



US-81 • Grady County, OK • JP: 24428(04) Presentation of Proposed Alternatives & Solicitation of Public Input

Purpose of Meeting

To present the findings of the Environmental Assessment (EA) of the US 81 Realignment Preferred Alternative, and provide an opportunity for public statements regarding the proposed action and the EA findings.

Project Background

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), proposes to construct a controlled-access four-lane divided realignment of US 81 west of Chickasha. The proposed realignment will begin at the curve north of the US 81/SH 19 West Junction and extend north eight miles to the US 81/US 62 intersection. Along the realignment, interchanges will be constructed at US 81, I-44, Country Club Road, Grand Avenue, Iowa Avenue, and US 62.

Since 1978, ODOT has recognized the need for a realignment of US 81 around Chickasha. US 81 is part of the National Highway System. Baseline (i.e., 2012) average daily traffic volumes range from 8,340 to 17,680, with a heavy vehicle percentage of 19% and a heavy truck percentage of 11%. The current alignment of US 81 is through the Chickasha central business district. Freight and trucks travel slowly through this corridor, due to less than ideal conditions and configuration (including 14 at-grade signalized intersections and a 90o turn at the US 62/US 81 (4th Street) Intersection). The purpose and need for a realignment of US 81 west of Chickasha is to reduce congestion along US 81 through the Chickasha central business district, reduce travel time for traffic traveling through Chickasha, and improve safety along existing US 81 through Chickasha.

In 2007, ODOT completed a US 81 Corridor Study that included extensive public involvement. The Corridor Study recommended construction of a controlled-access four-lane divided realignment of US 81, from its current alignment through the Chickasha central business district to a new alignment west of Chickasha, with interchanges at key cross streets.

Now, as a result of an EA process that began in 2011 and has included two stakeholder public meetings, an open house, and an extensive mailing of the Preferred Alternative, ODOT has developed and evaluated multiple alignments before selecting a Realignment Preferred Alternative of US 81 west of Chickasha. Specialist studies have been conducted to assess the social, economic, and environmental impacts of the Preferred Alternative. Based upon the results of those specialist studies, public input, and the environmental assessment, ODOT proposes construction of the Preferred Alternative.

The EA document is available for public review during a six-week time period of February 23 through April 7, 2017. The purpose of this Public Hearing is to present the EA findings, which includes the project purpose and need, range of alternatives considered, agency coordination, public involvement, and the social, economic, and environmental impacts of the Realignment Preferred Alternative. In addition, the public will have the opportunity to record verbal statements at the Public Hearing and submit written comments to ODOT through April 7, 2017.

*Totals DO NOT include Toll Roads

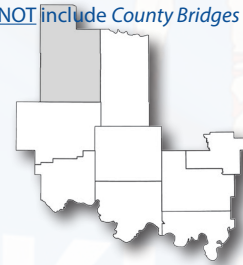
DIVISION 7 ENGINEER: JAY EARP, P.E.

**Totals DO NOT include County Bridges

Total Road Miles:
1,423.98

Total Interstate Miles:
95.32

Total Bridges:
792



Counties: Caddo, Carter, Comanche, Cotton, Grady, Jefferson, Love, Murray, Stephens

PLEASE PROVIDE YOUR COMMENTS BY APRIL 6, 2017

For more information about the project

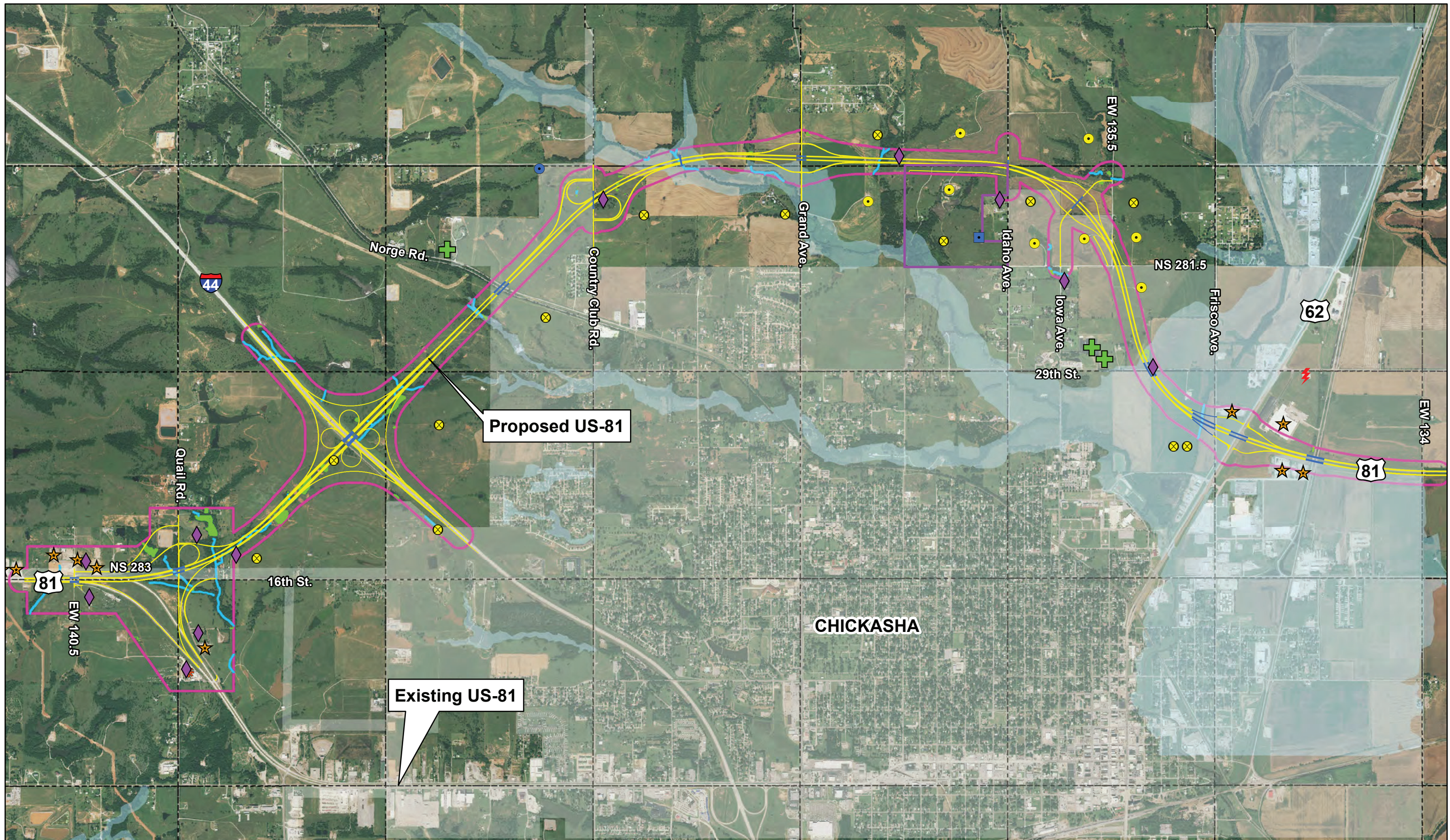
Greg Worrell
NEPA Project Manager
Division 7
(405) 522-8014
odot-environment@odot.org

For more information about Public Participation

Laura Chaney
Planning Branch Manager
Strategic Asset & Performance Management Division
(405) 521-2705
lchaney@odot.org

<http://www.odot.org/publicmeetings>



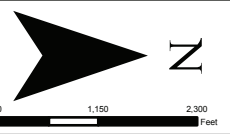


Proposed US-81

Existing US-81

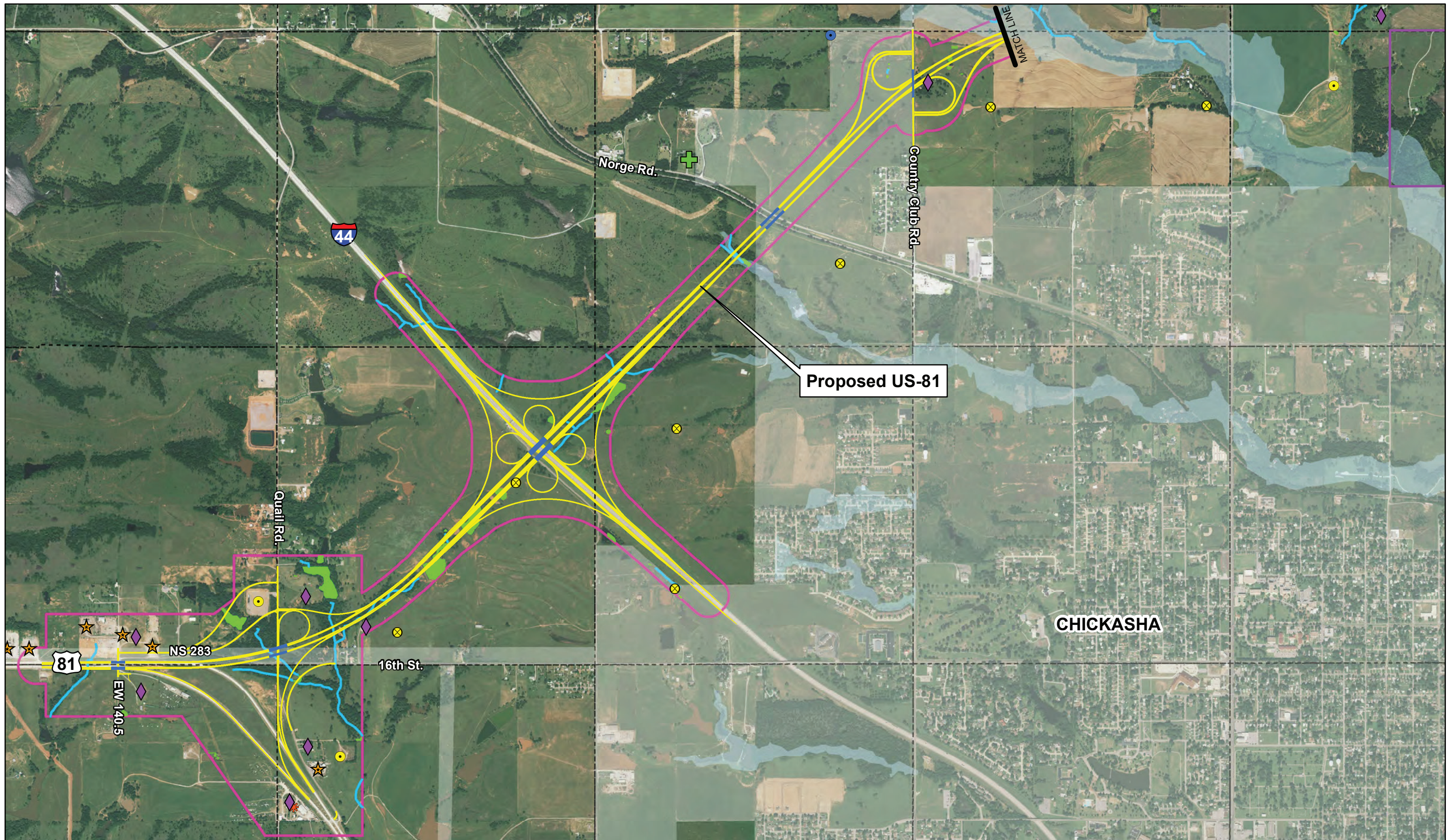
CHICKASHA

Map Features	Environmental Constraints
Study Extents	Potential Residential Relocation
Section Lines	Church
Chickasha City Limits	Salvage Yard
Proposed Roadway	Industrial Facility
Proposed Bridges	University of Science and Arts of Oklahoma Outdoor Classroom
	Potentially Jurisdictional Wetlands
	Potentially Jurisdictional Streams
	FEMA Floodplain
	Active Oil and Gas Wells
	Plugged and Abandoned Wells (API Database)
	Water Well
	Water Tower
	Electrical Substation



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Grady County
US-81 Realignment

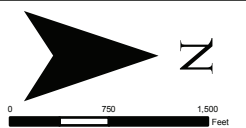
**Preferred Alternative
Constraints Map**



Proposed US-81

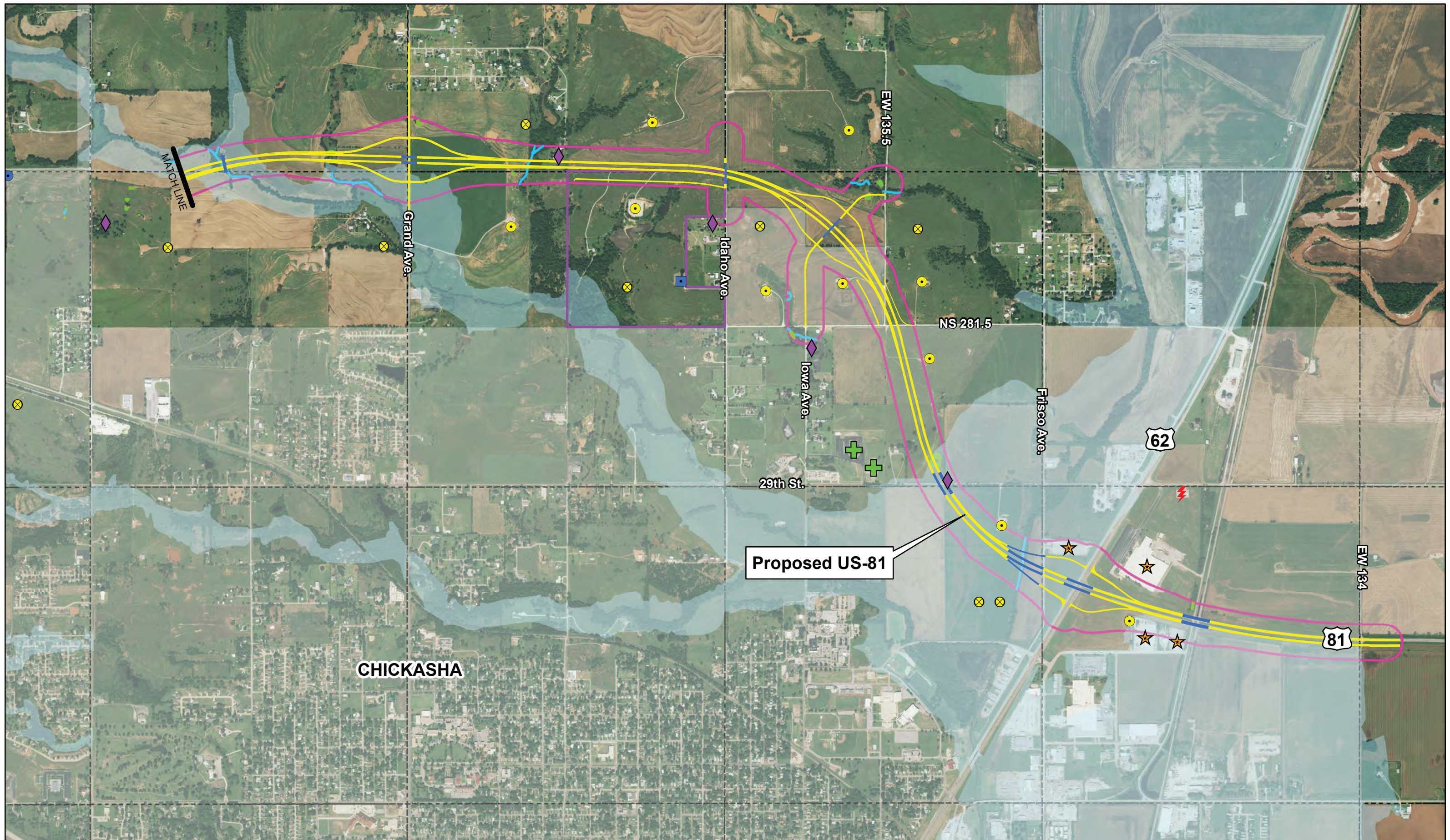
CHICKASHA

Map Features		Environmental Constraints			
	Environmental Study Boundary		Potential Residential Relocation		Potentially Jurisdictional Wetlands
	Section Lines		Church		Potentially Jurisdictional Streams
	Chickasha City Limits		Salvage Yard		FEMA Floodplain
	Proposed Roadway		Industrial Facility		Active Oil and Gas Wells
	Proposed Bridges		University of Science and Arts of Oklahoma Outdoor Classroom		Plugged and Abandoned Wells (API Database)
					Water Well
					Water Tower
					Electrical Substation

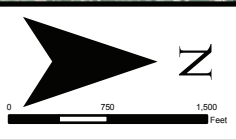


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**Preferred Alternative
Constraints Map** Page 1 of 2



Map Features		Environmental Constraints	
Environmental Study Boundary	Potential Residential Relocation	Potentially Jurisdictional Wetlands	Active Oil and Gas Wells
Section Lines	Church	Potentially Jurisdictional Streams	Plugged and Abandoned Wells (API Database)
Chickasha City Limits	Salvage Yard	FEMA Floodplain	Water Well
Proposed Roadway	Industrial Facility	Water Tower	Electrical Substation
Proposed Bridges	University of Science and Arts of Oklahoma Outdoor Classroom		



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 Constraints Map** Page 2 of 2