



US 81 Bypass of Chickasha Environmental Assessment Public Meeting



October 4, 2011

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Introductions



- ODOT
- SAIC
- FHWA



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Bob Rose – Field Division 7 Engineer



“The mission of the Oklahoma Department of Transportation is to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma.”

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Meeting Purpose



- Provide Project Information
- Obtain Input/Feedback

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Purpose and Need



- Reduce Travel Time for Traffic Traveling through Chickasha
- Reduce Congestion along US 81 through Chickasha Central Business District
- Improve Safety along Existing US 81 through Chickasha

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Project History

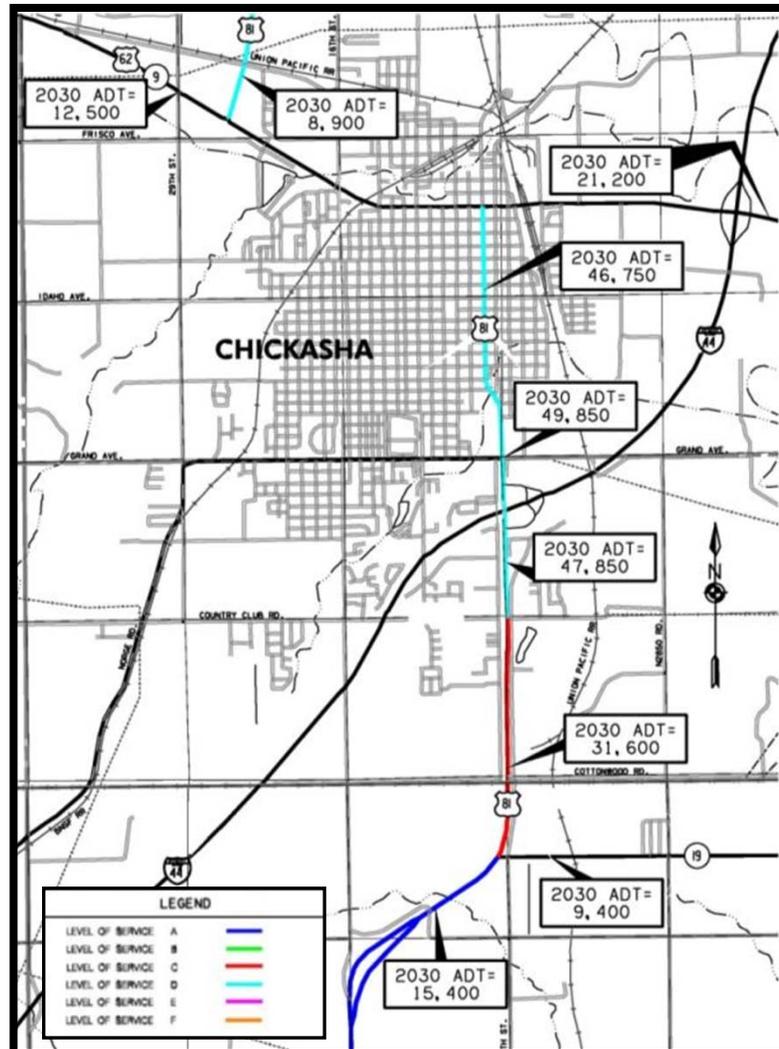


- Previous ODOT Studies
 - 1978 Background Report
 - 1992 Feasibility Study
 - 2007 Corridor Study

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Projected Traffic Volumes along US 81, Year 2030 – No Bypass



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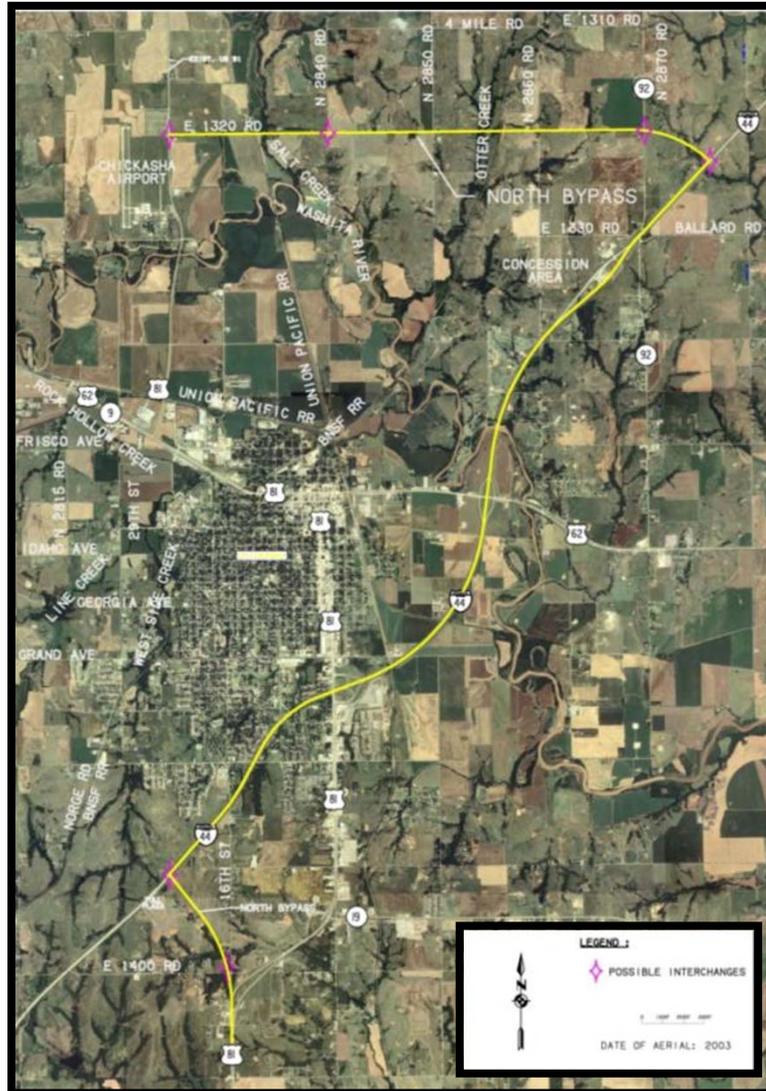
2007 Corridor Study



- North Bypass Alignment
- West Bypass Alignments
- Recommended Alignment

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North Bypass Alignment



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North Bypass Alignment Elimination



■ North Bypass Alignment Eliminated

- Low Future Traffic Demand, based upon Results of Origin-Destination Study
- Required Construction of Two I-44 Interchanges
- Only Alignment Utilizing I-44 (Turnpike)
- OTA Must Toll All Use of Facilities in Accordance with Bonding Requirements

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North Bypass Alignment – Traffic Analysis



■ Summary of Origin-Destination Study Diverted Traffic

	Daily Traffic	AM Peak	PM Peak
North Bypass	12%	8%	13%
West Bypass	35%	32%	41%

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North Bypass Alignment – Traffic Analysis



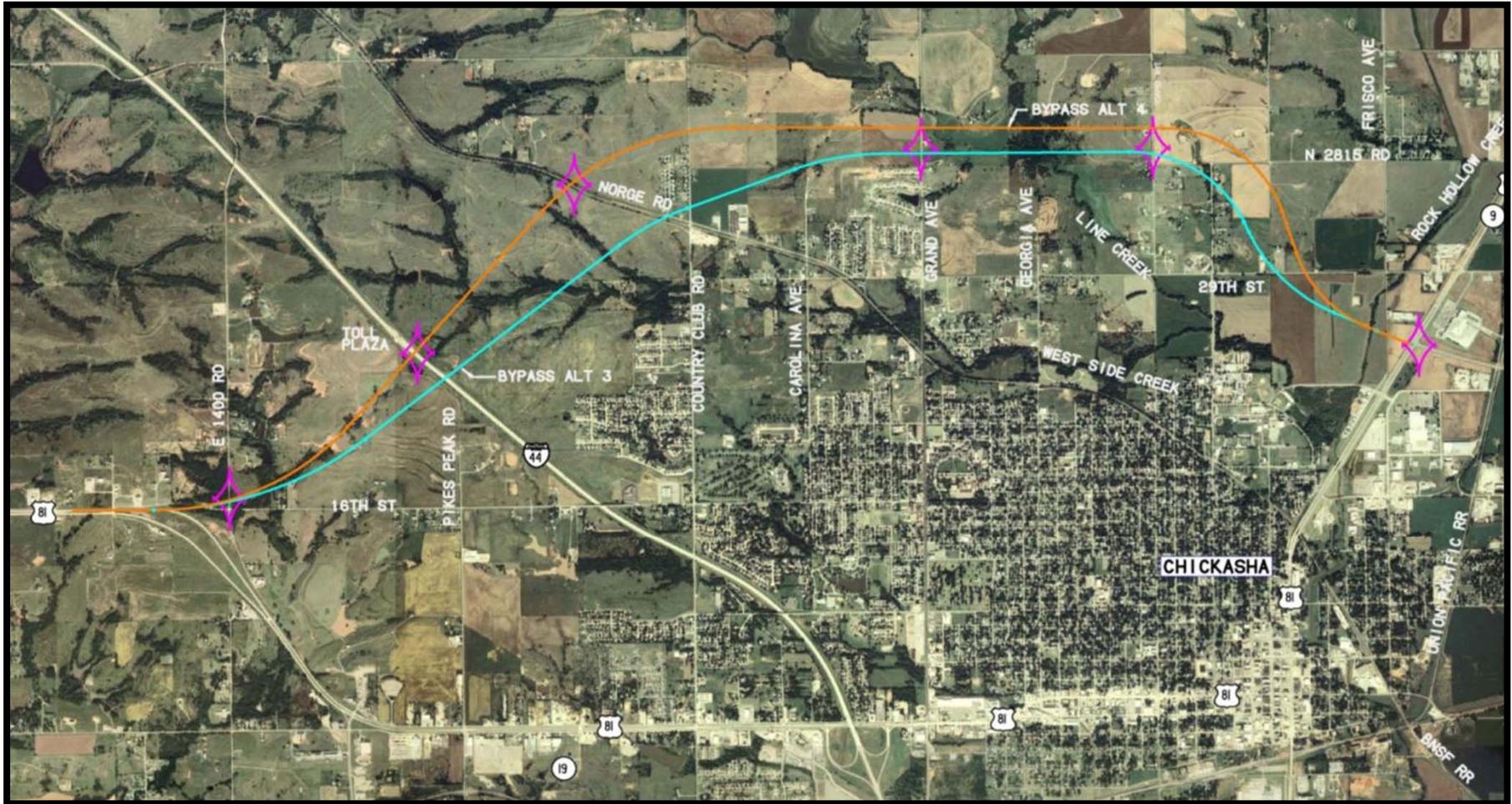
- Comparison of Distance and Travel Time, North and West Bypass Alignments

Bypass Alignment	Approximate Distance	Approximate Travel Time
North	16 miles	18 minutes
West	11 miles	12 minutes

- North Bypass Would Not Serve Northbound US 81 Traffic to Westbound US 62

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West Bypass Alignments



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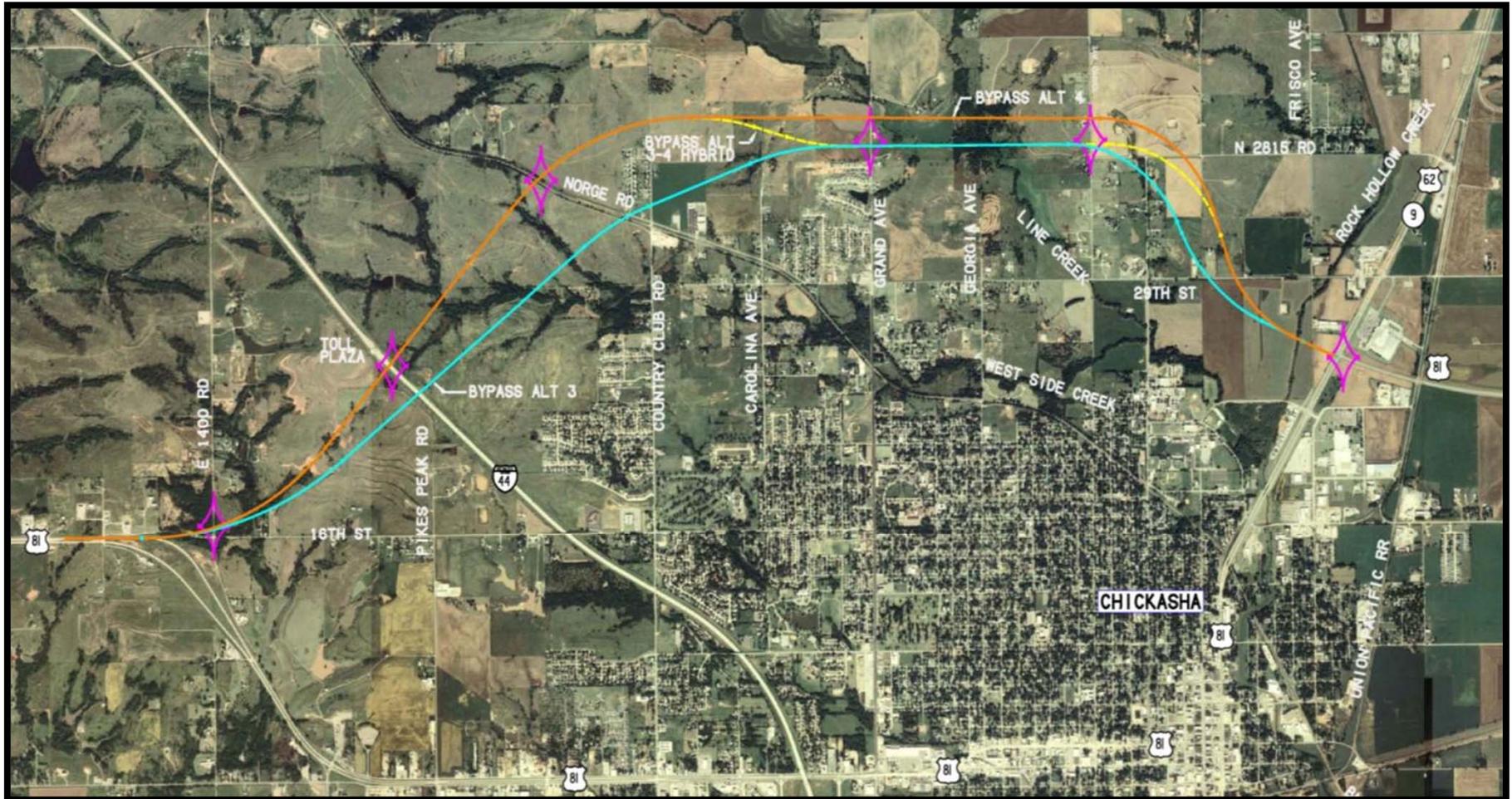
Recommended Alignment from 2007 Corridor Study



- Consideration of Environmental Constraints
 - Residential, Commercial, Church, and Utilities
- Developed a Hybrid Alignment that Combined Features of Each Considered Alignment

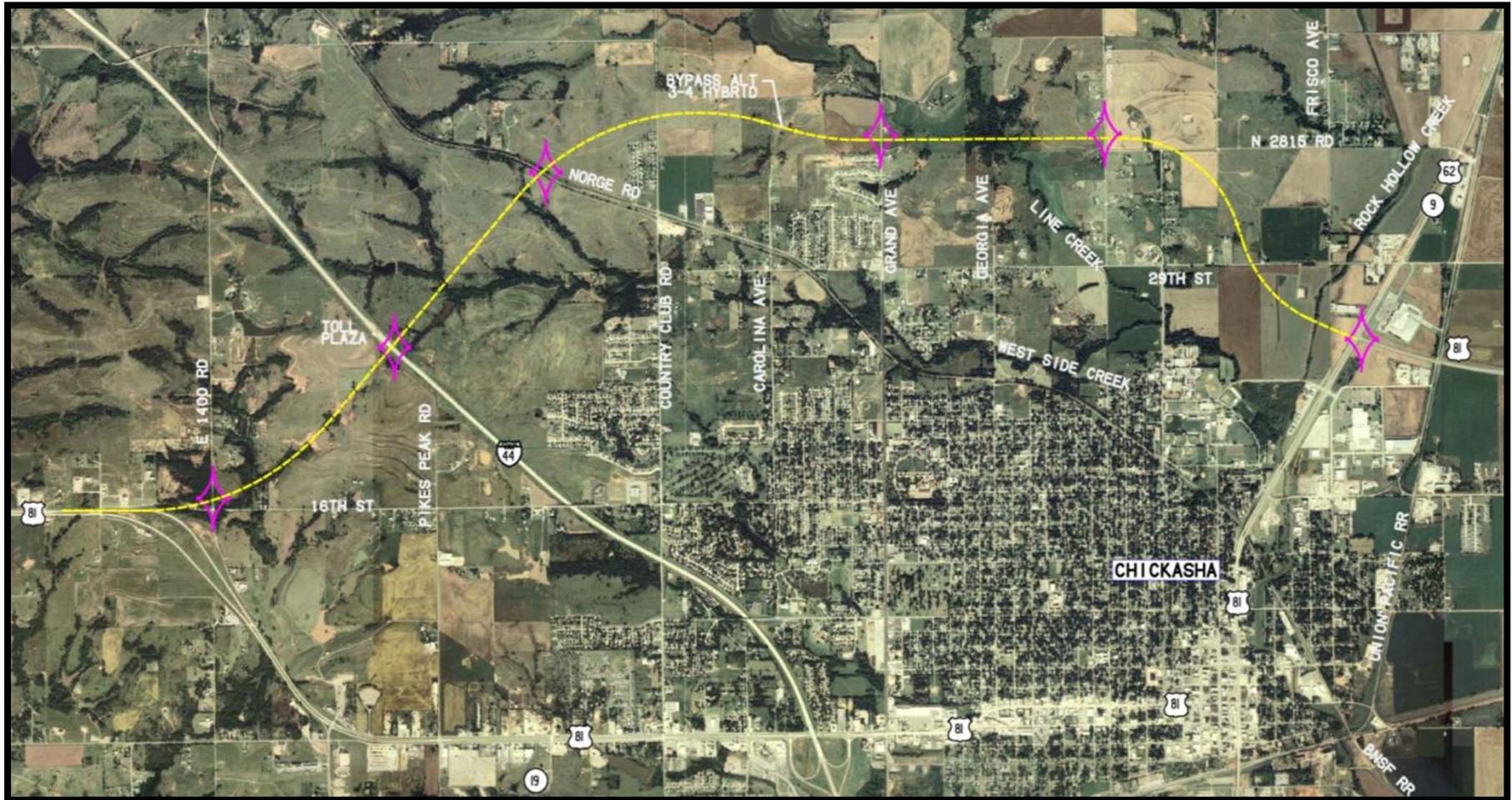
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Bypass Alignment 3-4 Hybrid



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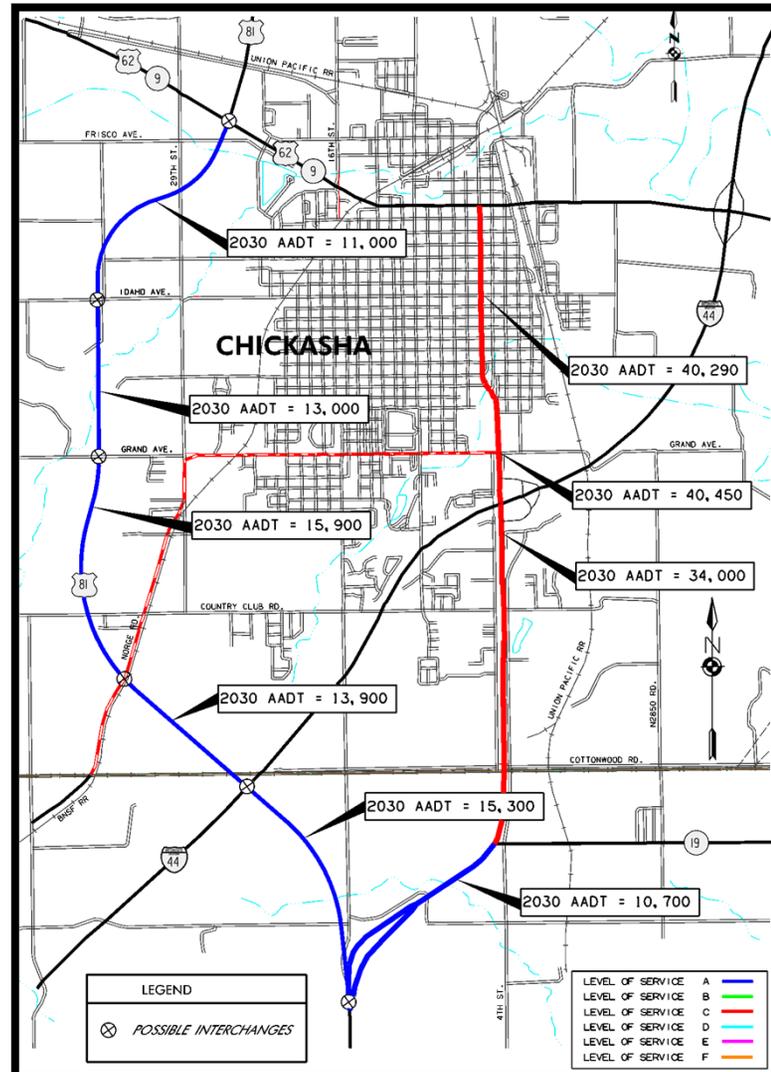
Recommended Alignment from 2007 Corridor Study



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Projected Traffic Volumes along US 81, Year 2030 – With Bypass



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Proposed Project



- Controlled-Access 4-Lane Divided Western Bypass of Chickasha
- From South of US 81/SH 19 East Intersection North to US 81/US 62 Intersection

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Proposed Project



- Environmental Assessment Process Will Determine:
 - Alignment
 - Endpoints
 - Interchange Locations

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Roadway Improvement Process



- Establish Project within ODOT
- Complete Environmental Process
- Begin Design Process
- Acquire Right-of-Way
- Relocate Utilities
- Finalize Construction Documents
- Construct Project

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NEPA Process



- National Environmental Policy Act
- Decision Making Process



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NEPA Process



- Minimize Social, Environmental, & Economic Impacts of the Project
- Solicit Input from Federal, Tribal, State, Local Agencies, and Public
- Collect Environmental Data
- Estimate Construction, Right-of-Way, and Utility Costs
- Evaluate Data and Costs to Select Preferred Improvement

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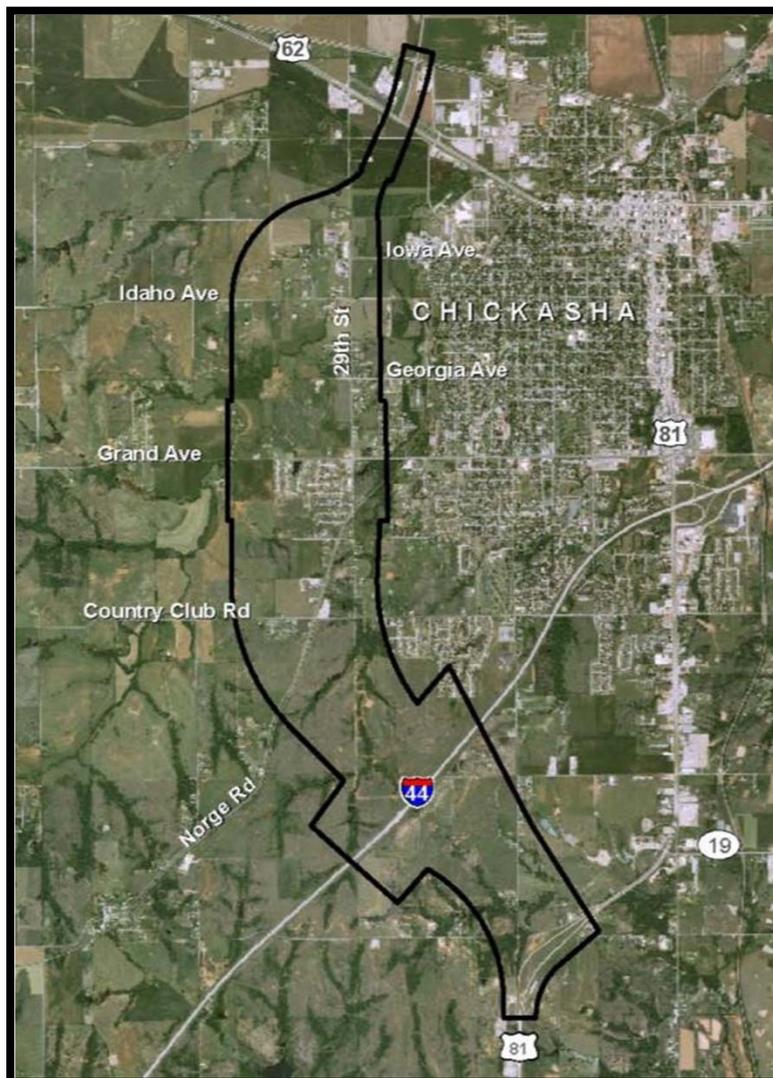
Proposed Project Phases



- Initial: Acquire Right-of-Way and Relocate Utilities for West Bypass
- Ultimate: Construct Bypass
 - 4-Lane Controlled Access Facility

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*Environmental Assessment
Study Area*



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Environmental Issues



- Update Environmental Constraints Map
 - Cultural Resources (Historic – Archaeologic)
 - Waste Sites and Underground Storage Tanks
 - Wetlands
 - Biological Resources
 - Floodplains
 - Oil & Gas Activity
 - Farmlands
 - Noise Impacts
 - Residential Development

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Traffic Issues



- Traffic Counts (Ongoing)
- Existing and Future Traffic Analysis
- Determine Roadway Geometry and Interchanges Needed
- Justification for New Access to Interstate (I-44)

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Current Project Status



- Solicited Input from Local, State, and Federal Entities
- Topographic Survey In Progress

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Plans for Public Involvement



- Two (2) Public Meetings
- Public Hearing

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What Happens Next?



- Consider Comments from Public Meeting
- Complete Traffic Analysis
- Identify Alignment Alternatives
 - Traffic
 - Engineering
 - Environmental
 - Public Input

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What Happens Next?



- Second Public Meeting (Spring 2012)
- Select Preferred Alternative
- Conduct Environmental Specialist Field Studies
- Prepare Draft EA Document

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What Happens Next?



- Approved Draft EA Document
- Public Hearing (Spring 2013); Comment Period
- Finalize EA
- Obtain FONSI from FHWA (Mid-2013)
- Begin ROW Acquisition and Utility Relocation Process

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Information Sources



- Web Address: <http://www.odot.org/meetings/other.php>
- Scott Stegmann – ODOT
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Thank you!

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Question and Answer Session

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