WELCOME
US 81 Realignment, Chickasha
Environmental Assessment
Public Hearing

March 23, 2017
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
- Route 81 Project
- Interstate Highway
- Utility Project
- S.R. Highway
- Bridge Project
- County Road
- County Suit Urban Area

September 8, 2015
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
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:

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)
Agency Coordination

- Meetings and correspondence with Oklahoma Turnpike Authority regarding interchange at I-44 (H. E. Bailey Turnpike)
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
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
Alignment shifted west in the vicinity of church and residential neighborhood
Detailed responses to previous public comments were presented

Based upon First Public Meeting public comments, three (3) alignment alternatives were developed and presented
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Second Public Meeting, 3 Alignment Alternatives

Alignment 1                          Alignment 2                       Alignment 3
Proposed Interchange Locations
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
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
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Open House (July 2013) – Preferred Alternative
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
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

Final 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
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
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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
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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
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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
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 showing proposed and existing US 81 routes with marked locations in Chickasha.]
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. 21st Street, OKC, OK
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

Verbal Statements

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

Please submit your statements by April 7, 2017.
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](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

- **Diane Abernathy – Triad Design Group**
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Thank you!