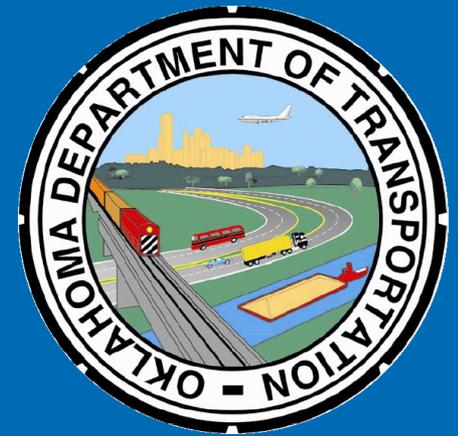


# **WELCOME**

## ***US 81 Bypass of Chickasha Project History and Update***

### **OPEN HOUSE**





# *A Summary of the US 81 Bypass Project To Date*

# US 81 Bypass – Project History

## *Previous ODOT Studies*



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

# US 81 Bypass – Project History

## *Purpose and Need*



- Provide Improved Route for North/South US 81 Travel through Chickasha
  - 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

# US 81 Bypass – Project History

## *2007 Corridor Study Highlights*



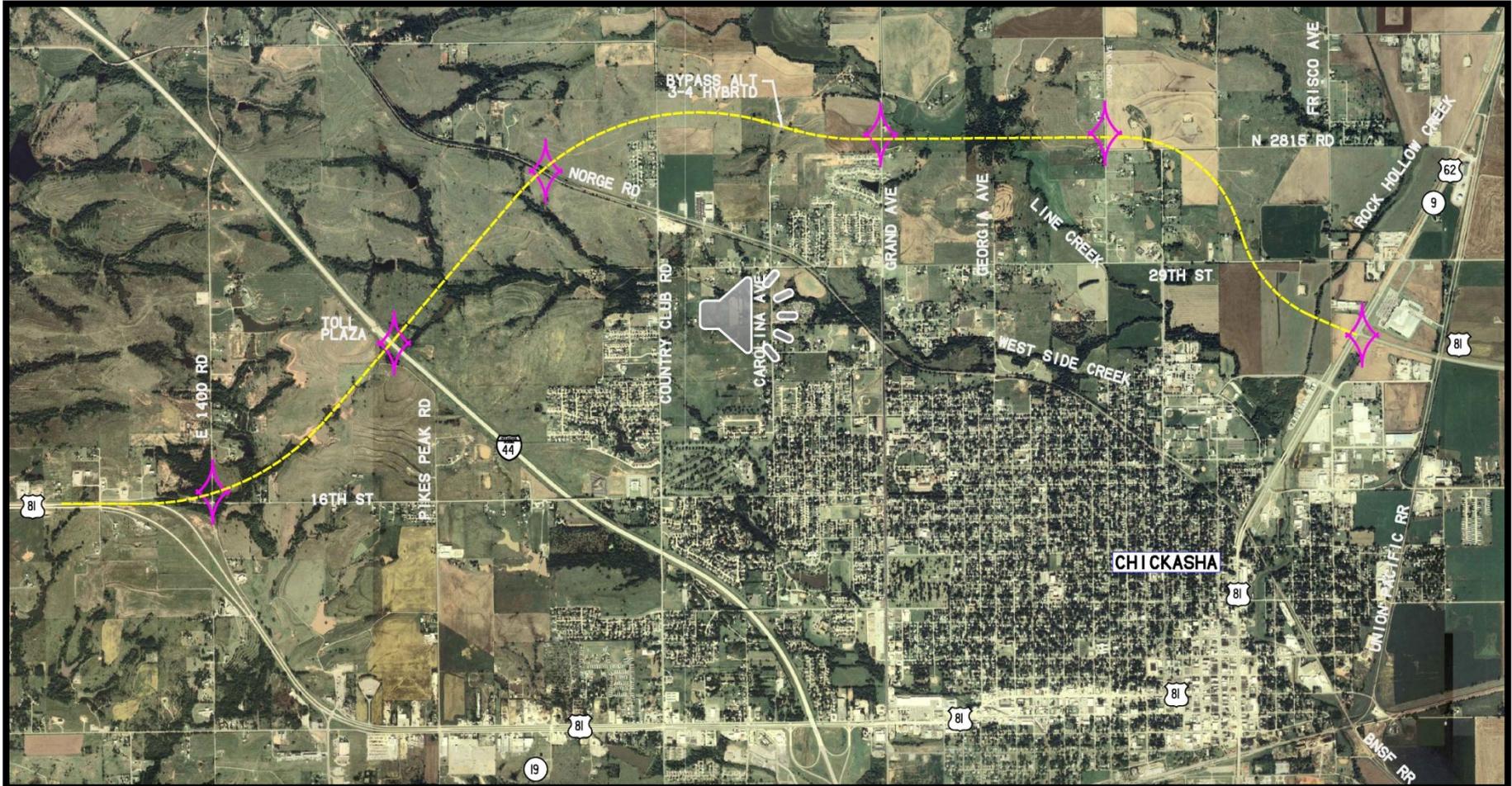
### ■ Corridor Study Components

- Evaluated North and West Bypass Alignments
- Origin-Destination Study 
- Traffic Counts
- Environmental Analysis

### ■ Resulted in a Recommended Alignment

# US 81 Bypass – Project History

October 2011 Public Meeting, 2007 Recommended Alignment



# US 81 Bypass – Project History

*October 2011 Public Meeting*



- Presented Recommended Alignment from 2007 Corridor Study
- Public Comments from October 2011 Meeting Received 

  - Use I-44 as Truck Route
  - Evaluate Socioeconomic Impacts
  - Shift Alignment to Avoid Church
  - Shift Alignment West to Avoid Residential Neighborhood

# US 81 Bypass – Project History

## *I-44 as Truck Route - Responses*



- Would Require Payment of Turnpike Toll
- Turnpike Toll Gate Dimensions are Restrictive
- Can't Restrict all Truck Traffic from Downtown Chickasha
- No Statutory Authority to Restrict Truck Traffic
- Longer Route than through Chickasha
- Approximate Cost of Improvements=\$184M
- Limited Options for Expansions beyond Year 2040
- 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 Bypass – Project History

## *Socioeconomic Study - Findings*



### ■ Opportunities

- Increased traffic and business through Chickasha
- Revitalization of existing US 81 corridor
- Improved safety
- Economic development opportunities at bypass interchanges

### ■ Costs

- Potential closure of some travel-related businesses

# US 81 Bypass – Project History

## *Shift Alignment - Response*



- Alignment will be shifted West in the Vicinity of the Church
- Alignment will be shifted West in the Vicinity of the Residential Neighborhood

# US 81 Bypass – Project History

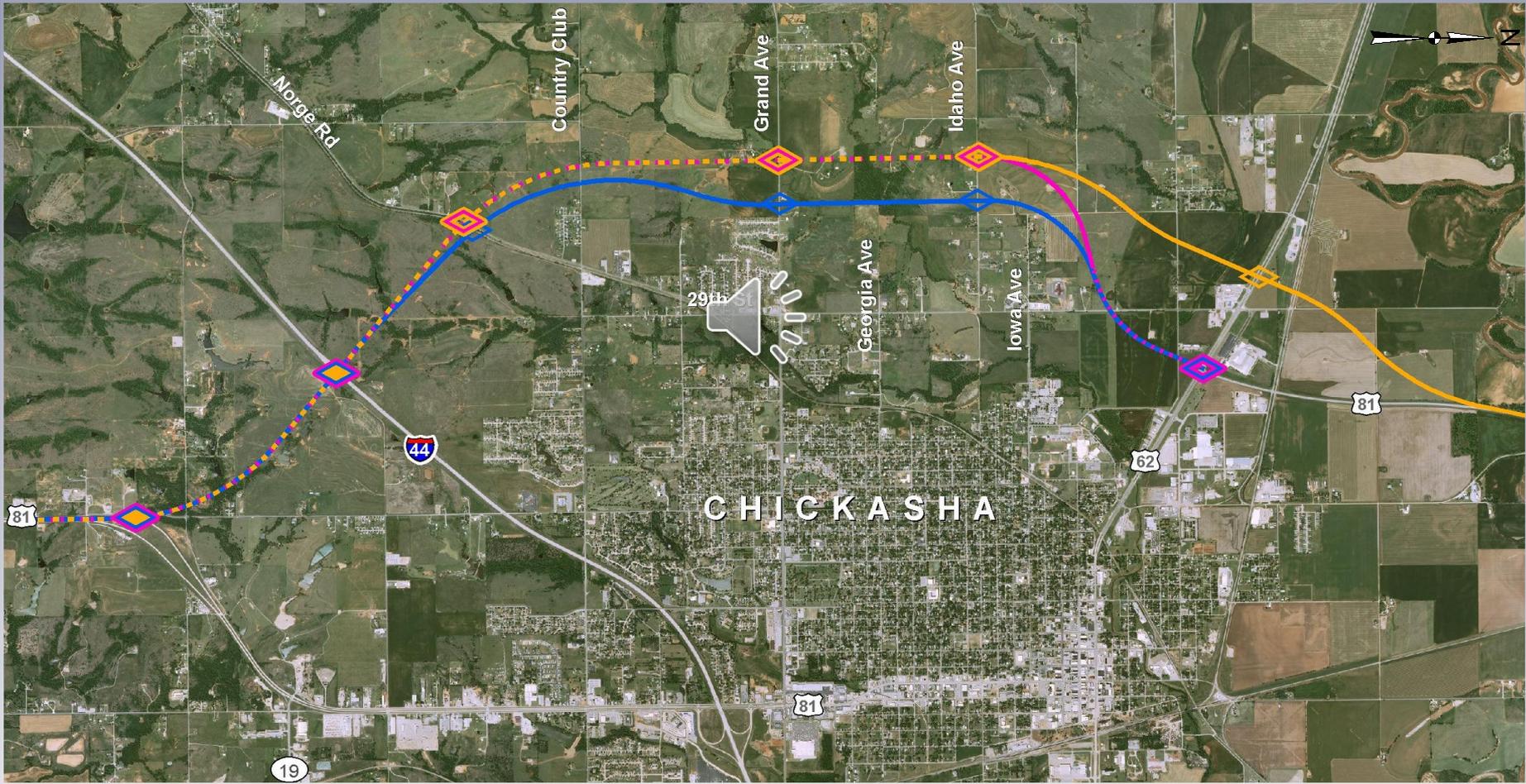
*March 2013 Public Meeting*



- Detailed Responses to Public Comments were Presented at March 2013 Public Meeting
- Based upon 2011 Public Comments, Three (3) Alignment Alternatives were Developed and Presented at March 2013 Public Meeting

# US 81 Bypass – Project History

March 2013 Public Meeting, 3 Alignment Alternatives



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



# US 81 Bypass – Project History

## March 2013 Public Meeting, Comparison of Alternatives



Alternative	100-Year Floodplains (linear feet)	NWI Wetlands (linear feet)	Prime Farmlands (acres)	Potential Noise Impacts	Potential for Hazardous Waste Impacts	Local Access	Estimated # of Relocations	Level of Service	Estimated Construction Cost (\$M)
No-Build	0	0	0	NA	None	No Change	0	D*	0
Alignment 1	6,000	250	51	8	None	Best nearest to town (US-62, Idaho Avenue, Grand Avenue, Norge Road, I-44)	2 Commercial 7 Residential	B	154.3
Alignment 2	4,300	80	87	12	Slight Potential from O&G sites	Good further west than #1 (US-62, Idaho Avenue, Grand Avenue, Norge Road, I-44)	1 Commercial 5 Residential	B	168.9
Alignment 3	5,300	80	130	12	Slight Potential from O&G and industrial sites	Fair further west than #1 and #2 (US-62, Idaho Avenue, Grand Avenue, Norge Road, I-44)	2 Commercial 6 Residential	B	205.8

\*: Level of Service along existing US 81 improves to “C” upon construction of bypass.

# US 81 Bypass – Project History

*March 2013 Public Meeting*



- Public Comments from March 2013 Meeting Received
  - 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



# Open House

# US 81 Bypass – Project Update

## *Preferred Alternative Selection*



- March 2013 Public Meeting Comments Evaluated
- Based upon Public Comments, ODOT Selected a Preferred Alternative
- Preferred Alternative is Alignment 2, with Modified Interchange Locations
  - Norge Road to Country Club
  - Idaho Street to Iowa Avenue
- Please Review Preferred Alternative Graphics on Nearby Tables

# US 81 Bypass – Project Update

*July 2013 Open House*



- Preferred Alternative Presented for Information
- Interchange Locations Presented for Public Review and Comment
- Please Submit Comments by August 9, 2013
- Comment Forms Available at Comments Table

# US 81 Bypass – Project Update

## *July 2013 Open House – Public Comments*



## Public Comment Options

1. Complete Comment Forms at Open House
2. Mail Comments to ODOT

Dawn R. Sullivan, P.E.  
OK Department of Transportation  
Environmental Programs Division  
200 Northeast 21<sup>st</sup> Street  
Oklahoma City, OK 73015

3. Comment Online

<http://www.odot.org/meetings/other.php>

# US 81 Bypass – Project Update

## *Information Sources*



- Web Address: <http://www.odot.org/meetings/other.php>
- Greg Worrell – ODOT  
Phone: 405.522.8014  
200 NE 21st Street  
Oklahoma City, OK 73105  
E-mail: [gworrell@ODOT.org](mailto:gworrell@ODOT.org)
- Diane Abernathy – SAIC  
Phone: 405.701.3167  
3700 W. Robinson, Suite 200  
Norman, OK 73072  
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# US 81 Bypass – Project History and Update



*Thank you!*