						
U183	77-04		03.88		0.07	11TH STREET	16,700	LL0E	52	4			92	1	1	3							
U183	77-04		03.95		0.52	18TH ST IN WOODWARD	16,700	LL0E	50	4			82	1	1	3							
U183	77-04		04.47		0.25	BEG 4-LANE DIVIDED	16,700	LL0E	48	4			89	1	1	3							

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U183	77-04	X 04.55		21		16,700	BXBR			HS	AD		1	3									
U183	77-04	04.72		0.23	WIDTH CHANGE	16,700	LL0E	55	4		88	1	1	3									
U183	77-04	04.95		0.31	WIDTH CHANGE 28TH ST	16,400	LL0E	48	4		87	1	1	3									
U183	77-04	E 05.26		0.69	JCT SH 15 END DIVIDE	15,400	LL0E	26	4		90	1	1	3									
U183	77-04	W 05.26		0.00	JCT SH 15 END DIVIDE	15,400	LL0E	26	4		90	1	1	3									
U183	77-04	X 05.30		138		15,400	BRDG			36	AD		1	3									
U183	77-04	05.95		0.52	WIDTH CHANGE	5,900	LL0I	52	4		96	1	1	3									
U183	77-04	X 06.29		0		5,900	UP-R				AD		1	3									
U183	77-04	E 06.47		0.10	SHLDR CHANGE	4,900	LL0I	26	4		96	1	1	3									
U183	77-04	W 06.47		0.00	SHLDR CHANGE	4,900	LL0I	26	4		96	1	1	3									
U183	77-04	06.57		0.13	0.75 MI N SH 15	4,700	LL0I	52	4		96	1	1	3									
U183	77-04	06.70		0.31	LEV WOODWARD WESTERN	4,700	HIDN	24	1	10	88	1	1	3									
U183	77-04	07.01	0.64		LEV WOODWARD U/L N20	4,700	HIDN	24	1	10	84	1	1	3									
U183	77-04	07.65	3.92		5.61 MIS NW SH 15	4,600	HIDN	24	1	10	86	2	1	3									
U183	77-04	X 07.71	66			4,600	BXBR			HS	AD		1	3									
U183	77-04	X 09.51	180			4,600	BRDG			36	AD		1	3									
U183	77-04	11.57	3.39		9 MI NW SH 15	4,500	HIDN	24	1	10	91	1	1	3									
U183	77-04	14.96	3.16		1.60 MIS E.US 270	4,400	HIDN	24	1	10	90	1	1	3									
U183	77-04	X 17.24	427			4,400	BRDG			36	AD		1	3									
U183	77-04	18.12	0.72		ENT FT SUPPLY CL N19	4,400	HIDN	24	1	10	94	1	1	3									
U183	77-04	18.84	FT. SUPP	0.02	BEG PAV SHLDR TC	4,400	HIDN	24	1	10	93	1	1	3									
U183	77-04	18.86		0.31	END PAV SHLDR	4,600	HIDN	24	1	10	88	1	1	3									
U183	77-04	X 18.96		23		4,600	BXUF			HS	NR		1	3									
U183	77-04	19.17		0.09	LEAVE FT SUPPLY C/L	4,600	HIDN	24	1	10	86	1	1	3									
U183	77-04	19.26	0.46		JCT US 270	4,600	HIDN	24	1	8	91	1	1	3									
U183	77-04	19.72	0.72		0.72 MIS N. US 270	1,300	IIDN	24	1	8	87	1	0	5									
U183	77-04	X 20.32	1243			1,300	BRDG			29	AD		0	5									
U183	77-04	20.44	0.57		HARPER CO LINE	1,300	HIIE	24	1	8	89	1	0	5								0	
U270	77-06	00.00	1.31		JCT US 183	3,000	HHDL	24	1	8	93	1	1	3									
U270	77-06	X 00.63	120			3,000	BRDG			29	AD		1	3								0	
S015	77-08	00.00	1.80		1.80 E ELLIS CO LINE	2,900	HHHL	24	3	4	64	1	1	3	03	2	0	3	02		3,576		
S015	77-08	01.80	5.14		6.94 E ELLIS CO LINE	2,900	HHHL	24	3	4	63	1	1	3	03	2	0	3	02		10,217		
S015	77-08	X 02.15	109			2,900	BRDG			24	SD		1	3	03	2	1		31		1,551		
S015	77-08	X 03.94	23			2,900	BXBR			HS	AD		1	3									
S015	77-08	X 05.87	42			2,900	BXBR			HS	AD		1	3									
S015	77-08	X 06.82	39			2,900	BXUF			HS	NR		1	3									
S015	77-08	06.94	1.23		SHLDR CHANGE	4,500	HHDL	24	1	8	78	2	1	3									
S015	77-08	08.17	0.32		SURFACE CHANGE	4,800	HHHF	24	1	8	76	2	1	3									
S015	77-08	08.49	0.53		ENT WOODWARD UC/L	5,700	HHDL	24	1	8	76	3	1	3									
S015	77-08	X 08.99	34			5,700	BXUF			HS	NR		1	3									
S015	77-08	09.02	WOODWARD	0.13	SURFACE CHANGE	5,000	DHDL	24	1	8	83	1	1	3									
S015	77-08	X 09.14		23		5,000	BXUF			HS	NR		1	3									
S015	77-08	09.15		0.11	HPMS BREAK	5,900	DHHF	24	1	8	83	1	1	3									
S015	77-08	09.26		0.51	1.11 MIS W. US 183	7,000	DHHF	24	1	8	81	3	1	3									
S015	77-08	09.77		0.62	0.49 MIS W US 183	8,000	IHHF	50	4		89	1	1	3									

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Highway Number	Control Section Number	Subsection				Annual Average Daily Traffic	Surface or Bridge		Curb or Shldr		Bridge Load Limit	Sufficiency Rating	Capacity Adequacy	NHS Route	Function Class	Design Class	No. Lanes	Access Cont	Grading Type	Improvement Type	Estimated Improvement Cost in Thousands		
		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S015	77-08	10.39		0.49	JCT US 183	8,800	IHDF	50	4		89	1	1	3							15,344		
U412	77-12	00.00		0.07	WIDTH CHANGE 8TH ST	7,900	LL0E	52	4		97	1	1	3									
U412	77-12	00.07		0.49	WIDTH CHANGE 1ST ST	7,900	LL0E	52	4		100	1	1	3									
U412	77-12	00.56		0.25	SURFACE CHANGE	7,900	LL0E	52	4		100	1	1	3									
U412	77-12	00.81		0.27	LAKEVIEW DR	7,900	LL0E	52	4		100	1	1	3									
U412	77-12	01.08		0.15	LEAVE WOODWARD C/L	6,900	I10E	48	1	10	86	1	1	3									
U412	77-12	01.23	0.17		1.40 MIS E. US 183	6,400	I10E	48	1	10	92	1	1	3									
U412	77-12	X 01.25	63			6,400	BXUF				HS	NR		1	3								
U412	77-12	N 01.40	0.19		1.59 MIS. E. US 183	6,000	I10E	24	1	10	92	1	1	3									
U412	77-12	S 01.40	0.00		1.59 MIS. E. US 183	6,000	I10E	24	1	10	94	1	1	3									
U412	77-12	N 01.59	0.48		2.07 MIS E. US 183	5,800	I10E	24	1	10	95	1	1	3									
U412	77-12	S 01.59	0.00		LEAVE WOODWARD U/L	5,800	I10E	24	1	10	94	1	1	3									
U412	77-12	X 01.95	33			5,800	BXUF				HS	NR		1	3								
U412	77-12	N 02.07	2.19		4.26 MIS E. US 183	5,900	I10E	24	1	10	94	1	1	3									
U412	77-12	S 02.07	0.00		4.26 MIS E. US 183	5,900	I10E	24	1	10	94	1	1	3									
U412	77-12	N 04.26	1.05		3.84 MIS W. SH 50S	5,500	HHDG	24	1	10	92	1	1	3									
U412	77-12	S 04.26	0.00		3.84 MIS W. SH 50 S	5,500	I10E	24	1	10	93	1	1	3									
U412	77-12	N 05.31	0.51		3.33 MIS W SH 50S	5,500	I1DG	24	1	10	93	1	1	3									
U412	77-12	S 05.31	0.00		3.33 MIS W. SH 50S	5,500	I10E	24	1	10	95	1	1	3									
U412	77-12	N 05.82	1.23		2.10 MIS W SH 50S	5,500	I10E	24	1	10	98	1	1	3									
U412	77-12	S 05.82	0.00		3.33 MIS W. SH 50S	5,500	I10E	24	1	10	95	1	1	3									
U412	77-12	N X 05.87	622			5,500	BRDG				29	AD		1	3								
U412	77-12	S X 05.87	623			5,500	BRDG				29	AD		1	3								
U412	77-12	N X 06.22	872			5,500	BRDG				29	AD		1	3								
U412	77-12	S X 06.22	873			5,500	BRDG				29	AD		1	3								
U412	77-12	N X 06.59	502			5,500	BRDG				29	AD		1	3								
U412	77-12	S X 06.59	500			5,500	BRDG				29	AD		1	3								
U412	77-12	N 07.05	0.00		1.85 MIS W. SH 50S	5,200	I10E	24	1	10	96	1	1	3									
U412	77-12	S 07.05	0.25		1.85 MIS W. SH 50S	5,200	I10E	24	1	10	98	1	1	3									
U412	77-12	N 07.30	1.85		JCT SH 50 SOUTH	5,300	I10E	24	1	10	94	1	1	3									
U412	77-12	S 07.30	0.00		JCT SH 50 SOUTH	5,300	I10G	24	1	10	97	1	1	3									
U412	77-12	09.15	0.80		ENT MOORELAND C/L	5,000	I10E	52	4		96	1	1	3									
U412	77-12	09.95	MOORELAN	0.31	WIDTH CHNG KROUTH ST	5,000	I10E	52	4		96	1	1	3									
U412	77-12	10.26		0.17	ELM ST	5,100	I10E	52	4		96	1	1	3									
U412	77-12	10.43		0.05	JCT SH 50 NORTH	5,100	LL0E	52	4		100	1	1	3									
U412	77-12	10.48	0.05		WATER ST	5,100	LL0E	52	4		97	1	1	3									
U412	77-12	X 10.51	63			5,100	BXBR				HS	AD		1	3								
U412	77-12	10.53	0.12		ENT MOORELAND HILL S	3,600	I10E	52	4		96	1	1	3									
U412	77-12	10.65		0.43	LEAVE MOORELAND C/L	3,600	I10E	52	4		96	1	1	3									
U412	77-12	11.08	0.11		0.71 MIS. E. SH 50N	3,500	I10E	50	4		97	1	1	3									
U412	77-12	11.19	0.36		1.07 MIS. E. SH 50N	3,600	I10E	48	1	8	97	1	1	3									
U412	77-12	N 11.55	3.90		4.97 MIS. E. SH 50N	2,900	I1DL	24	3	8	96	1	1	3									
U412	77-12	S 11.55	0.00		4.97 MIS. E. SH 50N	2,900	I10E	24	1	8	97	1	1	3									
U412	77-12	N 15.45	4.74		4.20 MIS W MAJOR CO/	2,900	I10E	24	1	8	97	1	1	3									
U412	77-12	S 15.45	0.00		4.20 MIS W MAJOR CO/	2,900	I10E	24	1	8	97	1	1	3									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)		Endpoint		Type	Width Feet	Type	Width Feet											Roadway	Bridge	Control Section Total
			Rural	Municipal																			
U412	77-12	X 16.98	34			2,900	BXUF			HS	NR		1	3									
U412	77-12	X 17.68	42			2,900	BXUF			HS	NR		1	3									
U412	77-12	20.19	4.20		MAJOR CO LINE	2,700	IIDL	24	3	4	65	1	1	3	03	2	0	4	03		13,387		13,387
S034C	77-14	00.00	4.52		BOILING SPRINGS SP	3,100	HHDN	22	3	2	74	1	0	5									0
S050B	77-15	00.00	4.16		0.40 MIS. W. SH 50	590	HHDL	22	3	4	59	1	0	5	11	2	0	1	02		4,223		
S050B	77-15	X 01.03	47			590	BRDG				37	AD	0	5									
S050B	77-15	04.16	0.20		0.20 MIS. W. SH 50	320	HHDL	22	3	3	59	1	0	5	11	2	0	1	02		208		
S050B	77-15	X 04.24	33			320	BXUF				HS	NR	0	5									
S050B	77-15	04.36	0.20		JCT SH 50	450	HHDL	22	3	3	59	1	0	5	11	2	0	1	02		208		4,639
S034	77-16	00.00	2.00		2.00 MIS N DEWEY CO/	520	DDDL	24	6	4	80	1	0	4									
S034	77-16	X 01.44	39			520	BXUF				HS	NR	0	4									
S034	77-16	02.00	6.20		TC SHARON	1,900	DDDL	24	6	4	75	1	0	4									
S034	77-16	X 04.86	145			1,900	BRDG				24	SD	0	4	05	2	1		31		1,767		
S034	77-16	X 07.57	253			1,900	BRDG				24	SD	0	4	05	2	1		31		2,277		
S034	77-16	X 08.16	22			1,900	BXUF				HS	NR	0	4									
S034	77-16	08.20	8.22		JCT US 183 NORTH	2,200	DDDL	24	6	4	73	1	0	4									
S034	77-16	X 14.21	183			2,200	BRDG				24	SD	0	4	05	2	1		31		1,965		
S034	77-16	X 14.75	23			2,200	BXUF				HS	NR	0	4									6,009
S050	77-17	00.00	3.50		3.5 N US 183	460	IIDL	24	6	6	78	1	0	5									
S050	77-17	X 00.79	150			460	BRDG				36	SD	0	5	10	2	1		31		1,794		
S050	77-17	03.50	2.64		2.45 S US 412	510	IIDL	24	1	4	77	1	0	5									
S050	77-17	X 03.77	200			510	BRDG				24	SD	0	5	10	2	1		31		2,046		
S050	77-17	X 05.28	160			510	BRDG				23	SD	0	5	10	2	1		31		1,848		
S050	77-17	X 05.37	803			510	BRDG				23	AD	0	5									
S050	77-17	X 05.77	200			510	BRDG				24	SD	0	5	10	2	1		31		2,046		
S050	77-17	06.14	2.45		JCT US 412	750	IIDL	24	6	6	78	1	0	5									7,734
S050	77-18	00.00		0.21	TC 3RD ST	2,000	PHDL	24	1	10	74	1	0	5									
S050	77-18	00.21		0.14	WIDTH CHANGE 1ST ST	2,000	PHDL	80	4		85	1	0	5									
S050	77-18	00.35		0.35	SHLD WIDTH CHANGE	1,900	PHDL	24	1	10	76	1	0	5									
S050	77-18	00.70		0.23	LEAVE MOORELAND C/L	2,100	PHDL	24	1	4	74	1	0	5									
S050	77-18	X 00.88		41		2,100	BXUF				HS	NR	0	5									
S050	77-18	00.93	0.15		JCT SH 50B WEST	1,700	IHDL	24	1	4	84	1	0	5									
S050	77-18	01.08	0.68		0.68 MI N SH 50B WES	1,600	IHDL	24	1	4	83	1	0	5									
S050	77-18	X 01.21	33			1,600	BXUF				HS	NR	0	5									
S050	77-18	01.76	7.14		7.82 MI N SH 50B WES	1,600	IIDL	24	1	4	82	1	0	5									
S050	77-18	08.90	1.50		8.80 MIS S. SH 50A	1,200	IIDL	24	1	4	82	1	0	5									
S050	77-18	X 09.94	47			1,200	BXUF				HS	NR	0	5									
S050	77-18	X 10.18	48			1,200	BXUF				HS	NR	0	5									
S050	77-18	10.40	0.60		11.00 MIS. N. US 412	1,100	DDDL	24	1	4	75	1	0	5									
S050	77-18	11.00	2.30		13.30 MIS. N. US 412	1,100	IIDL	24	1	4	85	1	0	5									
S050	77-18	X 12.39	23			1,100	BXUF				HS	NR	0	5									
S050	77-18	13.30	4.30		1.60 MIS S. SH 50A	1,100	DDDL	24	1	4	75	1	0	5									
S050	77-18	X 14.65	60			1,100	BXUF				HS	NR	0	5									
S050	77-18	17.60	1.60		JCT SH 50A	890	IIDL	24	1	4	85	1	0	5									
S050	77-18	19.20	3.71		BEGIN MAINT PROJECT	1,000	IIDL	24	1	4	83	1	0	5									

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		Roadway or Bridge (X) Beginning Miles	Length (Rdy: Miles) (Brg: Feet)			Endpoint	Type	Width Feet	Type											Width Feet	Roadway	Bridge	Control Section Total
			Rural	Municipal																			
S050	77-18	X 19.54	35		1,000	BXUF				HS	NR	0	5										
S050	77-18	22.91	0.83		900	IIDL	24	1	4		59	1	0	5	09	2	0	2	02		998		
S050	77-18	23.74	0.25		900	IIHF	24	1	5		59	1	0	5	09	2	0	2	02		308		1,306
S050A	77-19	00.00	0.32		80	IIDL	24	3	5		59	1	0	5	11	2	0	2	02		345		
S050A	77-19	00.32	0.22		90	IIDL	24	3	5		59	1	0	5	11	2	0	2	02		238		583
S034	77-20	00.00		WOODWARD	3,900	IILA	64	4			82	1	0	3									
S034	77-20	00.08		0.08	4,200	LL0A	60	4			85	1	0	3									
S034	77-20	00.24		0.24	2,900	SSLA	40	4			77	1	0	3									
S034	77-20	00.48		0.28	2,900	SSLA	28	4			76	1	0	3									
S034	77-20	00.76	0.09		2,700	SSDL	24	1	8		86	1	0	3									
S034	77-20	X 00.83	1105		2,700	BRDG				32	AD	0	3										
S034	77-20	00.85	0.65		2,500	DSDL	24	1	8		78	1	0	4									
S034	77-20	X 01.20	151		2,500	BRDG				37	SD	0	4	05	2	1		31			1,799		
S034	77-20	01.50	0.75		1,700	DSDL	24	1	8		83	1	0	4									
S034	77-20	02.25	0.32		800	DSDL	24	1	4		73	1	0	4									
S034	77-20	02.57	1.88		670	DSDL	24	3	6		71	1	0	4									
S034	77-20	04.45	6.70		670	HHDL	24	6	6		76	1	0	4									1,799
County Total			143.11	11.77	154.80																33,708	17,093	50,801
State Total			10,609.31	2,041.66	12,650.97																7,358,579	4,970,992	12,329,571

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