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 90° 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.

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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.