

# WELCOME

## US 81 Realignment, Chickasha Environmental Assessment Public Hearing



# US 81 Realignment, Environmental Assessment 8-Year Construction Work Plan, ODOT Division 7

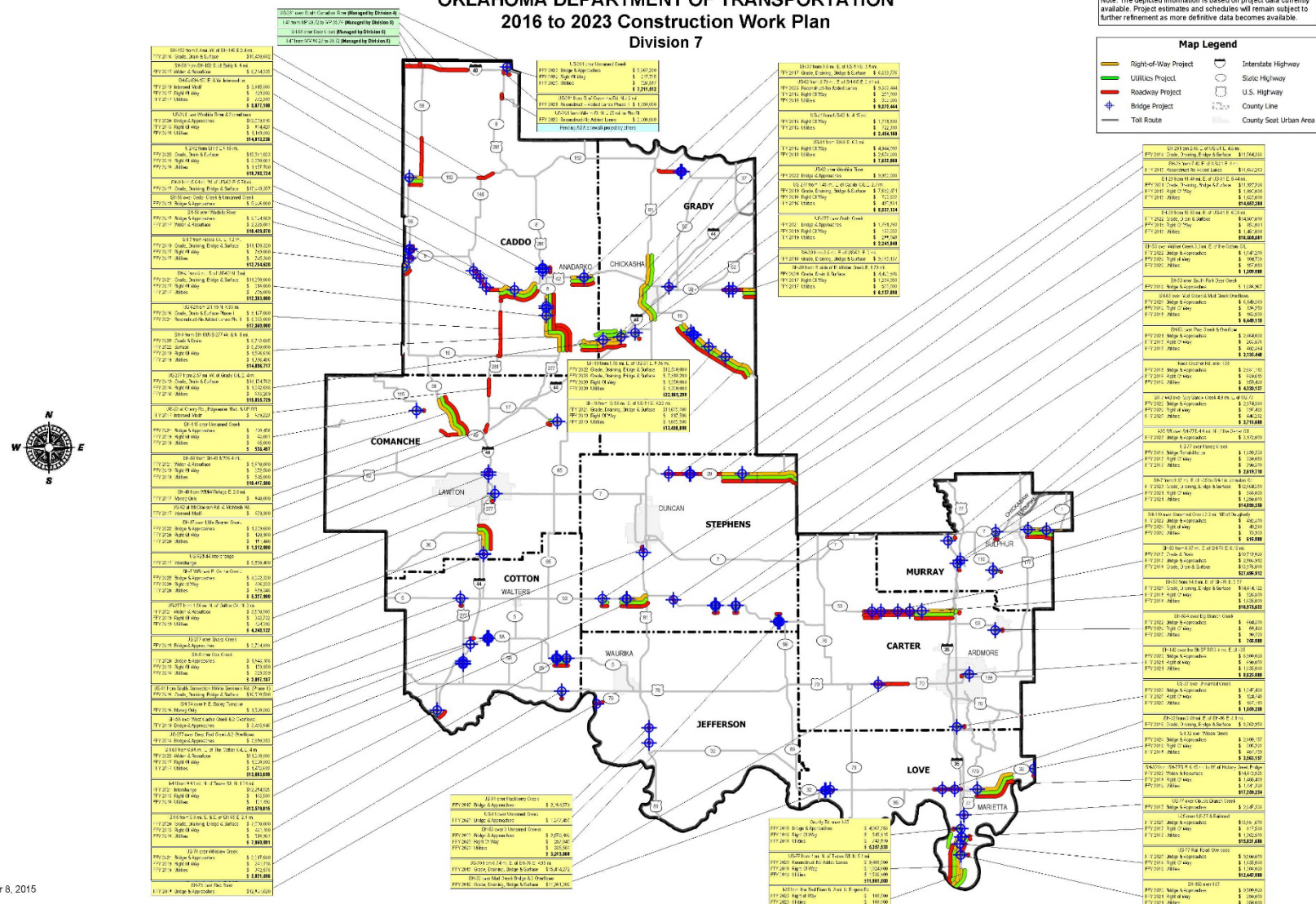


## OKLAHOMA DEPARTMENT OF TRANSPORTATION 2016 to 2023 Construction Work Plan Division 7

Note: The depicted information is based on project data currently available. Project estimates and schedules will remain subject to further refinement as more definitive data becomes available.

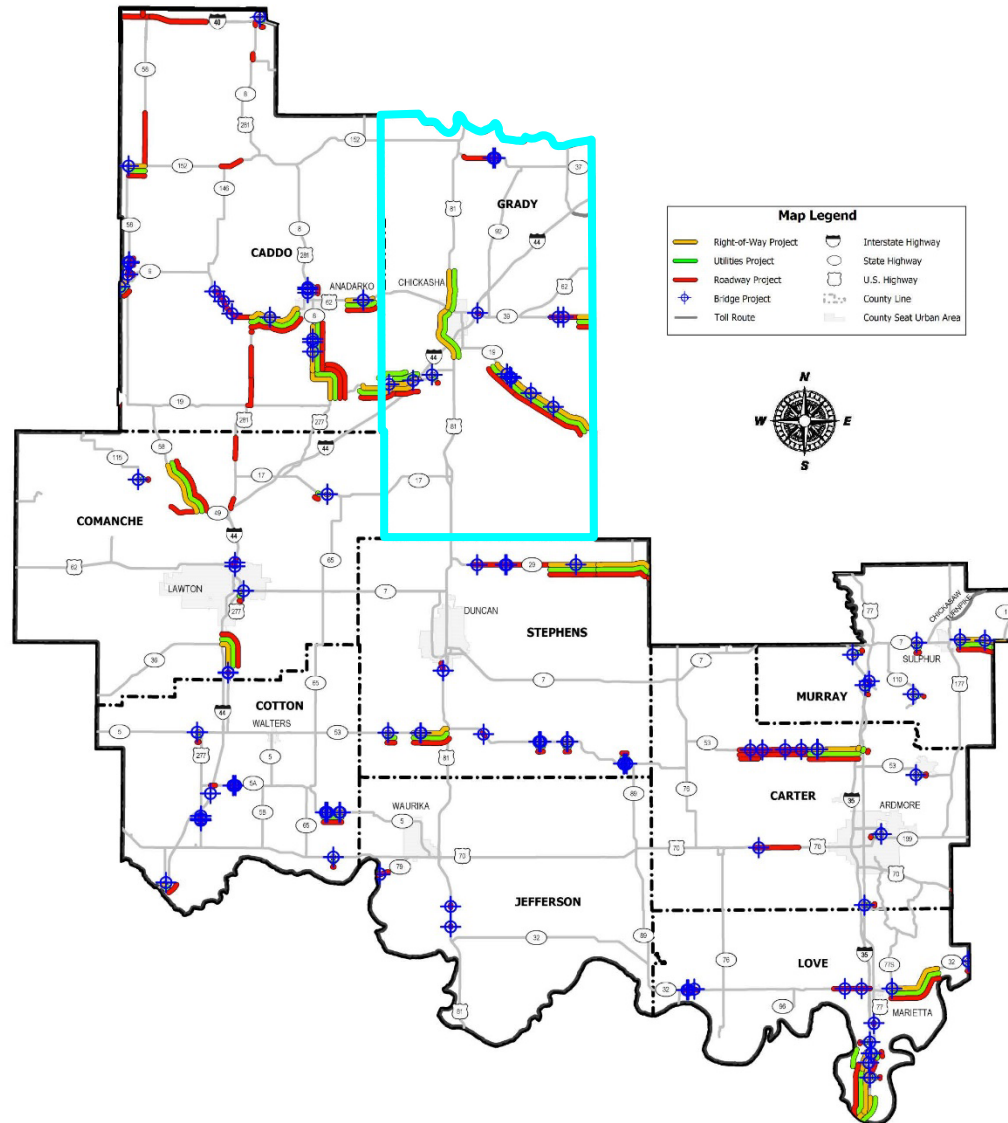
### Map Legend

- Right-of-Way Project
- Utilities Project
- Roadway Project
- Bridge Project
- Toll Route
- Interstate Highway
- State Highway
- U.S. Highway
- County Line
- County Seat Urban Area



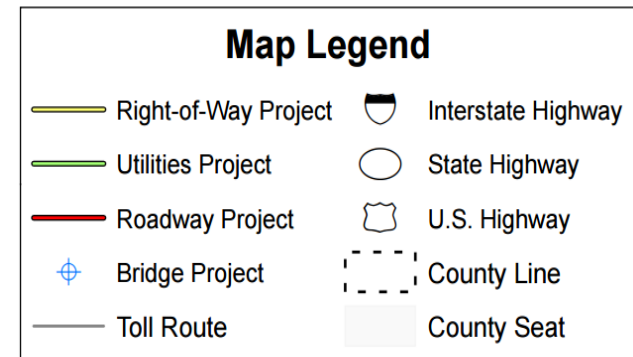
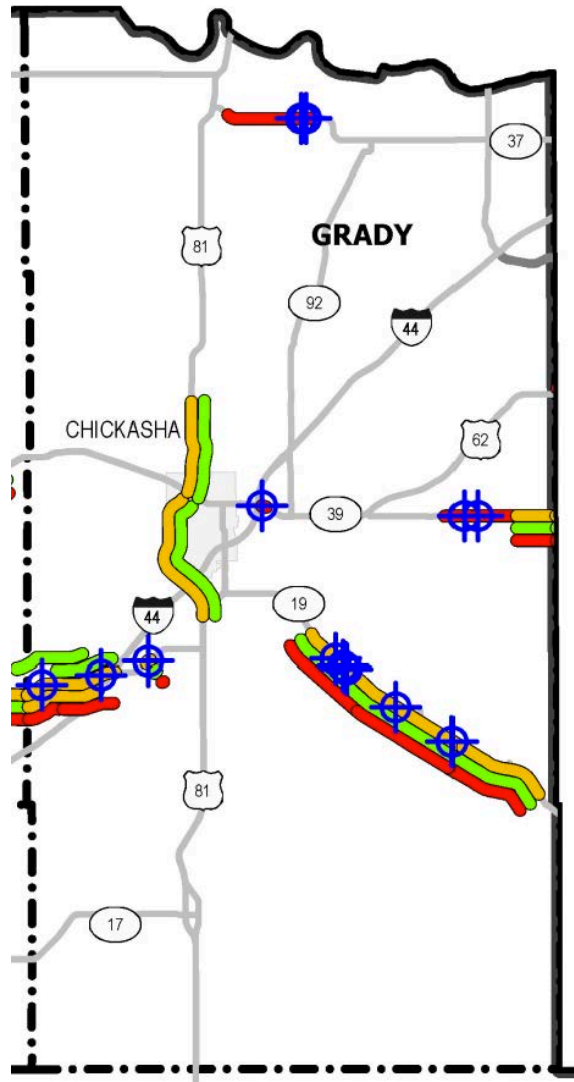
# US 81 Realignment, Environmental Assessment

## ODOT Division 7 Counties

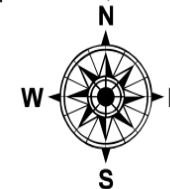


# US 81 Realignment, Environmental Assessment

## 8-Year Construction Plan, Division 7, Grady County



September 21, 2016 - Final



# US 81 Realignment, Environmental Assessment

## *Purpose of Public Hearing*



- Present Environmental Assessment (EA) Findings
  - Purpose and need
  - Range of alternatives considered
  - Summary of Agency coordination and public involvement
  - Social, economic, and environmental impacts of the Preferred Alternative
- EA available for public review February 23 through April 7, 2017



# US 81 Realignment, Environmental Assessment

## *Previous ODOT Studies*



- ODOT has recognized the need for a US 81 Realignment at Chickasha since the 1960's
  - 1960's – Right of Way acquired for North and South Realignment Interchanges
  - 1978 Background Report
  - 1992 Feasibility Study
  - 2007 Corridor Study

# US 81 Realignment, Environmental Assessment

## *Purpose and Need*



- Reduce travel time and delays for traffic traveling through Chickasha
- Reduce congestion along US 81 through Chickasha central business district
- Improve safety for motorists and pedestrians along existing US 81 through Chickasha

### ■ Public Involvement Program

#### ■ 2007 Corridor Study Stakeholder/Public Meetings:

- September 2004, November 2005, and September 2006

#### ■ Environmental Assessment Process:

- First Stakeholder/Public Meetings                      October 4, 2011
- Second Stakeholder/Public Meetings                      March 14, 2013
- Open House    July 24, 2013
- Public Mailing    July 16, 2014

*(See EA hard copy or online for full Public Involvement record)*



# US 81 Realignment, Environmental Assessment

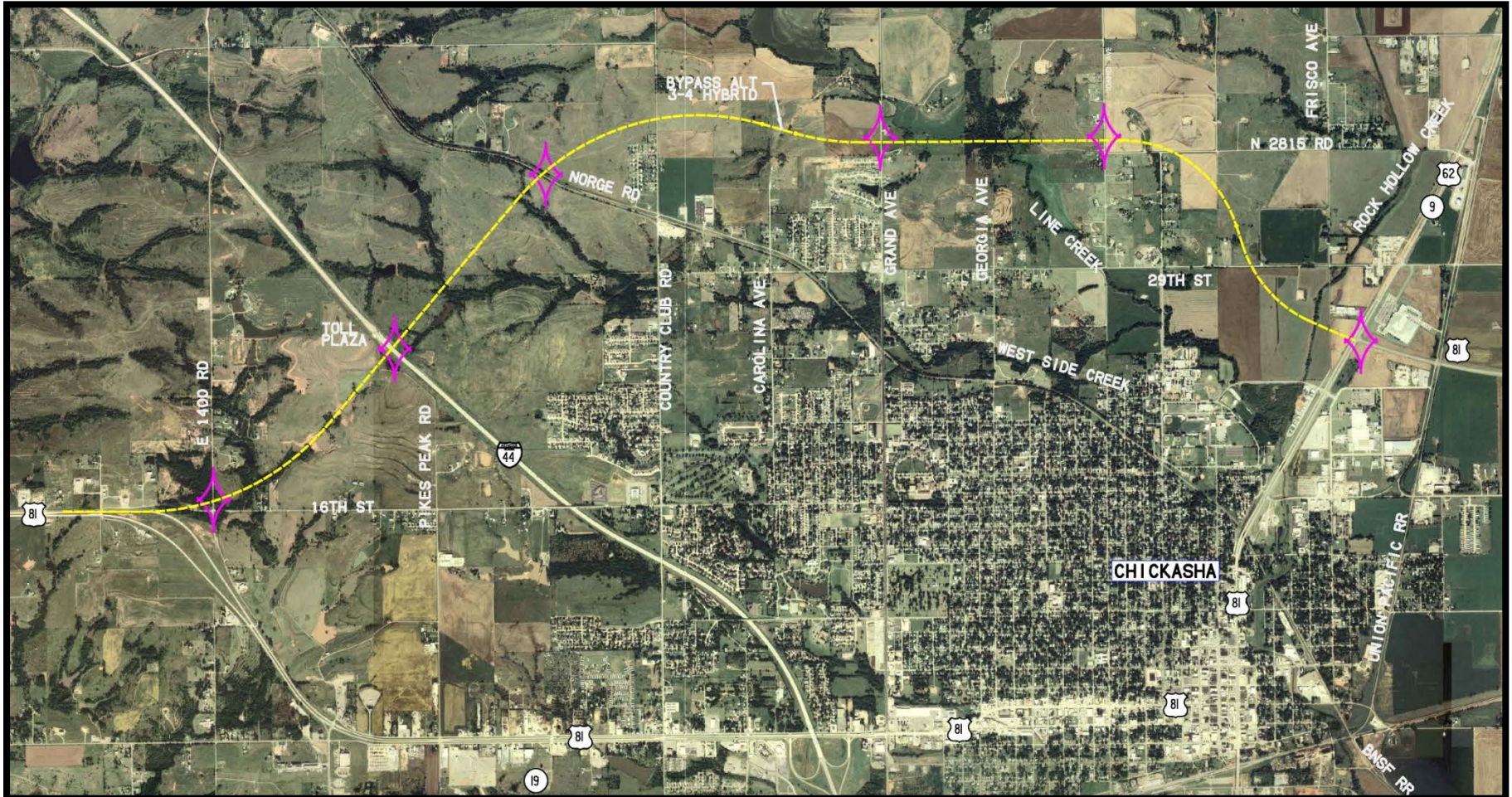
## *Agency Coordination*



- Agency Coordination
  - Solicitation letters to Agencies (2011, 2012, 2013, and 2014)
  - Meetings and correspondence with Oklahoma Turnpike Authority regarding interchange at I-44 (H. E. Bailey Turnpike)

# US 81 Realignment, Environmental Assessment

First Public Meeting (October 2011) – Recommended Alignment



 POSSIBLE INTERCHANGES



# US 81 Realignment, Environmental Assessment

*First Public Meeting (October 2011) - Comments*



- Public comments received from First Public Meeting
  - Use I-44 as truck route
  - Evaluate socioeconomic impacts
  - Shift alignment to avoid church
  - Shift alignment west to avoid residential neighborhood

# US 81 Realignment, Environmental Assessment

## *I-44 as Truck Route – ODOT Evaluation*



- Would require payment of turnpike toll
- Turnpike toll gate dimensions are restrictive
- Approximate cost of required improvements = \$184M
- Limited options for expansions beyond year 2040
- No statutory authority to restrict truck traffic through downtown Chickasha
- Longer route than through Chickasha
- Wouldn't relieve US 62 congestion west of US 81
- Would increase US 62 congestion east of US 81
- Concluded not the most feasible alignment



# US 81 Realignment, Environmental Assessment

## *Socioeconomic Study - Findings*



### ■ Potential Benefits

- Opportunities for revitalization of existing US 81 corridor
- Improved safety
- Economic development opportunities at realignment interchanges

### ■ Potential Costs

- Potential closure of some travel-related businesses

# US 81 Realignment, Environmental Assessment

## *Shift Alignment - Response*



- Alignment shifted west in the vicinity of church and residential neighborhood

# US 81 Realignment, Environmental Assessment

*Second Public Meeting (March 2013) – 3 Alternatives*

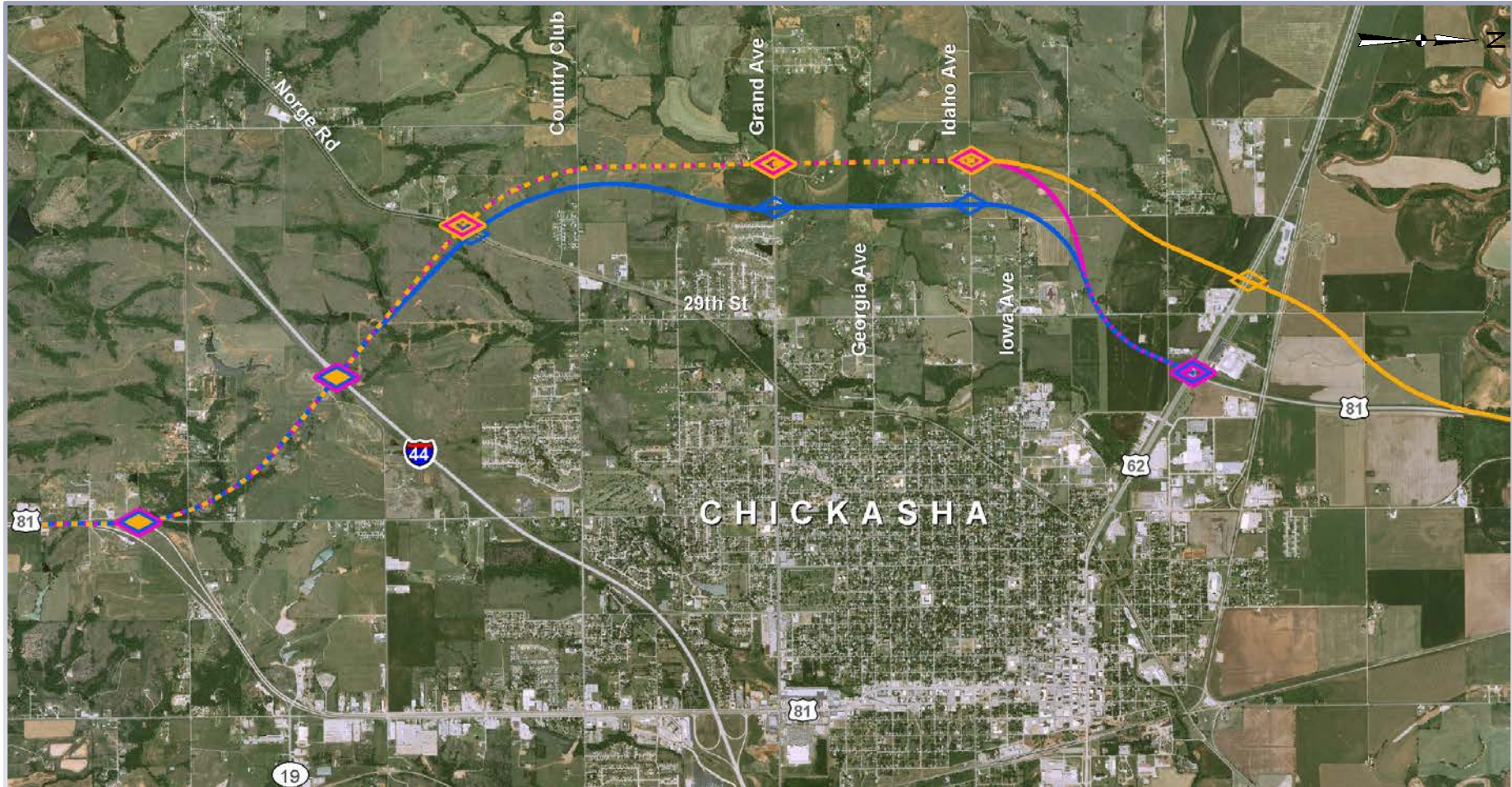


- Detailed responses to previous public comments were presented
- Based upon First Public Meeting public comments, three (3) alignment alternatives were developed and presented



# US 81 Realignment, Environmental Assessment

## Second Public Meeting, 3 Alignment Alternatives



- Alignment 1
- Alignment 2
- Alignment 3
- ◇ Proposed Interchange Locations

# US 81 Realignment, Environmental Assessment

*Second Public Meeting (March 2013) - Comments*



- Public comments received from Second Public Meeting
  - Most support for Alignment 3
  - Next most support for Alignment 2
  - Least support for Alignment 1
  - Suggested interchange at Iowa instead of Idaho
  - Suggested moving Norge Interchange to minimize residential impacts

# US 81 Realignment, Environmental Assessment

*Open House (July 2013) – Preferred Alternative*

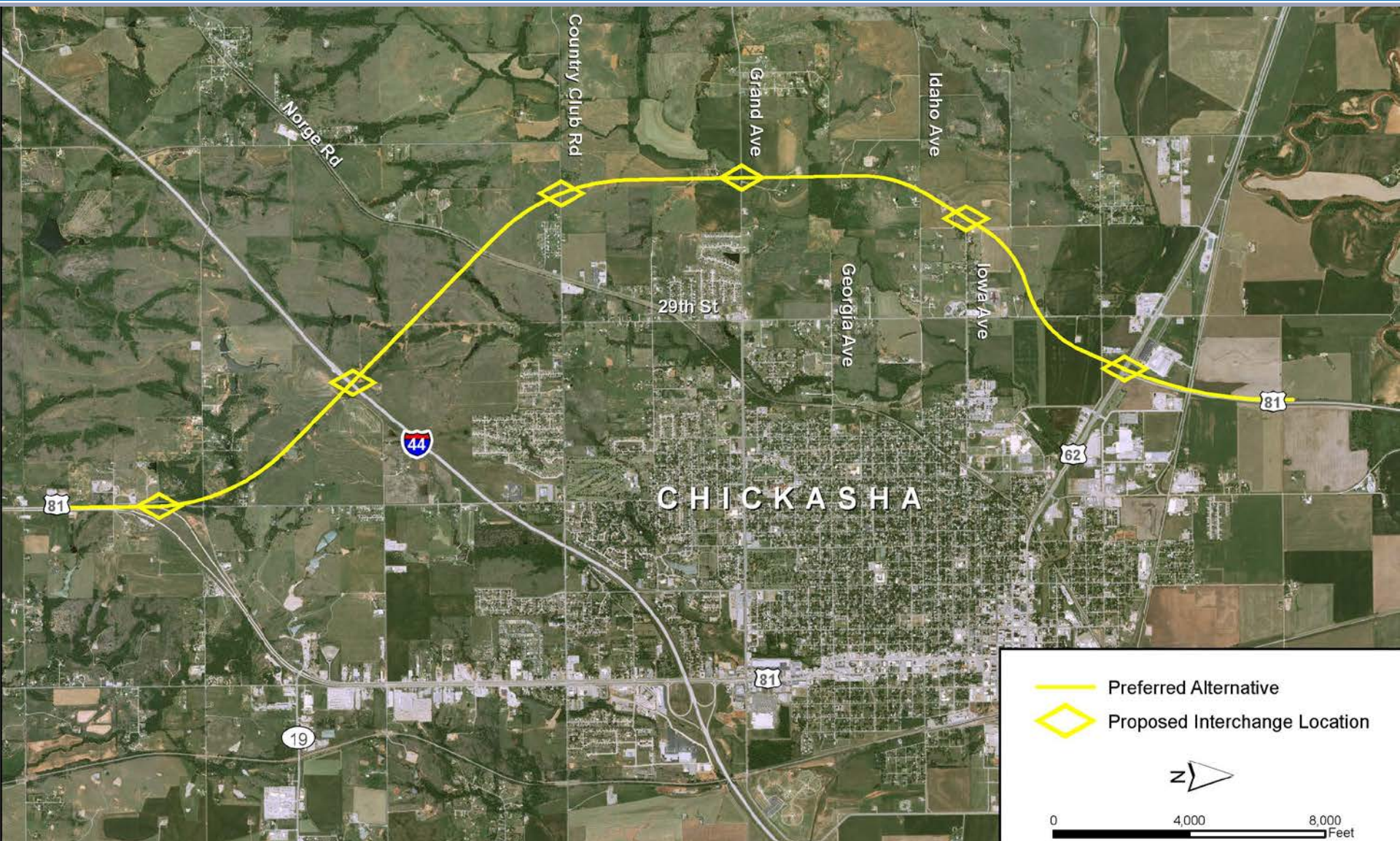


- Based upon Second Public Meeting public comments, ODOT selected a Preferred Alternative
- Preferred Alternative:
  - Alignment 2, with modified interchange locations (suggested by public)
    - Norge Road to Country Club
    - Idaho Avenue to Iowa Avenue
- Preferred Alternative presented at a July 2013 Open House



# US 81 Realignment, Environmental Assessment

## Open House (July 2013) – Preferred Alternative



# US 81 Realignment, Environmental Assessment

*Open House (July 2013) - Comments*



- Public comments received from Open House
  - Concern re: proximity to a family farm
  - Concern re: impacts to USAO outdoor classroom facility
  - Concern re: proposed closing of NS 281.5

# US 81 Realignment, Environmental Assessment

*Modified Preferred Alternative (July 2014)*

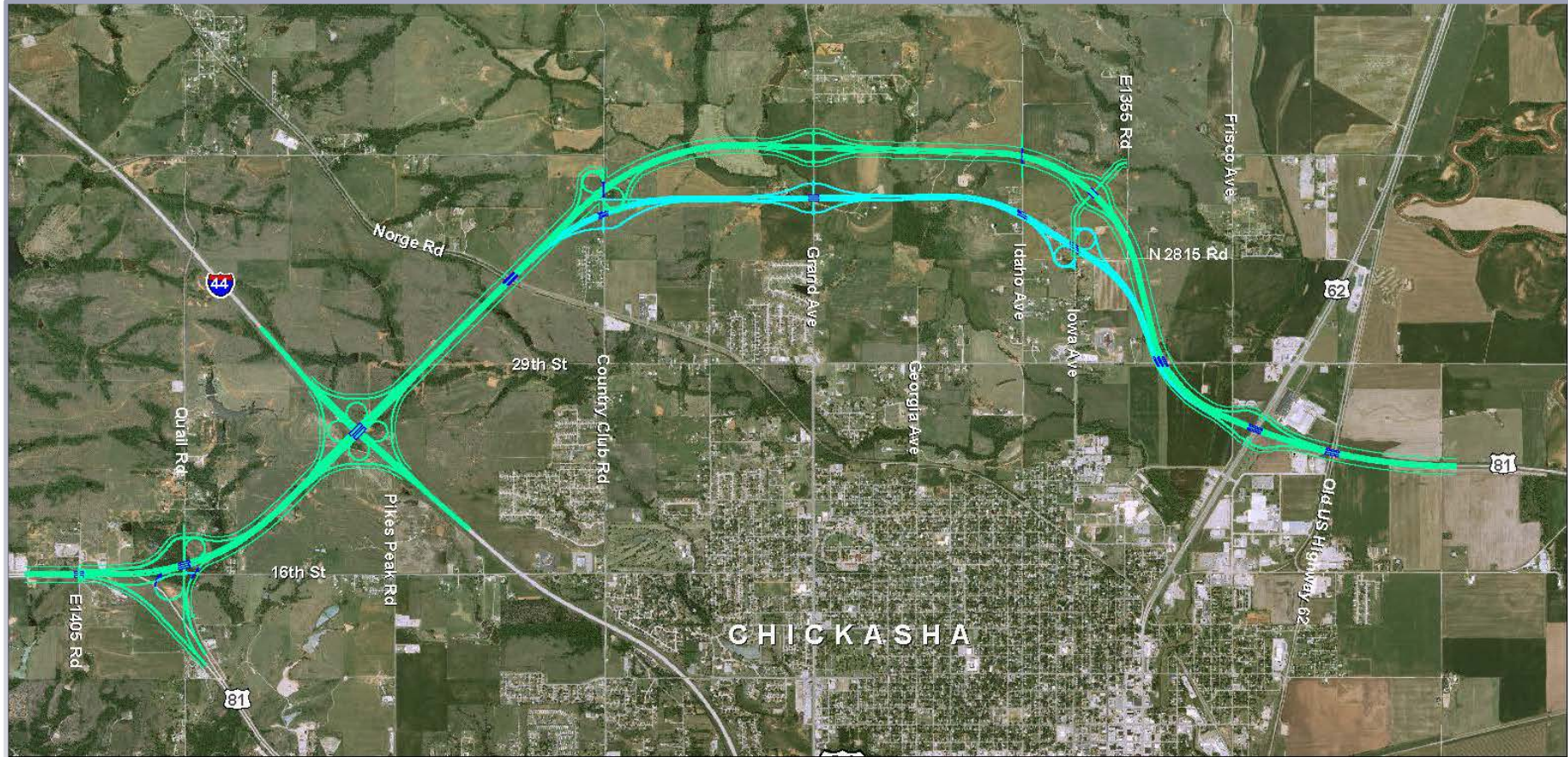


- Based upon Open House public comments, ODOT modified the Preferred Alternative
  - Shifted alignment further west
  - Revised Iowa Avenue interchange such that NS 281.5 Road remains open
- Public was notified of Modified Preferred Alternative via mailing

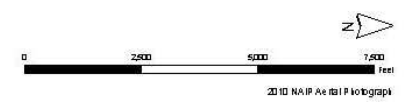


# US 81 Realignment, Environmental Assessment

## Modified Preferred Alternative (July 2014)



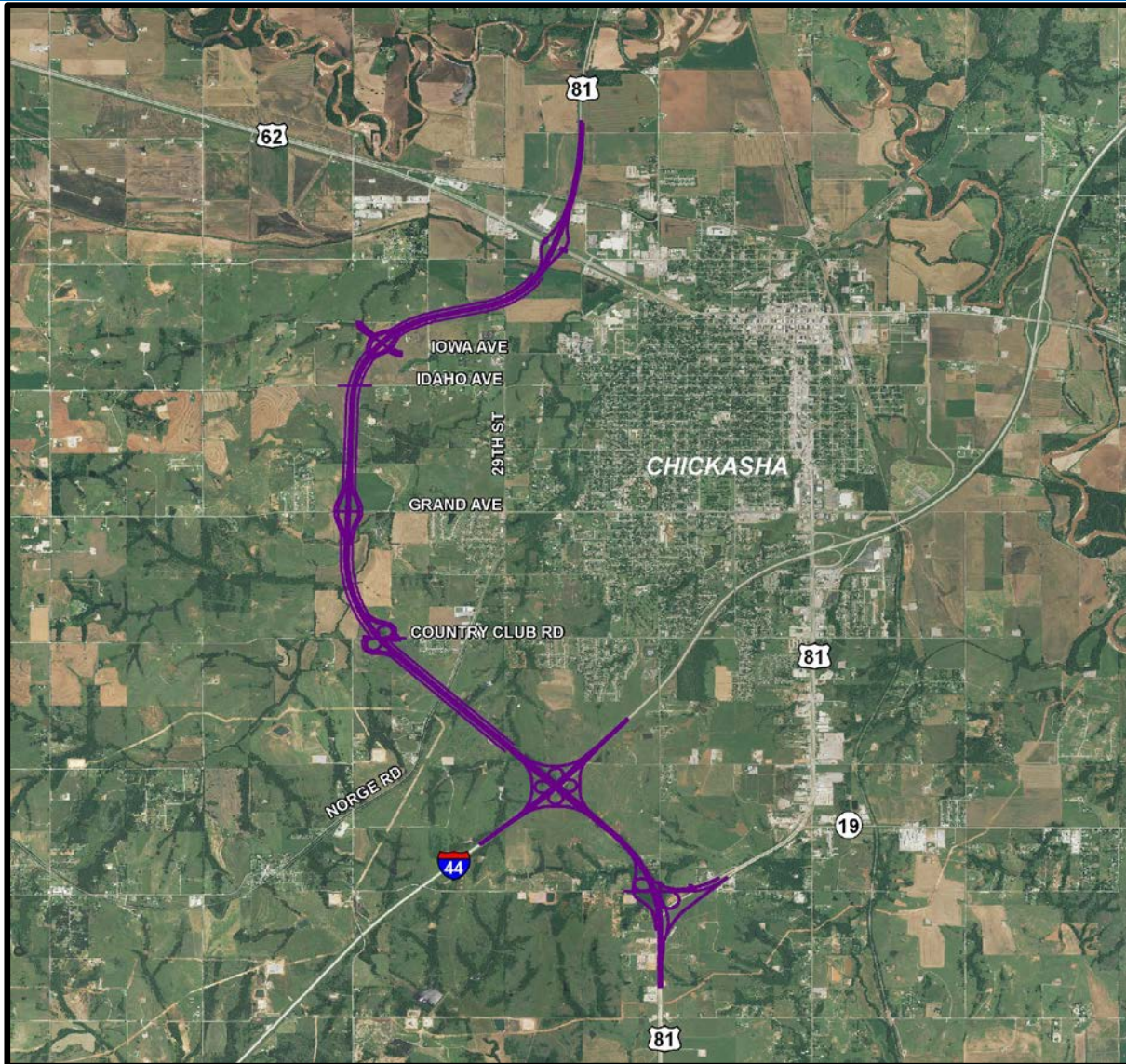
Previous Preferred Alignment July 2013  
Modified Preferred Alignment June 2014





# US 81 Realignment, Environmental Assessment

## *Final Preferred Alternative*



# US 81 Realignment, Environmental Assessment

## *Assessment of Potential Impacts, Preferred Alternative*

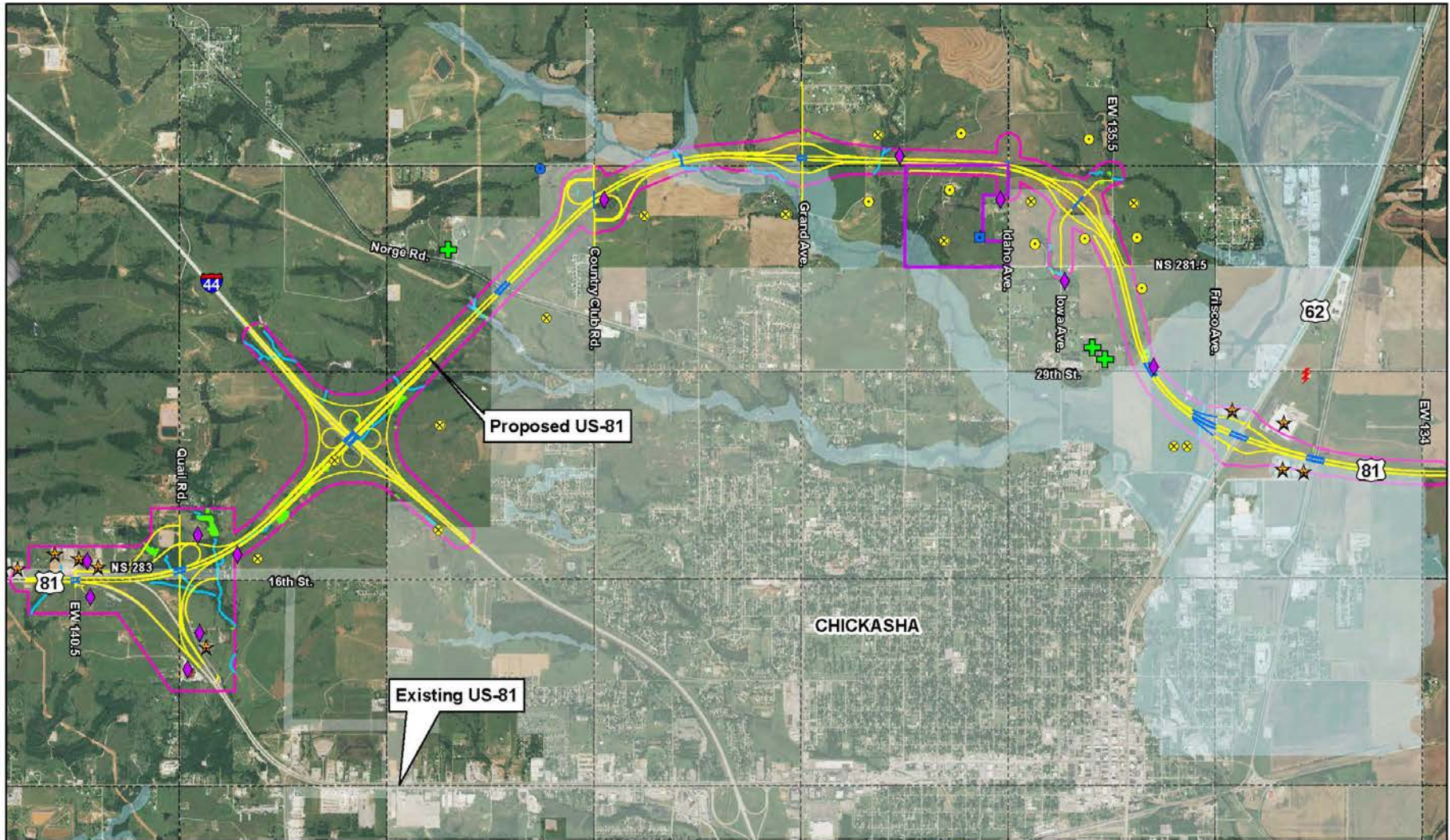


- Potential impacts of Preferred Alternative were evaluated, based upon Preliminary Plans
- Summarized in EA document
- As Construction Plans are developed, potential impacts will be re-evaluated



# US 81 Realignment, Environmental Assessment

## Assessment of Potential Impacts, Preferred Alternative



Map Features	Environmental Constraints
<ul style="list-style-type: none"> <li>Map Extents</li> <li>Section Lines</li> <li>Chickasha City Limits</li> <li>Proposed Roadway</li> <li>Proposed Bridges</li> </ul>	<ul style="list-style-type: none"> <li>Potential Residential Relocation</li> <li>Church</li> <li>Salvage Yard</li> <li>Industrial Facility</li> <li>University of Science and Arts of Oklahoma Outdoor Classroom</li> <li>Potentially Jurisdictional Wetlands</li> <li>Potentially Jurisdictional Floodplains</li> <li>FEMA Floodplain</li> <li>Wetland</li> <li>Water Tower</li> <li>Electrical Substation</li> </ul>



Job No. 24428(04)  
Grady County  
US-81 Realignment

**Preferred Alternative  
Constraints Map**

- Summary of Potential Impacts
  - Relocations
    - 11 residential
    - 15 commercial (7 active industrial/commercial)
  - Social and Economic
    - Improved mobility through Chickasha Central Business District (CBD)
    - Economic development opportunities around proposed interchanges
    - Changes in land use over time due to new access created
  - Environmental Justice
    - No disproportionate impacts to minority or low-income individuals
    - Non-tolled alternative to I-44 for north – south travel around Chickasha
    - Faster route option for regional trips provided by Washita Valley Transit

# US 81 Realignment, Environmental Assessment

## *Assessment of Potential Impacts, Preferred Alternative*



- Cultural Resources
  - No significant impacts
- Section 4(f) and 6(f) Resources
  - No impacts
- Noise
  - Impacts to one residential dwelling
  - Will be re-evaluated upon availability of Construction Plans
  - Feasibility of mitigation (noise walls) will be evaluated
- Species and Habitat Assessment
  - Migratory Bird impacts will be avoided during construction
- Jurisdictional Waters and Wetlands Assessment
  - Work will be conducted in jurisdictional waters/waterways
  - Section 404 permitting will be required

# US 81 Realignment, Environmental Assessment

## *Assessment of Potential Impacts, Preferred Alternative*



- Water Quality
  - Storm Water Pollution Prevention measures will be implemented during construction
- Prime Farmland
  - No impacts, per Natural Resources Conservation Service (NRCS) site assessment
- Floodplains
  - Federal Emergency Management Agency (FEMA) Letter of Map Revision may be required
- Hazardous Materials
  - Construction plans will be reviewed to determine the need for further site characterization at an adjacent industrial facility



# US 81 Realignment, Environmental Assessment

## *Assessment of Potential Impacts, Preferred Alternative*



- Air Quality
  - Grady County in attainment of National Ambient Air Quality Standards
  - No impacts
- Pedestrian and Bicyclists
  - Pedestrian/Bike traffic not encouraged on controlled access facilities
  - Project will be designed with adequate cross street bridge widths to allow future pedestrian traffic, if desired by local authorities
- Access Control
  - Access at six grade-separated interchanges, i.e., US 81 (Quail Road), I-44, Country Club Road, Grand Avenue, Iowa Avenue, and US 62
  - Country Club Road and Iowa Avenue will extend over US 81 (grade change)
  - Some change of access via county roads



# US 81 Realignment, Environmental Assessment

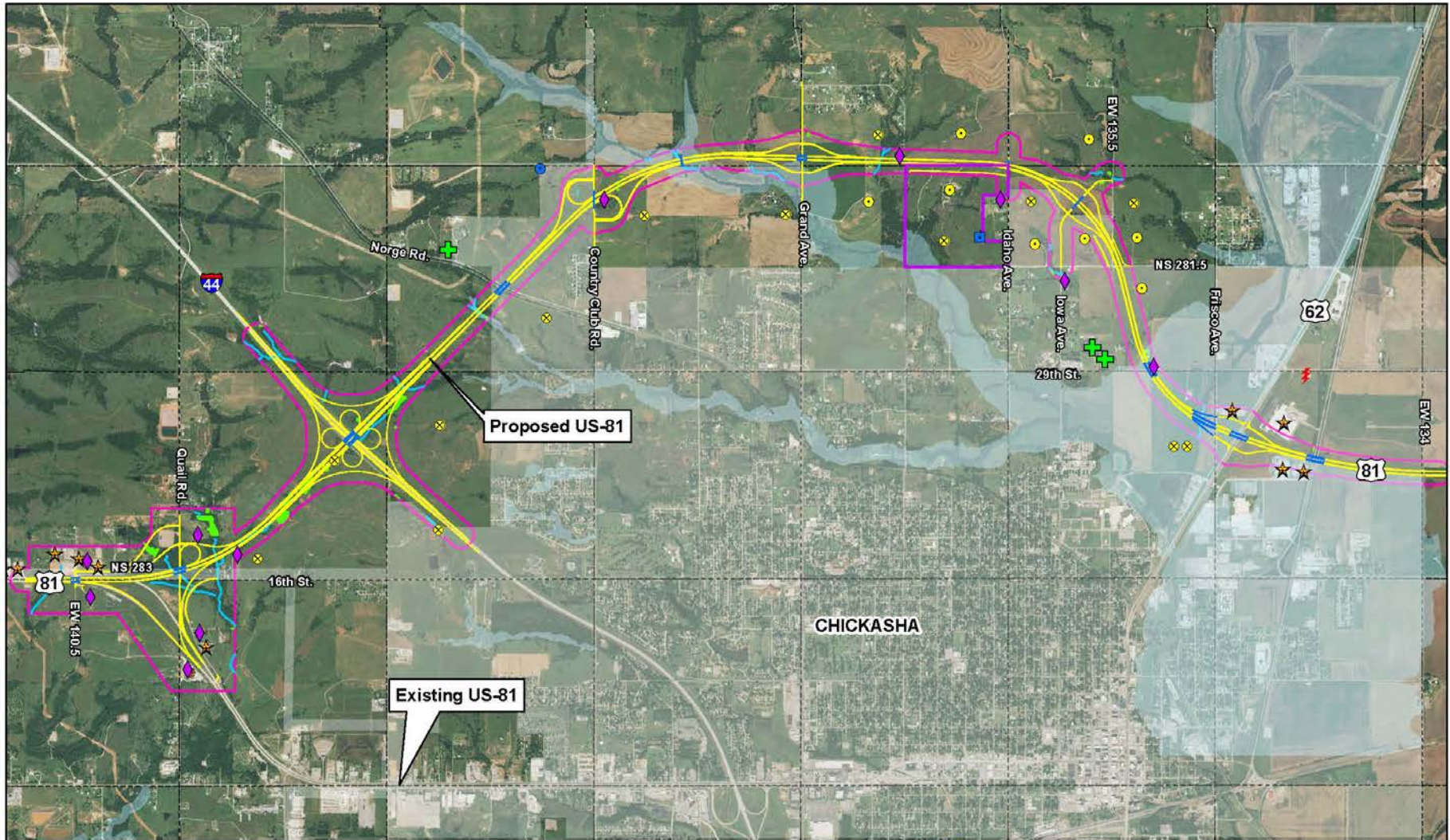
## *Assessment of Potential Impacts, Preferred Alternative*



- Temporary Construction Impacts
  - Existing roads will remain open to traffic during construction
  - All properties will remain accessible at all times
  - Temporary noise and dust
- Visual Impacts
  - Eight miles of new roadway, with interchanges at 1- or 2-mile intervals
  - Bridge over Union Pacific Railroad and the interchanges will be elevated 25-30 feet above existing ground surface
- Other Permits
  - Federal Aviation Administration (FAA) notification may be required, due to proximity of Chickasha Municipal Airport

# US 81 Realignment, Environmental Assessment

## Assessment of Potential Impacts, Preferred Alternative



Map Features	Environmental Constraints
Map 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
	Regulated and Abandoned Wells (RW) Database
	Water Well
	Water Tower
	Electrical Substation



Job No. 24428(04)  
Grady County  
US-81 Realignment

**Preferred Alternative  
Constraints Map**

# US 81 Realignment, Environmental Assessment

## *Public Hearing – EA Document Review Opportunities*



- EA available for review, February 23 – April 7, 2017
  - Online at ODOT website:  
<http://www.odot.org/publicmeetings>
  - Chickasha Public Library  
527 West Iowa Avenue, Chickasha
  - ODOT Central Office, Front Desk  
200 N.E. 21<sup>st</sup> Street, OKC, OK

# US 81 Realignment, Environmental Assessment

## *Public Hearing – Opportunities for Public Statements*



### ■ Written Statements

- Leave your written statement with us tonight.
- Submit statement by mail:  
Oklahoma Department of Transportation  
Environmental Programs Division  
200 N. E. 21st Street  
Oklahoma City, OK 73105
- Submit statement by Email:  
[environment@odot.org](mailto:environment@odot.org)

### ■ Verbal Statements

- Provide verbal statement during tonight's hearing.
- Visit transcriptionist across the hall after hearing.

**Please submit your statements by April 7, 2017.**

# US 81 Realignment, Environmental Assessment

## *Public Hearing – Verbal Statement Opportunity*



- Verbal statement opportunity, rather than Q and A session
- Come forward to the microphone.
- State:
  - Your name
  - Spelling of your name
  - Your mailing address
- Limit of 3 minutes per speaker.



# US 81 Realignment, Environmental Assessment

## Information Sources



- Web Address: <http://www.odot.org/publicmeetings>
- Greg Worrell – ODOT
  - 200 NE 21st Street
  - Oklahoma City, OK 73105
  - Phone: 405.522.8014
  - E-mail: [gworrell@odot.org](mailto:gworrell@odot.org)
- Diane Abernathy – Triad Design Group
  - 3020 NW 149<sup>th</sup> Street
  - Oklahoma City, OK 73134
  - Phone: 405.919.0481
  - E-mail: [dabernathy@triaddesigngroup.com](mailto:dabernathy@triaddesigngroup.com)

# US 81 Realignment, Environmental Assessment



*Thank you!*