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US-81 Re-Alignment, Chickasha, Grady County, J/P 24428(04)

This flyer is to further update you as to ODOT's Preferred Alternative for the US-81 re-alignment near Chickasha, Grady County.

The proposed re-alignment of US-81 near Chickasha has included an extensive public involvement process. As a result of public comments received from public meetings in October 2011 and March 2013, as well as an Open House in July 2013, a Preferred Alternative was selected and documented in an Environmental Assessment (EA). The EA and Preferred Alternative were presented to the public at a formal Public Hearing in March 2017.

Since the Public Hearing, design of the Preferred Alternative has been finalized, resulting in some minor updates to the Preferred Alternative last presented to the public in 2017. This flyer and enclosed graphics are intended to inform the interested public of the final design and proposed phasing of the project.

Figure 1, US-81 Realignment, Updated Ultimate Design explains the two updates made to the design since the design was last presented to the public, namely:

- **Update 1: Extension of Frontage Road South of EW 140.5 Road.** As illustrated in **Figure 1**, the final design includes an update that extends the west frontage road south of EW 140.5 Road. The purpose of this update is to improve traffic circulation.
- **Update 2: Overlay of Connection between 16th Street and East Quail Road.** The final design also includes an update to overlay the existing road connecting 16th Street and East Quail Road. The purpose of this update is to improve pavement conditions.

These two updates are more fully illustrated in **Figure 2, US-81 Realignment, Updates to Ultimate Design**.

The updated ultimate design presented in **Figure 1** is not fully budgeted in ODOT's current 8-year program. However, an "interim" design that includes most of the elements of the ultimate design is included in ODOT's current 8-year program and is presented in **Figure 3, US-81 Realignment, Updated Interim Design**. The updated interim design includes the same 2 design updates presented in **Figures 1 and 2**. The three differences in this budgeted interim design from the unbudgeted ultimate design include:

1. **A combination of 2-lane and 4-lane segments.** The interim US-81 design will be constructed in phases resulting in a 4-lane road south of Country Club Road. North of Country Club Road, the facility will be a 2-lane until such time that traffic warrants expansion to 4 lanes. The ultimate design includes 4-lanes throughout.
2. **Intersection of US-81 and US-62 at the same elevation.** The interim design will include an intersection at US-62, i.e., US-81 and US-62 will intersect at the same height (without elevated ramps or fly-over bridges). The ultimate design includes a full interchange at US-62, i.e., US-81 will cross over US-62. The full interchange will be constructed when traffic warrants expansion to a 4-lane facility.

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- 3. No bridges over the Union Pacific Railroad.** When the full interchange at US-62 (an element of the ultimate design) is added, bridges over the Union Pacific railroad will be required.

Construction of the updated interim design for realignment of US-81 will proceed in the following phases:

- **Phase 1 (FFY 2023):** All earthwork grading and construction of selected bridges
- **Phase 2 (FFY 2025):** Construction of US-81 and Quail Road interchange and bridges
- **Phase 3 (FFY 2026):** Paving of 2-lane highway north of the Quail Road interchange
- **Phase 4 (FFY 2028):** Construction of US-81 and I-44 interchange and bridges

The construction let dates of these phases are from ODOT's current 8-year program but are subject to change based upon available funding.

These four phases are illustrated in **Figure 4, US-81 Realignment, Construction Phases**. Some details of note for these phases are:

- **Phase 1** includes the earthwork grading and drainage north of Quail Road, paving of cross streets, and construction of 9 bridges:
 - Southbound over I-44 and Norge Road (2 bridges)
 - Over Country Club Road, Line Creek, Grand Avenue, Idaho Avenue, Iowa Avenue, 29th Street, and Rock Hollow Creek (7 bridges)
- **Phase 2** is the construction of the US-81/Quail Road interchange and the 4 bridges over EW 140.5 and Quail Road.
- **Phase 3** is extending pavement from north of the US-81/Quail Road interchange north to EW 134 Road (Reding Road).
- **Phase 4** includes construction of the US-81/I-44 interchange and the 2 northbound bridges over I-44 and Norge Road.

This flyer information and graphics will also be available on ODOT's website:

[https://www.ok.gov/odot/Programs and Projects/Public Meetings and Hearings](https://www.ok.gov/odot/Programs%20and%20Projects/Public%20Meetings%20and%20Hearings)

Public involvement is a vital element of successful transportation planning, and ODOT thanks you for your participation in this very important transportation project.