

# Coweta Sidewalk Master Plan Report

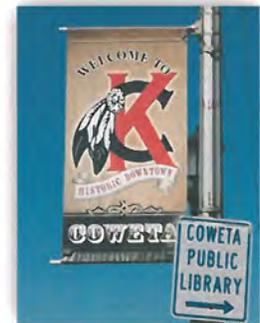
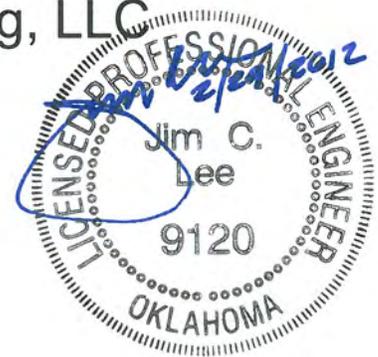
Oklahoma SRTS Project: "Operation Get There"



Prepared by: Lee Engineering, LLC

Final Report

February 2012



# Coweta Sidewalk Master Plan Report

## Oklahoma SRTS Project: “Operation Get There”

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## 1. Background

The Coweta Sidewalk Master Plan project is a result of the Oklahoma Safe Routes to School (SRTS) Program which is administered by the Oklahoma Department of Transportation. The City of Coweta competitively bid to obtain funding to establish a project to identify and prioritize sidewalk needs in their community to serve the school children in grades K – 8, which are those grades eligible for funding under the Federal SRTS legislation. The Coweta Sidewalk Master Plan project was approved based on an application that was submitted to ODOT in October 2009 by the City of Coweta as project sponsor, entitled as “Operation Get There”. The Travel Plan for the City of Coweta SRTS Application was submitted in May 2009. The application and travel plan was a collaborative effort between the City of Coweta and the Coweta Independent School District officials, as well as representatives from the community.

The Oklahoma Department of Transportation website<sup>1</sup> provides the following SRTS program information:

*The Safe Routes to School Program is a 100% federally funded reimbursement program established by the August 2005 SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act) Transportation Bill. The legislation provides funding (for the first time) for State Departments of Transportation to create and administer SRTS programs which allows communities to compete for funding for local safety projects and educational initiatives. SRTS is funded at \$612 million and provides Federal-aid highway funds to State Departments of Transportation (DOTs) over five Federal fiscal years (FY2005-2009); each State’s share is based in accordance with a formula specified in the legislation. These funds are available for infrastructure and non-infrastructure projects, and for the administration of the State Safe Routes to School programs that benefit elementary and middle school children in grades K-8.*

*The intent of the program is:*

- To enable and encourage children, including those with disabilities, to walk and bicycle to school.*
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.*
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.*

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<sup>1</sup> Oklahoma DOT, SRTS Website: <http://www.okladot.state.ok.us/srts/about.htm>, accessed January 18, 2012

*The Federal-aid SRTS Program is administered by the Federal Highway Administration (FHWA) Office of Safety.*

The SRTS Program encourages more walking and bicycling through a comprehensive program of Engineering, Education, Encouragement, Enforcement, as well as Evaluation so a community can measure the success of its program and make changes if needed. Engineering is needed to provide suitable walking routes to school and safe street crossings. Engineering is an essential part of the SRTS program because children will not walk if they do not have a safe and continuous pathway to do so. However, Engineering alone will not always change behavior. Thus, any successful SRTS program applies a combination of all five E's to improve walking conditions/safety; educate students and parents about the many benefits of walking and bicycling and ensure students are doing so safely; encourage more students to walk and the parents to allow their children to walk; and provide enforcement to improve safety along the walking paths and sidewalks around the school.

A June 28, 2011 strategic plan meeting was held between a representative of Lee Engineering, LLC and the Coweta SRTS Team members to review the application and establish a course of action for the Master Plan Project and the non-infrastructure portion of the plan involving the Education, Encouragement, Enforcement and Evaluation strategies required for a comprehensive SRTS plan. The following six Coweta schools were identified that would benefit from the SRTS program implementation:

Central Elementary School - 918-486-2130  
303 N. Broadway Avenue  
Coweta, OK 74429

Northwest Elementary School - 918-486-6559  
26945 E. 131st Street  
Coweta, OK 74429

Southside Elementary School - 918-279-0480  
15297 S. Hwy 72  
Coweta, OK 74429

Heritage Intermediate Grade Center - 918- 486-8590  
15286 S. 297th E. Avenue  
Coweta, OK 74429

Mission Intermediate Grade Center - 918-486-2186  
30123 E. 147th Street (E Pecan Street)  
Coweta, OK 74429

Coweta Junior High School - 918-486-2127  
30080 E. Hwy 51  
Coweta, OK 74429



through the center of Coweta from the northwest to the southeast, and some children have to walk across the tracks to access two of the schools (Coweta Junior High and Mission IGC). Prior to the start of this project, there were no established walking attendance boundaries for the schools because very little of the community is considered pedestrian-friendly, especially for young school children. Thus, most of the students qualify for “hazard busing” or were driven to school by parents.

During a June 28, 2011 strategic plan meeting with community officials, there was a reluctance on behalf of the school district representative to conduct or promote encouragement programs because it was thought that most of the areas around the elementary, IGC and junior high schools were not sufficiently pedestrian-friendly. It was also learned that the Coweta police formerly conducted bicycle training for students, but lost their budget to do so. However, one School Resource Officer (SRO) is shared between all eight Coweta schools that may be used for this service and for other enforcement activities. Regardless, there were several action items identified for school and city officials to consider and/or implement for the SRTS non-infrastructure program.

The notice to proceed from the Oklahoma Department of Transportation to Lee Engineering LLC for the Coweta Sidewalk Master Plan project was issued August 31, 2011 as SRA #1032. The contract between the City of Coweta and Lee Engineering, LLC was signed by the City Manager on September 12, 2011.

Terms and definitions, largely taken from the Oklahoma State Statutes, and used in this report, are provided in Appendix A.



## 2. Introduction

Walking and bicycling is important for a person's health and is a basic form of transportation, especially for children. Studies have shown that there are many benefits to walking and bicycling including a greater ability for students to be more attentive in class, and improves a child's sense of well-being. Walking, instead of being transported in a vehicle, reduces vehicle emissions, eliminates traffic congestion and improves traffic safety, as well as promotes a sense of freedom and responsibility in a child.

Walking and bicycling has significantly declined for school children in recent decades across the US. Part of that problem is a change in social norms. Another problem is the lack of infrastructure (sidewalks and safe street crossings) to facilitate children walking to and from school that would encourage parents to allow their children to walk and bike to school. Sidewalks are the "highways" for pedestrians. Without continuous sidewalks that provide a safe way for students to walk or bicycle to school, many children will not walk. Typically transportation is provided in the form of bussing or parents who drive their children to school. Often times, parents driving children to school can represent 25% or more of the traffic during the morning peak hour and the extra traffic at the schools create more traffic issues for those students who chose to walk or ride their bicycles.

The provision of adequate sidewalks allows for a safer walking environment for children. Coweta was built and developed with few sidewalks within the community. Many of the sidewalks that do exist are in outlying new subdivisions or are along Broadway Avenue/Highway 72 that serves the Central Business District of Coweta. Other paved sidewalks also exist in portions of central Coweta, but few sidewalks provide a continuous walking path for children that walk to school.

The City of Coweta applied for Safe Routes to School funding to create a Sidewalk Master Plan for the identification and prioritization of sidewalk needs. This will allow city and school officials to request funding through the SRTS program or other funding sources and direct the infrastructure funds to where it can provide the best service to students and the community.

### Sidewalk Design

The American Association of State Transportation Officials (AASHTO) Pedestrian Design Guide<sup>2</sup> recommends sidewalks that are five feet wide or wider, and they also recommend a buffer between the sidewalk and roadway. While four feet wide is the

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<sup>2</sup> Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO, Washington, DC, Publication Number GPF-1, July 2004

absolute minimum sidewalk width, a five (5) foot wide sidewalk allows for pedestrians to walk side-by-side, and provides the needed room for wheelchair pedestrians approaching in opposite directions to maneuver past each other. Wider sidewalks of eight to ten feet are desirable adjacent to schools and along arterial streets with higher speed traffic. It is best to provide a buffer or separation between the walkway and street to better separate pedestrian and motor vehicle traffic. Along local or collector streets, desirable sidewalk buffers are two to four feet wide. Along arterial streets, desirable buffers are five to six feet wide.



New sidewalk in Coweta with tactile warning strip required by ADA

At the October 5, 2011 Sidewalk Master Plan Kick-off meeting, it was decided that the cost estimates for sidewalks in Coweta would be based on a five (5) foot width for sidewalks along local and collector streets, and a six (6) foot width for sidewalks along arterial streets. Buffer width would have no effect on the sidewalk cost estimates developed for this project. Furthermore, it is assumed there is sufficient right-of-way available to build the desired sidewalk width and buffer along the streets in Coweta. This issue will need to be addressed at the time of application for a SRTS infrastructure program since SRTS funds cannot be used to purchase right of way. Any needed right-of-way must have already been obtained prior to applying for SRTS infrastructure funds.

There are a number of other issues that should be considered in sidewalk design and construction that are not addressed in this study, including side-slope, grades and ramps, curb cut design and other features to address accessibility, lighting, driveway

crossings, obstacles in or near the sidewalks (street furniture, utility poles, sign posts, fire hydrants, etc.) railings for bridges, and sidewalk maintenance.



Existing sidewalk along the east side of Broadway Avenue in front of Central Elementary School

### **3. Development of School Walking Maps**

One of the initial activities undertaken in the Sidewalk Master Plan process was to create walking route maps for each of the six eligible schools (elementary, IGC and junior high school). This process was important to identify the walking attendance boundary for each school, the street/sidewalk segments that were being used by children attending each school, as well as the optimal walking routes for each school. Segments should have a higher priority for sidewalk construction not only if they are located adjacent to or near a school, but additional emphasis is also needed if the segment is on a primary walking route that serves a school. Some sidewalk segments serve multiple schools in the same area, and are given higher weight in the ranking process. These higher priority sidewalk segments that serve one or more schools were identified through the development of walking route maps for each school. Those street segments that may be within a school walking attendance boundary, but are NOT used by students for walking to school are not given extra weighting in the ranking process.

The kick-off meeting for the Coweta School Walking Map development program occurred on October 5, 2011, at Coweta City Hall. In addition to the City representatives, Kathleen Easley and Tom Young, there was at least one representative from each eligible school at the meeting to receive training on how to assess the walking areas for their schools. Assessment team members were also instructed to identify “problem” areas or challenges in the walking area as well as to identify the optimal walking routes for their schools. Each school assessment team was provided School Walking Route Plan Guidelines (Appendix B), a sample walking route map from another jurisdiction, and an example assessment tool to help the team members identify those items that have an impact on walkability and bikeability within the walking boundaries for each school.

After providing instructions on how to conduct a walking and bicycling assessment for schools and providing instructions on what was expected of each school assessment team, the first priority was to identify school walking boundaries for each school. Based on input from the school representatives, Kathleen Easley preserved this information on aerial photographs that were provided to each school assessment team for evaluating walking conditions. The walking route maps only encompass those areas within the expected walking areas for each school, and each school will have their own individual school walking route map.

School Assessment teams were asked to do the following:

- Identify preferred walking routes that would serve every residence within the school walking attendance boundary

- Identify barriers to walking within the attendance boundary that require further traffic engineering evaluation or assessment.

School teams were asked to provide copies of their aerial maps with notes and preferred walking routes to the Consultant by December 2011. During this process, minor revisions were made to some of the school walking attendance boundaries either to eliminate some walking areas because street crossings were too difficult for young students, or to match boundary areas for two adjacent schools that served the same population of students. For example, the western boundaries for Southside Elementary School and Heritage IGC were modified slightly to be consistent with each other. Similarly there were some minor walking attendance boundary adjustments to provide consistency in the north walking attendance boundaries for Coweta Junior High School and Mission IGC.

Based on this input and an assessment of aerial photographs, walking maps were developed for each of the following Coweta Schools:

1. Central Elementary School
2. Northwest Elementary School
3. Southside Elementary School
4. Heritage Intermediate Grade Center
5. Mission Intermediate Grade Center
6. Coweta Junior High School

It is important to note that some of the area within the school walking attendance boundary for Northwest Elementary School is outside Coweta City limits. The portion of the walking attendance area inside and outside of Coweta is shown by various shading on the maps.

Existing (or desirable) traffic control (crosswalks and traffic signals) and crossing guard locations are shown on the maps. It is the intent to guide students to use existing traffic controls wherever possible. There was also an attempt to control or minimize the crossing of the railroad tracks for Mission IGC students to one location (Pecan Street), and in some cases additional crosswalk locations are recommended on the maps. The walking route for the Junior High School students may cross the railroad tracks at two locations (Pecan Street and Chestnut Street). Central Elementary School students were not expected to cross Highway 51 or the railroad tracks.

A follow-up meeting was held with school officials at Coweta City Hall on February 22, 2012 to review the maps and the walking paths and to make adjustments based on local conditions and input. Several adjustments to the walking maps were made based on this input.

Copies of the school walking route map for each school are shown on the following pages. The existence of a walking route shown along the street does not imply that it is a “safe” or fully improved route. Safety requires appropriate actions and behavior by both the driver and pedestrian. However, it does mean that it is an optimal route based on existing conditions and input from the school assessment teams. Furthermore, the “safest route” is not always the shortest or most direct route, and may require pedestrians to be diverted to nearby streets or traffic control for street crossings.

The walking routes for Southside Elementary School and Heritage Elementary School show a path for children around the church parking lot on the west side of Highway 72. While it may be acceptable for children to use the church parking lot if in a “walking school bus” or being accompanied by a parent or older sibling, it was decided by the school assessment teams to not illustrate a route through the parking lot on the maps. If at some time in the future it is considered desirable to show a route through the church parking lot on the maps, it would be advantageous if the route is designated either with striping or through the use of orange cones that would be set and removed by the crossing guard or the school maintenance staff. Designating the church parking lot as part of the walking route should involve a formal agreement with the church management.

There is also a walking path connection shown between Southside Elementary School and Heritage IGC, which currently exists as a gravel path between the schools. While this path was not ranked in the sidewalk master plan, paving this segment is an eligible SRTS Infrastructure program where funding can be requested as long as the Coweta Independent School District provides the right of way for the walkway. Walkways are also shown on the walking maps for Coweta Junior High School and Mission IGC from Highway 51 south to the respective schools. These walking paths are also eligible for infrastructure funding if it is thought that these walking paths have the highest potential to encourage school walking and biking.

If conditions should change in the future, either through new development or additional sidewalk, there may be a need to revise the walking maps. They should be reviewed annually for possible changes.

The school walking route maps should be provided to parents along with instruction on walking and bicycling safety, and parents should be encouraged to walk with their children to school whenever possible. Furthermore, children should be encouraged to walk in groups. Parents should discuss safe crossing practices and the routes to and from school before the child makes their first school walking or bike trip on their own.

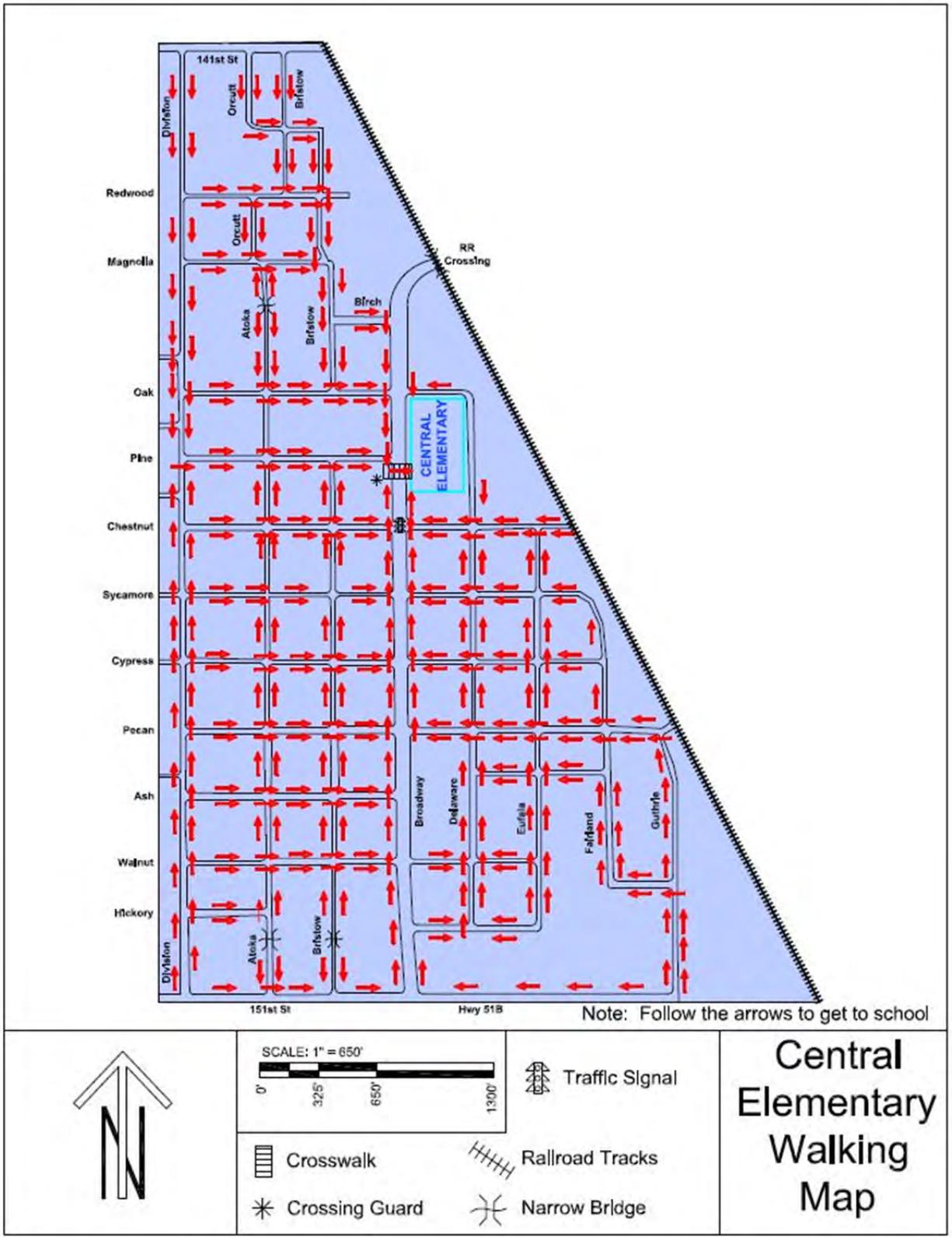
Safety tips from OSDH, NHTSA, and Safe Kids USA urge parents to keep safety in mind when walking near traffic and along roadways include<sup>3</sup>:

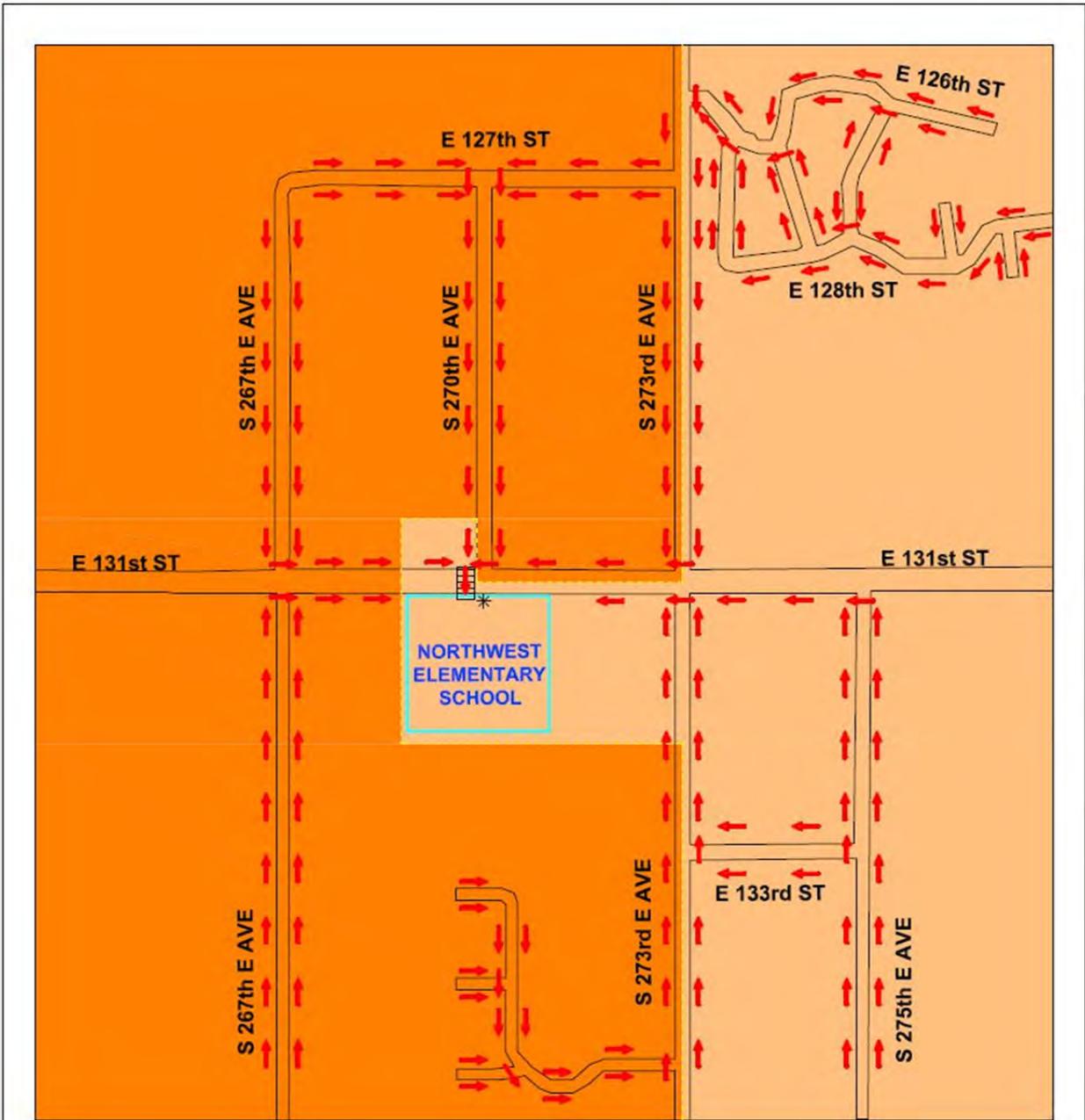
- **Walk on sidewalks, crosswalks, or walking paths.** Avoid walking in traffic where there are no sidewalks, crosswalks, or walking paths. If you must walk on a street without sidewalks, walk facing traffic.
- **Cross at intersections.** Most pedestrians are involved in traffic crashes when they do not cross the street at intersections.
- **Look left, right, left.** Stop at the curb and look to the left, to the right, and then to the left again for traffic. Pedestrians who stop at the curb signal to drivers that they intend to cross the street. Cross streets on marked crosswalks and obey traffic signals.
- **See and be seen.** Stay out of the driver's blind spot and make eye contact with drivers when crossing busy streets. Do not assume that drivers can see you. Wear bright colors or reflective clothing and carry a flashlight when walking in the dark. Be aware of vehicles backing out of driveways or parking spaces.
- **Supervise children near traffic.** Avoid letting children play alone in driveways, parking lots, or near traffic – children are small and are not easily seen by drivers, and children have difficulty judging vehicle distances and speeds. Teach children to obey traffic rules and cross the street with a trusted adult whenever possible.
- **Prevent backovers.** Teach children never to play in, under, or around vehicles. Carefully check driveways, streets, parking spaces, and other areas around your vehicle for children and adults before backing out.

It is advisable to provide this or a similar type of safety information on the school websites where the walking route maps are displayed. If the school maps are printed, safety tips should be provided on the back of the printed maps. Safety information and instructional methods should be age-appropriate for students.

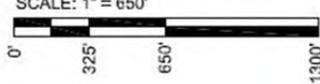
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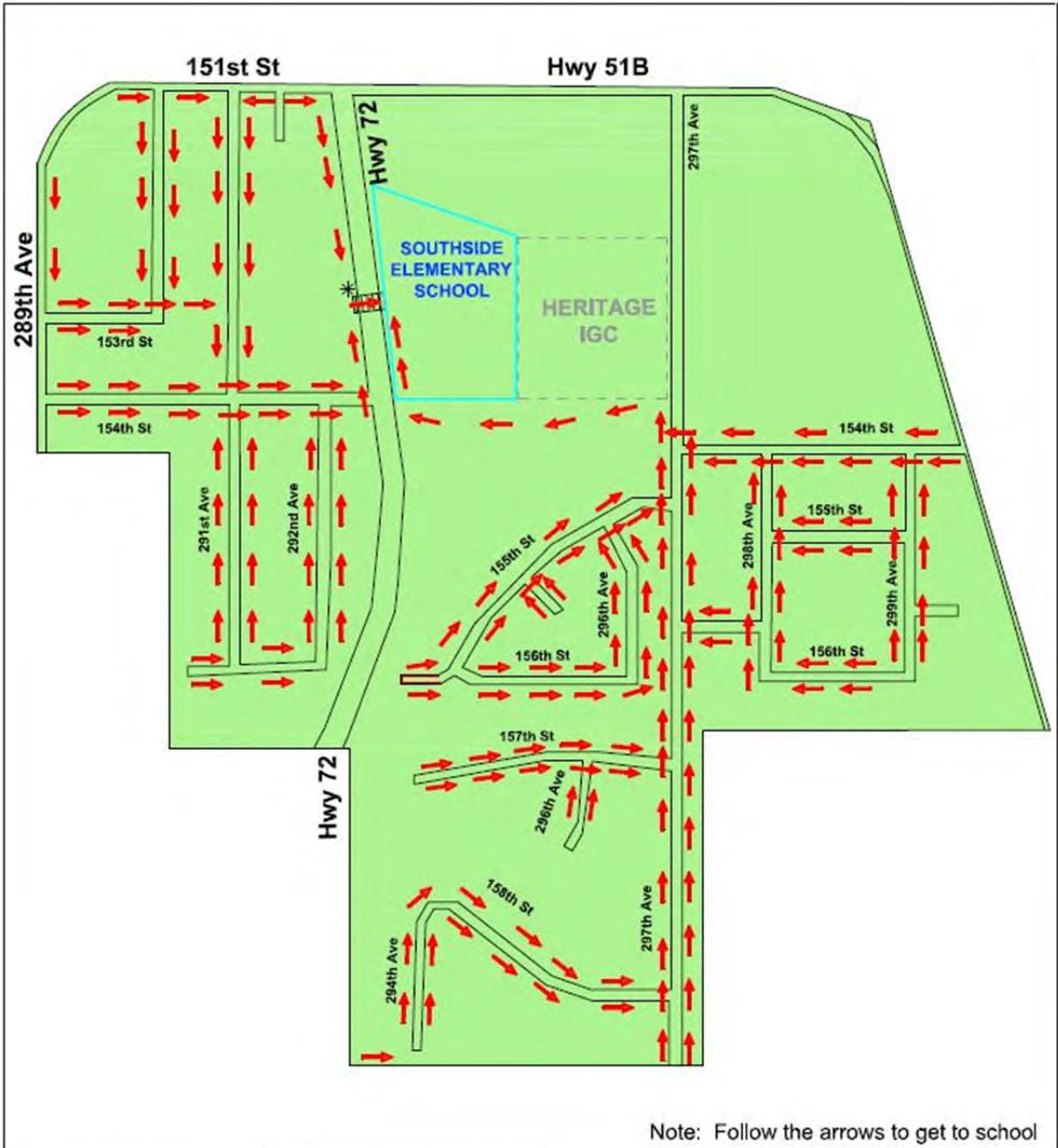
<sup>3</sup> State Health Officials Offer Tips for Child Pedestrian Safety, Oklahoma State Department of Health, Communications Office, Pam Williams, April 8, 2010, accessed February 7, 2012 from [http://www.ok.gov/health/Organization/Office\\_of\\_Communications/News\\_Releases/2010\\_News\\_Releases/State\\_Health\\_Officials\\_Offer\\_Tips\\_for\\_Child\\_Pedestrian\\_Safety.html](http://www.ok.gov/health/Organization/Office_of_Communications/News_Releases/2010_News_Releases/State_Health_Officials_Offer_Tips_for_Child_Pedestrian_Safety.html)





Note: Follow the arrows to get to school

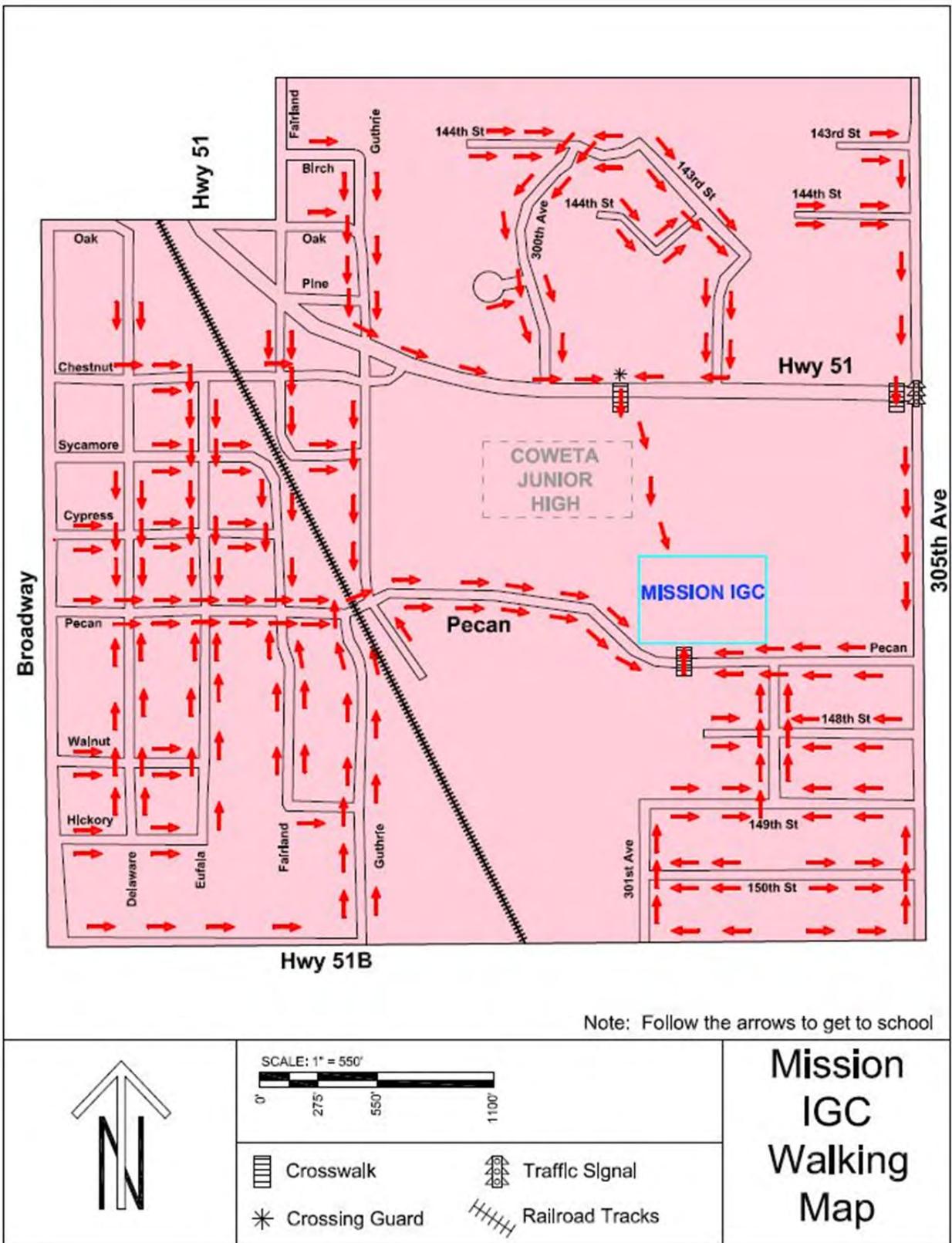
	<p>SCALE: 1" = 650'</p> 	<h1>Northwest Elementary Walking Map</h1>		
	<table border="0"> <tr> <td> Crosswalk</td> <td> Coweta City Limits</td> </tr> <tr> <td> Crossing Guard</td> <td> Outside Coweta</td> </tr> </table>		 Crosswalk	 Coweta City Limits
 Crosswalk	 Coweta City Limits			
 Crossing Guard	 Outside Coweta			

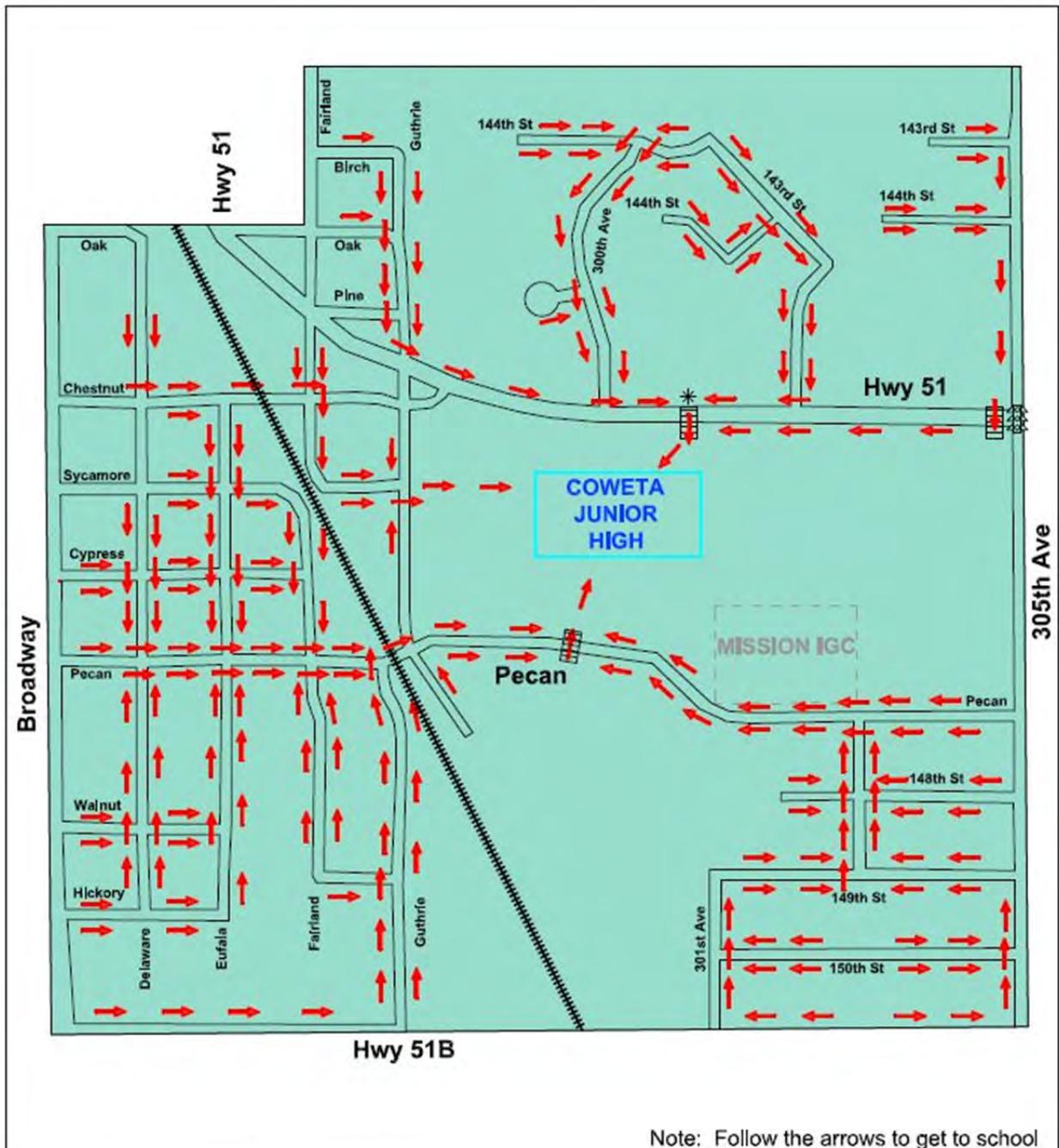


Note: Follow the arrows to get to school

	<p>SCALE: 1" = 550'</p> 	<h2>Southside Elementary Walking Map</h2>
	<ul style="list-style-type: none"> <li> Crosswalk</li> <li> Crossing Guard</li> </ul>	







	<p>SCALE: 1" = 550'</p>	<h2>Coweta Jr High Walking Map</h2>
	<p>  Crosswalk               Traffic Signal   Crossing Guard               Railroad Tracks       </p>	

## 4. Criteria for Evaluating Sidewalk Segments

The Lee Engineering, LLC project representative attended the Sidewalk Master Plan kick-off meeting with city officials on October 5, 2011 at Coweta City Hall. Meeting minutes are attached as Appendix C. At that meeting a number of issues were discussed, and several decisions were finalized on how to complete this project and develop the Sidewalk Master Plan for the community.

### a. Identification of Study Area and Candidate Sidewalk Segments

To make the program manageable, there had to be a limit on the area studied. Only those areas within two miles of an elementary or junior high school (grades K - 8) are eligible to receive infrastructure improvement funding through the SRTS program. However, even that distance may be excessive for the Coweta Sidewalk Master Plan since two miles is outside of the typical walking area for most students in grades K – 8. Furthermore, there are so many sidewalk needs closer to the eligible schools that it is unlikely that street segments beyond one mile will ever be a candidate for SRTS sidewalk construction funding.

It was decided that only those segments within Coweta city limits are candidates for ranking in the Master Plan. For those street segments where the city limits runs down the centerline of the street (within the study area), only the portion or side of the street inside Coweta limits was considered as a potential sidewalk candidate, and length and cost for that street segment was revised accordingly.

Another decision was to exclude short cul-de-sacs or “stub” streets in the study as these should not pose a challenge to walking for the students living on those streets. Any streets judged as “private” were excluded from the study. None of the off-street paths or trails that were part of the School Walking Maps are assessed as a part of the Master Plan. It is conceivable, however, that walking paths providing a connection between Coweta Junior High School and Mission IGC, and from Heritage IGC to Southside Elementary School may be viable pathways for future SRTS Infrastructure project requests as long as the right of way is donated by the property owner (i.e. school district) for the sidewalk.

Street segments that had existing sidewalks on both sides of the street were not included in the study to rank candidates for sidewalks. An inventory of existing street segments with sidewalks within the study area is shown as Appendix D. Streets that had sidewalk along one side of the street were included in the evaluation, but the overall sidewalk length was modified to account for existing sidewalk portions and to properly calculate the planning level costs to provide the missing sidewalk segments. It is understood that the existing sidewalks in some areas are old and in need of repair or

modification to meet current ADA standards or to provide more width. Several of the existing sidewalk segments are narrower than typically desirable for groups of walking students. However, it was considered to be far more important to provide new sidewalks than to identify existing sidewalk segments that could be improved with upgrades.

A total of 206 street segments were evaluated and ranked in a study area that comprised 5.58 square miles (3,571 acres) within Coweta city limits. This represents 51.8 percent of total area within Coweta city limits (10.77 square miles). These 206 sidewalk segments comprised 89.7 linear miles of sidewalk needs, and about 48.3 roadway miles in Coweta.

### b. Segment Length

It was agreed at the kick-off meeting that each street segment would not be longer than one-half mile in length (except in rare instances). There was an attempt to make each segment somewhat uniform. Street segments may be shorter than a half-mile in length if conditions changed along the segment or if the segment crossed into another school attendance area. Furthermore, segments may be subdivided into shorter segments if they existed beyond  $\frac{1}{4}$  or  $\frac{1}{2}$  mile boundary from the closest school that the sidewalk serves.

### c. Sidewalk Ranking Criteria

Nine criteria were used to evaluate each street segment within the study area. The following describes the ranking criteria and the point values or weighting assigned to each segment.

#### i. Proximity to school

Streets were ranked based on how close they were to the schools. If a street segment is closer to a school, more children would be expected to use the sidewalk along that street. The following weighting was used in the assessment:

- Adjacent to school = 10
- Within  $\frac{1}{4}$  mile of school = 7
- $\frac{1}{4}$  to  $\frac{1}{2}$  mile from school = 4
- $\frac{1}{2}$  mile to 1 mile from school = 1

Those street segments outside the one-mile study boundary of the six candidate schools were not included in the study. For those street segments that served multiple schools, the point assignment was based on the closest school within the walking attendance boundary area. There were some streets that were physically located closer to Southside Elementary School, but were within the Central Elementary School

walking attendance area. In those instances, the distance was measured from the Central Elementary School where children using the sidewalk were expected to walk.

## ii. Number of schools the sidewalk will serve

Schools that serve multiple schools should have a higher priority for construction. Some sidewalk segments would serve up to three schools (grades K – 8). This should also mean that there would be a potential for serving a higher number of students. The weighting for this criterion is as follows:

3 Schools = 10

2 Schools = 5

1 School = 3

No Schools = 0

If a street segment was not within a school walking map area or if it was within the walking attendance area, but students were not routed on that street, it was classified as serving “no schools” and was not provided any points for this criterion.

## iii. Pedestrian usage

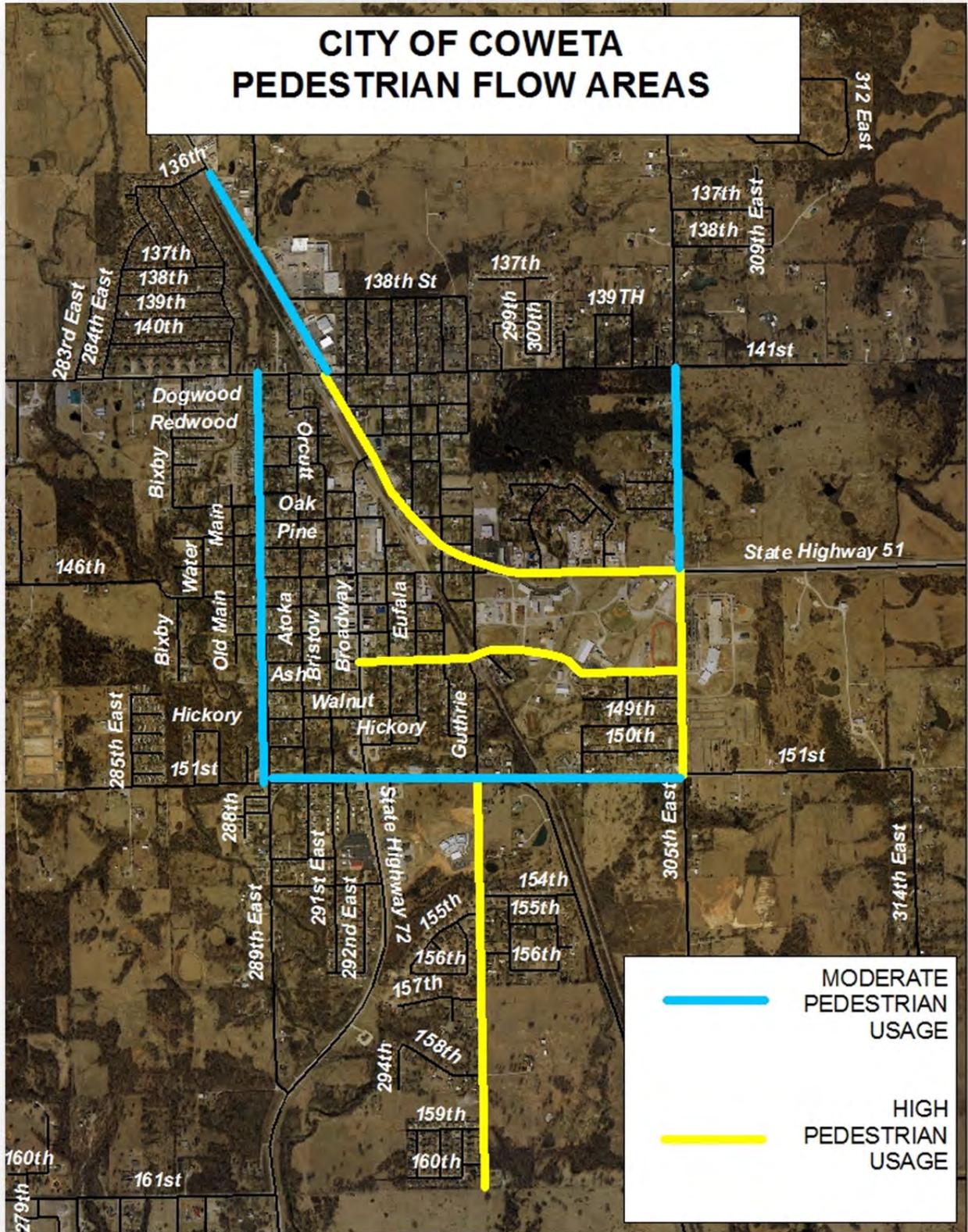
Streets that experience higher levels of walking should have a higher priority for sidewalk installation. It was not within the scope of this study to conduct multiple pedestrian counts to determine pedestrian volumes, and in most cases street corridors would not be at their full potential due to the lack of good walking routes along streets in most parts of Coweta. Instead, the City of Coweta was asked to provide a map (Figure 4-1) showing those street corridor’s with “High” and “Moderate” pedestrian usage. All other segments were considered “Low” pedestrian usage. The weighting for each category is:

High Pedestrian usage = 10

Moderate Pedestrian Usage = 5

Low Pedestrian Usage = 1

The majority of street segments were categorized of having relatively low pedestrian usage based on the information provided by the Coweta officials.



High pedestrian street corridors in Coweta

#### iv. Age of students

Streets that serve younger students (elementary age) are a higher priority for sidewalk installation compared to streets that serve older students (junior high school) who are more mature and more capable to safely walk along a street with motor vehicle traffic. For this criterion, when a street serves two or more schools, the age of the youngest students that use the street is considered. The criterion was ranked as follows:

Elementary = 10  
Intermediate = 8  
Junior High = 5  
No School served = 0

If a street segment was not on a school walking route map, it received no points for this criterion, even if the segment was physically within a mile from the school.

#### v. Serving other users

Streets that serve other pedestrian attractors should also have a higher priority for sidewalk construction compared to those that only serve single-family residential or industrial uses. Other pedestrian attractors included parks, churches, libraries, shopping centers/plazas, and Coweta High School (not currently defined within the SRTS funding legislation). The Lee Engineering team used information from aerial maps and personal knowledge of the area to identify pedestrian attractors along a street segment. If another pedestrian attractor was adjacent to the individual street segment, it was given an additional 5 points in weighting. Otherwise, no additional points were added.

#### vi. Availability of alternate walking routes

If there are no alternate street/sidewalk segments to use, an individual street segment should have a higher priority for sidewalk installation than segments where pedestrians can use a convenient alternate route. For those segments where no alternate routes existed, an additional 5 points of weighting were added. If there were alternate routes, no additional points were added. The evaluation of this criterion for each individual segment was a judgment call.

#### vii. Street classification

Those streets with higher traffic levels create more challenges for pedestrians, especially if no sidewalk exists to allow pedestrians to walk outside of the street surface. It was originally thought that multiple classifications would be established

based on traffic volume counts, however, very little count data exists within the study area. Instead street classification was used as a surrogate. A map titled, Figure 5, from the Coweta Metropolitan Area Planning Commission Major Street and highway Plan, as adopted by Coweta City Council in January 1993 was used to identify street classification for the study segments. The weighting based on street classification was as follows:

Arterial = 10  
Collector = 5  
Local = 1

The study area consisted of 52 arterial segments, two collector segments and 152 local street segments. The “missing” sidewalk mileage for each street classification consisted of: Arterial street - 33.36 miles; Collector street - 1.07 miles; and local street - 55.27 miles.

#### viii. Pedestrian/Bicycle barriers

Some street/roadside features provide additional challenges to pedestrians and young bicyclists. These challenges, or barriers, may be in the form of no place to walk outside of the street, or may involve a railroad track crossing. While busy or arterial street crossings may also be considered a barrier, the segments were typically ended at an arterial street intersection, so an arterial street crossing is really not a barrier along that segment. If there was a pedestrian barrier along a street sidewalk, that segment was given a weight of an extra 5 points. Otherwise, no additional points were added.



Example pedestrian barrier existing at creek crossing

#### ix. Existing development along street segment

At the October 5, 2011 kickoff meeting, it was suggested that the percent development along a street should be a consideration as a part of the sidewalk ranking process. If the land along a street segment is currently undeveloped, it is probable that the land owners or developers will be obligated to build the “missing” sidewalk segments through zoning requirements for their off-site improvements. Any sidewalk built by the developers will save the community from having to build that “missing” sidewalk segment. The percent development along a street segment was estimated by reviewing the aerial maps for that segment using the most up-to-date maps, and scores of 0 to 10 were added to the weighting based on an estimation of the percent of developable land that existed along a segment.



A fully developed neighborhood built without sidewalks has no mechanism for sidewalk construction except through Improvement districts or SRTS funding. While an all-weather walking surface is highly preferred, many low volume, low speed local streets are walkable without paved sidewalks

#### d. Planning Level Costs

The cost to build a sidewalk is highly dependent on a number of factors, including the existing features/barriers along the right-of-way and the amount of engineering needed to bridge drainage ditches or creeks, accommodate steep side slopes or to relocate (or

avoid) utilities. At times, additional right-of-way dedication may be required to build the sidewalk or to accommodate utilities or other structures along the roadway.

Information was obtained from William Coors III, Coweta City Engineer for comparable sidewalk costs through the Oklahoma Department of Transportation. Comparable sidewalk projects could not be found for Wagoner County from ODOT's website. Comparable construction costs in Tulsa County ranged from \$40.00 to \$70.00 a square yard from the summer of 2011. This compares to \$4.44 to \$7.77 per square foot. Furthermore a contractor in Coweta provided the following cost estimate to city officials: \$5 per square foot for new sidewalk and \$7 per square foot to tear out old sidewalk and replace with new sidewalk.

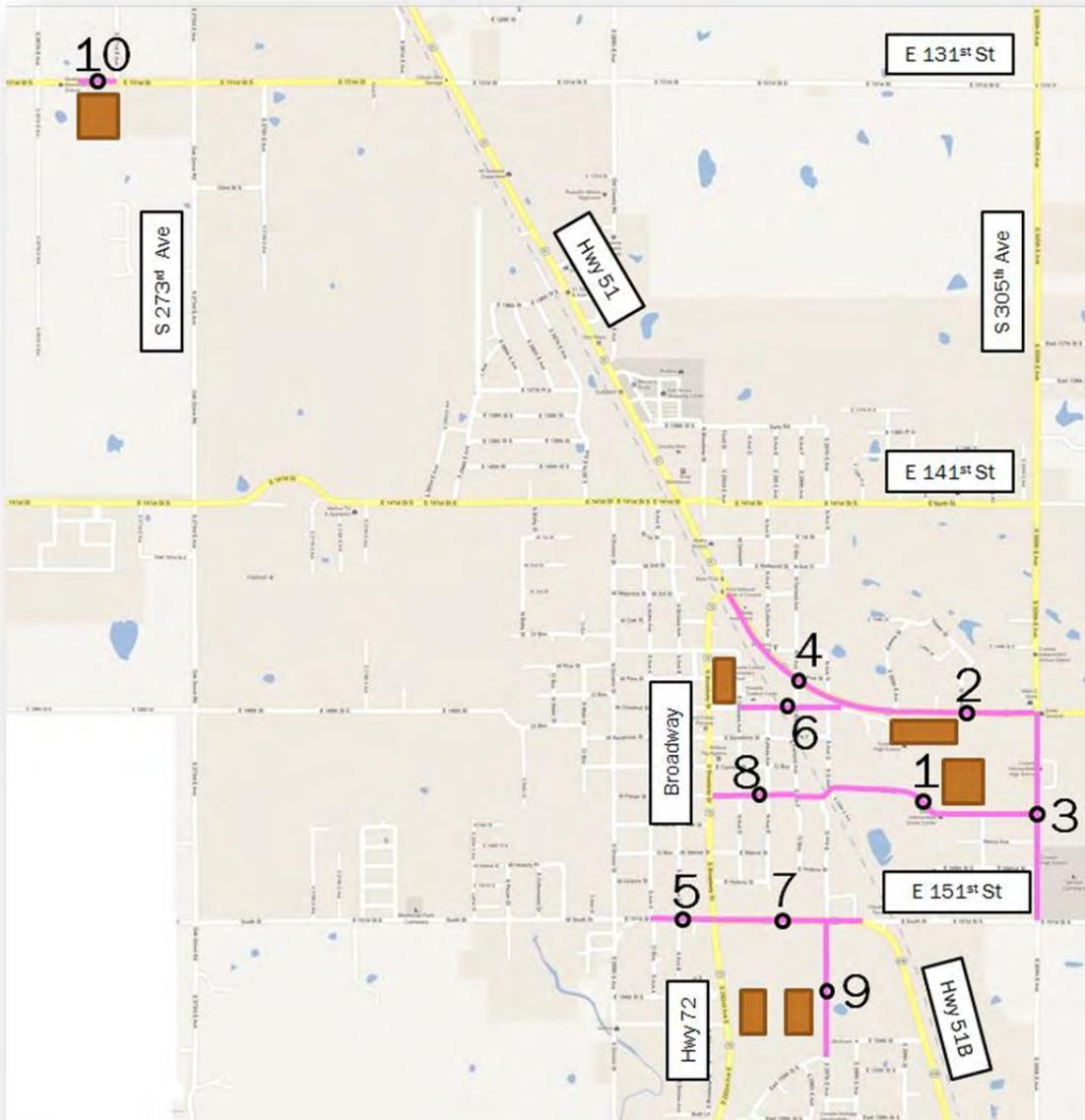
It was decided to use a number near the high end of the range; \$7 per square foot or about \$63 per square yard. Thus for a lineal foot of five (5) foot wide sidewalk, this would result in a planning level cost of \$35 per linear foot. For a six (6) foot wide sidewalk, this would result in a planning level cost of \$42 per linear foot.

These costs are for comparison purposes only and merely provide a rough estimate of the expected costs. The need for engineered designs and bridges for creeks and drainage structures or the need to relocate (or go around) utility structures would greatly affect those costs. They are to be used for comparison purposes only. Site specific assessments and costs estimates are needed prior to creating proposals for SRTS or other sidewalk projects. The costs do not include costs for pedestrian foot-bridges, retaining walls, railing or right-of way. The SRTS program does not allow the use of funds to purchase right of way or sidewalk easements. Any needed right of way or sidewalk easements must be obtained prior to submitting an application for a SRTS sidewalk infrastructure project to ODOT.

## 5. Results

All 206 roadway segments within the City of Coweta were ranked using the nine criteria listed in Section 4. The results are shown in Appendix E on a priority basis (ranking from highest to lowest), and in Appendix F in an alphabetical listing by street segment. The ranking worksheet for each street segment, in priority order is listed as Appendix G (priority order) and Appendix H (alphabetical listing). A discussion of each of the top ten ranked segments is provided below.

### a. Highest Priority Sidewalk Segments



Overview of highest ranked sidewalk corridors and school locations

1. E Pecan St from S Fairland Avenue to S 305<sup>th</sup> East Avenue – This is a local street that is on the walking route maps for Mission IGC and Coweta Junior High School. It is also appears to be a high priority route to serve the Coweta Intermediate and High School and provides access to the Wagoner County fairgrounds. In addition to providing an important link between the aforementioned schools and the community west of the railroad tracks, the segment includes the railroad crossing, which is considered a pedestrian and bicycle barrier. This was also identified by Coweta City officials as a high pedestrian corridor. This is the only east/west corridor south of Highway 51 to serve this area between Broadway Avenue and S 305<sup>th</sup> East Avenue.

The length for this roadway segment is 3,170 feet, with approximate sidewalk length needed of 6,020 feet. The planning level cost for providing sidewalk along this segment is \$210,700 assuming a sidewalk width of five (5) feet.



Pecan Street looking west: east end



Pecan Street Looking west: mid-section



Railroad crossing on Pecan Street: west end

E Pecan St – S Fairland Ave to S 305<sup>th</sup> E Ave

#1



2. Highway 51 from S 300<sup>th</sup> E Avenue to S 305<sup>th</sup> E Avenue – This is a state highway that borders the north side of Coweta Junior High School and also is a walking route crossed by students attending Mission IGC and Coweta Intermediate and High Schools. There is a ladder marked crosswalk across Highway 51 centrally located in front of Coweta Junior High School that may be used by the junior high school students and Mission IGC students. This road was also identified as a high pedestrian corridor by City officials. The drainage ditches along Highway 51 make walking along portions of this roadway somewhat challenging.

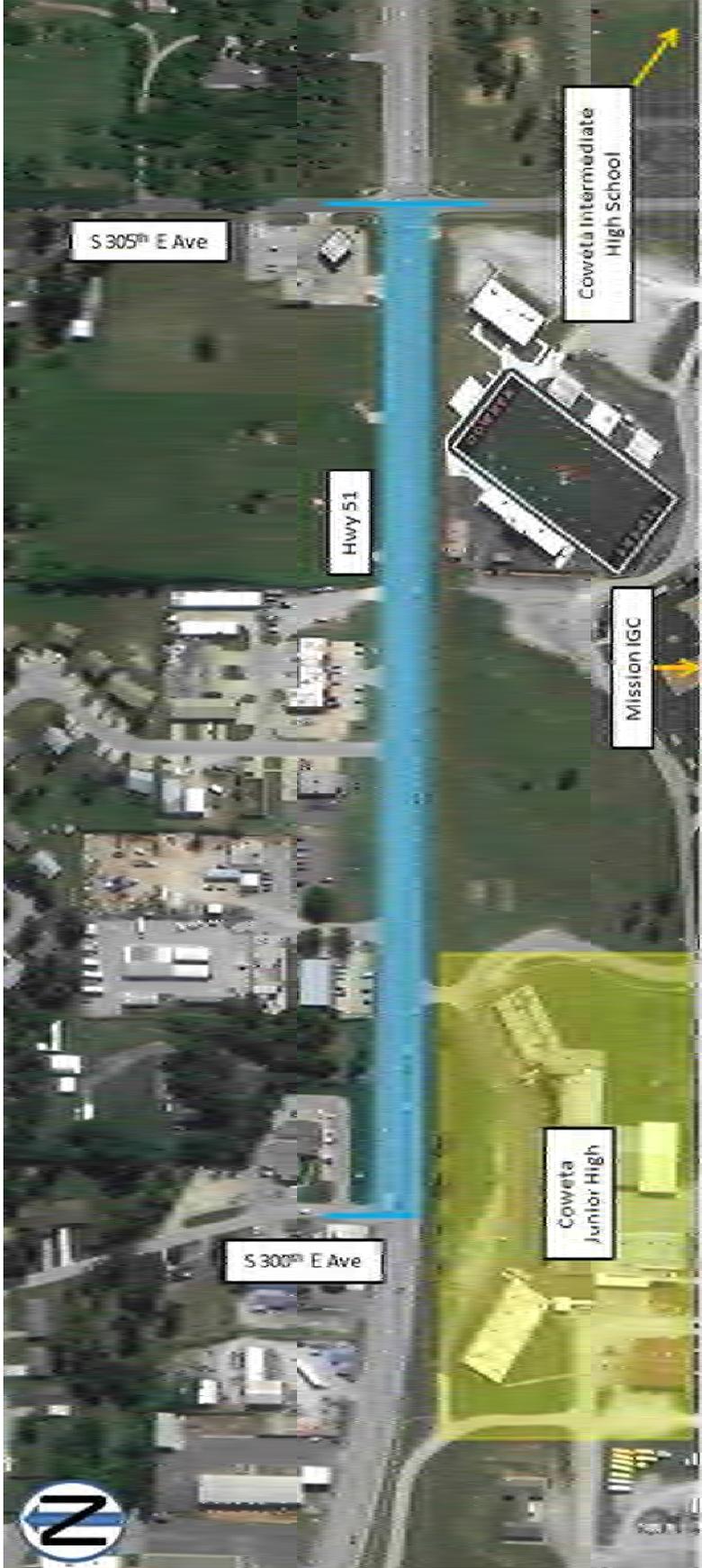
The length of this segment is 1,770 feet, with 3,540 feet of sidewalk required along both sides of this segment at a planning level cost of \$148,680 to provide six (6) foot wide sidewalks along both sides of the street. However, some of the physical conditions along this street may make it more expensive to design and build. Another consideration is to evaluate an alternative crossing treatment at the crosswalk (in addition to the signs, ladder crosswalk and crossing guard) as well as a way to bridge the drainage ditch to make this crossing accessible to a person in a wheelchair.



Highway 51 looking west towards Coweta Junior High School

#2

Hwy 51 – S 300<sup>th</sup> E Ave to S 305<sup>th</sup> E Ave



3. S 305<sup>th</sup> E Avenue from Highway 51 to E 151<sup>st</sup> Street S – This segment is a vital connection from the state highway that provides pedestrian access for the Mission IGC students and some access for the junior high school students (as an alternate route to walking along Highway 51). This was identified as a “high pedestrian corridor” that is heavily used by the Coweta Intermediate and High School students. The intersection of Highway 51 and S 305<sup>th</sup> E Avenue is signal-controlled and the intersection contains the only pedestrian signal in Coweta city limits near the schools. S 305<sup>th</sup> E Avenue is also classified as an arterial street.

The segment length is 2,640 feet with a length of sidewalk needed totaling 5,280 feet. Thus, the segment planning level cost to add six (6) foot wide sidewalks for this segment is \$221,760. Since this sidewalk is along the high school frontage on the east side of S 305<sup>th</sup> Avenue, and the football stadium and track on the west side of S 305<sup>th</sup> Avenue, consideration should be given to provide eight (8) foot wide sidewalks along both sides of the street to accommodate the higher number of walkers.



305<sup>th</sup> E Ave south of Highway 51 – looking south

#3

S 305<sup>th</sup> E Ave – Hwy 51 to E 151<sup>st</sup> St S



4. Highway 51 from Broadway Avenue to S 300<sup>th</sup> E Avenue - This state highway segment is not only an arterial street, but it is also a high pedestrian corridor that partially fronts Coweta Junior High School. It is used by students of both Mission IGC and Coweta Junior High School, and there are other users of this sidewalk, likely including high school students as well as other businesses. The west end of this segment is at the Broadway Avenue traffic signal and the existence of sidewalks would allow the Oklahoma DOT officials to provide pedestrian signals across Highway 51 at this signal.

The street segment is 2,740 feet, and the length of sidewalk would be 5,480 feet, resulting in a planning level cost of \$230,160 for six (6) foot wide sidewalks along both sides of Highway 51. Costs for sidewalk installation along this highway may be higher due to the need to engineer around the drainage ditches along Highway 51.



Highway 51 looking east towards Coweta Junior High School

Hwy 51 – Broadway Ave to S 300<sup>th</sup> E Ave

#4



5. E 151<sup>st</sup> St S from S Atoka Avenue to Broadway Avenue – This is an arterial street segment that is on the boundary between the walking map for Central Elementary School and Southside Elementary School and is also a boundary street for the IGC's. This corridor was also identified as a moderate pedestrian volume corridor.

The segment length is 800 feet with a need for 1600 feet of sidewalks, resulting in a planning level cost of \$67,200 to provide six (6) foot wide sidewalks along both sides of this segment.



151<sup>st</sup> St east of Atoka – looking west



151<sup>st</sup> St east of Atoka looking east

E 151<sup>st</sup> St S – S Atoka Ave to Broadway Ave

#5



6. E Chestnut Street from S Delaware Avenue to Highway 51 – This was the second highest ranked local street in the community and while it is on the walking route maps for both Central Elementary School, and Mission IGC, it provides some of the most direct connection for Coweta Junior High School students. The railroad also is a barrier to pedestrian travel along this corridor. The segment only extends west to Delaware Street because there is sidewalk for the block between Delaware Street and Broadway Avenue.

The segment length measures 1350 feet with a needed sidewalk length of 2000 feet. The planning level costs for a five (5) foot wide sidewalk along both sides of the street is \$70,000. This does not include the additional costs of sidewalk upgrades across the railroad tracks.



E Chestnut St east of Delaware Ave – looking east towards the railroad tracks

#6

E Chestnut St – S Delaware Ave to Hwy 51



7. Highway 51B from Broadway Avenue to E 151<sup>st</sup> St at split – This is an arterial street that borders the walking attendance boundaries for the Mission and Heritage IGC and is also the north boundary to the Southside Elementary School. It was identified as a moderate pedestrian walking corridor.

The segment length is 1,930 feet, with 3,860 feet of sidewalk needed along the segment. The planning level cost is calculated at \$162,120 to provide six (6) foot wide sidewalks along both sides of this street.



Highway 51B east of Broadway Ave – looking west

Hwy 51B – Broadway Ave to E 151<sup>st</sup> St at Split

#7



8. Pecan Street from Broadway Avenue to S Fairland Avenue – While this local street was ranked 8<sup>th</sup> overall, this is a continuation of the highest ranked segment and is on a high pedestrian corridor that serves as a walking path for Central Elementary School, Mission IGC and Coweta Junior High School, as well as serving Coweta Intermediate and High School students.

The segment length is 1,080 feet, but since there is already sidewalk along the south side of Pecan Street, only 1,080 feet of additional five (5) foot wide sidewalk is needed, for a total segment planning level cost of \$37,800.



Pecan St east of Broadway Ave – looking east

E Pecan St – Broadway Ave to S Fairland Ave

#8



9. S 297<sup>th</sup> E Avenue from Highway 51B to E 154<sup>th</sup> Street – This is a local street that runs along the east side of Heritage IGC and was classified as a “high pedestrian corridor”. Despite the existence of a relatively new school, no sidewalk exists along the school frontage (west side of S 297<sup>th</sup> Street). There is a pedestrian barrier at the south end of this segment in the form of a small creek crossing just north of E 154 Street. This creek will have to be bridged on at least one side of 154<sup>th</sup> St to provide a continuous path, and it would be best to do so along the west (school) side of 297<sup>th</sup> E Avenue.

The total segment length is 1,510 feet, but the length of the sidewalk that is missing is 3,020 feet, resulting in a total segment cost of \$105,700 for a five (5) foot wide sidewalk, exclusive of a pedestrian crossing over the creek. If there is not sufficient funds to provide sidewalk along both sides of the street, the west side should be a priority.



West side of S 297<sup>th</sup> Ave looking south



This photo shows the creek crossing along the west side of S 297<sup>th</sup> St E Avenue immediately north of E 154<sup>th</sup> Street. These small creeks can be bridged for pedestrian and bicycle use at much lower cost than widening the entire roadway.

S 297<sup>th</sup> E Ave – Hwy 51B to E 154<sup>th</sup> St

#9



10. E 131<sup>st</sup> Street S from Approximately 269<sup>th</sup> E Avenue to 271<sup>st</sup> E Avenue – This is a short segment along the north side of Northwest Elementary School and extends 410 feet west to the Coweta city limits. This segment had the exact score as segment #11 which is the portion of E 131<sup>st</sup> S that is also along a portion of the north side of Northwest Elementary School and extends east to S 273<sup>rd</sup> E Avenue for a distance of 980 feet. E 131<sup>st</sup> Street is classified as an arterial street, and while considered a low pedestrian corridor, it is adjacent to the front entrance to the school and is the most important part of the Northwest Elementary School walking plan.

The combined length of both segments of E 131<sup>st</sup> Street is 1,390 feet with a combined length of 2,780 feet of sidewalk needed. The combined planning level cost for both segments of E 131<sup>st</sup> Street is \$116,760 for a six (6) foot wide sidewalk.



E 131<sup>st</sup> Street looking west



E 131<sup>st</sup> Across from Northwest Elementary School

#10

E 131<sup>st</sup> St S – Approx. S 269<sup>th</sup> E Ave to S 271<sup>st</sup> E Ave



It is also logical to consider extending the sidewalk both sides of E 131<sup>st</sup> Street would extend west to S 267<sup>th</sup> E Avenue which is the west side of the walking map boundary for Northwest Elementary School. However, that portion of sidewalk outside Coweta city limits would have to be sponsored by Wagoner County if funding is requested through the SRTS program or other federal or state funding source. This type of project coordination between agencies should be encouraged.

A community meeting at Coweta city offices was held February 22, 2012, for public and city input. Those in attendance agreed with the ranking and greatly supported the installation of paved sidewalks to promote pedestrian safety around the Coweta schools and to encourage parents to allow their children to walk. Other public input was obtained in addition to the meeting at Coweta City Hall, and all input was supportive for sidewalk improvements.

### b. Barrier Elimination

There are a number of rivers/creeks, drainage ditches and other barriers along the Coweta streets that make it challenging for pedestrians, especially children. One of the most notable challenges is to provide a way for pedestrians to walk along the road without having to invest a significant amount to widen the roadway. Regardless, this could add significantly more to a given sidewalk planning level cost estimate. Furthermore, these costs are highly site specific and may involve evaluation of engineering options to safely accommodating pedestrians and young children riding bicycle while providing for other uses of the right of way such as drainage.



Challenging 'barrier' locations for pedestrian travel in Coweta

One of the more significant walking barriers to Southside Elementary School and Heritage IGC is the lack of a walkway on either side of S 297<sup>th</sup> E Avenue north of E

154<sup>th</sup> Street (left photo above). Instead of rebuilding the road to extend the culvert to cover the creek, it may be a better and far less expensive option to build a separate pedestrian bridge structure adjacent to the roadway along the west side of S 297<sup>th</sup> E Avenue to independently span the creek. Other challenging pedestrian locations may involve drainage facilities where little to no accommodation for pedestrian travel has been provided along the streets or at intersections (right photo above).



Source: David Parisi

#### Example pedestrian bridge retrofit

The other notable barrier is the railroad track crossings that affect the walking routes for students attending Mission IGC and Coweta Junior High School. Intermediate and High School Students also have to cross the tracks. There are two railroad crossings that affect students walking paths, Pecan Street and Chestnut Street. Fortunately no elementary age students have to cross the railroad tracks, but even the IGC students should cross with adult supervision. The railroad tracks can present a “barrier” in a couple of ways, the walking surface crossing the tracks and the safety concern associated with a train approaching the crossing.

Sidewalk surfaces at railroad crossings can be provided to make the crossing ADA compliant and provide a pedestrian path out of the roadway across the tracks. Coordinating road and sidewalk projects with railroads can be a long and expensive process.

The other issue with train activity can be addressed through warning signs, flashers and possibly gates at the sidewalk crossings, an adult crossing guard posted at the school or through a walking school bus that would provide adult supervision to all of the students crossing the railroad tracks. The Federal Railroad Administration publication, *Compilation of Pedestrian Safety Devices used at Railroad Crossings* is a good

document to investigate various devices used for pedestrians.<sup>4</sup> It is also advisable to provide students education about railroad crossing safety for both pedestrians and bicyclists. This can be done in the form of classroom education, assemblies, and information on the school websites where students have to cross the railroad tracks.

Information from the National Center for Safe Routes to School<sup>5</sup> provides the following guidance:

*In keeping with NHTSA and other federal guidelines, the National Center does not advise students to avoid crossing railroad tracks, but recommends that if such crossing needs arise, that to the greatest extent possible, the following conditions be met: (1) appropriate at-grade crossings are implemented in accordance with relevant federal, state, and local guidelines; (2) appropriate supplemental safety devices (e.g., pedestrian signals, pavement markings) be incorporated into the project; and (3) that children be accompanied by a responsible adult and use extreme precaution when traversing such areas.*

The School Walking Map for Central Elementary School uses the railroad tracks as the east boundary for the walking area. Mission IGC students are only directed to cross the tracks at Pecan Street. The Coweta Junior High School walking map show crossings along Chestnut and at Pecan Street.

Some appropriate child pedestrian safety materials for railroad track crossings is available from Operation Lifesaver. Information prepared for parents included the following safety tips for parents to share with their children<sup>6</sup>:

- *Always cross at a railway crossing. A crossing has a sign or gates. Just like crossing the street – stop and look both ways before crossing train tracks.*
- *Listen for warning bells and watch for the flashing lights.*
- *Do not count on hearing a whistle to warn that a train is coming.*
- *If a train is going by, stand about 10 giant steps back from the tracks.*
- *Never try to cross the tracks if a train is coming. It is too dangerous.*

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<sup>4</sup> Compilation of Pedestrian Safety Devices Used at Railroad Crossings, Federal Railroad Administration, Office of Safety, January 2008, Accessed on February 9, 2012 at the following website:  
[http://www.fra.dot.gov/downloads/safety/Jan08\\_Ped\\_Devices\\_at\\_GX2.pdf](http://www.fra.dot.gov/downloads/safety/Jan08_Ped_Devices_at_GX2.pdf)

<sup>5</sup> <http://www.saferoutesinfo.org/program-tools/it-safelegal-elementary-school-children-walk-school-when-they-need-cross-railroad-trac>, Accessed on February 9, 2012.

<sup>6</sup> Operation Lifesaver supports the initiatives of our partners and Stakeholders, Operation Lifesaver Canada October 20, 2008. Accessed from the following website:  
<http://www.operationlifesaver.ca/general/2008/10/20/operation-lifesaver-supports-the-safety-initiatives-of-our-partners-and-stakeholders/>

- *If one train goes by, look both ways again before crossing. Make sure another train is not coming from the same or another direction.*
- *Always walk your bike across the tracks to make sure your tires don't get caught.*
- *Take off your headphones when you are near railway tracks.*

### c. Funding Options

Funding for building sidewalks should first be pursued from future developments or land owners in the area through zoning requirements at the time of development. If a new subdivision is built, the developer should be required to build the sidewalks and other off-site improvements for the arterial streets bordering the neighborhood development as well as along the internal subdivision streets.

Another way for sidewalks to be built is through the Improvement district process where property owners tax themselves for the street improvement with the city fronting the funding through a bond. The funds are to be collected back from the property owners over a period of 10 to 15 years. This process requires a petition process verifying approval of a majority of the property owners and proportional cost allocation. This is not the most popular funding mechanism amongst residents for neighborhood sidewalks.

The best place to start for future sidewalk funding would be the Safe Routes to School Program (SRTS) through the Oklahoma Department of transportation at the ODOT website: <http://www.okladot.state.ok.us/srts/index.php>. Applications for the next call for projects can be found at: <http://www.okladot.state.ok.us/srts/applications.htm>.

Other possible funding sources that should be explored include:

*Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU): <http://www.walkinginfo.org/funding/history.cfm>*

*Congestion Mitigation and Air Quality (CMAQ): [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/)*

*Transportation Enhancements (TE): [www.enhancements.org](http://www.enhancements.org)*

*Federal Transit Administration New Starts and New Freedom grants: [http://www.fta.dot.gov/laws/circulars/leg\\_reg\\_6624.html](http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html)*

*Communities Putting Prevention to Work: <http://www.hhs.gov/recovery/programs/cdc/chronicdisease.html>*

*Highway Safety Improvement Program (HSIP): <http://safety.fhwa.dot.gov/hsip>*

*Oklahoma Transportation Enhancement:*

*[http://www.okladot.state.ok.us/projmgmt/enhance\\_prog/index.htm](http://www.okladot.state.ok.us/projmgmt/enhance_prog/index.htm)*

Each of these funding sources has specific requirements that need to be addressed prior to application, some related to a documented safety problem, and some may have to be justified to show the project will reduce congestion and improve air quality. However, any project that eliminates a multitude of cars at a school and instead encourages walking and bicycling will help achieve those goals. All of the federal and state funding options require an application process and competitive bidding, through ODOT.

## 6. Evaluation of Coweta Sidewalk Ordinances

Lee Engineering agreed to review the zoning ordinances related to sidewalks in the community. The ordinances related to the design, construction and maintenance of sidewalks were provided by Coweta officials to the Lee Engineering project team for review. Suggested revisions are in red and italics for consideration. While a vast majority of the ordinances are very good, there needs to be a way to provide more sidewalks in conjunction with developer off-site improvements, especially for churches and schools and other pedestrian generators that will result in higher levels of walking.

### Sidewalk maintenance requirements:

#### SECTION 14-110 OWNER OR OCCUPANT NOT TO PERMIT SIDEWALK OR SIDEWALK AREA TO BECOME A HAZARD.

It is unlawful for the owner or occupant of property abutting upon a sidewalk area to permit the sidewalk or sidewalk area adjacent to the property to become a hazard to persons using the sidewalk, or sidewalk area.

#### SECTION 14-111 STREET NOT TO BE OBSTRUCTED SO AS TO INTERFERE WITH DRAINAGE.

It is unlawful for any person, firm, or corporation to obstruct any street, sidewalk, or alley, by placing any approach driveway or other obstruction or substance whatever that will obstruct or prevent the natural flow of water, into the storm sewers or drains, or dam the same so as to back any water upon the streets, alleys, sidewalks, or gutter.

#### SECTION 14-112 DUTY TO KEEP SIDEWALK AND GUTTER CLEAN. GOOD REPAIR.

It is the duty of the occupant of any lot or piece of ground abutting upon any street where there is a sidewalk or gutter on the street to keep such sidewalk or gutter clean and to remove therefrom all materials, snow or ice, trash, weeds, refuse, rubbish or hazards of any kind and to keep the sidewalk and gutter in good repair. If there is no such occupant of any such lot other than the owner, it is the duty of the owner to do the same.

## 4.16 SIDEWALKS:

### 4.16.1 Sidewalk Design Criteria:

**A.** Sidewalks shall be required on both sides of local and collector streets serving a residential subdivision, *a commercial or business area, industrial parks and all other land uses, except where zoned Agricultural or where pedestrian traffic is to be prohibited as designated by the City of Coweta or State of Oklahoma.*

**B.** All sidewalks shall be Portland Cement Concrete. Sidewalks shall include pedestrian bridges across creeks and streams where applicable.

**C.** The finished thickness of Portland Cement Concrete sidewalks shall not be less than four (4) inches and the width shall not be less than four (4) feet.

*D. In general, sidewalks should be constructed to a minimum clear width of five (5) feet along collector and local streets and a minimum clear width of six (6) feet along arterial streets except as approved by the City.*

**D.E.** In general, sidewalks shall be constructed within the dedicated right of way at a distance no less than one foot from the abutting property lines and a green belt of no less than 2 feet between the street pavement and the sidewalk, and except at intersections or as approved by the City, shall be no less than three (3) feet from the outside curb line of the *local or collector* street pavement. *There shall be a green belt of no less than four (4) feet between the street pavement and the sidewalk, except at intersections or as approved by the City, shall be no less than five (5) feet from the outside curb line of the arterial street pavement.*

**E.F.** Sidewalks must provide personal access for safe and convenient movement across curbs of physically handicapped persons, including those persons in wheelchairs. All sidewalks must conform to the Americans with Disabilities Act (ADA) requirements.

**F.G.** Sidewalks shall be built so that no obstructions block the safe and convenient movement of residents and to facilitate pedestrian access to schools, parks, playgrounds, churches, shopping centers, etc. *A continuous connection shall be provided to adjacent sidewalk segments*

### 4.16.2 Concrete Base Preparation:

**A.** When constructing sidewalks, the concrete shall be laid on a firm compacted smooth surface at an average depth below finish grade equal to the thickness of the sidewalk.

**B.** All soft and yielding or other unsuitable materials shall be removed and replaced with suitable material before construction of the sidewalk.

**4.16.3 Finish and Joints:**

**A.** Sidewalks shall have a non-slip broomed surface.

**B.** Expansion Joints shall be placed at all intersections with curbs and not more than 30 feet apart.

**C.** Transverse cracking joints will normally be tooled or sawed into the finished sidewalk to a depth of one (1) inch.

**D.** Transverse cracking joints shall be placed at intervals not to exceed every 6 feet.

In addition to the ordinances listed above, city officials should explore a mechanism for the city to take corrective action if the resident or property owner does not clear an obstruction from the sidewalk or repair a damaged sidewalk along their property in a timely manner. In some cases the lack of a response may be the result of a vacant property that is owned by a bank or other entity in another state. This provision needs to be reasonable and provide the property owner suitable time for notice, and there needs to be a mechanism within Coweta city government to identify the sidewalk problem (obstruction or damage) and adequately respond to the issue in a timely manner.

The identification of obstructions may be through periodic city inspection or through reports from the public. Public input to report broken or obstruction sidewalk or other walkability issues in the community can be accomplished through a city website or phone number specifically set up for this purpose which is monitored by city officials, or through a pre-addressed feedback cards that are distributed in the community.

# APPENDIX A

## TERMS AND DEFINITIONS

FHWA – Federal Highway Administration

ODOT – Oklahoma Department of Transportation

SRTS – Safe Routes to School

### Definitions from Oklahoma State Statutes

#### §47-1-102. Arterial street

Any U.S. or state numbered route, controlled access highway, or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial system of streets or highways.

#### §47-1-104. Bicycle

A bicycle is a device upon which any person or persons may ride, propelled solely by human power through a belt, chain, or gears, and having two or more wheels, excluding mopeds.

#### §47-1-106. Business district

The territory contiguous to and including a highway when within any six hundred (600) feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, or office buildings, railroad stations and public buildings which occupy at least three hundred (300) feet of frontage on one side or three hundred (300) feet collectively on both sides of the highway.

#### §47-1-111. Cross walk.

(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway;

(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

#### §47-1-122. Highway.

The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

#### §47-1-126. Intersection

(a) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

(b) Where a highway includes two roadways thirty (30) feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways thirty feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.

#### §47-1-143. Pedestrian

Any person afoot.

#### §47-1-154. Residence district

The territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of three hundred (300) feet or more is in the main improved with residences or residences and buildings in use for business.

#### §47-1-156. Right of way

The privilege of the immediate use of the roadway.

#### §47-1-158. Roadway and shoulder

(a) Roadway. That portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the shoulder. In the event a highway includes two or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

(b) Shoulder. The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

#### §47-1-159. Safety zone

The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

#### §47-1-163. Sidewalk

That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians.

#### §47-1-171. Street

The entire width between boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

#### §47-1-177. Traffic

Pedestrians, ridden or herded animals, vehicles, and other conveyances either singly or together, while using any highway for purposes of travel.



## APPENDIX B

# SCHOOL WALKING ROUTE PLAN GUIDELINES

Pedestrian and bicyclist safety are very important. Studies have shown that school age pedestrians and bicyclists are at a greater risk while in traffic. Because of this, it is desirable to work with school officials and parents to develop a school walking/bicycling route plan for elementary, intermediate and junior high school students. The purpose of a Recommended Walking Route plan is to identify the most desirable walking routes for each school that is based on input from parents, school officials, and City staff. The recommended walking plan is also used to identify any deficiencies along the routes, and is used to evaluate the need for school traffic control and the placement of adult crossing guards and sidewalk monitors.

The School Walking/Bicycling route plan should encourage more children to walk and ride their bikes in a safer environment, which is a healthy activity. It should also help to minimize the number of vehicles at schools during arrival and dismissal times and the traffic congestion that results. To be successful, the input and momentum needs to come from parents and school officials. It is the goal to develop a separate school walking/bicycling plan for each Coweta Elementary, Intermediate and Junior High School.

The process to identify recommended school walking/bicycling routes is a cooperative effort among parents, Coweta school officials, and City of Coweta staff, and Lee Engineering. It requires:

### Schools to Provide:

- Walking attendance boundary
- Parent/School volunteers

### City of Coweta to Provide:

- Aerial photographs for the entire area within the walking attendance boundary with all streets labeled
- Half-size quarter-section maps corresponding to the aerial photographs
- A place to meet

### Lee Engineering, LLC to Provide:

- Sample Walkability Checklist
- A sample School Walking Route map
- School Walking Route Plan Guidelines (this document)

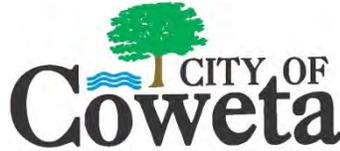
Procedure (For Each School):

1. Lee Engineering and City staff meet with parents and school officials to discuss the purpose of a Recommended School Walking/Bicycling Route plan, describe how the plan is developed, and to identify a walking attendance boundary for each school and a time-frame for completing the project
2. Parents and school officials review each walking route to identify traffic controls, as well as sidewalk and crossing deficiencies. Where possible, some of the deficiencies should be photographed for documentation purposes. Each item below should be identified on the aerial photograph.
  - a. Marked crosswalks and crossing guard locations
  - b. STOP signs and traffic signals
  - c. Missing sidewalk segments
  - d. Pot holes or broken sidewalk segments
  - e. Visibility obstructions at corners
  - f. Sidewalks blocked by bushes or tree branches or other obstacles
  - g. Wheelchair ramps needed at crosswalks
  - h. Difficult crossing locations
  - i. Other locations where traffic studies or field reviews are needed
3. Parents and school officials draw pedestrian flow lines along each street within the walking attendance boundary using the following guidelines:
  - a. Review the walking attendance boundary on the aerial photographs to verify that they are correct
  - b. Draw arrows showing the walking routes on each side of the street within walking attendance boundary. If a sidewalk does not exist, children should be directed along a street that does have a sidewalk, when possible.
  - c. The arrows should show the direction of walking *towards* the school.
  - d. Start on the streets nearest the school and work outwards to include a route from ALL homes or apartments within the walking boundary.
  - e. Show where the students should cross each street. Minimize the number of crossings, especially the crossings of busy/high speed streets or busy driveways.
  - f. Utilize existing school crosswalks, crossing guards, traffic signals, and STOP signs to cross the streets.
  - g. The *shortest* route is not always the *safest* route. The goal is to identify the *safest* route.
4. Lee Engineering and City of Coweta staff meets with parents and school officials for a follow-up to review the preliminary School Walking Route Map and review sidewalk/crossing concerns.
  - a. City of Coweta staff will review the traffic concerns and conduct additional studies where needed.
  - b. Lee Engineering will review the preliminary walking plan and make adjustments where necessary.

5. Lee Engineering will prepare a final Recommended School Walking/Bicycling Route Map on an 8 ½” by 11” (or a legal size) and in an electronic format. The City of Coweta will keep a copy of the plan on file.
6. School will distribute the Recommended School Walking/Bicycling Route Map to the parents and children and discusses the importance of pedestrian and bicycle safety. Each school should post the map on their website, and should print an oversized copy for parent/teacher conferences and other meetings, and to display in the office.
7. If there is a change in the walking attendance boundary or if a new street or other development occurs within the area of the School Walking Route, the school shall notify City of Coweta staff and request changes to the plan.

For further information contact:

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## APPENDIX C

Subject: Coweta Sidewalk Master Plan Meeting Minutes

Date: Wednesday, October 5, 2011

Time: 10 AM

Location: Coweta City Hall, 310 S Broadway Avenue

Primary Program Contact: Kathleen Easley

### Attendees

Mike Cynecki, Lee Engineering, LLC  
Steve Whitlock, Coweta City Manager  
Billy Embrey, Coweta City Council  
Timothy Kelly, Coweta City Council  
Kathleen Easley, Coweta Community Development Director  
Patrick Veresh, Coweta Planning Commission  
Rob Werley, Coweta Public Works Director  
Chip Cohrs, Coweta Engineer  
Tom E Young, Coweta Planning Department  
Nancy Harrington, Coweta Planning Commission  
Wade Harrington, Coweta Board of Adjustment

### Meeting Agenda

Attached

### Sign-In Sheet

Attached

### Discussion

The meeting was held to kick-off the Coweta Sidewalk Master Plan project that is being funded by the Oklahoma Department of Transportation as a part of the Safe Routes to School program award for applications submitted in 2009. Coweta was denied a request for sidewalk infrastructure funding and instead wanted to create a Sidewalk Master Plan to prioritize future sidewalk funding requests. The contract between the City of Coweta and Lee Engineering, LLC is to develop the Sidewalk Master Plan, as well as provide assistance to the community and schools in conducting the SRTS non-infrastructure program during the 2011/2012 school year and prepare recommended

walking route maps for the six eligible schools in the Coweta School district (Central, Southside, and Northwest Elementary Schools, Mission IGC, Heritage IGC and Coweta Junior High School). The total contract amount is \$30,000 for all three Tasks, and the project has to be completed within one year from the Notice to Proceed by ODOT (August 31, 2011). Furthermore, \$2000 of ODOT non-infrastructure funding is available for the rest of the Coweta non-infrastructure program. Meetings for the other two tasks are scheduled for later in the afternoon.

Mr. Cynecki distributed a handout (attached) entitled Coweta Sidewalk Master Plan to discuss the goals and objectives of this portion of the project and key rating criteria for each sidewalk segment. The following was decided during the meeting:

- The sidewalk segments used in the evaluation process will be no longer than ½ mile segments
- All street segments without paved sidewalks within a mile of the six target schools will be evaluated and rated using the criteria in the handout and as discussed below. Those streets more than a mile from one of the candidate schools will not be part of the ranking process.
- The definition of the walking attendance area for each school needs to be formalized for input into this process (which is the subject of the 4 p.m. meeting with school officials).
- Only those sidewalks within the City limits will be rated as a part of the Sidewalk Master Plan. It was confirmed that the City limits lines run down the center of the street for those streets along the borders of Coweta.
- For “Pedestrian Volume” or usage input into the rating process, Kathleen Easley will provide a map highlighting streets with “high” and “moderate” sidewalk use. It will be presumed that all other areas will fall into the “low” pedestrian use categories.
- Since up-to-date traffic counts are not available for most streets in Coweta, it was instead decided to use street classification (Principle Arterial, Secondary Arterial, Collector Street, and Local Street) in the rating process. Kathleen provided a Coweta Metropolitan Area Planning Commission Major Street and Highway Plan to Lee Engineering for use in this process.
- One other evaluation factor that will be used for rating candidate sidewalk segments is the percent development along a street segment. It is understood that undeveloped streets should eventually have sidewalks installed by the property owners upon development and not by Coweta. Thus, a street segment that is 100% developed will have a higher priority for a sidewalk retrofit than an otherwise similar street that is only partially developed or is undeveloped.
- It was reported that there were no private streets in Coweta. All streets within the City Limits should be public streets and should have adequate ROW availability (or sidewalk easements) for the candidate street segments. Coweta is to be responsible for verifying this information.
- For Planning level cost estimates, Chip Cohrs (City Engineer) is to provide recent sidewalk construction costs (cost per square foot) that can be used for cost estimates for this effort if that information is available. This will provide the most

accurate cost estimates for Coweta. It is also recognized, that the specific costs may vary greatly if there are utility conflicts, ADA issues, foot-bridges or retaining walls needed, or limited ROW due to drainage structures. If there are no Coweta costs that can be used, the engineer doing the ODOT Infrastructure program will be contacted for average Statewide sidewalk installation cost estimates.

- Kathleen confirmed that the costs should be based on a five (5) foot wide sidewalk along local streets and six (6) foot wide sidewalks along arterial streets. In real life, there may not always be sufficient room for these sidewalk widths, and a slightly narrower sidewalk is better than no sidewalk at all. ADA will require at least 42-inch width at a narrow point, but this should not be the standard used for building sidewalks.
- While not discussed at the meeting, the ranking process will exclude short cul-de-sacs and short dead-end segments that have little to no vehicle traffic.
- Kathleen Easley is to provide Lee Engineering with the excerpts of the Subdivision and Zoning Ordinances for review. It was reported that in Coweta, the zoning ordinances do not require schools, churches and commercial developments to build sidewalks. It was further reported that new subdivisions typically are not required to build sidewalks along the perimeter streets of their developments as a part of their off-site improvements.

It was discussed that a follow-up meeting with the public will occur in mid-December 2011 or early January 2012 to obtain additional input from the public after a DRAFT master plan has been developed. Input is needed from the mapping process that is being accomplished by the school teams which is due by December 1. Lee Engineering will make a presentation to the public on the draft plan and rating criteria for the Coweta Sidewalk Master Plan. The Public meeting should be scheduled in November when we see how the process is progressing.

The meeting adjourned about 11:20 a.m.

## APPENDIX D

### EXISTING SIDEWALKS IN THE COWETA STUDY AREA

Broadway Ave from Highway 51 to 151<sup>st</sup> St – sidewalk along both sides

Highway 72 from 151<sup>st</sup> St to the south city limits – sidewalk along both sides

W Pecan St - west of Broadway Ave to Division St – sidewalk along both sides

W Chestnut St – Broadway Ave to Division St – sidewalk along south side and from Broadway Ave to Atoka Ave north side

W Sycamore St – Broadway Ave to Division St – sidewalk along both sides

W Ash St –Broadway Ave to Division St - sidewalk along north side only

W Walnut St – Bristow Ave to Division St - sidewalk along north side only

E Chestnut St - Broadway Ave to Eufala Ave – sidewalk along both sides

E Sycamore St –Delaware Ave to Eufala Ave - sidewalk along south side only

E Cypress St – Fairland Ave to almost to Delaware Ave - sidewalk along south side only

E Pecan St –Broadway Ave to Guthrie Ave - sidewalk along south side only

Bristow Ave - Ash St to Pecan St – sidewalk along both sides (1 block)

Eufala Ave – Chestnut St to Pecan St - sidewalk along west side only

Fairland Ave – Pecan St to Cypress St - sidewalk along west side only

E 141<sup>st</sup> St – Highway 51 to S 283<sup>rd</sup> Ave - sidewalk along north side only

Subdivisions with sidewalks – sidewalk along largely along both sides

Southeast Coweta – area bounded by E 159<sup>th</sup> St on north, S 297<sup>th</sup> Ave on east (west side only and portions missing) S 294<sup>th</sup> Ave on the west and E 160<sup>th</sup> St on the south  
Includes the following street segments with sidewalks along both sides:

- E 159<sup>th</sup> St west of 297<sup>th</sup> Ave
- E 160<sup>th</sup> PI from 296<sup>th</sup> Ave to 297<sup>th</sup> Ave
- E 160<sup>th</sup> St west of 296<sup>th</sup> Ave
- S 294<sup>th</sup> Ave from 160<sup>th</sup> St to 159<sup>th</sup> St
- S 295<sup>th</sup> Ave from 16<sup>th</sup> St to 159<sup>th</sup> St
- S 296<sup>th</sup> Ave from 160<sup>th</sup> St to 159<sup>th</sup> St



- S 297<sup>th</sup> Ave from – 160<sup>th</sup> St alignment to 100 ft. north of 159<sup>th</sup> St, sidewalk along portions of the west side only.

Southwest Coweta - small subdivision west of S 289<sup>th</sup> Ave and includes the following streets with sidewalks along both sides:

- E 151<sup>st</sup> PI from S 288<sup>th</sup> Ave to S 289<sup>th</sup> Ave
- E 152<sup>nd</sup> St from S 288<sup>th</sup> Ave to S 289<sup>th</sup> Ave
- S 288<sup>th</sup> Ave from south of 152<sup>nd</sup> St to 151<sup>st</sup> PI

Northwest Coweta – Subdivision west of 273<sup>rd</sup> Ave, north of 123<sup>rd</sup> PI. which has sidewalks on both sides throughout. Streets with sidewalk include:

- E 123<sup>rd</sup> PI from 268<sup>th</sup> Ave to 273<sup>rd</sup> Ave
- S 272<sup>nd</sup> Ave north of 123<sup>rd</sup> PI
- S 270<sup>th</sup> Ave north of 123<sup>rd</sup> PI
- S 269<sup>th</sup> Ave north of 123<sup>rd</sup> PI (turns into 122<sup>nd</sup> PI and then 271<sup>st</sup> Ave and extends north to E 121<sup>st</sup> St)
- S 268<sup>th</sup> Ave north of 123<sup>rd</sup> PI
- E 123<sup>rd</sup> St from 268<sup>th</sup> Ave to 269<sup>th</sup> Ave
- E 122<sup>nd</sup> PI from 268<sup>th</sup> Ave to 271<sup>st</sup> Ave
- E 122<sup>nd</sup> St from 268<sup>th</sup> Ave to 122<sup>nd</sup> PI



## APPENDIX E

### SIDEWALK SEGMENT RANKING - PRIORITY

Street	Cross Street 1	Cross Street 2	Total Score	Rank	Segment Length	Length of Sidewalk	Segment Costs
Pecan St	S Fairland Ave	S 305th E Ave	64	1	3170	6020	\$210,700
Hwy 51	S 300th E Ave	S 305th E Ave	63	2	1770	3540	\$148,680
305th E Ave	Hwy 51	E 151st St S	63	3	2640	5280	\$221,760
Hwy 51	Broadway Ave	S 300th E Ave	58	4	2740	5480	\$230,160
151st St S	S Atoka Ave	Broadway Ave	57	5	800	1600	\$67,200
Chestnut St	S Delaware Ave	Hwy 51	54	6	1350	2000	\$70,000
Hwy 51B	Broadway Ave	151st St at Split	53	7	1930	3860	\$162,120
Pecan St	Broadway Ave	S Fairland Ave	50	8	1080	1080	\$37,800
297th E Ave	Hwy 51B	E 154th St	50	9	1510	3020	\$105,700
131st St S	Approx S 269th E Ave	S 271st E Ave	49	10	410	820	\$34,440
131st St S	S 271st E Ave	S 273rd E Ave	49	11	980	1960	\$82,320
297th E Ave	E 154th St	E 155th Pl	48	12	750	1500	\$52,500
305th E Ave	E 141st St S	Hwy 51	46	13	2660	5320	\$223,440
Sycamore St	Broadway Ave	S Fairland Ave	44	14	1060	1770	\$61,950
Cypress St	Broadway Ave	S Fairland Ave	44	15	1090	2180	\$76,300
Delaware Ave	E Chestnut St	E Cypress St	44	16	740	1480	\$51,800
Hwy 51	E 141st St	Broadway Ave	42	17	1340	2680	\$112,560
131st St S	S 273rd E Ave	S 275th E Ave	42	18	890	1780	\$74,760
273rd E Ave	E 131st St S	E 133rd St S	42	19	1340	2010	\$84,420
Division St	E 141st St S	W Pine St	42	20	2070	4140	\$173,880
Division St	W Pine St	E 151st St S	42	21	3220	6440	\$270,480
Delaware Ave	W Oak St	E Chestnut St	42	22	740	1480	\$51,800
151st St S	Hwy 51B at Split	S 305th E Ave	41	23	2160	4320	\$181,440
Bristow Ave	E Cypress St	151st St	39	24	1930	3120	\$109,200
Eufaula	E Chestnut St	E Cypress St	39	25	740	740	\$25,900
Fairland Ave	E Sycamore St	E Hickory St	39	26	1600	2800	\$98,000
Guthrie Rd	E Pecan St	Hwy 51B	39	27	1590	3180	\$111,300
154th St	S 297th E Ave	Hwy 51B	39	28	1230	2460	\$86,100
Hwy 51B	E 154th St	E 159th St S	37	29	2110	4220	\$177,240
297th E Ave	E 155th Pl	E 158th St S	37	30	1570	3140	\$109,900
Atoka Ave	W 2nd St	W Pine St	37	31	1430	2860	\$100,100
Chestnut St	N Division St	N Atoka Ave	37	32	480	480	\$16,800
Bristow Ave	W Pine St	W Cypress St	37	33	1520	3040	\$106,400
Cypress St	N Main St	Broadway Ave	37	34	1560	3120	\$109,200
300th Ave	E 144th St	Hwy 51	37	35	1270	2540	\$88,900
143rd St	E 144th St	Hwy 51	37	36	1400	2800	\$98,000
144th St	300th Ave	143rd St	37	37	570	1140	\$39,900
148th St	Approx 301st Ave	S 305th E Ave	37	38	980	1960	\$68,600
301st Ave	150th St	151st St	37	39	660	1320	\$46,200
273rd E Ave	E 133rd St S	Approx 136th St S	36	40	1060	2120	\$89,040
157th St S	Approx S 294th E Ave	S 297th E Ave	36	41	1050	2100	\$73,500
296th E Ave	E 157th St S	E 158th St S	36	42	340	680	\$23,800
Ruth Ln	291st Ave	292nd Ave	36	43	530	1060	\$37,100
Delaware	E Cypress St	E Hickory St	36	44	1470	2940	\$102,900
Eufaula	E Cypress St	E Hickory St	36	45	1470	2550	\$89,250
Hickory St	Broadway Ave	N Eufaula	36	46	700	1400	\$49,000
Hickory St	S Fairland Ave	S Guthrie Rd	36	47	330	660	\$23,100
141st St S	S 284th E Ave	S 287th E Ave	35	48	1670	1670	\$70,140
141st St S	S 287th E Ave	Hwy 51	35	49	1200	1200	\$50,400
273rd E Ave	Approx E 129th St	E 131st St S	35	50	1070	1070	\$44,940
Oak St	N Bristow Ave	S Delaware Ave	35	51	750	1500	\$52,500
Hwy 51	E 138th St	E 141st St S	34	52	1070	2140	\$89,880
Hwy 51B	151st St at Split	E 154th St	34	53	1770	3540	\$148,680
275th E Ave	E 131st St S	E 136th St S	34	54	2600	5200	\$182,000
127th St	S 275th E Ave	S 276th E Ave	34	55	1260	2520	\$88,200

126th St	S 276th E Ave	S 277th E Ave	34	56	520	1040	\$36,400
274th E Ave	E 127th St	E 128th St	34	57	680	1360	\$47,600
275th E Ave	E 127th St	E 128th St	34	58	600	1200	\$42,000
276th E Ave	E 127th St	E 128th St	34	59	710	1420	\$49,700
143rd St S	Approx S 303rd E Ave	S 305th E Ave	34	60	540	1080	\$37,800
144th St S	Approx S 303rd E Ave	S 305th E Ave	34	61	570	1140	\$39,900
144th St	300th Ave	143rd St	34	62	800	1600	\$56,000
Ash St	S Division St	Broadway Ave	34	63	1200	1200	\$42,000
Atoka Ave	E Cypress St	151st St	34	64	1930	3860	\$135,100
291st Ave	E 151st St S	Ruth Ln	34	65	2470	4940	\$172,900
Atoka Ave	E 151st St S	E 154th St	34	66	990	1980	\$69,300
153rd St	S 289th E Ave	S Atoka Ave	34	67	470	940	\$32,900
154th St S	S 289th E Ave	Hwy 72	34	68	1400	2800	\$98,000
292nd Ave	E 154th St S	Ruth Ln	34	69	1120	2240	\$78,400
155th St S	E 156th St S	S 297th E Ave	34	70	1250	2500	\$87,500
296th E Ave	E 155th St S	E 156th St S	34	71	720	1440	\$50,400
298th E Ave	E 154th St S	E 156th St S	34	72	970	1940	\$67,900
299th St	E 154th St S	E 156th St S	34	73	970	1940	\$67,900
155th St S	S 298th E Ave	E 299th St	34	74	620	1240	\$43,400
133rd St S	Oak Grove Rd	S 275th E Ave	33	75	890	1780	\$62,300
158th St S	S 294th E Ave	S 297th E Ave	33	76	1110	2220	\$77,700
294th E Ave	E 158th St S	Approx E 159th St S	33	77	610	1220	\$42,700
Oak St	Hwy 51	N Guthrie Rd	33	78	750	1500	\$52,500
273rd E Ave	E 127th St	Approx E 129th St	32	79	920	920	\$38,640
271st E Ave	Approx E 129th St	E 131st St S	32	80	1070	2140	\$74,900
151st St S	S Cottonwood Dr	S Atoka Ave	32	81	1410	2820	\$118,440
Bristow Ave	W 1st St	W Pine St	32	82	1830	3660	\$128,100
Magnolia St	N Division St	N Bristow Ave	32	83	790	1580	\$55,300
Oak St	N Division St	N Bristow Ave	32	84	840	1680	\$58,800
Atoka Ave	W Pine St	W Cypress St	32	85	1120	2240	\$78,400
Sycamore St	N Main St	N Division St	32	86	380	760	\$26,600
Fairland Ave	Hwy 51	E Sycamore St	32	87	720	1440	\$50,400
Sycamore St	N Fairland Ave	S Guthrie Rd	32	88	370	90	\$3,150
303rd Ave	E Pecan St	149th St	32	89	680	1360	\$47,600
149th St	301st Ave	S 305th E Ave	32	90	1300	2600	\$91,000
150th St	301st Ave	S 305th E Ave	32	91	1300	2600	\$91,000
Hwy 51	E 136th St	E 138th St	31	92	1990	3980	\$167,160
156th St S	S 298th E Ave	S 299th St	31	93	620	1240	\$43,400
156th St S	E 155th St S	S 296th E Ave	31	94	770	1540	\$53,900
155th Pl	S 297th E Ave	S 298th E Ave	31	95	370	740	\$25,900
141st St S	Hwy 51	N Guthrie Rd	30	96	1860	3720	\$156,240
128th St	S 274th E Ave	Hwy 51	30	97	2210	4420	\$154,700
Fairland Ave	E Redwood	Hwy 51	30	98	1440	2880	\$100,800
Guthrie Rd	E Oak St	Hwy 51	30	99	550	1100	\$38,500
Bristow Ave	E 141st St S	W 2nd St	29	100	830	1660	\$58,100
1st St	E 141st St S	N Bristow Ave	29	101	800	1600	\$56,000
2nd St	N Division St	N Bristow Ave	29	102	900	1800	\$63,000
Hickory St	S Division St	S Atoka Ave	29	103	430	860	\$30,100
Walnut St	S Division St	N Eufaula	29	104	1930	3050	\$106,750
Pine St	N Division St	Broadway Ave	29	105	1200	2400	\$84,000
141st St S	S 273rd E Ave	S 284th E Ave	28	106	3440	6880	\$288,960
289th E Ave	E 151st St S	153rd St	28	107	1010	2020	\$84,840
Hwy 51	S 305th E Ave	Approx. S 313th E Ave	27	108	2960	5920	\$248,640
131st St S	Hwy 51	Old Coweta Rd	27	109	2070	2340	\$98,280
305th E Ave	E 137th St S	E 138th St S	27	110	480	960	\$40,320
305th E Ave	E 138th St S	E 141st St S	27	111	1550	2235	\$93,870
151st St S	S 305th E Ave	Approx S 310th E Ave	27	112	1690	1690	\$70,980
Bixby St	E 141st St S	W 1st St	26	113	440	880	\$30,800
Guthrie Rd	E Chestnut St	E Pecan St	26	114	1040	2080	\$72,800
121st St S	N Old Oak Ln	Hwy 51	25	115	2840	5680	\$238,560
121st St S	Hwy 51	S 281st E Ave	25	116	2280	3040	\$127,680

141st St S	S 264th E Ave	S 271rd E Ave	25	117	1270	1270	\$53,340
Hwy 51	Approx. S 313th E Ave	S 321st E Ave	24	118	2350	4700	\$197,400
131st St S	S 275th E Ave	Hwy 51	24	119	2360	4720	\$198,240
141st St S	N Guthrie Rd	S 301st E Ave	24	120	1250	2500	\$105,000
289th E Ave	153rd St	Hwy 72	24	121	3000	3000	\$126,000
278th E Ave	E 141st St S	Approx W 2nd St	23	122	900	1800	\$63,000
151st St S	S 279th E Ave	S Cottonwood Dr	23	123	2600	5200	\$218,400
121st St S	S 281st E Ave	Approx 285th E Ave	21	124	1610	1610	\$67,620
Hwy 51	E 121st St S	E 128th St	21	125	3940	7880	\$330,960
Hwy 51	E 128th St	E 131st St	21	126	2090	2650	\$111,300
Hwy 51	E 131st St	E 136th St	21	127	2980	5960	\$250,320
141st St S	S 301st E Ave	S 305th E Ave	21	128	1390	2780	\$116,760
273rd E Ave	E 123rd Pl S	E 127th St	21	129	2130	2130	\$89,460
140th Pl S	N Elm St	Elm Pl	21	130	330	660	\$23,100
301st E Ave	E 139th Pl S	North St	21	131	470	940	\$32,900
1st St	N Bixby St	Approx S 287th E Ave	21	132	630	1260	\$44,100
2nd St	N Bixby St	Approx S 287th E Ave	21	133	550	1100	\$38,500
Pine St	Approx S Bixby St	N Division St	21	134	1110	2220	\$77,700
Bixby St	E 146th St S	Approx W Ash St	21	135	990	1980	\$69,300
Redwood St	Hwy 51	N Guthrie Rd	21	136	1430	2860	\$100,100
273rd E Ave	Approx 136th St S	E 141st St S	19	137	2930	5860	\$246,120
151st St S	Approx S 310th E Ave	Approx S 312nd E Ave	19	138	2060	4120	\$173,040
161st St S	Hwy 51B at Split	Approx S 313th E Ave	19	139	3650	7300	\$306,600
146th St S	S Bixby St	N Main St	19	140	790	1580	\$55,300
Magnolia St	N Eufaula	N Fairland Ave	19	141	380	760	\$26,600
273rd E Ave	E 121st St S	E 123rd Pl S	18	142	1190	2380	\$99,960
282nd E Ave	E 126th Pl S	E 127th St S	18	143	440	440	\$15,400
127th St S	Hwy 51	S 282nd E Ave	18	144	570	855	\$29,925
279th E Ave	E 141st St S	Approx W 2nd St	18	145	740	1480	\$51,800
307th E Ave	Approx E 136th St S	E 137th St S	18	146	500	1000	\$35,000
309th E Ave	E 137th St S	E 138th St S	18	147	480	960	\$33,600
138th St S	S 305th E Ave	S 309th E Ave	18	148	1340	2680	\$93,800
139th St S	S 302nd E Ave	S 303rd E Ave	18	149	410	820	\$28,700
302nd E Ave	E 139th St S	E 141st St S	18	150	700	1400	\$49,000
Fields Rd	Approx E 140th St S	E 141st St S	18	151	270	540	\$18,900
304th E Ave	E 140th St S	E 141st St S	18	152	520	1040	\$36,400
279th E Ave	Approx E 149th St S	151st St	18	153	880	1760	\$61,600
Ash St	Lamar St	Approx S Pecan Dr	18	154	360	720	\$25,200
Ash Pl	Lamar St	Approx S Pecan Dr	18	155	360	720	\$25,200
Walnut St	Lamar St	Approx S Pecan Dr	18	156	360	720	\$25,200
Hickory Pl	Lamar St	Approx S Pecan Dr	18	157	360	720	\$25,200
150 Ct S	Lamar St	Approx S Pecan Dr	18	158	360	720	\$25,200
139th Pl S	E 141st St S	Elm St	18	159	1020	2040	\$71,400
Elm St	E 137th Pl S	E 140th Pl S	18	160	970	1940	\$67,900
141st St S	S 305th E Ave	Approx S 313th E Ave	17	161	2930	3340	\$140,280
305th E Ave	Approx E 154th St S	E 158th St S	17	162	1350	1350	\$56,700
Eufaula	E Redwood	Hwy 51	17	163	1070	2140	\$74,900
Oak St	N Bixby St	N Division St	17	164	1310	2620	\$91,700
137th St S	S 305th E Ave	S 308th E Ave	16	165	1320	2640	\$92,400
308th E Ave	Approx E 136th St S	E 137th St S	16	166	400	800	\$28,000
137th Pl S	S 297th E Ave	Approx Elm Pl	16	167	870	1740	\$60,900
138th Pl S	E 139th Pl S	Elm Pl	16	168	570	1140	\$39,900
Broadway Ave	E 138th St S	E 141st St S	16	169	1160	2320	\$81,200
Floyd St	E 138th St S	E 141st St S	16	170	940	1880	\$65,800
Delaware	E 138th St S	E 141st St S	16	171	940	1880	\$65,800
Eufaula	E 138th St S	E 141st St S	16	172	940	1880	\$65,800
Fairland Ave	E 138th St S	E 141st St S	16	173	940	1880	\$65,800
Guthrie Rd	E 138th St S	E 141st St S	16	174	940	1880	\$65,800
3rd St	N Bixby St	Approx S 286th E Ave	16	175	300	600	\$21,000
Bixby St	W 1st St	W Oak St	16	176	1310	2620	\$91,700
Chestnut St	Approx S Bixby St	N Division St	16	177	990	1980	\$69,300

Water St	W Pine St	E 146th St S	16	178	760	1520	\$53,200
Main St	W Pine St	Approx W Pecan St	16	179	1650	3300	\$115,500
Eufaula	E 141st St	E Redwood St	16	180	830	1660	\$58,100
1st St	Hwy 51	N Guthrie Rd	16	181	1620	3240	\$113,400
Delaware	E 1st St	E Redwood St	16	182	360	720	\$25,200
Fairland Ave	E 1st St	E Redwood St	16	183	360	720	\$25,200
Lamar St	W Ash St	151st St	14	184	360	720	\$25,200
146th St S	S 279th E Ave	S Bixby St	14	185	2030	4060	\$142,100
136th St S	S 285th E Ave	Hwy 51	13	186	980	1960	\$68,600
284th E Ave	S 285th E Ave	E 141st St S	13	187	2130	4260	\$149,100
283rd E Ave	E 137th St S	E 141st St S	13	188	1300	2600	\$91,000
138th Pl S	S 283rd E Ave	S 284th E Ave	13	189	320	640	\$22,400
285th E Ave	E 136th St S	E 137th Pl S	13	190	1160	2320	\$81,200
286th E Ave	E 136th St S	E 137th Pl S	13	191	1170	2340	\$81,900
287th E Ave	E 136th St S	E 137th Pl S	13	192	2680	5360	\$187,600
137th Pl S	S 284th E Ave	S 287th E Ave	13	193	1290	2580	\$90,300
138th St S	S 284th E Ave	S 287th E Ave	13	194	1330	2660	\$93,100
139th St S	S 284th E Ave	S 287th E Ave	13	195	1490	2980	\$104,300
140th St S	S 284th E Ave	S 287th E Ave	13	196	1550	3100	\$108,500
Cottonwood Dr	E 151st St S	E 151st St S	13	197	1710	3420	\$119,700
Elm Pl	E 138th Pl S	E 140th Pl S	13	198	670	1340	\$46,900
138th St S	S 309th E Ave	Approx S 311 E Ave	12	199	1070	2140	\$74,900
Pecan Dr	E 151st St S	Approx E 152nd St S	12	200	490	980	\$34,300
279th E Ave	Approx E 144th St S	E 146th St S	12	201	910	1820	\$63,700
Guthrie Rd	E 141st St	E Redwood St	12	202	830	1660	\$58,100
Old Coweta Rd	E 131st St	Bacheldr Rd	9	203	1840	2570	\$89,950
Old Coweta Rd	Bacheldr Rd	Hwy 51	9	204	1770	2670	\$93,450
138th St S	Hwy 51	S 297th E Ave	9	205	2350	4700	\$164,500
156th St S	Approx S 309th E Ave	Approx S 313th E Ave	8	206	930	930	\$32,550

## APPENDIX F

### SIDEWALK SEGMENT RANKING - ALPHABETICAL

Street	Cross Street 1	Cross Street 2	Total Score	Rank	Segment Length	Length of Sidewalk	Segment Costs
121st St S	N Old Oak Ln	Hwy 51	25	115	2840	5680	\$238,560
121st St S	Hwy 51	S 281st E Ave	25	116	2280	3040	\$127,680
121st St S	S 281st E Ave	Approx 285th E Ave	21	124	1610	1610	\$67,620
126th St	S 276th E Ave	S 277th E Ave	34	56	520	1040	\$36,400
127th St	S 275th E Ave	S 276th E Ave	34	55	1260	2520	\$88,200
127th St S	Hwy 51	S 282nd E Ave	18	144	570	855	\$29,925
128th St	S 274th E Ave	Hwy 51	30	97	2210	4420	\$154,700
131st St S	Approx S 269th E Ave	S 271st E Ave	49	10	410	820	\$34,440
131st St S	S 271st E Ave	S 273rd E Ave	49	11	980	1960	\$82,320
131st St S	S 273rd E Ave	S 275th E Ave	42	18	890	1780	\$74,760
131st St S	Hwy 51	Old Coweta Rd	27	109	2070	2340	\$98,280
131st St S	S 275th E Ave	Hwy 51	24	119	2360	4720	\$198,240
133rd St S	Oak Grove Rd	S 275th E Ave	33	75	890	1780	\$62,300
136th St S	S 285th E Ave	Hwy 51	13	186	980	1960	\$68,600
137th Pl S	S 297th E Ave	Approx Elm Pl	16	167	870	1740	\$60,900
137th Pl S	S 284th E Ave	S 287th E Ave	13	193	1290	2580	\$90,300
137th St S	S 305th E Ave	S 308th E Ave	16	165	1320	2640	\$92,400
138th Pl S	E 139th Pl S	Elm Pl	16	168	570	1140	\$39,900
138th Pl S	S 283rd E Ave	S 284th E Ave	13	189	320	640	\$22,400
138th St S	S 305th E Ave	S 309th E Ave	18	148	1340	2680	\$93,800
138th St S	S 284th E Ave	S 287th E Ave	13	194	1330	2660	\$93,100
138th St S	S 309th E Ave	Approx S 311 E Ave	12	199	1070	2140	\$74,900
138th St S	Hwy 51	S 297th E Ave	9	205	2350	4700	\$164,500
139th Pl S	E 141st St S	Elm St	18	159	1020	2040	\$71,400
139th St S	S 302nd E Ave	S 303rd E Ave	18	149	410	820	\$28,700
139th St S	S 284th E Ave	S 287th E Ave	13	195	1490	2980	\$104,300
140th Pl S	N Elm St	Elm Pl	21	130	330	660	\$23,100
140th St S	S 284th E Ave	S 287th E Ave	13	196	1550	3100	\$108,500
141st St S	S 284th E Ave	S 287th E Ave	35	48	1670	1670	\$70,140
141st St S	S 287th E Ave	Hwy 51	35	49	1200	1200	\$50,400
141st St S	Hwy 51	N Guthrie Rd	30	96	1860	3720	\$156,240
141st St S	S 273rd E Ave	S 284th E Ave	28	106	3440	6880	\$288,960
141st St S	S 264th E Ave	S 271rd E Ave	25	117	1270	1270	\$53,340
141st St S	N Guthrie Rd	S 301st E Ave	24	120	1250	2500	\$105,000
141st St S	S 301st E Ave	S 305th E Ave	21	128	1390	2780	\$116,760
141st St S	S 305th E Ave	Approx S 313th E Ave	17	161	2930	3340	\$140,280
143rd St	E 144th St	Hwy 51	34	60	540	1080	\$37,800
143rd St S	Approx S 303rd E Ave	S 305th E Ave	34	62	800	1600	\$56,000
144th St	300th Ave	143rd St	34	61	570	1140	\$39,900
144th St	300th Ave	143rd St	19	140	790	1580	\$55,300
144th St S	Approx S 303rd E Ave	S 305th E Ave	14	185	2030	4060	\$142,100
146th St S	S Bixby St	N Main St	18	158	360	720	\$25,200
146th St S	S 279th E Ave	S Bixby St	57	5	800	1600	\$67,200
148th St	Approx 301st Ave	S 305th E Ave	41	23	2160	4320	\$181,440
149th St	301st Ave	S 305th E Ave	32	81	1410	2820	\$118,440
150 Ct S	Lamar St	Approx S Pecan Dr	27	112	1690	1690	\$70,980
150th St	301st Ave	S 305th E Ave	23	123	2600	5200	\$218,400
151st St S	S Atoka Ave	Broadway Ave	19	138	2060	4120	\$173,040
151st St S	Hwy 51B at Split	S 305th E Ave	39	28	1230	2460	\$86,100
151st St S	S Cottonwood Dr	S Atoka Ave	34	68	1400	2800	\$98,000
151st St S	S 305th E Ave	Approx S 310th E Ave	31	95	370	740	\$25,900
151st St S	S 279th E Ave	S Cottonwood Dr	34	70	1250	2500	\$87,500
151st St S	Approx S 310th E Ave	Approx S 312nd E Ave	34	74	620	1240	\$43,400
153rd St	S 289th E Ave	S Atoka Ave	31	93	620	1240	\$43,400
154th St	S 297th E Ave	Hwy 51B	31	94	770	1540	\$53,900

154th St S	S 289th E Ave	Hwy 72	8	206	930	930	\$32,550
155th Pl	S 297th E Ave	S 298th E Ave	36	41	1050	2100	\$73,500
155th St S	E 156th St S	S 297th E Ave	33	76	1110	2220	\$77,700
155th St S	S 298th E Ave	E 299th St	19	139	3650	7300	\$306,600
156th St S	S 298th E Ave	S 299th St	29	101	800	1600	\$56,000
156th St S	E 155th St S	S 296th E Ave	21	132	630	1260	\$44,100
156th St S	Approx S 309th E Ave	Approx S 313th E Ave	16	181	1620	3240	\$113,400
157th St S	Approx S 294th E Ave	S 297th E Ave	32	80	1070	2140	\$74,900
158th St S	S 294th E Ave	S 297th E Ave	42	19	1340	2010	\$84,420
161st St S	Hwy 51B at Split	Approx S 313th E Ave	36	40	1060	2120	\$89,040
1st St	E 141st St S	N Bristow Ave	35	50	1070	1070	\$44,940
1st St	N Bixby St	Approx S 287th E Ave	32	79	920	920	\$38,640
1st St	Hwy 51	N Guthrie Rd	21	129	2130	2130	\$89,460
271st E Ave	Approx E 129th St	E 131st St S	19	137	2930	5860	\$246,120
273rd E Ave	E 131st St S	E 133rd St S	18	142	1190	2380	\$99,960
273rd E Ave	E 133rd St S	Approx 136th St S	34	57	680	1360	\$47,600
273rd E Ave	Approx E 129th St	E 131st St S	34	54	2600	5200	\$182,000
273rd E Ave	E 127th St	Approx E 129th St	34	58	600	1200	\$42,000
273rd E Ave	E 123rd Pl S	E 127th St	34	59	710	1420	\$49,700
273rd E Ave	Approx 136th St S	E 141st St S	23	122	900	1800	\$63,000
273rd E Ave	E 121st St S	E 123rd Pl S	18	145	740	1480	\$51,800
274th E Ave	E 127th St	E 128th St	18	153	880	1760	\$61,600
275th E Ave	E 131st St S	E 136th St S	12	201	910	1820	\$63,700
275th E Ave	E 127th St	E 128th St	18	143	440	440	\$15,400
276th E Ave	E 127th St	E 128th St	13	188	1300	2600	\$91,000
278th E Ave	E 141st St S	Approx W 2nd St	13	187	2130	4260	\$149,100
279th E Ave	E 141st St S	Approx W 2nd St	13	190	1160	2320	\$81,200
279th E Ave	Approx E 149th St S	151st St	13	191	1170	2340	\$81,900
279th E Ave	Approx E 144th St S	E 146th St S	13	192	2680	5360	\$187,600
282nd E Ave	E 126th Pl S	E 127th St S	28	107	1010	2020	\$84,840
283rd E Ave	E 137th St S	E 141st St S	24	121	3000	3000	\$126,000
284th E Ave	S 285th E Ave	E 141st St S	33	77	610	1220	\$42,700
285th E Ave	E 136th St S	E 137th Pl S	36	42	340	680	\$23,800
286th E Ave	E 136th St S	E 137th Pl S	34	71	720	1440	\$50,400
287th E Ave	E 136th St S	E 137th Pl S	50	9	1510	3020	\$105,700
289th E Ave	E 151st St S	153rd St	48	12	750	1500	\$52,500
289th E Ave	153rd St	Hwy 72	37	30	1570	3140	\$109,900
291st Ave	E 151st St S	Ruth Ln	34	72	970	1940	\$67,900
292nd Ave	E 154th St S	Ruth Ln	34	73	970	1940	\$67,900
294th E Ave	E 158th St S	Approx E 159th St S	29	102	900	1800	\$63,000
296th E Ave	E 157th St S	E 158th St S	21	133	550	1100	\$38,500
296th E Ave	E 155th St S	E 156th St S	21	131	470	940	\$32,900
297th E Ave	Hwy 51B	E 154th St	18	150	700	1400	\$49,000
297th E Ave	E 154th St	E 155th Pl	18	152	520	1040	\$36,400
297th E Ave	E 155th Pl	E 158th St S	63	3	2640	5280	\$221,760
298th E Ave	E 154th St S	E 156th St S	46	13	2660	5320	\$223,440
299th St	E 154th St S	E 156th St S	27	110	480	960	\$40,320
2nd St	N Division St	N Bristow Ave	27	111	1550	2235	\$93,870
2nd St	N Bixby St	Approx S 287th E Ave	17	162	1350	1350	\$56,700
300th Ave	E 144th St	Hwy 51	18	146	500	1000	\$35,000
301st Ave	150th St	151st St	16	166	400	800	\$28,000
301st E Ave	E 139th Pl S	North St	18	147	480	960	\$33,600
302nd E Ave	E 139th St S	E 141st St S	16	175	300	600	\$21,000
303rd Ave	E Pecan St	149th St	18	155	360	720	\$25,200
304th E Ave	E 140th St S	E 141st St S	34	63	1200	1200	\$42,000
305th E Ave	Hwy 51	E 151st St S	18	154	360	720	\$25,200
305th E Ave	E 141st St S	Hwy 51	37	31	1430	2860	\$100,100
305th E Ave	E 137th St S	E 138th St S	34	64	1930	3860	\$135,100
305th E Ave	E 138th St S	E 141st St S	34	66	990	1980	\$69,300
305th E Ave	Approx E 154th St S	E 158th St S	32	85	1120	2240	\$78,400
307th E Ave	Approx E 136th St S	E 137th St S	26	113	440	880	\$30,800

308th E Ave	Approx E 136th St S	E 137th St S	21	135	990	1980	\$69,300
309th E Ave	E 137th St S	E 138th St S	16	176	1310	2620	\$91,700
3rd St	N Bixby St	Approx S 286th E Ave	39	24	1930	3120	\$109,200
Ash Pl	Lamar St	Approx S Pecan Dr	37	33	1520	3040	\$106,400
Ash St	S Division St	Broadway Ave	34	65	2470	4940	\$172,900
Ash St	Lamar St	Approx S Pecan Dr	32	82	1830	3660	\$128,100
Atoka Ave	W 2nd St	W Pine St	29	100	830	1660	\$58,100
Atoka Ave	E Cypress St	151st St	34	69	1120	2240	\$78,400
Atoka Ave	E 151st St S	E 154th St	16	169	1160	2320	\$81,200
Atoka Ave	W Pine St	W Cypress St	54	6	1350	2000	\$70,000
Bixby St	E 141st St S	W 1st St	37	32	480	480	\$16,800
Bixby St	E 146th St S	Approx W Ash St	16	177	990	1980	\$69,300
Bixby St	W 1st St	W Oak St	13	197	1710	3420	\$119,700
Bristow Ave	E Cypress St	151st St	37	37	570	1140	\$39,900
Bristow Ave	W Pine St	W Cypress St	44	15	1090	2180	\$76,300
Bristow Ave	W 1st St	W Pine St	37	34	1560	3120	\$109,200
Bristow Ave	E 141st St S	W 2nd St	32	89	680	1360	\$47,600
Broadway Ave	E 138th St S	E 141st St S	36	44	1470	2940	\$102,900
Chestnut St	S Delaware Ave	Hwy 51	16	171	940	1880	\$65,800
Chestnut St	N Division St	N Atoka Ave	16	182	360	720	\$25,200
Chestnut St	Approx S Bixby St	N Division St	44	16	740	1480	\$51,800
Cottonwood Dr	E 151st St S	E 151st St S	42	22	740	1480	\$51,800
Cypress St	Broadway Ave	S Fairland Ave	42	20	2070	4140	\$173,880
Cypress St	N Main St	Broadway Ave	42	21	3220	6440	\$270,480
Delaware	E Cypress St	E Hickory St	34	67	470	940	\$32,900
Delaware	E 138th St S	E 141st St S	13	198	670	1340	\$46,900
Delaware	E 1st St	E Redwood St	18	160	970	1940	\$67,900
Delaware Ave	E Chestnut St	E Cypress St	39	25	740	740	\$25,900
Delaware Ave	W Oak St	E Chestnut St	36	45	1470	2550	\$89,250
Division St	E 141st St S	W Pine St	17	163	1070	2140	\$74,900
Division St	W Pine St	E 151st St S	16	172	940	1880	\$65,800
Elm Pl	E 138th Pl S	E 140th Pl S	16	180	830	1660	\$58,100
Elm St	E 137th Pl S	E 140th Pl S	39	26	1600	2800	\$98,000
Eufaula	E Chestnut St	E Cypress St	32	87	720	1440	\$50,400
Eufaula	E Cypress St	E Hickory St	30	98	1440	2880	\$100,800
Eufaula	E Redwood	Hwy 51	16	173	940	1880	\$65,800
Eufaula	E 138th St S	E 141st St S	16	183	360	720	\$25,200
Eufaula	E 141st St	E Redwood St	18	151	270	540	\$18,900
Fairland Ave	E Sycamore St	E Hickory St	16	170	940	1880	\$65,800
Fairland Ave	Hwy 51	E Sycamore St	39	27	1590	3180	\$111,300
Fairland Ave	E Redwood	Hwy 51	30	99	550	1100	\$38,500
Fairland Ave	E 138th St S	E 141st St S	26	114	1040	2080	\$72,800
Fairland Ave	E 1st St	E Redwood St	16	174	940	1880	\$65,800
Fields Rd	Approx E 140th St S	E 141st St S	12	202	830	1660	\$58,100
Floyd St	E 138th St S	E 141st St S	18	157	360	720	\$25,200
Guthrie Rd	E Pecan St	Hwy 51B	36	46	700	1400	\$49,000
Guthrie Rd	E Oak St	Hwy 51	36	47	330	660	\$23,100
Guthrie Rd	E Chestnut St	E Pecan St	32	91	1300	2600	\$91,000
Guthrie Rd	E 138th St S	E 141st St S	29	103	430	860	\$30,100
Guthrie Rd	E 141st St	E Redwood St	63	2	1770	3540	\$148,680
Hickory Pl	Lamar St	Approx S Pecan Dr	58	4	2740	5480	\$230,160
Hickory St	Broadway Ave	N Eufaula	42	17	1340	2680	\$112,560
Hickory St	S Fairland Ave	S Guthrie Rd	34	52	1070	2140	\$89,880
Hickory St	S Division St	S Atoka Ave	31	92	1990	3980	\$167,160
Hwy 51	S 300th E Ave	S 305th E Ave	27	108	2960	5920	\$248,640
Hwy 51	Broadway Ave	S 300th E Ave	24	118	2350	4700	\$197,400
Hwy 51	E 141st St	Broadway Ave	21	125	3940	7880	\$330,960
Hwy 51	E 138th St	E 141st St S	21	126	2090	2650	\$111,300
Hwy 51	E 136th St	E 138th St	21	127	2980	5960	\$250,320
Hwy 51	S 305th E Ave	Approx. S 313th E Ave	53	7	1930	3860	\$162,120
Hwy 51	Approx. S 313th E Ave	S 321st E Ave	37	29	2110	4220	\$177,240

Hwy 51	E 121st St S	E 128th St	34	53	1770	3540	\$148,680
Hwy 51	E 128th St	E 131st St	37	35	1270	2540	\$88,900
Hwy 51	E 131st St	E 136th St	14	184	360	720	\$25,200
Hwy 51B	Broadway Ave	151st St at Split	32	83	790	1580	\$55,300
Hwy 51B	E 154th St	E 159th St S	19	141	380	760	\$26,600
Hwy 51B	151st St at Split	E 154th St	16	179	1650	3300	\$115,500
Lamar St	W Ash St	151st St	37	39	660	1320	\$46,200
Magnolia St	N Division St	N Bristow Ave	37	38	980	1960	\$68,600
Magnolia St	N Eufaula	N Fairland Ave	35	51	750	1500	\$52,500
Main St	W Pine St	Approx W Pecan St	33	78	750	1500	\$52,500
Oak St	N Bristow Ave	S Delaware Ave	32	84	840	1680	\$58,800
Oak St	Hwy 51	N Guthrie Rd	17	164	1310	2620	\$91,700
Oak St	N Division St	N Bristow Ave	9	203	1840	2570	\$89,950
Oak St	N Bixby St	N Division St	9	204	1770	2670	\$93,450
Old Coweta Rd	E 131st St	Bacheldr Rd	12	200	490	980	\$34,300
Old Coweta Rd	Bacheldr Rd	Hwy 51	64	1	3170	6020	\$210,700
Pecan Dr	E 151st St S	Approx E 152nd St S	50	8	1080	1080	\$37,800
Pecan St	S Fairland Ave	S 305th E Ave	29	105	1200	2400	\$84,000
Pecan St	Broadway Ave	S Fairland Ave	21	134	1110	2220	\$77,700
Pine St	N Division St	Broadway Ave	21	136	1430	2860	\$100,100
Pine St	Approx S Bixby St	N Division St	36	43	530	1060	\$37,100
Redwood St	Hwy 51	N Guthrie Rd	44	14	1060	1770	\$61,950
Ruth Ln	291st Ave	292nd Ave	32	86	380	760	\$26,600
Sycamore St	Broadway Ave	S Fairland Ave	32	88	370	90	\$3,150
Sycamore St	N Main St	N Division St	37	36	1400	2800	\$98,000
Sycamore St	N Fairland Ave	S Guthrie Rd	32	90	1300	2600	\$91,000
Walnut St	S Division St	N Eufaula	29	104	1930	3050	\$106,750
Walnut St	Lamar St	Approx S Pecan Dr	18	156	360	720	\$25,200
Water St	W Pine St	E 146th St S	16	178	760	1520	\$53,200

APPENDIX G

SIDEWALK SEGMENT WORKSHEETS – PRIORITY

Coweta Sidewalk Decision Matrix

Date Changed: 2/28/2012

Street	Cross Street 1	Cross Street 2	Proximity to School	Number of Schools Served	Ped Volumes	Youngest Students	Sidewalk Serve Other Uses?	Availability of Alternate Routes?	Street Classification	Ped/Bike Barriers?	Percent Developed	Total Score	Rank	Segment Length	Length of Sidewalk	Segment Costs									
Pecan St	S Fairland Ave	S 305th E Ave	Adjacent to school	10	3	10	High	10	Intermediate	8	Yes	5	No	5	Local	1	Yes	5	100	10	64	1	3170	6020	\$210,700
Hwy 51	S 300th E Ave	S 305th E Ave	Adjacent to school	10	2	5	High	10	Intermediate	8	Yes	5	No	5	Arterial	10	No	0	100	10	63	2	1770	3540	\$148,680
305th E Ave	Hwy 51	E 151st St S	Adjacent to school	10	2	5	High	10	Intermediate	8	Yes	5	No	5	Arterial	10	No	0	100	10	63	3	2640	5280	\$221,760
Hwy 51	Broadway Ave	S 300th E Ave	Adjacent to school	10	2	5	High	10	Intermediate	8	Yes	5	Yes	0	Arterial	10	No	0	100	10	58	4	2740	5480	\$230,160
151st St S	S Atoka Ave	Broadway Ave	Within 1/4 miles	7	3	10	Medium	5	Elem	10	Yes	5	Yes	0	Arterial	10	No	0	100	10	57	5	800	1600	\$67,200
Chestnut St	S Delaware Ave	Hwy 51	Within 1/4 miles	7	3	10	Low	1	Elem	10	Yes	5	No	5	Local	1	Yes	5	100	10	54	6	1350	2000	\$70,000
Hwy 51B	Broadway Ave	151st St at Split	Within 1/4 miles	7	3	10	Medium	5	Elem	10	Yes	5	Yes	0	Arterial	10	No	0	60	6	53	7	1930	3860	\$162,120
Pecan St	Broadway Ave	S Fairland Ave	1/4 mile to 1/2 mile	4	3	10	High	10	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	50	8	1080	1080	\$37,800
297th E Ave	Hwy 51B	E 154th St	Adjacent to school	10	2	5	High	10	Elem	10	No	0	No	5	Local	1	Yes	5	40	4	50	9	1510	3020	\$105,700
131st St S	Approx S 269th E Ave	S 271st E Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	100	10	49	10	410	820	\$34,440
131st St S	S 271st E Ave	S 273rd E Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	100	10	49	11	980	1960	\$82,320
297th E Ave	E 154th St	E 155th Pl	Within 1/4 miles	7	2	5	High	10	Elem	10	No	0	No	5	Local	1	No	0	100	10	48	12	750	1500	\$52,500
305th E Ave	E 141st St S	Hwy 51	1/4 mile to 1/2 mile	4	2	5	Medium	5	Intermediate	8	Yes	5	No	5	Arterial	10	No	0	40	4	46	13	2660	5320	\$223,440
Sycamore St	Broadway Ave	S Fairland Ave	Within 1/4 miles	7	3	10	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	44	14	1060	1770	\$61,950
Cypress St	Broadway Ave	S Fairland Ave	Within 1/4 miles	7	3	10	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	44	15	1090	2180	\$76,300
Delaware Ave	E Chestnut St	E Cypress St	Within 1/4 miles	7	3	10	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	44	16	740	1480	\$51,800
Hwy 51	Broadway Ave	Broadway Ave	Within 1/4 miles	7	0	0	High	10	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	42	17	1340	2680	\$112,560
131st St S	S 273rd E Ave	S 275th E Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	60	6	42	18	890	1780	\$74,760
273rd E Ave	E 131st St S	E 133rd St S	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	Yes	0	Arterial	10	No	0	80	8	42	19	1340	2010	\$84,420
Division St	E 141st St S	W Pine St	1/4 mile to 1/2 mile	4	1	3	Medium	5	Elem	10	No	0	Yes	0	Arterial	10	No	0	100	10	42	20	2070	4140	\$173,880
Division St	W Pine St	E 151st St S	1/4 mile to 1/2 mile	4	1	3	Medium	5	Elem	10	No	0	Yes	0	Arterial	10	No	0	100	10	42	21	3220	6440	\$270,480
Delaware Ave	W Oak St	E Chestnut St	Adjacent to school	10	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	42	22	740	1480	\$51,800
151st St S	Hwy 51B at Split	S 305th E Ave	1/4 mile to 1/2 mile	4	2	5	Medium	5	Intermediate	8	Yes	5	Yes	0	Arterial	10	No	0	40	4	41	23	2160	4320	\$181,440
Bristow Ave	E Cypress St	151st St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	Yes	5	100	10	39	24	1930	3120	\$109,200
Eufaula	E Chestnut St	E Cypress St	Within 1/4 miles	7	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	39	25	740	740	\$25,900
Fairland Ave	E Sycamore St	E Hickory St	Within 1/4 miles	7	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	39	26	1600	2800	\$98,000
Guthrie Rd	E Pecan St	Hwy 51B	Within 1/4 miles	7	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	39	27	1590	3180	\$111,300
154th St	S 297th E Ave	Hwy 51B	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	39	28	1230	2460	\$86,100
Hwy 51B	E 154th St	E 159th St S	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	20	2	37	29	2110	4220	\$177,240
297th E Ave	E 155th Pl	E 158th St S	1/4 mile to 1/2 mile	4	2	5	High	10	Intermediate	8	No	0	No	5	Local	1	No	0	40	4	37	30	1570	3140	\$109,900
Atoka Ave	W 2nd St	W Pine St	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	Yes	5	100	10	37	31	1430	2860	\$100,100
Chestnut St	N Division St	N Atoka Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	37	32	480	480	\$16,800
Bristow Ave	W Pine St	W Cypress St	Within 1/4 miles	7	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	37	33	1520	3040	\$106,400
Cypress St	N Main St	Broadway Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	37	34	1560	3120	\$109,200
300th Ave	E 144th St	Hwy 51	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	35	1270	2540	\$88,900
143rd St	E 144th St	Hwy 51	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	36	1400	2800	\$98,000
144th St	300th Ave	143rd St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	37	570	1140	\$39,900
148th St	Approx 301st Ave	S 305th E Ave	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	38	980	1960	\$68,600
301st Ave	150th St	151st St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	Yes	5	Yes	0	Local	1	No	0	100	10	37	39	660	1320	\$46,200
273rd E Ave	E 133rd St S	Approx 136th St S	1/2 mile to 1 mile	1	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	60	6	36	40	1060	2120	\$89,040
157th St S	Approx S 294th E Ave	S 297th E Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	36	41	1050	2100	\$73,500
296th E Ave	E 157th St S	E 158th St S	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	36	42	340	680	\$23,800
Ruth Ln	291st Ave	292nd Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	36	43	530	1060	\$37,100
Delaware	E Cypress St	E Hickory St	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	44	1470	2940	\$102,900
Eufaula	E Cypress St	E Hickory St	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	45	1470	2550	\$89,250
Hickory St	Broadway Ave	N Eufaula	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	46	700	1400	\$49,000
Hickory St	S Fairland Ave	S Guthrie Rd	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	47	330	660	\$23,100
141st St S	S 284th E Ave	S 287th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	100	10	35	48	1670	1670	\$70,140
141st St S	S 287th E Ave	Hwy 51	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	100	10	35	49	1200	1200	\$50,400
273rd E Ave	Approx E 129th St	E 131st St S	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Arterial	10	No	0	40	4	35	50	1070	1070	\$44,940
Oak St	N Bristow Ave	S Delaware Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	35	51	750	1500	\$52,500
Hwy 51	E 138th St	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Medium	5	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	34	52	1070	2140	\$89,880
Hwy 51B	151st St at Split	E 154th St	Within 1/4 miles	7	2	5	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	60	6	34	53	1770	3540	\$148,680
275th E Ave	E 131st St S	E 136th St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	54	2600	5200	\$182,000

144th St	300th Ave	143rd St	1/4 mile to 1/2 mile	4	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	34	62	800	1600	\$56,000
Ash St	S Division St	Broadway Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	63	1200	1200	\$42,000
Atoka Ave	E Cypress St	151st St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	Yes	5	100	10	34	64	1930	3860	\$135,100
291st Ave	E 151st St S	Ruth Ln	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	65	2470	4940	\$172,900
Atoka Ave	E 151st St S	E 154th St	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	66	990	1980	\$69,300
153rd St	S 289th E Ave	S Atoka Ave	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	67	470	940	\$32,900
154th St S	S 289th E Ave	Hwy 72	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	68	1400	2800	\$98,000
292nd Ave	E 154th St S	Ruth Ln	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	69	1120	2240	\$78,400
155th St S	E 156th St S	S 297th E Ave	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	70	1250	2500	\$87,500
296th E Ave	E 155th St S	E 156th St S	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	71	720	1440	\$50,400
298th E Ave	E 156th St S	E 156th St S	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	72	970	1940	\$67,900
299th St	E 154th St S	E 156th St S	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	73	970	1940	\$67,900
155th St S	S 298th E Ave	E 299th St	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	74	620	1240	\$43,400
133rd St S	Oak Grove Rd	S 275th E Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	60	6	33	75	890	1780	\$62,300
158th St S	S 297th E Ave	S 297th E Ave	1/2 mile to 1 mile	1	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	33	76	1110	2220	\$77,700
294th E Ave	E 158th St S	Approx E 159th St S	1/2 mile to 1 mile	1	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	33	77	610	1220	\$42,700
Oak St	Hwy 51	N Guthrie Rd	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	Yes	5	Yes	0	Local	1	No	0	60	6	33	78	750	1500	\$52,500
273rd E Ave	E 127th St	Approx E 129th St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Arterial	10	No	0	40	4	32	79	920	920	\$38,640
271st E Ave	Approx E 129th St	E 131st St S	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	80	1070	2140	\$74,900
151st St S	S Cottonwood Dr	S Atoka Ave	1/4 mile to 1/2 mile	4	0	0	Medium	5	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	32	81	1410	2820	\$118,440
Bristow Ave	W 1st St	W Pine St	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	82	1830	3660	\$128,100
Magnolia St	N Division St	N Bristow Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	83	790	1580	\$55,300
Oak St	N Division St	N Bristow Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	84	840	1680	\$58,800
Atoka Ave	W Pine St	W Cypress St	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	85	1120	2240	\$78,400
Sycamore St	N Main St	N Division St	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	86	380	760	\$26,600
Fairland Ave	Hwy 51	E Sycamore St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	87	720	1440	\$50,400
Sycamore St	N Fairland Ave	S Guthrie Rd	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	88	370	90	\$3,150
303rd Ave	E Pecan St	149th St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	89	680	1360	\$47,600
149th St	301st Ave	S 305th E Ave	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	90	1300	2600	\$91,000
150th St	301st Ave	S 305th E Ave	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	91	1300	2600	\$91,000
Hwy 51	E 136th St	E 138th St	1/2 mile to 1 mile	1	0	0	Medium	5	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	31	92	1990	3980	\$167,160
156th St S	S 298th E Ave	S 299th St	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	31	93	620	1240	\$43,400
156th St S	E 155th St S	S 296th E Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	31	94	770	1540	\$53,900
155th Pl	S 297th E Ave	S 298th E Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	31	95	370	740	\$25,900
141st St S	Hwy 51	N Guthrie Rd	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	30	96	1860	3720	\$156,240
128th St	S 274th E Ave	Hwy 51	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	60	6	30	97	2210	4420	\$154,700
Fairland Ave	E Redwood	Hwy 51	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	80	8	30	98	1440	2880	\$100,800
Guthrie Rd	E Oak St	Hwy 51	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	80	8	30	99	550	1100	\$38,500
Bristow Ave	E 141st St S	W 2nd St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	100	830	1660	\$58,100
1st St	E 141st St S	N Bristow Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	101	800	1600	\$56,000
2nd St	N Division St	N Bristow Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	102	900	1800	\$63,000
Hickory St	S Division St	S Atoka Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	103	430	860	\$30,100
Walnut St	S Division St	N Eufaula	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	104	1930	3050	\$106,750
Pine St	N Division St	Broadway Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	105	1200	2400	\$84,000
141st St S	S 273rd E Ave	S 284th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	60	6	28	106	3440	6880	\$288,960
289th E Ave	E 151st St S	153rd St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	28	107	1010	2020	\$84,840
Hwy 51	S 305th E Ave	Approx. S 313th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	20	2	27	108	2960	5920	\$248,640
131st St S	Hwy 51	Old Coweta Rd	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	100	10	27	109	2070	2340	\$98,280
305th E Ave	E 137th St S	E 138th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	100	10	27	110	480	960	\$40,320
305th E Ave	E 138th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	100	10	27	111	1550	2235	\$93,870
151st St S	S 305th E Ave	Approx S 310th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	20	2	27	112	1690	1690	\$70,980
Bixby St	E 141st St S	W 1st St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Local	1	No	0	100	10	26	113	440	880	\$30,800
Guthrie Rd	E Chestnut St	E Pecan St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	40	4	26	114	1040	2080	\$72,800
121st St S	N Old Oak Ln	Hwy 51	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	25	115	2840	5680	\$238,560
121st St S	Hwy 51	S 281st E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	25	116	2280	3040	\$127,680
141st St S	S 264th E Ave	S 271rd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	25	117	1270	1270	\$53,340
Hwy 51	Approx. S 313th E Ave	S 321st E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	20	2	24	118	2350	4700	\$197,400
131st St S	S 275th E Ave	Hwy 51	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	24	119	2360	4720	\$198,240
141st St S	N Guthrie Rd	S 301st E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	24	120	1250	2500	\$105,000
289th E Ave	153rd St	Hwy 72	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	24	121	3000	3000	\$126,000
278th E Ave	E 141st St S	Approx W 2nd St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	No	5	Local	1	No	0	100	10	23	122	900	1800	\$63,000
151st St S	S 279th E Ave	S Cottonwood Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	60	6	23	123	2600	5200	\$218,400
121st St S	S 281st E Ave	Approx 285th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	21	124	1610	1610	\$67,620
Hwy 51	E 121st St S	E 128th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A</																

301st E Ave	E 139th Pl S	North St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	131	470	940	\$32,900
1st St	N Bixby St	Approx S 287th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	132	630	1260	\$44,100
2nd St	N Bixby St	Approx S 287th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	133	550	1100	\$38,500
Pine St	Approx S Bixby St	N Division St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	134	1110	2220	\$77,700
Bixby St	E 146th St S	Approx W Ash St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	135	990	1980	\$69,300
Redwood St	Hwy 51	N Guthrie Rd	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	Yes	0	Local	1	No	0	100	10	21	136	1430	2860	\$100,100
273rd E Ave	Approx 136th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	20	2	19	137	2930	5860	\$246,120
151st St S	Approx S 310th E Ave	Approx S 312nd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	20	2	19	138	2060	4120	\$173,040
161st St S	Hwy 51B at Split	Approx S 313th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	20	2	19	139	3650	7300	\$306,600
146th St S	S Bixby St	N Main St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Collector	5	No	0	40	4	19	140	790	1580	\$55,300
Magnolia St	N Eufaula	N Fairland Ave	Within 1/4 miles	7	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	19	141	380	760	\$26,600
273rd E Ave	E 121st St S	E 123rd Pl S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Arterial	10	No	0	60	6	18	142	1190	2380	\$99,960
282nd E Ave	E 126th Pl S	E 127th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	143	440	440	\$15,400
127th St S	Hwy 51	S 282nd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	144	570	855	\$29,925
279th E Ave	E 141st St S	Approx W 2nd St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	145	740	1480	\$51,800
307th E Ave	Approx E 136th St S	E 137th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	146	500	1000	\$35,000
309th E Ave	E 137th St S	E 138th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	147	480	960	\$33,600
138th St S	S 309th E Ave	S 309th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	148	1340	2680	\$93,800
139th St S	S 302nd E Ave	S 303rd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	149	410	820	\$28,700
302nd E Ave	E 139th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	150	700	1400	\$49,000
Fields Rd	Approx E 140th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	151	270	540	\$18,900
304th E Ave	E 140th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	152	520	1040	\$36,400
279th E Ave	Approx E 149th St S	151st St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	153	880	1760	\$61,600
Ash St	Lamar St	Approx S Pecan Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	154	360	720	\$25,200
Ash Pl	Lamar St	Approx S Pecan Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	155	360	720	\$25,200
Walnut St	Lamar St	Approx S Pecan Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	156	360	720	\$25,200
Hickory Pl	Lamar St	Approx S Pecan Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	157	360	720	\$25,200
150 Ct S	Lamar St	Approx S Pecan Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	158	360	720	\$25,200
139th Pl S	E 141st St S	Elm St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	159	1020	2040	\$71,400
Elm St	E 137th Pl S	E 140th Pl S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	160	970	1940	\$67,900
141st St S	S 305th E Ave	Approx S 313th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	0	0	17	161	2930	3340	\$140,280
305th E Ave	Approx E 154th St S	E 158th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Arterial	10	No	0	20	2	17	162	1350	1350	\$56,700
Eufaula	E Redwood	Hwy 51	Within 1/4 miles	7	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	80	8	17	163	1070	2140	\$74,900
Oak St	N Bixby St	N Division St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	60	6	17	164	1310	2620	\$91,700
137th St S	S 305th E Ave	S 308th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	165	1320	2640	\$92,400
308th E Ave	Approx E 136th St S	E 137th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	166	400	800	\$28,000
137th Pl S	S 297th E Ave	Approx Elm Pl	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	167	870	1740	\$60,900
138th Pl S	E 139th Pl S	Elm Pl	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	168	570	1140	\$39,900
Broadway Ave	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	169	1160	2320	\$81,200
Floyd St	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	170	940	1880	\$65,800
Delaware	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	171	940	1880	\$65,800
Eufaula	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	172	940	1880	\$65,800
Fairland Ave	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	173	940	1880	\$65,800
Guthrie Rd	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	174	940	1880	\$65,800
3rd St	N Bixby St	Approx S 286th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	175	300	600	\$21,000
Bixby St	W 1st St	W Oak St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	176	1310	2620	\$91,700
Chestnut St	Approx S Bixby St	N Division St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	177	990	1980	\$69,300
Water St	W Pine St	E 146th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	178	760	1520	\$53,200
Main St	W Pine St	Approx W Pecan St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	179	1650	3300	\$115,500
Eufaula	E 141st St	E Redwood St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	180	830	1660	\$58,100
1st St	Hwy 51	N Guthrie Rd	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	181	1620	3240	\$113,400
Delaware	E 1st St	E Redwood St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	182	360	720	\$25,200
Fairland Ave	E 1st St	E Redwood St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	183	360	720	\$25,200
Lamar St	W Ash St	151st St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	60	6	14	184	360	720	\$25,200
146th St S	S 279th E Ave	S Bixby St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Collector	5	No	0	20	2	14	185	2030	4060	\$142,100
136th St S	S 285th E Ave	Hwy 51	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	186	980	1960	\$68,600
284th E Ave	S 285th E Ave	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	187	2130	4260	\$149,100
283rd E Ave	E 137th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	188	1300	2600	\$91,000
138th Pl S	S 283rd E Ave	S 284th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	189	320	640	\$22,400
285th E Ave	E 136th St S	E 137th Pl S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	190	1160	2320	\$81,200
286th E Ave	E 136th St S	E 137th Pl S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	191	1170	2340	\$81,900
287th E Ave	E 136th St S	E 137th Pl S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	192	2680	5360	\$187,600
137th Pl S	S 284th E Ave	S 287th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	193	1290	2580	\$90,300
138th St S	S 284th E Ave	S 287th E Ave	1/2 mile to 1 mile</																						

Pecan Dr	E 151st St S	Approx E 152nd St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	40	4	12	200	490	980	\$34,300
279th E Ave	Approx E 144th St S	E 146th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	40	4	12	201	910	1820	\$63,700
Guthrie Rd	E 141st St	E Redwood St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	12	202	830	1660	\$58,100
Old Coweta Rd	E 131st St	Bacheldr Rd	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	9	203	1840	2570	\$89,950
Old Coweta Rd	Bacheldr Rd	Hwy 51	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	9	204	1770	2670	\$93,450
138th St S	Hwy 51	S 297th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	9	205	2350	4700	\$164,500
156th St S	Approx S 309th E Ave	Approx S 313th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	0	0	8	206	930	930	\$32,550

APPENDIX H

SIDEWALK SEGMENT WORKSHEETS – ALPHABETICAL

Coweta Sidewalk Decision Matrix Alphabetical

Date Changed: 2/28/2012

Street	Cross Street 1	Cross Street 2	Proximity to School	Number of Schools Served	Ped Volumes	Youngest Students	Sidewalk Serve Other Uses?	Availability of Alternate Routes?	Street Classification	Ped/Bike Barriers?	Percent Developed	Total Score	Rank	Segment Length	Length of Sidewalk	Segment Costs									
121st St S	N Old Oak Ln	Hwy 51	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	25	115	2840	5680	\$238,560
121st St S	Hwy 51	S 281st E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	25	116	2280	3040	\$127,680
121st St S	S 281st E Ave	Approx 285th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	21	124	1610	1610	\$67,620
126th St	S 276th E Ave	S 277th E Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	56	520	1040	\$36,400
127th St	S 275th E Ave	S 276th E Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	55	1260	2520	\$88,200
127th St S	Hwy 51	S 282nd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	144	570	855	\$29,925
128th St	S 274th E Ave	Hwy 51	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	60	6	30	97	2210	4420	\$154,700
131st St S	Approx S 269th E Ave	S 271st E Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	100	10	49	10	410	820	\$34,440
131st St S	S 271st E Ave	S 273rd E Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	100	10	49	11	980	1960	\$82,320
131st St S	S 273rd E Ave	S 275th E Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	60	6	42	18	890	1780	\$74,760
131st St S	Hwy 51	Old Coweta Rd	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	100	10	27	109	2070	2340	\$98,280
131st St S	S 275th E Ave	Hwy 51	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	24	119	2360	4720	\$198,240
133rd St S	Oak Grove Rd	S 275th E Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	60	6	33	75	890	1780	\$62,300
136th St S	S 285th E Ave	Hwy 51	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	186	980	1960	\$68,600
137th Pl S	S 297th E Ave	Approx Elm Pl	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	167	870	1740	\$60,900
137th Pl S	S 284th E Ave	S 287th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	193	1290	2580	\$90,300
137th St S	S 305th E Ave	S 308th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	165	1320	2640	\$92,400
138th Pl S	E 139th Pl S	Elm Pl	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	168	570	1140	\$39,900
138th Pl S	S 283rd E Ave	S 284th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	189	320	640	\$22,400
138th St S	S 305th E Ave	S 309th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	148	1340	2680	\$93,800
138th St S	S 284th E Ave	S 287th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	194	1330	2660	\$93,100
138th St S	S 309th E Ave	Approx S 311 E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	40	4	12	199	1070	2140	\$74,900
138th St S	Hwy 51	S 297th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	9	205	2350	4700	\$164,500
139th Pl S	E 141st St S	Elm St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	159	1020	2040	\$71,400
139th St S	S 302nd E Ave	S 303rd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	149	410	820	\$28,700
139th St S	S 284th E Ave	S 287th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	195	1490	2980	\$104,300
140th Pl S	N Elm St	Elm Pl	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	130	330	660	\$23,100
140th St S	S 284th E Ave	S 287th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	196	1550	3100	\$108,500
141st St S	S 284th E Ave	S 287th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	100	10	35	48	1670	1670	\$70,140
141st St S	S 287th E Ave	Hwy 51	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	100	10	35	49	1200	1200	\$50,400
141st St S	Hwy 51	N Guthrie Rd	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	30	96	1860	3720	\$156,240
141st St S	S 273rd E Ave	S 284th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	60	6	28	106	3440	6880	\$288,960
141st St S	S 264th E Ave	S 271rd E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	25	117	1270	1270	\$53,340
141st St S	N Guthrie Rd	S 301st E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	24	120	1250	2500	\$105,000
141st St S	S 301st E Ave	S 305th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	21	128	1390	2780	\$116,760
141st St S	S 305th E Ave	Approx S 313th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	0	0	17	161	2930	3340	\$140,280
143rd St	E 144th St	Hwy 51	1/4 mile to 1/2 mile	4	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	34	60	540	1080	\$37,800
143rd St S	Approx S 303rd E Ave	S 305th E Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	34	62	800	1600	\$56,000
144th St	300th Ave	143rd St	1/4 mile to 1/2 mile	4	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	34	61	570	1140	\$39,900
144th St	300th Ave	143rd St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Collector	5	No	0	40	4	19	140	790	1580	\$55,300
144th St S	Approx S 303rd E Ave	S 305th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Collector	5	No	0	20	2	14	185	2030	4060	\$142,100
146th St S	S Bixby St	N Main St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	158	360	720	\$25,200
146th St S	S 279th E Ave	S Bixby St	Within 1/4 miles	7	3	10	Medium	5	Elem	10	Yes	5	Yes	0	Arterial	10	No	0	100	10	57	5	800	1600	\$67,200
148th St	Approx 301st Ave	S 305th E Ave	1/4 mile to 1/2 mile	4	2	5	Medium	5	Intermediate	8	Yes	5	Yes	0	Arterial	10	No	0	40	4	41	23	2160	4320	\$181,440
149th St	301st Ave	S 305th E Ave	1/4 mile to 1/2 mile	4	0	0	Medium	5	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	32	81	1410	2820	\$118,440
150 Ct S	Lamar St	Approx S Pecan Dr	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	20	2	27	112	1690	1690	\$70,980
150th St	301st Ave	S 305th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	60	6	23	123	2600	5200	\$218,400
151st St S	S Atoka Ave	Broadway Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	20	2	19	138	2060	4120	\$173,040
151st St S	Hwy 51B at Split	S 305th E Ave	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	39	28	1230	2460	\$86,100
151st St S	S Cottonwood Dr	S Atoka Ave	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	68	1400	2800	\$98,000
151st St S	S 305th E Ave	Approx S 310th E Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	31	95	370	740	\$25,900
151st St S	S 279th E Ave	S Cottonwood Dr	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	70	1250	2500	\$87,500
151st St S	Approx S 310th E Ave	Approx S 312nd E Ave	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	74	620	1240	\$43,400
153rd St	S 289th E Ave	S Atoka Ave	1																						

156th St S	Approx S 309th E Ave	Approx S 313th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	181	1620	3240	\$113,400
157th St S	Approx S 294th E Ave	S 297th E Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	80	1070	2140	\$74,900
158th St S	S 294th E Ave	S 297th E Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	Yes	0	Arterial	10	No	0	80	8	42	19	1340	2010	\$84,420
161st St S	Hwy 51B at Split	Approx S 313th E Ave	1/2 mile to 1 mile	1	1	3	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	60	6	36	40	1060	2120	\$89,040
1st St	E 141st St S	N Bristow Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Arterial	10	No	0	40	4	35	50	1070	1070	\$44,940
1st St	N Bixby St	Approx S 287th E Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Arterial	10	No	0	40	4	32	79	920	920	\$38,640
1st St	Hwy 51	N Guthrie Rd	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	21	129	2130	2130	\$89,460
271st E Ave	Approx E 129th St	E 131st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	20	2	19	137	2930	5860	\$246,120
273rd E Ave	E 131st St S	E 133rd St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Arterial	10	No	0	60	6	18	142	1190	2380	\$99,960
273rd E Ave	E 133rd St S	Approx 136th St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	57	680	1360	\$47,600
273rd E Ave	Approx E 129th St	E 131st St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	54	2600	5200	\$182,000
273rd E Ave	E 127th St	Approx E 129th St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	58	600	1200	\$42,000
273rd E Ave	E 123rd Pl S	E 127th St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	59	710	1420	\$49,700
273rd E Ave	Approx 136th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	No	5	Local	1	No	0	100	10	23	122	900	1800	\$63,000
273rd E Ave	E 121st St S	E 123rd Pl S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	145	740	1480	\$51,800
274th E Ave	E 127th St	E 128th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	153	880	1760	\$61,600
275th E Ave	E 131st St S	E 136th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	40	4	12	201	910	1820	\$63,700
275th E Ave	E 128th St	E 128th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	143	440	440	\$15,400
276th E Ave	E 127th St	E 128th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	188	1300	2600	\$91,000
278th E Ave	E 141st St S	Approx W 2nd St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	187	2130	4260	\$149,100
279th E Ave	E 141st St S	Approx W 2nd St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	190	1160	2320	\$81,200
279th E Ave	Approx E 149th St S	151st St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	191	1170	2340	\$81,900
279th E Ave	Approx E 144th St S	E 146th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	192	2680	5360	\$187,600
282nd E Ave	E 126th Pl S	E 127th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	80	8	28	107	1010	2020	\$84,840
283rd E Ave	E 137th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	40	4	24	121	3000	3000	\$126,000
284th E Ave	S 285th E Ave	E 141st St S	1/2 mile to 1 mile	1	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	33	77	610	1220	\$42,700
285th E Ave	E 136th St S	E 137th Pl S	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	36	42	340	680	\$23,800
286th E Ave	E 136th St S	E 137th Pl S	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	71	720	1440	\$50,400
287th E Ave	E 136th St S	E 137th Pl S	Adjacent to school	10	2	5	High	10	Elem	10	No	0	No	5	Local	1	Yes	5	40	4	50	9	1510	3020	\$105,700
289th E Ave	E 151st St S	153rd St	Within 1/4 miles	7	2	5	High	10	Elem	10	No	0	No	5	Local	1	No	0	100	10	48	12	750	1500	\$52,500
289th E Ave	153rd St	Hwy 72	1/4 mile to 1/2 mile	4	2	5	High	10	Intermediate	8	No	0	No	5	Local	1	No	0	40	4	37	30	1570	3140	\$109,900
291st Ave	E 151st St S	Ruth Ln	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	72	970	1940	\$67,900
292nd Ave	E 154th St S	Ruth Ln	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	73	970	1940	\$67,900
294th E Ave	E 158th St S	Approx E 159th St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	102	900	1800	\$63,000
296th E Ave	E 157th St S	E 158th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	133	550	1100	\$38,500
296th E Ave	E 155th St S	E 156th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	131	470	940	\$32,900
297th E Ave	Hwy 51B	E 154th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	150	700	1400	\$49,000
297th E Ave	E 154th St	E 155th Pl	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	152	520	1040	\$36,400
297th E Ave	E 155th Pl	E 158th St S	Adjacent to school	10	2	5	High	10	Intermediate	8	Yes	5	No	5	Arterial	10	No	0	100	10	63	3	2640	5280	\$221,760
298th E Ave	E 154th St S	E 156th St S	1/4 mile to 1/2 mile	4	2	5	Medium	5	Intermediate	8	Yes	5	No	5	Arterial	10	No	0	40	4	46	13	2660	5320	\$223,440
299th St	E 154th St S	E 156th St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	100	10	27	110	480	960	\$40,320
2nd St	N Division St	N Bristow Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	100	10	27	111	1550	2235	\$93,870
2nd St	N Bixby St	Approx S 287th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Arterial	10	No	0	20	2	17	162	1350	1350	\$56,700
300th Ave	E 144th St	Hwy 51	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	146	500	1000	\$35,000
301st Ave	150th St	151st St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	80	8	16	166	400	800	\$28,000
301st E Ave	E 139th Pl S	North St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	147	480	960	\$33,600
302nd E Ave	E 139th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	175	300	600	\$21,000
303rd Ave	E Pecan St	149th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	155	360	720	\$25,200
304th E Ave	E 140th St S	E 141st St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	No	5	Local	1	No	0	100	10	34	63	1200	1200	\$42,000
305th E Ave	Hwy 51	E 151st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	154	360	720	\$25,200
305th E Ave	E 141st St S	Hwy 51	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	Yes	5	100	10	37	31	1430	2860	\$100,100
305th E Ave	E 137th St S	E 138th St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	Yes	5	100	10	34	64	1930	3860	\$135,100
305th E Ave	E 138th St S	E 141st St S	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	66	990	1980	\$69,300
305th E Ave	Approx E 154th St S	E 158th St S	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	85	1120	2240	\$78,400
307th E Ave	Approx E 136th St S	E 137th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Local	1	No	0	100	10	26	113	440	880	\$30,800
308th E Ave	Approx E 136th St S	E 137th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	21	135	990	1980	\$69,300
309th E Ave	E 137th St S	E 138th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	176	1310	2620	\$91,700
3rd St	N Bixby St	Approx S 286th E Ave	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	Yes	5	100	10	39	24	1930	3120	\$109,200
Ash Pl	Lamar St	Approx S Pecan Dr	Within 1/4 miles	7	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	37	33	1520	3040	\$106,400
Ash St	S Division St	Broadway Ave	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	65	2470	4940	\$172,900
Ash St	Lamar St	Approx S Pecan Dr	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	82	1830	3660	\$128,100
Atoka Ave	W 2nd St	W Pine St	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	100	830	1660	\$58,100
Atoka Ave	E Cypress St	151st St	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes												

Bristow Ave	W Pine St	W Cypress St	Within 1/4 miles	7	3	10	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	44	15	1090	2180	\$76,300
Bristow Ave	W 1st St	W Pine St	Within 1/4 miles	7	1	3	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	37	34	1560	3120	\$109,200
Bristow Ave	E 141st St S	W 2nd St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	89	680	1360	\$47,600
Broadway Ave	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	44	1470	2940	\$102,900
Chestnut St	S Delaware Ave	Hwy 51	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	171	940	1880	\$65,800
Chestnut St	N Division St	N Atoka Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	182	360	720	\$25,200
Chestnut St	Approx S Bixby St	N Division St	Within 1/4 miles	7	3	10	Low	1	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	44	16	740	1480	\$51,800
Cottonwood Dr	E 151st St S	E 151st St S	Adjacent to school	10	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	42	22	740	1480	\$51,800
Cypress St	Broadway Ave	S Fairland Ave	1/4 mile to 1/2 mile	4	1	3	Medium	5	Elem	10	No	0	Yes	0	Arterial	10	No	0	100	10	42	20	2070	4140	\$173,880
Cypress St	N Main St	Broadway Ave	1/4 mile to 1/2 mile	4	1	3	Medium	5	Elem	10	No	0	Yes	0	Arterial	10	No	0	100	10	42	21	3220	6440	\$270,480
Delaware	E Cypress St	E Hickory St	Within 1/4 miles	7	2	5	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	34	67	470	940	\$32,900
Delaware	E 138th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	13	198	670	1340	\$46,900
Delaware	E 1st St	E Redwood St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	160	970	1940	\$67,900
Delaware Ave	E Chestnut St	E Cypress St	Within 1/4 miles	7	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	39	25	740	740	\$25,900
Delaware Ave	W Oak St	E Chestnut St	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	45	1470	2550	\$89,250
Division St	E 141st St S	W Pine St	Within 1/4 miles	7	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	80	8	17	163	1070	2140	\$74,900
Division St	W Pine St	E 151st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	172	940	1880	\$65,800
Elm Pl	E 138th Pl S	E 140th Pl S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	180	830	1660	\$58,100
Elm St	E 137th Pl S	E 140th Pl S	Within 1/4 miles	7	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	39	26	1600	2800	\$98,000
Eufaula	E Chestnut St	E Cypress St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	87	720	1440	\$50,400
Eufaula	E Cypress St	E Hickory St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	80	8	30	98	1440	2880	\$100,800
Eufaula	E Redwood	Hwy 51	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	173	940	1880	\$65,800
Eufaula	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	183	360	720	\$25,200
Eufaula	E 141st St	E Redwood St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	151	270	540	\$18,900
Fairland Ave	E Sycamore St	E Hickory St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	170	940	1880	\$65,800
Fairland Ave	Hwy 51	E Sycamore St	Within 1/4 miles	7	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	39	27	1590	3180	\$111,300
Fairland Ave	E Redwood	Hwy 51	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	80	8	30	99	550	1100	\$38,500
Fairland Ave	E 138th St S	E 141st St S	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	40	4	26	114	1040	2080	\$72,800
Fairland Ave	E 1st St	E Redwood St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	174	940	1880	\$65,800
Fields Rd	Approx E 140th St S	E 141st St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	12	202	830	1660	\$58,100
Floyd St	E 138th St S	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	157	360	720	\$25,200
Guthrie Rd	E Pecan St	Hwy 51B	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	46	700	1400	\$49,000
Guthrie Rd	E Oak St	Hwy 51	1/4 mile to 1/2 mile	4	3	10	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	36	47	330	660	\$23,100
Guthrie Rd	E Chestnut St	E Pecan St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	91	1300	2600	\$91,000
Guthrie Rd	E 138th St S	E 141st St S	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	103	430	860	\$30,100
Guthrie Rd	E 141st St	E Redwood St	Adjacent to school	10	2	5	High	10	Intermediate	8	Yes	5	No	5	Arterial	10	No	0	100	10	63	2	1770	3540	\$148,680
Hickory Pl	Lamar St	Approx S Pecan Dr	Adjacent to school	10	2	5	High	10	Intermediate	8	Yes	5	Yes	0	Arterial	10	No	0	100	10	58	4	2740	5480	\$230,160
Hickory St	Broadway Ave	N Eufaula	Within 1/4 miles	7	0	0	High	10	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	42	17	1340	2680	\$112,560
Hickory St	S Fairland Ave	S Guthrie Rd	1/4 mile to 1/2 mile	4	0	0	Medium	5	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	34	52	1070	2140	\$89,880
Hickory St	S Division St	S Atoka Ave	1/2 mile to 1 mile	1	0	0	Medium	5	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	100	10	31	92	1990	3980	\$167,160
Hwy 51	S 300th E Ave	S 305th E Ave	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	20	2	27	108	2960	5920	\$248,640
Hwy 51	Broadway Ave	S 300th E Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	No	5	Arterial	10	No	0	20	2	24	118	2350	4700	\$197,400
Hwy 51	E 141st St	Broadway Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	40	4	21	125	3940	7880	\$330,960
Hwy 51	E 138th St	E 141st St S	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	40	4	21	126	2090	2650	\$111,300
Hwy 51	E 136th St	E 138th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	Yes	5	Yes	0	Arterial	10	No	0	40	4	21	127	2980	5960	\$250,320
Hwy 51	S 305th E Ave	Approx. S 313th E Ave	Within 1/4 miles	7	3	10	Medium	5	Elem	10	Yes	5	Yes	0	Arterial	10	No	0	60	6	53	7	1930	3860	\$162,120
Hwy 51	Approx. S 313th E Ave	S 321st E Ave	1/4 mile to 1/2 mile	4	2	5	Low	1	Elem	10	No	0	No	5	Arterial	10	No	0	20	2	37	29	2110	4220	\$177,240
Hwy 51	E 121st St S	E 128th St	Within 1/4 miles	7	2	5	Low	1	N/A	0	No	0	No	5	Arterial	10	No	0	60	6	34	53	1770	3540	\$148,680
Hwy 51	E 128th St	E 131st St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	35	1270	2540	\$88,900
Hwy 51	E 131st St	E 136th St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	60	6	14	184	360	720	\$25,200
Hwy 51B	Broadway Ave	151st St at Split	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	83	790	1580	\$55,300
Hwy 51B	E 154th St	E 159th St S	Within 1/4 miles	7	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	19	141	380	760	\$26,600
Hwy 51B	151st St at Split	E 154th St	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	179	1650	3300	\$115,500
Lamar St	W Ash St	151st St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	Yes	5	Yes	0	Local	1	No	0	100	10	37	39	660	1320	\$46,200
Magnolia St	N Division St	N Bristow Ave	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	38	980	1960	\$68,600
Magnolia St	N Eufaula	N Fairland Ave	Adjacent to school	10	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	35	51	750	1500	\$52,500
Main St	W Pine St	Approx W Pecan St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	Yes	5	Yes	0	Local	1	No	0	60	6	33	78	750	1500	\$52,500
Oak St	N Bristow Ave	S Delaware Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	84	840	1680	\$58,800
Oak St	Hwy 51	N Guthrie Rd	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	60	6	17	164	1310	2620	\$91,700
Oak St	N Division St	N Bristow Ave	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	9	203	1840	2570	\$89,950
Oak St	N Bixby St	N Division St	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	60	6	9	204	1770	2670	\$93,450
Old Coweta Rd	E 131st St	Bacheldr Rd	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	40	4	12	200	490	980	\$34,300
Old Coweta Rd	Bacheldr Rd	Hwy 51	Adjacent to school	10	3	10	High	10	Intermediate	8	Yes	5	No	5	Local	1	Yes	5	100	10	64	1	3170	6020	\$210,700
Pecan Dr	E 151st St S	Approx E 152nd St S	1/4 mile to 1/2 mile	4	3	10	High	10	Elem	10	Yes	5	Yes	0	Local	1	No	0	100	10	50	8	1080	1080	\$37,800
Pecan St	S Fairland Ave	S 305th E Ave	1/4 mile to 1/2 mile	4	1	3	Low																		

Ruth Ln	291st Ave	292nd Ave	Within 1/4 miles	7	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	32	86	380	760	\$26,600
Sycamore St	Broadway Ave	S Fairland Ave	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	88	370	90	\$3,150
Sycamore St	N Main St	N Division St	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	No	5	Local	1	No	0	100	10	37	36	1400	2800	\$98,000
Sycamore St	N Fairland Ave	S Guthrie Rd	Within 1/4 miles	7	2	5	Low	1	Intermediate	8	No	0	Yes	0	Local	1	No	0	100	10	32	90	1300	2600	\$91,000
Walnut St	S Division St	N Eufaula	1/4 mile to 1/2 mile	4	1	3	Low	1	Elem	10	No	0	Yes	0	Local	1	No	0	100	10	29	104	1930	3050	\$106,750
Walnut St	Lamar St	Approx S Pecan Dr	1/2 mile to 1 mile	1	0	0	Low	1	N/A	0	No	0	No	5	Local	1	No	0	100	10	18	156	360	720	\$25,200
Water St	W Pine St	E 146th St S	1/4 mile to 1/2 mile	4	0	0	Low	1	N/A	0	No	0	Yes	0	Local	1	No	0	100	10	16	178	760	1520	\$53,200