US 81 REALIGNMENT, CHICKASHA, GRADY COUNTY

From Curve North of US 81/SH 19 West Junction
North to US 81/US 62 Intersection

FEDERAL AID PROJECT No. J2-4428(004)
STATE J/P No. 24428(04)

ENVIRONMENTAL ASSESSMENT

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
OKLAHOMA DEPARTMENT OF TRANSPORTATION

The proposed improvement is construction of a controlled-access 4-lane divided realignment of US 81 west of Chickasha. See enclosed figure of the project area. The proposed realignment will extend from the curve north of the US 81/SH 19 West junction approximately eight miles north to the US 81/US 62 intersection.

This highway project is proposed for funding under Title 23, United States Code (USC). This statement for the improvement has been developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 USC-4332(2) (c) and 49 USC 303.

Submitted:

Date: 1/20/17

Environmental Programs Division Engineer
Oklahoma Department of Transportation

Approved:

Date: 2/3/17

for
Division Administrator
Federal Highway Administration

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EXECUTIVE SUMMARY

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 new realignment, interchanges will be constructed at US 81, I-44, Country Club Road, Grand Avenue, Iowa Avenue, and US 62.

This Environmental Assessment (EA) has been prepared to comply with the National Environmental Policy Act of 1969 (NEPA), as amended, and provides appropriate information regarding the project's social, economic, and environmental impacts.

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 truck traffic 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.

Now, as a result of an almost five-year Environmental Assessment process that included two public meetings, an open house, and an extensive mailing of the Preferred Alternative, ODOT developed and evaluated no less than five different alignments before selecting a realignment of US 81 west of Chickasha as the Preferred Alternative. Specialist studies were conducted to assess the social, economic, and environmental impacts of the Preferred Alternative. Based upon the results of those specialist studies, public input, and this environmental assessment, ODOT proposes construction of the Preferred Alternative.

1 INTRODUCTION

1.1 Project Background and Previous Studies

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 new realignment, interchanges will be constructed at US 81, I-44, Country Club Road, Grand Avenue, Iowa Avenue, and US 62. The project location is indicated in Figure 1.1.

This Environmental Assessment (EA) has been prepared to comply with the National Environmental Policy Act of 1969 (NEPA), as amended. The Federal Highway Administration (FHWA), United States Department of Transportation, is the lead federal agency and has developed environmental regulations for highway projects. These regulations, Title 23 of the Code of Federal Regulations (CFR), Part 771, provide instructions for assessing environmental impacts specific to federally-funded transportation projects. This document has been developed pursuant to 42 U.S. Code (USC) 4332 92(9C) and 49 USC 303. This EA provides appropriate information regarding the project's social, economic, and environmental impacts.

Realignment of US 81 around Chickasha has been the focus of ODOT studies spanning several decades. A report prepared by ODOT's Rural Transportation Planning Branch in 1978 titled "Preliminary Background Report on US 81 in Grady County" indicated that a proposed realignment of US 81 west of Chickasha was not a justifiable expenditure of public funds at that time. However, the report concluded that "…if traffic volumes continue to increase, the bypass may prove to be a feasible investment in the future." A subsequent ODOT report dated 1992 and titled "Feasibility Study for a US 81 Bypass Route in Chickasha, Oklahoma" indicated that a realignment of US 81 west of Chickasha should be considered for programming when funding became available." ODOT's 2007 US 81 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.

A US 81 realignment study area for identification of environmental constraints included both a 1,000'-wide corridor along existing US 81 through Chickasha (i.e., the "No-Build Alternative"), as well as a corridor further west of downtown Chickasha along the potential realignment path that swelled to a maximum width of approximately 3,700' (i.e., the "Build Alternative"). Detailed field studies were conducted for a smaller study area associated with the Preferred Alternative, as indicated in Figure 1.2.

1.2 Land Use and Setting

US 81 currently passes through the City of Chickasha, the county seat of Grady County. With a population of approximately 16,000, Chickasha is the home to the University of Science and Arts of Oklahoma (USAO). The primary components of Chickasha's economy are agriculture, oil and gas, and various commercial businesses.

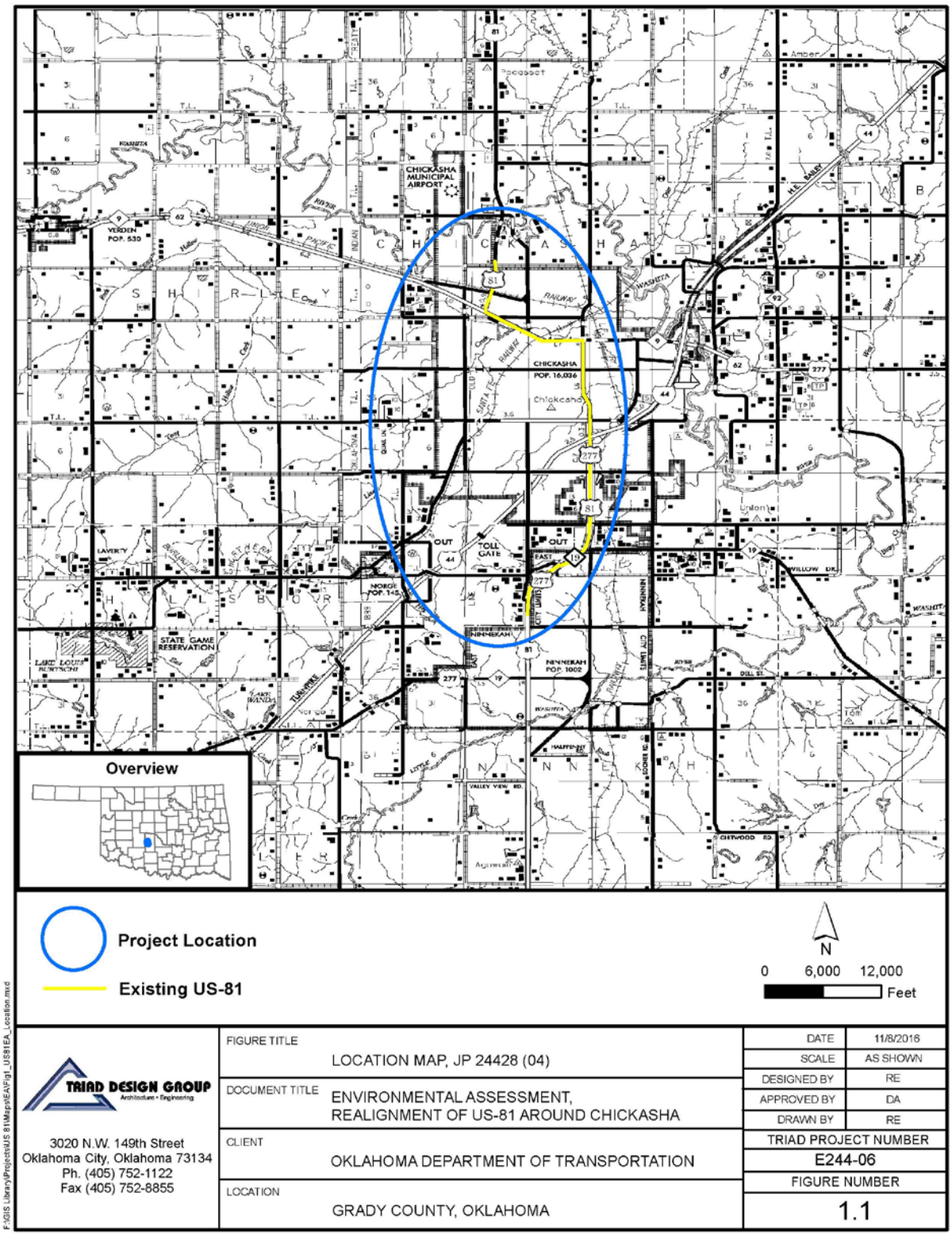

FIGURE 1.1: LOCATION MAP

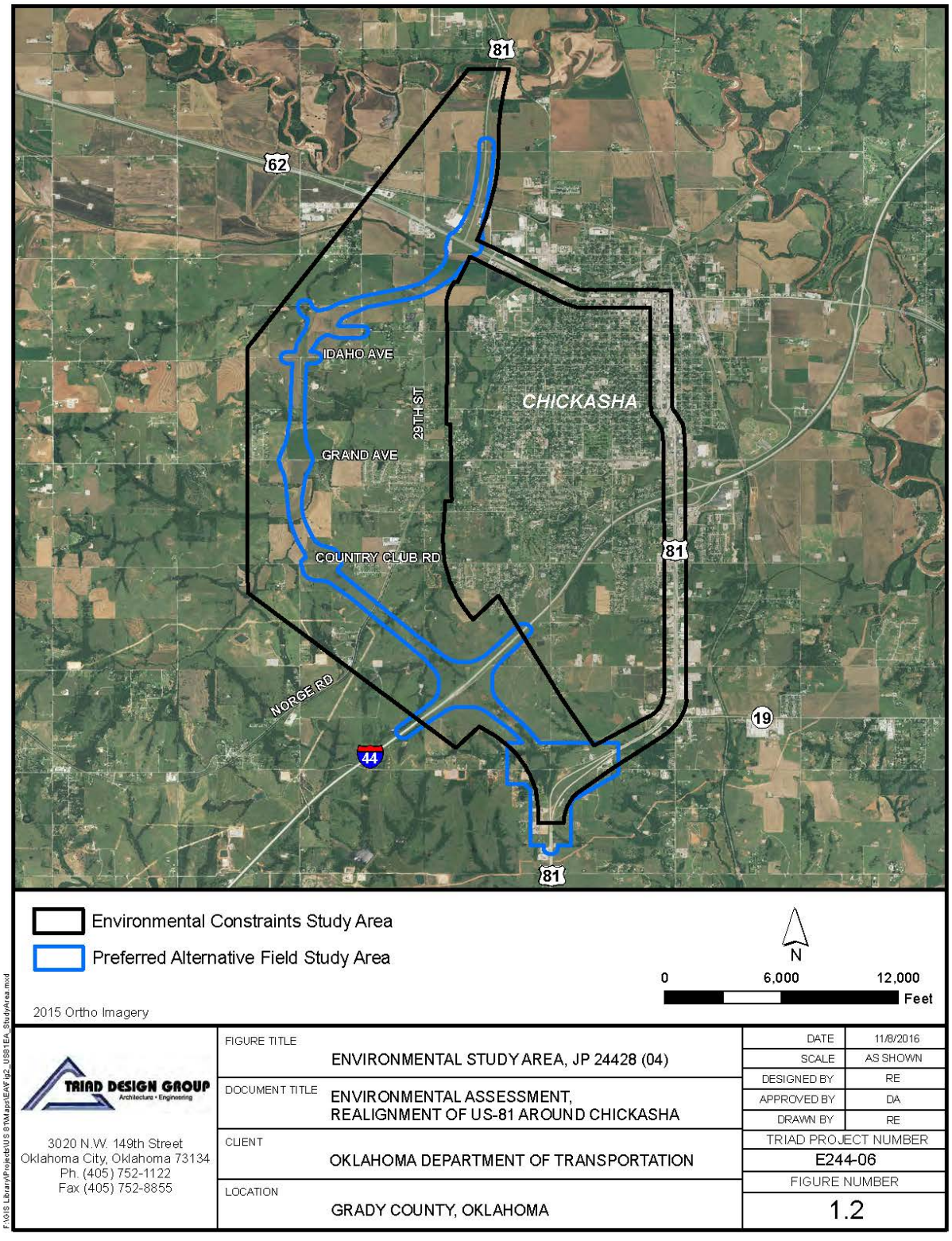

FIGURE 1.2: ENVIRONMENTAL STUDY AREA

The study area along existing US 81 consists of the Chickasha central business district, including numerous commercial and dining establishments. The western study area corridor is primarily pasture land, with scattered residences and small residential neighborhoods. Approximately half of the western study area corridor is located within the city limits of Chickasha, with the other half located in unincorporated areas of Grady County.

Land use along existing US 81 through Chickasha is densely developed with commercial entities. The City of Chickasha administrative offices, as well as the Grady County courthouse, are located at the intersection of US 62 and US 81 (4th Street). At both ends of the existing alignment (i.e., west of Chickasha along US 62, and south of Country Club Road in Chickasha), development is more scattered and includes more industry, miscellaneous machining, and oil & gas service facilities.

Land use along the study area corridor west of Chickasha is primarily pasture land, scattered residences, and small residential neighborhoods. Some commercial development is present along 29th Street. Several churches are located in this area, as well as the City of Chickasha water tower and an outdoor classroom facility owned by the University of Science and Arts of Oklahoma.

The City of Chickasha, according to the U. S. Census Bureau, had a year 2010 population of 16,036, which is a 1% increase from the 2000 population of 15,850. The Grady County 2010 population was 52,430; therefore, the City of Chickasha population constitutes approximately 31% of the Grady County population. The 2010 Census indicates the median age of Chickasha was 36 years, with 77.2% of the population being 18 years of age or older. The “under five” population was 7.3%.

Chickasha is the county seat of Grady County, which is located in southwest/central Oklahoma. Grady County is a predominately rural county, and the western portion of the project area is sparsely developed and rural. Data from the 2000 U. S. Census indicates that the major sources of income in Chickasha and Grady County are education, health care, social services, manufacturing, and retail. The University of Science and Arts of Oklahoma (USAO), the state’s only public liberal arts college, is located in Chickasha. The Census Bureau reported the following 2014 income information for Chickasha: The average per capita income for Chickasha was $21,660, as compared to $24,695 for the state of Oklahoma and $28,555 for the U.S. The Census Bureau in 2014 listed 18.6% of Chickasha residents as living below the poverty level. In comparison, the percentages of those living below the poverty level were 13.5% for Grady County, 16.9% for Oklahoma, and 15.6% for the United States as a whole.

1.3 Existing Facility

US 81 is a north-south US numbered route and, from the Texas border north to US 412 in Enid, Oklahoma, is part of the National Highway System (NHS). Through this section, the majority of US 81 is a four-lane highway that has been greatly improved in recent years.

Existing US 81 is constructed as both a divided and an undivided section roadway. The undivided section is generally located in the downtown Chickasha area, beginning at 11th Street and proceeding easterly to 4th Street, then continuing southerly to Grand Avenue. This undivided section

is predominantly a 4-lane, 48-foot wide pavement facility. US 81 has been widened to 5-lane cross sections at some of the downtown intersections to accommodate left turn bays. The remaining sections are divided; the section located west of 11th Street is constructed mostly as an asphaltic concrete facility with two 12-foot lanes in each direction and a 40-foot median, while the divided section roadway located south of Grand Avenue is constructed as a Portland cement concrete pavement facility, consisting of two 12-foot lanes in each direction with either a 16-foot or 24-foot median.

This section of US 81 has 14 at-grade signalized intersections, and through traffic must make a 90° turn at the US 62/US 81 (4th Street) intersection, which presents a problem to trucks traveling with long loads. Current traffic along US 81 through Chickasha includes both “through” traffic, i.e., vehicles traveling US 81 but not destined for Chickasha, as well as local traffic destined for Chickasha. The percent of trucks traveling this segment ranges from 10% to 19%. Trucks carrying heavy and/or long loads add to the congestion along this segment.

2 NEED AND PURPOSE FOR THE PROPOSED ACTION

2.1 Background

The need for the proposed improvement explains why the action is being considered and what influences have affected the decision-making process during the project development phase. The need and purpose is the foundation of the NEPA decision-making process.

2.2 Need for the Proposed Action

2.2.1 Predicted Increase in Traffic Volumes

Traffic counts were conducted in May and October of 2011 at several locations in the project study area, and the resulting data was projected to the year 2012 to serve as a baseline for this project. The resulting measurements at six (6) key locations have been evaluated in terms of existing and future traffic volumes, both without and with the proposed realignment of US 81, and are presented in this report. The six traffic count locations are presented in Figure 2.1. As indicated in Table 2.1, future traffic volumes along the existing US 81 alignment through Chickasha are predicted to increase by approximately 56%, thereby increasing traffic congestion through the Chickasha business district. In contrast, the proposed project is anticipated to divert through traffic away from the existing US 81 corridor by offering a more direct and faster route, lowering the anticipated increase in future traffic volumes along US 81 through Chickasha, with predicted increased traffic volumes ranging from 7% to 28% at the six locations measured.

TABLE 2.1: EXISTING AND FUTURE ANNUAL AVERAGE DAILY TRAFFIC, WITHOUT/WITH REALIGNMENT

US 81 Location	Existing AADT (2012)	Future AADT, without Realignment (2040)	Future AADT, with Realignment (2040)
US 81 West of US 62/US 81 (4th Street)	11,280	17,600	13,700
US 81 at Iowa Avenue	9,000	14,060	11,340
US 81 North of Grand Avenue	14,900	23,300	17,800
US 81 South of Grand Avenue	16,440	25,645	21,170
US 81 South of I-44	17,680	27,580	21,950
US 81 South of SH-19 East	8,340	13,010	8,970

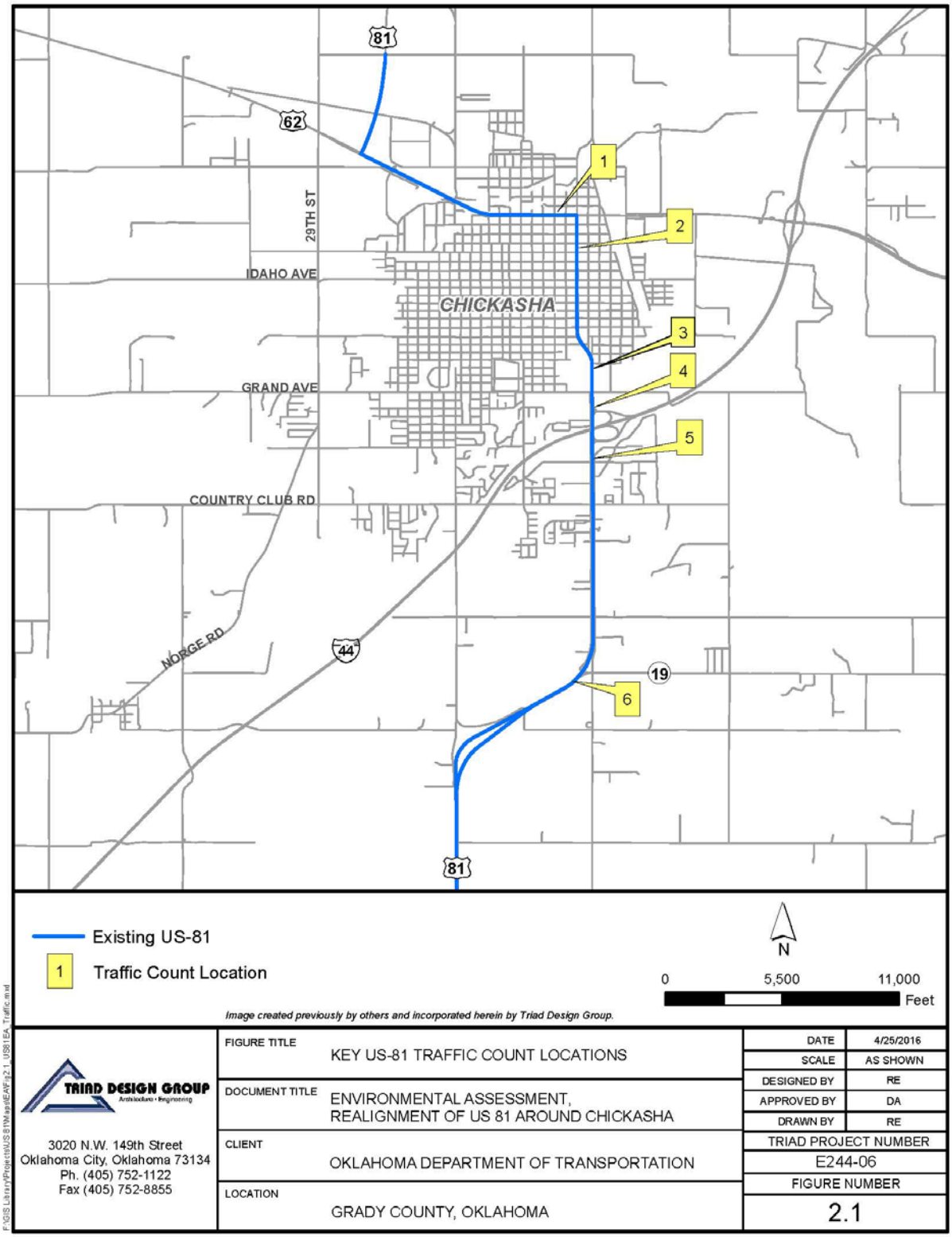

FIGURE 2.1: KEY US 81 TRAFFIC COUNT LOCATIONS

Through traffic diverted from central Chickasha would include freight and truck traffic that, due to conditions and configuration, travels slowly through the corridor. Therefore, the existing percentage of truck traffic along existing US 81 (currently ranging from 10% to 19%) is anticipated to decrease with construction of the proposed project (to a range of 10% to 14%). Further, the existing and future annual average daily trucks along US 81 through Chickasha can be calculated, as presented in Table 2.2. Future truck traffic volumes along the existing US 81 alignment through Chickasha are predicted to increase, at rates ranging from 15% to 56% at the six locations measured. In contrast, the proposed project is anticipated to divert most truck traffic away from the existing US 81 corridor to the realignment. Table 2.2 indicates future truck traffic volumes with the realignment range from a 21% decrease at US 81 south of SH-19 East to a 26% increase at US 81 at Iowa Avenue.

TABLE 2.2: TRUCKS ONLY, EXISTING AND FUTURE ANNUAL AVERAGE DAILY TRAFFIC, WITHOUT/WITH REALIGNMENT

US 81 Location	Existing AADT (2012)	Future AADT, without Realignment (2040)	Future AADT, with Realignment (2040)
US 81 West of US 62/US 81 (4th Street)	1,918	2,464	1,918
US 81 at Iowa Avenue	900	1,406	1,134
US 81 North of Grand Avenue	1,937	2,330	1,780
US 81 South of Grand Avenue	2,302	2,821	2,329
US 81 South of I-44	2,652	3,310	2,634
US 81 South of SH-19 East	1,585	1,821	1,256

2.2.2 Predicted Increase in Travel Time

An analysis was conducted to compare existing and predicted future travel times between the US 81/US 62 intersection and the US 81/SH 19 East intersection (see Table 2.4). Without realignment of US 81 around Chickasha, the future average time to travel through town during peak conditions was projected to increase by approximately 38% (i.e., from an average of 20 minutes to 37.5 minutes). With realignment of US 81 around Chickasha, the future average time to travel through town during peak conditions was projected to decrease by approximately 12.5% (i.e., from an average of 20 minutes to 17.5 minutes). The estimated time to travel along the US 81 realignment at peak conditions in the future was 15 – 20 minutes, a time similar to the current time required to travel through Chickasha at peak conditions.

TABLE 2.3: COMPARISON OF TRAVEL TIMES THROUGH CHICKASHA, WITHOUT/WITH REALIGNMENT

Current Travel Time, "Free Flow" Conditions (2012)	Current Travel Time, Peak Conditions (2012)	Future Travel Time, Peak Conditions without Realignment (2040)	Future Travel Time, Peak Conditions with Realignment (2040)
10 minutes	15 – 25 minutes	30 – 45 minutes	15 – 20 minutes

2.2.3 Safety

Appendix A contains collision data recorded over a ten-year period from January 1, 2006 through April 21, 2016. US 81 through Chickasha experienced a total of 1,473 collisions, with 8 fatalities and 432 resulting in injuries. The collision rate analysis provided by ODOT indicates the overall collision rate for this segment of US 81 is 527.8 collisions per 100 million vehicle miles. The statewide rate, which is computed based on similar roadways in terms of number of lanes, section type, functional classification, and access control, is 150.53. Therefore, this segment of US 81 has a collision rate approximately 3.5 times the statewide rate for similar facilities.

The majority of the collisions occurred at an intersection (72%). The largest percentage of collisions was the result of rear-end collisions (33%) and angle turning (33%). The next highest percentage was associated with right-angle turning collisions (12%). It is noted that both the angle turning and right-angle turning collisions are associated with intersections. Five of the eight fatalities occurred because of intersection-related traffic. The likelihood of intersection-related collisions would likely be lessened by providing an alternate route for US 81 through traffic.

2.3 Purpose for the Action

The purpose 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. Several ODOT studies, dating back to 1978, have recognized the need for a realignment of US 81 around Chickasha.

Traffic analysis predicts that construction of the US 81 realignment would result in less of an increase in future traffic volumes (both vehicle and truck), thereby reducing future congestion.

Travel times through Chickasha both without and with the US 81 realignment were estimated. Without realignment of US 81, the future average time to travel through town during peak conditions was projected to increase by approximately 38%; with realignment of US 81, the average time to travel through town during peak conditions was projected to decrease by approximately 12.5%.

Lastly, this segment of US 81 has a collision rate more than three times the statewide rate for comparable facilities, and 72% of the collisions occurred at an intersection. The likelihood of intersection-related collisions would likely be lessened by providing an alternate route for US 81 through traffic.

3 ALTERNATIVE DEVELOPMENT WITH PUBLIC INPUT

3.1 2007 Corridor Study Recommendation

The US 81 environmental assessment effort began in 2011, based upon a recommended realignment of US 81 to the west of Chickasha defined by the 2007 US 81 Corridor Study. The 2007 corridor study considered two concepts for realignment of US 81 around Chickasha, i.e., to the west and to the north. The north realignment, which utilized I-44 as part of the alignment, was eliminated from further consideration, due to:

- The result of an origin-destination study, which predicted low future traffic demand for the north alignment
- The route would require tolling for the use of I-44
- Two I-44 interchanges would be required

The 2007 corridor study considered eight (8) different western realignments of US 81, and recommended a hybrid of Alignments 3 and 4.

3.2 First Public Meeting and Subsequent Alignment Revisions

This recommended western realignment, "Alignment 3-4 Hybrid", was presented to the public at a meeting held October 14, 2011. See Figure 3.1. Public comments included concerns about the proximity of the alignment to the Bible Baptist Church on 29th Street, The Harbors residential neighborhood on Grand Avenue, and the potential for negative impacts to downtown Chickasha commerce.

In response to comments received from the first public meeting, ODOT developed two (2) variations of the western alignment, both located further west of the original recommended alignment, thereby avoiding potential impacts to the previously-referenced church and residential neighborhood. In addition, a socioeconomic study was performed, which concluded the potential costs of a realignment to the community were greatly outweighed by the potential opportunities. These potential costs and opportunities are summarized in Table 3.1.

TABLE 3.1: COMPARISON OF COSTS AND OPPORTUNITIES FROM US 81 REALIGNMENT

Potential Costs to the Community	Potential Opportunities to the Community
• Potential closure of some travel-related businesses • Costs will tend to be short-term as travel increases on existing US 81	• Increased traffic and business through Chickasha • Revitalization of existing US 81 corridor • Improved safety • Truck traffic will travel through town more quickly • Economic development opportunities at realignment interchanges

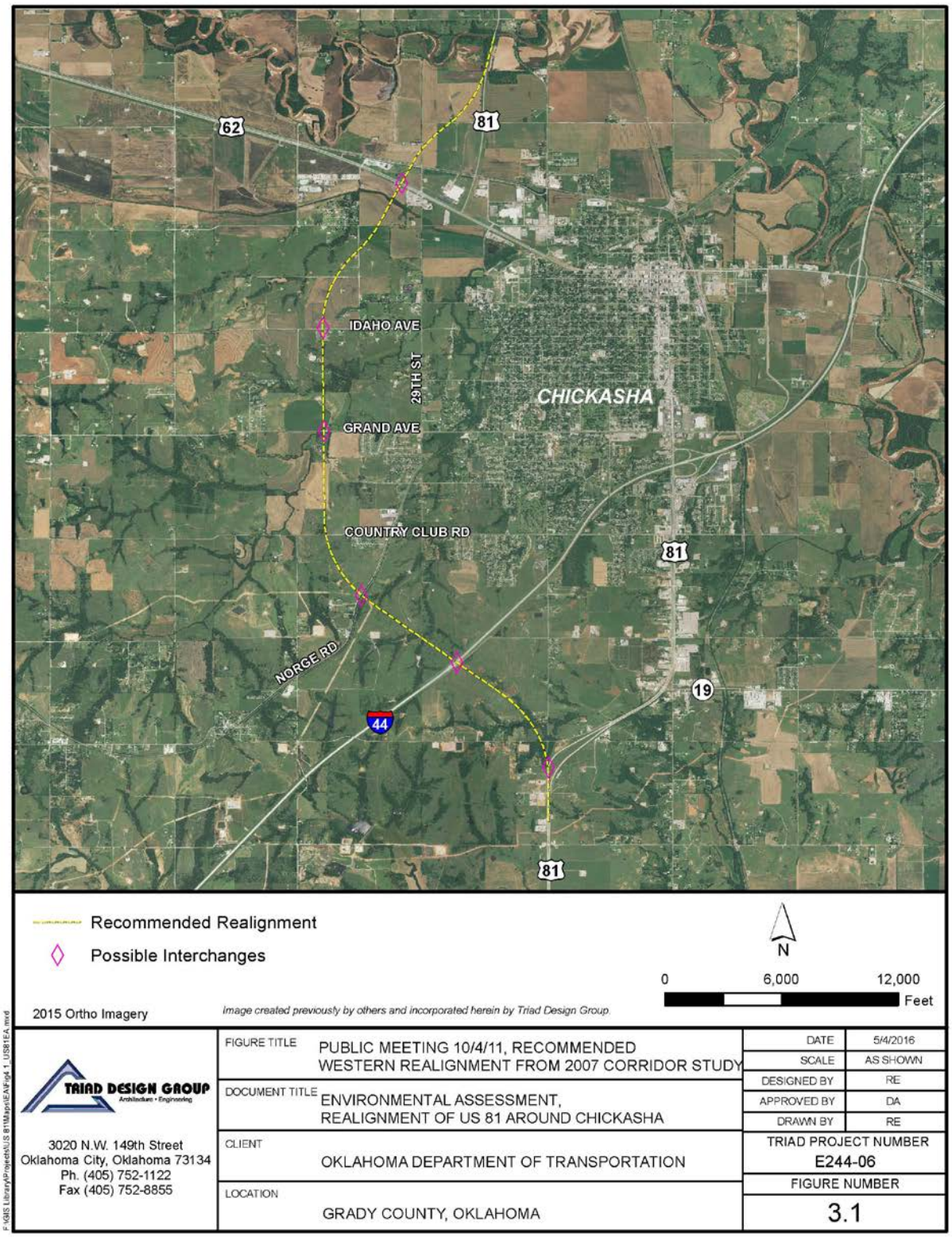

FIGURE 3.1: PUBLIC MEETING 10/14/11, RECOMMENDED WESTERN REALIGNMENT FROM 2007 CORRIDOR STUDY

3.3 Second Public Meeting and Subsequent Alignment Revisions

The two new western alignments and the alignment presented at the first public meeting, together with the results of the socioeconomic study, were presented to the public at a second public meeting held March 14, 2013. See Figure 3.2. Public comments from this meeting included concerns regarding the proximity of the proposed Norge Road interchange to a residence, and the suggestion to relocate the proposed interchange at Idaho Avenue to Iowa Avenue. In response to the comments received from the second public meeting, ODOT chose Alignment 2 as the best alignment of the three, but revised it such that the proposed interchanges were relocated from Idaho Avenue and Norge Road to Iowa Avenue and County Club Road, respectively. This revised alignment was referred to as Alignment 2A.

3.4 Open House and Subsequent Alignment Revisions

Alignment 2A was presented as the Preferred Alignment to the public at an open house held July 24, 2013. See Figure 3.3. Public comments from the open house included concerns over proximity of the alignment to a family farm and an outdoor classroom facility owned by USAO, and concerns over the proposed closing of NS 2815 Road (necessitated by the newly-proposed Iowa Avenue interchange). ODOT representatives met with USAO representatives on March 14, 2014 to discuss potential solutions to the outdoor classroom facility conflict meeting. Based upon the results of that meeting and the other public comments received, ODOT developed a Modified Preferred Alternative which shifted the alignment further west and revised the Iowa Avenue interchange to allow NS 2815 Road to remain open. This Modified Preferred Alternative was distributed to the public and all interested parties via a mailing on July 16, 2014.

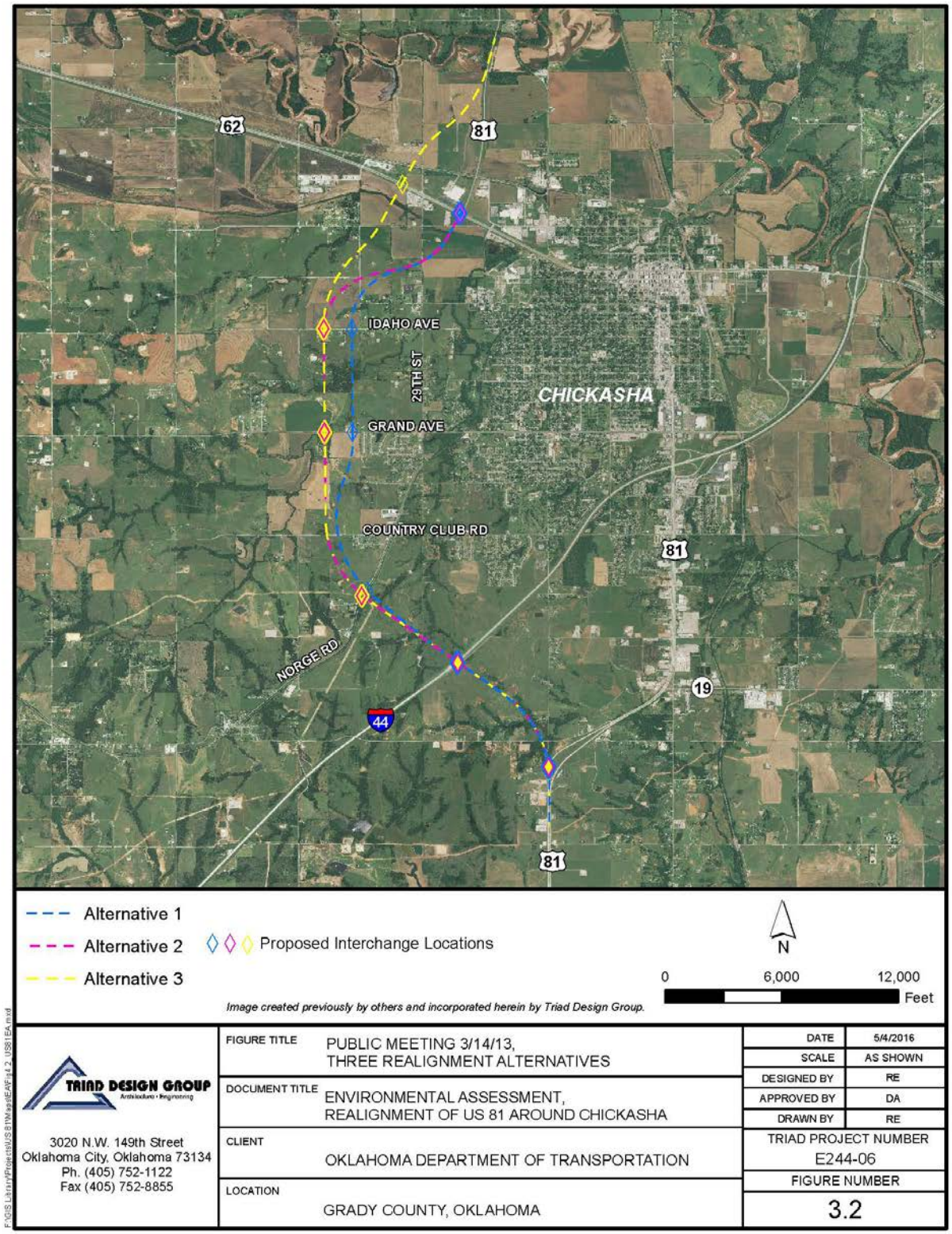

FIGURE 3.2: PUBLIC MEETING 3/14/13, THREE REALIGNMENT ALTERNATIVES

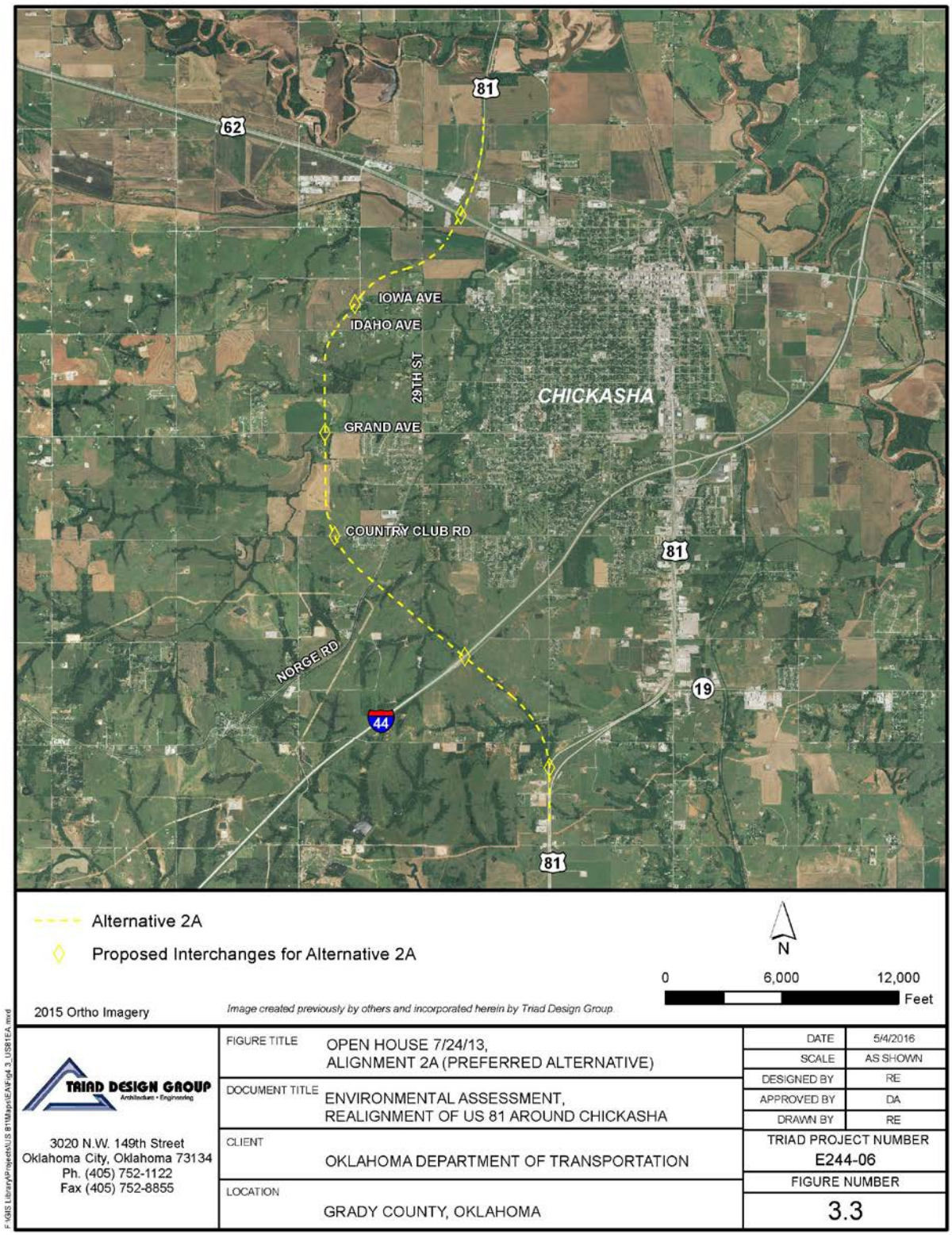

FIGURE 3.3: OPEN HOUSE 7/24/13, ALIGNMENT 2A (PREFERRED ALTERNATIVE)

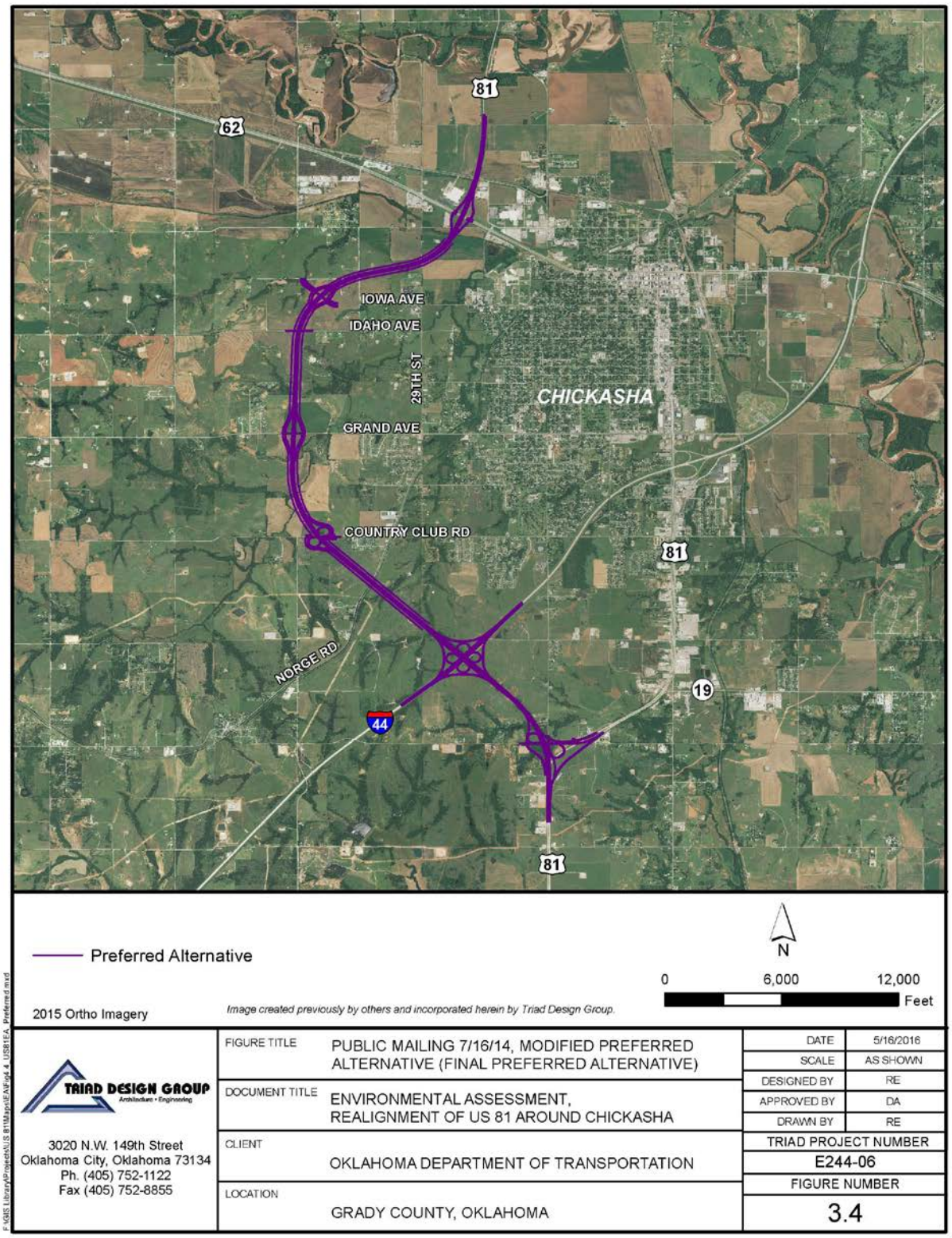

FIGURE 3.4: PUBLIC MAILING 7/16/14, MODIFIED PREFERRED ALTERNATIVE (FINAL PREFERRED ALTERNATIVE)

3.5 Preferred Alternative Selection and Description

With the July 16, 2014 mailing and associated Agency and public responses, the Modified Preferred Alternative was confirmed as the Preferred Alternative for a realignment of US 81 around Chickasha. The realignment will be to the west of Chickasha, as presented in Figure 3.4. To summarize, the Preferred Alternative was developed through a series of alignment and design modifications made in response to numerous public comments, including:

- Adjustment of the alignment further west to minimize impacts to Bible Baptist Church, The Harbors residential neighborhood, the USAO outdoor classroom facility, and a family farm.
- Selection of proposed interchange locations at Country Club Road to minimize residential impacts, and at Iowa Avenue to facilitate traffic to Chickasha Hospital, Chickasha High School, and downtown Chickasha.

ODOT also solicited input on the proposed project from Federal, Tribal, State, and local agencies, as described in Section 5 of this document. In particular, due to the proposed project including a new interchange at I-44/US 81, ODOT coordinated intensively with the Oklahoma Turnpike Authority.

The final Preferred Alternative will be a realignment of the segment of US 81 currently passing through Chickasha to an alignment west of Chickasha. The proposed realignment will be a controlled-access, 4-lane divided facility, with grade-separated interchanges at existing US 81, I-44, Country Club Road, Grand Avenue, Iowa Avenue, and US 62. The typical section of the Preferred Alternative will have four 12-foot-wide driving lines with 4-foot-wide inside shoulders, 10-foot-wide outside shoulders, and a 64'-wide grassed median.

The proposed interchange designs include a diamond design at Grand Avenue, Iowa Avenue, and US 62; a folded diamond design at Country Club Road; a cloverleaf design at I-44, and a junction at existing US 81 that includes a Quail Road interchange. The proposed realignment will require construction of 26 bridges.

4 PREFERRED ALTERNATIVE IMPACTS

4.1 Relocations

ODOT completed a relocation plan for the proposed project in January, 2016 which identified 11 potential residential relocations and 15 potential commercial relocations.

The 15 potential commercial relocations include 3 properties involving only personal property moves, 5 inactive/vacant industrial properties, 1 bar, and 6 active industrial properties. The active industrial properties included 3 vehicle maintenance/repair facilities, 1 automobile salvage yard, 1 metal fabrication/machine shop, and 1 oil field services trucking company. Based upon field observations and review of publicly-available employment information, the estimated number of employees at the 6 properties ranges from less than 5 to less than 50 employees.

Based upon review of available properties in Chickasha and the surrounding area, replacement residential properties are available. Available replacement sites were also identified for the commercial relocations, with the exception of the large inactive facility located on the north end of the project and west of US 81.

Acquisition and relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. Housing of last resort may be required and would be provided if sufficient comparable replacement housing is not available within the financial means of those displaced. The full relocation plan is provided in Appendix B.

4.2 Social and Economic Impacts/Environmental Justice

A detailed socioeconomic analysis for the proposed project has been completed and is included in Appendix B.

4.2.1 Land Use

The study area, which is defined as 300 feet on either side of the centerline of the proposed alignment from 1.5 miles north of US 62 to 0.5 miles south of E 1400 Road, is comprised primarily of residential, industrial, agricultural, oil and gas, and open space uses. Approximately 1,065 acres of land is within the study area. In addition to the land that would be converted for the proposed new-location roadway, land surrounding the project would likely also be converted to other land uses over time, as the proposed project would create new access points in western Chickasha and unincorporated Grady County at the proposed interchanges. Conversion of open space, agricultural, and low-density residential land uses would likely occur around proposed interchanges and in areas with access to the proposed bypass.

4.2.2 Population and Demographic Characteristics

The study area crosses four Census tracts, seven block groups and five blocks. Residents in the study area are predominantly white (85.8 percent), with African Americans comprising the second most common racial group. Only a small percentage of the study area's population is Hispanic or Latino. In the study area, there are zero blocks with a population that is at least 50 percent minority,

and English proficiency is high throughout. The highest percentage of minority individuals in a block within the study area is 27.5 percent, found in Block 1013 of Census Tract 6, Block Group 1.

Elderly individuals and those with disabilities have mobility impairments that may impact their interaction with the proposed project. In the study area, people aged 65 and older who live alone account for approximately five percent of the population in the study area. Approximately 18 percent of the study area population reports having a disability, though none of the tracts in the study area have a majority of their populations reporting disabilities. There would be no disproportionate impact to individuals with limited English proficiency, the elderly, or the disabled as a result of the proposed bypass.

4.2.3 Mobility Patterns

Traffic volumes along the existing US 81 corridor through Chickasha are projected to increase by approximately 56 percent between 2012 and 2040 under the No Build scenario, i.e., without the proposed bypass. The proposed project would divert truck and through traffic away from the existing US 81 corridor by offering a more direct and faster route, with a posted speed of 70 miles per hour (mph) as opposed to speeds as low as 25 mph through some parts of the downtown area. The through traffic that would be diverted from central Chickasha would include freight and truck traffic that, due to conditions and configuration, travel slowly through the corridor. Diverting this traffic to a bypass would improve congestion and safety conditions along the existing US 81 corridor.

4.2.4 Economic Conditions

The proposed bypass would have predominately positive impacts on businesses and facilities in the city. While there would likely be an initial decrease in business activity along existing US 81 upon the opening of the proposed bypass, it is unlikely that businesses along the existing US 81 corridor would experience a long-term decrease in business activity, as traffic projections indicate that average daily traffic in the city would increase with or without the proposed project over the long-term. The shift of truck traffic to the proposed bypass would result in improved traffic conditions along existing US 81 that would serve as a benefit to businesses along the corridor.

Journey to work data shows that nearly half the residents of Grady County commute outside the county for work; Oklahoma City is a likely destination for these commuters. Almost half of Grady County residents are employed within the county, with several employers in the area employing 300 or more people, including Grady County Memorial Hospital, Braum's Dairy, Ross Health Care, and Gabriel.

Although the poverty rate is relatively high in the study area, unemployment is comparatively low, with the exception of Block Group 1 of Census Tract 1. Under the proposed project, there would be additional employment opportunities for construction workers, laborers, and drivers in the short term. Over the long term, industry jobs may become more prevalent with the growth of Chickasha's industrial parks, which is one of the city's goals that would be supported by the improved access resulting from the proposed project.

4.2.5 Environmental Justice

Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations directs Federal agencies to identify and address any disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. The order is also intended to provide minority and low-income communities access to public information and public participation.

There are no environmental justice (EJ) communities within the study area for the proposed project; however, there are minority and low-income individuals in the study area and the city. These individuals would experience an overall benefit from the proposed project through the increased mobility and access that the new roadway would provide. The proposed project would offer a non-tolled alternative to I-44 for north-south travel around Chickasha, and it would provide a faster route option for regional transit trips provided by Washita Valley Transit. Adverse impacts resulting from the project would not be borne disproportionately by low-income or minority individuals. No disproportionately high and adverse impacts would be anticipated for EJ populations as a result of the proposed project.

4.3 Cultural Resources

On behalf of FHWA, ODOT has consulted with the Oklahoma State Historic Preservation Officer (SHPO) and the Oklahoma Archeological Survey (OAS) regarding the effects of this undertaking on historic properties. ODOT has also consulted with the Chickasaw Nation, Comanche Nation, Fort Sill Apache Tribe, Kiowa Tribe, Osage Nation, and Wichita and Affiliated Tribes and determined that no properties of traditional religious or cultural significance will be affected by the undertaking. A cultural resource study, including archaeological investigation and an evaluation of properties within the Preferred Alternative study area, was conducted. During the investigations, two mid-20th century archeological sites and two additional buildings/building complexes were documented. Consultation with SHPO, OAS, and Native American Tribes resulted in concurrence that no historic properties are present in the project area of potential effects (APE). The complete Section 106 consultation record is in Appendix C.

4.4 Section 4(f) and 6(f) Resources

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits using land from publicly owned parks, wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use. There are no public parks, wildlife or waterfowl refuges, or significant historic sites within the project area.

Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act protects public outdoor recreational properties which have been funded by the LWCF, by prohibiting their conversion to other than public outdoor recreation uses. The action does not involve the use of any properties that have been acquired or developed using LWCF program funds for improvements.

4.5 Noise

A traffic noise analysis was performed for this project using the FHWA Traffic Noise Model version 2.5 in accordance with FHWA 23 CFR 772 and complying with the ODOT Noise Policy dated July 13, 2011. For the purposes of validating the noise model, a precision sound level meter was utilized in conducting field measurements which proved successful along the existing highway in the vicinity of the north and south US 81 bypass connections. Currently, the land uses along the project extent are predominantly agricultural with scattered residential dwellings and developments. Several commercial facilities are located along existing US-81 at north and south portions of the project. However, the only noise sensitive receivers considered were single family residential dwellings.

A total of thirty (30) receiver sites (16-residential; 14-commercial) were analyzed nearest to the proposed bypass alignment. Twelve (12) residential receivers required field measurements in determining ambient sound levels due to their remote locations. Based on the proposed project and future traffic volumes, one (1) residential dwelling designated as R-7 located near the south end of the project area will exceed the 67 dB(A) Leq(h) for NAC Category B. Further, this same receiver (R-7) will experience future noise levels that exceed the existing noise levels by greater than 15 dB, which is considered a substantial increase for noise impact determination. This receiver is located within the preliminary right-of-way area and will most likely be displaced as a result of final project design. The ODOT Noise Specialist will review the final project right-of-way plans as they become available to confirm the ultimate status of this receiver as it relates to this noise study. See Appendix D for a copy of the approved Traffic Noise Assessment Report dated March 15, 2016.

4.6 Species and Habitat Assessment

A biological field review was performed for the Preferred Alternative (Appendix E). The project, as proposed, will have no effect on the Federally-listed Interior Least Tern, Piping Plover, or Red Knot. The project, as proposed, is unlikely to adversely affect the Federally-listed Whooping Crane and is not likely to impact the current existence of the Sprague's Pipit. The U.S. Fish and Wildlife Service (USFWS) has concurred with ODOT's findings.

The project, as proposed, will likely impact Cliff Swallows, Barn Swallows, or other species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting season of these species. A Migratory Bird plan note requiring avoidance of construction or demolition of any existing structures with swallow use during the nesting season will be added to the final construction plans.

4.7 Jurisdictional Waters and Wetlands Assessment

The Preferred Alternative may involve work in Rock Hollow Creek, Line Creek, 13 unnamed intermittent creeks, 15 other potentially jurisdictional waterways, 25 ponds, and 20 potentially jurisdictional wetlands. When plans are finalized such that the linear extent and volume of dredge and/or fill operations below the ordinary high water mark of the channel may be determined, the proposed construction activities will be evaluated to ensure that the appropriate CWA Section 404 permit application is made. A copy of the waters and wetlands finding report is contained in Appendix E.

4.8 Water Quality

The City of Chickasha obtains its drinking water from Ft. Cobb Lake, located approximately 40 miles northwest of Chickasha in Caddo County. No waterways within the Preferred Alternative study area are on the 2014 Oklahoma 303(d) List of Impaired Waters. A storm water pollution prevention plan (SWPPP) will be developed for the project, and a temporary erosion and sediment control plan will be included in the construction plans to avoid or minimize impacts to water quality.

4.9 Prime Farmland

The action does pass through areas containing prime, unique, or farmlands of statewide importance. In accordance with the current 7 CFR Part 658 – Farmland Protection Policy Act (FPPA), Parts I and III of Form AD-1006 were completed and sent to the Natural Resources Conservation Services (NRCS). However, the site assessment received a total score of less than 160 pointes, so the FPPA does not apply. See Appendix F for associated documentation.

4.10 Floodplains

The Preferred Alternative will cross three (3) 100-year floodplains associated with Rock Hollow Creek, Line Creek, and a tributary to Westside Creek. These floodplains are designated as Flood Zones A and AE on Flood Insurance Rate Maps 40051C0280E, 40051C0290E, and 40015C0400E, dated April 3, 2012 (Appendix G). The action may require a Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR). All work in the floodplain will conform to applicable state or local floodplain protection standards, and ODOT will coordinate with the local floodplain administrator for permit requirements for the project.

4.11 Hazardous Materials

An Initial Site Assessment (ISA) for hazardous waste impacts associated with a potential realignment of US 81 was conducted. The assessment indicated that an oil and gas services facility, located east of US 81 north of the US 81/US 62 intersection, includes an oily rinsewater impoundment that may require further characterization if right-of-way is required in the area. Construction plans will be reviewed to determine the need for further characterization of this site. A copy of the ISA is included in Appendix H.

4.12 Air Quality

The US 81 project area is in attainment of all transportation-related air quality criteria pollutant levels under National Ambient Air Quality Standards. The project will not have any impacts on air quality.

4.13 Pedestrian and Bicyclists

Public comment did not indicate a desire for pedestrian or bicycle accommodations in the project area. The proposed US 81 realignment will be a controlled access facility, and pedestrian/bicyclist traffic are not encouraged on such facilities. However, the interchanges will be designed with adequate cross street bridge widths to allow future pedestrian traffic, if desired by local authorities.

4.14 Access Control

The proposed realignment will be a controlled-access facility, with grade-separated interchanges at US 81, I-44, Country Club Road, Grand Avenue, Iowa Avenue, and US 62. Access will be provided to the new facility at these interchanges via existing county roads.

4.15 Temporary Construction Impacts

Existing US 81 through Chickasha will remain open to traffic during construction of the project, as will the roadways crossed by the US 81 realignment (e.g., US 62, Frisco Avenue, North 29th Street, Idaho Avenue, Grand Avenue, Country Club Road, Norge Road, South 16th Street, and I-44). However, there will be some temporary construction-related impacts, including noise and dust associated with construction and temporary restricted access to homes. Although access to homes and businesses may be impacted during construction, all properties will remain accessible at all times. Mitigation will include signage warning drivers of construction activities.

4.16 Secondary and Cumulative Effects

Secondary effects are effects that are caused by the action and are later in time or farther removed in distance, but still reasonably foreseeable. Reasonably foreseeable actions need to be considered even if they are not specific proposals or defined projects, though the criterion for excluding future actions is whether they are considered speculative. The Council on Environmental Quality (CEQ) provides guidance on evaluating cumulative effects in a document entitled "Considering Cumulative Effects Under the National Environmental Policy Act, 1997." The geographic and temporal boundaries should be logical and sufficient to capture relevant cumulative effects. In addition, in order for future actions to not be considered speculative, they must have enough information for a meaningful analysis. For the purposes of this analysis, actions that are not included in any formal plans are considered speculative. Such plans include short range and long range transportation plans for the city and region, comprehensive city plans, and proposed plats in the vicinity of the project.

The primary planning document pertaining to the US 81 realignment is the ODOT 8-Year Construction Work Plan. ODOT does have plans to construct parallel lanes on US 81 north of and adjacent to the proposed US 81 realignment; however, because this project is not caused by the US 81 realignment and, because the construction is not yet programmed and therefore likely to be completed after the US 81 realignment project, the project is not considered a secondary effect.

A secondary effect of the proposed realignment is to the traffic on the existing cross roads to the new facility. The proposed project will result in a grade change on these cross roads near the interchanges; in particular, Country Club Road and Iowa Avenue will extend over US 81.

Another secondary effect is changed access for some local residents and the traveling public. At least one existing county road will be closed, but that traffic will be provided improved egress/ingress through access to the new realignment. All properties will remain accessible during and after construction of the project.

Lastly, construction of traffic-dependent businesses, such as gas stations and convenience stores, is likely at the new interchange locations. Such new development may result in secondary effects to the existing environment.

4.17 Visual Impacts

The visual environment of the US 81 realignment project area west of Chickasha includes rolling hills, pasture, and farmland, dotted with homes, barns, and oil and gas wells.

The project would construct more than eight miles of new roadway, with interchanges spaced at one or two mile intervals, through the rural area west of Chickasha. The interchanges, as well as the bridge over the Union Pacific Railroad, will be elevated 25 – 30 feet above the existing ground level. Therefore, the new facility would result in a new visual appearance for drivers and viewers of the roadway.

4.18 Permits

The action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13-77.17, due to the presence of Chickasha Municipal Airport, approximately two miles north of the project.

5 COMMENTS AND COORDINATION

5.1 Solicitation Letters

On May 6, 2011, a letter soliciting comments relating to the social, economic, and environmental effects of this project was mailed to 57 local, county, state, and federal agencies, organizations, and individuals. A copy of this letter and its recipients is provided in Appendix I. Thirteen (13) replies were received and are also attached in Appendix I.

Based upon public input to consider an alignment further west of Chickasha, the project study area was expanded in early 2012. This revised study area was submitted in a second solicitation letter on April 2, 2012, which was mailed to 54 agencies, organizations, and individuals. Fourteen (14) replies were received to the second solicitation letter, and that letter, list of recipients, and responses are also included in Appendix I.

The following summarizes the responses to both solicitation letters:

Comment: The Oklahoma Archeological Survey stated that no known sites are listed as occurring in the project area. Based on the topographic and hydrologic stetting, no archaeological materials are likely to be encountered. Therefore, an archaeological field inspection is not considered necessary. However, should construction activities expose archaeological materials; the OAS should be immediately contacted.
Response: This comment is noted. See Section 4 for a summary of the cultural resource study results.

Comment: In response to each solicitation letter, The Oklahoma Water Resources Board commented that ODOT should ensure the project is completed to be free from flooding and that it not cause flooding of adjacent property.
Response: This comment is noted. As discussed in Section 4, the Preferred Alternative will cross 100-year floodplains, and the project will be designed so as not to flood or contribute to flooding.

Comment: The City of Chickasha, Office of Community Development, commented that the project should be evaluated for social, floodplain, farmland, noise, and storm water runoff impacts. Also, they cautioned that the project could have negative economic impacts if it discourages residential subdivision development west of Chickasha.
Response: This comment is noted. The project has been evaluated for social, economic and environmental impacts, as summarized in Section 4.

Comment: In response to each solicitation letter, The U.S. Department of Interior, National Park Service, stated that no parks will be affected by the project.
Response: This comment is noted.

Comment: In response to each solicitation letter, The Oklahoma Department of Environmental Quality provided a list of recommendations to ensure environmental compliance throughout the construction process.
Response: This comment is noted.

Comment: In response to each solicitation letter, The Oklahoma Conservation Commission stated that possible hydric soils are located within the project area and suggested that an on-site investigation be performed for wetland impacts.
Response: An on-site wetland investigation has been performed. All necessary USACE permits will be obtained. See Section 4 for a summary of the wetland investigation.

Comment: In response to each solicitation letter, The Bureau of Indian Affairs (BIA) responded there are no tribal trust lands in the project area, and that the BIA has no jurisdiction over the area. The BIA did recommend consultation with specific Native American tribes with a historic interest in the project area.
Response: This comment is noted. Section 106 consultation with all appropriate Native American tribes was conducted, as described in the cultural resource study summary in Section 4.

Comment: In response to each solicitation letter, The Association of South Central Oklahoma Governments (ASCOG) responded that the realignment of US 81 was consistent with area-wide goals, policies, and plans.
Response: This comment is noted.

Comment: Oklahoma Senator Ron Justice – District 23, Oklahoma Representative Phil Richardson - District 56, and Oklahoma Representative Leslie Osborn – District 47 submitted a co-signed response dated 5/24/11 in support of a realignment of US 81 west of Chickasha, as recommended in the 2007 corridor study. In a subsequent letter dated 4/10/12, Oklahoma Representative Phil Richardson - District 56 re-affirmed that he was in support of a realignment of US 81 west of Chickasha, as recommended in the 2007 corridor study.
Response: This comment is noted.

Comment: The Oklahoma Historical Society stated that there are no known historic properties that will be affected in the project area, and requested that a standing structure form be completed for impacted structures 45 years or older.
Response: Comment noted. See Section 4 for a summary of the cultural resource study results.

Comment: In response to each solicitation letter, The Oklahoma Tourism & Recreation Department commented that the proposed project will have no adverse impact on any federally funded park, recreation area or state park.
Response: This comment is noted.

Comment: In response to each solicitation letter, The Natural Resources Conservation Service (NRCS) completed a Form AD-1006 for the project study area, which indicated that prime farmlands are located in the study area.
Response: This comment is noted. Further, upon selection of the Preferred Alternative, NRCS completed a Form AD-1006 specific to the Preferred Alternative, as discussed in Section 4.

Comment: The United States Army Corps of Engineers commented that the proposed project would likely require a 404 Permit, and assigned the project Identification Number SWT 2011-621.
Response: This comment is noted.

Comment: The United States Department of Interior, Bureau of Land Management, stated that it has no surface or minerals interest within the project area and therefore has no comment.
Response: This comment is noted.

Comment: The Oklahoma Department of Wildlife Conservation (ODWC) stated that the Texas Horned Lizard, a Species of Special Concern Category 2, is known to occur in the project area, and requested that a sighting report form be completed and submitted to the ODWC if a Texas Horned Lizard is encountered during construction. The ODWC also provided a list of suggested measures to reduce the impact of highway construction on local wildlife populations through the alteration or loss of habitat.
Response: A biological assessment of the Preferred Alternative was conducted to identify Federally listed endangered and threatened species. While the Texas Horned Lizard is not included on that Federal list, nonetheless clearance and disturbance of right-of-way will be kept to a minimum, and erosion control measures will be implemented during construction.

Comment: Oklahoma Representative Phil Richardson agreed with the need for a bypass and expressed support for the alignment west of Chickasha.
Response: This comment is noted.

Comment: The Oklahoma Corporation Commission responded that their databased indicates 18 active and 24 plugged and abandoned wells are located within the project study area.
Response: This comment is noted. An Initial Site Assessment (ISA) was conducted for the Preferred Alternative and identified several active and plugged and abandoned wells within the study area. A summary of the ISA findings is included in Section 4.

Comment: The Oklahoma Aeronautics Commission advised the project should be evaluated to determine if it poses a hazard to navigable airspace and, if so, to file a 7460-1 form.
Response: This comment is noted.

Comment: The Delaware Nation responded that the project study area does not lie within their area of interests.
Response: This comment is noted.

5.2 Public Meetings and Open House

Information regarding the alignments under consideration was taken to the public for input on three (3) separate occasions. Each public participation event consisted of a meeting with a group of stakeholders representing local residents, businesses, and public organizations, followed by a meeting with the general public.

The first set of meetings was held on October 4, 2011. The stakeholder meeting was held at 1:30 p.m. at the Canadian Valley Technology Center, Building 200, Helen Ward Seminar Center, Room B, 1401 Michigan Avenue, Chickasha, Oklahoma, and the public meeting was held at 6:00 p.m. at the Grady County Fairgrounds Community Building #2, 500 East Choctaw, Chickasha, Oklahoma. The stakeholder meeting attendance roster was signed by 45 people, and the public meeting attendance roster was signed by 192 people. A total of 238 written comments were received after the meetings, and are included in Appendix J. One of the comment letters included a petition signed by 109 members of the Bible Baptist Church who, although in general support of the project, expressed concern about the proximity of the proposed alignment to their church. The majority of the written comments submitted identical supporting documents suggesting the use of existing I-44 as an eastern route around Chickasha would be preferable to a western realignment of US 81. Several comments were made, both at the public meeting and in written form, expressing concern over the potential for negative economic impacts of a US 81 realignment.

The Chickasha Economic Development Council expressed support for the project, and the City of Chickasha submitted a copy of Resolution 2012-03R, adopted April 2, 2012, which expressed the City's support of the project.

In addition to the 238 written comments received, one resident with significant property located within the project study area submitted letters to ODOT, the Oklahoma Transportation Commission, and the Governor's Office expressing strong opposition to the project. The letters included copies of an additional 66 written comments, primarily from downtown Chickasha business owners, all opposed to the project. These letters and comments are also included in Appendix J.

In a meeting with City of Chickasha staff on November 10, 2011, additional concerns were expressed regarding the proximity of the proposed alignment to The Harbors residential neighborhood on Country Club Road.

The second set of meetings was held on March 14, 2013. The stakeholder meeting was held at 1:30 p.m. and the public meeting was held at 6:00 p.m., both at the Grady County Fairgrounds Community Building #1, 500 East Choctaw, Chickasha, Oklahoma. The stakeholder meeting attendance roster was signed by 30 people, and the public meeting attendance roster was signed by 153 people. At these second meetings, the public comments received from the first meetings were reviewed. The infeasibility of utilizing existing I-44 as an eastern route around Chickasha was explained, and three (3) alignments were presented to the public (i.e., the alignment from the first public meeting and 2 revised alignments), in response to the concerns expressed previously regarding the alignment's proximity to the Bible Baptist Church and The Harbors neighborhood. Also, the results of a socioeconomic study were presented, which indicated that the possible benefits outnumbered the possible costs to the community of a realignment. A total of 28 written comments were received after the meetings, with 16 in support of the project and 10 against the project (the remaining 2 comments did not express support or opposition to the project). Several commenters suggested that Iowa Avenue would be a better location for an interchange than Idaho Avenue. Other commenters expressed concern with the proximity of the alignments to a family farm. One stakeholder verbally expressed concern during the stakeholder meeting at the proximity

of the proposed Norge Road interchange to his home. See Appendix J for copies of the written comments received.

An Open House was held July 24, 2013 from 3:00 p.m. to 6:00 p.m. at the Canadian Valley Technology Center, Building 200, Helen Ward Seminar Center, Room B, 1401 Michigan Avenue, Chickasha, Oklahoma. The open house attendance roster was signed by 94 people. At the Open House, the history of the project was presented with a constantly-looping video. The Preferred Alternative, consisting of revised interchange locations (i.e., at Iowa Avenue and Country Club Road instead of Idaho Avenue and Norge Road, respectively), was presented for public input. Prior to the open house, a written comment was received from USAO expressing concern that the Preferred Alternative would have extensive impacts to an outdoor classroom facility. After the open house, a total of 24 written comments were received, as well as a petition with 239 signatures expressing concern at the proximity of the Preferred Alternative to a family farm. One commenter pointed out that the proposed location of the Iowa Avenue interchange results in closure of N 2815 Road, which could result in the resident having no egress during flood events. ODOT met with USAO on March 14, 2014 to discuss the outdoor classroom facility and options to lessen impacts to the facility. Based upon these discussions, ODOT again revised the Preferred Alternative by adjusting it further to the west. This Modified Preferred Alternative would result in fewer impacts to the USAO facility, was further away from the family farm, and allowed N 2815 Road to remain open. Copies of the written comments and the petition are included in Appendix J.

ODOT informed the public of the Modified Preferred Alternative and provided an opportunity to comment in a mailing dated July 16, 2014. Written or telephone comments were received from 24 members of the public and 6 Agencies, with the majority of the comments expressing support for the Modified Preferred Alternative. Therefore, this alignment, the result of an extensive public participation process, is considered by ODOT to be the Preferred Alternative for a realignment of US 81 to the west of Chickasha. Copies of meeting invitation materials, meeting sign-in sheets, meeting materials, and written comments are included in Appendix J.

5.3 Oklahoma Turnpike Authority Coordination

Due to the need for a realignment of US 81 to connect to I-44 south of Chickasha, the Oklahoma Turnpike Authority (OTA) was contacted early in the process to facilitate coordination. Representatives of OTA attended meetings with ODOT and design staff on October 19, 2010 and June 5, 2013. After receiving the Modified Preferred Alternative mailing, OTA submitted a letter dated August 4, 2014, which clarified that the existing I-44 toll plaza south of Chickasha was essential to OTA operations, as well as the expectation that ODOT would work with OTA, should ODOT choose to proceed with construction of the Preferred Alternative while OTA was still utilizing the existing toll plaza. In correspondence to OTA dated August 14, 2015, ODOT confirmed the Agency's intent to work with the OTA on the I-44/US 81 interchange and new toll plaza. The outcome of these meetings was the understanding that any new I-44/US 81 interchange must be designed to allow the continued operation of OTA's tolling facility south of Chickasha, and that OTA would have the opportunity for input, review, and approval of the new interchange. Documentation of the OTA coordination activities is included in Appendix K.

6 COMMITMENTS

- Relocations are anticipated for the project. Acquisition and relocation assistance will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, effective February 3, 2005. Housing of last resort may be required and will be provided if sufficient comparable replacement housing is not available within the financial means of those displaced.

- As construction plans are developed, the ODOT Noise Specialist will review the plans to confirm the ultimate status of noise receivers and the need for abatement.

- The project, as proposed, will likely impact Cliff Swallows, Barn Swallows, or other species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting season of these species. A Migratory Bird plan note requiring avoidance of construction or demolition of any existing structures with swallow use during the nesting season will be added to the final construction plans.

- The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. The Section 404 permit application form will be submitted by the Designer through Project Management Division to Environmental Programs Division at the time of right-of-way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project.

- The action may require a Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR). ODOT will coordinate with the local floodplain administrator for permit requirements for the project.

- Construction plans will be reviewed to determine the need for further characterization of a site noted in the Initial Site Assessment (ISA), and ODOT's Hazardous Waste Coordinator will develop plan notes as appropriate.

- The action may require notifying the Federal Aviation Administration (FAA) of proposed construction via FAA Form 7460-1 prior to construction, in accordance with 14 CFR 77.13-77.17, due to the presence of Chickasha Municipal Airport, located approximately two miles north of the project.

- All properties will remain accessible during construction of the project.

- As construction plans are developed for each phase, a re-evaluation will be done to confirm the impact and commitments.

7 LIST OF PREPARERS

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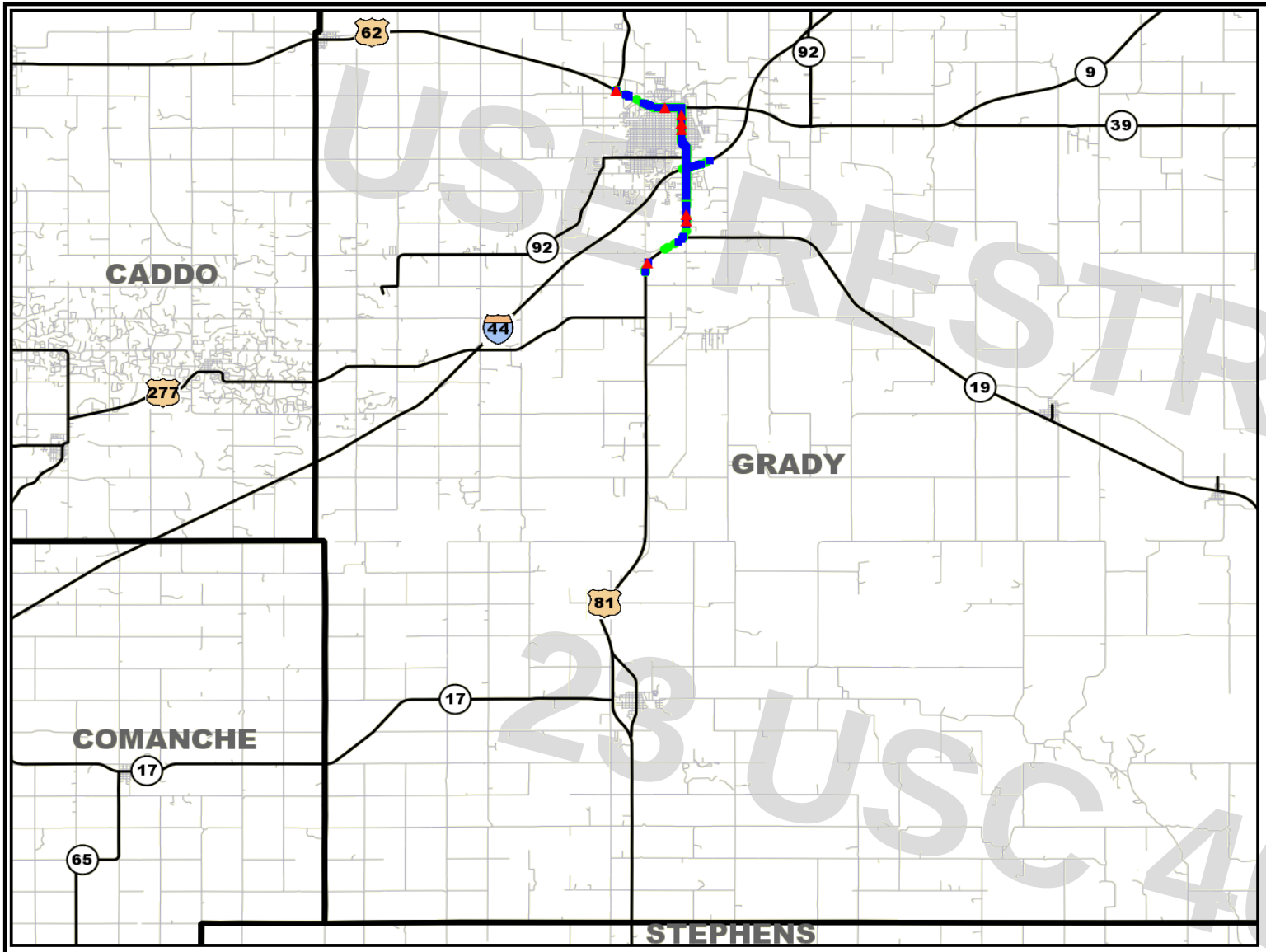
Julian Andrew Sitters – AmaTerra Environmental, Inc. Project Archeologist. M.A. Anthropology – University of Wyoming. B.A. Anthropology – Texas State. 5 years of experience in conducting archeological investigations throughout the Midwest and Western United States under Section 106 and other applicable regulations.

APPENDIX A
US 81 THROUGH CHICKASHA COLLISION DATA



USE RESTRICTED
23 USC 409

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

Study Map & Totals

Legend

- Fatality
- Injury
- Property Damage

N
W E
S

Remarks:

NONE

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 thru 04-22-2016

	2006						2007						2008					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		1	33	15	100	149	1	5	17	24	118	165	1	2	17	17	100	137
Persons		1	48	28		77	1	6	25	44		76	1	2	22	35		60

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	2009						2010						2011					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		4	16	24	107	151	1	3	16	21	108	149	1	4	16	27	79	127
Persons		5	20	46		71	1	4	23	32		60	1	4	22	44		71

	2012						2013						2014					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	1	2	14	23	96	136	2	4	17	28	110	161		5	13	30	97	145
Persons	1	2	20	32		55	2	5	29	45		81		5	17	40		62

	2015*						2016*					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	1	2	8	15	97	123			2	7	21	30
Persons	1	2	12	22		37			2	13		15

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	8	32	169	231	1033	1473
Persons	8	36	240	381		665

STUDY TOTALS - BY CITY AND HWY CLASS

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

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STUDY TOTALS

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2006		49	100	149										49	100	149
2007	1	46	118	165									1	46	118	165
2008	1	36	100	137									1	36	100	137
2009		44	107	151										44	107	151
2010	1	40	108	149									1	40	108	149
2011	1	47	79	127									1	47	79	127
2012	1	39	96	136									1	39	96	136
2013	2	49	110	161									2	49	110	161
2014		48	97	145										48	97	145
2015 *	1	25	97	123									1	25	97	123
2016 *		9	21	30										9	21	30
Total:	8	432	1033	1473				0				0	8	432	1033	1473

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

County: (26) GRADY

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(15) CHICKASHA	6	428	1023	1457									6	428	1023	1457
(50) NINNEKAH	2	4	10	16									2	4	10	16
Total:	8	432	1033	1473				0				0	8	432	1033	1473

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

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Collisions By Type Of Collision

Type Of Collision	2006				2007				2008				2009				2010			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		20	19	39		8	39	47		12	31	43		12	34	46		21	32	53
Head-On (front-to-front)						2	4	6			1	1		3	3	6			1	1
Right Angle		8	12	20	1	14	12	27		4	5	9		8	14	22		5	12	17
Angle Turning		17	44	61		13	43	56		15	40	55		14	33	47		8	34	42
Other Angle							2	2		1	9	10		2	7	9		1	8	9
Sideswipe Same Direction			15	15			4	4			4	4			4	4		1	5	6
Sideswipe Opposite Direction			1	1		1	1	2							1	1				
Fixed Object		4	8	12		5	6	11	1	3	3	7		1	6	7		1	7	8
Pedestrian						2		2						2		2	1	2		3
Pedal Cycle																			1	1
Animal															1	1			1	1
Overturn/Rollover										1	1	2		2	1	3		1		1
Vehicle-Train																				
Other Single Vehicle Crash							1	1			1	1							2	2
Other			1	1		1	6	7			5	5			3	3			5	5
Total		49	100	149	1	46	118	165	1	36	100	137		44	107	151	1	40	108	149
Percent		3.3	6.8	10.1	0.1	3.1	8.0	11.2	0.1	2.4	6.8	9.3		3.0	7.3	10.3	0.1	2.7	7.3	10.1

Collisions By Type Of Collision

Type Of Collision	2011				2012				2013				2014				2015*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		21	34	55		13	27	40		17	31	48		18	32	50		9	43	52
Head-On (front-to-front)		2		2		2	3	5	1	2	7	10			2	2		1	1	2
Right Angle	1	5	4	10	1	5	10	16	1	8	12	21		9	8	17		5	12	17
Angle Turning		13	18	31		12	33	45		8	42	50		15	36	51		6	28	34
Other Angle			5	5		1	10	11		1	3	4		1	8	9			2	2
Sideswipe Same Direction			5	5			2	2		1	4	5		2	5	7			2	2
Sideswipe Opposite Direction										1		1							2	2
Fixed Object		2	9	11		2	6	8		4	5	9		1	3	4		2	4	6
Pedestrian						1		1		2		2		2		2				
Pedal Cycle		1		1																
Animal											1	1								
Overturn/Rollover						3	2	5		1	1	2			1	1	1		1	2
Vehicle-Train																				
Other Single Vehicle Crash			1	1			1	1												
Other		3	3	6			2	2		4	4	8			2	2		2	2	4
Total	1	47	79	127	1	39	96	136	2	49	110	161		48	97	145	1	25	97	123
Percent	0.1	3.2	5.4	8.6	0.1	2.6	6.5	9.2	0.1	3.3	7.5	10.9		3.3	6.6	9.8	0.1	1.7	6.6	8.4

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

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TABULATION OF COLLISIONS

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

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Collisions By Type Of Collision

Type Of Collision	2016*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)		4	8	12		155	330	485	32.9
Head-On (front-to-front)		1		1	1	13	22	36	2.4
Right Angle		2	2	4	4	73	103	180	12.2
Angle Turning			6	6		121	357	478	32.5
Other Angle			2	2		7	56	63	4.3
Sideswipe Same Direction						4	50	54	3.7
Sideswipe Opposite Direction						2	5	7	0.5
Fixed Object		2	2	4	1	27	59	87	5.9
Pedestrian					1	11		12	0.8
Pedal Cycle						1	1	2	0.1
Animal							3	3	0.2
Overturn/Rollover					1	8	7	16	1.1
Vehicle-Train									
Other Single Vehicle Crash							6	6	0.4
Other			1	1		10	34	44	3.0
Total		9	21	30	8	432	1033	1473	100
Percent		0.6	1.4	2.0	0.5	29.3	70.1	100	

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Units By Unit Type

Unit Type	2006				2007				2008				2009				2010			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian						2		2						2		2	1	2		3
Animal															1	1			1	1
Pedal Cycle																			1	1
Parked Vehicle			1	1		2		2		1	4	5			2	2			1	1
CMV		3	9	12		2	9	11		1	9	10		4	7	11		6	15	21
Other Single Vehicle		3	7	10		7	6	13	1	4	4	9		5	6	11	1	4	12	17
Other Multi-Vehicle		100	177	277	2	79	223	304		71	182	253		83	194	277		72	182	254
Total		106	194	300	2	92	238	332	1	77	199	277		94	210	304	2	84	212	298
Percent		3.6	6.6	10.2	0.1	3.1	8.1	11.2		2.6	6.7	9.4		3.2	7.1	10.3	0.1	2.8	7.2	10.1

Units By Unit Type

Unit Type	2011				2012				2013				2014				2015*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian						1		1		1		1		2		2				
Animal											1	1								
Pedal Cycle		1		1						1		1								
Parked Vehicle			1	1			1	1			2	2			1	1			1	1
CMV		2	6	8	1	5	16	22		1	14	15		1	17	18		3	15	18
Other Single Vehicle		3	10	13		6	6	12		7	7	14		3	2	5	1	2	4	7
Other Multi-Vehicle	2	89	132	223	2	67	164	233	5	89	193	287		95	175	270		48	177	225
Total	2	95	149	246	3	79	187	269	5	99	217	321		101	195	296	1	53	197	251
Percent	0.1	3.2	5.0	8.3	0.1	2.7	6.3	9.1	0.2	3.4	7.3	10.9		3.4	6.6	10.0		1.8	6.7	8.5

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Units By Unit Type

Unit Type	2016*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Train									
Pedestrian					1	10		11	0.4
Animal							3	3	0.1
Pedal Cycle						2	1	3	0.1
Parked Vehicle						3	14	17	0.6
CMV			3	3	1	28	120	149	5.0
Other Single Vehicle		2	2	4	3	46	66	115	3.9
Other Multi-Vehicle		16	37	53	11	809	1836	2656	89.9
Total		18	42	60	16	898	2040	2954	100
Percent		0.6	1.4	2.0	0.5	30.4	69.1	100	

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Vehicles By Vehicle Type

Vehice Type	2006				2007				2008				2009				2010			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door						5	24	29		5	17	22		7	21	28		1	23	24
Passenger Vehicle-4 Door		44	137	181		27	78	105		16	79	95		27	74	101		13	60	73
Passenger Vehicle-Convertible							2	2			1	1		1	1	2				
Pickup Truck		13	72	85		10	94	104	1	15	76	92		12	85	97		14	84	98
Single-Unit Truck (2 axles)			11	11			3	3			4	4			3	3			3	3
Single-Unit Truck (3 or more axles)							1	1							1	1				
School Bus															1	1				
Truck/Trailer							1	1			1	1			1	1				
Truck-Tractor (bobtail)							1	1			1	1			1	1			2	2
Truck-Tractor/Semi-Trailer		1	11	12			7	7			6	6			5	5			16	16
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)															1	1				
Bus (16+ seats)							1	1												
Motorcycle		1	2	3		1	1	2		3	2	5		2	1	3		2	1	3
Motor Scooter/Moped																				
Motor Home							2	2											1	1
Farm Machinery																				
ATV							1	1												
Sport Utility Vehicle (SUV)						7	41	48		7	30	37		3	39	42		10	40	50
Passenger Van					1	4	14	19		4	5	9		2	8	10		2	13	15
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																			1	1
Other		1	7	8			4	4			4	4			5	5			7	7
Total		60	240	300	1	54	275	330	1	50	226	277		54	247	301		42	251	293
Percent		2.0	8.2	10.2		1.8	9.4	11.2		1.7	7.7	9.4		1.8	8.4	10.2		1.4	8.5	10.0

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Vehicles By Vehicle Type

Vehice Type	2011				2012				2013				2014				2015*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		7	19	26	1	6	22	29		5	19	24		4	18	22			6	6
Passenger Vehicle-4 Door		16	54	70		16	56	72	2	30	67	99		20	59	79		9	61	70
Passenger Vehicle-Convertible			1	1			2	2			3	3						2	2	4
Pickup Truck		16	63	79		15	92	107		12	98	110		14	91	105		9	83	92
Single-Unit Truck (2 axles)			2	2							4	4		1	1	2			1	1
Single-Unit Truck (3 or more axles)			3	3			1	1			1	1			2	2			2	2
School Bus																				
Truck/Trailer							1	1							3	3			2	2
Truck-Tractor (bobtail)							1	1			1	1			1	1			2	2
Truck-Tractor/Semi-Trailer			5	5		1	14	15			11	11			10	10			10	10
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle	1	4	1	6		3		3		1	1	2		1		1	1	2		3
Motor Scooter/Moped																				
Motor Home			1	1																
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)		10	27	37		3	23	26		7	36	43		14	43	57		6	38	44
Passenger Van		1	7	8		1	7	8		5	11	16			8	8		1	12	13
Truck More Than 10,000 lbs.			1	1																
Van (10,000 lbs. or less)			1	1															1	1
Other			5	5			3	3			4	4			4	4			1	1
Total	1	54	190	245	1	45	222	268	2	60	256	318		54	240	294	1	29	221	251
Percent		1.8	6.5	8.3		1.5	7.6	9.1	0.1	2.0	8.7	10.8		1.8	8.2	10.0		1.0	7.5	8.5

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Vehicles By Vehicle Type

Vehice Type	2016*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door			2	2	1	40	171	212	7.2
Passenger Vehicle-4 Door		4	15	19	2	222	740	964	32.8
Passenger Vehicle-Convertible						3	12	15	0.5
Pickup Truck		4	14	18	1	134	852	987	33.6
Single-Unit Truck (2 axles)						1	32	33	1.1
Single-Unit Truck (3 or more axles)							11	11	0.4
School Bus							1	1	
Truck/Trailer							9	9	0.3
Truck-Tractor (bobtail)							10	10	0.3
Truck-Tractor/Semi-Trailer			3	3		2	98	100	3.4
Truck-Tractor/Double									
Truck-Tractor/Triple									
Bus/Large Van (9-15 seats)							1	1	
Bus (16+ seats)							1	1	
Motorcycle		1		1	2	21	9	32	1.1
Motor Scooter/Moped									
Motor Home							4	4	0.1
Farm Machinery									
ATV							1	1	
Sport Utility Vehicle (SUV)		1	10	11		68	327	395	13.4
Passenger Van		1	4	5	1	21	89	111	3.8
Truck More Than 10,000 lbs.							1	1	
Van (10,000 lbs. or less)			1	1			4	4	0.1
Other						1	44	45	1.5
Total		11	49	60	7	513	2417	2937	100
Percent		0.4	1.7	2.0	0.2	17.5	82.3	100	

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

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TABULATION OF COLLISIONS

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
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Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								
	AM												PM												
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	Tot	Pcnt
Sunday	3	1	1		2		1	2	2	2	3	11	15	7	4	10	11	6	8	3	1	2	2	2	99	6.7
Monday			1	1	1	3	9	7	11	4	17	25	20	18	25	20	14	12	11	9	4	2	1	2	217	14.7
Tuesday	3				1	1	15	14	10	9	23	31	19	16	19	21	23	7	6	5	5	4	1	1	235	16.0
Wednesday		2	1		1	3	4	10	9	11	19	23	18	20	22	20	19	14	6	6	5	4	1	3	221	15.0
Thursday		1			3	2	4	12	12	12	35	27	23	18	28	22	16	18	11	8	2	3	3	3	264	17.9
Friday		1		1	2	3	7	6	6	14	28	23	27	19	30	19	16	22	15	9	14	3	4	3	273	18.5
Saturday	2	2				3	2	5	11	10	14	15	15	8	18	9	7	9	3	7	7	5	9	3	164	11.1
	Early Morning - Sunrise						Morning Peak			Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	100
Total	45						159			745						315			209						1473	
Percent	3.1						10.8			50.6						21.4			14.2						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	1068	39	23	178		1308	88.8
Wet (Water)	90	4	4	27		125	8.5
Ice, Snow, or Slush	22	3		7		32	2.2
Mud, Dirt, Gravel, or Sand	2					2	0.1
Other	1	1	1	2	1	6	0.4
Total	1183	47	28	214	1	1473	100
Percent	80.3	3.2	1.9	14.5	0.1	100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	1078	73.2
Clouds Present	272	18.5
Raining/Fog	89	6.0
Snowing/Sleet/Hail	30	2.0
Other	4	0.3
Total	1473	100

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Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt
Failed to Yield	2	105	193		1	2									2	1	3	8	3	109	205	317	10.9
Failed to Stop		62	74		1			1				1		2		1	2	7	1	68	82	151	5.2
Failed to Signal																							
Improper Turn		32	131			1												10		32	142	174	6.0
Improper Start			4													1			1		4	5	0.2
Improper Stop		1	1																	1	1	2	0.1
Improper Backing		1	27			1												4		1	32	33	1.1
Improper Parking			2																		2	2	0.1
Improper Passing			7															1			8	8	0.3
Improper Lane Change		12	136												1		1	7		13	144	157	5.4
Left of Center			8			1					1							1		1	10	11	0.4
Following Too Close		77	158		1	1			1		1						6	12		85	172	257	8.8
Unsafe Speed		23	33		1												4	5		28	38	66	2.3
DWI		1	2		7	15								3	6		1			12	23	35	1.2
Inattention		97	169		1	1			1	1	3	5					6	6	1	107	182	290	9.9
Negligent Driving		1	15														1	1		2	16	18	0.6
Defective Vehicle		12	24															1		12	25	37	1.3
Wrong Way		1	1													1	2		1	3	1	5	0.2
No Improper Action	8	383	862		3	4								1	5		7	11	8	394	882	1284	44.0
Other		12	43														3	10		15	53	68	2.3
Total	10	820	1890		15	26		1	2	1	5	6		6	14	4	36	84	15	883	2022	2920	100
Percent	0.3	28.1	64.7		0.5	0.9			0.1		0.2	0.2		0.2	0.5	0.1	1.2	2.9	0.5	30.2	69.2	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge		1	2	3
Work Zone		5	14	19
Cross Median		1		1
Train Collision				

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

Collision Rate Analysis

USE RESTRICTED
23 USC 409

US 81 & US 62 IN GRAY CO.
Time Period: 01-01-2006 to 04-22-2016 (3764 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Rate Type	Location Rates *	Statewide Rates ** (2011 - 2013)	
		Non-Int.	Total
Overall Collision:	527.8	68.16	150.53
Fatal Collision:	2.9	0.47	0.78
Vis. Injury Collision *:	72.0	11.22	20.94

Collision History Summary
(Number of Years = 11)

# Collisions		# People	
Involving Fatality:	8	Killed:	8
Vis. Injury *:	201	Vis. Injured *:	276
Poss. Injury:	231	Poss. Injured:	381
Property Damage Only:	1033		
TOTAL:	1473		

* Includes Incapacitating and Non-Incapacitating Injuries.

Road Characteristics

Roadway Length (miles):	07.33
Roadway Width (feet):	24 - 72
Avg. Daily Traffic (Veh/Day):	10114
Number of Lanes *:	FOUR LANES - DIVIDED
Access Control *:	PARTIAL
Urban Area Type *:	URBAN
Rural or Municipal *:	MUNICIPAL
Median Type *:	OPEN WITH CURBS
Median Width (feet):	0 - 99

* Predominate value.

$$\text{RATE} = \frac{100{,}000{,}000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$$

** Statewide rates are computed based on similiar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
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USE RESTRICTED
23 USC 409

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.		AT: US-81,						WEST INTERSECTION					
26	15	02	04	07.65	WEST INTERSECTION		YES	S	E	2	2	1	RIGHT-ANGLE	F-STOP	DYLGT	DRY	FAT	02-16-2007
26	15	02	04	07.65	WEST INTERSECTION		YES	W	-	1			ROLLOVER	UNSAF-SPD	DARK	DRY	PDO	02-29-2012
26	15	02	04	07.65	WEST INTERSECTION		YES	W	W	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-12-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, US-81 NORTH		AT: US-62,						CHOCTAW AVE.					
26	15	12	04	00.00	CHOCTAW AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-22-2006
26	15	12	04	00.00	CHOCTAW AVE.		YES	W	N	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	07-01-2008
26	15	12	04	00.00	CHOCTAW AVE.		YES	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	11-27-2012
26	15	12	04	00.00	CHOCTAW AVE.		YES	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	ICE	P INJ	12-28-2012
26	15	12	04	00.00	CHOCTAW AVE.		YES	W	-	1	1		F-O CURB	DEF-VEH	DARK	DRY	N-I INJ	03-28-2013
26	15	12	04	00.00	CHOCTAW AVE.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-11-2014
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.		AT: US-81,						4 ST.					
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	03-28-2006
26	15	02	05	09.38	4 ST.		YES	W	W	3			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-31-2006
26	15	02	05	09.38	4 ST.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	04-15-2006
26	15	02	05	09.38	4 ST.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-01-2006
26	15	02	05	09.38	4 ST.		YES	E	E	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-20-2006
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	06-07-2007
26	15	02	05	09.38	4 ST.		YES	W	W	2	2		REAR-END	F-STOP	DYLGT	DRY	P INJ	06-09-2007
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	08-10-2007
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	12-07-2007
26	15	02	05	09.38	4 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-19-2008
26	15	02	05	09.38	4 ST.		YES	W	W	2			OTHER	FOL-CLOSE	DYLGT	DRY	PDO	12-25-2008
26	15	02	05	09.38	4 ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-01-2009
26	15	02	05	09.38	4 ST.		YES	E	E	3	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-19-2009
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	10-19-2009
26	15	02	05	09.38	4 ST.		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-13-2010
26	15	02	05	09.38	4 ST.		YES	W	E	2			ANGLE-TURNING	NO-IMP-ACT	DYLGT	DRY	PDO	04-23-2010
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	04-26-2010
26	15	02	05	09.38	4 ST.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	08-04-2010
26	15	02	05	09.38	4 ST.		YES	W	W	2			OTHER	INATT	DYLGT	DRY	PDO	09-02-2010
26	15	02	05	09.38	4 ST.		YES	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-16-2010
26	15	02	05	09.38	4 ST.		YES	W	-	1			F-O UTIL-POLE	OTHER	DARK	DRY	PDO	10-07-2010
26	15	02	05	09.38	4 ST.		YES	N	E	3	2		ANGLE-TURNING	IMP-TURN	DYLGT	WET	N-I INJ	10-22-2010
26	15	02	05	09.38	4 ST.		YES	E	E	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	12-04-2010
26	15	02	05	09.38	4 ST.		YES	E	E	3			ANGLE-TURNING	IMP-BACK	DARK	WET	PDO	12-17-2010
26	15	02	05	09.38	4 ST.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DARK	DRY	PDO	12-30-2010
26	15	02	05	09.38	4 ST.		YES	W	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	10-03-2011
26	15	02	05	09.38	4 ST.		YES	E	-	1			OTH-SINGLE-VEH	OTHER	DYLGT	DRY	PDO	03-23-2012

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-05-2012
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-12-2012
26	15	02	05	09.38	4 ST.		YES	E	E	2	1		REAR-END	D-W-I	DYLGT	DRY	N-I INJ	07-20-2012
26	15	02	05	09.38	4 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	08-03-2012
26	15	02	05	09.38	4 ST.		YES	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-06-2012
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-05-2012
26	15	02	05	09.38	4 ST.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	11-05-2012
26	15	02	05	09.38	4 ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-14-2013
26	15	02	05	09.38	4 ST.		YES	W	E	3			ANGLE-TURNING	L-CENTER	DARK	DRY	PDO	08-14-2013
26	15	02	05	09.38	4 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-01-2013
26	15	02	05	09.38	4 ST.		YES	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-14-2013
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	12-19-2013
26	15	02	05	09.38	4 ST.		YES	E	E	2	2		REAR-END	INATT	DARK	DRY	P INJ	01-07-2014
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	01-07-2014
26	15	02	05	09.38	4 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-18-2014
26	15	02	05	09.38	4 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-03-2014
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-11-2014
26	15	02	05	09.38	4 ST.		YES	W	W	2	1		REAR-END	F-STOP	DYLGT	DRY	I INJ	08-17-2014
26	15	02	05	09.38	4 ST.		YES	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	11-27-2014
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-14-2015
26	15	02	05	09.38	4 ST.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-20-2015
26	15	02	05	09.38	4 ST.		YES	E	E	2			OTHER	IMP-LN-CHG	DYLGT	SNOW	PDO	02-28-2015
26	15	02	05	09.38	4 ST.		YES	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	03-06-2015
26	15	02	05	09.38	4 ST.		YES	W	W	3			REAR-END	INATT	DYLGT	WET	PDO	04-27-2015
26	15	02	05	09.38	4 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-16-2015
26	15	02	05	09.38	4 ST.		YES	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-07-2015
26	15	02	05	09.38	4 ST.		YES	W	W	2			REAR-END	INATT	DARK	DRY	PDO	10-24-2015
26	15	02	05	09.38	4 ST.		YES	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	12-22-2015
26	15	02	05	09.38	4 ST.		YES	N	E	3			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-28-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.		AT: US-62,						CHOCTAW AVE.					
26	15	08	05	04.10	CHOCTAW AVE.		YES	SW	SE	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	03-01-2006
26	15	08	05	04.10	CHOCTAW AVE.		YES	E	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	08-15-2006
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-05-2006
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	-	1			F-O CURB	INATT	DARK	DRY	PDO	12-18-2006
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-01-2007
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	03-25-2007
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	06-14-2007

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08	05	04.10	CHOCTAW AVE.		YES	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-07-2007
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	12-11-2007
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-14-2007
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-04-2008
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-14-2008
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-24-2008
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-LN-CHG	DAWN	DRY	PDO	02-04-2009
26	15	08	05	04.10	CHOCTAW AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-12-2009
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	S	2			ANGLE-TURNING	L-CENTER	DYLGT	DRY	PDO	05-01-2009
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2	1		REAR-END	DEF-VEH	DYLGT	DRY	N-I INJ	03-24-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	04-01-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-09-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-26-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-03-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	07-12-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-25-2010
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-10-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-13-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	04-16-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-24-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-31-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-24-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-27-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-24-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-15-2011
26	15	08	05	04.10	CHOCTAW AVE.		YES	E	N	2			ANGLE-TURNING	UNSAF-SPD	DARK	WET	PDO	03-19-2012
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	06-23-2012
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-26-2012
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-02-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-14-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	05-21-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-09-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-04-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	S	2			REAR-END	INATT	DUSK	DRY	PDO	12-12-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	12-16-2013
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	02-05-2014

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	02-17-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	03-17-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	05-18-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	05-24-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-31-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	12-13-2014
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-21-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	07-20-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-23-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	E	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	ICE	PDO	12-30-2015
26	15	08	05	04.10	CHOCTAW AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-09-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81		AT: SH-19											
26	15	06	09	22.30	SH-19		YES	N	N	2			REAR-END	INATT	DAWN	DRY	PDO	02-10-2006
26	15	06	09	22.30	SH-19		YES	SW	S	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	03-03-2006
26	15	06	09	22.30	SH-19		YES			2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	03-15-2007
26	15	06	09	22.30	SH-19		YES	-	-	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	06-28-2007
26	15	06	09	22.30	SH-19		YES	S	S	3	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	12-05-2007
26	15	06	09	22.30	SH-19		YES	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	12-14-2007
26	15	06	09	22.30	SH-19	AT-GR SVC RD	YES	-	-	2			ANGLE-OTHER	NEG-DRVING	DYLGT	DRY	PDO	03-20-2008
26	15	06	09	22.30	SH-19		YES	S	-	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-21-2008
26	15	06	09	22.30	SH-19		YES			2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	12-26-2008
26	15	06	09	22.30	SH-19		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	01-21-2009
26	15	06	09	22.30	SH-19		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	05-22-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81		AT: SH-19											
26	15	08	09	00.00	SH-19		YES			2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	11-01-2012
26	15	08	09	00.00	SH-19		YES			2			REAR-END	F-STOP	DARK	DRY	PDO	11-08-2014
26	15	08	09	00.00	SH-19		YES			2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	01-06-2015
(26) GRADY				(15) CHICKASHA	HWY: SH-19		AT: US-81											
26	15	18	09	00.00	US-81		YES	-	-	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	01-07-2006
26	15	18	09	00.00	US-81		YES			2	1		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	08-24-2008
26	15	18	09	00.00	US-81		YES	-	-	2			REAR-END	INATT	DYLGT	DRY	PDO	06-03-2010
26	50	18	09	00.00	US-81		YES	W	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-05-2012
(26) GRADY				(15) CHICKASHA	HWY: SH-19													
26	15	18	09	00.01		M/L RAMP GOR	NO	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	11-02-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.		AT: I-44,						H.E.BAILEY RMP					
26	15	08	15	02.06	H.E.BAILEY RMP	RAMP	NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-29-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.		AT: I-44,						H.E.BAILEY UP					

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT WKZONE	YES	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-03-2011
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT WKZONE	YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-12-2011
26	15	08	15	02.17	H.E.BAILEY UP	TERM LOC RIT	YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-25-2011
26	15	08	15	02.17	H.E.BAILEY UP	RAMP	YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	02-04-2012
26	15	08	15	02.17	H.E.BAILEY UP	RAMP	YES	S	S	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	N-I INJ	02-16-2012
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.39											
26	15	42	15	12.90			NO	E	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	05-17-2007
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.46											
26	15	42	15	12.97			NO	N	N	2			OTHER	FOL-CLOSE	DYLGT	DRY	PDO	10-26-2014
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: US-81,		80.48,		US-81 OP							
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	02-16-2006
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	E	3	2		ANGLE-TURNING	INATT	DAWN	DRY	P INJ	03-06-2006
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	3	2		REAR-END	FOL-CLOSE	DYLGT	WET	N-I INJ	04-28-2006
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-12-2006
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-26-2006
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	06-16-2006
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	07-27-2006
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-23-2006
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	NW	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-13-2006
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	10-30-2006
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	12-12-2006
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2			REAR-END	INATT	DARK	DRY	PDO	12-16-2006
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-23-2007
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	E	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-10-2007
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	04-13-2007
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	3			OTHER	FOL-CLOSE	DYLGT	WET	PDO	05-11-2007
26	15	42	15	12.99	US-81 OP	TERM LOC RIT TURN LN GORE	YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2007
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	06-20-2007
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	07-03-2007
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-09-2007
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	W	2	1		RIGHT-ANGLE	FOL-CLOSE	DYLGT	DRY	P INJ	10-31-2007
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	W	W	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	11-09-2007
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	3	2		ANGLE-TURNING	INATT	DARK	DRY	N-I INJ	01-10-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	E	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-19-2008

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

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		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2	1		REAR-END	INATT	DUSK	DRY	P INJ	02-18-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	S	S	2			OTHER	NEG-DRVING	DUSK	DRY	PDO	04-04-2008
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-18-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-30-2008
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-12-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-21-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT TURN LN MRGE	YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	05-30-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	E	E	2	4		REAR-END	IMP-BACK	DARK	DRY	P INJ	09-27-2008
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	W	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	10-16-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	11-10-2008
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	3	3		REAR-END	INATT	DARK	DRY	N-I INJ	11-17-2008
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	INATT	DARK	DRY	PDO	12-02-2008
26	15	42	15	12.99	US-81 OP	X-ST BTM TRM	NO	S	S	2	3		REAR-END	INATT	DYLGT	DRY	P INJ	01-15-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-13-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-01-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-01-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	04-09-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	04-18-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	05-29-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-05-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-17-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	E	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	WET	PDO	07-17-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	S	S	2	2		ANGLE-TURNING	FOL-CLOSE	DARK	DRY	P INJ	07-25-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-23-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	08-24-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	S	3	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	08-29-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	W	4	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-24-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT TURN LN MRGE	YES	N	N	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	10-12-2009
26	15	42	15	12.99	US-81 OP	X-ST BTM TRM	NO	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-14-2009
26	15	42	15	12.99	US-81 OP	TERM LOC RIT TURN LN MRGE	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-10-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	11-20-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	E	S	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	11-22-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	11-29-2009
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	12-27-2009

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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	01-24-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-27-2010
26	15	42	15	12.99	US-81 OP	TURN LN GORE	NO	N	N	2	2		ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	P INJ	04-23-2010
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-15-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	E	-	1			PEDAL-CYCLE	NO-IMP-ACT	DYLGT	DRY	PDO	07-10-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-28-2010
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	W	2	1		REAR-END	F-STOP	DYLGT	DRY	P INJ	08-04-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	5		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	08-07-2010
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			REAR-END	INATT	DARK	DRY	PDO	09-17-2010
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-27-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT TURN LN MRGE	YES	E	E	2			REAR-END	INATT	DARK	DRY	PDO	11-23-2010
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-01-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			SIDESWIPE-SAME	OTHER	DYLGT	DRY	PDO	12-10-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-17-2010
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-21-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	04-05-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	04-25-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2	1		REAR-END	INATT	DARK	DRY	P INJ	05-24-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT WKZONE	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-28-2011
26	15	42	15	12.99	US-81 OP	TERM LOC RIT WKZONE	YES	S	S	2	3		REAR-END	INATT	DYLGT	DRY	P INJ	08-11-2011
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	W	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-24-2011
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-26-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-28-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-28-2011
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	S	2			ANGLE-TURNING	F-YIELD	DUSK	DRY	PDO	01-25-2012
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-09-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	03-18-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-27-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	S	2	1		ANGLE-TURNING	F-STOP	DARK	DRY	N-I INJ	08-06-2012
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	3	2		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	10-13-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-17-2012
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	S	S	2			REAR-END	INATT	DARK	DRY	PDO	02-14-2013
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			REAR-END	D-W-I	DARK	DRY	PDO	03-12-2013

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	42	15	12.99	US-81 OP	TERM LOC RIT TURN LN GORE	YES	N	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	03-20-2013
26	15	42	15	12.99	US-81 OP	TURN LN GORE	YES	E	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	03-28-2013
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-16-2013
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	W	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	01-11-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	03-15-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-11-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	S	2			ANGLE-TURNING	F-STOP	DYLGT	WET	PDO	05-25-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	E	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	05-30-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-04-2014
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	S	S	3			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	08-15-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	09-20-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-23-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT AT-GR SVC RD	YES	E	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-23-2014
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	N	E	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	11-12-2014
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	W	3	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	12-02-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	12-12-2014
26	15	42	15	12.99	US-81 OP	TERM LOC RIT WKZONE	YES	N	N	2			REAR-END	INATT	DYLGT	WET	PDO	03-19-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2	2		OTHER	INATT	DYLGT	DRY	I INJ	04-07-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-29-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	E	3			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	05-06-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	W	2			ANGLE-TURNING	D-W-I	DARK	WET	PDO	05-16-2015
26	15	42	15	12.99	US-81 OP	TERM LOC UND	YES	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-14-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2	3		REAR-END	F-STOP	DYLGT	DRY	I INJ	09-21-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	10-02-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-10-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	3			REAR-END	UNSAF-SPD	DARK	DRY	PDO	12-11-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	3	2		REAR-END	INATT	DARK	DRY	P INJ	12-22-2015
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	S	S	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	12-23-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	-	1			F-O CURB		DYLGT	ICE	PDO	12-26-2015
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-05-2016
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	02-01-2016
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	W	W	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	02-13-2016
26	15	42	15	12.99	US-81 OP	TERM LOC LFT	YES	N	N	2	4		REAR-END	DEF-VEH	DYLGT	DRY	P INJ	02-17-2016
26	15	42	15	12.99	US-81 OP	TERM LOC RIT	YES	N	N	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	02-28-2016

(26) GRADY (15) CHICKASHA HWY: I-44, H. E. BAILEY TPK AT: 80.49

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	42	15	13.00			NO	S	S	2			OTHER	NEG-DRVING	DYLGT	DRY	PDO	05-15-2012
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.50											
26	15	42	15	13.01			NO	E	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	01-30-2014
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: US-81, 80.50, US-81 WB ENT											
26	15	42	15	13.02	US-81 WB ENT	LOOP	NO	W	-	1			F-O CURB	UNSAF-SPD	DARK	SNOW	PDO	02-12-2012
26	15	42	15	13.02	US-81 WB ENT	AT-GR SVC RD	NO	S	S	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	07-25-2013
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.52											
26	15	42	15	13.04			NO	W	W	2	1		SIDESWIPE-SAME	UNSAF-SPD	DYLGT	WET	P INJ	03-08-2010
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.55											
26	15	42	15	13.07			NO	W	-	1	1		ROLLOVER	INATT	DYLGT	DRY	I INJ	04-12-2012
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.57											
26	15	42	15	13.09			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	08-14-2012
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: US-81, 80.60, US-81 EB EXIT											
26	15	42	15	13.12	US-81 EB EXIT	M/L LOOP GOR	NO	E	-	1			F-O TRAFF-SIGN	SLEEPY	DYLGT	DRY	PDO	03-20-2009
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.67											
26	15	42	15	13.19			NO	E	-	1	1		F-O BARR-CONCRETE	NO-IMP-ACT	DYLGT	ICE	P INJ	11-22-2013
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.76											
26	15	42	15	13.28			NO	E	E	2			REAR-END	NEG-DRVING	DARK	DRY	PDO	03-27-2006
26	15	42	15	13.28			NO	N	-	1	1		F-O DIV-STRIP	DEF-VEH	DARK	DRY	P INJ	03-27-2006
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.80											
26	15	42	15	13.32			NO	E	-	1	2		F-O RET-WALL	UNSAF-SPD	DARK	ICE	P INJ	12-20-2013
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: US-81, 80.85, US-81 WB EXIT											
26	15	42	15	13.37	US-81 WB EXIT	RAMP	NO	W	-	1	1		ROLLOVER	UNSAF-SPD	DYLGT	DRY	N-I INJ	06-09-2009
26	15	42	15	13.37	US-81 WB EXIT	RAMP	NO	E	W	3			OTHER	FOL-CLOSE	DYLGT	DRY	PDO	01-20-2016
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: US-81, 80.86, US-81 EB ENT											
26	15	42	15	13.38	US-81 EB ENT	RAMP	NO	E	-	1	1		F-O CURB	UNSAF-SPD	DARK	DRY	P INJ	12-18-2006
26	15	42	15	13.38	US-81 EB ENT	WKZONE	NO	E	E	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-21-2007
26	15	42	15	13.38	US-81 EB ENT	M/L RAMP MRG	NO	E	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	05-06-2008
26	15	42	15	13.38	US-81 EB ENT	RAMP	NO	E	-	1	1		ROLLOVER	UNSAF-SPD	DARK	DRY	N-I INJ	08-04-2008
26	15	42	15	13.38	US-81 EB ENT	RAMP	NO	N	-	1			F-O CURB	D-W-I	DYLGT	DRY	PDO	09-16-2011
26	15	42	15	13.38	US-81 EB ENT	M/L RAMP MRG	NO	E	E	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	03-23-2012
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 80.99											
26	15	42	15	13.51		WKZONE	NO	E	E	2			REAR-END	INATT	DARK	DRY	PDO	12-05-2007
(26) GRADY				(15) CHICKASHA	HWY: I-44, H. E. BAILEY TPK		AT: 81.08											
26	15	42	15	13.60			NO	E	-	1	2		F-O BARR-CONCRETE	UNSAF-SPD	DYLGT	WET	P INJ	06-15-2007
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.		AT: DON ALLEN											

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		07.94	DON ALLEN		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	04-28-2006
26	15	02		07.94	DON ALLEN		YES	SW	E	3	4		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	11-08-2006
26	15	02		07.94	DON ALLEN		YES	W	-	1			F-O CURB	UNSAF-SPD	DARK	DRY	PDO	06-23-2007
26	15	02		07.94	DON ALLEN	TURN LN MRGE	YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	09-03-2008
26	15	02		07.94	DON ALLEN		YES	N	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	03-16-2011
26	15	02		07.94	DON ALLEN		YES	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-04-2011
26	15	02		07.94	DON ALLEN		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	SLUSH	PDO	12-28-2012
26	15	02		07.94	DON ALLEN		YES	E	N	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	11-19-2013
26	15	02		07.94	DON ALLEN		YES	S	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	02-14-2014
26	15	02		07.94	DON ALLEN		YES	W	E	2	1		ANGLE-OTHER	F-YIELD	DYLGT	DRY	I INJ	04-10-2014
26	15	02		07.94	DON ALLEN		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	05-04-2015
26	15	02		07.94	DON ALLEN		YES	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	07-27-2015
26	15	02		07.94	DON ALLEN		YES	N	W	3	4		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	10-08-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.06 after DON ALLEN							
26	15	02		08.00			NO	E	E	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	WET	PDO	09-16-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.08 after DON ALLEN							
26	15	02		08.02			NO	W	-	1	1		F-O UTIL-POLE	INATT	DARK	DRY	P INJ	05-18-2008
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.09 after DON ALLEN							
26	15	02		08.03		DRIVEWAY	NO	E	E	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-23-2006
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.03 before HOLLOW CR.							
26	15	02		08.24			NO	S	N	2			REAR-END	L-CENTER	DYLGT	DRY	PDO	01-31-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.07 after BEG 40 MPH							
26	15	02		08.41			NO	W	-	1			F-O GUARDRL-FACE	UNSAF-SPD	DARK	ICE	PDO	01-10-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 16 ST/HARLY DAY DR							
26	15	02		08.51	16 ST/HARLY DAY DR	WKZONE	YES	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	WET	PDO	02-12-2007
26	15	02		08.51	16 ST/HARLY DAY DR		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-13-2007
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	I INJ	10-25-2007
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	W	3	3		REAR-END	FOL-CLOSE	DYLGT	WET	N-I INJ	04-23-2008
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	S	2			HEAD-ON	F-STOP	DYLGT	DRY	PDO	04-18-2009
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	S	2	2		HEAD-ON	F-STOP	DYLGT	DRY	P INJ	04-20-2009
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	N	2			ANGLE-TURNING	OTHER	DARK	WET	PDO	09-03-2009
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	W	2	1		RIGHT-ANGLE	OTHER	DYLGT	DRY	P INJ	10-08-2009
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-21-2009
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	E	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	11-11-2010
26	15	02		08.51	16 ST/HARLY DAY DR		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-24-2011
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	S	2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	09-01-2011
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	W	2	3		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	01-05-2012

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		08.51	16 ST/HARLY DAY DR		YES	N	E	2	1		RIGHT-ANGLE	OTHER	DYLGT	DRY	P INJ	06-08-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-30-2012
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	S	2	2		OTHER	F-STOP	DYLGT	DRY	I INJ	03-25-2013
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	S	2	1		REAR-END	UNSAF-SPD	DYLGT	ICE	N-I INJ	11-22-2013
26	15	02		08.51	16 ST/HARLY DAY DR		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-07-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	W	N	2			ANGLE-OTHER	F-STOP	DYLGT	DRY	PDO	06-23-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-10-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-05-2014
26	15	02		08.51	16 ST/HARLY DAY DR		YES	S	S	3			SIDESWIPE-OPP	FOL-CLOSE	DYLGT	DRY	PDO	04-01-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	04-20-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2015
26	15	02		08.51	16 ST/HARLY DAY DR		YES	E	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	12-23-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.01 after 16 ST/HARLY DAY DR							
26	15	02		08.52			NO	W	W	2			OTHER	NO-IMP-ACT	DYLGT	DRY	PDO	02-23-2008
26	15	02		08.52			NO	E	-	1			F-O GUARDRL-FACE	NO-IMP-ACT	DYLGT	DRY	PDO	04-16-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.03 after 16 ST/HARLY DAY DR							
26	15	02		08.54			NO	N	N	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	10-05-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.05 before LINE CR.							
26	15	02		08.57			NO	W	W	3	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	03-05-2013
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: LINE CR.							
26	15	02		08.62	LINE CR.	BRIDGE	NO	W	-	1	2		F-O GUARDRL-FACE	UNSAF-SPD	DARK	OTHER	P INJ	12-09-2007
26	15	02		08.62	LINE CR.	BRIDGE	NO	W	-	1			F-O BR-RAIL	UNSAF-SPD	DYLGT	ICE	PDO	01-26-2009
26	15	02		08.62	LINE CR.	BRIDGE	NO	E	-	1			ANIMAL	DEER	DARK	DRY	PDO	05-15-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.06 after LINE CR.							
26	15	02		08.68			NO	W	-	1			F-O GUARDRL-FACE	UNSAF-SPD	DARK	SNOW	PDO	01-09-2016
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.03 before 12 ST. OP							
26	15	02		08.71			NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.02 after 12 ST. OP							
26	15	02		08.76			NO	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	04-08-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.03 after 12 ST. OP							
26	15	02		08.77			NO	W	W	2			SIDESWIPE-SAME	UNSAF-SPD	DYLGT	ICE	PDO	02-21-2008
26	15	02		08.77			NO	W	W	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	05-20-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.01 before BEG 30 MPH							
26	15	02		08.80			NO	W	-	1			F-O CURB	DEF-VEH	DYLGT	DRY	PDO	08-19-2006
26	15	02		08.80			NO	W	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	04-11-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 11 ST.							
26	15	02		08.82	11 ST.		YES	E	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-22-2006

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		08.82	11 ST.		YES	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	10-06-2006
26	15	02		08.82	11 ST.		YES	E	E	2	2		REAR-END	DEF-VEH	DYLGT	DRY	N-I INJ	01-10-2008
26	15	02		08.82	11 ST.		YES	W	W	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	07-02-2009
26	15	02		08.82	11 ST.		YES	N	W	2	2		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	12-05-2011
26	15	02		08.82	11 ST.		YES	S	S	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	02-28-2012
26	15	02		08.82	11 ST.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	07-13-2013
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.01 after 11 ST.							
26	15	02		08.83		ALLEY	NO	E	-	1			F-O UTIL-POLE	OTHER	DYLGT	MUD	PDO	03-20-2009
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.02 after 11 ST.							
26	15	02		08.84			NO	E	E	2	1		ANGLE-TURNING	DEF-VEH	DARK	DRY	P INJ	03-11-2006
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.03 after 11 ST.							
26	15	02		08.85			NO	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-17-2008
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.04 after 11 ST.							
26	15	02		08.86			NO	E	E	2			OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	04-21-2011
26	15	02		08.86		DRIVEWAY	NO	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	03-13-2013
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.03 before 10 ST.							
26	15	02		08.87			NO	E	-	2	1		RIGHT-ANGLE	UNSAF-SPD	DARK	DRY	N-I INJ	08-02-2007
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.01 before 10 ST.							
26	15	02		08.89		DRIVEWAY	NO	N	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-01-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 10 ST.							
26	15	02		08.90	10 ST.		YES	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	03-03-2006
26	15	02		08.90	10 ST.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-02-2006
26	15	02		08.90	10 ST.		YES	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	07-26-2007
26	15	02		08.90	10 ST.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-26-2007
26	15	02		08.90	10 ST.		YES	W	W	3			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	06-08-2008
26	15	02		08.90	10 ST.		YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-13-2009
26	15	02		08.90	10 ST.		YES	N	W	2	2		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	04-24-2009
26	15	02		08.90	10 ST.		YES	S	E	2			RIGHT-ANGLE	DEF-VEH	DYLGT	DRY	PDO	03-05-2010
26	15	02		08.90	10 ST.		YES	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-06-2010
26	15	02		08.90	10 ST.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-01-2012
26	15	02		08.90	10 ST.		YES	W	W	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	12-05-2012
26	15	02		08.90	10 ST.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	11-18-2013
26	15	02		08.90	10 ST.		YES	S	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	02-26-2014
26	15	02		08.90	10 ST.		YES	W	W	2			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	03-26-2015
26	15	02		08.90	10 ST.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	02-10-2016
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 9 ST.							
26	15	02		08.98	9 ST.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-16-2006

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED 23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		08.98	9 ST.		YES	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	02-16-2007
26	15	02		08.98	9 ST.		YES	W	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	08-17-2007
26	15	02		08.98	9 ST.		YES	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	10-05-2007
26	15	02		08.98	9 ST.		YES	W	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-09-2007
26	15	02		08.98	9 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-15-2007
26	15	02		08.98	9 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-24-2007
26	15	02		08.98	9 ST.		YES	W	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DARK	DRY	PDO	01-21-2008
26	15	02		08.98	9 ST.		YES	E	W	2	1		ANGLE-TURNING	IMP-TURN	DARK	DRY	P INJ	10-05-2008
26	15	02		08.98	9 ST.		YES	W	S	2			REAR-END	F-YIELD	DYLGT	WET	PDO	05-12-2009
26	15	02		08.98	9 ST.		YES	W	W	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	05-15-2009
26	15	02		08.98	9 ST.		YES	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	07-16-2009
26	15	02		08.98	9 ST.		YES	N	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	09-03-2009
26	15	02		08.98	9 ST.		YES	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-02-2009
26	15	02		08.98	9 ST.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-17-2009
26	15	02		08.98	9 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-14-2010
26	15	02		08.98	9 ST.		YES	W	E	2	3		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	07-01-2010
26	15	02		08.98	9 ST.		YES	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-02-2010
26	15	02		08.98	9 ST.		YES	E	E	2	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	I INJ	07-13-2010
26	15	02		08.98	9 ST.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-01-2010
26	15	02		08.98	9 ST.		YES	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-01-2011
26	15	02		08.98	9 ST.		YES	S	W	2		1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	04-12-2011
26	15	02		08.98	9 ST.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-04-2012
26	15	02		08.98	9 ST.		YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	N-I INJ	12-30-2012
26	15	02		08.98	9 ST.		YES	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	01-09-2013
26	15	02		08.98	9 ST.		YES	N	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-21-2013
26	15	02		08.98	9 ST.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-08-2013
26	15	02		08.98	9 ST.		YES	W	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	P INJ	04-16-2013
26	15	02		08.98	9 ST.		YES	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-30-2013
26	15	02		08.98	9 ST.		YES	E	W	2	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	12-04-2013
26	15	02		08.98	9 ST.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-14-2014
26	15	02		08.98	9 ST.		YES	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	ICE	P INJ	11-16-2014
26	15	02		08.98	9 ST.		YES	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	03-25-2015
26	15	02		08.98	9 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	04-28-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.01 after 9 ST.							
26	15	02		08.99			NO	S	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	P INJ	03-02-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.02 after 9 ST.							
26	15	02		09.00			NO	E	E	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	09-04-2007
(26) GRADY				(15) CHICKASHA	HWY: US-62,	CHOCTAW AVE.					AT: 00.03 after 9 ST.							

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		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		09.01			NO	W	W	2	1		ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	P INJ	03-29-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.04 after 9 ST.					
26	15	02		09.02			NO	E	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-27-2007
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.03 before 8 ST.					
26	15	02		09.03			NO	E	-	1	1		PEDESTRIAN	NO-IMP-ACT	DYLGT	DRY	N-I INJ	04-29-2014
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.02 before 8 ST.					
26	15	02		09.04			NO	E	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	10-09-2008
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 8 ST.					
26	15	02		09.06	8 ST.		YES	E	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-26-2006
26	15	02		09.06	8 ST.		YES	W	W	3			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	10-30-2007
26	15	02		09.06	8 ST.		YES	W	W	2			ANGLE-OTHER	INATT	DYLGT	DRY	PDO	03-02-2008
26	15	02		09.06	8 ST.		YES	W	W	2	1		ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	P INJ	06-11-2010
26	15	02		09.06	8 ST.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	10-29-2010
26	15	02		09.06	8 ST.		YES	W	W	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	11-28-2011
26	15	02		09.06	8 ST.		YES	W	W	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	10-08-2012
26	15	02		09.06	8 ST.		YES	N	N	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	02-05-2013
26	15	02		09.06	8 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-29-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.03 after 8 ST.					
26	15	02		09.09			NO	W	W	2			ANGLE-OTHER	INATT	DYLGT	DRY	PDO	05-21-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.04 after 8 ST.					
26	15	02		09.10			NO	E	-	1	1		F-O GROUND	UNSAF-SPD	DYLGT	DRY	N-I INJ	01-25-2016
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.02 before 7 ST.					
26	15	02		09.12			NO	E	E	2	1		HEAD-ON	D-W-I	DARK	DRY	N-I INJ	08-29-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.01 before 7 ST.					
26	15	02		09.13			NO	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	09-11-2009
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 7 ST.					
26	15	02		09.14	7 ST.		YES	W	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	10-13-2007
26	15	02		09.14	7 ST.		YES	W	W	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	03-26-2008
26	15	02		09.14	7 ST.		YES	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-03-2008
26	15	02		09.14	7 ST.		YES	W	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-29-2008
26	15	02		09.14	7 ST.		YES	S	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-25-2008
26	15	02		09.14	7 ST.		YES	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	04-13-2011
26	15	02		09.14	7 ST.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-23-2014
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.02 after 7 ST.					
26	15	02		09.16			NO	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	11-20-2007
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.04 after 7 ST.					
26	15	02		09.18			NO	E	-	1			F-O CURB	OTHER	DYLGT	DRY	PDO	03-31-2007
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.								AT: 00.02 before 6 ST.					

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		09.20			NO	E	-	1			F-O FENCE	D-W-I	DYLGT	DRY	PDO	07-06-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 6 ST.							
26	15	02		09.22	6 ST.		YES	W	E	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	03-30-2006
26	15	02		09.22	6 ST.		YES	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-17-2006
26	15	02		09.22	6 ST.		YES	W	S	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-28-2006
26	15	02		09.22	6 ST.		YES	W	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-25-2007
26	15	02		09.22	6 ST.		YES	E	S	2	3		RIGHT-ANGLE	F-STOP	DARK	DRY	N-I INJ	10-26-2007
26	15	02		09.22	6 ST.		YES	W	N	2			OTHER	F-STOP	DYLGT	DRY	PDO	02-27-2008
26	15	02		09.22	6 ST.		YES	W	E	2	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	04-28-2008
26	15	02		09.22	6 ST.		YES	N	S	2			ANGLE-TURNING	L-CENTER	DYLGT	DRY	PDO	01-26-2010
26	15	02		09.22	6 ST.		YES	W	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	P INJ	02-05-2010
26	15	02		09.22	6 ST.		YES	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	02-18-2010
26	15	02		09.22	6 ST.		YES	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-24-2011
26	15	02		09.22	6 ST.		YES	E	E	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	02-22-2012
26	15	02		09.22	6 ST.		YES		-	2			HEAD-ON	IMP-PARK	DYLGT	DRY	PDO	07-03-2013
26	15	02		09.22	6 ST.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	02-13-2014
26	15	02		09.22	6 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	03-17-2014
26	15	02		09.22	6 ST.		YES	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-28-2014
26	15	02		09.22	6 ST.		YES	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-04-2014
26	15	02		09.22	6 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	11-07-2014
26	15	02		09.22	6 ST.		YES	W	S	2			RIGHT-ANGLE	F-STOP	DYLGT	SNOW	PDO	12-27-2014
26	15	02		09.22	6 ST.		YES	W	W	2			REAR-END	D-W-I	DYLGT	DRY	PDO	03-26-2015
26	15	02		09.22	6 ST.		YES	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-22-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.02 after 6 ST.							
26	15	02		09.24			NO	E	E	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	05-29-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.04 after 6 ST.							
26	15	02		09.26			NO	E	W	2			SIDESWIPE-OPP	OTHER	DYLGT	DRY	PDO	05-29-2009
26	15	02		09.26			NO		-	1			F-O OTHER	OTHER	DYLGT	OTHER	PDO	12-08-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.03 before 5 ST.							
26	15	02		09.27			NO	N	-	2			RIGHT-ANGLE	IMP-PARK	DYLGT	DRY	PDO	09-16-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.02 before 5 ST.							
26	15	02		09.28			NO	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-22-2007
26	15	02		09.28			NO	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-03-2009
26	15	02		09.28			NO	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-22-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.01 before 5 ST.							
26	15	02		09.29		DRIVEWAY	NO	W	W	2	2		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	12-08-2006
26	15	02		09.29			NO	E	E	2			ANGLE-OTHER	IMP-START	DAWN	DRY	PDO	02-15-2011
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 5 ST.							

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
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Collision Analysis and Safety Branch
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Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		09.30	5 ST.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-05-2006
26	15	02		09.30	5 ST.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	09-15-2006
26	15	02		09.30	5 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-16-2006
26	15	02		09.30	5 ST.		YES	S	E	3			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	04-13-2007
26	15	02		09.30	5 ST.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-01-2007
26	15	02		09.30	5 ST.		YES	N	E	2	3		ANGLE-TURNING	F-YIELD	DUSK	DRY	N-I INJ	01-11-2008
26	15	02		09.30	5 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	01-15-2008
26	15	02		09.30	5 ST.		YES	S	-	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-17-2008
26	15	02		09.30	5 ST.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-13-2009
26	15	02		09.30	5 ST.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-19-2009
26	15	02		09.30	5 ST.		YES	W	W	2	4		ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	N-I INJ	12-22-2009
26	15	02		09.30	5 ST.		YES	W	W	3			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	01-12-2010
26	15	02		09.30	5 ST.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	02-01-2010
26	15	02		09.30	5 ST.		YES	E	E	2			ANGLE-TURNING	IMP-START	DYLGT	DRY	PDO	10-04-2010
26	15	02		09.30	5 ST.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-04-2011
26	15	02		09.30	5 ST.		YES	W	W	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	I INJ	06-28-2011
26	15	02		09.30	5 ST.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-19-2012
26	15	02		09.30	5 ST.		YES	N	W	2	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	10-29-2012
26	15	02		09.30	5 ST.		YES	W	W	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	11-02-2012
26	15	02		09.30	5 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-11-2013
26	15	02		09.30	5 ST.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	07-17-2014
26	15	02		09.30	5 ST.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-15-2014
26	15	02		09.30	5 ST.		YES	N	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	05-12-2015
26	15	02		09.30	5 ST.		YES	E	E	2			REAR-END	D-W-I	DYLGT	DRY	PDO	01-14-2016
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.01 after 5 ST.							
26	15	02		09.31			NO	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-01-2008
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.02 after 5 ST.							
26	15	02		09.32			NO	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	01-05-2007
26	15	02		09.32			NO	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	10-30-2007
26	15	02		09.32			NO	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-29-2009
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.04 after 5 ST.							
26	15	02		09.34			NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-03-2011
26	15	02		09.34		DRIVEWAY	NO	W	-	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	06-30-2014
26	15	02		09.34			NO	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-01-2015
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.03 before 4 ST.							
26	15	02		09.35			NO	N	-	2			SIDESWIPE-SAME	IMP-BACK	DYLGT	DRY	PDO	11-17-2008
26	15	02		09.35		DRIVEWAY	NO	N	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	12-13-2011

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USE RESTRICTED
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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

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Created: 04/22/2016 by Kyle McKinley

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	02		09.35		DRIVEWAY	NO	N	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	01-24-2012
26	15	02		09.35			NO	W	-	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-08-2012
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.02 before 4 ST.							
26	15	02		09.36		DRIVEWAY	NO	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-17-2009
26	15	02		09.36		DRIVEWAY	NO	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-05-2010
26	15	02		09.36			NO	E	E	2	3		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	07-06-2010
(26) GRADY				(15) CHICKASHA	HWY: US-62, CHOCTAW AVE.						AT: 00.01 before 4 ST.							
26	15	02		09.37			NO	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	12-03-2008
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 16 ST.							
26	50	06		20.80	16 ST.		YES	-	-	2	2		ANGLE-TURNING	WRNG-WAY	DARK	DRY	N-I INJ	01-05-2009
26	50	06		20.80	16 ST.		YES			2			ANGLE-TURNING	UNSAF-SPD	DAWN	OTHER	PDO	02-01-2010
26	50	06		20.80	16 ST.		YES			2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-27-2015
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.04 after 16 ST.							
26	50	06		20.84			NO	S	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-16-2013
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.08 after 16 ST.							
26	50	06		20.88			NO		-	1			ANIMAL	OTH-ANIMAL	DUSK	DRY	PDO	11-18-2009
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.30 after 16 ST.							
26	50	06		21.10			NO			3	2	1	HEAD-ON	WRNG-WAY	DARK	WET	FAT	03-08-2013
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.33 after 16 ST.							
26	50	06		21.13			NO	-	-	1	1		PEDESTRIAN	D-W-I	DARK	OTHER	I INJ	03-14-2009
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: ROCKFORD							
26	50	06		21.70	ROCKFORD		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	02-15-2016
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.04 after BEG 65 MPH							
26	50	06		21.80			NO	S	-	1			ROLLOVER	INATT	DARK	DRY	PDO	10-06-2012
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.06 after BEG 55 MPH							
26	50	06		22.00			NO	S	-	1			F-O GUARDRL-END	NO-IMP-ACT	DYLGT	DRY	PDO	02-20-2007
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: BEG 45 MPH							
26	50	06		22.10	BEG 45 MPH		NO	S	-	1	7		F-O TREE	UNSAF-SPD	DYLGT	SNOW	P INJ	12-22-2007
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.10 after BEG 45 MPH							
26	50	06		22.20			NO			4	3		SIDESWIPE-OPP	WRNG-WAY	DYLGT	DRY	I INJ	07-10-2013
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.15 after BEG 45 MPH							
26	50	06		22.25		WKZONE	NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-04-2015
(26) GRADY				(50) NINNEKAH	HWY: US-81						AT: 00.17 after BEG 45 MPH							
26	50	06		22.27			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-04-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81						AT: 00.20 after BEG 45 MPH							
26	15	08		00.20			NO	N	-	1			F-O FENCE-POLE	OTHER	DAWN	DRY	PDO	04-06-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81						AT: 00.10 before PIKE/COTTONWOOD(44							

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		00.40			NO		-	1	1		F-O FENCE	SLEEPY	DYLGT	DRY	P INJ	01-27-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81								AT: PIKE/COTTONWOOD(44					
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	W	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-15-2006
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	S	-	1	1		F-O TRAFF-SIGN	NO-IMP-ACT	DYLGT	DRY	P INJ	08-09-2006
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	N	N	2			ANGLE-TURNING	F-YIELD	DUSK	DRY	PDO	12-20-2006
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-22-2007
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	E	S	2			RIGHT-ANGLE	INATT	DARK	SLUSH	PDO	12-10-2007
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	E	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	04-04-2010
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	N	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-20-2012
26	50	08		00.50	PIKE/COTTONWOOD(44		YES	E	S	3	3	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	11-29-2012
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	E	S	2			ANGLE-TURNING	F-YIELD	DARK	SLUSH	PDO	12-07-2013
26	15	08		00.50	PIKE/COTTONWOOD(44		YES			2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-02-2014
26	15	08		00.50	PIKE/COTTONWOOD(44		YES	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-06-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81								AT: 00.02 after PIKE/COTTONWOOD(44					
26	15	08		00.52		X-MEDIAN	NO	S	-	1	2		ROLLOVER	DEF-VEH	DYLGT	DRY	P INJ	11-23-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81								AT: 00.10 after PIKE/COTTONWOOD(44					
26	15	08		00.60			NO	S	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	07-02-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81								AT: 00.20 after PIKE/COTTONWOOD(44					
26	15	08		00.70			NO	N	-	1		1	ROLLOVER	IMP-START	DARK	DRY	FAT	01-07-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81								AT: 00.20 before MED OPEN					
26	15	08		00.80			NO	N	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	I INJ	06-06-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81								AT: 00.10 before MED OPEN					
26	15	08		00.90			NO	S	S	2	1		ANGLE-TURNING	INATT	DARK	DRY	I INJ	11-10-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before MED OPEN					
26	15	08		00.99			NO	W	S	2	1		HEAD-ON	F-YIELD	DYLGT	DRY	N-I INJ	06-07-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: MED OPEN					
26	15	08		01.00	MED OPEN		YES	W	N	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	WET	N-I INJ	08-11-2008
26	15	08		01.00	MED OPEN		YES	N	E	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	08-03-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after MED OPEN					
26	15	08		01.01			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-29-2007
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.05 after MED OPEN					
26	15	08		01.05			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-15-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.10 after MED OPEN					
26	15	08		01.10			NO	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	07-05-2009
26	15	08		01.10			NO	N	N	2			ANGLE-OTHER	WRNG-WAY	DYLGT	DRY	PDO	03-17-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.20 after MED OPEN					
26	15	08		01.20			NO	S	-	1			F-O TRAFF-SIGN	NO-IMP-ACT	DARK	DRY	PDO	12-11-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.20 before COUNTRY CLUB RD.					

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.30			NO	S	S	3	1		OTHER	INATT	DYLGT	DRY	P INJ	02-09-2013
26	15	08		01.30		WKZONE	NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-11-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.10 before COUNTRY CLUB RD.					
26	15	08		01.40			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-19-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.08 before COUNTRY CLUB RD.					
26	15	08		01.42			NO	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-22-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 before COUNTRY CLUB RD.					
26	15	08		01.46			NO	N	N	2	1		REAR-END	FOL-CLOSE	DARK	DRY	N-I INJ	12-09-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before COUNTRY CLUB RD.					
26	15	08		01.47			NO	N	N	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-28-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before COUNTRY CLUB RD.					
26	15	08		01.48			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-28-2008
26	15	08		01.48			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	12-04-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before COUNTRY CLUB RD.					
26	15	08		01.49			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	06-04-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: COUNTRY CLUB RD.					
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	3	1		RIGHT-ANGLE	F-STOP	DYLGT	WET	N-I INJ	06-12-2006
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-30-2006
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DARK	WET	PDO	09-21-2006
26	15	08		01.50	COUNTRY CLUB RD.		YES	W	N	2			ANGLE-TURNING	IMP-TURN	DARK	WET	PDO	10-09-2006
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-31-2006
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	ICE	PDO	01-21-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	02-02-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	03-01-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	N	2	1		SIDESWIPE-OPP	D-W-I	DARK	DRY	P INJ	09-18-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	09-19-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	10-25-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	11-09-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	3	1		REAR-END	INATT	DARK	DRY	N-I INJ	11-12-2007
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	07-05-2008
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-06-2008
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	01-22-2009
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	07-21-2009
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2	2		ANGLE-TURNING	INATT	DARK	DRY	P INJ	08-16-2009
26	15	08		01.50	COUNTRY CLUB RD.		YES	W	-	1			F-O GROUND	NO-IMP-ACT	DYLGT	DRY	PDO	10-03-2009
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	11-28-2009
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	ICE	PDO	12-24-2009

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-20-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S				OTH-SINGLE-VEH	FOL-CLOSE	DYLGT	DRY	PDO	02-06-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	-	1			F-O TRAFF-SIGNAL	IMP-TURN	DYLGT	DRY	PDO	02-22-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-29-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	06-19-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	07-31-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-19-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-27-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	10-06-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	11-12-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-18-2010
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-28-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	-	1			F-O CURB	UNSAF-SPD	DARK	DRY	PDO	10-05-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	E	E	3	1		REAR-END	INATT	DARK	DRY	N-I INJ	11-09-2011
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	01-05-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	W	2			ANGLE-TURNING	F-YIELD	DUSK	DRY	PDO	02-06-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	S	2			ANGLE-TURNING	D-W-I	DARK	WET	PDO	02-18-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	08-23-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	W	N	2			ANGLE-TURNING	D-W-I	DYLGT	DRY	PDO	11-19-2012
26	15	08		01.50	COUNTRY CLUB RD.		YES	W	N	2	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	03-20-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2	1		HEAD-ON	F-YIELD	DARK	WET	N-I INJ	05-08-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-14-2013
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-07-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	07-23-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-30-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2			ANGLE-TURNING	IMP-BACK	DAWN	DRY	PDO	12-27-2013
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	01-28-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	E	N	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-30-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	08-11-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	I INJ	09-17-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	3	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	10-31-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	DRY	PDO	11-20-2014
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	01-05-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-29-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	03-19-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-27-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	05-29-2015

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	06-18-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	E	S	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-25-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-03-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	3			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-18-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	07-22-2015
26	15	08		01.50	COUNTRY CLUB RD.	AT-GR SVC RD	YES	S	S	2	1		OTHER	F-YIELD	DYLGT	DRY	P INJ	07-27-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	E	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-05-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	N	N	4	1		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	08-14-2015
26	15	08		01.50	COUNTRY CLUB RD.		YES	E	-	1			F-O TRAFF-SIGNAL	OTHER	DYLGT	DRY	PDO	11-17-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after COUNTRY CLUB RD.							
26	15	08		01.52			NO	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	12-01-2012
26	15	08		01.52			NO	N	N	2	1		HEAD-ON	INATT	DYLGT	DRY	P INJ	09-15-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 after COUNTRY CLUB RD.							
26	15	08		01.53		DRIVEWAY	NO	W	W	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	03-01-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 after COUNTRY CLUB RD.							
26	15	08		01.54			NO	N	N	3	2		HEAD-ON	FOL-CLOSE	DYLGT	DRY	N-I INJ	02-06-2009
26	15	08		01.54			NO	S		2			OTHER	IMP-BACK	DYLGT	DRY	PDO	11-24-2010
26	15	08		01.54			NO	E	-	1	1		F-O FENCE	UNSAF-SPD	DARK	DRY	P INJ	01-06-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.07 after COUNTRY CLUB RD.							
26	15	08		01.57			NO	N	-	1			ROLLOVER	INATT	DARK	DRY	PDO	04-25-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.08 after COUNTRY CLUB RD.							
26	15	08		01.58		WKZONE	NO	N	N	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-01-2011
26	15	08		01.58			NO	S		2	1		ANGLE-OTHER	D-W-I	DYLGT	DRY	N-I INJ	07-30-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.09 before CRANTON DR.							
26	15	08		01.60			NO	E	E	2			REAR-END	UNSAF-SPD	DAWN	WET	PDO	11-24-2010
26	15	08		01.60			NO	S	-	2			ANGLE-OTHER	IMP-BACK	DYLGT	DRY	PDO	03-30-2011
26	15	08		01.60			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-02-2012
26	15	08		01.60			NO	S	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-24-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: CRANTON DR.							
26	15	08		01.69	CRANTON DR.		YES	S	-	1			F-O OTHER	D-W-I	DARK	DRY	PDO	08-27-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 after CRANTON DR.							
26	15	08		01.70		DRIVEWAY	NO	-	-	2			OTHER	OTHER	Other	OTHER	PDO	01-05-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 before BEG 40 MPH							
26	15	08		01.74			YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	12-26-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 before BEG 40 MPH							
26	15	08		01.77			NO	N	N	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	04-11-2006
26	15	08		01.77			NO	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	08-10-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: BEG 40 MPH							

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.78	BEG 40 MPH		NO	N	N	4			HEAD-ON	FOL-CLOSE	DYLGT	DRY	PDO	10-16-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after BEG 40 MPH						
26	15	08		01.80			NO	N	N	2			SIDESWIPE-SAME	FOL-CLOSE	DYLGT	WET	PDO	02-20-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 after BEG 40 MPH						
26	15	08		01.82		WKZONE	NO	N	N	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	07-26-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 before ALMAR DR.						
26	15	08		01.83			NO	N	N	2			REAR-END	SLEEPY	DARK	DRY	PDO	11-20-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 before ALMAR DR.						
26	15	08		01.85			NO	N	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DARK	DRY	PDO	08-18-2010
26	15	08		01.85			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	02-24-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: ALMAR DR.						
26	15	08		01.87	ALMAR DR.		YES	E	N	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	02-03-2006
26	15	08		01.87	ALMAR DR.		YES	W	W	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	02-24-2006
26	15	08		01.87	ALMAR DR.		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-01-2006
26	15	08		01.87	ALMAR DR.		YES	-	-	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-10-2006
26	15	08		01.87	ALMAR DR.		YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	08-24-2006
26	15	08		01.87	ALMAR DR.		YES	S	S	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	11-20-2006
26	15	08		01.87	ALMAR DR.		YES	W	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	04-15-2007
26	15	08		01.87	ALMAR DR.		YES	E	E	2			REAR-END	IMP-BACK	DARK	DRY	PDO	04-24-2007
26	15	08		01.87	ALMAR DR.		YES	S	W	2	3		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	05-30-2007
26	15	08		01.87	ALMAR DR.		YES	E	E	2			ANGLE-TURNING	IMP-BACK	DYLGT	DRY	PDO	06-12-2007
26	15	08		01.87	ALMAR DR.		YES	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	07-21-2007
26	15	08		01.87	ALMAR DR.		YES	S	E	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	I INJ	07-22-2007
26	15	08		01.87	ALMAR DR.		YES	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	10-01-2007
26	15	08		01.87	ALMAR DR.		YES	N	W	2	1		RIGHT-ANGLE	F-STOP	DUSK	DRY	P INJ	10-08-2007
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-29-2007
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	SLEEPY	DARK	DRY	PDO	11-11-2007
26	15	08		01.87	ALMAR DR.		YES	N	E	3	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	11-16-2007
26	15	08		01.87	ALMAR DR.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	12-21-2007
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	UNSAF-SPD	DYLGT	SLUSH	PDO	12-22-2007
26	15	08		01.87	ALMAR DR.		YES	N	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	04-26-2008
26	15	08		01.87	ALMAR DR.		YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DARK	DRY	PDO	07-18-2008
26	15	08		01.87	ALMAR DR.		YES	E	E	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	08-11-2008
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	10-05-2008
26	15	08		01.87	ALMAR DR.		YES	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	10-06-2008
26	15	08		01.87	ALMAR DR.		YES	W	W	3			REAR-END	INATT	DARK	DRY	PDO	01-02-2009
26	15	08		01.87	ALMAR DR.	TERM LOC RIT	YES	S	S	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	01-15-2009

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.87	ALMAR DR.		YES	N	W	4	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	I INJ	01-20-2009
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	02-09-2009
26	15	08		01.87	ALMAR DR.		YES	N	W	2	2		RIGHT-ANGLE	OTHER	DYLGT	DRY	N-I INJ	02-11-2009
26	15	08		01.87	ALMAR DR.	WKZONE	YES	S	S	2			OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	03-05-2009
26	15	08		01.87	ALMAR DR.		YES	E	S	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	05-19-2009
26	15	08		01.87	ALMAR DR.		YES	N	N	2	1		REAR-END	INATT	DYLGT	WET	P INJ	06-10-2009
26	15	08		01.87	ALMAR DR.		YES	N	N	2	1		ANGLE-OTHER	F-STOP	DYLGT	DRY	P INJ	08-04-2009
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	08-19-2009
26	15	08		01.87	ALMAR DR.		YES	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	08-26-2009
26	15	08		01.87	ALMAR DR.		YES	E	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-24-2009
26	15	08		01.87	ALMAR DR.		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	10-16-2009
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-29-2009
26	15	08		01.87	ALMAR DR.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	11-10-2009
26	15	08		01.87	ALMAR DR.		YES	S	S	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	01-21-2010
26	15	08		01.87	ALMAR DR.		YES	N	E	2			ANGLE-TURNING	UNSAF-SPD	DARK	ICE	PDO	01-28-2010
26	15	08		01.87	ALMAR DR.		YES	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	04-13-2010
26	15	08		01.87	ALMAR DR.		YES	S	W	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	08-17-2010
26	15	08		01.87	ALMAR DR.		YES	E	N	2			ANGLE-TURNING	F-STOP	DYLGT	WET	PDO	08-31-2010
26	15	08		01.87	ALMAR DR.		YES	N	S	3	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-22-2010
26	15	08		01.87	ALMAR DR.		YES	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	02-26-2011
26	15	08		01.87	ALMAR DR.		YES	N	N	3	1		REAR-END	UNSAF-SPD	DYLGT	DRY	N-I INJ	05-27-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-16-2011
26	15	08		01.87	ALMAR DR.		YES	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	08-07-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	08-17-2011
26	15	08		01.87	ALMAR DR.	WKZONE	YES	S	N	2	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	I INJ	08-28-2011
26	15	08		01.87	ALMAR DR.		YES	W	-	1			F-O TRAFF-SIGNAL	DEF-VEH	DYLGT	DRY	PDO	02-28-2012
26	15	08		01.87	ALMAR DR.		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	06-16-2012
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-20-2012
26	15	08		01.87	ALMAR DR.		YES	S	S	2	2		REAR-END	D-W-I	DYLGT	WET	N-I INJ	04-02-2013
26	15	08		01.87	ALMAR DR.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-11-2013
26	15	08		01.87	ALMAR DR.		YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-27-2013
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	D-W-I	DYLGT	DRY	PDO	06-15-2013
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-24-2013
26	15	08		01.87	ALMAR DR.		YES	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-13-2013
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	INATT	DARK	WET	PDO	10-19-2013
26	15	08		01.87	ALMAR DR.		YES	W	S	2			HEAD-ON	NEG-DRVING	DARK	DRY	PDO	12-04-2013
26	15	08		01.87	ALMAR DR.		YES	S	E	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	03-29-2014

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US 81 & US 62 IN GRAY CO.

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USE RESTRICTED
23 USC 409

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		01.87	ALMAR DR.		YES	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	04-13-2014
26	15	08		01.87	ALMAR DR.		YES	N	W	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	05-25-2014
26	15	08		01.87	ALMAR DR.		YES	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	06-02-2014
26	15	08		01.87	ALMAR DR.	AT-GR SVC RD	YES	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-17-2014
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-30-2014
26	15	08		01.87	ALMAR DR.		YES	S	S	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	07-01-2014
26	15	08		01.87	ALMAR DR.		YES	N	N	3	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	07-10-2014
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	FOL-CLOSE	DUSK	WET	PDO	08-28-2014
26	15	08		01.87	ALMAR DR.		YES	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	WET	PDO	10-10-2014
26	15	08		01.87	ALMAR DR.		YES	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-02-2014
26	15	08		01.87	ALMAR DR.		YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-06-2014
26	15	08		01.87	ALMAR DR.		YES	E	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	12-07-2014
26	15	08		01.87	ALMAR DR.		YES	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-13-2014
26	15	08		01.87	ALMAR DR.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	04-13-2015
26	15	08		01.87	ALMAR DR.		YES	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	07-24-2015
26	15	08		01.87	ALMAR DR.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-13-2015
26	15	08		01.87	ALMAR DR.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-13-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after ALMAR DR.					
26	15	08		01.88			NO	N	N	2			ANGLE-TURNING	D-W-I	DYLGT	DRY	PDO	01-01-2006
26	15	08		01.88			NO	S	-	1			F-O TRAFF-SIGN	OTHER	DARK	DRY	PDO	01-24-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after ALMAR DR.					
26	15	08		01.89			NO	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	08-08-2012
26	15	08		01.89			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	05-12-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.09 before H.E.BAILEY RMP					
26	15	08		01.97			NO	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	WET	PDO	05-05-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.05 before H.E.BAILEY RMP					
26	15	08		02.01			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-05-2011
26	15	08		02.01			NO	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	12-21-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before H.E.BAILEY RMP					
26	15	08		02.05			NO	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	04-01-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after H.E.BAILEY UP					
26	15	08		02.18			NO	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-13-2006
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after MORROW RD.					
26	15	08		02.24			NO	S	S	3	2		REAR-END	INATT	DYLGT	WET	P INJ	10-06-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 after MORROW RD.					
26	15	08		02.27			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-14-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after H.E.BAILEY RMP					

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.35			NO	S	S	2			OTHER	IMP-LN-CHG	DARK	DRY	PDO	01-17-2006
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after H.E.BAILEY RMP					
26	15	08		02.36			NO	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-26-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.07 after H.E.BAILEY RMP					
26	15	08		02.40			NO	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	01-30-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.08 after H.E.BAILEY RMP					
26	15	08		02.41			NO	W	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	01-25-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.08 before GRAND AVE.					
26	15	08		02.42			NO	N	-	1	1		F-O CURB	D-W-I	DYLGT	DRY	P INJ	08-20-2011
26	15	08		02.42			NO	N	N	2	1		REAR-END	FOL-CLOSE	DAWN	DRY	P INJ	02-07-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.07 before GRAND AVE.					
26	15	08		02.43			NO	S	N	2	2		HEAD-ON	WRNG-WAY	DYLGT	DRY	N-I INJ	09-02-2009
26	15	08		02.43			NO	N	N	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	03-10-2011
26	15	08		02.43			NO	S	S	2			ANGLE-OTHER	IMP-PASS	DYLGT	DRY	PDO	02-15-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.06 before GRAND AVE.					
26	15	08		02.44		DRIVEWAY	NO	E	W	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	03-09-2013
26	15	08		02.44		DRIVEWAY	NO	W	W	2	1		OTHER	IMP-LN-CHG	DYLGT	DRY	N-I INJ	05-11-2013
26	15	08		02.44		DRIVEWAY	NO	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-17-2013
26	15	08		02.44		DRIVEWAY	NO	S	N	2	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	11-03-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.05 before GRAND AVE.					
26	15	08		02.45		DRIVEWAY	NO	N	S	3	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	05-02-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 before GRAND AVE.					
26	15	08		02.46			NO	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-18-2007
26	15	08		02.46			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	12-24-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before GRAND AVE.					
26	15	08		02.47			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-11-2011
26	15	08		02.47			NO	S	S	3			ANGLE-OTHER	FOL-CLOSE	DYLGT	DRY	PDO	05-08-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before GRAND AVE.					
26	15	08		02.48		DRIVEWAY	NO	E	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-29-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before GRAND AVE.					
26	15	08		02.49		DRIVEWAY	NO	-	-	1	1		F-O CURB	D-W-I	DARK	DRY	P INJ	03-18-2007
26	15	08		02.49		DRIVEWAY	NO	S	E	2			RIGHT-ANGLE	IMP-BACK	DARK	DRY	PDO	01-07-2008
26	15	08		02.49			NO	E	E	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	01-04-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: GRAND AVE.					
26	15	08		02.50	GRAND AVE.		YES	N	S	2	1		ANGLE-TURNING	D-W-I	DARK	DRY	N-I INJ	02-03-2006
26	15	08		02.50	GRAND AVE.		YES	N	-	1			F-O ISLAND	L-CENTER	DARK	DRY	PDO	03-07-2006
26	15	08		02.50	GRAND AVE.		YES	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-13-2006

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		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	S	NW	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	04-03-2006
26	15	08		02.50	GRAND AVE.		YES	W	S	3	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	04-13-2006
26	15	08		02.50	GRAND AVE.		YES	N	E	4	4		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	04-14-2006
26	15	08		02.50	GRAND AVE.		YES	S	S	3	3		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-23-2006
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-27-2006
26	15	08		02.50	GRAND AVE.		YES	E	E	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-16-2006
26	15	08		02.50	GRAND AVE.		YES	S	-	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-16-2006
26	15	08		02.50	GRAND AVE.		YES	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-24-2006
26	15	08		02.50	GRAND AVE.		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-28-2006
26	15	08		02.50	GRAND AVE.		YES	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	10-21-2006
26	15	08		02.50	GRAND AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-30-2006
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-30-2006
26	15	08		02.50	GRAND AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-PASS	DYLGT	DRY	PDO	11-10-2006
26	15	08		02.50	GRAND AVE.		YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DARK	WET	PDO	12-19-2006
26	15	08		02.50	GRAND AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-26-2006
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	OTHER	DYLGT	DRY	PDO	03-12-2007
26	15	08		02.50	GRAND AVE.		YES	E	E	2			ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	PDO	03-14-2007
26	15	08		02.50	GRAND AVE.		YES	N	N	2			ANGLE-TURNING	IMP-STOP	DYLGT	DRY	PDO	03-16-2007
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	03-20-2007
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	DEF-VEH	DARK	DRY	PDO	04-18-2007
26	15	08		02.50	GRAND AVE.		YES	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	WET	N-I INJ	05-01-2007
26	15	08		02.50	GRAND AVE.		YES	S	E	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	I INJ	05-10-2007
26	15	08		02.50	GRAND AVE.		YES	N	N	2	1		OTHER	FOL-CLOSE	DYLGT	DRY	N-I INJ	06-16-2007
26	15	08		02.50	GRAND AVE.		YES	E	E	3			REAR-END	INATT	DYLGT	DRY	PDO	07-03-2007
26	15	08		02.50	GRAND AVE.		YES	N	N	2			OTHER	OTHER	DYLGT	DRY	PDO	07-22-2007
26	15	08		02.50	GRAND AVE.		YES	W	N	2	1		HEAD-ON	F-STOP	DYLGT	DRY	N-I INJ	08-23-2007
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	OTHER	DYLGT	DRY	PDO	09-17-2007
26	15	08		02.50	GRAND AVE.		YES	S	S	2			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	10-13-2007
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-09-2007
26	15	08		02.50	GRAND AVE.		YES	W	W	2	1		REAR-END	DEF-VEH	DARK	DRY	P INJ	11-19-2007
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	UNSAF-SPD	DARK	DRY	PDO	12-13-2007
26	15	08		02.50	GRAND AVE.		YES	N	N	2			OTHER	NO-IMP-ACT	DYLGT	DRY	PDO	12-30-2007
26	15	08		02.50	GRAND AVE.		YES	E	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	01-29-2008
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	WET	PDO	02-05-2008
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	02-21-2008
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	02-25-2008
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	03-20-2008

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	W	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-21-2008
26	15	08		02.50	GRAND AVE.		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-30-2008
26	15	08		02.50	GRAND AVE.		YES	E	-	2			ANGLE-TURNING	DEF-VEH	DARK	DRY	PDO	04-06-2008
26	15	08		02.50	GRAND AVE.		YES	N	W	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	04-26-2008
26	15	08		02.50	GRAND AVE.		YES	W	E	2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	N-I INJ	05-21-2008
26	15	08		02.50	GRAND AVE.		YES	N	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-12-2008
26	15	08		02.50	GRAND AVE.		YES	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-26-2008
26	15	08		02.50	GRAND AVE.		YES	E	E	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	07-31-2008
26	15	08		02.50	GRAND AVE.		YES	E	E	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	WET	PDO	08-19-2008
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	10-07-2008
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	10-21-2008
26	15	08		02.50	GRAND AVE.		YES	N	S	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	11-25-2008
26	15	08		02.50	GRAND AVE.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DARK	WET	PDO	12-08-2008
26	15	08		02.50	GRAND AVE.		YES	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-19-2008
26	15	08		02.50	GRAND AVE.	DRIVEWAY	YES	E	E	2			ANGLE-OTHER	F-YIELD	DARK	DRY	PDO	12-26-2008
26	15	08		02.50	GRAND AVE.		YES	S	S	3	2		REAR-END	INATT	DARK	DRY	P INJ	02-20-2009
26	15	08		02.50	GRAND AVE.		YES	N	N	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	04-02-2009
26	15	08		02.50	GRAND AVE.		YES	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	06-21-2009
26	15	08		02.50	GRAND AVE.		YES	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-23-2009
26	15	08		02.50	GRAND AVE.		YES	E	E	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	07-13-2009
26	15	08		02.50	GRAND AVE.		YES	W	-	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	WET	PDO	07-27-2009
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	DEF-VEH	DARK	DRY	PDO	10-10-2009
26	15	08		02.50	GRAND AVE.		YES	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-17-2009
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	IMP-BACK	DYLGT	ICE	PDO	12-24-2009
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	SNOW	PDO	01-29-2010
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	03-20-2010
26	15	08		02.50	GRAND AVE.		YES	N	-	1			F-O CURB	IMP-TURN	DARK	DRY	PDO	04-13-2010
26	15	08		02.50	GRAND AVE.		YES	N	-	1			F-O BARR-OTHER	D-W-I	DARK	DRY	PDO	04-26-2010
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	IMP-PASS	DYLGT	DRY	PDO	05-01-2010
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-17-2010
26	15	08		02.50	GRAND AVE.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-22-2010
26	15	08		02.50	GRAND AVE.		YES	S	S	2			OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	09-17-2010
26	15	08		02.50	GRAND AVE.		YES	W	W	2	1		REAR-END	FOL-CLOSE	DARK	DRY	N-I INJ	09-19-2010
26	15	08		02.50	GRAND AVE.		YES	W	W	2			ANGLE-TURNING	IMP-TURN	DARK	WET	PDO	09-23-2010
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-13-2010
26	15	08		02.50	GRAND AVE.		YES	S	E	2	1		RIGHT-ANGLE	DEF-VEH	DYLGT	DRY	P INJ	12-22-2010
26	15	08		02.50	GRAND AVE.		YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	03-15-2011

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-16-2011
26	15	08		02.50	GRAND AVE.		YES	S	S	2			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	04-01-2011
26	15	08		02.50	GRAND AVE.		YES	E	E	2	3		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	05-14-2011
26	15	08		02.50	GRAND AVE.		YES	W	W	2			OTHER	NO-IMP-ACT	DYLGT	DRY	PDO	05-27-2011
26	15	08		02.50	GRAND AVE.		YES	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-10-2011
26	15	08		02.50	GRAND AVE.	WKZONE	YES	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	P INJ	07-14-2011
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-08-2011
26	15	08		02.50	GRAND AVE.		YES	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	11-28-2011
26	15	08		02.50	GRAND AVE.		YES	W	W	3	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	12-09-2011
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-09-2011
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-06-2012
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	01-11-2012
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	IMP-BACK	DARK	DRY	PDO	02-15-2012
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	IMP-START	DYLGT	DRY	PDO	03-18-2012
26	15	08		02.50	GRAND AVE.		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-25-2012
26	15	08		02.50	GRAND AVE.		YES	N	N	2			ANGLE-TURNING	NO-IMP-ACT	DYLGT	DRY	PDO	04-07-2012
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	D-W-I	DYLGT	DRY	PDO	07-14-2012
26	15	08		02.50	GRAND AVE.		YES	S	N	2	2		ANGLE-TURNING	IMP-TURN	DARK	DRY	P INJ	09-24-2012
26	15	08		02.50	GRAND AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-04-2012
26	15	08		02.50	GRAND AVE.		YES	N	N	2	1		REAR-END	UNSAF-SPD	DARK	WET	P INJ	03-08-2013
26	15	08		02.50	GRAND AVE.		YES	N	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	04-01-2013
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	04-03-2013
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-02-2013
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-01-2013
26	15	08		02.50	GRAND AVE.		YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-03-2013
26	15	08		02.50	GRAND AVE.		YES	E	S	2			RIGHT-ANGLE	UNSAF-SPD	DYLGT	SLUSH	PDO	11-22-2013
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-26-2013
26	15	08		02.50	GRAND AVE.		YES	W	W	2			REAR-END	D-W-I	DARK	DRY	PDO	11-28-2013
26	15	08		02.50	GRAND AVE.		YES	N	N	2			OTHER	IMP-PASS	DYLGT	DRY	PDO	12-19-2013
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	ICE	PDO	01-28-2014
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-12-2014
26	15	08		02.50	GRAND AVE.		YES	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-20-2014
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	10-13-2014
26	15	08		02.50	GRAND AVE.		YES	E	E	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	12-06-2014
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-11-2014
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-02-2015
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-09-2015

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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Collision Analysis and Safety Branch
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Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.50	GRAND AVE.		YES	E	-	1	1		F-O CURB	NO-IMP-ACT	DYLGT	MUD	P INJ	05-14-2015
26	15	08		02.50	GRAND AVE.		YES	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-08-2015
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	WET	PDO	06-17-2015
26	15	08		02.50	GRAND AVE.		YES	E	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-27-2015
26	15	08		02.50	GRAND AVE.		YES	W	E	2			ANGLE-TURNING	D-W-I	DARK	WET	PDO	07-07-2015
26	15	08		02.50	GRAND AVE.		YES	N	S	2			ANGLE-TURNING	D-W-I	DARK	DRY	PDO	08-16-2015
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	IMP-START	DYLGT	DRY	PDO	08-29-2015
26	15	08		02.50	GRAND AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	10-31-2015
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	12-15-2015
26	15	08		02.50	GRAND AVE.		YES	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	01-30-2016
26	15	08		02.50	GRAND AVE.		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-18-2016
26	15	08		02.50	GRAND AVE.		YES	N	N	2			REAR-END	D-W-I	DYLGT	DRY	PDO	02-19-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 after GRAND AVE.							
26	15	08		02.51		DRIVEWAY	NO	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-01-2013
26	15	08		02.51		DRIVEWAY	NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-20-2013
26	15	08		02.51			NO	S	S	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	07-27-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 before BEG 35 MPH							
26	15	08		02.52		DRIVEWAY	NO	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-04-2008
26	15	08		02.52		DRIVEWAY	NO	N	N	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	10-25-2008
26	15	08		02.52			NO	N	-	1	1		PEDAL-CYCLE	NO-IMP-ACT	DYLGT	DRY	N-I INJ	10-18-2011
26	15	08		02.52			NO	W	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	03-18-2014
26	15	08		02.52		DRIVEWAY	NO	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-22-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: BEG 35 MPH							
26	15	08		02.53	BEG 35 MPH	DRIVEWAY	NO	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-18-2009
26	15	08		02.53	BEG 35 MPH	DRIVEWAY	NO	N	N	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	02-19-2010
26	15	08		02.53	BEG 35 MPH		NO	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-01-2010
26	15	08		02.53	BEG 35 MPH		NO	N	N	2			SIDESWIPE-OPP	OTHER	DYLGT	DRY	PDO	08-06-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 after BEG 35 MPH							
26	15	08		02.54		DRIVEWAY	NO	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-04-2006
26	15	08		02.54			NO	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-13-2007
26	15	08		02.54		DRIVEWAY	NO	E	N	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	06-05-2009
26	15	08		02.54		DRIVEWAY	NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	10-27-2009
26	15	08		02.54			NO	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	10-14-2010
26	15	08		02.54			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	03-15-2011
26	15	08		02.54			NO	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-12-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after BEG 35 MPH							
26	15	08		02.55		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	08-14-2006

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.55			NO	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-24-2007
26	15	08		02.55			NO	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	05-24-2007
26	15	08		02.55		DRIVEWAY	NO	N	N	2	1		ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	P INJ	01-14-2012
26	15	08		02.55			NO	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	N-I INJ	07-10-2013
26	15	08		02.55		WKZONE DRIVEWAY	NO	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-20-2015
26	15	08		02.55		DRIVEWAY	NO	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	02-04-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 after BEG 35 MPH							
26	15	08		02.56		DRIVEWAY	NO	-	-	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	01-07-2009
26	15	08		02.56		DRIVEWAY	NO	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	02-05-2009
26	15	08		02.56			NO	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	07-06-2010
26	15	08		02.56		DRIVEWAY	NO	N	N	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	04-28-2013
26	15	08		02.56			NO	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	09-19-2013
26	15	08		02.56		MEDIAN OPNIN	NO	S	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	12-15-2014
26	15	08		02.56		DRIVEWAY	NO	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-06-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 after BEG 35 MPH							
26	15	08		02.57			NO	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	11-07-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 before CHISOLM/WALMART DR							
26	15	08		02.58			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-08-2009
26	15	08		02.58			NO	N	N	2			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	12-26-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 before CHISOLM/WALMART DR							
26	15	08		02.59			NO	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-27-2007
26	15	08		02.59			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	12-01-2012
26	15	08		02.59			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	08-31-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 before CHISOLM/WALMART DR							
26	15	08		02.60		DRIVEWAY	NO	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-26-2006
26	15	08		02.60			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	12-29-2006
26	15	08		02.60			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-14-2008
26	15	08		02.60			NO	S	S	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	11-21-2011
26	15	08		02.60		DRIVEWAY	NO	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-28-2012
26	15	08		02.60			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	02-26-2013
26	15	08		02.60		DRIVEWAY	NO	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	04-19-2013
26	15	08		02.60		DRIVEWAY	NO	S	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	05-13-2013
26	15	08		02.60		DRIVEWAY	NO	N	N	2			REAR-END	INATT	DARK	WET	PDO	12-12-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 before CHISOLM/WALMART DR							
26	15	08		02.61			NO	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	06-26-2009
26	15	08		02.61			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	06-08-2012

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
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Collision Analysis and Safety Branch
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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.61		DRIVEWAY	NO	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-24-2013
26	15	08		02.61			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-14-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: CHISOLM/WALMART DR					
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-11-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	01-11-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DUSK	DRY	PDO	01-25-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	03-24-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	NE	-	1			F-O TRAFF-SIGN	IMP-TURN	DARK	WET	PDO	04-28-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	NW	S	2	1		ANGLE-TURNING	IMP-TURN	DARK	DRY	N-I INJ	05-12-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-15-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	NW	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	06-23-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	E	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	07-28-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	E	2	2		ANGLE-TURNING	UNSAF-SPD	DYLGT	WET	N-I INJ	08-27-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			SIDESWIPE-SAME	L-CENTER	DYLGT	DRY	PDO	09-20-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-13-2006
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-01-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	WET	P INJ	05-03-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	05-09-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	05-15-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-06-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	W	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	09-07-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	W	2	2		ANGLE-TURNING	INATT	DYLGT	DRY	N-I INJ	10-05-2007
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	11-12-2007
26	15	08		02.62	CHISOLM/WALMART DR	DRIVEWAY	YES	-	-	1			F-O TRAFF-SIGNAL	IMP-TURN	DYLGT	DRY	PDO	12-04-2007
26	15	08		02.62	CHISOLM/WALMART DR	DRIVEWAY	YES	S	S	2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	01-14-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2	1		REAR-END	INATT	DARK	DRY	P INJ	02-03-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	W	3	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	03-13-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2	1		ANGLE-OTHER	F-YIELD	DARK	DRY	N-I INJ	04-13-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	3	2		REAR-END	DEF-VEH	DYLGT	DRY	N-I INJ	04-25-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-05-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	08-05-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	08-14-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	E	S	2			ANGLE-TURNING	F-YIELD	DUSK	DRY	PDO	08-29-2008
26	15	08		02.62	CHISOLM/WALMART DR		YES	W	W	2	3		REAR-END	UNSAF-SPD	DARK	ICE	P INJ	01-28-2009
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	07-22-2009
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	01-17-2010
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-28-2010

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-03-2010
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	11-22-2010
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-12-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-19-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	05-24-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	10-25-2011
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	I INJ	01-10-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-07-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	W	W	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	04-14-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	3	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	06-01-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2	2		ANGLE-TURNING	F-YIELD	DARK	WET	P INJ	06-05-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	07-24-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	08-10-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			REAR-END	F-STOP	DARK	DRY	PDO	09-17-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-02-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	3	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	10-05-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-16-2012
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	01-11-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DAWN	DRY	PDO	02-05-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-10-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	W	2	1		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	05-10-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-31-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	E	N	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	06-20-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	07-09-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-10-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	08-09-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	W	W	2			REAR-END	IMP-BACK	DARK	DRY	PDO	08-09-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	E	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	08-21-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	08-25-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	09-24-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2			ANGLE-TURNING	INATT	DARK	WET	PDO	10-30-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	ICE	P INJ	12-05-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-31-2013
26	15	08		02.62	CHISOLM/WALMART DR		YES	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-09-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-12-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-13-2014

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

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US 81 & US 62 IN GRAY CO.

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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-30-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	S	2	1		ANGLE-TURNING	OTHER	DYLGT	DRY	P INJ	05-22-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	E	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	06-16-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	-	1	1		PEDESTRIAN	INATT	DARK	DRY	I INJ	08-08-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	W	3	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	09-04-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	E	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	11-14-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	11-20-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-11-2014
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-03-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	03-29-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	E	2			RIGHT-ANGLE	F-STOP	DUSK	WET	PDO	04-27-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	WET	PDO	05-19-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	06-10-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-21-2015
26	15	08		02.62	CHISOLM/WALMART DR		YES	N	E	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	P INJ	02-05-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 after CHISOLM/WALMART DR							
26	15	08		02.63			NO	S	S	2			REAR-END	IMP-TURN	DYLGT	DRY	PDO	03-14-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after CHISOLM/WALMART DR							
26	15	08		02.64			NO	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-25-2009
26	15	08		02.64			NO	S	S	2			ANGLE-OTHER	F-YIELD	DYLGT	DRY	PDO	12-01-2012
26	15	08		02.64		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-27-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 after CHISOLM/WALMART DR							
26	15	08		02.65			NO	S	-	1	1		F-O UTIL-POLE	INATT	DARK	DRY	N-I INJ	11-08-2007
26	15	08		02.65			NO	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	01-09-2009
26	15	08		02.65		2WAY TRN BAY	NO	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-03-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 after CHISOLM/WALMART DR							
26	15	08		02.66			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	09-06-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.05 after CHISOLM/WALMART DR							
26	15	08		02.67			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-31-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.06 after CHISOLM/WALMART DR							
26	15	08		02.68		DRIVEWAY	NO	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-20-2009
26	15	08		02.68			NO	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	01-27-2011
26	15	08		02.68		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-19-2014
26	15	08		02.68			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-14-2014
26	15	08		02.68		DRIVEWAY	NO	S	S	2	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	06-01-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.07 after CHISOLM/WALMART DR							
26	15	08		02.69			NO	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-14-2011

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.69			NO	S	S	2			ANGLE-TURNING	IMP-PASS	DYLGT	DRY	PDO	12-20-2012
26	15	08		02.69			NO	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-22-2013
26	15	08		02.69			NO	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	I INJ	03-25-2014
26	15	08		02.69		DRIVEWAY	NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	10-23-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.08 after CHISOLM/WALMART DR					
26	15	08		02.70			NO	S	S	2			OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	01-07-2009
26	15	08		02.70			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	06-21-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.09 after CHISOLM/WALMART DR					
26	15	08		02.71		DRIVEWAY	NO	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-22-2006
26	15	08		02.71		DRIVEWAY	NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-13-2006
26	15	08		02.71		DRIVEWAY	NO	N	W	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	05-22-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.08 before ALABAMA AVE.					
26	15	08		02.72		DRIVEWAY	NO	S	SW	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	10-13-2006
26	15	08		02.72		DRIVEWAY	NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	10-20-2006
26	15	08		02.72			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	09-18-2007
26	15	08		02.72		DRIVEWAY	NO	S	S	2	2		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	11-19-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.06 before ALABAMA AVE.					
26	15	08		02.74		DRIVEWAY	NO	E	S	2			RIGHT-ANGLE	F-YIELD	DARK	WET	PDO	12-01-2009
26	15	08		02.74		DRIVEWAY	NO	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-05-2013
26	15	08		02.74			NO	S	-	1			F-O DROP-OFF	INATT	DYLGT	DRY	PDO	03-27-2015
26	15	08		02.74			NO	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-19-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.05 before ALABAMA AVE.					
26	15	08		02.75		DRIVEWAY	NO	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	01-23-2007
26	15	08		02.75			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	12-03-2010
26	15	08		02.75			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-26-2011
26	15	08		02.75		DRIVEWAY	NO	S	S	2	1		ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	P INJ	10-29-2011
26	15	08		02.75			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	02-10-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 before ALABAMA AVE.					
26	15	08		02.76		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	L-CENTER	DYLGT	DRY	PDO	05-16-2007
26	15	08		02.76			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	10-11-2009
26	15	08		02.76			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	12-15-2009
26	15	08		02.76			NO	N	N	2			REAR-END	SLEEPY	DYLGT	DRY	PDO	10-19-2010
26	15	08		02.76			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	05-20-2014
26	15	08		02.76		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-23-2014
26	15	08		02.76			NO	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DARK	WET	PDO	03-09-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before ALABAMA AVE.					
26	15	08		02.77			NO	N	-	1	2		F-O CURB	UNSAF-SPD	DUSK	DRY	N-I INJ	03-26-2009

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
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USE RESTRICTED
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		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.77			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	01-05-2010
26	15	08		02.77			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	05-29-2012
26	15	08		02.77			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	05-28-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before ALABAMA AVE.					
26	15	08		02.78		DRIVEWAY	NO	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	10-10-2006
26	15	08		02.78		DRIVEWAY	NO	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	04-25-2009
26	15	08		02.78			NO	E	W	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	12-29-2013
26	15	08		02.78		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-26-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before ALABAMA AVE.					
26	15	08		02.79			NO	E	E	2	3		REAR-END	INATT	DYLGT	DRY	P INJ	03-11-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: ALABAMA AVE.					
26	15	08		02.80	ALABAMA AVE.		YES	N	N	2			HEAD-ON	OTHER	DYLGT	DRY	PDO	04-04-2007
26	15	08		02.80	ALABAMA AVE.		YES	S	S	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	05-01-2007
26	15	08		02.80	ALABAMA AVE.		YES	W	W	2			REAR-END	IMP-BACK	DYLGT	DRY	PDO	01-19-2009
26	15	08		02.80	ALABAMA AVE.		YES	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	07-02-2009
26	15	08		02.80	ALABAMA AVE.		YES	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-17-2009
26	15	08		02.80	ALABAMA AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-19-2009
26	15	08		02.80	ALABAMA AVE.		YES	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	05-17-2010
26	15	08		02.80	ALABAMA AVE.		YES	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	09-21-2011
26	15	08		02.80	ALABAMA AVE.		YES	N	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	02-10-2013
26	15	08		02.80	ALABAMA AVE.		YES	W	N	2	1		OTHER	F-YIELD	DARK	DRY	P INJ	07-02-2013
26	15	08		02.80	ALABAMA AVE.		YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-28-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after ALABAMA AVE.					
26	15	08		02.81		DRIVEWAY	NO	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-28-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before STEWART DR.					
26	15	08		02.82			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-03-2006
26	15	08		02.82		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-19-2006
26	15	08		02.82		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-11-2007
26	15	08		02.82			NO	N	S	2			SIDESWIPE-OPP	INATT	DYLGT	DRY	PDO	08-31-2007
26	15	08		02.82			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	12-13-2008
26	15	08		02.82			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	01-12-2012
26	15	08		02.82		DRIVEWAY	NO	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	10-26-2013
26	15	08		02.82		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-02-2015
26	15	08		02.82		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-19-2015
26	15	08		02.82		DRIVEWAY	NO	W	N	2			OTHER	F-YIELD	DYLGT	DRY	PDO	12-22-2015
26	15	08		02.82		DRIVEWAY	NO	E	S	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-16-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after STEWART DR.					

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.85			NO	N	-	1			F-O UTIL-POLE	D-W-I	DARK	DRY	PDO	11-06-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after STEWART DR.					
26	15	08		02.86			NO	S	S	2			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	07-11-2009
26	15	08		02.86		DRIVEWAY	NO	S	-	1			F-O UTIL-POLE	OTHER	DYLGT	DRY	PDO	10-26-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before 3 ST. VIRGINIA					
26	15	08		02.87			NO	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	05-02-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before 3 ST. VIRGINIA					
26	15	08		02.88		DRIVEWAY	NO	E	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-03-2013
26	15	08		02.88			NO	S	-	1			ROLLOVER	D-W-I	DYLGT	DRY	PDO	06-22-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before 3 ST. VIRGINIA					
26	15	08		02.89			NO	S	-	1			F-O UTIL-POLE	DEF-VEH	DARK	DRY	PDO	06-25-2006
26	15	08		02.89			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	02-24-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 3 ST. VIRGINIA					
26	15	08		02.90	3 ST. VIRGINIA		YES	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	02-01-2006
26	15	08		02.90	3 ST. VIRGINIA		YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	09-07-2007
26	15	08		02.90	3 ST. VIRGINIA		YES	N	S	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	11-15-2008
26	15	08		02.90	3 ST. VIRGINIA		YES	N	N	2			ANGLE-OTHER	UNSAF-SPD	DARK	DRY	PDO	02-16-2010
26	15	08		02.90	3 ST. VIRGINIA		YES	N	N	2			OTHER	FOL-CLOSE	DYLGT	DRY	PDO	12-02-2010
26	15	08		02.90	3 ST. VIRGINIA		YES	S	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	04-30-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-13-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-15-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	S	N	2	2		OTHER	F-YIELD	DYLGT	DRY	N-I INJ	09-22-2011
26	15	08		02.90	3 ST. VIRGINIA		YES	S	-	1	1		ROLLOVER	INATT	DARK	DRY	N-I INJ	07-08-2012
26	15	08		02.90	3 ST. VIRGINIA		YES	S	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	10-06-2012
26	15	08		02.90	3 ST. VIRGINIA		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	SNOW	P INJ	12-05-2013
26	15	08		02.90	3 ST. VIRGINIA		YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-24-2014
26	15	08		02.90	3 ST. VIRGINIA		YES	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-23-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after 3 ST. VIRGINIA					
26	15	08		02.91			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before CONGO CR.					
26	15	08		02.93		DRIVEWAY	NO	S	N	2			ANGLE-TURNING	INATT	DYLGT	WET	PDO	05-03-2007
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before CONGO CR.					
26	15	08		02.94		DRIVEWAY	NO	S	-	1	1		F-O CURB	NO-IMP-ACT	DYLGT	DRY	N-I INJ	02-07-2008
26	15	08		02.94			NO	N	N	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	11-19-2008
26	15	08		02.94		DRIVEWAY	NO	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-19-2013
26	15	08		02.94			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	12-10-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: TENNESSEE AVE.					

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		02.96	TENNESSEE AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-27-2006
26	15	08		02.96	TENNESSEE AVE.		YES	S	S	3			REAR-END	D-W-I	DYLGT	WET	PDO	07-16-2014
26	15	08		02.96	TENNESSEE AVE.		YES	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	03-02-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after TENNESSEE AVE.					
26	15	08		02.97			NO	N	N	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	11-19-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after TENNESSEE AVE.					
26	15	08		02.98			NO	S	S	2	1		HEAD-ON	IMP-LN-CHG	DARK	DRY	N-I INJ	07-09-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after TENNESSEE AVE.					
26	15	08		02.99			NO	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	01-10-2011
26	15	08		02.99			NO	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	09-06-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 after TENNESSEE AVE.					
26	15	08		03.00			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-04-2010
26	15	08		03.00			NO	N	N	2			REAR-END	DOM-ANIMAL	DYLGT	DRY	PDO	12-20-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before GEORGIA AVE.					
26	15	08		03.02			NO	N	N	2	3		REAR-END	UNSAF-SPD	DARK	DRY	P INJ	02-16-2007
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: GEORGIA AVE.					
26	15	08		03.04	GEORGIA AVE.		YES	W	N	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	07-01-2006
26	15	08		03.04	GEORGIA AVE.		YES	N	S	2			SIDESWIPE-OPP	L-CENTER	DYLGT	DRY	PDO	10-23-2006
26	15	08		03.04	GEORGIA AVE.		YES	S	-	1	1		ROLLOVER	INATT	DYLGT	DRY	N-I INJ	10-03-2010
26	15	08		03.04	GEORGIA AVE.		YES	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	03-18-2011
26	15	08		03.04	GEORGIA AVE.		YES	S	E	2	2		RIGHT-ANGLE	SLEEPY	DARK	DRY	N-I INJ	07-22-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after GEORGIA AVE.					
26	15	08		03.06			NO	S	S	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	10-24-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before ARKANSAS AVE.					
26	15	08		03.08		DRIVEWAY	NO	N	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	06-05-2006
26	15	08		03.08		DRIVEWAY	NO	N	N	2	1		ANGLE-TURNING	NEG-DRVING	DYLGT	DRY	P INJ	08-11-2006
26	15	08		03.08			NO	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	08-08-2012
26	15	08		03.08		DRIVEWAY	NO	E	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-24-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before ARKANSAS AVE.					
26	15	08		03.09			NO	S	S	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	06-09-2010
26	15	08		03.09			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	12-16-2012
26	15	08		03.09			NO	N	N	2	1		ANGLE-TURNING	IMP-LN-CHG	DARK	DRY	N-I INJ	03-19-2014
26	15	08		03.09			NO	S	-	1	1		F-O POLE-OTHER	D-W-I	DYLGT	DRY	N-I INJ	07-19-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before ARKANSAS AVE.					
26	15	08		03.10		DRIVEWAY	NO	E	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	03-10-2007
26	15	08		03.10		DRIVEWAY	NO	N	N	2			ANGLE-OTHER	F-YIELD	DARK	DRY	PDO	04-19-2008
26	15	08		03.10			NO	S	-	1	1		F-O CURB	OTHER	DYLGT	DRY	P INJ	01-01-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: ARKANSAS AVE.					

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.11	ARKANSAS AVE.		YES	S	-	1	2		F-O UTIL-POLE	INATT	DYLGT	DRY	N-I INJ	10-25-2006
26	15	08		03.11	ARKANSAS AVE.		YES	W	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-14-2007
26	15	08		03.11	ARKANSAS AVE.		YES	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	08-18-2007
26	15	08		03.11	ARKANSAS AVE.		YES	N	N	2	1		REAR-END	INATT	DUSK	DRY	P INJ	09-02-2007
26	15	08		03.11	ARKANSAS AVE.		YES	S	S	3	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	09-13-2007
26	15	08		03.11	ARKANSAS AVE.		YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	06-08-2011
26	15	08		03.11	ARKANSAS AVE.		YES	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-21-2011
26	15	08		03.11	ARKANSAS AVE.		YES	W	N	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	01-23-2012
26	15	08		03.11	ARKANSAS AVE.		YES	E	-	1			F-O OTHER	INATT	DYLGT	DRY	PDO	08-31-2013
26	15	08		03.11	ARKANSAS AVE.		YES	S	S	2			OTHER	F-YIELD	DARK	DRY	PDO	10-04-2013
26	15	08		03.11	ARKANSAS AVE.		YES	S	S	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	08-01-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after ARKANSAS AVE.							
26	15	08		03.13			NO	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	WET	N-I INJ	08-31-2010
26	15	08		03.13		DRIVEWAY	NO	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	04-18-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 after ARKANSAS AVE.							
26	15	08		03.14			NO	S	-	1	1		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	N-I INJ	10-03-2010
26	15	08		03.14			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	11-10-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 before MISSOURI AVE.							
26	15	08		03.16			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	08-24-2007
26	15	08		03.16			NO	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	12-12-2009
26	15	08		03.16			NO	N	N	2	1		REAR-END	DEF-VEH	DYLGT	DRY	P INJ	12-09-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 before MISSOURI AVE.							
26	15	08		03.17			NO	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	06-13-2007
26	15	08		03.17		DRIVEWAY	NO	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-04-2012
26	15	08		03.17			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-15-2012
26	15	08		03.17			NO	S	N	2			REAR-END	OTHER	DYLGT	DRY	PDO	08-29-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 before MISSOURI AVE.							
26	15	08		03.18			NO	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	06-14-2010
26	15	08		03.18			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-01-2011
26	15	08		03.18			NO	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	01-27-2012
26	15	08		03.18			NO	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-26-2012
26	15	08		03.18		DRIVEWAY	NO	N	-	1			F-O RET-WALL	DEF-VEH	DARK	DRY	PDO	02-13-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: MISSOURI AVE.							
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-06-2006
26	15	08		03.19	MISSOURI AVE.		YES	N	SW	2			ANGLE-TURNING	DEF-VEH	DYLGT	DRY	PDO	05-16-2006
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-17-2006
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2	1		REAR-END	INATT	DARK	DRY	P INJ	06-24-2006

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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Collision Analysis and Safety Branch
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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.19	MISSOURI AVE.		YES	S	E	2			RIGHT-ANGLE	DEF-VEH	DYLGT	DRY	PDO	08-18-2006
26	15	08		03.19	MISSOURI AVE.		YES	S	NW	3	1		ANGLE-TURNING	F-STOP	DARK	DRY	P INJ	10-25-2006
26	15	08		03.19	MISSOURI AVE.		YES	E	N	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	01-08-2007
26	15	08		03.19	MISSOURI AVE.		YES	S	W	2			RIGHT-ANGLE	F-STOP	DARK	ICE	PDO	02-14-2007
26	15	08		03.19	MISSOURI AVE.		YES	N	E	2			RIGHT-ANGLE	IMP-BACK	DYLGT	DRY	PDO	07-12-2007
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-14-2007
26	15	08		03.19	MISSOURI AVE.		YES	S	-	1			F-O CURB	IMP-TURN	DYLGT	DRY	PDO	08-06-2007
26	15	08		03.19	MISSOURI AVE.		YES	S	S	3			REAR-END	INATT	DYLGT	DRY	PDO	09-13-2007
26	15	08		03.19	MISSOURI AVE.		YES	E	E	2	1		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	01-16-2008
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	06-10-2008
26	15	08		03.19	MISSOURI AVE.		YES	N	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	07-26-2008
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	10-16-2008
26	15	08		03.19	MISSOURI AVE.		YES	S	W	2	1		ANGLE-TURNING	F-STOP	DARK	DRY	N-I INJ	05-13-2009
26	15	08		03.19	MISSOURI AVE.		YES	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	06-16-2009
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	08-18-2009
26	15	08		03.19	MISSOURI AVE.		YES	N	W	2	3		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	08-27-2009
26	15	08		03.19	MISSOURI AVE.		YES	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-11-2009
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	04-07-2010
26	15	08		03.19	MISSOURI AVE.		YES	S	S	3	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	04-21-2010
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	08-23-2010
26	15	08		03.19	MISSOURI AVE.		YES	E	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	10-04-2010
26	15	08		03.19	MISSOURI AVE.		YES	S	N	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	11-02-2010
26	15	08		03.19	MISSOURI AVE.		YES	S	-	1			F-O TRAFF-SIGN	INATT	DARK	DRY	PDO	02-16-2011
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2	1		OTHER	OTHER	DYLGT	DRY	N-I INJ	05-31-2011
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2	6		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-27-2011
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	09-30-2011
26	15	08		03.19	MISSOURI AVE.		YES	N	W	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	08-10-2012
26	15	08		03.19	MISSOURI AVE.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	09-13-2012
26	15	08		03.19	MISSOURI AVE.		YES	N	W	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	09-16-2012
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-30-2013
26	15	08		03.19	MISSOURI AVE.		YES	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-09-2013
26	15	08		03.19	MISSOURI AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-13-2013
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2	6		REAR-END	INATT	DYLGT	DRY	N-I INJ	10-06-2013
26	15	08		03.19	MISSOURI AVE.		YES	N	E	2			RIGHT-ANGLE	F-STOP	DARK	DRY	PDO	12-19-2013
26	15	08		03.19	MISSOURI AVE.		YES	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-11-2014
26	15	08		03.19	MISSOURI AVE.		YES	S	N	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	12-26-2014
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2			REAR-END	F-STOP	DYLGT	WET	PDO	03-19-2015

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.19	MISSOURI AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	04-27-2015
26	15	08		03.19	MISSOURI AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	05-15-2015
26	15	08		03.19	MISSOURI AVE.		YES	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	11-05-2015
26	15	08		03.19	MISSOURI AVE.		YES	S	S	2			ANGLE-OTHER	F-STOP	DARK	DRY	PDO	01-22-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after MISSOURI AVE.					
26	15	08		03.20			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	06-13-2010
26	15	08		03.20			NO	N	N	2	2		REAR-END	IMP-LN-CHG	DYLGT	DRY	N-I INJ	02-01-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after MISSOURI AVE.					
26	15	08		03.21		DRIVEWAY	NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	04-21-2006
26	15	08		03.21			NO	N	-	1	1		F-O CURB	UNSAF-SPD	DYLGT	DRY	I INJ	05-19-2008
26	15	08		03.21			NO	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	02-02-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after MISSOURI AVE.					
26	15	08		03.22			NO	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-18-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before FLORIDA AVE.					
26	15	08		03.23			NO	S	N	2			REAR-END	F-YIELD	DYLGT	WET	PDO	09-08-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before FLORIDA AVE.					
26	15	08		03.24			NO	S	S	2			REAR-END	D-W-I	DYLGT	DRY	PDO	06-02-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before FLORIDA AVE.					
26	15	08		03.25			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	02-01-2008
26	15	08		03.25			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	10-31-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: FLORIDA AVE.					
26	15	08		03.26	FLORIDA AVE.	DRIVEWAY	YES	S	S	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	02-12-2008
26	15	08		03.26	FLORIDA AVE.		YES	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-19-2013
26	15	08		03.26	FLORIDA AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-30-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before WASHINGTON AVE.					
26	15	08		03.30			NO	S	-	1	1		ROLLOVER	UNSAF-SPD	DYLGT	DRY	N-I INJ	01-17-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: WASHINGTON AVE.					
26	15	08		03.33	WASHINGTON AVE.		YES	N	S	3	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	02-19-2007
26	15	08		03.33	WASHINGTON AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-01-2009
26	15	08		03.33	WASHINGTON AVE.		YES	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-02-2010
26	15	08		03.33	WASHINGTON AVE.		YES	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-28-2012
26	15	08		03.33	WASHINGTON AVE.		YES	E	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	07-22-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after WASHINGTON AVE.					
26	15	08		03.35			NO	S	S	2			SIDESWIPE-SAME	FOL-CLOSE	DYLGT	DRY	PDO	09-13-2007
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after WASHINGTON AVE.					
26	15	08		03.36		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	08-17-2006
26	15	08		03.36			NO	N	-	1	1		F-O UTIL-POLE	SLEEPY	DYLGT	DRY	P INJ	07-26-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before TEXAS AVE.					

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.39		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-28-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before TEXAS AVE.					
26	15	08		03.40			NO	S	-	1			F-O CURB	INATT	DYLGT	DRY	PDO	05-12-2009
26	15	08		03.40			NO	S	S	2			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	10-15-2012
26	15	08		03.40			NO	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-15-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: TEXAS AVE.					
26	15	08		03.41	TEXAS AVE.		YES	W	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	05-31-2006
26	15	08		03.41	TEXAS AVE.		YES	W	S	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	09-07-2006
26	15	08		03.41	TEXAS AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	10-30-2006
26	15	08		03.41	TEXAS AVE.		YES	N	-	1			F-O UTIL-POLE	OTHER	DARK	DRY	PDO	05-18-2007
26	15	08		03.41	TEXAS AVE.		YES	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	07-18-2007
26	15	08		03.41	TEXAS AVE.		YES	E	S	2	3		ANGLE-TURNING	INATT	DUSK	DRY	N-I INJ	11-20-2007
26	15	08		03.41	TEXAS AVE.		YES	W	N	2	1		HEAD-ON	F-YIELD	DYLGT	WET	P INJ	12-11-2007
26	15	08		03.41	TEXAS AVE.		YES	W	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	I INJ	08-01-2008
26	15	08		03.41	TEXAS AVE.		YES	E	N	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-12-2009
26	15	08		03.41	TEXAS AVE.		YES	E	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-22-2010
26	15	08		03.41	TEXAS AVE.		YES	S	-	1		1	PEDESTRIAN	NO-IMP-ACT	DARK	DRY	FAT	11-19-2010
26	15	08		03.41	TEXAS AVE.		YES	N	-	1			F-O CURB	INATT	DARK	DRY	PDO	04-25-2012
26	15	08		03.41	TEXAS AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-03-2012
26	15	08		03.41	TEXAS AVE.		YES	W	N	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	07-22-2013
26	15	08		03.41	TEXAS AVE.		YES	W	N	2	1		REAR-END	F-YIELD	DARK	DRY	N-I INJ	02-22-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after TEXAS AVE.					
26	15	08		03.44		DRIVEWAY	NO	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-06-2007
26	15	08		03.44		DRIVEWAY	NO	S	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-15-2009
26	15	08		03.44			NO	S	-	1	2		F-O CURB	INATT	DARK	DRY	N-I INJ	01-07-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before OREGON AVE.					
26	15	08		03.46			NO	S	S	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	12-05-2006
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after OREGON AVE.					
26	15	08		03.50			NO	S	S	4	5		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	09-28-2006
26	15	08		03.50			NO	S	-	1	1		ROLLOVER	INATT	DYLGT	WET	N-I INJ	04-02-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before IDAHO/ADA SIPUEL					
26	15	08		03.52			NO	N	-	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-26-2006
26	15	08		03.52		DRIVEWAY	NO	N	N	2			ANGLE-TURNING	FOL-CLOSE	DARK	DRY	PDO	03-09-2007
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before IDAHO/ADA SIPUEL					
26	15	08		03.53		INCIDENT	NO	N	-	2			RIGHT-ANGLE	DEF-VEH	DYLGT	DRY	PDO	08-21-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: IDAHO/ADA SIPUEL					
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	W	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	07-21-2006

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	12-29-2007
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	W	S	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	02-19-2009
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2009
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	E	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	07-12-2010
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	E	N	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-02-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	W	N	2	1		OTHER	F-YIELD	DYLGT	DRY	P INJ	04-06-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	W	S	2	2		HEAD-ON	F-YIELD	DYLGT	DRY	I INJ	05-17-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	W	E	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-15-2011
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	N	-	1	1		F-O CURB	INATT	DYLGT	DRY	N-I INJ	08-16-2012
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	ICE	P INJ	02-07-2014
26	15	08		03.54	IDAHO/ADA SIPUEL		YES	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	05-27-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 after IDAHO/ADA SIPUEL							
26	15	08		03.55			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	07-24-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 after IDAHO/ADA SIPUEL							
26	15	08		03.57		DRIVEWAY	NO	W	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-04-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 before DAKOTA AVE.							
26	15	08		03.60			NO	W	W	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	03-01-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: DAKOTA AVE.							
26	15	08		03.62	DAKOTA AVE.		YES	N	N	2	1		ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	P INJ	04-23-2006
26	15	08		03.62	DAKOTA AVE.		YES	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-02-2006
26	15	08		03.62	DAKOTA AVE.		YES	E	S	2	4		ANGLE-TURNING	F-YIELD	DYLGT	DRY	I INJ	07-28-2006
26	15	08		03.62	DAKOTA AVE.		YES	W	N	2			HEAD-ON	F-YIELD	DYLGT	DRY	PDO	11-24-2007
26	15	08		03.62	DAKOTA AVE.		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-02-2009
26	15	08		03.62	DAKOTA AVE.		YES	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-04-2009
26	15	08		03.62	DAKOTA AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-05-2012
26	15	08		03.62	DAKOTA AVE.		YES	N	N	2	1		HEAD-ON	IMP-LN-CHG	DYLGT	DRY	N-I INJ	05-28-2013
26	15	08		03.62	DAKOTA AVE.		YES	E	S	2	1	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	11-12-2013
26	15	08		03.62	DAKOTA AVE.		YES	S	S	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	02-19-2016
26	15	08		03.62	DAKOTA AVE.		YES	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	02-25-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 after DAKOTA AVE.							
26	15	08		03.63			NO	W	-	1	2		PEDESTRIAN	NO-IMP-ACT	DARK	DRY	I INJ	09-09-2007
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 after DAKOTA AVE.							
26	15	08		03.66		ALLEY	NO	W	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-13-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 before MINNESOTA AVE.							
26	15	08		03.67			NO	S	S	3			REAR-END	INATT	DYLGT	DRY	PDO	11-04-2009
26	15	08		03.67		ALLEY	NO	S	S	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	06-29-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 before MINNESOTA AVE.							

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HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.69		ALLEY	NO	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	08-04-2008
26	15	08		03.69			NO	S	S	3	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-13-2015
(26) GRADY				(15) CHICKASHA		HWY: US-81, 4 ST.							AT: MINNESOTA AVE.					
26	15	08		03.70	MINNESOTA AVE.		YES	SW	-	1			F-O CURB	IMP-TURN	DYLGT	DRY	PDO	07-20-2006
26	15	08		03.70	MINNESOTA AVE.		YES	N	W	2			RIGHT-ANGLE	OTHER	DYLGT	DRY	PDO	07-22-2006
26	15	08		03.70	MINNESOTA AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-01-2007
26	15	08		03.70	MINNESOTA AVE.		YES	N	W	3			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	03-16-2007
26	15	08		03.70	MINNESOTA AVE.		YES	N	E	2	2		RIGHT-ANGLE	F-STOP	DYLGT	WET	N-I INJ	05-07-2007
26	15	08		03.70	MINNESOTA AVE.		YES	N	N	2			OTHER	UNSAF-SPD	DYLGT	WET	PDO	07-12-2007
26	15	08		03.70	MINNESOTA AVE.		YES	N	S	2	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	07-31-2007
26	15	08		03.70	MINNESOTA AVE.		YES	S	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-03-2007
26	15	08		03.70	MINNESOTA AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-22-2008
26	15	08		03.70	MINNESOTA AVE.		YES	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-07-2008
26	15	08		03.70	MINNESOTA AVE.		YES	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	08-20-2008
26	15	08		03.70	MINNESOTA AVE.		YES	N	N	2			REAR-END	INATT	DARK	DRY	PDO	11-23-2008
26	15	08		03.70	MINNESOTA AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	12-11-2008
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DUSK	DRY	PDO	12-29-2008
26	15	08		03.70	MINNESOTA AVE.		YES	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	01-07-2009
26	15	08		03.70	MINNESOTA AVE.		YES	N	-	1			F-O CURB	UNSAF-SPD	DARK	WET	PDO	02-09-2009
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-15-2009
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	06-08-2009
26	15	08		03.70	MINNESOTA AVE.		YES	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	11-24-2009
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	05-26-2010
26	15	08		03.70	MINNESOTA AVE.		YES	E	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-13-2010
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-19-2010
26	15	08		03.70	MINNESOTA AVE.		YES	N	W	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	10-01-2010
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	09-02-2011
26	15	08		03.70	MINNESOTA AVE.		YES	S	W	2			RIGHT-ANGLE	DEF-VEH	DAWN	WET	PDO	01-25-2012
26	15	08		03.70	MINNESOTA AVE.		YES	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-01-2012
26	15	08		03.70	MINNESOTA AVE.		YES	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-05-2012
26	15	08		03.70	MINNESOTA AVE.		YES	W	W	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	04-12-2012
26	15	08		03.70	MINNESOTA AVE.		YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-15-2012
26	15	08		03.70	MINNESOTA AVE.		YES	S	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-28-2012
26	15	08		03.70	MINNESOTA AVE.		YES	S	N	2			ANGLE-TURNING	F-STOP	DYLGT	SNOW	PDO	12-26-2012
26	15	08		03.70	MINNESOTA AVE.		YES	N	E	1	1		F-O OTHER	INATT	DYLGT	WET	PDO	02-15-2013
26	15	08		03.70	MINNESOTA AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-09-2013
26	15	08		03.70	MINNESOTA AVE.		YES	N	S	2			REAR-END	INATT	DYLGT	DRY	PDO	01-30-2014

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.70	MINNESOTA AVE.		YES	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	02-27-2014
26	15	08		03.70	MINNESOTA AVE.		YES	E	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-17-2014
26	15	08		03.70	MINNESOTA AVE.		YES	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	07-30-2014
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-04-2014
26	15	08		03.70	MINNESOTA AVE.		YES	S	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	09-03-2014
26	15	08		03.70	MINNESOTA AVE.	WKZONE	YES	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	03-24-2015
26	15	08		03.70	MINNESOTA AVE.		YES	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-23-2015
26	15	08		03.70	MINNESOTA AVE.		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-21-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 after MINNESOTA AVE.					
26	15	08		03.71		DRIVEWAY	NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-19-2006
26	15	08		03.71			NO	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-29-2010
26	15	08		03.71			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-30-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 after MINNESOTA AVE.					
26	15	08		03.72			NO	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-23-2008
26	15	08		03.72		DRIVEWAY	NO	N	N	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	02-05-2010
26	15	08		03.72		DRIVEWAY	NO	N	N	3			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	03-16-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 after MINNESOTA AVE.					
26	15	08		03.73			NO	N	-	1			F-O UTIL-POLE	UNSAF-SPD	DARK	DRY	PDO	04-30-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 before IOWA AVE.					
26	15	08		03.74		DRIVEWAY	NO	E	S	2			RIGHT-ANGLE	INATT	DYLGT	DRY	PDO	03-06-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before IOWA AVE.					
26	15	08		03.75			NO	S	-	1			F-O UTIL-POLE	D-W-I	DARK	WET	PDO	12-25-2008
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before IOWA AVE.					
26	15	08		03.76			NO	S	S	3	3		REAR-END	INATT	DYLGT	DRY	N-I INJ	05-01-2006
26	15	08		03.76			NO	S	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	06-08-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before IOWA AVE.					
26	15	08		03.77			NO	S	S	3			REAR-END	INATT	DARK	DRY	PDO	05-02-2007
26	15	08		03.77			NO	S	S	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	08-22-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: IOWA AVE.					
26	15	08		03.78	IOWA AVE.		YES	W	S	2			OTHER	F-YIELD	DYLGT	DRY	PDO	06-29-2007
26	15	08		03.78	IOWA AVE.		YES	N	S	2	2		ANGLE-TURNING	IMP-TURN	DARK	DRY	P INJ	06-02-2009
26	15	08		03.78	IOWA AVE.		YES	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-24-2009
26	15	08		03.78	IOWA AVE.		YES	N	-	1	1		F-O CURB	D-W-I	DARK	DRY	N-I INJ	11-18-2010
26	15	08		03.78	IOWA AVE.		YES	W	-	1			F-O CURB	IMP-TURN	DYLGT	DRY	PDO	11-19-2011
26	15	08		03.78	IOWA AVE.		YES	N	N	2	1		REAR-END	IMP-STOP	DYLGT	DRY	P INJ	01-28-2013
26	15	08		03.78	IOWA AVE.		YES	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	I INJ	02-02-2013
26	15	08		03.78	IOWA AVE.		YES	E	E	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	09-27-2013

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

		HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.78	IOWA AVE.		YES	W	-	1			F-O CURB	UNSAF-SPD	DARK	WET	PDO	05-23-2014
26	15	08		03.78	IOWA AVE.		YES	E	N	2	1		RIGHT-ANGLE	NO-IMP-ACT	DYLGT	DRY	P INJ	10-01-2015
26	15	08		03.78	IOWA AVE.		YES	N	S	2	2		HEAD-ON	L-CENTER	DARK	DRY	P INJ	01-02-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: COLORADO AVE.					
26	15	08		03.86	COLORADO AVE.		YES	E	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	N-I INJ	05-06-2006
26	15	08		03.86	COLORADO AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-06-2006
26	15	08		03.86	COLORADO AVE.		YES	W	S	3	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	01-15-2008
26	15	08		03.86	COLORADO AVE.		YES	N	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	02-06-2008
26	15	08		03.86	COLORADO AVE.		YES	N	N	3			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	07-14-2008
26	15	08		03.86	COLORADO AVE.		NO	N	-	1	1	1	F-O UTIL-POLE	INATT	DYLGT	DRY	FAT	11-29-2008
26	15	08		03.86	COLORADO AVE.		YES	W	S	2	1		ANGLE-OTHER	F-STOP	DYLGT	DRY	I INJ	02-02-2009
26	15	08		03.86	COLORADO AVE.		YES	N	-	1	1		PEDESTRIAN	UNSAF-SPD	DYLGT	DRY	I INJ	04-24-2009
26	15	08		03.86	COLORADO AVE.		YES	E	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-04-2009
26	15	08		03.86	COLORADO AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	06-28-2010
26	15	08		03.86	COLORADO AVE.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	12-03-2013
26	15	08		03.86	COLORADO AVE.		YES	E	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	05-14-2015
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.04 after COLORADO AVE.					
26	15	08		03.90			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	07-26-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.03 before KANSAS AVE.					
26	15	08		03.91			NO	N	N	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	05-27-2009
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.02 before KANSAS AVE.					
26	15	08		03.92			NO	N	-	1			F-O UTIL-POLE	UNSAF-SPD	DARK	WET	PDO	12-20-2006
26	15	08		03.92			NO	N	N	2	1		REAR-END	IMP-LN-CHG	DARK	DRY	P INJ	11-25-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: 00.01 before KANSAS AVE.					
26	15	08		03.93			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	03-05-2007
26	15	08		03.93		DRIVEWAY	NO	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-08-2008
26	15	08		03.93			NO	N	N	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	12-16-2012
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.								AT: KANSAS AVE.					
26	15	08		03.94	KANSAS AVE.		YES	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-09-2006
26	15	08		03.94	KANSAS AVE.		YES	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	04-18-2006
26	15	08		03.94	KANSAS AVE.		YES	N	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	05-15-2006
26	15	08		03.94	KANSAS AVE.		YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	12-14-2007
26	15	08		03.94	KANSAS AVE.		YES	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	08-06-2008
26	15	08		03.94	KANSAS AVE.		YES	S	S	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	09-02-2008
26	15	08		03.94	KANSAS AVE.		YES	N	N	2	1		ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	P INJ	10-13-2008
26	15	08		03.94	KANSAS AVE.		YES	N	N	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	11-20-2008
26	15	08		03.94	KANSAS AVE.		YES	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	WET	PDO	12-18-2008

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		03.94	KANSAS AVE.		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-12-2009
26	15	08		03.94	KANSAS AVE.		YES	N	W	2			ANGLE-TURNING	F-STOP	DARK	WET	PDO	01-28-2010
26	15	08		03.94	KANSAS AVE.		YES	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-25-2010
26	15	08		03.94	KANSAS AVE.	DRIVEWAY	YES	N	N	2	3		REAR-END	INATT	DYLGT	DRY	N-I INJ	03-29-2010
26	15	08		03.94	KANSAS AVE.		YES	N	N	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	04-01-2010
26	15	08		03.94	KANSAS AVE.		YES	E	S	3	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	07-12-2010
26	15	08		03.94	KANSAS AVE.		YES	N	W	2	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	10-12-2011
26	15	08		03.94	KANSAS AVE.		YES	E	N	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	06-07-2012
26	15	08		03.94	KANSAS AVE.		YES	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	05-17-2013
26	15	08		03.94	KANSAS AVE.		YES	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-29-2013
26	15	08		03.94	KANSAS AVE.		YES	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-12-2013
26	15	08		03.94	KANSAS AVE.		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-24-2013
26	15	08		03.94	KANSAS AVE.		YES	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	10-23-2013
26	15	08		03.94	KANSAS AVE.		YES	N	N	2	1		SIDESWIPE-SAME	FOL-CLOSE	DYLGT	DRY	P INJ	01-02-2014
26	15	08		03.94	KANSAS AVE.		YES	N	N	2			ANGLE-OTHER	F-YIELD	DYLGT	DRY	PDO	02-19-2014
26	15	08		03.94	KANSAS AVE.		YES	S	S	2			HEAD-ON	IMP-LN-CHG	DYLGT	DRY	PDO	07-14-2014
26	15	08		03.94	KANSAS AVE.		YES	N	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	08-30-2014
26	15	08		03.94	KANSAS AVE.		YES	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-03-2015
26	15	08		03.94	KANSAS AVE.		YES	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-29-2015
26	15	08		03.94	KANSAS AVE.		YES	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	01-29-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after KANSAS AVE.							
26	15	08		03.96			NO	S	-	1			F-O UTIL-POLE		DARK	DRY	PDO	11-30-2011
26	15	08		03.96			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-14-2014
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 before CHICKASHA AVE.							
26	15	08		03.99			NO	S	-	2			HEAD-ON	DEF-VEH	DYLGT	DRY	PDO	05-20-2013
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 before CHICKASHA AVE.							
26	15	08		04.00			NO	N	N	2			OTHER	INATT	DYLGT	DRY	PDO	02-05-2010
26	15	08		04.00			NO	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-03-2010
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.01 before CHICKASHA AVE.							
26	15	08		04.01			NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-17-2006
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: CHICKASHA AVE.							
26	15	08		04.02	CHICKASHA AVE.		YES	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-25-2006
26	15	08		04.02	CHICKASHA AVE.		YES	S	W	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	08-04-2006
26	15	08		04.02	CHICKASHA AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	08-16-2006
26	15	08		04.02	CHICKASHA AVE.		YES	E	N	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	08-30-2006
26	15	08		04.02	CHICKASHA AVE.		YES	N	E	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	N-I INJ	12-04-2006
26	15	08		04.02	CHICKASHA AVE.		YES	W	W	2	2		REAR-END	FOL-CLOSE	DARK	OTHER	N-I INJ	12-16-2006

*** INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

US 81 & US 62 IN GRAY CO.

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USE RESTRICTED
23 USC 409

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
26	15	08		04.02	CHICKASHA AVE.		YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-26-2006
26	15	08		04.02	CHICKASHA AVE.		YES	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-13-2007
26	15	08		04.02	CHICKASHA AVE.		YES	S	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-11-2007
26	15	08		04.02	CHICKASHA AVE.		YES	E	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	10-20-2007
26	15	08		04.02	CHICKASHA AVE.		YES	S	E	2			OTHER	IMP-BACK	DYLGT	WET	PDO	11-30-2007
26	15	08		04.02	CHICKASHA AVE.		YES	E	S	2			ANGLE-TURNING	INATT	DARK	DRY	PDO	12-07-2007
26	15	08		04.02	CHICKASHA AVE.		YES	N	S	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	12-07-2007
26	15	08		04.02	CHICKASHA AVE.		YES	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DYLGT	DRY	PDO	02-27-2008
26	15	08		04.02	CHICKASHA AVE.		YES	E	E	2			ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	PDO	04-07-2008
26	15	08		04.02	CHICKASHA AVE.		YES	N	S	2	4		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	05-16-2008
26	15	08		04.02	CHICKASHA AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	07-03-2008
26	15	08		04.02	CHICKASHA AVE.		YES	W	S	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	08-21-2008
26	15	08		04.02	CHICKASHA AVE.		YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-28-2008
26	15	08		04.02	CHICKASHA AVE.		YES	N	N	2	1		ANGLE-TURNING	FOL-CLOSE	DYLGT	DRY	P INJ	06-15-2010
26	15	08		04.02	CHICKASHA AVE.		YES	W	W	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	06-23-2011
26	15	08		04.02	CHICKASHA AVE.		YES	W	W	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	02-27-2013
26	15	08		04.02	CHICKASHA AVE.		YES	N	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	03-29-2013
26	15	08		04.02	CHICKASHA AVE.		YES	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-10-2013
26	15	08		04.02	CHICKASHA AVE.		YES	S	S	3	3		REAR-END	INATT	DYLGT	DRY	P INJ	05-16-2013
26	15	08		04.02	CHICKASHA AVE.		YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-24-2013
26	15	08		04.02	CHICKASHA AVE.		YES	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	07-08-2013
26	15	08		04.02	CHICKASHA AVE.		YES	E	E	2			OTHER	IMP-BACK	DYLGT	DRY	PDO	08-01-2013
26	15	08		04.02	CHICKASHA AVE.		YES	S	W	2	2		ANGLE-TURNING	F-STOP	DYLGT	DRY	P INJ	09-05-2013
26	15	08		04.02	CHICKASHA AVE.		YES	N	N	2			SIDESWIPE-SAME	NEG-DRVING	DYLGT	DRY	PDO	01-14-2014
26	15	08		04.02	CHICKASHA AVE.		YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-31-2014
26	15	08		04.02	CHICKASHA AVE.		YES	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-11-2014
26	15	08		04.02	CHICKASHA AVE.		YES	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	07-08-2014
26	15	08		04.02	CHICKASHA AVE.	INCIDENT	YES	S	-	1			F-O TRAFF-SIGNAL	OTHER	DYLGT	DRY	PDO	10-23-2014
26	15	08		04.02	CHICKASHA AVE.		YES	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	01-06-2016
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.02 after CHICKASHA AVE.							
26	15	08		04.04			NO	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	I INJ	12-29-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.04 after CHICKASHA AVE.							
26	15	08		04.06			NO	S	S	2			REAR-END	IMP-LN-CHG	DYLGT	DRY	PDO	12-24-2008
26	15	08		04.06			NO	W	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-13-2011
(26) GRADY				(15) CHICKASHA	HWY: US-81, 4 ST.						AT: 00.03 before CHOCTAW AVE.							
26	15	08		04.07			NO	N	N	2	2		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	08-02-2010

* INCLUDES INCAPACITATING, NON-INCAPACITATING, AND POSSIBLE INJURIES.

STUDY CRITERIA

US 81 & US 62 IN GRAY CO.

Date Range: 01-01-2006 Thru 04-22-2016

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 04/22/2016 by Kyle McKinley

USE RESTRICTED
23 USC 409

ROADWAY / REGION

	QUERY OVER	SELECTIONS
1	Control Section	County: 26, Control Section: 6, CS Type: hwy, CS Query On: range, Mile Start: 20.80, Mile End: 22.30
2	Control Section	County: 26, Control Section: 8, CS Type: hwy, CS Query On: range, Mile Start: 00.00, Mile End: 04.10
3	Control Section	County: 26, Control Section: 2, CS Type: hwy, CS Query On: range, Mile Start: 07.65, Mile End: 09.38

DATE

Date Range	01-01-2006 to 04-22-2016

FILTER COLLISIONS

Roadway Type	All Collision Data
Incl. Crashes Assoc. w/ Every Int.	Checked

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Rate Analysis	(Included)
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
Query Criteria	(Included)

REPORT FORMAT OPTIONS

Print Watermark	Checked
Print DPS Case Numbers	Unchecked

APPENDIX B
SOCIOECONOMIC STUDY AND RELOCATION PLAN

FINAL Socioeconomic Analysis for the Preferred Alternative of the Proposed US 81 Bypass of Chickasha, Oklahoma

Chickasha, Grady County, OK

Prepared for the Oklahoma Department of Transportation

April 2016

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EXECUTIVE SUMMARY

With the goal of reducing travel time for traffic traveling through Chickasha, and improving congestion and safety conditions along the existing US Route (US) 81 through Chickasha's central business district (CBD) from US 62/Choctaw Avenue to IH-44, the Oklahoma Department of Transportation (ODOT) proposes implementation of a US 81 bypass around Chickasha to the west. This proposed bypass would make the existing US 81 a local roadway. The purpose of this report is to present the social and economic conditions of the preferred alternative for the proposed US 81 bypass and evaluate the socioeconomic impacts of the proposed bypass.

Land Use

The study area, which is defined as 300 feet on either side of the centerline of the proposed alignment from 1.5 miles north of US 62 to 0.5 miles south of E 1400 Road, is comprised primarily of residential, industrial, agricultural, oil and gas, and open space uses. Approximately 1,065 acres of land are within the study area. The proposed project would require approximately 11 residential relocations, two personal property moves, and 14 commercial relocations. In addition to the land that would be converted for the proposed new-location roadway, land surrounding the project would likely also be converted to other land uses over time, as the proposed project would create new access points in western Chickasha and unincorporated Grady County at the proposed interchanges. Conversion of open space, agricultural, and low-density residential land uses would likely occur around proposed interchanges and in areas with access to the proposed bypass.

Population and Demographic Characteristics

The study area crosses four Census tracts, seven block groups and 5 blocks. Residents in the study area are predominantly white (85.8 percent), with African Americans comprising the second most common racial group. Only a small percentage of the study area's population is Hispanic or Latino. In the study area, there are zero blocks with a population that is at least 50 percent minority, and English proficiency is high throughout. The highest percentage of minority individuals in a block within the study area is 27.5 percent, found in Block 1013 of Census Tract 6, Block Group 1.

Elderly individuals and those with disabilities have mobility impairments that may impact their interaction with the proposed project. In the study area, people aged 65 and older who live alone account for approximately five percent of the population in the study area. Approximately 18 percent of the study area population reports having a disability, though none of the tracts in the study area have a majority of their populations reporting disabilities. There would be no disproportionate impact to individuals with limited English proficiency, the elderly, or the disabled as a result of the proposed bypass.

Mobility Patterns

Traffic volumes on the existing US 81 corridor through Chickasha are projected to increase by approximately 56 percent between 2012 and 2040 under the No Build scenario (absent the proposed bypass) (SAIC, 2013). The proposed project would divert truck and through traffic away from the existing US 81 corridor by offering a more direct and faster route, with a posted speed of 70 miles per hour (mph) as opposed to speeds as low as 25 mph through some parts of the downtown area. The through traffic that would be diverted from central

Chickasha would include freight and truck traffic that, due to conditions and configuration, travels slowly through the corridor. Diverting this traffic to a bypass would improve congestion and safety conditions along the existing US 81 corridor.

Economic Conditions

The proposed bypass would have predominately positive impacts on businesses and facilities in the city. While there would likely be an initial decrease in business activity along the existing US 81 upon the opening of the proposed bypass, it is unlikely that businesses along the existing US 81 corridor would experience a long-term decrease in business activity, as traffic projections indicate that average daily traffic in the city would increase with or without the proposed project over the long-term. The shift of truck traffic to the proposed bypass would result in improved traffic conditions on the existing US 81 that would serve as a benefit to businesses along the corridor.

Journey to work data shows that nearly half the residents of Grady County commute outside the county for work; Oklahoma City is a likely destination for these commuters. Almost half of Grady County residents are employed within the county, with several employers in the area employing 300 or more people, including Grady County Memorial Hospital, Braum's Dairy, Ross Health Care, and Gabriel.

Although the poverty rate is relatively high in the study area, unemployment is comparatively low, with the exception of Block Group 1 of Census Tract 1. Under the proposed project, there would be additional employment opportunities for construction workers, laborers, and drivers in the short term. Over the long term, industry jobs may become more prevalent with the growth of Chickasha's industrial parks, which is one of the city's goals that would be supported by the improved access resulting from the proposed project.

Environmental Justice

There are no environmental justice (EJ) communities within the study area for the proposed project; however, there are minority and low-income individuals in the study area and the city. These individuals would experience an overall benefit from the proposed project through the increased mobility and access that the new roadway would provide. The proposed project would offer a non-tolled alternative to IH 44 for north-south travel around Chickasha, and it would provide a faster route option for regional transit trips provided by Washita Valley Transit. Adverse impacts resulting from the project would not be borne disproportionately by low-income or minority individuals. No disproportionately high and adverse impacts would be anticipated for EJ populations as a result of the proposed project.

Public Comments

A public meeting was held on March 14, 2013 to discuss the proposed US 81 bypass of Chickasha. A Public Hearing is anticipated in the fall of 2016.

1.0 INTRODUCTION

The City of Chickasha is located in a rural part of south-central Oklahoma, approximately one hour to the southwest of Oklahoma City. Two major through-routes traverse Chickasha: interstate highway (IH) 44, which provides the primary connection between Wichita Falls and Oklahoma City, and US Route (US) 81, a north-south corridor that parallels IH-35 to the west between Fort Worth, Texas and Wichita, Kansas.[1]

ODOT proposes a US 81 bypass to the west of Chickasha to reduce travel time, alleviate congestion, and improve safety on the existing US 81 corridor through downtown. The purpose of this report is to present the social and economic conditions of the preferred alternative for the proposed US 81 bypass and evaluate the socioeconomic impacts of the proposed bypass. For the purposes of this report, the study area is 300 feet on either side of the centerline of the proposed alignment from approximately 1.0 miles north of the US 81/US 277 junction northwest on new alignment for approximately 8.6 miles to 0.85 miles north of the US 62/US 81 junction. (**Figure 1.1-1**).

This report, prepared in accordance with National Environmental Policy Act (NEPA) guidance and consistent with the Federal Highway Administration's (FHWA) direction on Community Impact Assessment (1996), includes documentation of the following social conditions: land use, population and demographic characteristics, environmental justice, mobility patterns, and economic conditions. A public meeting will be held for the proposed project and comments received from the public will be summarized in this report to provide stakeholder perspective on the proposed action.

Project History

A bypass around Chickasha was first considered more than 40 years ago with project planning and studies ongoing for the last 20 years. In 1967, ODOT proposed a bypass around the west side of Chickasha. ODOT conducted a study in 1978, but the project was not pursued because of cost. Another study completed in 1992 indicated that the bypass should be considered when public funds become available. In 1999, the Chickasha City Council and Chamber of Commerce sent ODOT a resolution asking it to proceed with development of the alternative route around Chickasha. A 2007 study brought the project to the forefront with a recommendation that the bypass be considered for construction along a western route, which was identified as the most acceptable alignment alternative (City of Chickasha, 2010). Public comments and concerns regarding property impacts and displacements for the proposed bypass contributed to a shift of the corridor further west to the location of the preferred alternative that is being analyzed in this report.

2.0 DESCRIPTION OF ALTERNATIVES

US 81 is a north-south arterial that serves as part of the National Highway System and, locally, as a primary commercial corridor in the City of Chickasha. The road enters Chickasha from the north and continues southbound. At US 62 (SH-9, Choctaw Avenue), the highway travels east for approximately 1.7 miles before proceeding southbound as US 81 (4th Street), crossing Grand Avenue, IH-44, and E 1400 Road on its southbound route. The northern section of US 81 in Chickasha from the junction with SH-9 north to the junction with IH-40 in Canadian

[1] US 81 travels all the way to Canada, but Wichita, Kansas provides the nearest primary destination for traffic and freight in the area of Chickasha.

County has been identified by the state as a Transportation Improvement Corridor (TIC), which is defined as a "highway in need of improvement to adequately carry projected traffic loads by the Year 2020" (Rogers and Marshment, 2001). In response to this need for additional capacity as well as safety, connectivity, and accessibility improvements, the Oklahoma Department of Transportation (ODOT) has proposed a US 81 bypass around the City of Chickasha on the west side

2.1 Preferred Alternative (Build Alternative)

The proposed bypass would extend from approximately 1.0 mile north of the US 81/US 277 junction northwest on new alignment for approximately 8.6 miles to 0.85 miles north of the US 62/US 81 junction. The bypass would have interchanges/access points between US 277 and US 62: IH 44, Country Club Road, Grand Avenue, Idaho Avenue, and Iowa Avenue/E 1355 Road. The proposed project would include two 12-foot travel lanes in each direction, 10-foot outside shoulders, four-foot inside shoulders, and a 56-foot median. Ultimate design would include full access control, while interim design would have partial access control. A total of 18 grade-separated road and water crossings are anticipated. The proposed project would return to grade at the northern terminus for an at-grade intersection with CR 1340.

2.2 No-Build Alternative

The No-Build Alternative would not include construction of the proposed project. Other roadway maintenance and improvement projects included in the STIP would still occur under the No-Build Alternative. No improvements to US 81 would be included in this alternative, therefore truck traffic and overall congestion would continue to increase existing US 81, which would continue to be maintained by the state.

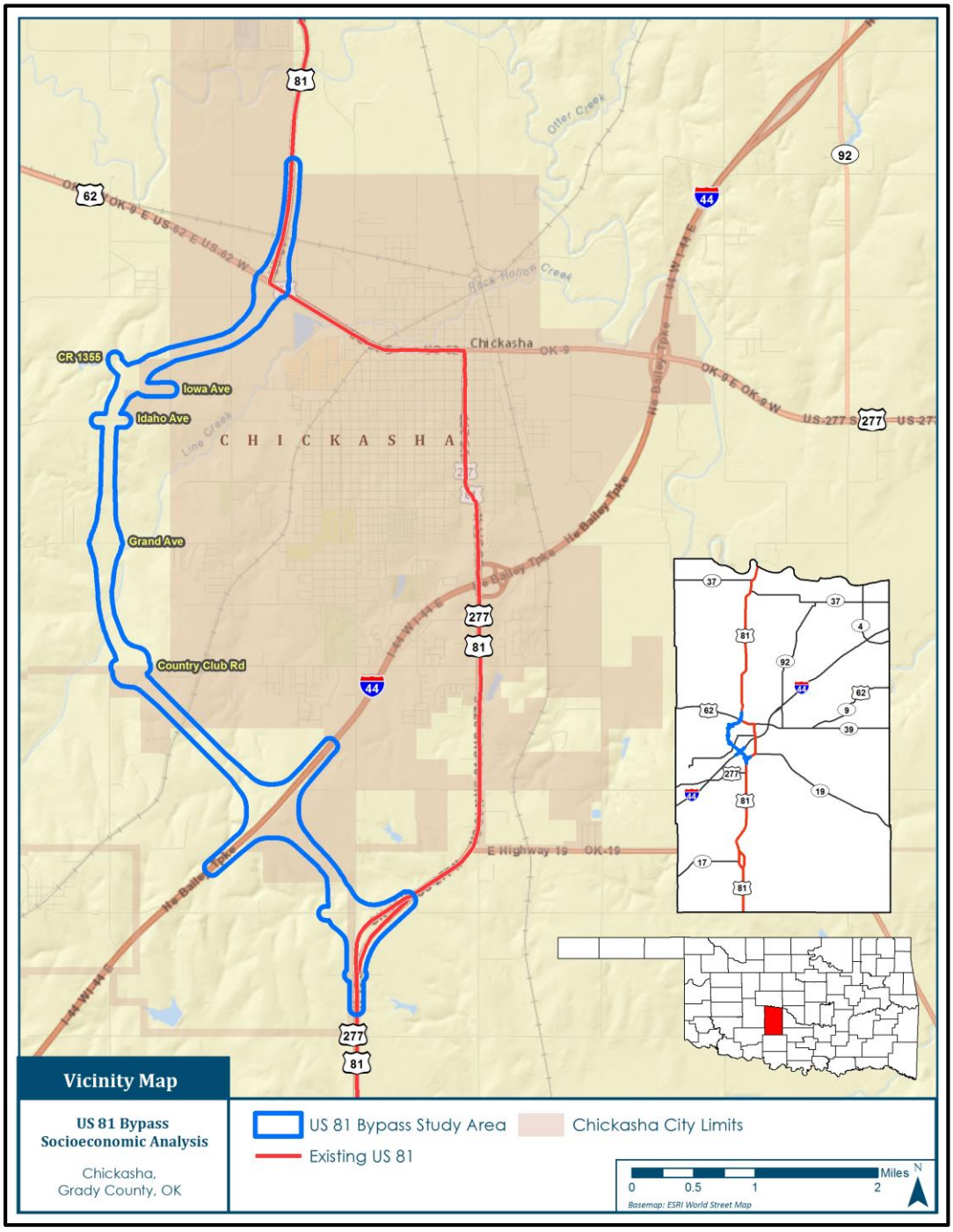
3.0 EXISTING CONDITIONS & ENVIRONMENTAL CONSEQUENCES

The proposed bypass would be a new location roadway to the west of Chickasha, with some portions of the project located within Chickasha city limits. Much of the proposed bypass would be located in unincorporated Grady County. The roads crossing through the study area are predominately two-lane, undivided local roads, both paved and unpaved (gravel). The roads through the study area generally do not have lane striping, with the exception of Norge Road, which is a two-lane, undivided, paved road with lane striping.

US 81/4th Street is the primary commercial corridor in Chickasha providing north-south access through the city, connection to the downtown historic district on Chickasha Avenue, and access to the city's municipal airport and industrial parks. The dual function of US 81/4th Street as a local commercial corridor and a truck route are inconsistent with each other.

The existing US 81 corridor currently lacks access controls, meaning that businesses and residences may connect directly to the highway. In addition to the safety concerns this poses, the number of ingress and egress points slows traffic and has the effect of increasing congestion along the corridor.

Figure 1.1-1: Project Vicinity Map



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3.1 Land Use

3.1.1 Existing & Future Land Use

Existing Land Use

The study area for the Preferred Alternative is largely undeveloped land outside the city limits of Chickasha. The portions within the Chickasha city limits are located at the northern and southern termini.

Land uses in the study area for the proposed project were identified during a field survey in March, 2016. Field-observed land uses in the study area are illustrated in **Figures 1 and 2** in **Appendix B**. **Table 3.1-1** provides a summary of land use types observed in the field with GIS-calculated acreages and percentages of the study area.

Table 3.1-1: Land Use within the US 81 Bypass Study Area

Land Use Type	Acreage	Percent of Study Area
Agricultural	408.61	38.4%
Transportation	203.87	19.2%
Open Space	201.01	18.9%
Oil/Gas	115.11	10.8%
Residential	70.84	6.7%
Industrial	23.89	2.2%
Commercial	22.95	2.2%
Institutional	18.27	1.7%
Total	1064.55	100.0%

Source: CP&Y, 2016.

The southern terminus of the proposed project is located just south of SH 19's interchange with US 81/US 277. The area includes a mix of industrial, commercial, residential, agriculture, oil and gas, and open space uses. As the alignment of the proposed project continues northwest, land uses become predominately agriculture, residential, and open space. North of Grand Avenue, the proposed project would intersect with the western edge of an institutional land use, the University of Science & Arts of Oklahoma (USAO) Habitat Area. At Idaho Avenue, the alignment for the proposed project would cross agricultural uses and land that is zoned by the City of Chickasha for residential use but is being used currently for oil and gas wells. As the alignment for the proposed project continues northeast toward US 81's intersection with US 62, it crosses 29th Avenue, where land uses include residential, agricultural, oil and gas, and open space.

Industrial, commercial, and agricultural uses primarily surround the northern terminus of the proposed project in the vicinity of US 81/US 62/Choctaw Avenue corridor. A 23-acre

industrial park is located northwest of the intersection of US 81/US 62 to the east of 29th Street and south of the Union Pacific Railroad (UPRR) line. The nearby Airport Industrial Park, located adjacent to the city's municipal airport, is also accessed via US 81 just north of the northern terminus of the proposed project. It contains 240 acres of platted developable land with access to utilities, a 5,100-foot runway and modern terminal supporting the use of business jets. The transportation connectivity associated with these industrial facilities makes them attractive for manufacturing, processing, and shipping services.

Development in Chickasha has occurred primarily in the city's center with growth constrained in part by the floodplains and floodways surrounding Chickasha's core to the west, north and east (**Figure 3.1-1**). Floodways along US 62, associated with Rock Hollow Creek and Congo Creek, the 100-year floodplain located to the north of US 62, and the floodway associated with Line Creek to the west have focused development in central Chickasha.

Future Land Use

The proposed US 81 bypass of Chickasha is consistent with ODOT's Statewide Transportation Improvement Program (STIP) FFY 2015-2018 (ODOT, 2015) and ODOT's Statewide Intermodal Transportation Plan, 2005-2030 (ODOT, 2005).

The zoning map in the City of Chickasha can be used as a proxy for a future land use plan (Easley, 2016). A formal future land use plan is not utilized by the city. The city's most recent master planning document is the 1973 *Chickasha Community Plan* (Easley, 2016). **Figure 3.1-2** illustrates the current zoning for the City of Chickasha, and **Table 3.1-2** provides a zoning designation key for the figure.

Table 3.1-2: City of Chickasha Zoning Designations (2015)

Zoning Designation	Description
A-1	Agricultural District
R-1	Single-Family Residential District
R-2	Two-Family Residential District
R-3	Multi-Family Residential District
R-4	Residential Office District
M-H	Mobile Home Park District
H-1	Health Facilities District
C-1	Local Commercial District
C-2	General Commercial District
C-3	Community Shopping Center District
I-1	Light Industrial District
I-2	Heavy Industrial District

Source: City of Chickasha, 2016.

Figure 3.1-1: Floodway Map

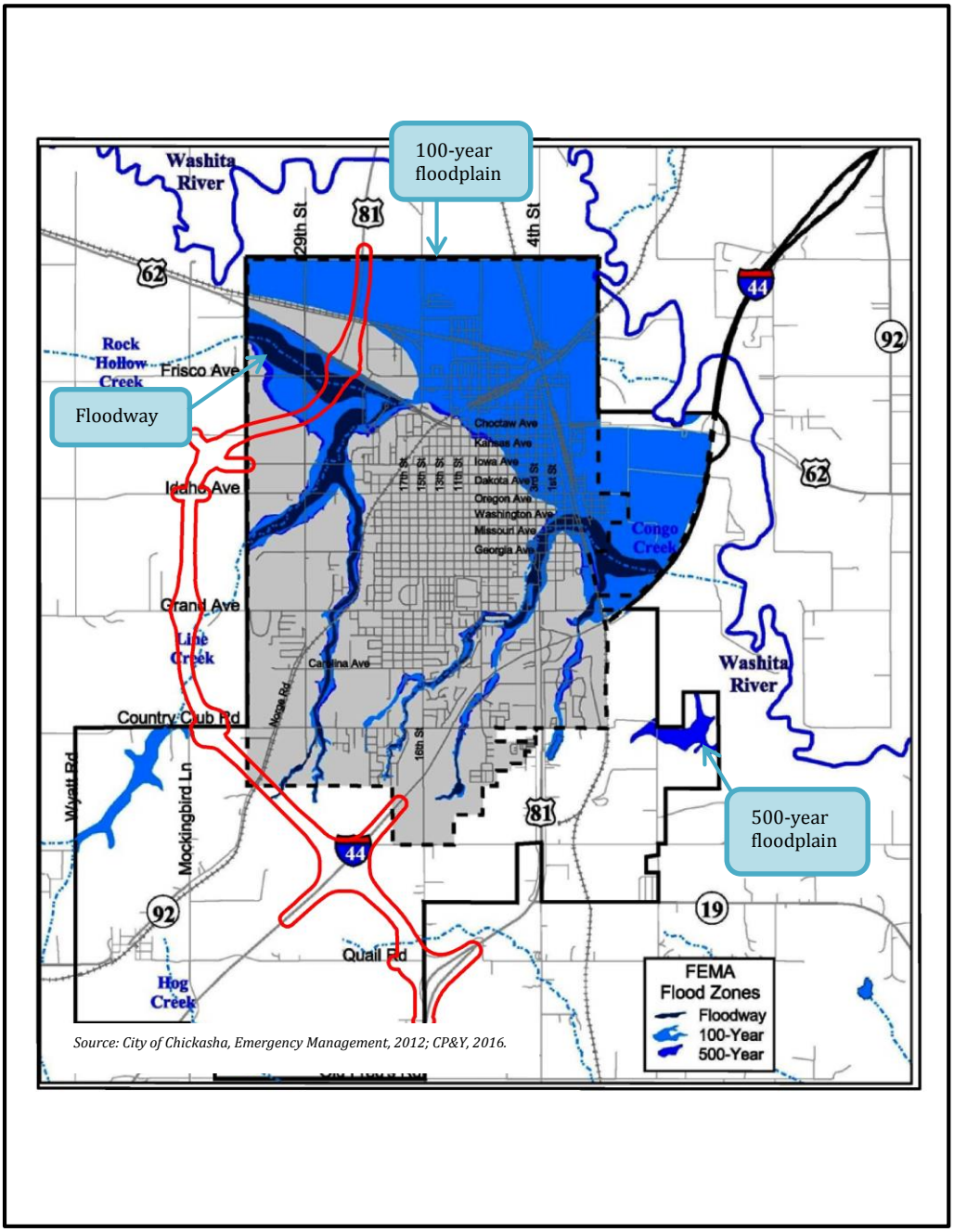

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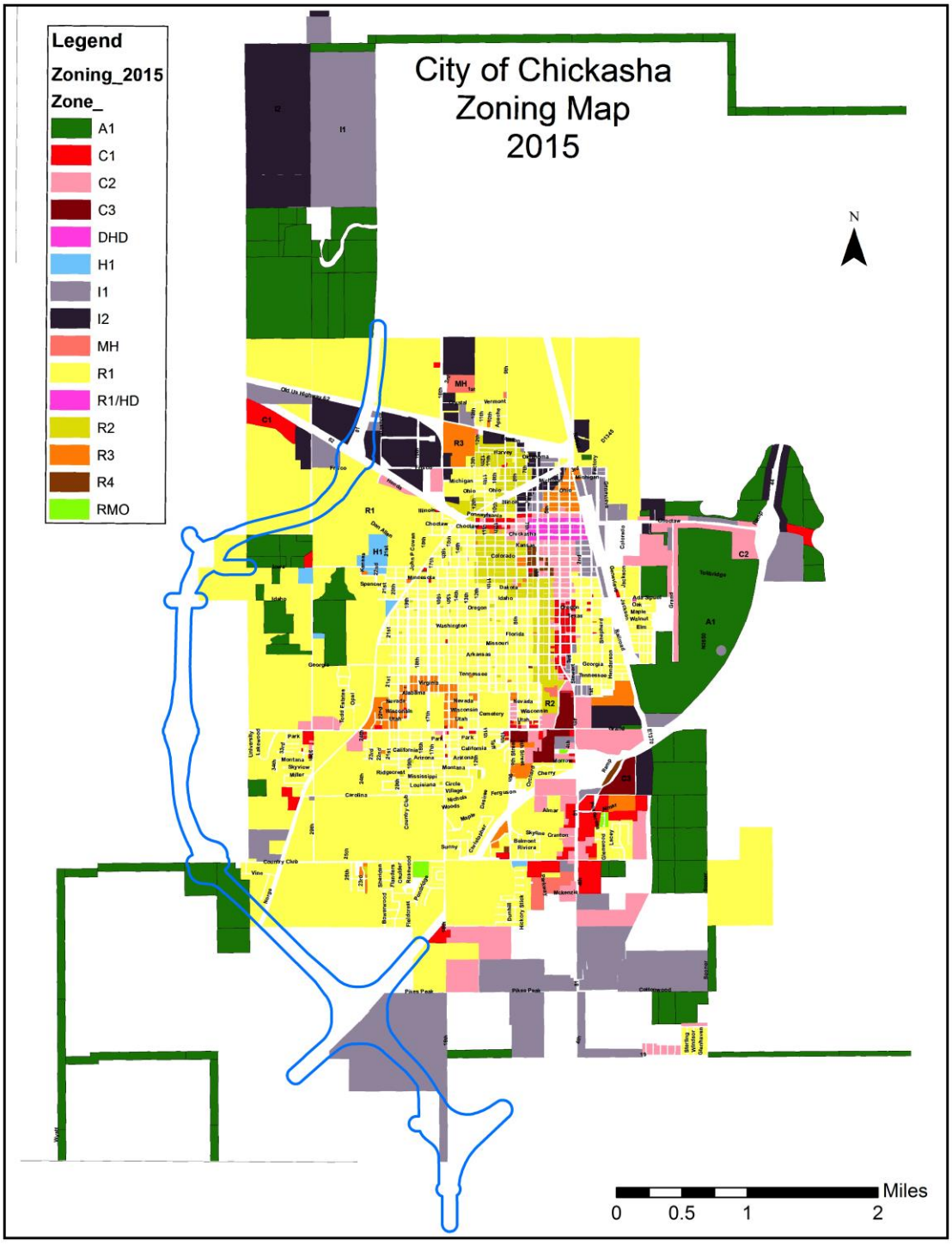
Figure 3.1-2: City of Chickasha Zoning



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According to the city manager and planning director, there are no development plans in the vicinity of the proposed new location interchanges for the project or any plans at this time to annex the land surrounding the proposed project. A formal annexation plan is not in place for the city, but the city manager stated that there would be interest in annexing all the land from the current city limits to the proposed bypass once there is more certainty about the completion of the project and a timeline for project completion (Guard, 2016).

One development is planned and partially platted near the northern terminus of the proposed project. The Chisholm Trail Retail Center is planned at the intersection of US 81 and US 62. Two sites in the development have been platted as of March, 2016. The approximately 30-acre development will include a variety of restaurants, retailers, and a grocery store.

3.1.2 Neighborhoods and Community Cohesion

The City of Chickasha contains four wards, as shown in **Figure 3.1-3**. The proposed project would pass through Wards 1 and 4.

Ward 1, located to the southwest, would be traversed by the proposed project. Ward 1 currently contains residential and commercial uses with higher density surrounding SH 92 (Grand Avenue). Continued commercial and residential development, particularly multi-unit housing, is anticipated around the University of Science and Arts of Oklahoma (USAO) on Grand Avenue as the student population is expected to increase (City of Chickasha, 2010).

Ward 4, located in the northwest, includes the northern reaches of both the existing US 81 corridor and the proposed project where it would connect to US 62. This ward contains many of the city's primary destinations which contribute to high traffic volumes on these roadways; these include the high school, hospital, and the Methvin and Airport Industrial Parks. These traffic generators cause a variety of vehicular traffic on connecting roadways: passenger vehicles for school, park, recreation, and health uses, and trucks for industrial activities. The trucking and heavy machinery operations in this area have degraded Old US Highway 81 (North 16th Street) and made the road difficult to maintain (ODOT Research and Planning Division, 2007).

Two neighborhoods are located west of the proposed project and outside the city limits. One neighborhood is located off Grand Avenue on Quail Lane and Robin Lane. The second neighborhood is off of Frisco Avenue west of 2815 Street. Additionally, one neighborhood is located east of the proposed project on Iowa Avenue but immediately adjacent to a proposed interchange with the bypass.

3.1.3 Access to Adjacent Properties

The proposed project intersects driveways and entrances of some properties along the corridor. These properties include oil and gas wells and the USAO Habitat Area. In cases where property access could be adversely affected by the proposed bypass, modified access points have been included in the design of the proposed project to maintain access to these properties and minimize the adverse effect of the proposed project on these properties.

3.1.4 Community and Public Resources

This section identifies community and public resources in the study area and in Chickasha (**Figure 3.1-4** and **Table 3.1-3**). These facilities have the potential to experience impacts stemming from implementation of the bypass: reduced congestion, improved safety conditions, enhanced pedestrian mobility, a decrease in freight truck or interstate traffic flow, easier access to businesses along the corridor, a decrease in wait times at traffic lights, and potential changes to property values.

Table 3.1-3: Community Resources in the Project Vicinity

Map ID	Community Resource
1	Bible Baptist Church
2	DaVita Dialysis
3	Physical Therapy Central
4	Ross Health Care
5	Glenhaven Retirement Village
6	Austin Park
7	YMCA
8	Centennial Plaza
9	Rock Island Depot Park
10	Grady County Fairgrounds
11	Centennial/Kids Place Park
12	12th and Alabama Park
13	Chickasha Sports Complex
14	Shannon Springs Park

Source: CP&Y, 2016.

Schools

The proposed project lies within the Chickasha School District and is served by one high school, one middle school, and one elementary school. The elementary school is divided by grades into three different facilities. Chickasha Head Start is a preschool located three blocks west of US 81 on Arkansas Avenue. No schools are located in the study area for the proposed project.

Two other school districts are located outside the study area but in proximity to the proposed project. Ninnekah School District in Ninnekah is east of US 81/US 277 near the southern terminus, and Pioneer Public Schools in Norge is west of IH 44 and south of the proposed project, along Norge Road/SH 92.

Higher education in the study area includes the Canadian Valley Area Vocational College, a technology-focused trade school located to the north of US 81/US 62, and the University of Science and Arts of Oklahoma (USAO), a public liberal arts college located on Grand Avenue one mile west of US 81/4th Street. The main campuses of these schools are not located within the study area of the proposed project, however USAO owns the USAO Habitat Area Outdoor Classroom and Recreation Center, which is located within the study area.

Figure 3.1-3: City of Chickasha Ward Boundaries

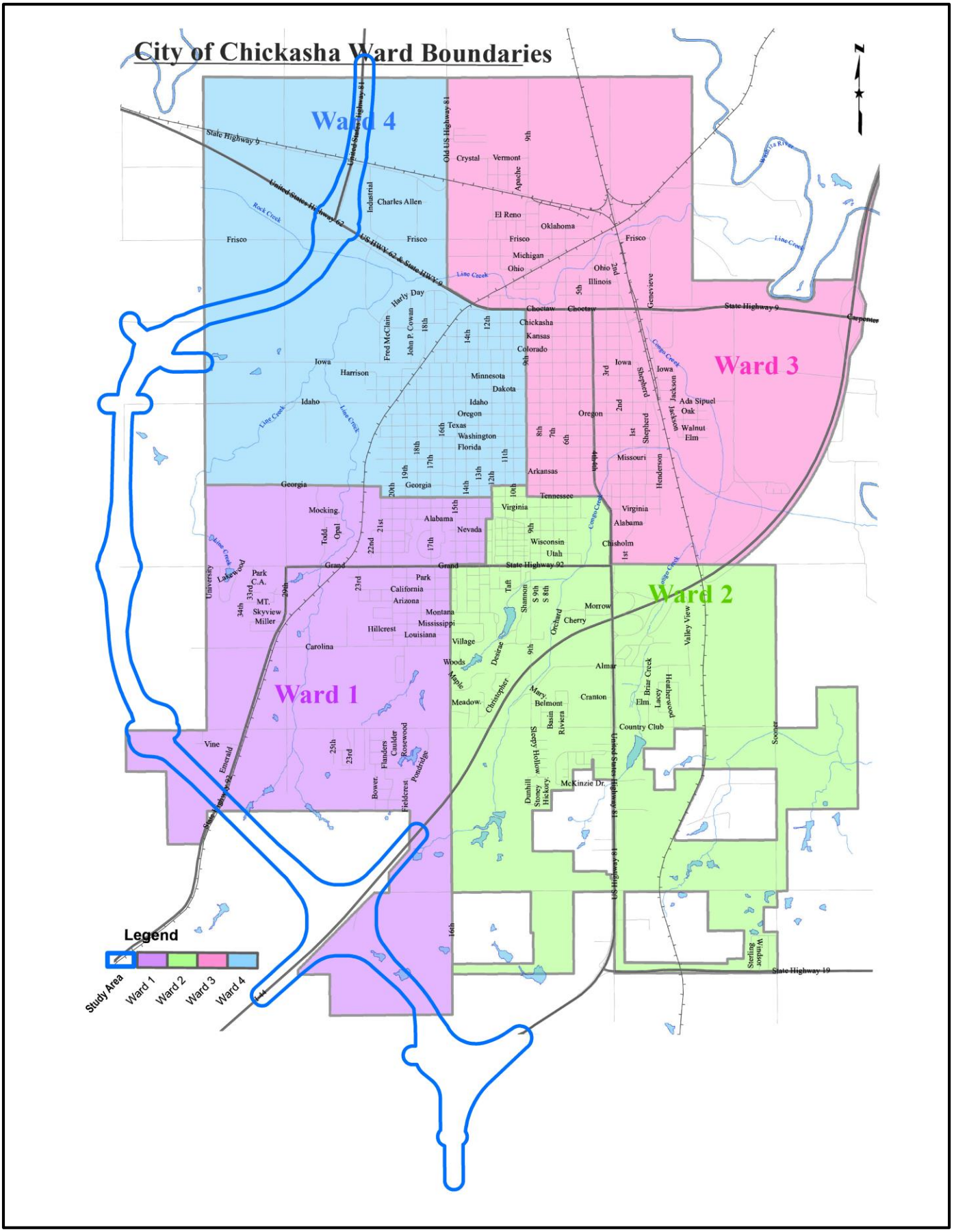

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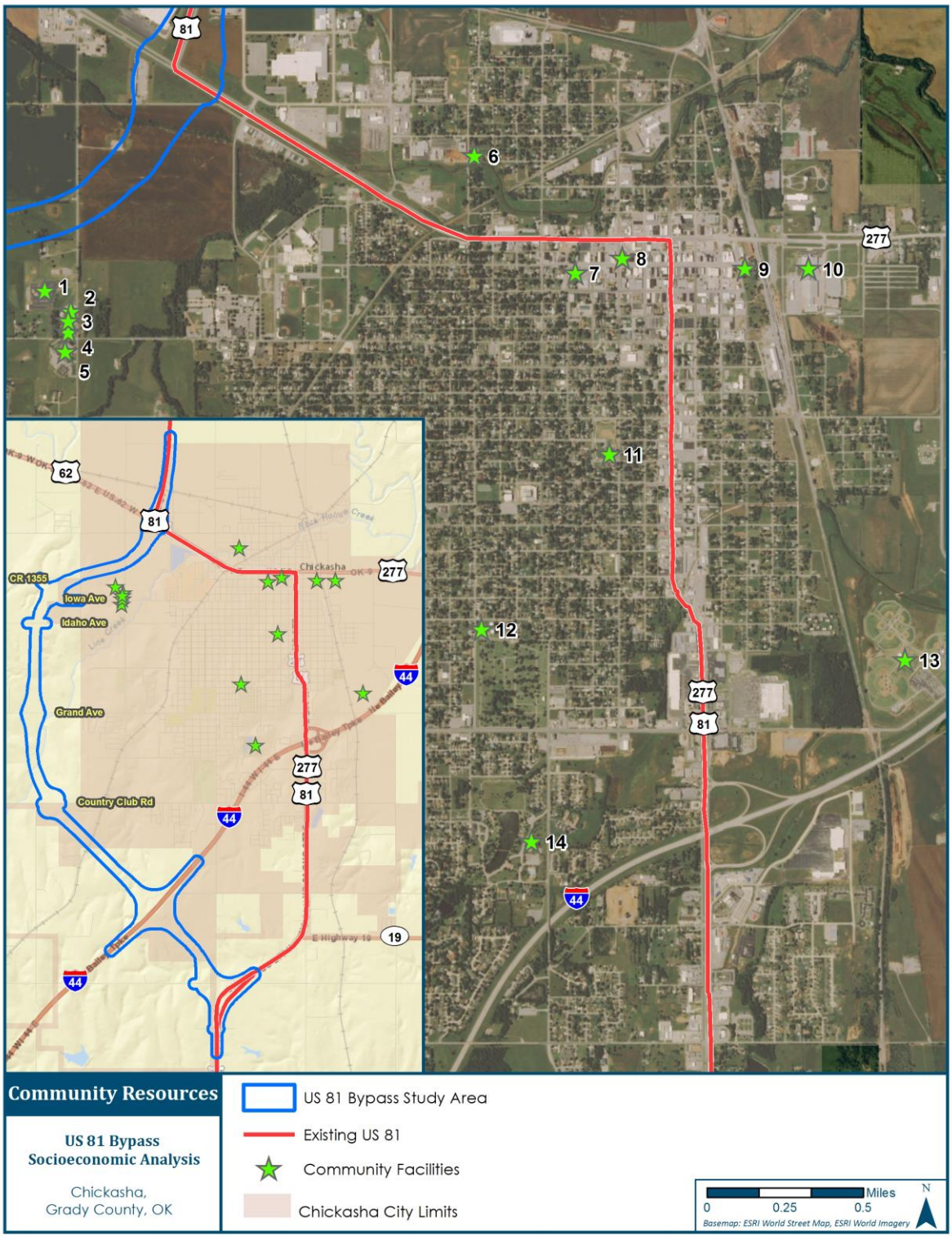
Figure 3.1-4: Community Resources in the Study Area



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Police/Fire Department

Police protection in Chickasha is provided by the Chickasha Police Department and Grady County Sheriff's Department, both of which are headquartered near the US 62 / US 81 intersection, where US 81 transitions from eastbound to southbound. One of the Chickasha fire stations and the Chickasha Fire Marshall are located along US 62 (Choctaw Avenue) in the north of the city; another fire station is located on Country Club Road near IH-44 in the south of Chickasha. Because of the proximity of emergency responders to US 81 in the study area, this corridor is frequently utilized for emergency response, particularly as US 81 is Chickasha's primary north-south route.

Other Public/Community Facilities

Hospitals- Grady Memorial Hospital, located at 2220 Iowa Avenue, serves the city of Chickasha. The hospital facility is in northwest Chickasha and is accessible primarily via Iowa Avenue or 21st Street to US 62 / US 81. This not-for-profit hospital has more than 400 employees and provides diagnostic, medical, surgical, and hospital care (Grady Memorial Hospital, 2009). Additional buildings are being constructed at Grady Memorial over the next several years. The hospital is not located in the project study area.

Churches- The City of Chickasha is home to several churches, one of which is adjacent to the study area (**Figure 3.1-4** includes only those churches near the study area). Bible Baptist Church is located on 29th Street just east of Iowa Avenue and west of the study area for the proposed project. This church also includes a second building identified as Bible Baptist Youth Ministry. Access to these churches is not anticipated to be adversely affected by the proposed project.

Libraries- The Chickasha Public Library is located two blocks west of the existing US 81 corridor on Iowa Avenue. The Nash Library, affiliated with the University of Science and Arts of Oklahoma, is located west of the existing US 81 corridor near Grand Avenue and 17th Street.

Aviation- The Chickasha Municipal Airport is located approximately a half mile north of this study's northern terminus. The airport has two hangars and a maintenance facility and rents hangar space and sells fuel to private users (Chickasha Municipal Airport; AirNav, 2012).

Transit- Transit service in the City of Chickasha is provided by Washita Valley Transit which employs a fleet of 15 vehicles, 14 of which are ADA accessible. This service operates in the City of Chickasha on a daily basis and provides demand-response service to the cities of Rush Springs, Alex, Bradley, Ninnekah, Minco, Tuttle, Amber, Pocasset, and Verden; Washita Valley Transit regularly uses US 81. Vehicles run weekdays from 5 a.m. to 5 p.m., with no service on weekends or holidays. Intercity routes are on-demand with a daily connection to Jefferson Lines, a regional bus stop, on US 81/4th Street and Country Club Road on weekday mornings.

Bicycle and Pedestrian Facilities- Pedestrian accessibility throughout the study area is very limited, with few sidewalks, crosswalks, or signalized intersections. Bicycle accessibility is also limited, as shoulders or striped bike lanes do not exist on the majority of roadways in the study area. There are not currently plans formally in place to expand or improve the east-west roadways in Chickasha that would connect with the US 81 Bypass via interchanges.

Government Offices- Chickasha's government offices are located in and around the city's historic downtown district on Chickasha Avenue. The Chamber of Commerce/Economic Development Council, City Hall, Chickasha Police Department, Grady County Sheriff's

Department, Chickasha Municipal Court, and Grady County Courthouse are all located within two blocks of Chickasha Avenue surrounding US 81. This area is currently accessed by the existing US 81 corridor, and would continue to be accessible via 4th Street in the presence of the proposed bypass.

Museums- The Grady County Historical Society is located in proximity to Chickasha's historic main street, Chickasha Avenue.

Recreation/Entertainment- Chickasha has several public parks throughout the city. There are also a number of sport fields near Chickasha High School, in northwest Chickasha; these include several baseball diamonds, a football stadium, and soccer fields. No city or county park or recreational facilities are located in the project study area.

3.1.5 Section 4(f) and Section 6(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 states that FHWA may not approve the use of land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site. Section 6(f) of the Land and Water Conservation Fund Act establishes a fund to assist local, state, and federal agencies in meeting the demand for present and future outdoor recreation sites. Once a city, county, or agency has used Section 6(f) for funds, neither the land nor the park appurtenances can be eliminated or acquired without coordination with the National Park Service (NPS). The proposed project would not have any impacts on 4(f) or 6(f) land or resources, as no public parks, recreational facilities, wildlife refuges, or historic sites are located within the study area.

3.1.6 Environmental Consequences

Build Alternative

Land Use- Development in Chickasha has generally followed transportation networks, extending along arterials to move growth to developable lands on the city's outer edges. In the presence of a western bypass, development opportunities would likely extend westward to include new commercial land uses along the bypass at interchanges. Industrial growth where the bypass crosses IH-44 to the south and US 62 to the north would be attractive due to the connections formed by the proposed new infrastructure. Residential uses would be expected to expand west because of the availability of new access and new commercial and employment opportunities.

With implementation of the proposed project, access to the industrial parks and municipal airport in northwest Chickasha would be improved. This would reduce travel times for freight movement to and from these campuses, and potentially encourage new and existing industrial facilities to develop there.

The Build Alternative would present an opportunity for future growth in west Chickasha by facilitating north-south access, as well as potentially linking the bypass to US 62, Idaho Avenue, Grand Avenue, Norge Road, IH 44, and SH 19 through development of new interchanges. Commercial and residential growth surrounding these interchanges is expected due to the increase in traffic and connectivity on the west side of Chickasha. Extending the city limits would present further opportunities for growth.

Neighborhoods and Community Cohesion- The two neighborhoods west of the study area identified in Section 3.1.2 could be visually separated from the main part of Chickasha by the

proposed project. The project would be elevated across the existing roadways, so the proposed project is not anticipated to create a physical barrier for these neighborhoods. These communities are not adjacent to other residential or commercial development, so the community cohesion experienced by these communities is likely within the community and not to adjacent areas.

During field observations, there did not appear to be any common community gathering places in or near the study area that could be adversely affected by the introduction of the proposed project. As a result, it is not likely that the proposed project would have an adverse effect on community cohesion.

Relocations- Several structures are located within the study area, including businesses, residences, and personal property. An inventory of potential relocations was developed by ODOT during a field visit to the project area in January, 2016. **Figure 2** in **Appendix B** (Land Use Data) shows the potential relocations, labeled from A to AA. These labels correspond to the labels used in the relocation plan. The relocation plan is included as **Appendix D** of this report. A total of 11 residences, two personal property structures, and 14 businesses are identified in the plan.

Access to Adjacent Properties- Access to adjacent properties would be maintained, and alternate access points have been included in the design of the proposed project for those properties for which existing driveways or private roads could be adversely impacted by the proposed project.

Community and Public Resources

Emergency Response- Emergency responders would benefit from the construction of the proposed bypass, both locally and regionally. First, the bypass would decrease congestion on US 81 and the intersection of US 81 and US 62 by diverting truck traffic and other through traffic from the existing corridor to the bypass. Decreased congestion would result in improved and more reliable emergency response times. Second, the bypass would offer faster, more reliable service to the southern portion of Chickasha and portions of Grady County west of the city.

Transit- The proposed project would not adversely affect the provision of transit service in the area or residents' access to transit. New opportunities for increased operating efficiency and passenger travel time savings would be created as a result of the proposed project. As the area's transit service is a demand-response service, there are no fixed service routes and the routes taken by operators depend upon passenger pick-up locations and passenger destinations. Having the flexibility to use a higher-speed roadway facility to get to regional destinations would benefit transit operations and transit passengers.

Bicycle and Pedestrian Facilities- The proposed project design does not include specific amenities for pedestrians and cyclists. Since the project is proposed as a high-speed, controlled-access facility, walking and cycling would not be encouraged. The typical section for the proposed project does, however, include a 10-foot wide outside shoulder which could accommodate bicycles. Additionally, the city does not presently have plans to make add pedestrian and bicycle improvements to the east-west roadways that would have access to the proposed project.

Section 4(f) and 6(f) Resources- No adverse impacts to Section 4(f) and 6(f) properties would be anticipated as a result of the proposed project.

No-Build Alternative

The No-Build Alternative would not require any relocations in the study area, as the proposed project would not be constructed. Under this alternative, growth in the western part of Chickasha and the adjacent unincorporated Grady County land would be less likely to occur and the growth that would occur would do so at a slower rate in the absence of the proposed project. Additionally, the No-Build Alternative would not adversely affect community facilities or Section 4(f) or 6(f) properties. This alternative would not divert traffic away from the existing US 81/4th Street corridor, thus traffic would continue to increase throughout Chickasha. Congestion would continue to worsen along existing US 81, with deteriorating safety, access, and aesthetic conditions.

3.2 Population and Demographic Characteristics

3.2.1 Population Trends

The existing US 81 corridor within the limits of the proposed bypass lies predominantly within Chickasha's city limits as illustrated in **Figure 1.1-1**; only the southernmost 1.5 miles along SH-19 fall outside of the municipal borders. Much of the proposed project would be located outside the city's limits.

Because most of the area relevant to this study lies within the city of Chickasha and Grady County, these are the areas used for analysis of population trends in and around the project area. The proposed project corridor crosses four Census tracts: Census Tracts 1, 4, 5, and 6 (**Figure 3.2-1**). Between 2010 and 2015, the city's population grew by 1.9 percent, and Grady County's population increased by 4.2 percent. The city's population grew more slowly than either Grady County or the state from 1970 to 2000, with a decline in population between 1980 and 1990. Population trends from 1970 to 2015 are provided in **Table 3.2-1**.

Figure 3.2-1: Census Geographies in the Study Area

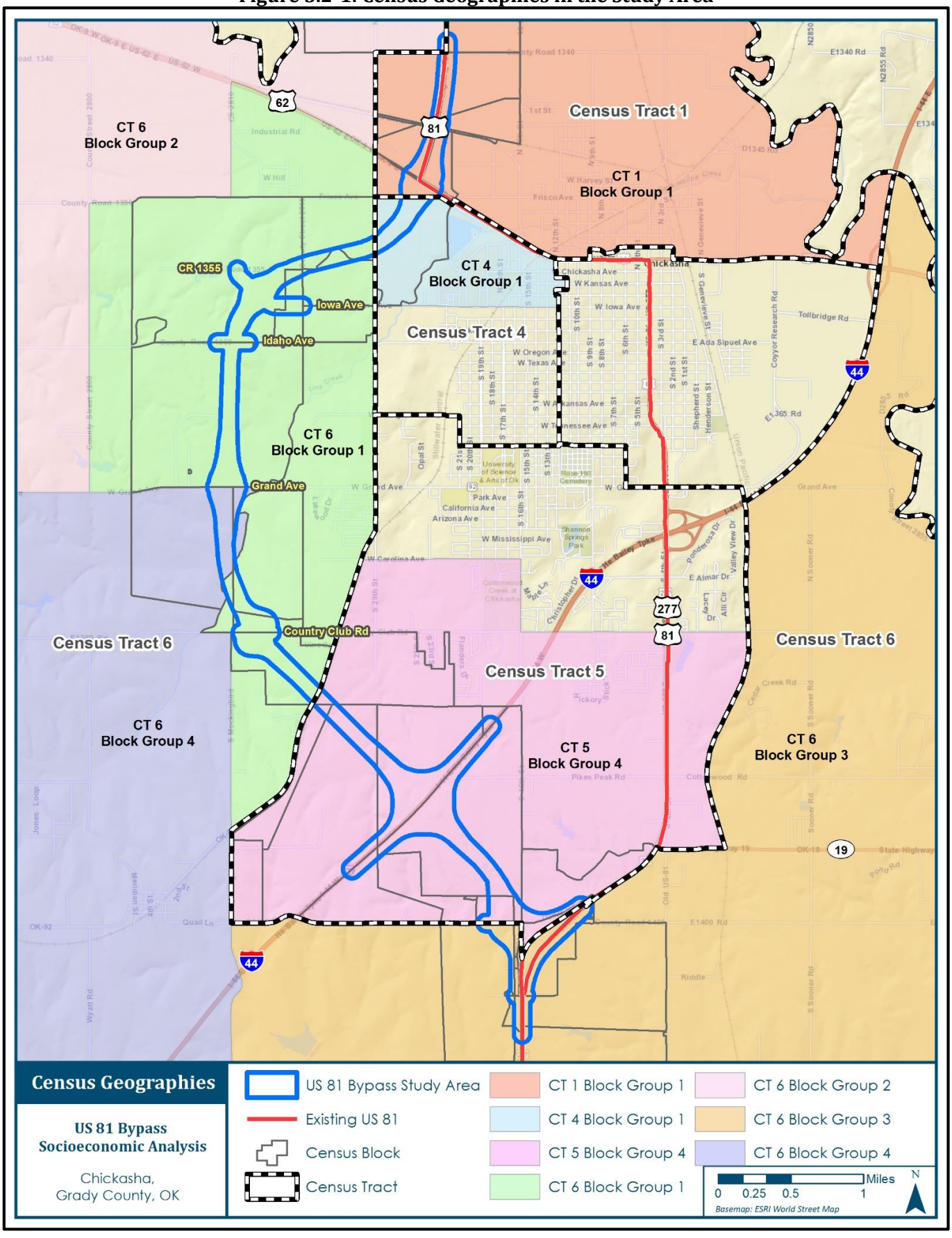

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Table 3.2-1: Historic Population Trends from 1970 to 2015

Year	State of Oklahoma	Grady County	City of Chickasha
1970	2,559,463	29,354	14,194
Percent Change 1970-1980	18.2%	17.5%	11.5%
1980	3,025,290	34,490	15,828
Percent Change 1980-1990	4.0%	21.1%	-2.4%
1990	3,145,585	41,758	15,452
Percent Change 1990-2000	9.7%	9.0%	2.6%
2000	3,450,654	45,516	15,850
Percent Change 2000-2010	8.7%	15.2%	1.2%
2010	3,751,351	52,431	16,036
Percent Change 2010-2015	4.3%	4.2%	1.9%
2015 Estimate	3,911,338	54,648	16,334*

**City of Chickasha's last available estimate is from July, 2014*
Sources: U.S. Bureau of the Census, 2016; City of Chickasha, 2008.

The Oklahoma Department of Commerce has projected future population for the state of Oklahoma, Grady County, and the City of Chickasha (**Table 3.2-2**). Population projections help to plan for transportation investments that meet the needs of the community.

Table 3.2-2: Population Projections, 2010 – 2040

Year	State of Oklahoma	Grady County
2010 (Actual)	3,751,351	52,431
2020	4,024,202	56,561
Percent Change 2010-2020	7.3%	7.9%
2030	4,302,501	61,286
Percent Change 2020-2030	6.9%	8.4%
2040	4,581,319	66,011
Percent Change 2030-2040	6.5%	7.7%

Source: Oklahoma Department of Commerce, 2012

3.2.2 Race & Ethnicity

Data collected by the U.S. Bureau of the Census for 2010 allow analysis of the racial and ethnic composition of the study area. **Table 3.2-3** shows 2010 Census race and ethnicity data for the State of Oklahoma, Grady County, and the City of Chickasha. Race and ethnicity data for the study area by Census block group are provided in **Table 3.2-4** and by Census block in **Appendix C**. According to the ethnicity data from the 2010 Census, 77.1 percent of the people living in the City of Chickasha are white, non-Hispanic. Statistics for the racial and ethnic

makeup of the study area by Census block group are provided in **Table 3.2-4**. Detailed race and ethnicity data by Census block is available in **Appendix C**.

Table 3.2-3: Race and Ethnicity Characteristics (2010)

Population	State of Oklahoma	Grady County	City of Chickasha
Total Population	3,751,351	52,431	16,036
White (not Hispanic or Latino)	2,575,381	43,853	12,363
Percentage of Total	68.7%	83.6%	77.1%
African American	272,071	1,239	1,126
Percentage of Total	7.3%	2.4%	7.0%
American Indian and Alaska Native	308,733	2,675	680
Percentage of Total	8.2%	5.1%	4.2%
Asian	64,154	192	81
Percentage of Total	1.7%	0.4%	0.5%
Native Hawaiian or Pacific Islander	3,977	33	8
Percentage of Total	0.1%	0.1%	≈0.0%
Some other race	2,954	23	15
Percentage of Total	0.1%	≈0.0%	0.1%
Two or More Races	192,074	2,011	726
Percentage of Total	5.1%	3.8%	4.5%
Hispanic or Latino	332,007	2,405	1,037
Percentage of Total	8.9%	4.6%	6.5%
Total Minority*	1,175,970	8,578	3,673
Percentage of Total	31.3%	16.4%	22.9%

** "Minority" is defined as "non-white"*
Source: U.S. Bureau of the Census, 2010 Census, Summary File 1, Race, Combination of Two Races, and Not Hispanic or Latino (QT-P4)

Table 3.2-4: Race and Ethnicity by Block Group (2010)

Census Tract	Block Group	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority
			White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
1	1	1,288	1,123	0	31	0	0	0	64	70	24.20%
4	1	415	300	3	10	0	0	0	61	41	17.40%
5	4	1,592	1,378	20	15	19	0	0	135	25	15.20%
6	1	1,313	1,084	48	77	0	0	0	50	54	17.60%
6	2	833	601	28	64	0	0	0	36	104	18.20%
6	3	1,689	1,425	5	44	3	0	0	61	151	14.90%
6	4	1,612	1,376	3	97	4	0	0	95	37	14.20%
TOTAL		8,742	7,287	107	338	26	0	0	502	482	16.6%

Source: U.S. Bureau of the Census, 2010 Census, Summary File 1, Hispanic or Latino, and Not Hispanic or Latino by Race (P9)

3.2.3 Limited English Proficiency

Executive Order (EO) 13166, "Improving Access to Services for Persons with Limited English Proficiency (LEP)," was signed by President Clinton on August 11, 2000. This EO calls for all federal agencies to examine the services they provide and identify any need for services to those with limited English proficiency, and to develop and implement a system to provide those services so that LEP persons can have meaningful access to them. In compliance with this EO, the study of the proposed western bypass evaluated potential LEP impacts in the area of the proposed project.

Individuals who do not speak English as their primary language and who have a limited ability to read, write, or understand English are considered to have LEP. These LEP individuals are identified in the Census as people who speak English "less than very well." The proportion of LEP populations per Census tract and the language they speak at home is also provided in **Table 3.2-5**.

Table 3.2-5: LEP Populations in the Study Area by Block Group (year)

Census Tract	Block Group	Total Population (aged 5 and older)	Percent of Population who Speaks English Less than "Very Well"	Percent of Population who Speaks English Less than "Very Well" by Language Spoken			
				Spanish Language Speakers	Other Indo-European Language Speakers	Asian and Pacific Island Language Speakers	Other Language Speakers
1	1	1,212	0.2%	0.2%	-	-	-
4	1	404	0.0%	-	-	-	-
5	4	1,545	0.5%	-	0.5%	-	-
6	1	1,221	0.2%	0.2%	-	-	-
6	2	796	0.6%	0.6%	-	-	-
6	3	1,616	0.0%	-	-	-	-
6	4	1,548	0.8%	0.8%	-	-	-

Source: U.S. Bureau of the Census, ACS 5-Year Estimates, 2010-2014, Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older (B16004)

As the data show, only a small proportion of adults in the area surrounding the proposed project speak English less than "very well." The most common language of those with limited English proficiency is Spanish. No non-English signage was observed in the study area during a field investigation completed in March, 2016.

3.2.4 Other Sensitive Population Groups

In order to adequately evaluate potential impacts of the proposed bypass on area residents, consideration of other sensitive populations is required. Disabled individuals and the elderly may experience limitations in their mobility requiring further accommodation in their transportation access. It is therefore appropriate to determine whether a high proportion of these individuals occur within the study area.

3.2.4.1 Elderly

Elderly individuals (age 65 and over) who live alone account for 5.4 percent in the City of Chickasha and 3.6 percent in Grady County.[2] The percentage of elderly living alone in the block groups that encompass the study area falls between the city and county figures at 5.0 percent.

Table 3.2-6: Elderly Individuals Living Alone (year)

	Total Population	65 years and over who live alone
Grady County	52,431	3.6%
City of Chickasha	16,036	5.4%
Study Area Block Groups	8,742	5.0%

Source: U.S. Bureau of the Census, ACS 5-Year Estimate, 2010-2014, Demographic Profile Data, Profile of General Population and Housing Characteristics (DP-1) and Relationship by Household Type (Including Living Alone) for the Population of 65 Years and Over (B09020)

As **Table 3.2-6** indicates, the proportion of elderly who live alone is highest in Chickasha. Elderly individuals living and traveling in the area of the existing US 81 corridor would benefit from mobility and safety improvements resulting from the proposed bypass.

3.2.4.2 Disabled Population

According to the 2010 Census, 17.8 percent of the study area population have a disability.[3] The highest proportion of disabled individuals is located in Census Tract 1 (**Table 3.2-7**).

Table 3.2-7: Disabled Population by Census Tract in 2010

Census Tract	Percent of Population with a Disability
1	23.8%
4	15.5%
5	17.9%
6	17.6%

Source: U.S. Bureau of the Census, ACS 5-Year Estimate, 2010-2014, Sex by Age by Disability Status (B18101)

[2] Because of potential mobility challenges, which can result in limited access to services, elderly persons who live alone were the target of this assessment.

[3] The U.S. Bureau of the Census defines 'disability' as sensory, physical, mental or self-care impairments. Disabled individuals are also those that cannot go outside the home or are experiencing an employment disability.

3.3 Transportation System/Mobility Patterns

The following sections discuss existing travel patterns in Chickasha as well as potential changes to travel patterns as a result of the proposed project.

3.3.1 Existing travel patterns to primary destinations in Chickasha

Chickasha is located on IH 44 between Lawton and Oklahoma City. It is on the US 81 corridor that connects Fort Worth, Texas to Wichita, Kansas, west of Oklahoma City. US 62/SH 9 is the primary east-west corridor through Chickasha paralleling IH 40/US 66 to the north. Lawton, Oklahoma City, and Norman are all approximately an hour away. US Highways 81 and 62 offer alternate access to Interstate Highways 35 and 40 without traveling through the Oklahoma City Metropolitan area.

Current Traffic Volumes

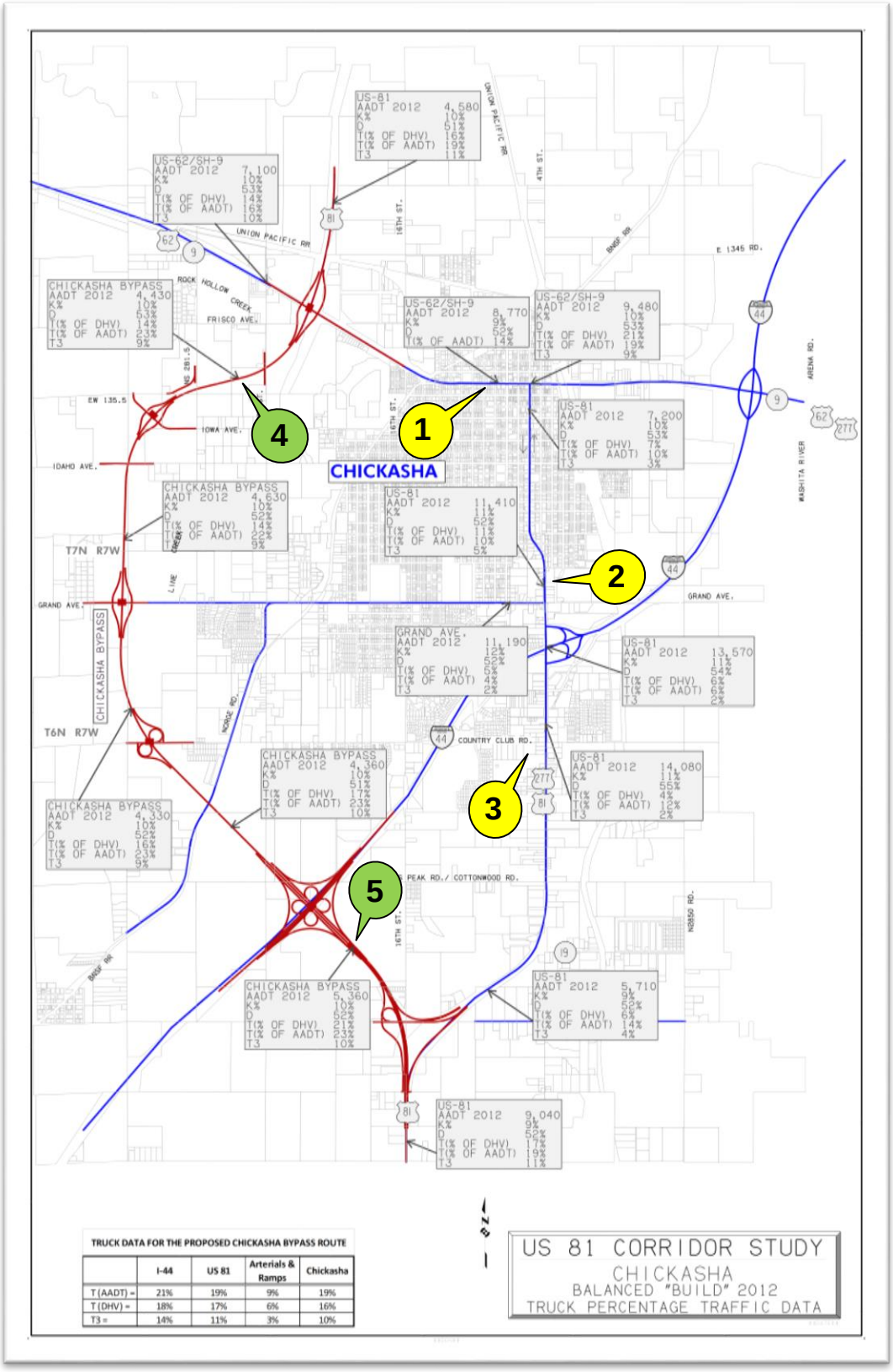
According to the traffic data for the No Build (without the bypass) and Build (with the bypass) conditions prepared by SAIC (2013), travel time in the study area (from north of the US 81/US 62 intersection to south of the US 81/SH 19 intersection) is approximately 10 minutes during free flow conditions and up to 25 minutes during peak conditions; these travel times are subject to increase when over-length or over-width trucks are present. Delays occur particularly at the intersections of Grand Avenue and US 62 where heavy left turns delay traffic movement. **Table 3.3-1** presents the average annual daily traffic (AADT) in 2012 with and without the proposed bypass. The locations for the road segments listed in **Tables 3.3-1, 3.3-3, and 3.3-4** are illustrated in **Figure 3.3-1**. **Figure 3.3-1** also provides the 2012 Build AADT for the proposed project.

Table 3.3-1: Traffic Volumes (AADT) on US 81 in the Study Area (2012)

Location	Road Segment	Existing 2012 No Build	Projected 2012 Build
1	US 62 / SH 9 (west of 4th Street)	11,280	8,770
2	4th Street, south of US 62 / SH 9	14,900	11,410
3	South of Grand Avenue	17,680	14,080
4	Bypass: Between US 62 / SH 9 and Grand Avenue	N/A	4,430
5	Bypass: Between Grand Avenue and southern terminus	N/A	5,360

Source: SAIC, 2013

Figure 3.3-1: 2012 Build AADT



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Current traffic conditions are a result of increasing volumes in recent years. Interpreting the effect of AADT on flow conditions requires an understanding of level of service (LOS) along the road segments. **Table 3.3-2** below provides the LOS definitions and associated flow characteristics used to characterize traffic volumes and congestion on roadways.

Table 3.3-2: Level of Service Characteristics

Level of Service	Flow Characteristics
A	Free flow with low volumes and high speeds
B	Reasonably free flow, but speeds beginning to be restricted by traffic conditions
C	Stable flow zone, but most drivers are restricted in the freedom to select their own speeds
D	Approaching unstable flow; drivers have little freedom to select their own speeds
E	Unstable flow; may be short stoppages
F	Unacceptable congestion; stop-and-go; forced flow

Source: Adapted from the 2000 Highway Capacity Manual (Transportation Research Board, 2000)

Much of the existing corridor operates at a LOS C, particularly at the intersections with Grand Street and with US 62/SH 9 at 4th Street (SAIC, 2013), because of the turning movements required for large trucks.

Freight Traffic to Industrial Parks

As US 81 and US 62 are the primary roadways serving Chickasha's industrial parks, they accommodate heavier traffic (both in terms of weight and volume) than other roadways in the City of Chickasha. Traffic loads have hastened the deterioration of roadways, particularly where the rural highway US 81 becomes a city street as it enters Chickasha's downtown (ODOT Research and Planning Division, 2007). Trucks that serve these industrial campuses may access IH-44, providing primary access to Oklahoma City and Lawton via US 81 and US 62. For north-south traffic, trucks remain on US 81, traveling through the center of town to access the industrial parks. Vehicles servicing oil and gas facilities also require truck access. Trucks can access businesses on US 81/4th Street via US 81/US 62/SH 9 to the north or via IH 44 to the south. Truck movement on the existing US 81 corridor is made difficult by the capacity and configuration of the roadway. The multiple access points, numerous stoplights and crosswalks, slow and variable speed limits, and resulting traffic congestion slow truck traffic as does the 90-degree turn between US 81/4th Street and US 62/Choctaw Avenue.[4]

Access to US 81 Commercial Corridor

Access to the US 81/4th Street commercial corridor is facilitated by the number of local street connections that allow residents easy access to businesses in this district. The IH 44 interchange provides an entrance for interstate traffic, allowing visibility and accessibility of the commercial corridor to long-distance travelers.

Access to "Main Street"

Chickasha Avenue on either side of US 81/4th Street is known as the city's "Main Street" as it serves as Chickasha's historic downtown. The historic appearance of this district, as well as its use by municipal offices and business and police services, makes this area a destination for travelers. Access to Chickasha's "Main Street" is available via US 81, US 62, US 77, SH 9,

[4] According to the Chamber of Commerce, it is the 18-wheelers turning onto US 81 from US 62 (southbound) that have the most difficult turning movement (B. Andrus, personal communication, 2012).

and SH 92. Local access is available via feeder streets throughout the corridor: 2nd Street through 8th Street. On-street parking makes businesses and offices in this district accessible to vehicular traffic and large sidewalks support pedestrian mobility here.

Emergency Response and Facilities

Emergency services are primarily located in northern Chickasha, north of Iowa Avenue. The Chickasha Fire Station and Fire Marshall, Chickasha Police Department, Grady County Sheriff's Department, and Grady Memorial Hospital are all located in the north and are served by US 62 and US 81. Traffic congestion on either arterial can delay response time of emergency vehicles or public access to the Grady Memorial Hospital.

Pedestrian/Bicycle Mobility

Pedestrian facilities are extremely limited in the study area of the proposed bypass, and very few intersections exist, as there is not currently a north-south roadway within the study area. East-west roads within the study area do not include sidewalks.

Existing east-west roads within the study area do not have striping or other formal accommodations for bicycle traffic. The width of travel lanes in the study area is not sufficient to accommodate a bicycle lane or a shoulder on the roadway.

3.3.2 Potential Changes to Travel Patterns

Traffic on the proposed project would consist primarily of "external local" and "external through" traffic,[5] some of which would include freight and industrial vehicles. Currently, transportation infrastructure for freight traffic is limited: congestion, capacity, and configuration of the facility make it difficult for freight traffic to pass through Chickasha to other destinations north and south of the city and to access industrial parks in Chickasha. The proposed project would improve mobility for through traffic whose destination is not Chickasha and would improve transportation to local facilities by providing a more direct route with fewer entry points and a higher speed limit. Overall, the proposed project would improve local mobility by alleviating congestion on the existing US 81 and removing truck traffic. The proposed project would also improve regional mobility by providing a non-tolled, access-controlled roadway for faster, more direct routes. Improvements to the downtown and the diversion of some of the truck traffic to the proposed bypass would facilitate local residents' access to businesses, improve traffic flow, and may encourage commercial growth in this corridor.

Anticipated Traffic Volumes

Traffic on the existing US 81 facility within the study area is projected to improve as a result of the proposed project. Traffic data projected for the Build Alternative in year 2040 show that traffic volumes throughout the city would continue to increase over 2012 levels. However, the diversion of truck and through traffic from the existing corridor to the proposed bypass in 2040 would result in reduced congestion within the downtown area and throughout the existing US 81 corridor compared to the No-Build Alternative. **Table 3.3-3**

[5] "External local" defines traffic where the origin or destination is within the study area. "External through" traffic defines vehicles whose origin and destination both fall outside of the study area (ODOT Research and Planning Division, 2007).

provides current (2012) and projected future (2040) traffic volumes with and without the proposed bypass.

Table 3.3-3: Average Annual Daily Traffic Volumes in the Study Area (2012 and 2040)

Loc	Road Segment	2012, without Bypass	2012, with Bypass	2040, without Bypass	2040, with Bypass
1	US 62 / SH 9 (west of 4th Street)	11,280	8,770	17,600	13,700
2	4th Street, south of US 62/SH 9	14,900	11,410	23,300	17,800
3	South of Grand Avenue	17,680	14,080	27,580	21,950
4	Bypass: Between US 62/SH 9 and Grand Avenue	N/A	4,430	N/A	6,920
5	Bypass: Between Grand Avenue and southern terminus	N/A	5,360	N/A	8,400

Source: SAIC, 2013

Absent the proposed bypass, truck traffic is expected to increase by approximately 56 percent between 2012 and 2040 (SAIC, 2013). With implementation of the proposed bypass, truck traffic through downtown is expected to be reduced by approximately 41 percent compared to the 2040 No Build scenario. Excessive truck traffic through Chickasha has the effect of inhibiting visibility and restricting sight distances of personal motorized vehicles; it also affects traffic operations due to delays caused by turning movements, slow speeds, and passing opportunities in the presence of overloaded or oversized vehicles. Diverting truck traffic away from the downtown area is expected to improve flow on the existing corridor and increase safety in downtown Chickasha. **Table 3.3-4** shows the change in truck volumes along the existing US 81 corridor.

Table 3.3-4: Daily Truck Traffic under the No Build and Build Conditions (2012 and 2040)

Loc	Road Segment	2012, without Bypass	2012, with Bypass	2040, without Bypass	2040, with Bypass
1	US 62/SH-9 (west of 4th Street)	1,900	1,200	3,000	1,900
2	4th Street, south of US 62/SH-9	2,000	1,100	3,120	1,720
3	South of Grand Avenue	2,600	1,670	4,060	2,600
4	Bypass: Between US 62/SH-9 and Grand Avenue	N/A	1,020	N/A	1,600
5	Bypass: Between Grand Avenue and southern terminus	N/A	1,230	N/A	1,920

Source: SAIC, 2013

The proposed bypass is expected to reduce delays at the intersections off 4th Street in downtown (eliminating the 90-degree turn that is a challenge for large trucks), and would

improve the capacity and speed of truck traffic and through traffic electing to take the alternative highway bypass route. Reducing the number of large trucks on US 81/4th Street would improve congestion and safety in this business district.

Travel Patterns

Implementation of the proposed bypass would modify travel patterns by diverting almost half of the future projected truck traffic (in 2040) to the bypass. It is expected that diverting traffic, particularly large truck and freight traffic, away from the CBD would reduce congestion and encourage more local traffic to patronize the business district. Both vehicular and non-motorized travelers would benefit from reduced truck and freight vehicle loads in the corridor.

The proposed bypass and associated interchanges would shift some of the heavy traffic to the west while also encouraging westward growth of the city. The additional capacity provided by the bypass is estimated to generate an induced demand of approximately 11 percent more trips through the city in 2040. The interchanges associated with the bypass are proposed to be located at US 62/SH 9, County Road 1360/Idaho Avenue, Grand Avenue, Norge Road/SH 92, and IH 44, linking back up to the existing US 81 system south of SH 19. These roads would facilitate western development, encouraging retail and service uses at these interchange locations. As links between the proposed bypass and Chickasha's CBD, the above-mentioned roads could see additional traffic movement as users of the bypass may choose to enter town this way, and as residents of Chickasha may elect to take this route for more direct north-south access to IH 44 in the south or to the municipal airport and points north.

The municipal airport is expected to benefit as a result of the proposed bypass because of access improvements which would facilitate travel to and from the airport for industrial, commercial, and private customers. Logistical improvements would benefit these customers and increase the attractiveness of the airport facility for regional clients.

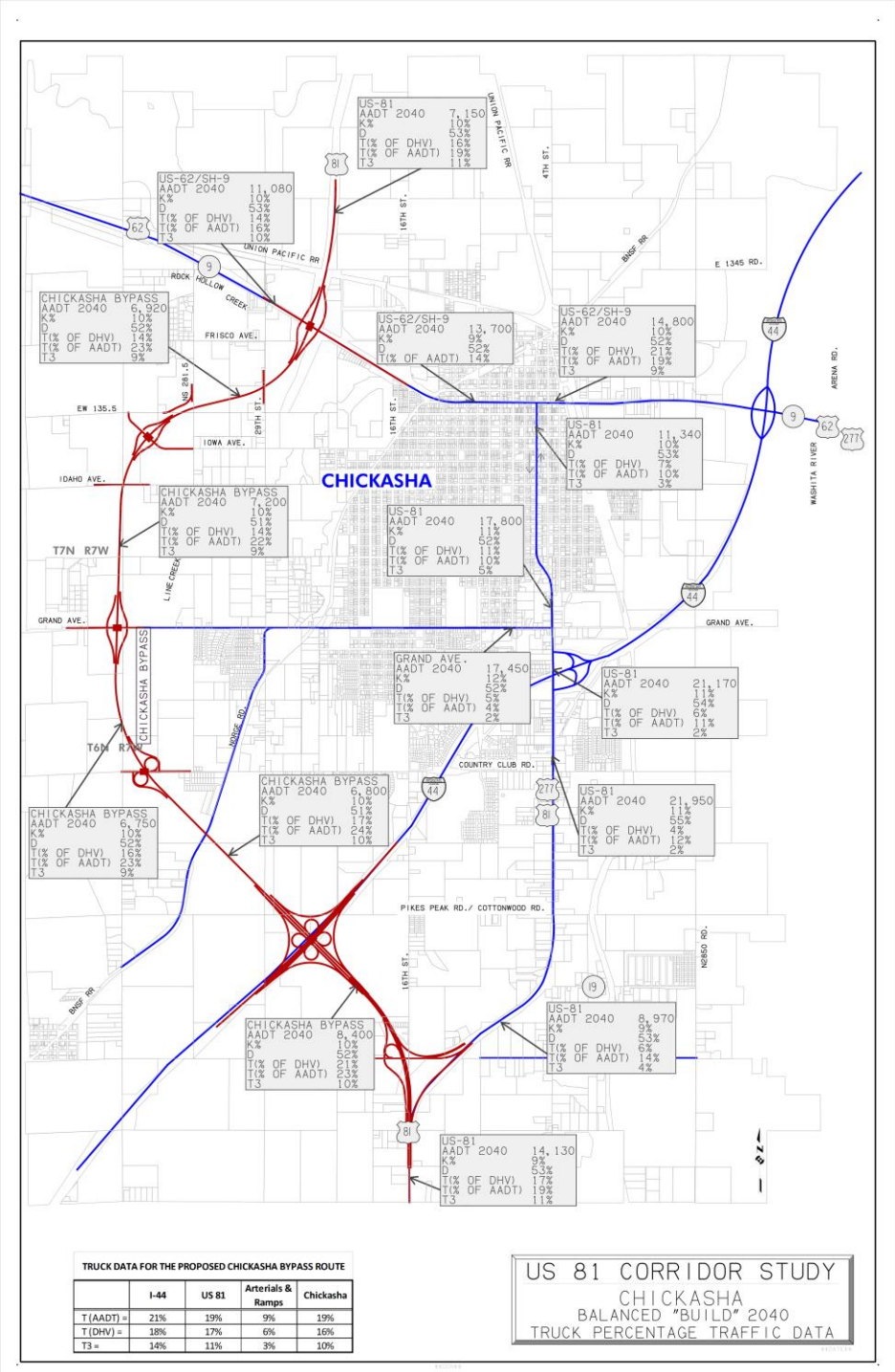
The proposed project would benefit emergency responders in two ways. First, the bypass would decrease congestion on existing US 81 and the intersection of US 81 and US 62 by diverting truck traffic and other through traffic from the existing corridor to the bypass. Decreased congestion would result in improved and more reliable emergency response times. Second, the bypass would offer faster, more reliable service to the southern portion of Chickasha and portions of Grady County west of the city.

Bicycle and Pedestrian Mobility

The proposed project design does not include specific amenities for pedestrians and cyclists. Since the project is proposed as a high-speed, controlled-access facility, walking and cycling would not be encouraged. The typical section for the proposed project does, however, include a 10-foot wide outside shoulder which could accommodate bicycles.

Traffic along the east-west arterials with interchanges with the proposed bypass would likely increase. Increased traffic along the two-lane roads without shoulders or sidewalks would not facilitate walking and biking along these roadways. The city does not presently have plans to make improvements to these roadways to widen them or add pedestrian or bicycle amenities.

Figure 3.3-2: 2040 Build AADT



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Bicycle and pedestrian mobility may improve on the existing US 81 corridor as a result of the proposed project, as large trucks and other through traffic would shift to the bypass. This shift would reduce traffic on existing US 81 in the short term and would create a sense of improved safety for cyclists and pedestrians. Infrastructure for pedestrians and cyclists along US 81, such as sidewalks and bike lanes, are limited, however, so the improvements experienced as a result of the proposed project would be limited.

3.4 Economic Conditions

The economic conditions in the City of Chickasha and Grady County are driven largely by their service, manufacturing, and retail industries, which tend to be focused around commercial and industrial districts. Workers in Grady County are nearly split in their commuting habits, with approximately 52 percent staying within Grady County for their employment.

3.4.1 Income and Employment

Median household incomes in the block groups that encompass the study area range from $23,836 to $62,424. The median household income estimate for Grady County is $51,394 and $40,383 for Chickasha (ACS 5-Year Estimate, 2010-2014). The highest median household income is in Block Group 4 of Census Tract 5, which is in the southern half of the city. The lowest is in the northern third of the city, north of US 62. **Table 3.4-1** provides median household income by block group for the study area.

Table 3.4-1: Median Household Income (2014)

Census Tract	Block Group	Median Household Income
1	1	$23,836
4	1	$36,429
5	4	$62,424
6	1	$45,000
6	2	$38,750
6	3	$51,205
6	4	$51,711

Source: U.S. Bureau of the Census, ACS 5-Year Estimate, 2010-2014, Median Household Income in the Past 12 Months (in 2014 Inflation-Adjusted Dollars) (B19013)

The U.S. Department of Health and Human Services (HHS) poverty guidelines for 2016 indicate that the poverty guideline for a family of four is $24,300 in annual income. The HHS poverty guidelines are a simplification of the U.S. Census Bureau's poverty threshold developed each year for the purposes of determining financial eligibility for federal assistance programs. The City of Chickasha has a poverty rate of 14.8 percent, and Grady County's poverty rate is 9.8 percent. Poverty rates specific to the study area, listed by Census tract and block group in **Table 3.4-2**, indicate that most of the block groups in the study area are similar to the city or county rates. Two block groups, however, have relatively high poverty rates compared to the rest of the study area, the city, and the county. The block groups within the study area associated with Census Tracts (CT) 1 and 4, show a higher

proportion of individuals in poverty relative to the surrounding block groups. Block Group 1 of CT 1 has the highest poverty rate in the study area at 44.9 percent. This Census geography encompasses the northern terminus of the project and includes a total population of 1,284 individuals. The Census blocks in this block group that are within the study area, however, only have a total population of 22, so the majority of the block group's population is outside the study area for the proposed project. The second high-poverty Census geography, Block Group 1 of CT 4, has a poverty rate of 37.9 percent. The Census block (Block 1003) in this block group that falls within the study area, however, has a population of zero.

Table 3.4-2: Individuals Living in Poverty (2014)

Census Tract	Block Group	Percent of Individuals below the Poverty Level
1	1	44.9%
4	1	37.9%
5	4	7.5%
6	1	3.9%
6	2	9.6%
6	3	15.5%
6	4	16.8%

Source: U.S. Bureau of the Census, ACS 5-Year Estimate, 2010-2014, Poverty Status of Individuals in the Past 12 Months by Living Arrangement (B17021)

Employment in Chickasha

According to the Census Bureau (2010a), the top three employment industries in 2010 were social services, including education and health care, manufacturing, and retail trade. From 2000 to 2010, growth in employment by industry was largest in the agriculture services sector, followed by professional and management services and then social services. During the same period, the retail, manufacturing, and information industries all saw a decline in employment. **Table 3.4-3** lists the largest employers in the Chickasha area.

Table 3.4-3: Largest Employers in Chickasha Area

Employer	Number of Employees	Industry
Grady County Memorial Hospital	400	Health Care
Braum's Dairy	400	Dairy and Food Products
Chickasha Public Schools	385	Education
Ross Health Care	350	Hospice/Home Health Care
HSI Sensing	300	Reed Switches
Gabriel	300	Automotive Shock Absorbers
City of Chickasha	160	Public Services
University of Science and Arts of Oklahoma	155	University
Southern Plains Medical Center	150	Health Care
Midwest Towers	130	Cooling Towers
Cimarron Trailers	120	Horse Trailers
Badgett Corporation	90	Machine Shop
Hart Manufacturing	90	Horse Trailers
Crawford Roofing	75	Roofing and Sheet Metal
Chickasha Manufacturing	75	Custom Machining
Baity Screw Machine	50	Machine Shop
Green Bay Packaging	35	Corrugated Boxes
Royal Filters	30	Custom Filters
Fleetlife	25	Custom Filters

Source: Chickasha Economic Development Council website, 2016.

Table 3.4-4 provides the full and part-time employment status for the study area from the 2014 ACS 5-Year Estimate.

Table 3.4-4: Full- and Part-Time Employment Status by Block Group

Census Tract	Block Group	Total Population Aged 16 years and older	Percentage of Population that Worked Full-Time / Year-Round in the past 12 months	Percentage of Population that Worked Less than Full-Time / Year-Round in the past 12 months	Percentage of Population that Did Not Work in the past 12 months*
1	1	965	28.2%	23.4%	48.4%
4	1	337	37.7%	14.8%	47.5%
5	4	1334	56.1%	18.2%	25.7%
6	1	1152	33.2%	17.3%	49.6%
6	2	625	37.1%	21.3%	41.6%
6	3	1362	42.4%	25.2%	32.5%
6	4	1360	41.3%	23.2%	35.6%

**This also reflects individuals not in the labor force*
Source: U.S. Bureau of the Census, ACS 5-Year Estimate, 2010-2014, Full-Time, Year-Round Work Status in the Past 12 Months by Age for the Population 16 Years and Over (B23027)

Workers in Grady County are evenly distributed among those who leave the county for work and those who stay in Grady County for their employment. **Table 3.4-4** provides the commuting data from the 2010 Census.

Table 3.4-5: Commuting Patterns in Grady County

County	Commuting Population*	Individuals who drive alone to work	Individuals who work in the same county where they live	Individuals who commute outside their county for work
Grady County	23,196	84.2%	51.6%	47.1%

** Individuals of legal working age (16 and older) who do not work from home*
Source: U.S. Bureau of the Census, ACS 5-Year Estimate, 2010-2014, Means of Transportation to Work by Place of Work—State and County Level (B08130)

Unemployment in Chickasha

Unemployment across Oklahoma has decreased in the past five years, with the average annual unemployment dropping from 7.2 percent in 2010 to 4.5 percent in 2014. Grady County followed a similar trend, with the unemployment rate falling from 6.5 percent in 2010 to 4.0 percent in 2014 (**Table 3.4-6**) (U.S. Bureau of Labor Statistics, 2016). A February, 2016 figure from the Oklahoma Employment Security Commission puts statewide unemployment at 4.2 percent and Grady County unemployment at 4.7 percent. The City of Chickasha's unemployment rate as estimated in the 2014 ACS 5-Year Estimate is 6.1 percent.

Table 3.4-6: Average Annual Unemployment Data, 2010 – 2014

		2010	2011	2012	2013	2014
Oklahoma	**Civilian Labor Force**	1.745M	1.768M	1.816M	1.815M	1.768M
	Unemployed	125M	110M	92M	101M	80M
	Unemployment Rate	7.2%	6.2%	5.1%	5.6%	4.5%
Grady County	**Civilian Labor Force**	25,401	25,303	25,532	25,549	25,415
	Unemployed	1,660	1,348	1,224	1,233	1,012
	Unemployment Rate	6.5%	5.3%	4.8%	4.8%	4.0%

Source: U.S Bureau of Labor Statistics, 2016.

3.4.2 Environmental Consequences

Economic Conditions

Build Alternative

Development of the proposed project would support access to the industrial parks in the northwest of this city, which is expected to facilitate employment growth in the industrial sector. In a city with higher poverty and unemployment than the county and the state, additional industrial jobs would aid in economic growth for the city and median income for its residents.

Development of the proposed project would divert through traffic and some of the truck traffic away from Chickasha's CBD to a western bypass around the city for direct access to points north and south of Chickasha. Nevertheless, traffic on existing US 81/4th Street is projected to increase compared to existing conditions over the long term. In the short-term, retail establishments on the existing US 81/4th Street corridor could experience a loss of business due to the diversion of traffic. The temporary reduction in traffic on US 81/4th Street could cause some businesses to experience a short-term loss in revenue. Some businesses, such as restaurants, hotels, and gas/service stations may choose to relocate to the area surrounding the proposed bypass to continue to serve the through-traffic customers and other new regional traffic that would utilize the new roadway. Implementation of the proposed project could trigger a shift in the type of business and employment opportunities in downtown. With the planned downtown revitalization program being supported by the city and the Chickasha Economic Development Council (EDC), a focus on provision of local services is expected.

Though some of the freight traffic would be diverted with the introduction of the bypass, it is worth noting that large trucks, which are the vehicles most likely to use the bypass, do not typically patronize many of the commercial businesses in the CBD due to limited accommodation of 14-, 16- and 18-wheelers. Improvements to traffic congestion and safety conditions as a result of the proposed bypass may improve Chickasha's CBD by allowing for improved access to businesses. Diverting some of the truck traffic to the bypass route could also benefit the appearance of the facility, reduce noise and air pollution, and reduce congestion in the corridor. To mitigate the impact of this traffic diversion, stakeholders have recommended the installation of signage at US 62/SH-9, SH-19 and IH-44.

Moving large trucks away from the city's downtown would improve air, noise, and aesthetic conditions in these districts; safety improvements would also support non-motorized transit in Chickasha's downtown (pedestrian and bicycle mobility). Development of a western bypass would introduce an opportunity for expansion of the city to the west. New commercial and residential properties could be developed to the west in an area which is currently underutilized due to lack of connectivity. Commercial development at the proposed interchanges would support Chickasha's western growth and introduce new opportunities for economic development along the city's western edge. The annexation of property at these interchanges by the City of Chickasha would strengthen the city's tax base and provide more opportunities for investment in local infrastructure, including improvements to existing US 81/4th Street.

In the presence of the proposed bypass, there would be opportunities for business development around proposed interchanges. Implementation of the bypass would bring traffic to the west, and with it services to cater to this traffic, including automotive (fuel, maintenance and repair), dining (fast food chains, restaurants), accommodations (hotels, motels), and retail. Establishment of the interchanges is important to economic development as they would provide connections between the city and the proposed project (possible interchange locations are illustrated in **Figure 3.3-1**). Roadway construction activities would create employment in the short-term, with the amount of employment dependent on project phasing. These additional jobs would contribute to construction sector employment.

Some auto- and travel-related businesses in the downtown area may close as a result of implementation of the proposed bypass, resulting in increased unemployment for workers in this sector. As many of the businesses in this area provide low-wage service jobs, some of the workers employed here would be considered low-income. Service sector employment opportunities are expected to be introduced in western Chickasha providing opportunity for new employment for some of these displaced workers.

Finally, under the Build Alternative, access to the city's industrial parks would be improved. The improved access, along with active recruitment efforts by the city and the EDC, is expected to encourage growth and development of the industrial campuses in northwest Chickasha. With the expansion of industrial services in Chickasha would come employment opportunities in the industrial and manufacturing sectors. Rather than remove business opportunities, the proposed project could shift some travel-related businesses from their current locations on 4th Street to the undeveloped western portion of the city, while offering new opportunities for economic development in the CBD. As through truck traffic shifts to the bypass; it is expected that this would support the long-term economic development of the entire community. In addition, implementation of the proposed project is expected to increase traffic volumes through the area (see **Section 3.3**), which could induce economic growth.

No-Build Alternative

Without the proposed project, the factors affecting the economic characteristics of the US 81 corridor would not change. Traffic and congestion along the corridor would continue to increase, which would degrade access to businesses and likely deter local residents from frequenting the corridor for choice trips (trips in which the individual has multiple destination options for a trip purpose or the trip is not required and could simply be forgone). Pedestrian mobility would be limited by safety concerns along the US 81 corridor under the No-Build Alternative.

Under the No-Build Alternative, the benefits to employment and income as a result of construction would not be realized. Economic benefits resulting from new businesses at proposed western interchanges would not occur, nor would business and employment opportunities resulting from industrial park growth stemming from improved access.

3.5 Environmental Justice

Executive Order 12898 requires federal agencies to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and

adverse effects of its programs, policies, and activities on minority populations or low-income populations." To achieve this, federal agencies should collect and analyze information concerning a project's effects on minorities or low-income groups when required by NEPA, and if such investigations find that minority or low-income groups experience disproportionate adverse effects, then additional measures are to be taken. Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:

> (1) are predominantly borne by a minority population and/or a low-income population; or
>
> (2) will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the nonminority population and/or non-low-income population (FHWA, 1998).

Minority Populations

As indicated in **Table 3.2-3**, the study area is predominantly white, non-Hispanic (85.8 percent). The total population in the Census blocks within the study area is approximately 733 people. In order to determine whether a minority EJ population is present in the study area, Census blocks in the study area were analyzed for the presence of racial and ethnic minorities. If minorities account for 50 percent or more of the population in a Census block, then that minority population is considered to be an EJ population (CEQ, 1997). According to the Census block data from 2010, there are 104 minority individuals in the study area or approximately 14.2 percent of the study area population (U.S. Bureau of the Census, 2010b). There are zero blocks in which minorities account for 50 percent or more of the population. A detailed table of race and ethnicity by study area block group is provided in **Appendix C**.

Low-Income Populations

As shown in **Table 3.4-2**, none of the block groups had a majority of individuals living below poverty; thus, there are no low-income EJ populations in the study area. The block groups associated with Census Tracts (CT) 1 and 4, however, showed a higher proportion of individuals in poverty relative to the surrounding block groups.

Block Group 1 of CT 1 has the highest poverty rate in the study area at 44.9 percent. This Census geography encompasses the northern terminus of the project and includes a total population of 1,284 individuals. The Census blocks in this block group that are within the study area, however, only have a total population of 22, so the majority of the block group's population is outside the study area for the proposed project. It is not possible to know exactly where these 22 individuals live, however based on field reconnaissance and a review of recent aerial imagery, it appears that no more than three houses are on parcels that are within or immediately adjacent to the study area. No houses are located within the study area.

The second high-poverty Census geography, Block Group 1 of CT 4, has a poverty rate of 37.9 percent. The Census block (Block 1003) in this block group that falls within the study area, however, has a population of zero; therefore, no low-income populations in this block group would be impacted by the proposed project.

Impacts to EJ Populations

There are no EJ populations within the study area for the proposed project; however, there are minority and low-income individuals in the study area and the city. These individuals would experience an overall benefit from the proposed project through the increased mobility and access that the new roadway would provide. The proposed project would offer a non-tolled alternative to IH 44 for north-south travel around Chickasha, and it would provide a faster route option for regional transit trips provided by Washita Valley Transit. Adverse impacts resulting from the project would not be borne disproportionately by low-income or minority individuals. No disproportionately high and adverse impacts would be anticipated for EJ populations as a result of the proposed project.

4.0 PUBLIC INVOLVEMENT

ODOT held a public meeting to discuss the environmental assessment for the proposed US 81 bypass of Chickasha on March 14, 2013. A Public Hearing is anticipated in the fall of 2016.

5.0 REFERENCES

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Appendix A: Photographs

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Photo 1: Looking north from southern terminus toward location of future US 81 interchange

Photo 2: Looking northeast from intersection of Mockingbird and Country Club, toward future interchange

Photo 3: Looking east from Mockingbird and Country Club, toward future interchange

Photo 4: USAO Habitat Area sign on Idaho Avenue

Photo 5: Looking northeast from Idaho Avenue toward future alignment

Photo 6: Looking northwest from intersection of Iowa Avenue and North 2815 Street toward future interchange and extension of Iowa Avenue

Photo 7: Looking north from Frisco Avenue toward J&L Oilfield Services, LLC

Photo 8: Looking south from northern terminus

Appendix B: Land Use Data

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Figure 1: Land Use Field Observations

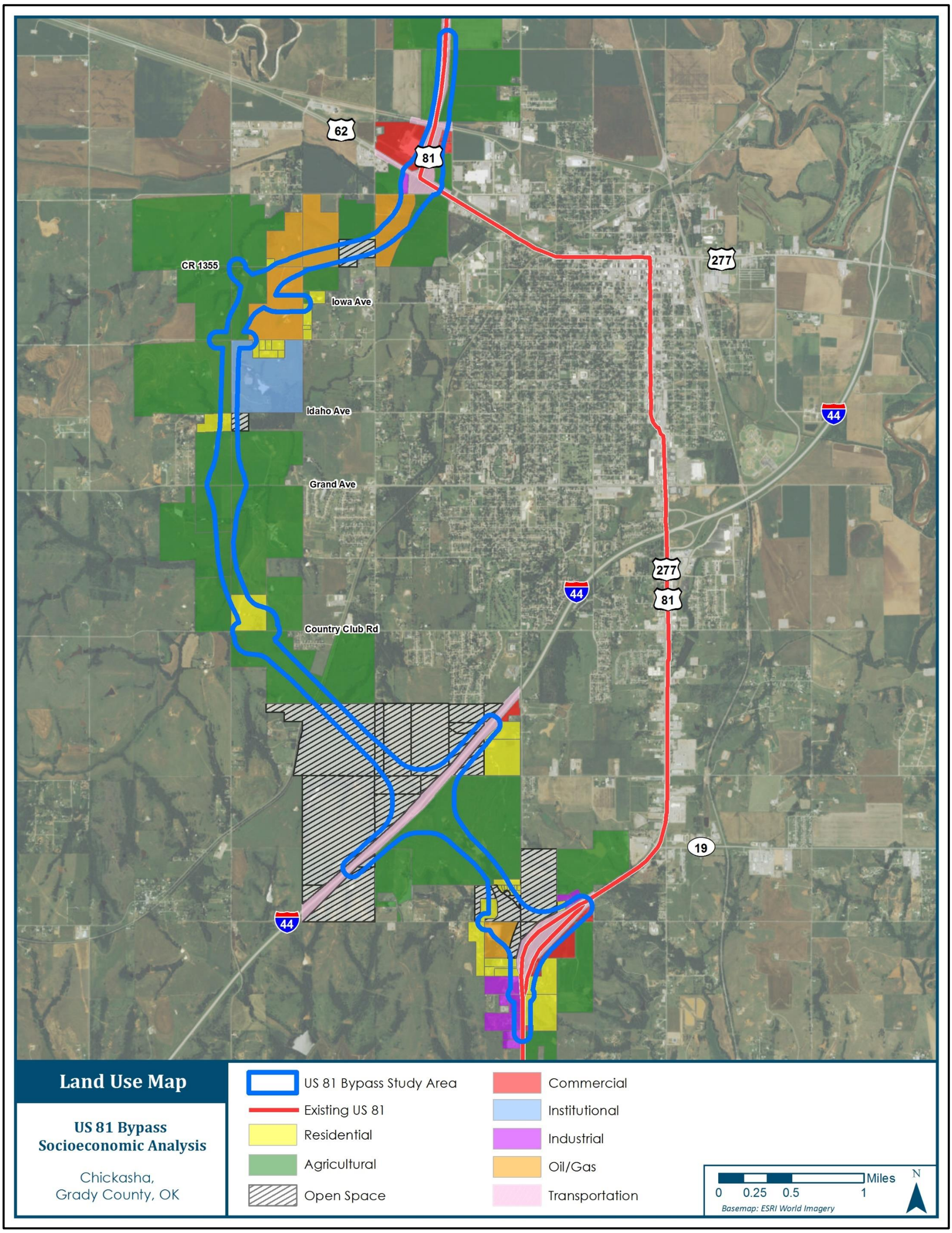

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Figure 2, Sheet 1 of 7: Land Use and Potential Relocations

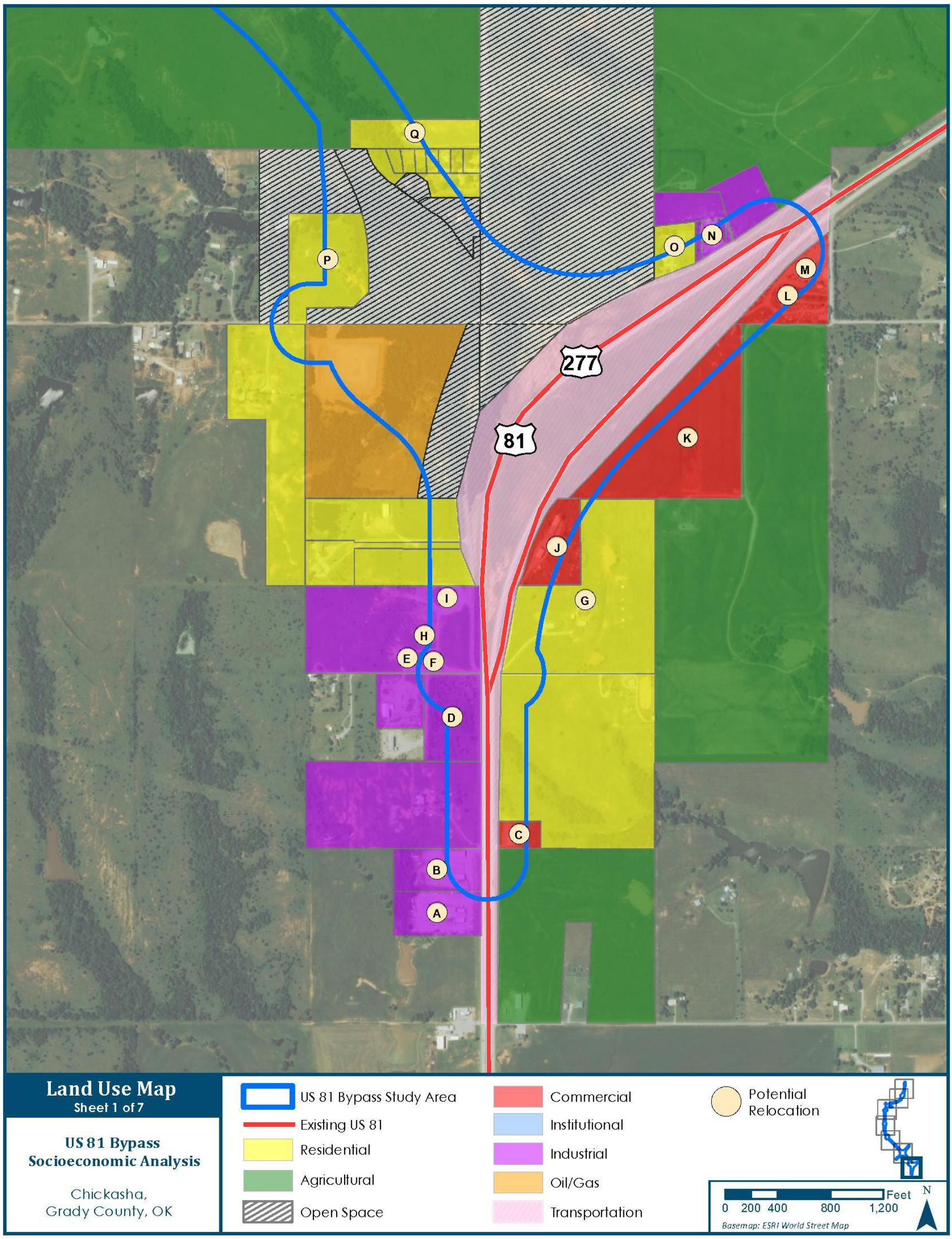

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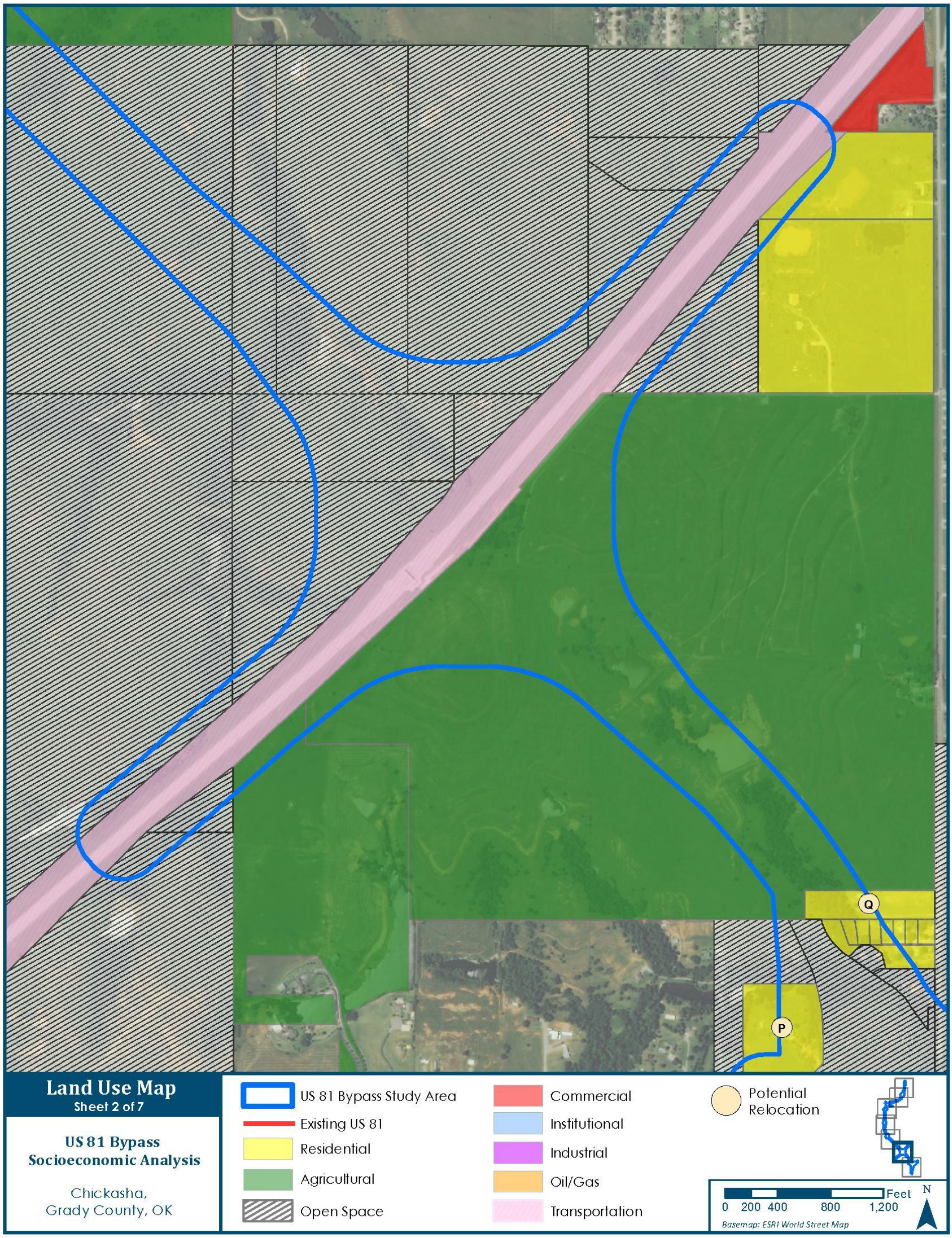
Figure 2, Sheet 2 of 7: Land Use and Potential Relocations



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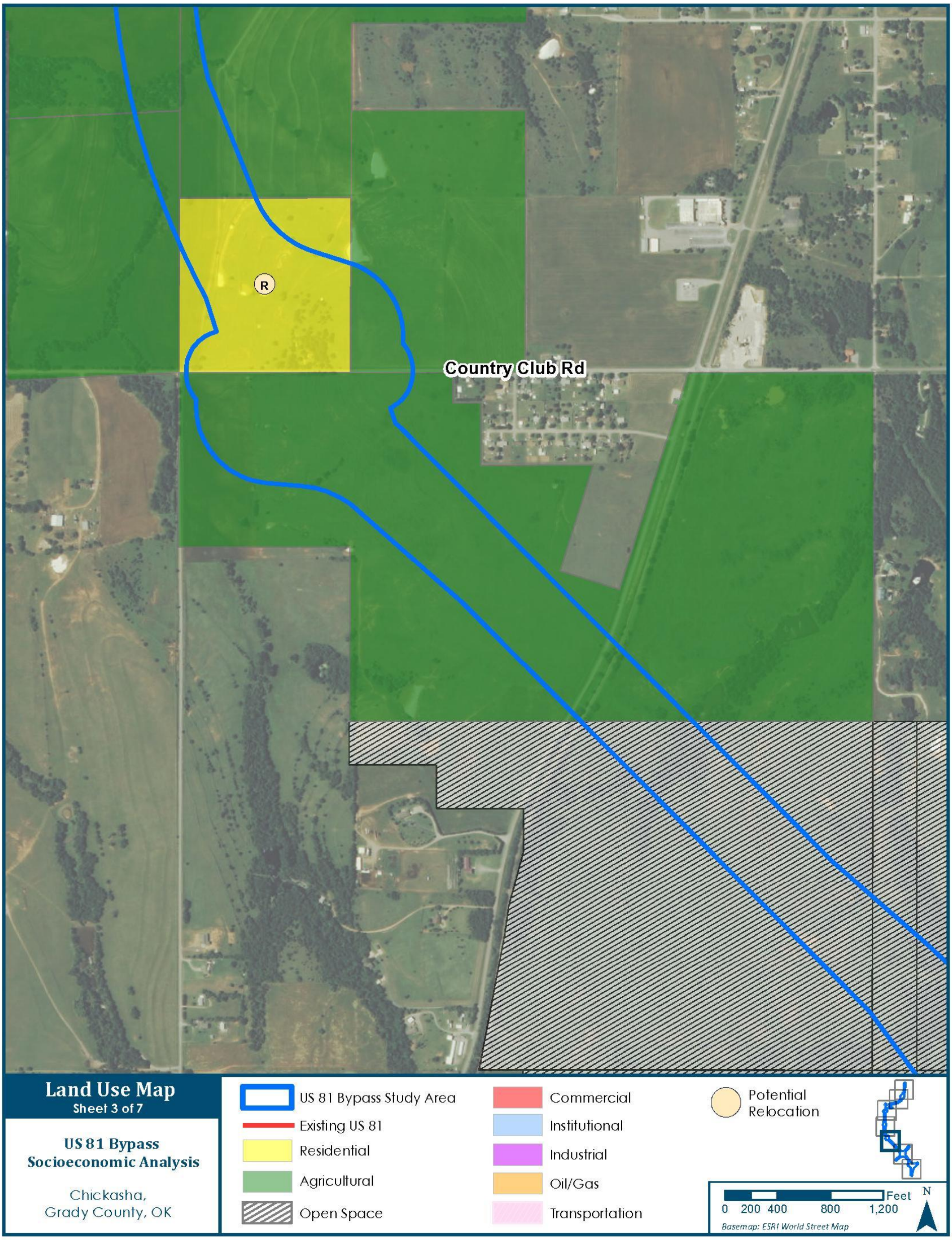

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Figure 2, Sheet 4 of 7: Land Use and Potential Relocations

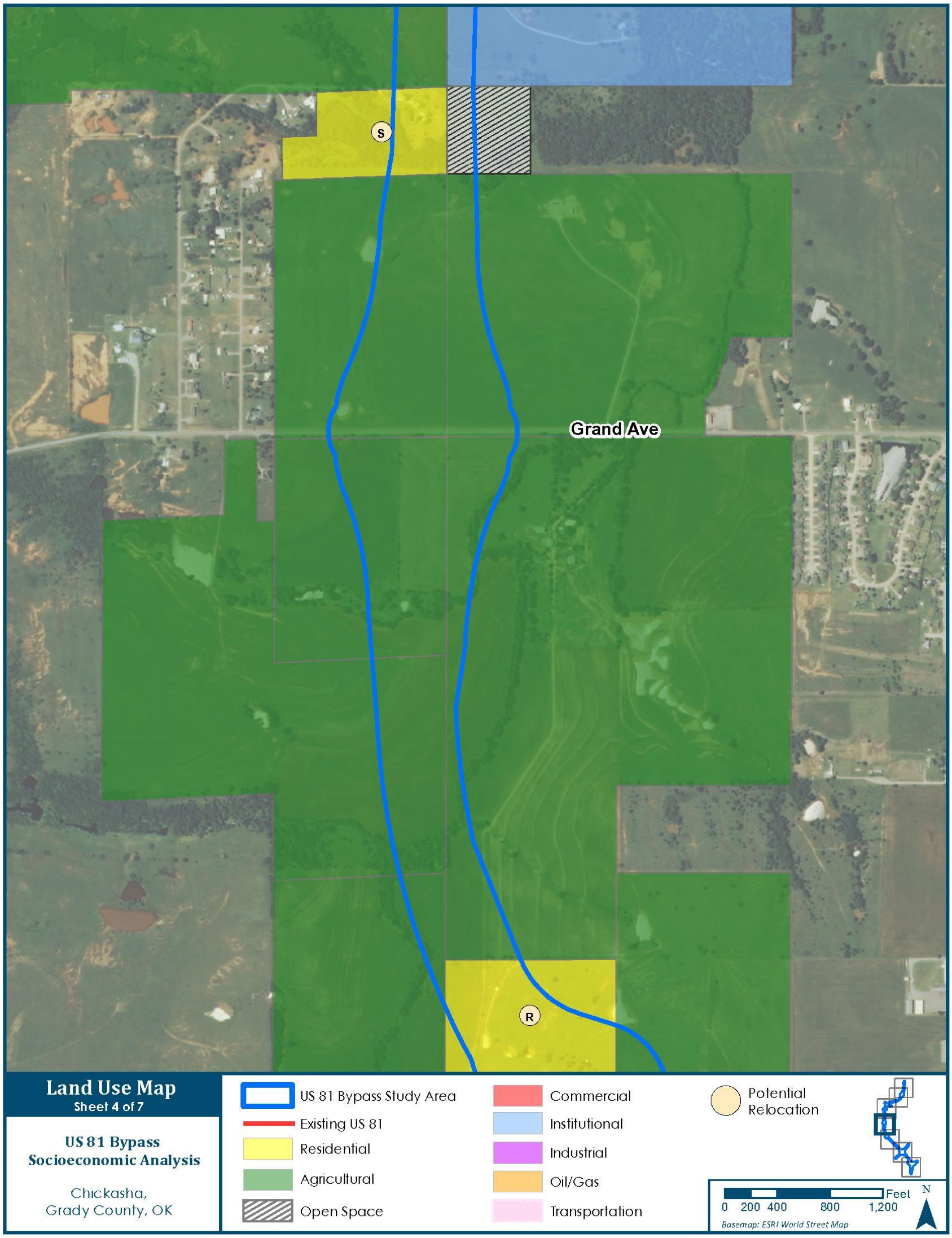

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Figure 2, Sheet 5 of 7: Land Use and Potential Relocations

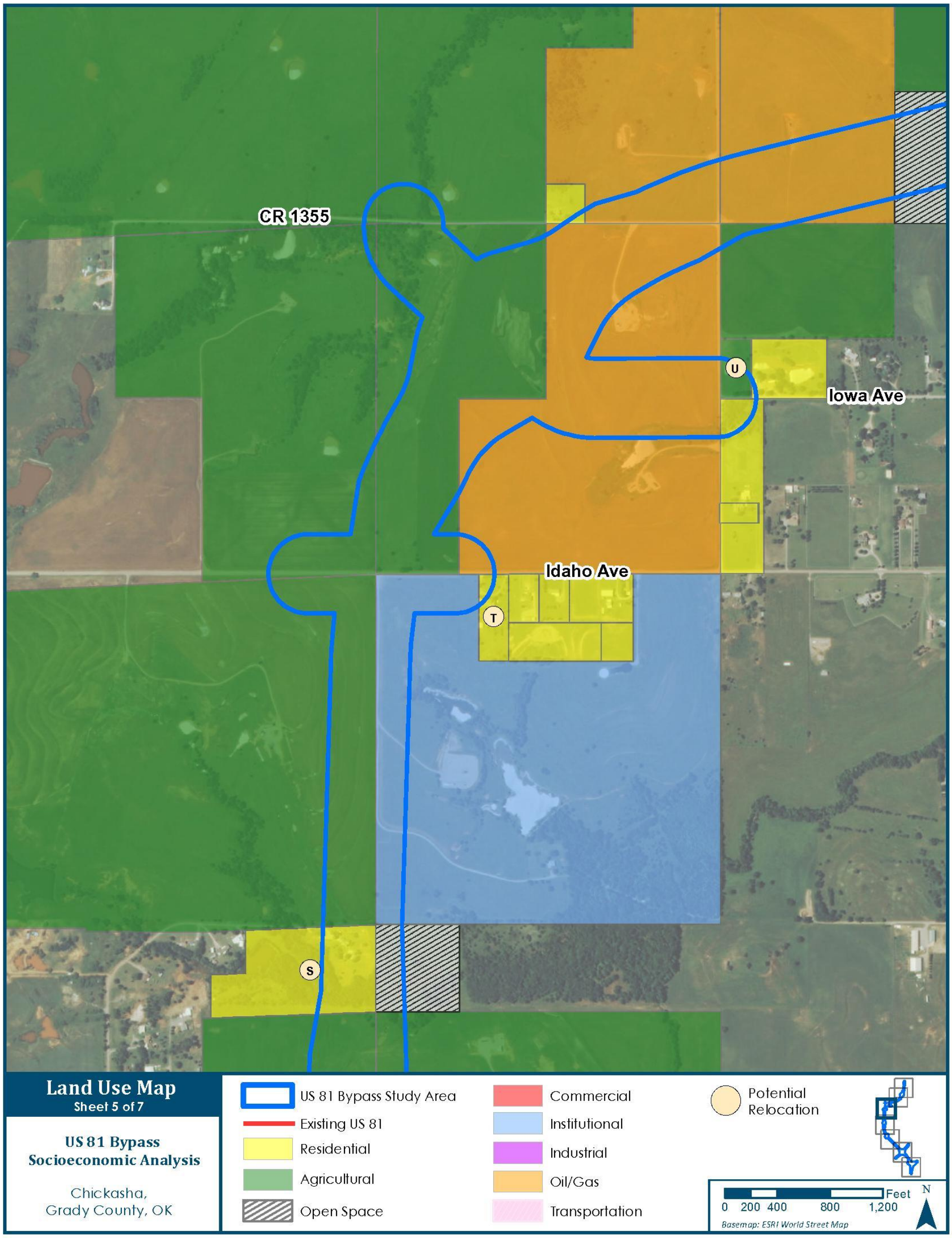

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Figure 2, Sheet 6 of 7: Land Use and Potential Relocations

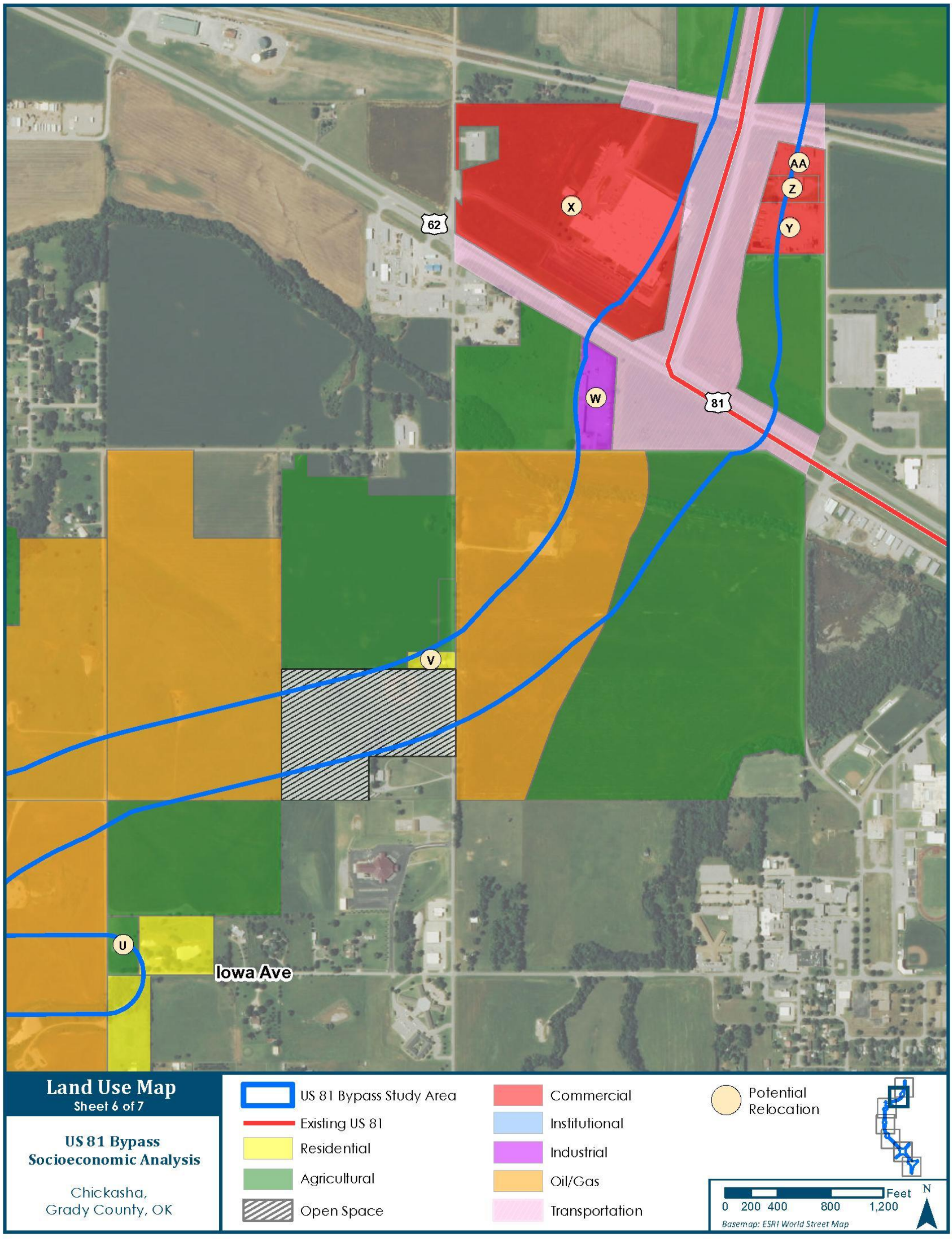

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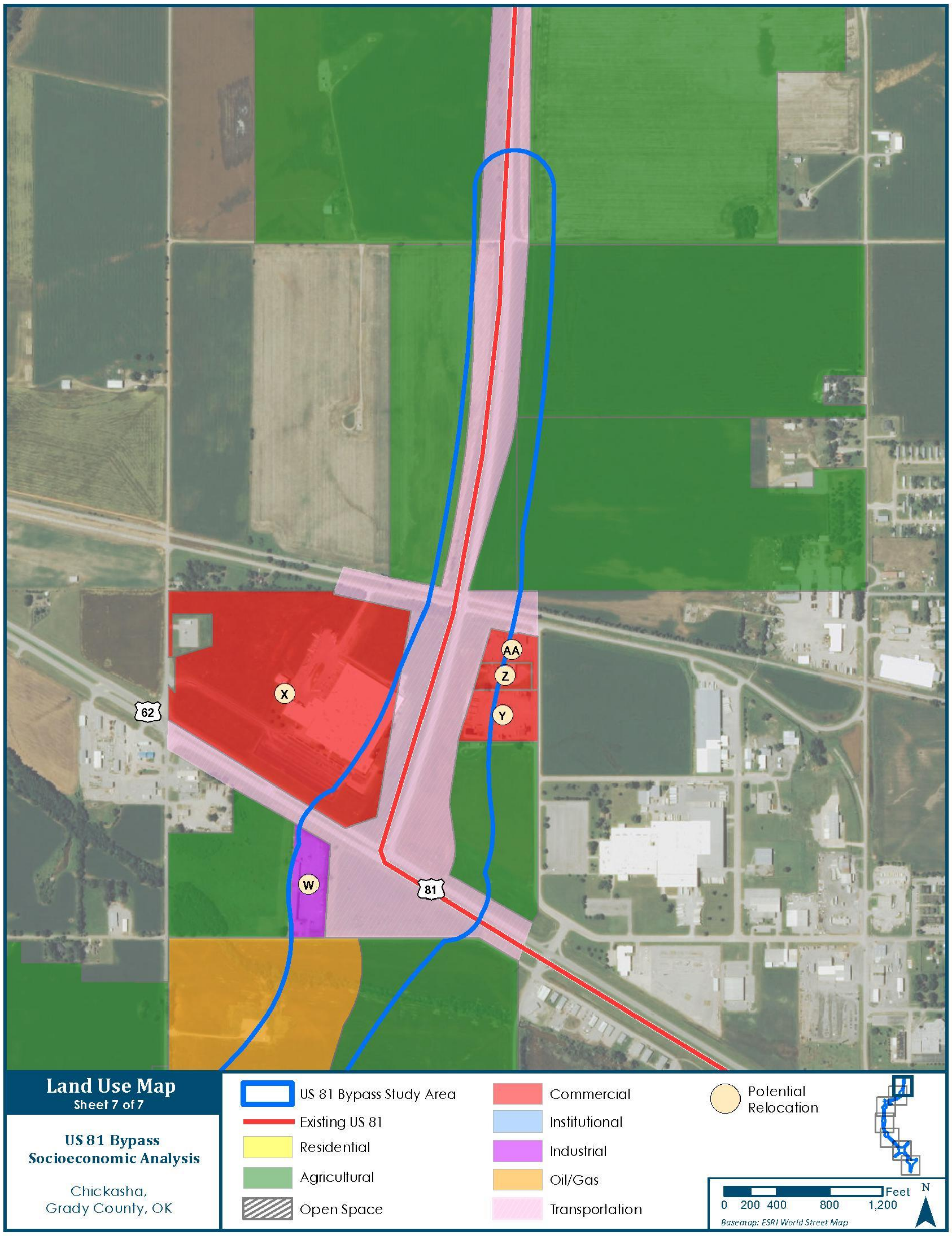
Figure 2, Sheet 7 of 7: Land Use and Potential Relocations



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Appendix C: Census Data

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Table C-1. Race and Ethnicity Data for Census Blocks in the Study Area

Census Tract	Block Group	Block	Total Population	Not Hispanic or Latino							Hispanic or Latino (any race)	Percent Minority
				White Alone	Black or African American Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Pacific Islander Alone	Other Race	Two or More Races		
1	1	1003	5	5	0	0	0	0	0	0	0	0.0%
		1004	9	9	0	0	0	0	0	0	0	0.0%
		1011	8	8	0	0	0	0	0	0	0	0.0%
5	4	4029	197	156	0	21	0	0	0	4	16	20.8%
		4054	29	28	0	1	0	0	0	0	0	3.4%
		4060	13	11	0	1	0	0	0	1	0	15.4%
		4061	36	30	0	2	0	0	0	4	0	16.7%
		4082	2	2	0	0	0	0	0	0	0	0.0%
		4115	1	1	0	0	0	0	0	0	0	0.0%
6	1	1013	40	29	0	3	0	0	2	0	6	27.5%
		1016	10	10	0	0	0	0	0	0	0	0.0%
		1017	22	22	0	0	0	0	0	0	0	0.0%
		1020	81	78	0	1	0	0	0	2	0	3.7%
		1022	3	3	0	0	0	0	0	0	0	0.0%
		1026	137	123	3	9	1	0	0	0	1	10.2%
		1036	2	2	0	0	0	0	0	0	0	0.0%
		1038	1	1	0	0	0	0	0	0	0	0.0%
		1040	46	36	5	0	0	0	0	3	2	21.7%
	2	2170	1	1	0	0	0	0	0	0	0	0.0%
	3	3109	4	4	0	0	0	0	0	0	0	0.0%
		3118	23	20	0	1	0	0	0	2	0	13.0%
		3128	34	25	2	5	0	0	0	0	2	26.5%
		3131	22	18	0	2	0	0	0	2	0	18.2%
	4	4001	7	7	0	0	0	0	0	0	0	0.0%

Source: U.S. Bureau of the Census, 2010 Census, Summary File 1, Hispanic or Latino, and Not Hispanic or Latino by Race (P9)

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Appendix D: ODOT Relocation Plan

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Oklahoma Department of Transportation – Right-of-Way Division

Relocation Branch Room C7 Third Floor Office 521-2648 Fax 522-1858

February 5, 2016

To: **Environmental Programs Division**

Thru: Project Management Branch Diana Barlow

From: Diana Barlow, Manager, Relocation Branch

Subject: Relocation Plan – J/P 24428(04)(05)(06) a.k.a. J2-4428(004), Grady County – Grade, Draining, Bridge & Surface: US-81 from 1 mile North of the US-81/US277 Jct. South of Chickasha extend Northwest on new alignment 8.63 miles to .85 miles North of the US-62/US-81 Jct. (Chickasha Bypass)

Attached is the Relocation Plan for the above referenced project to be included in the Environmental Document.

RECEIVED
FEB 08 2016
ENVIRONMENTAL
PROGRAMS DIV.

RELOCATION PLANNING
US Highway 81
Grady County

This pre-planning information is provided to the Environmental Programs Division to be included in the Environmental Document to satisfy Pre-planning requirements of the Federal Regulations 49 CFR, § 24.205, relocation planning, advisory services and coordination. The proposed study for grade, draining, bridge & surface of U.S. Highway 81 in Grady County is as follows:

A pre-planning drive out was conducted on January 27, 2016. 11-Residential Relocations, 2-Personal Property Moves and 14-Commercial Relocations would be affected by the proposed new alignment of US-81 (Chickasha Bypass).

The "Relo Plan Inventory" table lists sites affected by the proposed Right-of-Way. Right-of-Way Aerials have been "marked-up" labeling the sites inventoried.

Relo Plan Inventory

JP 24428(04)(05)(06) Grady Co.,
Grade, Draining, Bridge & Surface: US-81 from 1 mile North of the US-81/US277 Jct. South of Chickasha extend Northwest on new alignment 8.63 miles to .85 miles North of the US-62/US-81 Jct. (Chickasha Bypass)

Location	Stationing	Description
A	N/A	14,800 SF Metal Building; Commercial Relo #1
B	N/A	2,400 SF Metal Building; Commercial Relo #2
C	N/A	4,500 SF Concrete Block Building Commercial Relo #3
D	N/A	Personal Property Only #1
E	N/A	2,400 SF Metal Building; Commercial Relo #4
F	N/A	2,400 SF Metal Building; Commercial Relo #5
G	N/A	3,000 SF Brick Residence; Residential Relo #1
H	N/A	1,200 SF Mobile Home Residential Relo #2
I	N/A	6,300 SF Metal Building Commercial Relo #6
J	N/A	3,000 SF & 6,000 SF Metal Buildings Commercial Relo #7
K	N/A	1,500 SF Metal Barn Personal Property Only #2

L	N/A	3,600 SF Brick Residence Residential Relocation #3
M	N/A	1,400 SF, 1,500 SF, 12,600 SF, 3,200 SF & 800SF Metal Buildings Commercial Relo #8
N	N/A	17,000 SF Metal Building Commercial Relo #9
O	N/A	3,000 SF Brick Residence Residential Relo #4
P	N/A	2,400 SF Rock Residence Residential Relo #5
Q	N/A	2,400 SF Wood Frame Residence Residential Relo #6
R	N/A	900 SF Wood Frame Residence Residential Relo #7
S	N/A	3,500 SF Brick Residence Residential Relo #8
T	N/A	3,000 SF Brick Residence Residential Relo #9
U	N/A	3,500 SF Brick Residence Residential Relo #10
V	N/A	2,400 SF Brick Residence Residential Relo #11
W	N/A	18,000 SF & 7,000 SF Metal Buildings Commercial Relo #10
X	N/A	323,700 SF Brick and Metal Building (Vacant) Commercial Relo #11
Y	N/A	15,000 SF Metal Building Commercial Relo #12
Z	N/A	8,000 SF Metal Building Commercial Relo #13
AA	N/A	9,000 SF Metal Building Commercial Relo #14

Residential Relocations:

There are (11)-Single Family Residences (3-3,000 SF Brick Residences, presumed to be 4bd/2bath; 1-1,200 SF Mobile Home, presumed to be 2bd/2bath; 1-3,600 SF Brick Residence, presumed to be 4bd/2bath; 3-2,400 SF Wood Frame Residences, presumed to be 3bd/2bath; 1-900 SF Wood Frame Residence, presumed to be 2bd/1bath; 2-3,500 SF Brick Residences, presumed to be 4bd/2bath). There are available properties for sale in the Chickasha and surrounding areas. Web based realtor services supplied the listings of available properties in the Chickasha and surrounding area. The web based realtor services utilized are listed in the RPRS. At the time of the Study, Decent, Safe & Sanitary (DSS) replacement housing is available around the project area. Replacement property searches were made for Location "R", a minimum of 2 bedrooms, 1 bathroom houses with a minimum of 900 SF. Replacement property searches were made for Location "H", a minimum of 2 bedrooms, 2 bath mobile homes with a minimum of 1,200 SF. Replacement property searches were

made for Locations "P, Q & V", a minimum of 3 bedrooms, 2 bathroom houses with a minimum of 2,400 SF. Replacement property searches were made for Locations "G, O & T", a minimum of 3 bedrooms, 2 bathroom houses with a minimum of 3,000 SF. Replacement property searches were made for Locations "L, S & U", a minimum of 4 bedrooms, 2 bathroom houses with a minimum of 3,600 SF.

Available Residential Replacement Properties for:

Location "R"

Property	Sq. Ft.	Price
921 W.Iowa Ave., Chickasha, OK	1,218	$ 24,900.00
319 S. 9th St., Chickasha, OK	900	$ 37,500.00
713 W. Dakota Ave., Chickasha, OK	1,242	$ 57,000.00
104 Sooner Rd., Chickasha, OK	1,080	$ 59,900.00
620 W. Wisconsin Ave., Chickasha, OK	1,044	$ 72,500.00
Average	1,096.80	$ 50,360.00

Prices range from $24,900 to $72,500 with an average price of $50,360 (rnd). Square footage ranged from 900 SF to 1,242 SF with an average of 1,097.00 SF (rnd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and Move payments are estimated from current RHP & RAP activity experienced by the planning agent.

"Estimated" Residential Relocation Cost for Location "R":

RHP: $30,000.00 to $60,000.00
Move Payment: $2,500.00 to $4,000.00

Available Residential Replacement Properties for:

Location "H"

Property	Sq. Ft.	Price
102 NE 124th St., Lawton OK	1,200	$ 49,900.00
1537 NW 82nd Ave., Blanchard, OK	1,456	$ 69,000.00
706 County Road 1410, Ninnekah, OK	1,440	$ 95,000.00
Average	1,299.33	$ 71,300.00

Prices range from $49,900 to $95,000 with an average price of $71,300 (rnd). Square footage ranged from 1,200 SF to 1,456 SF with an average of 1,300.00 SF (rnd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and Move payments are estimated from current RHP & RAP activity experienced by the planning agent.

"Estimated" Residential Relocation Cost for Location "H":

RHP: $30,000.00 to $60,000.00
Move Payment: $2,500.00 to $4,000.00

Available Residential Replacement Properties for:

Locations "P, Q & V"

Property	Sq. Ft.	Price
319 Christopher Dr., Chickasha, OK	2,421	$ 160,000.00
505 Flanders Dr., Chickasha, OK	2,484	$ 162,000.00
99 Todd Estate Dr., Chickasha, OK	2,861	$ 210,000.00
1088 County Road 1383, Chickasha, OK	2,683	$ 217,000.00
1243 County Road 1355, Chickasha, OK	2,672	$ 267,500.00
Average	2,624.20	$ 203,300.00

Prices range from $160,000 to $267,500 with an average price of $203,300 (rnd). Square footage ranged from 2,421 SF to 2,861 SF with an average of 2,625.00 SF (rnd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and Move payments are estimated from current RHP & RAP activity experienced by the planning agent.

"Estimated" Residential Relocation Cost for Locations "P, Q & V":

RHP: $30,000.00 to $60,000.00 each
Move Payment: $2,500.00 to $4,000.00 each

Available Residential Replacement Properties for:

Locations "G, O & T"

Property	Sq. Ft.	Price
1328 S. 8th St., Chickasha, OK	3,172	$ 149,900.00
306 Flanders Dr., Chickasha, OK	3,161	$ 210,000.00
1821 N. Macarthur Ave., Blanchard, OK	3,378	$ 240,900.00
1820 S. Portland Ave., Newcastle, OK	3,372	$ 257,900.00
1153 County Road 1339, Chickasha, OK	3,022	$ 270,000.00
101 St. Charles Pl., Chickasha, OK	3,317	$ 285,000.00
502 SW 9th St., Anadarko, OK	3,241	$ 295,000.00
Average	3,237.57	$ 244,100.00

Prices range from $149,900 to $295,000 with an average price of $244,100 (rnd). Square footage ranged from 3,022 SF to 3,378 SF with an average of 3,238.00 SF (rnd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and Move payments are estimated from current RHP & RAP activity experienced by the planning agent.

"Estimated" Residential Relocation Cost for Locations "G, O & T":

RHP: $30,000.00 to $60,000.00 each
Move Payment: $2,500.00 to $4,000.00 each

Available Residential Replacement Properties for:

Locations "L, S & U"

Property	Sq. Ft.	Price
302 S. 6th St., Chickasha, OK	3,834	$ 249,000.00
2019 Sandpiper Dr., Blanchard OK	4,251	$ 269,000.00
2210 Lakewood Dr., Chickasha, OK	3,649	$ 290,000.00
924 S. 12th St., Chickasha, OK	3,752	$ 300,000.00
3189 Castle Creek Dr., Newcastle, OK	3,739	$ 390,000.00
1985 Bermuda Dr., Newcastle, OK	3,767	$ 489,750.00
819 S. Morgan Road, Blanchard, OK	4,078	$ 559,000.00
Average	3,867.14	$ 363,821.43

Prices range from $249,000 to $559,000 with an average price of $363,822 (rnd). Square footage ranged from 3,649 SF to 4,251 SF with an average of 3,868.00 SF (rnd). Replacement Housing Payments (RHP), Rental Assistance Payments (RAP) and Move payments are estimated from current RHP & RAP activity experienced by the planning agent.

"Estimated" Residential Relocation Cost for Locations "L, S & U":

RHP: $30,000.00 to $60,000.00 each
Move Payment: $2,500.00 to $4,000.00 each

Commercial Relocations

At this time, there are 14 possible commercial relocations which are at locations "A", "B", "C", "D", "E", "F", "I", "J", "K", "N", "W", "X", "Y", "Z" and "AA". Most of the commercial businesses are industrial except for Location "C" which is a bar. Available replacement sites were found for all of the possible commercial relocations except for Location "X" which used to be the Delta Faucet Factory. The building is approximately 325,000 SF, but it appears to be vacant with a "For Sale" sign in front of it. Locations "D" and "K" are Personal Property Moves Only.

Commercial Relocations

Location	Move & Re-Establish
"A" – 14,800 SF Metal Building & Equipment	$20,000.00 to $100,000.00
"B" – 2,400 SF Metal Building & Equipment	$10,000.00 to $ 50,000.00
"C" – 4,500 Concrete Block Building	$10,000.00 to $ 50,000.00
"D" – Earth Moving Equipment – P.P.O.	$ 1,000.00 to 2,500.00
"E" – 2,400 SF Metal Building	$10,000.00 to $50,000.00
"F" – 2,400 SF Metal Building	$10,000.00 to $50,000.00
"I" - 6,300 SF Metal Building & Equipment	$10,000.00 to $50,000.00
"J" – 3,000 SF & 9,000 SF Metal Buildings & Equipment	$20,000.00 to $100,000.00
"K" – 1,500 SF Metal Barn & Old Vehicles – P.P.O.	$ 1,500.00 to 3,500.00
"L" – 19,500 SF of Metal Buildings & Equipment	$20,000.00 to $100,000.00
"N" – 17,500 SF Metal Building	$20,000.00 to $100,000.00
"W" – 18,000 SF & 7,000 SF Metal Buildings & Equipment	$25,000.00 to $100,000.00
"X" – 325,000 SF Metal & Brick Building – Vacant	$100,000.00 to $250,000.00

"Y" – 15,000 SF Metal Building & Equipment	$20,000.00 to $100.000.00
"'Z" – 7,000 SF Metal Building	$10,000.00 to $50,000.00
"AA" – 9000 SF Metal Building	$10,000.00 to $50,000.00

"Estimated" Commercial Relocation Cost Summary
$297,500.00 to $1,206,000.00

Potential Relocation Problems:
A comparable replacement site could not be found for the old Delta Faucet Factory on the North end of the project. At this time it appears to be currently vacant and is for sale.

"Estimated" Relocation Plan Cost Summary:
Residential Relocations Total: $357,500.00 to $704,000.00
Commercial Relocations Total: $297,500.00 to $1,206,000.00

If a residential or commercial property is occupied when this project begins, full relocation benefits and relocation advisory assistance will be offered to all affected displacees.

There was nothing that indicated low income or minority considerations were prevalent in the community or being impacted by the project requiring special advisory services.

The Code of Federal Regulations (CFR) 49, Part 24, limits a payment not to exceed $7,200.00 for rental assistance (RAP) or down payment assistance; and homeowner-occupant (RHP) payment may not exceed $31,000.00. Last Resort Housing (LRH) allows for these amounts to be exceeded and will most likely be necessary to relocate persons affected by the proposed plans.

Planning Agent:
Joel Law 2/5/2016

Relocation Plan Resources Summary:

Web based Realtor Sites:
Realtor.com
Zillow.com
Chickashaedc.com (Chickasha Economic Development Council)
Loopnet.com

Oklahoma Department of Transportation

Environmental Programs Division Office 521-3050 Fax 522-5193

RECEIVED
NOV 23 2015
Relocation Branch

DATE: **November 20, 2015**

TO: **Right-of-Way & Utilities Division**

FROM: **Environmental Programs Division**

SUBJECT: **Request for Relocation Plan**

We are requesting a Relocation Plan for the project listed below:

County: **Grady** State Highway Road No.: **US-81 Chickasha Bypass**

Project Number: **J2-4428(004)** Job Piece No.: **24428(04)**

Project Description: **GRADE, DRAINING, BRIDGE & SURFACE: US-81 FROM 1 MI. N. OF THE US 81/US 277 JCT. S. OF CHICKASHA EXT. NW. ONNEW ALIGN. 8.63 MI. TO .85 MI. N OF THE US 62/US 81 JCT. (CHICKASHA BYPASS)**

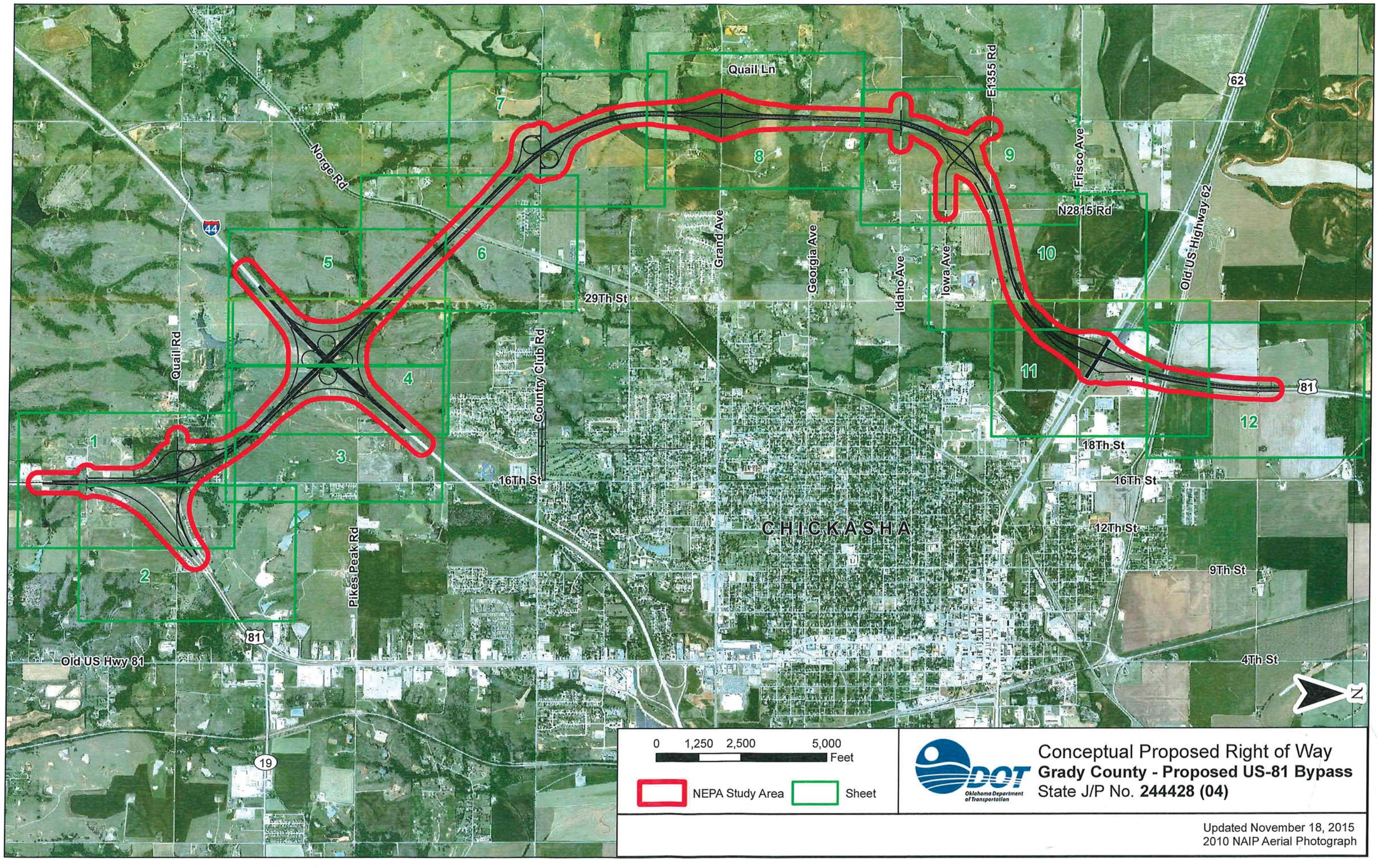
We have attached an aerial with the conceptual proposed ROW (same as NEPA Study Area). Please include the following information in the Relocation Plan:

- Maps marked up to show the location of residences and businesses that the project has the potential to displace.
- An inventory of characteristics of individuals, families, businesses, non-profit organizations, and farms to be relocated. Please include; estimated number of relocations, descriptions, types of occupancy and size (number of employees) of businesses and farms to be displaced.
- An assessment of the existing decent, safe, and sanitary housing and commercial property market in the area of the displaced persons and businesses (location, availability, condition, price range, size).
- An analysis of the problems anticipated in the relocation of the occupants including any special relocation advisory services that may be necessary.
- Proposed solutions for resolving anticipated problems.

If you have any questions, please contact Greg Worrell at (405) 522-8014

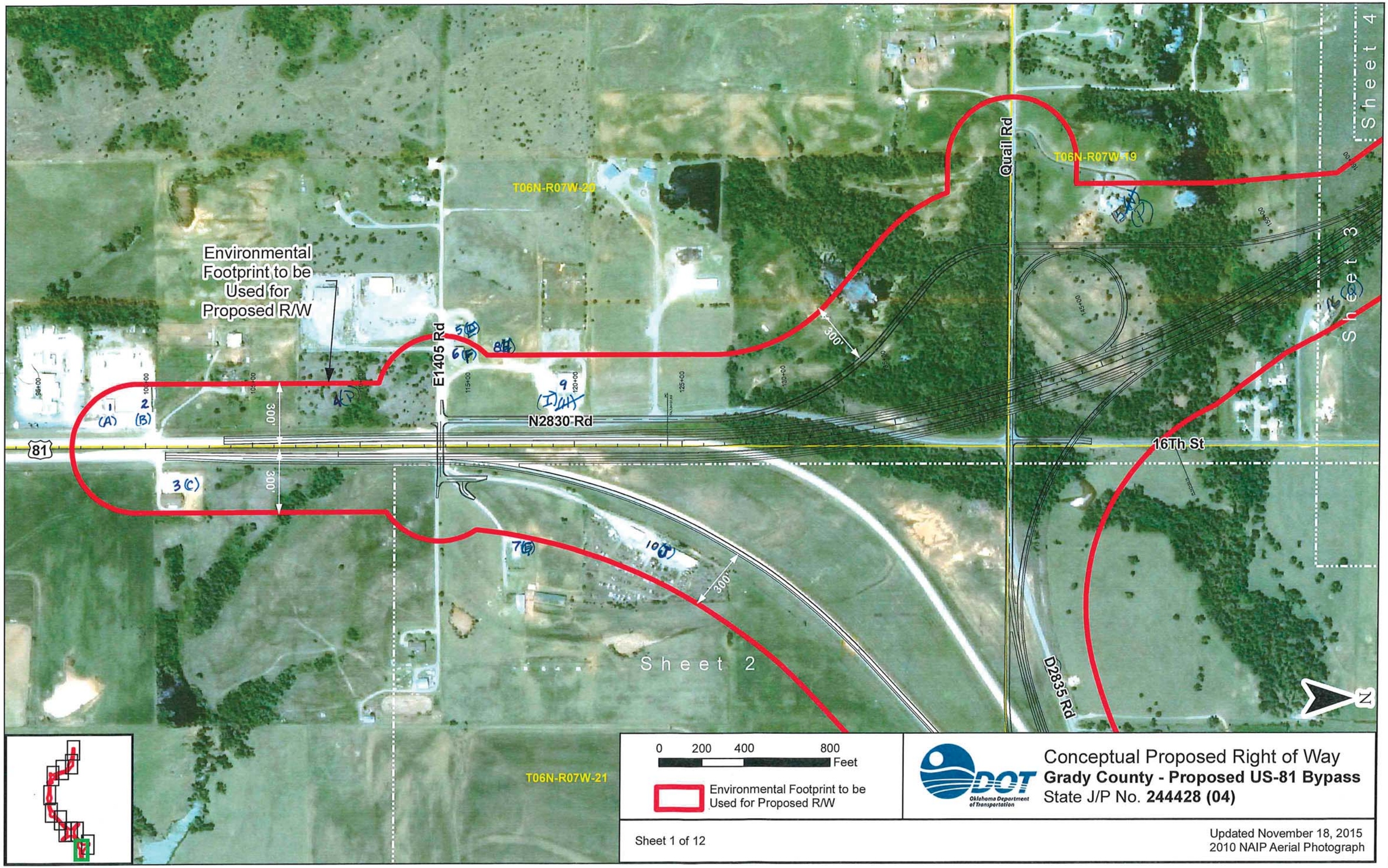
Due date: January 22, 2016

Attachments: November 18, 2015 Conceptual Proposed Right of Way aerial.



Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Updated November 18, 2015
2010 NAIP Aerial Photograph



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Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 1 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph

Sheet 1

Sheet 3

300'

D2835 Rd

T06N-R07W-21

Environmental Footprint to be Used for Proposed R/W

T06N-R07W-16

E1400 RD

81

N

0 200 400 800 Feet

Environmental Footprint to be Used for Proposed R/W

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 2 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph

Sheet 4

Pikes Peak Rd

300'

300'

300'

Environmental Footprint to be Used for Proposed R/W

44

N

Sheet 1

T06N-R07W-17

16Th St

Sheet 2

0 200 400 800 Feet

Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

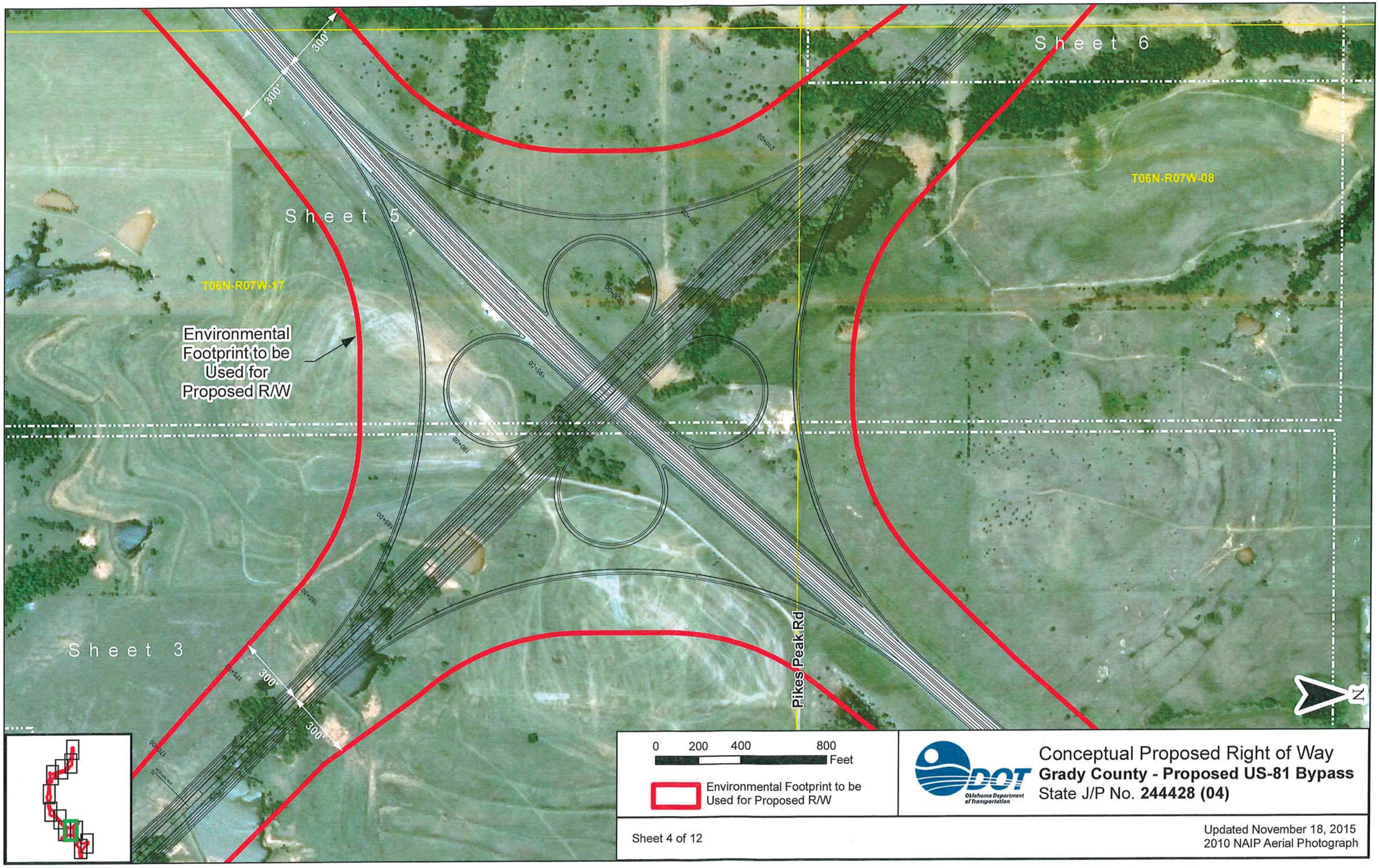
Conceptual Proposed Right of Way

Grady County - Proposed US-81 Bypass

State J/P No. **244428 (04)**

Sheet 3 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph



Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

ODOT Oklahoma Department of Transportation

Sheet 4 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph

T06N-R07W-18

T06N-R07W-07

Sheet 6

44

300'

300'

300'

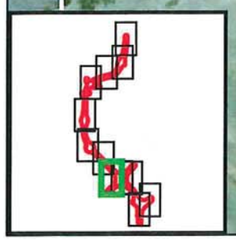
300'

Sheet 4

T06N-R07W-17

T06N-R07W-08

N



Environmental Footprint to be Used for Proposed R/W

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Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 5 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph

Sheet 7

Hill St

Vine St

Environmental Footprint to be Used for Proposed R/W

T06N-R07W-06

Norge Rd

Country Club Rd

T06N-R07W-07

300'

300'

Sheet 5

Sheet 4

N

0 200 400 800 Feet

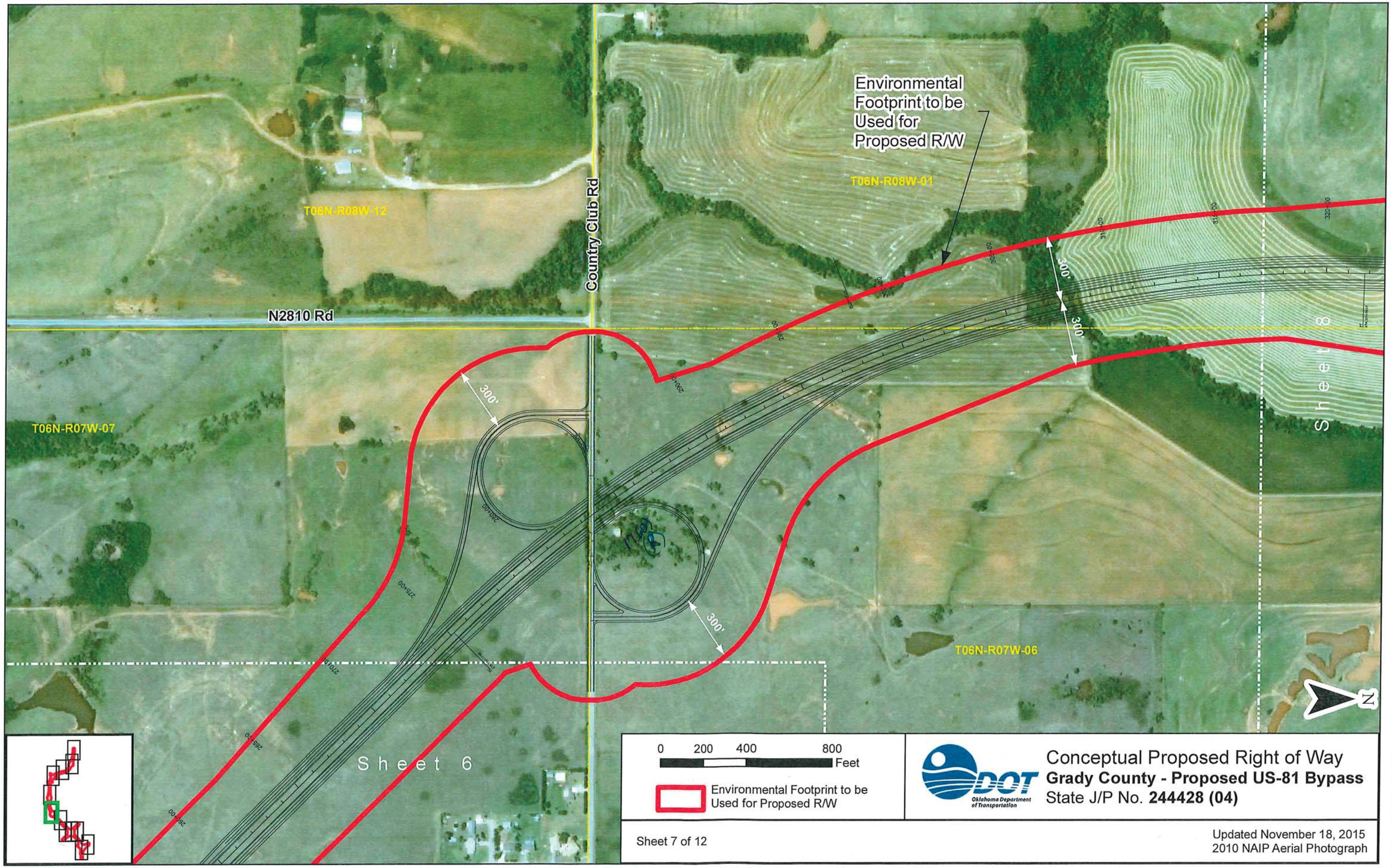
Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 6 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph



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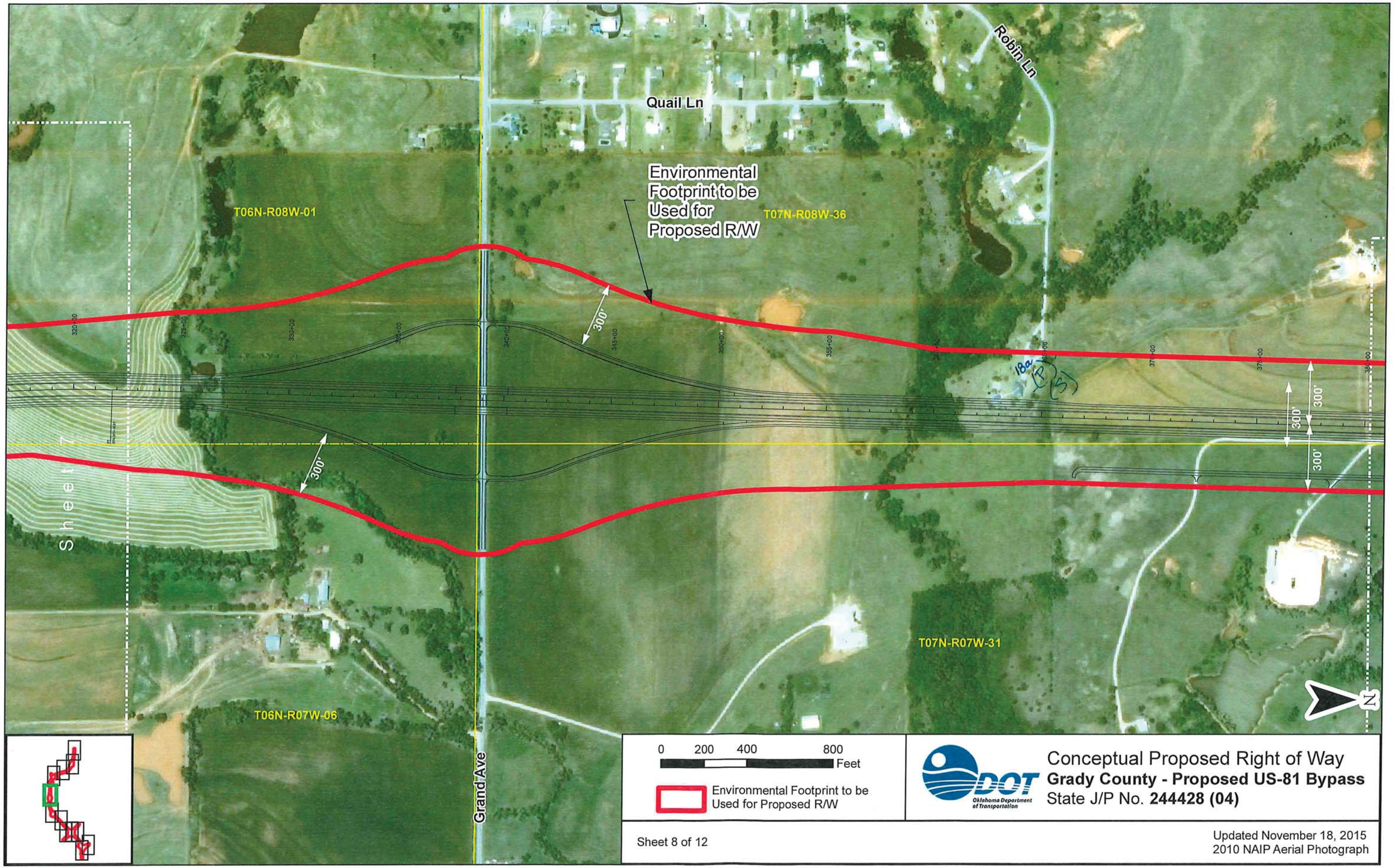
Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 7 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph



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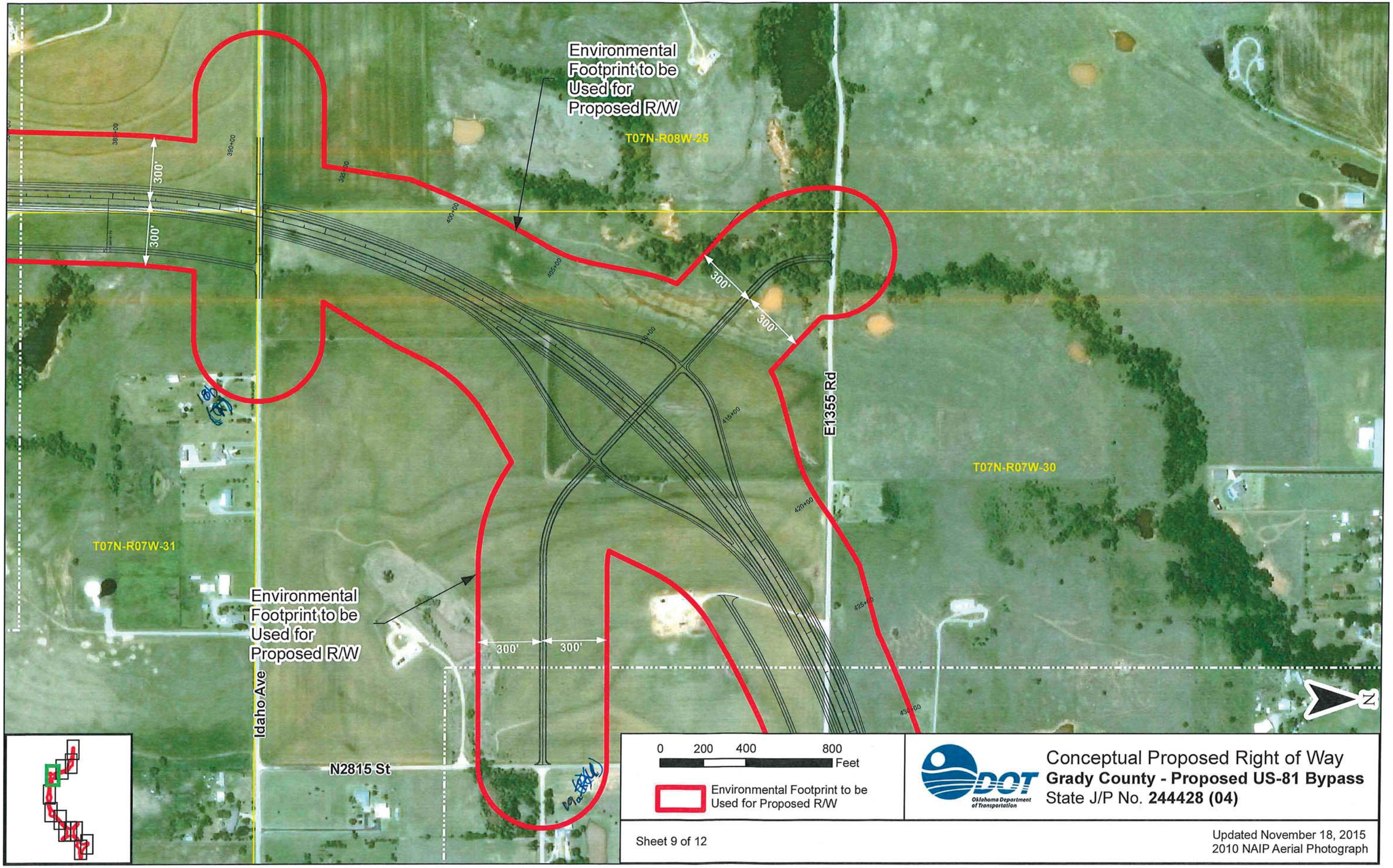
Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 8 of 12

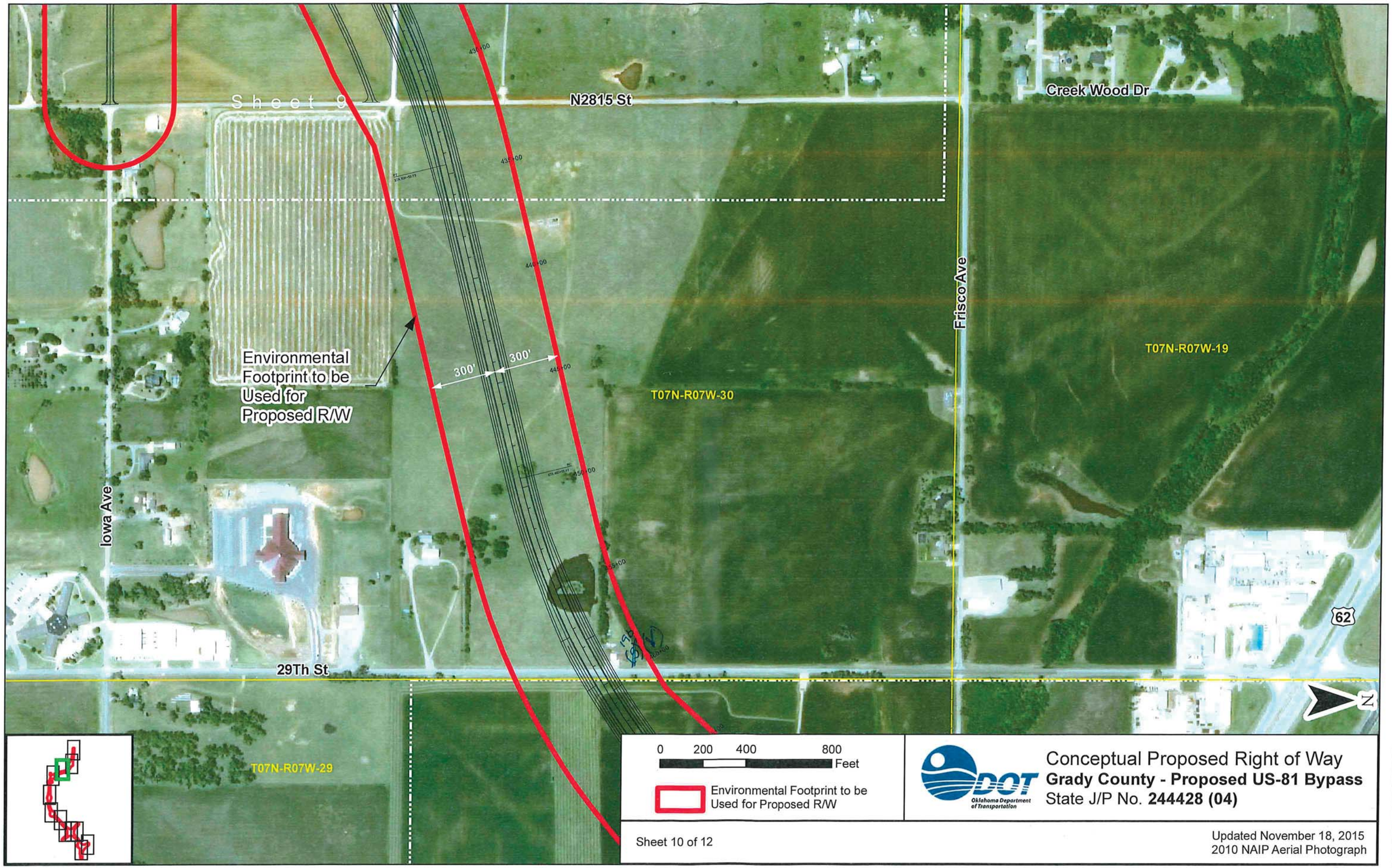
Updated November 18, 2015
2010 NAIP Aerial Photograph



Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 9 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph



Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 10 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph

Sheet 1

Frisco Ave

Old US Highway 62

T07N-R07W-29

T07N-R07W-20

300'

81

Sheet 12

Dan Allen Rd

Environmental Footprint to be Used for Proposed R/W

Industrial Blvd

Charles Allen Dr

62

Frisco Ave

N

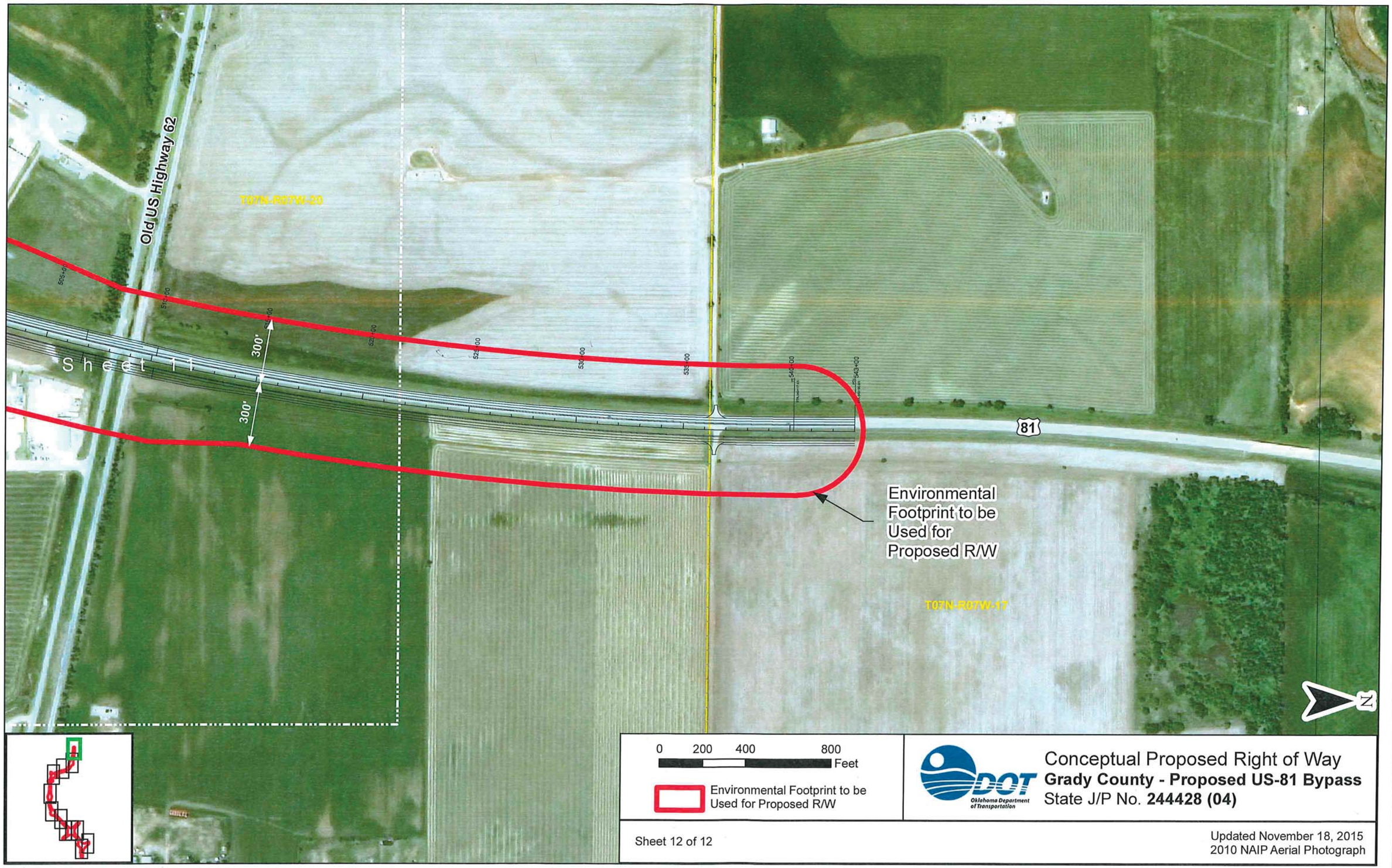
0 200 400 800 Feet

Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Updated November 18, 2015
2010 NAIP Aerial Photograph



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Environmental Footprint to be Used for Proposed R/W

ODOT Oklahoma Department of Transportation

Conceptual Proposed Right of Way
Grady County - Proposed US-81 Bypass
State J/P No. **244428 (04)**

Sheet 12 of 12

Updated November 18, 2015
2010 NAIP Aerial Photograph

NOTE:

CULTURAL RESOURCES SURVEY DOCUMENTATION

IS AVAILABLE UPON REQUEST

APPENDIX D
TRAFFIC NOISE ASSESSMENT

Oklahoma Department of Transportation
Environmental Programs Division, 200 N.E. 21st Street, Oklahoma City, OK 73105
Main Office 405.521.3050 / Fax 405.522.5193

DATE: **March 18, 2016**

TO: Aruna Mathuranayagam - Project Manager, Leidos Engineering, LLC

FROM: Kevin Larios, P.E. – Noise Specialist KML

SUBJECT: **Approved Traffic Noise Assessment, US-81 Chickasha Bypass, Grady County, J/P 24428(04) (EC-1218).**

Attached is the approved Traffic Noise Assessment report completed for the subject project prepared by Triad Design Group. The results of the noise study are summarized as follows:

The analysis had utilized the FHWA Traffic Noise Model version 2.5 in accordance with FHWA 23 CFR 772 and complies with the ODOT Noise Policy dated July 13, 2011. For the purposes of validating the noise model, a precision sound level meter was utilized in conducting field measurements which proved successful along the existing highway in the vicinity of the north and south US-81 bypass connections. Currently, the land uses along the project extent are predominantly agricultural with scattered residential dwellings and developments. Several commercial facilities are located along existing US-81 at north and south portions of the project. However, those noise sensitive receivers are considered only to be single family residential dwellings. A total of thirty (30) receiver sites (16-residential; 14-commercial) were analyzed nearest to the proposed bypass alignment. Twelve (12) residential receivers required field measurements in determining ambient sound levels due to their remote locations. Based on the proposed project and future traffic volumes, one (1) residential dwelling designated as R-7 located near the south end will exceed the 67 dB(A) $L_{eq}(h)$ for NAC Category B. Further, this same receiver (R-7) will experience future noise levels that exceed the existing noise levels by greater than 15 dB, which is considered to be a substantial increase for noise impact determination. This receiver is located within the preliminary right-of-way area and will most likely be displaced as a result of final project design. The ODOT Noise Specialist will review the final project right-of-way plans as they become available to confirm the ultimate status of this receiver as it relates to this noise study.

Attachment

cc: Diane Abernathy, Triad Design Group
Renee Ellis, Triad Design Group
Siv Sundaram, ODOT EPD
Greg Worrell, ODOT EPD

Kevin Larios, P.E.
Noise Specialist
Direct: (405) 522-4420
E-mail: klarios@odot.org

TRAFFIC NOISE ASSESSMENT

US-81 Chickasha Bypass
Grady County, Oklahoma
J/P 24428(04)

Prepared for:

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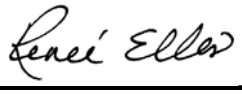

Renee Ellis
Noise Specialist

March 15, 2016

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EXECUTIVE SUMMARY

This traffic noise assessment report examines the potential noise impacts associated with the proposed construction of the new US-81 Chickasha Bypass in Grady County.

The noise analysis was performed using the FHWA's computer model Traffic Noise Model version 2.5 in accordance with the FHWA 23 CFR 772, Procedures for Noise Abatement of Highway Traffic Noise and Construction, and complies with the ODOT Policy Directive Highway Noise Abatement C-201-3 dated July 13, 2011.

Currently, the land uses along the project extent are predominantly agricultural with scattered residential areas. Several commercial facilities are located along the north and south portions of the project along existing US-81. The noise sensitive land use considered for this project is single family residential. Based on a field inspection, aerial maps and preliminary design plans, sixteen (16) residences and fourteen (14) commercial facilities were analyzed. Under current conditions, no residential or commercial receivers are impacted. Based on the proposed project and future traffic volumes, one (1) residential dwelling (R-7) will approach the 67 dB(A) Leq(h) for NAC Category B. Further, this same receiver (R-7) will experience future noise levels that exceed the existing noise levels by greater than 15 dB, which is considered to be a substantial increase for noise impact determination. This receiver is located within the preliminary right-of-way area and will most likely be displaced as a result of final project design. The ODOT Noise Specialist will review the final project right-of-way plans as they become available to confirm the ultimate status of this receiver as it relates to this noise study.

1 INTRODUCTION

This Traffic Noise Assessment investigates the noise impacts that could result from the proposed construction of US-81 Chickasha Bypass in Grady County, Oklahoma. The proposed project consists of constructing a new controlled-access 4-lane divided western bypass of Chickasha. The bypass will begin at the curve north of the US-81/SH-19 West junction and extend north to the US-81/US-62 intersection. Total project length is approximately 8 miles. The purpose of the project is to reduce travel time for Chickasha through traffic, reduce congestion, and improve safety along US-81 through the Chickasha Central Business District. **Figure 1** in the Appendix depicts the project location.

The analysis of this project relies on aerial maps, preliminary design plans, a field survey, and traffic data as provided to the Environmental Programs Division of the Oklahoma Department of Transportation (ODOT). The noise analysis was completed in accordance with the FHWA 23 CFR 772, *Procedures for Noise Abatement of Highway Traffic Noise and Construction,* and complies with the ODOT Policy Directive *Highway Noise Abatement* C-201-3 (ODOT Noise Policy) dated July 13, 2011.

2 FUNDAMENTALS OF NOISE AND SOUND THEORY

Noise, defined as unwanted or excessive sound, is an undesirable by-product of our modern way of life. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criterion is based on such known impacts of noise on people as speech interference, sleep interference, physiological responses, hearing loss and annoyance. Highway traffic noise is a major contributor to overall transportation noise and is considered to be a line source of energy from which the energy levels dissipate vertically and laterally from the roadway. Traffic noise is not constant. It varies as each vehicle passes a point. The time-varying characteristics of environmental noise are analyzed statistically to determine the duration and intensity of noise exposure. In an urban environment, noise is made up of two distinct parts. One is ambient or background noise. Wind noise and distant traffic noise make up the acoustical environment surrounding the project. These sounds are not readily recognized, but combine to produce a nonirritating ambient sound level. This background sound level varies throughout the day, being lowest at night and highest during the day. The other component of urban noise is intermittent and louder than the background noise. Transportation noise and local industrial noise are examples of this type of noise. It is for these reasons that environmental noise is analyzed statistically.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels (dB) and is a logarithmic unit and not added arithmetically as with more common linear units such as temperature. Sound pressure level from two equal sources is 3 dB greater than the sound pressure level of just one source. For example, two trucks producing 90 dB each combine to produce 93 dB, not 180 dB. In other words, a doubling of the noise source produces only a 3 dB increase in the sound pressure level. Studies have shown that this increase is barely perceptible by the human ear. Research indicates that, to an

average listener, a 10 dB increase is perceived as twice as loud. One dB(A) is the smallest change in sound that an average person can detect. Usually an observer cannot perceive an increase in noise of three to four dB if the increase takes place over several years.

This analysis will discuss the noise levels as Leq(h) which is defined as the steady-state sound level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same period. Leq(h) is the hourly value of Leq and is based on the more commonly known decibel (dB) and the "A-weighted" decibel unit or dB(A). Sound comprises different frequencies, each of which is perceived differently by the human ear. Since human hearing is not sensitive to low and very high frequencies, the dB(A) scale is used to approximate the response of the human ear by compensating for high and low end frequency insensitivity and renders noise level readings more meaningful. The dB(A) unit measures perceptible sound energy and factors out the fringe frequencies. All traffic noise levels in this analysis will be expressed in dB(A) Leq(h).

3 METHODOLOGY

Traffic noise analysis consists of a comparison of physically measured or modeled noise levels for existing condition with projected noise levels the for future condition. The analysis was performed using the FHWA's Traffic Noise Model version 2.5 (TNM 2.5) in modeling existing and future noise levels based on traffic data, roadway geometry, and receiver site locations. Preliminary alignment and roadway elevation characteristics were available and average pavement surface was utilized for both existing and future conditions in the modeling effort. A receiver is a location, usually representing a dwelling unit where frequent exterior human activity occurs. The chosen receiver is modeled for noise levels and evaluated for noise impacts. For this analysis, the peak hour volumes and corresponding speeds for automobiles, medium trucks and heavy trucks result in the noisiest conditions. During all other periods, the noise levels are expected to be less than indicated in this report.

The FHWA has seven noise activity categories based on land use and sound levels, each of which has its own Noise Abatement Criteria (NAC). The NAC categories are listed in Table 1 on the proceeding page. If a project would result in higher L_{eq} (h) values than the NAC values for a given location, then noise abatement or mitigation measures must be evaluated. For the noise sensitive receptors where no frequent exterior human activity area is identifiable, then interior noise levels can be determined using adjustment factors and compared to the NAC in determining impacts in accordance with the ODOT Noise Policy. An impact occurs when, at a given receptor, future noise levels approach by one dB(A), meet, or exceed the FHWA NAC for its activity category. An impact also occurs when the future noise levels exceed existing noise levels by 15 dB(A) at a given receptor. Once an impact is identified, then noise abatement is considered for the impacted area. Only those areas for which mitigation is determined to be feasible and reasonable as defined by ODOT Noise Policy will be recommended.

TABLE 1
FHWA Noise Abatement Criteria (NAC)
Hourly A-Weighted Sound Level, decibels dB(A)

Activity Category	Activity Criteria[1] Leq (h) [2]	Activity Description
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[3]	67 (Exterior)	Residential.
C[3]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E[3]	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	- -	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	- -	Undeveloped lands that are not permitted.

Notes:

1. The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.
2. The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq.
3. Includes undeveloped lands permitted for this activity category.

4 TRAFFIC NOISE ANALYSIS

4.1 TRAFFIC DATA

Traffic noise calculations based on existing year 2012 and future design year 2040 traffic volumes were performed using the FHWA TNM 2.5 model. The unit of measure for roadway traffic is the average annual daily traffic (AADT), which is defined as the estimate of traffic volumes in vehicles per day on a roadway, averaged from the seven annual average days of the week, for a calendar year. TNM utilizes the design hourly traffic (DHV) to determine the existing traffic noise levels and calculates the predicted noise levels which occur when the highest volume for an hour is combined with the highest speeds and considered as the "worst hour for noise." DHV data is based on the percentage of hourly vehicular traffic present on the facility at the design capacity consisting of cars, medium trucks and heavy trucks. **Table 2** depicts the DHV values utilized in the modeling. The modeling assumed all vehicles were traveling at various speeds ranging from 40 to 75 mph for both the existing and future conditions.

TABLE 2
Noise Model Traffic Volumes
JP 24428 (04), Chickasha Bypass

Location	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Existing US-81 South End (South of Chickasha) (2012)	9,000	810	672	58	80
Existing US-81 North End (North of Chickasha) (2012)	4,580	458	385	31	42
Future Volumes: Existing US-81 South End/South of New Interchange (2040)	14,050	1,265	1,050	91	124
Future Volumes: Existing US-81 South End/Northeast of New Interchange (2040)	8,360	752	707	32	13
Future Volumes: Existing US-81 North End/North of New Interchange (2040)	7,150	715	601	48	66

TABLE 2
Noise Model Traffic Volumes
JP 24428 (04), Chickasha Bypass

Location	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Proposed US-81 Bypass Segment 1 - US-81 to I-44 (2040)	8,400	841	664	100	77
Proposed US-81 Bypass Segment 2 – I-44 to Country Club (2040)	6,800	679	564	67	48
Proposed US-81 Bypass Segment 3 – Country Club to Grand (2040)	6,750	675	567	66	42
Proposed US-81 Bypass Segment 4 – Grand to Iowa (2040)	7,200	720	619	60	41
Proposed US-81 Bypass Segment 5 – Iowa to US-62 (2040)	6,920	692	595	59	38
US 62/SH-9 West of US-81 (2012)	7,100	710	611	37	62
US 62/SH-9 West of US-81 (2040)	11,080	1,108	953	58	97
US 62/SH-9 East of US-81 (2012)	5,070	507	436	27	44
US 62/SH-9 East of US-81 (2040)	7,910	791	680	42	69
I-44 (2012)	10,330	1,033	847	62	124
I-44, West of New Bypass (2040)	16,110	1,557	1,321	97	193
I-44, East of New Bypass (2040)	17,690	1,769	1,451	106	212

TABLE 2
Noise Model Traffic Volumes
JP 24428 (04), Chickasha Bypass

Location	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Country Club Road West of New Bypass (2040 only)	980	98	92	4	2
Country Club Road East of New Bypass (2040 only)	2,990	299	281	12	6
Grand Avenue West of New Bypass (2040 only)	2,790	279	262	11	6
Grand Avenue East of New Bypass (2040 only)	3,240	324	305	13	6
Iowa Avenue West of New Bypass (2040 only)	1,690	169	159	7	3
Iowa Avenue East of New Bypass (2040 only)	3,770	377	354	15	8

4.2 EXISTING CONDITION AND LAND USE

The current US-81 roadway is a four-lane facility with a 34-feet grass median on the south end of the project extents and a two-lane facility on the north end. The project area was surveyed on November 12, 2015 to identify noise sensitive areas that may be affected by traffic noise. Based on aerial maps and the field investigation, the areas adjacent to the project are predominately agricultural with some scattered residences and commercial properties. The residential dwellings were evaluated as NAC Activity Category B and the commercial facilities were evaluated as NAC Activity Category E. Evaluations of Activity Categories A, C, and D were not required, modeled, or applied.

4.3 MODEL VALIDATION

For purposes of validating the noise model, noise measurements were performed using a Casella Model CEL-246 Type 2 Sound Level Meter. Noise readings were conducted November 12, 2015 and collected for 15 minutes at three locations. **Figures 2-1** and **2-2** in the Appendix depict the location of the model validation sites. A traffic count, by vehicle type, was collected

simultaneously. The existing roadway and collected traffic data were input into TNM 2.5 and noise levels were calculated for each site. The modeled noise levels were then compared with the field recorded noise levels to determine the accuracy of the model (see Table 3). The model is considered validated when the difference between measured and predicted noise levels is within +/- 3.0 dB(A). Based on the field measurements all three sites had the model predicted within +/-3.0 dB(A) of existing levels and, therefore, the TNM 2.5 model is considered validated. The field data, sound meter calibration certificate and the modeling results are on file with the ODOT Environmental Programs Division and this information is available upon request.

TABLE 3
Field Recorded & Model Noise Levels Comparison

Field Measurement	Location / Station*	Field Record Noise Level dB(A) Leq (h)	TNM Predicted Noise Level dB(A) Leq (h)	Difference (field-model)
1	North End/US-81 (W of Roadway) Station 536+00	77.2	74.6	2.6
2	South End/US-81 (W of Roadway) Station 1097+00	76.6	74.7	1.9
3	South End/US-81 (E of Roadway) Station 1097+00	74.1	74.0	0.1

*Station number is approximated to measurement location.

4.4 EXISTING NOISE LEVELS

Thirty (30) receiver locations were selected for modeling purposes to identify noise levels for the existing and future conditions. **Figures 3-1** through **3-6** in the Appendix depict the location of the modeled receivers. The existing levels for eighteen (18) receivers are predominately due to existing US-81 and, therefore, were modeled using 2012 design traffic data and existing roadway and sound levels, as summarized in **Table 4**. However, for the remaining twelve (12) receivers, R-5 through R-16, field measurements were used to determine the ambient sound level due to long distances from existing US-81. **Table 4** includes the existing noise levels based on ambient readings taken for 30-minute durations utilizing the same sound level meter described in *Section 4.3*. The ambient readings at each of the twelve receivers were recorded on November 12, 2015 with temperatures ranging from 36º F to 63º F and winds light and variable. It should be noted that the receiver R-11 may not reflect an accurate acoustic environment, due to the owner's dogs barking throughout the measurement period. The NAC Activity Categories B and E were utilized during this modeling effort to identify potential impacts

to these types of receivers. The TNM data and results of the existing condition, along with the ambient sound level field records, are on file with the ODOT Environmental Programs Division and available upon request.

4.5 FUTURE NOISE LEVELS

Using the preliminary project plans and 2040 projected traffic data, the future noise levels expected from the proposed construction of the new US-81 bypass were determined for the modeled receivers and are summarized in **Table 4.** The TNM 2.5 results of the future condition are on file with the ODOT Environmental Programs Division and available upon request.

TABLE 4
Traffic Noise Levels Comparison, dB(A) L_{eq}(h)
JP 24428 (04), US-81 Chickasha Bypass

Modeled Receiver	Description	Existing Sound Level	Future Sound Level	Change (+/-)	Noise Impact?
R-1	Residence	49.8	52.0	2.2	No
R-2	Residence	58.8	60.6	1.8	No
R-3	Residence	60.5	57.6	-2.9	No
R-4	Residence	57.9	55.9	-2.0	No
R-5	Residence	48.8	56.1	7.3	No
R-6	Residence	51.7	60.7	9.0	No
R-7	Residence	48.7	69.5	20.8	Yes
R-8	Residence	45.1	47.4	2.3	No
R-9	Residence	50.6	54.2	3.6	No
R-10	Residence	47.7	47.1 (modeled) 50.2 (calculated)*	-0.6 +2.5	No
R-11	Residence	61.0	37.5 (modeled) 61.0 (calculated)*	-23.5 +/- 0	No
R-12	Residence	37.8	50.0	12.2	No
R-13	Residence	38.1	51.9	13.8	No
R-14	Residence	40.4	51.5	11.1	No
R-15	Residence	47.8	59.1	11.3	No
R-16	Residence	45.3	57.5	12.2	No
C-1	Bates Truck & RV	62.9	65.3	2.4	No
C-2	SoilTec	68.8	70.9	2.1	No
C-3	Kara Okie Lounge	62.1	62.6	-0.5	No
C-4	WBC Equipment Rental	54.1	55.9	1.8	No
C-5	Can-OK Oilfield Services	53.9	55.7	1.8	No
C-6	Harry's Repair Shop	57.4	57.4	0.0	No
C-7	Sterling Power & Equipment	59.4	63.3	3.9	No

TABLE 4
Traffic Noise Levels Comparison, dB(A) L_{eq}(h)
JP 24428 (04), US-81 Chickasha Bypass

Modeled Receiver	Description	Existing Sound Level	Future Sound Level	Change (+/-)	Noise Impact?
C-8	H&B Machine	64.6	62.4	-2.2	No
C-9	Glenn's South Auto Yard	61.4	58.3	-3.1	No
C-10	J&L Oilfield Services	51.4	58.1	6.7	No
C-11	FTS International	56.8	59.4	2.6	No
C-12	Hamm & Phillips	52.2	55.7	3.5	No
C-13	Oaktree Cabinetry	53.1	56.7	3.6	No
C-14	Chickasha Diesel	54.0	57.9	3.9	No

*The Decibel Addition Table (see Attachment A) was used to calculate this future sound level.

4.6 TRAFFIC NOISE IMPACTS

Results of the analysis for the future condition indicated that one (1) residential dwelling (R-7) will exceed the 67 dB(A) Leq(h) for NAC Category B. Further, this same receiver (R-7) will experience future levels greater than 15 dB over the current condition, which is considered to be a substantial increase for noise impact determination. However, this receiver is located within the preliminary right-of-way area and will most likely be displaced pending final project design. The ODOT Noise Specialist will review the final project right-of-way plans as they become available to confirm the ultimate status of this receiver as it relates to this noise study. No receivers approach 72.0 dB(A) L_{eq}(h) for NAC Activity Category E. In the instance of R-10, where the future noise contributed by the highway was modeled to be 0.6 dB less than the existing ambient levels, the existing and modeled levels added together would result in a 2.5 dB increase in future noise levels. In the instance of R-11, where the future noise contributed by the highway was modeled to be 23.5 dB less than the existing ambient levels, the existing and modeled levels added together would not result in an increase in future noise levels. **Exhibit A - *Decibel Addition Table*** included in the Appendix serves to illustrate this concept. Four modeled receivers (R-3, R-4, C-8 and C-9) also show a reduction in future noise levels as compared to existing levels. This reduction is likely due to the change in truck traffic composition for the future condition, i.e., the future (2040) truck volume is less than the current (2012) truck volume on this portion of existing US-81. Overall, the proposed project will not have any traffic noise impacts.

5.0 CONSTRUCTION NOISE

In general, construction noise related to highway projects is not a major issue. Sources of noise include heavy machinery like backhoes and scrapers, cranes, pile drivers, and trucks transporting materials. Typically construction noise can be minimized by implementing time of day restrictions for construction operations adjacent to noise sensitive areas. ODOT is concerned of any special noise-sensitive land uses or activities which may be affected by

construction noise from the proposed project, and any special measures which are feasible and reasonable will be added to the project plans and specifications. No special noise sensitive land uses or activities that may be affected by construction noise are in proximity to the project.

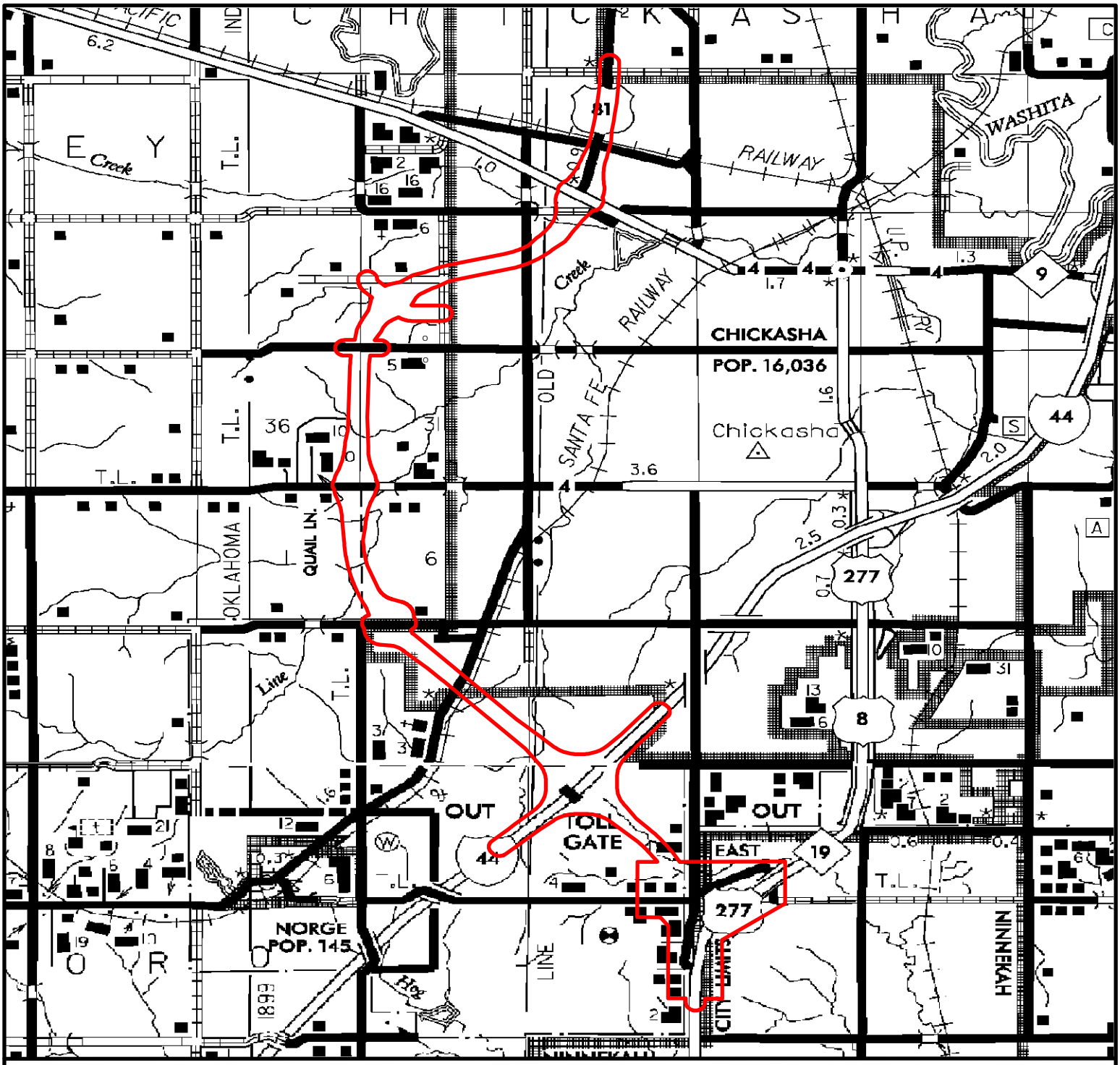
6.0 COORDINATION WITH LOCAL OFFICIALS

Traffic noise approaching and exceeding the sound levels specified in the ODOT Noise Policy resulting from the proposed US-81 bypass have been identified. To aid in noise compatible land use planning, using the TNM model, the approximate distance from the centerline of the proposed highway was used to determine the 66 dB(A) future contour line and is summarized in **Table 5** and shown on **Figures 3-1** through **3-6** in the Appendix. The distances can vary due to variation in the topography of the receivers to the roadway and variations of traffic volumes as disclosed in *Section 4.1* and **Table 2**. A maximum distance of 225-feet was established as the impact zone for the entire new bypass extent. Development within the impact zone on either side of the proposed highway should be compatible with elevated traffic noise levels. All residential and NAC Activity Category C land uses are discouraged within the 66 dB(A) impact zone due to anticipated future noise levels.

TABLE 5: Noise Contour Impact Zone

Location	Distance from Bypass Centerline to 66 dB(A)
Existing US-81 South of Bypass	230'
US-81 Bypass Segments 1 through 5	225'
Existing US-81 North of Bypass	210'

APPENDIX



Environmental Study Area

N

0 0.5 1 1.5 Miles

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FIGURE TITLE

LOCATION MAP FOR JP 24428 (04)

DOCUMENT TITLE

NOISE ASSESSMENT FOR US-81 CHICKASHA BYPASS

CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

DATE	12/17/2015
SCALE	AS SHOWN
DESIGNED BY	RE
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
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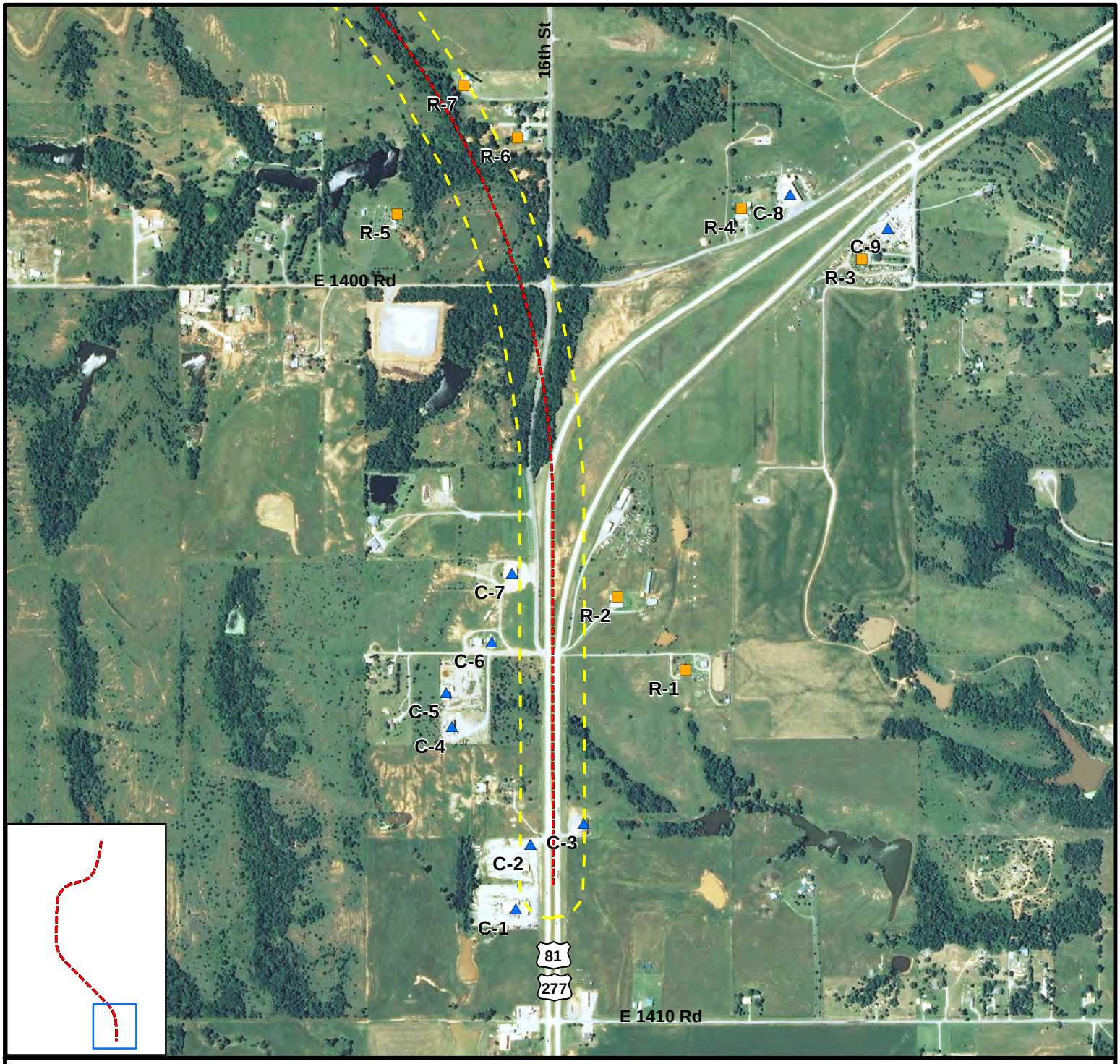

Proposed Bypass Alignment

Future 66 dB(A) Contour

Residential Property

Commercial Property

N

0 500 1,000 1,500 Feet

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FIGURE TITLE

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NOISE ASSESSMENT FOR US-81 CHICKASHA BYPASS

CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

DATE	3/15/2016
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
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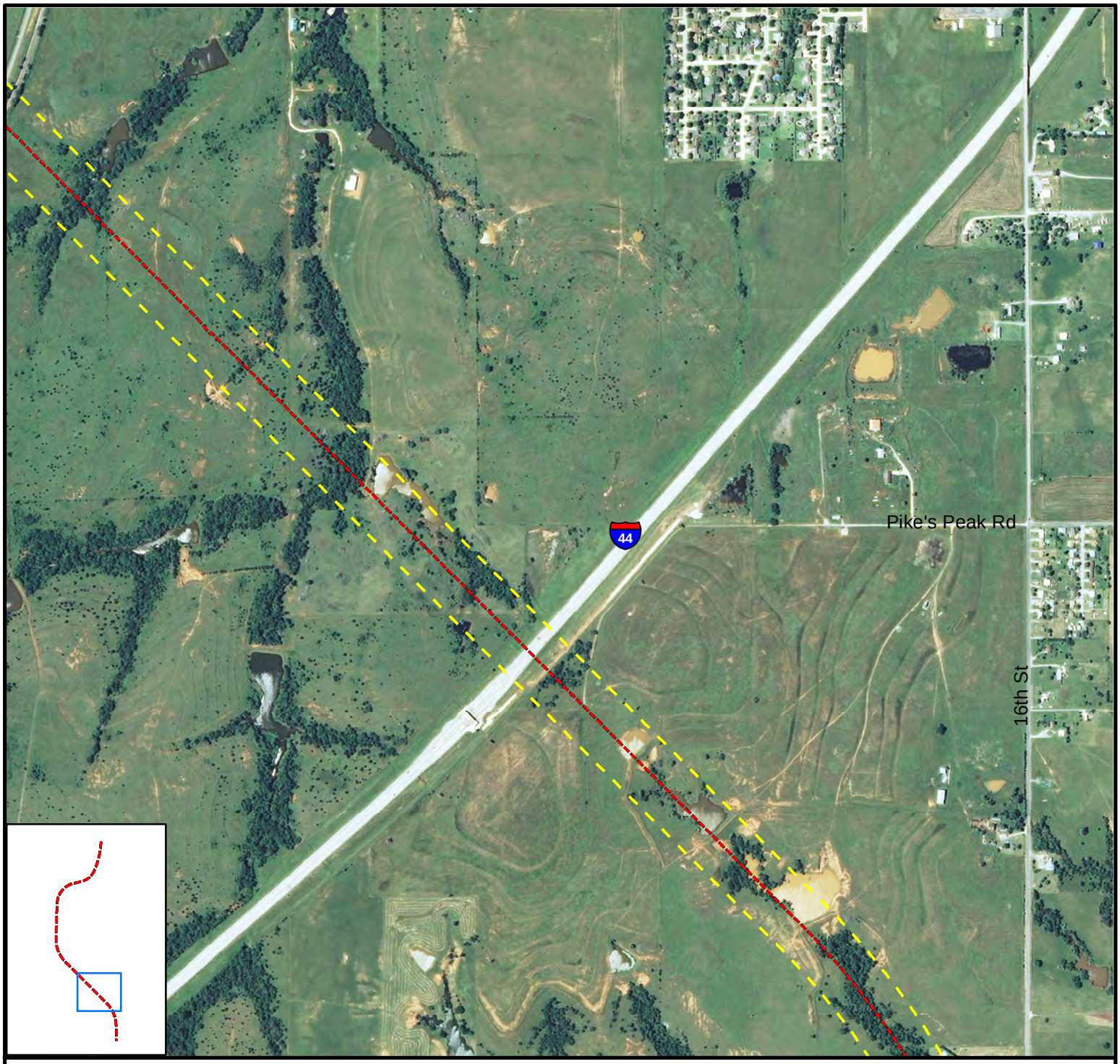

Proposed Bypass Alignment

Future 66 dB(A) Contour

Residential Property

Commercial Property

N

0 500 1,000 1,500

Feet

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FIGURE TITLE

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NOISE ASSESSMENT FOR US-81 CHICKASHA BYPASS

CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

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APPROVED BY	RE
DRAWN BY	RE
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E244-06	
FIGURE NUMBER	
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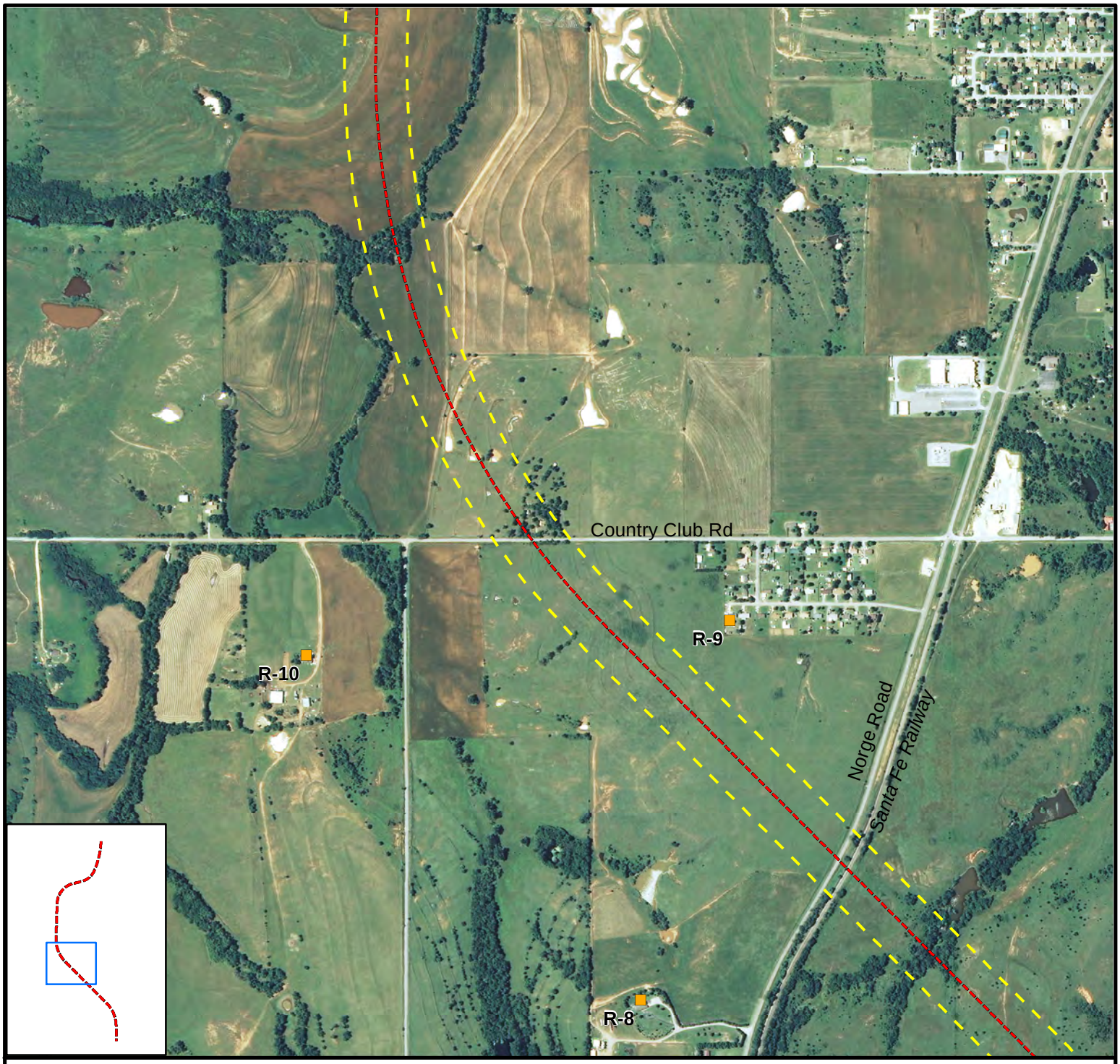

Proposed Bypass Alignment

Future 66 dB(A) Contour

Residential Property

Commercial Property

N

0 500 1,000 1,500 Feet

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APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
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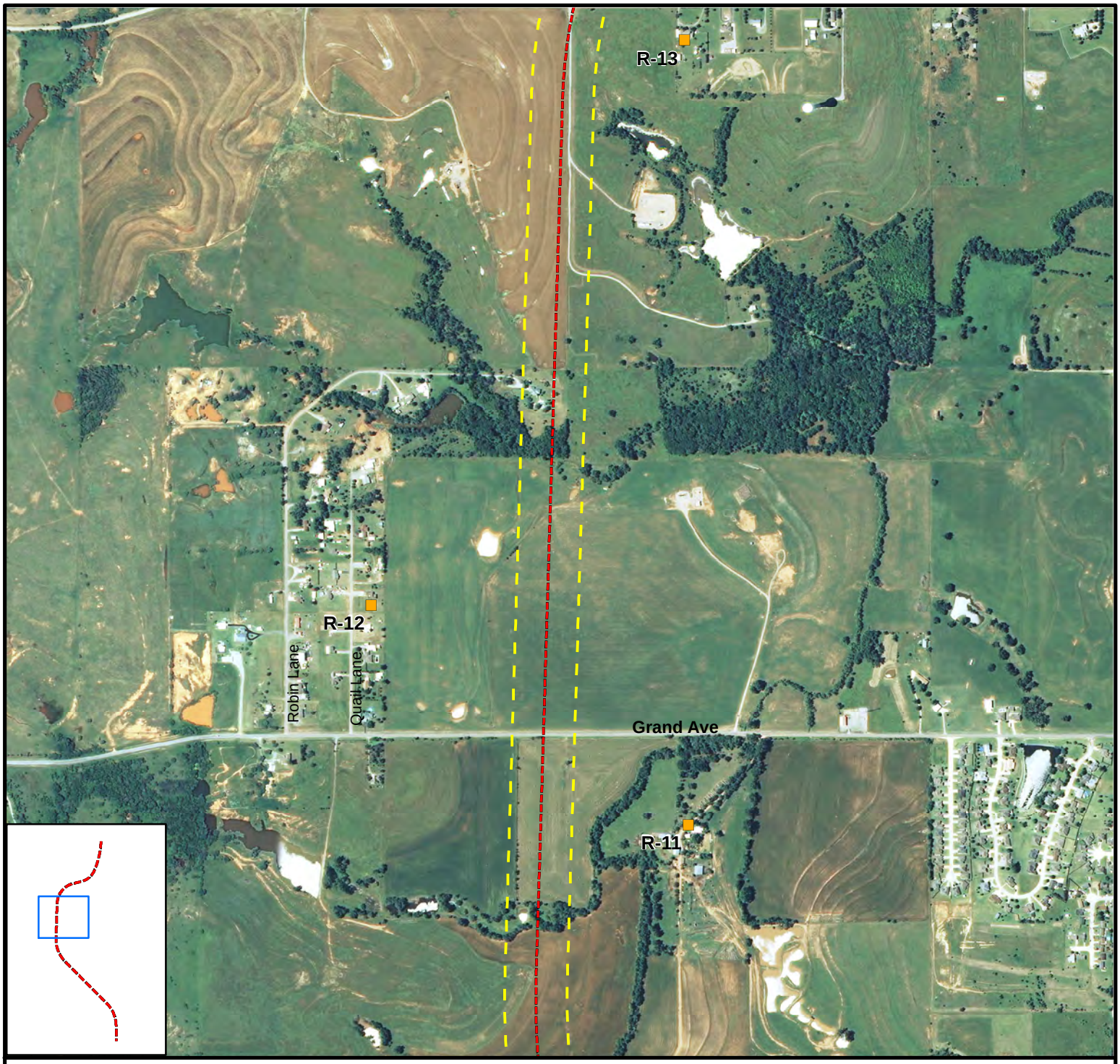


Proposed Bypass Alignment

Future 66 dB(A) Contour

Residential Property

Commercial Property

N

0 500 1,000 1,500

Feet

TRIAD DESIGN GROUP
Architecture • Engineering

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

FIGURE TITLE

RECEIVERS MAP FOR JP 24428 (04)

DOCUMENT TITLE

NOISE ASSESSMENT FOR US-81 CHICKASHA BYPASS

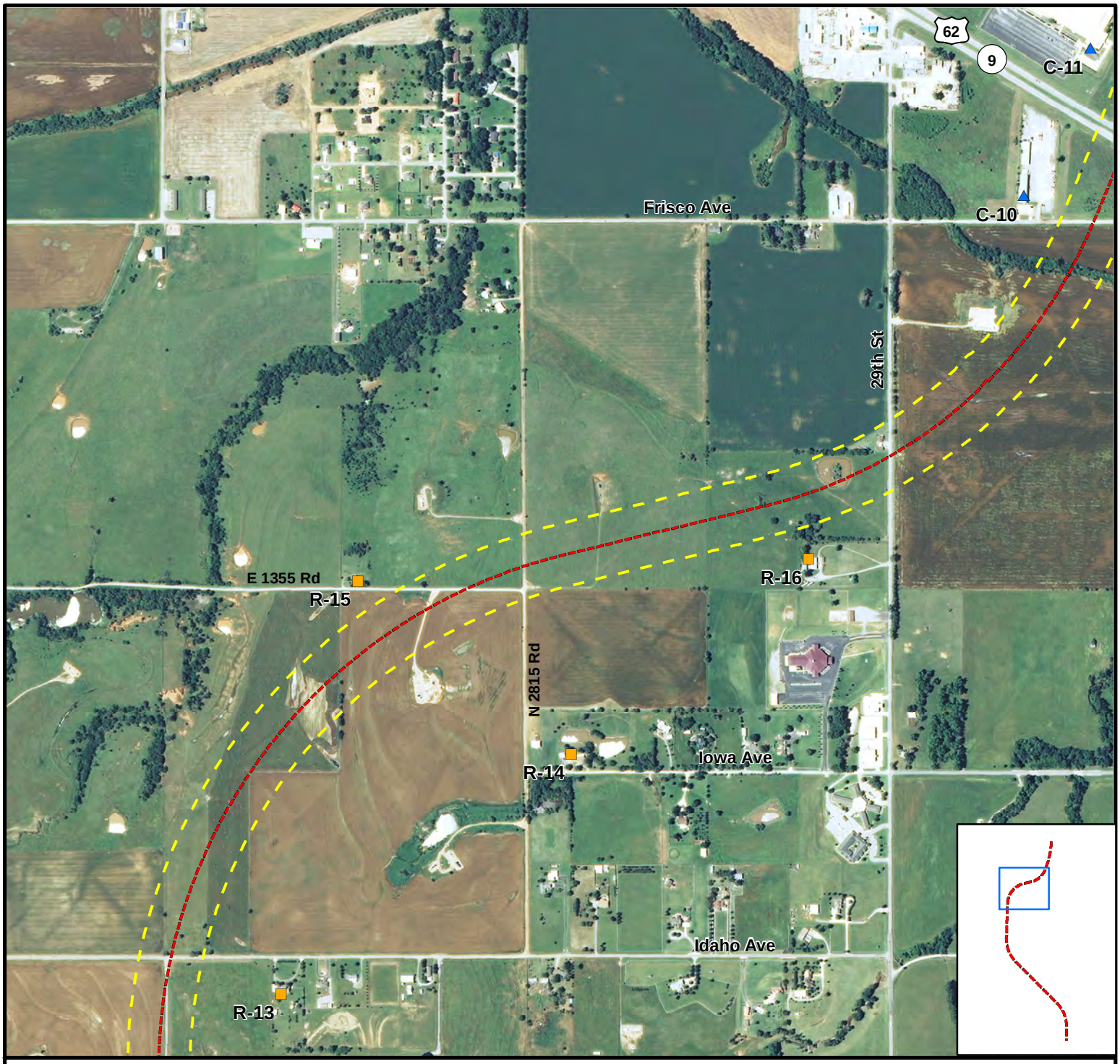
CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

DATE	3/15/2016
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
3-4	



Proposed Bypass Alignment

Future 66 dB(A) Contour

Residential Property

Commercial Property

N

0 500 1,000 1,500 Feet

TRIAD DESIGN GROUP
Architecture • Engineering

3020 N.W. 149th Street
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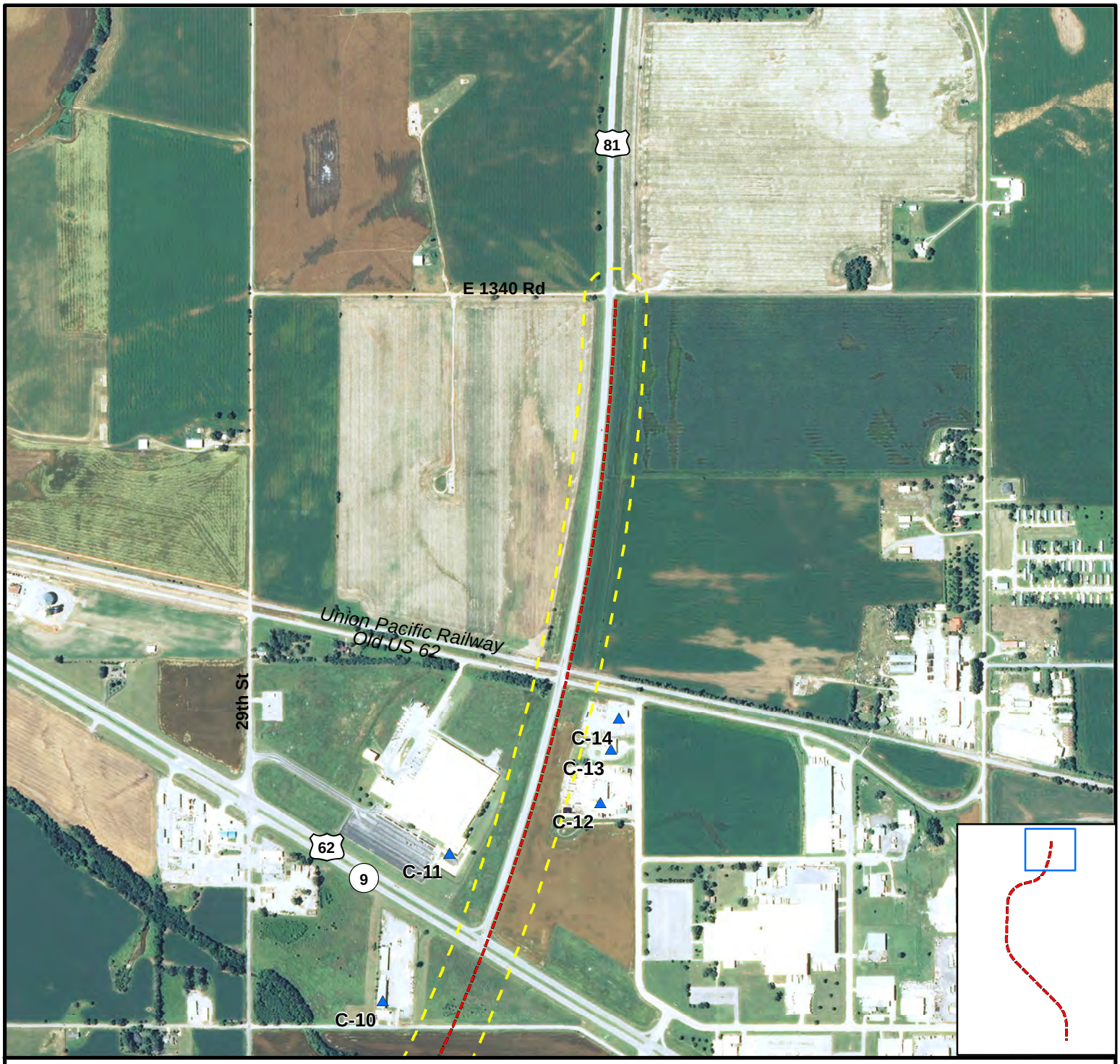
E244-06	
FIGURE NUMBER	
3-5	



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Future 66 dB(A) Contour

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N

0 500 1,000 1,500

Feet

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DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
3-6	

Sound Power Level Difference between two Sound Sources (dB)	Added Decibel to the Highest Sound Power Level (dB)
0	3
1	2.5
2	2
3	2
4	1.5
5	1
6	1
7	1
8	0.5
9	0.5
10	0.5
> 10	0

Source: http://www.engineeringtoolbox.com/adding-decibel-d_63.html

EXHIBIT A - Decibel Addition Table

APPENDIX E
SPECIES AND HABITAT ASSESSMENT; JURISDICTIONAL WATERS AND WETLANDS EVALUATION

Oklahoma Department of Transportation
NEPA SUMMARY FORM
Endangered Species Act Section 7 Biological Assessment
Bald Eagle Assessment,
Swallow Assessment
and
Jurisdictional Waters and Wetlands Evaluation

County: Grady
J/P Number: 24428(04)
Report Prepared by: Triad Design
USFWS Concurrence Date: 13 January 2015
Form Prepared by: Elizabeth Nichols

NEPA PM: Greg Worrell
Project Number:
Report Submitted Date: October 2014
ROW or Let Date: none designated
Date: 13 January 2015

1. Project Description:
   a. Project Name: Grade, Drain and Surface US-81 creating new bypass around Chickasha
   b. Work Description: Construct new bypass from SH-9 to US-277 on the west side of Chickasha
   c. Footprint acreage: 1,233.63

2. Federally Listed Species Effect Determinations: **USFWS Number**: 02EKOK00-2014-SLI-0911 rechecked 15 December 2014

NOTE: Within 90 days of construction, a current species list must be requested to determine if any changes to federally-listed species have occurred since the original ESA section 7 consultation. If changes have occurred, further consultation may be required.

Species	Listing Status	Effect Determination & Concurrence	USFWS Concurrence Requirements
Interior Least Tern	Endangered	No Effect	None
Whooping Crane	Endangered	May Affect, unlikely to adversely affect	None
Piping Plover	Threatened	No Effect	None
Red Knot	Proposed	No Effect	None
Sprague's Pipit	Candidate	Not likely to impact current existence	None

3. Acres of ABB suitable habitat: None

4. Bald Eagle Assessment: __X___ not expected to impact *or* _____ may impact

5. Swallow Assessment: _____ may not impact *or* __X___ will likely impact

6. Migratory Birds: species that are present during the breeding season will be addressed by implementing measures, designed in coordination with the USFWS, to avoid impacts to active nests. This will be done prior to project letting and any appropriate plan notes will be provided at that time.

7. NEPA Commitments:

a. Surveys: None

b. Habitat Conservation: None

c. Swallow and other migratory bird nesting on transportation structures

Cliff Swallows and Barn Swallows are small colonial nesting birds protected by the federal Migratory Bird Treaty Act. These species commonly use bridges and culverts for nesting. Swallow use of the ***US-81 culvert south of 16th Street*** has been observed. In order to avoid impacts to swallows, work on this structure must be completed between September 1, and March 31, when nests are not occupied. If work cannot be completed between September 1 and March 31, the ***structure*** must be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of netting prior to April 1. Methods other than netting must be pre-approved by the ODOT Biologist.

8. Waters and Wetlands Evaluation:

Wetlands and Ponds:

Total Field Sites	Type	Cowardin Classification	Potential Jurisdictional Status	Acres within study footprint
2	Forested Wetland	PFO1A	Likely	0.33
7	Emergent Wetland	PEM1E	Likely	1.194
6	Emergent Wetland	PEM1E	Unlikely	0.25
2	Emergent Wetland	PEM1A	Likely	0.97
1	Forested/Shrub Wetland	PFO/PSS1A	Likely	0.8
1	Emergent/Shrub Wetland	PEM/PSS1A	Likely	0.69
1	Forested/Emergent Wetland	PFO/PEM1A	Likely	0.09
5	Open Water	PUBF	Likely	1.76
2	Open Water	PUBF	Unlikely	1.07
2	Open Water	PUBE	Likely	0.36
9	Open Water	PUBE	Unlikely	0.98
7	Open Water	PUBH	Likely	8.23

Streams and Drainages:

Total Field Sites	Water Body Name	USGS Designation	Potential Jurisdictional Status	Acres within study footprint	Linear Feet within study footprint
1	Rock Hollow Creek	Mapped intermittent	Likely	0.45	864
1	Line Creek	Mapped perennial	Likely	0.58	1,669
11	Intermittent Creek	Mapped intermittent	Likely	1.24	10,867
2	Intermittent Creek	Unmapped intermittent	Likely	0.07	691
4	Ephemeral Drainage	Mapped ephemeral	Likely	0.09	1,692
10	Ephemeral Drainage	Unmapped ephemeral	Likely	0.43	5,770
1	Ephemeral Drainage	Unmapped ephemeral	Unlikely	0.01	60

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
9014 East 21st Street
Tulsa, Oklahoma 74129
918/581-7458 / (FAX) 918/581-7467

16 December 2014

Online Project Review Concurrence Letter

To: Julianne Whitaker
ODOT Environmental Program Division
200 NE 21st Street
Oklahoma City, OK 73105

Project Name: Grade, Drain and Surface US-81 to construct new bypass west side of Chickasha.

Dear Applicant:

Thank you for using the U.S. Fish and Wildlife Service (Service) Oklahoma Ecological Services Field Office online project review process. By providing this letter in conjunction with your project review package, you are certifying that you have accurately completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. Concurrence with "not likely to adversely affect" determinations does not provide any exemption for violations of section 9 of the ESA or "take" of federally-listed species. The Federal action agency is ultimately responsible for ensuring compliance with the ESA and any take that occurs due to your proposed action would be considered a violation under section 9 of the ESA.

This letter and the enclosed project review package complete the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA). This letter also provides information for your project review under the National Environmental Policy Act (National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be emailed to **okprojectreview@fws.gov** for this certification to be valid. This letter and the project review package will be maintained in Service records. **Please allow the OKESFO 35 days to review your information. If the OKESFO determines that the package is not complete, or that additional coordination is necessary, we will contact your office. If after 35 days from the time you emailed your project review package the OKESFO has not contacted your office, consider your section 7 consultation complete.**

The proposed action consists of

ODOT is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will begin at the curve north of the US 81/SH 19 West junction and extend north approximately 8 miles to the US 81/US 62 intersection. Along the new bypass, interchanges will be constructed at US 81, I-44, Country Club Road, Grand Avenue, and US 62. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

The project is expected to be completed:

Date of expected construction activities is unknown.

This project review is needed for:

The ODOT, acting as the duly authorized agent for the Federal Highway Administration, is initiating Section 7 consultation for the above mentioned project as a component of the agency's implementation of the procedural provisions of the National Environmental Policy Act. The information contained in this submission constitutes ODOT's biological assessment on the proposed project site, and the following effect determinations are based upon this information.

The species conclusions table in the enclosed project review package summarizes your ESA conclusions. These conclusions resulted in "not likely to adversely affect/modify" determinations for listed species and critical habitat in relation to potential effects of your proposed project. We certify that the use of the online project review process in strict accordance with the instructions provided as documented in the enclosed project review package results in reaching the appropriate determinations. Therefore, we concur with determinations of "not likely to adversely affect" for listed species and critical habitat reached by proper use of this process. For projects where this particular determination is reached, additional coordination with this office is not needed.

Candidate species are not legally protected pursuant to the ESA. However, the Service encourages efforts to avoid or minimize adverse impacts to them from project effects. Some federal agencies have standing policies that grant limited protections to candidate species. Conservation of candidate species now may preclude future needs to federally list them as endangered or threatened, at which point their legal protection would become required. Please contact this office for additional coordination if your project action area contains candidate species.

Should project plans change or if additional information on the distribution of listed species or critical habitat becomes available, this determination may be reconsidered. You should re-visit the Service's Information, Planning, and Conservation (IPaC) website at http://ecos/fws.gov/ipac/ within 90 days of project inititaion to ensure species information is correct. If new species or critical habitat is identified, this letter is no longer valid and a new project package should be submitted to the OKESFO.

Information about the online project review process including instructions and use, species information, and other information regarding project reviews within Oklahoma is available at our website: <http://www.fws.gov/southwest/es/oklahoma/ >. If you have any questions, please call 918-581-7458 or send an email message to OKProjectReview@fws.gov.

Sincerely,
/s/ Jontie Aldrich
Acting Field Supervisor
Oklahoma Ecological Services Field Office

Enclosures:

1) ENTIRE PROJECT REVIEW PACKAGE:
   - ☑ Species Conclusion Table
   - ☑ IPaC Species List and Action Area map
   - ☑ This letter (Online Concurrence Letter)
   - ☑ (Optional) Additional maps
2) Other relevant project data/documents

ENDANGERED, THREATENED AND CANIDATE SPECIES, DESIGNATED CRITICAL HABITAT, BALD EAGLE AND SWALLOW ASSESSMENT

For US-81 Chickasha Bypass

County	Grady	JP Number	24428(04)	Project Number	
Road Number	US-81	Water Body Name		Rock Hollow Creek, Line Creek and associated tributaries	
ROW Date		Let Date		Project Length	Approximately 8 miles
Project General Location		The project is located immediately west of the city of Chickasha, Oklahoma.			
Project Statement		Grade, Drain, and Surface US-81 to create new roadway from junction with SH-9 south to US-277 as a bypass for west side of Chickasha.			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:
Renee' Ellis, Biologist
Triad Design Group
3020 Northwest 149th Street
Oklahoma City, OK 73134

Report Date: October 2014
Revision Date: December 2014
Field Survey Date: August 2014
Field Survey Biologist: Renee' Ellis

1.1 Federal Nexus

This biological assessment, prepared by the above named Company/Agency for the Oklahoma Department of Transportation (ODOT), addresses the above named project in compliance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation with the U.S. Fish and Wildlife Service (Service), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. This assessment evaluates the potential effects of the proposed transportation project on species that are federally listed under the ESA. Specific project design elements are identified that avoid or minimize adverse effects of the proposed project on listed species and designated critical habitat.

1.2. Project Description

Project Type	**Check √**
Bridge and Approaches or bridge widening/structure extension	
Grade, Drain, Surface and Bridge	x
Grade, Drain and Surface	
Asphalt Overlay Resurfacing	
Widen and Resurface existing lanes	
Pavement Reconstruction or rehabilitation	
Bridge Rehabilitation	
Safety Improvements (Cable Barrier, Guardrail, signage)	
Intersection Modifications	
Safe Routes to School (Describe)	
Enhancements (Describe)	
Other (Describe) New construction of bypass	

Description of the **existing** bridge/roadway facility and reason for proposed project -

The project will be constructed on new alignment. No existing roadways or bridges will be utilized along the proposed alignment.

Description of **proposed** improvements -

ODOT is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will begin at the curve north of the US 81/SH 19 West junction and extend north approximately 8 miles to the US 81/US 62 intersection. Along the new bypass, interchanges will be constructed at US 81, I-44, Country Club Road, Grand Avenue, and US 62. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

In-water Work Expected as part of the proposed action	YES	NO
	X	
Project is an off-set alignment, or NEW alignment	YES	NO
	X	

1.3. Project Area and Setting

Project Location		**Environmental Study Footprint**		**Ecoregion & Game Type**	
Section Range & Township	Lat/ Long (NAD 83)	Dimensions	Acreage	Level IV Ecoregion (Woods et al. 2005)	Game Type (Duck and Fletcher 1943)
Section 17-T7N-R7W; Section 20-T7N,-R7W; Section 29-T7N-R7W; Section 30-T7N-R7W; Section 31-T7N-R7W; Section 25-T7N-R8W; Section 36-T7N-R8W; Section 1-T6N-R8W; Section 6-T6N-R7W; Section 7-T6N-R7W; Section 8-T6N-R7W; Section 16-T16N-R7W; Section 17-T6N-R7W; Section 18-T6N-R7W; Section 20-T6N-R7W; Section 21-T6N-R7W.	35.014111 N, -97.96754 W	600’ Corridor centered about Proposed Alignment	1,233.63 Acres	Prairie Tableland and Cross Timbers Transition	Tallgrass Prairie

Action Area:

The Project's Action Area includes a 0.25 mile area surrounding the NEPA Environmental Study Footprint to accommodate for potential species impacts.

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species Range and Occurrence Evaluation (Check √ all that apply)

Species	Action Area is within a watershed associated with occupied water bodies		Action Area includes an occupied water body		Project site within 5 miles of known records	
	YES	NO	YES	NO	YES	NO
Whooping Crane		x		x		x
Interior Least Tern		x		x		x
Piping Plover						x
Red Knot						x
Sprague's Pipit						x

IPaC Special Conditions Identified – wind energy projects or cell towers		
	YES	NO
Interior Least Tern		**x**
Piping Plover		**x**

Legally Designated Critical Habitat	Action Area includes Designated Critical Habitat (Check √)	
	YES	NO
Whooping Crane		x

For the Whooping Crane (Check √)							
Action area is in which percentage Whooping Crane migratory corridor						Action area is within 15 miles of Salt Plains National Wildlife Refuge, Hackberry Flat, or Foss Reservoir.	
5%	10%	15%	20%	25%	75%	YES	NO
				x			x

3. ENVIRONMENTAL BASELINE

3.1. Ecological Processes and Conditions

Soils (Use Soil Map of Oklahoma by Carter and Gregory 2008)

Soil Class	Central Rolling Red Prairies
Soil Name	(17) Port-Dale-Yahola-Gaddy-Gracemore-McLain-Relnach
Soil Type	Mollisols; Entisols
Soil Characteristics	Very deep, sandy, loamy and silty soils on nearly level slopes (1%)

Soil Class	Central Rolling Red Prairies
Soil Name	(18) Pond Creek – Norge- Minco – Lovedale - Bethany
Soil Type	Mollisols
Soil Characteristics	Very deep, silty and humus-rich soils on gentle slopes (6%)

Soil Class	Central Rolling Red Prairies
Soil Name	(19) Renfrow – Kirkland – Grainola - Bethany
Soil Type	Mollisols; Alfisols
Soil Characteristics	Clayey and humus-rich soils on very gentle slopes (4%)

Soil Class	Central Rolling Red Prairies
Soil Name	(20) Zaneis – Grant – Pond Creek -Seminole-Grainola-Chickasha-Kingfisher
Soil Type	Mollisols; Alfisols
Soil Characteristics	Loamy and silty, and humus-rich soils on gentle slopes (6%)

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	22-38
Growing Season	Number of days	190-230
Mean Temperatures	Summer min/max	67-96
	Winter min/max	25-57

River System

Rock Hollow Creek, Unnamed Tributary to Rock Hollow Creek, Line Creek, Unnamed tributaries to Line Creek, Unnamed tributaries to Little Washita River.

Land Use and Land Ownership

From Woods et al. 2005	The Prairie Tableland ecoregion is located within the wheat belt of Oklahoma. The deep, fertile soils are used to produce winter wheat, grain sorghum, alfalfa, and in the east where rainfall is greatest, soybeans.
From Field investigation	Upon site investigations on August 12 - 16, 2014; the current land use was characterized as predominantly agricultural with scattered commercial and residential areas.

Terrestrial and Aquatic Community Descriptions (based on field site visit)

The field survey was conducted by Triad personnel on August 12 - 16, 2014. The majority of the action area was considered upland and/or agricultural. The agricultural fields were fallow at the time of field survey. Bottomland forest and wetlands were characteristic along the drainage basins. Streams throughout the action area were narrow and densely forested. Tree and sapling species observed during the site visit included eastern cottonwood (*Populus deltoides*), black willow *(Salix nigra),* sugarberry (*Celtis laevigata*), American elm (*Ulmus americana*), roughleaf dogwood (*Cornus drummondii*), western soapberry (*Sapindus drummondii*), box elder (*Acer negundo),* Osage orange (*Maclura pomifera*), green ash (*Fraxinus pennsylvanica*), honey locust (*Gleditsia triacanthos*), water oak (*Quercus nigra),* eastern red cedar *(Juniperus virginiana),* smooth sumac *(Rhus glabra),* winged sumac *(Rhus copallina),* eastern redbud *(Cercis canadensis),* black walnut *(Juglans nigra),* pecan *(Carya illinoinensis),* red mulberry *(Morus rubra),* salt cedar (*Tamarix gallica*), and sycamore (*Platanus occidentalis*). Woody shrubs and vines present included Chinese privet (*Ligustrum sinense*), Indian currant (*Symphoricarpos orbiculatus*), buttonbush (*Cephalanthus occidentalis*), chittamwood (*Bumelia lanuginosa*), pokeberry (*Phytolacca americana*), multiflora rose (*Rosa multiflora*), chickasaw plum (*Prunus angustifolia*), Japanese honeysuckle (*Lonicera japonica*), poison ivy (*Rhus radicans*), Virginia creeper (*Parthenocissus quinquefolia*), grapevine (*Vitis* sp.), trumpet creeper (*Campsis radicans),* and greenbrier (*Smilax rotundifolia).* The observed herbaceous species included bermudagrass (*Cynodon dactylon*), Johnson's grass (*Sorghum halapense*), little bluestem (*Schizachyrium scoparium*), big bluestem (*Andropogon gerardii),* Canada wildrye (*Elymus canadensis*), broomsedge bluestem (*Andropogon virginicus*), inland sea oats (*Chasmanthium latifolium*), curly mesquite (*Hilaria belangeri*), sideoats grama (*Bouteloua curtipendula*), tall fescue (*Festuca arundinacea*), hairy grama (*Bouteloua hirsuta*), crabgrass (*Digitaria ciliaris*), lovegrass (*Eragrostis* spp.), witchgrass (*Panicum capillare*), stink grass (*Eragrostis cilianensis*), rice cutgrass (*Leersia oryzoides*), Japanese stiltgrass (*Microstegium vimineum*), giant cane (*Arundinaria gigantea*), marsh bristlegrass (*Setaria parviflora),* great ragweed (*Ambrosia trifida*), New York ironweed (*Vernonia noveboracensis*), black-eyed susan *(Rudbeckia hirta),* snow-on-the-mountain *(Euphorbia marginata), Eupatorium* species, goldenrod (*Solidago* spp.), buffalobur nightshade (*Solanum rostratum*), broomweed (*Amphiachyris dracunculoides*), horseweed (*Conyza canadensis*), cocklebur (*Xanthium strumarium*), horse nettle (*Solanum carolinense*), *Aster* species, lamb's quarters (*Chenopodium album*), sandbur (*Cenchrus* spp.), beggar's tick (*Bidens frondosa*), prickly pear cactus (*Opuntia tortispina*), false daisy (*Eclipta alba*), saltmarsh fleabane (*Pluchea odorata*), curly dock *(Rumex crispus*), saltmarsh aster (*Symphyotrichum divaricatum*), American water willow (*Justicia americana*), frogfruit (*Phyla lanceolata*), smartweed (*Polygonum* spp.), common spikerush (*Eleocharis palustris*), flat sedge (*Cyperus* spp.), grassleaf rush (*Juncus marginatus*), and Caric sedge (*Carex* spp.).

3.2 Species Habitat Analysis

Pedestrian survey of entire study footprint	YES	x	NO	
Bridge inspection for bat use and suitability as bat roosting habitat	YES		NO	x

SPECIES	HABITAT	YES	NO
Whooping Crane	Shallowly-submerged sandbars in large river channels are present within the action area.		x
	Emergent wetlands are present with the Environmental Study Footprint	x	
	Acres of emergent wetlands within the Environmental Study Footprint	3.10 Acres	
	Croplands suitable for foraging occur within the action area and are within 15 miles of Salt Plains National Wildlife Refuge, Hackberry Flat, or Foss Reservoir		x
Interior Least Tern	Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, are present within the action area.		x
Piping Plover	Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems are present within the action area.		x
	Salt flats and mudflats associated with reservoirs are present within the action area.		x
Red Knot	Mudflats associated with reservoirs are present within the action area.		x
Sprague's Pipit	Pastures or weedy fields, including grasslands with dense herbaceous vegetation or grassy agricultural fields, are present within the action area.	x	

4. ANALYSIS OF EFFECTS

4.1 Direct Effects

Species/ Resource	Habitat impacts expected from project activities		Describe
	Yes	No	
Whooping Crane	x		Temporary and permanent disturbance of potential stopover habitat will occur with construction of new bypass through and near numerous herbaceous wetlands in the project footprint.
Sprague's Pipit	x		Construction of the new bypass will result in the permanent loss of potential grassland stopover and foraging habitat in the project footprint.

4.2 Indirect Effects

Long-term habitat alterations

Species/ Resource	Long-term habitat alterations (describe)
Whooping Crane	Construction of new bypass will result in permanent conversion of potential migratory wetland habitat into new roadway and maintained ROW.
Sprague's Pipit	Construction activities will result in permanent conversion and fragmentation of potential foraging and migratory grassland habitat into new roadway and maintained ROW.

Indirect land use impacts

Impacts to land use are expected. Bypass construction is a capacity expansion leading to possible development activities along the new corridor. Current agricultural and range land will be converted into suburban areas as developments move in, resulting in further fragmentation and loss of potential habitat.

4.3 Interrelated and Interdependent Actions and Activities

Construction of highway bypasses around urban areas often results in additional commercial development. A total of approximately 8 miles of new construction is planned that could result in the development of several new businesses outside of the project ROW. An estimated 25 new businesses on 0.5 acre lots could result in an additional loss of 12.5 acres of potential Sprague's Pipit habitat and additional loss of potential Whooping Crane wetland habitat.

Species Conclusion Table (Check √ which apply)

SPECIES / DESIGNATED CRITICAL HABIT	CONCLUSION				ESA SECTION 7		NOTES AND DOCUMENTATION Check √ all that apply			
	Species Habitat present within the action area		Project Activities expected to impact habitat		No Effect	May affect, unlikely to adversely affect	Field Studies	ONHI rare species / ABB database review	USFWS occupied water bodies and associate watershed maps	Whooping Crane Migration Corridor Map; LPC Habitat Model
	YES	NO	YES	NO						
Whooping Crane	x		x			x	x		x	x
Sprague's Pipit	x		x			x	x			
Interior Least Tern		x		x	x		x		x	
Piping Plover		x		x	x		x			
Red Knot		x		x	x		x			

4.4 CONCLUSIONS

This project may affect, unlikely to adversely affect the Whooping Crane. Activities are not likely to impact the current existence of the Sprague's Pipit. The project is expected to have no effect on the Interior Least Tern, Piping Plover, and Rufa Red Knot.

4.5 RECOMMENDED CONSERVATION MEASURES: None

5. BALD EAGLE AND SWALLOW ASSESSMENT

5.1. Bald Eagle Assessment

The Bald Eagle (*Haliaeetus leucocephalus*) is a large predatory bird protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Activities that would disturb eagles are prohibited under the Bald and Golden Eagle Protection Act. "Disturb" means to agitate an eagle to the degree that causes or is likely to (1) cause injury, (2) interfere with breeding, feeding or sheltering behavior, or (3) nest abandonment.

Bald Eagle Habitat Present	No
Bald Eagle Nests Observed	No
Bald Eagles Observed	No

5.2 Swallow Assessment

Cliff Swallows (*Petrochelidon pyrrhonota*) and Barn Swallows (*Hirundo rustica*) are small colonial and semi-colonial nesting birds protected by the federal Migratory Bird Treaty Act. Barn Swallows use man-made structures for nesting and live in close association with humans. Both species commonly use bridges and culverts in Oklahoma for nesting.

Swallow Nests Observed	YES	x	NO	
	Approximate Number of Cliff Swallow Nests		Approximate Number of Barn Swallow Nests	
US-81 Culvert south of 16th Street - (FS-73 & Figure 5-19 in Waters & Wetlands Report)			1	
Other MB Nests Observed on Transportation Structures	No			
In order to avoid impacts to swallows, any activities that may destroy active nests, eggs or birds shall be completed between September 1, and March 31, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds				

6. REFERENCES:

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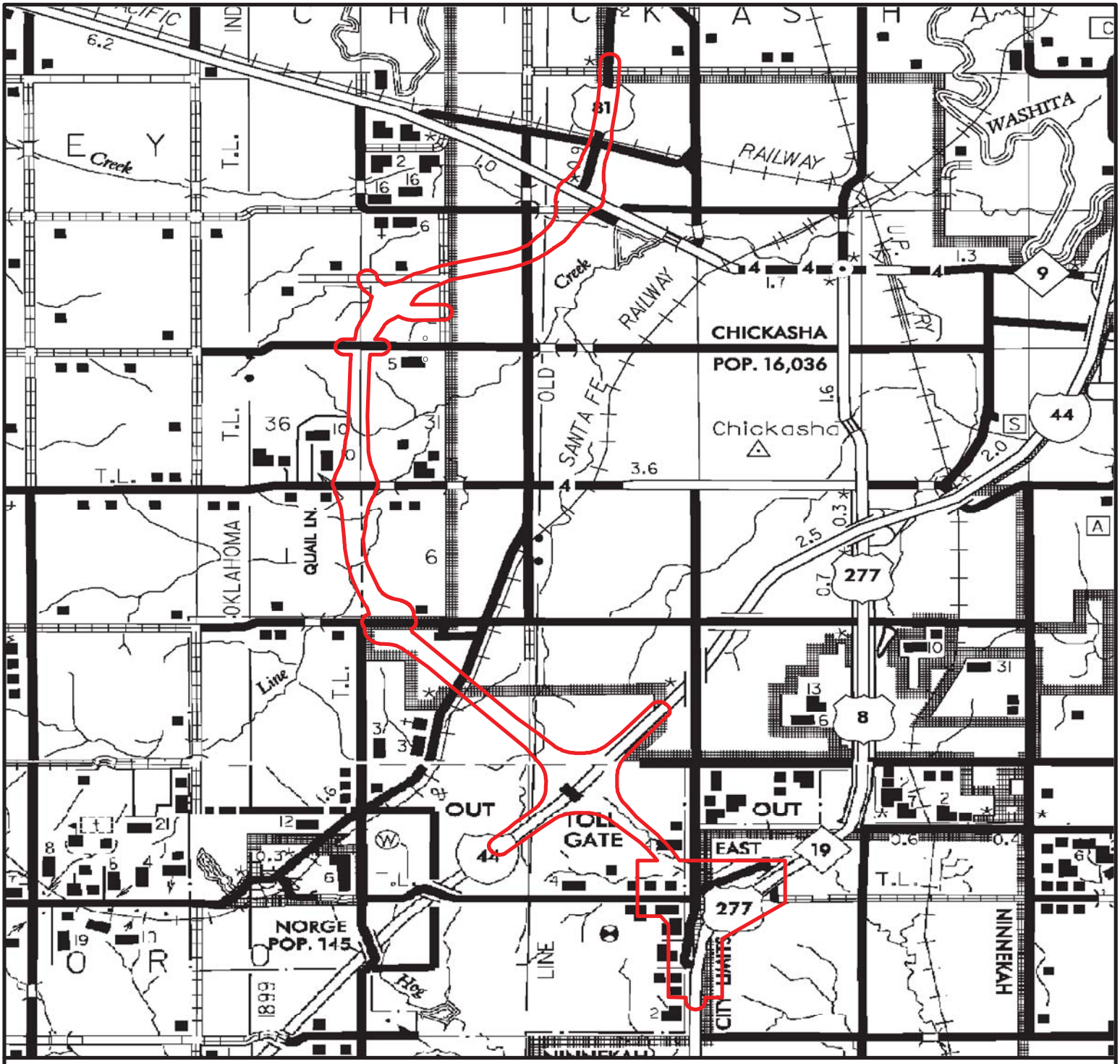

Environmental Study Area

N

0 0.5 1 1.5 Miles

Triad Design Group

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

FIGURE TITLE
LOCATION MAP FOR JP 24428 (04)

DOCUMENT TITLE
BIOLOGICAL ASSESSMENT FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

DATE	12/3/2014
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
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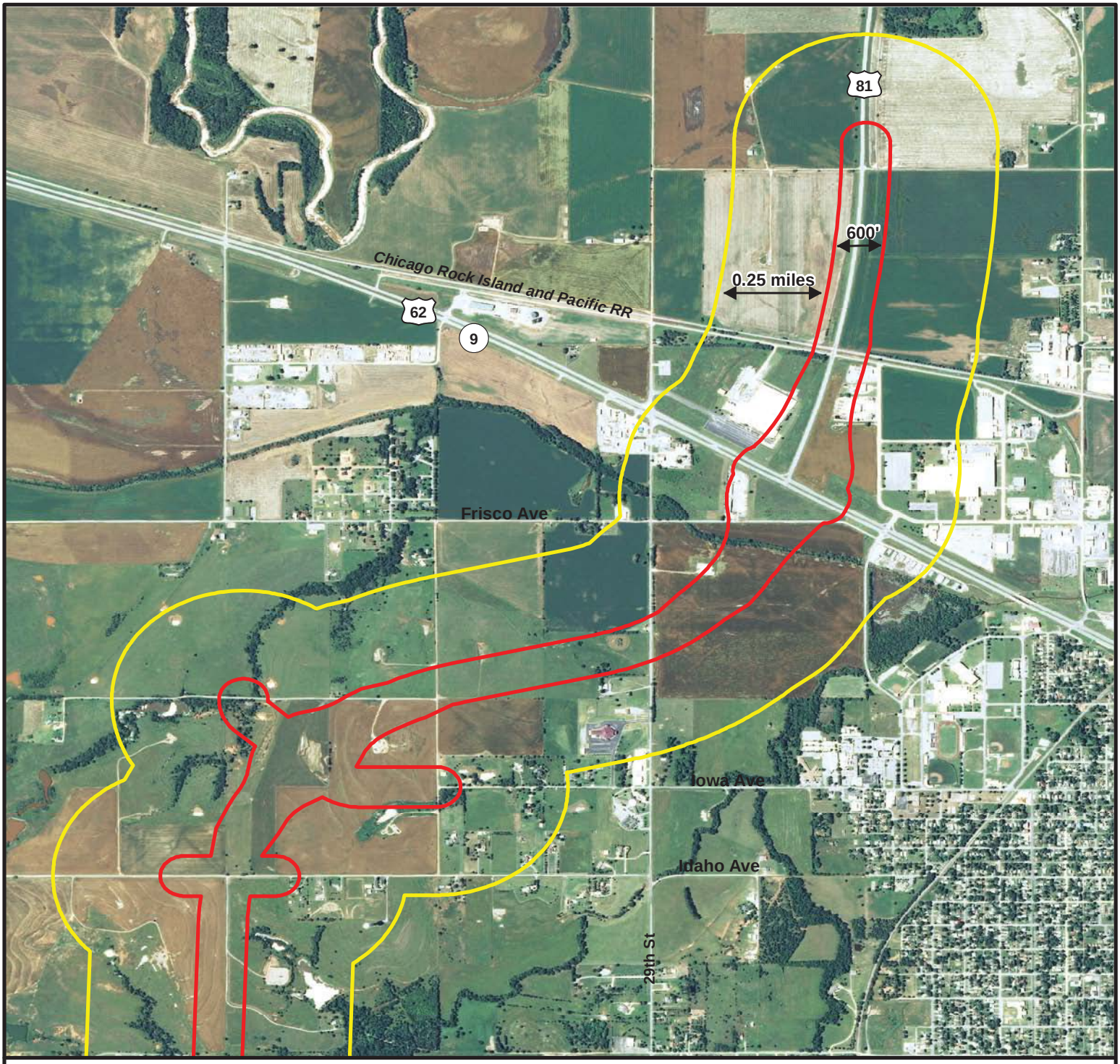

Environmental Study Area

Action Area Buffer

2013 Ortho Imagery

N

0 1,000 2,000 3,000 Feet

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FIGURE TITLE

STUDY AREA MAP FOR JP 24428 (04)

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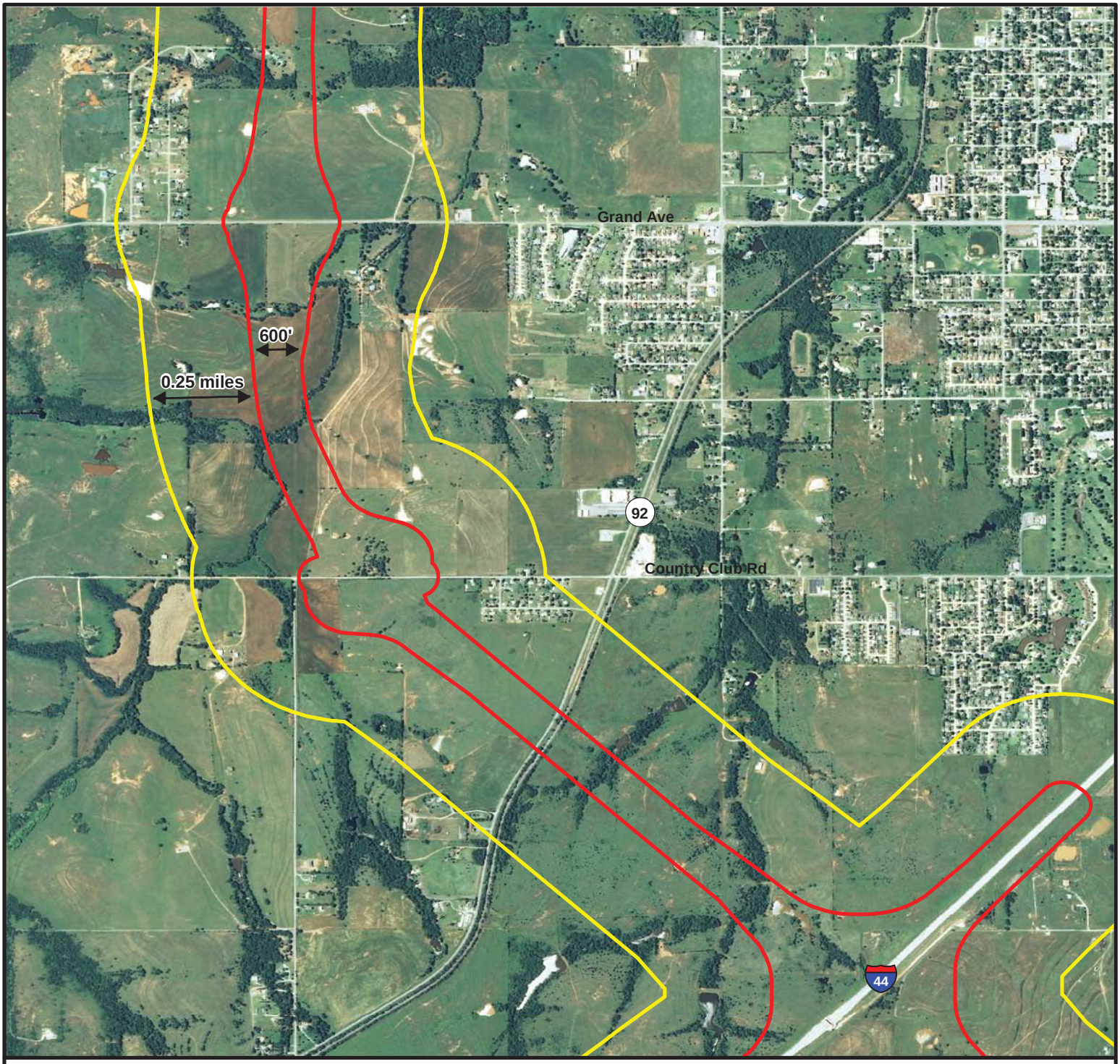

Environmental Study Area

Action Area Buffer

2013 Ortho Imagery

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Feet

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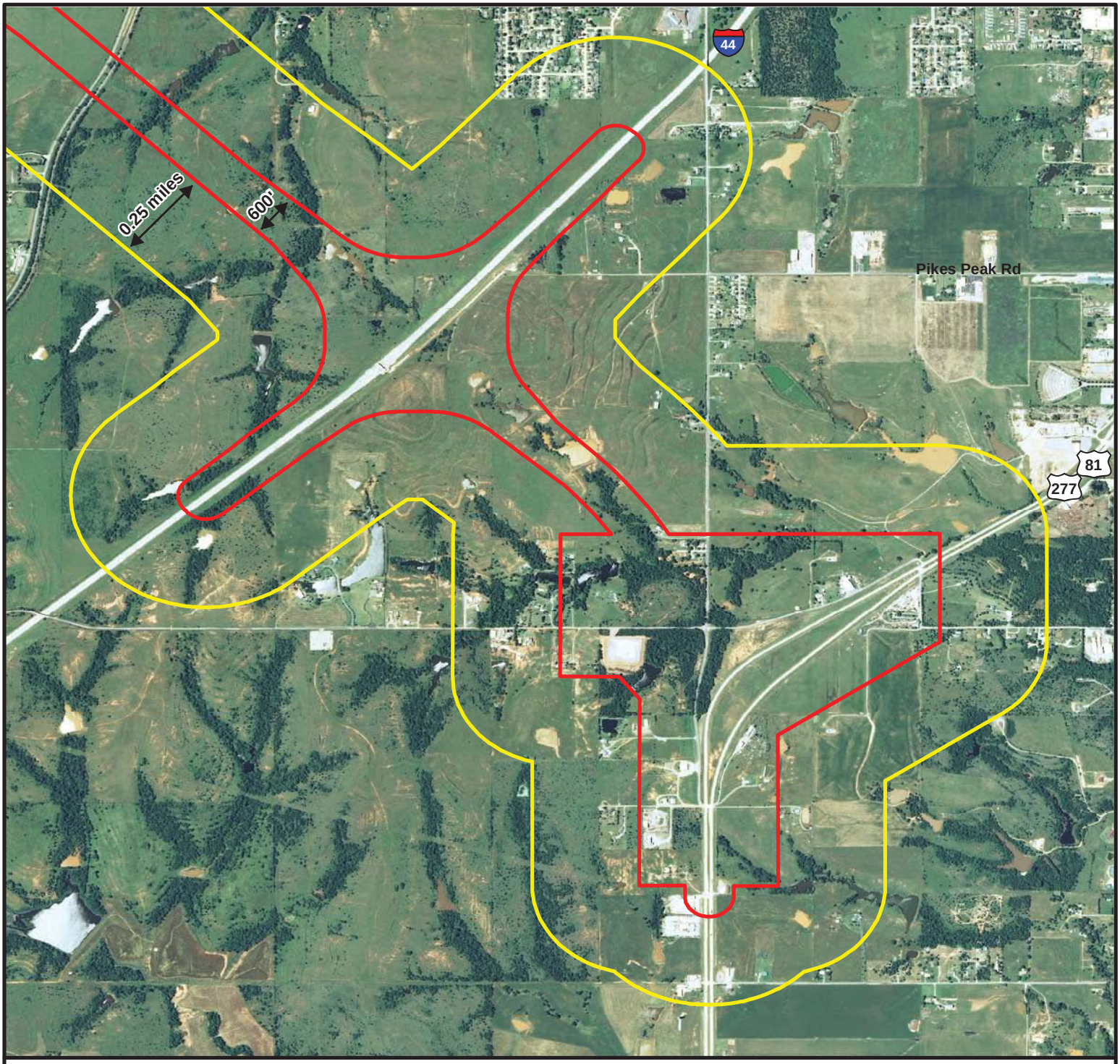

Environmental Study Area

Action Area Buffer

2013 Ortho Imagery

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Feet

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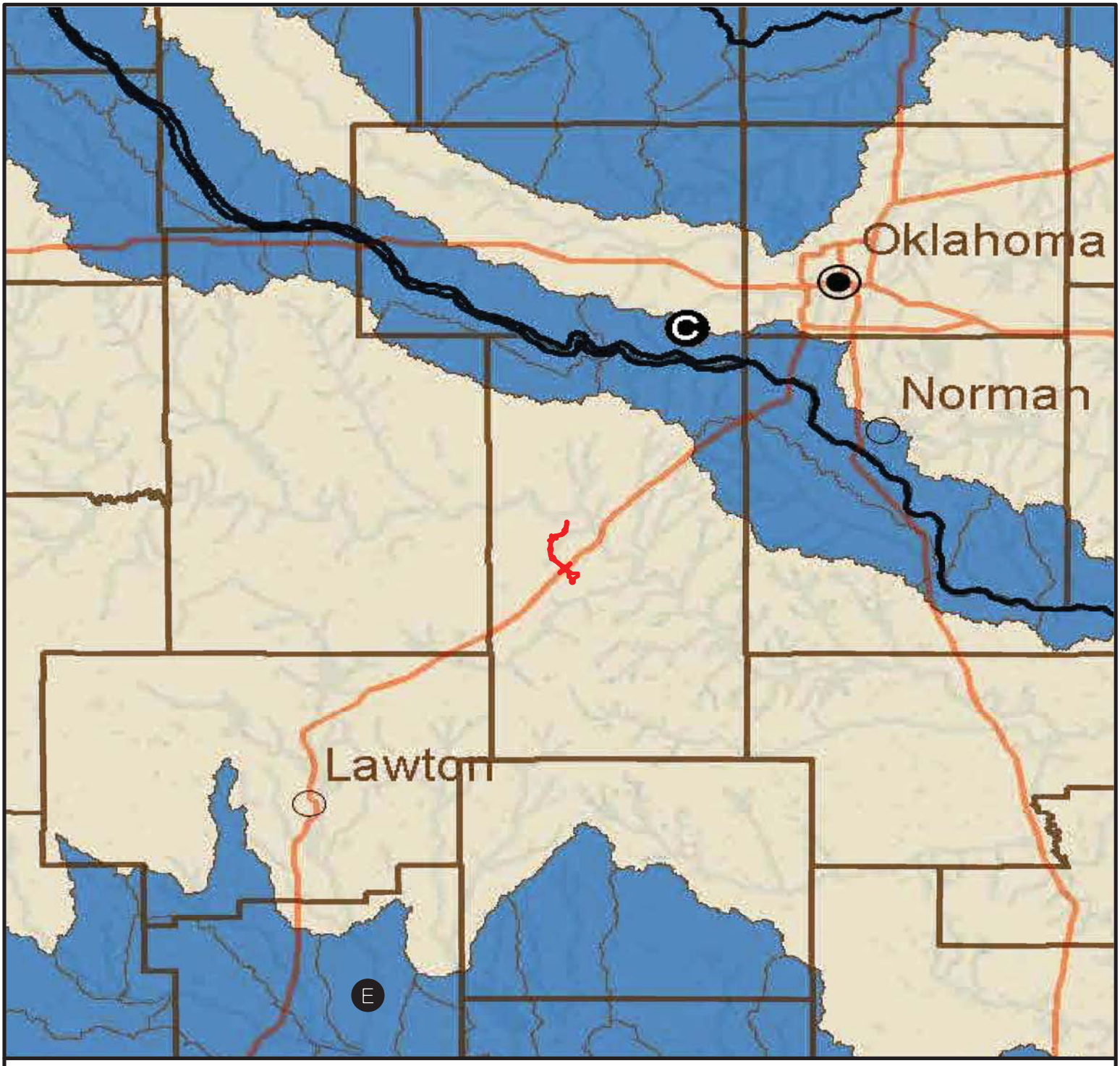

Environmental Study Area

C Interior Least Tern Canadian River

E Interior Least Tern Red River

N

0 10 20 30 Miles

UFSWS Federally-Listed Aquatic Dependent Species Watersheds of Oklahoma - April 2011

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FIGURE TITLE
FEDERALLY-LISTED WATERSHEDS FOR JP 24428(04)

DOCUMENT TITLE
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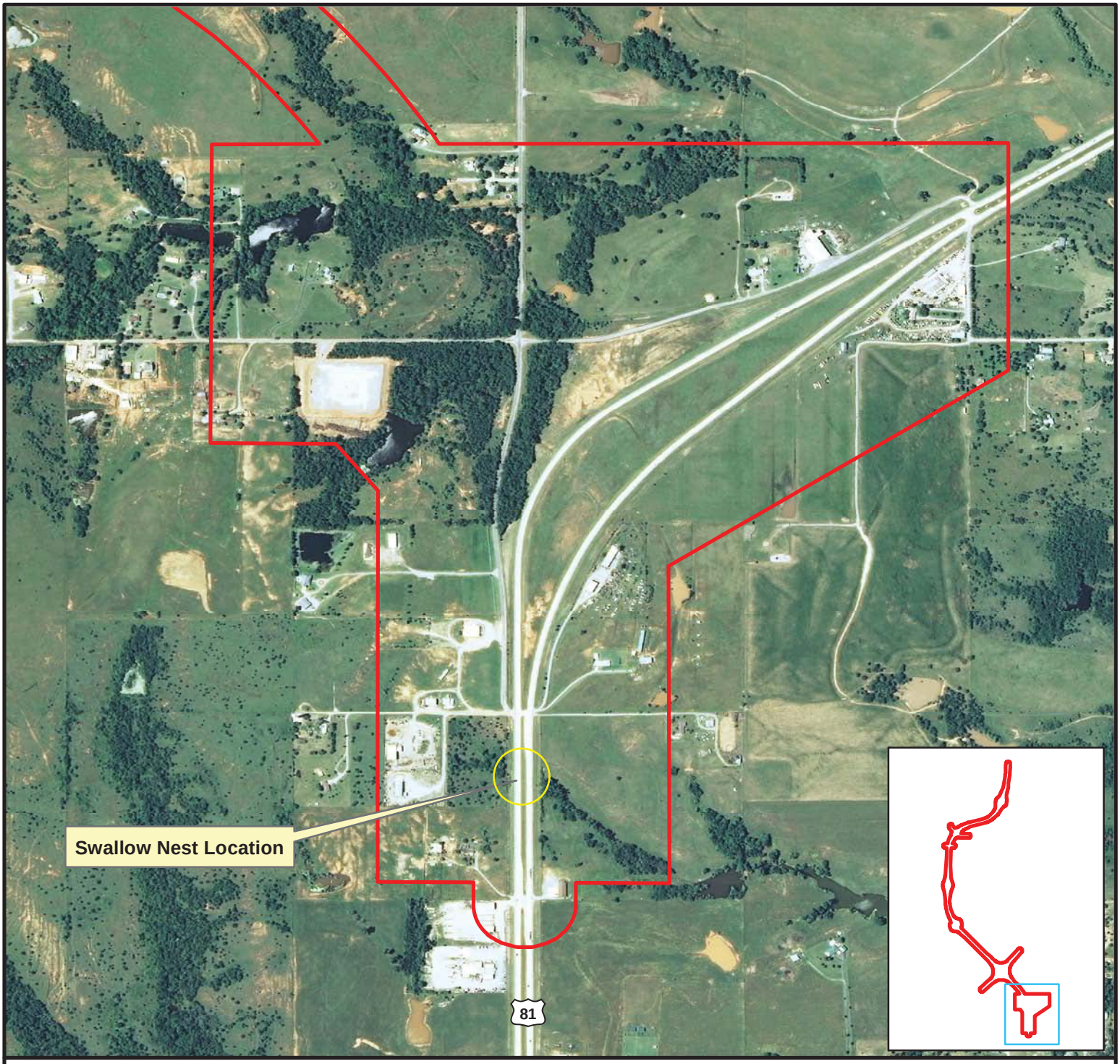

Environmental Study Area

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Feet

2013 Ortho Imagery

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FIGURE TITLE

SWALLOW STRUCTURE LOCATION MAP FOR JP 24428(04)

DOCUMENT TITLE

BIOLOGICAL ASSESSMENT FOR US-81 CHICKASHA BYPASS

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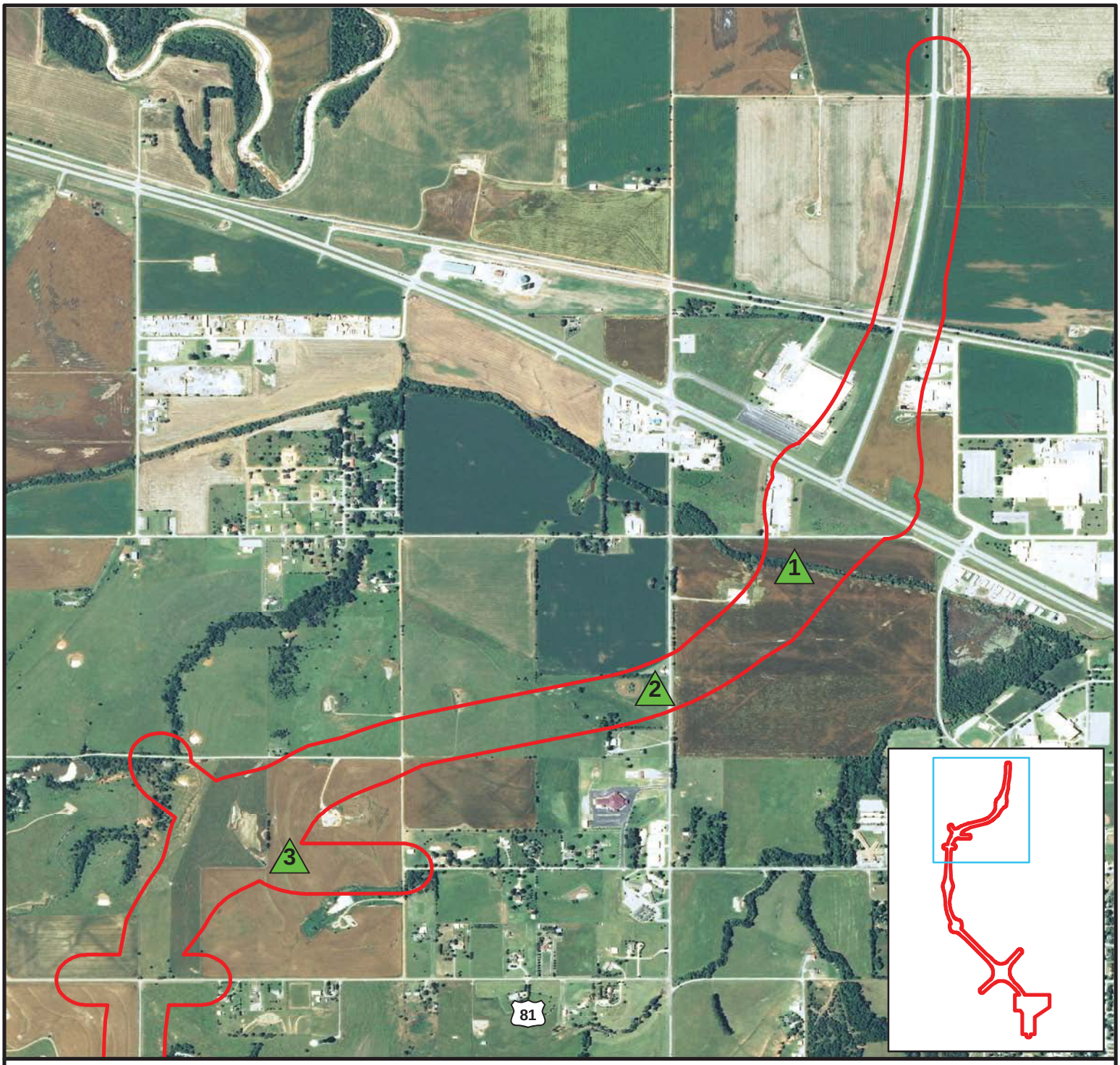

Environmental Study Area

1 Photo Location Log

2013 Ortho Imagery

N

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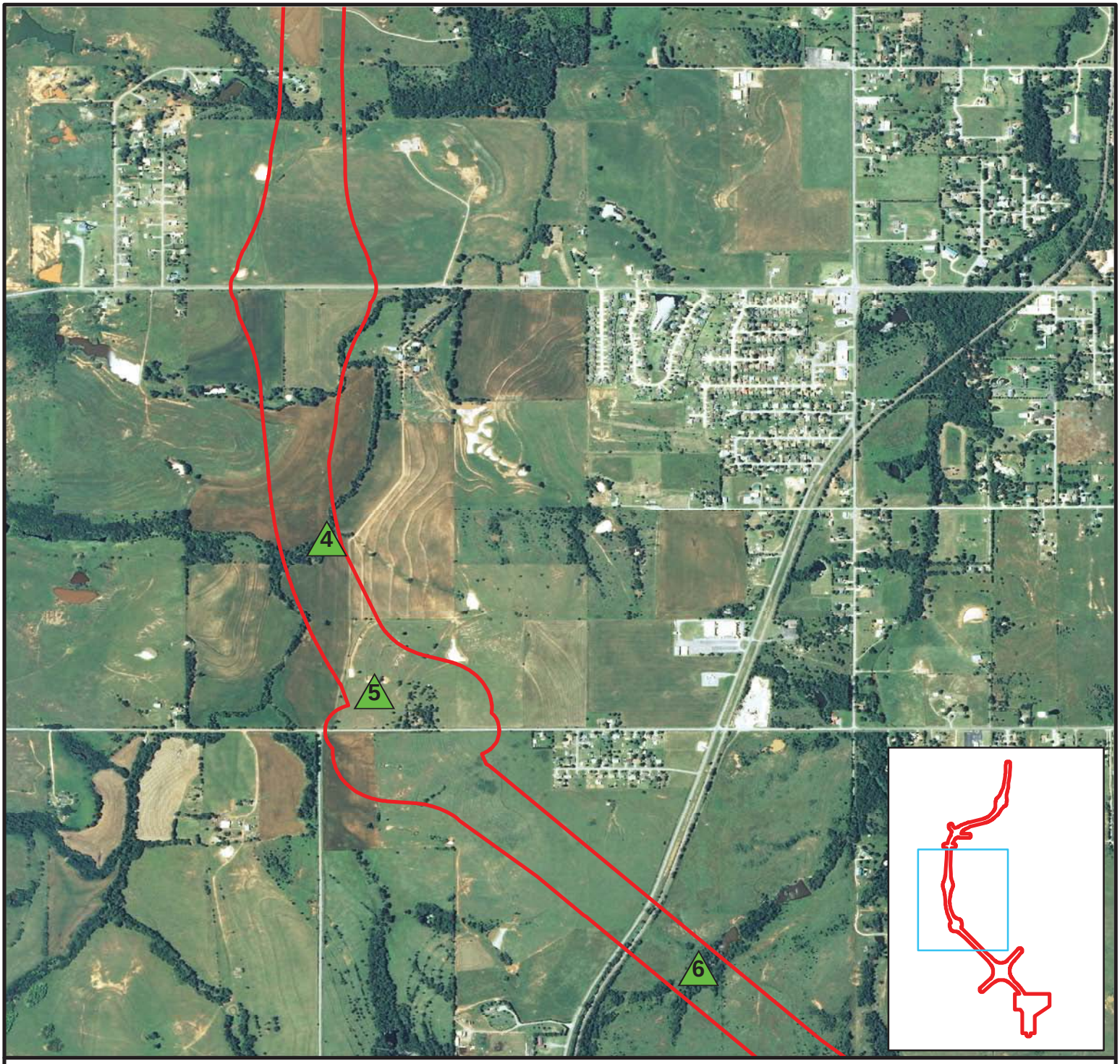

Environmental Study Area

1 Photo Location Log

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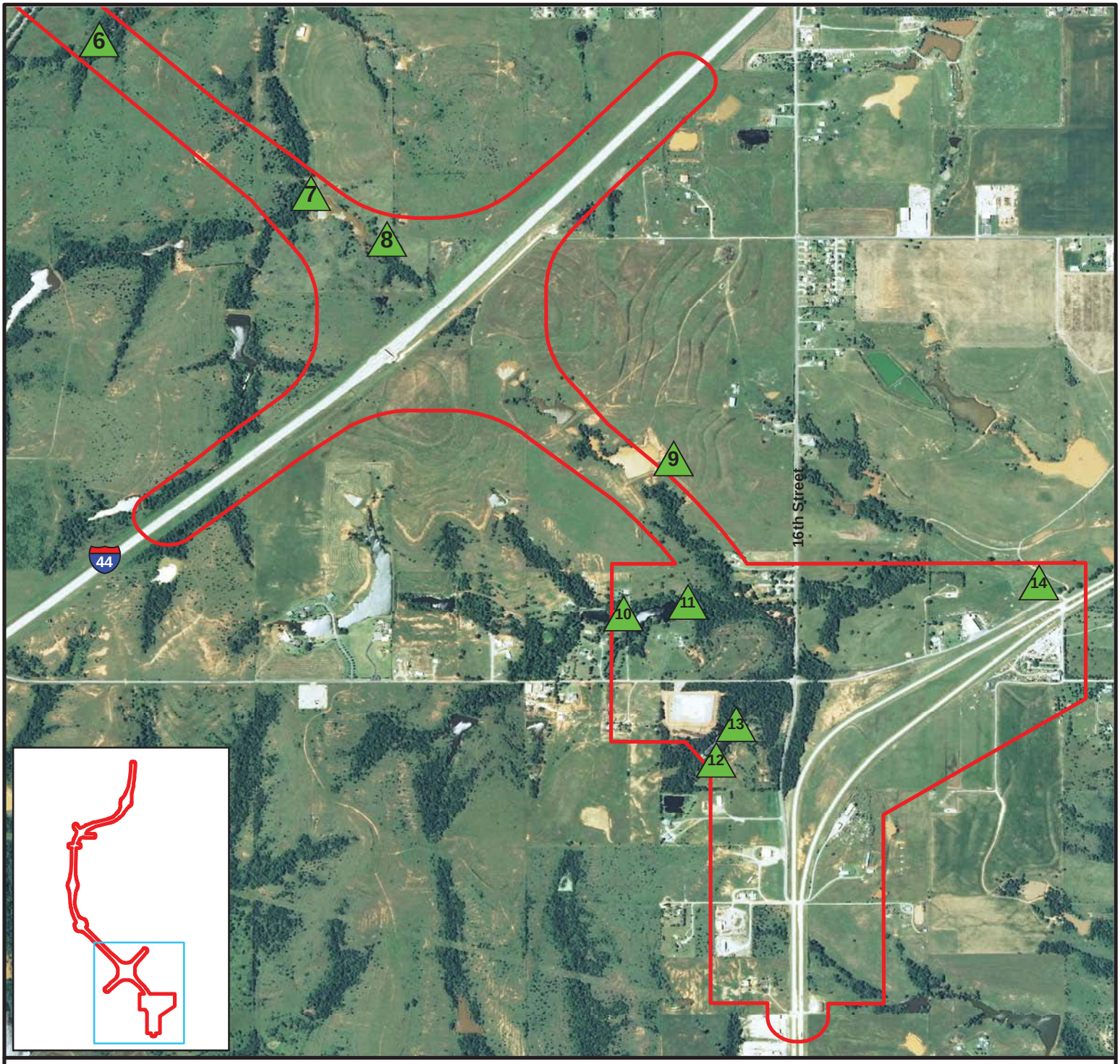

Environmental Study Area

1 Photo Location Log

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2013 Ortho Imagery

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
5-3	

Photo1: Rock Hollow Creek. View facing east.
Example of typical stream section throughout project limits.

Photo 2: Open Water. View facing southwest.
Several scattered ponds throughout project limits.

Photo 3: Fallow Fields. View facing north.

Photo 4: Line Creek. View facing northeast.

Photo 5: Pasture. View facing east.

Photo 6: Emergent Wetland associated with pond. View facing northeast.

Photo 7: Open Water. View facing southwest.

Photo 8: Emergent Wetland associated with Photo 6 Open Water.
View from southeast of Photo 6 facing northwest.

Photo 9: Open Water. View facing west.

Photo 10: Open Water. View facing west.

Photo 11: Open Water. View facing west.

Photo 12: Emergent Wetland. View facing southwest.

Photo 13: Open Water. View facing southwest.

Photo 14: Pasture. View facing northwest.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 EAST 21ST STREET
TULSA, OK 74129
PHONE: (918)581-7458 FAX: (918)581-7467
URL: www.fws.gov/southwest/es/Oklahoma/

Consultation Tracking Number: 02EKOK00-2014-SLI-0911 May 28, 2014
Project Name: US-81 Chickasha Bypass

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm.

If your species list does not contain the American burying beetle and your projects falls within Marshall, Love, Carter, Murray, Garvin, McClain, Cleveland, Pottawatomie or Adair counties,

the Service reccomends that you consider the American burying beetle in your project planning process. There is evidence to suggest (Crawford and Hoagland 2010), that the American burying beetle may occur in these counties.

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: US-81 Chickasha Bypass

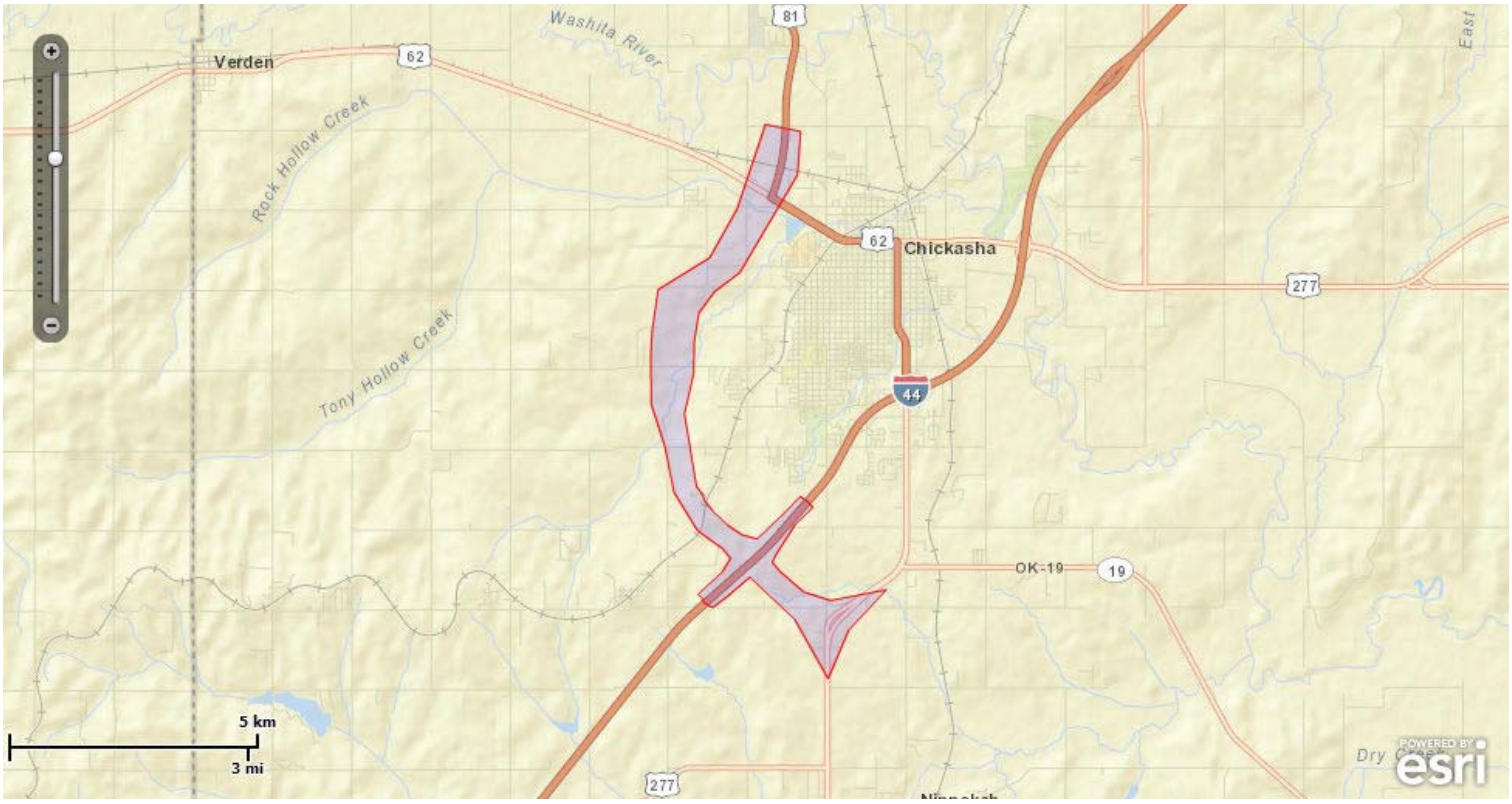
Official Species List

Provided by:

Oklahoma Ecological Services Field Office
9014 EAST 21ST STREET
TULSA, OK 74129
(918) 581-7458
http://www.fws.gov/southwest/es/Oklahoma/

Consultation Tracking Number: 02EKOK00-2014-SLI-0911
Project Type: Transportation
Project Description: New Construction - Bypass

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-97.9390752 34.989087, -97.9474866 34.9816962, -97.9520222 34.9729465, -97.9593779 34.9836854, -97.9693515 34.9913291, -97.974527 34.987771, -97.9775998 34.9858935, -97.9780204 34.9859849, -97.9794795 34.9867233, -97.9798743 34.9875108, -97.9808356 34.9882703, -97.9754417 34.9923567, -97.9736029 34.9948124, -97.9754225 34.9965491, -97.9809071 34.9997974, -97.9861943 35.0067155, -97.9882456 35.0151584, -97.9912389 35.0227528, -97.9913273 35.031782, -97.9909556 35.0363456, -97.989651 35.0435135, -97.9782613 35.0492826, -97.9721419 35.0580894, -97.9658696 35.0734385, -97.9581 35.0721399, -97.9587866 35.0643, -97.9716008 35.0466194, -97.9772399 35.0430919, -97.9807075 35.0392409, -97.9817288 35.0339491, -97.9817892 35.0283085, -97.9838492 35.0209986, -97.9811436 35.0077906, -97.9799201 35.0064624, -97.9797055 35.006153, -97.9793707 35.0052813, -97.9775917 35.0033474, -97.9742304 35.0007845, -97.9710203 34.9989986, -97.9677383 34.9982923, -97.96155 35.0031365, -97.9581591 35.0059394, -97.9565026 35.0050676, -97.9553181 35.004006, -97.9592754 35.0009007, -97.9636871 34.995304, -97.9643647 34.9940362, -97.962537 34.9923368, -

97.9574124 34.9886922, -97.9513957 34.9871452, -97.9390752 34.989087)))

Project Counties: Grady, OK

Endangered Species Act Species List

There are a total of 5 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed on the **Has Critical Habitat** lines may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Least tern *(Sterna antillarum)*
Population: interior pop.
Listing Status: Endangered

Piping Plover *(Charadrius melodus)*
Population: except Great Lakes watershed
Listing Status: Threatened
Has Critical Habitat: Final designated

Red Knot *(Calidris canutus rufa)*
Listing Status: Proposed Threatened

Sprague's Pipit *(Anthus spragueii)*
Listing Status: Candidate

Whooping crane *(Grus americana)*
Population: except where EXPN
Listing Status: Endangered
Has Critical Habitat: Final designated

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Oklahoma Department of Transportation
NEPA SUMMARY FORM
Endangered Species Act Section 7 Biological Assessment
Bald Eagle Assessment,
Swallow Assessment
and
Jurisdictional Waters and Wetlands Evaluation

County: Grady
J/P Number: 24428(04)
Report Prepared by: Triad Design
USFWS Concurrence Date: 13 January 2015
Form Prepared by: Elizabeth Nichols

NEPA PM: Greg Worrell
Project Number:
Report Submitted Date: October 2014
ROW or Let Date: none designated
Date: 13 January 2015

1. Project Description:
   a. Project Name: Grade, Drain and Surface US-81 creating new bypass around Chickasha
   b. Work Description: Construct new bypass from SH-9 to US-277 on the west side of Chickasha
   c. Footprint acreage: 1,233.63

2. Federally Listed Species Effect Determinations: **USFWS Number**: 02EKOK00-2014-SLI-0911 rechecked 15 December 2014

NOTE: Within 90 days of construction, a current species list must be requested to determine if any changes to federally-listed species have occurred since the original ESA section 7 consultation. If changes have occurred, further consultation may be required.

Species	Listing Status	Effect Determination & Concurrence	USFWS Concurrence Requirements
Interior Least Tern	Endangered	No Effect	None
Whooping Crane	Endangered	May Affect, unlikely to adversely affect	None
Piping Plover	Threatened	No Effect	None
Red Knot	Proposed	No Effect	None
Sprague's Pipit	Candidate	Not likely to impact current existence	None

3. Acres of ABB suitable habitat: None

4. Bald Eagle Assessment: __X___ not expected to impact *or* _____ may impact

5. Swallow Assessment: _____ may not impact *or* __X___ will likely impact

6. Migratory Birds: species that are present during the breeding season will be addressed by implementing measures, designed in coordination with the USFWS, to avoid impacts to active nests. This will be done prior to project letting and any appropriate plan notes will be provided at that time.

7. NEPA Commitments:

a. Surveys: None

b. Habitat Conservation: None

c. Swallow and other migratory bird nesting on transportation structures

Cliff Swallows and Barn Swallows are small colonial nesting birds protected by the federal Migratory Bird Treaty Act. These species commonly use bridges and culverts for nesting. Swallow use of the ***US-81 culvert south of 16th Street*** has been observed. In order to avoid impacts to swallows, work on this structure must be completed between September 1, and March 31, when nests are not occupied. If work cannot be completed between September 1 and March 31, the ***structure*** must be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds. Options include the exclusion of adult birds from suitable nest sites on or within a structure by the placement of netting prior to April 1. Methods other than netting must be pre-approved by the ODOT Biologist.

8. Waters and Wetlands Evaluation:

Wetlands and Ponds:

Total Field Sites	Type	Cowardin Classification	Potential Jurisdictional Status	Acres within study footprint
2	Forested Wetland	PFO1A	Likely	0.33
7	Emergent Wetland	PEM1E	Likely	1.194
6	Emergent Wetland	PEM1E	Unlikely	0.25
2	Emergent Wetland	PEM1A	Likely	0.97
1	Forested/Shrub Wetland	PFO/PSS1A	Likely	0.8
1	Emergent/Shrub Wetland	PEM/PSS1A	Likely	0.69
1	Forested/Emergent Wetland	PFO/PEM1A	Likely	0.09
5	Open Water	PUBF	Likely	1.76
2	Open Water	PUBF	Unlikely	1.07
2	Open Water	PUBE	Likely	0.36
9	Open Water	PUBE	Unlikely	0.98
7	Open Water	PUBH	Likely	8.23

Streams and Drainages:

Total Field Sites	Water Body Name	USGS Designation	Potential Jurisdictional Status	Acres within study footprint	Linear Feet within study footprint
1	Rock Hollow Creek	Mapped intermittent	Likely	0.45	864
1	Line Creek	Mapped perennial	Likely	0.58	1,669
11	Intermittent Creek	Mapped intermittent	Likely	1.24	10,867
2	Intermittent Creek	Unmapped intermittent	Likely	0.07	691
4	Ephemeral Drainage	Mapped ephemeral	Likely	0.09	1,692
10	Ephemeral Drainage	Unmapped ephemeral	Likely	0.43	5,770
1	Ephemeral Drainage	Unmapped ephemeral	Unlikely	0.01	60

WATERS AND WETLANDS EVALUATION REPORT

For US-81 Chickasha Bypass

County	Grady	JP Number	24428(04)	Project Number	-
Road Number	US-81	Water Body Name		Rock Hollow Creek, Line Creek and associated tributaries	
ROW Date		Let Date	-	Project Length	approximately 8 miles
Project General Location		The project is located immediately west of the city of Chickasha, Oklahoma.			
Project Statement		Grade, Drain, and Surface US-81 to create new roadway from junction with SH-9 south to US-277 as a bypass for west side of Chickasha.			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:
Renee' Ellis, Biologist
Triad Design Group
3020 Northwest 149th Street
Oklahoma City, OK 73134

Report Date: September 2014
Revision Date: December 2014

PROJECT OVERVIEW

Project Type	**Check √**
Bridge and Approaches	
Grade, Drain, Surface and Bridge	X
Grade, Drain and Surface	
Asphalt Overlay	
Widen and Resurface existing lanes	
Pavement Reconstruction & rehabilitation	
Bridge Rehabilitation	
Safety Improvements (Cable Barrier, Guardrail, signage)	
Intersection Modifications	
Safe Routes to School (Describe)	
Enhancements (Describe)	
Other (Describe) New Construction of Bypass	

Description of the **existing** bridge/roadway

The project will be constructed on new alignment. No existing roadways or bridges will be utilized along the proposed alignment.

Description of **proposed** improvements **SPECIFIC TO THIS PROJECT**

ODOT is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will begin at the curve north of the US 81/SH 19 West junction and extend north approximately 8 miles to the US 81/US 62 intersection. Along the new bypass, interchanges will be constructed at US 81, I-44, Country Club Road, Grand Avenue, and US 62. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

Project Environmental Study Footprint

Project Location		Environmental Study Footprint	
Section Range & Township	**Lat/Long (NAD 83)**	**Dimensions**	**Acreage**
Section 17-T7N-R7W; Section 20-T7N,-R7W; Section 29-T7N-R7W; Section 30-T7N-R7W; Section 31-T7N-R7W; Section 25-T7N-R8W; Section 36-T7N-R8W; Section 1-T6N-R8W; Section 6-T6N-R7W; Section 7-T6N-R7W; Section 8-T6N-R7W; Section 16-T16N-R7W; Section 17-T6N-R7W; Section 18-T6N-R7W; Section 20-T6N-R7W; Section 21-T6N-R7W.	35.014111N, -97.96754 W	600’ Corridor centered about Proposed Alignment	1,233.63 Acres

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
Bethany silt loam (2)	0-1%	Well Drained		x	
Dale silt loam (4) Floodplains - Rarely flooded	0-1%	Well drained	x		2. Soils in Aquic suborders, great groups, or subgroups, Albolls suborder, Historthels great group, Histoturbels great group, Pachic subgroups, or Cumulic subgroups that: A. Based on the range of characteristics for the soil series, will at least in part meet one or more Field Indicators of Hydric Soils in the United States, or B. Show evidence that the soil meets the definition of a hydric soil; AND/OR 3. Soils that are frequently ponded for long or very long duration during the growing season: A. Based on the range of characteristics for the soil series, will at least in part meet one or more Field Indicators of Hydric Soils in the United States, or B. Show evidence that the soil meets the definition of a hydric soil;
Grant silt loam (12)	1-3%	Well Drained		x	
Grant silt loam (14) Eroded	3-5%	Well Drained		x	
Grant-Port complex (15)	0-12%	Well Drained		x	
Kirkland silt loam (17)	0-1%	Well Drained		x	
Lucien-Nash complex (21)	5-12%	Well Drained		x	
McLain silty clay loam (22) Floodplains – rarely flooded	0-1%	Moderately Well Drained	x		Same as above
Minco very fine sandy loam (23)	5-8%	Well Drained		x	

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
Minco silt loam (27)	3-5%	Well Drained		x	
Nash-Lucien complex (30)	1-5%	Well Drained		x	
Norge silt loam (34)	1-3%	Well Drained		x	
Norge silt loam (35) Eroded	3-5%	Well Drained		x	
Port fine sandy loam (39) – Floodplains, occasionally flooded	0-1%	Well Drained	x		Same as above
Port silt loam (40) Floodplains, occasionally flooded	0-1%	Well Drained	x		Same as above
Reinach silt loam (43) Floodplains, rarely flooded	0-1%	Well Drained	x		Same as above
Renfrow silt loam (44)	1-3%	Well Drained		x	
Renfrow silt loam (45) Eroded	3-5%	Well Drained		x	
Renfrow silt loam (46) Severely eroded	3-5%	Well Drained		x	
Renfrow-Huska Complex (47)	1-3%	Well Drained		x	
Teller loam (56)	3-5%	Well Drained		x	
Teller loam (57) Eroded	3-5%	Well Drained		x	
Teller loam (58)	5-8%	Well Drained		x	
Zaneis loam (65) Eroded	3-5%	Well Drained		x	
Zaneis loam (66) Severely eroded	3-8%	Well Drained		x	

Environmental Study Footprint General Description and Vegetation Present

Upon site investigations on August 12 - 16, 2014, the current land use was characterized as predominantly agricultural with scattered commercial and residential dwellings. Tree and sapling species observed during the site visit included eastern cottonwood (*Populus deltoides*), black willow *(Salix nigra),* sugarberry (*Celtis laevigata*), American elm (*Ulmus americana*), roughleaf dogwood (*Cornus drummondii*), western soapberry (*Sapindus drummondii*), box elder (*Acer negundo),* Osage orange (*Maclura pomifera*), green ash (*Fraxinus pennsylvanica*), honey locust (*Gleditsia triacanthos*), water oak (*Quercus nigra),* eastern red cedar *(Juniperus virginiana),* smooth sumac *(Rhus glabra),* winged sumac *(Rhus copallina),* eastern redbud *(Cercis canadensis),* black walnut *(Juglans nigra),* pecan *(Carya illinoinensis),* red mulberry *(Morus rubra),* salt cedar (*Tamarix gallica*), and sycamore (*Platanus occidentalis*). Woody shrubs and vines present included Chinese privet (*Ligustrum sinense*), Indian currant (*Symphoricarpos orbiculatus*), buttonbush (*Cephalanthus occidentalis*), chittamwood (*Bumelia lanuginosa*), pokeberry (*Phytolacca americana*), multiflora rose (*Rosa multiflora*), chickasaw plum (*Prunus angustifolia*), Japanese honeysuckle (*Lonicera japonica*), poison ivy (*Rhus radicans*), Virginia creeper (*Parthenocissus quinquefolia*), grapevine (*Vitis* sp.), trumpet creeper (*Campsis radicans),* and greenbrier (*Smilax rotundifolia).* The observed herbaceous species included bermudagrass (*Cynodon dactylon*), Johnson's grass (*Sorghum halapense*), little bluestem (*Schizachyrium scoparium*), Canada wildrye (*Elymus canadensis*), broomsedge bluestem (*Andropogon virginicus*), inland sea oats (*Chasmanthium latifolium*), curly mesquite (*Hilaria belangeri*), sideoats grama (*Bouteloua curtipendula*), tall fescue (*Festuca arundinacea*), hairy grama (*Bouteloua hirsuta*), crabgrass (*Digitaria ciliaris*), lovegrass (*Eragrostis* spp.), witchgrass (*Panicum capillare*), stink grass (*Eragrostis cilianensis*), rice cutgrass (*Leersia oryzoides*), Japanese stiltgrass (*Microstegium vimineum*), giant cane (*Arundinaria gigantea*), marsh bristlegrass (*Setaria parviflora),* great ragweed (*Ambrosia trifida*), New York ironweed (*Vernonia noveboracensis*), black-eyed susan *(Rudbeckia hirta),* snow-on-the-mountain *(Euphorbia marginata), Eupatorium* species, goldenrod (*Solidago* spp.), buffalobur nightshade (*Solanum rostratum*), broomweed (*Amphiachyris dracunculoides*), horseweed (*Conyza canadensis*), cocklebur (*Xanthium strumarium*), horse nettle (*Solanum carolinense*), *Aster* species, lamb's quarters (*Chenopodium album*), sandbur (*Cenchrus* spp.), beggar's tick (*Bidens frondosa*), prickly pear cactus (*Opuntia tortispina*), false daisy (*Eclipta alba*), saltmarsh fleabane (*Pluchea odorata*), curly dock *(Rumex crispus*), saltmarsh aster (*Symphyotrichum divaricatum*), American water willow (*Justicia americana*), frogfruit (*Phyla lanceolata*), smartweed (*Polygonum* spp.), common spikerush (*Eleocharis palustris*), flat sedge (*Cyperus* spp.), grassleaf rush (*Juncus marginatus*), and Caric sedge (*Carex* spp.).

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quads	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
Chickasha & East Ninnekah, OK	US Fish & Wildlife Service: "CONUS_wet_poly" vector digital data	-Great Plains Region - Southwestern Prairies subregion (LRR J)	National List of Plant Species that Occur in Wetlands: - Region 6: South Plains

Streams and Drainages Summary Table

Field Site	Stream Name	USGS Mapped Status	Potential Jurisdictional Status	Acres within Environmental Study Footprint	Linear Feet within Environmental Study Footprint
FS-2	Rock Hollow Creek	Mapped intermittent	Likely	0.45	864
FS-5	Intermittent Creek	Mapped	Likely	0.02	232
FS-7	Intermittent Creek	Mapped	Likely	0.03	370
FS-8	Intermittent Creek	Mapped	Likely	0.06	653
FS-11	Intermittent Creek	Not Mapped	Likely	0.03	221
FS-12	Intermittent Creek	Mapped	Likely	0.12	713
FS-16	Ephemeral Drainage	Mapped	Likely	0.03	470
FS-18	Line Creek	Mapped perennial	Likely	0.58	1,669
FS-19	Intermittent Creek	Mapped	Likely	0.02	151
FS-26	Ephemeral Drainage	Not Mapped	Unlikely	0.01	60
FS-28	Intermittent Creek	Mapped	Likely	0.04	453
FS-29	Intermittent Creek	Not Mapped	Likely	0.04	470
FS-31	Intermittent Creek	Mapped	Likely	0.10	957
FS-33	Ephemeral Drainage	Not Mapped	Likely	0.01	320
FS-36	Ephemeral Drainage	Not Mapped	Likely	0.07	898
FS-37	Ephemeral Drainage	Not Mapped	Likely	0.01	179

Field Site	Stream Name	USGS Mapped Status	Potential Jurisdictional Status	Acres within Environmental Study Footprint	Linear Feet within Environmental Study Footprint
FS-40	Ephemeral Drainage	Not Mapped	Likely	0.05	292
FS-41	Ephemeral Drainage	Not Mapped	Likely	0.09	1,077
FS-42	Ephemeral Drainage	Not Mapped	Likely	0.01	138
FS-44	Intermittent Creek	Mapped	Likely	0.11	1,209
FS-47	Ephemeral Drainage	Mapped	Likely	0.03	511
FS-52	Ephemeral Drainage	Mapped	Likely	0.01	140
FS-54	Ephemeral Drainage	Not Mapped	Likely	0.01	133
FS-56	Intermittent Creek	Mapped	Likely	0.27	1,986
FS-59	Ephemeral Drainage	Not Mapped	Likely	0.01	194
FS-64	Intermittent Creek	Mapped	Likely	0.31	3,013
FS-68	Intermittent Creek	Mapped	Likely	0.16	1,130
FS-69	Ephemeral Drainage	Not Mapped	Likely	0.05	1,004
FS-71	Ephemeral Drainage	Mapped	Likely	0.02	571
FS-73	Ephemeral Drainage	Not Mapped	Likely	0.12	1,535

Wetlands and Ponds Summary Table

Field Site	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
FS-1	Forested Wetland	PFO1A	Likely	0.14
FS-3	Open Water	PUBF	Unlikely	0.86
FS-4	Open Water	PUBF	Likely	0.02
FS-6	Open Water	PUBF	Likely	0.21
FS-9	Emergent Wetland	PEM1E	Likely	0.21
FS-10	Open Water	PUBE	Unlikely	0.22
FS-13	Open Water	PUBE	Unlikely	0.08
FS-14	Open Water	PUBE	Unlikely	0.05
FS-15	Open Water	PUBE	Unlikely	0.19
FS-17	Open Water	PUBE	Likely	0.12
FS-20	Open Water	PUBE	Unlikely	0.09
FS-21	Open Water	PUBE	Unlikely	0.11
FS-22	Open Water	PUBE	Unlikely	0.11
FS-23	Open Water	PUBE	Unlikely	0.02
FS-24	Emergent Wetland	PEM1E	Unlikely	0.02
FS-25	Emergent Wetland	PEM1E	Unlikely	0.02
FS-27	Emergent Wetland	PEM1E	Unlikely	0.04
FS-30	Emergent Wetland	PEM1E	Likely	0.29
FS-32	Forested Wetland	PFO1A	Likely	0.19
FS-34	Open Water	PUBF	Likely	1.18
FS-35	Emergent Wetland	PEM1A	Likely	0.93
FS-38	Open Water	PUBE	Unlikely	0.11
FS-39	Open Water	PUBE	Likely	0.24
FS-43	Open Water	PUBH	Likely	0.18
FS-45	Emergent Wetland	PEM1E	Likely	0.25

Field Site	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
FS-46	Emergent Wetland	PEM1E	Likely	0.02
FS-48	Emergent Wetland	PEM1E	Likely	0.004
FS-49	Emergent Wetland	PEM1A	Likely	0.04
FS-50	Open Water	PUBH	Likely	0.61
FS-51	Open Water	PUBH	Likely	1.67
FS-53	Emergent Wetland	PEM1E	Likely	0.04
FS-55	Open Water	PUBH	Likely	2.80
FS-57	Emergent Wetland	PEM1E	Unlikely	0.02
FS-58	Open Water	PUBH	Likely	0.31
FS-60	Emergent Wetland	PEM1E	Unlikely	0.02
FS-61	Forested / Shrub Wetland	PFO/PSS1A	Likely	0.80
FS-62	Emergent / Shrub Wetland	PEM/PSS1A	Likely	0.69
FS-63	Open Water	PUBH	Likely	1.49
FS-65	Forested / Emergent Wetland	PFO/PEM1A	Likely	0.09
FS-66	Emergent Wetland	PEM1E	Likely	0.38
FS-67	Open Water	PUBH	Likely	1.17
FS-70	Open Water	PUBF	Likely	0.25
FS-72	Open Water	PUBF	Likely	0.10
FS-74	Open Water	PUBF	Unlikely	0.21
FS-75	Emergent Wetland	PEM1E	Unlikely	0.13

FIELD SITES

Streams and other linear aquatic features

All of the field sites listed below are likely to be considered jurisdictional by the US Army Corps of Engineers unless otherwise noted in the field site description. It should be noted that according to the U.S. Drought Monitor – Grady County, Oklahoma was experiencing "Severe Drought" conditions during the course of the field survey.

Field Site 2: Rock Hollow Creek

This intermittent drainage flows from west to east through the project area. This site is displayed in the site photographs and identified on the site map as FS-2 (**Appendix A and Figures 5-2 and 5-3**). The canopy surrounding the area included American elm, western soapberry, and black willow trees and saplings. The estimated ordinary high water marks ranged from 20 to 25 feet wide. Approximately 864 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.45 acres. Site photographs are included in **Appendix A**. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 5: Intermittent Creek

This intermittent drainage flows eastward and connects the ponds noted as FS-4 and FS-6. This site is displayed in the site photographs and identified on the site map as FS-5 (**Appendix A and Figure 5-5**). In the areas where canopy cover was observed, the species included American elm, western soapberry, and black willow trees and saplings. The estimated ordinary high water marks were approximately 3 to 5 feet wide. Approximately 232 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.02 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 7: Intermittent Creek

This intermittent drainage is hydrologically connected to the pond noted as FS-6 and flows

northeast until its exit from the study area. This site is displayed in the site photographs and identified on the site map as FS-7 (**Appendix A and Figure 5-5**). In the areas where canopy cover was observed, the species included cottonwood, red mulberry, and honey locust trees and saplings. The estimated ordinary high water marks ranged from approximately 2 to 5 feet wide. Approximately 370 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.03 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 8: Intermittent Creek

This intermittent drainage flows northward, crossing E1355 Road, and then exiting the study area. It is hydrologically connected to the emergent wetland noted as FS-9. This site is displayed in the site photographs and identified on the site map as FS-8 (**Appendix A and Figure 5-6**). It should be noted that due to cattle activity, a large portion of the area did not exhibit channel morphology or ordinary high water marks. For these reasons, the trampled area was not included in the linear feet count. The canopy surrounding the area consisted of American elm, black willow, and black walnut trees and saplings. The drainage was separated into two portions, "A" and "B", for a more accurate assessment of impacts. The estimated ordinary high water marks associated with part "A" ranged from approximately 0 to 3 feet wide while the estimated ordinary high water marks for part "B" ranged from 5 to 10 feet wide. Approximately 368 linear feet of part "A" channel and 285 linear feet of part "B" channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.06 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 11: Intermittent Creek

This intermittent drainage enters the study area flowing southeast until its confluence with the intermittent drainage noted as FS-12. This site is displayed in the site photographs and identified on the site map as FS-11 (**Appendix A and Figure 5-8**). The canopy surrounding the area consisted of American elm, sugarberry, and roughleaf dogwood trees and saplings. The

estimated ordinary high water marks were approximately 5 to 7 feet wide. Approximately 221 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.03 acre. The creek is not mapped as on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 12: Intermittent Creek

This intermittent drainage enters the study area flowing east until its exit from the study area. This site is displayed in the site photographs and identified on the site map as FS-12 (**Appendix A and Figure 5-8**). The canopy surrounding the area consisted of American elm, sugarberry, roughleaf dogwood, water oak, and black willow trees and saplings. The estimated ordinary high water marks ranged from approximately 5 to 10 feet wide. Approximately 713 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.12 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 16: Ephemeral Drainage

This drainage enters the study area flowing east until its exit from the study area and confluence with Line Creek. This site is displayed in the site photographs and identified on the site map as FS-16 (**Appendix A and Figure 5-9**). It should be noted that due to cattle activity, a large portion of the area did not exhibit channel morphology or ordinary high water marks. For these reasons, the trampled area was not included in the linear feet count. The canopy surrounding the area consisted of American elm, sugarberry, box elder, and western soapberry trees and saplings. The estimated ordinary high water marks ranged from approximately 2 to 4 feet wide. Approximately 470 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.03 acre. The drainage is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**); however site conditions evidenced that the drainage is ephemeral.

Field Site 18: Line Creek

This perennial drainage enters the study area from the west and flows northeast until its exit from the study area. This site is displayed in the site photographs and identified on the site map as FS-18 (**Appendix A, Figures 5-9 and 5-10**). The canopy surrounding the area consisted of American elm, sugarberry, box elder, cottonwood, and western soapberry trees and saplings. The estimated ordinary high water marks ranged from approximately 10 to 20 feet wide. Approximately 1,669 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.58 acre. The creek is mapped as a perennial drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 19: Intermittent Creek

This intermittent drainage enters the study area flowing southeast until its confluence with Line Creek (FS-18). This site is displayed in the site photographs and identified on the site map as FS-19 (**Appendix A, Figures 5-9 and 5-10**). The canopy surrounding the area consisted of American elm, sugarberry, and cottonwood trees and saplings. The estimated ordinary high water marks were approximately 5 to 6 feet wide. Approximately 151 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.02 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 26: Ephemeral Drainage

This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers. This drainage is located in a pasture immediately south of W. Country Club Road. It is hydrologically connected the wetlands noted as FS-25 and FS-27. This site is displayed in the site photographs and identified on the site map as FS-26 (**Appendix A and Figure 5-10**). The vegetation surrounding the area included black willow trees and saplings. The estimated ordinary high water marks were approximately 3 to 4 feet wide. Approximately 60 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is not

mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 28: Intermittent Creek

This drainage is located in a pasture immediately east of State Highway 92. It flows northeast until its confluence with the intermittent creek noted as FS-29. This site is displayed in the site photographs and identified on the site map as FS-28 (**Appendix A and Figure 5-11**). The canopy surrounding the area consisted of red cedar, sugarberry, American elm, and western soapberry trees and saplings. The estimated ordinary high water marks ranged from approximately 2 to 5 feet wide. Approximately 453 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.04 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 29: Intermittent Creek

This intermittent drainage is located in a pasture immediately east of State Highway 92. It enters the study area and flows northeast until its exit from the project area. This site is displayed in the site photographs and identified on the site map as FS-29 (**Appendix A, Figures 5-11 and 5-12**). The canopy surrounding the area consisted of red cedar, sugarberry, American elm, and western soapberry trees and saplings. The estimated ordinary high water marks were approximately 3 to 4 feet wide. Approximately 470 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.04 acre. The creek is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 31: Intermittent Creek

This intermittent drainage is located in a pasture immediately west of I-44. It enters the study area and flows northward until its exit from the project area. This site is displayed in the site photographs and identified on the site map as FS-31 (**Appendix A, Figures 5-12 and 5-13**). The canopy surrounding the area consisted of cottonwood, American elm, black willow, and green ash trees and saplings. The estimated ordinary high water marks ranged from approximately 2

to 7 feet wide. Approximately 957 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.10 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 33: Ephemeral Drainage

This small drainage flows from the open water area noted as FS-34 to the intermittent creek noted as FS-31. This site is displayed in the site photographs and identified on the site map as FS-33 (**Appendix A, Figures 5-12 and 5-13**). The portions of the drainage with canopy cover consisted of American elm and cottonwood trees and saplings. The estimated ordinary high water marks were approximately 1 foot wide. Approximately 320 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 36: Ephemeral Drainage

This drainage begins at a culvert crossing under I-44. It flows northwest into the emergent wetland noted as FS-35. This site is displayed in the site photographs and identified on the site map as FS-36 (**Appendix A and Figure 5-13**). The canopy cover surrounding the area consisted of American elm, roughleaf dogwood, and sugarberry trees and saplings. The estimated ordinary high water marks ranged from approximately 2 to 5 feet wide. Approximately 898 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.07 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 37: Ephemeral Drainage

This drainage originates from the open water area noted as FS-39 and flows northward until its confluence with the drainage noted as FS-36. This site is displayed in the site photographs and identified on the site map as FS-36 (**Appendix A and Figure 5-13**). The canopy cover surrounding the area consisted of American elm, red cedar, and sugarberry trees and saplings.

The estimated ordinary high water marks were approximately 3 to 4 feet wide. Approximately 179 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 40: Ephemeral Drainage

This severely entrenched drainage originates at a culvert crossing under I-44. It flows westward until its exit from the study area. This site is displayed in the site photographs and identified on the site map as FS-40 (**Appendix A, Figures 5-13 and 5-16**). The canopy cover surrounding the area consisted of American elm, red cedar, western soapberry, and sugarberry trees and saplings. The estimated ordinary high water marks ranged from approximately 3 to 12 feet wide. Approximately 292 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.05 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 41: Ephemeral Drainage

This drainage enters the study area along the east side of I-44, flows northwest crossing under the roadway, and continues until its confluence with the intermittent creek noted as FS-44. This site is displayed in the site photographs and identified on the site map as FS-41 (**Appendix A and Figure 5-16**). The canopy cover surrounding the area consisted of roughleaf dogwood, American elm, western soapberry, and sugarberry trees and saplings. The estimated ordinary high water marks ranged from approximately 2 to 5 feet wide. Approximately 1,077 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.09 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 42: Ephemeral Drainage

This drainage is located east of I-44 and flows northward until its confluence with the drainage noted as FS-41. This site is displayed in the site photographs and identified on the site map as

FS-42 (**Appendix A and Figure 5-16**). The canopy cover surrounding the area consisted of redbud, American elm, western soapberry, and sugarberry trees and saplings. The estimated ordinary high water marks ranged from approximately 3 to 4 feet wide. Approximately 138 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 44: Intermittent Creek

This intermittent drainage is located in a pasture immediately west of I-44. It originates from the open water area noted as FS-43 and flows northward until its exit from the project area. This site is displayed in the site photographs and identified on the site map as FS-44 (**Appendix A and Figure 5-16**). The canopy surrounding the area consisted of American elm, red cedar, and roughleaf dogwood trees and saplings. The estimated ordinary high water marks ranged from approximately 3 to 5 feet wide. Approximately 1,209 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.11 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 47: Ephemeral Drainage

This drainage is located east of I-44. It flows northward and dissipates into the wetland noted as FS-48. This site is displayed in the site photographs and identified on the site map as FS-47 (**Appendix A and Figure 5-14**). The vegetation surrounding the area consisted of upland grasses and scattered black willow saplings. The estimated ordinary high water marks ranged from approximately 1 to 4 feet wide. Approximately 511 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.03 acre. The drainage is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**); however site conditions evidenced that the drainage is ephemeral.

Field Site 52: Ephemeral Drainage

This drainage is located east of I-44 and carries overflow from the open water area noted as FS-51 to the open water area noted as FS-55. This site is displayed in the site photographs and identified on the site map as FS-52 (**Appendix A and Figure 5-15**). The vegetation surrounding the area consisted of upland grasses and scattered black willow saplings. The estimated ordinary high water marks ranged from approximately 1 to 3 feet wide. Approximately 140 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**); however site conditions evidenced that the drainage is ephemeral.

Field Site 54: Ephemeral Drainage

This drainage flows northeast from the wetland noted as FS-53 to the open water area noted as FS-55. This site is displayed in the site photographs and identified on the site map as FS-54 (**Appendix A and Figure 5-15**). The canopy surrounding the area consisted of American elm, Osage orange, and sugarberry trees and saplings. The estimated ordinary high water marks were approximately 2 to 3 feet wide. Approximately 133 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 56: Intermittent Creek

This intermittent drainage flows southeast from the open water area noted as FS-55 until its confluence with the intermittent creek noted as FS-64. This site is displayed in the site photographs and identified on the site map as FS-56 (**Appendix A, Figures 5-15 and 5-17**). The canopy surrounding the area consisted of American elm, red cedar, cottonwood, western soapberry, sugarberry, black walnut, and roughleaf dogwood trees and saplings. The estimated ordinary high water marks ranged from approximately 5 to 7 feet wide. Approximately 1,986 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.27 acre. The creek is

mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 59: Ephemeral Drainage

This drainage is located in a residential area north of E1400 Road. It flows northeast until it dissipates into the wetland area noted as FS-61. This site is displayed in the site photographs and identified on the site map as FS-59 (**Appendix A and Figure 5-17**). The canopy surrounding the area consisted of American elm, red mulberry, and western soapberry trees and saplings. The estimated ordinary high water marks were approximately 2 to 3 feet wide. Approximately 194 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.01 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 64: Intermittent Creek

This intermittent drainage flows eastward from the open water area noted as FS-63 until its exit from the project area just west of US-81. This site is displayed in the site photographs and identified on the site map as FS-64 (**Appendix A, Figures 5-17 and 5-18**). The canopy surrounding the area consisted of American elm, cottonwood, redbud, black willow, sugarberry, and roughleaf dogwood trees and saplings. The estimated ordinary high water marks ranged from approximately 3 to 6 feet wide. Approximately 3,013 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.31 acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 68: Intermittent Creek

This intermittent drainage flows northeast from the open water area noted as FS-67 until it dissipates into the open water area noted as FS-70. This site is displayed in the site photographs and identified on the site map as FS-68 (**Appendix A and Figures 5-17**). The canopy surrounding the area consisted of Osage orange, American elm, honey locust, chittamwood, and Chinese privet trees and shrubs. The estimated ordinary high water marks ranged from approximately 4 to 8 feet wide. Approximately 1,130 linear feet of the channel is located within

the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.16

acre. The creek is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 69: Ephemeral Drainage

This drainage begins south of E1400 Road between 16th Street and US-81. It flows northward until it dissipates into the open water area noted as FS-70. This site is displayed in the site photographs and identified on the site map as FS-69 (**Appendix A and Figure 5-17**). The canopy surrounding the area consisted of American elm, sugarberry, and roughleaf dogwood trees and saplings. The estimated ordinary high water marks ranged from approximately 1 to 3 feet wide. Approximately 1,004 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.05 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Field Site 71: Ephemeral Drainage

This drainage is located north of E 1400 Road between 16th Street and US-81. It begins near the open water area noted as FS-70 and continues northward until it dissipates in an upland forest. It does not continue to the intermittent drainage noted as FS-64. This site is displayed in the site photographs and identified on the site map as FS-71 (**Appendix A and Figure 5-17**). The canopy surrounding the area consisted of American elm, sugarberry, and cottonwood trees and saplings. The estimated ordinary high water marks were approximately 1 to 2 feet wide. Approximately 571 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.02 acre. The drainage is mapped as an intermittent drainage on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**); however site conditions evidenced that the drainage is ephemeral.

Field Site 73: Ephemeral Drainage

This drainage begins west of US-81 and flows southeast until its exit from the study area east of

US-81. This site is displayed in the site photographs and identified on the site map as FS-73 (**Appendix A and Figure 5-19**). The canopy surrounding the area consisted of red cedar, roughleaf dogwood, American elm, and sugarberry trees and saplings. The estimated ordinary high water marks ranged from approximately 2 to 5 feet wide. Approximately 1,535 linear feet of the channel is located within the environmental study limits. The estimated total area of disturbance associated with this drainage is approximately 0.12 acre. The drainage is not mapped on the US Geological Survey (USGS) 7.5-Minute Topographic Map (**Figure 2**).

Wetlands and Ponds

The field site listed below is likely to be considered jurisdictional by the US Army Corps of Engineers unless otherwise noted in the field site description. It should be noted that according to the U.S. Drought Monitor – Grady County, Oklahoma was experiencing "Severe Drought" conditions during the course of the field survey.

Field Site 1: Forested Wetland

(0.14 acre) This wetland is located immediately west of US 81. This site is displayed in the site photographs and identified on the site map as FS-1 (**Appendix A and Figure 5-2**). The dominant species included black willow, cottonwood, and sugarberry trees. The soil was mapped as Dale silt loam, 0-1% slopes, well drained, rarely flooded (4) and McLain silty clay loam, 0-1% slopes, moderately well drained, rarely flooded (22). Hydric soils were confirmed by the matrix coloration of 7.5YR 3/1 with reductions of 7.5YR 3/2 from 0 to 3 inches and 7.5YR 3/2 with redox concentrations of 7.5YR 4/4 from 3 to 8+ inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6- Redox Dark Surface. Wetland hydrology is evidenced by water marks, drift deposits, water-stained leaves, and sparsely vegetated concave surface. This wetland is classified as PFO1A (palustrine, forested, broad-leaved deciduous, temporarily flooded), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 3: Open Water

(0.86 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately west of 29th Street. This site is displayed in the site photographs and identified on the site map as FS-3 (**Appendix A, Figures 5-3 and 5-4**). The vegetation surrounding the area consisted of upland grasses and forbs. The soils were mapped as Dale silt loam, 0-1% slopes, well drained, rarely flooded (4) and McLain silty clay loam, 0-1% slopes, moderately well drained, rarely flooded (22), and Teller loam, 3-5% slopes, well drained (56). The area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 4: Open Water

(0.02 acres) This open water area is located in a pasture immediately west of N2815 Road. This site is displayed in the site photographs and identified on the site map as FS-4 (**Appendix A and Figure 5-5**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBFh*" (**Figure 4-1**). The vegetation surrounding the area consisted of smartweed, cocklebur and upland forbs. The soils were mapped as Teller loam, eroded, 3-5% slopes, well drained (57). The area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 6: Open Water

(0.21 acres) This open water area is located in a pasture immediately east of N2815 Road. This site is displayed in the site photographs and identified on the site map as FS-6 (**Appendix A and Figure 5-5**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUSCh*" (**Figure 4-1**). The vegetation surrounding the area consisted of black willow trees and saplings. The soils were mapped as Teller loam, eroded, 3-5% slopes, well drained (57). The area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded), following the Cowardin classification system. Functions of this open water area likely include

surface water retention or detention and wildlife habitat.

Field Site 9: Emergent Wetland

(0.21 acre) This wetland is located immediately south of E1355 Road. It is hydrologically connected to the creek noted as FS-8. This site is displayed in the site photographs and identified on the site map as FS-9 (**Appendix A and 5-6**). A portion of the area is noted on the NWI Mapping as "*PUBFh*" (**Figure 4-1**). The dominant species were common spikerush, smartweed, and flat sedge. The soils were mapped as Grant-Port complex, 0-12% slopes, well drained (15). The area was disturbed and did not exhibit normal/natural conditions. Cattle activity has disrupted the normal indicators which would be present for soil and hydrology. A representative soil sample was unobtainable due to these conditions. Several secondary hydrology indicators were still present including surface soil cracks, geomorphic position, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 10: Open Water

(0.22 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately south of E1355 Road. This site is displayed in the site photographs and identified on the site map as FS-10 (**Appendix A and Figure 5-6**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUSCh*" (**Figure 4-1**). The vegetation surrounding the area consisted of upland grasses and red cedar trees. The soils were mapped as Grant-Port complex, 0-12% slopes, well drained (15). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 13: Open Water

(0.08 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately south

of FS-12 and north of W. Grand Avenue. This site is displayed in the site photographs and identified on the site map as FS-13 (**Appendix A and Figure 5-8**). The vegetation surrounding the area consisted of upland grasses and forbs. The soils were mapped as Nash-Lucien complex, 1-5% slopes, well drained (30). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 14: Open Water

(0.05 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately south of FS-12 and north of W. Grand Avenue. This site is displayed in the site photographs and identified on the site map as FS-14 (**Appendix A and Figure 5-8**). The vegetation surrounding the area consisted of upland grasses and forbs. The soils were mapped as Nash-Lucien complex, 1-5% slopes, well drained (30). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 15: Open Water

(0.19 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately north of W. Grand Avenue. This site is displayed in the site photographs and identified on the site map as FS-15 (**Appendix A and Figure 5-8**). The vegetation surrounding the area consisted of upland grasses and Osage orange shrubs. The soils were mapped as Grant silt loam, eroded, 3-5% slopes, well drained (14). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 17: Open Water

(0.12 acres) This open water area is located in the floodplain of FS-16. This site is displayed in the site photographs and identified on the site map as FS-17 (**Appendix A and Figure 5-9**). The

vegetation surrounding the area consisted of upland grasses and forbs. The soils were mapped as Port silt loam, floodplains, occasionally flooded, 0-1% slopes, well drained (40). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 20: Open Water

(0.09 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately north of W. Country Club Road. This site is displayed in the site photographs and identified on the site map as FS-20 (**Appendix A and Figure 5-10**). The vegetation surrounding the area consisted of upland grasses. The soils were mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 21: Open Water

(0.11 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately north of W. Country Club Road. This site is displayed in the site photographs and identified on the site map as FS-21 (**Appendix A and Figure 5-10**). The vegetation surrounding the area consisted of upland grasses. The soils were mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 22: Open Water

(0.11 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately north of W. Country Club Road. This site is displayed in the site photographs and identified on the site

map as FS-22 (**Appendix A and Figure 5-10**). The vegetation surrounding the area consisted of upland grasses. The soils were mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 23: Open Water

(0.02 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately north of W. Country Club Road. This site is displayed in the site photographs and identified on the site map as FS-22 (**Appendix A and Figure 5-10**). The vegetation surrounding the area consisted of upland grasses. The soils were mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 24: Emergent Wetland

(0.02 acre) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This wetland is located in a pasture immediately south of W. Country Club Road. This site is displayed in the site photographs and identified on the site map as FS-24 (**Appendix A and Figure 5-10**). The dominant species was nodding smartweed. The soil was mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 4/6 from 0 to 2 inches and 5YR 3/3 with concentrations of 5YR 4/6 from 2 to 6 inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by surface soil cracks, geomorphic position, inundation visible on aerial imagery, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 25: Emergent Wetland

(0.02 acre) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This wetland is located in a pasture immediately south of W. Country Club Road and east of FS-24. This site is displayed in the site photographs and identified on the site map as FS-25 (**Appendix A and Figure 5-10**). The dominant species included nodding smartweed and saltmarsh aster. The soil was mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 4/6 from 0 to 2 inches and 5YR 3/3 with concentrations of 5YR 4/6 from 2 to 6 inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by surface soil cracks, geomorphic position, inundation visible on aerial imagery, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 27: Emergent Wetland

(0.04 acre) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This wetland is located in a pasture immediately south of W. Country Club Road and east of FS-25. This site is displayed in the site photographs and identified on the site map as FS-27 (**Appendix A and Figure 5-10**). The dominant species included nodding smartweed and saltmarsh aster. The soil was mapped as Lucien-Nash complex, 5-12% slopes, well drained (21). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 4/6 from 0 to 2 inches and 5YR 3/3 with concentrations of 5YR 4/6 from 2 to 6 inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by algal mat or crust, surface soil cracks, geomorphic position, inundation visible on aerial imagery, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following

the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 30: Emergent Wetland

(0.29 acre) This wetland is located in a pasture immediately east of State Highway 92. It is hydrologically connected to the intermittent drainage noted as FS-29. This site is displayed in the site photographs and identified on the site map as FS-30 (**Appendix A, Figures 5-11 and 5-12**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The dominant species included common spikerush and smartweed. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15). Hydric soils were confirmed by the matrix coloration of 5YR 3/3 with concentrations of 5YR 4/6 from 0 to 2 inches and 5YR 3/2 with concentrations of 5YR 4/4 from 2 to 6 inches. The soils were classified as loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by aquatic invertebrates, geomorphic position, inundation visible on aerial imagery, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 32: Forested Wetland

(0.19 acre) This forested wetland is located in a pasture immediately west of I-44. It follows along the intermittent creek noted as FS-31. This site is displayed in the site photographs and identified on the site map as FS-32 (**Appendix A, Figures 5-12 and 5-13**). The dominant species included black willow, cottonwood, and green ash trees with Japanese stiltgrass dominating the herbaceous layer. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 5/6 from 0 to 5+ inches. The soils were classified as sandy clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6- Redox Dark Surface and S5 – Sandy

Redox. Wetland hydrology is evidenced by water marks, drift deposits, and sediment deposits. This wetland is classified as PFO1A (palustrine, forested, broad-leaved deciduous, temporarily flooded), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention, flood-flow attenuation, and wildlife habitat.

Field Site 34: Open Water

(1.18 acres) This open water area is located in a pasture immediately west of I-44. It is hydrologically connected to the drainages noted as FS-36 and FS-33. This site is displayed in the site photographs and identified on the site map as FS-34 (**Appendix A and Figure 5-13**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The vegetation surrounding the area consisted of upland grasses and forbs. The soils were mapped as Water (W). The area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention, flood-flow attenuation, and wildlife habitat.

Field Site 35: Emergent Wetland

(0.93 acres) This wetland is located adjacent to the open water area noted as FS-34. It is hydrologically connected to the drainage noted as FS-36. This site is displayed in the site photographs and identified on the site map as FS-35 (**Appendix A and Figure 5-13**). The area is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUSCh*" (**Figure 4-3**). The dominant species included nodding smartweed and saltmarsh aster. The soil was mapped as water (W) and Grant-Port complex, 0-12% slopes, well drained (15). Hydric soils were confirmed by the matrix coloration of 5YR 3/3 with depletions of 5YR 5/4 from 0 to 4+ inches. The soils were classified as sandy loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by algal mat or crust, geomorphic position, inundation visible on aerial imagery, and surface soil cracks. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention, flood-flow

attenuation, and wildlife habitat.

Field Site 38: Open Water

(0.11 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture immediately west of I-44 and north of the drainage noted as FS-36. This site is displayed in the site photographs and identified on the site map as FS-38 (**Appendix A and Figure 5-13**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUSCh*" (**Figure 4-3**). The vegetation surrounding the area consisted of upland grasses and black willow, American elm, and sugarberry trees. The soils were mapped as Zaneis loam, eroded, 3-5% slopes, well drained (65). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 39: Open Water

(0.24 acres) This open water area is located in a pasture immediately west of I-44 and south of the drainage noted as FS-36. This site is displayed in the site photographs and identified on the site map as FS-39 (**Appendix A and Figure 5-13**). It is noted on the topographic map (**Figure 2**). The vegetation surrounding the area consisted of upland grasses and black willow and sugarberry trees. The soils were mapped as Zaneis loam, eroded, 3-5% slopes, well drained (65). The area is classified as PUBE (palustrine, unconsolidated bottom, seasonally flooded/saturated), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention and wildlife habitat.

Field Site 43: Open Water

(0.18 acres) This open water area is located in a pasture immediately west of I-44. This site is displayed in the site photographs and identified on the site map as FS-43 (**Appendix A and Figure 5-16**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The vegetation surrounding the area consisted of upland grasses and American elm, red cedar, and roughleaf dogwood trees and saplings. The soils were mapped as

water (W). The area is classified as PUBH (palustrine, unconsolidated bottom, permanently flooded), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 45: Emergent Wetland

(0.25 acres) This wetland is located east of I-44. This site is displayed in the site photographs and identified on the site map as FS-45 (**Appendix A and Figure 5-14**). The dominant species included smartweed and saltmarsh aster. The soil was mapped as Renfrow-Huska Complex, 1-3% slopes, well drained (47). Hydric soils were confirmed by the matrix coloration of 7.5YR 3/4 with concentrations of 5YR 4/6 from 0 to 6+ inches. The soils were classified as loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by inundation visible on aerial imagery, aquatic invertebrates, surface soil cracks, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention, flood-flow attenuation, and wildlife habitat.

Field Site 46: Emergent Wetland

(0.02 acres) This wetland is located east of I-44 and northeast of FS-45. This site is displayed in the site photographs and identified on the site map as FS-46 (**Appendix A and Figure 5-14**). The dominant species included saltmarsh aster and cocklebur. Cottonwood trees surrounded the southern perimeter. The soil was mapped as Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46). Hydric soils were confirmed by the matrix coloration of 7.5YR 3/2 with concentrations of 7.5YR 4/4 from 0 to 2 inches and 5YR 4/3 with concentrations of 5YR 4/6 from 2 to 6 inches. Refusal was encountered at 6 inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by water-stained leaves, surface soil cracks, sparsely vegetated concave surface, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated),

following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 48: Emergent Wetland

(0.004 acres) This small wetland is located east of I-44. It is hydrologically connected to the ephemeral drainage noted as FS-47. This site is displayed in the site photographs and identified on the site map as FS-48 (**Appendix A and Figure 5-14**). The dominant species was common spikerush. The soil was mapped as Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 7.5YR 5/6 and 5YR 4/4 from 0 to 4+ inches. The soils were classified as sandy clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by aquatic invertebrates, surface soil cracks, crayfish burrows, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 49: Emergent Wetland

(0.04 acres) This wetland is located east of I-44 and east of the wetland noted as FS-48. This site is displayed in the site photographs and identified on the site map as FS-49 (**Appendix A and Figure 5-14**). The area is noted on the NWI Mapping as "*PUBFx*" (**Figure 4-3**). The dominant species included cocklebur, common spikerush and saltmarsh aster. The soil was mapped as Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 7.5YR 5/6 and 5YR 4/4 from 0 to 4+ inches. The soils were classified as loamy clay. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by sediment deposits, inundation visible on aerial imagery, aquatic invertebrates, surface soil cracks, crayfish burrows, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland

likely include surface water retention or detention and wildlife habitat.

Field Site 50: Open Water

(0.61 acres) This open water area is located in a pasture immediately east of I-44. This site is displayed in the site photographs and identified on the site map as FS-50 (**Appendix A and Figure 5-15**). The vegetation surrounding the area consisted of upland grasses. The soil was mapped as Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46). The area is classified as PUBH (palustrine, unconsolidated bottom, permanently flooded), following the Cowardin classification system. Functions of this open water area likely include surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 51: Open Water

(1.67 acres) This area is located in a pasture east of I-44 and east of the open water area noted as FS-50. This site is displayed in the site photographs and identified on the site map as FS-51 (**Appendix A and Figure 5-15**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). Vegetation surrounding the area consisted of upland grasses and forbs with red cedar, black willow and American elm trees dominating the canopy. The soil was mapped as water (W). This area is classified as PUBHh (palustrine, unconsolidated bottom, permanently flooded, diked-impounded), following the Cowardin classification system. Functions of this area likely include surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 53: Emergent Wetland

(0.04 acre) This wetland is located east of I-44 and west of the open water area noted as FS-55. This site is displayed in the site photographs and identified on the site map as FS-53 (**Appendix A and Figure 5-15**). The area is noted on the NWI Mapping as "*PUSAh"* (**Figure 4-3**). The dominant species was common spikerush. The soil was mapped as Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46). Hydric soils were confirmed by the matrix coloration of 5YR 3/3 with concentrations of 5YR 4/6 from 0 to 6+ inches. The soils were classified as loamy clay. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile

meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by inundation visible on aerial imagery, surface soil cracks, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 55: Open Water

(2.80 acres) This open water area is located in a pasture southeast of the open water area noted as FS-51. This site is displayed in the site photographs and identified on the site map as FS-55 (**Appendix A and Figure 5-15**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The canopy surrounding the area consisted of cottonwood, American elm, black willow, and sugarberry trees and saplings. The soil was mapped as water (W). This area is classified as PUBHh (palustrine, unconsolidated bottom, permanently flooded, diked-impounded), following the Cowardin classification system. Functions of this area likely include surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 57: Emergent Wetland

(0.02 acre) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This wetland is located in a pasture on a bench north of the drainage noted as FS-56. This site is displayed in the site photographs and identified on the site map as FS-57 (**Appendix A and Figure 5-17**). The dominant species was common spikerush. The soil was mapped as Renfrow silt loam, eroded, 3-5% slopes, well drained (45). Hydric soils were confirmed by the matrix coloration of 5YR 3/3 with concentrations of 5YR 4/6 from 0 to 4+ inches. The soils were classified as loamy clay. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by FAC-neutral test, water-stained leaves, crayfish burrows, and surface soil cracks. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 58: Open Water

(0.31 acre) This open water area is located in a residential area immediately north of E1400 Road. This site is displayed in the site photographs and identified on the site map as FS-58 (**Appendix A and Figure 5-17**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The canopy surrounding the area consisted of American elm, red mulberry, and western soapberry trees and saplings. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15). This area is classified as PUBHh (palustrine, unconsolidated bottom, permanently flooded, diked-impounded), following the Cowardin classification system. Functions of this area likely include flood-flow attenuation, surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 60: Emergent Wetland

(0.02 acre) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This wetland is located in a pasture on a bench south of the wetland noted as FS-61. This site is displayed in the site photographs and identified on the site map as FS-60 (**Appendix A and Figure 5-17**). The dominant species was grassleaf rush, saltmarsh aster, and curly dock. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 4/6 from 0 to 4+ inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil. Wetland hydrology is evidenced by FAC-neutral test, water-stained leaves, and surface soil cracks. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.

Field Site 61: Forested/Shrub Wetland

(0.80 acre) This wetland is located north of E1400 Road. It is hydrologically connected to the open water area noted as FS-58 and the ephemeral drainage noted as FS-59. This site is

displayed in the site photographs and identified on the site map as FS-61 (**Appendix A and Figure 5-17**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The dominant species included buttonbush shrubs with black willow and American elm trees and saplings. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15) and water (W). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 7.5YR 5/8 from 0 to 4 inches and 7.5YR 3/4 with redox concentrations of 7.5YR 5/8 from 4 to 8+ inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by drift deposits, water-stained leaves, inundation visible on aerial imagery, aquatic invertebrates, geomorphic position, and FAC-neutral test. This wetland is classified as PFO/SS1A (palustrine, forested/scrub-shrub, broad-leaved deciduous, temporarily flooded), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention, flood-flow attenuation, and wildlife habitat.

Field Site 62: Emergent/Shrub Wetland

(0.69 acre) This wetland is located north of E1400 Road. It is connected to the forested/shrub wetland noted as FS-61 and the open water area noted as FS-63. This site is displayed in the site photographs and identified on the site map as FS-62 (**Appendix A and Figure 5-17**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The dominant herbaceous species in the emergent layer included nodding smartweed, false daisy, and saltmarsh fleabane. The shrub wetland fringe dominant species included buttonbush and black willow. The soil was mapped as water (W). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 7.5YR 5/8 from 0 to 4 inches and 7.5YR 3/4 with redox concentrations of 7.5YR 5/8 from 4 to 8+ inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by water-stained leaves, aquatic invertebrates, inundation visible on aerial imagery, geomorphic position, and FAC-neutral test. This wetland is classified as PEM/SS1A (palustrine, emergent, persistent /scrub-shrub, broad-leaved deciduous / temporarily flooded), following the Cowardin classification system. Functions of this wetland likely include surface water retention

or detention, flood-flow attenuation, and wildlife habitat.

Field Site 63: Open Water

(1.49 acres) This open water area is located immediately north of E1400 Road and east of the wetland noted as FS-62. This site is displayed in the site photographs and identified on the site map as FS-63 (**Appendix A and Figure 5-17**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The portions of the area which exhibited canopy cover consisted of American elm and black willow trees and saplings. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15) and water (W). This area is classified as PUBHh (palustrine, unconsolidated bottom, permanently flooded, diked-impounded), following the Cowardin classification system. Functions of this area likely include flood-flow attenuation, surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 65: Forested/Emergent Wetland

(0.09 acre) This wetland is located along the intermittent drainage noted as FS-64. This site is displayed in the site photographs and identified on the site map as FS-65 (**Appendix A and Figure 5-17**). The dominant canopy species included American elm, black willow, cottonwood, and sugarberry trees and saplings. The dominant species in the herbaceous layer included rice cutgrass, saltmarsh fleabane, flat sedge, and frog fruit. The soil was mapped as Grant-Port complex, 0-12% slopes, well drained (15). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 7.5YR 5/8 from 0 to 4 inches and 7.5YR 3/4 with redox concentrations of 7.5YR 5/8 from 4 to 8+ inches. The soils were classified as clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by drift deposits, sediment deposits, and FAC-neutral test. This wetland is classified as PFO/EM1A (palustrine, forested/emergent, broad-leaved deciduous/persistent, temporarily flooded), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention, flood-flow attenuation, and wildlife habitat.

Field Site 66: Emergent Wetland

(0.38 acre) This wetland is located south of E1400 Road and west of 16th Street. This site is displayed in the site photographs and identified on the site map as FS-66 (**Appendix A and Figure 5-17**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PEM1Ch*" (**Figure 4-3**). The dominant species was saltmarsh fleabane. The soil was mapped as water (W). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 4/6 and 7.5YR 4/6 from 0 to 6+ inches. The soils were classified as sandy clay loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by aquatic invertebrates, inundation visible on aerial imagery, surface soil cracks, geomorphic position, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention, flood-flow attenuation, and wildlife habitat.

Field Site 67: Open Water

(1.17 acres) This open water area is located adjacent to the wetland noted as FS-66. This site is displayed in the site photographs and identified on the site map as FS-67 (**Appendix A and Figure 5-17**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUBHh*" (**Figure 4-3**). The portions of the area which exhibited canopy cover consisted of American elm, black willow, and western soapberry trees and saplings. The soil was mapped as water (W). This area is classified as PUBHh (palustrine, unconsolidated bottom, permanently flooded, diked-impounded), following the Cowardin classification system. Functions of this area likely include flood-flow attenuation, surface water retention or detention, ground-water recharge, water quality improvement, and wildlife habitat.

Field Site 70: Open Water

(0.25 acres) This open water area is located east of 16th Street and north of E1400 Road. This site is displayed in the site photographs and identified on the site map as FS-70 (**Appendix A and Figure 5-17**). The vegetation surrounding the area consisted of upland grasses and black willow trees. The soil was mapped as Zaneis loam, eroded, 3-5% slopes, well drained (65). This

area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded) following the Cowardin classification system. Functions of this area likely include flood-flow attenuation, surface water retention or detention, and wildlife habitat.

Field Site 72: Open Water

(0.10 acres) This open water area is located west of US-81 and east of 16th Street. This site is displayed in the site photographs and identified on the site map as FS-72 (**Appendix A and Figure 5-18**). The vegetation surrounding the area consisted of snow-on-the-mountain with black willow and American elm trees. The soil was mapped as Nash-Lucien complex, 1-5% slopes, well drained (30). This area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded) following the Cowardin classification system. Functions of this area likely include surface water retention or detention and wildlife habitat.

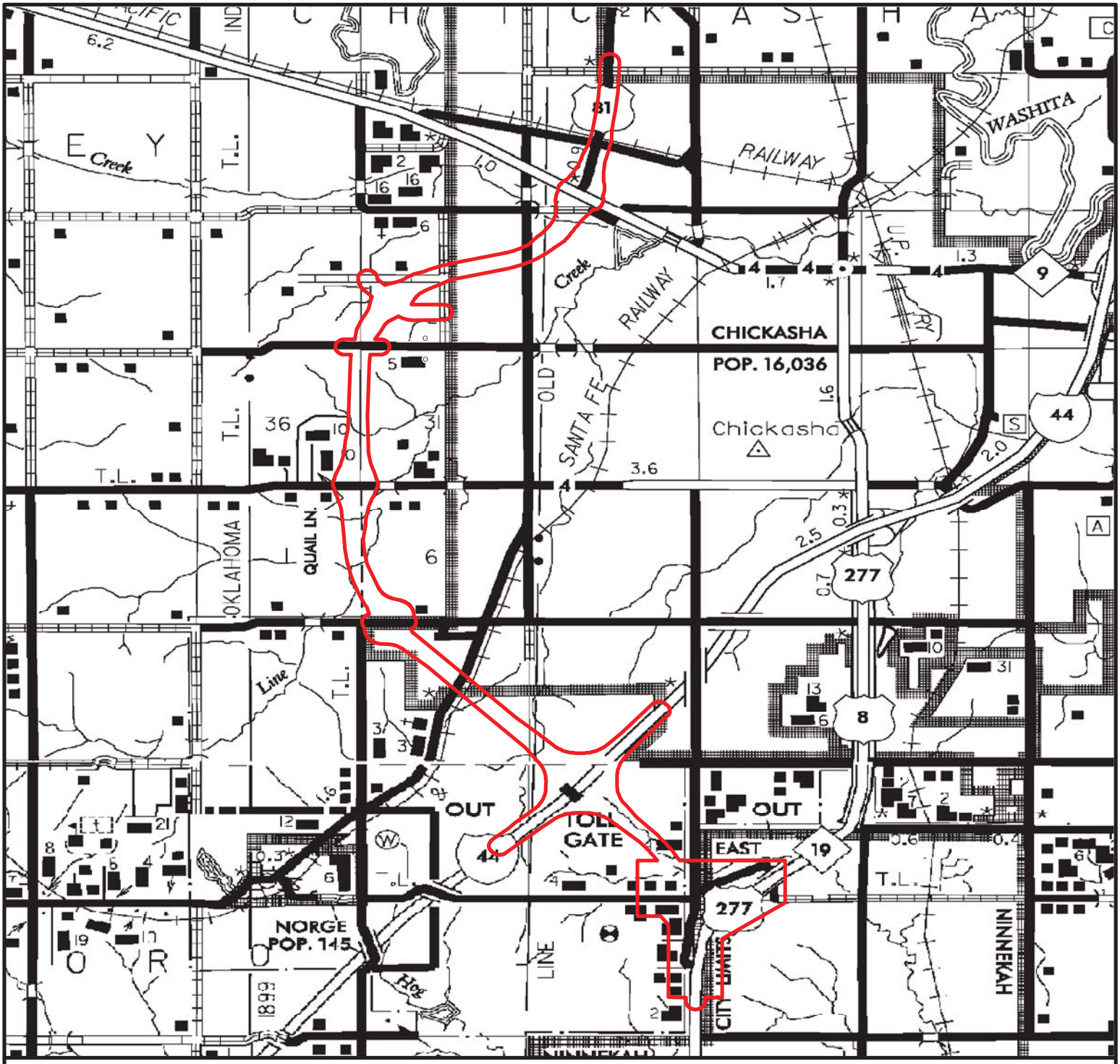
Field Site 74: Open Water

(0.21 acres) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This open water area is located in a pasture east of US-81. This site is displayed in the site photographs and identified on the site map as FS-74 (**Appendix A and Figure 5-19**). It is noted on the topographic map (**Figure 2**) as well as the NWI Mapping as "*PUSCh*" (**Figure 4-3**). The vegetation surrounding the area consisted of upland forbs, cottonwood, and black willow trees. The soil was mapped as Kirkland silt loam, 0-1% slopes, well drained (17). This area is classified as PUBF (palustrine, unconsolidated bottom, semi-permanently flooded) following the Cowardin classification system. Functions of this area likely include surface water retention or detention and wildlife habitat.

Field Site 75: Emergent Wetland

(0.13 acre) *This area may be considered isolated and therefore not considered jurisdictional by the US Army Corps of Engineers.* This wetland is located in a pasture east of US-81. This site is displayed in the site photographs and identified on the site map as FS-75 (**Appendix A and Figure 5-18**). The dominant species was saltmarsh aster. The soil was mapped as Kirkland silt loam, 0-1% slopes, well drained (17). Hydric soils were confirmed by the matrix coloration of 5YR 3/2 with concentrations of 5YR 4/6 from 0 to 4+ inches. The soils were classified as clay

loam. Hydric soil indicator TF2 – Red Parent Material was used for this region. The soil profile meets this indicator as evidence of hydric soil as well as F6 – Redox Dark Surface. Wetland hydrology is evidenced by inundation visible on aerial imagery, surface soil cracks, and FAC-neutral test. This wetland is classified as PEM1E (palustrine, emergent, persistent, seasonally flooded/saturated), following the Cowardin classification system. Functions of this wetland likely include surface water retention or detention and wildlife habitat.



Environmental Study Area

N

0 0.5 1 1.5 Miles

Triad Design Group

3020 N.W. 149th Street
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FIGURE TITLE
LOCATION MAP FOR JP 24428 (04)

DOCUMENT TITLE
WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

DATE	12/3/2014
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
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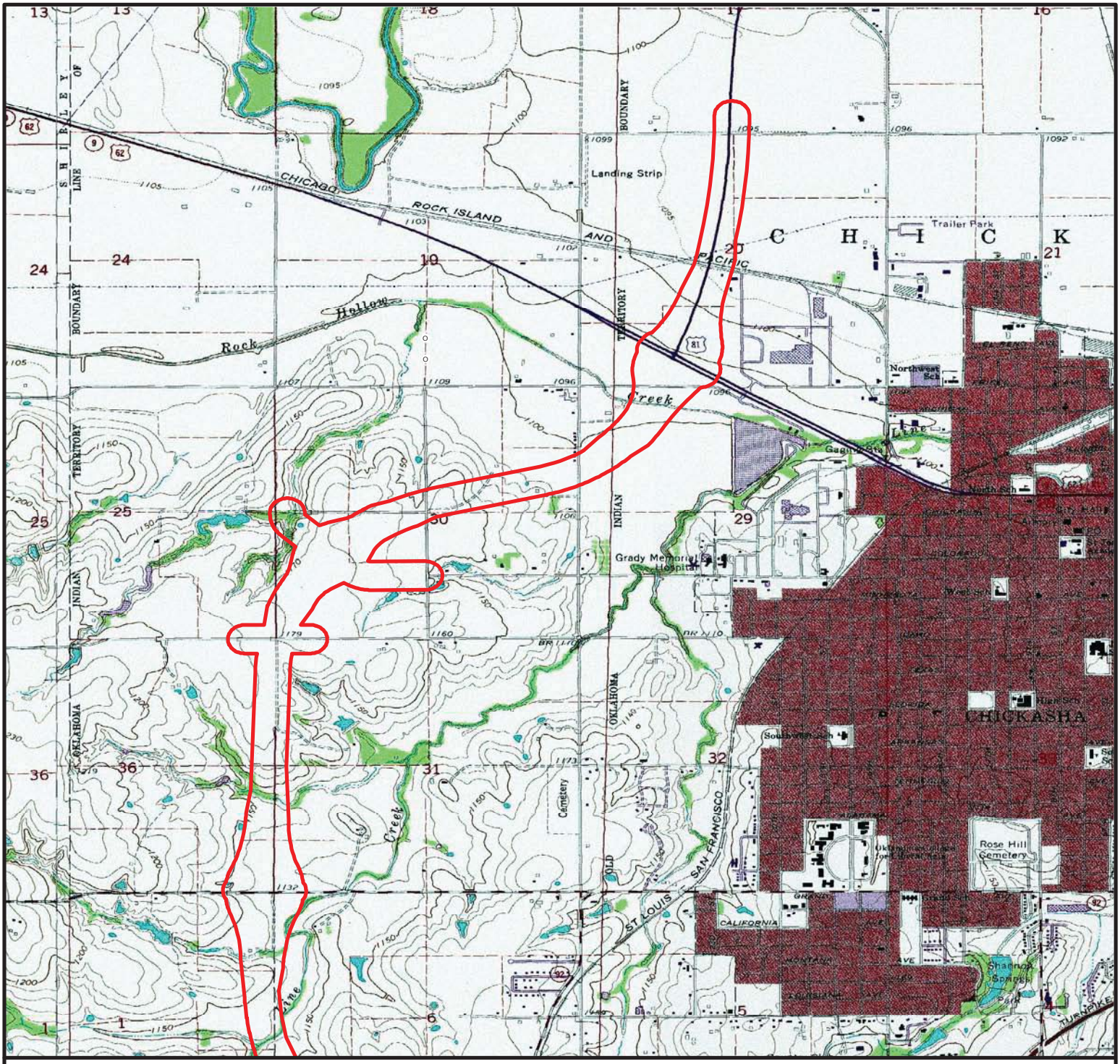

Environmental Study Area

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USGS 7.5 Minute Quadrangles at 1:24,000 scale
Chickasha, Oklahoma & East Ninnekah, Oklahoma

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FIGURE TITLE
TOPOGRAPHIC MAP FOR JP 24428 (04)

DOCUMENT TITLE
WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

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GRADY COUNTY, OKLAHOMA

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DRAWN BY	RE
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FIGURE NUMBER	
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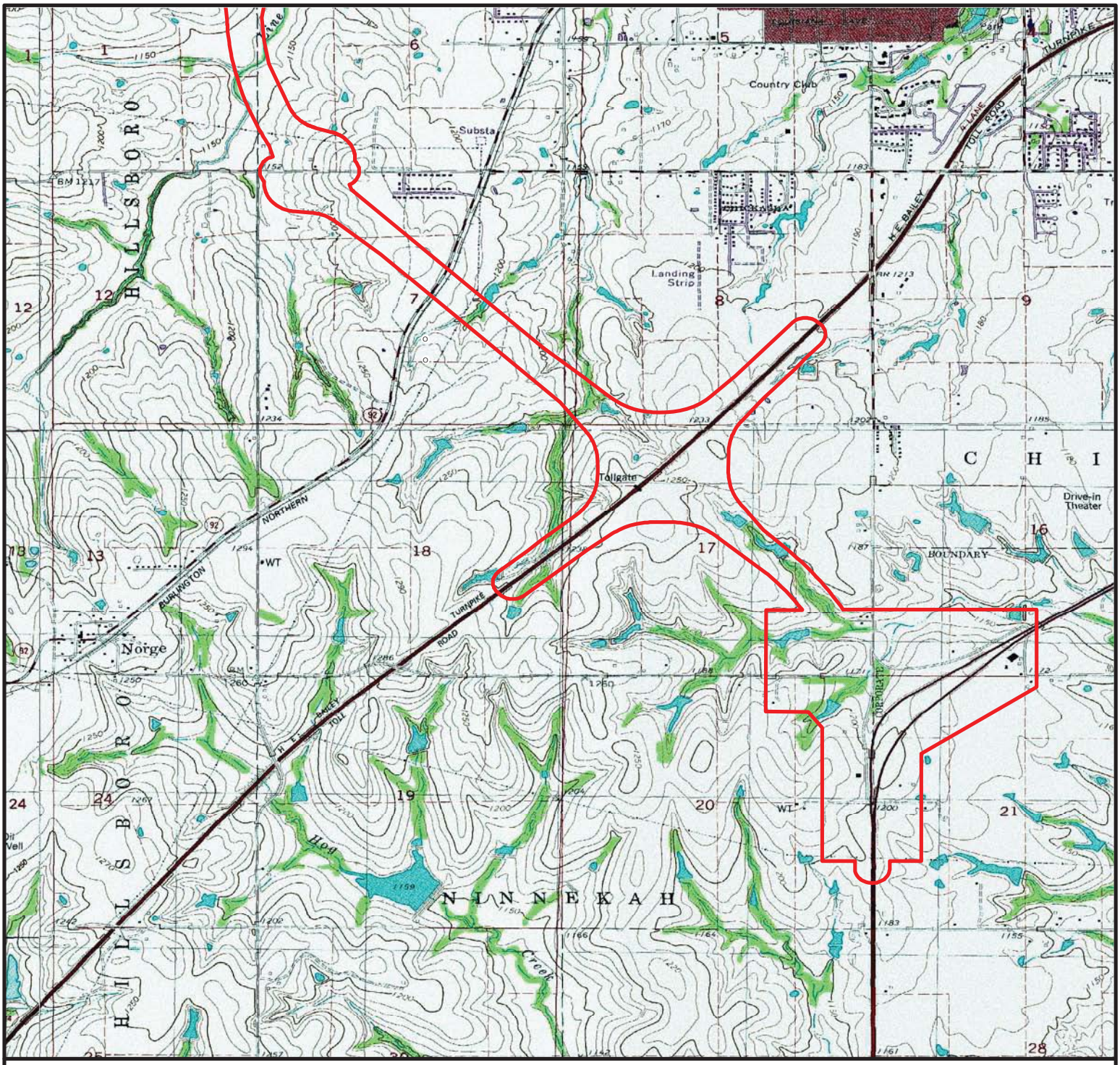

Environmental Study Area

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USGS 7.5 Minute Quadrangles at 1:24,000 scale
Chickasha, Oklahoma & East Ninnekah, Oklahoma

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FIGURE TITLE
TOPOGRAPHIC MAP FOR JP 24428 (04)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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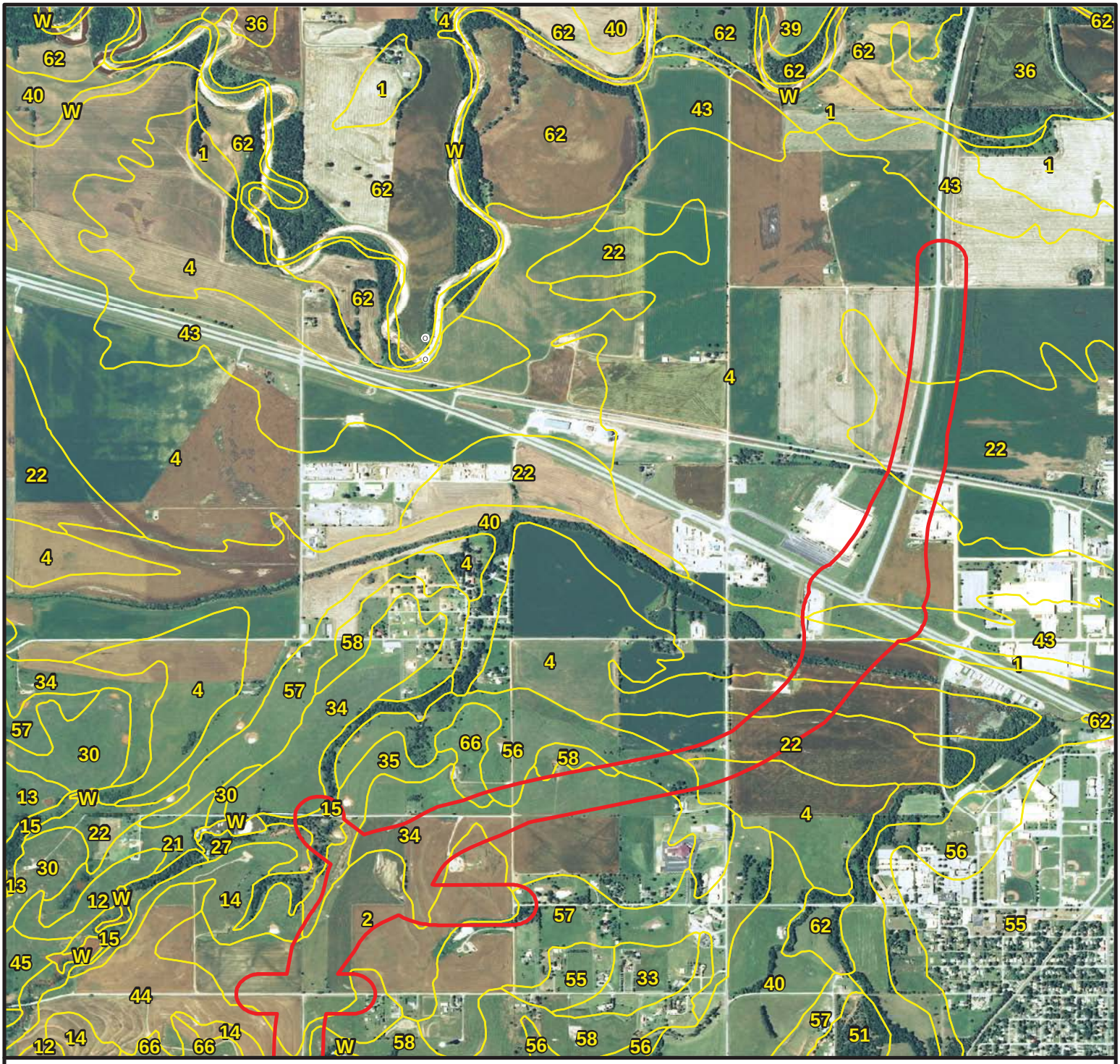

Environmental Study Area

NRCS Soils

2013 Ortho Imagery

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FIGURE TITLE
NRCS SOIL SURVEY MAP FOR JP 24428 (04)

DOCUMENT TITLE
WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

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GRADY COUNTY, OKLAHOMA

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FIGURE NUMBER	
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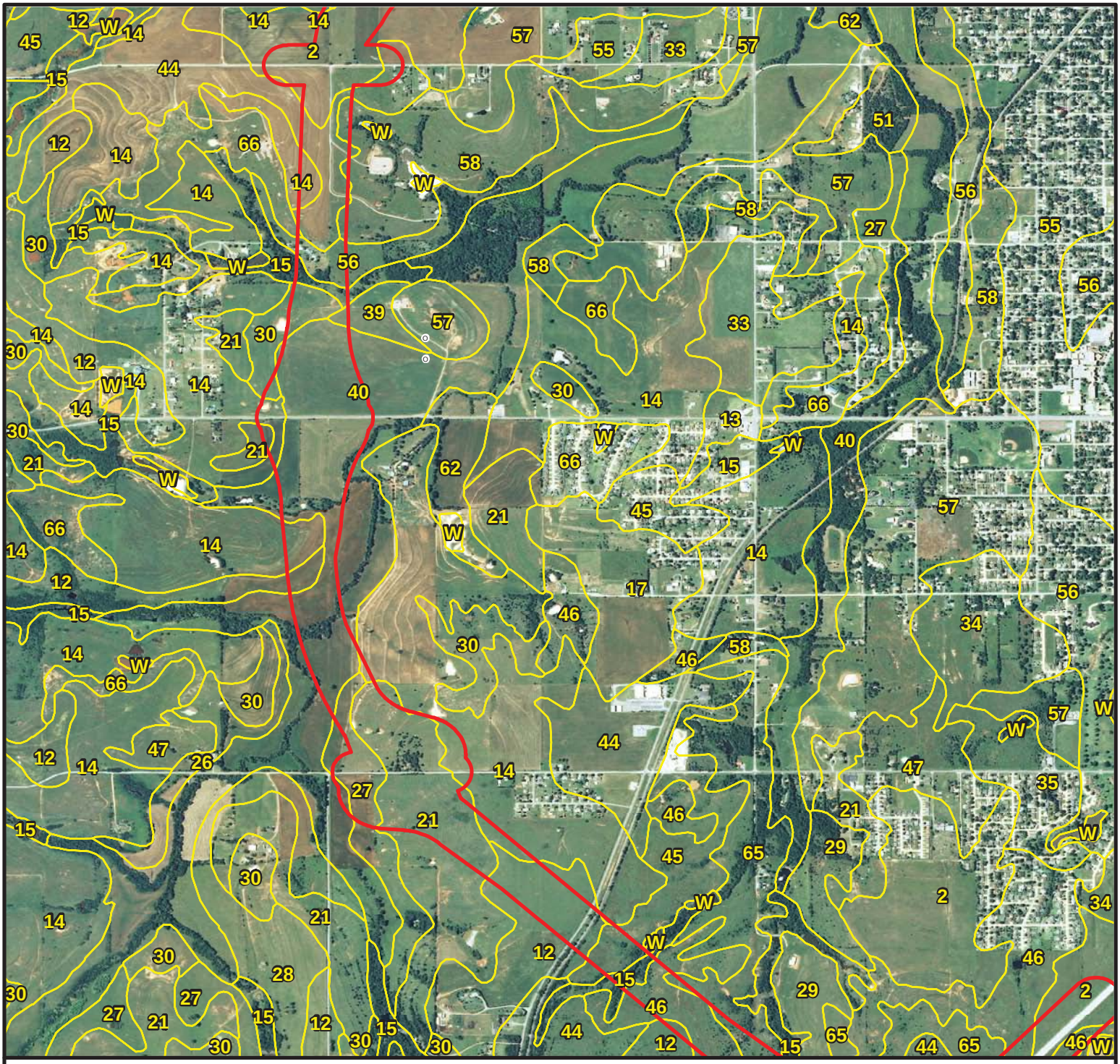

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FIGURE TITLE	**NRCS SOIL SURVEY MAP FOR JP 24428 (04)**
DOCUMENT TITLE	WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	GRADY COUNTY, OKLAHOMA

DATE	12/3/2014
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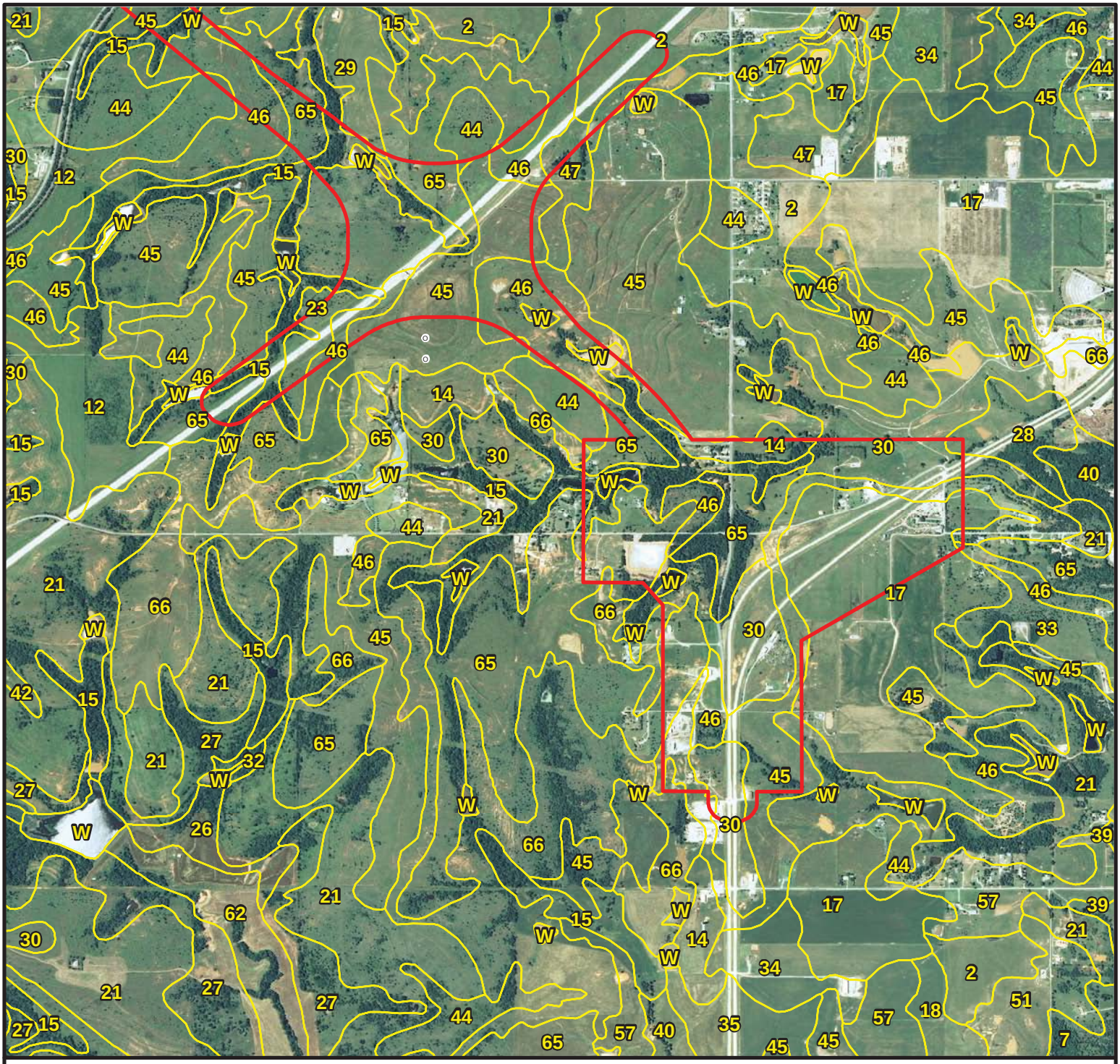
DRAWN BY	RE
TRIAD PROJECT NUMBER	E244-06
FIGURE NUMBER	3-2



Environmental Study Area

NRCS Soils

2013 Ortho Imagery

N

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FIGURE TITLE

NRCS SOIL SURVEY MAP FOR JP 24428 (04)

DOCUMENT TITLE

WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

DATE	12/3/2014
SCALE	AS SHOWN
DESIGNED BY	TS
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DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
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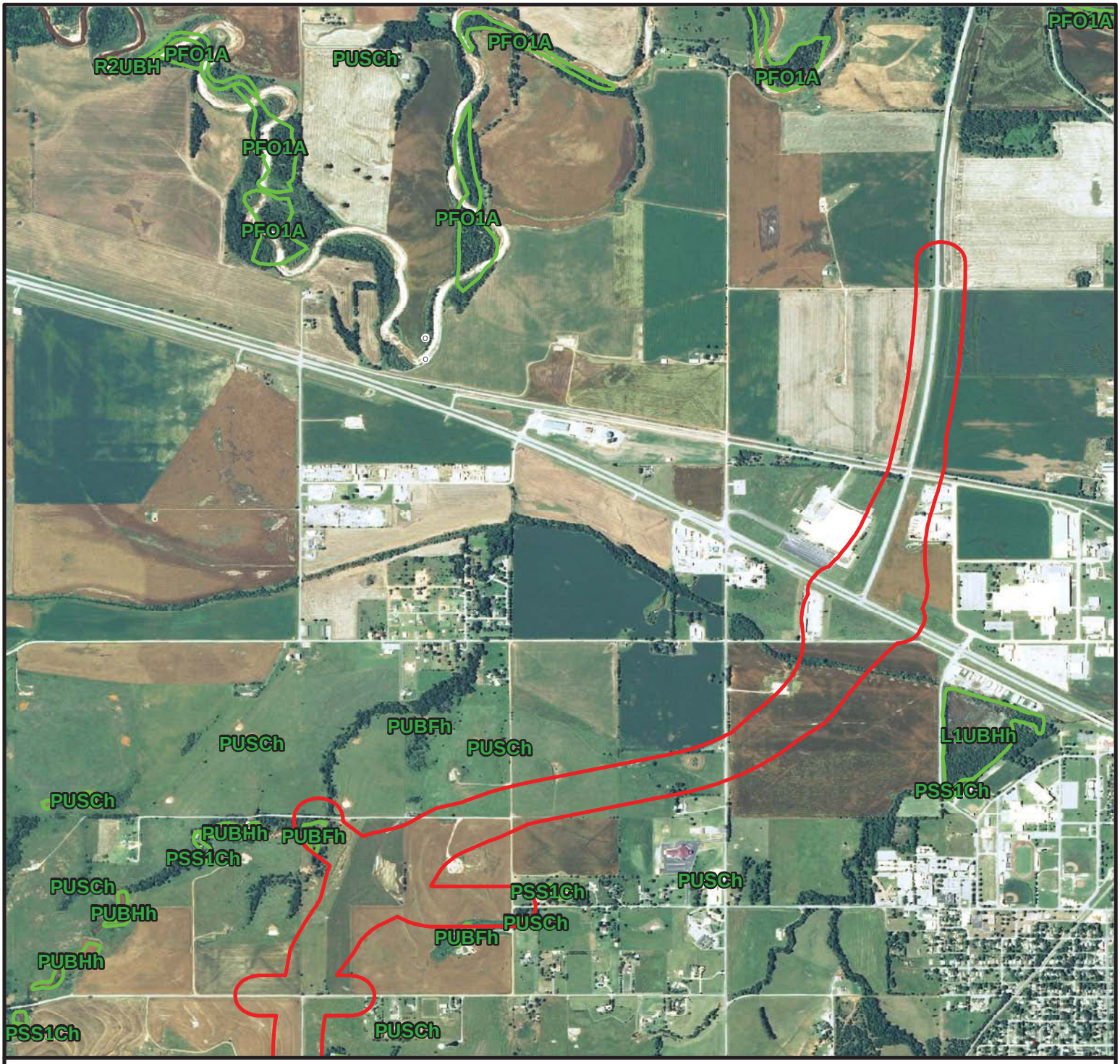

Environmental Study Area

NWI Wetlands

2013 Ortho Imagery
USFWS CONUS Wetland Polygons

N

0 0.25 0.5 0.75 Miles

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FIGURE TITLE
NATIONAL WETLANDS INVENTORY (NWI) MAP FOR JP 24428(04)

DOCUMENT TITLE
WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

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DRAWN BY	RE
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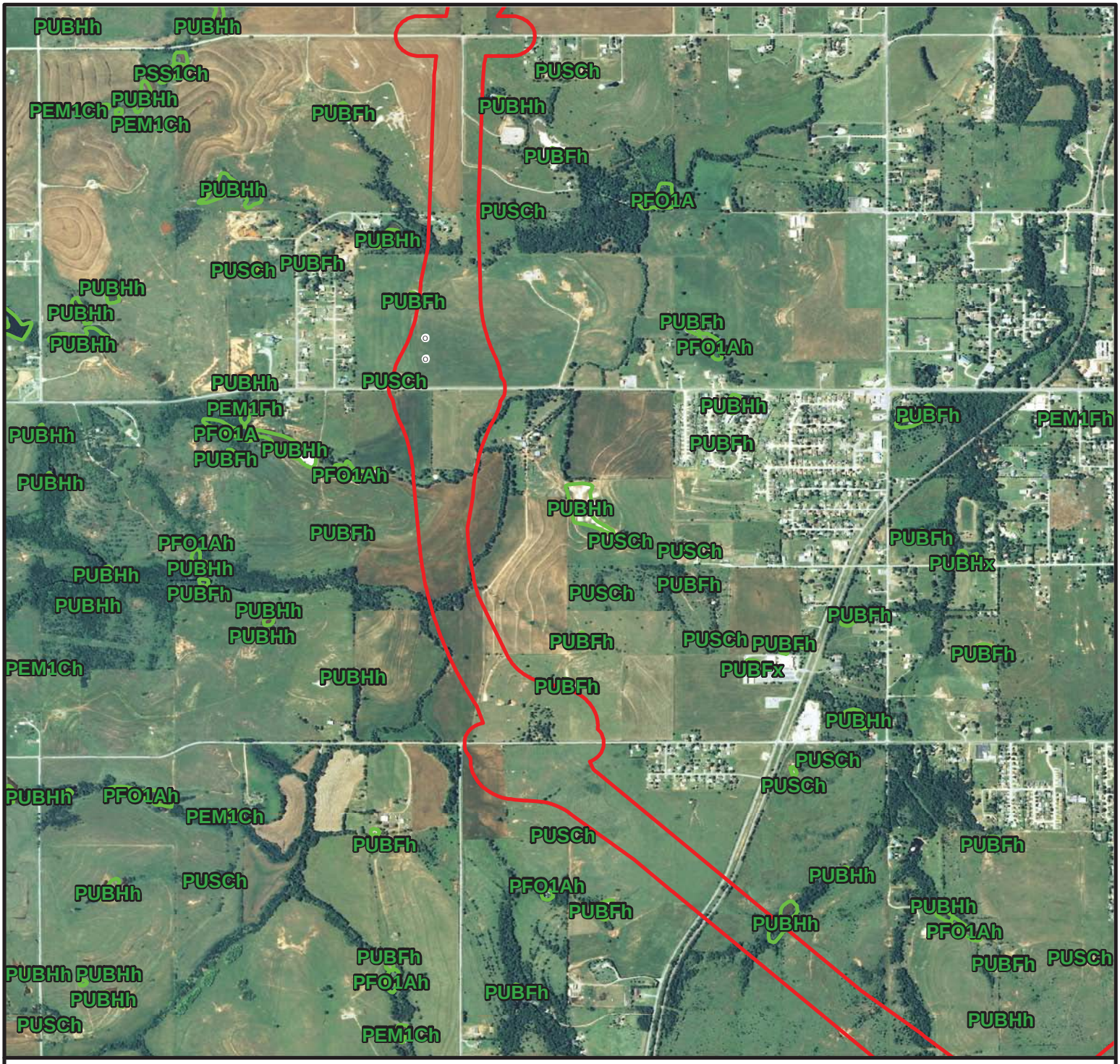
E244-06	
FIGURE NUMBER	
4-1	



Environmental Study Area

NWI Wetlands

2013 Ortho Imagery
USFWS CONUS Wetland Polygons

N

0 0.25 0.5 0.75 Miles

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Ph. (405) 752-1122
Fax (405) 752-8855

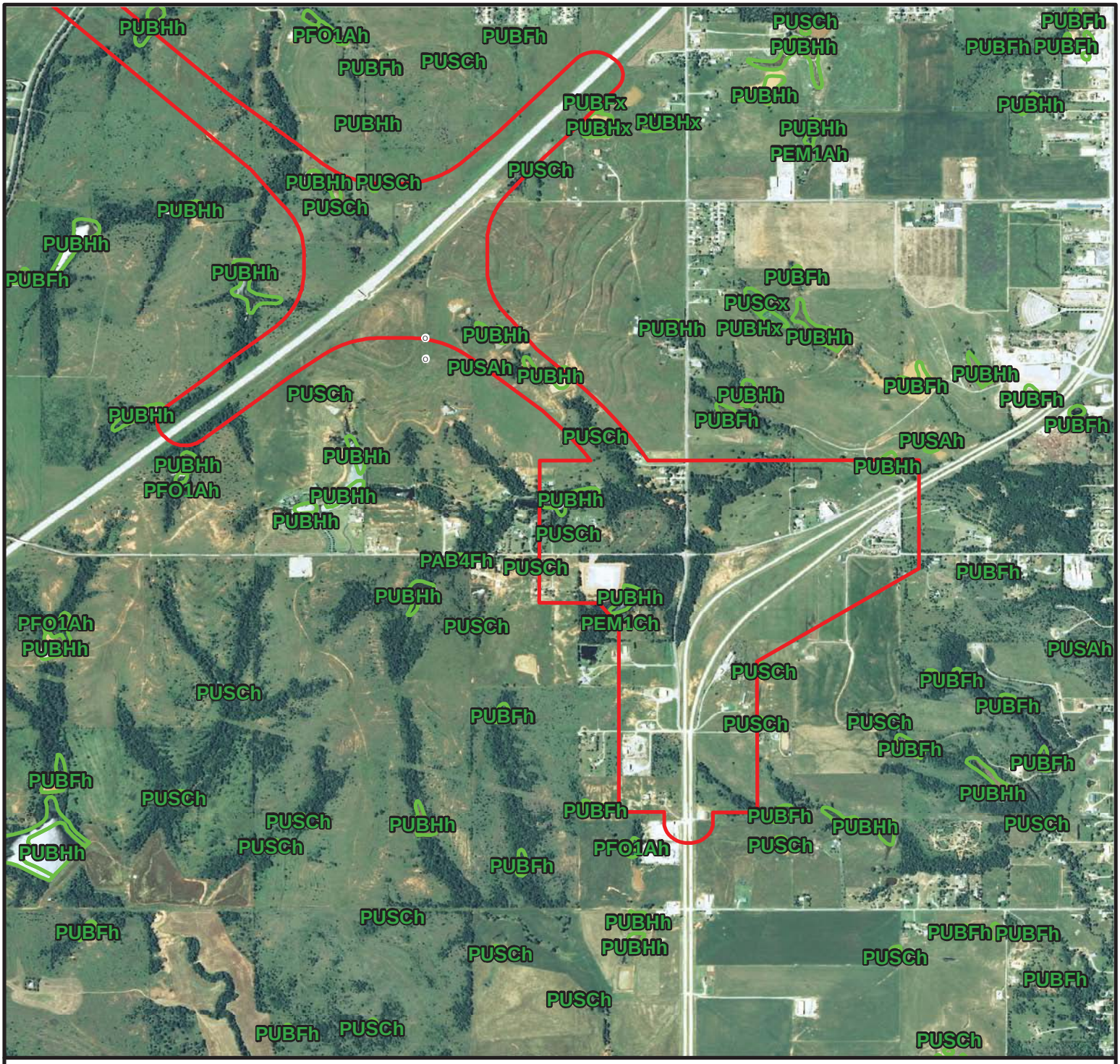
FIGURE TITLE
NATIONAL WETLANDS INVENTORY (NWI) MAP FOR JP 24428(04)

DOCUMENT TITLE
WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

DATE	12/3/2014
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
4-2	



Environmental Study Area

NWI Wetlands

2013 Ortho Imagery
USFWS CONUS Wetland Polygons

N

0 0.25 0.5 0.75 Miles

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FIGURE TITLE
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E244-06	
FIGURE NUMBER	
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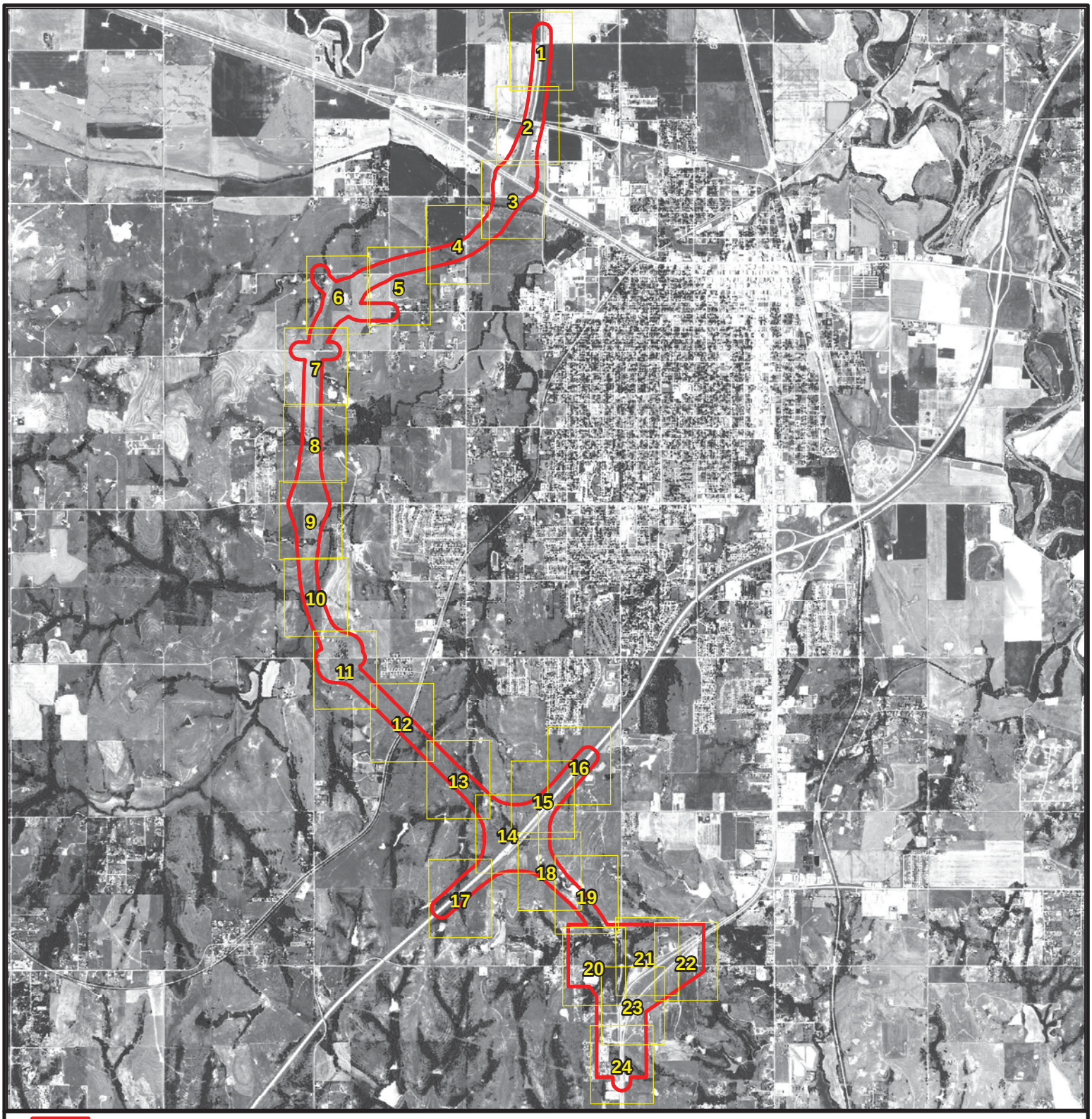

Environmental Study Area

Hwy81 Map Grid

N

0 200 400 Feet

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FIGURE TITLE

SITE MAP OVERVIEW FOR JP 24428(04)

DOCUMENT TITLE

WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
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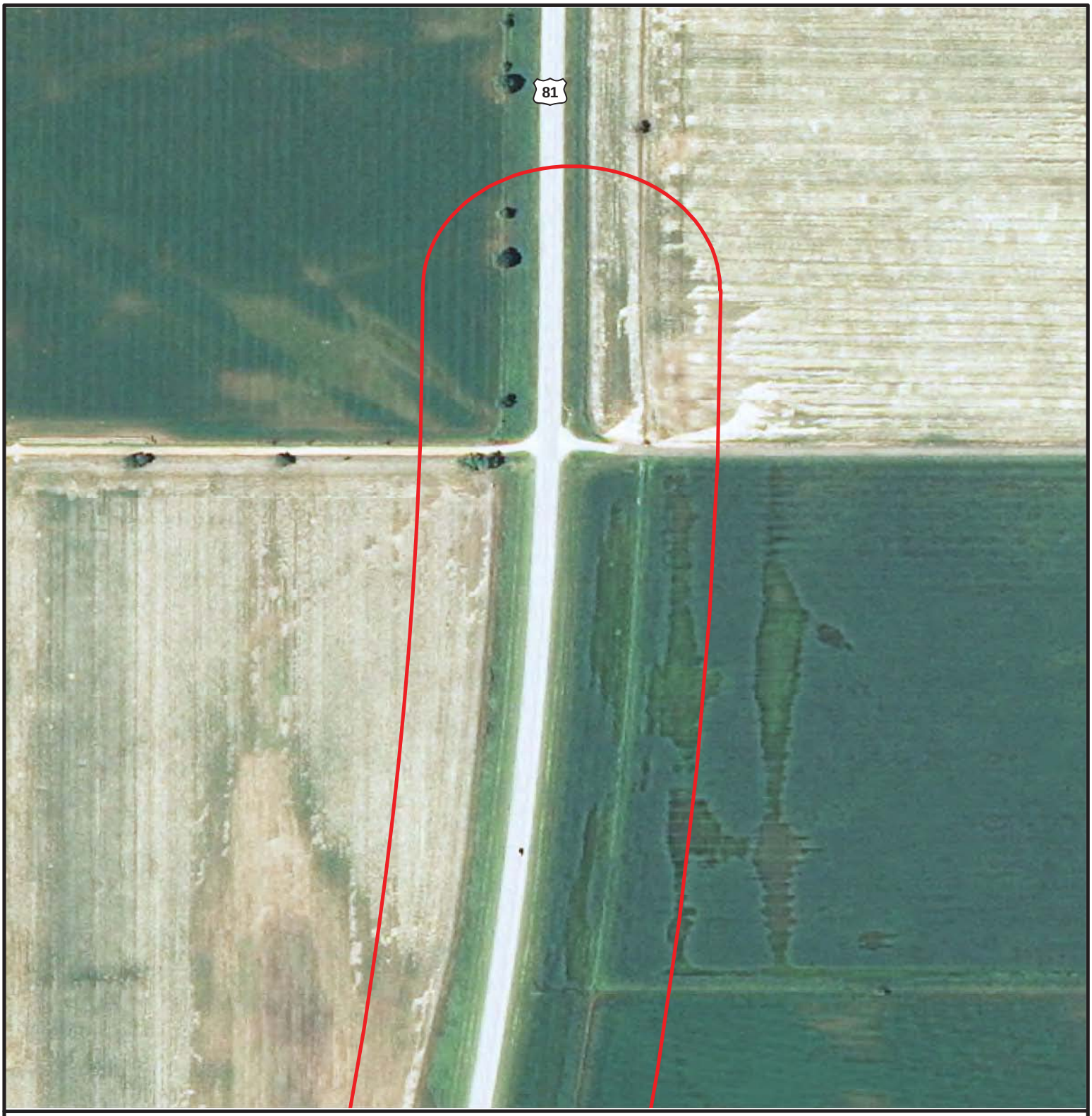

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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FIGURE NUMBER	
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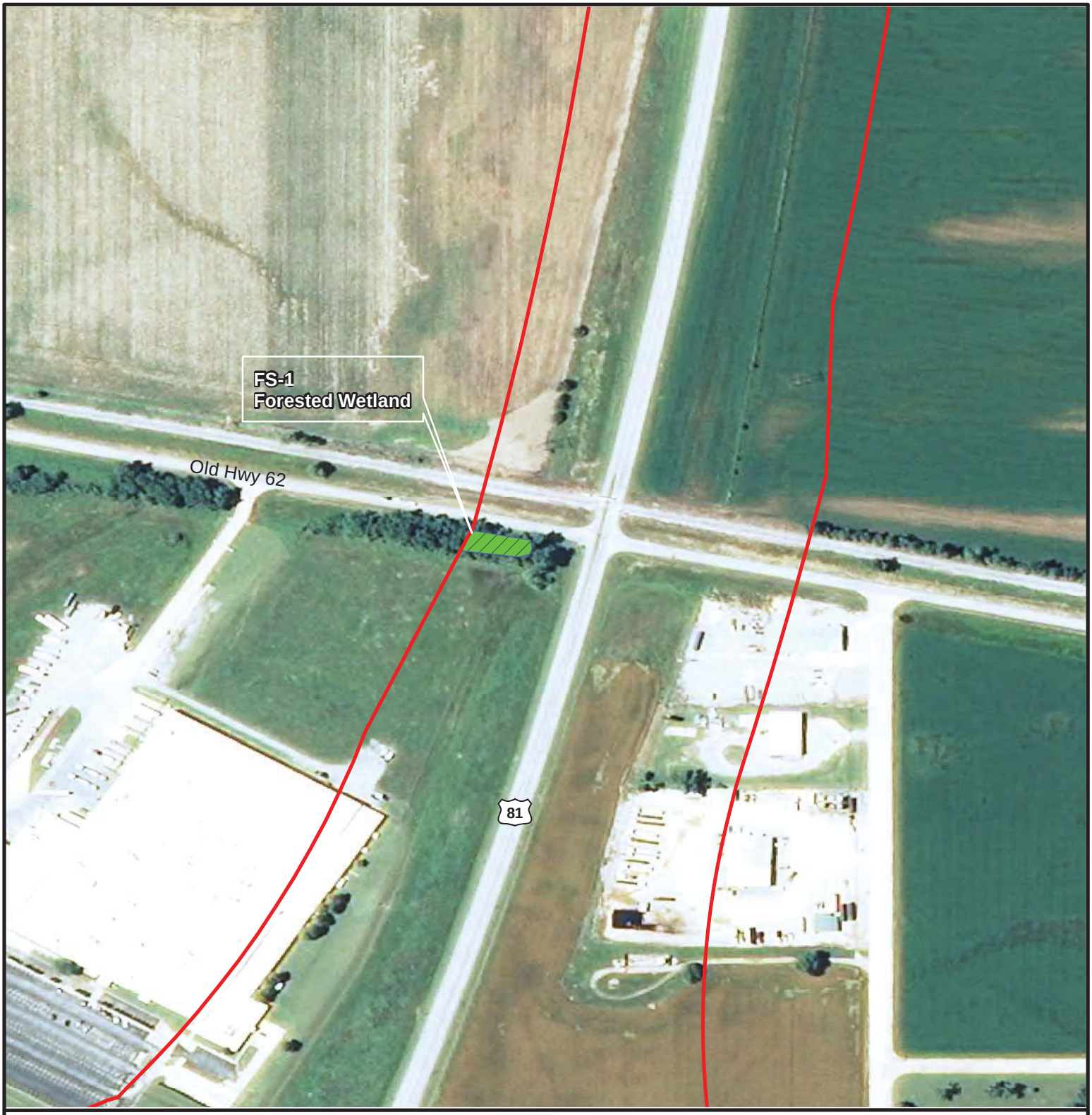

Environmental Study Area

2013 Ortho Imagery

N

0 200 400 Feet

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FIGURE TITLE
SITE MAP FOR JP 24428(04)

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FIGURE NUMBER	
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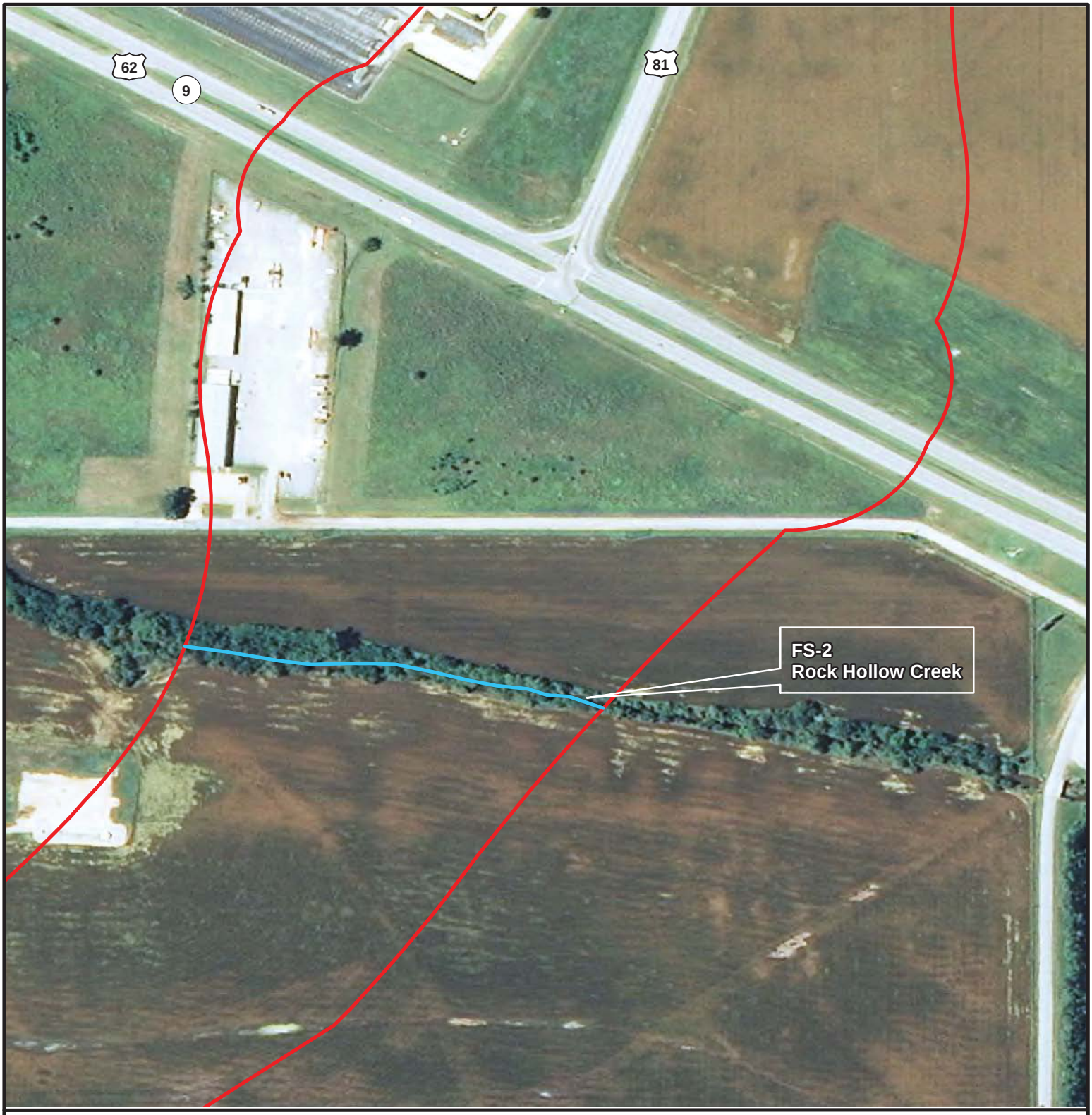

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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E244-06	
FIGURE NUMBER	
5-3	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
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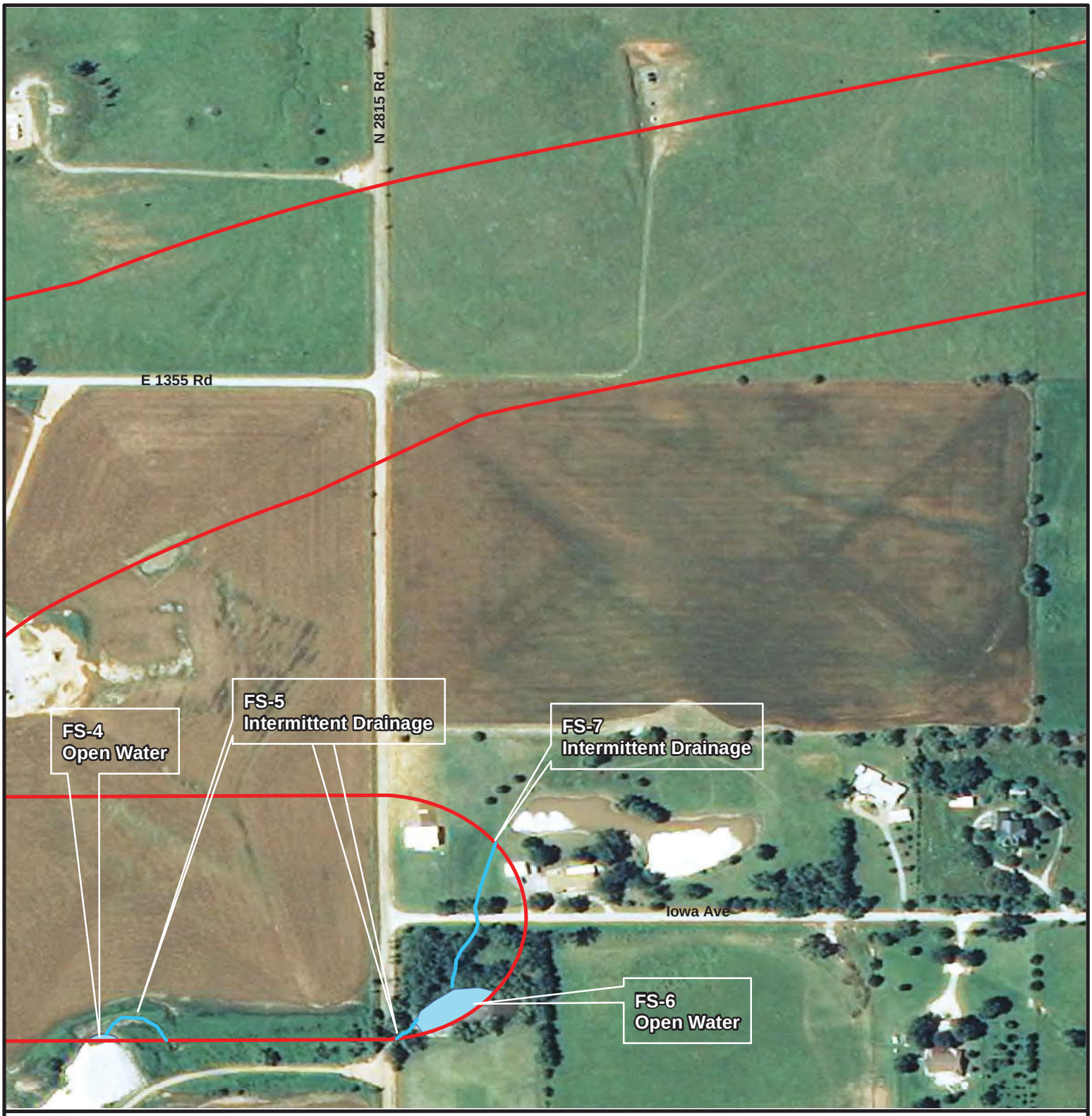

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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GRADY COUNTY, OKLAHOMA

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TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
5-5	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
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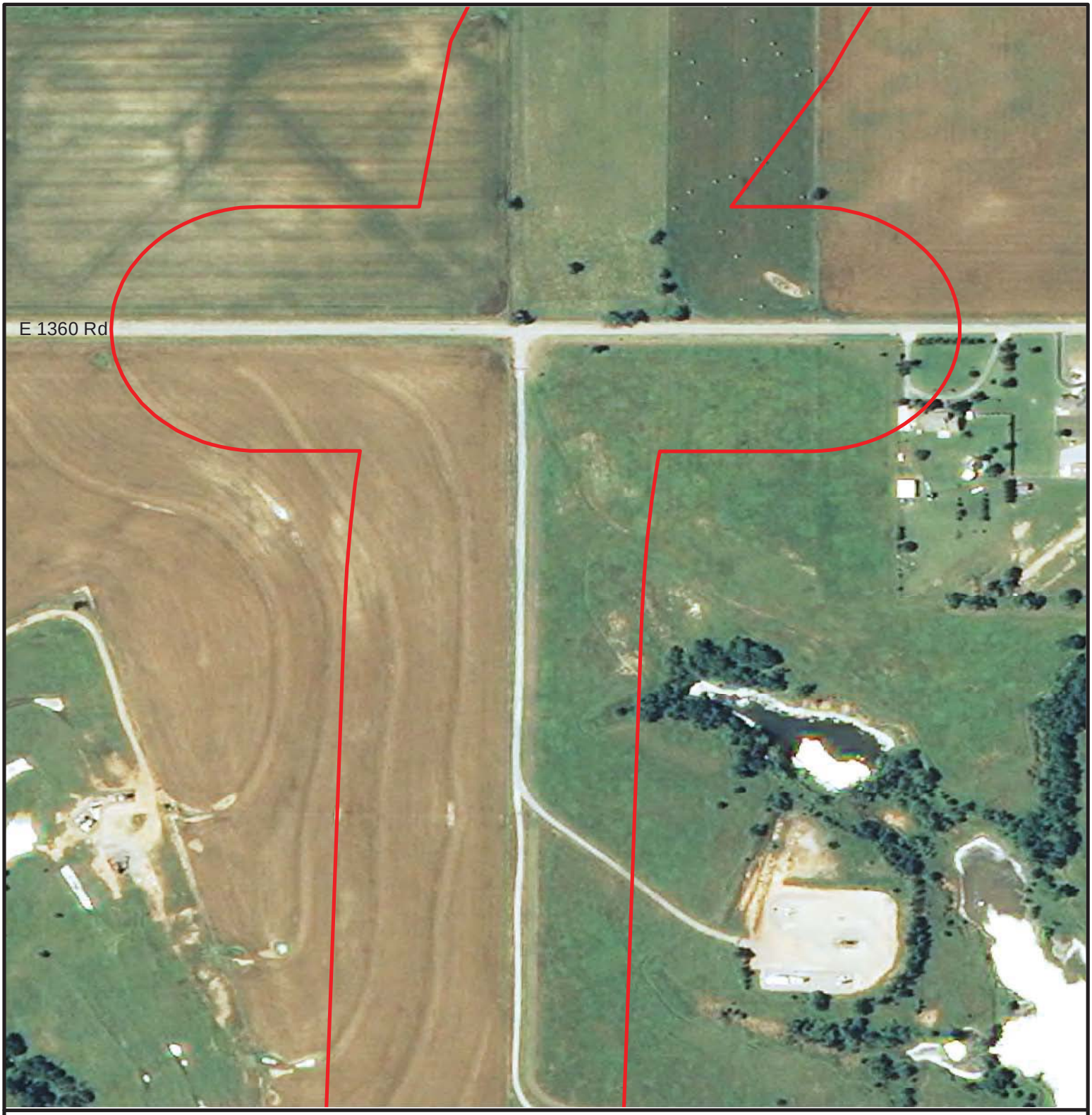

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

DOCUMENT TITLE

WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
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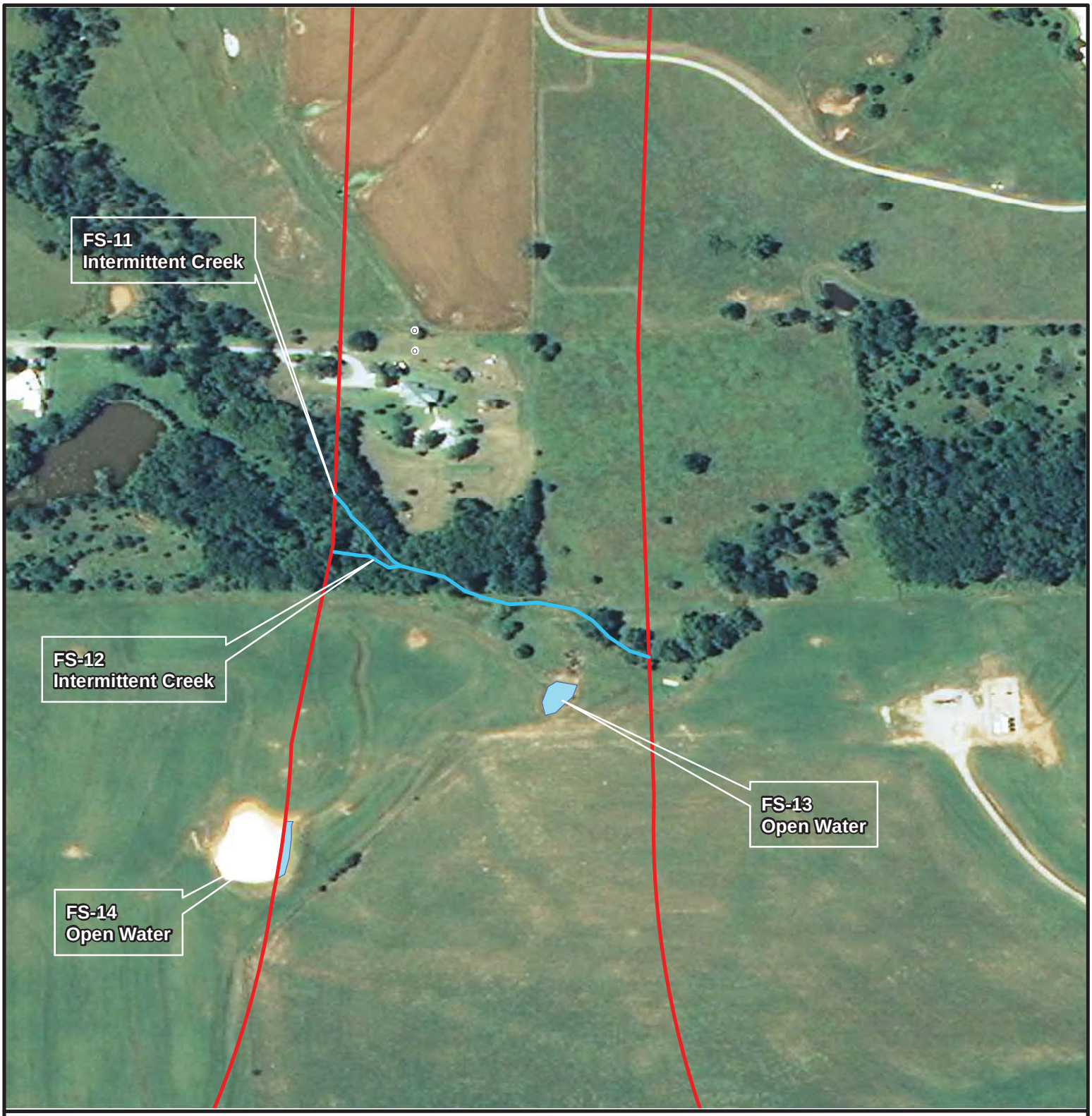

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
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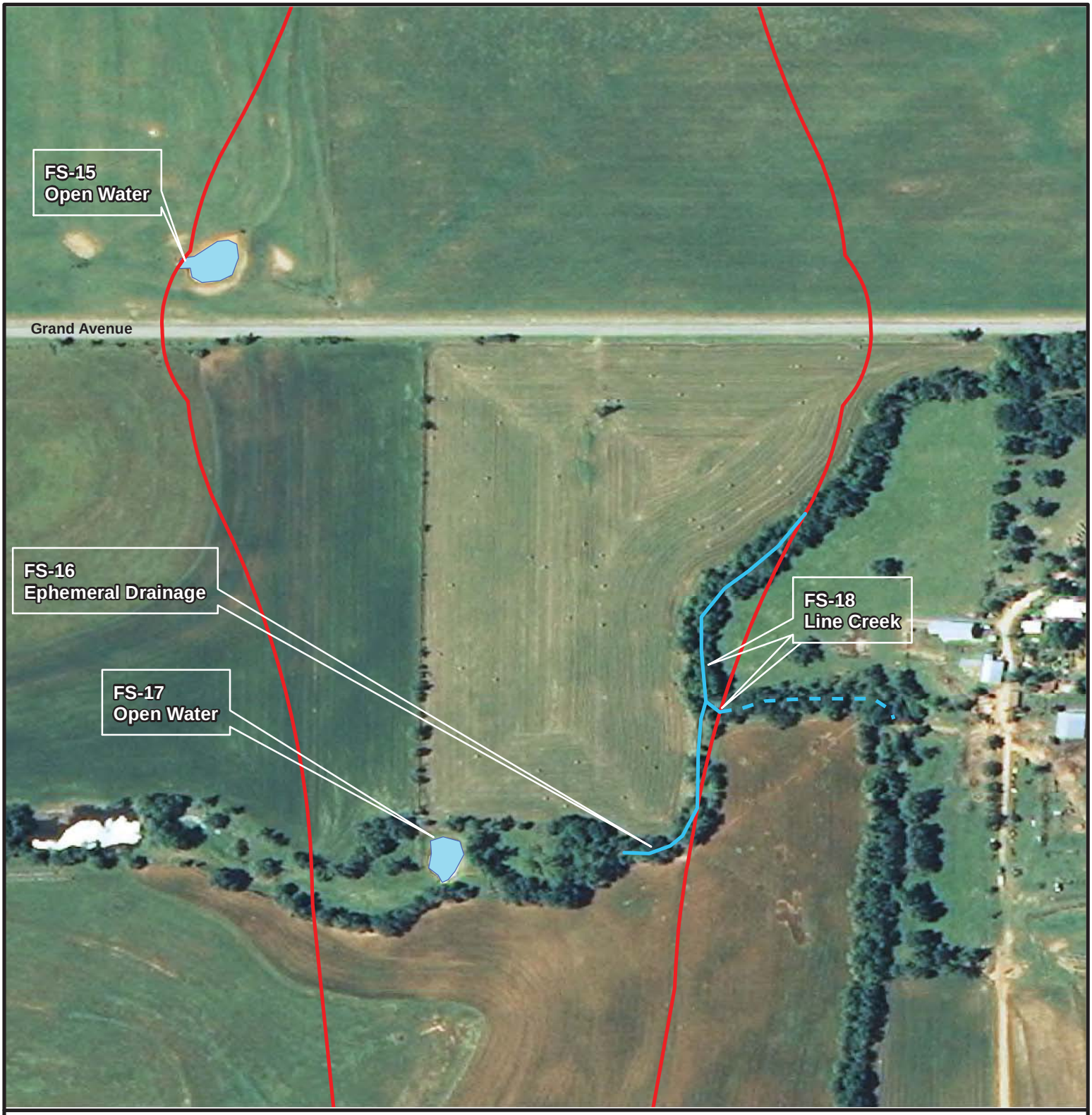

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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TRIAD PROJECT NUMBER	
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FIGURE NUMBER	
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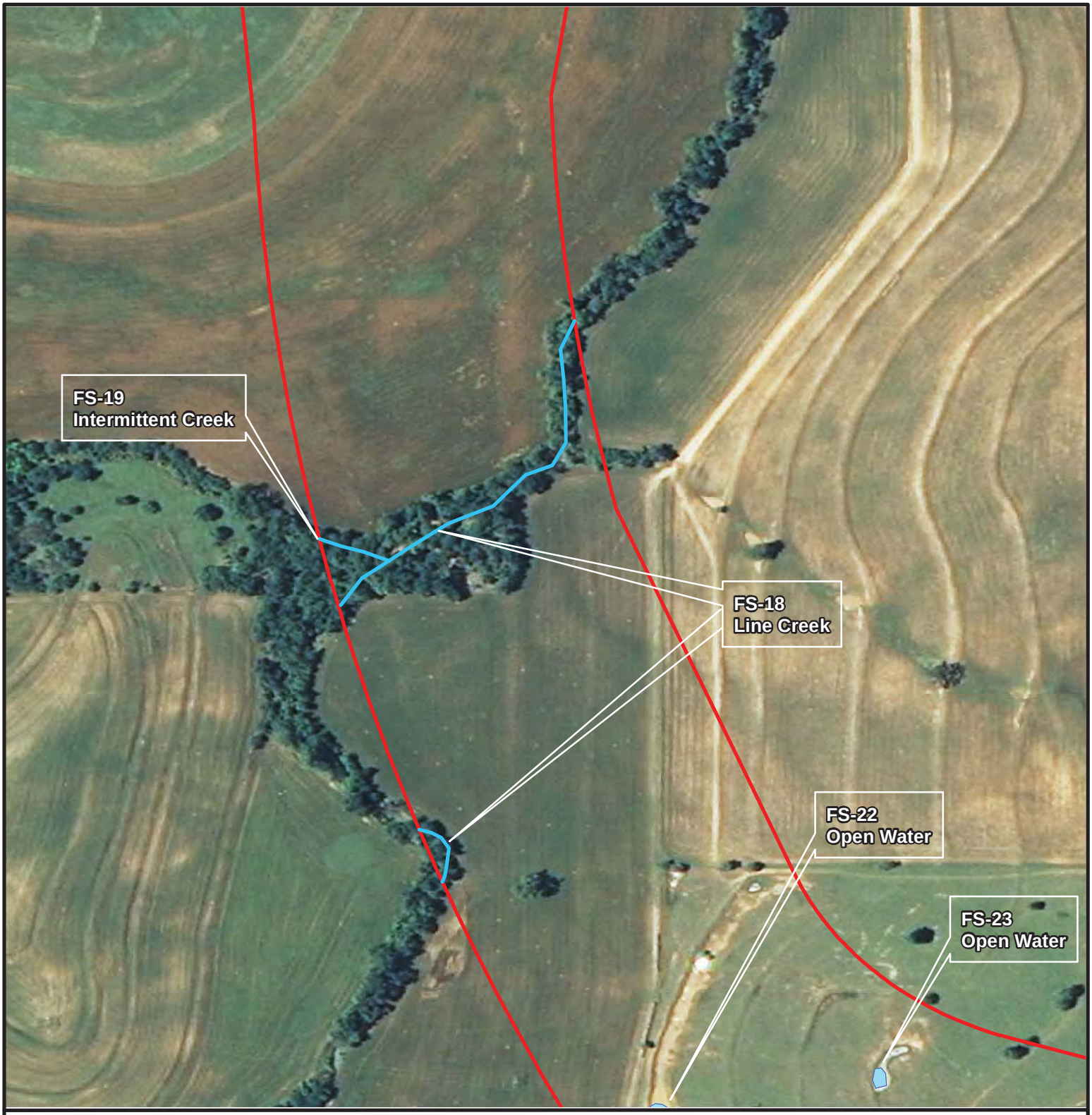

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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GRADY COUNTY, OKLAHOMA

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FIGURE NUMBER	
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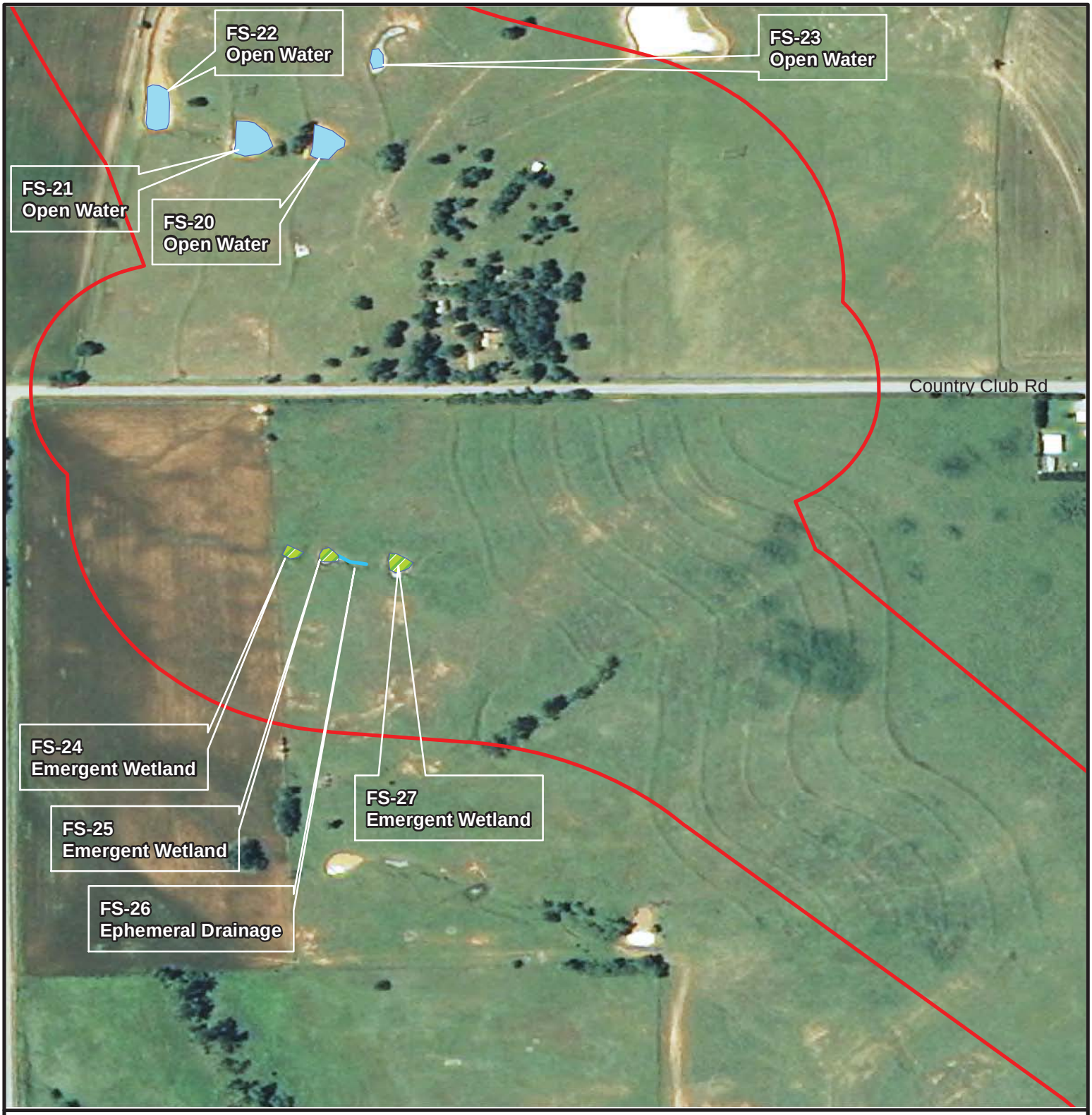

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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E244-06	
FIGURE NUMBER	
5-11	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

DOCUMENT TITLE

WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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E244-06	
FIGURE NUMBER	
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Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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FIGURE NUMBER	
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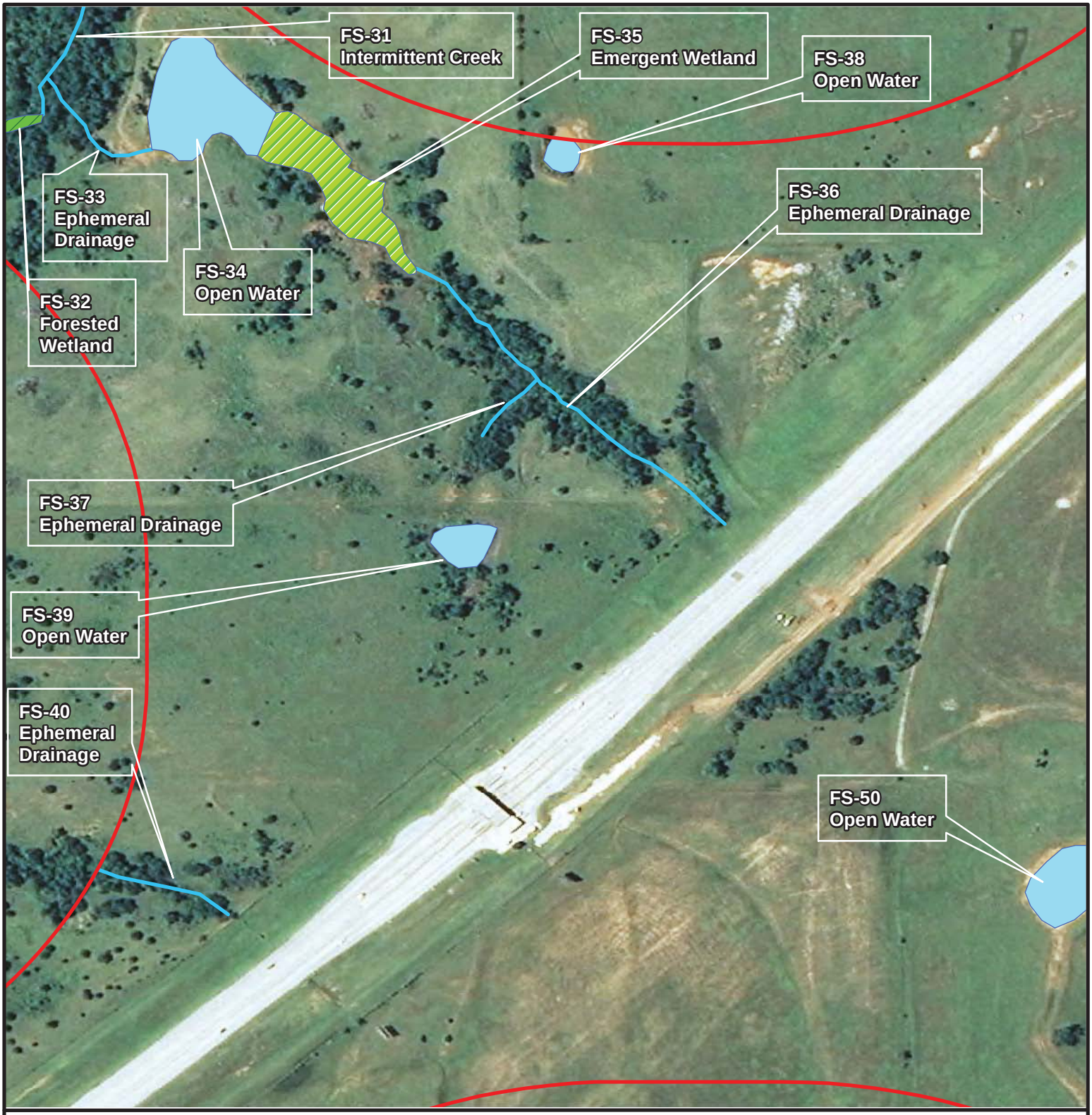

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
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Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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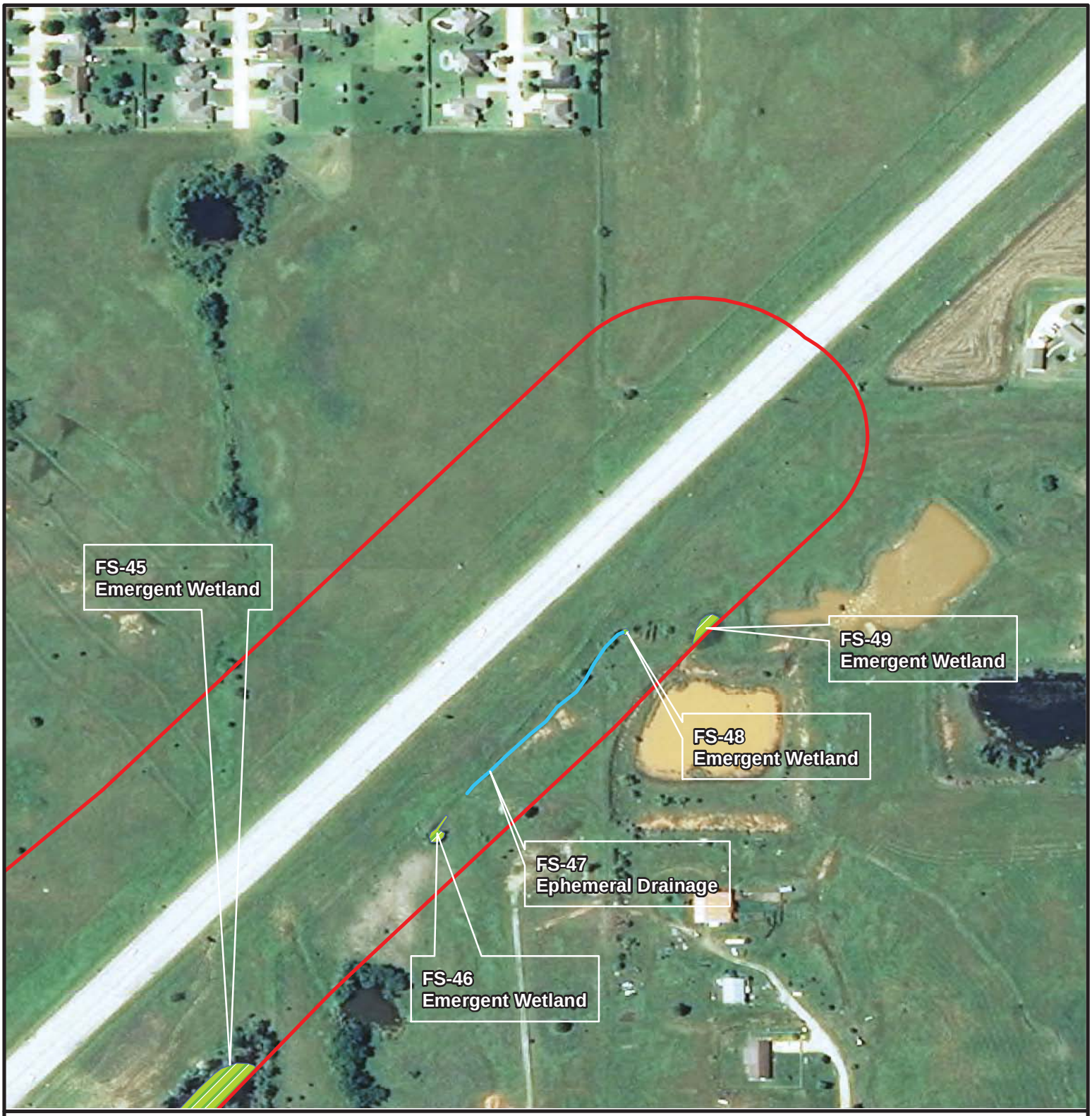

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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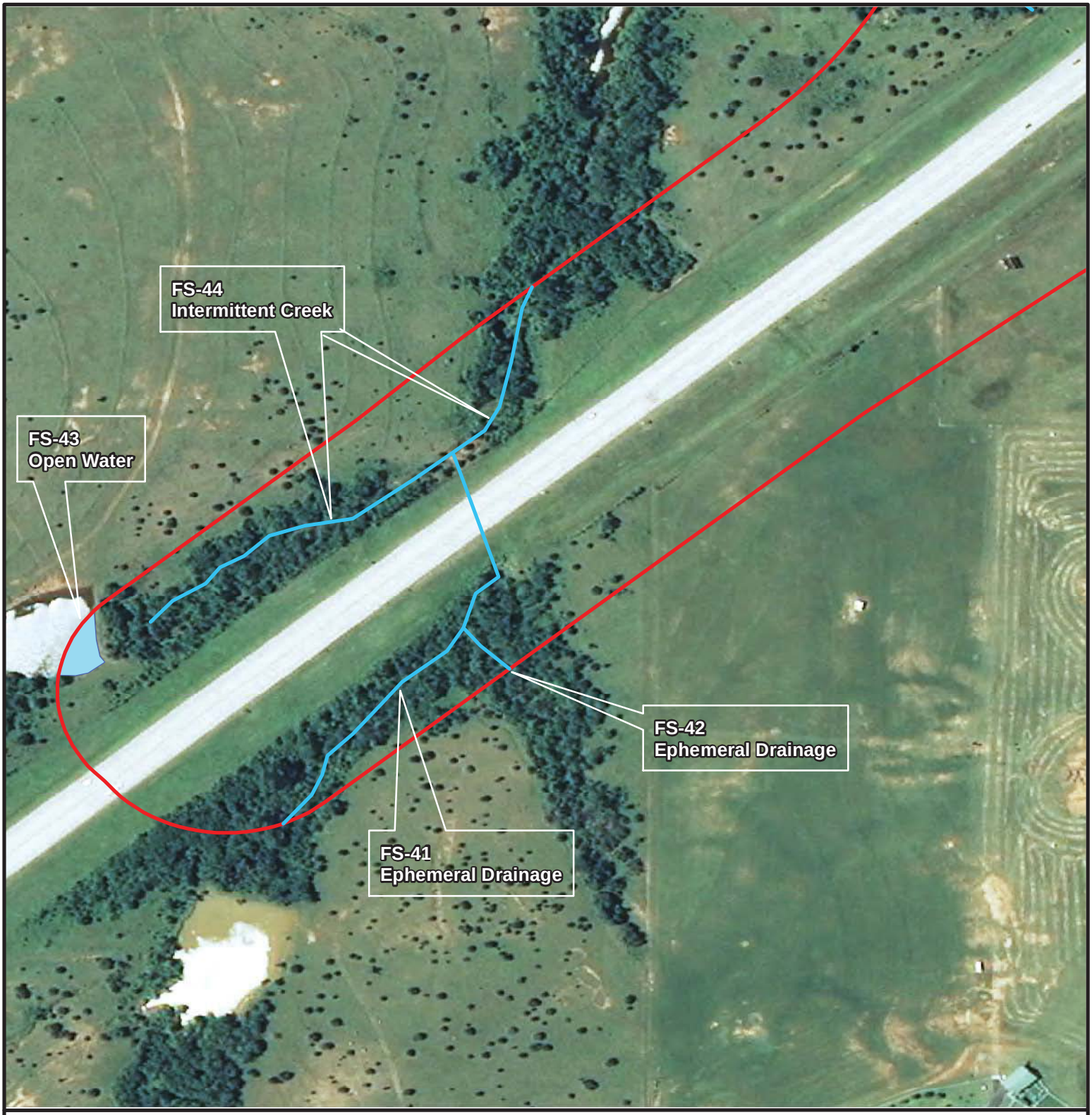

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
5-17	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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5-18	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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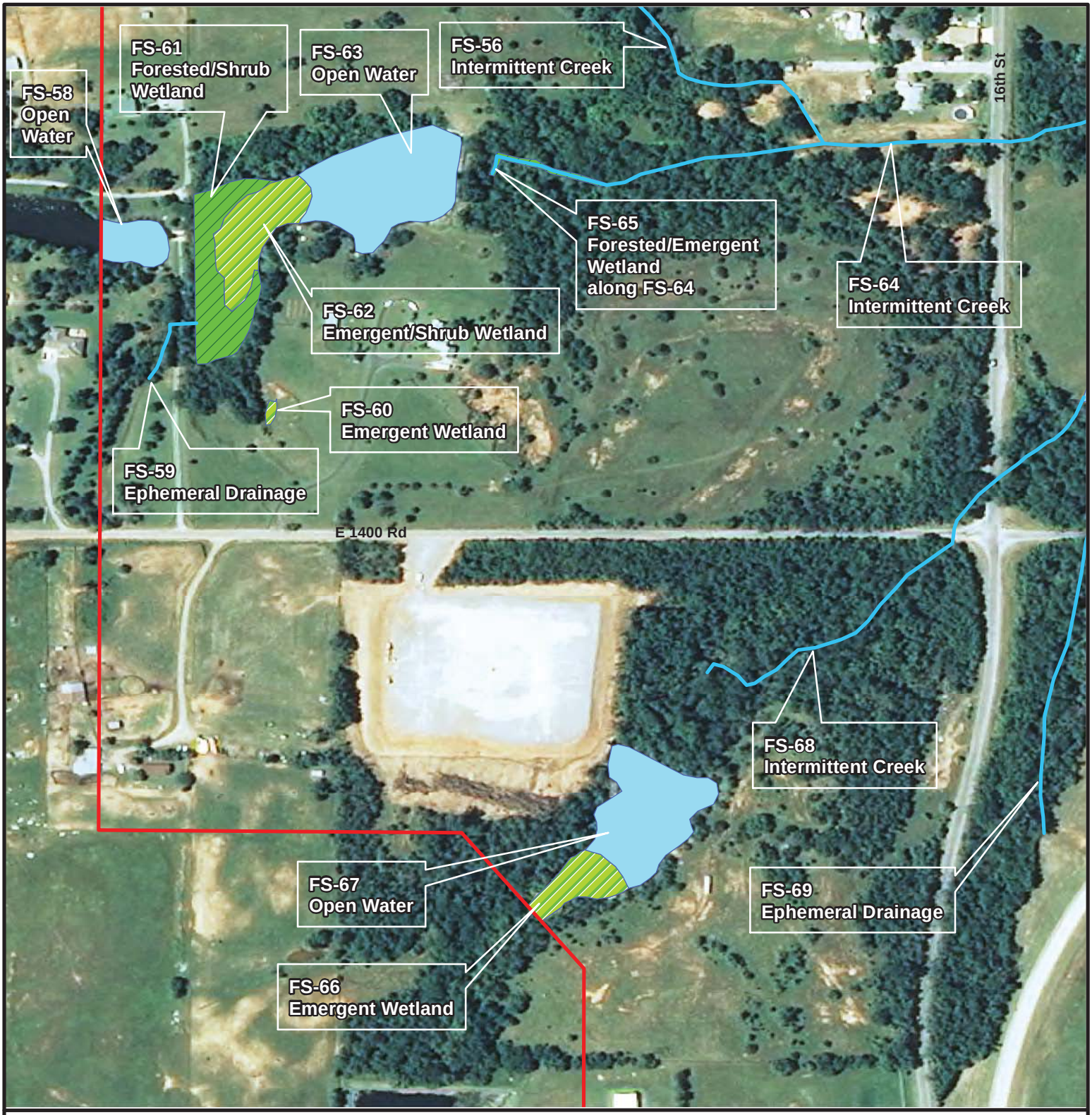

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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FIGURE NUMBER	
5-20	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

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WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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5-21	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

SITE MAP FOR JP 24428(04)

DOCUMENT TITLE

WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

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E244-06	
FIGURE NUMBER	
5-22	

Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

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FIGURE TITLE

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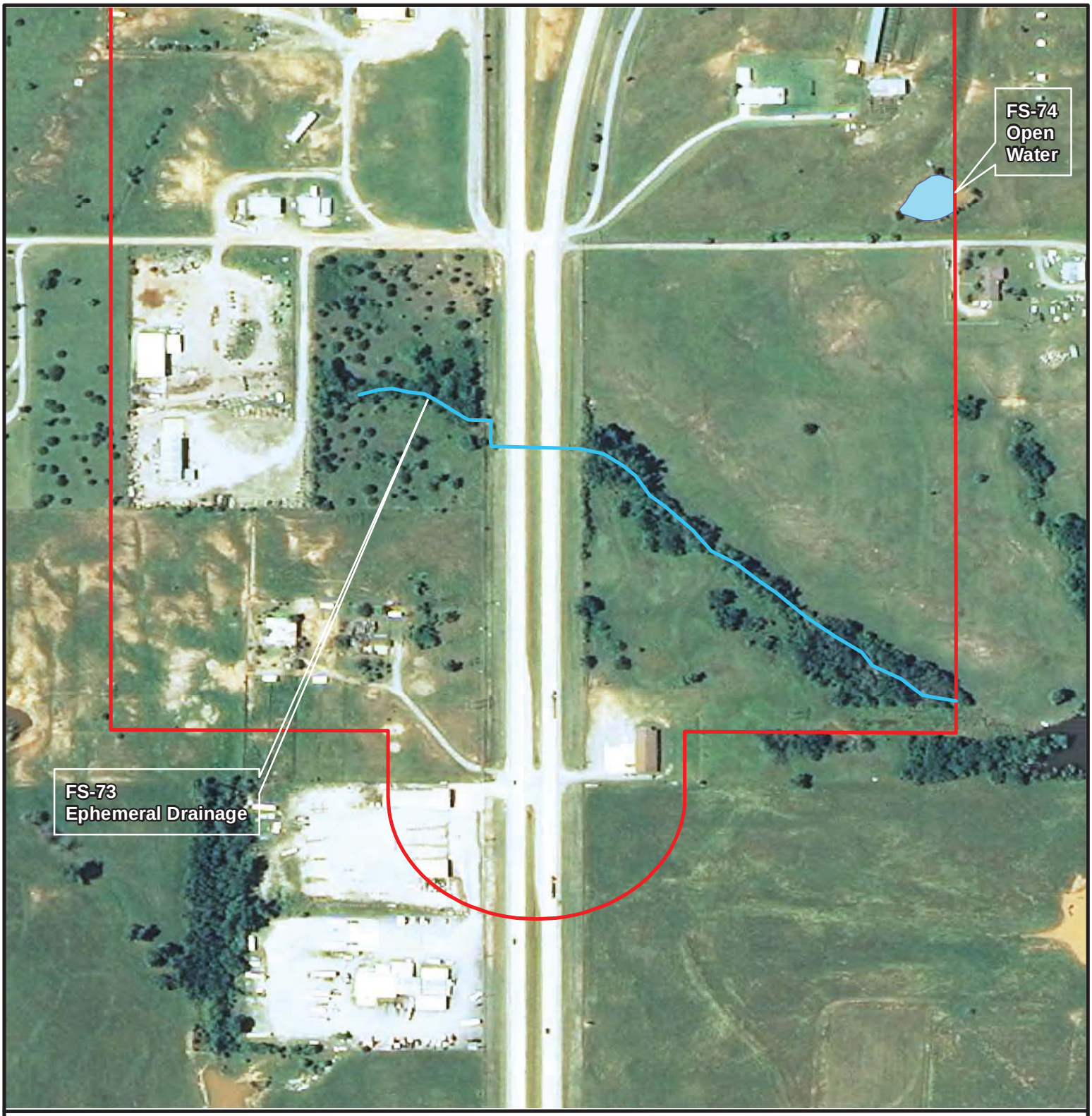
FIGURE NUMBER	
5-23	



Environmental Study Area

2013 Ortho Imagery

N

0 200 400

Feet

Triad Design Group

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

FIGURE TITLE

SITE MAP FOR JP 24428(04)

DOCUMENT TITLE

WATERS & WETLANDS EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

DATE	12/3/2014
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
5-24	

FS-1: Forested Wetland. View facing west.

FS-2: Rock Hollow Creek. View facing east.

FS-3: Open Water. View facing southwest.

FS4: Open Water. View facing northwest.

FS-5: Intermittent Creek. View facing east.

FS-6: Open Water. View facing east.

FS-7: Intermittent Creek. View facing northeast.

FS-8(A): Intermittent Creek. View facing south.

FS-8(B): Intermittent Creek. View facing north.

FS-9: Emergent Wetland. View facing west.

FS-10: Open Water. View facing southeast.

FS-11: Intermittent Creek. View facing southeast.

FS-12: Intermittent Creek. View facing east.

FS-13: Open Water. View facing southeast.

FS-14: Open Water. View facing southwest.

FS-15: Open Water. View facing northeast.

FS-16: Ephemeral Drainage. View facing east.

FS-17: Open Water. View facing south.

FS-18: Line Creek. View facing northeast.

FS-19: Intermittent Creek. View facing southeast.

FS-20: Open Water: View facing north.

FS-21: Open Water. View facing north.

FS-22: Open Water. View facing north.

FS-23: Open Water. View facing north.

FS-24: Emergent Wetland. View facing northeast.

FS-25: Emergent Wetland. View facing east.

FS-26: Ephemeral Drainage. View facing east.

FS-27: Emergent Wetland. View facing northeast.

FS-28: Intermittent Creek. View facing southwest.

FS-29: Intermittent Creek. View facing northeast.

FS-30: Emergent Wetland. View facing northeast.

FS-31: Intermittent Creek. View facing north.

FS-32: Forested Wetland. View facing north.

FS-33: Ephemeral Drainage. View facing west.

FS-34: Open Water. View facing northeast.

FS-35: Emergent Wetland. View facing northwest.

FS-36: Ephemeral Drainage. View facing southeast.

FS-37: Ephemeral Drainage. View facing southwest.

FS-38: Open Water. View facing northwest.

FS-39: Open Water. View facing west.

FS-40: Ephemeral Drainage. View facing west.

FS-41: Ephemeral Drainage. View facing northeast.

FS-42: Ephemeral Drainage. View facing north.

FS-43: Open Water. View facing southwest.

FS-44: Intermittent Creek. View facing northeast.

FS-45: Emergent Wetland. View facing northeast.

FS-46: Emergent Wetland. View facing southwest.

FS-47: Ephemeral Drainage. View facing northeast.

FS-48: Emergent Wetland. View facing northeast.

FS-49: Emergent Wetland. View facing west.

FS-50: Open Water. View facing south.

FS-51: Open Water. View facing southeast.

FS-52: Ephemeral Drainage. View facing southeast.

FS-53: Emergent Wetland. View facing south.

FS-54: Ephemeral Drainage. View facing west.

FS-55: Open Water. View facing southeast.

FS-56: Intermittent Creek. View facing northwest.

FS-57: Emergent Wetland. View facing south.

FS-58: Open Water. View facing west.

FS-59: Ephemeral Drainage. View facing southwest.

FS-60: Emergent Wetland. View facing northeast.

FS-61: Forested/Shrub Wetland. View facing north.

FS-62: Emergent/Shrub Wetland. View facing northeast.

FS-63: Open Water. View facing west.

FS-64: Intermittent Creek. View facing east.

FS-65: Forested/Emergent Wetland. View facing east.

FS-66: Emergent Wetland. View facing southwest.

FS-67: Open Water. View facing southwest.

FS-68: Intermittent Drainage. View facing northeast.

FS-69: Ephemeral Drainage. View facing north.

FS-70: Open Water. View facing east.

FS-71: Ephemeral Drainage. View facing northeast.

FS-72: Open Water. View facing northwest.

FS-73: Ephemeral Drainage. View from west of US-81 facing northwest.

FS-74: Open Water. View facing northeast.

FS-75: Emergent Wetland. View facing southwest.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/12/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-1

Investigator(s): R. Ellis / Triad Section, Township, Range: 20, T7N, R7W

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Dale silt loam (4) and McLain silty clay loam (22) NWI classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014)

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 20')	Absolute % Cover	Dominant Species?	Indicator Status
1. Salix nigra	55	Y	FACW
2. Populus deltoides	25	Y	FAC
3. Celtis laevigata	20	Y	FAC
4.			
	100	= Total Cover	
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	= Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks:

SOIL

Sampling Point: FS-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	7.5YR 3/1	70	7.5YR 3/2	30	C	M	cl loam	
3-8+	7.5YR 3/2	80	7.5YR 4/4	20	C	M	cl loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- X Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- ___ Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- X Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/12/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-9

Investigator(s): R. Ellis / Triad Section, Township, Range: 30, T7N, R7W

Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation X, Soil X, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014). Vegetation, Soil, and Hydrology significantly disturbed due to cattle.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Eleocharis palustris	40	Y	OBL
2. Cyperus sp.	20	Y	FAC
3. Polygonum sp.	20	Y	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 20

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X _____ **No** _____

Remarks:

SOIL

Sampling Point: FS-9

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ___

Remarks:

Soil sample was not obtained due to its extreme disturbed state resulting from cattle activity. It is assumed that hydric soil is present under normal circumstances.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ___ No X ___ Depth (inches): _____

Water Table Present? Yes ___ No X ___ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X ___ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Normal hydrology indicators may not be present due to disruption from cattle.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/15/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-24

Investigator(s): R. Ellis / Triad Section, Township, Range: 7, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Lucien-Nash complex, 5-12% slopes, well drained (21) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Polygonum lapathifolium	80	Y	FACW
2. Eleocharis palustris	10	N	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks:

SOIL

Sampling Point: FS-24

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	5YR 3/2	98	5YR 4/6	2	C	M	Cl Loam	
2-6+	5YR 3/3	90	5YR 4/6	10	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/15/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-25

Investigator(s): R. Ellis / Triad Section, Township, Range: 7, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Lucien-Nash complex, 5-12% slopes, well drained (21) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Polygonum lapathifolium	30	Y	FACW
2. Symphyotrichum divaricatum	20	Y	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	50 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 50

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks:

SOIL

Sampling Point: FS-25

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	5YR 3/2	98	5YR 4/6	2	C	M	Cl Loam	
2-6+	5YR 3/3	90	5YR 4/6	10	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/15/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-27

Investigator(s): R. Ellis / Triad Section, Township, Range: 7, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Lucien-Nash complex, 5-12% slopes, well drained (21) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Symphyotrichum divaricatum	50	Y	FACW
2. Polygonum lapathifolium	30	Y	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 20

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks:

SOIL

Sampling Point: FS-27

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	5YR 3/2	98	5YR 4/6	2	C	M	Cl Loam	
2-6+	5YR 3/3	90	5YR 4/6	10	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/16/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-30

Investigator(s): R. Ellis / Triad Section, Township, Range: 7, T6N, R7W

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Eleocharis palustris	50	Y	FACW
2. Polygonum lapathifolium	30	Y	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 20

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

Buffalobur nightshade (Solanum rostratum) - Noxious weed - (not a wetland indicator) was present alongside Eleocharis in far western portion of wetland.

SOIL

Sampling Point: FS-30

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	5YR 3/3	98	5YR 4/6	2	C	M	Loam	
2-6+	5YR 3/2	98	5YR 4/4	2	C	M	Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/16/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-32

Investigator(s): R. Ellis / Triad Section, Township, Range: 8, T6N, R7W

Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) NWI classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014)

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 20')	Absolute % Cover	Dominant Species?	Indicator Status
1. Salix nigra	50	Y	FACW
2. Populus deltoides	35	Y	FAC
3. Fraxinus pennsylvanica	20	Y	FAC
4.			
	95	= Total Cover	
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: _____)			
1. Microstegium vimineum	50	Y	FAC
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	60	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 40

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

SOIL

Sampling Point: FS-32

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-5+	5YR 3/2	80	5YR 5/6	20	C	M	sandy cl loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- X Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- X Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- X Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ___ No X ___ Depth (inches): _____

Water Table Present? Yes ___ No X ___ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X ___ Depth (inches): _____

Wetland Hydrology Present? **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/16/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-35

Investigator(s): R. Ellis / Triad Section, Township, Range: 8, T6N, R7W and 17, T6N, R7W

Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) and Water (W) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Polygonum lapathifolium	40	Y	FACW
2. Symphyotrichum divaricatum	30	Y	OBL
3. Grass Species	20	Y	- -
4. Euphorbia marginata	7	N	NI
5.			
6.			
7.			
8.			
9.			
10.			
	97 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 3

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 67 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X _____ **No** _____

Remarks:

SOIL

Sampling Point: FS-35

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4+	5YR 3/3	98	5YR 5/4	2	C	M	sandy Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/13/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-45

Investigator(s): R. Ellis / Triad Section, Township, Range: 8, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Renfrow-Huska Complex, 1-3% slopes, well drained (47) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Polygonum lapathifolium	35	Y	FACW
2. Symphyotrichum divaricatum	35	Y	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	70 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 30

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

Black willow (Salix nigra) shrubs around perimeter

SOIL

Sampling Point: FS-45

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6+	7.5YR 3/4	90	5YR 4/6	10	C	M	Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- X Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-46

Investigator(s): R. Ellis / Triad Section, Township, Range: 8, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Symphyotrichum divaricatum	20	Y	OBL
2. Xanthium strumarium	20	Y	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	40 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 60

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

Black willow (Salix nigra) and Cottonwood (Populus deltoides) trees around southern perimeter. Portions of the area were sparsely vegetated.

SOIL

Sampling Point: FS-46

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	7.5YR 3/2	90	7.5YR 4/4	10	C	M	Cl Loam	
2-6	5YR 4/3	80	5YR 4/6	20	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- X Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ___ No X ___ Depth (inches): _____

Water Table Present? Yes ___ No X ___ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X ___ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-48

Investigator(s): R. Ellis / Triad Section, Township, Range: 8, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Eleocharis palustris	80	Y	OBL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X _____ **No** _____

Remarks:

SOIL

Sampling Point: FS-48

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4+	5YR 3/2	60	7.5YR 5/6	10	C	M	Sandy Cl Loam	
			5YR 4/4	30	C	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- X Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-49

Investigator(s): R. Ellis / Triad Section, Township, Range: 8, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Xanthium strumarium	45	Y	FAC
2. Eleocharis palustris	30	Y	OBL
3. Symphyotrichum divaricatum	20	Y	OBL
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	95 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum 5

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

SOIL

Sampling Point: FS-49

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4+	5YR 3/2	60	7.5YR 5/6	10	C	M	Loamy Clay	
			5YR 4/4	30	C	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- X Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- X Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ___ No X ___ Depth (inches): _____

Water Table Present? Yes ___ No X ___ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X ___ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-53

Investigator(s): R. Ellis / Triad Section, Township, Range: 17, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Renfrow silt loam, severely eroded, 3-5% slopes, well drained (46) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Eleocharis palustris	90	Y	OBL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

SOIL

Sampling Point: FS-53

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6+	5YR 3/3	90	5YR 4/6	10	C	M	Loamy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes ___ No X ___ Depth (inches): _____

Water Table Present? Yes ___ No X ___ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X ___ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-57

Investigator(s): R. Ellis / Triad Section, Township, Range: 17, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Renfrow silt loam, eroded, 3-5% slopes, well drained (45) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Eleocharis palustris	80	Y	OBL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X _____ **No** _____

Remarks:

SOIL

Sampling Point: FS-57

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4+	5YR 3/3	95	5YR 4/6	5	C	M	Loamy Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- X Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Water-stained leaves due to overhead Ulmus americana tree on perimeter.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-60

Investigator(s): R. Ellis / Triad Section, Township, Range: 17, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5')			
1. Juncus marginatus	60	Y	FACW
2. Symphyotrichum divaricatum	20	Y	OBL
3. Rumex crispus	20	Y	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	_____ = Total Cover		

% Bare Ground in Herb Stratum

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks:

SOIL

Sampling Point: FS-60

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4+	5YR 3/2	98	5YR 4/6	2	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** ____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes____ No X____ Depth (inches): _____

Water Table Present? Yes____ No X____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes____ No X____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Water-stained leaves due to overhead treea on perimeter.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-61

Investigator(s): R. Ellis / Triad Section, Township, Range: 17, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) and water (W) NWI classification: PFO/SS

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 20')	Absolute % Cover	Dominant Species?	Indicator Status
1. Salix nigra	30	Y	FACW
2. Ulmus americana	20	Y	FAC
3.			
4.			
	50	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. Cephalanthus occidentalis	50	Y	OBL
2. Salix nigra	20	Y	FACW
3.			
4.			
5.			
	70	= Total Cover	
Herb Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	_____	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
_____	_____	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X _____ **No** _____

Remarks:

SOIL

Sampling Point: FS-61

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	5YR 3/2	90	7.5YR 5/8	10	C	M	Loam	
4-8+	7.5YR 3/4	98	7.5YR 5/8	2	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- X Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-62

Investigator(s): R. Ellis / Triad Section, Township, Range: 17, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: water (W) NWI classification: PEM/SS

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15')			
1. Cephalanthus occidentalis	25	Y	OBL
2. Salix nigra	20	Y	FACW
3.			
4.			
5.			
	45 = Total Cover		
Herb Stratum (Plot size: 5')			
1. Polygonum lapathifolium	50	Y	FACW
2. Pluchea odorata	25	Y	FACW
3. Eclipta alba	20	Y	FACW-
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	95 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 5

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 5 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

SOIL

Sampling Point: FS-62

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	5YR 3/2	90	7.5YR 5/8	10	C	M	Loam	
4-8+	7.5YR 3/4	98	7.5YR 5/8	2	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/14/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-65

Investigator(s): R. Ellis / Triad Section, Township, Range: 17, T6N, R7W

Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): none Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Grant-Port complex, 0-12% slopes, well drained (15) NWI classification: PFO/EM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 20')	Absolute % Cover	Dominant Species?	Indicator Status
1. Salix nigra	20	Y	FACW
2. Ulmus americana	20	Y	FAC
3. Populus deltoides	20	Y	FAC
4. Celtis laevigata	20	Y	FAC
	80	= Total Cover	
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 10')			
1. Leersia oryzoides	15	Y	OBL
2. Phyla lanceolata	15	Y	FACW
3. Pluchea odorata	10	N	FACW
4. Cyperus sp.	10	N	FAC
5.			
6.			
7.			
8.			
9.			
10.			
	50	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 50

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 6 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: (A)	(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X _____ No _____

Remarks:

SOIL

Sampling Point: FS-65

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	5YR 3/2	90	7.5YR 5/8	10	C	M	Loam	
4-8+	7.5YR 3/4	98	7.5YR 5/8	2	C	M	Cl Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- X Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- X Sediment Deposits (B2)
- X Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? **Yes** X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/15/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-66

Investigator(s): R. Ellis / Triad Section, Township, Range: 20, T6N, R7W

Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: water (W) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X _____ (If no, explain in Remarks.)

Are Vegetation X _____, Soil X _____, or Hydrology X _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Pluchea odorata	70	Y	FACW
2. Justicia americana	10	N	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	80 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 20

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X _____ **No** _____

Remarks:

SOIL

Sampling Point: FS-66

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6+	5YR 3/2	88	5YR 4/6	10	C	M	sandy cl loam	
			7.5YR 4/6	2	C	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR I, J**)
- ___ Coast Prairie Redox (A16) (**LRR F, G, H**)
- ___ Dark Surface (S7) (**LRR G**)
- ___ High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- ___ Reduced Vertic (F18)
- X Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- X Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- ___ Presence of Reduced Iron (C4)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- ___ Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: US 81 Bypass City/County: Chickasha/ Grady County Sampling Date: 8/15/2014

Applicant/Owner: Oklahoma Department of Transportation State: OK Sampling Point: FS-75

Investigator(s): R. Ellis / Triad Section, Township, Range: 21, T6N, R7W

Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): concave Slope (%): _____

Subregion (LRR): LRR J Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: Kirkland silt loam, 0-1% slopes, well drained (17) NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X (If no, explain in Remarks.)

Are Vegetation X, Soil X, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X No _____	
Wetland Hydrology Present?	Yes X No _____	

Remarks:

Area is currently in severe drought (US Drought Monitor Report for August 2014).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: _____)			
1.			
2.			
3.			
4.			
5.			
	= Total Cover		
Herb Stratum (Plot size: 5')			
1. Symphyotrichum divaricatum	90	Y	OBL
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks:

SOIL

Sampling Point: FS-75

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4+	5YR 3/2	90	5YR 4/6	10	C	M	cl loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR F**)
- ___ 1 cm Muck (A9) (**LRR F, G, H**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 2.5 cm Mucky Peat or Peat (S2) (**LRR G, H**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR F**)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- High Plains Depressions (F16) (**MLRA 72 & 73 of LRR H**)

Indicators for Problematic Hydric Soils[3]:

- 1 cm Muck (A9) (**LRR I, J**)
- Coast Prairie Redox (A16) (**LRR F, G, H**)
- Dark Surface (S7) (**LRR G**)
- High Plains Depressions (F16) (**LRR H outside of MLRA 72 & 73**)
- Reduced Vertic (F18)
- X Red Parent Material (TF2)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X **No** _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- X Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- Salt Crust (B11)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Dry-Season Water Table (C2)
- Oxidized Rhizospheres on Living Roots (C3) (**where not tilled**)
- Presence of Reduced Iron (C4)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- X Surface Soil Cracks (B6)
- Sparsely Vegetated Concave Surface (B8)
- Drainage Patterns (B10)
- Oxidized Rhizospheres on Living Roots (C3) (**where tilled**)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Geomorphic Position (D2)
- X FAC-Neutral Test (D5)
- Frost-Heave Hummocks (D7) (**LRR F**)

Field Observations:

Surface Water Present? Yes_____ No X_____ Depth (inches): _____

Water Table Present? Yes_____ No X_____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes_____ No X_____ Depth (inches): _____

Wetland Hydrology Present? Yes X **No** _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

APPENDIX F
NRCS PRIME FARMLAND DOCUMENTATION

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 5/26/15
Name Of Project JP 24428(04), US 81 Bypass	Federal Agency Involved FHWA
Proposed Land Use Transportation	County And State Grady, Oklahoma
PART II *(To be completed by NRCS)*	Date Request Received By NRCS

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).* Yes ☒ No ☐ | Acres Irrigated 7951 | Average Farm Size 333

Major Crop(s) Winter Wheat	Farmable Land In Govt. Jurisdiction Acres: 528,232 % 75	Amount Of Farmland As Defined in FPPA Acres: 328,916 % 46
Name Of Land Evaluation System Used CALES	Name Of Local Site Assessment System NONE	Date Land Evaluation Returned By NRCS 5/3/16

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	140.3			
B. Total Acres To Be Converted Indirectly	472.1			
C. Total Acres In Site	612.4	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	286			
B. Total Acres Statewide And Local Important Farmland	0.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.01			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	74.7			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 42.8	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	12			
2. Perimeter In Nonurban Use	10	9			
3. Percent Of Site Being Farmed	20	5			
4. Protection Provided By State And Local Government	20	10			
5. Distance From Urban Builtup Area	15	10			
6. Distance To Urban Support Services	15	10			
7. Size Of Present Farm Unit Compared To Average	10	1			
8. Creation Of Nonfarmable Farmland	10	10			
9. Availability Of Farm Support Services	5	4			
10. On-Farm Investments	20	5			
11. Effects Of Conversion On Farm Support Services	10	5			
12. Compatibility With Existing Agricultural Use	10	8			
TOTAL SITE ASSESSMENT POINTS	160	89	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	42.8	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	89	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	131.8	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Clear Form

Form AD-1006 (10-83)

May 26, 2015

Mr. Kim Walker, District Conservationist
Chickasha Field Service Center
828 W. Choctaw Ave.
Chickasha, OK 73018-2310

Re: Site Assessments for Farmland Protection Policy Act (FPPA),
Proposed US 81 Bypass in Chickasha, Grady County, Oklahoma,
J/P #24428(04), and Identification of Any NRCS Structures or Properties within the Study Area

Dear Mr. Walker:

The Oklahoma Department of Transportation is in the early developmental stages of the US 81 Bypass of Chickasha in Grady County, Oklahoma.

Please find attached two copies of USDA Form AD-1006 and plans/footprint for the described federal action.

In accordance with the current 7 CFR Part 658 – Farmland Protection Policy Act, Parts I and III of Form AD-1006 have been completed. Please complete the NRCS portions of this form within the next 45 days and return one copy to:

Diane Abernathy, P. E.
Triad Design Group
3020 Northwest 149th Street
Oklahoma City, OK 73134

In addition, please let us know if the proposed project would impact any NRCS structures or properties such as flood control dams, wetlands, etc.

Your assistance is greatly appreciated. If you have any questions, please contact me at 405-919-0481 or dabernathy@triaddesigngroup.com.

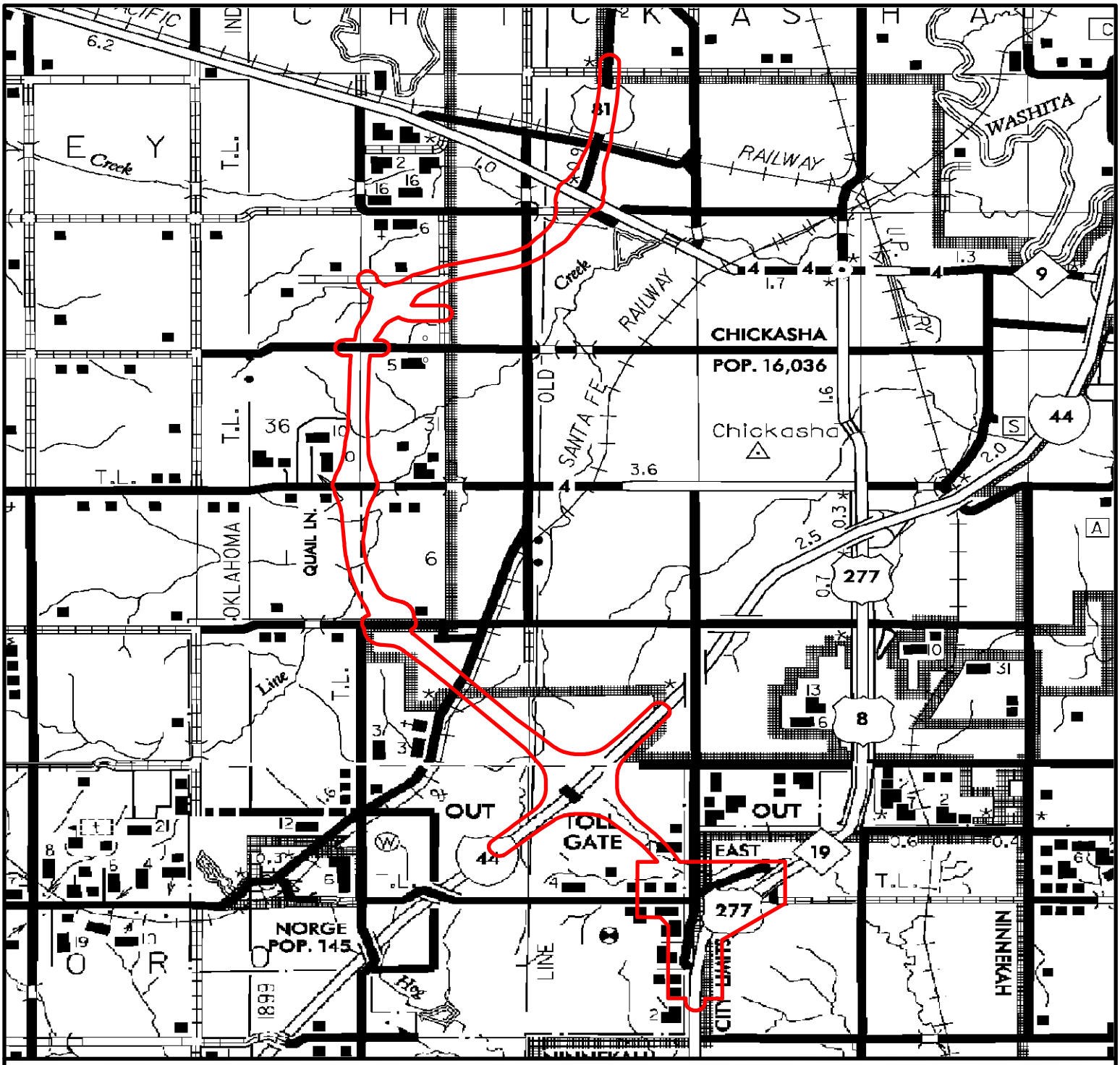
Sincerely,

Diane Abernathy

Diane Abernathy, P. E.
Senior Project Manager

Enclosures: Plans and Form AD-1006

Copy to: Greg Worrell, ODOT Environmental Division



Environmental Study Area

Triad Design Group

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

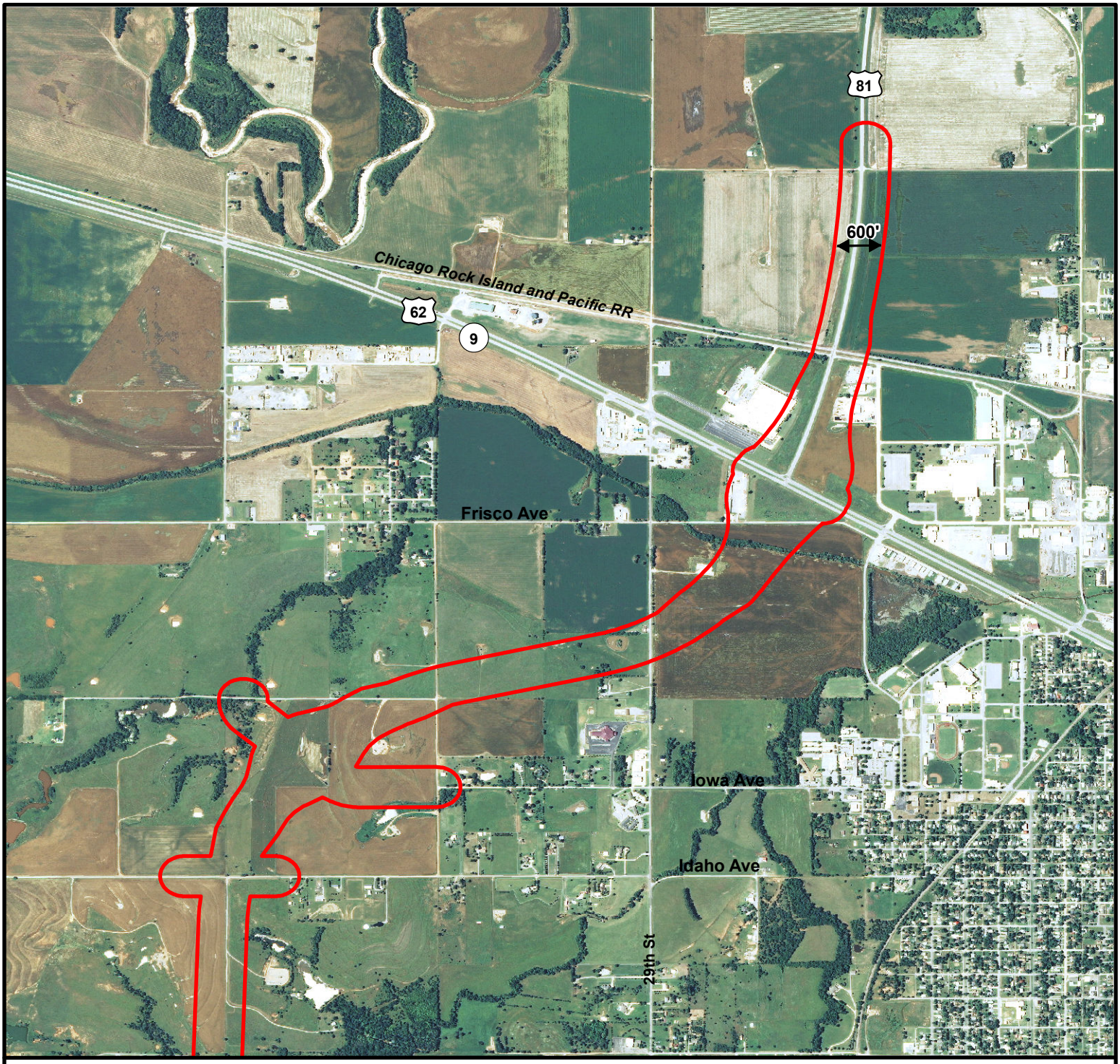
FIGURE TITLE
LOCATION MAP FOR JP 24428 (04)

DOCUMENT TITLE
NRCS FARMLAND EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

DATE	5/19/2015
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
1	



Environmental Study Area

2013 Ortho Imagery

N

0 1,000 2,000 3,000 Feet

Triad Design Group

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

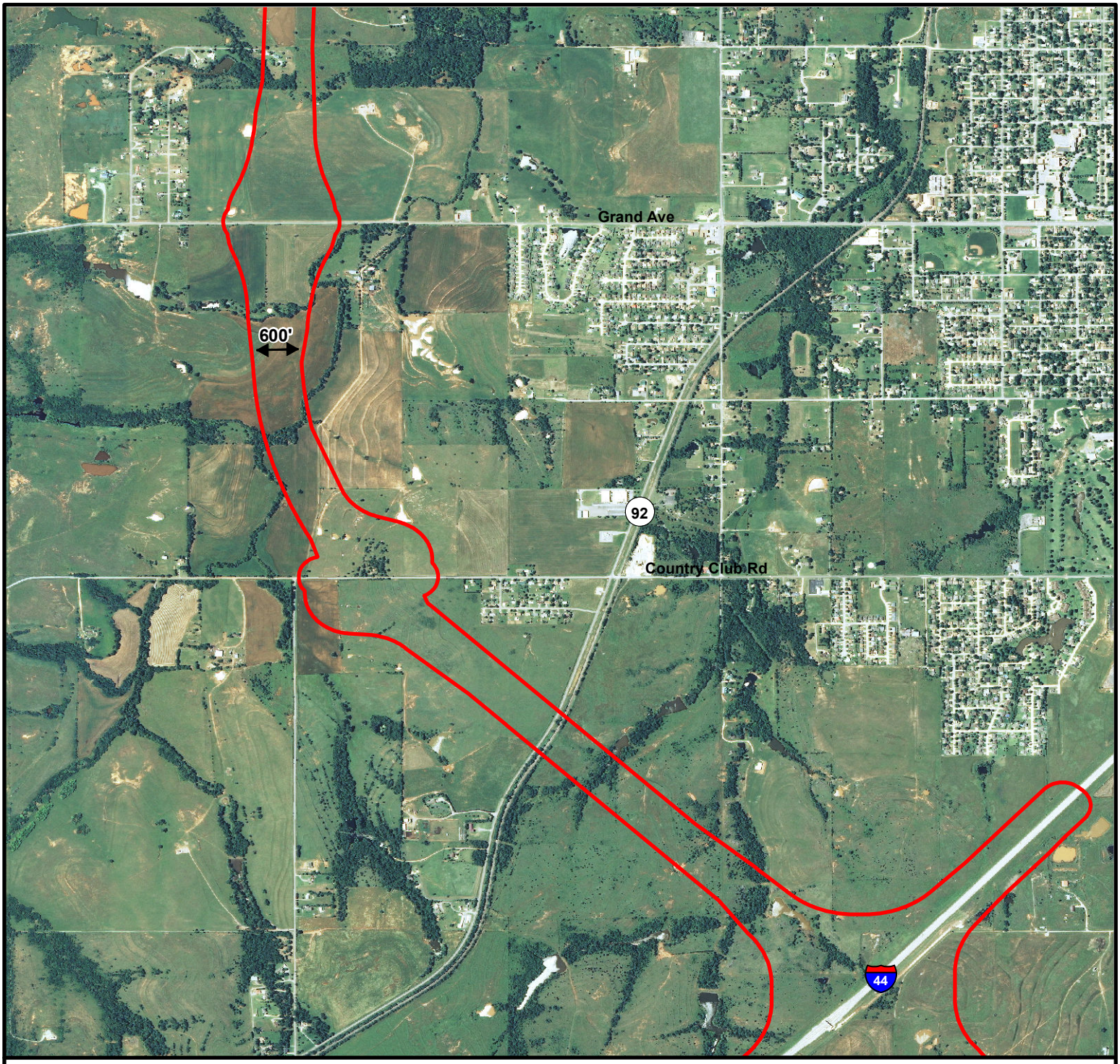
FIGURE TITLE
STUDY AREA MAP FOR JP 24428 (04)

DOCUMENT TITLE
NRCS FARMLAND EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

DATE	5/19/2015
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
2-1	



Environmental Study Area

2013 Ortho Imagery

N

0 1,000 2,000 3,000

Feet

Triad Design Group

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

FIGURE TITLE

STUDY AREA MAP FOR JP 24428 (04)

DOCUMENT TITLE

NRCS FARMLAND EVALUATION FOR US-81 CHICKASHA BYPASS

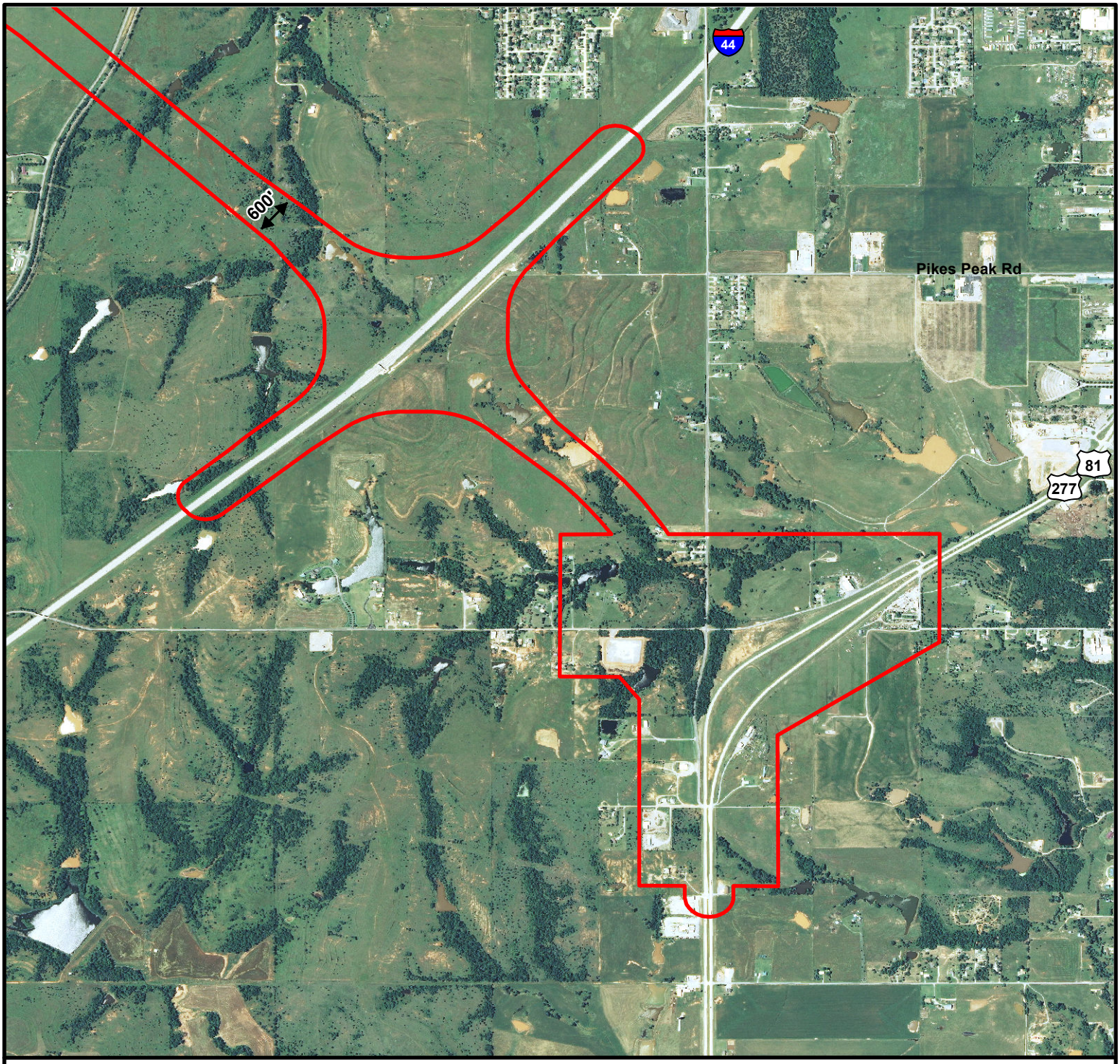
CLIENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION

GRADY COUNTY, OKLAHOMA

DATE	5/19/2015
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
2-2	



Environmental Study Area

2013 Ortho Imagery

N

0 1,000 2,000 3,000 Feet

Triad Design Group

3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

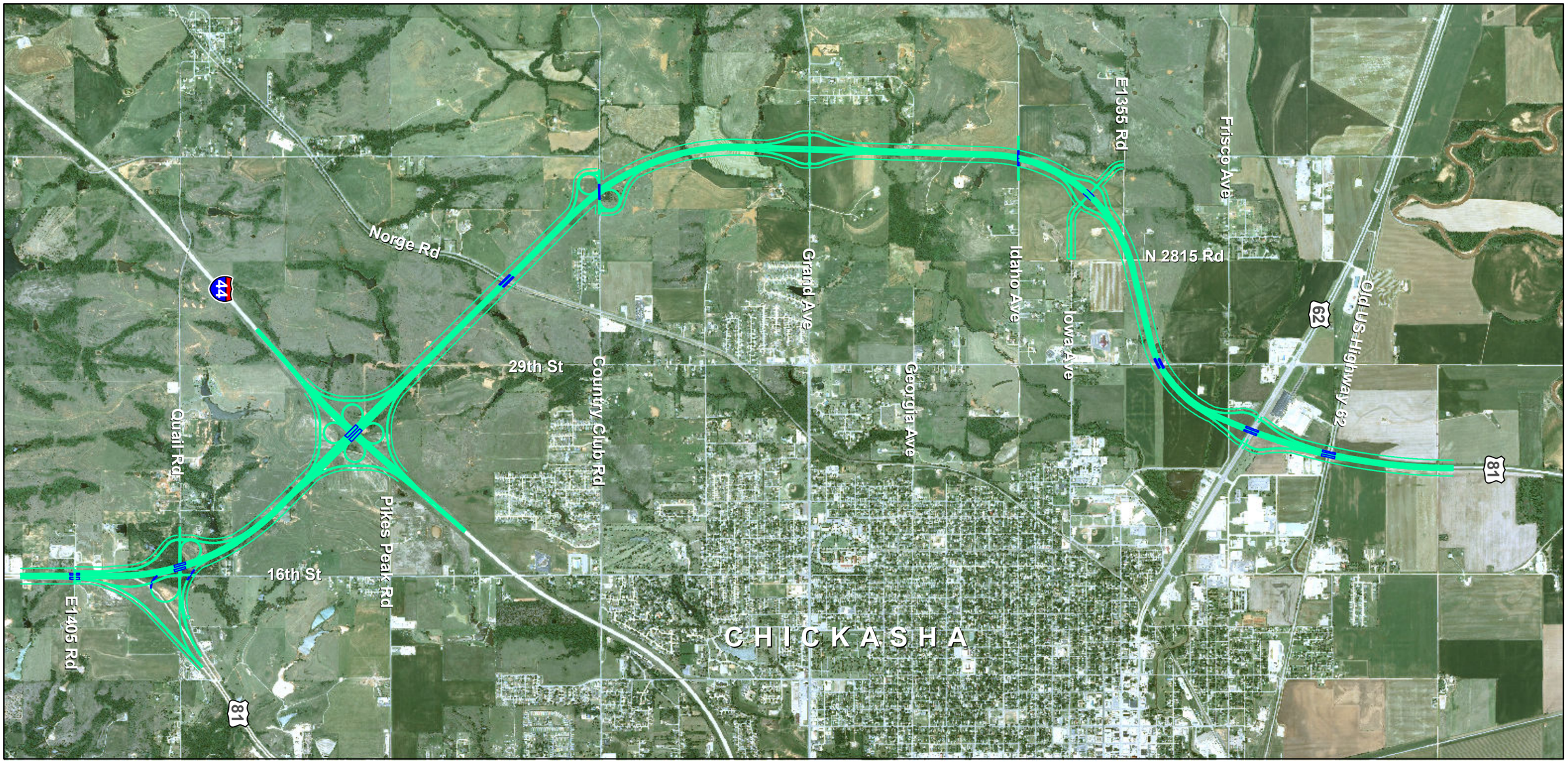
FIGURE TITLE
STUDY AREA MAP FOR JP 24428 (04)

DOCUMENT TITLE
NRCS FARMLAND EVALUATION FOR US-81 CHICKASHA BYPASS

CLIENT
OKLAHOMA DEPARTMENT OF TRANSPORTATION

LOCATION
GRADY COUNTY, OKLAHOMA

DATE	5/19/2015
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE
TRIAD PROJECT NUMBER	
E244-06	
FIGURE NUMBER	
2-3	



Preferred Alignment
June 2014

N

0 2,500 5,000 7,500 Feet

2010 NAIP Aerial Photograph

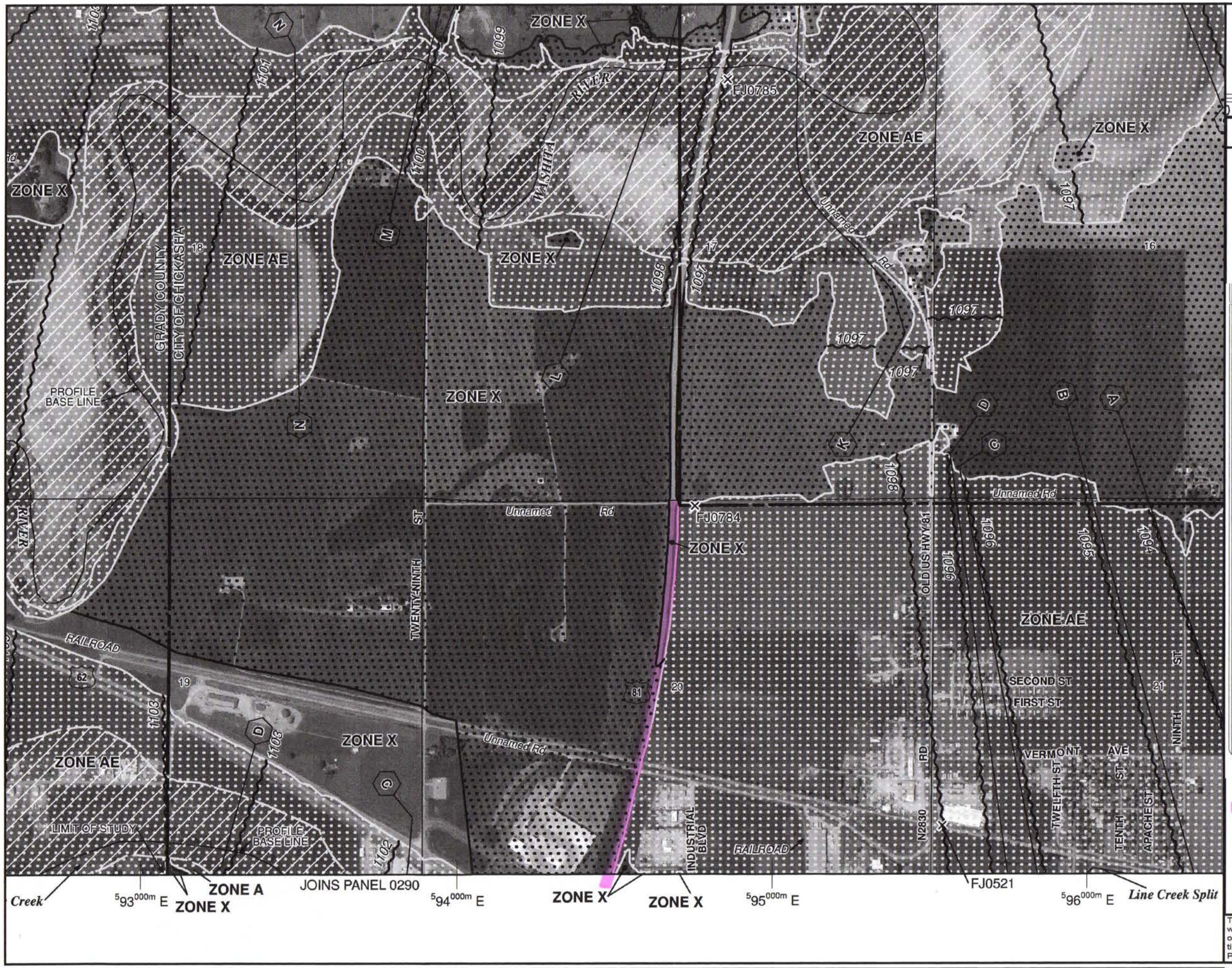
Path: S:\GIS\Projects\4050462000 Hwy 81\Maps\PublicMailingsLetters_20150216.mxd

leidos
Leidos Engineering, LLC
9400 N Broadway Ext, Suite 300
Oklahoma City, OK 73114
(405) 478-5353
leidos.com/Engineering

FIGURE TITLE	**US 81 PREFFERED ALIGNMENT**
DOCUMENT TITLE	US 81 BYPASS
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	CHICKASHA, OKLAHOMA

DATE	2/16/2015
SCALE	AS SHOWN
DESIGNED BY	DA
APPROVED BY	AM
DRAWN BY	GW
PROJECT NUMBER	**4051003201**
FIGURE NUMBER	**3**

APPENDIX G
FLOODPLAIN MAPS



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

0 0 300 600 METERS

PANEL 0280E

FIRM

FLOOD INSURANCE RATE MAP

GRADY COUNTY, OKLAHOMA AND INCORPORATED AREAS

PANEL 280 OF 650

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GRADY COUNTY	400483	0280	E
CHICKASHA, CITY OF	400234	0280	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
40051C0280E

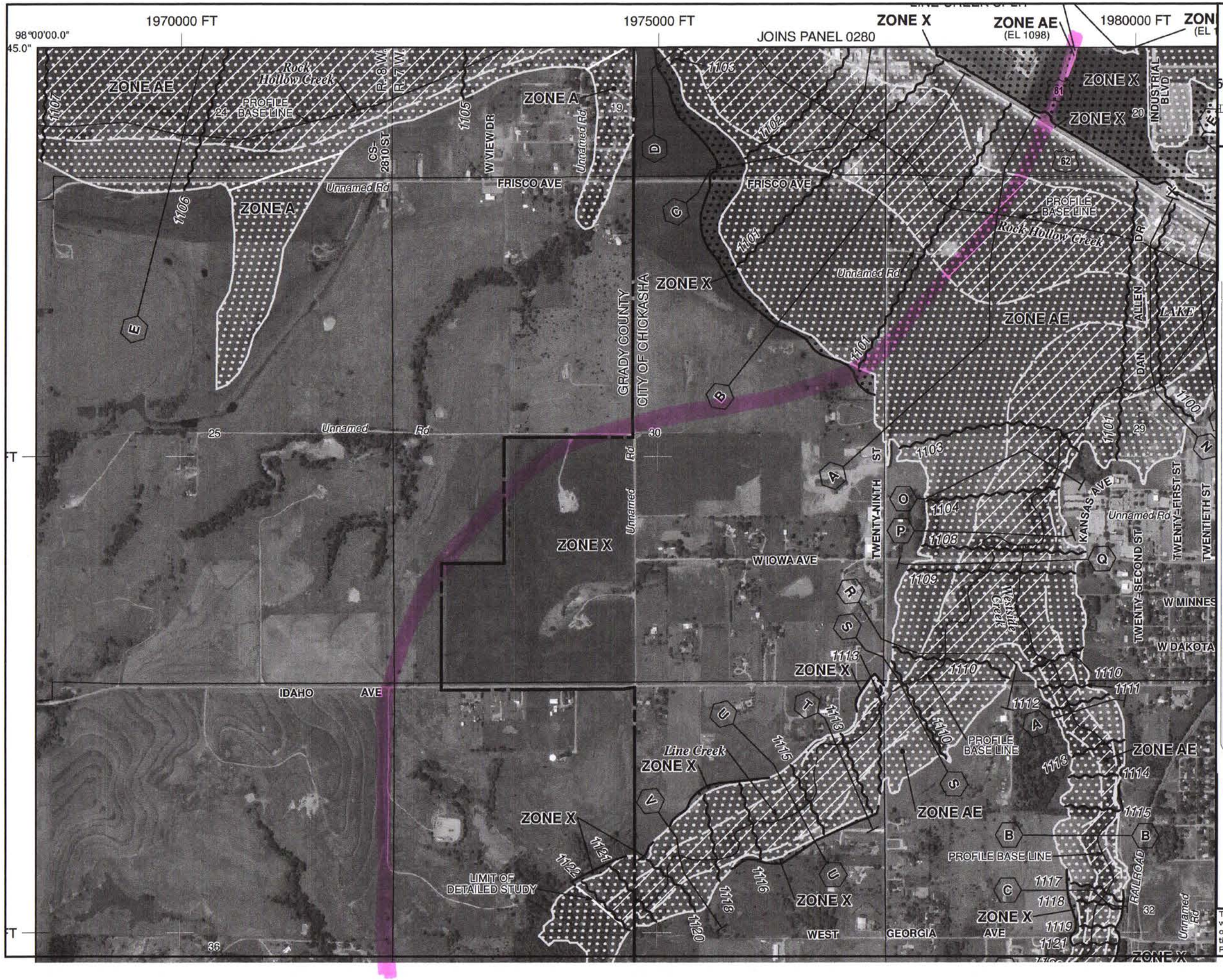
EFFECTIVE DATE
APRIL 3, 2012

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

US 81 Realignment
West of Chickasha,
Preferred Alternative

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET METE

PANEL 0290E

FIRM

FLOOD INSURANCE RATE MAP

GRADY COUNTY, OKLAHOMA

AND INCORPORATED AREAS

PANEL 290 OF 650

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GRADY COUNTY	400483	0290	E
CHICKASHA, CITY OF	400234	0290	D
NINNEKAH, TOWN OF	405382	0290	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
40051C0290E

EFFECTIVE DATE
APRIL 3, 2012

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

US 81 Realignment
West of Chickasha,
Preferred Alternative

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

620000 FT

615000 FT

JOINS PANEL 0270

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET METE

PANEL 0290E

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

GRADY COUNTY, OKLAHOMA

AND INCORPORATED AREAS

PANEL 290 OF 650

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GRADY COUNTY	400483	0290	E
CHICKASHA, CITY OF	400234	0290	E
NINNEKAH, TOWN OF	405382	0290	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

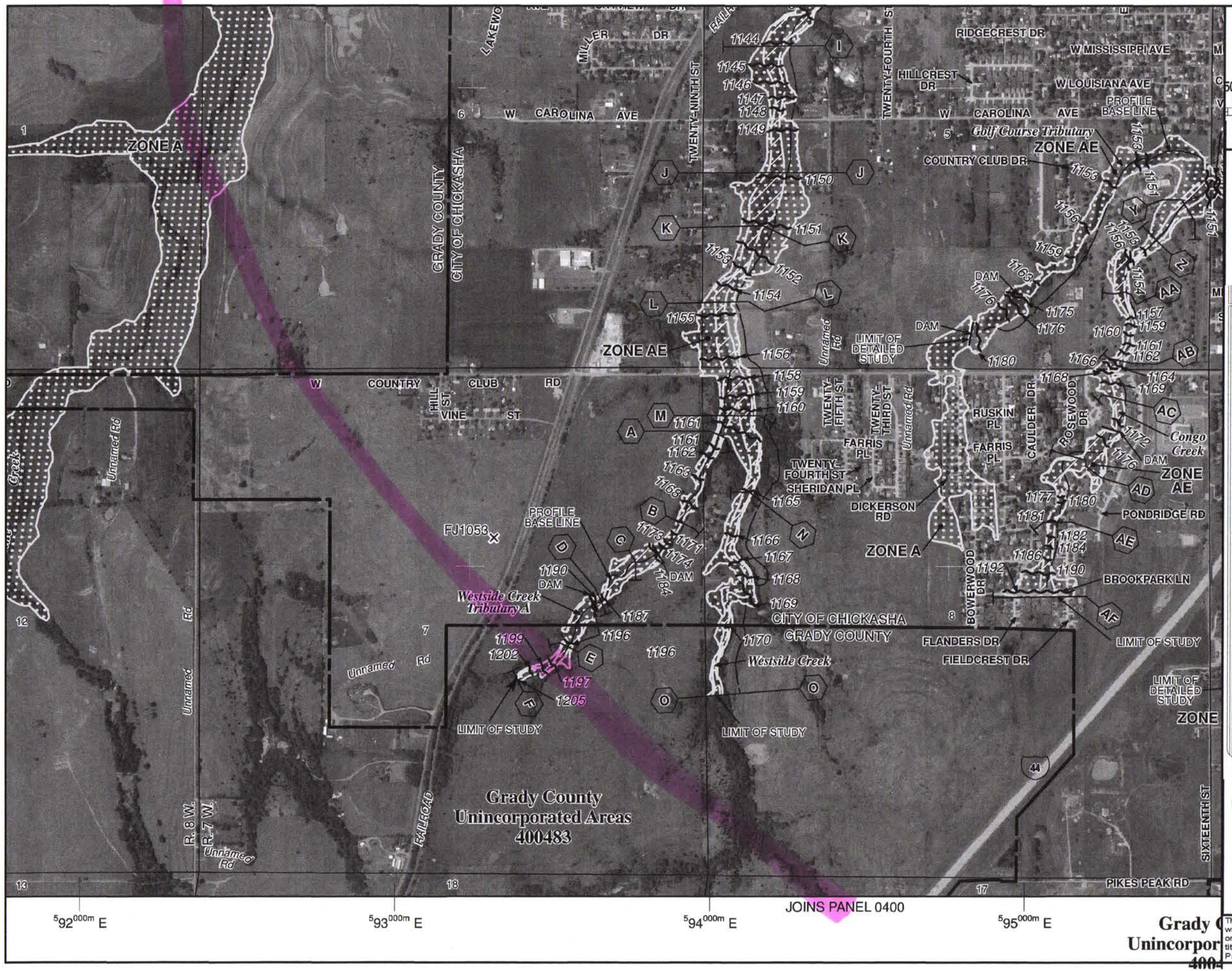
MAP NUMBER
40051C0290E

EFFECTIVE DATE
APRIL 3, 2012

Federal Emergency Management Agency

US 81 Realignment
West of Chickasha,
Preferred Alternative

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET METE

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0290E

FIRM

FLOOD INSURANCE RATE MAP

GRADY COUNTY, OKLAHOMA AND INCORPORATED AREAS

PANEL 290 OF 650

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GRADY COUNTY	400483	0290	E
CHICKASHA, CITY OF	400234	0290	E
NINNEKAH, TOWN OF	405382	0290	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

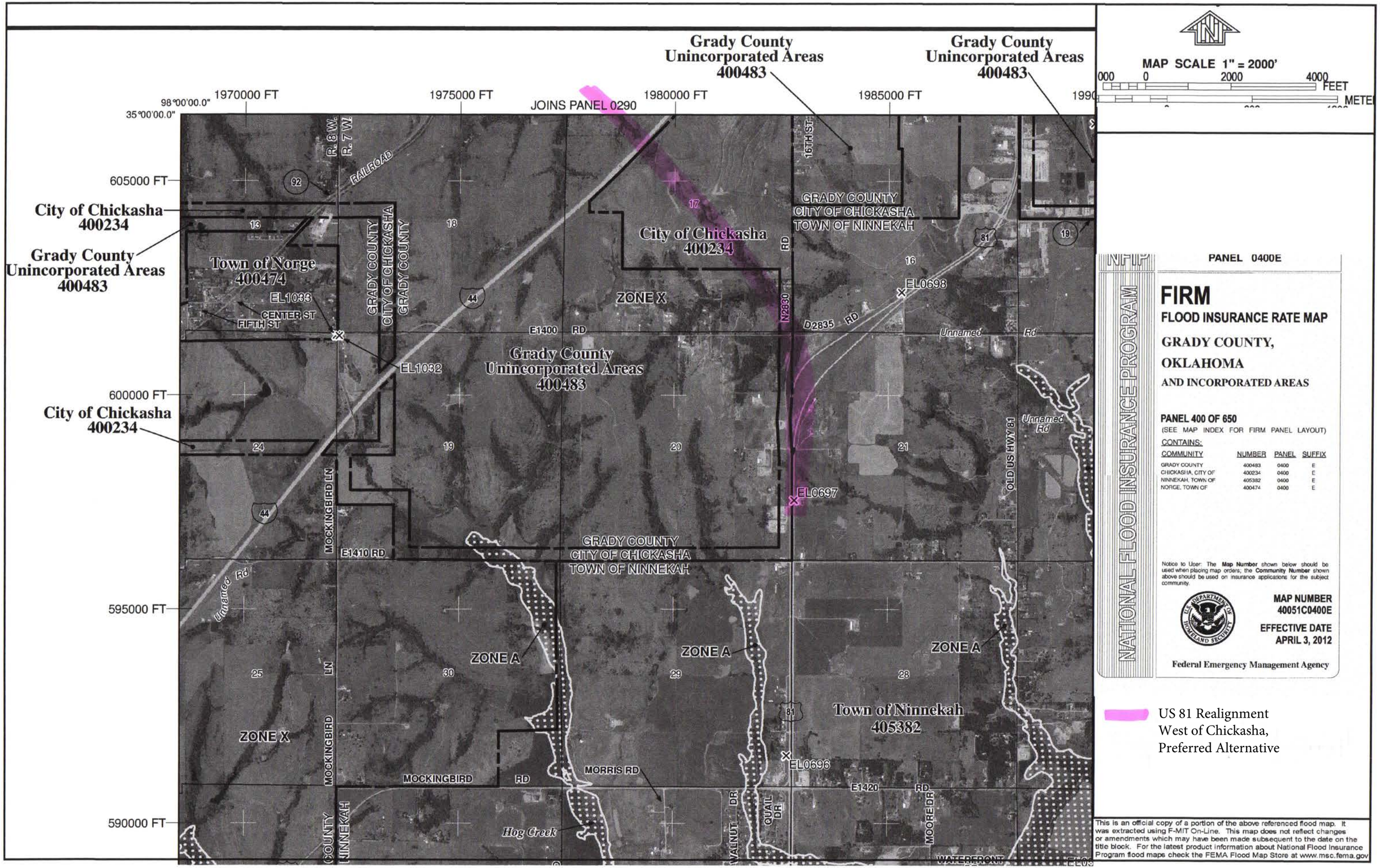
MAP NUMBER
40051C0290E

EFFECTIVE DATE
APRIL 3, 2012

Federal Emergency Management Agency

US 81 Realignment
West of Chickasha,
Preferred Alternative

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Grady County Unincorporated Areas 400483
Grady County Unincorporated Areas 400483
98°00'00.0"
35°00'00.0"
1970000 FT
1975000 FT
JOINS PANEL 0290
1980000 FT
1985000 FT
605000 FT
600000 FT
595000 FT
590000 FT
City of Chickasha 400234
Grady County Unincorporated Areas 400483
City of Chickasha 400234
Town of Norge 400474
City of Chickasha 400234
Grady County Unincorporated Areas 400483
Town of Ninnekah 405382
GRADY COUNTY
CITY OF CHICKASHA
TOWN OF NINNEKAH
ZONE X
ZONE A
EL1033
EL1032
EL0698
EL0697
EL0696
CENTER ST
FIFTH ST
E1400 RD
E1410 RD
E1420 RD
D2835 RD
N2830 RD
MOCKINGBIRD LN
MOCKINGBIRD RD
MORRIS RD
Hog Creek
Unnamed Rd
OLD US HWY 81
WATERFRONT
R. 8 W.
R. 7 W.
RAILROAD
16TH ST
MAP SCALE 1" = 2000'
FEET
METERS
NFIP
NATIONAL FLOOD INSURANCE PROGRAM
PANEL 0400E
FIRM
FLOOD INSURANCE RATE MAP
GRADY COUNTY,
OKLAHOMA
AND INCORPORATED AREAS
PANEL 400 OF 650
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:
COMMUNITY NUMBER PANEL SUFFIX
GRADY COUNTY 400483 0400 E
CHICKASHA, CITY OF 400234 0400 E
NINNEKAH, TOWN OF 405382 0400 E
NORGE, TOWN OF 400474 0400 E
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.
MAP NUMBER
40051C0400E
EFFECTIVE DATE
APRIL 3, 2012
Federal Emergency Management Agency
US 81 Realignment
West of Chickasha,
Preferred Alternative
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

APPENDIX H
HAZARDOUS WASTE STUDIES

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSULTANT REPORT REVIEW – HAZARDOUS WASTE

Reviewed By: David Edwards
Review Date: 01/12/2016
Consultant: Triad Design Group
County: Grady
Project No.: J2-4428(004)
J/P Number: 24428(04)

1. PROJECT DESCRIPTION: Grade, Draining, Bridge & Surface: US-81 From 1 mile north of the US-81/US-277 junction of south Chickasha extending northwest on new alignment 8.63 miles to 0.85 miles north of the US-62/US-81 junction (Chickasha Bypass)

2. LEVEL OF INVESTIGATION: ☒ Assessment ☐ Sampling

3. SUMMARY OF INVESTIGATION

A. Relative risk of contamination in study footprint: ☐ Low ☒ Moderate ☐ High
B. Potential for contamination, if present, to affect project: ☐ Low ☒ Moderate ☐ High
C. Did Consultant recommend additional work? ☐ No ☒ Yes (describe below):

Triad Design Group stated that the Hamm & Phillips facility that was identified in the ISA as having an oily rinse water impoundment may require additional investigation if right-of-way is acquired in this area.

4. RECOMMENDATIONS*:

☐ Approval to Proceed (No Further Action)
☒ Approval to Proceed, Pending:
- ☐ Avoidance of described site(s)
- ☐ Plan Notes regarding described site(s) (See Section 5)
- ☒ Additional investigation by ODOT (Request for plans memo attached).

☐ Approval NOT Recommended

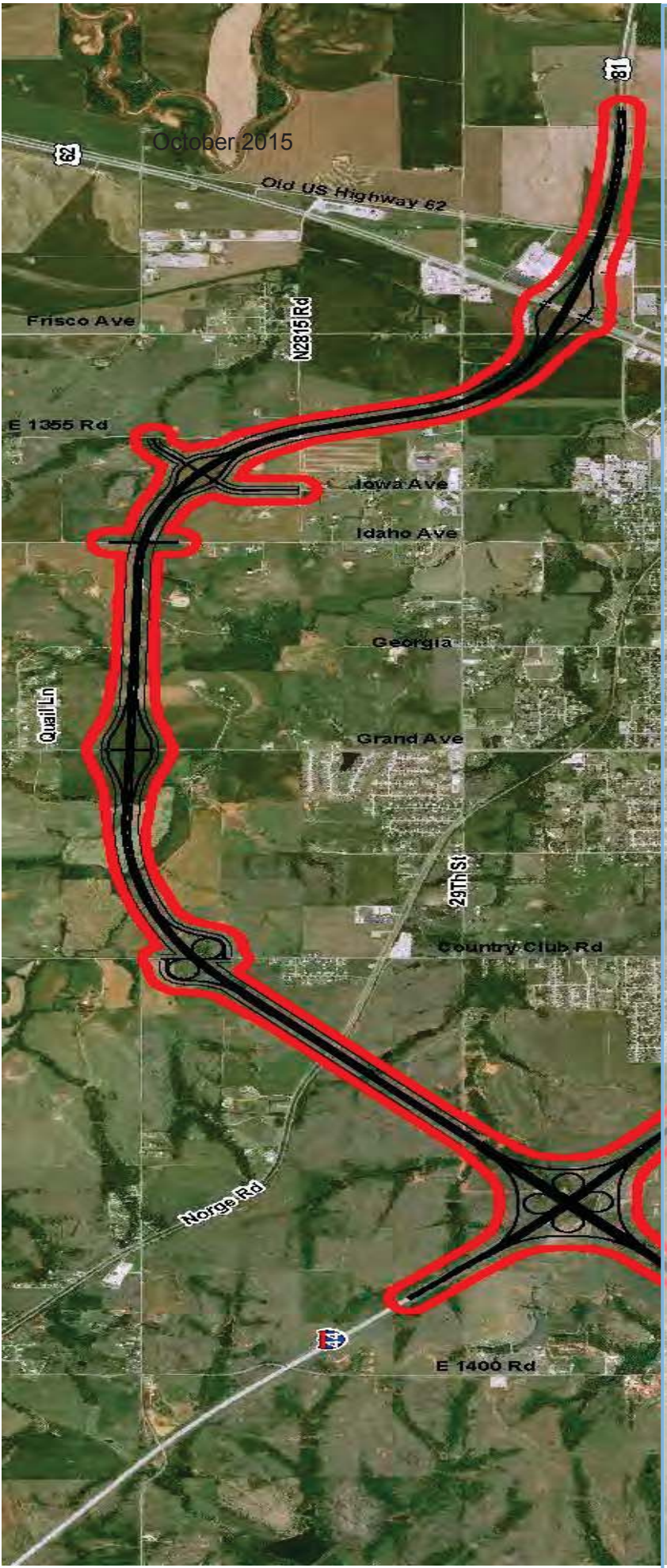
* - If different from Consultant, explain in Section 6 General Comments

5. PLAN NOTES: Review of design drawings is necessary to determine what effect the potential REC identified in the ISA will have upon the project. See request for plans memo attached.

6. GENERAL COMMENTS:

ATTACH EXCERPTS FROM REPORT, AS APPROPRIATE.*

*The full document is on file with ODOT's Environmental Programs Division. Please contact David Edwards at (405) 521-2673 or daedwards@odot.org for more information.



INITIAL SITE REPORT

US 81 Chickasha Bypass
Grady County, Oklahoma
J/P No 24428(04)

Prepared for:

Oklahoma Department of Transportation

Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Prepared by:

Triad Design Group
Oklahoma Certificate of Authority No. 1759
3020 Northwest 149th Street
Oklahoma City, OK 73134
(405) 752-1122

October 2015

TRIAD DESIGN GROUP
Architecture • Engineering

1.3 SUMMARY OF FINDINGS

- Land use within the Study Area includes agricultural, commercial, and industrial.
- Hamm & Phillips tank truck oil transportation facility, located northeast of the US 81/US-62 intersection, has a large diesel aboveground storage tank, five other aboveground chemical storage tanks with unidentified materials, and an oily rinse water impoundment.
- H&B Machine & Manufacturing, located north of US 81 south of the US 81/SH-19 intersection, has an aboveground storage tank and several chemical drums stored outdoors.
- Glenn's South Auto Yard, located south of US 81 south of the US 81/SH-19 intersection, has two (2) aboveground storage tanks.
- Sterling Power & Equipment, LLC, an inactive facility located northwest of the US 81/County Road E1405 Road intersection, has outdoor oil storage tanks.
- Harry's Repair Shop, also located southwest of the US 81/County Road E1405 Road intersection, has outdoor chemical storage.
- WBC, an inactive facility located southwest of the US 81/County Road E1405 Road intersection, has an aboveground storage tank.
- Underground utilities noted within the Study Area include three (3) natural gas pipelines and a communications line. Several overhead electric lines are present, including high voltage lines crossing north US 81 just north of the Union Pacific Railroad.
- Several domestic water wells are located within close proximity to the Study Area.
- Ten oil/gas wells are located within 1/8 mile of the Study Area.

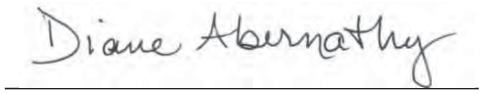
1.4 RECOGNIZED ENVIRONMENTAL CONDITIONS

Based on the Study Area observations and review of information gathered for this ISA, the following recognized environmental condition within the Study Area may require further investigation, if right-of- way is to be acquired from this area:

- Hamm & Phillips facility, oily rinse water impoundment, Section 20, Township 7 North, Range 7 West

1.5 ENVIRONMENTAL PROFESSIONAL STATEMENT

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §31.10 of 40 CFR 312.



Diane Abernathy
P. E. Registration #17194

1.3 SUMMARY OF FINDINGS

- Land use within the Study Area includes agricultural, commercial, and industrial.
- Hamm & Phillips tank truck oil transportation facility, located northeast of the US 81/US-62 intersection, has a large diesel aboveground storage tank, five other aboveground chemical storage tanks with unidentified materials, and an oily rinse water impoundment.
- H&B Machine & Manufacturing, located north of US 81 south of the US 81/SH-19 intersection, has an aboveground storage tank and several chemical drums stored outdoors.
- Glenn's South Auto Yard, located south of US 81 south of the US 81/SH-19 intersection, has two (2) aboveground storage tanks.
- Sterling Power & Equipment, LLC, an inactive facility located northwest of the US 81/County Road E1405 Road intersection, has outdoor oil storage tanks.
- Harry's Repair Shop, also located southwest of the US 81/County Road E1405 Road intersection, has outdoor chemical storage.
- WBC, an inactive facility located southwest of the US 81/County Road E1405 Road intersection, has an aboveground storage tank.
- Underground utilities noted within the Study Area include three (3) natural gas pipelines and a communications line. Several overhead electric lines are present, including high voltage lines crossing north US 81 just north of the Union Pacific Railroad.
- Several domestic water wells are located within close proximity to the Study Area.
- Ten oil/gas wells are located within 1/8 mile of the Study Area.

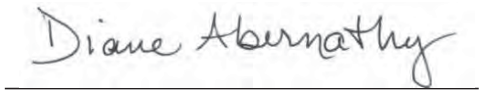
1.4 RECOGNIZED ENVIRONMENTAL CONDITIONS

Based on the Study Area observations and review of information gathered for this ISA, the following recognized environmental condition within the Study Area may require further investigation, if right-of- way is to be acquired from this area:

- Hamm & Phillips facility, oily rinse water impoundment, Section 20, Township 7 North, Range 7 West

1.5 ENVIRONMENTAL PROFESSIONAL STATEMENT

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §31.10 of 40 CFR 312.



Diane Abernathy
P. E. Registration #17194

At the extreme south end of the Study Area, the following commercial facilities and observations were noted:

- Sterling Power and Equipment: This inactive facility is located west of US 81. Several oil ASTs were observed outdoors; however, no indications of releases were noted. See Photo 9.
- Harry's Repair Shop: This auto repair shop is located west of US 81. Several chemical storage containers were observed outdoors; however, no indications of releases were noted. See Photo 10.
- Can-OK Oilfield Services: This inactive facility is located west of US 81. No concerns were noted.
- WBC: This inactive facility is located west of US 81. One (1) AST is located on the north end of the building. Fencing prevented close observation of the facility. See Photo 11.
- Spidle Turbico: This inactive facility is located west of US 81. No concerns were noted.

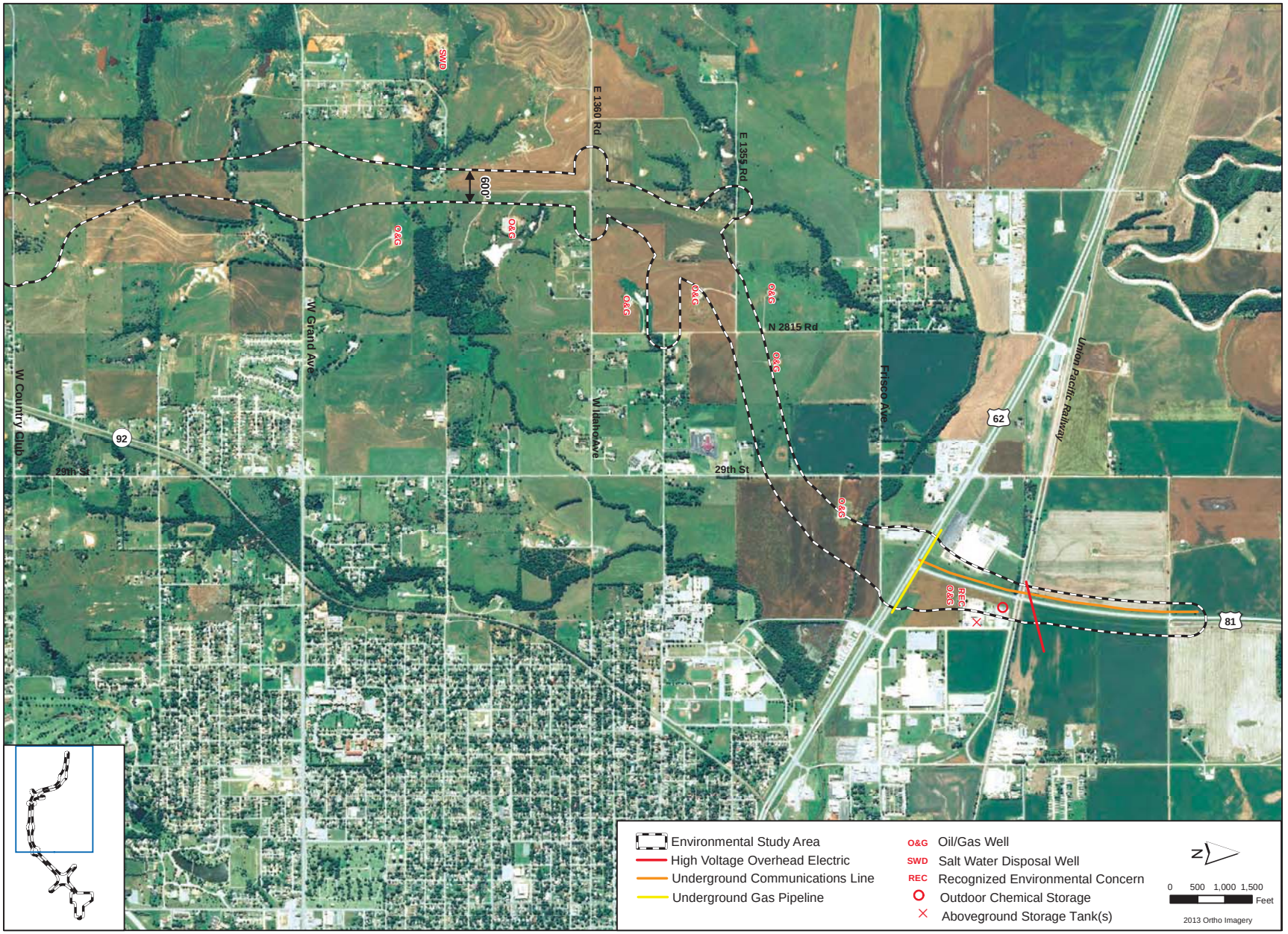
Underground utilities noted within the Study Area include three (3) natural gas pipelines and one (1) communications line. Several overhead electric lines were observed, including high voltage overhead lines located in the north end of the Study Area, crossing US 81 north of Union Pacific Railroad.

The site reconnaissance observations are displayed on Figures 2-1 and 2-2.

3.4 RECOGNIZED ENVIRONMENTAL CONDITIONS

Based upon the site visit and a review of available environmental records, the Hamm & Phillips facility oily rinse water impoundment, Section 20, Township 7 North, Range 7 West was the only recognized environmental condition noted within the Study Area. Further investigation may be necessary if right-of-way is to be acquired from that site.

Table 3 summarizes the recognized environmental conditions.



TRIAD DESIGN GROUP
Architecture • Engineering

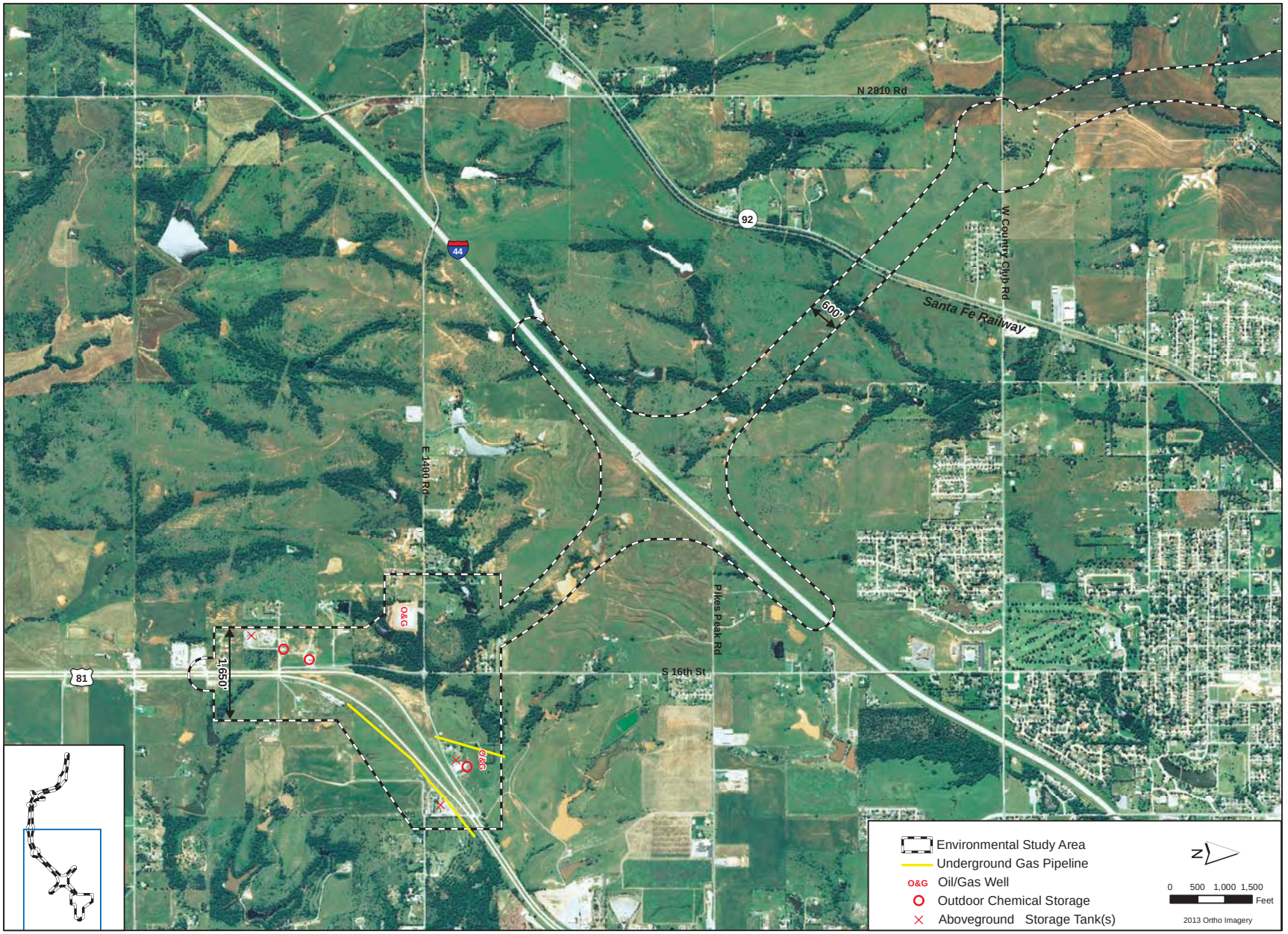
3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

FIGURE TITLE	**STUDY AREA MAP FOR JP 24428(04)**
DOCUMENT TITLE	INITIAL SITE ASSESSMENT FOR US-81 CHICKASHA BYPASS
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	GRADY COUNTY, OKLAHOMA

DATE	10/13/2015
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE

FIGURE NUMBER

2-1



TRIAD DESIGN GROUP
Architecture • Engineering

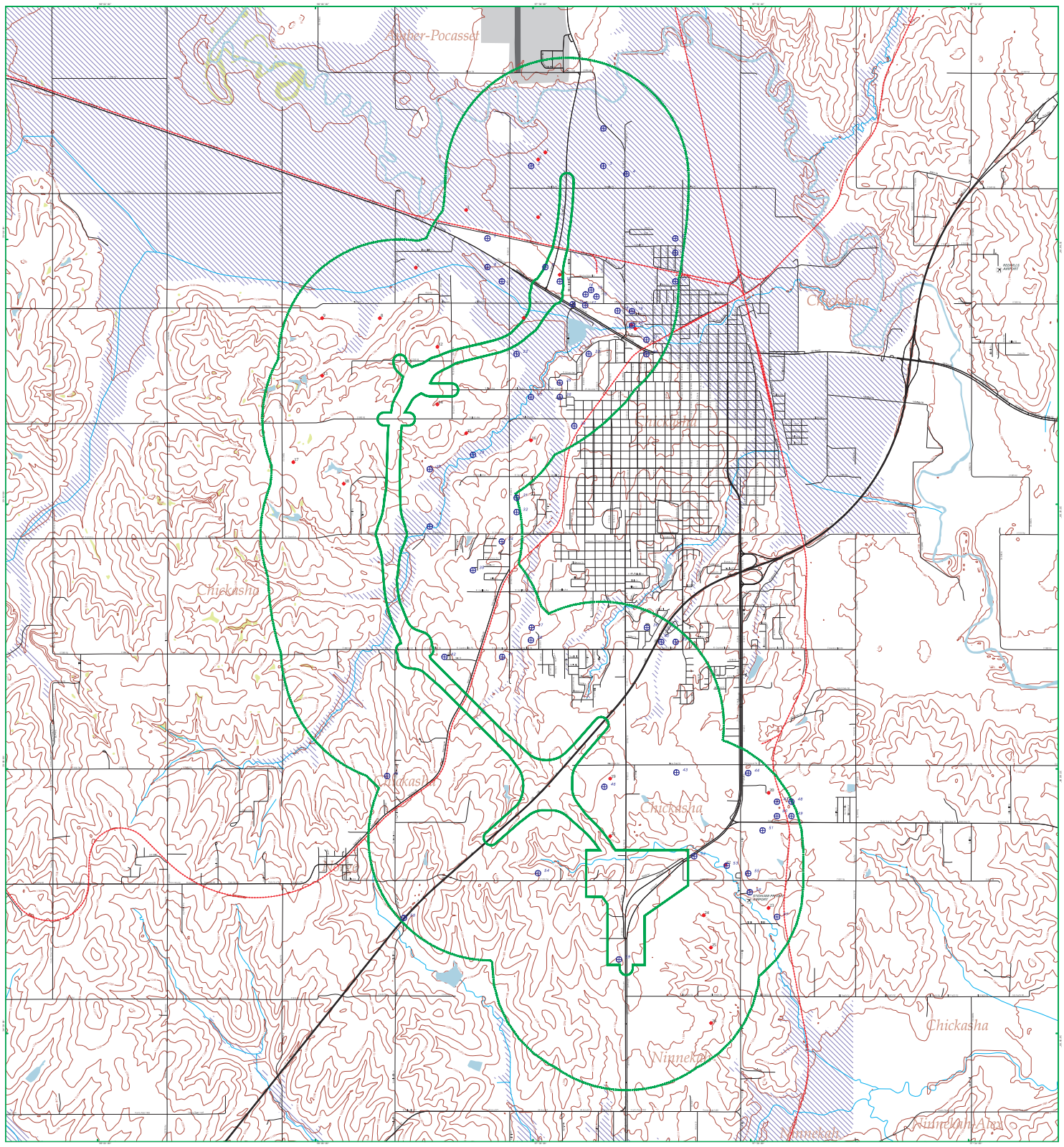
3020 N.W. 149th Street
Oklahoma City, Oklahoma 73134
Ph. (405) 752-1122
Fax (405) 752-8855

FIGURE TITLE	**STUDY AREA MAP FOR JP 24428(04)**
DOCUMENT TITLE	INITIAL SITE ASSESSMENT FOR US-81 CHICKASHA BYPASS
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	GRADY COUNTY, OKLAHOMA

DATE	10/13/2015
SCALE	AS SHOWN
DESIGNED BY	TS
APPROVED BY	RE
DRAWN BY	RE

FIGURE NUMBER

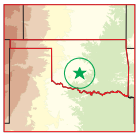
2-2



EDR® Environmental Data Resources Inc

EDR DataMap® - Well Search

Proposed US-81 Bypass



Grady County, OK

- Listed Water Wells
- Oil & Gas Wells
- Study Boundary
- Roads
- Major Roads
- Waterways
- Railroads
- Contour Lines
- Fault Lines
- Water
- Superfund Sites
- 100-Yr Flood Zones
- Wetlands

N

0 1/2 1

Scale in Miles

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

DATE: January 12, 2016

TO: NEPA Project Manager

FROM: Hazardous Waste Coordinator

SUBJECT: **Request for Design Drawings**

DAE

Grade, Draining, Bridge & Surface: US-81 From 1 mile north of the US-81/US-277 junction of south Chickasha extending northwest on new alignment 8.63 miles to 0.85 miles north of the US-62/US-81 junction (Chickasha Bypass). Project No. J2-4428(004), JP No. 24428(04)

An Initial Site Assessment (ISA) has been performed for the subject project. The ISA identified potential environmental concerns adjacent to the study area. Based on the available data, contamination may be present within the proximity of the project study area.

Review of design drawings is necessary to determine what effect these facilities may have on the project. Please provide a copy of the drawings as they become available.

DAE

APPENDIX I
SOLICITATION LETTERS

SOLICITATION LETTER, 2011

May 6, 2011

Dear :

The Oklahoma Department of Transportation (ODOT) is soliciting comments for a proposed US 81 bypass of Chickasha in Grady County, Oklahoma. Please see the enclosed figure which depicts the study area associated with the proposed bypass.

The purpose of this project is to provide motorists with an alternative to using congested US 81 through the City of Chickasha. Construction of a US 81 bypass of Chickasha will result in a reduction of travel time for Chickasha through traffic. In addition, future traffic congestion will be reduced and safety will be improved on the existing route through the Central Business District of Chickasha. A planning study completed by ODOT in 2007 recommended a controlled-access 4-lane divided western bypass of Chickasha from south of the US 81/SH 19 intersection to the US 81/US 62 intersection.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within fifteen days from the date of this letter. Your written comments should be directed to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. ODOT has contracted with SAIC Energy, Environment & Infrastructure, LLC (SAIC) on this project. For further information or if you have any questions, please contact any of the following:

Ms. Diane Abernathy, SAIC	405-701-3167	jeanna.d.abernathy@saic.com
Mr. Scott Stegmann, ODOT	405-522-8014	sstegmann@odot.org

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:JDA:SAIC

Enclosure: Study Area

Ms. Karla Norris, Field Station Manager
Bureau of Land Management
221 N. Service Road
Moore, Oklahoma 73160

Mr. John Melholf, Field Office Manager
Bureau of Land Management
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145

Ms. Linda Rundell, State Director
Bureau of Land Management
P.O. Box 27115
Santa Fe, New Mexico 87502

Mr. Gary D. Corino, Division Administrator
Federal Highway Administration
5801 N. Broadway Extension, Suite 300
Oklahoma City, Oklahoma 73118

Mr. David Manning, Regulatory Branch Chief
(Attn: Environmental Analysis Section)
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Colonel Anthony Funkhouser, District Engineer
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Mr. Steve Nolen, Planning & Environmental (PER) Division
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Mr. Dan Deerinwater, Director, Southern Plains Regional Office
Bureau of Indian Affairs
WCD Office Complex, P.O. Box 368
Anadarko, Oklahoma 73005

Mr. Kim Walker, District Conservationist
Natural Resources Conservation Service
828 W. Choctaw Avenue
Chickasha, Oklahoma 73018

Mr. Mike Snyder, Regional Director - Intermountain Region Office, Planning & Environmental Quality
National Park Service
12795 W. Alameda Parkway
Denver, Colorado 80225

Mr. Steve Spencer, Regional Environmental Officer
U.S. Department of the Interior
1001 Indian School NW, Suite 348
Albuquerque, New Mexico 87104

Mr. Victor N. Bird, Director
Oklahoma Aeronautics Commission
120 N. Robinson, Suite 1244W
Oklahoma City, Oklahoma 73102

Ms. Lori Wrotenbery, Director - Oil & Gas Conservation Division
Oklahoma Corporation Commission
Jim Thorpe Building, 2101 North Lincoln Blvd.
Oklahoma City, Oklahoma 73105

Ms. Kara Williams, Environmental Review Coordinator
DEQ Customer Assistance Program
P.O. Box 1677
Oklahoma City, Oklahoma 73101

Ms. Melvena Heisch, Deputy Historic Preservation Officer
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105

Ms. Carolyn Sullivan, Energy Program Manager
Oklahoma Department of Commerce
P.O. Box 26980, 900 North Stiles
Oklahoma City, Oklahoma 73104

Mr. Richard Hatcher, Director
Department of Wildlife Conservation
1801 North Lincoln Blvd., P.O. Box 53465
Oklahoma City, Oklahoma 73152

Mr. Mike Thralls, Executive Director
Oklahoma Conservation Commission
2800 North Lincoln Blvd., Ste. 160
Oklahoma City, Oklahoma 73105

Commissioner Jim Reese, Secretary of Agriculture
Department of Agriculture
2800 N. Lincoln Blvd., P.O. Box 54298
Oklahoma City, Oklahoma 73105

Mr. Gavin Brady
Oklahoma Water Resources Board
3800 North Classen
Oklahoma City, Oklahoma 73118

Dr. G. Randy Keller, Director
Oklahoma Geological Survey
100 East Boyd, Room N-131
Norman, Oklahoma 73019

Dr. Robert L. Brooks
Oklahoma Archaeological Survey
111 East Chesapeake, Building 134
Norman, Oklahoma 73019

Ms. Janet Barres,i State Superintendent
State Department of Education
2500 North Lincoln Blvd., Rm. 121
Oklahoma City, Oklahoma 73105

Ms. Kristina S. Marek, Director, Research & Development Division
Oklahoma Tourism & Recreation Department
First National Center, 120 North Robinson Avenue, Ste. 600
Oklahoma City, Oklahoma 73102

Mr. Blaine H. Smith, Jr. Executive Director
Association of South Central OK Governments
802 Main Street, P.O. Box 1647
Duncan, Oklahoma 73534

Chairman Louis Maynahonah
Apache Tribe
P.O. Box 1220
Anadarko, Oklahoma 73005

Governor Bill Anoatubby
Chickasaw Nation
P.O. Box 1548
Ada, Oklahoma 74821

Chairperson Michael Burgess
Comanche Nation
P.O. Box 908
Lawton, Oklahoma 73502

Chairman Ron Two Hatchet
Kiowa Tribe
P.O. Box 369
Carnegie, Oklahoma 73015

Mayor Hank Ross
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Vice Mayor J.E. Epperson
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Stewart Fairburn, City Manager
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Board of Commissioners
Grady County Clerk's Office
P. O. Box 1009
Chickasha, Oklahoma 73018

Mr. Mike Satterfield, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Jay Epperson, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Chris Ferguson, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. John Jernigan, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mrs. Phylis Steelman, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Ryan Posey, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Howard Carpenter, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. John Toland, City Council Member
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Jim Glaze, Superintendent
Chickasha Public Schools
900 West Choctaw
Chickasha, Oklahoma 73018

Mr. Jay Edelen, Superintendent
Pioneer Public Schools
3686 SH 92
Chickasha, Oklahoma 73018

Mr. Todd Bunch Superintendent
Ninnekah Public Schools
P. O. Box 275
Ninnekah, Oklahoma 73067

Representative Phil Richardson
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 438
Oklahoma City, Oklahoma 73105

Representative, Phil Richardson
289 CS 2760
Minco, Oklahoma 73059

Representative Leslie Osborn
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 300
Oklahoma City, Oklahoma 73105

Representative Leslie Osborn
1610 CR 1240
Tuttle, Oklahoma 73089

Senator Ron Justice
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 423
Oklahoma City, Oklahoma 73105

Senator Ron Justice
2209 CS 2880
Chickasha, Oklahoma 73018

Senator James M. Inhofe
United States Senate
205 Russell – Senate Office Building
Washington , DC 20510

Senator James M. Inhofe
1900 NW Expressway, Ste. 1210
Oklahoma City, Oklahoma 73118

Senator Tom A. Coburn
United States Senate
172 Russell – Senate Office Building
Washington , DC 20510

Senator Tom A. Coburn
100 North Broadway, Ste. 1820
Oklahoma City, Oklahoma 20510

Representative Tom Cole
United States House of Representatives
2458 Rayburn HOB
Washington , DC 20515

Representative Tom Cole
2424 Springer Drive, Ste. 201
Norman, Oklahoma 73069

Mr. Bradley Burgess Commissioner
OK Transportation Commission
21 NW 44th Street, Suite 201
Lawton, Oklahoma 73505

Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

May 12, 2011

Dawn R. Sullivan
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, Oklahoma 73105-3204

Re: ODOT proposed US 81 bypass of Chickasha. Legal Description: Sections 19, 20, 29, 30, 31, 32 T7N R7W, Sections 5, 6, 7, 8, 9, 18, 17, 16, 20, 21 T6N R7W, Grady County, Oklahoma.

Dear Ms. Sullivan:

The Community Assistance Program staff of the Oklahoma Archeological Survey has reviewed the above referenced project in order to identify areas that may potentially contain prehistoric or historic archeological materials (historic properties). The location of your project has been crosschecked with the state site files containing approximately 18,000 archaeological sites, which are currently recorded for the state of Oklahoma. **No sites are listed in your project area, but based on the topographic and hydrologic setting of your project, archeological materials are likely to be encountered. An archaeological field inspection is considered necessary prior to project construction in order to identify significant archaeological resources that may exist in the project area.** Please contact this office at (405) 325-7211 if you require additional information on this project.

This environmental review and evaluation is performed in order to locate, record, and preserve Oklahoma's prehistoric and historic cultural heritage in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. In addition to our review comments, under 36CFR Part 800.3 you are reminded of your responsibility to consult with the appropriate Native American tribe/groups to identify any concerns they may have pertaining to this undertaking and potential impacts to properties of traditional and/or ceremonial value. Thank you for your cooperation.

Sincerely,

Matthew J. Hall
Staff Archaeologist

Robert L. Brooks
State Archaeologist

:ls

Cc: SHPO

111 E. Chesapeake, Room 102, Norman, Oklahoma 73019-5111 PHONE: (405) 325-7211 FAX: (405) 325-7604
A UNIT OF ARTS AND SCIENCES SERVING THE PEOPLE OF OKLAHOMA

J. D. STRONG
EXECUTIVE DIRECTOR

MARY FALLIN
GOVERNOR

STATE OF OKLAHOMA
WATER RESOURCES BOARD
www.owrb.ok.gov

OKLAHOMA WATER RESOURCES BOARD
Planning & Management Division
Oklahoma City, OK

PUBLIC NOTICE REVIEW

___ We have no comments to offer. _X_ We offer the following comments.

WE RECOMMEND THAT YOU CONTACT THE LOCAL FLOODPLAIN ADMINISTRATOR FOR POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. THE OWRB WEB SITE, www.owrb.ok.gov, contains a directory of floodplain administrators and is located under forms/floodplain management/floodplain administrators, listed alphabetically by name of community. **If this development would fall on STATE OWNED or operated property, a floodplain development permit is required from OWRB.** The Chapter 55 Rules and permit application for this requirement can be found on the OWRB web site listed above. If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding and so that it does not flood adjacent property if at all possible.

Reviewer: Cathy Poage, CFM **Date:** 05/13/2011

Project Name: Proposed US 81 bypass of Chickasha, Located West of Chickasha between SH 19 and US 62, Grady County, OK

FIRM Name: ODOT, Dawn R. Sullivan, P.E.

* Grady County does not participate in the NFIP. Please see paragraph above.

From the Office of Community Development

FROM: **Justin LeBeau, Director**

DATE: **Monday, May 16, 2011**

RE: Environmental Program Engineers Response: Economic, Environmental, and Social Effects of Highway 81 Proposed Location in Chickasha, Oklahoma

Dear Sirs,

We have received correspondence on the proposed location of the State Highway 81 Bypass. Included in the correspondence was a request for comment on the social, environmental, and economic impact that such a proposal may have on the study area.

Social Impact:
Places of gathering in this area include several churches. Depending on the exact location of the bypass, the community as a whole may be affected with the relocation of these facilities. Demographics in this area are predominantly made up of Caucasian households.

Environmental:
The study area intersects the regulatory floodplain and floodway at certain points. Depending on the construction of the bypass whether elevated or at grade, this could have a significant impact on the displacement of water in this area. Adjacent to this area to the west are lands outside the city limits utilized for farming activities. This area also intersects agricultural property in the city limits. Noise and runoff effects of the bypass construction may have an impact on these activities depending on the exact location of the bypass.

Economic:
Several of the newer additions in Chickasha are located in this study area. In general, staff has seen the growth of Chickasha transitioning to the west of the city because of the larger estate style tracts that are available. In addition, some land owners in the area have expressed interest in developing their property for residential subdivisions. We feel the economic impact could potentially be negative to this area because it may discourage the development of residential subdivisions in an area that has been identified as a potential area for residential construction growth. Like many other towns facing declines in residential construction, Chickasha has not had a new subdivision develop in the past several years. Staff is aware that a regular concern for people attempting to locate in Chickasha is the lack of availability of newer housing.

Should you have any questions, feel free to contact me.

Justin LeBeau
Community Development Director

117 North 4th Street, Chickasha, Oklahoma 73018 • (405) 222-6013 Fax No. (405) 574-1015
E-mail planning@chickasha.org

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

May 6, 2011

Mr. Mike Snyder
Regional Director - Intermountain Region Office, Planning & Environmental Quality
National Park Service
12795 W. Alameda Parkway
Denver, Colorado 80225

Dear Mr. Snyder:

The Oklahoma Department of Transportation (ODOT) is soliciting comments for a proposed US 81 bypass of Chickasha in Grady County, Oklahoma. Please see the enclosed figure which depicts the study area associated with the proposed bypass.

The purpose of this project is to provide motorists with an alternative to using congested US 81 through the City of Chickasha. Construction of a US 81 bypass of Chickasha will result in a reduction of travel time for Chickasha through traffic. In addition, future traffic congestion will be reduced and safety will be improved on the existing route through the Central Business District of Chickasha. A planning study completed by ODOT in 2007 recommended a controlled-access 4-lane divided western bypass of Chickasha from south of the US 81/SH 19 intersection to the US 81/US 62 intersection.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within fifteen days from the date of this letter. Your written comments should be directed to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. ODOT has contracted with SAIC Energy, Environment & Infrastructure, LLC (SAIC) on this project. For further information or if you have any questions, please contact any of the following:

Ms. Diane Abernathy, SAIC	405-701-3167 jeanna.d.abernathy@saic.com
Mr. Scott Stegmann, ODOT	405-522-8014 sstegmann@odot.org

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:JDA:SAIC

The National Park Service reviewed this project, and determined that no parks will be affected; therefore, we have no comments.
Signed: Date: 5/16/11

Enclosure: Study Area

STEVEN A. THOMPSON
Executive Director

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY

MARY FALLIN
Governor

May 17, 2011

Ms. Dawn R. Sullivan, P.E.
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, OK 73105-3204

Re: Construction of US 81 Bypass of Chickasha

Dear Ms. Sullivan,

In response to your request, we have completed a general environmental review of the above referenced project. Based upon the current available information, we have no comments or objections.

Attached is a list of environmental recommendations that you should consider as you complete your project.

If you have any questions or need clarification, do not hesitate to contact me at 405.702.1031, 1.800.869.1400, or kara.williams@deq.ok.gov.

Best Wishes,

Kara Williams
Environmental Programs Manager
Customer Assistance Program

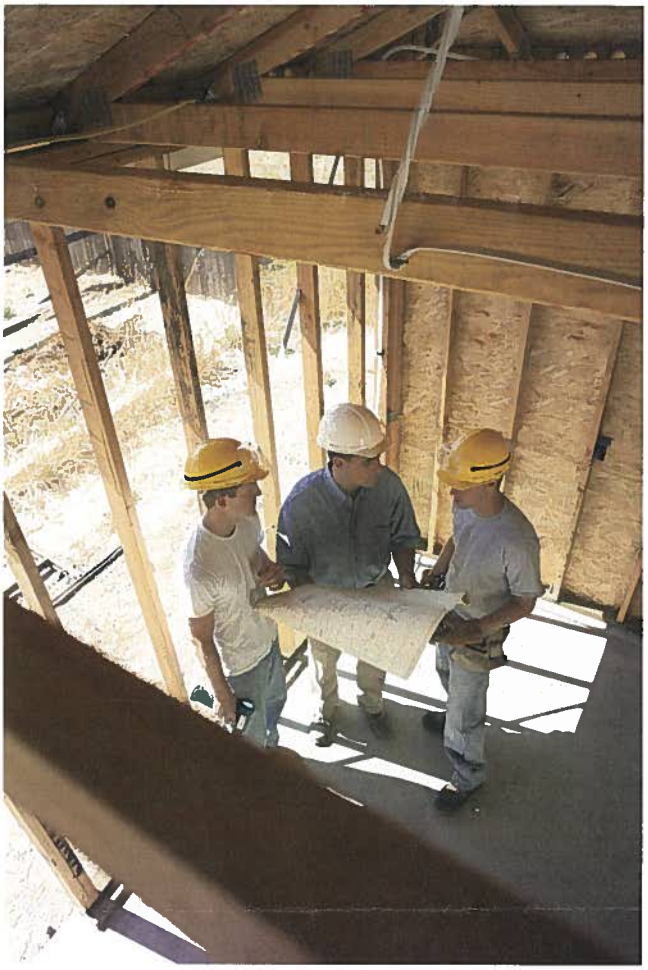
Enclosure

October 2010

LAND • AIR • WATER

Recommendations for General Construction/ Improvement Projects

During the environmental review process for general construction/improvement projects, the following recommendations are offered to assist in ensuring environmental compliance throughout the project.



- Any project which includes the removal or installation of water and/or sewer lines shall conform to all relevant local and/or state plumbing codes.
- Any project which includes the removal of paint shall conform to all relevant lead-based paint regulations.
- Any project which includes the handling and/or removal of asbestos shall conform to all relevant asbestos regulations.
- During any construction, demolition, and/or rehabilitation reasonable precautions should be taken to protect air quality by minimizing fugitive dust emissions.
- If construction, demolition, and/or rehabilitation will disturb more than one acre of land, a determination should be made as to whether an Oklahoma Pollutant Discharge Elimination System (OPDES) permit for storm water is required during the construction phase.
- Any solid or hazardous waste from the site shall be recycled and/or disposed of in accordance with all relevant solid waste and/or RCRA regulations.

DEQ OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY

This publication is issued by the Oklahoma Department of Environmental Quality authorized by Steven A. Thompson, Executive Director. Copies have been prepared at a cost of $0.0035 each. Copies have been deposited with the publications clearinghouse of the Oklahoma Department of Libraries. (factsheets\csd\GeneralConstruction.indd) 10/10.

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MARY FALLIN
GOVERNOR

TODD LAMB
LIEUTENANT GOVERNOR

OKLAHOMA CONSERVATION COMMISSION

MIKE THRALLS
EXECUTIVE DIRECTOR

BEN POLLARD
ASSISTANT DIRECTOR

Responsible Care For Oklahoma's Natural Resources

May 18, 2011

Dawn Sullivan
Environmental Programs Division Engineer
OK DOT
200 NE 21st St.
Oklahoma City, OK 73105

RE: US Highway 81 Bypass of Chickasha

Dear Ms. Sullivan:

Your request for a wetland determination for the referenced project, as described in your letter of May 6, 2011 has been reviewed using the Soil Survey of Grady County. Dale Silt Loam, Port Silt Loam, McClain Silty Loam and Yahola Fine Sandy Loam were identified at the site. These are possible hydric soils. Additionally, areas classified as Freshwater Forested/Shrub, Freshwater Emergent and Freshwater Pond were identified at the site. Due to the potential impact on wetland resources, an on-site investigation may be needed. Consequently, your request has been referred to the U.S. Army Corps of Engineers for a determination. Their address and phone number is:

U.S. Army Corps of Engineers
Mr. David Manning
Chief of Regulatory Branch
1645 South 101st East Avenue
Tulsa, OK 74128-4629
918/669-7400

If you have any further questions or concerns, please contact me at 405/522-6908.

Sincerely,
Brooks K Tramell
Brooks Tramell
Wetlands Program Coordinator
Water Quality Division

BT/jl

cc: U.S. Army Corps of Engineers
Wetlands File

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MAY 20 2011
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UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
SOUTHERN PLAINS REGION
1 MILE NORTH OF CITY, HWY 281 & RIVERSIDE DRIVE
P.O. BOX 368
ANADARKO, OKLAHOMA 73005

IN REPLY REFER TO: NATURAL RESOURCES (405) 247-6673

MAY 19 2011

Dawn R. Sullivan
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 73105

Dear Ms. Sullivan:

Thank you for the opportunity to comment on ODOT's proposed US 81 bypass of Chickasha. From your description the proposed 4-lane divided bypass will be within Grady County, Oklahoma.

A review of Bureau of Indian Affairs, Southern Plains Region maps of the project location indicates that there are no tribal or Individual Indian trust lands within the project area. The BIA has no jurisdiction within the project area and there are no concerns that the proposed improvements will impact Indian trust lands within the Southern Plains Region jurisdiction.

It is recommended that you contact the Chickasaw Nation, Wichita and Affiliated Tribes of Oklahoma, the Kiowa Tribe of Oklahoma, the Apache tribe of Oklahoma, and the Comanche Nation as they have historic ties to the area and should be consulted to determine if they have some concern that the project has a potential to impact sites of importance in their respective histories or cultural traditions.

If any additional information is required, please contact John A. Worthington, Regional Archeologist, at 405.247.1565.

Sincerely,

Regional Director

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MAY 23 2011
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ASCOG
ASSOCIATION OF SOUTH CENTRAL
OKLAHOMA GOVERNMENTS

May 24, 2011

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Ms. Sullivan:

Re: Proposed US 81 Bypass

We have reviewed your map and letter for the proposed US 81 Bypass of Chickasha in Grady County, Oklahoma and find it to be consistent with the area-wide goals, policies and plans.

If you need further information, please let us know.

Sincerely,

Nancy English

Nancy English
Director of Administration

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MAY 25 2011
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PROGRAMS DIV.

802 W. Main • P.O. Box 1647 • Duncan, OK 73534-1647
Phone: (580) 252-0595 or 1-800-658-1466 • Fax: (580) 252-6170 • www.ascog.org

Oklahoma State Senate

Ron Justice
Senator District 23

State Capitol Room 423
Phone: (405) 521-5537
2300 N. Lincoln Blvd.
Oklahoma City, Okla. 73105-4808

CHAIR:
Appropriation Sub Committee
on Natural Resources &
Regulatory Services

VICE CHAIR:
Agriculture & Rural Development

MEMBER:
Appropriation Committee
Tourism & Wildlife
Public Safety

May 24, 2011

Ms. Dawn Sullivan, P.E.
Division Engineer
Environmental Programs Division
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Dear Ms. Sullivan:

In response to your request for comments regarding construction of a US Highway 81 bypass in Chickasha, we would like to offer the following.

We are acutely aware of the congestion and safety issues created by the present routing of traffic to the downtown business district in Chickasha.

The planning study completed in 2007 would seem to be the most logical route to locate the bypass. It is imperative that land acquisition be undertaken before further development continues to take place on the west side of Chickasha. We also understand the importance of working with the land owners and making sure to eliminate any concerns they may have, and the need to insure there are no misunderstandings with them.

We are not aware of any environmental issues that would hinder placement in this particular location.

Should you need additional information from any of us, please feel free to contact us at your convenience.

Respectfully,

Ron Justice
District 23

Leslie Osborn
District 47

Phil Richardson
District 56

Oklahoma Historical Society *Founded May 27, 1893*
State Historic Preservation Office
Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

May 25, 2011

Ms. Dawn Sullivan
ODOT, Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

RE: File #1342-11; US-81 Bypass of Chickasha Project

Dear Ms. Sullivan:

We have reviewed the documentation relating to the referenced project. We have no objection to your continued program planning. However, when specific impacted properties are identified, we request that documentation and photographs, for any structures 45 years of age or older, be submitted on Historic Preservation Resource Identification Forms. Structures less than 45 years of age do not require forms; however, documentation submitted must provide the addresses of the properties and their date of construction. If there are no impacted structures, a letter to that effect should be forwarded to this office.

When this documentation is received and reviewed, we will issue an opinion on the effect of the program on Oklahoma's cultural and historical resources. We appreciate your cooperation in the effort to identify and preserve the cultural heritage of Oklahoma.

If you have any questions, please contact Timothy G. Baugh, Ph.D., Historical Archaeologist, at 405/521-6381.

Please reference the above underlined file number when responding. Thank you.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:jr

CC: Mr. Scott Sundermeyer

Susan Henry
<Susan.Henry@OklahomaParks.com>

05/27/2011 03:28 PM

To "'SStegmann@ODOT.ORG'" <SStegmann@ODOT.ORG>
cc
bcc
Subject US 81 Bypass Review

We have reviewed the information you have provided regarding the proposed US 81 bypass. Our interest is in avoiding any damage or action that would adversely affect the parks or recreational resources.

Attached is a list of federal projects that were funded with federal funds under the Land and Water Conservation Fund in Chickasha. A conversion of any portion of these project lands to another use would be prohibited. It is recommended that you avoid any permanent impact to any of these park and recreation areas.

Thank you for the opportunity to review this project proposal. If you have any questions, please give me a call at 405-230-8490.

Susan Henry
Oklahoma Tourism and Recreation Department
Oklahoma State Parks, Federal Grants
First National Center
120 N. Robinson Avenue, Suite 600
Oklahoma City, OK 73102
405-230-8490
fx 405-230-8690

Chickasha LWCF.pdf

LWCF PROJECTS: GRADY COUNTY CHICKASHA OKLAHOMA

PROJECT: 40-00624 WITHDRAWN NA
SPONSOR: **FUNDING** **APPROVED**
LOCATION: NA **COMPLETED:**
SCOPE: NA

PROJECT: 40-00912 CHICKASHA SWIMMING POOL
SPONSOR: CITY OF CHICKASHA **FUNDING** $52,700.00 **APPROVED** 2/28/85
LOCATION: AT SHANNON PARK LOCATED AT 9TH ST. AND FERGUSON DRIVE IN CHICKASHA. **COMPLETED:** 12/31/89
SCOPE: CONSTRUCT BATHHOUSE AND SWIMMING POOL.

PROJECT: 40-00977 CITY PARK IMPROVEMENT PROJECT
SPONSOR: CITY OF CHICKASHA **FUNDING** $27,450.00 **APPROVED** 7/15/89
LOCATION: AUSTIN PARK: ON 12 TH ST AT OHIO AVE. 12TH Street Park: 12th & Alabama. ALABAMA PARK: AT 12TH & ALABAMA ST. RITCHIE PARK: OREGON AVE. & JACKSON ST. WASHITA VALLEY PARK: GEORGIA AVE & HENDERSON ST. SHANNONG SPRINGS PARK: 12TH & CALIFORNIA. **COMPLETED:** 07/15/91
SCOPE: AUSTIN PARK: ADD PLAYGROUND EQUIP. 12TH & ALABAMA PARK: ADD PLAYGROUND EQUIP., CONSTRUCT BASKETBALL COURT, PARKING AREA & WALKWAYS. RITCHIE PARK: ADD PLAYGROUND EQUIP. WASHITA VALLEY PARK: ADD PLAYGROUND EQUIP., CONSTRUCT BASKETBALL COURT, DESIGNATE

PROJECT: 40-01058 WASHITA VALLEY PARK WASHITA VALLEY PARK
SPONSOR: CITY OF CHICKASHA **FUNDING** $53,171.20 **APPROVED** 7/18/95
LOCATION: WASHITA VALLEY PARK: EAST OF HENDERSON, AND TENNESSEE AVE. SHANNON SPRINGS PARK: EAST END OF MONTANA AVE, WEST OF 9TH ST. 12TH & ALABAMA PARK: AT 12TH & ALABAMA ST. AUSTIN PARK: SOUTHEAST CORNER OF OHIO AND 12TH STREETS. **COMPLETED:** 09/30/00
SCOPE: WASHITA VALLEY PARK: LAND ACQUISITION & IMPROVEMENTS, ADDITION OF JOGGING TRAIL, PLAYGROUND EQUIP. & PICNIC FACILITIES. SHANNON SPRINGS PARK: PICNIC FACILITIES, TRAIL AND HC ACCESS MODIFICATIONS. NOTE: TENNIS COURTS AT SHANNON SPRINGS, (IN

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
Chickasha Field Office
828 W. Choctaw Ave.
Chickasha, OK 73018
Telephone (405) 224-1381 Ext. 3

6/2/2011

Oklahoma Department of Transportation
Dawn R. Sullivan, P.E.
200 N. E. 21st St.
Oklahoma City, Ok 73105

Dawn Sullivan, P.E.
Environmental Progarms Division Engineer,

Regarding: Proposed US 81 Bypass of Chickasha in Grady County

The Environmental Impacts Studies completed by our agency are concerning proposed projects that may convert agriculture land to non-agriculture land. Even though the proposed project will probably not involve the entire area outlined on the Study Area Perimeter, the information compiled & used for the AD-1006 comprised the entire 3,096 acre area.

Should you have further questions or comments as it pertains to this project, please contact me at the above address.

Sincerely

Kim R. Walker
District Conservationist
Chickasha Field Office

405-224-1381 ext.3

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name Of Project	Federal Agency Involved
Proposed Land Use	County And State

PART II *(To be completed by NRCS)*	Date Request Received By NRCS 5/6/11	
Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).* Yes ☒ No ☐	Acres Irrigated 8465	Average Farm Size 329
Major Crop(s) WINTER WHEAT	Farmable Land In Govt. Jurisdiction Acres: 528,232 % 75	Amount Of Farmland As Defined in FPPA Acres: 328,916 % 46
Name Of Land Evaluation System Used CALES	Name Of Local Site Assessment System NONG	Date Land Evaluation Returned By NRCS 6/2/11

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	1015			
B. Total Acres Statewide And Local Important Farmland	0.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.01			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.5			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 56.7	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, TULSA DISTRICT
1645 SOUTH 101ST EAST AVENUE
TULSA, OKLAHOMA 74128-4609

August 15, 2011

Regulatory Office

Ms. Dawn Sullivan, P.E.
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 74021

Dear Ms. Sullivan:

This is in reference your letter dated June 27, 2011, regarding the study of area for US 81 bypass in Chickasha, Grady County, Oklahoma. We have reviewed the submitted data relative to Section 404 of the Clean Water Act (CWA).

Based on the provided information the construction of the transportation project would result in the placement of dredged or fill material, permanently or temporarily, into waters of the United States. Therefore, this proposal is subject to regulation pursuant to Section 404 of the CWA, and a Department of the Army (DA) permit will be required.

The pre-construction notification (PCN) for Nationwide Permit (NWP) 14, Linear Transportation Projects for this activity requires that notification to the District Engineer prior to commencement of the activity if any of the following criteria is met:

a. The loss of waters of the United States exceeds 1/10 of an acre;

b. There is a discharge in a wetland or other special aquatic site. Specific information is required to be submitted under General Condition (GC) 27 PCN order to qualify for a NWP.

Your project has been assigned Identification Number SWT 2011-621. Please refer to this number during future correspondence. If further assistance is required, contact the Regulatory Office at 918-669-7400.

Sincerely,

Vicki G. Dixon
Acting Chief, Regulatory Office

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AUG 22 2011
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PROGRAMS DIV.

SOLICITATION LETTER, 2012

April 2, 2012

Inside Address

Re: Solicitation Input for Potential US 81 Bypass of Chickasha in Grady County, OK, J/P#24428(08)

Dear :

The Oklahoma Department of Transportation (ODOT) is soliciting comments on a potential US 81 bypass of Chickasha in Grady County, Oklahoma. This solicitation letter is a follow-up to the original solicitation dated May 6, 2011. Based upon comments received from the first public meetings held in October 2011, the study area has been enlarged to consider other potential bypass alignments. In addition, the study area map also shows the no-build alternative on existing US 81. Please see the enclosed figure which depicts the revised study area associated with the potential bypass.

The purpose of this project is to provide motorists with an alternative to using congested US 81 through the City of Chickasha. Construction of a US 81 bypass of Chickasha will result in a reduction of travel time for Chickasha through traffic. In addition, future traffic congestion will be reduced and safety will be improved on the existing route through the Central Business District of Chickasha. A planning study completed by ODOT in 2007 recommended a controlled-access 4-lane divided western bypass of Chickasha from south of the US 81/SH 19 intersection to the US 81/US 62 intersection.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within fifteen days from the date of this letter. Your written comments should be directed to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. SAIC Energy, Environment & Infrastructure, LLC (SAIC) will be assisting ODOT with this project. For further information or if you have any questions, please contact either of the following:

Ms. Diane Abernathy, SAIC	405-701-3167	jeanna.d.abernathy@saic.com
Mr. Scott Stegmann, ODOT	405-522-8014	sstegmann@odot.org

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:SS:SAIC

Enclosure: Revised Study Area

Ms. Patricia Bailey
Bureau of Land Management
221 N. Service Road
Moore, Oklahoma 73160

Mr. Gary D. Corino
Federal Highway Administration
5801 N. Broadway Extension, Suite 300
Oklahoma City, Oklahoma 73118

Mr. Steve Nolen
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Mr. John A. Wessels
National Park Service
12795 W. Alameda Parkway
Denver, Colorado 80225

Ms. Lori Wrotenbery
Oklahoma Corporation Commission
2101 North Lincoln Blvd.
Oklahoma City, Oklahoma 73105

Mr. Richard Hatcher
Department of Wildlife Conservation
P.O. Box 53465
Oklahoma City, Oklahoma 73152

Mr. J. D. Strong
Oklahoma Water Resources Board
3800 North Classen
Oklahoma City, Oklahoma 73118

Ms. Kristina S. Marek
Oklahoma Tourism & Recreation First
120 North Robinson Avenue, Ste. 600
Oklahoma City, Oklahoma 73102

Governor Bill Anoatubby
Chickasaw Nation
P.O. Box 1548
Ada, Oklahoma 74821

Mayor Hank Ross
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Steve Tyron
Bureau of Land Management
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145

Mr. Andrew Commer
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Mr. Dan Deerinwater
Bureau of Indian Affairs
WCD Office Complex, P.O. Box 368
Anadarko, Oklahoma 73005

Mr. Steve Spencer
U.S. Department of the Interior
1001 Indian School NW, Suite 348
Albuquerque, New Mexico 87104

Environmental Review Coordinator
DEQ Customer Assistance Program
P.O. Box 1677
Oklahoma City, Oklahoma 73101

Mr. Mike Thralls
Oklahoma Conservation Commission
2800 North Lincoln Blvd., Ste. 160
Oklahoma City, Oklahoma 73105

Dr. G. Randy Keller
Oklahoma Geological Survey
100 East Boyd, Room N-131
Norman, Oklahoma 73019

Mr. Blaine H. Smith, Jr.
Assn. South Central OK Governments
P.O. Box 1647
Duncan, Oklahoma 73534

Chairperson Johnny Wauqua
Comanche Nation
P.O. Box 908
Lawton, Oklahoma 73502

Vice Mayor J.E. Epperson
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Ms. Jesse Juen
Bureau of Land Management
P.O. Box 27115
Santa Fe, New Mexico 87502

Colonel Anthony Funkhouser
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Mr. Kim Walker
Natural Resources Conservation
828 W. Choctaw Avenue
Chickasha, Oklahoma 73018

Mr. Victor N. Bird
Oklahoma Aeronautics Commission
120 N. Robinson, Suite 1244W
Oklahoma City, Oklahoma 73102

Ms. Carolyn Sullivan
Oklahoma Department of Commerce
900 North Stiles
Oklahoma City, Oklahoma 73104

Commissioner Jim Reese
Department of Agriculture
P.O. Box 528804
Oklahoma City, Oklahoma 73152

Ms. Janet Barresi
State Department of Education
2500 North Lincoln Blvd., Rm. 121
Oklahoma City, Oklahoma 73105

Chairman Louis Maynahonah
Apache Tribe
P.O. Box 1330
Anadarko, Oklahoma 73005

Chairman Ron Two Hatchet
Kiowa Tribe
P.O. Box 369
Carnegie, Oklahoma 73015

Mr. Stewart Fairburn
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Board of Commissioners
Grady County Clerk's Office
P. O. Box 1009
Chickasha, Oklahoma 73018

Mr. John Jernigan
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Howard Carpenter
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Jay Edelen
Pioneer Public Schools
3686 SH 92
Chickasha, Oklahoma 73018

Representative Phil Richardson
289 CS 2760
Minco, Oklahoma 73059

Senator Ron Justice
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 423
Oklahoma City, Oklahoma 73105

Senator James M. Inhofe
1900 NW Expressway, Ste. 1210
Oklahoma City, Oklahoma 73118

Representative Tom Cole
United States House of Representatives
2458 Rayburn HOB
Washington, DC 20510

Mr. Mike Satterfield
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mrs. Phylis Steelman
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. John Toland
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Todd Bunch
Ninnekah Public Schools
P. O. Box 275
Ninnekah, Oklahoma 73067

Representative Leslie Osborn
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 300
Oklahoma City, Oklahoma 73105

Senator Ron Justice
2209 CS 2880
Chickasha, Oklahoma 73018

Senator Tom A. Coburn
United States Senate
172 Russell – Senate Office Building
Washington, DC 20510

Representative Tom Cole
2424 Springer Drive, Ste. 201
Norman, Oklahoma 73069

Mr. Chris Ferguson
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Ryan Posey
City of Chickasha
117 N. 4th Street
Chickasha, Oklahoma 73018

Mr. Jim Glaze
Chickasha Public Schools
900 West Choctaw
Chickasha, Oklahoma 73018

Representative Phil Richardson
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 438
Oklahoma City, Oklahoma 73105

Representative Leslie Osborn
1610 CR 1240
Tuttle, Oklahoma 73089

Senator James M. Inhofe
United States Senate
205 Russell – Senate Office Building
Washington, DC 20510

Senator Tom A. Coburn
100 North Broadway, Ste. 1820
Oklahoma City, Oklahoma 73102

Mr. Bradley Burgess
Oklahoma Transportation Commission
21 NW 44th Street, Suite 201
Lawton, Oklahoma 73505

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Oklahoma Field Office
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145
www.blm.gov/nm

In Reply Refer To:

US81 Bypass of Chickasha (J/P#24428(08)
1785 (040)

April 6, 2012

Ms. Dawn Sullivan
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

We wish to thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Station in Tulsa, Oklahoma, to provide comments on the proposed Highway 81 Bypass (J/P#24428(08)) in Chickasah, Grady County, Oklahoma. Mr. Jesse Juen, State Director of the BLM New Mexico State Office has asked our office to investigate and reply to this request.

Our office has reviewed the information provided in your letter of April 2, 2012, and has no concerns or objections to this proposal. A search of our files showed no Federal or Indian minerals in the project area, nor any Federal land managed by the BLM.

Sincerely,

Richard A. Fields
Assistant Field Manager, Multi-Resources
Oklahoma Field Office

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NRCS
Natural Resources Conservation Service
Chickasha Field Office
828 W. Choctaw Ave.
Chickasha, OK 73018
Telephone (405) 224-1381 Ext. 3

4/9/2012

Oklahoma Department Of Transportation
Dawn R. Sullivan P. E.
200 NE 21st St.
Oklahoma City, OK 73105

Dawn,

Enclosed you will find an updated AD-1006 for the US 81 bypass of Chickasha, OK. Should you have further questions or comments regarding this project as it pertains to our agency, please contact me at the above address.

Sincerely

Kim R. Walker
USDA/NRCS

District Conservationist
Chickasha Field Office

405-224-1381 ext.3

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name Of Project	Federal Agency Involved
Proposed Land Use	County And State
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 4/9/12

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).* Yes ☒ No ☐ | Acres Irrigated 8465 | Average Farm Size 329

Major Crop(s): WINTER WHEAT	Farmable Land In Govt. Jurisdiction Acres: 528,232 % 75	Amount Of Farmland As Defined in FPPA Acres: 328,916 % 46
Name Of Land Evaluation System Used: CALES	Name Of Local Site Assessment System: NONE	Date Land Evaluation Returned By NRCS: 4/9/12

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	1764			
B. Total Acres Statewide And Local Important Farmland	0.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.01			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	47.7			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 63.4	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

WILDLIFE CONSERVATION COMMISSION

Mike Bloodworth, CHAIRMAN
M. David Riggs, VICE CHAIRMAN
John Zelbst, SECRETARY
Ed Abel, MEMBER
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MARY FALLIN, GOVERNOR
RICHARD T. HATCHER, DIRECTOR
wildlifedepartment.com

DEPARTMENT OF WILDLIFE CONSERVATION

P.O. Box 53465 Oklahoma City, OK 73152 PH. (405) 521-3851

April 10, 2012

Ms. Dawn Sullivan
Planning and Research Division Engineer
Oklahoma Department of Transportation
200 NE 21st St.
Oklahoma City, OK 73105

RE: US 81 Bypass of Chickasha I Grady County, OK J/P#24428(08)

Dear Ms. Sullivan,

This responds to your letter of April 2, 2012 concerning proposed construction of a bypass to provide motorist with an alternate route other than using US 81 through the city of Chickasha, Oklahoma.

Please understand that, due to financial and personnel constraints, the Oklahoma Department of Wildlife Conservation (ODWC) has not conducted an actual field survey of the proposed project to determine its impacts on state-listed threatened or endangered species, species of special concern, critical habitat or Wildlife Management Areas (WMAs). Based on this review, one (1) Species of Special Concern Category 2 (SSII), the Texas Horned Lizard (*Phrynosoma cornutum*), has been known to occur in the area and may be affected by this project.

P. cornutum is listed as a species of special concern Category II (SS2). A SSII is a species that has been identified by technical experts as possibly threatened or extirpation but for which additional information is needed. If during the scope of this project you do encounter this species, this information should be provided to the ODWC. Included with this correspondence is a brochure on the Texas Horned Lizard. Please note the sighting report form which can be used by the applicant as the construction phase progresses. For additional information on state of Oklahoma threatened and endangered species, we recommend that you contact the Oklahoma Natural Heritage Inventory, 111 E. Chesapeake Street, Norman, Ok. 73019.

For information on federally listed threatened or endangered species, please contact the USFWS, Ecological Services, 9014 E. 21st St, Tulsa, OK 74129 or visit them online at http://www.fws.gov/southwest/es/oklahoma.

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The Oklahoma Department of Wildlife Conservation is the state agency responsible for managing fish and wildlife. The Wildlife Department recieves no general tax appropriations and is supported by hunting and fishing license fees and federal excise taxes on hunting and fishing equipment.

Few opportunities exist for meaningful wildlife habitat improvement or enhancement in association with highway construction or improvement projects. The best course of action is to minimize the impact of such projects on local wildlife populations and to mitigate for habitat losses and degradations. As general guidelines, we recommend the following measures to reduce the impact of highway construction on local wildlife populations through the alteration or loss of habitat:

1) Disturbance to the following habitat types should be avoided to the greatest extent possible during construction: streams, wetlands, springs, rock outcrops, caves, and old-growth deciduous forest (>70 years). These habitat types are usually limited in quantity and their loss is difficult to mitigate. Highway routes should be chosen which take advantage of previously disturbed lands such as crop fields, improved pastures and existing road or utility right-of-ways.

2) The wildlife-related impact of cement barriers between lanes of opposing traffic is still poorly understood. In general, we support the use of cement barriers for short distances (<700 feet) in the vicinity of stream crossings to reduce the overall width of disturbed right-of-way and stream bank. We do not, however, recommend cement barriers for extended lengths because of their potential to block the local movement of wildlife.

3) All wetland loses should be mitigated in accordance with the provisions of Sections 404 and 401 of the Clean Water Act. This includes losses of riparian forest/bottomland hardwood forest associated with stream and river crossings.

4) Erosion control measures should be installed and maintained throughout the construction phase of the project. This is especially important in the vicinity of streams and wetlands. At a minimum, this should involve the use of Best Management Practices for the control of erosion and storm water runoff and may include a combination of:

-vegetated buffer zones around the construction area and all streams or wetlands
-silt fencing around the construction area,
-stabilization of disturbed ground using mulch, erosion control fabric or temporary vegetation during construction, or
-the construction of storm water retention or detention basins.

5) Few opportunities exist for meaningful wildlife habitat improvement or enhancement in association with road construction projects. The best course of action is to avoid or minimize the impact on local wildlife populations and to mitigate for habitat losses and degradations. As general guidelines, we recommend the following measures to reduce the impacts as a result of the proposed project:

6) Disturbance to steams, wetlands and their associated riparian habitats should be avoided as much as possible.

7) The clearing of vegetation along right-of-ways if any are required should be kept the minimum width needed to provide a workspace. Vegetation is important not only as source of food and cover for wildlife but also as an effective form of erosion control and a filter for storm water runoff. The use of native plants helps to reduce the impact of such projects on local wildlife populations and helps to reduce the spread of non-native or weedy plant species into relatively undisturbed areas adjacent to the right-of-way. Final revegetation of disturbed ground on highway right-of-ways should be accomplished using only native grasses and forbs. The use of exotic plant species should be avoided to minimize the spread of these species into undisturbed habitats. Attached with this letter is a list of recommended native plants which are suitable for right-of-way revegetation and a list of potential seed vendors. Riprap should be used only as needed to stabilize banks. Native vegetation should be used along banks where feasible.

8) Nonselective blanket-spraying of vegetation should be avoided as a means of vegetation control during routine right-of-way maintenance. We recommend brush-hogging, mowing or other mechanical methods rather than the application of broadleaf herbicides. The non-selective used of broadleaf herbicides can reduce the diversity of forbs and shrubs on the right-of-way which are important sources of food and cover for wildlife species such as quail, rabbits and some songbirds.

9) In addition to mitigation in accordance with the section 404 and 401 of the Clean Water act, mitigation should be done for all habitat and natural resources that are lost or damage as a result of your project. Please feel free to contact one of our Wildlife Diversity Biologist to discuss mitigation options.

We appreciate the opportunity to review this project and submit comments. If we can be of further assistance, please contact me in our Environmental Program office at 405/424-6062.

Sincerely,

William Ray
Environmental Biologist

Enclosures:
Phrynosoma cornutum Brochure
Eastern Oklahoma Native Revegetation Recommendation

Recommendations for the Revegetation of Land to Native Grasses in Eastern Oklahoma

A mixture of perennial grasses and forbs is recommended for revegetating disturbed areas to native grassland. The ratio of grasses to forbs can be varied, but should approximate 70% grass species to 30% perennial forbs. At a minimum, the forb mixture should contain several species of legumes (clovers and their relatives) and composites (sunflowers and their relatives). Seeds should be planted in a tilled seed bed or broadcast over and raked lightly into moist soil. Consult your seed distributor for the recommended amount of seed per acre for your planting area. The use of a culti-packer or other roller device on the seedbed after planting is beneficial for successful seedling establishment. For the best germination results, planting should be conducted shortly after a rainfall event of one-inch or more in spring, early summer or mid-fall. A light straw mulch is beneficial for retaining soil moisture and protecting seedlings from wind exposure. The plant list below is comprised primarily of perennial species adapted to the rainfall patterns and soil conditions of eastern Oklahoma. If soil disturbance occurs the winter or summer months, mulch or erosion control fabric should be applied over the area until planting can take place (after early March or mid-September).

Recommended Plant Species:

Grasses

Switchgrass (Panicum virgatum)
Indian Grass (Sorgastrum nutans)
Eastern Gammagrass (Trypisicum dactyloides)
Reed Canary Grass (Phalaris arundinacea)
Big Bluestem (Andropogon gerardi)
Little Bluestem (Schizachyrium scoparium)

Forbs & Legumes

Purple Prairie Clover (Dalea purpurea)
Leadplant (Amorpha canescens)
Illinois Bundleflower (Desmanthus illinoensis)
Birdsfoot Trefoil (Lotus corniculantus)
Yellow Sweet Clover (Melilotus officinalis)
Prairie Plum (Astragalus crassicarpus)
Blue Indigo (Baptisia australis)
White Indigo (Baptisia leucantha)
Sensitive Briar (Schrankia uncinata)
Partridge Pea (Cassia fasiculata)
Roundhead Bush Clover (Lespedeza capitata)
Slender Lespedeza (Lespedeza virginica)

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Composites

Smooth Blue Aster (Aster laevis)
New England Aster (Aster novae-angliae)
Purple Coneflower (Echinacea purpurea)
Pale Purple Coneflower (Echinacea pallida)
Dotted Blazing Star (Liatris punctata)
Largeflowered Coreopsis (Coreopsis grandiflora)
Lanceleaf Coreopsis (Coreopsis lanceolata)
Tall Coreopsis (Coreopsis tripteris)
Plains Coreopsis (Coreopsis tinctoria)
Maximillian Sunflower (Helianthus maximiliani)
Swamp Sunflower (Helianthus angustifolia)
Ashy Sunflower (Helianthus mollis)
Stiff Sunflower (Helianthus rigidus)
Willow-leaf Sunflower (Helianthus salicifolius)
Ox-eye Sunflower (Heliopsis helianthoides)
Gray-headed Prairie Coneflower (Rudbeckia pinnata)
Perennial Blanketflower (Gaillardia aristata)
Compass Plant (Silphium laciniatum)
Rosinweed (Silphium integrifolium)
Stiff Goldenrod (Solidago rigida)
Showy Goldenrod (Solidago speciosa)
Wrinkle-leaf Goldenrod (Solidago rugosa)

Misc.

Standing Cypress (Ipomosis rubra)
Lemon Mint (Monarda citriodora)
Pitcher Sage (Salvia pitcheri)
Showy Milkweed (Asclepias speciosa)
Butterfly Milkweed (A. tuberosa)
Purple Poppy Mallow (Callirhoe involucrata)
Wild Bergamont (Monarda fistulosa)
Beardtongue (Penstemon cobea)
Praire Penstemon (Penstemon tubaflorus)
White Penstemon (Penstemon digitalis)
Large-flowering Penstemon (Penstemon grandiflorus)
Rose Verbena (Verbena canadensis)
Hoary Vervain (Verbena stricta)

Several shrub species are suitable for planting over pipelines. The species listed below typically remain under three feet in height and do not produce root masses that are difficult to remove if line repairs become necessary. Planting scattered clumps of small shrubs provides additional wildlife cover and provides nesting sites for many species of birds.

Recommended Shrubs

Fragrant Sumac (Rhus aromatica)
American Beautyberry (Callicarpa americana)
Golden Current (Ribes aureum)
Blackberry species (Rubus sp.)

For grass and forb seeds, plants, etc., contact a local commercial nursery or vendor. If they cannot provide the necessary species, Please contact the sources below.

Oklahoma

Grasslander
Chuck Grimes
Rt. 1, Box 56
Hennessey, OK 73742
(405) 853-2607

Jonhston Seed Company
Ed Shovanec
P.O. Box 1392
Enid, OK 73702
(405) 233-5800

Guy's Seed Company
Rodney Guy
2520 Main Street
Woodward, OK 73801
(405) 254-2926

Lorenz OK Seed
Fred Lorenz
Rt. 2, Box 3
Okeene, OK 73763
1-800-826-3655

Out of State

Wild Flowers from the Ozarks
Hi-Mountain Farm
Seligman, MO 65745
(417) 662-2641

Browning Seed, Inc.
Box 1836
Plainview, TX 79072
(806) 293-5271

Plants of the Southwest
1812 Second Street
Sante Fe, NM 87501
(505) 983-1548

Turner Seed Co.
211 CR 151
Breckenridge, TX 76424-0978
1-800-722-8616

Sharp Bros. Seed Co.
P.O. Box 665
Clinton, MO 64735
1-800-451-3779

Stock Seed Farms, Inc.
RR 1, Box 112
Murdock, NE 68407
(402) 867-3771

Missouri Wildflower Nursery

Wildseed Farms

Route 2, Box 373
Jefferson City, MO 65109
(314) 496-3492

P.O. Box 308
Eagle Lake, TX 77434
1-800-848-0078

Wildlife Nurseries, Inc.
P.O. Box 2724
Oshkosh, Wisconsin 54903-2734
Specializes in wetland plants

Grassland West
P.O. Box 1604
Greeley, CO 80632
1-800-782-5947

Taylor Creek Restoration Nursery
Rt. 3, Smith Road
P.O. Box 256
Broadhead, WI 53520
(608) 897-8641

Ion Exchange Nursery
1878 Old Mission Drive
Harpers Ferry, IA 52146
1-800-291-2143

Western Native Seed
P.O. Box 1463-C
Salida, CO 81201
(719) 539-1071

Prairie Moon Nursery
Rt. 3, Box 163
Winona, MN 55987
(507) 452-1362

Where Have All the Horned Lizards Gone?

The Texas horned lizard remains common in parts of western Oklahoma, but has shown a dramatic decline in both range and population size in the eastern and central parts of the state since the 1960s. Several possible reasons have been proposed for the decline, but little evidence exists to determine the true causes. The horned lizard's decline is most likely the result of a combination of factors with the importance of each factor varying from one part of the state to the next.

Increased use of ***pesticides*** may have reduced the harvester ant population in some areas, thus reducing the horned lizard's main food supply. In agricultural areas, ants are rarely considered pest species but may be killed by insecticides used against other insects. Also, herbicides used to eliminate weeds may affect harvester ant populations by reducing the abundance or quality of seeds on which the ants feed. In residential areas, ants often are poisoned by people fearing ant bites or wanting to keep them away from stored food. Because harvester ant colonies are easily visible, these harmless ants often are destroyed.

Prolonged periods of hot, dry weather associated with extreme ***drought*** may cause harvester ants to go dormant and temporarily eliminate the lizard's most important food source. A severe drought hit Oklahoma in the early 1980s and may have caused some of the decline.

Because horned lizards may lie on roads to bask on the warm pavement or gravel, they are vulnerable to ***vehicle-kills***. As the number of roads and vehicles increase, the probability that horned lizards will be hit and killed increases.

In some areas, the number of potential ***predators*** on horned lizards may be higher now than in the past. Though little evidence has measured the effect of predation on horned lizard populations, increased populations of possible predators such as feral cats, cattle egrets and great-tailed grackles have been suggested in recent years, especially around towns and pastures.

The ***collection*** of horned lizards as pets or to sell commercially in the pet trade may have affected some populations, especially near towns and cities. Anecdotal accounts state that thousands of horned lizards were shipped out of Oklahoma and Texas and sold for pets in the eastern U.S. and Europe from the early 1900s until the 1980s. Because of their special diet, most of these lizards died from improper care within a few weeks, and no self-sustaining captive-bred populations were ever developed. Horned lizards now are protected in Oklahoma and Texas and this activity is illegal; however, where collecting was common, some populations may not have recovered yet.

As native habitats are modified by ***human development***, some of this land may no longer be suitable for horned lizards or their harvester ant prey. With less suitable habitat, fewer lizards can be supported. Also, as the amount of habitat declines, the remaining patches of good habitat become more isolated from each other. Because of their small size and limited ability to travel long distances, horned lizards have difficulty moving between widely spaced habitat patches. Populations in isolated habitats are more susceptible to local extinction from catastrophic events, and once an isolated population is gone, it is difficult for other horned lizards to resettle the area.

Crying "Bloody" Tears

Horned lizards are known to squirt a thin stream of blood from the corners of their eyes when they are handled or disturbed. This does not appear to be a defense mechanism, but an uncontrollable reaction when frightened. During hot weather, horned lizards cool their bodies by increasing the flow of blood just below the skin to help disperse body heat. If a warm lizard is disturbed or excited, its blood pressure may increase and blood lying in the sinuses behind each eye is uncontrollably forced out to relieve pressure.

Oklahoma's Reptile Regulations

The Texas horned lizard is classified as a "Species of Special Concern." In 1992, Oklahoma regulations established a year-round closed season on these lizards and 20 other rare reptile and amphibian species. **It is unlawful to kill, capture, keep as pets or sell Texas horned lizards without specific written permission**. While the Texas horned lizard is not an endangered or threatened species, its widespread decline has caused concern for its future status. The closed season is designed to protect it from unnecessary collection.

Additional Information Sources on Horned Lizards

Collins, J.T. 1994. *Amphibians and Reptiles of Kansas*. University of Kansas Publications.

Sievert, G. and L. Sievert. 1993. *A Field Guide to the Reptiles of Oklahoma*. Oklahoma Department of Wildlife Conservation. Available from the Wildlife Diversity Program for $5 ($4 + $1 p&h).

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Funding Horned Lizard Research

This brochure was developed and printed by the Oklahoma Wildlife Diversity Program (formerly Nongame Wildlife Program) in cooperation with the U.S. Fish and Wildlife Service through a Section 6 Endangered Species Act grant. Additional funding was provided by thousands of Oklahoma school children who raised money through the "Cans 4 Critters" fundraising contest.

You can support Texas horned lizard research by "Searching for the Scissortail" (shown below) on your state tax form and sharing part of your refund with the Wildlife Diversity Program. Purchases of special Wildlife Conservation License Plates also fund wildlife conservation, education and recreation. Two plate designs are available, featuring a scissor-tailed flycatcher or white-tailed deer. Applications are available at local tag agencies or from the Wildlife Diversity Program.

U.S. FISH & WILDLIFE SERVICE

Wildlife Diversity Program

This brochure is dedicated to the memory of Jeffrey Black, Ph.D., whose untimely death in 1995 was a great loss to all who study and appreciate wildlife. A member of the Wildlife Diversity Program's technical advisory committee, Dr. Black was a respected herpetologist and tremendous supporter of wildlife conservation.

OKLAHOMA'S

THE TEXAS H

Wildlife Dive

Oklahoma Departmen
1801 N
Oklahoma C
(405) 5

The Texas horned lizard (*Phrynosoma cornutum*) belongs to a unique group of North American lizards known as horned lizards. All 13 species of horned lizards are small, earth-toned and have rounded, flat bodies. The scientific name for the group, *Phrynosoma*, literally means "toad-body." Because of their resemblance to toads in body shape and coloration, many people know these lizards as "horned toads" or "horny toads." But despite their appearance, horned lizards are in no way related to toads; their closest relatives in Oklahoma are the fence lizards commonly seen in wooded habitats.

Horned lizards are named for the unusual hornlike spines on the back of their heads and the smaller spines scattered over their backs and sides. These "horns" do not contain bone but are actually specialized body scales that serve to protect the lizards from predators. They help camouflage the lizard by breaking up the outline of its body and make the lizards more difficult to swallow, thus discouraging some predators.

From the tip of the snout to the base of the tail, adult Texas horned lizards reach a length of 4 to 6 inches. Females often grow slightly larger than males, but the difference is not great enough to determine the sex of a lizard by sight. Males and females have few external differences except that males have visible pores along the lower hind surface of each thigh and a slight swelling at the base of the tail. Little information is available on their normal lifespan, but horned lizards can live at least five years. A second horned lizard species, the round-tailed horned lizard (*Phrynosoma modestum*), occurs in the northwest corner of the Oklahoma panhandle. This species' coloration is more pale and has less distinct "horns."

Adaptations for Survival

Avoiding predators influences many of the Texas horned lizard's behavioral and physical adaptations. Though capable of running quickly for short distances, they rely more on camouflage than speed for protection. Their first line of defense is their mottled brown body coloration that helps hide them against bare soil and dead leaves. For further camouflage, local populations tend to resemble the color of their area's soil. Populations in areas of sandy soil may have a yellowish tint while populations in other areas may have a reddish or dark brown tint. The body shape is also an adaptation to avoid the attention of would-be predators. When lying against the soil, the flattened body casts only a slight shadow, and the spines on the back and sides help break up the body's outline. A motionless horned lizard is difficult to see against bare soil.

Life of the Horned Lizard

Texas horned lizards feed on a variety of ground-dwelling arthropods such as beetles and spiders, but harvester ants (red ants) are their primary prey, comprising 90 percent or more of their diet. These relatively large ants are seedeaters and live in prairies, woodland margins and shrublands with abundant grasses and forbs. Texas horned lizards lie motionless along harvester ant trails and capture ants as they pass to and from their colony. When an ant approaches, the lizard takes a few quick steps forward, flicks out its tongue, captures its prey and swallows it whole. Behavioral observations have shown that horned lizards may eat as many as 70 harvester ants a day! Horned lizards usually attack solitary ants several yards away from the harvester ant colony, and avoid the colony's center where they would be mobbed by droves of biting ants.

Horned lizards obtain most of the water they need from the ants they eat or by licking dew off vegetation. During light rains, horned lizards may drink the water that collects on their bodies by arching their backs and causing the rainwater to flow forward toward the mouth. Like most reptiles, horned lizards are adapted to conserve body water. Their kidneys excrete wastes and excess salts in the form of uric acid, a semi-solid substance containing very little water, and their bodies' scales protect the underlying skin from drying and losing moisture.

Texas horned lizards emerge from hibernation between late March and mid-April. They seem to be most active at temperatures between 80 - 90° F, and during the morning hours they spend much of their time lying in exposed, sunny locations to raise their body temperature. Most of their hunting is done between late morning and dusk, but on the hottest days of summer they may be active only during the morning and spend the afternoon buried just beneath the soil or under the shelter of vegetation. In October they burrow underground to begin their winter hibernation.

Courtship and mating take place in late May and June. Courtship consists of a rapid head bobbing display by the male, which is followed by head nodding from the female. One to two weeks after mating, the female digs a slanted tunnel approximately 6 to 8 inches into the ground. She then lays a clutch of 8 to 30 eggs--each about the size and shape of a small jelly bean. After laying her eggs, the female places dirt back into the tunnel and scratches the ground around the entrance to hide its presence. The female provides no further care for her eggs or young and is not likely to lay more eggs that year. The eggs incubate for approximately two months, then hatch in August or September. When the young emerge, they look like miniature versions of the adults, about 1 1/8 to 1 1/4 inches long.

Finding Horned Lizards

The Texas horned lizard was historically found in scattered locations across Oklahoma (except the extreme southeast) as well as adjacent portions of Texas, Kansas and Missouri. Many people associate this species with an arid environment, sandy soils and sparse vegetation. While horned lizards can thrive in this environment, they are adaptable to a wide range of conditions, the abundance of harvester ants appearing to be one of the most important factors determining their distribution. As a general trend, horned lizards seem to be most common in habitats with healthy harvester ant populations, sandy or loamy soils, and moderate grass or shrub cover. As long as harvester ants and some ground vegetation are present for food and cover, they may be found on short and mid-grass prairies, along woodland edges and around low thickets of scrubby oaks and sand plums. Horned lizards appear to avoid areas of tall, dense grass and deep woods.

WAN

Horned Liza

The Texas horned liza
mans, yet rarely has it been
unanswered questions abou
help us in the study of the T
**one, please take a few min
tions on this form and ret
Diversity Program, 1801
OK 73105.** Your assistan
understand this fascinating

TEXAS HO
SIGHTING F

Date of Sighting: _____
Number Lizards Seen: ___
Spines present on head an
Horned lizards seen here i
If yes, how many yea
Were harvester ants preser
Soil Type (circle those tha
Sand Silt
County: _____
Distance from nearest tow
2 miles east, 3 miles south
_____
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Habitat description where
pasture with scattered mes
_____
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Other Information: ___
_____
_____
Name (optional): ___
Address (optional): ___
_____
_____

Phil Richardson
289 C.S. 2760
Minco, OK 73059

State Capitol Room 438
2300 N. Lincoln Blvd.
Office 405-557-7401
Fax 405-962-7612
philrichardson@okhouse.gov

HOUSE of REPRESENTATIVES
State of Oklahoma

Chairman
Wildlife

Committees
Agriculture and Rural
General Government

Subcommittee
Natural Resources

April 10, 2012

Environmental Programs Division Manager
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

This letter is for the purpose of conveying to you my strong support of the US 81 bypass of Chickasha in Grady County, Oklahoma. I heartily endorse the purpose of the project; namely, to provide motorists with an alternative to using congested US 81 through the City of Chickasha. Future traffic congestion desperately needs to be reduced and safety improvements are clearly needed in this area.

I agree with the ODOT 2007 recommendation of a controlled-access 4-lane divided western bypass of Chickasha from south of the US 81/SH 19 intersection to the US 81/US 62 intersection.

It is my pleasure to serve as the Oklahoma State Representative of House District 56 and if there is anything further I can help you with in this office, please let me know. Feel free to write or call my office at 557-7401 or email philrichardson@okhouse.gov.

Sincerely,

Phil Richardson

Phil Richardson
State Representative

PR:gfm

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APR 12 2012
ENVIRONMENTAL
PROGRAMS DIV.

Abernathy, Jeanna D.

From: Crystal_Salas@nps.gov on behalf of IMRextrev@nps.gov
Sent: Friday, April 13, 2012 11:44 AM
To: Abernathy, Jeanna D.
Subject: NO COMMENT: Solicitation Input for Potential US 81 Bypass of Chickasha in Grady County, OK

Hi Diane,

The National Park Service has no comment on the subject project.

Thank you,

- Crystal Salas

Environmental Quality External Review Team National Park Service Intermountain Region (AZ, CO, NM, MT, OK, TX, UT, WY) IMRextrev@nps.gov

MARY FALLIN
GOVERNOR

TODD LAMB
LIEUTENANT GOVERNOR

OKLAHOMA CONSERVATION COMMISSION

MIKE THRALLS
EXECUTIVE DIRECTOR

BEN POLLARD
ASSISTANT DIRECTOR

Responsible Care For Oklahoma's Natural Resources

April 23, 2012

Dawn Sullivan, P.E.
Environmental Programs Division Engineer
ODOT
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

RE: J/P # 24428(08) – Solicitation Input for Potential US 81 Bypass of Chickasha in Grady County, OK

Dear Ms. Sullivan:

Your request for a wetland determination for the referenced project, as described in your letter of April 2, 2012 has been reviewed using the Soil Survey of Grady County. Multiple potentially hydric soils were identified at the site. Additionally, areas classified as Freshwater Pond, Freshwater Forested Shrub and Freshwater Emergent were identified at the site. Due to the potential impact on wetland resources, an on-site investigation may be needed. Consequently, your request has been referred to the U.S. Army Corps of Engineers for a determination. Their address and phone number is:

U.S. Army Corps of Engineers
Mr. David Manning
Chief of Regulatory Branch
1645 South 101st East Avenue
Tulsa, OK 74128-4629
918/669-7400

If you have any further questions or concerns, please contact me at 405/522-6908.

Sincerely,

Brooks Tramell

Brooks Tramell
Wetlands Program Coordinator
Water Quality Division

BT/jl

cc: U.S. Army Corps of Engineers
Wetlands File

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APR 26 2012
ENVIRONMENTAL
PROGRAMS DIV.

ASCOG
ASSOCIATION OF SOUTH CENTRAL
OKLAHOMA GOVERNMENTS

April 24, 2012

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Re: US 81 Bypass of Chickasha in Grady County, OK J/P324428(08)

Dear Ms. Sullivan:

Thank you for the April 2nd letter concerning the above referenced project. ASCOG does not have staff members qualified to perform environmental studies or reviews; therefore we are unable to provide environmental impact comments.

If we can be of assistance in the future, please let me know.

Sincerely,

Ronnie Ward

Ronnie Ward
Community and Economic Development Director

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APR 25 2012
ENVIRONMENTAL
PROGRAMS DIV.

802 W. Main • P.O. Box 1647 • Duncan, OK 73534-1647
Phone: (580) 252-0595 or 1-800-658-1466 • Fax: (580) 252-6170 • www.ascog.org

BOB ANTHONY
Commissioner

PATRICE DOUGLAS
Commissioner

DANA MURPHY
Commissioner

OKLAHOMA
CORPORATION COMMISSION
P.O. BOX 1525
DUNCAN, OKLAHOMA 73534-1525

Telephone: (580) 255-0103
FAX: (580) 255-0154

OIL & GAS CONSERVATION DIVISION

Gayland Darity, District Manager

April 24, 2012

RE: Incident #12-2119

Ms. Sullivan, Ms. Abernathy and Mr. Stegmann,

We have furnished API numbers for the plugged wells which will be helpful when you research the footages or legals for each well, if you need them. You will need to go to our website, www.occeweb.com and under the conducting business tab, click imaged documents, then click #3 Search Documents, then click oil and Gas Well Records Forms, then enter API number and then click search. After results pull up, click on an ID number next to a form 1003 or 1002A to get footages of well bore within quarter section. It is really not as hard as I just made it out to be but if you have any questions, please feel free to call, I will be glad to help.

Thank you,

Carl Saucier,
Oil and Gas Field Inspector
Oklahoma Corporation Commission
580-656-2405.

Active Wells within Potential US Highway 81 Bypass Study Area West of Chickasha,OK.

API Number	Name Of Well	GPS Coordinate of Well Bore
1. 051-20507	Standridge #1-31	35* 02' 03.5"/ 097* 59' 06.2"
2. 051-22422	Palmer #1-36	35* 02' 07.3"/ 097* 59' 42.6"
3. 051-20612	Perrin #1-31	35* 02' 33.0"/ 097* 58' 35.4"
4. 051-22427	USAO #3-31	35* 02' 24.5"/ 097* 59' 08.0"
5. 051-22382	USAO #2-31	35* 02' 23.7"/ 097* 59' 08.3"
6. 051-20585	Hopkins #1	35* 02' 26.0"/ 097* 59' 25.6"
7. 051-21729	Botts #1	35* 02' 58.5"/ 097* 59' 24.0"
8. 051-22656	Smallwood #3-30	35* 02' 45.3"/ 097* 58' 52.5"
9. 051-22284	Smallwood #2-30	35* 02' 58.4"/ 097* 58' 52.7"
10.051-21551	Rawson #1-30	35* 03' 11.5"/ 097* 58' 52.7"
11.051-21585	Mabel Luceil #1-30	35* 03' 11.7"/ 097* 58' 38.4"
12.051-21520	Jewel #1-32	35* 02' 27.3"/ 097* 58' 58.9"
13.051-21530	Perrin #1	35* 02' 46.9"/ 097* 58' 05.3"
14.051-21654	Neville "A"	35* 03' 24.7"/ 097* 58' 05.3"
15.051-21454	Camilla #1-5	35* 01' 02.2"/ 097* 58' 05.0"
16.051-22114	Mosely #1-17	34* 59' 55.3"/ 097* 57' 16.8"
17.051-22325	Slick #1-16	34* 59' 20.8"/ 097* 56' 51.1"
18.051-21588	Douglas #1-25	35* 03' 24.5"/ 097* 59' 24.1"

Plugged Wells within study area for Potential US Highway 81 Bypass West of Chickasha,OK.

	API Number	Name of Well
1.	051-20631	Pyle #1
2.	051-20620	Smallwood #1
3.	051-20648	Smallwood #1X-30
4.	051-21545	Smallwood#1
5.	051-20477	Pyle #1
6.	051-20173	Lawernce #1-25
7.	051-21853	Dickenson #2-8
8.	051-21018	Dickenson #1
9.	Not Assigned	Capitola Bledsoe
10.	051-20540	Rempe #1
11.	051-21196	Lyons #1-6
12.	051-21874	Talbert #1-6
13.	051-21868	McElreath #1-6
14.	051-21293	Thomas
15.	051-20548	USAO #1-31
16.	051-22607	Perrin #2
17.	051-20555	Mainka Ring #C-2
18.	051-21561	Cunningham #1-31
19.	051-20877	Allen #1
20.	051-21559	Moody #1
21.	051-21498	University Heights#1
22.	051-22538	Muchmore #1
23.	Not assigned	Paukune #1
24.	051-20564	Standridge #1-36

BOB ANTHONY
Commissioner

PATRICE DOUGLAS
Commissioner

DANA MURPHY
Commissioner

OKLAHOMA
CORPORATION COMMISSION
P.O. BOX 1525
DUNCAN, OKLAHOMA 73534-1525

Telephone: (580) 255-0103
FAX: (580) 255-0154

OIL & GAS CONSERVATION DIVISION

Gayland Darity, District Manager

NOTICE OF RECEIPT OF COMPLAINT

April 24, 2012

DAWN SULLIVAN
200 NE 21ST STREET
OKLAHOMA CITY OK 73105

RE: 18512OGDO32119

Dear Complainant:

The Corporation Commision received a complaint on April 20,2012 concerning the following information.

Nature of complaint: 199 OTHER

INSPECT WELLS FOR STUDY BEING DONE BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

Location/Directions: Lease Name and Well Number: POTENTIAL US HWY BYPASS
SW 30 - 07N - 07W GRADY

Company: UNKNOWN

The complaint has been assigned to a representative of the Corporation Commission for investigation. A report of the findings and recommendations will be provided to you upon completion of the investigation.

If there are questions regarding this matter please contact this office at (580)255-0103 .

Sincerely,

BOB ANTHONY
Commissioner

PATRICE DOUGLAS
Commissioner

DANA MURPHY
Commissioner

OKLAHOMA
CORPORATION COMMISSION
P.O. BOX 1525
DUNCAN, OKLAHOMA 73534-1525

Telephone: (580) 255-0103
FAX: (580) 255-0154

OIL & GAS CONSERVATION DIVISION

Gayland Darity, District Manager

NOTICE OF REPORT OF INVESTIGATION

April 24, 2012

DAWN SULLIVAN
200 NE 21ST STREET
OKLAHOMA CITY OK 73105

RE: Complaint #: 18512OGDO32119
Date Received: April 20, 2012
Leasename WellNbr POTENTIAL US HWY BYPASS
Location: SW SECT: 30 TWN: 07N RNG: 07W
County: GRADY

Dear Complainant:

A Corporation Commission representative has investigated the above mentioned complaint.
The findings and recommendations are as follows:

Findings: 04-20-12 - THE OKLAHOMA DEPARTMENT OF TRANSPORTATION HAS SOLICITED INPUT FROM THE OKLAHOMA CORPORATION COMMISSION'S DIRECTOR OF THE OIL AND GAS DIVISION FOR A STUDY BEING DONE FOR A POTENTIAL US HIGHWAY 81 BYPASS OF CHICKASHA, OK IN GRADY COUNTY. THE ENVIRONMENTAL STUDY AREA INCLUDED SEVERAL SECTIONS AND PART SECTIONS ON THE WEST SIDE OF CHICKASHA, OK. THE OCC'S FIELD OPERATIONS HAS RESEARCHED OCC DATABASE AND INSPECTED WELLS WITHIN THE REVISED PERIMETER OUTLINED ON AN ENVIRONMENTAL STUDY AERIAL PHOTO TAKEN FOR PROJECT #4051003201. THERE APPEARS TO BE 18 ACTIVE WELLS AND APPROXIMATELY 24 PLUGGED WELLS WITHIN THE ENVIRONMENTAL STUDY AREA. ALL ACTIVE WELLS APPEAR TO BE PROPERLY MARKED AT LEASE ENTRANCE AND AT WELL SITE. THE OCC WILL FURNISH GPS READINGS TAKEN OF WELL BORE LOCATIONS ON ACTIVE WELLS. THE OCC WILL FURNISH API NUMBERS FOR PLUGGED WELLS SO THAT FURTHER ENVIRONMENTAL RESEARCH CAN BE DONE TO ASSESS FOOTAGES OR LEGALS FOR PLUGGED WELLS WITHIN STUDY AREA. ALL PLUGGED WELL BORES SHOULD HAVE AN ID PLATE WELDED ON AT LEAST 3-4' BELOW GROUND LEVEL UNLESS GROUND OVER WELL HAS ERODED SINCE DATE OF PLUGGING.

Recommendations: NO FURTHER ACTION ANTICIPATED. PLEASE CLOSE INCIDENT.

If there are questions regarding this matter please contact this office at (580)255-0103 .

Sincerely,

BOB ANTHONY
Commissioner

PATRICE DOUGLAS
Commissioner

DANA MURPHY
Commissioner

OKLAHOMA
CORPORATION COMMISSION
P.O. BOX 1525
DUNCAN, OKLAHOMA 73534-1525

Telephone: (580) 255-0103
FAX: (580) 255-0154

OIL & GAS CONSERVATION DIVISION

Gayland Darity, District Manager

NOTICE OF COMPLAINT RESOLUTION

April 24, 2012

DAWN SULLIVAN
200 NE 21ST STREET
OKLAHOMA CITY OK 73105

RE: Complaint #:	18512OGDO32119
Date Received:	April 20, 2012
LeaseNameWellNbr	POTENTIAL US HWY BYPASS
SW	SECT: 30 TWN: 07N RNG: 07W
County:	GRADY

Dear Complainant:

The Corporation Commission resolved the above complaint on April 23,2012 based upon the investigators's findings and recommendations.

If there are questions regarding this matter please contact this office at (580)255-0103 .

Sincerely,

NON-POLLUTION

OKLAHOMA CORPORATION COMMISSION
INCIDENT AND COMPLAINT INVESTIGATION REPORT

Reported by	INDIVIDUAL	Taken By: G70	Incident Nbr: 18512OGDO32119
Anonymous	N Confidential N	Date: 4-20-2012	Time: 08:30
Incident Type	COMPLAINT	Referred From: Corporation Commission	

Complainant: DAWN SULLIVAN — Joint Inspection Date:

Address: 200 NE 21ST STREET — Suite/PO Box:

City: OKLAHOMA CITY — State: OK — Zip: 73105

Primary Phone Nb: — Secondary Phone Nbr: — FAX:

Company: UNKNOWN — Joint Inspection Date:

Attention:

Address: — PO Box:

Primary Phone Nb: — Secondary Phone Nbr: — Operator Nbr:

Location

Lease/Well Name & Nb: POTENTIAL US HWY BYPASS — API Nbr:

Location within Section: SW — Sec: 30 — Twp: 07N — Range: 07W — County: GRADY

Latitude Deg's: Min's: Sec's: GPS: 0 — Longitude Deg's: Min's: Sec's: GPS:

General Directions:

Complaint/Incident

Source codes: 199 OTHER

Nature: INSPECT WELLS FOR STUDY BEING DONE BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

Water Body Affected: NO

Fish/Wildlife Kill Reported: NO

1036A or 1036 Violations:

Oil Release	BBLS	Oil Recovered	BBLS	Water Released	BBLS	Water Recovered	BBLS

Response

Field Inspector: CARL SAUCIER — Phone Number: — Initial Reponse Date: 4-20-2012

Investigation Date: — Mediation Date: — Remediation Date: — Litigation Date:

Referred To: — Referred Date:

Agency of Jurisdiction: 185 Corporation Commission — Resolved Date: 4-23-2012

Waterbody affected Confirmed: N — Fish/Wildlife Kill Confirmed: N — Confirmation Status: CONFIRMED - VIOLATION

Red Tag Date: — Red Tag Removal Date:

Investigation Date: 4-20-2012

Findings:

04-20-12 - THE OKLAHOMA DEPARTMENT OF TRANSPORTATION HAS SOLICITED INPUT FROM THE OKLAHOMA CORPORATION COMMISSION'S DIRECTOR OF THE OIL AND GAS DIVISION FOR A STUDY BEING DONE FOR A POTENTIAL US HIGHWAY 81 BYPASS OF CHICKASHA, OK IN GRADY COUNTY. THE ENVIRONMENTAL STUDY AREA INCLUDED SEVERAL SECTIONS AND PART SECTIONS ON THE WEST SIDE OF CHICKASHA, OK. THE OCC'S FIELD OPERATIONS HAS RESEARCHED OCC DATABASE AND INSPECTED WELLS WITHIN THE REVISED PERIMETER OUTLINED ON AN ENVIRONMENTAL STUDY AERIAL PHOTO TAKEN FOR PROJECT #4051003201. THERE APPEARS TO BE 18 ACTIVE WELLS AND APPROXIMATELY 24 PLUGGED WELLS WITHIN THE ENVIRONMENTAL STUDY AREA. ALL ACTIVE WELLS APPEAR TO BE PROPERLY MARKED AT LEASE ENTRANCE AND AT WELL SITE. THE OCC WILL FURNISH GPS READINGS TAKEN OF WELL BORE LOCATIONS ON ACTIVE WELLS. THE OCC WILL FURNISH API NUMBERS FOR PLUGGED WELLS SO THAT FURTHER ENVIRONMENTAL RESEARCH CAN BE DONE TO ASSESS FOOTAGES OR LEGALS FOR PLUGGED WELLS WITHIN STUDY AREA. ALL PLUGGED WELL BORES SHOULD HAVE AN ID PLATE WELDED ON AT LEAST 3-4' BELOW GROUND LEVEL UNLESS GROUND OVER WELL HAS ERODED SINCE DATE OF PLUGGING.

Investigation Date	4-20-2012
Findings	04-20-12 - THE OKLAHOMA DEPARTMENT OF TRANSPORTATION HAS SOLICITED INPUT FROM THE OKLAHOMA CORPORATION COMMISSION'S DIRECTOR OF THE OIL AND GAS DIVISION FOR A STUDY BEING DONE FOR A POTENTIAL US HIGHWAY 81 BYPASS OF CHICKASHA, OK IN GRADY COUNTY. THE ENVIRONMENTAL STUDY AREA INCLUDED SEVERAL SECTIONS AND PART SECTIONS ON THE WEST SIDE OF CHICKASHA, OK. THE OCC'S FIELD OPERATIONS HAS RESEARCHED OCC DATABASE AND INSPECTED WELLS WITHIN THE REVISED PERIMETER OUTLINED ON AN ENVIRONMENTAL STUDY AERIAL PHOTO TAKEN FOR PROJECT #4051003201. THERE APPEARS TO BE 18 ACTIVE WELLS AND APPROXIMATELY 24 PLUGGED WELLS WITHIN THE ENVIRONMENTAL STUDY AREA. ALL ACTIVE WELLS APPEAR TO BE PROPERLY MARKED AT LEASE ENTRANCE AND AT WELL SITE. THE OCC WILL FURNISH GPS READINGS TAKEN OF WELL BORE LOCATIONS ON ACTIVE WELLS. THE OCC WILL FURNISH API NUMBERS FOR PLUGGED WELLS SO THAT FURTHER ENVIRONMENTAL RESEARCH CAN BE DONE TO ASSESS FOOTAGES OR LEGALS FOR PLUGGED WELLS WITHIN STUDY AREA. ALL PLUGGED WELL BORES SHOULD HAVE AN ID PLATE WELDED ON AT LEAST 3-4' BELOW GROUND LEVEL UNLESS GROUND OVER WELL HAS ERODED SINCE DATE OF PLUGGING.
Recommendations	NO FURTHER ACTION ANTICIPATED. PLEASE CLOSE INCIDENT.

Susan Henry
<Susan.Henry@travelok.com
>

05/01/2012 12:21 PM

To "SStegmann@ODOT.ORG" <SStegmann@ODOT.ORG>
cc
bcc
Subject US 81 bypass of Chickasha in Grady County

We have reviewed the information you have provided regarding the potential US 81 bypass of Chickasha in Grady County. Our interest is in avoiding any damage or action that would adversely affect the parks or recreational resources.

We have checked our records and have found no federally funded park or recreation areas near the proposed project. Thank you for the opportunity to review this project proposal.

Susan Henry
Oklahoma Tourism and Recreation Department
Oklahoma State Parks, Federal Grants
120 N. Robinson, Ste. 600
Oklahoma City, OK 73102
405.230.8490
fx 405.230.8690
susan.henry@travelok.com

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RECEIVED
MAY 03 2012
ENVIRONMENTAL
PROGRAMS DIV.

OKLAHOMA AERONAUTICS COMMISSION

May 2, 2012

Ms. Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, OK 73105-3204

Re: Request for input for potential US 81 Bypass of Chickasha in Grady County, OK, J/P#24428(08).

Dear Ms. Sullivan

This is in reference to your April 2, 2012 letter, concerning the potential US 81 Bypass highway improvement project. The Commission would like to draw your attention to the CFR Title 14 Part 77.13 which states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- any construction or alteration exceeding 200 ft above ground level
- any construction or alteration:
  - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
  - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
  - within 5,000 ft of a public use heliport which exceeds a 25:1 surface
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
- when requested by the FAA
- any construction or alteration located on a public use airport or heliport regardless of height or location

Based on the limited information provided in your letter and our cursory review, the potential project does not appear to pose a hazard to the safe and efficient use of navigable airspace. It does appear to be in the vicinity of the Chickasha Municipal Airport and it would be important to ensure the airspace around this airport is not affected. Because of this and since your letter provides limited information about the specific coordinates and heights of the project, the Commission recommends that you use

120 N. Robinson Ave., Suite 1244W • Oklahoma City, OK 73102 • (405) 604-6900 (405) 604-6919 Fax

FAA's notice criteria tool (at the web address given below) to determine if a 7460-1 form needs to be filed with the FAA.

https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

If a 7460-1 form is required for any permanent structure with this project please inform the Commission as soon as possible. You could be required to file a tall structure permit, under the rules of the Aircraft Pilot and Passenger Protection Act, with the Commission. Should you have any questions in the matter, please feel free to call (405-604-6903) or email (gardies@oac.ok.gov) me.

Sincerely,

Grayson Ardies
Program Manager
Oklahoma Aeronautics Commission

J. D. STRONG
EXECUTIVE DIRECTOR

MARY FALLIN
GOVERNOR

STATE OF OKLAHOMA
WATER RESOURCES BOARD
www.owrb.ok.gov

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MAY 04 2012
ENVIRONMENTAL
PROGRAMS DIV.

OKLAHOMA WATER RESOURCES BOARD
Planning & Management Division
Oklahoma City, OK

PUBLIC NOTICE REVIEW

___ We have no comments to offer. _X_ We offer the following comments.

WE RECOMMEND THAT YOU CONTACT THE LOCAL FLOODPLAIN ADMINISTRATOR FOR POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. THE OWRB WEB SITE, www.owrb.ok.gov, contains a directory of floodplain administrators and is located under forms/floodplain management/floodplain administrators, listed alphabetically by name of community. **If this development would fall on STATE OWNED or operated property, a floodplain development permit is required from OWRB.** The Chapter 55 Rules and permit application for this requirement can be found on the OWRB web site listed above. If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding and so that it does not flood adjacent property if at all possible.

Reviewer: Cathy Poage, CFM **Date:** 05/01/2012

Project Name: Proposed US 81 bypass of Chickasha, Located West of Chickasha, Grady County, OK

FIRM Name: ODOT, Dawn R. Sullivan, P.E.

* Grady County does not participate in the NFIP. Please see paragraph above.

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ENVIRONMENTAL
PROGRAMS DIV.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
SOUTHERN PLAINS REGION
1 MILE NORTH OF CITY, HWY 281 & RIVERSIDE DRIVE
P.O. BOX 368
ANADARKO, OKLAHOMA 73005

IN REPLY REFER TO: NATURAL RESOURCES (405) 247-6673

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

JUN 19 2012

Dear Dawn:

Thank you for the opportunity to comment on the proposed ODOT U.S. 81 bypass of Chickasha. From your description the project will be constructed entirely in Grady County.

A review of Bureau of Indian Affairs (BIA), Southern Plains Region maps of the project location indicates that there are no tribal or Individual Indian trust lands within the project area. The BIA has no jurisdiction within the project area and there are no concerns that the proposed improvements will impact Indian trust lands within the Southern Plains Region jurisdiction.

It is recommended that you consult with the Kiowa Tribe of Oklahoma, the Comanche Nation, the Apache Tribe of Oklahoma, the Wichita and Affiliated Tribes, and the Chickasaw Nation as they have historic ties to the area and should be consulted to determine if they have some concern that the project has a potential to impact sites of importance in their respective histories or cultural traditions.

If any additional information is required, please contact John A. Worthington, Regional Archeologist, at 405.247.1565.

Sincerely,

ACTING Regional Director

The Delaware Nation
Cultural Preservation Office
P.O. Box 825 - 31064 State Highway 281- Anadarko, OK 73005
Phone: 405/247-2448 – Fax: 405/247-8905

NAGPRA ext. 1180
Section 106 ext. 1181
Museum ext. 1181
Library ext. 1196
Clerk ext. 1182

March 19, 2013

RE: Environmental Assessment, US 81 Bypass of Chickasha, Grady County, J/P #24428(04)

Dear Ms. Dawn R. Sullivan,

Thank you for consulting with the Delaware Nation. We appreciate your willingness to conduct proper consultation with our nation. We received your letter regarding the above referenced Project on March 19, 2013. However, this project does not lie within the Delaware Nation area of interest for the state of Oklahoma. Therefore, we will not be a consulting party.

Should you have any questions regarding this email or future consultation feel free to contact our offices at 405-247-2448 or by email tfrancis@delawarenation.com.

Sincerely,

Mrs. Tamara Francis Fourkiller
Cultural Preservation Director

CC: Nikki Ahtone (Assistant Director)
nahtone@delawarenation.com

STEVEN A. THOMPSON
Executive Director

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY

MARY FALLIN
Governor

July 8, 2013

Ms. Dawn R. Sullivan
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Re: ENVIRONMENTAL REVIEW
Proposing to construct a controlled access 4-lane divided western bypass of Chickasha
Job Piece 24428(04)
Chickasha, Grady County, Oklahoma

Dear Ms. Sullivan,

In response to your request, we have completed a general environmental review of the above-referenced project. Based upon the current available information, we have no comments or objections.

Attached is a list of environmental recommendations that you should consider as you complete your project.

If you have any questions or need clarification, please contact me at 405.702.1077, 1.800.869.1400 or jennifer.wright@deq.ok.gov.

Sincerely,

Jennifer Wright

Jennifer Wright, Manager
Office of Business & Community Relations

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JUL 17 2013
ENVIRONMENTAL PROGRAMS DIV.

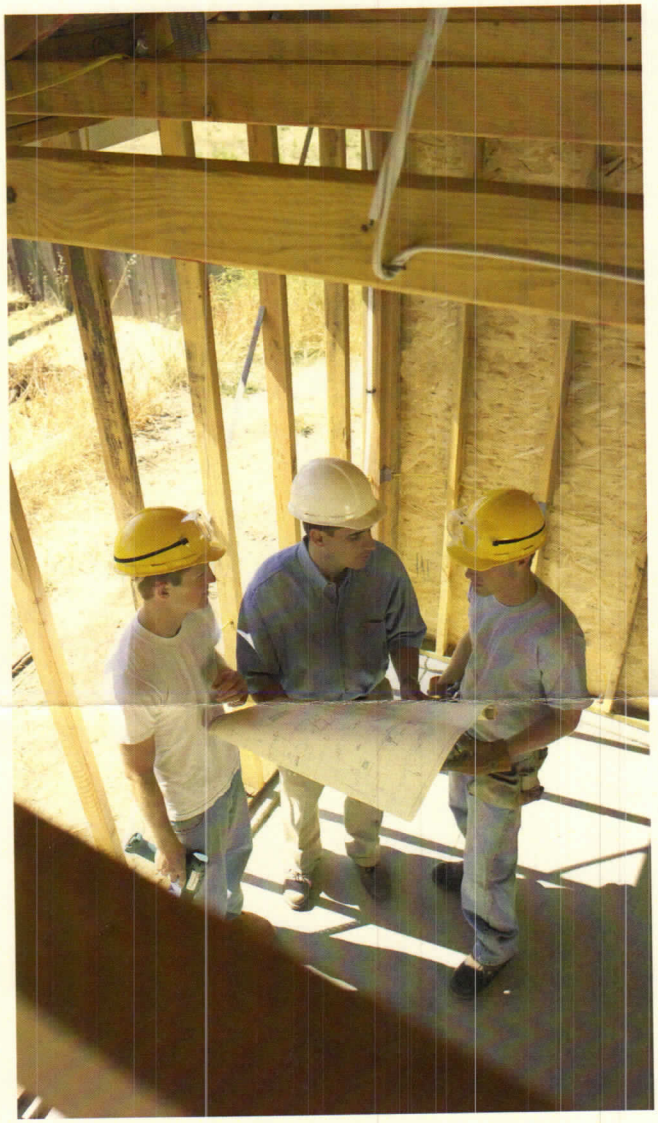
Enclosure

October 2010

AIR, LAND & WATER

Recommendations for General Construction/Improvement Projects

During the environmental review process for general construction/improvement projects, the following recommendations are offered to assist in ensuring environmental compliance throughout the project.



- Any project which includes the removal or installation of water and/or sewer lines shall conform to all relevant local and/or state plumbing codes.
- Any project which includes the removal of paint shall conform to all relevant lead-based paint regulations.
- Any project which includes the handling and/or removal of asbestos shall conform to all relevant asbestos regulations.
- During any construction, demolition, and/or rehabilitation reasonable precautions should be taken to protect air quality by minimizing fugitive dust emissions.
- If construction, demolition, and/or rehabilitation will disturb more than one acre of land, a determination should be made as to whether an Oklahoma Pollutant Discharge Elimination System (OPDES) permit for storm water is required during the construction phase.
- Any solid or hazardous waste from the site shall be recycled and/or disposed of in accordance with all relevant solid waste and/or RCRA regulations.

DEQ OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY

This publication is issued by the Oklahoma Department of Environmental Quality authorized by Steven A. Thompson, Executive Director. Copies have been prepared at a cost of $0.0535 each. Copies have been deposited with the publications clearinghouse of the Oklahoma Department of Libraries. (\fact sheets\sels\GenConstructionImprovement) 3/2012.

APPENDIX J
STAKEHOLDER AND PUBLIC MEETING RECORDS

OCTOBER 4, 2011 MEETINGS

STAKEHOLDER LETTER

September 27, 2011

Inside Address

Re: Environmental Assessment, US 81 Bypass of Chickasha, Grady County, J/P#24428(04)

Dear _____:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. See enclosed figure of project area. The proposed bypass will extend from south of the US 81/SH 19 East intersection north to the US 81/US 62 intersection, as recommended in a corridor study completed by the Department in 2007. The purpose of the project is to reduce travel time for Chickasha through-traffic, and to reduce congestion and improve safety along US 81 through the Chickasha Central Business District.

ODOT is assembling a list of interested parties for a stakeholder group to provide input for the subject project. The purpose of the group is to obtain input from key members of public and private organizations with interest in the project. We invite you to be part of this stakeholder group.

The first stakeholder meeting will be held at 1:30 p.m. on October 4, 2011, at the Canadian Valley Technology Center, Building 200, Helen Ward Seminar Center, Room B, 1401 Michigan Avenue, Chickasha, Oklahoma. This meeting will be held on the same day as a public meeting to present initial project information and receive public input. The public meeting will be held at 6:00 p.m. on October 4, 2011, at the Grady County Fairgrounds Community Building #2, 500 East Choctaw, Chickasha, Oklahoma. The meeting will include a presentation about the proposed US 81 Bypass, including why the bypass is needed and the type of facility proposed, and will also present currently-identified project area constraints. The purpose of the meeting is to obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

If you require special accommodations for the meeting, please direct your request to Craig Moody, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)522-1456, or cmoody@odot.org at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Scott Stegmann, ODOT, at (405) 522-8014, sstegmann@odot.org.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:ss

Enclosure: Study Area Map

STAKEHOLDER LABELS

Mayor Hank Ross
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Vice Mayor Jay Epperson
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Stewart Fairburn
City Manager
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Larry Fuchs
Public Works Director
City of Chickasha
117 N. 4th Street
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Mr. Justin LeBeau
Director of Community Development
City of Chickasha
117 N. 4th Street
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Mr. Steve Chapman
Department of Community Development
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Grady County Clerk's Office
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Council Member
City of Chickasha
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Mr. Chris Ferguson
Council Member
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Mr. John Jernigan
Council Member
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117 N. 4th Street
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Mrs. Phylis Steelman
Council Member
City of Chickasha
117 N. 4th Street
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Mr. Ryan Posey
Council Member
City of Chickasha
117 N. 4th Street
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Mr. Howard Carpenter
Council Member
City of Chickasha
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Mr. John Toland
Council Member
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Oklahoma House of Representatives
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Oklahoma City, OK 73105

Representative Phil Richardson
289 CS 2760
Minco, OK 73059

Representative Leslie Osborn
Oklahoma House of Representatives
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Senator Ron Justice
Oklahoma State Senate
2300 N. Lincoln Blvd., Rm 423
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Senator Ron Justice
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Chickasha, OK 73018

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Oklahoma Turnpike Authority
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Environmental Program Manager
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Mr. Jim Keeley
Area Engineer
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Ms. Elizabeth Romero
Planning and Technical Services Team Leader
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

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Chickasha Chamber of Commerce
P. O. Box 1717
Chickasha, OK 73023

Mr. Bud Andrus
President
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P. O. Box 1717
Chickasha, OK 73023

Dr. John Feaver
President
University of Science and Arts of Oklahoma
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Chickasha, OK 73018

Pat Foster
General Manager
Stillwater Central Railroad
500 SE 9th Street
Oklahoma City, OK 73129

Union Pacific Railroad
1001 NE 1st Street
Oklahoma City, OK 73117

Mr. Greg Elliott
528 W. Iowa Ave.
Chickasha, OK 73018

STAKEHOLDER LABELS

Mr. George Thomas
P. O. Box 1673
Chickasha, OK 73023

Mr. John Mosley
Century 21/Mosley Real Estate
P. O. Box 2100
Chickasha, OK 73023

Mr. Max McKnight
Grady County Economic Development Council
221 W. Chickasha Ave.
Chickasha, OK 73018

Mr. Steve LaForge
LaForge Properties
2808 South 4th Street
Chickasha, OK 73018

Mr. and Mrs. Carey and DJ DeHart
P. O. Box 1673
Chickasha, OK 73023

Mr. George Tiner
Canadian Valley Technology Center
1401 Michigan Avenue
Chickasha, OK 73018

Mr. Jim Glaze
Superintendent
Chickasha Public Schools
900 West Choctaw
Chickasha, OK 73018

Mr. Mike Nunamaker
Chief Executive Officer
Grady Memorial Hospital
2220 West Iowa
Chickasha, OK 73018

Mr. Lindel Pettigrew
President
Chickasha Bank and Trust
122 Maple Lane
Chickasha, OK 73018

Mr. Patrick Brooks
President
First National Bank
P.O. Box 1130
Chickasha, OK 73023

OFFICIALS LETTER

September 23, 2011

Inside Address

Re: Environmental Assessment, US 81 Bypass of Chickasha, Grady County, J/P#24428(04)

Dear:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. See enclosed figure of project area. The proposed bypass will extend from south of the US 81/SH 19 East intersection north to the US 81/US 62 intersection, as recommended in a corridor study completed by the Department in 2007. The purpose of the project is to reduce travel time for Chickasha through-traffic, and to reduce congestion and improve safety along US 81 through the Chickasha Central Business District.

A public meeting to present initial project information and receive public input will be held at 6:00 p.m. on October 4, 2011, at the Grady County Fairgrounds Community Building #2, 500 East Choctaw, Chickasha, Oklahoma. The meeting will include a presentation about the proposed US 81 Bypass, including why the bypass is needed and the type of facility proposed, and will also present currently-identified project area constraints. The purpose of the meeting is to obtain information from the public to further assist in the identification of critical social, economic, and environmental effects that may result from the project.

If you require special accommodations for the meeting, please direct your request to Craig Moody, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)522-1456, or cmoody@odot.org at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Scott Stegmann, ODOT, at (405) 522-8014, sstegmann@odot.org.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:ss

Enclosure: Study Area Map

OFFICIALS LABELS

Chairman Louis Maynahonah
Apache Tribe
P.O. Box 1220
Anadarko OK 73005

Governor Bill Anoatubby
Chickasaw Nation
P.O. Box 1548
Ada OK 74821

Chairperson Michael Burgess
Comanche Nation
P.O. Box 908
Lawton OK 73502

Chairman Ron Two Hatchet
Kiowa Tribe
P.O. Box 369
Carnegie OK 73015

Chairman Robert Tabor
Cheyenne-Arapaho Tribe
P. O. Box 38
Concho OK 73022

President Leslie Standing
Wichita and Affiliated Tribes
P.O. Box 729
Anadarko OK 73005

Mr. Blaine H. Smith, Jr.
Executive Director
Association of South Central OK Governments
802 Main Street, P.O. Box 1647
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Chickasha OK 73018

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Chickasha OK 73018

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Senator Ron Justice
2209 CS 2880
Chickasha OK 73018

Senator James M. Inhofe
United States Senate
205 Russell – Senate Office Building
Washington DC 20510

Senator James M. Inhofe
1900 NW Expressway, Suite 1210
Oklahoma City OK 73118

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Washington DC 20510

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Representative Tom Cole
United States House of Representatives
2458 Rayburn HOB
Washington DC 20515

Representative Tom Cole
2424 Springer Drive, Suite 201
Norman OK 73069

Mr. Bradley Burgess
Commissioner
OK Transportation Commission
21 Northwest 44th Street, Suite 201
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Mr. Doug Riebel
Chairman of the Board
Oklahoma Turnpike Authority
4401 West Memorial Road, Suite 130
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Mr. Tim Stewart
Deputy Director
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City OK 73136

Mr. Jack Damrill
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City OK 73136

Mr. Gary Ridley
Director
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Mike Patterson
Deputy Director
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Gary Evans
Chief Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Tim Gatz
Director of Capital Progress
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. David Streb
Director of Engineering
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Casey Shell
Director of Operations
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Ms. Ginger McGovern
Planning & Research Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Raymond Sanders
Project Management Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Tim Tegeler
Roadway Design Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Ms. Dawn Sullivan
Environmental Programs Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Kurt Harms
Right-of-Way and Utilities Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Shannon Sheffert
Division Manager, Local Government
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Larry Reser
Chief of Survey
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Bob Rusch
Bridge Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Ms. Terri Angier
Public Affairs Division
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Bob Rose
Engineer, Field Division 7
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City OK 73105

Mr. Gary Corino
Division Administrator
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City OK 73118

POSTCARD

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. See enclosed figure of project area. The proposed bypass will extend from south of the US 81/SH 19 East intersection north to the US 81/US 62 intersection, as recommended in a corridor study completed by the Department in 2007. The purpose of the project is to reduce travel time for Chickasha through-traffic, and to reduce congestion and improve safety along US 81 through the Chickasha Central Business District.

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The date, time, and location of the public meeting are below.

Date: **October 4, 2011**

Time: **6:00 p.m.**

Place: **Grady County Fairgrounds Community Building #2, 500 East Choctaw, Chickasha, OK**

Additional information about the project and the upcoming meeting can be obtained Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Scott Stegmann, ODOT, at (405) 522-8014, sstegmann@odot.org.

If you require special accommodations for the meeting, please direct your request to Craig Moody, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)522-1456, or cmoody@odot.org at least three (3) working days in advance of the meeting date.

POSTCARD LABELS

OTHER NAME	FIRST	LAST	ADDRESS	CITY	STATE	ZIP
J & J MOTORS INC			#1 HONDA LANE	CHICKASHA	OK	73018
	REBA & LLY	HIBBS	1 MILLER DR	CHICKASHA	OK	73018
	LARRY & SHIRLEY	CUNNINGHAM	1 SKYVIEW	CHICKASHA	OK	73018
	CHARLES	DAY	10 MILLER DR	CHICKASHA	OK	73018
WILLIAM JONES	LAURIE	DOREEN	10 SKYVIEW DR	CHICKASHA	OK	73018
	STEPHEN	BARRINGTON	1002 HILL ST	CHICKASHA	OK	73018
	JERRY	BROWN	1054 CR 1240	POCASSET	OK	73079
	DON	REMYRE	1055 CR 1320	AMBER	OK	73004
	KENT & LESLIE	LEDFORD	106 S LAKE RD	NINNEKAH	OK	73067
	CURRENT	RESIDENT	106 ST. JAMES PLACE	CHICKASHA	OK	73018
GRADY COUNTY INDUSTRIAL AUTHORITY	JOHN	MOSLEY	107 MAPLE LANE	CHICKASHA	OK	73023
	DANIEL & CHRISTY	MARTIN	11 MILLER DR	CHICKASHA	OK	73018
	DAVID	SNELL	110 CAULDER	CHICKASHA	OK	73018
	JASON	SHERMAN	1107 S 8TH ST	CHICKASHA	OK	73018
WEST WIND ASSISTED LIVING	LOUISE	TURLEY	111 N 9TH ST, APT 40	MARLOW	OK	73055
	RALPH	MORGAN	1110 OLD FRED ROAD	CHICKASHA	OK	73018
CHICKASHA CITY COUNCIL	HOWARD	CARPENTER	114 N 4TH ST	CHICKASHA	OK	73018
	ROBERT L.	BARNETT	1143 CR 1400	CHICKASHA	OK	73018
	ANGIE	BARNETT	1143 CR 1400	CHICKASHA	OK	73018
	SHELDON	SMITH	115 N 29TH	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1153 COUNTY ROAD 1339	CHICKASHA	OK	73018
CITY OF CHICKASHA	LARRY	SHELTON	117 N 4TH ST	CHICKASHA	OK	73018
CHICKASHA MUNICIPAL AUTHORITY			117 N 4TH ST	CHICKASHA	OK	73018
CITY OF CHICKASHA COMMUNITY DEVELOPMENT	CYNTHIA	DECKARD	117 N 4TH ST	CHICKASHA	OK	73018
B&M OIL	JOHN	CARROLL	118 RUSKIN	CHICKASHA	OK	73018
	SHAWN & SUZANNE	JANTZ	12 MILLER DR	CHICKASHA	OK	73018
BURNETT CAPITAL INVESTMENT LTD			1201 CRYSTAL PARK	CHICKASHA	OK	73018
	DAVID & CAMALITA	TRAMMELL	1202 S 15TH	CHICKASHA	OK	73018
	DOROTHY	BINGHAM	1209 S 7TH	CHICKASHA	OK	73018
	TROY & KANDY	ARNOLD	1214 KOUBA DR	YUKON	OK	73119
	NANCY	DEVER	1216 S 29TH	CHICKASHA	OK	73018
CHICKASHA BANK & TRUST	LINDEL	PETTIGREW	122 MAPLE LANE	CHICKASHA	OK	73018
	JOHN	JERNIGAN	123 MAPLE LN	CHICKASHA	OK	73018
MICHAEL DAY INSURANCE	MIKE	DAY	124 NORTH 5TH ST	CHICKASHA	OK	73018
	LARRY & LINDA	COX	12525 SW PRINCE PHILLIP CT	KING CITY	OR	97224
	WINDELL	SHOCKEY	1256 HWY 62	CHICKASHA	OK	73018
	STEPHANIE	KITE	1290 HWY 81	POCASSET	OK	
	ANA	ORTEGA	13 SKYVIEW DR	CHICKASHA	OK	73018
	DR JEROME	ERSLAND	1300 N 29TH ST	CHICKASHA	OK	73018
CHICKASHA CHURCH OF NAZARENE			1300 S 29TH ST	CHICKASHA	OK	73018
	OLA	EDWARDS	1347 HWY 81	POCASSET	OK	73079
	GARY	DANIEL	1361 CS 2850	POCASSET	OK	73079
	LJ & LAVERNE	POWELL	14 CHERRY DR	CHICKASHA	OK	73018
	TERESA	SMITH	141 CR 1440	CEMENT	OK	73019
	PATRICIA	GUTIERREZ	1410 CLIFFSIDE CT	NORMAN	OK	73072
	AMANDA	THORSEN	1410 CS 2850	POCASSET	OK	73079
	CHEYENNE	ROBINSON	1415 S 17TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1416 FRISCO AVENUE, APT J	CHICKASHA	OK	73018
	SHEILA & JUANITA	RACZYNSKI	1443 S WESTWARD HO PL	SIOUX FALLS	SD	57105
	MICHAEL & LAURA	MILLER	15 SKYVIEW DR	CHICKASHA	OK	73018
BARBARA BOREN	IRENE	STROPES	15015 E ROCK CREEK RD	NORMAN	OK	73026
	JIMMY	JOHNSON	1502 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	TERESA	GARDNER	1520 DAKOTA	CHICKASHA	OK	73018
MCELREATH PROPERTIES LLC	JAMES A	MCELREATH	1521 W IDAHO	CHICKASHA	OK	73018
COWBOY COUNTRY CHURCH INC	FJ	CHAPMAN	153 US HWY 277	CEMENT	OK	73017
	LAWRENCE	BETCHE	15502 OLD STONE TRAIL	HOUSTON	TX	77079
C/O FRANKLIN MARCH	PATRICIA	MONTGOMERY	1575 COUNTY ROAD 1490	NINNEKAH	OK	73067
	STEVE	STANDRIDGE	1588 CR 1380	CHICKASHA	OK	73018
	SHARON	BOYER	16 MILLER DR	CHICKASHA	OK	73018
	WADE	DUNKIN	1601 S 19TH ST	CHICKASHA	OK	73018
	LONNIE	MORRIS	1604 GLENDAWAY DR	CHICKASHA	OK	73018
	DEB	SUTTERFIELD	1609 TODD ESTATES	CHICKASHA	OK	73018
	HEATHER	HARMON	1610 PARK AVE	CHICKASHA	OK	73018
	LINDA	GRIFFITH	1612 HWY 81	AMBER	OK	73004
	CLYDE	HOWARD	1613 CS 2830	AMBER	OK	73004
REVOCABLE TRUST	NW	BROWN	1627 S 8TH ST	CHICKASHA	OK	73018
	CONNIE	ALLBRITTON	1638 HWY 81	AMBER	OK	73004
USACE - TULSA	ALLEN	RYAN	1645 S 101ST EAST AVE	TULSA	OK	74128
FRAC TECH SERVICES LTD			16858 IH 20	CISCO	TX	76437
RILEY'S BODY SHOP	WICKIE & PEGGY	RILEY	1688 HWY 81	AMBER	OK	73004
	JEREMY & SHARA	DAVIDSON	17 SKYVIEW DR	CHICKASHA	OK	73018
	KEN & JEANIE	SINGLETON	1710 LOUISIANA	CHICKASHA	OK	73018
	GABRIELA	BOONE	1713 S 14TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1717 CAROLINA ST	CHICKASHA	OK	73018
KWCO RADIO	GEORGE	PLUMMER	1718 MISSISSIPPI	CHICKASHA	OK	73018
	MICHAEL	ERSLAND	1727 GRAND AVE	CHICKASHA	OK	73018
USAO	MIKE	COPONITI	1727 W ALABAMA AVE	CHICKASHA	OK	73018
	GERALD	COLEMAN	1748 HWY 81	AMBER	OK	73004
KIMBERLY FERGUSON	MICHAEL	SANDERS	17535 W EAST WIND AVE	GOODYEAR	AZ	85338
	DICK	MCCALLA	1782 CR 1330	CHICKASHA	OK	73018
	RANEE	HAYES	18 MILLER DR	CHICKASHA	OK	73018
PARHAM CERAMIC TILE INC			1881 COUNTY STREET 2880	CHICKASHA	OK	73018
	RD & AMANDA	ROBNETT	19 MILLER DR	CHICKASHA	OK	73018
	KATHERINE	REED	19 SKYVIEW DR	CHICKASHA	OK	73018
	ADDIE	DUNN	1923 S 14TH ST	CHICKASHA	OK	73018
	RAYMOND	GOATER	1983 HIGHWAY 81	CHICKASHA	OK	73018
	RAYMOND	COATES	1983 HWY 81	CHICKASHA	OK	73018
	PAUL & VERNA	ESSEX	2 A SKYVIEW DR	CHICKASHA	OK	73018
	SEAN & AMY	HUGHES	2 MILLER DR	CHICKASHA	OK	73018
	SANDRA	GIBSON	20 SKYVIEW DR	CHICKASHA	OK	73018
	KATHERINE	HENTON	2001 S 14TH ST	CHICKASHA	OK	73018
	CHARLIE	BURRUSS	201 SAINT JAMES PLACE	CHICKASHA	OK	73018
	WELDON	JOHNSON	2012 IDAHO ST	CHICKASHA	OK	73018

NOTICE OF PUBLIC MEETING

The Oklahoma Department of Transportation (the Department) invites you to attend a public meeting to provide input for a proposed project to construct a controlled-access 4-lane divided western bypass of Chickasha from south of the US 81/SH 19 East intersection north to the US 81/US 62 intersection as recommended in a corridor study completed by the Department in 2007.

The Department has scheduled a public meeting on October 4, 2011, from 6:00 p.m. to 8:00 p.m., at the Grady County Fairgrounds Community Building #2. Representatives from the Oklahoma Department of Transportation (ODOT) and SAIC, the engineering firm retained by ODOT to prepare the environmental studies and documentation, will be on hand to present information regarding the improvements presently under consideration. Preliminary design and right-of-way requirements for this proposal have not been determined. The purpose for the meeting is to obtain information from the public to further assist the Department in the identification of critical social, economic and environmental effects that may result from the project. The Department will develop a project mailing list from the attendance list. This project mailing list will be used to notify interested parties of all future project meetings. If you will be unable to attend the meeting, but wish your name and address to be added to the project mailing list, please send your name and mailing address via US mail or e-mail to:

Diane Abernathy
SAIC
3700 West Robinson, Suite 200
Norman, OK 73072
jeanna.d.abernathy@saic.com

Questions prior to the meeting may be directed to Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Scott Stegmann, ODOT, at (405) 522-8014, sstegmann@odot.org, or by writing the Environmental Programs Division, 200 Northeast 21st Street, Oklahoma City, Oklahoma 73105.

If you will be unable to attend the meeting, all handout materials will be posted after the meeting to the following ODOT project website: http://www.odot.org/meetings/other.php.

If you require special accommodations for the meeting, please direct your request to Craig Moody, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)522-1456, or cmoody@odot.org at least three (3) working days in advance of the meeting date.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

LARRY BOYER	EVELYN	JOHNSON	2016 S 15TH ST	CHICKASHA	OK	73018
	CHARLOTTE	PARKER	203 FLANDERS DR	CHICKASHA	OK	73018
LIVING TRUST	FREDA	SHERIDEN	203 ILLINOIS AVE	CHICKASHA	OK	73018
	LUCILLE	MCCOMAS	2054 HWY 81	CHICKASHA	OK	73018
	RANDY & LAWANNA	WILLIAMS	207 PLEASANT LN	CHICKASHA	OK	73018
	TIM	DUNKIN	2100 S 29TH ST	CHICKASHA	OK	73018
JANS HUNTER GLEN LLC			2100 S 29TH ST	CHICKASHA	OK	73018
	JERALD & MARY	KENDALL	2100 W MINNESOTA AVE	CHICKASHA	OK	73018
	SUE	KENDALL	2100 W MINNESOTA AVE	CHICKASHA	OK	73018
REVOCABLE TRUST	KATHY JEAN	MOTTINGER	2101 LAKEWOOD DR	CHICKASHA	OK	73018
TERESA A ALLEN 1999 TRUST	TERESA	ALLEN	2102 LAKEWOOD DR	CHICKASHA	OK	73018
	LINDSAY & DEBRA	WOOD	2102 S 33RD ST	CHICKASHA	OK	73018
REVOCABLE TRUST	SANDRA K	MCCRACKIN	2103 LAKEWOOD DR	CHICKASHA	OK	73018
	JANICE	RODGERS	2103 UNIVERSITY BLVD	CHICKASHA	OK	73018
CHICKASHA SALVAGE	JANET	WHITE	2103 W COUNTRY CLUB ROAD	CHICKASHA	OK	73018
	LARRY & JUDY	PERRY	2104 S 33RD ST	CHICKASHA	OK	73018
	BAILEY	DEES	2105 UNIVERSITY BLVD	CHICKASHA	OK	73018
REVOCABLE TRUST	NADINE & DALE	ADAMS	2106 UNIVERSITY BLVD	CHICKASHA	OK	73018
	RICKY	ROBERTS	2107 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TERRY & JULIANA	BUCKMASTER	2108 UNIVERSITY BLVD	CHICKASHA	OK	73018
	DAVY & AMY	ADAMS	2109 LAKEWOOD DR	CHICKASHA	OK	73018
	CHARLES & KELLY	TRENT	2110 LAKEWOOD DR	CHICKASHA	OK	73018
	MERANDA	MCCLENNEN	212 W BLACKBURN RD	MARLOW	OK	73055
	CURRENT	RESIDENT	213 MILLER DRIVE	CHICKASHA	OK	73018
	MARIBETH	SMITH	2155 COUNTY ST 2890	CHICKASHA	OK	73018
	MARK	MARTIN	218 CHICKASHA AVENUE	CHICKASHA	OK	73018
	JOSEPH	REMPE	2182 N 5TH ST	CHICKASHA	OK	73018
	CHARLES H.	REMPE	2195 N 3RD	CHICKASHA	OK	73018
	SCHARLEENE	BOWEN	22 A SKYVIEW DR	CHICKASHA	OK	73018
	BILL & PATRICIA	REEVES	22 MILLER DR	CHICKASHA	OK	73018
	JERRY & SALLIE	PITTMAN	2202 LAKEWOOD DR	CHICKASHA	OK	73018
KATHY JANE BABB TRUST			2202 S 33RD ST	CHICKASHA	OK	73018
	SUSIE	VANMETER	2202 UNIVERSITY BLVD	CHICKASHA	OK	73018
	SUE	POWELL	2202 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOHN & AMY	WARDEN	2203 LAKEWOOD DR	CHICKASHA	OK	73018
	RICHARD & KEITHA	WILMETH	2203 UNIVERSITY BLVD	CHICKASHA	OK	73018
	BARBARA	NEAL	2204 UNIVERSITY BLVD	CHICKASHA	OK	73018
	AUDREY	SMITH	2205 LAKEWOOD DR	CHICKASHA	OK	73018
	JARED	STANRIDGE	2205 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TERRY & MARY	CARVER	2206 S 33RD ST	CHICKASHA	OK	73018
REVOCABLE TRUST	EUGENE	RINN	2207 LAKEWOOD DR	CHICKASHA	OK	73018
	GARY & DONNA	ALDRIDGE	2207 S 33RD ST	CHICKASHA	OK	73018
	GLENDA	PILGRIM	2207 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TED & TAMMIE	WILLIAMS	2208 LAKEWOOD DR	CHICKASHA	OK	73018
	VERNON & GLORIA	HOOVER	2208 S 33RD ST	CHICKASHA	OK	73018
	JOE & DIANA	MONSEBAIS	2208 UNIVERSITY BLVD	CHICKASHA	OK	73018
	RON	JUSTICE	2209 CS 2880	CHICKASHA	OK	73018
	JIMMY & TOYE	YODER	2209 LAKEWOOD DR	CHICKASHA	OK	73018
ANNETTE SCAFFETTA REV TRUST		1ST NATIONAL BK	2210 UNIVERSITY BLVD	CHICKASHA	OK	73018
	ANNETTE	SCAFFETTA	2210 UNIVERSITY PARK	CHICKASHA	OK	73018
	KEVIN & RACHEL	WHITE	2211 UNIVERSITY BLVD	CHICKASHA	OK	73018
C/O CHAD JERMAN	KRISTI	BATES	2213 UNIVERSITY BLVD	CHICKASHA	OK	73018
	HIRAM & CAROLYN	MCMASTER	2214 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOSEPH	GIVENS	2215 UNIVERSITY BLVD	CHICKASHA	OK	73018
	WILLIAM	HAWKINS	2217 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOHNNY	WRAY	2219 UNIVERSITY BLVD	CHICKASHA	OK	73018
	MICHAEL & KRISTI	LONGHAT	2221 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JAY & ANDREA	ROBERTS	2222 UNIVERSITY BLVD	CHICKASHA	OK	73018
	AMISH & CHAITALI	PATEL	2224 UNIVERSITY BLVD	CHICKASHA	OK	73018
	ROBERT & ROBIN	PHILLIPS	2225 UNIVERSITY BLVD	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2227 S 14TH ST	CHICKASHA	OK	73018
VERSER LIVING TRUST	JERRY & EDITH	VERSER	2227 SPENCER ST	CHICKASHA	OK	73018
	GERALD	SMITH	224 CR 1340	VERDEN	OK	73092
BIBLE BAPTIST CHURCH	DAVID	BRICKMAN	226 S 29TH ST	CHICKASHA	OK	73018
	DON & CONNIE	OSWALD	2271 CR 1314	BLANCHARD	OK	73010
	JOE	ALFORD	2274 CS 2815	CHICKASHA	OK	73018
	KIMBERLY	HASKELL	23 A SKYVIEW DR	CHICKASHA	OK	73018
	DYLAN & DONITTA	HARRIS	23 B SKYVIEW DR	CHICKASHA	OK	73018
	MIKE & SONYA	STEPHENS	23 MILLER DR	CHICKASHA	OK	73018
	MICHAEL	HEATH	2302 S 30TH ST	CHICKASHA	OK	73018
	RICHARD & QUATA	WELCH	2303 LAKEWOOD DR	CHICKASHA	OK	73018
	BARBARA	KOEHLER	2303 S 30TH ST	CHICKASHA	OK	73018
	SHEILA	MIZE	2304 S 30TH ST	CHICKASHA	OK	73018
LIVING TRUST	BURREL & LAURA	GAMBEL	2305 LAKEWOOD DR	CHICKASHA	OK	73018
	DOMINIC	KING	2305 S 30TH ST	CHICKASHA	OK	73018
	LELA	FERRELL	2307 S 30TH ST	CHICKASHA	OK	73018
	DANNY & VICKY	KING	2308 S 33RD ST	CHICKASHA	OK	73018
	ALICIA	HENRY	2310 COUNTY STREET 2815	CHICKASHA	OK	73018
	JACK & BETHEL	BLAIR	2315 S 29TH ST	CHICKASHA	OK	73018
	S. PHILLIP & DORRIS	COOK	2317 S 33RD ST	CHICKASHA	OK	73018
	KEITH	ZEISET	2331 COUNTY STREET 2750	CHICKASHA	OK	73018
	TERESA	ALEXANDER	24 SKYVIEW DR	CHICKASHA	OK	73018
	CODY	CHRISTENSEN	2404 S 30TH	CHICKASHA	OK	73018
REVOCABLE TRUST	REFORD & VIOLA	BASSETT	2407 S 33RD	CHICKASHA	OK	73018
	CAROL	PEARCE	2408 S 30TH ST	CHICKASHA	OK	73018
	RAYMOND & DONNA	FOSTER	2410 S 30TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2420 S 29TH ST	CHICKASHA	OK	73018
	PAULA	LUCAS	2427 S 33RD ST	CHICKASHA	OK	73018
	CARL & JOYCE	STOCKTON	2471 CS 2807	CHICKASHA	OK	73018
	LANELLE S.	GORE	2478 CS 2806	CHICKASHA	OK	73018
	DON	CUMINS	2481 CS 2806	CHICKASHA	OK	73018
	RANDALL	JAMES	25 MILLER DR	CHICKASHA	OK	73018
INDUSTRIAL COMPOUNDING LLC			2500 HWY 62 W	CHICKASHA	OK	73018
	GEORGE	INGRAM	2501 LAKEWOOD DR	CHICKASHA	OK	73018

	GEORGE & JYME	TINER	2502 LAKEWOOD DR	CHICKASHA	OK	73018
	STEPHEN	NIBLOCK	2503 LAKEWOOD DR	CHICKASHA	OK	73018
	TONI	NIBLOCK	2503 LAKEWOOD DR	CHICKASHA	OK	73018
	BW & ROSEZELLEN	HAMMERT III	2504 LAKEWOOD DR	CHICKASHA	OK	73018
	DAVID	PAMPLIN	2504 S 34TH ST	CHICKASHA	OK	73018
	MATTHEW & CHRISTINA	WRAY	2505 LAKEWOOD DR	CHICKASHA	OK	73018
	LARRY & JULIA	YORK	2506 LAKEWOOD DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2507 34TH ST	CHICKASHA	OK	73018
	WAYNE & TAMARAH	MERCHANT	2507 LAKEWOOD DR	CHICKASHA	OK	73018
	ROBERT & JANET	ELROD	2509 LAKEWOOD DR	CHICKASHA	OK	73018
	JIMMY & BEVERLY	PEEK	2509 S 34TH ST	CHICKASHA	OK	73018
	MR. & MRS. LEON	JENSEN	2510 LAKEWOOD DR	CHICKASHA	OK	73018
	LUCILLE	LOONY	2510 LAKEWOOD DR	CHICKASHA	OK	73018
	DAVID	SIKES	2524 S 18TH ST	CHICKASHA	OK	73018
	JOHN & ANGELA	PHILLIPS	2567 COUNTY STREET 2790	CHICKASHA	OK	73018
	DALE & JUANITA	GOSS	26 MILLER DR	CHICKASHA	OK	73018
	STANLEY & MILDRED	HULL	26 MILLER DR	CHICKASHA	OK	73018
	ARRON & ROBIN	WARREN	2600 LAKEWOOD DR	CHICKASHA	OK	73018
	JEFFERY & APRIL	KILE	2601 LAKEWOOD DR	CHICKASHA	OK	73018
	NICOLE	MILSAP	2601 S 34TH ST	CHICKASHA	OK	73018
LIFE ESTATE	IRENE	PARK	2602 LAKEWOOD DR	CHICKASHA	OK	73018
	PAMELA & MONTE	BOYD	2603 LAKEWOOD DR	CHICKASHA	OK	73018
	JERRY	ARTHUR	2604 W IDAHO AVE	CHICKASHA	OK	73018
	ARMINE	BEAL	2605 LAKEWOOD DR	CHICKASHA	OK	73018
	BURT & SHIRLEY	BURNS	2606 LAKEWOOD DR	CHICKASHA	OK	73018
CHICKASHA TOWING	LINDY	BECK	2607 LAKEWOOD DR	CHICKASHA	OK	73018
	GREG	SHOEMAKER	2607 LAKEWOOD DR	CHICKASHA	OK	73018
REVOCABLE TRUST	STEPHEN & LAURA	KOHNKE	2609 LAKEWOOD DR	CHICKASHA	OK	73018
	IAN	THOMPSON	2610 LAKEWOOD DR	CHICKASHA	OK	73018
REVOCABLE TRUST	ZARAH LOU	VIRGIN	2611 LAKEWOOD DR	CHICKASHA	OK	73018
	STEPHEN & CHERYL	JONES	2613 LAKEWOOD DRIVE	CHICKASHA	OK	73018
	JIMMY & JO	POLLY	2615 LAKEWOOD DR	CHICKASHA	OK	73018
	DOUG	PHELPS	2619 FOX DR	TUTTLE	OK	73089
CARL & ANN SMITH ENTERPRISES			2670 CS 2790	CHICKASHA	OK	73018
	D. RENEE	HAWKINS	27 MILLER DR	CHICKASHA	OK	73018
	RENEE	GUNTER	27 MILLER DR	CHICKASHA	OK	73018
	DAVID	MOYDELL	2718 CS 2799	CHICKASHA	OK	73018
	JERRY & A LORRAINE	THOMAS	2800 S 29TH ST	CHICKASHA	OK	73018
	HELEN	GARRISON, CPA	2802 COUNTRY CLUB DRIVE	CHICKASHA	OK	73023
	BILLY & JOY	LIVINGSTON	2803 COUNTRY CLUB DR	CHICKASHA	OK	73018
REVOCABLE TRUST	LYNN & LAURA	RICHEY	2807 DESIRAE DR	CHICKASHA	OK	73018
	DANIEL	FRISKEL	2808 S 29TH ST	CHICKASHA	OK	73018
	STEVE	LAFORGE	2808 S 4TH ST	CHICKASHA	OK	73018
	JIMMY & VAN	NOTTINGHAM	2812 S 29TH ST	CHICKASHA	OK	73018
	ALONZO & VIRGINIA	HAYS	2814 S 29TH ST	CHICKASHA	OK	73018
SHARON POWELL LIVING TRUST			2817 LAND RUN RD	MOORE	OK	73160
	ROBERT & MARSHA	SIKES	2819 S 29TH ST	CHICKASHA	OK	73018
	CURTIS	BROOKS	2822 NICKLES RD	CHICKASHA	OK	73018
	FLOYD & DONNA	COCHERAN	2839 CS 2791	CHICKASHA	OK	73018
	PHIL	RICHARDSON	289 CS 2760	MINCO	OK	73059
	TOMMY & CHERYL	HOLT	2900 S 29TH ST	CHICKASHA	OK	73018
	BARRY AND DONNA	THOMAS	2900 W IDAHO	CHICKASHA	OK	73018
	LEE & MARY	ROBNETT	2901 W IDAHO	CHICKASHA	OK	73018
	NICKY & CINDY	SALES	2902 S 29TH ST	CHICKASHA	OK	73018
	SIDNEY & DOROTHA	JORDAN	2909 W. CAROLINA AVE	CHICKASHA	OK	73018
	SHANA	WILSON	2986 N OLD HIGHWAY, LOT 37	CHICKASHA	OK	73018
	RETA	MEEKS	3 MILLER DR	CHICKASHA	OK	73018
	FLOYD & DONNA	COCHERAN	3 SKYVIEW DR	CHICKASHA	OK	73018
	LEE	GRIMES	3000 W IDAHO	CHICKASHA	OK	73018
	ANDY & CAROLYN	BOWEN	3001 MONTANA	CHICKASHA	OK	73018
	CHRISTINE	MCLAUGHLIN	3002 ARIZONA	CHICKASHA	OK	73018
	RODNEY & JULIE	STOCKSTILL	3004 ARIZONA AVE	CHICKASHA	OK	73018
	JOYCE	WILLIAMS	3005 MONTANA	CHICKASHA	OK	73018
DAWN CHELLIE	BRIAN	MEEKS	3006 ARIZONA AVE	CHICKASHA	OK	73018
	CHARLES	BAIRD	3007 ARIZONA AVE	CHICKASHA	OK	73018
	MARK & VICTORIA	KILGORE	3007 MONTANA	CHICKASHA	OK	73018
	TRAVIS	STIDHAM	3008 MONTANA	CHICKASHA	OK	73018
	TINA	LICHLITER	3009 MONTANA	CHICKASHA	OK	73018
	CHAD & RENEE	HORRELL	3010 MONTANA	CHICKASHA	OK	73018
	CHARLES	WILLIAMS	3011 MONTANA	CHICKASHA	OK	73018
	LP & GLENNA	LAIRD	3012 W IDAHO AVE	CHICKASHA	OK	73018
	WILLIAM	WEAVER	3013 MONTANA AVE	CHICKASHA	OK	73018
	AMY	FERRELL	3014 MONTANA	CHICKASHA	OK	73018
	RON	FOLDER	3015 IDAHO	CHICKASHA	OK	73018
EXPRESS-STAR	JASON	CLARKE	3016 W MONTANA	CHICKASHA	OK	73018
	TOYE	REYNOLDS	3028 W IDAHO AVE	CHICKASHA	OK	73018
	CYNTHIA	THORSEN	304 E ERCOUPE DR	MIDWEST CITY	OK	73130
JOHNSON'S WRECKERS	JIMMY	JOHNSON	307 CHRISTOPHER	CHICKASHA	OK	73018
	ROBERT	HAYS	307 S 7TH ST	CHICKASHA	OK	73018
	JEANNE	HOLLIMAN	3090 CS 2800	NINNEKAH	OK	73067
	DEBORAH	FOSTER	31 MILLER DR	CHICKASHA	OK	73018
	ROY & JO	WALKER	3100 W CAROLINA	CHICKASHA	OK	73018
	KIM & SHIRLEY	HAYES	3100 W IOWA	CHICKASHA	OK	73018
	JAMES & MILDRED	LINVILLE	3101 W FRISCO AVE	CHICKASHA	OK	73018
	DICK & KATHY	LEDBETTER	3103 FRISCO AVE	CHICKASHA	OK	73018
	GEORGE & JOLYNN	HORN	3125 IOWA AVE	CHICKASHA	OK	73018
	BRUSS	HORN	3126 W IOWA	CHICKASHA	OK	73018
	DANIEL & PHYLLIS	BROWN	317 N 29TH ST	CHICKASHA	OK	73018
	R. BRANDON & VICKIE	TYE	32 1/2 MILLER DR	CHICKASHA	OK	73018
MIA FINE KNAPP	RICHARD	KNAPP	3200 W GRAND AVE	CHICKASHA	OK	73018
	CHRISTOPHER	LIPPINCOTT	3200 W IOWA AVE	CHICKASHA	OK	73018
	JEFF & NATALIE	TALBERT	3201 MONTANA	CHICKASHA	OK	73018
	TOMMY & ELIZABETH	WOODARD	3204 ARIZONA AVE	CHICKASHA	OK	73018
	DANIEL & TRACEY	SHAW	3204 CALIFORNIA AVE	CHICKASHA	OK	73018

	STEVE & CAROLYN	PALCZYNSKY	3204 PARK AVE	CHICKASHA	OK	73018
	CHARLES & TERESA	PEEK	3205 ARIZONA AVE	CHICKASHA	OK	73018
	KENNETH & LINDA	ROPER	3206 PARK AVE	CHICKASHA	OK	73018
	EVELYN	LYLES	3208 ARIZONA AVE	CHICKASHA	OK	73018
	BILL	MCVEY	3208 HWY 62	CHICKASHA	OK	73018
	ROSALEE	AMSTUTZ	3208 PARK AVE	CHICKASHA	OK	73018
	KEITH	OLSON	3209 CALIFORNIA AVE	CHICKASHA	OK	73018
	MISTY	MITCHELL	3209 PARK AVE	CHICKASHA	OK	73018
	CARY & BJ	DEHART	3210 W IDAHO	CHICKASHA	OK	73018
	DONICE	MONROE	3211 ARIZONA AVE	CHICKASHA	OK	73018
	GRANT & KYRA	GORDON	3211 PARK AVE	CHICKASHA	OK	73018
	RICARDO	BROWN	3212 ARIZONA AVE	CHICKASHA	OK	73018
	KELLY	ALLEN	3212 CALIFORNIA AVE	CHICKASHA	OK	73018
	DEBRA	REIM	3213 ARIZONA AVE	CHICKASHA	OK	73018
	PAUL & ANITA	HORTON	3213 CALIFORNIA AVE	CHICKASHA	OK	73018
JANET CARTER	ROY & CAROLYN	BURCHETT	3213 PARK AVE	CHICKASHA	OK	73018
	DAMON & LACY	MERCHANT	3216 CALIFORNIA AVE	CHICKASHA	OK	73018
	JAMES & BARBARA	JOHNS	3216 PARK AVE	CHICKASHA	OK	73018
	JAMES & BELINDA	ADAMS	3217 CALIFORNIA AVE	CHICKASHA	OK	73018
	DEREK & TIFFANY	COPELAND	3217 W ARIZONA AVE	CHICKASHA	OK	73018
	SHAWYI & NAEJEN	KAO	3220 ARIZONA	CHICKASHA	OK	73018
	NATHAN	STREETMAN	3220 CALIFORNIA AVE	CHICKASHA	OK	73018
	ROY & JANET	EDWARDS	3220 PARK AVE	CHICKASHA	OK	73018
	WESLEY & WILMA	RICE	3221 CALIFORNIA AVE	CHICKASHA	OK	73018
	SHERRY	REED	3222 MONTANA AVE	CHICKASHA	OK	73018
	MARY	THOMAS	3223 SOUTH 16TH ST	CHICKASHA	OK	73018
	NATHAN	BOWMAN	3224 CALIFORNIA AVE	CHICKASHA	OK	73018
JESSICA MESSICK	CLYNT	LUNDAY	3225 ARIZONA AVE	CHICKASHA	OK	73018
	MERRITT & ANNA	AGEE	3225 PARK AVE	CHICKASHA	OK	73018
	MEGAN	WHITE	3225 W MONTANA AVE	CHICKASHA	OK	73018
	HENRY & FLORENE	WILLIAMS	3227 MONTANA	CHICKASHA	OK	73018
	CHARLES & MARILYN	JAMES	3228 CALIFORNIA AVE	CHICKASHA	OK	73018
	MICHAEL & SASHA	WILLIS	3228 PARK AVE	CHICKASHA	OK	73018
	ROSE	DELK	3231 MONTANA	CHICKASHA	OK	73018
	JASON & CHRISTY	MADDOX	3232 CALIFORNIA AVE	CHICKASHA	OK	73018
	GARY & MICHELE	CASTLEBERRY	3232 PARK AVE	CHICKASHA	OK	73018
	MARK & TRACY	COX	3233 CALIFORNIA AVE	CHICKASHA	OK	73018
	THOMAS & CASSIE	HORN	3233 PARK AVE	CHICKASHA	OK	73018
	ROBERT & DAWN	ROEHRICK III	3234 PARK AVE	CHICKASHA	OK	73018
	BRISCO	MCPHERSON	3237 CALIFORNIA AVE	CHICKASHA	OK	73018
	JERRY & RENE	HUGGINS	3245 CALIFORNIA AVE	CHICKASHA	OK	73018
ROSS HOLDING LLC		ROSS HEALTHCARE	328 S 29TH	CHICKASHA	OK	73018
ALLIANCE HEALTH INC			328 S 29TH	CHICKASHA	OK	73018
	ELIZABETH	COX	33 MILLER DR	CHICKASHA	OK	73018
	JOAN	BROWNEN	3301 MONTANA	CHICKASHA	OK	73018
	LORETTA	SPARKS	3301 W IDAHO	CHICKASHA	OK	73018
	MARILYN	BUTLER	3302 MONTANA	CHICKASHA	OK	73018
	JAMES & KRISTY	TARBOX	3304 ARIZONA AVE	CHICKASHA	OK	73018
	RD & NOLA	COTTRELL	3304 MONTANA AVE	CHICKASHA	OK	73018
DONOVAN WORLEY	MYRA	ALEXANDER	3305 ARIZONA AVE	CHICKASHA	OK	73018
	RICHARD & APRIL	MCCAULEY	3306 MONTANA AVE	CHICKASHA	OK	73018
PATHOLOGIST INC	BILL MD	CROWELL	3306 W IDAHO AVE	CHICKASHA	OK	73023
	ANGELA	SELF	3306 W IDAHO AVE	CHICKASHA	OK	73018
	TIMOTHY	HARTSELL	3308 ARIZONA AVE	CHICKASHA	OK	73018
	THOMAS & DIANNE	WILSON	3309 ARIZONA AVE	CHICKASHA	OK	73018
REVOCABLE TRUST	JAMES	WINSLOW	3309 W IOWA	CHICKASHA	OK	73018
	LOUISE	RAINS	3310 MONTANA AVE	CHICKASHA	OK	73018
	WAYNE & EVELYN	GRISWOLD	3310 W IDAHO AVE	CHICKASHA	OK	73018
	DEREK & MELISSA	KUETER	3312 ARIZONA	CHICKASHA	OK	73018
MICA SELZER	JOSEPH	HACKNEY	3312 MONTANA	CHICKASHA	OK	73018
	PATRICIA	JIM	3313 ARIZONA AVE	CHICKASHA	OK	73018
	JUANITA	SPOON	3314 MONTANA	CHICKASHA	OK	73018
	LUPE & OLIVIA	MARTINEZ	3316 ARIZONA AVE	CHICKASHA	OK	73018
	FOREST & JOANN	MCCOOL	3320 ARIZONA AVE	CHICKASHA	OK	73018
	HOWARD & NANCY	BOONE	3327 W IDAHO	CHICKASHA	OK	73018
	CAROLYN & BOB	HUNTER	3333 S 16TH ST	CHICKASHA	OK	73018
FIRST ASSEMBLY OF GOD INC			3340 S 16TH ST	CHICKASHA	OK	73018
	JERRY	HEAVIN	3385 CS 2850	NINNEKAH	OK	73067
MCNATT RENTALS LLC	ALLISON	MCNATT	3390 COUNTY STREET 2850	NINNEKAH	OK	73067
	PATRICK & CHAVONNE	PENNER	3400 W MISSISSIPPI AVE	CHICKASHA	OK	73018
	LATRAYE & DEIDRE	ALEXANDER	3401 W MISSISSIPPI	CHICKASHA	OK	73018
	TROY & LISA	LEE	3402 W MISSISSIPPI	CHICKASHA	OK	73018
	JAMES	HARMON	3404 S 24TH	CHICKASHA	OK	73018
	CLARENCE	HEFFINGTON	3407 VINE ST	CHICKASHA	OK	73018
	CAROLYN	KING	3409 S COUNTRY CLUB RD	CHICKASHA	OK	73018
	SHANNON	SANGO	3409 VINE ST	CHICKASHA	OK	73018
	EVA MAE	REDGER	3410 VINE ST	CHICKASHA	OK	73018
REVOCABLE TRUST	WILLIAM & PATRICIA	SAMPSON	3411 COUNTRY CLUB RD	CHICKASHA	OK	73018
	IRENE	RICHARDSON	3411 VINE ST	CHICKASHA	OK	73018
	JOSEPH & EMILY	POWELL	3413 VINE ST	CHICKASHA	OK	73018
	BETHANY	RUSH	3413 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	DOUGLAS & GLORIA	PRINCE	3415 COUNTRY CLUB RD	CHICKASHA	OK	73018
CHASE MANHATTAN MORTGAGE CO			3415 VISION DR	COLUMBUS	OH	43219
SHEILA MOSLEY	DARRELL/GREG/BRIAN	WHITE	3417 VINE	CHICKASHA	OK	73018
	ERIC	FIREBAUGH	3417 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	ROBERT	SNEED	3418 VINE ST	CHICKASHA	OK	73018
	TOM & KIM	RADFORD	3419 VINE	CHICKASHA	OK	73018
	CODY	BECKHAM	3419 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	BRENT	PEARCE	3420 COUNTRY CLUB RD	CHICKASHA	OK	73018
	WILLIAM & RITA	HARMON	3420 VINE ST	CHICKASHA	OK	73018
	A. DALE & DORA	RODGERS	3421 COUNTRY CLUB RD	CHICKASHA	OK	73018
	HARVEY & BRENDA	TAYLOR	3421 VINE	CHICKASHA	OK	73018
	LESLIE & NETA	WYATT	3422 VINE	CHICKASHA	OK	73018
	ALLEN & JANIECE	LANDRY	3424 VINE ST	CHICKASHA	OK	73018

	TOMMY & BETTY	HACKNEY	3427 COUNTRY CLUB RD	CHICKASHA	OK	73018
	DELBERT & SHIRLEY	AKINS	3428 W CAROLINA	CHICKASHA	OK	73018
	RHONDA E.	PIKE	3433 S SOONER RD	CHICKASHA	OK	73018
DEUTSCHE BANK NATIONAL TRUST	WELLS FARGO	HOME MORTGAGE	3476 STATEVIEW BLVD	FORT MILL	SC	29715
	DARREL & JEANNIE	JOHNSTON	3478 S HWY 92	CHICKASHA	OK	73018
	WILLIAM & PATRICIA	SCHWENK	3500 W IOWA	CHICKASHA	OK	73018
	RONALD & DORIS	OZEE	3501 COUNTRY CLUB RD	CHICKASHA	OK	73018
DICKENSON FAMILY TRUST	LOTTIE	DICKENSON	3501 S DICKENSON	CHICKASHA	OK	73018
	DALE & DARLENE	TYLER	3501 VINE ST	CHICKASHA	OK	73018
	WALTER & VICKIE	START	3503 VINE	CHICKASHA	OK	73018
	RANDAL & BONNY	HARWELL	3525 COUNTRY CLUB RD	CHICKASHA	OK	73018
	PAUL & W JEAN	BEAVER	3530 GRAND AVE	CHICKASHA	OK	73018
	LARRY & SARAH	SMITH	3598 HWY 92	CHICKASHA	OK	73018
	JERRY & MADELYN	ATKINSON	36 MILLER DR	CHICKASHA	OK	73018
	KEVIN	ROBISON	3600 W GRAND	CHICKASHA	OK	73023
	EVERETT	ANDRUS	3640 HWY 92	CHICKASHA	OK	73018
	NATHAN & JESSICA	BROOKMAN	3680 W IOWA AVE	CHICKASHA	OK	73018
	SHERRY	COOPER	37 MILLER DR	CHICKASHA	OK	73018
	JOHN & MARTHA	ROBISON	3700 W GRAND	CHICKASHA	OK	73018
	MARK	RUSHING	3708 W GRAND AVE	CHICKASHA	OK	73018
	RENEE	WATT	3803 DUNHILL	CHICKASHA	OK	73018
	J. E.	FREDRICKSON	39 VILLAGE DR	CHICKASHA	OK	73018
	VAUGHN & PHYLLIS	OTEY	3905 S MOCKINGBIRD RD	CHICKASHA	OK	73018
	MICHAEL	PARHAM	3909 S MOCKINGBIRD RD	CHICKASHA	OK	73018
	ED	WILLIAMS	3909 STONEYBROOK	CHICKASHA	OK	73018
	VICTOR	WESSON	3910 HICKORY STICK DR	CHICKASHA	OK	73018
	LILLIE	HOWERY	4 MILLER DR	CHICKASHA	OK	73018
	BERTHA & G. W.	THOMAS	4000 S HWY 92	CHICKASHA	OK	73018
	JIM	KEELEY	401 CHIPPINGHAM LN	BLANCHARD	OK	73010
	CATHERINE	REMPE	4017 W GRAND AVE	CHICKASHA	OK	73018
	OMA DOLORES	CAMPBELL	402 S 12TH ST	CHICKASHA	OK	73018
	WADE	STEELMAN	410 CHICKASHA AVE	CHICKASHA	OK	73018
	JAMES	HICKS	410 CHOCTAW	CHICKASHA	OK	73018
	STEPHEN & BARBARA	HALL	4103 NORGE ROAD	CHICKASHA	OK	73018
	MICHAEL & SHELLE	MILLER	4107 NORGE RD	CHICKASHA	OK	73018
THE SISEXUA TRUST			411 CHICKASHA AVE, SUITE 200	CHICKASHA	OK	73018
COWBOY COUNTRY CHURCH INC	CECIL	CAHARA	4127 S SOONER ROAD	CHICKASHA	OK	73018
	LANCE & STEPHANIE	SNYDER	414 FIELDCREST	CHICKASHA	OK	73018
	NORMAN	FRITZ	4225 SOUTH 4TH ST	CHICKASHA	OK	73018
SHOOT THE MOON GIFTS	DARRELL	MOLLETT	426 W CHOCTAW	CHICKASHA	OK	73018
	MARTY & FREDA	COOK	43 MILLER DR	CHICKASHA	OK	73018
	DANNY & BARBARA	TURNER	4309 NORGE RD	CHICKASHA	OK	73018
	JOHN & SARA	NICHOLAS	432 COUNTY ROAD 1290	CHICKASHA	OK	73018
	FERN	BENNETT	432 QUAIL ROAD	CHICKASHA	OK	73018
STILLGRADY LLC		GRACE LIVING CENTER	4350 WILL ROGERS PKWY, STE 300	OKLAHOMA CITY	OK	73108
	DANIEL & ERICA	MCCOMAS	45 MILLER DR	CHICKASHA	OK	73018
	BETH	KIZZIA	4530 S 16TH ST	CHICKASHA	OK	73018
	WILLIAM A.	GRAVES	461 E QUAIL RD	CHICKASHA	OK	73018
	DAN	HOLLANDER	46165 MOCKINGBIRD	CHICKASHA	OK	73018
PERDUE HOUSING INDUSTRIES INC			4626 MEADOWBROOK	LAWTON	OK	73505
	JEFFREY	SCHENK	477 COUNTY ROAD 1360	CHICKASHA	OK	73018
	CURRENT	RESIDENT	48 HILLCREST DR	CHICKASHA	OK	73018
	MARTIN & ADRIANA	HERNANDEZ	49 MILLER DR	CHICKASHA	OK	73018
	MISTY	FERGESON	5 MILLER DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	5 SKYVIEW DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	500 W COUNTRY CLUB RD	CHICKASHA	OK	73018
REVOCABLE TRUST	MELISSA	GREEN	5016 NW 66TH ST	KANSAS CITY	MO	64151
	MICHELLE	HIGHTOWER	504 FIELDCREST	CHICKASHA	OK	73018
	GINO	GRAHAM	510 S 22ND ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	516 S 22ND ST	CHICKASHA	OK	73018
REVOCABLE TRUST	DON	SCHENK	521 COUNTY ROAD 1360	CHICKASHA	OK	73018
	GLORIA	SIMMONS	5329 N 26TH ST	ARLINGTON	VA	22207
	JACK	BUCKNER	6 MILLER DR	CHICKASHA	OK	73018
	BRIAN & CHRISTY	SKINNER	6 SKYVIEW DR	CHICKASHA	OK	73018
BCP LLC	CAROL	BINGHAM	602 S 4TH ST	CHICKASHA	OK	73018
WHEELER FAMILY FARMS LLC			613 COUNTY ROAD 1350	CHICKASHA	OK	73018
	JESSICA	LANE	622 1/2 MINNESOTA ST	CHICKASHA	OK	73018
	MARVIN	KEANER	659 CR 1220	POCASSET	OK	73079
	TERRY	MCFALL	6601 DESIREE DR	NORMAN	OK	73071
	MARILYN	MOSS	6611 NW 11TH	OKLAHOMA CITY	OK	73127
	DAVID & GWENDOLYN	PERRYMAN	689 COUNTY ROAD 1365	CHICKASHA	OK	73018
	RAYMOND & DELORES	TAYLOR	7 MILLER DR	CHICKASHA	OK	73018
WHITAKER FAMILY REV TRUST			715 COUNTY ROAD 1360	CHICKASHA	OK	73018
	GARY	WHITAKER	715 CR 1360	CHICKASHA	OK	73018
FAITH BAPTIST CHURCH			719 COUNTY ROAD 1350	CHICKASHA	OK	73018
	DAVID	STONE	720 W ALMAR DR	CHICKASHA	OK	73018
	DENNIS	HOLDGE	721 CR 1349	CHICKASHA	OK	73018
	JP	FRANKLIN	721 CR 1360	CHICKASHA	OK	73018
	SCOTT & KATHY	BRADFORD	723 CR 1350	CHICKASHA	OK	73018
	REBECCA	RAWSON	724 CR 1355	CHICKASHA	OK	73018
	DON & FRANCES	HABENER	727 COUNTY ROAD 1350	CHICKASHA	OK	73018
NIGHTINGALE FAMILY TRUST	LAVERNA & ADA	NIGHTINGALE	727 COUNTY ROAD 1360	CHICKASHA	OK	73018
	DAVID	ADKINS	729 CR 1350	CHICKASHA	OK	73018
	RITA C. & VICTOR D.	VALDES	731 COUNTY ROAD 1350	CHICKASHA	OK	73018
JCCA	KEITH & TRACY	CARAWAY	734 CR 1330	CHICKASHA	OK	73018
	DARRYL	BOGGESS	736 CR 1349	CHICKASHA	OK	73018
	DL & LAVERA	SMITH	737 COUNTY ROAD 1360	CHICKASHA	OK	73018
	ASSAD & STEPHANIE	RABIEL	739 COUNTY ROAD 1350	CHICKASHA	OK	73018
	JOE	BERESFORD	742 CR 1349	CHICKASHA	OK	73018
HEALTHBACK HOLDINGS LLC			7504 N BROADWAY EXT	OKLAHOMA CITY	OK	73116
LIVING TRUST	EVA JEWELDINE	WELCH	7717 NW 84 ST	OKLAHOMA CITY	OK	73132
	TOM & JOAN	HARWELL	8 COTTONWOOD DR	CHICKASHA	OK	73018
	MIKE & SONYA	BUCKMASTER	8 MILLER DR	CHICKASHA	OK	73018
	RICHARD & TIFFANY	CROW	8 SKYVIEW DR	CHICKASHA	OK	73018

	DAN & KATHY	WINHAM	806 HICKORY STICK ST	CHICKASHA	OK	73018
	ANN & RUSSELL	TOWNSEND	808 N JOHNSON WAY	CHICKASHA	OK	73018
	LISA	MCPHERSON	828 S 8TH ST	CHICKASHA	OK	73018
	STEVE	EUBANK	840 CR 1290	CHICKASHA	OK	73018
	BRIAN	LEONARD	848 CR 1400	CHICKASHA	OK	73018
	CURRENT	RESIDENT	853 COUNTY ROAD 1315	CHICKASHA	OK	73018
	KIRK	SPURLIN	853 CR 1320	CHICKASHA	OK	73018
	RONALD & DEBRA	WEISS	854 CR 1315	CHICKASHA	OK	73018
	ROD	CARROLL	856 CR 1400	CHICKASHA	OK	73018
	JIM	BENNETT	857 CR 1400	CHICKASHA	OK	73018
	CLARENCE G.	THORSEN	872 COUNTY ROAD 1400	CHICKASHA	OK	73018
SPURLIN FARMS	JAMES	SPURLIN	872 CR 1320	CHICKASHA	OK	73018
	DAVID & SHARON	THOMPSON	872 CR 1400	CHICKASHA	OK	73018
	BASIL C.	REED	877 CR 1405	CHICKASHA	OK	73018
	PATTI	ROGSTAD	879 CR 1403	CHICKASHA	OK	73018
	LARRY & LINDA	SHIPMAN	883 CR 1280	AMBER	OK	73004
	HARRY	MITCHELL	891 CR 1450	NINNEKAH	OK	73067
MARY WALLS	RICHARD & DEBBIE	TOW	9 MILLER DR	CHICKASHA	OK	73018
CHICKASHA PUBLIC SCHOOL		DISTRICT I-1	900 W CHOCTAW	CHICKASHA	OK	73018
	BRITTANY	OTTO	902 S 19TH	CHICKASHA	OK	73018
	DAVID	MILLIKEN	915 IOWA ST	CHICKASHA	OK	73018
	DON	FERGUSON	927 FERGUSON DR	CHICKASHA	OK	73018
	ROY & MERLINA	JENNINGS	975 COX CITY RD	RUSH SPRINGS	OK	73082
REVOCABLE TRUST	EDWARD	STEWART	99-969 AIEA HEIGHTS DR, APT N	AIEA	HI	96701
LIVINGSTON FAMILY TRUST	EARL & SHARON	LIVINGSTON	PO BO 48	NINNEKAH	OK	73067
	RUFUS AND PEGGY	MCMAHON	PO BOX 1002	CHICKASHA	OK	73023
KEVIN ROBISON REV TRUST			PO BOX 1116	CHICKASHA	OK	73023
	JERONIE	FRANKLIN	PO BOX 1122	CHICKASHA	OK	73023
FIRST NATIONAL BANK & TRUST	PAT	BROOKS	PO BOX 1130	CHICKASHA	OK	73023
FIRST NATIONAL BANK & TRUST	WALT	VOSS	PO BOX 1130	CHICKASHA	OK	73023
	MONICA	TREVINO	PO BOX 1159	CHICKASHA	OK	73023
	LESLIE	OSBORN	PO BOX 1200	CHICKASHA	OK	73023
	LINDA	WILKENS	PO BOX 1211	CHICKASHA	OK	73023
	DANA	GUY	PO BOX 1212	CHICKASHA	OK	73023
	MARSHALL	SETTLE	PO BOX 1245	CHICKASHA	OK	73023
CHICKASHA BANK & TRUST	TOM	AVANT	PO BOX 1307	CHICKASHA	OK	73023
	RICHARD	ALLEN	PO BOX 1409	CHICKASHA	OK	73023
	JANA	WHITAKER	PO BOX 1464	CHICKASHA	OK	73023
	CAROL	LESTER	PO BOX 1503	CHICKASHA	OK	73023
	WILLIAM	WILSON	PO BOX 1554	CHICKASHA	OK	73023
	JUNIOR & BONITA	ELLIS	PO BOX 1564	CHICKASHA	OK	73023
REVOCABLE TRUST	BEVERLY	ALLEN	PO BOX 159	VERDEN	OK	73092
THUNDER ENERGY LLC			PO BOX 1658	CHICKASHA	OK	73023
	EVANGELINE	WILSON	PO BOX 1671	CHICKASHA	OK	73023
	GW & BERTHA	THOMAS	PO BOX 1673	CHICKASHA	OK	73023
CHICKASHA EDC	MAX	MCKNIGHT	PO BOX 1717	CHICKASHA	OK	73023
	TOMMIE & NANCY	FARLEY	PO BOX 1732	CHICKASHA	OK	73023
	XAVIER & SUSAN	GONZALEZ	PO BOX 1885	CHICKASHA	OK	73023
	KIMBERLY	GREEN	PO BOX 1973	BLANCHARD	OK	73010
	SUSAN	WINCHESTER	PO BOX 2162	CHICKASHA	OK	73023
	GARY	THOMPSON	PO BOX 237	CEMENT	OK	73017
	CYNDRA	PILKINGTON	PO BOX 238	CHICKASHA	OK	73023
	ROBERT	PIATT	PO BOX 245	WALTERS	OK	73572
	LOIS	MCCRAY	PO BOX 2464	CHICKASHA	OK	73023
	THOMAS	GRUNERT	PO BOX 2493	CHICKASHA	OK	73023
	DAVID L.	KEITH	PO BOX 2522	CHICKASHA	OK	73023
	MICHAEL	FITZPATRICK	PO BOX 253	CHICKASHA	OK	73023
	TOMMIE & SHARLOTTE	KEY	PO BOX 2535	CHICKASHA	OK	73023
	SHANNON	RIGSBY	PO BOX 2563	CHICKASHA	OK	73023
	LAHOMA	SPURLIN	PO BOX 2574	CHICKASHA	OK	73023
	MICHAEL & DARLA	ELLIS	PO BOX 31	CHICKASHA	OK	73023
	DAVID & JO	RAWSON	PO BOX 33	NICOMA PARK	OK	73066
SMITH COMMERCIAL HOLDINGS LLC			PO BOX 330	GAINESVILLE	TX	76241
GLENHAVEN CORPORATION			PO BOX 400	CHICKASHA	OK	73023
DLT REAL ESTATE LLC			PO BOX 416	CHICKASHA	OK	73023
COWBOY COUNTRY CHURCH INC	MICHAEL	EDWARDS	PO BOX 455	ALEX	OK	73002
DRY CREEK DEVELOPMENT LLC	GREG	ELLIOTT	PO BOX 460	CHICKASHA	OK	73023
ELLIOTT CATTLE CO			PO BOX 460	CHICKASHA	OK	73023
RECHICKASHA LLC (BRAD SWICKEY)		SOUTHERN PLAINS ASSOC LLC	PO BOX 54882	OKLAHOMA CITY	OK	73154
COWBOY COUNTRY CHURCH INC	LYNN	WALKER	PO BOX 551	CHICKASHA	OK	73023
	HOLLIS	MYERS	PO BOX 585	CHICKASHA	OK	73023
	CHARLES	BROWN	PO BOX 595	CHICKASHA	OK	73023
PUBLIC SERVICE CO OF OKLA	TAX DEPT	CENTRAL & SOUTHWEST CORP	PO BOX 660164	DALLAS	TX	75266
	JOHNNY & DEBBIE	TRAMMELL	PO BOX 661	CHICKASHA	OK	73023
MORGAN WELL SERVICE INC			PO BOX 666	PRAGUE	OK	74864
HOUSING AUTHORITY OF CHICKASAW NATION			PO BOX 668	ADA	OK	74820
	HOMER	HULME	PO BOX 692	CHICKASHA	OK	73023
	ANITA	MOYDELL	PO BOX 727	CHICKASHA	OK	73023
REVOCABLE TRUST	THOMAS	HARPER	PO BOX 744	CHICKASHA	OK	73023
FIRST BIBLE BAPTIST CHURCH INC			PO BOX 762	CHICKASHA	OK	73023
CHRIST OUR SAVIOUR LUTHERAN CHURCH			PO BOX 785	CHICKASHA	OK	73023
CHICKASAW NATION	BO	ELLIS	PO BOX 788	ADA	OK	74821
	LINDA & WALT	BLEDSOE	PO BOX 79	CHICKASHA	OK	73023
REVOCABLE TRUST	WILLIAM	RICHEY	PO BOX 804	CHICKASHA	OK	73023
SALVATION ARMY			PO BOX 826	CHICKASHA	OK	73023
TAS TRUCKING INC			PO BOX 845	CLINTON	OK	73601
	JOSEPH	GREEN	PO BOX 925	CHICKASHA	OK	73023
	CLYDE & JOY	BENNETT	PO BOX 99	NINNEKAH	OK	73067
MARGARET SCHLITT	JOE	DAVIS	RT 1 BOX 181	VERDEN	OK	73092

ATTENDANCE ROSTER
US-81 Chickasha
Stakeholders Meeting

PLEASE PRINT

DATE 10/04/11

	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. Scott STEGMANN		ODOT	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Gerald Smith	224 CR 1340 Verden OK 73092		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Ronda Lindsay	200 NE 31st	ODOT	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. Howard Carpenter	117 N. 4th Street	Chickasha City Council	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. Deb Sutterfield	1609 Todd Estates	Citizen	☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms. Mike Sutterfield	" "	Chx City Council	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. Darian Butler	35cc Martin Luther King	Turnpike	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms. DON FERGUSON	927 Ferguson Dr. Chickasha 73018	Citizen	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☐ Mrs. ☐ Ms. Walt Voss	PO Box 130 Chickasha 73023	FNB&T	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☒ Mr. ☐ Mrs. ☐ Ms. Ron Justice	2209 Co. St. 2880	Senate	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

ATTENDANCE ROSTER
US-81 Chickasha
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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☑ Mrs. ☐ Ms. Cynthia Deckard	117N 4th Chickasha OK	City of Chickasha Comm. Development	☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. John Hartley	———	FHWA	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☒ Mr. ☐ Mrs. ☐ Ms. Stewart Fenton	117 N 4th Chickasha	City of Chickasha	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☑ Mr. ☐ Mrs. ☐ Ms. Lauren Nightingale		727 CO Rd. 1360 Chickasha	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☒ Mr. ☐ Mrs. ☐ Ms. Pat Brooks	PO Box 1130	FNB Chickasha	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms. Teronie Franklin	Box 1122	Crawford RF6	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. Steve LaForge	2808 South 4th Street	LaForge Properties	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Derick Millican	~~[redacted]~~ Chief SAIC 9400 N. Broadway OKC, OK	SAIC	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Cary DeHart	3210 W Idaho	CMSW; Hoobler	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. Mike Coponiti	1727 W. Alabama Ave	USAO	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. JAMES WINSLOW	3309 W IOWA CHICKASHA		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☐ Mrs. ☐ Ms. Richard Allen	P.O. Box 1409 Chickasha, OK	Attorney	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. ☐ Ms. Bill Saltwath	3500 W. IOWA	—	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms. Bob Rose	DUNCAN	ODOT Div III	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms. J Franklin	721 CR 1360	Crawford RFD.	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☐ Mrs. ☐ Ms. Terry McFall	Norman, 73071 6601 Desiree Drive	SAIC	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☐ Mrs. ☐ Ms. Bertha Thomas	POB 1673 - Chix		☐ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Tom Avant	PO Box 1307 73018	Chickasha Bank	☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. BJ Dellart	3210 W. Idaho Ave 73018		☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. Leslie Osborn	PO Box 1200	Mustg, OK 73064	☐ Male ☐ White ☐ Hspanic ☑ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☑ Mr. ☐ Mrs. ☐ Ms. DAVID Murdock	OTA 3500 Martin Luther OKC, OK 73111	OTA	☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. BW THOMAS	PO Box 1673 CHICKASHA 73023	SELF	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. Don Smith ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ARUNA MATHURANAYAGAM ☑ Ms.	~~SAIC~~ 9400 N. BROADWAY OKC OK 73114	SAIC	☐ Male ☐ White ☐ Hspanic ☒ Female ☒ Asian ☐ Black ☐ Native American ☐ Other
10	☑ Mr. ☐ Mrs. ☐ Ms. John Mosley	107 Maple Lane Chickasha, OK 7301[illegible]	Grady Co. Industrial Authority	☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☒ Mrs. ☐ Ms. Nancy Boone	3327 W Idaho Ave		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☒ Native American ☐ Other
2	☐ Mr. ☒ Mrs. ☐ Ms. Ann Townsend	808 N. Johnson Way mastang OK		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☒ Native American ☐ Other
3	☒ Mr. ☐ Mrs. ☐ Ms. Russell Townsend	" "		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☒ Mrs. ☐ Ms. Mary Robinett	2901 W. Idaho		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☒ Mr. ☐ Mrs. ☐ Ms. DAVID MACHAMER	POBOX 11357 OKC, OK 73136	OTA	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☐ Mrs. ☐ Ms. Johnny Melton	P.O. Box 11357 OKC, OK 73136	OTA	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. RONALD WEITZHOMER	9400 N. BROADWAY OKC	SAIC	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☒ Mr. ☐ Mrs. ☐ Ms. BILL CROWELL	3306 W. IDAHO	PHYSICIAN	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☐ Mrs. ☐ Ms. Duane Kranz	9400 N. Brdway OKC OK	SAIC	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☒ Mrs. ☐ Ms. Diane Abernathy		SAIC	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☑ Mr. Charlie Burruss ☐ Mrs. ☐ Ms.	201 St James Place Chickasha, OK 73018		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☑ Mrs. Sue Kendall ☐ Ms.	2100 W Minnesota Chickasha 73018		☐ Male ☑ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. Rep. ☐ Mrs. ☐ Ms. Phil Richardson	289 CS 2760 Minco.		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. Bruss Horn	3126 W. Iowa, Chickasha		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☑ Mrs. Peggy McMahon ☐ Ms.	Box 1002 Chickasha		☐ Male ☑ White ☐ Hspanic ☑ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☑ Mr. ☐ Mrs. ☐ Ms. Stephen Niblock	2503 Lakewood Dr Chickasha		☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☑ Mr. ☐ Mrs. ☐ Ms. Amish Patel	2224 UNIVERSITY BLVD Chickasha		☑ Male ☐ White ☐ Hspanic ☐ Female ☑ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. Mary Thomas ☐ Ms.	3223 So 16th	Chickasha	☐ Male ☐ White ☐ Hspanic ☑ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☑ Mr. Darryl Boggess ☐ Mrs. ☐ Ms.	736 CR 1349 Chick		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☑ Mr. ☐ Mrs. Stanley Hull ☐ Ms.	26 Miller Dr.		☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☑ Native American ☐ Other
3	☒ Mr. Larry & ☒ Mrs. Sarah Smith ☐ Ms.	3598 Hwy 92		☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. Ed Williams ☐ Mrs. ☐ Ms.	3909 Stoney brook		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☑ Mr. Johnny Franklin ☐ Mrs. ☐ Ms.	101 CR 1360		☑ Male ☑ White ☐ Hspanic ☑ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☑ Mr. Jimmy Johnson ☐ Mrs. ☐ Ms.	307 Christopher		☑ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. Don Cumins ☐ Mrs. ☐ Ms.	2481 County St 2804	disabled	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☑ Mr. Phil Elzo ☐ Mrs. ☐ Ms.	1016 Kansas	First Church of Naz	☑ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. Don Smith ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☑ Mr. ☐ Mrs. ☐ Ms. Dan Winham	506 Hickory Shck		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☑ Mrs. ☐ Ms. Cindie Sales	2902 S. 29th Chick.		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☑ Mrs. ☐ Ms. Christy Martin	11 Miller Drive Chickasha		☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. JERRY R. THOMAS	2800 So. 29th CHICKASHA		☑ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. DAVID L. KEITH	PO Box 2522 CH/T		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Winham	806 Hickory Stick CKX		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☒ Mr. ☐ Mrs. ☐ Ms. Kirk Spurlin	853 CR 1320 Chickasha, OK 73018		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. Jason Sherman	1107 S 8th Chickasha, OK 73018	USAO	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☒ Mr. ☐ Mrs. ☐ Ms. Cary DeHart	3210 W. Idaho		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☐ Mrs. ☐ Ms. Jim Bennett	857 CR 1400 Chix		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. DAVID SIKES	2524 S 18th Chickasha OK	Jenoco	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. David Milliken	915 Iowa Chickasha, OK, 73018	Resident	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Pat Brooks	3 Woods Pond Rd. Chix 73018	Resident	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☒ Mr. ☐ Mrs. ☐ Ms. Ron Weiss	854 C.R. 1315	Resident	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. James Hicks	410 Choctaw Chickask 7308	Business	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☒ Mrs. ☐ Ms. Michelle Hightower	504 Fielderest Chickasha	Resident	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☒ Mrs. ☐ Ms. Sharon Thompson	872 CR 1400 Chickasha, OK 73018	Resident	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☒ Mrs. ☐ Ms. Jeanie Singleton	1710 Louisiana Chickasha	Resident	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☒ Mr. ☐ Mrs. ☐ Ms. Gary Thompson	P.O. Box 237 Cement, OK 73017	Chickasha Bank	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☐ Mrs. ☐ Ms. Don Kenyon	1055 CR 1320 Amber		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms.			☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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1	☒ Mr. Jim Polly ☐ Mrs. ☐ Ms.	2615 Lakewood Dr.		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. Harvey D. Taylor ☐ Mrs. ☐ Ms.	3421 Vine		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☒ Ms. Jean Bennett	432 Quail Rd Chickasha, OK 73018		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☒ Ms. Jessica Lane	C22½ Minnesota	Express Scan	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☒ Mr. Gary Whitaker ☐ Mrs. ☐ Ms.	715 County Rd 1360	Homeowner	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. Michael Ellis ☒ Mrs. Darla Ellis ☐ Ms.	P.O. Box 0031 Chickasha		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. Tom Radford ☒ Mrs. Kim Radford ☐ Ms.	3419 Vine Chickasha	Homeowner	☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. Barbara for Boyer ☒ Mrs. ☐ Ms.	Irene Richardson 3411 Vine	homeowner	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. Rod Carroll ☒ Mrs. ☐ Ms.	856 CR 1400	homeowner	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. Sheila Mize ☒ Ms.	2304 S. 30th	Home	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☐ Mrs. ☒ Ms. Cheryl Jones	2613 Lakewood Drive		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Stephen Jones	2613 Lakewood Drive		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Bob Hunter	3333 Sq. 16		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☒ Ms. Meranda McClennen	212 W Blackburn Rd Marlow		☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. Joe Beaford	742 CR 1349		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☒ Mrs. ☐ Ms. Donna Cochran	2839 Co St 2791	Cochran Rentals	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. ☐ Ms. Charles Brown	PO Box 545	Chick	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms. Lori Phillips	2225 University Blvd	Chickasha, OK	☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☒ Native American ☐ Other
9	☒ Mr. ☒ Mrs. ☒ Ms. Michael Heath Meeks	23025-35th		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms. Steven Fairbanks		City of Chickasha	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. Charles Rempe ☐ Mrs. ☐ Ms.	2195 N 3rd Chickasha, OK 73018		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. Joe Rempe ☐ Mrs. ☐ Ms.	2195 N 3rd Chickasha, OK 73018		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. Jack Blair ☐ Mrs. Ethel Blair ☐ Ms.	2315 S. 29th St Chickasha, OK 73018		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. Carl (Joyce) ☐ Mrs. Stockton ☐ Ms.	247 CS 2807 Chickasha, OK 73018		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. Bertha Thomas ☐ Ms.	P.O. Box 1673 - Clix		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. G W Thomas ☐ Mrs ☐ Ms.	✓		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. Evangeline Wilson ☐ Ms.	POBx 1671 Chick, OK 73023		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. Harry Mitchell ☐ Mrs. ☐ Ms.	891 CR 1450 Ninnekah		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. Leon Jensen ☐ Ms.	2510 Lakewood, Chickasha		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. Cody Beckham ☐ Ms.	3419 W. Country Club Rd Chickasha		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. EVERETT ANDRUS ☐ Ms.	3640 HIGHWAY 92 CHICKASHA, OK 73018	CHICKASHA CHAMBER	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☒ Mrs. Barbara D. Neal ☐ Ms.	2204 University Blvd Chickasha OK 73018	Resident (Retired)	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Martha Robison	3700 West Grand	retired	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. Shirley Burns	2606 Lakewood dr	"	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. Burt Burns	"	"	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms.	"	"	☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☐ Mr. ☐ Mrs. ☐ Ms.	324 Co Rd 1355	Resident	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms. Carol Lester	PO Box 1503	Resident	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.	S Hwy 81	Business	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☒ Mr. ☐ Mrs. ☐ Ms. DAN HOLLANDER	4616 S Mockingbird	BUSINESS	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. Tom ☐ Mrs. ☐ Ms. Hackney	3427 Country Club		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☒ Mrs. Juanita Fox ☐ Ms.	2B Miller Dr. Chickasha		☐ Male ☑ White ☒ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☒ Mr. ☐ Mrs. LARRY RESER ☐ Ms.	ODOT		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. Tracy Terrill ☐ Mrs. ☐ Ms.	ODOT		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☒ Mrs. MELISSA KUETER ☐ Ms.	3312 ARIZONA		☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☑ Mrs. Peggy Riley ☐ Ms.	1688 Highway 81 Amber		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☑ Mr. ☐ Mrs. ☐ Ms. Wickie Riley	" " "		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☑ Mr. ☐ Mrs. ☐ Ms. Don Haberer	727 County Rd 1350		☐ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☑ Mr. ☐ Mrs. ☐ Ms. Mike Lennier	1328 CR 1350	Grady Co.	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☒ Ms. Lois McCray	PO Box 2464 Chickasha		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. MAX McKNIGHT	P.O. Box 1717 CHICKASHA, OK	CHICKASHA EDC.	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☒ Mrs. ☐ Ms. Mica Hackney	3312 W Montana Chickasha, OK 73018		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☒ Ms. Sue Powell	2202 University Blvd Chickasha OK 73018	Retired	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. Tommy Holt	2900 S 29th St Chickasha		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. Earl & Sharon Lurington	P.O. Box 48, Minnetaka		☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms. Basil C. Reed	877 Co. Rd. 1405 Chickasha Okla.		☒ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☒ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. Mark Rushing	3702 W GRAND		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☑ Mr. ☐ Mrs. ☐ Ms. Jim Keeley	401 Chippingham Ln Blanchard	FHWA	☑ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☑ Mr. ☐ Mrs. ☐ Ms. Allen Landry	3424 Vine St Chickasha OK		☐ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☑ Mrs. ☐ Ms. Olivia Martinez	3316 Arizona AVE		☐ Male ☐ White ☑ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☒ Mrs. Barbara Turner ☐ Ms.	4309 Norge Rd	Hwy 92 Storage Barbara's Bty Boutique	☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. Delbert Akins ☒ Mrs. Shirley Akins ☐ Ms.	3428 W. Carolina		☒ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☒ Ms. M Anita Mayfield	PO Box 727		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☒ Ms. Ranee' Hayes	18 Miller Dr.		☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☒ Ms. Renee Gunter	27 Miller Dr		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. Wayne Griswold ☒ Mrs. ☐ Ms. Evelyn Griswold	3310 W Idaho Ave		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☒ Native American ☐ Other
7	☐ Mr. ☒ Mrs. S. Jake ☐ Ms.	12 Miller		☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☒ Mr. ☐ Mrs. Jeff Hiller ☐ Ms.	PO Box 460, Duncan, OK 73534	ODOT	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☐ Mrs. EARL Linville ☐ Ms.	3101 W. Frisco	—	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☒ Mrs. Karen Cumins ☐ Ms.	2481 Co. St 2804	LPV	☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. Bob Rusch	1000 NE 21st St. Oklahoma City OK 73139	ODOT	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Lonnie Morris	1604 Glendower Dr.	Lonnie	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. GEORGE PLUMMER	1718 MISSISSIPPI CHICKASHA OK	KWCO RADIO	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. Kim HAYES	3100 W IOWA	BIBLE BAPTIST CHURCH	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☒ Mr. ☐ Mrs. ☐ Ms. DARRELL MOLLETT	4/26 W Choctaw Chickasha	Shoot The Moon Gifts	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☐ Mrs. ☐ Ms. Michael Edwards	PO Box 455 Alex, OK 73002	Cowboy Country Church	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. Lynn Walker	P.O. Box 551 Chickasha, OK 73028	Cowboy Country Church	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms. Weldon Johnson	2017 IDAHO Chickasha, OK 7308	—	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☐ Mrs. ☐ Ms. Greg Elliott	PO Box 460 Chickasha OK 73023	Dry Creek Develop	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☒ Mr. ☐ Mrs. ☐ Ms. Wade Steelman	410 Chickasha Ave Chickasha	Retail Sales	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☒ Mr. ☐ Mrs. ☐ Ms. Bob Rose	Duncan	ODOT Div VII	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Howard Carpenter	114 N. 4th Street	Chickasha City Council	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☒ Mr. ☐ Mrs. ☐ Ms. Gary Aldridge	2207 S. 33rd		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. Edward Remyn	4017 West Grand	Chickasha OK	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. DENNIS HARDE	721 CR 1349	CHICKASHA OK	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☐ Mrs. ☐ Ms. Cheyenne Robinson	1415 S 17TH ST	Chickasha, OK	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☒ Mrs. ☐ Ms. AC Hays	2814 So 29	Chickasha	☒ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☒ Ms. Laura Chaney	200 NE 21st, OKC	ODOT	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☒ Mrs. ☐ Ms. Diana Barlow	200 NE 21st OKC	ODOT	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. Joe ☐ Mrs. ☐ Ms. Oteka Alford	22TH County St 2815 Chickasha		☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☒ Mrs. ☐ Ms. Kathy Ledbetter	3103 Frisco Chickasha, OK	Homeowner	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☐ Mrs. ☐ Ms. Dick Ledbetter	3103 Frisco Ave Chick	"	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☒ Mr. ☐ Mrs. ☐ Ms. [illegible]	1717 CAROLINA		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☒ Native American ☐ Other
4	☐ Mr. ☒ Mrs. ☐ Ms. Carol Hackney	3813 S. Mockingbird Rd		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☐ Ms. Glenna & L.F. Laird	3021 W. Carolina	Land Owner	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☐ Mrs. ☐ Ms. BJ DeHart	3210 W. Idaho Ave.	Homeowner	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. DAVID STREB	200 NE 21ST OKC, OK	ODOT	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☐ Mrs. ☐ Ms. Roy Jennings Merlin Jennings	975 Cox City Rd Rush Springs		☒ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☐ Mrs. ☐ Ms. Brian Leonard	8418 CR 1400 Chickasha, OK 73018	Land Owner	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☒ Mr. ☐ Mrs. ☐ Ms. DAVID THOMPSON	872 CR 1400 Chickasha, OK 73018	LAND OWNER	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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1	☐ Mr. ☐ Mrs. ☒ Ms. Beth Kizzia	4530 S. 16th		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs ☐ Ms. DAVID BRICKMAN	1	BIBLE BAPTIST CHURCH	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Bill McVey	3208 Hwy 62 W		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☐ Mr. ☐ Mrs. ☐ Ms. John Rogisan	3700 W/ GRAND		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☒ Mrs. ☐ Ms. Bonny Harwell	3505 Country Club Rd		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☐ Mrs ☐ Ms. Randal Harwell	3505 Country Club Rd		☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. John Harmey	—	FHWA —	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☒ Mr. ☐ Mrs. ☐ Ms. Johnny Walkup		ODOT	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☒ Mr. ☒ Mrs. ☐ Ms. Robert & Marsha Sikes	2819 S. 29th St.		☒ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☒ Ms. LaRhonda Sparlin	P. O Box 2574	—	☐ Male ☐ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☐ Mrs. ☐ Ms. Rick Hoover	2208 S 33 ST		☑ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☐ Mr. ☐ Mrs. ☐ Ms. Jerry Pittman	2202 Lakewood Dr		☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☑ Mr. ☐ Mrs. ☐ Ms. Ralph Morgan	1110 Old Fred Rd. 224-2506 Chickasha 73018		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☑ Mr. ☑ Mrs. ☐ Ms. Larry Cunningham	#1 Skyview Chickasha OK 73018		☐ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☐ Mrs. ☑ Ms. Rosalie Amstutz	3208 Pard ave		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☒ Native American ☐ Other
6	☑ Mr. ☐ Mrs. ☐ Ms. Cecil Cahanna	4127 S Sooner Rd	Cowboy Church	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☑ Mr. ☐ Mrs. ☐ Ms. Marty Cook	43 Miller Drive Chix		☑ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☑ Mrs. ☐ Ms. Freda Cook	43 Miller Drive Chix		☐ Male ☑ White ☐ Hspanic ☑ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☒ Mrs. ☐ Ms. Jana Whitaker	PO Box 1444 Chickasha, OK		☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☑ Mr. ☐ Mrs. ☐ Ms. David Maydell	2718 CS 2799 Chickasha		☑ Male ☑ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

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	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☑ Mr. ☐ Mrs. ☐ Ms. Vernon Hoover	2208 So. 33 Dist	Retired	☑ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☑ Mr. ☐ Mrs. ☐ Ms. Jerry Verser	2227 Spencer	Retired	☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☐ Mrs. ☐ Ms. Dora Rodgers	3421 Country Club Rd.	home	☐ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. William A. Graves	461 E. Quail Road, Chickasha	Home	☒ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☒ Mr. ☐ Mrs. ☐ Ms. Bill Reeves	22 miller dr.	Retired	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☐ Mr. ☒ Mrs. ☐ Ms. Toni Niblock	2503 Lakewood Dr	Home	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☐ Mrs. ☐ Ms. F. J. Chapman	153 U.S. Hwy 277 Cement OK	Cowboy Country Church	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☐ Mr. ☑ Mrs. ☐ Ms. Rhonda & Pike	3433 N. Sooner Rd Chickasha, OK		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms.	Chickasha, OK		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms. Jacob Pike	chickasha OK		☐ Male ☐ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

ATTENDANCE ROSTER
US-81 Chickasha
Public Meeting

PLEASE PRINT **DATE** 10/04/11

	NAME	ADDRESS	BUSINESS OR ORGANIZATION	GENDER/RACE (OPTIONAL)
1	☐ Mr. ☒ Mrs. ☐ Ms. Linda Bledsoe	P.O. Box 79, Chickasha OK	Private citizen	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
2	☒ Mr. ☐ Mrs. ☐ Ms. Walt Bledsoe	P.O. Box 79, Chickasha OK 73023	private citizen	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
3	☐ Mr. ☒ Mrs. ☐ Ms. Dorotha Jordan	2909 W. Carolina, Chickasha, OK. 73018	private citizen	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
4	☒ Mr. ☐ Mrs. ☐ Ms. Sidney Jordan	2909 W. Carolina, Chickasha, OK 73018	private citizen	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
5	☐ Mr. ☒ Mrs. ☐ Ms. Renee Watt	3803 Dunhill, Chickasha, OK 73018	private citizen	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
6	☒ Mr. ☒ Mrs. ☐ Ms. Sheldon Smith	115 N 29th Chickasha, OK 73018	private citizen	☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
7	☒ Mr. ☒ Mrs. ☐ Ms. OZEE, RON DORIS	3501 W. COUNTRY CLUB RD	PRIVATE CITIZEN	☒ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
8	☒ Mr. ☐ Mrs. ☐ Ms. Eric Firebaugh	3417 W. Country Club rd	Private citizen	☒ Male ☒ White ☐ Hspanic ☐ Female ☐ Asian ☐ Black ☐ Native American ☐ Other
9	☐ Mr. ☐ Mrs. ☐ Ms. Raymond Goates Loyce Goates	1983 HWY 81	Private cit	☒ Male ☒ White ☐ Hspanic ☐ Female ☒ Asian ☐ Black ☐ Native American ☐ Other
10	☐ Mr. ☐ Mrs. ☐ Ms. Shannon Rigsby	PO Box 2563 Chick. 73023	ChickashaNow.com	☐ Male ☒ White ☐ Hspanic ☒ Female ☐ Asian ☐ Black ☐ Native American ☐ Other

US 81 Bypass of Chickasha Environmental Assessment

Public Meeting

October 4, 2011

SAIC

US 81 Bypass Environmental Assessment

Introductions

- ODOT
- SAIC
- FHWA

SAIC

US 81 Bypass Environmental Assessment

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."

SAIC

US 81 Bypass Environmental Assessment

Meeting Purpose

- Provide Project Information
- Obtain Input/Feedback

SAIC

US 81 Bypass Environmental Assessment

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

SAIC

US 81 Bypass Environmental Assessment

Project History

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

SAIC

US 81 Bypass Environmental Assessment

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

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US 81 Bypass Environmental Assessment

2007 Corridor Study

- North Bypass Alignment
- West Bypass Alignments
- Recommended Alignment

SAIC

US 81 Bypass Environmental Assessment

North Bypass Alignment

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US 81 Bypass Environmental Assessment

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

SAIC

US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

West Bypass Alignments

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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

Bypass Alignment 3-4 Hybrid

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Recommended Alignment from 2007 Corridor Study

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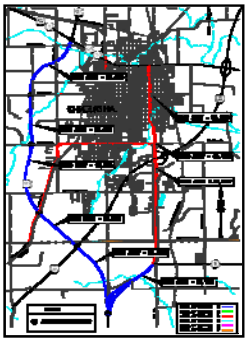
US 81 Bypass Environmental Assessment

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



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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

Proposed Project

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

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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

NEPA Process

- National Environmental Policy Act
- Decision Making Process

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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

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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US 81 Bypass Environmental Assessment

What Happens Next?

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

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US 81 Bypass Environmental Assessment

What Happens Next?

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

SAIC

US 81 Bypass Environmental Assessment

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

SAIC

US 81 Bypass Environmental Assessment

Information Sources

- Web Address: http://www.odot.org/meetings/other.php
- Scott Stegmann – ODOT
  Phone: 405.522.8014
  200 NE 21st Street
  Oklahoma City, OK 73105
  E-mail: sstegmann@ODOT.org
- Diane Abernathy – SAIC
  Phone: 405.701.3167
  3700 W. Robinson, Suite 200
  Norman, OK 73072
  E-mail: jeanna.d.abernathy@saic.com

SAIC

US 81 Bypass Environmental Assessment

Thank you!

SAIC

US 81 Bypass Environmental Assessment

Question and Answer Session

SAIC

Oklahoma Department of Transportation

Welcome to the US 81 Bypass Public Meeting
October 4, 2011
Grady County Fairgrounds, Community Building #2

ODOT is preparing an environmental assessment (EA) for proposed construction of a controlled-access 4-lane divided western bypass of Chickasha from south of the US 81/SH 19 intersection north to the US 81/US 62 intersection as recommended in a corridor study completed by the Department in 2007.

The purpose of tonight's hearing is to present initial project information and receive public input.

Meeting Agenda

Welcome and Introductions

Project Information

Question and Answer Session

Open Forum Session

Be sure to sign in tonight to add your name to the project mailing list, or send your mailing address to:

Diane Abernathy
SAIC
3700 West Robinson, Suite 200
Norman, OK 73072
Jeanna.d.abernathy@saic.com

Primary Purposes of this Public Meeting

- Provide project background
- Explain the NEPA EA process
- Share environmental constraints information
- Describe project schedule and opportunities for public participation
- Receive your input regarding critical social, economic, and environmental effects that may result from the project

Oklahoma Department of Transportation

What is NEPA and the ODOT Decision Making Process?

NEPA is an acronym for the Federal law called the National Environmental Policy Act, enacted in 1969. In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public involvement and comment are part of the NEPA process. The Department will solicit comments from State, Federal, Tribal and local agencies, and will continue to coordinate with them as necessary. Data will be collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts such as construction costs, estimated right-of-way, and utility cost data will also be evaluated. This information is utilized to make sound decisions in transportation improvements.

Project Development Process and Tentative Schedule

Public Meeting	**October 2011**
Public Meeting #2	**Spring 2012**
Public Hearing	**Mid-2013**

What Happens Next?

The Department will review and consider comments received from this public meeting in identifying a Preferred Alternative. Another public meeting will be scheduled to present the Preferred Alternative and solicit public comment. After consideration of public comments, a draft environmental document (EA) will be prepared and submitted to FHWA for its approval. When the draft EA is approved, a public hearing will be held for review of the EA. Upon consideration of comments from the public hearing, the EA will be finalized and submitted to FHWA for final approval. After this final approval is received, federal funds may be utilized for design, right-of-way and construction activities.

Enclosure

A comment sheet is included with this handout for your convenience. **Your input is valuable to this process. Please submit your questions or written statements to:**

Dawn R. Sullivan, P.E.
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

We must receive your comments no later than October 18, 2011.

Oklahoma Department of Transportation

ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

- **Purpose and Need for Project**
- **Alternates**
- **Affected Environment**
- **Possible Environmental Consequences:**
  - Air Quality Impacts
  - Community Impact Assessment
  - Consideration Relating to Pedestrians and Bicyclists
  - Construction Impacts
  - Cultural Resources and Archeological Sites
  - Economic Impacts
  - Effects on Public Parks, Wildlife and Waterfowl Refuges and Historic Sites
  - Energy
  - Environmental Justice
  - Farmland Impacts
  - Floodplain Issues
  - Hazardous Waste/Underground Storage Tanks
  - Irreversible and Irretrievable Commitment of Resources
  - Joint Development
  - Land Use Impacts
  - Noise Impacts
  - Permits
  - Relationship of Local Short-Term Uses vs. Long-Term Productivity
  - Relocation Impacts/Right-of-way Acquisition
  - Secondary and Cumulative Impacts
  - Social Impacts
  - Threatened or Endangered Species
  - Visual Impacts
  - Wetland Impacts
  - Wildlife Impacts
- **Comments and Coordination/Public Involvement**
  - State/Federal Agencies
  - Local/City Officials
  - Tribal Coordination
  - Interested Citizens
- **Engineering/Design/Drainage Concerns**
- **Accidents/Safety Concerns**

Oklahoma Department of Transportation
Environmental Division Office 521-2704 Fax 521-6917

DATE: **November 4, 2011**
TO: **Files and Attendees**
FROM: **Environmental Division**
SUBJECT: **US 81 Bypass, First Stakeholder Meeting**

On Tuesday, October 4, 2011, the initial Stakeholders meeting for the US 81 Bypass environmental process was held at the Canadian Valley Technology Center in Chickasha. Attending were:

Stakeholders
OTA: Darian Butler, David Machamer, Johnny Melton, David Murdock
City of Chickasha Community Development: Cynthia Deckard
Elected Officials: Senator Ron Justice, Representative Leslie Osborn
Chickasha City Council: Howard Carpenter, Mike & Deb Sutterfield
City of Chickasha: Stewart Fairburn (city manager)
First National Bank: Pat Brooks
First National Bank & Trust: Walt Voss
Chickasha Bank: Tom Avant
Crawford Rural Firefighters: Jerome Franklin
Grady County Industrial Authority: John Mosley
LaForge Properties: Steve LaForge
USAO: Mike Coponiti
Citizens: Richard Allen (attorney), Nancy Boone, Bill Crowell (physician), Carey & BJ DeHart, Don Ferguson, Lavern Nightingale, Mary Robnett, Bill Schwenk, , Don Smith, , Gerald Smith, G.W. & Bertha Thomas, Russell & Ann Townsend, James Winslow

ODOT
Scott Stegmann Ronda Lindsay Bob Rose Craig Moody

FHWA
John Hartley

SAIC
Diane Abernathy Terry Mcfall Duane Kranz Ron Weltzheimer Aruna Mathuranayagam Derick Millican

Craig Moody opened the meeting explaining the purpose of the meeting and had everyone introduce themselves. He then asked Bob Rose to present a brief review of the history of the proposed bypass.

Bob explained three necessary ingredients for the project were: (1) It must be beneficial from a cost basis, (2) it should have overall public acceptance, and (3) funding for the project should be identified. To this end, several studies have been completed, briefly summarized as the following: A 1978 study could not justify the project based on benefit cost analysis. A 1992 study determined that the traffic had increased so as to make the bypass feasible, and in 1999 the City Council asked for a bypass. A study of the entire corridor from south of Chickasha to Union City was initiated in 2004. This study found the bypass to be viable and a potential western route was recommended in 2007. A project for securing of right-of-way (ROW) was then added to the eight year program.

Ron Weltzheimer and Diane Abernathy then presented the Power Point Presentation which would be shown at the Public Meeting later in the evening.

A discussion/question answer session was then held.
Question: When will acquisition of ROW start and how long will it take to complete?
Answer: ROW acquisition is presently scheduled to start in 2013.

Question: Have the interchange locations been selected?
Answer: Locations were recommended in the 2007 Corridor Study but could be changed based on the findings of this environmental process.

Question: Why were parts of the hybrid alignment moved to the east from the far west alignment?
Answer: To avoid constraints such as the new water tower.

Question: Will the intersections be at grade?
Answer: No, the intersections will all be grade-separated interchanges.

Question: What will this project cost?
Answer: Approximately $178 million; $4.9 million for ROW and utilities, and $173 million for construction.

Question: Will the existing US 81 remain on the State Highway System through Chickasha when construction of the Bypass is completed?
Answer: Removal from the System will be considered, with maintenance responsibility taken over by the City of Chickasha.

Question: Is the $178 million the entire cost of the Bypass?
Answer: Yes. (Side comments: $175 million for fifty years means an approximate daily cost of $10,000. Traffic is 50,000 vehicles per day which includes a large number of trucks.)

Question: Will SH 19 and US 62 remain on the System?
Answer: Yes.

Question: What years does the eight year plan cover?
Answer: The plan is updated each year, the current plan cover years 2012 thru 2019.

Question: How is the funding for the eight-year plan calculated?
Answer: Primary funding for state highways comes from state and federal gasoline tax with appropriations from the general fund. Estimated funding for the eight-year plan includes the Oklahoma Tax Commission estimate of the yearly state tax along with projected funding from the Federal gasoline tax.

Question: Is there a congestion problem along US 81?
Answer: Yes.

Question: Why is there a four-year gap between the Corridor Study and this study?
Answer: The current study could not commence until funding was available.

Question: What will be the split between state and federal funds for the project?
Answer: Bob Rose declined to answer in detail without confirmation.

Question: Can the alignment be moved further west?
Answer: Yes; one purpose of this study is to determine the final alignment.

Question: Where would I find information on the other alignments, especially the North Alignment?
Answer: Details are contained in the 2007 Corridor Study Report.

Question: The Hybrid Alignment comes close to residents and also inhibits western development. Hasn't the Study Area grown since 1992?
Answer: Yes.

Question: Doesn't the longer this process takes and the movement further west increase the cost?
Answer: Yes.

Question: How close is the Hybrid to the water tower, when will homeowners know if they will be affected, and how wide will the ROW be?
Answer: The Hybrid Alignment is just east of the water tower. Homeowners should know if they will be affected when the Public Hearing is held for the project. If all ROW were perfectly level, the width will be approximately 338 feet; however, the actual ROW width will vary based on topography and interchange locations.

Question: What are the traffic projections with and without the bypass and how were these numbers projected?
Answer: Approximately 35% of the traffic was diverted to the bypass with about ¼ of that being trucks. These numbers were projected using a license plate survey taken on a typical normal day (i.e., no Mondays, Fridays, or holidays) of through traffic and traffic counts.

Question: Is there a list of homes in the current alignment?
Answer: Not really. A list of all homeowners in the section where the alignment is located was obtained, and these homeowners were invited to the public meeting.

Question: Aren't homeowners stakeholders? Why weren't they invited to this meeting?
Answer: Those invited to this meeting were considered to represent others than just themselves. All homeowners have been invited to the public meeting and will be receive the same presentation, and will have the opportunity to ask questions and visit with project personnel to get additional information.

Question: Was an Eastern Bypass considered?
Answer: Only as part of the North Bypass which utilized I-44 as part of the route.

Question: How did the O&D Study kill the North Bypass?
Answer: After much discussion, including the additional travel time and distance, it was determined that the North Bypass would not divert enough traffic from the existing route to justify its consideration as a viable alignment.

The stakeholders were thanked for their participation, and the meeting was adjourned.

Oklahoma Department of Transportation
Environmental Division Office 521-2704 Fax 521-6917

DATE: **November 4, 2011**
TO: **Files and Attendees**
FROM: **Environmental Division**
SUBJECT: **US 81 Bypass, First Public Meeting**

On Tuesday, October 4, 2011, 6:00 P.M., the first Public Meeting for the US 81 Bypass environmental process was held at the Grady County Fairgrounds, Community Building 2 in Chickasha. A total of 195 people signed the attendance sheet.

Introduction
Craig Moody opened the meeting, explaining the purpose of the meeting and introduced those there for the meeting from ODOT and SAIC. He then asked Bob Rose to present a brief review of the history of the proposed bypass.

Bob explained three necessary ingredients for the project were: (1) It must be beneficial from a cost basis, (2) it should have overall public acceptance, and (3) funding for the project should be identified. To this end, several studies have been completed, briefly summarized as the following: A 1978 study could not justify the project based on benefit cost analysis. A 1992 study determined that the traffic had increased so as to make the bypass feasible, and in 1999 the City Council asked for a bypass. A study of the entire corridor from south of Chickasha to Union City was initiated in 2004. This study found the bypass to be viable and a potential western route was recommended in 2007. A project for securing of right-of-way (ROW) was then added to the eight year program.

Ron Weltzheimer and Diane Abernathy then presented the Power Point Presentation which would be shown at the Public Meeting later in the evening.

A discussion/question answer session was then held.

Questions/Answers
Comment: There needs to be an impact study of the economic consequences of bypassing the businesses along existing US 81. I think many businesses receive a lot of drop-in business they would lose with the bypass. A survey of businesses along the route should be taken and I'll help with the survey.

Comment: I concur that businesses will die and the town will suffer.

Comment: Concurs that now is a bad time for the bypass and the project is wrong due to the economy. In addition, trucks on the bypass will be driving faster.
Response: ODOT thinks congestion slows traffic, which may impede business. Getting the through traffic, including trucks, out of the traffic stream will improve traffic flow, which in turn could have a positive effect on businesses along the existing route.

Question: Will Minco and Pocasset also be bypassed?
Response: No.

Comment: Truck traffic on Choctaw is awful.

Comment: I've been in business on Choctaw since 1952 and I prefer more, not less traffic.

Comment: This is a project to fix problems 30 years down the road. I have a home near the proposed alignment and I'm concerned about a loss of property value and the safety of my neighborhood.
Comment: The west side of Chickasha is where most of the new residential growth is taking place. Is ODOT going to build it regardless of what we think?

Question: Will farmers receive a fair price for their land?
Response: Yes, the property taken will be appraised by a certified appraiser and a fair price will be offered.

Question: If built, what will the Bypass cost?
Response: $178 million dollars.

Comment: I would like to know the cost for the bypass traffic to take the turnpike at 25 cents per vehicle.

Question: Will existing road bridges be repaired before spending dollars for the Bypass?
Response: A 5 to 6 year program has been established for the repair of bridges.

Comment: Concerned about southbound US 81 traffic to eastbound SH 19. Suggests the south interchange be moved to the SH 19E intersection.
Response: US 81 was improved for an ultimate bypass south of SH 19E, but his suggestion will be considered.

Comment: Requests a study of impacts to businesses and, if built, the bypass should be further west.
Response: Please submit this comment in writing, referencing any known constraints along the present recommended alignment, and the constraints will be considered in the study.

Comment: ODOT is going to build a bypass, but it is up to us to influence where it will be located.

Comment: Why don't you remove City Hall and widen the Choctaw intersection?

Comment: The Duncan Bypass is a mess. How successful has it been?
Response: There was a lot of initial opposition from the local businesses along the route. However, now that the bypass is in place, many of those same businesses consider it to have had positive effects. The bypass has certainly reduced congestion and improved safety.

Comment: How involved were the leaders of Chickasha? The bypass will limit my access to Idaho.
Response: The leaders of Chickasha were involved in the 2007 Corridor Study that recommended the alignment. The County Commissioner assured the commenter that she would be provided with access.

Comment: I work for Enogex and we have to know where the pipeline is going before we do an environmental review. It is underground and quiet.

Comment: Old US 81 will be transferred to the City to maintain.
Response: On US and State Highway, ODOT is responsible for maintaining the surface of the highway. Once removed from the system, old US 81 will become the responsibility of the City.

Question: What will it cost Chickasha to maintain the old route?
Response: Since Chickasha is already responsible for the maintenance of the ROW, curbs and drainage would be the only additional cost for surface maintenance.

Question: Will the Bypass interchange with I-44?
Response: Yes

Question: Will US 81 be improved to Pocasset and Minco?
Response: The City of Chickasha requested improvement of the south segment first, and the Bypass ROW is included in the eight-year program. In addition, from US 62 north 3.5 miles, ROW to accommodate four lanes is also included in the eight-year program.

Question: How much ROW will be needed?
Response: Typically 350 feet.

Comment: There seems to be a long distance between the old US 81 and the bypass in Duncan. That is what we prefer--move it further west.

Closing Remarks
At the conclusion of the question and answer session, the formal meeting was adjourned and the

public was encouraged to visit the Environmental, Design, and Right-of-Way Stations during the Open Forum. A station was also provided for the public's convenience in submitting written comments. The public was encouraged to leave their written comments in the Comment Box, or submit their comments to ODOT during the following 2-week comment period.

General Public Comments Noted at Stations during Open Forum

Some topics of public discussion noted during the Open Forum are listed in the following text; however, no attempts were made by ODOT staff to record these discussions. Rather, the public was encouraged to record their comments on the written comment forms and submit them to ODOT.

- There is no cell phone tower near Norge Road as shown on the Constraints map.
- One citizen pointed out the location of a private groundwater well in the Study Area.

Written Comments

A total of 205 written comments on various issues were received, and are summarized in the attached table.

NOTE: Additional written comments were received after this meeting, for a total of 238 written comments.

Attachments:

Copies of the sign-in list and written comments are attached.

Cc: Chief Engineer
Director of Engineering
Division VII Engineer
ODOT staff and SAIC attendees

Summary of Written Comments Received from Public Meeting #1, 10/4/11
US 81 Bypass Environmental Assessment

205 TOTAL WRITTEN COMMENTS			
31 IN SUPPORT OF BYPASS		**174 AGAINST BYPASS**	
#	**Summary of Comment Supporting Bypass**	**#**	**Summary of Comment Against Bypass**
8	Think bypass will benefit Chickasha	8	Think bypass will harm business
2	Support bypass, but pointed out a particular property concern in vicinity of proposed alignment	139	Against western bypass; submitted response form supporting an I-44 east route
21	Support bypass, but have concerns or suggestions re: proposed alignment *(1 of these 21 was a petition signed by 109 Bible Baptist Church members)*	2	Against western bypass; expressed support of the I-44 east route suggested by others
		2	Against bypass due to property concerns
		23	Against bypass because don't like proposed alignment

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Carl & Mary Alexander
NAME:

2914 Lacey
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-8741
PHONE NUMBER:

MARY.ALEXANDER@Suddenlink.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I attend Bible Baptist Church. It is located at 224 S. 29th. The by pass is going to come very close to our Church. I respectfully ask the by pass be moved further north. I feel the noise and safety issues will be a big problem. Please consider. Thank you!

Mary Alexander

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Nadine Adams
NAME:

2106 University Blvd.
ADDRESS:

Chickasha, Okla. 73018
CITY: STATE: ZIP:

405-222-0304
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

Out on west Grand where lots of newer homes are located. The biggest concern is the nose which big trucks make .And the addition traffic on west Grand

I propose you move the crossing on Grand 1/4 mile farther west .{ attached map } . This would create much less noise for the already existing homes in the area.

The road building would be :
Not having t move the communication tower.
Not having to move 1/2 mile of Line Creek .
Better crossing to build bridge across Line Creek .
Less road to build in Flood Plane .
Would not have to take out the Home at 3708 W. Grand .

Better yet move 1/2 mile farther West and home owners should have no complaints.

The city growth is moving West and I can see this By Pass as a bearer as to the growth farther West.

The business down town are concerned about the loss of business. DOT is concerned about transporting a 30' wide load through town .Why not extend Hwy. 81 straight on north through Chickasha and turn west to join Hwy. 81 north .

I have traveled the Duncan By Pas several times and met very little traffic . At that time I wondered how DOT could justify all the cost and all the excess land it required to build it .

DOT received all negative reaction to your plan and I hope you reconcider the project on the ByPass.

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jon + Oteka Alford
NAME:

2274 County St. 2815
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

See Attached Sheet

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

"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."

COMMENTS ON CHICKASHA BYPASS ON MEETING 10/14/2011 IN CHICKASHA:

1. We agree the truck traffic at 4th and Choctaw is a problem. We are personally aware of testimony during jury trials in the County Courthouse being delayed because of the noise created by trucks moving through this intersection.

2. Please be aware that housing areas south and west of the Hiway 9/81 intersection are in a flood plain and have flooded in the past. Any construction on this part of the proposed route must include measures to allow adequate draining.

3. The primary safety concern is caused by truck traffic on 4th street. Has any thought been given to constructing a two-lane by-pass either east or west of Chickasha similar to the by-pass west of Duncan? That would seem least costly and have less impact on the property owners outside the city as well as the businesses along the current 4th street route.

JOE AND OTEKA ALFORD

2274 County Street 2815

Chickasha, OK 73018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

John Allen
NAME:

113 Maple Lane
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 224-4990
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

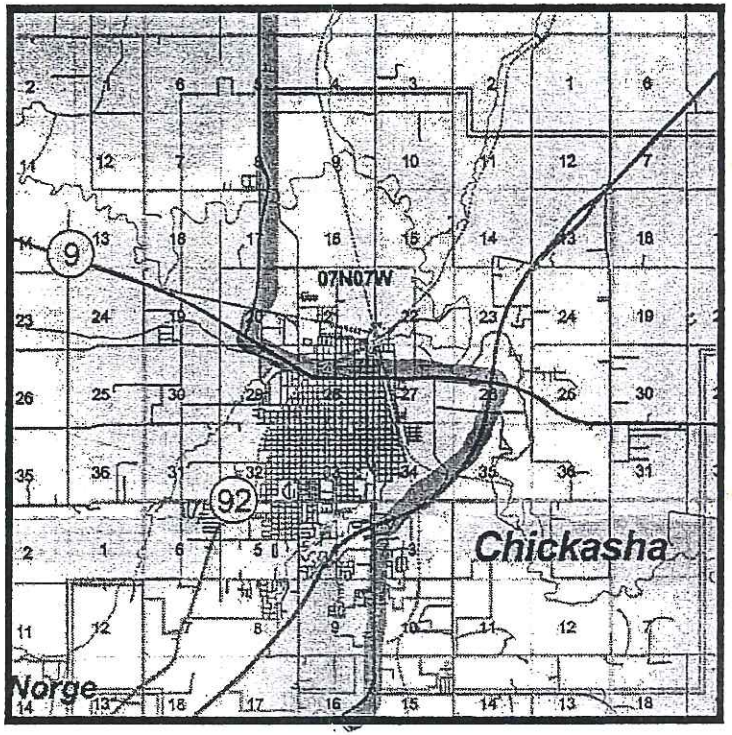
"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma."

Oct 18 11 03:51p GB Energy, Inc. 405-224-8636 p.1

Stop Building More Roads When Oklahoma Cannot Maintain Its Existing Roads & Bridges!

There is an alternative route available now. With minimal upgrades, signage and a signal light, I-44 can be a viable Highway 81 Truck Route.

- **Eliminates** Sharp 90° Turn At 4th & Choctaw Intersection
- **No Negative Impact** On Downtown Retail Businesses
- **No Interruption** in Chickasha's Westward Growth
- **Uses Existing Roadways**
- **Saves Millions Of Dollars** Which Can Then Be Spent On Oklahoma's Deteriorating Bridges & Highways
- **Can Be Accomplished** In A Short Time Frame.



RECEIVED
OCT 17 2011
ENVIRONMENTAL PROGRAMS DIV

Deadline for comments to ODOT is Oct. 18. A concerned citizen's meeting is ***Saturday, Oct. 15 at 1pm at CVTC's Helen Ward Center.*** *Comment Form requesting ODOT to use this alternative will be available for signature. For more infomation or comment forms call 224-5704*

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kent Baldwin
NAME:

112 N. 5th. St.
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 222-8222
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

baldwinkent@yahoo.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I have seen the overhead map of the proposed project. I also have heard the comments about it hurting business in the city of Chickasha. My opinion is that it will NOT hurt business in Chickasha. The proposed lane will take thru traffic around our city, leaving it less congested for those of us who are driving to work, to eat, school, church and so on. The people that will be on the bypass will be non locals that are driving through town and would not be stopping anyway. If they want to eat or refuel, I can promise that they will see those things by leaving the bypass road. or, they will take the route through town instead.
The negative comments on the bypass are selfish. Their concerns are about their particular concerns, not the good of the city.

So, I say, build it! The sooner the better.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Cody & Drieanna Beckham
NAME:

3419 West Country Club Road
ADDRESS:

Chickasha | OK | 73018
CITY: STATE: ZIP:

+1 (580) 656-0500
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

cbeckham2003@yahoo.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

My wife and I attended the October 4th meeting concerning the proposed Bypass. I understand the need for a different route through Chickasha, as I have driven various trucks over the years up and down Highway 81. However, this Western route seems to be much more costly and disruptive than some of the other alternatives that were discussed at the meeting. According to the proposed map, the new road will come very close to our housing addition and our house. It appears that it will come annoyingly close to several housing additions, splitting farms, and could possibly halt the Westward expansion of Chickasha. We ABSOLUTELY DO NOT want Country Club Road to become an access point to this Bypass, if it comes to fruition. The housing market is bad enough without having to deal with something like this if we decided to leave. The Bypass in Duncan was mentioned several times at the meeting, and this is something that we are very familiar with. My wife and I lived in Duncan when this Bypass was built, and several years afterwards. As a truck driver, I found out quickly that it was much faster for me to drive directly through Duncan rather than take the Bypass, even with the traffic lights. I also remember the many accidents and fatalities that the Duncan Bypass brought. These issues were not addressed at the Chickasha meeting. As I stated before, a different route could be beneficial, but please look at the other routes, particularly the Turnpike to Highway 62 plan the citizens committee has proposed. It seems like this would be the least disruptive, fastest to build, and least expensive plan. This topic has been brought up in every venue that we go to in Chickasha and the surrounding areas the past couple of weeks, and we have not heard one person say that they support the OK DOT proposal. Thank you for letting us voice our opinions.

Regards,

Cody and Drieanna Beckham

"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."

Chickasha Bypass

Please consider moving bypass north away from
Bible Baptist Church property
226. S 29th street

Name:	Address:	Phone:
Keith Woodward	Rt 1 Box 325 Cement 73017	405 489-3611
Eva Elrod	23 Hillcrest, Chickasha	405-222-4578
Phyllis Otey	3905 So. Mockingbird Rd	405-224-1893
Dolores Meacham	24 Walnut Dr. Rt 1,	405-224-4942
Carol Brinkman	108 Mockingside Chickasha	405-224-1170
April Bevill	587 CR 1370 CHICKASHA	405-574-6509
Mike Bevill	587 CR 1370 CHICKASHA	405-574-6764
Steve Watt	3803 DUNHILL	405-834-0415
Becky McDonald	2697 Co St. 2760 Cement	405-222-0869
Etta Nilgenfuss	1 Ridgecrest Chickasha	405-224-0843
Doris V. Petitt	2430 State Hwy 92 Chickasha	405-834-9647
Frances Riddle	400 E. Riddle Rd. Chickasha	405-224-2614
JO POWER	2002 W Texas	405-600-4501
RODNEY PALESANO	2917 LACEY DR CHICKASHA	405-224-7848
Shirley Hayes	3100 W Iowa Chickasha	405-222-0365

Chickasha Bypass

Please consider moving bypass north away from Bible Baptist Church property

226. S 29th street

Name:	Address:	Phone:
Michael HAYES	Box 453 CR 1290	405-201-5315
Leah HAYES	Box 453 CR 1290	405-320-4310
Frank Gathiff	1601 So. 15th	405-222-3832
Ellen Gathiff	1601 So. 15th	405-222-3832
Mike Crawford	820 CR 1400	405-222-0458
Ken Cole	1206 So. 29th st	405-445-8380

Chickasha Bypass

Please consider moving bypass north away from Bible Baptist Church property

226. S 29th street

Name:	Address:	Phone:
[illegible]	106 Morningside, Chickasha	224-6732
Douglas A. Lee	2972 County Street 2910 Minnehaha	405-785-2119
Donna Duffield	1212 So. 19th Chickasha	405-320-5231
Tina Wright	3414 S 24th, Chickasha	405-245-0570
DAVE Wright	3414 So. 24th Chickasha, OK	405-245-0567

Chickasha Bypass

Please consider moving bypass north away from Bible Baptist Church property

226. S 29th street

Name:	Address:	Phone:
[illegible]	106 Morningside, Chickasha	224-6732
Douglas A. [illegible]	2972 County Street 2910 Minnehaha	405-785-2119
Donna [illegible]	1212 So. 19th Chickasha	405-320-5231
Tina Wright	3414 S 24th, Chickasha	405-245-0570
DAVE Wright	3414 So. 24th Chickasha OK	405-245-0567

Chickasha Bypass

Please consider moving bypass north away from Bible Baptist Church property

226. S 29th street

Name:	Address:	Phone:
Donnie Doughty	1408 Co Rd. 1330	224-1451
Patricia Doughty	1408 Co Rd 1330	224-1451
Elizabeth Levulett	2644 CS 2846	224-9260
Etta Wagenfuss	1 Ridgecrest	224-0843
Joan Hayes	3604 S McKenzie	224-4145
[illegible]	2205 S. 12th	224-4711
Barbara Johns	3216 Park Ave	224-5268
Paula Franklin	3410 Pondridge	222-0965
Verdeana Weidenmier	2807 Degree Dr	224-0138
Mary Alexander	2914 Lacey	224-8741
Vida Howell	963 C.R. 1480	224-9212
Leon Howell	963 CR. 1480	224-9212
Kim Jackson	1216 W. Oregon Ave.	224-1370
Donna K. Griffin	2386 Co. St. 2896 Chickasha	222-5567
Edward Williams	3909 Stoneybrook	487-7132
Jerry Weybrich	1619 C.R 1980 Chickasha	222-0316
[illegible] V. Griffin	2386 Co. St 2896 Chickasha	222-5567
Kimea Parr	2131 CS 2810 Chickasha	570-8206
Karie Norman	728 Kansas Ave	779-7114
Kim Kellogg	3003 Lacey Dr. - Chickasha	274-4168
DeBedrock Sales	2809 S 29th	412-4514
Monte Clapham	2843 County St. 2791	819-6002
Connie Pyle	300 W. Quail Rd	222-5729
Mike Covington	707 Timber Ct	224-7293
Carolyn Pyle	300 W. Quail Rd	222-5729
Danny Wright	103 Brook Park	574-5547
Donna Wright	103 Brookpark Lane	574-5546
Barry Hall	101 US Hwy 277	489-7236
Cyndi Hall	101 US Hwy 277	489-7236 / 320-1884
Vickie Tye	32½ Miller Dr. Chickasha	320-5059 / 779-8288
Donisa Brown	922 W. Minnesota	224-7626 / 413-9223
Jeff Brown	922 W Minnesota	224-7626
Kristine Charlson	3496 CS 2790 Ninnekah	222-2278
Sheeni Hall	13 Circle Dr Chickasha	224-6538
Jessica Pickle	13 Circle Dr Chickasha	224-6538
Abby Winstone	473 N. Old Hwy 81 Ninnekah, OK	222-2337
Steve Marshburn + Family	1428 S 18th Chickasha	224-7480
Marla Marshburn	1428 S 18th Chickasha	224-7480
Jo Singleton	106 Morningside, Chickasha	224-6732

Chickasha Bypass

Please consider moving bypass north away from
Bible Baptist Church property
226. S 29th street

Name:	Address:	Phone:
DAVID BRINKMAN	201 CHRISTOPHER DR.	405-822-0330
JV & Loretta Lobaugh	2302 S. 33rd	405 222-4830
Gary DAVIS	927 W Chick Ave	
Donna Aldridge	2207 So. 33rd	405 224 8653
Sheryl Seibold	2747 C.S. 2870	405 222-8895
James & Judy Arrington	3813 Hickory Stick	224-0029
Boyd Singleton	736 CR 1330	222 8271
Tammy Singleton	736 CR 1330	779-3626
Phyllis Sitterding	1310 Miss, Chickasha	224-7818
Jeronie Franklin	3410 Pondridge-Chick	222-0965
J.W. Freeny	1746 CR 1441 Ninnekah, ok	405-785-2352
Roger Ziegelfuss	1 Ridgecrest DR	224-0843
James Johnson	3216 Park Ave.	224-5268
Joya Trout	2210 S. 11th Chickasha	224-5642
Bob Trout	2210 S 11th Chickasha	224-5642
Julie York	2506 LAKEWOOD DR	320-5377
Michael Dalsano	2917 Lacey Dr. Chickasha	224-7848
Ann Sales	1026 S 21	222-0682
Kori Thompson	Po Box 2451	469-879-7245
Michael Thompson	" "	469-879-7244
Tammy King	P.O. Box 295 Chickasha	405-574-2644
Kay Wright	803 Brookhollow Dr	405-760-5524
Janice Capps	2501 S 9th #329 Chickasha	405-222-9296
LaFaye Weydrich	1619 County Road 1380	405-222-0316
Susan Cobble	720 CR 1349	405-815-7525
Shawna Carrington	707 Timber Court	405-224-7293
Timothy Rivers	1008 S 18th	405 255 2330
Weldon Johnson	2012 Idaho Chick.	405-224-3498
Mary Johnson	" " "	" " "
Virginia McBee	1315 Arizona Chickasha	405-222-3112
Jim & Tamtee Rulock	513 Flanders Chickasha	405-222-8647
Wesley Winstone	473 N. old Hiway 81 Ninnekah	405 222-2337
Pat Sollenn	3500 W. Iowa	224-4960
Robert Cobble	720 CR 1349	(405) 206-1209
Lee Lacefield	34 McKenzie Rd	405-222-2936
David Sales	1616 W. Minn	
Lisa Winstone	473 N old Hwy 81 Ninnekah	405-222-2337
Allison Sales	1616 W. Minnesota	405-408-5308
Fern Parrott	405 Ridgecrest	405-222-2424

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Linda Bledsoe
NAME:

P.O. Box 79
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

405-224-5972
PHONE NUMBER:

Skeeter6129@att.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I feel that if this bypass is constructed it will kill Chickasha Businesses. I have seen this happen to some towns in Oklahoma + also other states. The farmland which it will take the people who own the farms + the homes will have the state come in + take them. Some of these farmers have owned these lands + some their parents + grandparents owned these lands but the state can/ still take them + they won't have much of a say - Why not put it to a vote -

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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WALT BLEDSOE
NAME:

115 S. 8TH ST.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-224-5972
PHONE NUMBER:

Sweeter6129@att.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: IF A BY PASS IS PUT IN CHICKASHA, IT WILL KILL THE TOWN. TO REMAIN ALIVE SOME OF THE BUSINESS WILL BE FORCED OUT, OR THEY WILL HAVE TO RELOCATE. LOOK WHAT THE BY PASS DID TO RUSH SPRINGS, DO YOU WANT THAT TO HAPPEN HERE? I THINK IT WOULD BE A VERY BAD MISTAKE BUT, WHO AM I TO SAY. IT WILL BE DONE, EVEN THOUGH THE TOWNSPEOPLE WILL OR SHOULD DISAPROVE IT. MONEY TALKS..... IT SHOULD BE PUT TO A VOTE BY THE PEOPLE, BUT THE CHANCES OF THAT HAPPENING ARE SLIM TO NONE.

(CONTINUED ON BACK)

"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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CHICKASHA BYPASS

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Joe Bradford
NAME:

742 C.R. 1849
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-2314
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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NAME: Roger Bradford

ADDRESS: 1511 S. 29th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-222-6440

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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   e. uses existing roadways

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Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

1087

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Carol J. Brinkman
NAME:

108 Morningside Dr.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-1170
PHONE NUMBER:

cbrink57@gmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I'm opposed to this as it is now. The road would go directly through the pond and land to the northside of Bible Baptist Church.

We have many functions each year that involves the parking lot and pond is the area and children from all over Chickasha attend these.

Also it would take our parking spaces and we would also have to deal with the noise on the road during our services.

In addition to all of this, there are flocks of Canadian

(CONTINUED ON BACK)

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geese who nest in the pond area.

Please reconsider and move the plans for the roadway farther north.

Thank you

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PROGRAMS DIV.

Craig Moody/ODOT

10/06/2011 01:24 PM

To Scott Stegmann/ODOT@fd9ns01.okladot.state.ok.us, "Abernathy, Jeanna D." <JEANNA.D.ABERNATHY@saic.com>
cc
bcc
Subject Fw: Chickasha meeting

DAVID BRINKMAN <b.davebbc@gmail.com>

10/05/2011 09:25 AM

To m-coordinator@odot.org
cc
Subject Chickasha meeting

Starting off I want to say I **support** the bypass. Chickasha needs this road. We do have a serious problem though, the survey and impact study was done before Bible Baptist church built a new **4 million** dollar building at 226 S. 29th street. The road cuts beside our youth building (the road will be within a very few feet of the building) through our kids soccer field and right through our retention pond that we were required to build for drainage. All of the water from the backside of our parking lot is sent to the spot where you want to put the road. With the normal right of way I believe you will be into our parking lot, and a very few feet from the back of our gym and fellowship hall. All that would have to be done is move the curve north slightly. There would be no impact, the land is clear. Please take a look at this before proceeding. Thank you for your time. I know you will be receiving quite a few suggestions, if it is not to much trouble could you let me know you have received this e-mail.

b.davebbc@gmail.com

In His Service:
David Brinkman
Assoc. Pastor
bbcchickasha.com

IMG_0123.jpg IMG_0124.jpg IMG_0125.jpg IMG_0126.jpg IMG_0127.JPG IMG_0128.JPG

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Nick Brooks
NAME:

1405 S. 18th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

None
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
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   d. allows Chickasha to continue its westward growth, without fear
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Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Patrick Brooks
NAME:

3 Woods Pond Rd
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 - 224-2200, Ext 1192
PHONE NUMBER:

pbrooks@bankfnbt.com
EMAIL ADDRESS:

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FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: Traffic relief is needed now, not 10-20 years from now. Utilization of an I-44 by-pass alternative, visibly marked, with traffic light at Hwy 62 interchange, could help the problem in months, not years. Make the exit going north on 62 free instead of toll. Count usage and ODOT can reimburse TPA for lost revenue. Do this as pilot program and measure the results for a year. If it is working, then add a spur on south side ~~of~~ Hwy 19 junction, To make it even better. This may not be a perfect solution, but it will save Tens of millions that can be used elsewhere ~~If it doesn't work, then a wes~~

Immediately ~~stop~~ offset the stop positions at the 4th and Choctaw traffic lanes so that you don't have two lanes ~~on~~ trying to make the turn at the same moment. A trucker has suggested this idea as a technique commonly practiced at similar intersections around the country

Respectfully submitted
Pat Brooks

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

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Whitnee Brooks
NAME:

1405 S 18th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-
PHONE NUMBER:

none
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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Oklahoma City, OK 73105-3204
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1082

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Howard A. Brown
NAME:

1334 N. Night Heron Dr.
ADDRESS:

Green Valley | AZ | 85614-6014
CITY: | STATE: | ZIP:

520-250-0872
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

Our family has owned land on Iowa and 29th street in Chickasha since 1935. In the 1960's the neighbor to our north property line sold land to the state for a proposed bypass. Its been a 50 year legacy in our neighborhood that some day this bypass would happen in our area. After attending the meeting in 2007 and the meeting on October 4th, 2011 I have came to the conclusion that:

1) At sometime in the future it will be impossible to justify any further feasibility studies.
2) At some time in the future other major projects will surface therefore insure job security.
3) State and Federal Highway Departments will cease or curtail highway maintenance in the city of Chickasha.
4) The bypass will become a reality!

(CONTINUED ON BACK)

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Facing these bypass issues periodically since the 1960's has formed a cloud over the growth and development in the area west of town.

For what it's worth:

LETS GO FORTH

LETS"JUST DO IT!"

H.A.S.

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Marlena Brown
NAME:

1625 S. 4th St Suite B
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 222 3232
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

marlena.crigler@verizonwireless.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

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1

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Charlie Burruss
NAME:

201 Saint James Place
ADDRESS:

Chickasha | Oklahoma | 73018
CITY: | STATE: | ZIP:

+1 (405) 224-4086
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
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200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

cburruss@jeroco.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

Thank you for hosting the informative meeting of October 4th, 2011. It was well prepared and presented nicely. Thank you as well, for the patience, kindness and understanding that was given to our friends and neighbors who are deeply concerned and troubled about this project. Please note that I am completely in favor of the project as indicated on the map provided at the meeting:

US 81 is an important asset to our state from Kansas to Texas. Leaders in each Highway 81 Community should be cooperatively supporting this project. Enid to Waurika have been the parts traveled by my family most of my life. I lived in Kingfisher growing up and had grandparents in Chickasha, where I have worked and lived since 1990. Each of my grandparents told of a west Highway 81 bypass ever since I can remember. Funny, some of the folks who were speaking against it, grew up in Chickasha and had certainly known of the possibilities of the eventual project, yet they selected to invest in and/or improve properties west of Chickasha that would obviously be impacted by any future project, at least to some degree.

1). I have lived very near I-44 for many years. Occasionally, one can hear a "wound up" truck but never as loud as some of the motor cycles that drive down our residential street, or either Railroad which are much further away. Thank goodness, the I-44 traffic and trucks are not starting and stopping as the pass through our area.

2). I have worked, driven, walked, volunteered, ran errands, made deliveries, shopped, traveled trough, and participated in parades in Chickasha's downtown area more that 20 years. It is easy to indicate vehicle after vehicle, truck after truck wide load after wide load, company car after company car that has no need or desire to stop in our town. Why not let them slide right around the west side of Chickasha improving the flow of Highway 81 saving them time and fuel as our town enjoys a safer more efficient traffic flow with cleaner air and less rumble and noise.

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3). My wife and I own an agricultural acreage within the "Environmental Investigation Perimeter". So, at least one landowner (of approximately 15 acres) within the area of concern is in favor of this project.

4). My family and I also own a pasture place and some farmland with a residence west of and southwest of this project. Getting to each of these properties will entail dealing with the end result of the new road, yet my family is still in favor of this project.

5). My wife and her family owned and operated a retail business for many years. The last several years of it was operated out of a location that they developed just north of Grand on Highway 81 / 4th Street. She will likely submit her own comments at a future date; and she is certainly aware of the need for the project.

6). My family are active members at First Baptist Church which is along Highway 81 / 4th Street, and also for a couple of years my office was located in a rented space just on the west side of Highway 81 / 4th Street. The rumble, sound and smell of the big traffic could be experienced from both properties.

Thank you in advance for accepting my thoughts regarding this project. Please contact me at any such time future meetings are to be held regarding your efforts.

Sincerely,

Charlie Burruss

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Summer Caldwell
NAME:

927 S. 8th St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-496-3624
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/04/2011 **Chickasha, OK**

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Howard Carpenter
NAME:

ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 361-1134
PHONE NUMBER:

hcarpenter@cvtech.edu
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am in favor of a reliever route (by-pass) around Chickasha. For our cities and state to grow and prosper, we need to consider the future impact traffic is going to have on our communities and make certain we keep commerce in our minds.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
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10/04/2011 **Chickasha, OK**

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Rod & Diana Carroll
NAME:

856 CR 1400
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4551
PHONE NUMBER:

dianacarroll62@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

As property owners in the area of the proposed by-pass, we are definitely opposed to the bypass. We have lived in an area that is relatively peaceful & we enjoy living out in a rural area. We have neighbors whose property will be 100 yards from the proposed bypass. This is an area of wetlands, and there are many beautiful trees, etc. that are part of a natural habitat for several animal species.

We have lived in the Chickasha area for 30 years. It is hard to believe ~~that~~ the projected increase in traffic in 30 more years. We have seen a decline in the last 30 years in the population & economic growth in this area & a bypass would contribute to further decline of economic growth in this area.

(CONTINUED ON BACK)

Rod & Diana Carroll

FORM-CF-PCB-PRD REVISION: 21.04.2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Bill Carruthers
NAME:

745 CR 1349
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

820-8021
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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NAME: Leylia Carruthers

ADDRESS: 745 CR 1349

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-6135

EMAIL ADDRESS: SSY/Bill

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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Ruth Carvalho
NAME:

713 S 17th St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-443-4517
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

SHARLENE CARVALHO
NAME:

713 S. 17th ST.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-206-5068
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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(VICKY)
VERONICA C HAMBERS
NAME:
P.O. BOX 1153
3205 W. MONTANA AVE
ADDRESS:
73023
CHICKASHA OK 73018
CITY: STATE: ZIP:
405-224-4950
PHONE NUMBER:
ANGELIKE 705@YAHOO.COM.
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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"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."

Nov 03 11 08:37p GB Energy, Inc. 405-224-8636 p.6

P-C File
Chickasha Bypass

CHICKASHA
ECONOMIC DEVELOPMENT COUNCIL

221 Chickasha Avenue / P.O. Box 1717 / Chickasha, Oklahoma 73023 / P: 405.224.0937 / F: 405.222.3730

October 25, 2011

RECEIVED
MAY 3 2012
ODOT
Director of Engineering

Mr. Scott Stegmann
Oklahoma Department of Transportation
200 N.E. 21st St.
Oklahoma City, OK 73105

Dear Mr. Stegmann,

At the October 11, 2011 meeting of the Chickasha Economic Development Council, a motion was passed to submit a letter of support relative to the US-81 Bypass Project in Chickasha. Current traffic on US-81 through Chickasha is at an all-time high and future projections show significant increases in traffic volumes. While there are some business owners who believe the project will lead to less exposure for their business we believe it is also important to consider the improvement of local traffic and safety conditions if the existing truck and large vehicle traffic were to use the proposed Bypass.

While we support the US-81 Bypass Project, we would like to encourage ODOT to take into consideration current residential development in and near the project area and that action be taken in mitigate and minimize potential conflicts.

Thank you for the time and resources ODOT is devoting to the Project. We look forward to the project continuing and to future public meetings and to seeing the project completed. We are pleased to support the project and believe it is important for the continued growth, development and quality of life in Chickasha.

If you have any comments or questions please call me at 405-224-0937 or via e-mail at themax@chickashachamber.com

Regards,

Max McKnight, President
Chickasha Economic Development Council

cc: Mr. Bob Rose

RECEIVED
NOV 10 2011
ENVIRONMENTAL
PROGRAMS DIV.

RES. NO. 2012-03R

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF CHICKASHA, GRADY COUNTY, STATE OF OKLAHOMA, EXPRESSING SUPPORT FOR A BYPASS OF HIGHWAY 81.

WHEREAS, Highway 81 is a main interstate thoroughfare whose traffic is predicted to increase dramatically over time, and

WHEREAS, the development along the Highway 81 Corridor through town has continued to grow and the mixture of local and pass-through heavy truck and trailer traffic is creating concerns, especially at the intersection of Highways 62 and 81, and

WHEREAS, ODOT has been working on plans for the Highway 81 Bypass, and has identified the western Bypass as the best alternative, and

WHEREAS, ODOT has listened to the concerns of the residents and owners in the planning area, and has moved the route further from the Bible Baptist Church property, and has expanded the planning area further west to determine the feasibility of moving the route further west to lessen the impact on current residents, especially those at the Harbors subdivision, and

WHEREAS, the Mayor and City Council of Chickasha have determined that it is of vital importance that a Highway 81 Bypass be built to relieve the traffic on 4th Street through the City;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF CHICKASHA, GRADY COUNTY, OKLAHOMA:

1. That the Mayor and City Council fully support the work of ODOT in developing a Highway 81 bypass in order to relieve current and future traffic conditions along 4th Street.

2. That ODOT is urged to continue looking for route options or ways to minimize the impact of this new roadway on the current residents in the planning area.

3. That the Mayor and City Council do realize that the maintenance of 4th Street will become the responsibility of the City, and do ask that ODOT continue to maintain and to rehabilitate Highway 81 through Chickasha prior to the opening of the new bypass, in such manner that the road condition is rated very good when the City maintenance begins.

This Resolution shall be in full force and effect from and after its passage and approval by the Mayor and Council of the City of Chickasha, Grady County, Oklahoma.

Adopted this 2nd day of April 2012.

Henry Ross, Mayor

ATTEST:

Gina L. Snedeker, Clerk/Finance Director

(SEAL)

Abernathy, Jeanna D.

From: Christy Claphan [claphancl@gmail.com]
Sent: Saturday, October 08, 2011 9:40 PM
To: Abernathy, Jeanna D.
Subject: Chickasha Bypass

Hi, my name is Christy Claphan & I am writing you with a concern I have about the Chickasha Bypass. I have a HUGE concern with where they are putting it.

I attend Bible Baptist Church at 226 South 29th in Chickasha. I am asking that you review again where this bypass is being placed. We just built a brand new large building & I feel it will be a hazard to our children that attend their if put the bypass so close to our building. We didn't build this building until we had a survey & EPA study done & that was a lot of money expense. Due to the noise, loss of property & the safety of our children that attend the church as well as my own, I feel that it would be more benefical if it was moved further north on the empty land. There is plenty of land that is not being occupied that would probably have a lot less hazards & be a more acceptable place to put it.

Please reconsider where this highway is being placed. My church & family mean alot to me & I value the safety of both. Thank you for listening & your consideration.

Christy Claphan

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Alan Cobden
NAME:

815 Kansas
ADDRESS:

Chickasha, Okla. 73018
CITY: STATE: ZIP:

224-3852
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

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Susan Coble
NAME:

720 CR 1349
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-815-7525
PHONE NUMBER:

partlycloudy11@yahoo.com
EMAIL ADDRESS:

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Robert Coble
NAME:

720 CR 1349
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-206-1209
PHONE NUMBER:

Counselor33@yahoo.com
EMAIL ADDRESS:

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CAMERON COLCLASURE
NAME:

3000 S. 9th APT 61
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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NAME: Crystal Coleman

ADDRESS: 2429 So 19th St.

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: (405) 224-9477

EMAIL ADDRESS:

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Traca Conrad
NAME:

3610 S 16th St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-9267
PHONE NUMBER:

tracaconrad@yahoo.com
EMAIL ADDRESS:

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MARTY & FREDA COOK
NAME:

43 MILLER DRIVE
ADDRESS:

CHICKASHA, OK 73018
CITY: STATE: ZIP:

405-320-5502
PHONE NUMBER:
Cell # 405-

CookPackway@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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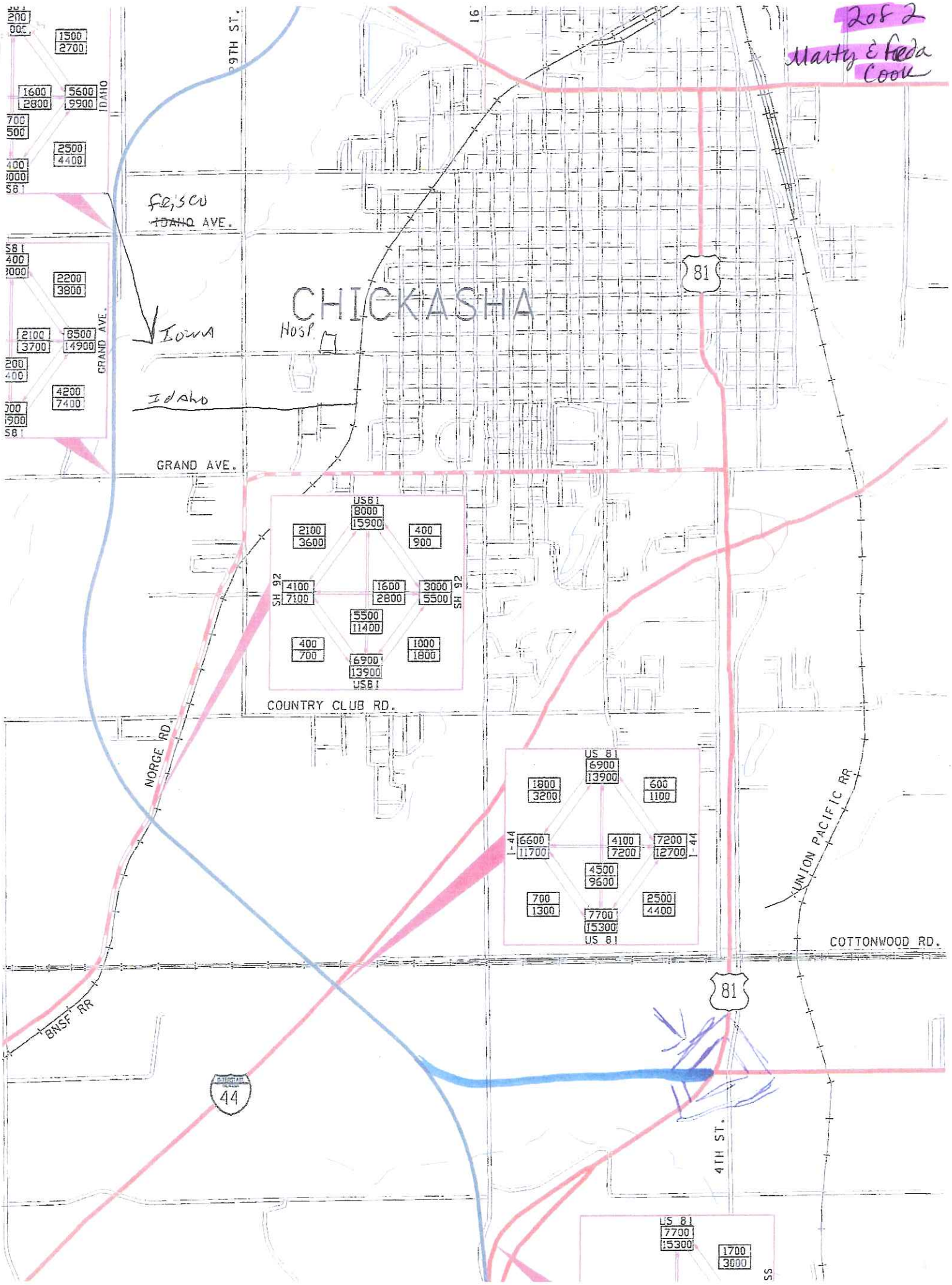
COMMENTS: WE ATTENDED THE MEETING ON OCT 4-11 WE AGREE THAT THEIR SHOULD BE A WESTERN BYPASS EVEN THOUGH IT COMES WITH IN 300 FT OF OUR HOUSING ADDITION. WE DON'T AGREE ON THE FINAL DESTINATION ON THE SOUTHERN END. WE BELIEVE IT WOULD BETTER BENEFIT THE PUBLIC IF IT WERE TO INTERSECT AT HWY 19 EAST RATHER THAN THE PROPOSED ENDING. YOU HAVE IT WITH AN INTERCHANGE ON IDAHO AVE, THATS A DEAD ZONE IT WOULD BETTER BENEFIT THE COMMUNITY IF IT HAS A ZONE AVE THRU SECTION FOR THE EMERGENCY ~~VEHICLES~~ VEHICLES TO GET TO THE HOSPITAL THAT IS LESS THAN 1/2 MILE FROM THE NEW BYPASS PROPOSAL. THE HWY 19 INTERCHANGE WOULD BE BETTER FOR TRUCK TRAFFIC GOING TOWARDS POTEAU/Ally ~~FOR~~ WHERE WAL-MART OPENED THEIR NEW D C CENTER 5 YRS AGO. IT HAS INCREASED TRUCK BY 70 PERCENT

OVER

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 26.09.2011 REVISION: 21.04.2011

"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."


2 of 2
Marty & Freda Cook
CHICKASHA
Frisco
~~IDAHO~~ AVE.
Iowa
Idaho
Hosp.
GRAND AVE.
COUNTRY CLUB RD.
NORGE RD.
BNSF RR
UNION PACIFIC RR
COTTONWOOD RD.
4TH ST.
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GRAND AVE.
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US 81
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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KENNY COPELAND
NAME:

1502 S. 17th St
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

823 8470
PHONE NUMBER:

KPC1220@AOL.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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NAME: Marlene Croskey

ADDRESS: 1565 Hwy 62

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-3063

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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"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."

Nov 03 11 08:39p GB Energy, Inc. 405-224-8636 p.11

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Donna Crosby
NAME:

1207 County Rd 1340
ADDRESS:

Chickasha Okla 73018
CITY: STATE: ZIP:

405-224-4239
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Darla Crowell
NAME:

Rt 1 Box 105
ADDRESS:

Fort Cobb OK 73038
CITY: STATE: ZIP:

580-682-0246
PHONE NUMBER:

dcrowell165@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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BILL CROWELL
NAME:

3306 W. IDAHO
ADDRESS:

CHICKASHA OKLA. 73018
CITY: STATE: ZIP:

405-222-5882
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

BCROWELL@GRADYMEM.ORG
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I AM A MEMBER OF CHICKASHA CHAMBER OF COMMERCE. HOWEVER I DISAGREE THAT WE NEED A BYPASS AT PRESENT... AND ESPECIALLY TO THE WEST OF THE CITY. WHERE MY WIFE LESTER, AND I OWN 20 ACRES AND RESIDE. THE BYPASS AND IDAHO INTERCHANGE WILL CUT DIRECTLY ACCROSS OUR PROPERTY. I AM A PHYSICIAN AND TO HAVE TO RELOCATE PUTS AN ADDED BURDEN ON ME AND ADDS TIME TO MY HOSPITAL COMMUTE. I LIKE GEORGE THOMAS'S POSITION THAT AN EAST BYPASS IS THE PREFERRED WAY TO GO. THERE ARE EXISTING ROADWAYS... WHY NOT UTILIZE THEM? IT IS NOT ALTOGATHER BAD THAT WE HAVE HIGH TRAFFIC DOWNTOWN NOW IN CHICKASHA. MANY OF THE MERCHANTS THERE ARE AFRAID OF LOSING BUSINESS IF THIS COMES TO PASS. PHYLLIS STEELMAN IS ONE SUCH PERSON! PLEASE RECONSIDER YOUR PROPOSAL. LET'S SAVE MONEY AND GO THE EAST BYPASS ROUTE!

(CONTINUED ON BACK)

B. Crowell M.D.
PATHOLOGIST
GRADY MEMORIAL HOSPITAL
CHICKASHA, OKLA
73018

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George & Helen Davis
NAME:

2205 So. 12th St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 - 224-4711
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

Like everyone we have spoken with, we are very much against the "new bypass" coming so close to our new Church property and to many homes. What will it do to the many businesses on 4th Street, Highway 81, I'm sure it would cause less traffic creates and might even cause people to lose their jobs due to less traffic on 4th St. Surely there is a better way and placement of this by-pass else where - Do it even needed at this point?

Thank you

Helen Davis
George Davis

members of
Bible Baptist Church

(CONTINUED ON BACK)

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THOMAS DEATON
NAME:

1706 4TH STREET
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-224-4224
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

thomasdidit@YAHOO.com
EMAIL ADDRESS:

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10/04/2011 — **Chickasha, OK**

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Laura L. DeHart
NAME:

1723 Carolina Ave
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-7052
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Donnie Daught
NAME:

1408 Co. Rd. 1330
ADDRESS:

Chickasha Ok. 73018
CITY: STATE: ZIP:

405-224-1451
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: I attend Bible Baptist Church. The proposed bypass is going to be much to close to our building. I hope you will consider moving it further north. The traffic will be dangerous to our children and the noise will ruin our services.

Thank you
Donnie Daught

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(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28.09.2011 REVISION: 21.04.2011

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Latricia Doughty
NAME:

1408 Co Rd 1330
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-1451
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I attend Bibles Baptist Church and it is my understanding that this bypass will go though this property. With this in mind consider the problems of our new building being ruined, parking taken over, the on and off pits, Children in this playground, noises during services, etc.

Please reconsider and put the bypass further out of town, of which will also have its problems, but traffic will flow better than being routed right through town. I don't believe this kind of though traffic shops much in downtown stores, therefore Chickasha merchants won't miss out on much.

Thank you for reading my thoughts. Please rethink and reconsider the western bypass in Chickasha.

(CONTINUED ON BACK)

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FORM-CF-PCB-PRD PRINTED 28.09.20.1 REVISION: 21.04.2011

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Jan Dunkin
NAME:

1028 S. 8th St
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-370-6084
PHONE NUMBER:

jan.dunkin@cmswillowbrook.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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Tim Dunkin
NAME:

1028 So 8th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-274 9992
PHONE NUMBER:

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Jamie Dyer
NAME:

129 Rosewood Drive
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-1571
PHONE NUMBER:

EMAIL ADDRESS:

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TRAVIS DYER
NAME:

129 ROSEWOOD DR.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

(405) 224-1571
PHONE NUMBER:

EMAIL ADDRESS:

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NAME: Michael Edwards

ADDRESS: PO Box 455

CITY: Alex STATE: OK ZIP: 73002

PHONE NUMBER: 405 833-7348

EMAIL ADDRESS: drmde@itlnet.net

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Boni Deliest

ADDRESS: 327 Chickasha Ste 8

CITY: Chickasha, STATE: OK ZIP: 73

PHONE NUMBER: (405) 320-0240

EMAIL ADDRESS: —o—

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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J. E. EMERSON II
NAME:

2101 W. CAROLINA AVE.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405. 224. 5759
PHONE NUMBER:

J. EMERSONC SBCGLOBAL. NET
EMAIL ADDRESS:

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Deborah Faubion
NAME:

2408 Carolina Ave
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0185
PHONE NUMBER:

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Please submit comments by: **10/18/2011**

drSaubion@suddenlink.net
EMAIL ADDRESS:

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Jon Faubion
NAME:

2408 Carolina Ave.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0185
PHONE NUMBER:

richter690@suddenlink.net
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Charles & Betty Fogle
NAME:

2481 Co Rd 1310
ADDRESS:

Blanchard OK 73010
CITY: STATE: ZIP:

405-2640
PHONE NUMBER:

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bettyfogle@pldi
EMAIL ADDRESS:

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Nov 03 11 08:37p GB Energy, Inc. 405-224-8636 p.4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10[redacted]2011 — Chickasha, OK

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Kenneth Fulton
NAME:

2201 S. 18th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

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Travis Gardner
NAME:

801 S. 13th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 320 - 4938
PHONE NUMBER:

Kc5mon@Hotmail.com
EMAIL ADDRESS:

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Donna Gibson
NAME:

2289 County St 2819
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-9379
PHONE NUMBER:

EMAIL ADDRESS:

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Juanita Goss
NAME:

28 Miller Dr.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 224-2245
PHONE NUMBER:

n/a
EMAIL ADDRESS:

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"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I don't think that the bypass needs to be built at all. I was at the meeting and the man that was doing the presentation said that only 30% of people that drive on Hwy. 81 would use the bypass. I think its ridiculous that you are asking for opinion and you don't even have the funds to build it. You want the taxpayers to pay for it and then have to pay toll. Its like every other turnpike, we've already for it many times over and then we have to continually have to pay. I am also worried because I live in the area that the study was conducted. I am also worried about the noise and if it will effect property values. Also he said that there will be a toll if it was built. Where would the toll be? My husband has to travel to Pocassett for his job. Would he have to pay toll if he travels on 29th street and then turns on to round that goes to Pocassett and Minco? We can't afford for him to pay toll to travel 15 minutes to work. You also have not conducted a study on how it will affect the businesses that are dependant on the traffic that travels that road.

(CONTINUED ON BACK)

"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."

RECEIVED
OCT 14 2011
ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

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WILLIAM A. "BILL" GRAVES
NAME:

416 East Quail Road
ADDRESS:

Chickasha | OK | 73018-9125
CITY: | STATE: | ZIP:

(405) 222-2481
PHONE NUMBER:

SAGWAG57@gmail.com
EMAIL ADDRESS:

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COMMENTS:

I did attend the Public Meeting on October 4, 2011. It was very informative. I also attended the one in 2007.

I believe the best option for the 81 ByPass would be to go as far WEST as possible. It would certainly be less resistance from the property owners. It is needed.

The downtown business people want more vehicles for their own pocket money and do not think of the people that just want to go either NORTH or SOUTH. These people do not stop for gas, food, clothing, etc. They just want to save time of stopping at the seventeen (17) Stop-Lights from Highway 19 to North 81 near the river bridge. Yes, that is correct, I said 17.

**A fact that could be of importance. The population of Chickasha; Ardmore; Duncan; Moore; and Norman and other cities of like-size ALL had about 15,000 population in 1950. In the 2010 cencus all were much much larger except for Chickasha and it is still in the 15,000 to 16,000.Yes the other cities do have some sort of by passes and they do have different Travel-Routes, but so does Chickasha i.e., H.E.Bailey Turnpike

It appears to me that the downtown business do not want to grow. Enough said.

(CONTINUED ON BACK)

William A. Graves

FORM-CF-PCB-PRD REVISION: 21.04.2011

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NAME: Mike Reffett

ADDRESS: (Griffith Conoco on 4-H)

CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

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Evelyn Briswold
NAME:

3310 W Idaho Ave
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-7592
PHONE NUMBER:

egris1mom@suddenlink.net
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Marion Wayne Griswold
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3310 W. Idaho Ave
ADDRESS:

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405-224-7592
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eagis1mom@suddenlink.net
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COMMENTS: cl returned to Oklahoma with my wife in late 1998 purchased our dream home. Now our lovely home will be in the middle of a 4 lane highway. I feel that there are other options less drastic of a impact on family and the center of Chickasha. cl think that the I44 to 62 would be in the best interest to all and the cost saving should be enough for you to at least take a longer look at this option.

10-18-2011 M W Griswold

(CONTINUED ON BACK)

FORM-CF-PCB-PRD
REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Barry W. Hall

ADDRESS: 101 US Hwy 277

CITY: Cement (Grady) STATE: OK ZIP: 73017

PHONE NUMBER: 405 489 7236 or/and 580 516 6221

EMAIL ADDRESS: Khall1114@sbcglobal.net

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am a member of Bible Baptist Church, am against the bypass going thru the church property. We have attended the church since 1985. We was told that the bypass would go in behind the church, we are concerned greatly that it was cause a huge safety issue for children and the elderly which of course attend the church. Am also wondering about the businesses running along 4th street how would this decrease their business which would decrease Chickasha's tax inflow. How much then would affect then schools, etc.? There is plenty of open farmland in all directions of the 29th street Bible Baptist Church.

Concerned citizen and church mem

(Barry Hall)

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Cynthia S. Hall
NAME:

161 US Hwy 277
ADDRESS:

Cement (Grady) OK 73017
CITY: STATE: ZIP:

405 489 7236 OR 405 320 1884
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

Khall1719@sbcglobal.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am against the bypass going through the Bible Baptist Church on 39th street, through the Run-off pond the City had the church put in. The church committee had study this bypass and was told that it would be put in behind the church. There is open fields east and west and north of the church that the ~~hwy~~ bypass could go. Also, what about the other new businesses and the Nursing home that is also there. And what will happen to the businesses on fourth street that depend on the traffic coming down 4th Street or/and 81 Hwy. It would have a economic downfall on the businesses. Please do not destroy what Chickasha has worked to build on 4th Street. And please do not destroy what God and the members of Bible Baptist Church have worked so hard for when

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

there is other opitions. It could be a safety issue for the many who attend services at BBC.

Sincerely,

Cynthia S Hall (Cynthia S Hall)

And the CHS is just a couple of miles away. It needs to be considered teens are not experienced drivers. Our oldest son left his earthly home and went to his heavenly home on his way to school because of Road conditions please just think of the teens, children and the elderly in the area attending BBC, nursing homes Cyprus hospital and CHS. Our sons accident was in 1996! Fifteen long years.

Cyndi Hall (Cyndi Hall)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Royce Hannah
NAME:

2804 Country Club DR
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4314
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

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I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Ann Haralson
NAME:

320 Chickasha Ave
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-7885
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Julius Harals00
NAME:

320 Chickasha Ave
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-7885
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Shirley Hayes
NAME:

3100 W Iowa
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0365
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am writing in regards to the Chickasha bypass and the proposal of it going through the property of Bible Baptist Church at 22nd & 29th. The proposed area is too close to the church. We are asking that the road be moved north away from the church. I feel it would be a safety issue for our children with it going through so close to our parking lot, our playground, and our Church building. We have a growing church and need the parking area and property. There would be a lot of noise because of the traffic also. There are large portions of empty land north of us that could be used. I ask that you sincerely consider moving

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

the bypass road away from Bible Baptist Church.

Thank you -
Shirley Hayes

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

10[redacted]2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jean Helf
NAME:

2227 S. 18th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

[redacted]
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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   e. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10[redacted]2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Katie Helf
NAME:

2216 University Blvd
ADDRESS:

Chickasha Ok 73018
CITY: STATE: ZIP:

405-274-2772
PHONE NUMBER:

Helf725@msn.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS. Having seen the proposed route I can only surmise that this bypass will be highly detrimental to the citizens of Chickasha. On a personal level it would destroy the peace and tranquility of our neighborhood and the value of our property will plummet!

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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

CHICKASHA BYPASS

10[redacted]2011 **Chickasha, OK**

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Page Helf
NAME:

2216 University Blvd
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-274-2772
PHONE NUMBER:

Helf725@msn.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

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PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Shelra Hendricks
NAME:

PO Box 1024
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

405-410-4161
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 — **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: [signature]

ADDRESS: 1402 S 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 224-3133

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

James Hicks Hicks Company
NAME:

410 Choctaw Ave.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-3410
PHONE NUMBER:

jhicksco@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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J MICHELLE HIGHTOWER
NAME:

504 FIELDCREST DR
ADDRESS:

CHICKASHA | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 224-7055
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am OPPOSED to the 4 lane western bypass in Chickasha, Oklahoma.

This will cause economic hardship to most of the businesses that are located at the current location of Hwy 81 and in time will affect our community as a whole. Also, this would result in reducing tax revenue for the city as well.

The expense of the western bypass is a tremendous amount and a WASTE of tax payers' money. Also, it will put a bigger expense to the city for maintaining the roads (4th and Choctaw Ave.) if Hwy 81 moves to the western bypayss. They already seem to struggle with maintaining the other streets in our city.

Trucks have to make a 90 degree turn to get anywhere they want to go so I don't understand why this corner is such a problem. Why spend millions or more to eliminate A turn at 4th and Choctaw?

The alternate route available is for the trucks to use the HE Bailey entrances at the south side and northeast side of town.

If there was a western bypass, I have a concern of what the speed limit would be.

I hope that ODOT doesn't force this expense and hardship of the western bypass on our community.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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NAME: J. Michelle Lightowler

ADDRESS: 504 Fieldcrest

CITY: Chickasha, STATE: OK ZIP: 73018

PHONE NUMBER: 405 224-7055

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Joe Hines
NAME:

5087 W. HWY 81
ADDRESS:

Marlow OK 73055
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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Robert S. Holman
NAME:

80 Parkway
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-779-5218
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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EMAIL ADDRESS:

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Nov 03 11 08:41p GB Energy, Inc. 405-224-8636 p.16

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

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George HORN
NAME:

3126 W. Iowa
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-1313
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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This proposal is a very viable alternative & will help the state of OKla to save money & use that money for education, etc. George Horn

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Jolynn Horn
NAME:

3126 W. Iowa
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-1313
PHONE NUMBER:

jshorn78@gmail.com
EMAIL ADDRESS:

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Renee Horrell
NAME:

3010 Montana
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 222-4199
PHONE NUMBER:

reneehor1@yahoo
EMAIL ADDRESS:

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Maurice "Fred" Howell
NAME:

1228 S. 18th St.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405 816 1546
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Please submit comments by: **10/18/2011**

fhowell55@aol.com
EMAIL ADDRESS:

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J. CLAYTON HUGHEY
NAME:

925 S. 18th
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

(405) 503 4926
PHONE NUMBER:

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fatdaddy@att.net
EMAIL ADDRESS:

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Bob & Carolyn Hunter
NAME:

8333 So 16
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

224-1010
PHONE NUMBER:

EMAIL ADDRESS:

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NAME: Evelyn Hurley

ADDRESS: 1501 So 16Th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405- 224 - 1234

EMAIL ADDRESS: No E.mail

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Please submit comments by: **10/18/2011**

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COMMENTS:

We would Lose Part of The Church Parking Lot. Also The pond where Ducks & Geese Live And feed. Why not go Further north? with All Those Big Truck's The noise would be bad for Our Services. I Don't See The Need for a Four Lane Hiway. Chickasha is NoT That Big - we would Lose Bissine's. And we don't Need That AT This Time. We might Get a few New Job's - But Big Contractors will Make All The Big money. Please Consider This for Our Church -

Thank you
Evelyn Hurley

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

"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."

Howie Jackson <howie@bbcchickasha.net>

10/06/2011 12:50 PM

To whom it may concern,

I am a member of Bible Baptist church and have been for over ten years. When our church relocated to its current location, 226 S. 29th St., there was talk of this bypass. I believe the survey is outdated and our building was not present when this was originally done.

There are a few reasons why I feel that this needs to be moved. First, a major thoroughfare brings safety concerns for our children and teens who routinely have outdoor activities throughout the week on the church property.

Secondly, it brings a considerable amount of added noise to the immdeiate area. There is unoccupied land north of our location that could be used for this purpose.

Please reconsider the location of the proposed route in Chickasha to avoid our church's location at 226 S. 29th St.

Thank you,

Howie Jackson

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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NAME: Jacoby Jarnagin

ADDRESS: 327 Chickasha Ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 224-9021

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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JASON D. JARNAGIN
NAME:

327 Chickasha Ave
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-9021
PHONE NUMBER:

KLdJAY81@AOL.com
EMAIL ADDRESS:

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Kristy L. Jarmazin
NAME:

1717 Carolina Ave.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2119
PHONE NUMBER:

Kldjay81@aol.com
EMAIL ADDRESS:

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NAME: Krystal Jarnagin

ADDRESS: 327 Chickasha Ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-9021

EMAIL ADDRESS:

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Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Leon & MARY Jensen
NAME:

2510 LAKEWOOD Dr.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

1-405-224-6401
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

We like the 81 bypass going on the West side of Chickasha and keeping the trucks from going through town. There are times when trucks are turning at 4th Street and Choctaw and we are setting there waiting for the lights to change we don't know if those trucks are going to make the turn with out getting our car. We live on West Grand in the Harbor addition and have no problem with the bypass going that close to us. We go to Hennessey OK often as we have family there and are so thankful for the new 81 Hiway going North.

Thank you
Leon & Mary Jensen

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: James + Barbara Johns

ADDRESS: 3216 Park Ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: (405) 224-5268

EMAIL ADDRESS: bjjohns69@Netzero.Com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: Please be advised we are members of Bible Baptist Church, Chickasha. We understand the proposed bypass highway will come across our Youth Bldg and Church property.

We would like for you to consider moving the proposed bypass further away from the Church and Youth Property as we feel there would be excessive noise from especially truck traffic. Also, the closeness of the highway would be dangerous for the children.

Your consideration in this would greatly appreciated.

Thank you,

Barbara Johns

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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EVELYN JOHNSON
NAME:

2201 LAKEWOOD DR
ADDRESS:

CHICKASHA OK 7301[illegible]
CITY: STATE: ZIP:

405-574-3444 - WORK
PHONE NUMBER:

ejohnson706@yahoo.com
EMAIL ADDRESS:

MY MAILING ADDRESS: 2016 S. 15th ST., CHICKASHA, OK 73018

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: I have not attended any meetings but have followed with some who have. My house is in the Harbors addition and there is another Housing Addition West of Harbors. I have been told that the BYPASS may go through west of University addition (?). My concern would be the noise level close to housing additions. Trucks would probably be the dominant traffic and would be traveling 24 hours a day. Would a concrete wall be built to contain the noise on the bypass? Would the bypass be a priority when Oklahoma highways & bridges are in decline? The economy may become worse. Is it wise to commit to such an expensive project?

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Jimmy Bill Johnson
NAME:

307 Christopher
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-2800
PHONE NUMBER:

Cottonballdanes@juno.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

X **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. **Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.**
2. **ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.**
3. **As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.**
4. **The alternate route proposed by local leaders,**
   a. **can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse**
   b. **eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)**
   e. **no negative impact on retail businesses**
   d. **allows Chickasha to continue its westward growth, without fear**
   e. **uses existing roadways**

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

X **Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Lynette Johnson
NAME:

1502 W. Country Club Rd
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4800
PHONE NUMBER:

Lbeck75@suddenlink mail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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MARK Johnson
NAME:

118 S. W. 3RD
ADDRESS:

CHICKASHA OK 73005
CITY: STATE: ZIP:

580 583-0655
PHONE NUMBER:

MARKJOHNSON2204@YAHOO.COM
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Susan T Jones
NAME:

4 Circle Drive
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0801
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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Nov 03 11 08:43p GB Energy, Inc. 405-224-8636 p.19

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: TERRY JONES JR.

ADDRESS: 105 CLEARVIEW DR

CITY: AMBER STATE: OK ZIP: 73004

PHONE NUMBER: 405-320-0745

EMAIL ADDRESS: KJONES5846@HOTMAIL.COM

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
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Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Kily Keeling

ADDRESS: 1316 S. 12th St

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-519-0897

EMAIL ADDRESS: kilykeeling@yahoo.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I don't want either one."

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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"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."

Nov 03 11 08:39p GB Energy, Inc. 405-224-8636 p.9

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

MARK Keeling
NAME:

1364 CR 1350
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-314-4730
PHONE NUMBER:

grady county tea party.co,
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do not support the proposal shown on the reverse side of this form. (Either one)

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Shirley Keeling

ADDRESS: 1807 W. Montana

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-3515

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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Nov 03 11 08:40p GB Energy, Inc. 405-224-8636 p.13

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Derek & Melissa Kueter
NAME:

3312 Arizona Avenue
ADDRESS:

CHICKASHA | OK | 73018
CITY: STATE: ZIP:

(405) 320-5155
PHONE NUMBER:

mkueter@oklahomacounty.org
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

"By moving the proposed bypass farther to the west it will lessen the impact on the residents living on the western edge of Chickasha."

I attended the public information meeting held October 4th at the Grady County Fairgrounds in Chickasha. I do understand the need to route large truck traffic around the city of Chickasha. And agree that the current route through the city is antiquated and is a logistical nightmare due to the current traffic constraints. However, being a resident of the area directly affected by the proposed route of the new bypass, I feel the need to state my opinion that it should be located farther west than the current study area.

When the initial proposition was made in the early 1990's the western edge of the city of Chickasha was not as residentially or commercially developed as it currently is. It was the ideal location - then. Now, in addition to the many newly constructed businesses that are located along the 29th street corridor, the western edge of Chickasha is a thriving residential area, with several new and expanding housing additions. It is an area that is considered safe and quiet. The perfect area for a growing family. Which is what we are.

In 2009 we married and I gave up my OKC residence. We found the perfect spot to settle and raise a family. It was quiet, and to me it was rural. My former residence in OKC was located a stones throw from the Kilpatrick Turnpike. It was great for the urban lifestyle that I chose to live - then. Now that I am relocated in an area that we chose for its simple, quiet atmosphere I cannot fathom living with the never ending noise from traffic on a four lane highway. We were never informed that there was a proposed bypass less than 1/4 of a mile from our home until we had been here over a year. I was shocked and saddened at the thought of putting our home on the market and moving, but that is what our friends and neighbors are starting to do.

The bypass would lessen the "big truck" traffic that is currently routed through the city of Chickasha but at what cost to the home owners in the bypass route? They have moved here not only for the peace and quiet that comes with a rural area but also the safety. Kids can play outside and ride bikes along the side of county roads without having to worry about semi trucks whizzing by. Sure, they have to look out for cars right now, but hopefully they are not travelling at the same

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speeds that they would on a four lane highway. It was mentioned that a "wall" could be constructed between the residential areas and the bypass to block some of the noise and the traffic. Are you hoping that by constructing a wall around the road that it would be out of sight - out of mind? It would still be there. Stealing our unblemished view of the sunset in the western sky. Filling our clean, country air with diesel fumes. Robbing so many of us of the lifestyle that we have worked so hard to achieve. It would still be there. Loud, dirty, and destroying our property values.

Since property values are determined by the selling prices of the homes around us there can be no doubt that the values will decrease. No one will pay top dollar for a home located so close to a highway in a rural area. This is not Gaillardia and the Kilpatrick Turnpike in Oklahoma City. It is Chickasha, Oklahoma. Our commuter traffic travels the HE Bailey Turnpike not Highway 81. Home prices/property values continue to fall, and in the current economy, this bypass is not something your average family in the proposed area can afford. West of the current study area lies miles of farmland. The majority of the population there is bovine. And I am certain that the cows don't mind the noise.

Please don't suffocate our future by placing a highway on top of us. Reconsider the current proposed area and look further west.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Leslie Latham
NAME:

722 CR 1350
ADDRESS:

Chickasha Ok 73018
CITY: STATE: ZIP:

(405) 779-0109
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

lesliekaylatham@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Dick and Kathy Ledbetter
NAME:

3103 Frisco Avenue
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

(405) 224-1231
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

dledbetter@hotmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

My husband and I attended your Oct. 4, 2011 meeting in Chickasha, Oklahoma and found it to be very informative. However, we are against the **Highway 81 Western By-Pass** for the following reasons:

Our home is located on the south side of Frisco Avenue just west of the intersection of Frisco Avenue and 29th Street. We also own forty acres of farm land (frontage on Frisco Avenue and 29th Street) which extends south of Frisco Avenue for approximately 1/4 mile and west of 29th Street for approximately 1/4 mile.

It appears the proposed Highway 81 Western By-Pass could potentially cross the SE corner of our property or at a minimum will cross 29th Street a short distance south of the southeast corner of our property.

We built our home, as did others in this area, for the peace and quite which the Highway 81 Western By-Pass will destroy! We believe it will also lower the value of our home and property.

Flooding in our area has always been a problem, because of the overflow of Rock Hollow Creek into the surrounding low land and the poor drainage of the entire area. The corner of Frisco Avenue and 29th Street floods several times each year and several of these floods have been severe enough to flood the Earl Linville home which is the

(CONTINUED ON BACK)

"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."

house just to the east of our home. Mr. Linville recently spent $55,000 to construct a wall around his home in order to reduce the chances of it being flooded.

Our home has never flooded during the several recent "100 years floods" this area has experienced but the water has gotten up to within a few inches of our floor level. The Highway 81 By-Pass will obviously not lessen the chances of our house flooding and will almost certainly increase the chances of water getting inside our home!

We suggest you consider the following options:

1) Do not build any type of **Highway 81 By-Pass** . . . we don't need it!

2) Reconsider constructing the **Highway 81 North By-Pass** per your original planned options.

3) At the intersection of Highway 81 and Highway 62, route the **Highway 81 Western By-Pass** traffic west on Highway 62 for two miles and then take it to the south where it will eventually be connected with Highway 81 going south.

   As this area is primarily farm land, there should not be a problem circumventing homes, thus reducing the impact on home owner families in that area and our immediate area as well as for the people along western edges of Iowa and Idaho Streets !

My father-in-law and his father were truckers and would not consider the distance from down town Chickasha to the by-pass exits to be a problem; nor would they have considered another two or three miles driving distance a problem.

With regard to the Highway 81 North By-Pass, you implied the truckers would avoid the by-pass and continue to drive through Chickasha. The possibility of this can be eliminated with simple ordinances restricting **Through Truck Traffic**.

We travel daily in the vicinity of the intersection of Highway 62 and 4th Street and have never observed excessive traffic congestion! Chickasha has not grown in the 60 years I have lived here. The population was close to 17,000 in the 1940's and was still about the same at the time of the last released census. I don't believe the 2010 census has been published.

If the Oklahoma Department of Transportation believes the Highway 81 By-Pass is absolutely necessary, we prefer one of the three suggested options listed above . . . or as one individual suggested during the meeting . . . tear down the court house and Widen the intersection at Highway 62 and 4th Street!

Thank you for your time and consideration.

Sincerely,

Dick Ledbetter
Kathy Ledbetter

Dick and Kathy Ledbetter

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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3103 Frisco
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 224-1231
PHONE NUMBER:

EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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DONALD DAVID LELAND
NAME:

316 N. 12th ST.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-200-5466
PHONE NUMBER:

SYPHIRAVEN_357@YAHOO.COM
EMAIL ADDRESS:

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10/04/2011

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Paul Lewis
NAME:

104 Caulder Drive
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-4955
PHONE NUMBER:

pvlewice@AOL.com
EMAIL ADDRESS:

Paul Lewis

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Earl & Billie Linville
NAME:

3101 N. Frisco
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 224-4978
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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James Earl Linville
NAME:

3101 w Frisco ave
ADDRESS:

Chickasha OK/a 73018
CITY: STATE: ZIP:

405 224-4978
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

"I have the following comments or ~~questions~~ about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I live on the intersection of 29th St & Frisco ave and here is my question.
There are two bridges on this intersection. One is about One block from 29th St, going east on Frisco. The other is on 29th St about a Block North of Frisco. It has a tin horn under it, thus not a full opening & due to inadequate bridges, the creek (Rock hollow) Floods this intersection. The house I live in has been Flooded 5 times. I live a Block west of 29th on Frisco. my question is: Will you do anything to alleviate our problem? The City & County never has and I was hoping in the process of building the by pass you may have to, (I hope)
On the other hand If you raise the by pass that

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28/09/2011 REVISION: 21.04.2011

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may be your answer to the flooding problem, which still doesn't help me and I'm still at the mercy of the city.

Thanks for your attention,

Eva Kindle

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PROGRAMS DIV.

1 of 2

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Brian Leonard
NAME:

848 C R 1400
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-0282
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

leonard-brian@att.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: I am opposed of a western bypass but not opposed to relieving truck traffic through Chickasha. The west route proposed is going to hurt property values and quality of living in many areas, also it will ruin at least three wetlands and wildlife areas, ~~a~~ and also wipe out at least (10) homes.

Chickasha is set up to grow ~~redi~~ residentaly west and commercialy East and north. I realize that the state owns land on 16th street that has been set aside for this project for years, but I also realize that land ~~a~~ could be sold and a better route could be found to the East that would utilize chickasha industry. The proposed route

(CONTINUED ON BACK)

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is not going to held Truck traffic From 62 East going to Highway 19.

IF we are going to spend millions of Dollars lets try and Fix all problems and not cause citizen more problems.

Thank you For giving us the chance to share our thaughts and concerns.

Sincerely

Brian Leonard

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

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NAME: Lisa Lippincott

ADDRESS: 3200 W. Iowa Ave.

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-779-5412

EMAIL ADDRESS: lippincott.lisa94@gmail.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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NAME: Roy Little

ADDRESS: 706 CR 1410 ~~Minco, OK~~

CITY: Minco STATE: OK ZIP: 73067

PHONE NUMBER: 405-274-2913

EMAIL ADDRESS:

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David Looney
NAME:

3405 So 24th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2391
PHONE NUMBER:

DWLJAN2551@SBCGlobal.NET
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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"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."

Nov 03 11 08:35p GB Energy, Inc. 405-224-8636 p.1

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NAME: Aaron Lokey

ADDRESS: 2785 Co ST 2794

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-779-3185

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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Mark Lutensky
NAME:

Rt 1 Box 165
ADDRESS:

Cyril OK 73029
CITY: STATE: ZIP:

405-224-5810
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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EMAIL ADDRESS:

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Nov 09 11 02:24p GB Energy, Inc. 405-224-8636 p.1

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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NAME: Melinda Looney

ADDRESS: 3405 S 24th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-2391

EMAIL ADDRESS: looneyboneys@sbcglobal.net

ENVIRONMENTAL PROGRAMS DIV.
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200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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"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."

Nov 03 11 08:36p GB Energy, Inc. 405-224-8636 p.2

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

William E Martin
NAME:

2777 County St. 2790
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

274-6381
PHONE NUMBER:

[redacted]
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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Nov 03 11 08:42p GB Energy, Inc. 405-224-8636 p.18

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Kasey McCord
NAME:

24174 C.R. 1220
ADDRESS:

Gracemont Ok 73042
CITY: STATE: ZIP:

405-933-1979
PHONE NUMBER:

kmccord939@yahoo.com
EMAIL ADDRESS:

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Brenda D. McNatt
NAME:

3031 Lacey Dr.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2270
PHONE NUMBER:

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Glenn R McNatt
NAME:

3031 Casey Dr
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-574-2120
PHONE NUMBER:

EMAIL ADDRESS:

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NAME: Lisa McPherson

ADDRESS: 828 S. 8th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 - 224 - 2862

EMAIL ADDRESS: LHmcPherson@sbcglobal.n

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NAME: Mark McPherson

ADDRESS: 828 S. 8th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-2862

EMAIL ADDRESS:

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Kari Miller
NAME:

2806 CS - #2493
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-503-8370
PHONE NUMBER:

Kmiller@cmswillowbrook.com
EMAIL ADDRESS:

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Steve Miller
NAME:

2806 CS - # 2493
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-831-7898
PHONE NUMBER:

s_miller@wfec
EMAIL ADDRESS:

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CP&Y Partners for a Better Quality of Life

Project Phone Journal

Date of Phone Call:	July 19, 2012
Time of Phone Call:	11:00 am
CP&Y Project #:	ODT10075.06
Call From:	Andy Atlas
Company Name:	CP&Y, Inc.
Call To:	Darrell Mollett
Company Name:	Business on US 81 in Chickasha, OK
Subject:	Mr. Mollett's Concerns Regarding US 81 Chickasha Bypass

Members of the project team reached out to Chickasha citizen and business owner Darrell Mollett for comments related to the potential economic impacted of the proposed US 81 bypass of Chickasha. Mr. Mollett indicated that he was definitely against the bypass because, according him, it would be a detriment to his business. Apart from potential impacts to his business, located on Choctaw Avenue and 5th Street, Mr. Mollett had the following concerns associated with implementation of the proposed bypass and the resulting diversion of traffic:

- The cost to taxpayers for maintenance of the existing US 81 when ownership of the roadway is transferred from ODOT to the City of Chickasha. Mr. Mollett said that, if moving the highway results in increased taxes to citizens of Chickasha, then the bypass should be put to a vote.
- Potential impacts to developments in western Chickasha, in the area of the proposed bypass
- The status of the petition to the Chamber of Commerce opposing the bypass.

Mr. Mollett inquired about whether ODOT would hold a meeting during the summer to discuss status of the US 81 bypass project so he could learn the status of the petition, the position of the Chamber of Commerce, and where the project stands. He also encouraged the project team to have similar discussions with other business owners on US 81.

The Avallon, Building I
10415 Morado Circle, Suite 200
Austin, Texas 78759
512.349.0700 • 512.349.0727 fax
www.cpyi.com

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

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Lee Moore

NAME:

709 Chickasha

ADDRESS:

Chickasha OK 73018

CITY: STATE: ZIP:

405 222 1510

PHONE NUMBER:

Rancher@sbcglobal.net

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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NAME: Darrell Mollett

ADDRESS: 426 W Choctaw

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-7300

EMAIL ADDRESS: SHOOTMOON@SBCGLOBAL.NET

ENVIRONMENTAL PROGRAMS DIV.
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COMMENTS:

"No" Do not want By Pass. Save of Retail Business on Hwy 81 that sell and collect Sales Tax These Business located to my Building for the Exposure

(CONTINUED ON BACK)

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Louise B. Moss
NAME:

2281 County Street 28.4
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-201-1633
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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10/04/2011

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Dewey Mosshart
NAME:

1902 S. 19th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

dmosshart@yahoo.com
EMAIL ADDRESS:

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Nov 03 11 08:38p GB Energy, Inc. 405-224-8636 p.8

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Jerry Mobtinger
NAME:

2101 Lakewood
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0141 ~~1505~~
PHONE NUMBER:

EMAIL ADDRESS:

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I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10[redacted]2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Chriselle Mullins
NAME:

2401 S. 19th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-7263
PHONE NUMBER:

mulelfasbcglobal.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

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CHICKASHA BYPASS

Chickasha, OK

10/04/2011

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MIKE MUNCY
NAME:

2816 SW 108th
ADDRESS:

OKC OK 73170
CITY: STATE: ZIP:

405 692 1496
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011 ✓

EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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NAME: Eleanor Murray

ADDRESS: 2293 CS 2814

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 224 3964

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Cristine Murry
NAME:

723 County Road 1310
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 512-7414
PHONE NUMBER:

cmurry.gbenergyinc@yahoo.com
EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
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NAME: Stephanie Myers

ADDRESS: 1400 N 16th Lot 225 Chickasha PO Box 2081

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-779-1034

EMAIL ADDRESS: stephanie.myers1970@yahoo.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Oklahoma City, OK 73105-3204
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10/04/2011 **Chickasha, OK**

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Barbara D. Neal
NAME:

3204 University Blvd.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(580) 583-1702
PHONE NUMBER:

—
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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Please submit comments by: **10/18/2011**

Barbara D. Neal 10-15-11

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CHICKASHA BYPASS

10/04/2011 — **Chickasha, OK**

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Londa Neal
NAME:

2204 University
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(580) - 583 - 0119
PHONE NUMBER:

EMAIL ADDRESS:

Londa Neal 10/15/11

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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Londa Neal
NAME:

2204 University Blvd.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(580)-583-0119
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: I strongly think the recommended Hiway 81 Western bypass route + on/off access ramps at the West end of Grand Ave will adversely affect the quality of life in Chickasha.

My home is located on the West side of University Blvd. Heavy commercial grade Trucks + vans will be traveling by it on all 4 directions, all day + all night.

The University of Science + Arts of Oklahoma (USAO), an elementary public school, and 2 churches are located on Grand Ave between 4th + 29th Streets. These institutions will experience the noise + traffic congestion of these vehicles as they travel East + West on + off the access ramps to supply + service the commercial + industrial interests in Chickasha + the surrounding area, i.e., shopping centers w/grocery stores + other retail businesses, WalMart, Nott Chevrolet, ATWoods, Home,

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28 Oct 2011 REVISION: 21.04.2011

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Building Supply stores, gasoline stations, gas + oil fields, Wind Turbines, farms + cattle industries.

A less intrusive + economic solution to the "bottle neck" of Traffic at the corner of Hiway 81 + Choctaw Ave surely can be found!

I suggest Hiway 81 be extended North of Choctaw over the railroad Tracks, then curved West To connect back into the existing Hiway 81, bypass somewhere between Redding Road + Airport Road. This would reduce the negative economic impact on the Chickasha downtown commercial district. Potential out-of-town consumers would travel by established eating places, gas stations + retail businesses.

Yours truly,

Linda A. Neal
(Homeowner)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

CHICKASHA BYPASS

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Neil O'NEAL
NAME:

2217 COUNTY ST 2814
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-224-0438
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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JOHN R. MAEHER
NAME:

1078 COUNTY ST 2870
ADDRESS:

TUTTLE CITY: OK STATE: 73089 ZIP:

405-4596644 C 570 8882
PHONE NUMBER:

jmaeher@pldi.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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Nov 03 11 08:38p GB Energy, Inc. 405-224-8636 p.7

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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Lauren Nightingale
NAME:

727 Co. Rd. 1360
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4741
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
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Abernathy, Jeanna D.

From: Angela Nixon [rheanjoe91@sbcglobal.net]
Sent: Friday, October 07, 2011 3:55 PM
To: Abernathy, Jeanna D.
Subject: CHICKASHA BYPASS

My name is Angela Nixon and I live in Chickasha. I also am a member of Bible Baptist Church located at 226 South 29th Street, Chickasha. I am under the understanding that a survey was done for a Chickasha Bypass before we built our new Church building. I am asking that you please reconsider this decision due to the fact that it will go right through our property where the Youth building is located and the right of way would be going into our parking lot on the back corner of our gym. By continuing to use the current survey it would cause undo noise, loss of property and mostly affect the SAFETY of our children who attend our services. I am a mother of 3 children who attend this Church along with my nieces and nephews who attend also. Our children's safety is the most important!

Since we have built a very large and useful new Church AFTER the survey and EPA study was done I am asking you to please reconsider. There are large portions of empty land further north of us that could be possibly used for the new bypass purpose.

Thank you very much for your help,

Angela Rhea Nixon
912 ElReno Ave.
Chickasha, OKlahoma
73108

Bible Baptist Church
226 South 29th Street
Chickasha, OKlahoma
73108

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 — ***Chickasha, OK***

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NAME: Don Oswald

ADDRESS: 2271 County Road 1314

CITY: Blanchard STATE: OK ZIP: 73010

PHONE NUMBER: 405-485-8205

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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Nov 03 11 08:41p GB Energy, Inc. 405-224-8636 p.15

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Phyllis Otey
NAME:

3905 So. Mockingbird Rd.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-1893
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I attend Bible Baptist Church located at 226 So. 29th street in Chickasha. Please move the road a little further west if possible so it won't ruin our Church property. I like a look at our beautiful house of worship & see how it would affect our God's house.

Thank you

Phyllis Otey

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28.09.2011 REVISION: 21.04.2011

"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."

Abernathy, Jeanna D.

From: RODNEY L PALESANO [mpalesano@sbcglobal.net]
Sent: Monday, October 17, 2011 10:47 PM
To: sstegmann@odot.com; Abernathy, Jeanna D.
Subject: Chickasha Western Bypass

To whom it may concern:

I am a resident of Chickasha and a member of Bible Baptist Church in Chickasha. I understand that the DOT is planning to build a four-lane bypass on the Western side of town. The current plans show that the route will go through the corner of the property of our multi-million dollar complex that was constructed less than three years ago. We built this based on the plans that were communicated and the EPA studies that were completed. As currently proposed, the route will put church attendees, including children and elderly citizens at risk due to the close proximity of the four-lane bypass. Additionally, it will go through our current youth building. We are trying to impact our community by providing a quality facility for citizens to learn values and responsibilities that compliment the community.

We want to work in partnership with community progress, but ask that you please consider moving the bypass just a little bit to the north and/or west so it will be in a less populated and less developed area. A few hundred yards will make a huge difference. I know that the DOT can come up with a solution that will result in a safer and more economically feasible alternative.

Thank you in advance for your consideration in this matter.

Sincerely,
Michelle Palesano
Chickasha resident and member of Bible Baptist Church

Abernathy, Jeanna D.

From: RODNEY L PALESANO [mpalesano@sbcglobal.net]
Sent: Monday, October 17, 2011 10:32 PM
To: sstegmann@odot.com; Abernathy, Jeanna D.
Subject: Chickasha Western Bypass

I would like to respectfully request you reconsider the planned route of the western bypass in Chickasha, OK. There appears to be a more efficient and safer route if the two northern most curves were slightly straightened, resulting in a more northern and western placement of the route. This would provide a more efficient flow of traffic and increased driver and passenger safety. This revision will move the route into open farm land and property that is not occupied or used by the general public. Additionally, by slightly adjusting these arcs, you would simultaneously and effectively increase the safety of many children and senior adults that currently utilize the space close to the proposed route.

I am a member of Bible Baptist Church located on 29th Street. Our church made multi-million dollar decisions to build our new facilities and campus based on the EPA and survey studies that were conducted a few years ago. I understand that things change, but the proposed solution is not acceptable due to the noise levels that will be produced, the loss of property to our campus and the safety of our children and their families. I am confident that the ODOT can devise a practical solution that will still provide an effective bypass without putting the children, and additional attendees of the church at risk by being in such close proximity of the four-lane bypass.

Thank you for your consideration in this matter.

Rodney Palesano

Chickasha resident and member of Bible Baptist Church

405.224.7848

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jerry Pittman
NAME:

2202 Lakewood Dr.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-243-7720
PHONE NUMBER:

jpittman@chickashaleader.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: Too close to residential areas – Harbors, University Park, County Club area. Route needs to go further west. These subdivisions weren't even built when the 1st study was done back in 1978. Growth in Chickasha is to west, this route will stunt that growth.

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Sallie P. Hman
NAME:

2202 Lakewood Dr
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-2816
PHONE NUMBER:

sallie.p.hman@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

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Amber J. Pool
NAME:

104 W. Minnesota
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 420-7627
PHONE NUMBER:

pool.amber@rocketmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10[redacted]2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Patsy L. Porter
NAME:

2225 S. 18th
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

[redacted]
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Sue Powell
NAME:

2202 University Blvd
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-320-5552
PHONE NUMBER:

happydaze21@comcast.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Susie Powell
NAME:

2202 University Blvd
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-320-5552
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

happydaze21@comcast.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

Please accept the attached letter for the sake of easy reading on your behalf.

Susie Powell

RECEIVED
OCT 11 2011
ENVIRONMENTAL PROGRAMS DIV.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28 SEP 2011 REVISION: 21.04.2011

"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."

October 10, 2011

Oklahoma Dept. of Transportation
Environmental Programs Division
200 N.E. 21st. St.
Oklahoma City, OK 73105

Dear Mr. Stegmann,

I want to thank you for taking the time on the telephone to visit with me and allow me time to voice some of my concerns regarding the early proposed route for Hwy. 81 by-pass.

I looked at the proposed route for the by-pass and realize how adversely it will affect my neighborhood so I am sending you this drawing and would ask that this be given real consideration.

I have drawn a black line on your hand-out map that I hope would be best for the most with the least amount of harm that a project such as this will generate.

Traveling south where Hwy. 81 intersects with Hwy. 62, turn right and go 3/4 mile, turn left, crossing the narrowest strip of the wet lands, going southward take a gentle curve slightly to the west, avoiding the wet lands as well as the communication tower and the Industrial storage, finally taking a wide curve around to the south of Chickasha heading east and coming back in to the intersection of state road #19 and joining the present Hwy 81 at that juncture.

In my "ideal situation", signs would be posted for the new route as a by-pass at the first intersection of Hwy 62. Business traffic would be directed to turn towards Chickasha.

I realize this would add a few miles to this proposal, but the quality of life for those of us on the west side of Chickasha in "The Harbors" and "University Park" would be preserved. Hopefully this will be accepted as a good alternative. Our homes in this area are beautiful and the area is peaceful. Compared to the average home in our town, they are relatively new. Property in the two sub-divisions sell very quickly and the now proposed by-pass would change this overnight.

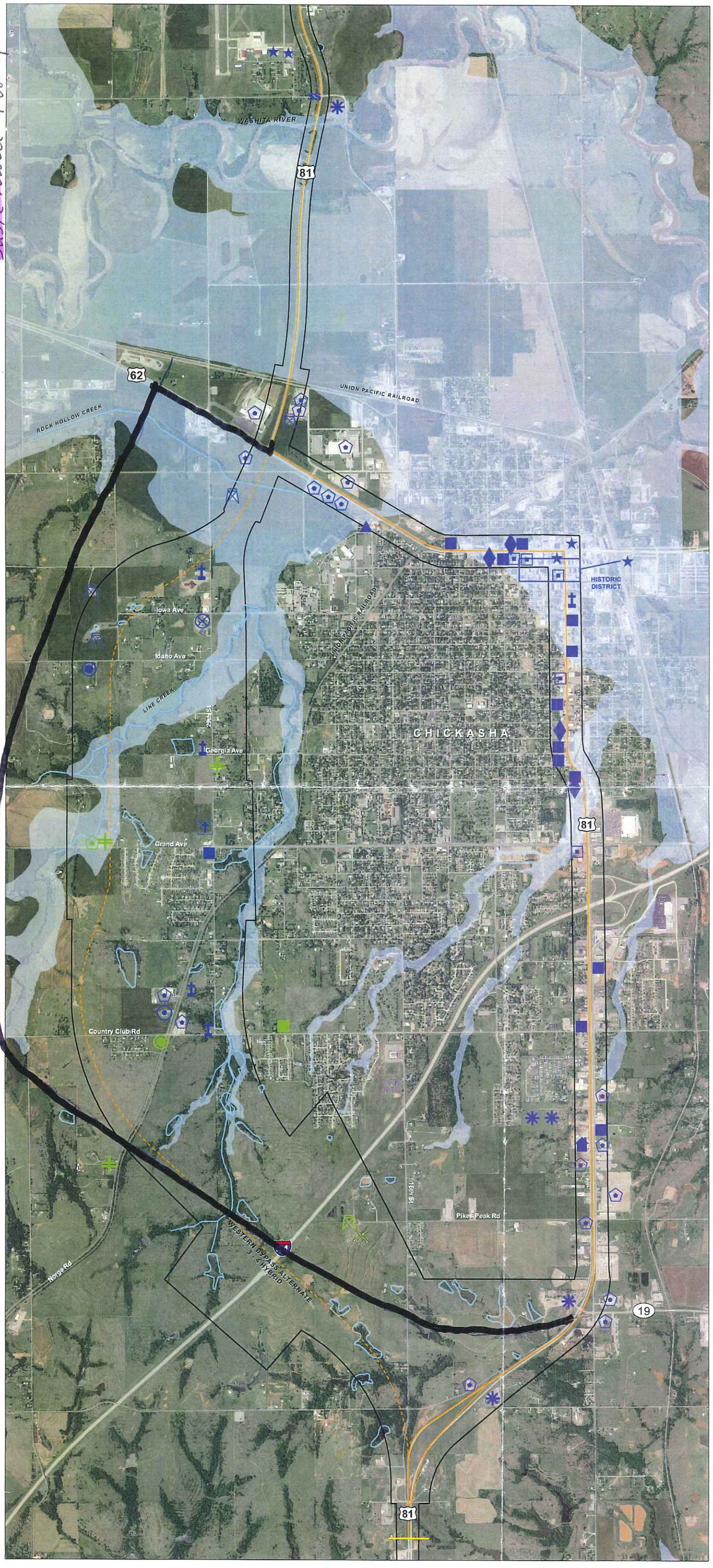
Sincerely,

Susie Powell

Susie Powell
2202 University Blvd.
Chickasha, OK 73018

CC: to other interested parties

Susie Powell 4 of 4



MAP KEY

- Environmental Investigation Perimeter
- Recommended Bypass
- Existing Alignment
- Potential Wetlands or Waterway
- Underground Fiber Optic Line
- 100-Year Flood Plain

Constraints Identified During 2007 Corridor Study

- Cemetery
- School
- Park
- Church
- Underground Storage Tank (UST)
- Former Gas Station
- Rest Home
- Salvage Yard
- Industrial Activity and Chemical Storage
- Automotive Maintenance
- Highway Maintenance Barn
- Electrical Substation
- Telephone Equipment Station
- Oil and Gas Production
- Fire Department
- Water Well or Tower
- National Register of Historic Places
- Communication Tower
- Correctional Facility
- SS Sewer Lift Station
- RR Railroad Facility
- Pipeline Crossing

Additional Constraints - 2010

- Cemetery
- School
- Park
- Church
- Underground Storage Tank (UST)
- Former Gas Station
- Rest Home
- Salvage Yard
- Industrial Activity and Chemical Storage
- Automotive Maintenance
- Highway Maintenance Barn
- Electrical Substation
- Telephone Equipment Station
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- National Register of Historic Places
- Communication Tower
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- SS Sewer Lift Station
- RR Railroad Facility
- Pipeline Crossing

N

0 0.25 0.5 0.75 1 Mile

2008 NAIP Aerial Photograph

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Marilyn Ramsey
NAME:

1828 Carolina
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

224-4801
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
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Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

Abernathy, Jeanna D.

From: Monica Rempe [baseballmom.monica@gmail.com]
Sent: Friday, October 07, 2011 2:55 PM
To: Abernathy, Jeanna D.
Subject: New Chickasha Bypass

Dear Ms. Abernathy,

I am emailing my concern about the new bypass around Chickasha.

The new bypass around Chickasha will be going through Bible Baptist Church where I attend on 226 S. 29th Street. We have just build a new large church & I am concerned with the safety of our children, loss of the church property, and the noise that will be affecting our new church community. There is a larger portion of land north of our church that could be used. This survey was also done before our church was built.

I have been a member of this church for over 20 years & my 2 young children also attend. We moved from a busy street were cars did not stop for church members crossing the street until we had to get a stop sign for the safety of them & of the younger children. We now have a bigger facility & an safer place for young children to play & I am afraid that will no longer exist with the bypass going right by our church. Please take this into consideration.

Thank you for your time & for reading this email.

Sincerely,

Monica Rempe
Member of Bible Baptist Church
Chickasha, OK

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Judy Rios
NAME:

726 CR 1350
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2303
PHONE NUMBER:

Judy.rios@att.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Jeremy Robertson
NAME:

307 E McCall
ADDRESS:

Gracemont OK 73042
CITY: STATE: ZIP:

405-933-2892
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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10/04/2011 **Chickasha, OK**

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JOHN ROBISON
NAME:

3700 WEST GRAND
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-224-0159
PHONE NUMBER:

JOHNMARTROB@GMAIL.COM
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

Out on west Grand where lots of newer homes are located. The biggest concern is the nose which big trucks make .And the addition traffic on west Grand

I propose you move the crossing on Grand 1/4 mile farther west .{ attached map } . This would create much less noise for the already existing homes in the area.

The road building would be :
Not having t move the communication tower.
Not having to move !/2 mile of Line Creek .
Better crossing to build bridge across Line Creek .
Less road to build in Flood Plane .
Would not have to take out the Home at 3708 W. Grand .

RECEIVED
OCT 11 2011
ENVIRONMENTAL PROGRAMS DIV.

Better yet move 1/2 mile farther West and home owners should have no complaints.

The city growth is moving West and I can see this By Pass as a bearer as to the growth farther West.

The business down town are concerned about the loss of business. DOT is concerned about transporting a 30' wide load through town .Why not extend Hwy. 81 straight on north through Chickasha and turn west to join Hwy. 81 north .

I have traveled the Duncan By Pas several times and met very little traffic . At that time I wondered how DOT could justify all the cost and all the excess land it required to build it .

DOT received all negative reaction to your plan and I hope you reconcider the project on the ByPass.

(CONTINUED ON BACK)

"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."

John Robison 2 of 2

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kevin Robison
NAME:

3600 west grand or P.O. box 1116
ADDRESS:

Chickasha | OK | 73023
CITY: | STATE: | ZIP:

+1 (405) 574-6872
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

i strongly protest the proposed US81 Chickasha Bypass project proposed by the ODOT.
1. as a business owner i would detrimental to my business or any other business that the traffic is routed around there front door. All business's rely on drive buy traffic to make the business flourish.

2. i am a land owner at or near the the proposed road site and I'm not willing to give up my property for such a ridicules project.

3. My residence is located on grand avenue and the reason i purchased the land and built my home is the fact that there is not a lot of traffic on the street in front of my home. With the proposed bypass the 4 lane portion of grand will be most likely be extended westward to intersect the bypass.

In closing if the state has so much extra money it would seem there would be more beneficial projects or even the schools to invest the millions of dollar in.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

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+1 (405) 574-6872
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

chick-nh@swbell.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

it would seem to me that if we have to to have a by pass at Chickasha the proposed route should be about 1/2 west of what is planned, its not close to any housing addition. i like where i live and i moved there 13 years ago with out any bypass or four lane in the area. if i would have wanted to live near a 4 lane highway i would have bought property next to I44 or similar highway.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

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KEVIN ROBISON
NAME:

36000 W. GRAND
ADDRESS:

CHICKASHA OK 73023
CITY: STATE: ZIP:

405-574-6872
PHONE NUMBER:

CHICK-NHR SWBELL.NET
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
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   d. allows Chickasha to continue its westward growth, without fear
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Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Chad Robnett
NAME:

2206 University Blvd
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 201-3006
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

chad.robnett@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am not in favor of the proposed western bypass.
I believe that existing roadways could be utilized.
I have a young son who lives in this neighborhood and the proposed highway would be a safety concern for my child.
I do not want to fear a loss in property value to my home due to the proposed highway.
Do something else with the 178 million dollars, such as maintain other roads that need it.

thanks,

Chad Robnett

FORM-CF-PCB-PRD PRINTED 20.10.2011 REVISION: 21.04.2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Marilee Robnett
NAME:

2206 University Blvd
ADDRESS:

Chickasha | OK | 73018
CITY: STATE: ZIP:

+1 (405) 412-6545
PHONE NUMBER:

pwrfl3@gmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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COMMENTS:

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I have a young son who lives in this neighborhood and the proposed highway would be a safety concern for my child.
I do not want to fear a loss in property value to my home due to the proposed highway.
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thanks,

Marilee Robnett

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Mrs. Dora Rodgers
NAME:

3421 Country Club Rd.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

Put Hwy somewhere else!
* I certainly do not want Country Club widened to a four lane.

RECEIVED
OCT 11 2011
ENVIRONMENTAL PROGRAMS DIV.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 4/9/2011 REVISION: 21.04.2011

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PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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JEAN Ross
NAME:

Rt 1 Box 39
ADDRESS:

CARNEGIE Ok 73015
CITY: STATE: ZIP:

405-247-6224
PHONE NUMBER:

SMITH.funeral home@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

Chickasha, OK

10/04/2011

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Elizabeth Ryan
NAME:

2816 SW 108
ADDRESS:

Oklahoma City OK 73170
CITY: STATE: ZIP:

405-692-1496
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
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EMAIL ADDRESS:

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2. **ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.**
3. **As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.**
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Ann Sales
NAME:

1026 S 21
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0682
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am a member of the Bible Baptist Church in Chickasha. We have been told that this bypass will go directly north of our main building, through the retention pond and very close to our Church. Our Church was not here when you did the original survey. I am concerned for the safety of our members and the Children. Please consider moving bypass further north. Thank you for your time.

Ann Sales

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28.09.2011 REVISION: 21.04.2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

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NAME: Beverly Sales

ADDRESS: 2909 S. 29th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-274-4827

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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William Sampson
NAME:

3411 W. CC. Rd
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-374-6254
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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NAME: Shannon Sago

ADDRESS: 3409 Vine

CITY: STATE: ZIP:

PHONE NUMBER: 405-837-4747

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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CHICKASHA BYPASS

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ROBERT SATTERLEE
NAME:

2630 County Street 2846
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-224-2073
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

dgsatterlee@YAHOO.COM
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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10/04/2011 **Chickasha, OK**

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NAME: Pat Schwenk

ADDRESS: 3500 W. Iowa Ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-4920

EMAIL ADDRESS: oupatandbill@suddenlink.net

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I strongly oppose the current location of the Chickasha bypass. I have lived in my current home for over 40 yrs. I love the quietness of the neighborhood A noisy highway is not what I want next to my home. I do not believe Chickasha needs a bypass. I also belong to Bible Baptist Church and oppose the location of the highway so near the church

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

Bill Schwenk –

Chickasha is growing to the west + the South why would you locate the bypass at your current site. Why not South & east ?

RECEIVED
OCT 12 2011
ENVIRONMENTAL
PROGRAMS DIV

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — **Chickasha, OK**

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Pat + Bill Schwenk
NAME:

3500 W. Iowa
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4960
PHONE NUMBER:

bupat and bill @ suddenlink.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Sheryl Seibold
NAME:

2747 C.S. 2870
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 224 1698
PHONE NUMBER:

Sherylseibold@yahoo.com
EMAIL ADDRESS:

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Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: 10/11/2011

To Whom It May Concern:

I am a member of Bible Baptist Church and I am writing in reference to the Chickasha Bypass. My concern is if this Bypass is located as planned, it will go through the edge of our church parking lot. This parking lot is used by our church gymnasium. My concern is for the safety of our children and members. The Bypass will be entirely too close for safety reasons. Should a vehicle have a wreck it is a possibility that someone could be hit or that the vehicle could crash into our gym. Our gym is also used for Sunday school classes,

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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funeral dinners, wedding showers and other community activities. Therefore, there are numerous days and evenings when the gym is filled with people.

Thank you for taking our concerns into careful consideration.

Sincerely,

Sheryl Seibold

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OCT 13 2011
ENVIRONMENTAL
PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jeanie Singleton
NAME:

1710 W. Louisiana
ADDRESS:

Chickasha OK _____ 73018
CITY: STATE: ZIP:

405-224-7601
PHONE NUMBER:

HighRisk070@sbcglobal.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

OCTOBER 6, 2011

COMMENTS FOR ODOT

My husband & I attended the October 4, 2011, meeting at the Grady County Fairgrounds. I'm not sure if I think a bypass is absolutely necessary; however, I do know that traffic is quite bad at times through town. The truckers hate it. If I had a choice, I would rather have a 4 lane road from Union City to Chickasha.

I see a very large problem with the proposed Bypass on the western side of Chickasha. We are members and do attend services at Bible Baptist Church located at 226 S. 29th, Chickasha. I'm sure when your previous study was done, our church was not located at it's present location. The building and parking lots have only been at this location for 4-5 years.

If the Bypass is built at the proposed site, it would pass through the "holding pond" (which is required by law) on the north side of the church and also through part of our parking lot. The road and rights of way would be almost next to the building presenting an impossible situation.

We would appeal to you to reconsider the position of a proposed Bypass. We feel if this Bypass is actually built, it should be moved further west some distance so as not to destroy our church's property.

Thank you for your time.

Jeanie Singleton

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OCT 11 2011
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PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Jo Singleton
NAME:

106 Morningside Drive
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 863-1048
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

singletonk@sbcglobal.net
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

As a member of Bible Baptist Church I am very concerned about the possibility of the bypass crossing our property. Our

new Church building and location would be compromised in value and location by this move. Our children would be exposed to numerous increased dangers, such as traffic, fumes, and noise. Our church is growing and any future expansion would be hampered by the bypass coming across our property.

As a citizen of Chickasha I am concerned that they bypass will take away possible income of our down town businesses.

Small towns are already suffering and the bypass will not help our economy in Chickasha.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Jamie Sipes

ADDRESS: 3407 Vine

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: (405) 213-3026

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Nelia Smiley
NAME:

1304 South 19th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 (222-1644)
PHONE NUMBER:

Smiley.1@sbcglobal.net
EMAIL ADDRESS: (lower case "l")

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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"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."

Nov 03 11 08:41p GB Energy, Inc. 405-224-8636 p.14

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DENNIS & CLAUDIA SMITH
NAME:

1628 S. 16TH
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405 - 222-3822
PHONE NUMBER:

smithdp@osuokc.edu
EMAIL ADDRESS:

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Oklahoma City, OK 73105-3204
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Donald Smith

ADDRESS: 737 Co Rd 1360

CITY: Chickasha, STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-3102

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FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Nancy L. Smith
NAME:

1214 County Rd 1350
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 224-0980
PHONE NUMBER:

winvictory@aol.com
EMAIL ADDRESS:

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FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I personally feel that the size of Chickasha over the past 57 years swings between 13,000 to 18,000 in population. The present traffic flow with this population of citizens is manageable. The additional traffic that "passes through" is manageable.

Sometimes, additional traffic caused by oil and gas activity in the Grady county area picks up but usually dwindles again after 5 or 10 years. I would prefer ODOT and Chickasha to continue managing existing road improvement (highways and streets) within the city limits versus putting in a bypass. The economy of this town is benefited by the way the traffic flows today. The history of the town is in the downtown area and worthy of sharing with everyone. The present traffic roadways, allow Chickasha's history to continue to be recognized.

It will be a wonderful day when our population in Chickasha grows to 30,000. When this happens, then I can see possibly planning for a bypass that is agreeable to all Grady county citizens. And have a bypass not infringing on the beautiful country view for those families who prefer not to live in a town or city.

Growing cities like Norman and Edmond have businesses that know with population growth their customers have to wait their turns to get on the street or highway. This is a good problem and citizens living in these areas are accustomed to that problem and adapt while their city leaders try to do the best for their town(s).

Thank you for reading my comment(s).

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NAME:

1214 County Rd 1350
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 224-0980
PHONE NUMBER:

winvictory@aol.com
EMAIL ADDRESS:

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Please submit comments by: 10/18/2011

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Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10[redacted]2011 **Chickasha, OK**

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Tammi Smith
NAME:

928 S. 13th St
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

274-5954
PHONE NUMBER:

Hoard_cake@yahoo.com
EMAIL ADDRESS:

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Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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NAME: Martin Parks

ADDRESS: 3301 W. Iowa

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Robert J. Mead
NAME:

3496 Vine St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

222-0916
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kirk Spurlin
NAME:

853 CR1320
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-600-5592
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS: I know that my comments will probably fall on deaf ears, but I have come to 3 of the public meetings over the past 20 years and it is the same song different verse. Also I feel I speak for a lot of people on that we do not come for a history lesson. We know how things are and have been, we live here.

So let's get to the point. We know it's going to happen, we just want to know when and where exactly. Until you all get that figured out there is no sense in having these meetings. You say you want public input, but you will do what you want anyway, so just get it done and quit beating around the bush. It's been talked about for the past 60yrs. Make some decisions and get it done.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 29.09.2011 REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

I live 3 miles north on 81 Hwy from 81-62 intersection You will probably be taking my house sense I live on the east side across from the airport & cemetery.

I do not want to be in my late 70's or early 80's, (20yrs from now) and then told that you are buying my house. I'm fourth generation in this old farm house and would like to make more improvements, but why, if it's going to be torn down. I could invest it in a new one if someone could just make some damn decisions and quit messing around. I should go to work on this project and then I could retire and pass it on to my son to work on for his lifetime the way it's going now.

Enough said. Sorry about venting, a little, but just Make the Decisions and get on with it.

Middle Aged Guy, trying to plan for the future,
Kirk Spurlin

RECEIVED
OCT 07 2011
ENVIRONMENTAL PROGRAMS DIV

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

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Ms. LaHoma Spurlin
NAME:

P. O Box 2574
ADDRESS:

Chickasha, OK 73023
CITY: STATE: ZIP:

405-224-7374
PHONE NUMBER:

None
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

THIS BY-PASS SHOULD HAVE BEEN BUILT 50 YEAR AGO.

I FEEL SORRY FOR THE 18 WHEELERS TRYING TO MAKE TURNS AT HWY 81-62 CORNER (4TH & CHOCTAW).

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 28.09.2011 REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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NAME: Joyce Stockton

ADDRESS: 2471 CS 2807

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 224-6547

EMAIL ADDRESS: JOYCESTOCKTON@HOTMAIL.COM

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

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2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
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   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   e. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Carl Stockton

ADDRESS: 2471 CS 2807

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: [redacted] 405 224 6547

EMAIL ADDRESS: stocktoncarl@Yahoo.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

I am in favor of none of these ideas discussed so far.

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"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."

Nov 03 11 08:40p GB Energy, Inc. 405-224-8636 p.12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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NAME: FOY STEPHENS

ADDRESS: 3102 CAROLINA AVE

CITY: CHICKASHA STATE: OK ZIP: 73018

PHONE NUMBER: 405-222-0417

EMAIL ADDRESS: FOY@GOKILLA PLUS.COM

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Nov 03 11 08:36p GB Energy, Inc. 405-224-8636 p.3

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

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NAME: Alyssa Taylor

ADDRESS: 2002 S. 15th Street

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: (405) 863-8442

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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Harvey E. Taylor
NAME:

3421 Vine
ADDRESS:

Chickasha Ok. 73018
CITY: STATE: ZIP:

224-2894
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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G.W. Thomas III
NAME:

PO Box 1673
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

405/224-5784
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Bertha Thomas
NAME:

P.O. Box 1673
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

405-224-5784
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

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Mary Ellen Thomas
NAME:

3223 S. 16th St
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-6451
PHONE NUMBER:

spinningwheel2@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

10[redacted]2011 — Chickasha, OK

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NAME: Darrell Thompson

ADDRESS: 1172 CR 1400

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-222-0861

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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DAVID Thompson
NAME:

872 CR 1400
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

574-6835
PHONE NUMBER:

MALEKDAWID@sbcglobal.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

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PAMELA S. THOMPSON
NAME:

1172 CR 1400
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 222-0861
PHONE NUMBER:

Pam-thompson123@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10[redacted]2011

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Sharon Thompson
NAME:

872 CR 1400
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0511
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

TerrAgape@ATT.net
EMAIL ADDRESS:

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Wm C. Thompson
NAME:

872 W CR 1400
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

Cell 405 535-2791
PHONE NUMBER:

thompson5568@sbcglobal.net
EMAIL ADDRESS:

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Jim Tibbetts
NAME:

PO Box 1823
ADDRESS:

Chickasha | OK | 73023
CITY: STATE: ZIP:

+1 (405) 222-0599
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

jim.tibbetts@suddenlinkmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I am a business owner of over 30 years in Chickasha. I was unable to make the first meeting. In my opinion, we should already be driving on our bypass. Truck traffic is horrible through this main artery. To those that think it will affect your business, I say that by NOT having it, has already affected your business. There are times that it is just to risky to pull into a business on Choctaw (Hwy 62) or 4th street (Hwy 81). There is a fear of not being able to get back onto the roadway without getting hit. How about the green mud left on our roadways almost every day?
I have used the bypass in Duncan several times. I have driven the US81 route there also. I have also found, that I am in total charge of either using the bypass or not using it. If I am trying to make the best use of my driving time, I will avoid a trip downtown to reach my destination. If I am hungry or need to stop in a store to make a purchase, I will use the main artery. Just by having a bypass will not FORCE everyone to use it. It will still be a matter of personal choice.

The truckers definately will use the bypass. Most of them do not stop and eat at one of our restaurants, buy clothes, buy jewelry or flowers, have their photo taken, buy antiques, buy groceries, and so on and so on. There is no parking for semi trucks anywhere, and the fact that they get paid by the mile. They are "on-duty", and not sightseeing. Think of the time that they will waste, and problems that they will cause, if they were to try to pick up a hamberger at a drive thru. We know that the truck traffic is the main problem. They don't like driving it as much as we don't want them tearing up our streets.

To those that will be directly impacted by loosing land for the road, I would hope that the State would carefully consider each person's plight. Working with the land owners, as if it were YOUR family, will probably do the trick. Pay the farmers and landowners what is right. Make it as painless as possible for them.

On another issue, that I hope the State has learned from the Duncan bypass, intersections will be of deadly concern. I would hope that overpasses and underpasses would be used at all interchanges. Too many deaths at those intersections could be a result if built improperly.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 **Chickasha, OK**

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Debbie Trammell
NAME:

P.O. Box 1621 (Hacking Ind Rd.) 4152
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 222-0423
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

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Johnny R. Trammell
NAME:

P.O. Box 661 - 4152 S. Mockingbird Rd
ADDRESS:

Chickasha, OK 73023
CITY: STATE: ZIP:

405-222-0423
PHONE NUMBER:

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Alicia Turner
NAME:

801 S 4th 13th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 779-1034
PHONE NUMBER:

N/A
EMAIL ADDRESS:

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Tom D. Turnipseed
NAME:

609 Tottingham
ADDRESS:

Anadarko OK 73005
CITY: STATE: ZIP:

405-247-6275
PHONE NUMBER:

EMAIL ADDRESS:

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NAME: Taylor Wade

ADDRESS: 3205 Frisco Ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 972 955 9053

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Lynn Walker
NAME:

Rt 1, Bx 151-B
ADDRESS:

Anadarko OK 73005
CITY: STATE: ZIP:

405/453-7141
PHONE NUMBER:

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NAME: Jim Weir

ADDRESS: 884 County St. 2941

CITY: Tuttle STATE: OK ZIP: 73089

PHONE NUMBER: 405 381 2580

EMAIL ADDRESS: Weir52@AtLiskwifi.com

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Jana Whitaker
NAME:

PO Box 1464
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

405-224-0807
PHONE NUMBER:

EMAIL ADDRESS:

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Dan Winham
NAME:

806 Hickorystick
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 222-5464
PHONE NUMBER:

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danscoref@aol.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

COMMENTS:

I think this is a great idea and I am all for it . Just getting the big truck traffic out of the downtown area will make this pay off . The I-44 access to and from Lawton will be really nice also. Don't let the old naysayers discourage you from building this, as it is what is needed to get the town to grow. The only thing I would suggest is to use the 2007 route instead of the hybrid to take the road a little farther north of the new Bible baptist church and the homes along Iowa. Thanks

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JAMES E. + SUZANNE W. WINSLOW
NAME:

3309 W IOWA
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CHICKASHA OK 73018
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405-224-8885 (C) 405-519-1446
PHONE NUMBER:

jms.wnalw@gmail.com
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COMMENTS:

1. I wish to protest the fact that we as property owners directly affected by the proposed 81 by-pass were not considered as "stake holders" and therefore were not properly notified of the meeting at 1:30pm on Oct 4, 2011 at Canadian Valley Technical Center. If property owners whose property may actually taken away by this by-pass are not considered to be "stake holders", then there is a serious flaw in our planning process which will require proper investigation.

2. As I look at the most recent proposed route of the 81 by-pass I note that the northwest turns in the route have moved more to the east taking

(over)

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED 28.10.2011 REVISION: 21.04.2011

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homes and property very near homes at the corner of Iowa Avenue and the City limits road as opposed to a route more to the west and near the west margin of the study area as we were shown on the 2007 study. A route several hundred yards west of the above mentioned area preserves existing homes and takes the route thru completely undeveloped land. It appears to be a flatter route, a minimal increase in road length would occur with minimal changes in the radius of effected curves in the road.

3. The environmental impact of a road close to existing homes from the admitted large numbers of large trucks using this by-pass with the noise so produced will diminish property values significantly. The nearness of the proposed road to Bible Baptist church (a new building and a rapidly growing congregation) will create noise at a level that likely will interrupt their church services several times each week from the Trucks using this by-pass. It is entirely possible that this will be the largest congregation in Chickasha by the time construction on the by-pass begins.

4. Traffic on Iowa west of 29th street has steadily increased over the last five years. How will traffic go west on Iowa once the by-pass is constructed? The imposition of an interchange there will encroach on even more developed land unless the route is moved west at this point onto undeveloped land.

James Stidham M.D

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Brandi Winters
NAME:

1118 W Texas
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-409-5583
PHONE NUMBER:

bwhitehead53@yahoo.com
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John Wyatt
NAME:

3422 Vine St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

322-5665
PHONE NUMBER:

grannyjo88@yahoo.com
EMAIL ADDRESS:

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Les Wyatt
NAME:

3422 Vine St.
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Chickasha Okla 73018
CITY: STATE: ZIP:

405-222-5605
PHONE NUMBER:

LESWYATT@SUDDENLINK.NET
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3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 ***Chickasha, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

SARA A. ZIKE
NAME:

1920 S. 22nd St. Apt. 17
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 205-3203
PHONE NUMBER:

hairstylinmom@rocketmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **10/18/2011**

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   e. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

G. W. Thomas & Bertha B. Thomas
P. O. Box 1673
Chickasha, OK 73023-1673
405-224-8634 office

October 18, 2011

Environmental Programs Division
Oklahoma Department of Transportation
200 N. E. 21st St.
Oklahoma City, OK 73105-3204

Re: Chickasha Bypass

To Whom It May Concern:

Enclosed herewith please find Public Comment Forms representing the opinions of 110 individuals. All are opposed to the proposed western bypass in Chickasha.

With Oklahoma's history of deferred maintenance on its roads and bridges, many residents believe available funds would be more logically spent on repairing and maintaining existing assets.

Further, as outlined on the back of the comment forms, the Chickasha community asks that ODOT consider the proposal shown. This proposal has been discussed with the Chickasha City Manager. He believes it has merit and deserves further consideration.

Finally, we (G. W. and Bertha Thomas) are reviewing the information received after our most recent meeting. Our opposing comment forms are enclosed; however, we reserve the right to submit our opinions once our review is completed. We anticipate this will be within the next few weeks.

Sincerely,

G. W. Thomas III and Bertha B. Thomas

Abernathy, Jeanna D.

From: Weltzheimer, Ronald G.
Sent: Wednesday, October 19, 2011 9:48 AM
To: Weltzheimer, Ronald G.; 'ibuycattle@yahoo.com'
Cc: Mathuranayagam, Aruna [IE]; Abernathy, Jeanna D.; brose@ODOT.ORG
Subject: RE: ODOT Bypass, Chickasha

Mr. Thomas,
We have CD ready that has the raw traffic data, the data base used for data reduction and other information that was used to develop the counts for the O&D study. It is too big to email. We can either mail it to you or next week we will have guys in Chickasha that could deliver it. If you want it mailed, please email me the address that you would want it delivered.
Thanks, Ron.

Ronald G. Weltzheimer, PE
Managing Director | Water, Environment & Transportation
SAIC Energy, Environment & Infrastructure, LLC (SAIC)
office: 405.478.5353 | direct: 405.607.6927
fax: 405.478.2878 | mobile: 405.812.9961
www.saic.com/EEandI

From: Weltzheimer, Ronald G.
Sent: Friday, October 14, 2011 5:53 PM
To: 'ibuycattle@yahoo.com'
Cc: Mathuranayagam, Aruna [IE]
Subject: Re: ODOT Bypass, Chickasha

Yes. (next week)
Sent via Blackberry

From: GW Thomas <ibuycattle@yahoo.com>
To: Weltzheimer, Ronald G.
Sent: Fri Oct 14 15:50:36 2011
Subject: RE: ODOT Bypass, Chickasha

Ron,
This is nice, but on first glance it appears to be info we already have from some internet downloads; what I was really after was your actual counts, and then how a model (module in your write-up) was constructed that interpreted this data to show preference for one non-existent route over another. Can you help me with that?.
Thanks,
GWT

THOMAS III CATTLE LLC
Fats, Feeders, Stockers
G. W. Thomas
office 1-405-224-8634
fax 1-405-224-8636
home 1-405-224-5784
mobile 1-405-313-7040

--- On **Wed, 10/12/11, Weltzheimer, Ronald G. <*RONALD.G.WELTZHEIMER@saic.com*>** wrote:

From: Weltzheimer, Ronald G. <RONALD.G.WELTZHEIMER@saic.com>
Subject: RE: ODOT Bypass, Chickasha
To: "GW Thomas" <ibuycattle@yahoo.com>
Cc: "Abernathy, Jeanna D." <JEANNA.D.ABERNATHY@saic.com>
Date: Wednesday, October 12, 2011, 8:31 PM

Mr. Thomas,

My apologies on taking so long to get you the O/D information. Look at the attachments and let me know if you need anything additional.

If you need additional time, just send us an email and let us know when you think you will have your comments ready. After the deadline we will compile all of the comments and summarize everything to be able to sit down with ODOT and discuss. This process will take a week or two to get the comment summarized, so we can delay meeting with ODOT some to give you additional time.

Based on comments and marks on the plans from the meeting we have already started looking at additional alignment possibilities. It will impossible to make everyone happy, but I would like to see us look into every comment to see if we can come up with a better design.

Don't hesitate to email if you need more information from the study.

Ron.

Ronald G. Weltzheimer, PE

Managing Director | Water, Environment & Transportation

SAIC Energy, Environment & Infrastructure, LLC (SAIC)

office: 405.478.5353 | direct: 405.607.6927

fax: 405.478.2878 | mobile: 405.812.9961

www.saic.com/EEandI

From: GW Thomas [mailto:ibuycattle@yahoo.com]
Sent: Wednesday, October 12, 2011 2:35 PM
To: Weltzheimer, Ronald G.

9 of 11

Subject: RE: ODOT Bypass, Chickasha

Ron,

Just following up on the O/D study info. I am running out of time this week and comments are due by the 18th. Is that date set in stone?

THOMAS III CATTLE LLC

Fats, Feeders, Stockers

G. W. Thomas

office 1-405-224-8634

fax 1-405-224-8636

home 1-405-224-5784

mobile 1-405-313-7040

--- On **Wed, 10/5/11, Weltzheimer, Ronald G. <*RONALD.G.WELTZHEIMER@saic.com*>** wrote:

From: Weltzheimer, Ronald G. <RONALD.G.WELTZHEIMER@saic.com>
Subject: RE: ODOT Bypass, Chickasha
To: "GW Thomas" <ibuycattle@yahoo.com>
Cc: bthomas.gbenergyinc@yahoo.com, brose@ODOT.ORG, "Abernathy, Jeanna D." <JEANNA.D.ABERNATHY@saic.com>, "Mathuranayagam, Aruna [IE]" <ARUNA.MATHURANAYAGAM@saic.com>, SStegmann@fd9ns01.okladot.state.ok.us
Date: Wednesday, October 5, 2011, 1:22 PM

Mr. Thomas,

In the "cc" to this email is the email address to reach Bob Rose (brose@odot.org).

I have also copy Aruna Mathuranayagam our traffic engineer. Aruna was at the meetings yesterday and did the work on the Origin-Destination Study during the Corridor Study. We will pull together information on and from the study for you.

We received several good comments and recommendations during the meetings. I know that in the next two weeks we will receive additional comments. We will meet with ODOT to review and address the comments to

help us in locating the alignment. We will keep you informed of future meetings and progress. I have copied Diane Abernathy (SAIC) and Scott Stegmann (ODOT) on this email who will both be involved in the review and implementation of information received from the meetings.

As always, do not hesitate to call or email, Ron.

Ronald G. Weltzheimer, PE

Managing Director | Water, Environment & Transportation

SAIC Energy, Environment & Infrastructure, LLC (SAIC)

office: 405.478.5353 | direct: 405.607.6927

fax: 405.478.2878 | mobile: 405.812.9961

www.saic.com/EEandI

From: GW Thomas [mailto:ibuycattle@yahoo.com]
Sent: Wednesday, October 05, 2011 10:19 AM
To: Weltzheimer, Ronald G.
Cc: bthomas.gbenergyinc@yahoo.com
Subject: ODOT Bypass, Chickasha

Ron,

In regards to the Origin-Destination Survey, would you please send me the data collected? Also, would you please expand on how the data showed that the West Bypass would be utilized more than the North Bypass? I still fail to see how the data showed that thru-traffic would choose one non-existent road over another non-existent road if the traffic intended to bypass Chickasha in either case.

Also, would you please send me Bob Rose's e-mail address so that I can bump him to find the state/federal money split data and send it to me.

Thanks,

GWThomas

THOMAS III CATTLE LLC

Fats, Feeders, Stockers

G. W. Thomas

office 1-405-224-8634

fax 1-405-224-8636

home 1-405-224-5784

mobile 1-405-313-7040

G. W. Thomas III and Bertha Thomas
P. O. Box 1673
Chickasha, OK 73023-1673
405-224-5784

January 16, 2012

COPY

Mr. Greg Love
District 4 Transportation Commissioner
Oklahoma Transportation Commission
10601 N. Pennsylvania Avenue
Oklahoma City, OK 73120

Re: Proposed Chickasha West Bypass

Dear Mr. Love:

There are hundreds of bridges and miles of highways in Oklahoma that need repairing or replacing before funding any portion of a new project such as the West Chickasha Bypass. Please consider the following quotes from Mr. Gary Ridley, taken from ODOT's FFY-2011 through FFY-2018 Construction Work Plan:

1. ".....much work remains to be done to a system that was constructed and forgotten and no magic bullet exists."

2. "The preservation of our existing transportation system is an absolutely critical part of the Department's mission. In the past many of our improvements that could have extended the life cycle of our facilities and structures have gone unaddressed. **Timely preventative maintenance was forgone for a variety of reasons including a general lack of funding compounded by a perceived need to expand the system at the expense of preservation activities.** Inevitably, the lack of investment in asset preservation has contributed to the enormous backlog of critically needed road and bridge improvements."

Enclosed is a spreadsheet and supportive articles documenting the pattern of deferred maintenance Mr. Ridley referred to above. Consequently, we have chunks of concrete falling and killing people and bridges falling apart and killing people.

So, with Oklahoma's huge infrastructure problems, why would ODOT make an acquisition of right-of-way for the proposed Chickasha bypass a high priority when the most recent corridor study reflects the same sufficiency rating as ODOT's 1978 report; i.e., tolerable to adequate? The cost estimate for the right-of-way acquisition, based on 2006 dollars, was $10.9 million. This money would go a long way towards improving our state's transportation infrastructure which is important for the safety of our citizens.

An article in The Oklahoman dated 12/21/2011 stated: "Spending estimates approved by a state budget board Tuesday indicate Oklahoma could have a shortfall of about $150 million next year. Gov. Mary Fallin said, "We will have a flat budget so we'll be asking all of our state agencies to continue on looking for ways to make government more efficient, develop more shared services and find ways that **we cannot waste money in state government**."

Therefore, it would seem prudent the acquisition of right-of-way for the proposed Chickasha bypass be moved to low priority - allowing for additional funds to maintain and improve our existing transportation infrastructure.

Sincerely,

G. W. Thomas III and Bertha Thomas

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

March 23, 2012

G.W. Thomas, III and Bertha Thomas
P.O. Box 1673
Chickasha, OK 73023-1673

Dear Mr. & Mrs. Thomas:

Your letter to Governor Fallin's office was forwarded to me for response. We appreciate you sharing your concern about planned improvements for US-81 in Chickasha. The Oklahoma Dept. of Transportation is committed to providing a safe, economical and effective transportation network in Oklahoma. US-81 is a National Highway System route and a key corridor for moving traffic from border to border. There is quite a bit of truck traffic as well on the corridor. The Department continually looks at ways to improve safety, reduce travel time and congestion.

This transportation corridor has been on the radar of city planners for quite some time. In the early 1990s, ODOT was requested by the City of Chickasha to study the corridor. ODOT conducted a needs study of the US-81 corridor from Union City to Chickasha to identify and evaluate current and future traffic and safety needs along the 30-mile stretch spanning Canadian and Grady counties. The corridor study recommended building a bypass on west side of Chickasha.

When ODOT conducts studies, it is planning for the future. Department engineers thoroughly analyze the data so that we may help the community consider the best options. It can be a difficult decision for citizens when evaluating the advantages and disadvantages in considering a reliever route around the central business district in a community. It is rare if ever, when citizens are not apprehensive about it.

The essence of a public involvement period is to obtain comments and input from citizens about proposed improvements. When there are concerns, the Department wants to hear about them so they can serve as an official part of federal requirements on highway construction and be evaluated through the environmental process which considers the social and economic impact on area business.

I was pleased with the community's participation for the October 2011 public meeting with more than 200 in attendance. As a result of feedback from the public, we have modified the study area and hope to present the findings of that research at the next public meeting to be scheduled over the next several months.

Sincerely,

Dawn R. Sullivan, P.E.
Division Engineer, ODOT Environmental Programs

DRS:BRP

c: Keili McEwen, Governor Fallin's office
Scott Stegmann, ODOT Environmental Programs
Bob Rose, Division 7
ODOT Media & Public Relations

G. W. Thomas III and Bertha B. Thomas
P. O. Box 1673
Chickasha, OK 73023-1673
405-224-5784

April 25, 2012

Governor Mary Fallin
Oklahoma State Capitol Building
Room 212
Oklahoma City, OK 73105

Re: Oklahoma Department of Transportation
Chickasha Bypass Proposal

Dear Governor Fallin:

PLEASE HELP US !!!

On behalf of the committee against the proposed bypass, we are providing your office with copies of comment forms gathered from persons opposed to the bypass. In addition to these comment forms, many others have been provided directly to ODOT. One individual submitted a petition against the bypass containing approximately 120 signatures.

These comment forms are from both individuals and businesses. Some of the local businesses opposed are shown on the attachment.

The Chickasha Chamber of Commerce voted against the proposed bypass just last week.

The Chickasha community is very much opposed to the proposed bypass. It is not deemed to be necessary – now, nor in the foreseeable future.

The funds which would be spent on this wasteful project would be better used on improving our already constructed and forgotten highways and bridges. By ODOT's own admission, timely preventative maintenance was forgone for a variety of reasons including a "perceived need to expand the system at the expense of preservation." ODOT **must** demonstrate the ability and willingness to take care of our existing transportation system before being allowed to even consider new projects.

Your help is appreciated in removing this unnecessary proposed bypass from ODOT's plan and redirecting those funds to our State's existing infrastructure.

This proposed bypass does not have public acceptance.

Thank you.

Sincerely,

G. W. Thomas III and Bertha B. Thomas

RECEIVED
MAY 02 2012
ENVIRONMENTAL
PROGRAMS DIV.

Attachment
Ltr to Governor Mary Fallin
April 25, 2012

SOME OF THE CHICKASHA BUSINESSES OPPOSED TO A BYPASS

America's Best Value Inn	Holiday Inn	University of Science & Arts of OK
Ben Milam Heat & Air	J & W Grill	Verden Veterinary Clinic
Best Western	Jay's Jewelry	Walgreen's Drug Store
Bible Baptist Church	M & M Furniture	Western Sizzlin
Bingham Rentals	Mama Carol's Kitchen	Yesterday's Antique Mall
Bombay Liquor	Merle Norman Cosmetics	
Bradford Construction	Munoz Mexican Restaurant	
Bryan's Car Corner	Next Door Liquor	
Byford Buick GMC	Paradise Donuts	
CMS Willowbrook Construction	Paw Paw's Hamburgers	
Chickasha Community Theatre	Pit Stop	
Chickasha Country Store	Ralph & Son's Tire Center	
Chickasha New Holland, Inc.	Royal Filters	
Chicken Express	Save-a-Lot Grocery Store	
Chief Fire & Safety	Seabreeze Pools	
Crystal's Shear Magic	Seaside Nails by Brenda	
Domino's Pizza	Shell Service Station	
Eduardo's Mexican Restaurant	Shoot the Moon Gifts	
First Lutheran Church	Southern Hills Convenience Store	
First National Bank and Trust Company	Staples	
GB Energy, Inc.	Star 7 Books & Gifts	
Gorilla Supply Plus	Steve's Custom Tint	
Grady County Tea Party	Super 8 Motel	
Griffith Conoco	Tall Boy Tree Service	
Hick's Western Wear	Trammell Construction	

G. W. Thomas III and Bertha Thomas
P. O. Box 1673
Chickasha, OK 73023-1673
405-224-5784

TO: DAWN 5/10/2012 LLD

April 30, 2012

Mr. Greg Love
District 4 Transportation Commissioner
Oklahoma Transportation Commission
10601 N. Pennsylvania Avenue
Oklahoma City, OK 73120

Re: Proposed Chickasha West Bypass

Dear Mr. Love:

THE CHICKASHA CHAMBER OF COMMERCE RECENTLY VOTED NOT TO ENDORSE THE PROPOSED BYPASS.

On behalf of the committee against the proposed bypass, we are providing you with copies of comment forms obtained from persons opposed to the bypass. These comment forms are from both individuals and businesses. Some of the local businesses opposed are shown on the attachment. In addition to these comment forms, many others have been provided directly to ODOT. One individual submitted a petition against the bypass containing approximately 120 signatures.

The proposed bypass is not deemed to be necessary – now, nor in the foreseeable future by the Chickasha community.

The funds which would be spent on this wasteful project would be better used improving our already constructed and forgotten highways and bridges. By ODOT's own admission, timely preventative maintenance was forgone for a variety of reasons including a "perceived need to expand the system at the expense of preservation." ODOT **must** demonstrate the ability and willingness to take care of our existing transportation system before being allowed to even consider new projects.

As fellow Oklahoma residents concerned about the condition of the highways and bridges across the entire State - which you and I, our children, family and friends travel over and under each and every day, we hope prudent judgment and common sense are exercised by our transportation commissioners by removing this unnecessary proposed bypass from ODOT's plan and redirecting those funds to our State's existing infrastructure.

THIS PROPOSED BYPASS DOES NOT HAVE PUBLIC ACCEPTANCE.

Sincerely,

G. W. Thomas III and Bertha Thomas

April 30, 2012

SOME OF THE CHICKASHA BUSINESSES OPPOSED TO A BYPASS

America's Best Value Inn	Holiday Inn	University of Science & Arts of OK
Ben Milam Heat & Air	J & W Grill	Verden Veterinary Clinic
Best Western	Jay's Jewelry	Walgreen's Drug Store
Bible Baptist Church	M & M Furniture	Western Sizzlin
Bingham Rentals	Mama Carol's Kitchen	Yesterday's Antique Mall
Bombay Liquor	Merle Norman Cosmetics	
Bradford Construction	Munoz Mexican Restaurant	
Bryan's Car Corner	Next Door Liquor	
Byford Buick GMC	Paradise Donuts	
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Chicken Express	Save-a-Lot Grocery Store	
Chief Fire & Safety	Seabreeze Pools	
Crystal's Shear Magic	Seaside Nails by Brenda	
Domino's Pizza	*Shell Service Station*	
Eduardo's Mexican Restaurant	Shoot the Moon Gifts	
First Lutheran Church	Southern Hills Convenience Store	
First National Bank and Trust Company	Staples	
GB Energy, Inc.	Star 7 Books & Gifts	
Gorilla Supply Plus	Steve's Custom Tint	
Grady County Tea Party	Super 8 Motel	
Griffith Conoco	Tall Boy Tree Service	
Hick's Western Wear	Trammell Construction	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed. SHELL STATION 4TH & C. CLUB

Bassm ALZoubi (OWNER)
NAME:

402 W country club Rd
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 802 0907
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on an unnecessary project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. ODOT should demonstrate a proven ability to adequately maintain existing infrastructure and bridges before spending *our* money on projects it *perceives* to be needed.

I believe ODOT should concentrate on maintaining what it already has before considering any new projects.

Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

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AMERICAS BEST VALUE INN

NAME:

2901 S 4th Street

ADDRESS:

CHICKASHA OK 73018

CITY: STATE: ZIP:

405-222-2205

PHONE NUMBER:

JK

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Seaton Anderson
NAME:

C/O 602 S 4th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405)222-2828
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

"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."

Apr 19 12 02:52p GB Energy, Inc. 405-224-8636 p.4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Viola Appleton
NAME:

1911 W. Minnesota
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-0958
PHONE NUMBER:

EMAIL ADDRESS:

Viola J. Appleton

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS**.

"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."

May 08 12 01:49p GB Energy, Inc. 405-224-8636 p.5

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Larry Billington

ADDRESS: 1170 Co. Rd 1385

CITY: CK STATE: OK ZIP: 73018

PHONE NUMBER: 224-6619

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on an unnecessary project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. ODOT should demonstrate a proven ability to adequately maintain existing infrastructure and bridges before spending *our* money on projects it *perceives* to be needed.

I believe ODOT should concentrate on maintaining what it already has before considering any new projects.

Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

"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."

Apr 19 12 02:51p GB Energy, Inc. 405-224-8636 p.2

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Megan Bingham
NAME:

304 Flanders
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-779-4480
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:
Bryan's Car Corner

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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"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."

Apr 19 12 02:52p GB Energy, Inc. 405-224-8636 p.5

Faxed 12/22/20 10:33 am

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Andy Blevins
NAME:

PO Box 412
ADDRESS:

Verden — OK — 73092
CITY: STATE: ZIP:

405-453-7900
PHONE NUMBER:

awb@tds.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   c. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

"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."

Entered 12/22/2011 10:33 am

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 *Chickasha, OK*

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Cory Blevins
NAME:

PO Box 135
ADDRESS:

Verden OK 73092
CITY: STATE: ZIP:

405-556-0170
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

12/22/12 Faxed 10:37 am

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Neal Blevins
NAME:

P.O. Box 135
ADDRESS:

Verden — OK — 73092
CITY: STATE: ZIP:

405-556-0160
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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faxed 4-19-12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Bombay Liquor
NAME:

615 S 4th Street
ADDRESS:

Chickasha OK
CITY: STATE: ZIP:

405 222-0551
PHONE NUMBER:

EMAIL ADDRESS:

Stephen Dunham

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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Chasity Bonkman (Bryan's Car Corner
NAME:

1210 Mississippi
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 779-4048
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

Faxed 4/24/2013 3:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Byford Buick GMC
NAME:

2904 S 4th St
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405. 224. 0475
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:
Randy Byford, Owner

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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NAME: Chicken Express

ADDRESS: 1700 S 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 - 224 - 5800

EMAIL ADDRESS: ~~[illegible]~~ ChickashaOK@chickene.com

Stephani Karkow Ass. Manager

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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"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."

Faxed 10/24/2011 2:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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Jd W Grill - Daren Cook (owners)
NAME:

501 W. Choctaw Ave
ADDRESS:

Ch. Chasha OK 73018
CITY: STATE: ZIP:

405 224-9912
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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Samantha Davis
NAME:

601 S 4th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2907
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

Ø
EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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NAME: Teresa Davis (Paradise Donuts

ADDRESS: 601 Sixth

CITY: Chickasha STATE: OK ZIP: 7301 8

PHONE NUMBER: 405-224-2907

EMAIL ADDRESS: Ø

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

Saved 4/19/12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Domino's Pizza
NAME:

806 S 4th
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

405-222-5212
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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NAME: Eduardo's

ADDRESS: 3127 5th 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: (405) 222-5566

EMAIL ADDRESS: eduardos5566@yahoo.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

Rebecca Dorchty Assistant manager

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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NAME: Angel Farley (Holiday Inn)

ADDRESS: 1011 S 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 586-2511

EMAIL ADDRESS: angelicfarley@gmail.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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faxed 4/18/12 12:01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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Josh D. Fondy
NAME:

2665 C.S. 2856
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

(405) 512-7868
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

Jshfnd@gmail.com
EMAIL ADDRESS:

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"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."

Faxed 10/24/2011 2:05

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Mike Ford
NAME:

601 S. 7th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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Rosita Ford
NAME:

3524 County St. 2930
ADDRESS:

Bradley OK 73011
CITY: STATE: ZIP:

405-574-5112
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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May 08 12 01:50p GB Energy, Inc. 405-224-8636 p.8

faxed 4/18/12 12:01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

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10/04/2011

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LARRY O FREED JR
NAME:

323 S ADAMS ST
ADDRESS:

POCASSET CITY: OK STATE: 73079 ZIP:

405 459-9191
PHONE NUMBER:

Larry O Freed Jr.

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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10/04/2011

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Michael Garza — Byford GMC Sales Mgr

NAME:

611 N 6th

ADDRESS:

Marlow OK 73055

CITY: STATE: ZIP:

580-641-2878

PHONE NUMBER:

garzito2063@yahoo.com

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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10/04/2011

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Mandy Hagedoorn (Best Western)
NAME:

2101 S. 4th St.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4890
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:

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Posted 11/24/2012 2:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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PIT STOP

David Hefner
NAME:

2027 Indiana Chickasha
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-328-3049
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:

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"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."

Faxed 11/21/2012 2:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

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Mike Heilmand

NAME:

1001 S 4th Street

ADDRESS:

Chickasha OK 73018

CITY: STATE: ZIP:

405-274-5050

PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

Mheilmand@chickasha.net - Safety ed.

EMAIL ADDRESS:

Chief Fire & Safety

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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10/04/2011

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Roy Henson
NAME:

118 Riverside Dr
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 222 0569
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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Apr 19 12 02:51p GB Energy, Inc. 405-224-8636 p.1

Faxed 4/24/2012 3:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

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We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed. Employee - Chickasha Country Store

Chris Jenkins
NAME:

611 W Hwy 277
ADDRESS:

Minnetonka CITY: OK STATE: 73067 ZIP:

405-779-1717
PHONE NUMBER:

Chrislongshorn@hotmail
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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10/04/2011

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NAME: Darrel Johnston (Angel, Johnston + Blasingame)

ADDRESS: 3478 St. Hwy. 92

CITY: Chickasha STATE: Ok ZIP: 73018

PHONE NUMBER: 405-224-6363

EMAIL ADDRESS: darrel_ajb@yahoo.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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faxed 11/8/12 12:01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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10/04/2011

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William LaGrange
NAME:

529 S. 6th #1
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

(405) 779-5220
PHONE NUMBER:

maddog CFS @yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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Faxed 4/04/2012 2:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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NEXT DOOR LIQUOR

Tommy Lal
NAME:

109 Orchard Dr
ADDRESS:

Chickasha Okla 73018
CITY: STATE: ZIP:

(405) 222-1825
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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10/04/2011

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Carol Lambrose
NAME:

710 W. Choctaw
ADDRESS:

Chickasha O.K 73018
CITY: STATE: ZIP:

(405) 224-1712
PHONE NUMBER:

EMAIL ADDRESS:

Dairy Queen Manager

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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"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."

May 08 12 01:48p GB Energy, Inc. 405-224-8636 p.4

Comed 4-19-12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

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MAMA'S CAROL
NAME:

625 S 4
ADDRESS:

Chickasha OKla 73018
CITY: STATE: ZIP:

405-642-0791
PHONE NUMBER:

bubbasgirl69@aol.com
EMAIL ADDRESS:

Carol Bluer

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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10/04/2011 — Chickasha, OK

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(Holiday Inn)

Stephanie McAfee
NAME:

2610 S. 4th Street
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-8883
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

ChrOK10@gmail.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

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Faxed 4/24/2012 3:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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PIT STOP

NAME: Denise McCrackin

ADDRESS: 1164 CR B41

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-6685

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS: DaRae1234@AOL.com

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Stephen J McMahan (Ralph + Sons)

ADDRESS: 16 Dusky Valley

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-320-2155

EMAIL ADDRESS: Stephen.mcmahan@att.net

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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Steve McMahan (Ralph x Sons

NAME:

416 Fieldcrest

ADDRESS:

Chickasha OK 73018

CITY: STATE: ZIP:

405 224 2508

PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

smcmahan@suddenlink.mail.com

EMAIL ADDRESS:

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CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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NAME: Darlene Martin / Merle Norman

ADDRESS: 1706 N 20 Hwy

CITY: Chickasha STATE: Ok ZIP: 73018

PHONE NUMBER: 405 224 3959

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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faxed 4/23/12 1:07

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011

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Denise Mewes
NAME:

1719 CR 1213
ADDRESS:

Tuttle OK 73081
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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Morris Motorsports
NAME:

4400 S. 4th St
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-6113
PHONE NUMBER:

steve@morrismotorsportsokc.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

Steve Dudley General Manager

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"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."

May 08 12 01:47p GB Energy, Inc. 405-224-8636 p.2

Late 4/24/2012 3:30

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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JoAnna Munoz
NAME:

1428 S. 4th
ADDRESS:

Chickasha — OK — 73018
CITY: STATE: ZIP:

405-320-2141
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

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NAME: Matt Morris (Walgreens Asst. Mgr)

ADDRESS: 2712 SE 93rd

CITY: OKC STATE: OK ZIP: 73160

PHONE NUMBER: 405) 306-2785

EMAIL ADDRESS: Soonerfan12@gmail.com

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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fax 4-24-12

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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10/04/2011

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Denise Nuce
NAME:

1550 CR 1290
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-532-5747
PHONE NUMBER:

deuise N63@aol.com
EMAIL ADDRESS:

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faxed 4/23/12 1:07

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NAME: Red Payne

ADDRESS: 1028 S. 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 224 1695

EMAIL ADDRESS: PawPaw's Hamburgers

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Melinda Rambo
NAME:

511 S 11th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 320 5373
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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May 08 12 01:49p GB Energy, Inc. 405-224-8636 p.7

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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MICHAEL RUTH
NAME:

3116 GLENWOOD DR.
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-812-2531
PHONE NUMBER:

FRONTIERMPR@AOL.COM
EMAIL ADDRESS:

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Save-A-Lot
NAME:

1850 S. 4th Street
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-0723
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
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Please submit comments by: 10/18/2011

Annette Mason – Assistant Manager

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NAME: CHRIS SCHULTZ

ADDRESS: 1303 HENDERSON ST

CITY: CHICKASHA STATE: OK ZIP: 73018

PHONE NUMBER: 405 638-1216

EMAIL ADDRESS:

Mazzio's Pizza Manager

ENVIRONMENTAL PROGRAMS DIV.
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NAME: Sheri Shifflett (Holiday Inc)

ADDRESS: 2610 S 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-8883

EMAIL ADDRESS: CHKOKI @ gmail.com

ENVIRONMENTAL PROGRAMS DIV.
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NAME: Shoot the Moon Gifts

ADDRESS: 426 W. Choctaw Ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405 224-7300

EMAIL ADDRESS: shootmoon@sbcglobal.net

Brenda Mallett

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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NAME: Terri Sinko (Walgreens) Mgr

ADDRESS: 2781 CoST 2794

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-224-7330

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Lance Snyder (Paradise Donuts)
NAME:

1601 54th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2907
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

Ø
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

My primary reasons for not supporting the ODOT proposed bypass are:

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I believe ODOT should concentrate on maintaining what it already has before considering any new projects.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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NAME: (myfanw) (Walgreens)

ADDRESS: 1629 park ave

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 580 861 2681

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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STAPLES - Jonathan Merchant
NAME:

2318 S. 4th St
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-0376
PHONE NUMBER:

cc1040@staplescopycenter.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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CHICKASHA BYPASS

10/04/2011

Chickasha, OK

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STAR SEVEN BOOKS & GIFTS
NAME:

126 S. 4th
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-222-8786 (cell)
PHONE NUMBER:

Doris L. Williams

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

EMAIL ADDRESS:

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I believe ODOT should concentrate on maintaining what it already has before considering any new projects.

Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS**.

"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."

Apr 19 12 03:24p GB Energy, Inc. 405-224-8636 p.5

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: SUPERS

ADDRESS: 2728 S. 4th St.

CITY: CHICKASHA STATE: OK ZIP: 73018

PHONE NUMBER: 405-222-3710

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

S.R. Rose.

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

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4. ODOT should demonstrate a proven ability to adequately maintain existing infrastructure and bridges before spending *our* money on projects it *perceives* to be needed.

I believe ODOT should concentrate on maintaining what it already has before considering any new projects.

Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

12/22/2011 Received 10:33 am

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011 — ***Chickasha, OK***

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

T L Taylor Jr.
NAME:

260 Center Ave
ADDRESS:

Chickasha Okla. 73018
CITY: STATE: ZIP:

405- 779-7260
PHONE NUMBER:

ttaylorjunebug@yahoo.com
EMAIL ADDRESS:

Tall Boy Tree Service

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

"I have the following comments or questions about the proposed project to construct a 4-lane controlled-access western bypass in Chickasha, OK."

✓ I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

I do support the proposal shown on the reverse side of this form.

My primary reasons for not supporting the ODOT proposed bypass are:

1. Existing highways and bridges should be repaired/replaced before funds are spent to take on another project.
2. ODOT has admitted there is long-deferred maintenance on existing infrastructure as well as inadequate bridges.
3. As a result of ODOT's neglect, it will now cost taxpayers more money while continuing to jeopardize the safety of those using Oklahoma's transportation system.
4. The alternate route proposed by local leaders,
   a. can be implemented at a fraction of the cost & time of the western bypass – allowing for the redirection of available funds to take care of what we have before it gets even worse
   b. eliminates the need for truck traffic to take the sharp 90 degree turn at the 4th St. and Choctaw Avenue intersection (Highway 81 and Highway 62)
   e. no negative impact on retail businesses
   d. allows Chickasha to continue its westward growth, without fear
   e. uses existing roadways

Until it is economically feasible for ODOT to take on projects it perceives are needed, I believe ODOT should concentrate on maintaining what it already has.

Again, I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.

Faxed 4/18/11 12:01

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Christina Thompson
NAME:

1810 California Ave.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-574-5526
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 10/18/2011

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I believe ODOT should concentrate on maintaining what it already has before considering any new projects.

Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS.**

Faxed 4/24/2012 3:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

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We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Steve's Custom Tint

Steve Verser
NAME:

1017 S. 4th
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

222-1111
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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NAME: Western Sizzlin (MAZEN HAMMAD)

ADDRESS: 3001 S. 4th CHICKASHA

CITY: CHICKASHA STATE: OK ZIP: 73018

PHONE NUMBER: (405) 224-9382

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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Amanda Whitehard
NAME:

1627 S. 16th St
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

918-351-4885
PHONE NUMBER:

Shamandawhitehard@usao.edu
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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"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."

May 08 12 01:49p GB Energy, Inc. 405-224-8636 p.6

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

CHICKASHA BYPASS

10/04/2011

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NAME: Kevin Whitney - MGR CHICKASHA COUNTRY STORE

ADDRESS:

CITY: STATE: ZIP:

PHONE NUMBER: 405 320 1666

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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NAME: Bartley W. Bingham

ADDRESS: 6020 S 4th

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 405-222-2828

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
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Faxed 4/24/2012 2:00

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011

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Next Door Liquor

John D Wood

NAME:

816 S. 7th

ADDRESS:

Chickasha OK 73018

CITY: STATE: ZIP:

405 224 0020

PHONE NUMBER:

N/A

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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"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."

faxed 4/13/13 1:07

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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CHICKASHA BYPASS

10/04/2011 — Chickasha, OK

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Mary Wright
NAME:

1413 CR 1340 Chickasha
ADDRESS:

CITY: STATE: OK ZIP: 73018

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

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Again, **I AM NOT IN FAVOR OF THE PROPOSED WESTERN BYPASS**.

MARCH 14, 2013 MEETINGS

STAKEHOLDER LETTER

March 1, 2013

Inside Address

Re: Environmental Assessment, US 81 Bypass of Chickasha, Grady County, J/P#24428(04)

Dear _____:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. See enclosed figure of the project area. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, and to reduce congestion and improve safety along US 81 through the Chickasha Central Business District.

In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. ODOT started the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT has considered other alignment alternatives and has developed three alignment alternatives for consideration. In addition, ODOT has also completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass.

ODOT invites you to be part of a stakeholder group to provide input for the subject project. The second stakeholder meeting will be held at 1:30 p.m. on March 14, 2013, at the Grady County Fairgrounds Community Building #1, 500 East Choctaw, Chickasha, Oklahoma. This meeting will be held on the same day as a public meeting to present the results of the ongoing studies, as well as obtain information from the public to further assist ODOT in the identification of critical social, economic and environmental effects that may result from the project. The public meeting will be held at 6:00 p.m. on March 14, 2013, at the Grady County Fairgrounds Community Building #1, 500 East Choctaw, Chickasha, Oklahoma.

If you require special accommodations for the meeting, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)521-2350, or froesler@odot.org at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:ss

Enclosure: Study Area Map

STAKEHOLDER LABELS

Mayor Hank Ross
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Vice Mayor Jay Epperson
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Stewart Fairburn
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Larry Fuchs
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Director of Community Development
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Steve Chapman
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Mike Lennier
Grady County District 2
1328 County Road 1350
Chickasha, OK 73018

Mr. Mike Sutterfield
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Blake Elliott
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. John Jernigan
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mrs. Phylis Steelman
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Ryan Posey
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Howard Carpenter
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. John Toland
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Representative David Perryman
Oklahoma House of Representatives
2300 N. Lincoln Blvd, Room 539A
Oklahoma City, OK 73105

Representative David Perryman
Oklahoma House of Representatives
689 County Road 1365
Chickasha, OK 73018

Representative Leslie Osborn
Oklahoma House of Representatives
2300 N. Lincoln Blvd., Rm 303-B
Oklahoma City, OK 73105

Representative Leslie Osborn
P. O. Box 1200
Mustang, OK 73064

Senator Ron Justice
Oklahoma State Senate
2300 N. Lincoln Blvd., Rm 423
Oklahoma City, OK 73105

Senator Ron Justice
2209 CS 2880
Chickasha, OK 73018

Governor Bill Anoatubby
Chickasaw Nation
P.O. Box 1548
Ada, OK 74821

Mr. Tim Stewart
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. John Hartley
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Mr. Jim Stevenson
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Ms. Elizabeth Romero
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Ms. Susan Routh
Chickasha Chamber of Commerce
P. O. Box 1717
Chickasha, OK 73023

Mr. Bud Andrus
Chickasha Chamber of Commerce
P. O. Box 1717
Chickasha, OK 73023

Dr. John Feaver
University of Science and Arts of Oklahoma
1727 W. Alabama
Chickasha, OK 73018

Mr. Pat Foster
Stillwater Central Railroad
900 South Byars Avenue
Oklahoma City, OK 73129

Union Pacific Railroad
1001 NE 1st Street
Oklahoma City, OK 73117

STAKEHOLDER LABELS

Mr. Greg Elliott
528 W. Iowa Ave.
Chickasha, OK 73018

Mr. George Thomas
P. O. Box 1673
Chickasha, OK 73023

Mr. John Mosley
Century 21/Mosley Real Estate
P. O. Box 2100
Chickasha, OK 73023

Ms. Christy Elkins
Grady County Economic Development Council
221 W. Chickasha Ave.
Chickasha, OK 73018

Steve LaForge
LaForge Properties
2808 South 4th Street
Chickasha, OK 73018

Mr. and Mrs. Carey and DJ DeHart
P. O. Box 1673
Chickasha, OK 73023

Mr. George Tiner
Canadian Valley Technology Center
1401 Michigan Avenue
Chickasha, OK 73018

Mr. Jim Glaze
Chickasha Public Schools
900 West Choctaw
Chickasha, OK 73018

Mr. Mike Nunamaker
Grady Memorial Hospital
2220 West Iowa
Chickasha, OK 73018

Mr. Lindel Pettigrew
Chickasha Bank and Trust
122 Maple Lane
Chickasha, OK 73018

Mr. Patrick Brooks
First National Bank
P. O. Box 1130
Chickasha, OK 73023

OFFICIALS LETTER

February 25, 2013

Inside Address

Re: Environmental Assessment, US 81 Bypass of Chickasha, Grady County, J/P#24428(04)

Dear:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. See enclosed figure of the project area. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, and to reduce congestion and improve safety along US 81 through the Chickasha Central Business District.

In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. ODOT started the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT has considered other alignment alternatives and has developed three alignment alternatives for consideration. In addition, ODOT has also completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass. The bypass alignment alternatives and the results of the economic study will be presented at a public meeting scheduled on **March 14, 2013 at 6:00 p.m. at the Grady County Fairgrounds Community Building #1**. The purpose for the meeting is to present the results of the ongoing studies, as well as obtain information from the public to further assist ODOT in the identification of critical social, economic and environmental effects that may result from the project.

If you require special accommodations for the meeting, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)521-2350, or froesler@odot.org at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:ss

Enclosure: Study Area Map

OFFICIALS LABELS

Chairman Donald Cabaniss
Apache Tribe
P.O. Box 1330
Anadarko, OK 73005-1330

Governor Bill Anoatubby
Chickasaw Nation
P.O. Box 1548
Ada, OK 74821

Chairman Wallace Coffey
Comanche Nation
P.O. Box 908
Lawton, OK 73502

Chairman Ron Two Hatchet
Kiowa Tribe
P.O. Box 369
Carnegie, OK 73015

Governor Janice Prairie Chief Boswell
Cheyenne-Arapaho Tribe
P. O. Box 38
Concho, OK 73022

President Leslie Standing
Wichita and Affiliated Tribes
P.O. Box 729
Anadarko, OK 73005

Mr. Blaine H. Smith, Jr.
Assoc. of S. Central OK Governments
802 Main Street, P.O. Box 1647
Duncan, OK 73534

Mayor Hank Ross
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Vice Mayor J.E. Epperson
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Stewart Fairburn
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Chairman
Grady County Clerk's Office
P. O. Box 1009
Chickasha, OK 73018

Mr. Mike Sutterfield
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Jay Epperson
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Blake Elliott
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. John Jernigan
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mrs. Phylis Steelman
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Ryan Posey
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Howard Carpenter
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. John Toland
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Jim Glaze
Chickasha Public Schools
900 West Choctaw
Chickasha, OK 73018

Mr. Jay Edelen
Pioneer Public Schools
3686 SH 92
Chickasha, OK 73018

Mr. Todd Bunch
Ninnekah Public Schools
P. O. Box 275
Ninnekah, OK 73067

Representative David Perryman
Oklahoma House of Representatives
2300 N. Lincoln Boulevard, Room 539A
Oklahoma City, OK 73105

Representative David Perryman
Oklahoma House of Representatives
689 County Road 1365
Chickasha, OK 73018

Representative Leslie Osborn
Oklahoma House of Representatives
2300 N. Lincoln Boulevard, Room 303-B
Oklahoma City, OK 73105

Representative Leslie Osborn
P.O. Box 1200
Mustang, OK 73064

Senator Ron Justice
Oklahoma House of Representatives
2300 N. Lincoln Boulevard, Room 423
Oklahoma City, OK 73105

Senator Ron Justice
2209 CS 2880
Chickasha, OK 73018

Senator James M. Inhofe
United States Senate
205 Russell – Senate Office Building
Washington, DC 20510

Senator James M. Inhofe
1900 NW Expressway, Suite 1210
Oklahoma City, OK 73118

OFFICIALS LABELS

Senator Tom A. Coburn
United States Senate
172 Russell – Senate Office Building
Washington, DC 20510

Senator Tom A. Coburn
100 North Broadway, Suite 1820
Oklahoma City, OK 73102

Representative Tom Cole
US House of Representatives
2458 Rayburn HOB
Washington, DC 20515

Representative Tom Cole
2424 Springer Drive, Suite 201
Norman, OK 73069

Mr. Bradley Burgess
OK Transportation Commission
21 Northwest 44th Street, Suite 201
Lawton, OK 73505

Mr. Albert Kelly, Jr
Oklahoma Turnpike Authority
4401 West Memorial Road, Suite 130
Oklahoma City, OK 73134

Mr. Tim Stewart
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. Jack Damrill
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. Gary Corino
Federal Highway Administration
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118

President
Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Chairperson Brenda Edwards
Caddo Nation
P.O. Box 487
Binger, OK 73009

POSTCARD

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, and to reduce congestion and improve safety along US 81 through the Chickasha Central Business District.

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The date, time, and location of the public meeting are below.

Date: **March 14, 2013**

Time: **6:00 p.m.**

Place: **Grady County Fairgrounds Community Building #1, 500 East Choctaw, Chickasha, OK**

Additional information about the project and the upcoming meeting can be obtained Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org.

If you require special accommodations for the meeting, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)522-1456, or froesler@odot.org at least three (3) working days in advance of the meeting date.

OTHER NAME	FIRST	LAST	ADDRESS	CITY	STATE	ZIP
J & J MOTORS INC			#1 HONDA LANE	CHICKASHA	OK	73018
	REBA & LLY	HIBBS	1 MILLER DR	CHICKASHA	OK	73018
	LARRY & SHIRLEY	CUNNINGHAM	1 SKYVIEW	CHICKASHA	OK	73018
	CHARLES	DAY	10 MILLER DR	CHICKASHA	OK	73018
WILLIAM JONES	LAURIE	DOREEN	10 SKYVIEW DR	CHICKASHA	OK	73018
	STEPHEN	BARRINGTON	1002 HILL ST	CHICKASHA	OK	73018
	JERRY	BROWN	1054 CR 1240	POCASSET	OK	73079
	DON	REMYRE	1055 CR 1320	AMBER	OK	73004
	KENT & LESLIE	LEDFORD	106 S LAKE RD	NINNEKAH	OK	73067
	CURRENT	RESIDENT	106 ST. JAMES PLACE	CHICKASHA	OK	73018
GRADY COUNTY INDUSTRIAL AUTHORITY	JOHN	MOSLEY	107 MAPLE LANE	CHICKASHA	OK	73023
	DANIEL & CHRISTY	MARTIN	11 MILLER DR	CHICKASHA	OK	73018
	DAVID	SNELL	110 CAULDER	CHICKASHA	OK	73018
	JASON	SHERMAN	1107 S 8TH ST	CHICKASHA	OK	73018
WEST WIND ASSISTED LIVING	LOUISE	TURLEY	111 N 9TH ST, APT 40	MARLOW	OK	73055
	RALPH	MORGAN	1110 OLD FRED ROAD	CHICKASHA	OK	73018
CHICKASHA CITY COUNCIL	HOWARD	CARPENTER	114 N 4TH ST	CHICKASHA	OK	73018
	ROBERT L.	BARNETT	1143 CR 1400	CHICKASHA	OK	73018
	ANGIE	BARNETT	1143 CR 1400	CHICKASHA	OK	73018
	SHELDON	SMITH	115 N 29TH	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1153 COUNTY ROAD 1339	CHICKASHA	OK	73018
CITY OF CHICKASHA	LARRY	SHELTON	117 N 4TH ST	CHICKASHA	OK	73018
CHICKASHA MUNICIPAL AUTHORITY			117 N 4TH ST	CHICKASHA	OK	73018
CITY OF CHICKASHA COMMUNITY DEVELOPMENT	CYNTHIA	DECKARD	117 N 4TH ST	CHICKASHA	OK	73018
B&M OIL	JOHN	CARROLL	118 RUSKIN	CHICKASHA	OK	73018
	SHAWN & SUZANNE	JANTZ	12 MILLER DR	CHICKASHA	OK	73018
BURNETT CAPITAL INVESTMENT LTD			1201 CRYSTAL PARK	CHICKASHA	OK	73018
	DAVID & CAMALITA	TRAMMELL	1202 S 15TH	CHICKASHA	OK	73018
	DOROTHY	BINGHAM	1209 S 7TH	CHICKASHA	OK	73018
	TROY & KANDY	ARNOLD	1214 KOUBA DR	YUKON	OK	73119
	NANCY	DEVER	1216 S 29TH	CHICKASHA	OK	73018
CHICKASHA BANK & TRUST	LINDEL	PETTIGREW	122 MAPLE LANE	CHICKASHA	OK	73018
	JOHN	JERNIGAN	123 MAPLE LN	CHICKASHA	OK	73018
MICHAEL DAY INSURANCE	MIKE	DAY	124 NORTH 5TH ST	CHICKASHA	OK	73018
	LARRY & LINDA	COX	12525 SW PRINCE PHILLIP CT	KING CITY	OR	97224
	WINDELL	SHOCKEY	1256 HWY 62	CHICKASHA	OK	73018
	STEPHANIE	KITE	1290 HWY 81	POCASSET	OK	
	ANA	ORTEGA	13 SKYVIEW DR	CHICKASHA	OK	73018
	DR JEROME	ERSLAND	1300 N 29TH ST	CHICKASHA	OK	73018
CHICKASHA CHURCH OF NAZARENE			1300 S 29TH ST	CHICKASHA	OK	73018
	OLA	EDWARDS	1347 HWY 81	POCASSET	OK	73079
	GARY	DANIEL	1361 CS 2850	POCASSET	OK	73079
	LJ & LAVERNE	POWELL	14 CHERRY DR	CHICKASHA	OK	73018
	TERESA	SMITH	141 CR 1440	CEMENT	OK	73019
	PATRICIA	GUTIERREZ	1410 CLIFFSIDE CT	NORMAN	OK	73072
	AMANDA	THORSEN	1410 CS 2850	POCASSET	OK	73079
	CHEYENNE	ROBINSON	1415 S 17TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1416 FRISCO AVENUE, APT J	CHICKASHA	OK	73018
	SHEILA & JUANITA	RACZYNSKI	1443 S WESTWARD HO PL	SIOUX FALLS	SD	57105
	MICHAEL & LAURA	MILLER	15 SKYVIEW DR	CHICKASHA	OK	73018
BARBARA BOREN	IRENE	STROPES	15015 E ROCK CREEK RD	NORMAN	OK	73026
	JIMMY	JOHNSON	1502 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	TERESA	GARDNER	1520 DAKOTA	CHICKASHA	OK	73018
MCELREATH PROPERTIES LLC	JAMES A	MCELREATH	1521 W IDAHO	CHICKASHA	OK	73018
COWBOY COUNTRY CHURCH INC	FJ	CHAPMAN	153 US HWY 277	CEMENT	OK	73017
	LAWRENCE	BETCHE	15502 OLD STONE TRAIL	HOUSTON	TX	77079
C/O FRANKLIN MARCH	PATRICIA	MONTGOMERY	1575 COUNTY ROAD 1490	NINNEKAH	OK	73067
	STEVE	STANDRIDGE	1588 CR 1380	CHICKASHA	OK	73018
	SHARON	BOYER	16 MILLER DR	CHICKASHA	OK	73018
	WADE	DUNKIN	1601 S 19TH ST	CHICKASHA	OK	73018
	LONNIE	MORRIS	1604 GLENDAWAY DR	CHICKASHA	OK	73018
	DEB	SUTTERFIELD	1609 TODD ESTATES	CHICKASHA	OK	73018
	HEATHER	HARMON	1610 PARK AVE	CHICKASHA	OK	73018
	LINDA	GRIFFITH	1612 HWY 81	AMBER	OK	73004
	CLYDE	HOWARD	1613 CS 2830	AMBER	OK	73004
REVOCABLE TRUST	NW	BROWN	1627 S 8TH ST	CHICKASHA	OK	73018
	CONNIE	ALLBRITTON	1638 HWY 81	AMBER	OK	73004
USACE - TULSA	ALLEN	RYAN	1645 S 101ST EAST AVE	TULSA	OK	74128
FRAC TECH SERVICES LTD			16858 IH 20	CISCO	TX	76437
RILEY'S BODY SHOP	WICKIE & PEGGY	RILEY	1688 HWY 81	AMBER	OK	73004
	JEREMY & SHARA	DAVIDSON	17 SKYVIEW DR	CHICKASHA	OK	73018
	KEN & JEANIE	SINGLETON	1710 LOUISIANA	CHICKASHA	OK	73018
	GABRIELA	BOONE	1713 S 14TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1717 CAROLINA ST	CHICKASHA	OK	73018
KWCO RADIO	GEORGE	PLUMMER	1718 MISSISSIPPI	CHICKASHA	OK	73018
	MICHAEL	ERSLAND	1727 GRAND AVE	CHICKASHA	OK	73018
USAO	MIKE	COPONITI	1727 W ALABAMA AVE	CHICKASHA	OK	73018
	GERALD	COLEMAN	1748 HWY 81	AMBER	OK	73004
KIMBERLY FERGUSON	MICHAEL	SANDERS	17535 W EAST WIND AVE	GOODYEAR	AZ	85338
	DICK	MCCALLA	1782 CR 1330	CHICKASHA	OK	73018
	RANEE	HAYES	18 MILLER DR	CHICKASHA	OK	73018
PARHAM CERAMIC TILE INC			1881 COUNTY STREET 2880	CHICKASHA	OK	73018
	RD & AMANDA	ROBNETT	19 MILLER DR	CHICKASHA	OK	73018
	KATHERINE	REED	19 SKYVIEW DR	CHICKASHA	OK	73018
	ADDIE	DUNN	1923 S 14TH ST	CHICKASHA	OK	73018
	RAYMOND	GOATER	1983 HIGHWAY 81	CHICKASHA	OK	73018

	RAYMOND	COATES	1983 HWY 81	CHICKASHA	OK	73018
	PAUL & VERNA	ESSEX	2 A SKYVIEW DR	CHICKASHA	OK	73018
	SEAN & AMY	HUGHES	2 MILLER DR	CHICKASHA	OK	73018
	SANDRA	GIBSON	20 SKYVIEW DR	CHICKASHA	OK	73018
	KATHERINE	HENTON	2001 S 14TH ST	CHICKASHA	OK	73018
	CHARLIE	BURRUSS	201 SAINT JAMES PLACE	CHICKASHA	OK	73018
	WELDON	JOHNSON	2012 IDAHO ST	CHICKASHA	OK	73018
LARRY BOYER	EVELYN	JOHNSON	2016 S 15TH ST	CHICKASHA	OK	73018
	CHARLOTTE	PARKER	203 FLANDERS DR	CHICKASHA	OK	73018
LIVING TRUST	FREDA	SHERIDEN	203 ILLINOIS AVE	CHICKASHA	OK	73018
	LUCILLE	MCCOMAS	2054 HWY 81	CHICKASHA	OK	73018
	RANDY & LAWANNA	WILLIAMS	207 PLEASANT LN	CHICKASHA	OK	73018
	TIM	DUNKIN	2100 S 29TH ST	CHICKASHA	OK	73018
JANS HUNTER GLEN LLC			2100 S 29TH ST	CHICKASHA	OK	73018
	JERALD & MARY	KENDALL	2100 W MINNESOTA AVE	CHICKASHA	OK	73018
	SUE	KENDALL	2100 W MINNESOTA AVE	CHICKASHA	OK	73018
REVOCABLE TRUST	KATHY JEAN	MOTTINGER	2101 LAKEWOOD DR	CHICKASHA	OK	73018
TERESA A ALLEN 1999 TRUST	TERESA	ALLEN	2102 LAKEWOOD DR	CHICKASHA	OK	73018
	LINDSAY & DEBRA	WOOD	2102 S 33RD ST	CHICKASHA	OK	73018
REVOCABLE TRUST	SANDRA K	MCCRACKIN	2103 LAKEWOOD DR	CHICKASHA	OK	73018
	JANICE	RODGERS	2103 UNIVERSITY BLVD	CHICKASHA	OK	73018
CHICKASHA SALVAGE	JANET	WHITE	2103 W COUNTRY CLUB ROAD	CHICKASHA	OK	73018
	LARRY & JUDY	PERRY	2104 S 33RD ST	CHICKASHA	OK	73018
	BAILEY	DEES	2105 UNIVERSITY BLVD	CHICKASHA	OK	73018
REVOCABLE TRUST	NADINE & DALE	ADAMS	2106 UNIVERSITY BLVD	CHICKASHA	OK	73018
	RICKY	ROBERTS	2107 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TERRY & JULIANA	BUCKMASTER	2108 UNIVERSITY BLVD	CHICKASHA	OK	73018
	DAVY & AMY	ADAMS	2109 LAKEWOOD DR	CHICKASHA	OK	73018
	CHARLES & KELLY	TRENT	2110 LAKEWOOD DR	CHICKASHA	OK	73018
	MERANDA	MCCLENNEN	212 W BLACKBURN RD	MARLOW	OK	73055
	CURRENT	RESIDENT	213 MILLER DRIVE	CHICKASHA	OK	73018
	MARIBETH	SMITH	2155 COUNTY ST 2890	CHICKASHA	OK	73018
	MARK	MARTIN	218 CHICKASHA AVENUE	CHICKASHA	OK	73018
	JOSEPH	REMPE	2182 N 5TH ST	CHICKASHA	OK	73018
	CHARLES H.	REMPE	2195 N 3RD	CHICKASHA	OK	73018
	SCHARLEENE	BOWEN	22 A SKYVIEW DR	CHICKASHA	OK	73018
	BILL & PATRICIA	REEVES	22 MILLER DR	CHICKASHA	OK	73018
	JERRY & SALLIE	PITTMAN	2202 LAKEWOOD DR	CHICKASHA	OK	73018
KATHY JANE BABB TRUST			2202 S 33RD ST	CHICKASHA	OK	73018
	SUSIE	VANMETER	2202 UNIVERSITY BLVD	CHICKASHA	OK	73018
	SUE	POWELL	2202 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOHN & AMY	WARDEN	2203 LAKEWOOD DR	CHICKASHA	OK	73018
	RICHARD & KEITHA	WILMETH	2203 UNIVERSITY BLVD	CHICKASHA	OK	73018
	BARBARA	NEAL	2204 UNIVERSITY BLVD	CHICKASHA	OK	73018
	AUDREY	SMITH	2205 LAKEWOOD DR	CHICKASHA	OK	73018
	JARED	STANRIDGE	2205 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TERRY & MARY	CARVER	2206 S 33RD ST	CHICKASHA	OK	73018
REVOCABLE TRUST	EUGENE	RINN	2207 LAKEWOOD DR	CHICKASHA	OK	73018
	GARY & DONNA	ALDRIDGE	2207 S 33RD ST	CHICKASHA	OK	73018
	GLENDA	PILGRIM	2207 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TED & TAMMIE	WILLIAMS	2208 LAKEWOOD DR	CHICKASHA	OK	73018
	VERNON & GLORIA	HOOVER	2208 S 33RD ST	CHICKASHA	OK	73018
	JOE & DIANA	MONSEBAIS	2208 UNIVERSITY BLVD	CHICKASHA	OK	73018
	RON	JUSTICE	2209 CS 2880	CHICKASHA	OK	73018
	JIMMY & TOYE	YODER	2209 LAKEWOOD DR	CHICKASHA	OK	73018
ANNETTE SCAFFETTA REV TRUST		1ST NATIONAL BK	2210 UNIVERSITY BLVD	CHICKASHA	OK	73018
	ANNETTE	SCAFFETTA	2210 UNIVERSITY PARK	CHICKASHA	OK	73018
	KEVIN & RACHEL	WHITE	2211 UNIVERSITY BLVD	CHICKASHA	OK	73018
C/O CHAD JERMAN	KRISTI	BATES	2213 UNIVERSITY BLVD	CHICKASHA	OK	73018
	HIRAM & CAROLYN	MCMASTER	2214 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOSEPH	GIVENS	2215 UNIVERSITY BLVD	CHICKASHA	OK	73018
	WILLIAM	HAWKINS	2217 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOHNNY	WRAY	2219 UNIVERSITY BLVD	CHICKASHA	OK	73018
	MICHAEL & KRISTI	LONGHAT	2221 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JAY & ANDREA	ROBERTS	2222 UNIVERSITY BLVD	CHICKASHA	OK	73018
	AMISH & CHAITALI	PATEL	2224 UNIVERSITY BLVD	CHICKASHA	OK	73018
	ROBERT & ROBIN	PHILLIPS	2225 UNIVERSITY BLVD	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2227 S 14TH ST	CHICKASHA	OK	73018
VERSER LIVING TRUST	JERRY & EDITH	VERSER	2227 SPENCER ST	CHICKASHA	OK	73018
	GERALD	SMITH	224 CR 1340	VERDEN	OK	73092
BIBLE BAPTIST CHURCH	DAVID	BRICKMAN	226 S 29TH ST	CHICKASHA	OK	73018
	DON & CONNIE	OSWALD	2271 CR 1314	BLANCHARD	OK	73010
	JOE	ALFORD	2274 CS 2815	CHICKASHA	OK	73018
	KIMBERLY	HASKELL	23 A SKYVIEW DR	CHICKASHA	OK	73018
	DYLAN & DONITTA	HARRIS	23 B SKYVIEW DR	CHICKASHA	OK	73018
	MIKE & SONYA	STEPHENS	23 MILLER DR	CHICKASHA	OK	73018
	MICHAEL	HEATH	2302 S 30TH ST	CHICKASHA	OK	73018
	RICHARD & QUATA	WELCH	2303 LAKEWOOD DR	CHICKASHA	OK	73018
	BARBARA	KOEHLER	2303 S 30TH ST	CHICKASHA	OK	73018
	SHEILA	MIZE	2304 S 30TH ST	CHICKASHA	OK	73018
LIVING TRUST	BURREL & LAURA	GAMBEL	2305 LAKEWOOD DR	CHICKASHA	OK	73018
	DOMINIC	KING	2305 S 30TH ST	CHICKASHA	OK	73018
	LELA	FERRELL	2307 S 30TH ST	CHICKASHA	OK	73018
	DANNY & VICKY	KING	2308 S 33RD ST	CHICKASHA	OK	73018
	ALICIA	HENRY	2310 COUNTY STREET 2815	CHICKASHA	OK	73018
	JACK & BETHEL	BLAIR	2315 S 29TH ST	CHICKASHA	OK	73018
	S. PHILLIP & DORRIS	COOK	2317 S 33RD ST	CHICKASHA	OK	73018

	KEITH	ZEISET	2331 COUNTY STREET 2750	CHICKASHA	OK	73018
	TERESA	ALEXANDER	24 SKYVIEW DR	CHICKASHA	OK	73018
	CODY	CHRISTENSEN	2404 S 30TH	CHICKASHA	OK	73018
REVOCABLE TRUST	REFORD & VIOLA	BASSETT	2407 S 33RD	CHICKASHA	OK	73018
	CAROL	PEARCE	2408 S 30TH ST	CHICKASHA	OK	73018
	RAYMOND & DONNA	FOSTER	2410 S 30TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2420 S 29TH ST	CHICKASHA	OK	73018
	PAULA	LUCAS	2427 S 33RD ST	CHICKASHA	OK	73018
	CARL & JOYCE	STOCKTON	2471 CS 2807	CHICKASHA	OK	73018
	LANELLE S.	GORE	2478 CS 2806	CHICKASHA	OK	73018
	DON	CUMINS	2481 CS 2806	CHICKASHA	OK	73018
	RANDALL	JAMES	25 MILLER DR	CHICKASHA	OK	73018
INDUSTRIAL COMPOUNDING LLC			2500 HWY 62 W	CHICKASHA	OK	73018
	GEORGE	INGRAM	2501 LAKEWOOD DR	CHICKASHA	OK	73018
	GEORGE & JYME	TINER	2502 LAKEWOOD DR	CHICKASHA	OK	73018
	STEPHEN	NIBLOCK	2503 LAKEWOOD DR	CHICKASHA	OK	73018
	TONI	NIBLOCK	2503 LAKEWOOD DR	CHICKASHA	OK	73018
	BW & ROSEZELLEN	HAMMERT III	2504 LAKEWOOD DR	CHICKASHA	OK	73018
	DAVID	PAMPLIN	2504 S 34TH ST	CHICKASHA	OK	73018
	MATTHEW & CHRISTINA	WRAY	2505 LAKEWOOD DR	CHICKASHA	OK	73018
	LARRY & JULIA	YORK	2506 LAKEWOOD DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2507 34TH ST	CHICKASHA	OK	73018
	WAYNE & TAMARAH	MERCHANT	2507 LAKEWOOD DR	CHICKASHA	OK	73018
	ROBERT & JANET	ELROD	2509 LAKEWOOD DR	CHICKASHA	OK	73018
	JIMMY & BEVERLY	PEEK	2509 S 34TH ST	CHICKASHA	OK	73018
	MR. & MRS. LEON	JENSEN	2510 LAKEWOOD DR	CHICKASHA	OK	73018
	LUCILLE	LOONY	2510 LAKEWOOD DR	CHICKASHA	OK	73018
	DAVID	SIKES	2524 S 18TH ST	CHICKASHA	OK	73018
	JOHN & ANGELA	PHILLIPS	2567 COUNTY STREET 2790	CHICKASHA	OK	73018
	DALE & JUANITA	GOSS	26 MILLER DR	CHICKASHA	OK	73018
	STANLEY & MILDRED	HULL	26 MILLER DR	CHICKASHA	OK	73018
	ARRON & ROBIN	WARREN	2600 LAKEWOOD DR	CHICKASHA	OK	73018
	JEFFERY & APRIL	KILE	2601 LAKEWOOD DR	CHICKASHA	OK	73018
	NICOLE	MILSAP	2601 S 34TH ST	CHICKASHA	OK	73018
LIFE ESTATE	IRENE	PARK	2602 LAKEWOOD DR	CHICKASHA	OK	73018
	PAMELA & MONTE	BOYD	2603 LAKEWOOD DR	CHICKASHA	OK	73018
	JERRY	ARTHUR	2604 W IDAHO AVE	CHICKASHA	OK	73018
	ARMINE	BEAL	2605 LAKEWOOD DR	CHICKASHA	OK	73018
	BURT & SHIRLEY	BURNS	2606 LAKEWOOD DR	CHICKASHA	OK	73018
CHICKASHA TOWING	LINDY	BECK	2607 LAKEWOOD DR	CHICKASHA	OK	73018
	GREG	SHOEMAKER	2607 LAKEWOOD DR	CHICKASHA	OK	73018
REVOCABLE TRUST	STEPHEN & LAURA	KOHNKE	2609 LAKEWOOD DR	CHICKASHA	OK	73018
	IAN	THOMPSON	2610 LAKEWOOD DR	CHICKASHA	OK	73018
REVOCABLE TRUST	ZARAH LOU	VIRGIN	2611 LAKEWOOD DR	CHICKASHA	OK	73018
	STEPHEN & CHERYL	JONES	2613 LAKEWOOD DRIVE	CHICKASHA	OK	73018
	JIMMY & JO	POLLY	2615 LAKEWOOD DR	CHICKASHA	OK	73018
	DOUG	PHELPS	2619 FOX DR	TUTTLE	OK	73089
CARL & ANN SMITH ENTERPRISES			2670 CS 2790	CHICKASHA	OK	73018
	D. RENEE	HAWKINS	27 MILLER DR	CHICKASHA	OK	73018
	RENEE	GUNTER	27 MILLER DR	CHICKASHA	OK	73018
	DAVID	MOYDELL	2718 CS 2799	CHICKASHA	OK	73018
	JERRY & A LORRAINE	THOMAS	2800 S 29TH ST	CHICKASHA	OK	73018
	HELEN	GARRISON, CPA	2802 COUNTRY CLUB DRIVE	CHICKASHA	OK	73023
	BILLY & JOY	LIVINGSTON	2803 COUNTRY CLUB DR	CHICKASHA	OK	73018
REVOCABLE TRUST	LYNN & LAURA	RICHEY	2807 DESIRAE DR	CHICKASHA	OK	73018
	DANIEL	FRISKEL	2808 S 29TH ST	CHICKASHA	OK	73018
	STEVE	LAFORGE	2808 S 4TH ST	CHICKASHA	OK	73018
	JIMMY & VAN	NOTTINGHAM	2812 S 29TH ST	CHICKASHA	OK	73018
	ALONZO & VIRGINIA	HAYS	2814 S 29TH ST	CHICKASHA	OK	73018
SHARON POWELL LIVING TRUST			2817 LAND RUN RD	MOORE	OK	73160
	ROBERT & MARSHA	SIKES	2819 S 29TH ST	CHICKASHA	OK	73018
	CURTIS	BROOKS	2822 NICKLES RD	CHICKASHA	OK	73018
	FLOYD & DONNA	COCHERAN	2839 CS 2791	CHICKASHA	OK	73018
	PHIL	RICHARDSON	289 CS 2760	MINCO	OK	73059
	TOMMY & CHERYL	HOLT	2900 S 29TH ST	CHICKASHA	OK	73018
	BARRY AND DONNA	THOMAS	2900 W IDAHO	CHICKASHA	OK	73018
	LEE & MARY	ROBNETT	2901 W IDAHO	CHICKASHA	OK	73018
	NICKY & CINDY	SALES	2902 S 29TH ST	CHICKASHA	OK	73018
	SIDNEY & DOROTHA	JORDAN	2909 W. CAROLINA AVE	CHICKASHA	OK	73018
	SHANA	WILSON	2986 N OLD HIGHWAY, LOT 37	CHICKASHA	OK	73018
	RETA	MEEKS	3 MILLER DR	CHICKASHA	OK	73018
	FLOYD & DONNA	COCHERAN	3 SKYVIEW DR	CHICKASHA	OK	73018
	LEE	GRIMES	3000 W IDAHO	CHICKASHA	OK	73018
	ANDY & CAROLYN	BOWEN	3001 MONTANA	CHICKASHA	OK	73018
	CHRISTINE	MCLAUGHLIN	3002 ARIZONA	CHICKASHA	OK	73018
	RODNEY & JULIE	STOCKSTILL	3004 ARIZONA AVE	CHICKASHA	OK	73018
	JOYCE	WILLIAMS	3005 MONTANA	CHICKASHA	OK	73018
DAWN CHELLIE	BRIAN	MEEKS	3006 ARIZONA AVE	CHICKASHA	OK	73018
	CHARLES	BAIRD	3007 ARIZONA AVE	CHICKASHA	OK	73018
	MARK & VICTORIA	KILGORE	3007 MONTANA	CHICKASHA	OK	73018
	TRAVIS	STIDHAM	3008 MONTANA	CHICKASHA	OK	73018
	TINA	LICHLITER	3009 MONTANA	CHICKASHA	OK	73018
	CHAD & RENEE	HORRELL	3010 MONTANA	CHICKASHA	OK	73018
	CHARLES	WILLIAMS	3011 MONTANA	CHICKASHA	OK	73018
	LP & GLENNA	LAIRD	3012 W IDAHO AVE	CHICKASHA	OK	73018
	WILLIAM	WEAVER	3013 MONTANA AVE	CHICKASHA	OK	73018
	AMY	FERRELL	3014 MONTANA	CHICKASHA	OK	73018

	RON	FOLDER	3015 IDAHO	CHICKASHA	OK	73018
EXPRESS-STAR	JASON	CLARKE	3016 W MONTANA	CHICKASHA	OK	73018
	TOYE	REYNOLDS	3028 W IDAHO AVE	CHICKASHA	OK	73018
	CYNTHIA	THORSEN	304 E ERCOUPE DR	MIDWEST CITY	OK	73130
JOHNSON'S WRECKERS	JIMMY	JOHNSON	307 CHRISTOPHER	CHICKASHA	OK	73018
	ROBERT	HAYS	307 S 7TH ST	CHICKASHA	OK	73018
	JEANNE	HOLLIMAN	3090 CS 2800	NINNEKAH	OK	73067
	DEBORAH	FOSTER	31 MILLER DR	CHICKASHA	OK	73018
	ROY & JO	WALKER	3100 W CAROLINA	CHICKASHA	OK	73018
	KIM & SHIRLEY	HAYES	3100 W IOWA	CHICKASHA	OK	73018
	JAMES & MILDRED	LINVILLE	3101 W FRISCO AVE	CHICKASHA	OK	73018
	DICK & KATHY	LEDBETTER	3103 FRISCO AVE	CHICKASHA	OK	73018
	GEORGE & JOLYNN	HORN	3125 IOWA AVE	CHICKASHA	OK	73018
	BRUSS	HORN	3126 W IOWA	CHICKASHA	OK	73018
	DANIEL & PHYLLIS	BROWN	317 N 29TH ST	CHICKASHA	OK	73018
	R. BRANDON & VICKIE	TYE	32 1/2 MILLER DR	CHICKASHA	OK	73018
MIA FINE KNAPP	RICHARD	KNAPP	3200 W GRAND AVE	CHICKASHA	OK	73018
	CHRISTOPHER	LIPPINCOTT	3200 W IOWA AVE	CHICKASHA	OK	73018
	JEFF & NATALIE	TALBERT	3201 MONTANA	CHICKASHA	OK	73018
	TOMMY & ELIZABETH	WOODARD	3204 ARIZONA AVE	CHICKASHA	OK	73018
	DANIEL & TRACEY	SHAW	3204 CALIFORNIA AVE	CHICKASHA	OK	73018
	STEVE & CAROLYN	PALCZYNSKY	3204 PARK AVE	CHICKASHA	OK	73018
	CHARLES & TERESA	PEEK	3205 ARIZONA AVE	CHICKASHA	OK	73018
	KENNETH & LINDA	ROPER	3206 PARK AVE	CHICKASHA	OK	73018
	EVELYN	LYLES	3208 ARIZONA AVE	CHICKASHA	OK	73018
	BILL	MCVEY	3208 HWY 62	CHICKASHA	OK	73018
	ROSALEE	AMSTUTZ	3208 PARK AVE	CHICKASHA	OK	73018
	KEITH	OLSON	3209 CALIFORNIA AVE	CHICKASHA	OK	73018
	MISTY	MITCHELL	3209 PARK AVE	CHICKASHA	OK	73018
	CARY & BJ	DEHART	3210 W IDAHO	CHICKASHA	OK	73018
	DONICE	MONROE	3211 ARIZONA AVE	CHICKASHA	OK	73018
	GRANT & KYRA	GORDON	3211 PARK AVE	CHICKASHA	OK	73018
	RICARDO	BROWN	3212 ARIZONA AVE	CHICKASHA	OK	73018
	KELLY	ALLEN	3212 CALIFORNIA AVE	CHICKASHA	OK	73018
	DEBRA	REIM	3213 ARIZONA AVE	CHICKASHA	OK	73018
	PAUL & ANITA	HORTON	3213 CALIFORNIA AVE	CHICKASHA	OK	73018
JANET CARTER	ROY & CAROLYN	BURCHETT	3213 PARK AVE	CHICKASHA	OK	73018
	DAMON & LACY	MERCHANT	3216 CALIFORNIA AVE	CHICKASHA	OK	73018
	JAMES & BARBARA	JOHNS	3216 PARK AVE	CHICKASHA	OK	73018
	JAMES & BELINDA	ADAMS	3217 CALIFORNIA AVE	CHICKASHA	OK	73018
	DEREK & TIFFANY	COPELAND	3217 W ARIZONA AVE	CHICKASHA	OK	73018
	SHAWYI & NAEJEN	KAO	3220 ARIZONA	CHICKASHA	OK	73018
	NATHAN	STREETMAN	3220 CALIFORNIA AVE	CHICKASHA	OK	73018
	ROY & JANET	EDWARDS	3220 PARK AVE	CHICKASHA	OK	73018
	WESLEY & WILMA	RICE	3221 CALIFORNIA AVE	CHICKASHA	OK	73018
	SHERRY	REED	3222 MONTANA AVE	CHICKASHA	OK	73018
	MARY	THOMAS	3223 SOUTH 16TH ST	CHICKASHA	OK	73018
	NATHAN	BOWMAN	3224 CALIFORNIA AVE	CHICKASHA	OK	73018
JESSICA MESSICK	CLYNT	LUNDAY	3225 ARIZONA AVE	CHICKASHA	OK	73018
	MERRITT & ANNA	AGEE	3225 PARK AVE	CHICKASHA	OK	73018
	MEGAN	WHITE	3225 W MONTANA AVE	CHICKASHA	OK	73018
	HENRY & FLORENE	WILLIAMS	3227 MONTANA	CHICKASHA	OK	73018
	CHARLES & MARILYN	JAMES	3228 CALIFORNIA AVE	CHICKASHA	OK	73018
	MICHAEL & SASHA	WILLIS	3228 PARK AVE	CHICKASHA	OK	73018
	ROSE	DELK	3231 MONTANA	CHICKASHA	OK	73018
	JASON & CHRISTY	MADDOX	3232 CALIFORNIA AVE	CHICKASHA	OK	73018
	GARY & MICHELE	CASTLEBERRY	3232 PARK AVE	CHICKASHA	OK	73018
	MARK & TRACY	COX	3233 CALIFORNIA AVE	CHICKASHA	OK	73018
	THOMAS & CASSIE	HORN	3233 PARK AVE	CHICKASHA	OK	73018
	ROBERT & DAWN	ROEHRICK III	3234 PARK AVE	CHICKASHA	OK	73018
	BRISCO	MCPHERSON	3237 CALIFORNIA AVE	CHICKASHA	OK	73018
	JERRY & RENE	HUGGINS	3245 CALIFORNIA AVE	CHICKASHA	OK	73018
ROSS HOLDING LLC		ROSS HEALTHCARE	328 S 29TH	CHICKASHA	OK	73018
ALLIANCE HEALTH INC			328 S 29TH	CHICKASHA	OK	73018
	ELIZABETH	COX	33 MILLER DR	CHICKASHA	OK	73018
	JOAN	BROWNEN	3301 MONTANA	CHICKASHA	OK	73018
	LORETTA	SPARKS	3301 W IDAHO	CHICKASHA	OK	73018
	MARILYN	BUTLER	3302 MONTANA	CHICKASHA	OK	73018
	JAMES & KRISTY	TARBOX	3304 ARIZONA AVE	CHICKASHA	OK	73018
	RD & NOLA	COTTRELL	3304 MONTANA AVE	CHICKASHA	OK	73018
DONOVAN WORLEY	MYRA	ALEXANDER	3305 ARIZONA AVE	CHICKASHA	OK	73018
	RICHARD & APRIL	MCCAULEY	3306 MONTANA AVE	CHICKASHA	OK	73018
PATHOLOGIST INC	BILL MD	CROWELL	3306 W IDAHO AVE	CHICKASHA	OK	73023
	ANGELA	SELF	3306 W IDAHO AVE	CHICKASHA	OK	73018
	TIMOTHY	HARTSELL	3308 ARIZONA AVE	CHICKASHA	OK	73018
	THOMAS & DIANNE	WILSON	3309 ARIZONA AVE	CHICKASHA	OK	73018
REVOCABLE TRUST	JAMES	WINSLOW	3309 W IOWA	CHICKASHA	OK	73018
	LOUISE	RAINS	3310 MONTANA AVE	CHICKASHA	OK	73018
	WAYNE & EVELYN	GRISWOLD	3310 W IDAHO AVE	CHICKASHA	OK	73018
	DEREK & MELISSA	KUETER	3312 ARIZONA	CHICKASHA	OK	73018
MICA SELZER	JOSEPH	HACKNEY	3312 MONTANA	CHICKASHA	OK	73018
	PATRICIA	JIM	3313 ARIZONA AVE	CHICKASHA	OK	73018
	JUANITA	SPOON	3314 MONTANA	CHICKASHA	OK	73018
	LUPE & OLIVIA	MARTINEZ	3316 ARIZONA AVE	CHICKASHA	OK	73018
	FOREST & JOANN	MCCOOL	3320 ARIZONA AVE	CHICKASHA	OK	73018
	HOWARD & NANCY	BOONE	3327 W IDAHO	CHICKASHA	OK	73018
	CAROLYN & BOB	HUNTER	3333 S 16TH ST	CHICKASHA	OK	73018

FIRST ASSEMBLY OF GOD INC			3340 S 16TH ST	CHICKASHA	OK	73018
	JERRY	HEAVIN	3385 CS 2850	NINNEKAH	OK	73067
MCNATT RENTALS LLC	ALLISON	MCNATT	3390 COUNTY STREET 2850	NINNEKAH	OK	73067
	PATRICK & CHAVONNE	PENNER	3400 W MISSISSIPPI AVE	CHICKASHA	OK	73018
	LATRAYE & DEIDRE	ALEXANDER	3401 W MISSISSIPPI	CHICKASHA	OK	73018
	TROY & LISA	LEE	3402 W MISSISSIPPI	CHICKASHA	OK	73018
	JAMES	HARMON	3404 S 24TH	CHICKASHA	OK	73018
	CLARENCE	HEFFINGTON	3407 VINE ST	CHICKASHA	OK	73018
	CAROLYN	KING	3409 S COUNTRY CLUB RD	CHICKASHA	OK	73018
	SHANNON	SANGO	3409 VINE ST	CHICKASHA	OK	73018
	EVA MAE	REDGER	3410 VINE ST	CHICKASHA	OK	73018
REVOCABLE TRUST	WILLIAM & PATRICIA	SAMPSON	3411 COUNTRY CLUB RD	CHICKASHA	OK	73018
	IRENE	RICHARDSON	3411 VINE ST	CHICKASHA	OK	73018
	JOSEPH & EMILY	POWELL	3413 VINE ST	CHICKASHA	OK	73018
	BETHANY	RUSH	3413 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	DOUGLAS & GLORIA	PRINCE	3415 COUNTRY CLUB RD	CHICKASHA	OK	73018
CHASE MANHATTAN MORTGAGE CO			3415 VISION DR	COLUMBUS	OH	43219
SHEILA MOSLEY	DARRELL/GREG/BRIAN	WHITE	3417 VINE	CHICKASHA	OK	73018
	ERIC	FIREBAUGH	3417 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	ROBERT	SNEED	3418 VINE ST	CHICKASHA	OK	73018
	TOM & KIM	RADFORD	3419 VINE	CHICKASHA	OK	73018
	CODY	BECKHAM	3419 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	BRENT	PEARCE	3420 COUNTRY CLUB RD	CHICKASHA	OK	73018
	WILLIAM & RITA	HARMON	3420 VINE ST	CHICKASHA	OK	73018
	A. DALE & DORA	RODGERS	3421 COUNTRY CLUB RD	CHICKASHA	OK	73018
	HARVEY & BRENDA	TAYLOR	3421 VINE	CHICKASHA	OK	73018
	LESLIE & NETA	WYATT	3422 VINE	CHICKASHA	OK	73018
	ALLEN & JANIECE	LANDRY	3424 VINE ST	CHICKASHA	OK	73018
	TOMMY & BETTY	HACKNEY	3427 COUNTRY CLUB RD	CHICKASHA	OK	73018
	DELBERT & SHIRLEY	AKINS	3428 W CAROLINA	CHICKASHA	OK	73018
	RHONDA E.	PIKE	3433 S SOONER RD	CHICKASHA	OK	73018
DEUTSCHE BANK NATIONAL TRUST	WELLS FARGO	HOME MORTGAGE	3476 STATEVIEW BLVD	FORT MILL	SC	29715
	DARREL & JEANNIE	JOHNSTON	3478 S HWY 92	CHICKASHA	OK	73018
	WILLIAM & PATRICIA	SCHWENK	3500 W IOWA	CHICKASHA	OK	73018
	RONALD & DORIS	OZEE	3501 COUNTRY CLUB RD	CHICKASHA	OK	73018
DICKENSON FAMILY TRUST	LOTTIE	DICKENSON	3501 S DICKENSON	CHICKASHA	OK	73018
	DALE & DARLENE	TYLER	3501 VINE ST	CHICKASHA	OK	73018
	WALTER & VICKIE	START	3503 VINE	CHICKASHA	OK	73018
	RANDAL & BONNY	HARWELL	3525 COUNTRY CLUB RD	CHICKASHA	OK	73018
	PAUL & W JEAN	BEAVER	3530 GRAND AVE	CHICKASHA	OK	73018
	LARRY & SARAH	SMITH	3598 HWY 92	CHICKASHA	OK	73018
	JERRY & MADELYN	ATKINSON	36 MILLER DR	CHICKASHA	OK	73018
	KEVIN	ROBISON	3600 W GRAND	CHICKASHA	OK	73023
	EVERETT	ANDRUS	3640 HWY 92	CHICKASHA	OK	73018
	NATHAN & JESSICA	BROOKMAN	3680 W IOWA AVE	CHICKASHA	OK	73018
	SHERRY	COOPER	37 MILLER DR	CHICKASHA	OK	73018
	JOHN & MARTHA	ROBISON	3700 W GRAND	CHICKASHA	OK	73018
	MARK	RUSHING	3708 W GRAND AVE	CHICKASHA	OK	73018
	RENEE	WATT	3803 DUNHILL	CHICKASHA	OK	73018
	J. E.	FREDRICKSON	39 VILLAGE DR	CHICKASHA	OK	73018
	VAUGHN & PHYLLIS	OTEY	3905 S MOCKINGBIRD RD	CHICKASHA	OK	73018
	MICHAEL	PARHAM	3909 S MOCKINGBIRD RD	CHICKASHA	OK	73018
	ED	WILLIAMS	3909 STONEYBROOK	CHICKASHA	OK	73018
	VICTOR	WESSON	3910 HICKORY STICK DR	CHICKASHA	OK	73018
	LILLIE	HOWERY	4 MILLER DR	CHICKASHA	OK	73018
	BERTHA & G. W.	THOMAS	4000 S HWY 92	CHICKASHA	OK	73018
	JIM	KEELEY	401 CHIPPINGHAM LN	BLANCHARD	OK	73010
	CATHERINE	REMPE	4017 W GRAND AVE	CHICKASHA	OK	73018
	OMA DOLORES	CAMPBELL	402 S 12TH ST	CHICKASHA	OK	73018
	WADE	STEELMAN	410 CHICKASHA AVE	CHICKASHA	OK	73018
	JAMES	HICKS	410 CHOCTAW	CHICKASHA	OK	73018
	STEPHEN & BARBARA	HALL	4103 NORGE ROAD	CHICKASHA	OK	73018
	MICHAEL & SHELLE	MILLER	4107 NORGE RD	CHICKASHA	OK	73018
THE SISEXUA TRUST			411 CHICKASHA AVE, SUITE 200	CHICKASHA	OK	73018
COWBOY COUNTRY CHURCH INC	CECIL	CAHARA	4127 S SOONER ROAD	CHICKASHA	OK	73018
	LANCE & STEPHANIE	SNYDER	414 FIELDCREST	CHICKASHA	OK	73018
	NORMAN	FRITZ	4225 SOUTH 4TH ST	CHICKASHA	OK	73018
SHOOT THE MOON GIFTS	DARRELL	MOLLETT	426 W CHOCTAW	CHICKASHA	OK	73018
	MARTY & FREDA	COOK	43 MILLER DR	CHICKASHA	OK	73018
	DANNY & BARBARA	TURNER	4309 NORGE RD	CHICKASHA	OK	73018
	JOHN & SARA	NICHOLAS	432 COUNTY ROAD 1290	CHICKASHA	OK	73018
	FERN	BENNETT	432 QUAIL ROAD	CHICKASHA	OK	73018
STILLGRADY LLC		GRACE LIVING CENTER	4350 WILL ROGERS PKWY, STE 300	OKLAHOMA CITY	OK	73108
	DANIEL & ERICA	MCCOMAS	45 MILLER DR	CHICKASHA	OK	73018
	BETH	KIZZIA	4530 S 16TH ST	CHICKASHA	OK	73018
	WILLIAM A.	GRAVES	461 E QUAIL RD	CHICKASHA	OK	73018
	DAN	HOLLANDER	46165 MOCKINGBIRD	CHICKASHA	OK	73018
PERDUE HOUSING INDUSTRIES INC			4626 MEADOWBROOK	LAWTON	OK	73505
	JEFFREY	SCHENK	477 COUNTY ROAD 1360	CHICKASHA	OK	73018
	CURRENT	RESIDENT	48 HILLCREST DR	CHICKASHA	OK	73018
	MARTIN & ADRIANA	HERNANDEZ	49 MILLER DR	CHICKASHA	OK	73018
	MISTY	FERGESON	5 MILLER DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	5 SKYVIEW DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	500 W COUNTRY CLUB RD	CHICKASHA	OK	73018
REVOCABLE TRUST	MELISSA	GREEN	5016 NW 66TH ST	KANSAS CITY	MO	64151
	MICHELLE	HIGHTOWER	504 FIELDCREST	CHICKASHA	OK	73018
	GINO	GRAHAM	510 S 22ND ST	CHICKASHA	OK	73018

	CURRENT	RESIDENT	516 S 22ND ST	CHICKASHA	OK	73018
REVOCABLE TRUST	DON	SCHENK	521 COUNTY ROAD 1360	CHICKASHA	OK	73018
	GLORIA	SIMMONS	5329 N 26TH ST	ARLINGTON	VA	22207
	JACK	BUCKNER	6 MILLER DR	CHICKASHA	OK	73018
	BRIAN & CHRISTY	SKINNER	6 SKYVIEW DR	CHICKASHA	OK	73018
BCP LLC	CAROL	BINGHAM	602 S 4TH ST	CHICKASHA	OK	73018
WHEELER FAMILY FARMS LLC			613 COUNTY ROAD 1350	CHICKASHA	OK	73018
	JESSICA	LANE	622 1/2 MINNESOTA ST	CHICKASHA	OK	73018
	MARVIN	KEANER	659 CR 1220	POCASSET	OK	73079
	TERRY	MCFALL	6601 DESIREE DR	NORMAN	OK	73071
	MARILYN	MOSS	6611 NW 11TH	OKLAHOMA CITY	OK	73127
	DAVID & GWENDOLYN	PERRYMAN	689 COUNTY ROAD 1365	CHICKASHA	OK	73018
	RAYMOND & DELORES	TAYLOR	7 MILLER DR	CHICKASHA	OK	73018
WHITAKER FAMILY REV TRUST			715 COUNTY ROAD 1360	CHICKASHA	OK	73018
	GARY	WHITAKER	715 CR 1360	CHICKASHA	OK	73018
FAITH BAPTIST CHURCH			719 COUNTY ROAD 1350	CHICKASHA	OK	73018
	DAVID	STONE	720 W ALMAR DR	CHICKASHA	OK	73018
	DENNIS	HOLDGE	721 CR 1349	CHICKASHA	OK	73018
	JP	FRANKLIN	721 CR 1360	CHICKASHA	OK	73018
	SCOTT & KATHY	BRADFORD	723 CR 1350	CHICKASHA	OK	73018
	REBECCA	RAWSON	724 CR 1355	CHICKASHA	OK	73018
	DON & FRANCES	HABENER	727 COUNTY ROAD 1350	CHICKASHA	OK	73018
NIGHTINGALE FAMILY TRUST	LAVERNA & ADA	NIGHTINGALE	727 COUNTY ROAD 1360	CHICKASHA	OK	73018
	DAVID	ADKINS	729 CR 1350	CHICKASHA	OK	73018
	RITA C. & VICTOR D.	VALDES	731 COUNTY ROAD 1350	CHICKASHA	OK	73018
JCCA	KEITH & TRACY	CARAWAY	734 CR 1330	CHICKASHA	OK	73018
	DARRYL	BOGGESS	736 CR 1349	CHICKASHA	OK	73018
	DL & LAVERA	SMITH	737 COUNTY ROAD 1360	CHICKASHA	OK	73018
	ASSAD & STEPHANIE	RABIEL	739 COUNTY ROAD 1350	CHICKASHA	OK	73018
	JOE	BERESFORD	742 CR 1349	CHICKASHA	OK	73018
HEALTHBACK HOLDINGS LLC			7504 N BROADWAY EXT	OKLAHOMA CITY	OK	73116
LIVING TRUST	EVA JEWELDINE	WELCH	7717 NW 84 ST	OKLAHOMA CITY	OK	73132
	TOM & JOAN	HARWELL	8 COTTONWOOD DR	CHICKASHA	OK	73018
	MIKE & SONYA	BUCKMASTER	8 MILLER DR	CHICKASHA	OK	73018
	RICHARD & TIFFANY	CROW	8 SKYVIEW DR	CHICKASHA	OK	73018
	DAN & KATHY	WINHAM	806 HICKORY STICK ST	CHICKASHA	OK	73018
	ANN & RUSSELL	TOWNSEND	808 N JOHNSON WAY	CHICKASHA	OK	73018
	LISA	MCPHERSON	828 S 8TH ST	CHICKASHA	OK	73018
	STEVE	EUBANK	840 CR 1290	CHICKASHA	OK	73018
	BRIAN	LEONARD	848 CR 1400	CHICKASHA	OK	73018
	CURRENT	RESIDENT	853 COUNTY ROAD 1315	CHICKASHA	OK	73018
	KIRK	SPURLIN	853 CR 1320	CHICKASHA	OK	73018
	RONALD & DEBRA	WEISS	854 CR 1315	CHICKASHA	OK	73018
	ROD	CARROLL	856 CR 1400	CHICKASHA	OK	73018
	JIM	BENNETT	857 CR 1400	CHICKASHA	OK	73018
	CLARENCE G.	THORSEN	872 COUNTY ROAD 1400	CHICKASHA	OK	73018
SPURLIN FARMS	JAMES	SPURLIN	872 CR 1320	CHICKASHA	OK	73018
	DAVID & SHARON	THOMPSON	872 CR 1400	CHICKASHA	OK	73018
	BASIL C.	REED	877 CR 1405	CHICKASHA	OK	73018
	PATTI	ROGSTAD	879 CR 1403	CHICKASHA	OK	73018
	LARRY & LINDA	SHIPMAN	883 CR 1280	AMBER	OK	73004
	HARRY	MITCHELL	891 CR 1450	NINNEKAH	OK	73067
MARY WALLS	RICHARD & DEBBIE	TOW	9 MILLER DR	CHICKASHA	OK	73018
CHICKASHA PUBLIC SCHOOL		DISTRICT I-1	900 W CHOCTAW	CHICKASHA	OK	73018
	BRITTANY	OTTO	902 S 19TH	CHICKASHA	OK	73018
	DAVID	MILLIKEN	915 IOWA ST	CHICKASHA	OK	73018
	DON	FERGUSON	927 FERGUSON DR	CHICKASHA	OK	73018
	ROY & MERLINA	JENNINGS	975 COX CITY RD	RUSH SPRINGS	OK	73082
REVOCABLE TRUST	EDWARD	STEWART	99-969 AIEA HEIGHTS DR, APT N	AIEA	HI	96701
LIVINGSTON FAMILY TRUST	EARL & SHARON	LIVINGSTON	PO BO 48	NINNEKAH	OK	73067
	RUFUS AND PEGGY	MCMAHON	PO BOX 1002	CHICKASHA	OK	73023
KEVIN ROBISON REV TRUST			PO BOX 1116	CHICKASHA	OK	73023
	JERONIE	FRANKLIN	PO BOX 1122	CHICKASHA	OK	73023
FIRST NATIONAL BANK & TRUST	PAT	BROOKS	PO BOX 1130	CHICKASHA	OK	73023
FIRST NATIONAL BANK & TRUST	WALT	VOSS	PO BOX 1130	CHICKASHA	OK	73023
	MONICA	TREVINO	PO BOX 1159	CHICKASHA	OK	73023
	LESLIE	OSBORN	PO BOX 1200	CHICKASHA	OK	73023
	LINDA	WILKENS	PO BOX 1211	CHICKASHA	OK	73023
	DANA	GUY	PO BOX 1212	CHICKASHA	OK	73023
	MARSHALL	SETTLE	PO BOX 1245	CHICKASHA	OK	73023
CHICKASHA BANK & TRUST	TOM	AVANT	PO BOX 1307	CHICKASHA	OK	73023
	RICHARD	ALLEN	PO BOX 1409	CHICKASHA	OK	73023
	JANA	WHITAKER	PO BOX 1464	CHICKASHA	OK	73023
	CAROL	LESTER	PO BOX 1503	CHICKASHA	OK	73023
	WILLIAM	WILSON	PO BOX 1554	CHICKASHA	OK	73023
	JUNIOR & BONITA	ELLIS	PO BOX 1564	CHICKASHA	OK	73023
REVOCABLE TRUST	BEVERLY	ALLEN	PO BOX 159	VERDEN	OK	73092
THUNDER ENERGY LLC			PO BOX 1658	CHICKASHA	OK	73023
	EVANGELINE	WILSON	PO BOX 1671	CHICKASHA	OK	73023
	GW & BERTHA	THOMAS	PO BOX 1673	CHICKASHA	OK	73023
CHICKASHA EDC	Christy	Elkins	PO BOX 1717	CHICKASHA	OK	73023
	TOMMIE & NANCY	FARLEY	PO BOX 1732	CHICKASHA	OK	73023
	XAVIER & SUSAN	GONZALEZ	PO BOX 1885	CHICKASHA	OK	73023
	KIMBERLY	GREEN	PO BOX 1973	BLANCHARD	OK	73010
	SUSAN	WINCHESTER	PO BOX 2162	CHICKASHA	OK	73023
	GARY	THOMPSON	PO BOX 237	CEMENT	OK	73017
	CYNDRA	PILKINGTON	PO BOX 238	CHICKASHA	OK	73023

	ROBERT	PIATT	PO BOX 245	WALTERS	OK	73572
	LOIS	MCCRAY	PO BOX 2464	CHICKASHA	OK	73023
	THOMAS	GRUNERT	PO BOX 2493	CHICKASHA	OK	73023
	DAVID L.	KEITH	PO BOX 2522	CHICKASHA	OK	73023
	MICHAEL	FITZPATRICK	PO BOX 253	CHICKASHA	OK	73023
	TOMMIE & SHARLOTTE	KEY	PO BOX 2535	CHICKASHA	OK	73023
	SHANNON	RIGSBY	PO BOX 2563	CHICKASHA	OK	73023
	LAHOMA	SPURLIN	PO BOX 2574	CHICKASHA	OK	73023
	MICHAEL & DARLA	ELLIS	PO BOX 31	CHICKASHA	OK	73023
	DAVID & JO	RAWSON	PO BOX 33	NICOMA PARK	OK	73066
SMITH COMMERCIAL HOLDINGS LLC			PO BOX 330	GAINESVILLE	TX	76241
GLENHAVEN CORPORATION			PO BOX 400	CHICKASHA	OK	73023
DLT REAL ESTATE LLC			PO BOX 416	CHICKASHA	OK	73023
COWBOY COUNTRY CHURCH INC	MICHAEL	EDWARDS	PO BOX 455	ALEX	OK	73002
DRY CREEK DEVELOPMENT LLC	GREG	ELLIOTT	PO BOX 460	CHICKASHA	OK	73023
ELLIOTT CATTLE CO			PO BOX 460	CHICKASHA	OK	73023
RECHICKASHA LLC (BRAD SWICKEY)		SOUTHERN PLAINS ASSOC LLC	PO BOX 54882	OKLAHOMA CITY	OK	73154
COWBOY COUNTRY CHURCH INC	LYNN	WALKER	PO BOX 551	CHICKASHA	OK	73023
	HOLLIS	MYERS	PO BOX 585	CHICKASHA	OK	73023
	CHARLES	BROWN	PO BOX 595	CHICKASHA	OK	73023
PUBLIC SERVICE CO OF OKLA	TAX DEPT	CENTRAL & SOUTHWEST CORP	PO BOX 660164	DALLAS	TX	75266
	JOHNNY & DEBBIE	TRAMMELL	PO BOX 661	CHICKASHA	OK	73023
MORGAN WELL SERVICE INC			PO BOX 666	PRAGUE	OK	74864
HOUSING AUTHORITY OF CHICKASAW NATION			PO BOX 668	ADA	OK	74820
	HOMER	HULME	PO BOX 692	CHICKASHA	OK	73023
	ANITA	MOYDELL	PO BOX 727	CHICKASHA	OK	73023
REVOCABLE TRUST	THOMAS	HARPER	PO BOX 744	CHICKASHA	OK	73023
FIRST BIBLE BAPTIST CHURCH INC			PO BOX 762	CHICKASHA	OK	73023
CHRIST OUR SAVIOUR LUTHERAN CHURCH			PO BOX 785	CHICKASHA	OK	73023
CHICKASAW NATION	BO	ELLIS	PO BOX 788	ADA	OK	74821
	LINDA & WALT	BLEDSOE	PO BOX 79	CHICKASHA	OK	73023
REVOCABLE TRUST	WILLIAM	RICHEY	PO BOX 804	CHICKASHA	OK	73023
SALVATION ARMY			PO BOX 826	CHICKASHA	OK	73023
TAS TRUCKING INC			PO BOX 845	CLINTON	OK	73601
	JOSEPH	GREEN	PO BOX 925	CHICKASHA	OK	73023
	CLYDE & JOY	BENNETT	PO BOX 99	NINNEKAH	OK	73067
MARGARET SCHLITT	JOE	DAVIS	RT 1 BOX 181	VERDEN	OK	73092
BEARCAT LAND, INC.	LYNN	QUICK	11032 QUAIL CREEK ROAD	OKLAHOMA CITY	OK	73120
BEARCAT LAND, INC.	JOHN	COURY	11032 QUAIL CREEK ROAD	OKLAHOMA CITY	OK	73120

NOTICE OF PUBLIC MEETING

The Oklahoma Department of Transportation (ODOT) invites you to attend a public meeting to provide input for the proposed construction of a bypass for US 81 around Chickasha from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. ODOT started the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT has considered other alignment alternatives and will present three alignment alternatives for consideration. In addition, ODOT has also completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass. The bypass alignment alternatives and the results of the economic study will be presented at the public meeting scheduled on **March 14, 2013 at 6:00 p.m. at the Grady County Fairgrounds Community Building #1**. The purpose for the meeting is to present the results of the ongoing studies, as well as obtain information from the public to further assist ODOT in the identification of critical social, economic and environmental effects that may result from the project. ODOT will update the project mailing list from the attendance list. This project mailing list will be used to notify interested parties of all future project meetings. If you will be unable to attend the meeting, but wish your name and address to be added to the project mailing list, please send your name and mailing address via US mail or e-mail to:

Diane Abernathy
SAIC
3700 West Robinson, Suite 200
Norman, OK 73072
jeanna.d.abernathy@saic.com

Questions prior to the meeting may be directed to Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org, or by writing the Environmental Programs Division, 200 Northeast 21st Street, Oklahoma City, Oklahoma 73105.

If you will be unable to attend the meeting, all handout materials will be posted after the meeting to the following ODOT project website: http://www.odot.org/meetings/other.php.

If you require special accommodations for the meeting, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405)521-2350, or froesler@odot.org at least three (3) working days in advance of the meeting date.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STAKEHOLDER

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, March 14, 2013

PUBLIC INVOLVEMENT MEETING

US-81 (Chickasha Bypass), Chickasha, OK

http://www.okladot.state.ok.us

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Frank V. Roesler III (405) 521-2350	200 N.E. 21st St., RM: 3A7 Oklahoma City, OK 73107	ODOT Planning & Research Div. Program Coordination Branch	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Clinton A. Tillette (405) 522-1041	200 N.E. 21st St., RM: 3A7 Oklahoma City, OK 73107	ODOT Planning & Research Div. Program Coordination Branch	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Stewart Fairbrin 222 6045	117 N 4th Chickasha OK 73018	City of Chickasha	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Diane Abernathy 701-3167	3700 W. Robinson Ste 200 Norman OK 73072	SAIC	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Andy Atlas 512-349-0700	10415 Morado Circle, ~~Bldg 7~~ Suite 200 Austin, TX 78759	CP&Y	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	DARIAN BUTLER 405-425-7415	3500 Martin Luther King OKC, OK 73136	Oklahoma Turnpike Authority	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bob Kmach 405-521-2606	200 NE 21st St Oklahoma City OK 73105	ODOT/Bridge	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

STAKEHOLDER

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☑ Mr. ☐ Ms. ☐ Mrs. Cary DeHart 405-224-1092	3210 W. Idaho	CMSC; Hollowbrook	☑ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs. Christy Elkins 405-694-1801	221 Chickasha Ave.	Chickasha Economic Development	☐ Male ☑ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs. Susan Kouth 405-224-2216	828 W. Choctaw Chickasha, OK 73018	OSU Extension / COC	☐ Male ☑ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Terry McFall 405 361-3531	6601 Dogwood Dr. Norman, OK 73071	SAIC	☐ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Joshua Pike 405-224-5781	104 Flanders Dr. Chickasha, OK 73018	Land owner	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. Mike Coponiti 405-574-1333	1801 S. Mockingbird Rd. Chickasha, OK 73018	USAO / Property Owners	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. GW Thomas	4000 Hwy 92 Chickasha	Property Owner	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

STAKEHOLDER

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, March 14, 2013

~~PUBLIC INVOLVEMENT MEETING~~

US-81 (Chickasha Bypass), Chickasha, OK

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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☑ Mrs.	Bertha Thomas	4000 S. Hwy 92 Chix	Property Owner	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Mike Nunamaker 405-779-2151	Grady Memorial ← 2220 Iowa Ave Chickasha		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Hank Ross 405-760-5485	328 S. 29th Chickasha, OK	Ross Health Care Mayor - Chix	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Bob Ross	Duncan	ODOT Div III	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs.	Carla Rice 405-616-3000	900 S. Byers OKC, OK	Stillwater Central Railroad	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Pat Foster 405-616-3000	900 S. Byers OKC OK 73129	Stillwater Central Railroad	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Steve LaForge 405-627-6246	2808 South 4th Street Chickasha OK 73018	LaForge Properties	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☑ Mr. ☐ Ms. ☐ Mrs. Tim Elliott 405 224 0819	Box 174 Chickasha 73023	Dry Creek Dev. Property owner	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. Patrick Brooks 405-224-2200	P.O. Box 1130 Chickasha, OK 73023	First Nat'l Bank & Trust Co Chickasha, OK	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. John F Jaggers 405-222-7131	123 Maple Lane Chickasha	City Council Chickasha	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs. GARY SCHLOTTHAUER 405-607-6946	9400 N. BROADWAY SUITE 300 OKLA. City, OK. 73114	SAIC	☑ Male ☐ Female ☑ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. CLINTON TILLETTE	200 NE 21ST ST OKC OK, 73105	ODOT PLANNING & RESEARCH PUBLIC INVOLVEMENT	☑ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☑ Hispanic ☑ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs. Terri Holley	200 NE 21st St OKC, OK, 73105	ODOT Planning & Research Engineer Intern	☐ Male ☑ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☑ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Siv Sundaram	"	ODOT-EW Prog Div.	☐ Male ☑ Female ☐ White ☑ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

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Planning & Research Division - Program Coordination Branch

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☐ Mrs.	Dawn Sullivan	200 NE 21st OKC	ODOT Env. Programs Div	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Greg Worrell	200 NE 21st St OKC	ODOT Env. Programs D.V	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, March 14, 2013

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US-81 (Chickasha Bypass), Chickasha, OK

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(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Bob Rugeh	200 NE 21st St OK Mount City OK 73109	ODOT/Bridge	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	RALPH MORGAN	1110 Old Fred Rd Chickasha	RANCHER	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☒ Mrs.	Joyce Stockton	2471 CS 2807 Chickasha	Citizen	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	John A. Soos	2526 S. 16 Chickasha OK 73018	Citizen	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Johnny Walkup	2082 CS 2770 Verden, OK 73092	ODOT Area Res.	☒ Male ☐ Female	☒ White ☐ Asian ☒ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Brian Leonard	848 CR 1400 Chickasha, OK 73018	Land Owner	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	CALE WALKER	2302 S. 18th Street Chickasha OK 73018	U.S. Senator Jim Inhofe Field Representative	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Joe Law 521-2648	200 NE 21st St OKC OK	ODOT R/W	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jay Herbert	11	11	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	John Hartley	—	FHWA.	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	LAHOMA SPURLIN	P.O BOX 2574 CHICKASHA, OK 73023		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Brenda Perry		ODOT Media + PR	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	JEFF McVey	2392 CS 2876 Chickasha	Landowner	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	TERRI Holley	200 N E 21st St OKC OK 73105	ODOT Planning & Research	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☒ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, March 14, 2013

PUBLIC INVOLVEMENT MEETING

US-81 (Chickasha Bypass), Chickasha, OK

http://www.okladot.state.ok.us

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☑ Mrs.	Sasha Hurley 405 535-9215	6351 Carly Dr. Norman 73026		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	JOHN ROBISON MARTHA ✓ 405-224-0159	3700 W. GRAND		☑ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Dick Ledbetter	3103 Fyrce Ave.		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Eduardo Elder	600 NE 21st St. OKC OK 73105		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☑ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Mike Lennier (405) 224-2504	1328 CR 1350 Chickasha OK 73018	Grady Co.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Brian McNatt 405-224-0631	2318 County St. 2860		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☒ Ms. ☐ Mrs.	Karen Cummins Don Cummins	2481 County St 2806		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Tim W. Spurlin 826-1046	PO Box 1552 Chickasha OK 73023	Duster & Sprayer	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Charles N Rempe 405-224-3302	2195 N 3rd Chickasha		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Joe Rempe (405) 224-3302	2195 N 3rd Chickasha, OK 73018		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Donald Hallem Jeanne Hallem	3090 Co St 2500 Ninnekah		☑ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Dan Winkam	806 Hickory St Chickasha		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mary Lee Spurlin ~~872 Co Rd 1320~~	872 Co Rd 1320 Chickasha, OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs.	Rebecca Lawson	724 CR 1355 Chickasha		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Kevin + Brenda Robison	3600 W. Grand	Chick, Newsstand	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Shyla Livingston	P.O. Box 48 Minnehaha, OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Letha [illegible] Council	3306 W Idaho Ave		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Barbara Pfenning	210 Willow Creek Rd Chickasha OK 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Vera Spurlin	853 CR 1320 Chickasha OK 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Peggy Riley 4054596226	1688 Highway 81 Amber OK 73004		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Wickie Riley 4054596226	1688 Highway 81 Amber OK 73004		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☒ Mr. ☐ Ms. ☒ Mrs. Marilyn & Charles James	3228 California		☒ Male ☒ White ☐ Hispanic ☐ Asian ☐ Black ☒ Female ☐ Native American ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs. Jessica Lane	34115.4th St	The Express Star	☐ Male ☐ White ☐ Hispanic ☐ Asian ☐ Black ☐ Female ☐ Native American ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Gary Thompson	P.O. Box 237 Cement, OK	Chickasha Bank & Tr. Co.	☒ Male ☒ White ☐ Hispanic ☐ Asian ☐ Black ☐ Female ☐ Native American ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Craig Moody		ODOT	☒ Male ☒ White ☐ Hispanic ☐ Asian ☐ Black ☐ Female ☐ Native American ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Nicky Sales	594 county Rd 1366 Chickasha		☒ Male ☒ White ☐ Hispanic ☐ Asian ☐ Black ☐ Female ☐ Native American ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Sheldon Smith	115 N 29th St. Chickasha, OK		☒ Male ☒ White ☐ Hispanic ☐ Asian ☐ Black ☐ Female ☐ Native American ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. David Milliken	393 Quartz Road Chickasha, OK		☒ Male ☒ White ☐ Hispanic ☐ Asian ☐ Black ☐ Female ☐ Native American ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Frank V. Roesler III (405) 521-2350	200 N.E. 21st St., RM: 3A7 Oklahoma City, OK 73107	ODOT Planning & Research Div. Program Coordination Branch	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Clinton A. Tillette (405) 522-1041	200 N.E. 21st St., RM: 3A7 Oklahoma City, OK 73107	ODOT Planning & Research Div. Program Coordination Branch	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Ray Sayor Kay Sayor	7 Miller Dr Chickasha OK 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Siv Sundaram		ODOT - Env Prog	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Reese Knight Barbara Knight	200 NE 21st OKC OK	ODOT	☑ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Jerry Pittman	428 W. Kansas Chickasha, OK	Chickasha Leader	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Keith Zeiset	3205 W Frisco Chickasha OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Darrell Mollett 405-224-7300	426 W Choctaw Chickasha	Shoot the Moon Gifts	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☒ Ms. ☐ Mrs.	Bill & Pat Reeves 405-222-0267	22 Miller Dr Chickasha		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Norbert Herbst	661 E Oak Tuttle, OK.	Norton	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	224-6451 J. Harper Thomas			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bertha Thomas			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	G. W. Thomas			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	FLOYD PHILLIPS	2002 S. 12th ST CHICKASHA	FNBT CHICKASHA	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Terry McFall 405 794-3531	2601 Desiree Drive Norman, OK 73071		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Andy Atlas 405-848-2346	1000 W Wilshire Blvd ste 224 OKC, 73116	CP&Y	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Steve Laforge 405-627-6246	2808 South 4th Chickasha OK 73018	LaForge Properties	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	DANIEL BROWN 405-274-3648	317 N 9TH CHICKASHA, OK. 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	JEFF HILLER 580 255 7586	PO Box 460 Duncan, OK 73534	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	BJ DeHart	3210 W. Idaho Chickasha OK.		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Gary Smith	2155 CS 2890 Chick.		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
[X] Mr. [ ] Ms. [ ] Mrs. GARY MENATT 224-0631	2318 COUNTY ST 2860 CHICKASHA OK 73018	ROYAL FILTER MFG.	[X] Male [ ] Female [X] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other
[ ] Mr. [ ] Ms. [X] Mrs. MELISSA KUETER 816-7484	3312 ARIZONA CHICKASHA 73018		[ ] Male [X] Female [ ] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other
[ ] Mr. [X] Ms. [ ] Mrs. charlotte Sutherland 412-3195	P.O. Box 705 Chickasha, OK 73023		[ ] Male [X] Female [X] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other
[X] Mr. [ ] Ms. [ ] Mrs. Tracy Terrill		ODOT Div 7	[X] Male [ ] Female [X] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other
[ ] Mr. [ ] Ms. [ ] Mrs. TIM ELLIOT	BOX 174 Chickasha OK 73023		[X] Male [ ] Female [X] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other
[ ] Mr. [ ] Ms. [ ] Mrs. Bonny Harwell	3535 W. Country club Rd Chickasha		[ ] Male [X] Female [X] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other
[ ] Mr. [ ] Ms. [ ] Mrs. Bruss Horn	3126 W. Iowa Chickasha, OK		[ ] Male [ ] Female [ ] White [ ] Asian [ ] Native American [ ] Hispanic [ ] Black [ ] Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☑ Mrs.	Clyde Howard 405 224-6339 Shirley Howard	1613 Co Rd #2830 Amber, OK 73004	N/A	☐ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	James Hicks 405-224-3410	410 Choctaw Chickasha, OK 73018	Hicks Western	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Robyn Ross	2103 California Ave Chick 73018	NA	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☒ Ms. ☐ Mrs.	RuShing	3708 W Grand		☒ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Michelle Hightower	5047 Idlecrest Dr. Chickasha, OK		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Rasser Glass	106 Riviera DR	Bail Bondsman	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Don Smith			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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☑ Mr. ☐ Ms. ☐ Mrs.	Rollo Dickenson	3501 S. Dickenson		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Brad Mirth	PO Box 460 Duncan OK 73534	ODOT Div 7	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.		2812 Bray Creek		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Cary DeHart 224-1092	3210 W. Idaho	CMSW/Rowbrook	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☑ Mrs.	Bill Venable 320-1725	1108 Missouri Ave		☑ Male ☑ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☑ Mrs.	Thomas Harwell	#8 Cotton Wood DR. Chickasha, OK.		☑ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☑ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jim & Belinda Adams	3217 California Chickasha, Ok.		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☐ Mr. ☒ Ms. ☒ Mrs. Evelyn Griswold	3310 W Idaho Hwy Chickasha OK		☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Bill R. McVey	3208 Hwy 62 W Chickasha		☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Bobby Kizzia	4630 S. 16th Chickasha		☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Catharine Cook	1911 S. 13th Chickasha		☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Blake Elliott	108 Taft Drive Chickasha		☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Don Schenk	521 CR 1360 Chickasha		☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Bill Schwenk	3500 W. Iowa Chickasha		☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

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☑ Mr. ☐ Ms. ☐ Mrs.	David Moydell	2718 CS 2799		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Mike Satterfield	1609 Todd Estates	City Council	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Clyd White	3417 Vine St	Chickasha	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Nancy Hughes	5 Cherry Dr.	Chickasha	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bettye Hughes	5 Cherry Dr.	Chickasha	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Edward Rempe	4017 West Grand	Chickasha	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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☑ Mr. ☐ Ms. ☐ Mrs.	Randy Weatherholt 405 478 5353	9400 N Broadway OKC	SAIC	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☑ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Aruna Muthuranayagam 405 478 5353	"	SAIC	☐ Male ☑ Female	☐ White ☑ Asian ☐ Native American	☐ Hispanic ☐ Black ☑ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Vernon Hoover 405-222-5847			☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Alan Schenk	408 CR 1360 Chickasha	Same	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	JB Fleeman	Pocasset		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Anita Maydell 222-3171	PO Box 727		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Patti Rogstad 2246052	John Rogstad PO Box 2351		☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Donna Stanbridge 405-224-0787	P.O. Box 1717 Chickasha, OK 73023	Chickasha Chamber of Commerce	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Greg Worrell	200 NE 21st St OKC, OK	ODOT ENV Programs Div	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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US-81 (Chickasha Bypass), Chickasha, OK

http://www.okladot.state.ok.us

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]
☒ Mr. ☐ Ms. ☐ Mrs. FRANK FARMER 615-8551	203 S. James Pl Chickasha	Chickasha Bank	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Elizabeth S. James	532 Quail Rd Chickasha, OK	Leadership Chickasha	☐ Male ☑ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Beth Kizzia	4530 S. 16th	Chickasha	☐ Male ☒ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Harvey S. Taylor 224-2894	3421 Vine Chickasha		☒ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☒ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Mark Milby 224-2600	PO Box 431 Chickasha	Express-Star	☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Ken Davis 600-8967	1185 CR 1350 Chickasha	N/A	☒ Male ☐ Female ☒ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.			☐ Male ☐ Female ☐ White ☐ Asian ☐ Native American ☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Thursday, March 14, 2013

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Planning & Research Division - Program Coordination Branch

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Shawn Skaggs	5201 S. Hwy 81 Chickasha, OK 73018	Livingston Machinery Company	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jim Bennett	857 CR1400 Chickasha, OK 73018		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	GEORGE PLUMMER	1718 MISSISSIPPI CHICKASHA OK 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Hank Ross	328 S. 29 Chickasha OK 73018	Ross Hamm Law MAYOR	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☑ Ms. ☐ Mrs.	Tom Radford Kim Radford	3419 Vine St Chickasha OK 73018		☑ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	David Sanders Kimberly Sanders	743 CR-1350 Chickasha, OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	Kristie Davis	[redacted] S. 29th 317		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	David Courtney	862 CR 1400		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jerry White	Box 1925 Chickasha	Farm Service	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Deanna & Joe Conrad	2823 CS 2791 Chickasha	Chickasha Iron Works	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jerry Atkinson 224-6937	36 Miller Drive Chickasha	Enogex	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Makenzie Millsap	Po Box 431 Chickasha		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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Planning & Research Division - Program Coordination Branch

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Mark A. Martin	P.O. Box 1128 Chickasha, OK	INSURANCE	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Cindie Sales	2902 S. 29th Chickasha, OK		☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	DAVID THOMPSON 405-574-6835	872 CR 1400		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	SUSAN WINCHESTER	PO BOX 2162 CHICKASHA		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Gary Whitaker	715 CR 1360 Chickasha	Home owner	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	James Elston	1701 S. 6th Chickasha	" "	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	Myrtle Elston	"	" "	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	DAVID SIKES 405 222-2775	2524 S. 18th Chickasha, OK 73018	Jenoco	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	JAMES WINSLOW	3309W IOWA		☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
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☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

US 81 Bypass of Chickasha Environmental Assessment

Public Meeting

March 14, 2013

SAIC

US 81 Bypass Environmental Assessment

Introductions

- ODOT
- FHWA
- SAIC

SAIC

US 81 Bypass Environmental Assessment

Meeting Purpose

- Present need for bypass
- Provide responses to 10/04/11 public meeting comments
- Present socioeconomic study results
- Introduce 3 alignments developed in response to public comments
- Obtain input and feedback

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US 81 Bypass Environmental Assessment

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

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US 81 Bypass Environmental Assessment

Traffic Data & Analysis Highlights

- Video of Existing Truck Traffic & Critical Turning Maneuvers
- Traffic Data & Level of Service
- Crash Data & Safety Analysis

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US 81 Bypass Environmental Assessment

Traffic Data & Analysis Highlights

- Video of Existing Truck Traffic & Critical Turning Maneuvers
- Traffic Data & Level of Service
- Crash Data & Safety Analysis

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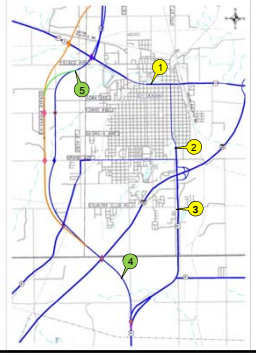
US 81 Bypass Environmental Assessment

Daily Traffic Along US 81 - Without/With Bypass (2012,2040)



Annual Average Daily Traffic

Location	2012 w/o Bypass	2012 w/ Bypass	2040 w/o Bypass	2040 w/ Bypass
1	**11,280**	8,770	**17,600**	13,700
2	**14,900**	11,410	**23,300**	17,800
3	**17,680**	14,080	**27,580**	21,950
4	**n/a**	5,360	**n/a**	8,400
5	**n/a**	4,430	**n/a**	6,920

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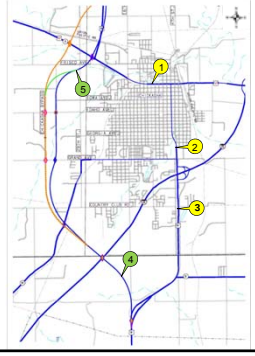
US 81 Bypass Environmental Assessment

Trucks Along US 81 - Without/With Bypass (2012, 2040)



Daily Truck Traffic

Location	2012 w/o Bypass	2012 w/ Bypass	2040 w/o Bypass	2040 w/ Bypass
1	**1,900**	1,200	**3,000**	1,900
2	**2,000**	1,100	**3,120**	1,720
3	**2,600**	1,670	**4,060**	2,600
4	**n/a**	1,230	**n/a**	1,920
5	**n/a**	1,020	**n/a**	1,600

Excessive truck traffic through Downtown Chickasha

- Affects Traffic Operations & Safety
- Restricts Sight Distance

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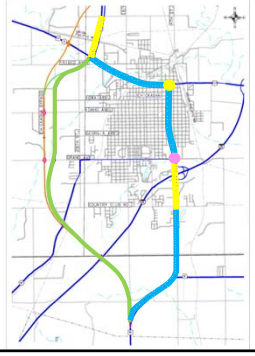
US 81 Bypass Environmental Assessment

Future Level of Service (LOS) Along US 81 – Without/With Bypass (2040)

2040 With Bypass



LOS Legend:

- B
- C
- D
- E
- F

Improved Traffic Flow & Operations

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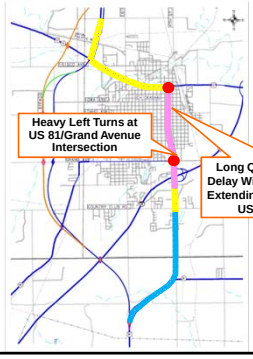
US 81 Bypass Environmental Assessment

Future Level of Service (LOS) Along US 81 – Without/With Bypass (2040)

2040 Without Bypass



LOS Legend:

- B
- C
- D
- E
- F

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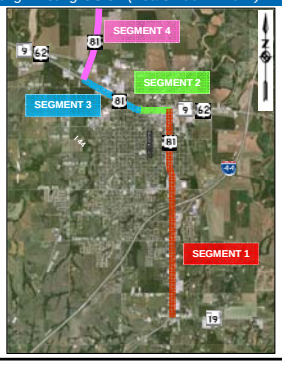
US 81 Bypass Environmental Assessment

Five-Year Crash Data Along Existing US 81 (Years 2007 – 2011)

Total Crashes = 738
Injury Crashes = 218
Fatalities = 4



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US 81 Bypass Environmental Assessment

Five-Year Crash Data Along Existing US 81 (Years 2007 – 2011)

Five-Year Crash Data (2007 – 2011)			
Crash Type	**Number of Crashes**	**Crash Rate Along US 81** *(per 100 million vehicle miles)*	**Statewide Average Crash Rate for Similar Facility** *(per 100 million vehicle miles)*
Segment 1 - US 81 from SH 19, north to US 62			
Fatality	2	2.2	1.18
Injury	175	190.7	53.34
Total	603	657.2	153.9
Segment 2 – US 62 from US- 1, west to 11th Street			
Fatality	1	11.1	1.03
Injury	25	277.0	124.21
Total	91	1008.1	377.75
Segment 3 – US 62 from 11th Street, west to US 81 North			
Fatality	1	7.3	1.18
Injury	11	80.1	53.34
Total	34	247.6	153.9
Segment 4 – US 81 north 1.5 miles from US 62			
Fatality	0	0.0	1.57
Injury	7	63.4	56.01
Total	10	90.6	178.52

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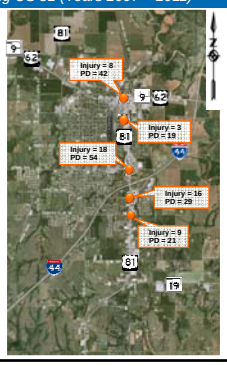
US 81 Bypass Environmental Assessment

Five-Year Crash Data Along Existing US 81 (Years 2007 – 2011)

High Crash Intersections with Injury and Property Damage



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US 81 Bypass Environmental Assessment

Travel Time

From	To	Travel Time Data	
Northern Terminus: North of the US 81/ US 62 intersection	***Southern Terminus:*** South of the US 81/ SH 19 East intersection	***Free Flow Speed Conditions along Existing US 81***	**10 minutes**
		2012 "No-Build" Peak Conditions	**15 – 25 minutes [1]**
		2040 "No-Build" Peak Conditions	**30 – 45 minutes [1]**
		2040 "Build" Peak Conditions along the Bypass	**8 – 10 minutes**
		2040 "Build" Peak Conditions along Existing US 81	**15 – 20 minutes**

1. Travel time subject to increase when over length and/or over width trucks are present

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US 81 Bypass Environmental Assessment

Improvement of Existing US 81

Improvement of Existing US 81 to LOS C

- Widen to 6-Lane and Continuous Left-Turn Lane: US 81/US 62 (Choctaw) to Minnesota; 5 Blocks
- Widen to 8-Lane and Continuous Left-Turn Lane: Minnesota to Grand; 16 Blocks
- Significant Right-of-Way Acquisition Required
- Impacts:
  - Loss of Buildings, Businesses, and Parking throughout Corridor
  - Loss of All Structures Adjacent to US 81, Choctaw to Kansas
  - Downtown Historic District and Structures

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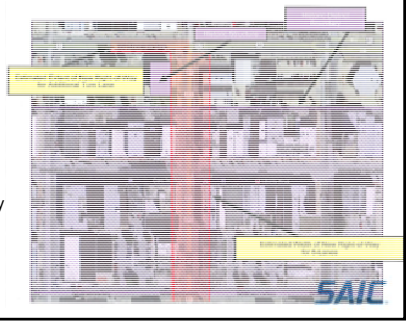
US 81 Bypass Environmental Assessment

Improvement of Existing US 81

Improvement of Existing US 81 – Not Feasible

- Funding likely unavailable due to impacts to historic resources
- Extensive right-of-way impacts



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US 81 Bypass Environmental Assessment

Proposed Project

- Controlled-Access 4-lane Divided Western Bypass of Chickasha
- From Curve North of the US 81/SH 19 West Junction North to US 81/US 62

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US 81 Bypass Environmental Assessment

Alignment Presented at October 2011 Meeting (from 2007 Corridor Study)

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US 81 Bypass Environmental Assessment

Public Comments from First Meeting

Public Comments from First Meeting:

- Suggested I-44 as US 81 truck bypass route
- Concerns regarding proximity to:
  - Large church
  - Residential neighborhood
- Concerns over socioeconomic impacts

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US 81 Bypass Environmental Assessment

Public Comments: I-44 as US 81 Truck Bypass Route

Public Comments: I-44 as US 81 Truck Bypass Route

Good Idea, but Some Significant Complications:

- Would require payment of H. E. Bailey Turnpike toll
- Turnpike toll gate restrictions
  - 15' 3" – maximum height
  - 9' 6" – maximum cash width
  - 11' 6" – maximum pikepass width
  - 80,000 lbs – maximum weight

US 81 Bypass Environmental Assessment

Public Comments: I-44 as US 81 Truck Bypass Route

Public Comments: I-44 as US 81 Truck Bypass Route

- Cannot require all truck traffic to use I-44, as some truck traffic has local destination in Chickasha
- Longer route than going through town
- National Highway System routes need to provide access to truck traffic
- Based upon ODOT's understanding of state statutes, no authority to restrict truck traffic

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US 81 Bypass Environmental Assessment

Public Comments: I-44 as US 81 Truck Bypass Route

Public Comments: I-44 as US 81 Truck Bypass Route

- Remove state highway designation from downtown route
- Dual designation for I-44/US 81
- Approximate cost of improvements = $184M
- Limited options for capacity expansions beyond year 2040
- Will not relieve congestion along US 62 west of US 81 (Choctaw)
- Increase congestion on US 62 east of US 81
- Conclusion: Not the most feasible alignment

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US 81 Bypass Environmental Assessment

Public Comments from First Meeting

Public Comments from First Meeting:

- Suggested I-44 as US 81 truck bypass route
- Concerns regarding proximity to:
  - Large church
  - Residential neighborhood
- Concerns over socioeconomic impacts

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US 81 Bypass Environmental Assessment

Public Comments: Proximity to Church and Neighborhood

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US 81 Bypass Environmental Assessment

Public Comments from First Meeting

Public Comments from First Meeting:

- Suggested I-44 as US 81 truck bypass route
- Concerns regarding proximity to:
  - Large church
  - Residential neighborhood
- Concerns over socioeconomic impacts

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US 81 Bypass Environmental Assessment

Public Comment: Concerns over Socioeconomic Impacts

- Concerns over Socioeconomic Impacts
  - Andy Atlas, AICP
  - Vice-President, CP&Y Inc.

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US 81 Bypass Environmental Assessment

Purpose of the Socioeconomic Assessment

Purpose of the Study

- To describe the social and economic conditions of the existing US 81 corridor and evaluate the socioeconomic impacts of a proposed bypass on the existing corridor

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US 81 Bypass Environmental Assessment

Aerial of the Study Area

Industrial Facilities

Historic District, Downtown

Existing Business District
(along S. 4th St / US 81)

I-44 Interchange

US 81 Bypass Environmental Assessment

Socioeconomic Assessment

Study Methodology

- Literature Review
- Data Analysis
  - U.S. Census
  - American Community Survey
  - Floodplain Map
  - Traffic Data
- Interviews with local residents
- Field Investigations
- Review of previous public involvement documentation

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US 81 Bypass Environmental Assessment

Existing Conditions / Environmental Consequences

Land Use

- 290 businesses on existing corridor
- 16 percent vacancy rate
- 23 percent of businesses provide travel-related services
  - Automotive
  - Dining
  - Accommodation
  - Convenience stores

US 81 Bypass Environmental Assessment

Existing Conditions / Environmental Consequences

Demographic Study Area

Census blocks within 500 feet of the existing US 81 corridor

US 81 Bypass Environmental Assessment

Existing Conditions / Environmental Consequences

Population and Demographic Characteristics

- Study Area population declined between by 4.9 percent between 2000 and 2010
- Chickasha's population is expected to grow to approximately 19,260 residents by 2030
- The ethnicity in the study area and the City is predominantly White (non-Hispanic)

Population Change 2000-2010

Year	State of Oklahoma	Grady County	City of Chickasha	Study Area*
Percent Change 2000-2010	8.7%	15.2%	1.2%	-4.9%
2010	3,751,351	52,431	16,036	2,737

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US 81 Bypass Environmental Assessment

Existing Conditions / Environmental Consequences

US 81 Bypass Environmental Assessment

Existing Conditions / Environmental Consequences

Transportation Systems and Mobility Patterns

- Truck traffic on existing US 81 would be reduced from under the Build scenario compared to the No-Build scenario
- Four traffic fatalities in corridor from 2007 – 2011, including one pedestrian
- Traffic projections show that 2040 traffic on existing US 81 between US 62 and I-44 would exceed 2012 traffic by between 19 and 24 percent
- Overall traffic on US 81 (bypass and existing combined) would be more than 1,000 vehicles per day higher than No Build

SAIC

US 81 Bypass Environmental Assessment

Existing Conditions / Environmental Consequences

Economic Conditions

- Annual average unemployment of 5.8 percent in Grady County was lower than the statewide rate of 6.2 percent in 2011
- Primary employment industries in Chickasha are: social services, manufacturing, and retail trade
- Almost half of Grady County labor force (48.5 percent) commutes outside of Grady County
- Chickasha poverty rate of 21.6 percent is higher than County and State
- Sales tax revenues grew by two percent from 2009 to 2012 to $862,000

SAIC

US 81 Bypass Environmental Assessment

Conclusions

Competing Goals:

- General economic revitalization of the community
- Maintaining vitality of individual businesses

SAIC

US 81 Bypass Environmental Assessment

Conclusions

Potential **costs** to the community of a bypass

- Potential closure of some travel-related businesses
- Cost will tend to be short-term as travel increases on existing US 81

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US 81 Bypass Environmental Assessment

Conclusions

Potential **opportunities** to the community of a bypass

- Increased traffic and business through Chickasha
- Revitalization of existing US 81 corridor
- Improved Safety
- Trucks will be able to move through town more quickly
- Economic development opportunities along bypass route at interchanges

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US 81 Bypass Environmental Assessment

Bypass Alignments under Consideration

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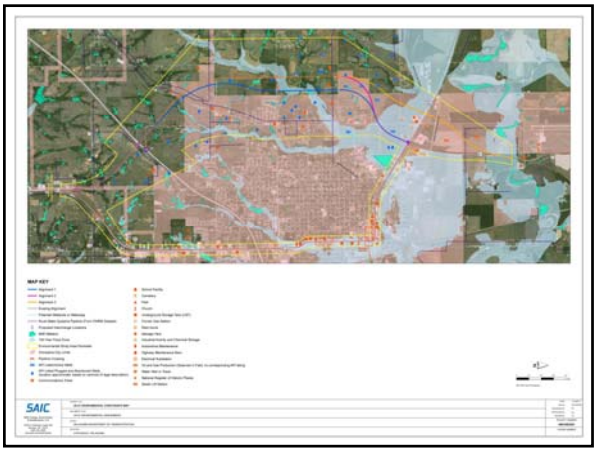
US 81 Bypass Environmental Assessment

Updated Environmental Assessment Study Area

SAIC



US 81 Bypass Environmental Assessment

Comparison of Bypass Alignments

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.

SAIC

US 81 Bypass Environmental Assessment

What Happens Next?

- Consider Comments from this Public Meeting
- Select a Preferred Alignment
- Conduct Field Studies
- Prepare Draft EA Document
- Public Hearing (Mid-2014); Comment Period
- Finalize EA
- Request FONSI from FHWA (Late 2014)

SAIC

US 81 Bypass Environmental Assessment

What Happens Next?

- Begin ROW Acquisition and Utility Relocation Process (2014)
- Begin Bypass Construction, as Funding Allows

SAIC

US 81 Bypass Environmental Assessment

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
- Diane Abernathy – SAIC
  Phone: 405.701.3167
  3700 W. Robinson, Suite 200
  Norman, OK 73072
  E-mail: jeanna.d.abernathy@saic.com

SAIC

US 81 Bypass Environmental Assessment

Thank you!

SAIC

US 81 Bypass Environmental Assessment

Question and Answer Session

SAIC

Oklahoma Department of Transportation

Welcome to the US 81 Bypass Public Meeting
March 14, 2013
Grady County Fairgrounds, Community Building #1

ODOT is preparing an environmental assessment (EA) for proposed construction of a controlled-access 4-lane divided western bypass of Chickasha from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection.

In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. The Department started the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT has considered other alignment alternatives and has developed three alignment alternatives for consideration. In addition, ODOT has also completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass.

The purpose of tonight's meeting is to present the results of the ongoing studies, as well as obtain information from the public to further assist the Department in the identification of critical social, economic and environmental effects that may result from the project.

Meeting Agenda

Welcome and Introductions

Project Information

Question and Answer Session

Open Forum Session

Primary Purposes of this Public Meeting

- Present need for bypass
- Provide responses to the 10/4/11 public meeting comments
- Present results of economic study
- Introduce 3 alignments developed in response to 10/4/11 public meeting comments
- Obtain public input

Be sure to sign in tonight to add your name to the project mailing list, or send your mailing address to:

Diane Abernathy
SAIC
3700 West Robinson, Suite 200
Norman, OK 73072
jeanna.d.abernathy@saic.com

Oklahoma Department of Transportation

What is NEPA and the ODOT Decision Making Process?

NEPA is an acronym for the Federal law called the National Environmental Policy Act, enacted in 1969. In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public involvement and comment are part of the NEPA process. The Department will solicit comments from State, Federal, Tribal and local agencies, and will continue to coordinate with them as necessary. Data will be collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts of the bypass, as well as construction costs, estimated right-of-way, and utility cost data will be evaluated. This information is utilized to make sound decisions in transportation improvements.

Project Development Process and Tentative Schedule

Right-of-Way Acquisition	**2014**
Construction	**Unscheduled**

What Happens Next?

The Department will review and consider comments received from this public meeting to identify a Preferred Alternative. Field studies will be conducted of the Preferred Alternative. Upon completion of these studies, a draft environmental document (EA) will be prepared and submitted to FHWA for its approval. When the draft EA is approved, a public hearing will be held for review of the EA. Upon consideration of comments from the public hearing, the EA will be finalized and submitted to FHWA for final approval. After this final approval is received, federal funds may be utilized for design, right-of-way and construction activities.

Enclosure

A comment sheet is included with this handout for your convenience. **Your input is valuable to this process. Please submit your questions or written statements to:**

Dawn R. Sullivan, P.E.
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

We request your comments no later than April 1, 2013.

Oklahoma Department of Transportation

ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

- **Purpose and Need for Project**
- **Alternates**
- **Affected Environment**
- **Possible Environmental Consequences:**
  - Air Quality Impacts
  - Community Impact Assessment
  - Consideration Relating to Pedestrians and Bicyclists
  - Construction Impacts
  - Cultural Resources and Archeological Sites
  - Economic Impacts
  - Effects on Public Parks, Wildlife and Waterfowl Refuges and Historic Sites
  - Energy
  - Environmental Justice
  - Farmland Impacts
  - Floodplain Issues
  - Hazardous Waste/Underground Storage Tanks
  - Irreversible and Irretrievable Commitment of Resources
  - Joint Development
  - Land Use Impacts
  - Noise Impacts
  - Permits
  - Relationship of Local Short-Term Uses vs. Long-Term Productivity
  - Relocation Impacts/Right-of-way Acquisition
  - Secondary and Cumulative Impacts
  - Social Impacts
  - Threatened or Endangered Species
  - Visual Impacts
  - Wetland Impacts
  - Wildlife Impacts
- **Comments and Coordination/Public Involvement**
  - State/Federal Agencies
  - Local/City Officials
  - Tribal Coordination
  - Interested Citizens
- **Engineering/Design/Drainage Concerns**
- **Accidents/Safety Concerns**

DATE: **April 12, 2013**
TO: **Files and Attendees**
SUBJECT: **US 81 Bypass, Second Stakeholder Meeting**

On Thursday, March 14, 2013, the second Stakeholders meeting for the US 81 Bypass environmental process was held at the Grady County Fairgrounds in Chickasha. Attending were:

Stakeholders

OTA:	Darian Butler
City of Chickasha Community Development:	Christi Elkins
Elected Officials:	Senator Ron Justice
Chickasha City Council:	John Jarnigan
City of Chickasha:	Stewart Fairburn, Hank Ross
First National Bank:	Pat Brooks
Grady Memorial Hospital:	Mike Nunamaker
Stillwater Central Railroad:	Carla Rice, Pat Foster
LaForge Properties:	Steve LaForge
USAO:	Mike Coponiti
OSU Extension/Chamber of Commerce:	Susan Routh
Citizens:	Carey DeHart, G.W. & Bertha Thomas, Joshua Pike, Tim Elliott

ODOT

Terri Holley	Frank Roesler	Bob Rose	Bob Rusch
Dawn Sullivan	Siv Sundaram	Clinton Tillette	Greg Worrell

CP&Y
Andy Atlas

SAIC

Diane Abernathy	Terry McFall	Ron Weltzheimer	Gary Schlotthauer

Frank Roesler opened the meeting explaining the purpose of the meeting and had everyone introduce themselves. SAIC presented the Power Point Presentation which would be shown at the Public Meeting later in the evening. A discussion/question answer session was then held, summarized as follows:

Question: Will there be an interchange at Country Club?
Answer: No, just a grade separation.

Question: Is the Bypass anticipated to have any effect on the goals of the Airport Industrial Park?
Answer: No.

Question Will the Bypass have noise impacts on The Harbors residential addition on Grand Avenue?
Answer: No.

Question: What is the typical width of right-of-way for such a facility?
Answer: 300 – 400' total width.

Question:	How much of a footprint will the interchange require?
Answer:	At all shown locations, there will be full interchanges, but because the geometrics have not been done, the exact footprints have not been determined yet.
Comment:	The interchange footprints should be presented on a graphic for the public to better understand the associated right-of-way impacts.
Question:	Can the proposed Idaho interchange be moved to Iowa instead?
Answer:	Yes, the proposed interchange locations are suggestions only.
Question:	What affect will the H. E. Bailey toll plaza have on the I-44/US-81 interchange?
Answer:	The H.E. Bailey interchange will have to be much larger than a typical interchange to accommodate the toll booths.
Question:	Does the Turnpike Authority have any plans to improve the Toll Plaza?
Answer:	Not in its 5-Year Program.
Question:	Will the Bypass have frontage roads?
Answer:	Not initially, and probably not ever. Frontage roads are normally built to provide access to existing businesses.
Question:	Would the City be able to build the frontage roads within the Bypass ROW.
Answer:	ROW may not be large enough to accommodate frontage roads.
Question:	Will the slides shown in the presentation be available on line?
Answer:	Yes, in the morning.
Question:	What kind of field surveys will ODOT be doing?
Answer:	After the preferred alignment is chosen, ODOT will conduct field surveys of wetlands, archeology, etc.

The stakeholders were thanked for their participation, and the meeting was adjourned.

DATE: **April 12, 2013**
TO: **Files and Attendees**
SUBJECT: **US 81 Bypass, Second Public Meeting**

On Thursday, March 14, 2013, 6:00 P.M., the second Public Meeting for the US 81 Bypass environmental process was held at the Grady County Fairgrounds, Community Building 1 in Chickasha. A total of 144 people signed the attendance sheet.

Introduction
Frank Roesler opened the meeting, explaining the purpose of the meeting and introduced those there for the meeting from ODOT and SAIC. Bob Rose then presented a brief review of the history of the proposed bypass. SAIC then presented the Power Point Presentation. A discussion/question/answer session was then held.

Questions/Answers
Comment: There needs to be an impact study of the economic consequences of bypassing the businesses along existing US 81. I think many businesses receive a lot of drop-in business they would lose with the bypass. A survey of businesses along the route should be taken and I'll help with the survey.

Question: How wide will the US-81/SH-19 interchange right-of-way be, and who can tell me how my property will be affected?
Answer: The right-of-way width will be determined later in the process, after some design has been completed. ODOT right-of-way staff will be available after the meeting to discuss how right-of-way impacts to private property are addressed.

Question: What assumptions were the traffic projects based upon?
Answer: A forecasted growth in traffic, very conservative, 2% annual growth, resulting in congestion in 2040.

Comment: Concerns expressed about the bypass speeds and safety for school buses crossing the bypass.
Answer: All roads intersecting the bypass will be grade-separated.

Question: How does ODOT determine the value of homes to be acquired?
Answer: ODOT right-of-way staff will be available after the meeting to discuss this issue.

Question: Has the cost for maintaining old US 81 been evaluated? Will there be a tax increase to fund that maintenance?
Answer: Bob Rose will forward the commenter information regarding typical maintenance costs.

Question: Has the Chickasha City Manager evaluated the cost to the city of maintaining old US-81?
Answer: No study has been performed.

Question: What is the time frame for acquiring right-of-way?
Answer: Mid-2014

Question: All alignments presented go through my land. Will you provide me access to my land?
Answer: Yes, ODOT will provide access to all land parcels. No one will be "landlocked".

Question: Will this bypass be built and functioning within the next 10 years?
Answer: The current 8-year program has right-of-way and utility relocation scheduled for 2014. The actual construction is currently unscheduled and unfunded. However, there is a good chance of the construction funding becoming available

Question: Who initiated the Bypass project?
Answer: There have been several studies conducted in the past. A Corridor Study completed in 2007 recommended the Bypass. The Chickasha Mayor and City Council support the Bypass, but did ask that the alignment be moved west of the alignment recommended in the Corridor Study.

Comments:

- Businessman hopes the bypass will not be built. Downtown traffic is not bad; people just need to slow down. Very concerned about the socioeconomic impacts.
- Maintenance of existing facilities is more important than building a bypass. All the Chickasha merchants are against the bypass.
- A business owner at 5th Street/US-62 says he has not observed any traffic problems in the area.
- Against the Bypass; no significant differences in the alignments presented.
- The Bypass is not needed; there is not traffic congestion; people just need to slow down; don't build the Bypass.

Closing Remarks
At the conclusion of the question and answer session, the formal meeting was adjourned and the public was encouraged to visit the Environmental, Traffic, Design, and Right-of-Way Stations during the Open Forum. A station was also provided for the public's convenience in submitting written comments. The public was encouraged to leave their written comments in the Comment Box, or submit their comments to ODOT during the following 2-week comment period.

Written Comments
A total of 26 written comments on various issues were received, and are summarized in the attached table.

NOTE: Additional written comments were received after the meeting, for a total of 28 written comments.

Attachments:
Copies of the sign-in list and written comments are attached.

Cc: Chief Engineer
Director of Engineering
Division VII Engineer
ODOT staff and SAIC attendees

Summary of Written Public Comments
US 81 Bypass, March 14, 2013 Public Meeting

Twenty-six written public comments addressing the proposed construction of a US 81 Bypass of Chickasha were received, as summarized below:

Comment	Number of Comments
Total Comments	26
Oppose Bypass	10
Support Bypass	14
Support Alignment 1	5
Support Alignment 2	8
Support Alignment 3	11

Comment	Number of Comments
Supports evaluation of Iowa versus Idaho for interchange location	6
Concerns re: impacts to Rempe family farm and loss of water well	3
City of Chickasha should not be making recommendations for areas outside its city limits	2
Proposes improving 4th/Choctaw truck turning by buying old properties north of the intersection and west to 6th or 7th street, making a wider turning area	2
Proposes new alignment east of existing US 81 through area needing redevelopment	1
Proposes reconstruction of US 81, adding service roads, and reducing number of signals	1
Proposes rerouting overload/overlength trucks onto I-44 to US 62 (i.e., I-44 truck bypass)	1
Proposes reconstruction of 29th Street and use as bypass	1
Notes that one of the biggest issues not addressed is traffic to and from US 62 east	1
Suggests that County and City should consider constructing service roads along the bypass	1
Interchanges needed only at Country Club and Grand on Alignment 3	1
Wants Grand interchange to be a grade separation	1
Concern that taxes would be raised to pay for maintenance on existing US 81 once bypass is built	1
Need larger graphics for future meetings	1
Questions assumption that population of Chickasha will increase as a result of the bypass	1

Note: Many of the comments were two or three fold; for example, a comment might indicate opposition to the bypass, but state a preference for a particular Alignment if the bypass is built.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

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MAR 25 2013
ENVIRONMENTAL
PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

J. D. Adams (& Belinda)
NAME:

3217 California Ave
ADDRESS:

Chickasha Ok 73018-6105
CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

ODOT Did a very good job of explaining the 81-Bypass. I Know we in Okla. **need** this. Do **Not** let a few people stop or slow down this progress for okla. (Pat-on-the-back) To the presenters, they kept the "atmosphere" during the meeting on a positive footing. (Not easy when most people that come to this type of gathering ONLY want to complain.) Chickasha will benifit from the bipass. Keep up the Good work.

J Adams

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 12/07/2012 REV.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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RECEIVED
MAR 28 2013
ENVIRONMENTAL
PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Douglas Black
NAME:

660 County Road 1310
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 779 0717
PHONE NUMBER:

douglasp.black1956@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105 3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Why do we need to add more hiway miles to our road structure when we can't maintain the roads we have now?

We have roads and bridges that are in need of repair but can't cause of funding shortages.

If oversized loads are a problem reroute them instead of building them a special road. The oversized loads don't come through every day, matter of fact they are not that frequent. Why not just fix the stop lights in Chickasha instead of building a road around the problem.

We don't need a by pass, we don't need to spend millions of dollars we don't have, we need to fix the problems instead of throwing money away on something else to fix in the future.

By the time they spend five more years of studying the

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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the problems, they will have to spend 250 million to go with the millions they spend for the studies

Route wide loads to I 44, then to 81 or 62 then they don't have to turn at 4th and Choctaw or route them some other route besides Hwy 81.

Douglas Black
Chickasha Ok
405 779 0717

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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MAR 20 2013
ENVIRONMENTAL PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Patrick A. Brooks
NAME:

3 Woods Pond Rd
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-2200
PHONE NUMBER:

pbrooks@bankfnbt.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

I wish there was a more economical way through the use of existing I-44. But based on your studies, that isn't workable.

As a result, I support alignment 2, which is more economical than alignment 3. If alignment 1 is less expensive, it would work also, unless noise in nearby residential additions poses a problem.

I have been on the board of Chickasha Mainstreet Assoc. for years. This bypass won't hurt our central business district, in spite of what some merchants protest. The Oklahoma citizens desiring to move through Chickasha on Hwy 81 without stopping deserve a better route. This will need to become an ODOT priority due to fast increasing truck traffic. Thank you for your work.

Pat Brooks

(CONTINUED ON BACK)

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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

BILL CROWELL
NAME:

3306 W. IDAHO AVE
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-222-5882
PHONE NUMBER:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

BCROWELL@GRADYEM.ORG
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

MY WIFE AND I THINK THE PROPOSAL FOR AN 81-BYPASS IS A BAD IDEA TO BEGIN WITH. NO ONE FROM THE TURNPIKE AUTHORITY HAS EVER COME TO OUR HOUSE OR PLACE OF BUSINESS TO DISCUSS THIS PLAN WITH US., AND SINCE WE OPERATE SEVERAL BUSINESS VENTURES FROM OUR HOME, AND ARE VERY CLOSE TO THE #1 PLAN FAVORED BY THE TURNPIKE AUTHORITY, WE WILL BE AFFECTED ADVERSELY. TO RELOCATE AT OUR AGES (54 YRS FOR MY WIFE; AND 75 YRS FOR ME) WOULD BE VERY DIFFICULT. IT IS OUR UNDERSTANDING THAT EVERYONE LIVING IN 9 COUNTIES WILL HAVE THEIR TAXES RAISED TO PAY FOR MAINTENANCE ON HWY 81 AFTER THE TURNPIKE IS BUILT. CURRENTLY THE STATE PAYS FOR THIS. WE DO NOT WANT OUR TAXES RAISED. FURTHERMORE THE NOISE AND INCONVENIENCE OF HAVING A 4 LANE ACCESS ROAD RIGHT IN FRONT OF OUR HOUSE ON IDAHO STREET IS SOMETHING THAT WILL FORCE US TO RELOCATE.

(OVER)

(CONTINUED ON BACK)

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FOR REASONS THAT HAVE NOT BEEN ANSWERED BY THE TURNPIKE AUTHORITY, AN ASSUMPTION HAS BEEN MADE THAT THE POPULATION OF CHECOTAH WOULD GROW BECAUSE OF THE PRESENCE OF THE TURNPIKE. HOW SO??

WE DO NOT NEED A TURNPIKE... AND BUSINESS OWNERS ALONG CHOCTAW STREET HAVE TOLD YOU THAT THEY WOULD LOSE BUSINESS. WE DO NOT WANT A TURNPIKE AND EVERYONE AT THIS MEETING (MANY MORE) TOLD YOU SO. DON'T FORCE SOMETHING ON CHECOTAH, WHERE PEOPLE WILL HAVE THEIR TAXES RAISED AND THAT MANY IN THE PATH OF THIS TURNPIKE WILL BE FORCED TO RELOCATE.

BILL CROWELL
JAMES
LETHA K. ROWELL

Bill Crowell - 3506 West Idaho
Checotah, OK 74426

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Bobbie Jeanne DeHart
NAME:

3210 W. Idaho Ave.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-1092
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Comments: Concerning the proposed interchange on Idaho Ave:
- This is not a through street into town. It deadends into a creek at 29th St.
- There is already a city sign at 29th + Idaho saying "No Trucks". It is a narrow road + a large truck might not be able to make the turn at 29th.
- Save some money - Don't have so many interchanges
- Visitors to Chickasha would get off there + come to the 29th St. Intersection + not have any idea which way to get to town. The only East/West streets that go to town are Iowa + Grand Ave, and Country Club Road.
- The Curve on #1 and #2 is too sharp for 70 mph,
- #3 would not involve 29th St. south of HWY 62 at all + therefore would allow for normal growth

over →

(CONTINUED ON BACK)

"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."

on the northern end of 29th St. without being involved in a big interchange, 29th St. is Chicksasha's Western thru North/South Street just like 4th St. is our Eastern North/South thru Street,

These are the city's only streets running all the way thru town from North to South without having to jog to another street, deadend, as well as being in slow residential areas of town.

Don't involve North 29th in this bypass, #3 would cross further down on Hwy. 62,

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

CARY & BJ DEHART
NAME:

3210 W. IDAHO
ADDRESS:

CHICKASHA | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 224-1092
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

cary.dehart@cmswillowbrook.com
EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to Imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Alignment #1 is too far east, too close to neighborhoods, too close to a large church, and the curve would be too sharp and dangerous.

Alignment #2 is farther west and is much better than #1, but still has a fairly sharp curve.

Alignment #3 is the best and would allow the interchange to be moved from Idaho Ave. to Iowa Ave.. Iowa is a main east/west corridor to downtown, 4th street, the high school, fire stations, police department, and the hospital. Idaho is not a through street and the dead end to 29th street would cause a bottleneck, causing traffic delays and delays for emergency vehicles. This interchange may not be needed at all.

This alignment #3 would be the best plan for the future.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Laura DeHart
NAME:

1723 Carolina
ADDRESS:

Chickasha | OK | 73018
CITY: STATE: ZIP:

405-224-7052
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
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FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Let's plan the bypass for the future in mind. It should be as far west as possible.

Alignment #1 is NOT good at all, #2 is better, but #3 is the best.

(CONTINUED ON BACK)

"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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US-81 CHICKASHA BYPASS

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03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Tim Elliott
NAME:

Box 174
ADDRESS:

Chickasha | OK | 73023
CITY: | STATE: | ZIP:

405 224 0819
PHONE NUMBER:

te@Standleys.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Route 2 or 3 are great. The bypass can't be built soon enough.

We must have it and the sooner the better I own the Dry Creek Development Property.

We have to get the trucks & car traffic out of Chickasha.

Norge rode, I-44, Grand, Iowa or Idaho Interchanges are a Must!

Please Move forward.

(CONTINUED ON BACK)

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MAR 19 2013
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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kris & Nancy Griffith
NAME:

2415 Four Lakes Dr.
ADDRESS:

Blanchard Grady County OK 73010
CITY: STATE: ZIP:

405-485-2297
PHONE NUMBER:

nancygriff49@hotmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

For the future of Chickasha we would like see ODOT Consider alignment 3. with exit at Grand ave. and Country Club Road. We believe that route gives Chickasha the most advantage to grow our community.

Kris Griffith
Nancy Griffith

(CONTINUED ON BACK)

"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."

Frank Roesler/ODOT
04/01/2013 10:21 AM

To Greg Worrell/ODOT@fd9ns01.okladot.state.ok.us, Bob Rose/ODOT@fd9ns01.okladot.state.ok.us
cc
bcc
Subject Fw: chickasha road project

Received on the 28th.

Thank you for your time,

Frank V. Roesler [3]

PUBLIC INVOLVEMENT OFFICER for the
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Planning & Research Division, Program Coordination Branch

200 N.E. 21st St., Room 3A7,
Oklahoma City, OK, 73107-3204
Office: (405) 521-2350 >———< ***Fax:*** (405) 521-6917 >———< ***Cell:*** (405) 210-2524

"If Edison had a needle to find in a haystack, he would proceed at once with the diligence of the bee to examine straw after straw until he found the object of his search.
I was a sorry witness to such doings, knowing that a little theory & calculation would have saved him ninety percent of his labor."
-Nikola Tesla

----- Forwarded by Frank Roesler/ODOT on 04/01/2013 10:21 AM -----

Sara Lagaly <saralagaly@yahoo.com>

03/28/2013 03:25 PM

Please respond to
Sara Lagaly
<saralagaly@yahoo.com>

To "m-coordinator@odot.org" <m-coordinator@odot.org>
cc
Subject chickasha road project

Too whom it may concern,

Recently, I was shown a map of the proposed routes for 81 highway and asked to comment. Unfortunately, your path cuts straight through the family farm. According to family the water well would be on one side, the house and barns on the other. On top of that, growing toward the west would effectively kill the town, I realize that it is a pain to drive through a city with a large truck and everyone who has driven anything with a load and standard transmission dreads traffic,but moving the road to prime undeveloped farmland is not the answer. The businesses of Chickasha will not have any traffic or business if you choose any of the proposed routes. Soon the large businesses will move, and then you will have traffic lights etc. where you had none to begin with. Eventually new roads will be necessary to control what you were trying to control in the first place. My question for you is that you perhaps look to the East. Coming from the North, I suggest starting at the Old 81 Highway and heading East through the part of Chickasha that needs redeveloped

anyway. Or perhaps add more service roads and cut down on the number of stoplights on the current route. I really don't think that avoiding a town is the answer. I have been many places where this has taken place and the only business that remains is the most convenient gas station.

Thank you for taking the time to at least let people give an opinion.

Sincerely,
Mrs. Sara Kilpatrick

--

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dangerous content by **MailScanner**, and is
believed to be clean.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Derek & Melissa Kueter
NAME:

3312 Arizona Avenue
ADDRESS:

Chickasha | OK | 73018
CITY: STATE: ZIP:

+1 (405) 320-6155
PHONE NUMBER:

mkueter@oklahomacounty.org
EMAIL ADDRESS:

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FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

"The most appealing option is alignment #3"

I attended the public information meeting held March 14, 2013, as well as the meeting held October 4, 2011, at the Grady County Fairgrounds in Chickasha. And my feelings from the first meeting have not changed. Nor did it seem had the feelings of the majority of those in attendance. Most seemed completely opposed to the proposed bypass or grudgingly resigned to the fact that it was going to happen despite their wishes. That being said, I believe that the most attractive of the three alignments presented was Alignment #3. It seems to have the least impact on any major residential area while still serving the industrial area located near highway 62.

I do understand the need to route large truck traffic around the city of Chickasha. The present route is a nightmare due to the current traffic constrains. But, given the rapid residential growth on the western side of Chickasha Alignments One and Two must be taken off the table. It would destroy the property values in the area. People move to a rural area like Grady county to escape the traffic noise. I know I did, why would they pay top dollar to live next to a major highway? Would you build this highway next to your own home?

Please don't suffocate our future by placing a highway on top of us. Please consider Alignment Three.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Dick Ledbetter
NAME:

3103 Frisco Avenue
ADDRESS:

Chickasha | OK | 730181304
CITY: STATE: ZIP:

+1 (405) 224-1231
PHONE NUMBER:

dledbetter@hotmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

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"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

First of all, I was very disappointed in the way the Oklahoma State people conducted the meeting . . . very amateurish! You were not prepared to operate your visual aid equipment and one fellow, apparently trying to be cute, instructed us to turn our cell phones off and suggesting we would be fined $75.00 dollars if our phone rang. Interestingly, the only cell phone that rang during the meeting belonged to an Oklahoma Sate employee!

I don't think the Chickasha Highway 81 bypass is needed. I believe the people conducting the meeting exaggerated the traffic problem in an attempt to justify their desire to construct the bypass. Perhaps this desire is part of your attempt to justify your state jobs!

However, if one of the three proposed routes is constructed, the lesser evil would be proposed route #1. While proposed route #1 does pass through The USAO Wildlife Habitat Area, it would be on the east edge of the property. Proposed route #2 and #3 both pass (north to south) across the middle of the USAO Wildlife Habitat Area.

Proposed Route #3 will also pass directly through the area of Rock Hollow Creek where so many Black-chinned Hummingbird nests have been found. As far as I know this is the only area in south central Oklahoma where Black-chinned Hummingbird nests are routinely located. If fact, it is the only location in Oklahoma where Black-chinned Hummingbird nests are routinely located!

If there were justifications for building a Chickasha Highway 81 bypass, a much better route would be a mile or so to the west of the presently proposed routes. Very few people would be impacted as this is sparsely populated and the land is of low quality . If the bypass is really needed, it ought to be designed and constructed with limited impact on the people of Chickasha.

Question: What was the point of noting our particular race on your forms or you bringing it up in the meeting? Is it less of a problem building the bypass across the backyard of a black man than a white man like myself?

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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Summer McClure
NAME:

2815 Briar Creek
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-496-3624
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
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Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

An interchange on Idaho Ave is stupid and shows that you have not really done much of an analysis. The same goes for proposing alignment #1 to be the best for the least noise. The bypass needs to be as far west as possible. Alignment #3 makes the most sense, maybe even farther west.

(CONTINUED ON BACK)

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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Ralph Morgan
NAME:

1110 Old Fred Rd.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-2506
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

I Live 1 mi South of where the BYPASS will Start.
I Have Lived on US81 Since it opened in 1957, 81 Hi way Cuts my farm in West half & East half.
I See the truck trafic Every Day And How Large Some of the Loads are. Count the Stop Lights From 19-Hiway until you get to 81 Hiway going North. It takes A Lot of time for Some trucks to get up to Speed only to Stop Again.
Not Every car or truck Stops in Chickasha to Shop. If the People want to Eat, Sleep, Shop, or get Fuel they will Stop. The BYPASS Should Have Been Built 20 years Ago.
I Like #1 or #2

Thanks
Ralph Morgan

P.S. You get Accustom to the Noise. We only hear Police or Fire

(CONTINUED ON BACK)

FORM-CF-PCB-PRD PRINTED: 3/3/2014 REVISION: 21.04.2011

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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Marilyn Ramsey
NAME:

1628 Carolina
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4801
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Alignment 3 would be the best choice.

Idaho is not a good choice for an exit.

If they need an exit to down town or 4th Street, come down Choctaw & that would help the business there.

(CONTINUED ON BACK)

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MAR 19 2013
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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Bill & Pat Reeves
NAME:

22 Miller Drive
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

405-222-0267
PHONE NUMBER:

odatticlady@yahoo.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

My husband and I built the only house we have ever planned on owning in 1970 on Miller Drive. I understand it is impossible to control what happens on land you do not own. There have been many changes around our home that have not been in our best interest. Overall I do not feel the need to build this bypass. We travel 4th Street many times. Our Church is on 4th and Colorado. There are times that the traffic is busy but I have seen just as many times when the traffic is very slow. I am sure that progress does not always consider all effects of its changes. If the bypass is built I would request that it be built on ~~Alt~~ alignment 3 or 2. This would at least keep it farther away from residential areas.

(CONTINUED ON BACK)

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MAR 29 2013
ENVIRONMENTAL PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Edward Rempe

ADDRESS: 4017 West Grand and 4202 West County Club

CITY: Chickasha STATE: OK ZIP: 73018

PHONE NUMBER: 224-3002 779-5423

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Alignment #3 Waste of money + Good Farm land Destroy my livelyhood, rent land + My retirement plan and develop housing subdivision and golf course.

Alignment #2,3 If this is good for the public have them, have the Road in their ~~wot~~ world not my. Our Family Farm was here 1st

Alignment #1,2,3 Use 29 street. The street needed to be rework for 40 year it would save a lot of money. I forget that Odot employee is not spending their money

A#2+3 is ~~Closing~~ closing ~~for~~ off my water well + pond from the rest of the Farm.

(CONTINUED ON BACK)

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"Present Day" Odot could rework the area around 4th and Choctaw making short "truck turning Route" around the North of 4th + Choctaw
Buy up some of the old house + land North two Block of 4th + Choctaw. ~~[illegible]~~ back to 6th or 7th stret
Buy up some of the old rumdown house West on eight or nine Street. Having two short one way turning route would save A million of dollar. This could happen alot soon.

Edward Rempe

P.S. "Do you know were your Food come From"?
"Save the Farm /And"

RECEIVED
APR 01 2013
MEDIA & PUBLIC RELATIONS

March 28, 2013

Dear ODOT Repres;

In regard to the US-81 Chickasha Bypass, I am in great opposition to the plan. The bypass is not necessary.

The Rempe Family has cared for this property since 1944-45 My dad built the pond as there was a huge gully or wash in that area. A few years back when the pond dried up, it was laboriously redug so that we would have a fairly good water reservoir to last through the drought conditions that are prevalent today. Our future of raising cattle is very questionable without the water source.

Our water well is to be lost with this bypass. Years ago, our dad tried to have a new well dug, but water was not located. In this area, we were fortunate to have a well as many neighbors could not find water; they used a cistern system. Drilling another well may not produce an adequate well; the cost of multiple sights would be very expensive.

Years ago, we enrolled our property for a Wildlife Habitat. We enjoy nature and working in the outdoors. We enjoy a property distant from air and noise pollution.

In my opinion, Hwy 81 should not be concreting over more precious land. I challenge you to make the highways and bridges safer and well maintained. Make a truck easy-to-navigate-bypass from Choctaw to 4th street. In the future when wind generator sections need to go north let them know about the Mustang exit off H.E. Bailey.

Also, I'd like to question the possibility of a wetlands in our area. Line creek gets bone dry much of the time. When we were children, it was a wonderful clean place to wade and catch minnows. It ran year round.

Thank you for giving me the opportunity to express myself. Please take my concerns and opinions into consideration. I appreciate your thorough research of this matter.

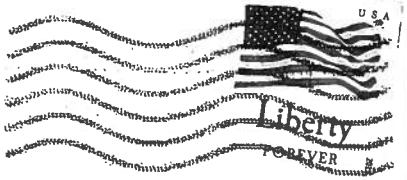
Sincerely

Mary Catherine Rempe

Mary Rempe
4911 W Grand Ave
Chickasha OK 73018-6042

OKLAHOMA CITY OK 730

28 MAR 2013 PM 5 L



Oklahoma Department of Transportation
200 N.E. 21st St.
Okla. City, OK. 73105-3204

7310532999

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US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Theresa G Rempe
NAME:

4012 West Grand Ave
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

224-3002
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Dear Odot Representatives,

I'm writing you in concern of this construction plan of the by pass Chickasha for the Country. It is not in my liking to have a highway going through this farm and destroying our future plans.

This plan will destroy any ability to stop noise pollution.

This plan will destroy the existing and only water well that supports the house, garden and farm animals.

This plan will destroy the lateral lines that go to the house.

(CONTINUED ON BACK)

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We have been farming here for decades. It has never been our plan to change.

There is a existing Indian burial sight.

We are and have always been an animal sanctuary. one animal I'm concerned for is the welfare of the horned toad that lives on that hill.

The traffic will never stop and the noise pollution and air pollution will effect my health.

We are still farming and I can't see how we can work farming around your plan.

We do not want this road.

We do not need this road.

Sincerely

Theresa G Rampe

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ENVIRONMENTAL PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

JOHN ROBISON
NAME:

3700 W. GRAND
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-224-0159
PHONE NUMBER:

JOHNMART ROB@GMAIL.COM
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
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FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

I am pleased with the new proposal to move the TRUCK BYPASS farther west. As I stated before # 1 getting the noise farther away from residential . #2 Not having to move 1/2 mile of Line creek .#3 better access to cross line Creek .

I live in the last house on West Grand in side the City limits .We are having a lot of increase traffic through out the day. I can see if you plan a ground level STOP SIGN for West Grand It will be very dangerous crossing four lane of traffic . I would like to see an over pass across the TRUCK BYPASS .

Meeting : I thought it was very rude for the speaker to open the meeting with the threat to confiscate the our cell phones if we did not turn them off . When DOT wanted to take our homes & land .Reviewing the map I could not locate my home , until seeing the larger map . If it was cost involved .We did not need that fancy paper . Just give us a much larger map the next time .

I could not understand the lady with the foreign accent . Your people made some pretty wild statements about where the bypass would have to go 30 years from now & school buss crossing the bypass on BRIDGES .

I think the #3 route would be more favorable to most people .

FORM-CF-PCB-PRD PRINTED 13/03/2013 REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

RECEIVED
MAR 19 2013
ENVIRONMENTAL PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Hank Ross (Ross Health Care)
NAME:

328 S. 29th
ADDRESS:

Chickasha | Ok | 73018
CITY: | STATE: | ZIP:

405 - 224-0012
PHONE NUMBER:

HRoss@RossHC.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

(1) I APPRECIATE ODOT LISTENING ~~the~~ to the CITIZENS OF CHICKASHA ABOUT MOVING the BYPASS FURTHER WEST. I think ROUTE 2 WOULD BE the BEST ALTERNATIVE.

(2) I WOULD LIKE FOR ODOT TO EVALUATE AN EXCHANGE ON IOWA VERSUS IDAHO

(3) IF POSSIBLE, WOULD LIKE the CITY AND County TO LOOK AT ACCESS ROADS Along the BYPASS FOR ED DEVELOPMENT.

(4) GLAD TO HEAR THAT Hwy 81 Going North IS ON the Eight YEAR PLAN. Truck Access to the CHICKASHA INDUSTRIAL PARK IS CRITICAL FOR CHICKASHA DEVELOPMENT.

(5) THANKS AGAIN FOR LISTENING.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

RECEIVED
MAR 26 2013
ENVIRONMENTAL PROGRAMS DIV.

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Bill Schwenk
NAME:

3500 W. Iowa
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-224-4920
PHONE NUMBER:

oupat and bill @ Suddenlink .net
EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

We are totally against this bypass. If we had the opportunity to vote it would be the third alternative placing the highway farthest from our home.

We moved to this area to be away from the city traffic.

The City Council approved it but people outside the city limits are not in favor so the city council's vote should not be considered.

Chickasha does not need a by pass. They don't keep up the roads they currently are in charge of.

Listen to the current land owners. Leave us alone.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

RECEIVED
MAR 19 2013
ENVIRONMENTAL PROGRAMS DIV.

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Shawn Skaggs
NAME:

PO Box 666
ADDRESS:

Chickasha OK 73023
CITY: STATE: ZIP:

405-224-5056
PHONE NUMBER:

55kaggs@livingstonmachinery.com
EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

None of the proposed alignments address one of the biggest existing traffic issues which is traffic coming from or going to Hwy 62 East of Chickasha.

The economic impact is larger than what was studied in that there are more retail businesses who will lose business from redirected traffic as well as additional expense for existing businesses in the way of signage / billboards North and South of the bypass.

I am certainly not against planning for the future but all existing issues and impacts need to be taken into consideration.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

RECEIVED
MAR 28 2013
ENVIRONMENTAL PROGRAMS DIV

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Donald Smith
NAME:

737 Co Rd 1360
ADDRESS:

Chickasha Ok 73018
CITY: STATE: ZIP:

405-224-3104
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

We are not for a bypass, but if it has to be, I then We hope it will be plan #3 It needs to be further west right north of the Church on 29th St,

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

RECEIVED
MAR
ENVIRONMENTAL
PROGRAMS DIV

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

ADDRESS: Ms. Joyce Stockton
2471 County Street 2807
Chickasha, OK 73018-8069

CITY: STATE: ZIP:

405 224-6547
PHONE NUMBER:

joycestockton@HOTMAIL.COM
EMAIL ADDRESS:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: 03/28/2013

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

The 1st option - it is the cheapest. If you are determined to do this bypass make it as painless as possible. People spoke at the last meeting. The bypass is not wanted and not needed. City Council of Chickasha has no business getting in the business of people outside the city limits

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Cody White

NAME:

PO Box 1928

ADDRESS:

Chickasha | OK | 73023

CITY: STATE: ZIP:

+1 (405) 219-0176

PHONE NUMBER:

codywhite@gmail.com

EMAIL ADDRESS:

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200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

~~Print Form~~ Reset Form Submit by Email

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

My family owns a business at 120 N. 4th Street in Chickasha, across from City Hall. We can watch the problems with the trucks making the turn all day, every day. I strongly support the bypass and have a hard time understanding why people are so opposed to any changes in this town. I live west of Ninnekah, and the bypass would probably save me 10 minutes on my daily drive to work. The Duncan bypass is incredibly efficient. A Chickasha bypass is one of the projects I believe is necessary before our town can take advantage of our good location and begin to grow.

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

03/14/2013 Chickasha, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Dan Winham
NAME:

806 Hickorystick
ADDRESS:

chickasha | OK | 73018
CITY: | STATE: | ZIP:

+1 (405) 202-5167
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

Thank you for the meeting it was very informative .Everyone without an agenda knows about the traffic problem downtown,with the trucks and the bad corner by the courthouse along with the excessive traffic. To compound the problem they have the new Casino north of town (this was not discussed) that will add to the congestion. Your facts and figures looked to me to be very conservative and right on. I think the alignment 1 would be the best option as far as cost and feasability the farther west you push this the less likely people will be to get off this and come into town.The town needs this to grow. Thanks

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 CHICKASHA BYPASS

03/14/2013 **Chickasha, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Kathy Winham
NAME:

806 Hickorystick Dr.
ADDRESS:

Chickasha | OK | 73018
CITY: STATE: ZIP:

+1 (405) 388-7311
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIV.
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by: **03/28/2013**

"I have the following comments or questions about the proposed project to imporove the US-81 corridor by constructing a bypass, west of the town of Chickasha, in Grady County, OK."

The downtown truck traffic is a big problem, I don't know of anyone who will honestly say it isn't. The new Casino north of town will just add to that mess. The alignment 1 looks like the best option for the business's that want traffic to turn and come into Chickasha. Thank You

"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."

JULY 24, 2013 OPEN HOUSE

OFFICIALS LETTER

July 3, 2013

Address

Re: Open House Invitation, US 81 Bypass of Chickasha, Grady County, Environmental Assessment, J/P No. 24428(04)

Greeting

Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. ODOT began the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT considered other alignment alternatives and developed three alignment alternatives for consideration. In addition, ODOT completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass. The bypass alignment alternatives and the results of the economic study were presented at a public meeting held on March 14, 2013. Based upon public comments and stakeholder comments received from the March 2013 meeting, ODOT has selected a Preferred Alternative (see enclosed graphic). The Preferred Alternative is modified slightly from the alignment alternatives previously presented, particularly in terms of the proposed interchange locations; therefore, ODOT will present the Preferred Alternative to the public at an Open House, to be held on July 24, 2013, at the Canadian Valley Technology Center, Helen Ward Seminar Center, Room B, 1401 Michigan, Chickasha, OK. Please come at your convenience any time from 3:00 p.m. to 6:00 p.m. The purpose for the Open House is to communicate the changes which have been made to the alignment alternatives presented at the March 14, 2013 public meeting, and to solicit public input relevant to the interchange alternatives which have been developed subsequent to the March 14th meeting.

If you require special accommodations for the open house, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405) 521-2390, or froesler@odot.org at least three (3) working days in advance of the open house date.

Should you have any questions regarding the project, please contact Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:ss

Enclosure: Preferred Alternative Graphic

OFFICIALS LABELS

Chairman Donald Cabaniss
Apache Tribe
P.O. Box 1330
Anadarko, OK 73005-1330

Mr. Blaine H. Smith, Jr.
Executive Director, ASCOG
802 Main Street, P.O. Box 1647
Duncan, OK 73534

Chairperson Brenda Edwards
Caddo Nation
P. O. Box 487
Binger, OK 73009

Mr. George Tiner
Canadian Valley Technology Center
1401 Michigan Avenue
Chickasha, OK 73018

Mr. John Mosley
Century 21/Mosley Real Estate
P. O. Box 2100
Chickasha, OK 73023

Governor Janice Prairie Chief Boswell
Cheyenne-Arapaho Tribe
P. O. Box 38
Concho, OK 73022

Governor Bill Anoatubby
Chickasaw Nation
P.O. Box 1548
Ada, OK 74821

Mr. Lindel Pettigrew
President
Chickasha Bank and Trust
122 Maple Lane
Chickasha, OK 73018

Ms. Susan Routh
Chairman of the Board
Chickasha Chamber of Commerce
P. O. Box 1717
Chickasha, OK 73023

Mr. Bud Andrus
President
Chickasha Chamber of Commerce
P. O. Box 1717
Chickasha, OK 73023

Superintendent Jim Glaze
Chickasha Public Schools
900 West Choctaw
Chickasha, OK 73018

Mayor Hank Ross
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Vice Mayor J.E. Epperson
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Stewart Fairburn
City Manager
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Mike Sutterfield
Council Member
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Blake Elliott
Council Member
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. John Jernigan
Council Member
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mrs. Phylis Steelman
Council Member
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Ryan Posey
Council Member
City of Chickasha
117 North 4th Street
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Mr. Howard Carpenter
Council Member
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. John Toland
Council Member
City of Chickasha
117 North 4th Street
Chickasha, OK 73018

Mr. Larry Fuchs
Public Works Director
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Vacant
Director of Community Development
City of Chickasha
117 N. 4th Street
Chickasha, OK 73018

Mr. Steve Chapman
Department of Community Development
City of Chickasha
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Chickasha, OK 73018

Chairman Wallace Coffey
Comanche Nation
P.O. Box 908
Lawton, OK 73502

President
Delaware Nation
P. O. Box 825
Anadarko, OK 73005

Environmental Review Coordinator
DEQ Customer Assistance Program
P.O. Box 1677
Oklahoma City, OK 73101

Mr. Gary Corino
Division Administrator
Federal Highway Administration
5801 N. Broadway Extension, Ste 300
Oklahoma City, OK 73118

OFFICIALS LABELS

Mr. Patrick Brooks
Chief Executive Officer
First National Bank
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Chickasha, OK 73023

Chairman
Board of County Commissioners
Grady County Clerk's Office
P. O. Box 1009
Chickasha, OK 73018

Ms. Christy Elkins
Grady County Economic Development Council
221 W. Chickasha Ave.
Chickasha, OK 73018

Mr. Mike Nunamaker
Chief Executive Officer
Grady Memorial Hospital
2220 West Iowa
Chickasha, OK 73018

Chairman Ron Two Hatchet
Kiowa Tribe
P.O. Box 369
Carnegie, OK 73015

Mr. Steve LaForge
LaForge Properties
2808 South 4th Street
Chickasha, OK 73018

Mr. Kim Walker
District Conservationist
NRCS
828 West Choctaw Avenue
Chickasha, OK 73013

Superintendent Todd Bunch
Ninnekah Public Schools
P. O. Box 275
Ninnekah, OK 73067

Commissioner Bradley Burgess
OK Transportation Commission
21 Northwest 44th Street, Suite 201
Lawton, OK 73505

Representative David Perryman
Oklahoma House of Representatives
2300 N. Lincoln Boulevard, Room 539A
Oklahoma City, OK 73105

Representative Leslie Osborn
Oklahoma House of Representatives
2300 N. Lincoln Blvd, Room 303-B
Oklahoma City, OK 73105

Representative Leslie Osborn
P.O. Box 1200
Mustang, OK 73064

Senator Ron Justice
Oklahoma State Senate
2300 N. Lincoln Blvd., Rm 423
Oklahoma City, OK 73105

Senator Ron Justice
2209 CS 2880
Chickasha, OK 73018

Mr. Albert Kelly, Jr.
Chairman of the Board
Oklahoma Turnpike Authority
4401 West Memorial Road, Suite 130
Oklahoma City, OK 73134

Mr. Tim Stewart
Deputy Director
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. Jack Damrill
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. David Murdock
Director of Engineering
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. Darian Butler
Project Engineer
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Mr. David Machamer
Director, Toll Operations
Oklahoma Turnpike Authority
3500 Martin Luther King Avenue
Oklahoma City, OK 73136

Superintendent Jay Edelen
Pioneer Public Schools
3686 SH 92
Chickasha, OK 73018

Mr. Pat Foster
General Manager
Stillwater Central Railroad
900 South Byars Avenue
Oklahoma City, OK 73129

Mr. Andrew Commer
Regulatory Branch Chief (Attn: Environmental Analysis Section)
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Colonel Anthony Funkhouser
District Engineer
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Mr. Steve Nolen
Planning & Environmental (PER) Division
Tulsa District Corps of Engineers
1645 S. 101 E. Avenue
Tulsa, Oklahoma 74128

Union Pacific Railroad
1001 NE 1st Street
Oklahoma City, OK 73117

OFFICIALS LABELS

Representative Tom Cole
United States House of Representatives
2458 Rayburn HOB
Washington , DC 20515

Representative Tom Cole
United States House of Representatives
2424 Springer Drive, Suite 201
Norman, OK 73069

Senator James M. Inhofe
United States Senate
205 Russell – Senate Office Building
Washington , DC 20510

Senator James M. Inhofe
1900 NW Expressway, Suite 1210
Oklahoma City, OK 73118

Senator Tom A. Coburn
United States Senate
172 Russell – Senate Office Building
Washington , DC 20510

Senator Tom A. Coburn
100 North Broadway, Suite 1820
Oklahoma City, OK 73102

Dr. John Feaver
President
USAO
1727 W. Alabama
Chickasha, OK 73018

President Leslie Standing
Wichita and Affiliated Tribes
P.O. Box 729
Anadarko, OK 73005

Mr. Greg Elliott
528 W. Iowa Ave.
Chickasha, OK 73018

Mr. George Thomas
P. O. Box 1673
Chickasha, OK 73023

Mr. and Mrs. Carey DeHart
3210 West Idaho
Chickasha, OK 73023

POSTCARD
NOTICE OF OPEN HOUSE, JULY 24, 2013 3:00 P.M. TO 6:00 P.M.
COME AT YOUR CONVENIENCE, ANY TIME

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

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Date:	**July 24, 2013**
Time:	**3:00 p.m. - 6:00 p.m.**
Place:	**Canadian Valley Technology Center, Helen Ward Seminar Center, Room B, 1401 Michigan, Chickasha, OK**

Additional information about the project and the open house can be obtained from Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org.

If you require special accommodations for the open house, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405) 521-2390, or froesler@odot.org at least three (3) working days in advance of the meeting date.

POSTCARD LABELS

J & J MOTORS INC
#1 HONDA LANE
CHICKASHA, OK 73018

CHARLES DAY
10 MILLER DR
CHICKASHA, OK 73018

JERRY BROWN
1054 CR 1240
POCASSET, OK 73079

CURRENT RESIDENT
106 ST. JAMES PLACE
CHICKASHA, OK 73018

DAVID SNELL
110 CAULDER
CHICKASHA, OK 73018

RALPH MORGAN
1110 OLD FRED ROAD
CHICKASHA, OK 73018

ANGIE BARNETT
1143 CR 1400
CHICKASHA, OK 73018

CHICKASHA MUNICIPAL AUTHORITY
117 N 4TH ST
CHICKASHA, OK 73018

SHAWN & SUZANNE JANTZ
12 MILLER DR
CHICKASHA, OK 73018

TROY & KANDY ARNOLD
1115 KOUBA DR
YUKON, OK 73099

REBA & LLY HIBBS
1 MILLER DR
CHICKASHA, OK 73018

WILLIAM JONES
LAURIE DOREEN
10 SKYVIEW DR
CHICKASHA, OK 73018

DON REMYRE
1055 CR 1320
AMBER, OK 73004

GRADY COUNTY INDUSTRIAL AUTHORITY
JOHN MOSLEY
107 MAPLE LANE
CHICKASHA, OK 73023

JASON SHERMAN
1107 S 8TH ST
CHICKASHA, OK 73018

CHICKASHA CITY COUNCIL
HOWARD CARPENTER
114 N 4TH ST
CHICKASHA, OK 73018

SHELDON SMITH
115 N 29TH
CHICKASHA, OK 73018

CITY OF CHICKASHA COMMUNITY DEVELOPMENT
CYNTHIA DECKARD
117 N 4TH ST
CHICKASHA, OK 73018

DAVID & CAMALITA TRAMMELL
1202 S 15TH
CHICKASHA, OK 73018

NANCY DEVER
1216 S 29TH
CHICKASHA, OK 73018

LARRY & SHIRLEY CUNNINGHAM
1 SKYVIEW
CHICKASHA, OK 73018

STEPHEN BARRINGTON
1002 HILL ST
CHICKASHA, OK 73018

KENT & LESLIE LEDFORD
106 S LAKE RD
NINNEKAH, OK 73067

DANIEL & CHRISTY MARTIN
11 MILLER DR
CHICKASHA, OK 73018

WEST WIND ASSISTED LIVING
LOUISE TURLEY
111 N 9TH ST, APT 40
MARLOW, OK 73055

ROBERT L. BARNETT
1143 CR 1400
CHICKASHA, OK 73018

CITY OF CHICKASHA
LARRY SHELTON
117 N 4TH ST
CHICKASHA, OK 73018

B&M OIL
JOHN CARROLL
118 RUSKIN
CHICKASHA, OK 73018

DOROTHY BINGHAM
1209 S 7TH
CHICKASHA, OK 73018

CHICKASHA BANK & TRUST
LINDEL PETTIGREW
122 MAPLE LANE
CHICKASHA, OK 73018

POSTCARD LABELS

JOHN JERNIGAN
123 MAPLE LN
CHICKASHA, OK 73018

MICHAEL DAY INSURANCE
MIKE DAY
124 NORTH 5TH ST
CHICKASHA, OK 73018

LARRY & LINDA COX
12525 SW PRINCE PHILLIP CT
KING CITY, OR 97224

WINDELL SHOCKEY
1256 HWY 62
CHICKASHA, OK 73018

STEPHANIE KITE
1290 HWY 81
POCASSET, OK

ANA ORTEGA
13 SKYVIEW DR
CHICKASHA, OK 73018

CHICKASHA CHURCH OF NAZARENE
1300 S 29TH ST
CHICKASHA, OK 73018

OLA EDWARDS
1347 HWY 81
POCASSET, OK 73079

GARY DANIEL
1361 CS 2850
POCASSET, OK 73079

LJ & LAVERNE POWELL
14 CHERRY DR
CHICKASHA, OK 73018

TERESA SMITH
141 CR 1440
CEMENT, OK 73019

PATRICIA GUTIERREZ
1410 CLIFFSIDE CT
NORMAN, OK 73072

AMANDA THORSEN
1410 CS 2850
POCASSET, OK 73079

CHEYENNE ROBINSON
1415 S 17TH ST
CHICKASHA, OK 73018

CURRENT RESIDENT
1416 FRISCO AVENUE, APT J
CHICKASHA, OK 73018

SHEILA & JUANITA RACZYNSKI
1443 S WESTWARD HO PL
SIOUX FALLS, SD 57105

MICHAEL & LAURA MILLER
15 SKYVIEW DR
CHICKASHA, OK 73018

BARBARA BOREN
IRENE STROPES
15015 E ROCK CREEK RD
NORMAN, OK 73026

JIMMY JOHNSON
1502 W COUNTRY CLUB RD
CHICKASHA, OK 73018

TERESA GARDNER
1520 DAKOTA
CHICKASHA, OK 73018

MCELREATH PROPERTIES LLC
JAMES A MCELREATH
1521 W IDAHO
CHICKASHA, OK 73018

COWBOY COUNTRY CHURCH INC
FJ CHAPMAN
153 US HWY 277
CEMENT, OK 73017

LAWRENCE BETCHE
15502 OLD STONE TRAIL
HOUSTON, TX 77079

C/O FRANKLIN MARCH
PATRICIA MONTGOMERY
1575 COUNTY ROAD 1490
NINNEKAH, OK 73067

STEVE STANDRIDGE
1588 CR 1380
CHICKASHA, OK 73018

SHARON BOYER
16 MILLER DR
CHICKASHA, OK 73018

WADE DUNKIN
1601 S 19TH ST
CHICKASHA, OK 73018

LONNIE MORRIS
1604 GLENDAWAY DR
CHICKASHA, OK 73018

DEB SUTTERFIELD
1609 TODD ESTATES
CHICKASHA, OK 73018

HEATHER HARMON
1610 PARK AVE
CHICKASHA, OK 73018

POSTCARD LABELS

LINDA GRIFFITH
1612 HWY 81
AMBER, OK 73004

CONNIE ALLBRITTON
1638 HWY 81
AMBER, OK 73004

RILEY'S BODY SHOP
WICKIE & PEGGY RILEY
1688 HWY 81
AMBER, OK 73004

CURRENT RESIDENT
1717 CAROLINA ST
CHICKASHA, OK 73018

USAO
MIKE COPONITI
1727 W ALABAMA AVE
CHICKASHA, OK 73018

DICK MCCALLA
1782 CR 1330
CHICKASHA, OK 73018

RD & AMANDA ROBNETT
19 MILLER DR
CHICKASHA, OK 73018

RAYMOND GOATER
1983 HIGHWAY 81
CHICKASHA, OK 73018

SEAN & AMY HUGHES
2 MILLER DR
CHICKASHA, OK 73018

CHARLIE BURRUSS
201 SAINT JAMES PLACE
CHICKASHA, OK 73018

CLYDE HOWARD
1613 CS 2830
AMBER, OK 73004

USACE - TULSA
ALLEN RYAN
1645 S 101ST EAST AVE
TULSA, OK 74128

KEN & JEANIE SINGLETON
1710 LOUISIANA
CHICKASHA, OK 73018

KWCO RADIO
GEORGE PLUMMER
1718 MISSISSIPPI
CHICKASHA, OK 73018

GERALD COLEMAN
1748 HWY 81
AMBER, OK 73004

RANEE HAYES
18 MILLER DR
CHICKASHA, OK 73018

KATHERINE REED
19 SKYVIEW DR
CHICKASHA, OK 73018

RAYMOND COATES
1983 HWY 81
CHICKASHA, OK 73018

SANDRA GIBSON
20 SKYVIEW DR
CHICKASHA, OK 73018

WELDON JOHNSON
2012 IDAHO ST
CHICKASHA, OK 73018

REVOCABLE TRUST
NW BROWN
1627 S 8TH ST
CHICKASHA, OK 73018

FRAC TECH SERVICES LTD
16858 IH 20
CISCO, TX 76437

GABRIELA BOONE
1713 S 14TH ST
CHICKASHA, OK 73018

MICHAEL ERSLAND
1727 GRAND AVE
CHICKASHA, OK 73018

KIMBERLY FERGUSON
MICHAEL SANDERS
17535 W EAST WIND AVE
GOODYEAR, AZ 85338

PARHAM CERAMIC TILE INC
1881 COUNTY STREET 2880
CHICKASHA, OK 73018

ADDIE DUNN
1923 S 14TH ST
CHICKASHA, OK 73018

PAUL & VERNA ESSEX
2 A SKYVIEW DR
CHICKASHA, OK 73018

KATHERINE HENTON
2001 S 14TH ST
CHICKASHA, OK 73018

LARRY BOYER
EVELYN JOHNSON
2016 S 15TH ST
CHICKASHA, OK 73018

POSTCARD LABELS

CHARLOTTE PARKER
203 FLANDERS DR
CHICKASHA, OK 73018

LIVING TRUST
FREDA SHERIDEN
203 ILLINOIS AVE
CHICKASHA, OK 73018

LUCILLE MCCOMAS
2054 HWY 81
CHICKASHA, OK 73018

RANDY & LAWANNA WILLIAMS
207 PLEASANT LN
CHICKASHA, OK 73018

TIM DUNKIN
2100 S 29TH ST
CHICKASHA, OK 73018

JANS HUNTER GLEN LLC
2100 S 29TH ST
CHICKASHA, OK 73018

JERALD & MARY KENDALL
2100 W MINNESOTA AVE
CHICKASHA, OK 73018

SUE KENDALL
2100 W MINNESOTA AVE
CHICKASHA, OK 73018

REVOCABLE TRUST
KATHY JEAN MOTTINGER
2101 LAKEWOOD DR
CHICKASHA, OK 73018

TERESA A ALLEN 1999 TRUST
TERESA ALLEN
2102 LAKEWOOD DR
CHICKASHA, OK 73018

LINDSAY & DEBRA WOOD
2102 S 33RD ST
CHICKASHA, OK 73018

REVOCABLE TRUST
SANDRA K MCCRACKIN
2103 LAKEWOOD DR
CHICKASHA, OK 73018

JANICE RODGERS
2103 UNIVERSITY BLVD
CHICKASHA, OK 73018

CHICKASHA SALVAGE
JANET WHITE
2103 W COUNTRY CLUB ROAD
CHICKASHA, OK 73018

LARRY & JUDY PERRY
2104 S 33RD ST
CHICKASHA, OK 73018

BAILEY DEES
2105 UNIVERSITY BLVD
CHICKASHA, OK 73018

REVOCABLE TRUST
NADINE & DALE ADAMS
2106 UNIVERSITY BLVD
CHICKASHA, OK 73018

RICKY ROBERTS
2107 UNIVERSITY BLVD
CHICKASHA, OK 73018

TERRY & JULIANA BUCKMASTER
2108 UNIVERSITY BLVD
CHICKASHA, OK 73018

DAVY & AMY ADAMS
2109 LAKEWOOD DR
CHICKASHA, OK 73018

CHARLES & KELLY TRENT
2110 LAKEWOOD DR
CHICKASHA, OK 73018

MERANDA MCCLENNEN
212 W BLACKBURN RD
MARLOW, OK 73055

MARIBETH SMITH
2155 COUNTY ST 2890
CHICKASHA, OK 73018

MARK MARTIN
218 CHICKASHA AVENUE
CHICKASHA, OK 73018

JOSEPH REMPE
2182 N 5TH ST
CHICKASHA, OK 73018

CHARLES H. REMPE
2195 N 3RD
CHICKASHA, OK 73018

SCHARLEENE BOWEN
22 A SKYVIEW DR
CHICKASHA, OK 73018

BILL & PATRICIA REEVES
22 MILLER DR
CHICKASHA, OK 73018

JERRY & SALLIE PITTMAN
2202 LAKEWOOD DR
CHICKASHA, OK 73018

KATHY JANE BABB TRUST
2202 S 33RD ST
CHICKASHA, OK 73018

POSTCARD LABELS

SUSIE VANMETER
2202 UNIVERSITY BLVD
CHICKASHA, OK 73018

SUE POWELL
2202 UNIVERSITY BLVD
CHICKASHA, OK 73018

JOHN & AMY WARDEN
2203 LAKEWOOD DR
CHICKASHA, OK 73018

RICHARD & KEITHA WILMETH
2203 UNIVERSITY BLVD
CHICKASHA, OK 73018

BARBARA NEAL
2204 UNIVERSITY BLVD
CHICKASHA, OK 73018

AUDREY SMITH
2205 LAKEWOOD DR
CHICKASHA, OK 73018

JARED STANRIDGE
2205 UNIVERSITY BLVD
CHICKASHA, OK 73018

TERRY & MARY CARVER
2206 S 33RD ST
CHICKASHA, OK 73018

REVOCABLE TRUST
EUGENE RINN
2207 LAKEWOOD DR
CHICKASHA, OK 73018

GARY & DONNA ALDRIDGE
2207 S 33RD ST
CHICKASHA, OK 73018

GLENDA PILGRIM
2207 UNIVERSITY BLVD
CHICKASHA, OK 73018

TED & TAMMIE WILLIAMS
2208 LAKEWOOD DR
CHICKASHA, OK 73018

VERNON & GLORIA HOOVER
2208 S 33RD ST
CHICKASHA, OK 73018

JOE & DIANA MONSEBAIS
2208 UNIVERSITY BLVD
CHICKASHA, OK 73018

RON JUSTICE
2209 CS 2880
CHICKASHA, OK 73018

JIMMY & TOYE YODER
2209 LAKEWOOD DR
CHICKASHA, OK 73018

ANNETTE SCAFFETTA REV TRUST
1ST NATIONAL BK
2210 UNIVERSITY BLVD
CHICKASHA, OK 73018

ANNETTE SCAFFETTA
2210 UNIVERSITY PARK
CHICKASHA, OK 73018

KRISTI BATES
416 W. ALABAMA AVENUE
CHICKASHA, OK 73018

HIRAM & CAROLYN MCMASTER
2214 UNIVERSITY BLVD
CHICKASHA, OK 73018

JOSEPH GIVENS
2458 COUNTY STREET 2798
CHICKASHA, OK 73018

WILLIAM HAWKINS
2217 UNIVERSITY BLVD
CHICKASHA, OK 73018

JOHNNY WRAY
2219 UNIVERSITY BLVD
CHICKASHA, OK 73018

MICHAEL & KRISTI LONGHAT
2221 UNIVERSITY BLVD
CHICKASHA, OK 73018

JAY & ANDREA ROBERTS
263 COUNTY ROAD 1400
CEMENT, OK 73017

AMISH & CHAITALI PATEL
2224 UNIVERSITY BLVD
CHICKASHA, OK 73018

ROBERT & ROBIN PHILLIPS
2225 UNIVERSITY BLVD
CHICKASHA, OK 73018

CURRENT RESIDENT
2227 S 14TH ST
CHICKASHA, OK 73018

VERSER LIVING TRUST
JERRY & EDITH VERSER
2227 SPENCER ST
CHICKASHA, OK 73018

GERALD SMITH
224 CR 1340
VERDEN, OK 73092

POSTCARD LABELS

BIBLE BAPTIST CHURCH
DAVID BRICKMAN
226 S 29TH ST
CHICKASHA, OK 73018

DON & CONNIE OSWALD
2271 CR 1314
BLANCHARD, OK 73010

JOE ALFORD
2274 CS 2815
CHICKASHA, OK 73018

KIMBERLY HASKELL
23 A SKYVIEW DR
CHICKASHA, OK 73018

DYLAN & DONITTA HARRIS
23 B SKYVIEW DR
CHICKASHA, OK 73018

MIKE & SONYA STEPHENS
23 MILLER DR
CHICKASHA, OK 73018

MICHAEL HEATH
2302 S 30TH ST
CHICKASHA, OK 73018

RICHARD & QUATA WELCH
2303 LAKEWOOD DR
CHICKASHA, OK 73018

BARBARA KOEHLER
2303 S 30TH ST
CHICKASHA, OK 73018

SHEILA MIZE
2304 S 30TH ST
CHICKASHA, OK 73018

LIVING TRUST
BURREL & LAURA GAMBEL
2305 LAKEWOOD DR
CHICKASHA, OK 73018

LELA FERRELL
PO BOX 1943
CHICKASHA, OK 73023

DANNY & VICKY KING
2308 S 33RD ST
CHICKASHA, OK 73018

JACK & BETHEL BLAIR
2315 S 29TH ST
CHICKASHA, OK 73018

S. PHILLIP & DORRIS COOK
2317 S 33RD ST
CHICKASHA, OK 73018

KEITH ZEISET
2331 COUNTY STREET 2750
CHICKASHA, OK 73018

TERESA ALEXANDER
24 SKYVIEW DR
CHICKASHA, OK 73018

CODY CHRISTENSEN
2404 S 30TH
CHICKASHA, OK 73018

REVOCABLE TRUST
REFORD & VIOLA BASSETT
2407 S 33RD
CHICKASHA, OK 73018

CAROL PEARCE
2408 S 30TH ST
CHICKASHA, OK 73018

RAYMOND & DONNA FOSTER
2410 S 30TH ST
CHICKASHA, OK 73018

CURRENT RESIDENT
2420 S 29TH ST
CHICKASHA, OK 73018

PAULA LUCAS
2427 S 33RD ST
CHICKASHA, OK 73018

CARL & JOYCE STOCKTON
2471 CS 2807
CHICKASHA, OK 73018

DON CUMINS
2481 CS 2806
CHICKASHA, OK 73018

RANDALL JAMES
25 MILLER DR
CHICKASHA, OK 73018

INDUSTRIAL COMPOUNDING LLC
2500 HWY 62 W
CHICKASHA, OK 73018

GEORGE INGRAM
2501 LAKEWOOD DR
CHICKASHA, OK 73018

GEORGE & JYME TINER
2502 LAKEWOOD DR
CHICKASHA, OK 73018

STEPHEN NIBLOCK
2503 LAKEWOOD DR
CHICKASHA, OK 73018

POSTCARD LABELS

TONI NIBLOCK
2503 LAKEWOOD DR
CHICKASHA, OK 73018

BW & ROSEZELLEN HAMMERT III
2504 LAKEWOOD DR
CHICKASHA, OK 73018

DAVID PAMPLIN
2504 S 34TH ST
CHICKASHA, OK 73018

MATTHEW & CHRISTINA WRAY
2505 LAKEWOOD DR
CHICKASHA, OK 73018

LARRY & JULIA YORK
2506 LAKEWOOD DR
CHICKASHA, OK 73018

CURRENT RESIDENT
2507 34TH ST
CHICKASHA, OK 73018

WAYNE & TAMARAH MERCHANT
2507 LAKEWOOD DR
CHICKASHA, OK 73018

ROBERT & JANET ELROD
2509 LAKEWOOD DR
CHICKASHA, OK 73018

JIMMY & BEVERLY PEEK
2509 S 34TH ST
CHICKASHA, OK 73018

MR. & MRS. LEON JENSEN
2510 LAKEWOOD DR
CHICKASHA, OK 73018

LUCILLE LOONY
2510 LAKEWOOD DR
CHICKASHA, OK 73018

DAVID SIKES
2524 S 18TH ST
CHICKASHA, OK 73018

JOHN & ANGELA PHILLIPS
2567 COUNTY STREET 2790
CHICKASHA, OK 73018

STANLEY & MILDRED HULL
26 MILLER DR
CHICKASHA, OK 73018

ARRON & ROBIN WARREN
2600 LAKEWOOD DR
CHICKASHA, OK 73018

JEFFERY & APRIL KILE
2601 LAKEWOOD DR
CHICKASHA, OK 73018

NICOLE MILSAP
2601 S 34TH ST
CHICKASHA, OK 73018

LIFE ESTATE
IRENE PARK
2602 LAKEWOOD DR
CHICKASHA, OK 73018

PAMELA & MONTE BOYD
2603 LAKEWOOD DR
CHICKASHA, OK 73018

JERRY ARTHUR
2604 W IDAHO AVE
CHICKASHA, OK 73018

ARMINE BEAL
2605 LAKEWOOD DR
CHICKASHA, OK 73018

BURT & SHIRLEY BURNS
2606 LAKEWOOD DR
CHICKASHA, OK 73018

CHICKASHA TOWING
LINDY BECK
2607 LAKEWOOD DR
CHICKASHA, OK 73018

GREG SHOEMAKER
2607 LAKEWOOD DR
CHICKASHA, OK 73018

IAN THOMPSON
2610 LAKEWOOD DR
CHICKASHA, OK 73018

REVOCABLE TRUST
STEPHEN & LAURA KOHNKE
2609 LAKEWOOD DR
CHICKASHA, OK 73018

REVOCABLE TRUST
ZARAH LOU VIRGIN
2611 LAKEWOOD DR
CHICKASHA, OK 73018

STEPHEN & CHERYL JONES
2613 LAKEWOOD DRIVE
CHICKASHA, OK 73018

JIMMY & JO POLLY
2615 LAKEWOOD DR
CHICKASHA, OK 73018

DOUG PHELPS
2619 FOX DR
TUTTLE, OK 73089

POSTCARD LABELS

CARL & ANN SMITH ENTERPRISES
2670 CS 2790
CHICKASHA, OK 73018

D. RENEE HAWKINS
27 MILLER DR
CHICKASHA, OK 73018

RENEE GUNTER
27 MILLER DR
CHICKASHA, OK 73018

JERRY & A LORRAINE THOMAS
2800 S 29TH ST
CHICKASHA, OK 73018

HELEN GARRISON, CPA
2802 COUNTRY CLUB DRIVE
CHICKASHA, OK 73023

BILLY & JOY LIVINGSTON
2803 COUNTRY CLUB DR
CHICKASHA, OK 73018

REVOCABLE TRUST
LYNN & LAURA RICHEY
2807 DESIRAE DR
CHICKASHA, OK 73018

DANIEL FRISKEL
2808 S 29TH ST
CHICKASHA, OK 73018

STEVE LAFORGE
2808 S 4TH ST
CHICKASHA, OK 73018

JIMMY & VAN NOTTINGHAM
2812 S 29TH ST
CHICKASHA, OK 73018

ALONZO & VIRGINIA HAYS
2814 S 29TH ST
CHICKASHA, OK 73018

SHARON POWELL LIVING TRUST
2817 LAND RUN RD
MOORE, OK 73160

ROBERT & MARSHA SIKES
2819 S 29TH ST
CHICKASHA, OK 73018

CURTIS BROOKS
2822 NICKLES RD
CHICKASHA, OK 73018

FLOYD & DONNA COCHERAN
2839 CS 2791
CHICKASHA, OK 73018

PHIL RICHARDSON
289 CS 2760
MINCO, OK 73059

TOMMY & CHERYL HOLT
2900 S 29TH ST
CHICKASHA, OK 73018

BARRY AND DONNA THOMAS
2900 W IDAHO
CHICKASHA, OK 73018

LEE & MARY ROBNETT
2901 W IDAHO
CHICKASHA, OK 73018

NICKY & CINDY SALES
2902 S 29TH ST
CHICKASHA, OK 73018

SIDNEY & DOROTHA JORDAN
2909 W. CAROLINA AVE
CHICKASHA, OK 73018

SHANA WILSON
2986 N OLD HIGHWAY, LOT 37
CHICKASHA, OK 73018

RETA MEEKS
3 MILLER DR
CHICKASHA, OK 73018

FLOYD & DONNA COCHERAN
3 SKYVIEW DR
CHICKASHA, OK 73018

LEE GRIMES
3000 W IDAHO
CHICKASHA, OK 73018

ANDY & CAROLYN BOWEN
3001 MONTANA
CHICKASHA, OK 73018

CHRISTINE MCLAUGHLIN
3002 ARIZONA
CHICKASHA, OK 73018

RODNEY & JULIE STOCKSTILL
3004 ARIZONA AVE
CHICKASHA, OK 73018

JOYCE WILLIAMS
3005 MONTANA
CHICKASHA, OK 73018

DAWN CHELLIE
BRIAN MEEKS
3006 ARIZONA AVE
CHICKASHA, OK 73018

POSTCARD LABELS

CHARLES BAIRD
3007 ARIZONA AVE
CHICKASHA, OK 73018

MARK & VICTORIA KILGORE
3007 MONTANA
CHICKASHA, OK 73018

TRAVIS STIDHAM
3008 MONTANA
CHICKASHA, OK 73018

TINA LICHLITER
3009 MONTANA
CHICKASHA, OK 73018

CHAD & RENEE HORRELL
3010 MONTANA
CHICKASHA, OK 73018

CHARLES WILLIAMS
3011 MONTANA
CHICKASHA, OK 73018

LP & GLENNA LAIRD
3021 WEST CAROLINA AVE
CHICKASHA, OK 73018

RON FOLDER
3015 IDAHO
CHICKASHA, OK 73018

EXPRESS-STAR
JASON CLARKE
3016 W MONTANA
CHICKASHA, OK 73018

TOYE REYNOLDS
3028 W IDAHO AVE
CHICKASHA, OK 73018

CYNTHIA THORSEN
304 E ERCOUPE DR
MIDWEST CITY, OK 73130

JOHNSON'S WRECKERS
JIMMY JOHNSON
307 CHRISTOPHER
CHICKASHA, OK 73018

ROBERT HAYS
307 S 7TH ST
CHICKASHA, OK 73018

JEANNE HOLLIMAN
3090 CS 2800
NINNEKAH, OK 73067

DEBORAH FOSTER
31 MILLER DR
CHICKASHA, OK 73018

ROY & JO WALKER
3100 W CAROLINA
CHICKASHA, OK 73018

KIM & SHIRLEY HAYES
3100 W IOWA
CHICKASHA, OK 73018

JAMES & MILDRED LINVILLE
3101 W FRISCO AVE
CHICKASHA, OK 73018

DICK & KATHY LEDBETTER
3103 FRISCO AVE
CHICKASHA, OK 73018

GEORGE & JOLYNN HORN
3125 IOWA AVE
CHICKASHA, OK 73018

BRUSS HORN
3126 W IOWA
CHICKASHA, OK 73018

DANIEL & PHYLLIS BROWN
317 N 29TH ST
CHICKASHA, OK 73018

R. BRANDON & VICKIE TYE
32 1/2 MILLER DR
CHICKASHA, OK 73018

MIA FINE KNAPP
RICHARD KNAPP
3200 W GRAND AVE
CHICKASHA, OK 73018

CHRISTOPHER LIPPINCOTT
3200 W IOWA AVE
CHICKASHA, OK 73018

JEFF & NATALIE TALBERT
3201 MONTANA
CHICKASHA, OK 73018

TOMMY & ELIZABETH WOODARD
3204 ARIZONA AVE
CHICKASHA, OK 73018

DANIEL & TRACEY SHAW
3204 CALIFORNIA AVE
CHICKASHA, OK 73018

STEVE & CAROLYN PALCZYNSKY
3204 PARK AVE
CHICKASHA, OK 73018

CHARLES & TERESA PEEK
3205 ARIZONA AVE
CHICKASHA, OK 73018

POSTCARD LABELS

KENNETH & LINDA ROPER
3206 PARK AVE
CHICKASHA, OK 73018

EVELYN LYLES
3208 ARIZONA AVE
CHICKASHA, OK 73018

BILL MCVEY
3208 HWY 62
CHICKASHA, OK 73018

ROSALEE AMSTUTZ
3208 PARK AVE
CHICKASHA, OK 73018

KEITH OLSON
3209 CALIFORNIA AVE
CHICKASHA, OK 73018

MISTY MITCHELL
3209 PARK AVE
CHICKASHA, OK 73018

CARY & BJ DEHART
3210 W IDAHO
CHICKASHA, OK 73018

GRANT & KYRA GORDON
3211 PARK AVE
CHICKASHA, OK 73018

RICARDO BROWN
3212 ARIZONA AVE
CHICKASHA, OK 73018

KELLY ALLEN
3212 CALIFORNIA AVE
CHICKASHA, OK 73018

DEBRA REIM
3213 ARIZONA AVE
CHICKASHA, OK 73018

PAUL & ANITA HORTON
3213 CALIFORNIA AVE
CHICKASHA, OK 73018

JANET CARTER
ROY & CAROLYN BURCHETT
3213 PARK AVE
CHICKASHA, OK 73018

DAMON & LACY MERCHANT
3216 CALIFORNIA AVE
CHICKASHA, OK 73018

JAMES & BARBARA JOHNS
3216 PARK AVE
CHICKASHA, OK 73018

JAMES & BELINDA ADAMS
3217 CALIFORNIA AVE
CHICKASHA, OK 73018

DEREK & TIFFANY COPELAND
3217 ARIZONA AVE
CHICKASHA, OK 73018

SHAWYI & NAEJEN KAO
3220 ARIZONA
CHICKASHA, OK 73018

NATHAN STREETMAN
3220 CALIFORNIA AVE
CHICKASHA, OK 73018

ROY & JANET EDWARDS
3220 PARK AVE
CHICKASHA, OK 73018

WESLEY & WILMA RICE
3221 CALIFORNIA AVE
CHICKASHA, OK 73018

SHERRY REED
3222 MONTANA AVE
CHICKASHA, OK 73018

MARY THOMAS
3223 SOUTH 16TH ST
CHICKASHA, OK 73018

NATHAN BOWMAN
3224 CALIFORNIA AVE
CHICKASHA, OK 73018

JESSICA MESSICK
CLYNT LUNDAY
3225 ARIZONA AVE
CHICKASHA, OK 73018

MERRITT & ANNA AGEE
3225 PARK AVE
CHICKASHA, OK 73018

MEGAN WHITE
3225 W MONTANA AVE
CHICKASHA, OK 73018

HENRY & FLORENE WILLIAMS
3227 MONTANA
CHICKASHA, OK 73018

CHARLES & MARILYN JAMES
3228 CALIFORNIA AVE
CHICKASHA, OK 73018

ROSE DELK
3231 MONTANA
CHICKASHA, OK 73018

POSTCARD LABELS

JASON & CHRISTY MADDOX
3232 CALIFORNIA AVE
CHICKASHA, OK 73018

GARY & MICHELE CASTLEBERRY
3232 PARK AVE
CHICKASHA, OK 73018

MARK & TRACY COX
3233 CALIFORNIA AVE
CHICKASHA, OK 73018

THOMAS & CASSIE HORN
3233 PARK AVE
CHICKASHA, OK 73018

ROBERT & DAWN ROEHRICK III
3234 PARK AVE
CHICKASHA, OK 73018

BRISCO MCPHERSON
3237 CALIFORNIA AVE
CHICKASHA, OK 73018

JERRY & RENE HUGGINS
3245 CALIFORNIA AVE
CHICKASHA, OK 73018

ROSS HOLDING LLC
ROSS HEALTHCARE
328 S 29TH
CHICKASHA, OK 73018

ALLIANCE HEALTH INC
328 S 29TH
CHICKASHA, OK 73018

ELIZABETH COX
33 MILLER DR
CHICKASHA, OK 73018

JOAN BROWNEN
3301 MONTANA
CHICKASHA, OK 73018

LORETTA SPARKS
3301 W IDAHO
CHICKASHA, OK 73018

MARILYN BUTLER
3302 MONTANA
CHICKASHA, OK 73018

JAMES & KRISTY TARBOX
3304 ARIZONA AVE
CHICKASHA, OK 73018

RD & NOLA COTTRELL
3304 MONTANA AVE
CHICKASHA, OK 73018

DONOVAN WORLEY
MYRA ALEXANDER
3305 ARIZONA AVE
CHICKASHA, OK 73018

PATHOLOGIST INC
BILL MD CROWELL
3306 W IDAHO AVE
CHICKASHA, OK 73023

ANGELA SELF
3306 W IDAHO AVE
CHICKASHA, OK 73018

TIMOTHY HARTSELL
3308 ARIZONA AVE
CHICKASHA, OK 73018

THOMAS & DIANNE WILSON
3309 ARIZONA AVE
CHICKASHA, OK 73018

REVOCABLE TRUST
JAMES WINSLOW
3309 W IOWA
CHICKASHA, OK 73018

LOUISE RAINS
3310 MONTANA AVE
CHICKASHA, OK 73018

WAYNE & EVELYN GRISWOLD
3310 W IDAHO AVE
CHICKASHA, OK 73018

DEREK & MELISSA KUETER
3312 ARIZONA
CHICKASHA, OK 73018

MICA SELZER
JOSEPH HACKNEY
3312 MONTANA
CHICKASHA, OK 73018

PATRICIA JIM
3313 ARIZONA AVE
CHICKASHA, OK 73018

JUANITA SPOON
3314 MONTANA
CHICKASHA, OK 73018

LUPE & OLIVIA MARTINEZ
3316 ARIZONA AVE
CHICKASHA, OK 73018

FOREST & JOANN MCCOOL
3320 ARIZONA AVE
CHICKASHA, OK 73018

HOWARD & NANCY BOONE
3327 W IDAHO
CHICKASHA, OK 73018

POSTCARD LABELS

CAROLYN & BOB HUNTER
3333 S 16TH ST
CHICKASHA, OK 73018

FIRST ASSEMBLY OF GOD INC
3340 S 16TH ST
CHICKASHA, OK 73018

MCNATT RENTALS LLC
ALLISON MCNATT
3390 COUNTY STREET 2850
NINNEKAH, OK 73067

PATRICK & CHAVONNE PENNER
3400 W MISSISSIPPI AVE
CHICKASHA, OK 73018

LATRAYE & DEIDRE ALEXANDER
3401 W MISSISSIPPI
CHICKASHA, OK 73018

TROY & LISA LEE
3402 W MISSISSIPPI
CHICKASHA, OK 73018

JAMES HARMON
3404 S 24TH
CHICKASHA, OK 73018

CLARENCE HEFFINGTON
3407 VINE ST
CHICKASHA, OK 73018

CAROLYN KING
3409 S COUNTRY CLUB RD
CHICKASHA, OK 73018

SHANNON SANGO
3409 VINE ST
CHICKASHA, OK 73018

EVA MAE REDGER
3410 VINE ST
CHICKASHA, OK 73018

REVOCABLE TRUST
WILLIAM & PATRICIA SAMPSON
3411 COUNTRY CLUB RD
CHICKASHA, OK 73018

JOSEPH & EMILY POWELL
3413 VINE ST
CHICKASHA, OK 73018

BETHANY RUSH
3413 W COUNTRY CLUB RD
CHICKASHA, OK 73018

DOUGLAS & GLORIA PRINCE
3415 COUNTRY CLUB RD
CHICKASHA, OK 73018

CHASE MANHATTAN MORTGAGE CO
3415 VISION DR
COLUMBUS, OH 43219

SHEILA MOSLEY
DARRELL/GREG/BRIAN WHITE
3417 VINE
CHICKASHA, OK 73018

ERIC FIREBAUGH
3417 W COUNTRY CLUB RD
CHICKASHA, OK 73018

ROBERT SNEED
3418 VINE ST
CHICKASHA, OK 73018

TOM & KIM RADFORD
3419 VINE
CHICKASHA, OK 73018

CODY BECKHAM
3419 W COUNTRY CLUB RD
CHICKASHA, OK 73018

WILLIAM & RITA HARMON
3420 VINE ST
CHICKASHA, OK 73018

A. DALE & DORA RODGERS
3421 COUNTRY CLUB RD
CHICKASHA, OK 73018

HARVEY & BRENDA TAYLOR
3421 VINE
CHICKASHA, OK 73018

LESLIE & NETA WYATT
3422 VINE
CHICKASHA, OK 73018

ALLEN & JANIECE LANDRY
3424 VINE ST
CHICKASHA, OK 73018

TOMMY & BETTY HACKNEY
3427 COUNTRY CLUB RD
CHICKASHA, OK 73018

DELBERT & SHIRLEY AKINS
3428 W CAROLINA
CHICKASHA, OK 73018

RHONDA E. PIKE
3433 S SOONER RD
CHICKASHA, OK 73018

DEUTSCHE BANK NATIONAL TRUST
WELLS FARGO HOME MORTGAGE
3476 STATEVIEW BLVD
FORT MILL, SC 29715

POSTCARD LABELS

DARREL & JEANNIE JOHNSTON
3478 S HWY 92
CHICKASHA, OK 73018

WILLIAM & PATRICIA SCHWENK
3500 W IOWA
CHICKASHA, OK 73018

RONALD & DORIS OZEE
3501 COUNTRY CLUB RD
CHICKASHA, OK 73018

DICKENSON FAMILY TRUST
LOTTIE DICKENSON
3501 S DICKENSON
CHICKASHA, OK 73018

DALE & DARLENE TYLER
3501 VINE ST
CHICKASHA, OK 73018

WALTER & VICKIE START
3503 VINE
CHICKASHA, OK 73018

RANDAL & BONNY HARWELL
3525 COUNTRY CLUB RD
CHICKASHA, OK 73018

PAUL & W JEAN BEAVER
3530 GRAND AVE
CHICKASHA, OK 73018

LARRY & SARAH SMITH
3598 HWY 92
CHICKASHA, OK 73018

JERRY & MADELYN ATKINSON
36 MILLER DR
CHICKASHA, OK 73018

KEVIN ROBISON
3600 W GRAND
CHICKASHA, OK 73023

EVERETT ANDRUS
3640 HWY 92
CHICKASHA, OK 73018

NATHAN & JESSICA BROOKMAN
PO BOX 1562
CHICKASHA, OK 73018

SHERRY COOPER
37 MILLER DR
CHICKASHA, OK 73018

JOHN & MARTHA ROBISON
3700 W GRAND
CHICKASHA, OK 73018

MARK RUSHING
3708 W GRAND AVE
CHICKASHA, OK 73018

RENEE WATT
3803 DUNHILL
CHICKASHA, OK 73018

J. E. FREDRICKSON
39 VILLAGE DR
CHICKASHA, OK 73018

VAUGHN & PHYLLIS OTEY
3905 S MOCKINGBIRD RD
CHICKASHA, OK 73018

MICHAEL PARHAM
3909 S MOCKINGBIRD RD
CHICKASHA, OK 73018

ED WILLIAMS
3909 STONEYBROOK
CHICKASHA, OK 73018

VICTOR WESSON
3910 HICKORY STICK DR
CHICKASHA, OK 73018

LILLIE HOWERY
4 MILLER DR
CHICKASHA, OK 73018

BERTHA & G. W. THOMAS
4000 S HWY 92
CHICKASHA, OK 73018

JIM KEELEY
401 CHIPPINGHAM LN
BLANCHARD, OK 73010

CATHERINE REMPE
4017 W GRAND AVE
CHICKASHA, OK 73018

OMA DOLORES CAMPBELL
402 S 12TH ST
CHICKASHA, OK 73018

WADE STEELMAN
410 CHICKASHA AVE
CHICKASHA, OK 73018

JAMES HICKS
410 CHOCTAW
CHICKASHA, OK 73018

STEPHEN & BARBARA HALL
4103 NORGE ROAD
CHICKASHA, OK 73018

POSTCARD LABELS

MICHAEL & SHELLE MILLER
4107 NORGE RD
CHICKASHA, OK 73018

LANCE & STEPHANIE SNYDER
414 FIELDCREST
CHICKASHA, OK 73018

MARTY & FREDA COOK
43 MILLER DR
CHICKASHA, OK 73018

FERN BENNETT
432 QUAIL ROAD
CHICKASHA, OK 73018

BETH KIZZIA
4530 S 16TH ST
CHICKASHA, OK 73018

PERDUE HOUSING INDUSTRIES INC
4626 MEADOWBROOK
LAWTON, OK 73505

MARTIN & ADRIANA HERNANDEZ
49 MILLER DR
CHICKASHA, OK 73018

CURRENT RESIDENT
500 W COUNTRY CLUB RD
CHICKASHA, OK 73018

GINO GRAHAM
510 S 22ND ST
CHICKASHA, OK 73018

JACK BUCKNER
6 MILLER DR
CHICKASHA, OK 73018

THE SISEXUA TRUST
411 CHICKASHA AVE, SUITE 200
CHICKASHA, OK 73018

NORMAN FRITZ
4225 SOUTH 4TH ST
CHICKASHA, OK 73018

DANNY & BARBARA TURNER
4309 NORGE RD
CHICKASHA, OK 73018

STILLGRADY LLC
GRACE LIVING CENTER
4350 WILL ROGERS PKWY, STE 300
OKLAHOMA CITY, OK 73108

WILLIAM A. GRAVES
461 E QUAIL RD
CHICKASHA, OK 73018

JEFFREY SCHENK
477 COUNTY ROAD 1360
CHICKASHA, OK 73018

MISTY FERGESON
5 MILLER DR
CHICKASHA, OK 73018

REVOCABLE TRUST
MELISSA GREEN
5016 NW 66TH ST
KANSAS CITY, MO 64151

REVOCABLE TRUST
DON SCHENK
521 COUNTY ROAD 1360
CHICKASHA, OK 73018

BRIAN & CHRISTY SKINNER
6 SKYVIEW DR
CHICKASHA, OK 73018

COWBOY COUNTRY CHURCH INC
CECIL CAHARA
4127 S SOONER ROAD
CHICKASHA, OK 73018

SHOOT THE MOON GIFTS
DARRELL MOLLETT
426 W CHOCTAW
CHICKASHA, OK 73018

JOHN & SARA NICHOLAS
432 COUNTY ROAD 1290
CHICKASHA, OK 73018

DANIEL & ERICA MCCOMAS
2805 BRIAR CREEK
CHICKASHA, OK 73018

DAN HOLLANDER
46165 MOCKINGBIRD
CHICKASHA, OK 73018

CURRENT RESIDENT
48 HILLCREST DR
CHICKASHA, OK 73018

CURRENT RESIDENT
5 SKYVIEW DR
CHICKASHA, OK 73018

MICHELLE HIGHTOWER
504 FIELDCREST
CHICKASHA, OK 73018

GLORIA SIMMONS
5329 N 26TH ST
ARLINGTON, VA 22207

BCP LLC
CAROL BINGHAM
602 S 4TH ST
CHICKASHA, OK 73018

POSTCARD LABELS

WHEELER FAMILY FARMS LLC
613 COUNTY ROAD 1350
CHICKASHA, OK 73018

JESSICA LANE
622 1/2 MINNESOTA ST
CHICKASHA, OK 73018

MARVIN KEANER
659 CR 1220
POCASSET, OK 73079

TERRY MCFALL
6601 DESIREE DR
NORMAN, OK 73071

MARILYN MOSS
6611 NW 11TH
OKLAHOMA CITY, OK 73127

DAVID & GWENDOLYN PERRYMAN
689 COUNTY ROAD 1365
CHICKASHA, OK 73018

RAYMOND & DELORES TAYLOR
7 MILLER DR
CHICKASHA, OK 73018

WHITAKER FAMILY REV TRUST
715 COUNTY ROAD 1360
CHICKASHA, OK 73018

GARY WHITAKER
715 CR 1360
CHICKASHA, OK 73018

DAVID STONE
720 W ALMAR DR
CHICKASHA, OK 73018

DENNIS HOLDGE
721 CR 1349
CHICKASHA, OK 73018

JP FRANKLIN
721 CR 1360
CHICKASHA, OK 73018

SCOTT & KATHY BRADFORD
723 CR 1350
CHICKASHA, OK 73018

REBECCA RAWSON
724 CR 1355
CHICKASHA, OK 73018

DON & FRANCES HABENER
727 COUNTY ROAD 1350
CHICKASHA, OK 73018

NIGHTINGALE FAMILY TRUST
LAVERNA & ADA NIGHTINGALE
727 COUNTY ROAD 1360
CHICKASHA, OK 73018

DAVID ADKINS
729 CR 1350
CHICKASHA, OK 73018

RITA C. & VICTOR D. VALDES
731 COUNTY ROAD 1350
CHICKASHA, OK 73018

JCCA
KEITH & TRACY CARAWAY
734 CR 1330
CHICKASHA, OK 73018

DARRYL BOGGESS
736 CR 1349
CHICKASHA, OK 73018

DL & LAVERA SMITH
737 COUNTY ROAD 1360
CHICKASHA, OK 73018

ASSAD & STEPHANIE RABIEL
739 COUNTY ROAD 1350
CHICKASHA, OK 73018

JOE BERESFORD
742 CR 1349
CHICKASHA, OK 73018

HEALTHBACK HOLDINGS LLC
7504 N BROADWAY EXT
OKLAHOMA CITY, OK 73116

LIVING TRUST
EVA JEWELDINE WELCH
7717 NW 84 ST
OKLAHOMA CITY, OK 73132

TOM & JOAN HARWELL
8 COTTONWOOD DR
CHICKASHA, OK 73018

MIKE & SONYA BUCKMASTER
8 MILLER DR
CHICKASHA, OK 73018

RICHARD & TIFFANY CROW
8 SKYVIEW DR
CHICKASHA, OK 73018

DAN & KATHY WINHAM
806 HICKORY STICK ST
CHICKASHA, OK 73018

ANN & RUSSELL TOWNSEND
808 N JOHNSON WAY
MUSTANG, OK 73064

POSTCARD LABELS

LISA MCPHERSON
828 S 8TH ST
CHICKASHA, OK 73018

STEVE EUBANK
840 CR 1290
CHICKASHA, OK 73018

BRIAN LEONARD
848 CR 1400
CHICKASHA, OK 73018

CURRENT RESIDENT
853 COUNTY ROAD 1315
CHICKASHA, OK 73018

KIRK SPURLIN
853 CR 1320
CHICKASHA, OK 73018

RONALD & DEBRA WEISS
7508 EAST LOUISVILLE ST
BROKEN ARROW, OK 74014

ROD CARROLL
856 CR 1400
CHICKASHA, OK 73018

JIM BENNETT
857 CR 1400
CHICKASHA, OK 73018

CLARENCE G. THORSEN
872 COUNTY ROAD 1400
CHICKASHA, OK 73018

SPURLIN FARMS
JAMES SPURLIN
872 CR 1320
CHICKASHA, OK 73018

DAVID & SHARON THOMPSON
872 CR 1400
CHICKASHA, OK 73018

BASIL C. REED
877 CR 1405
CHICKASHA, OK 73018

PATTI ROGSTAD
879 CR 1403
CHICKASHA, OK 73018

LARRY & LINDA SHIPMAN
883 CR 1280
AMBER, OK 73004

HARRY MITCHELL
891 CR 1450
NINNEKAH, OK 73067

MARY WALLS
RICHARD & DEBBIE TOW
9 MILLER DR
CHICKASHA, OK 73018

CHICKASHA PUBLIC SCHOOL
DISTRICT I-1
900 W CHOCTAW
CHICKASHA, OK 73018

BRITTANY OTTO
902 S 19TH
CHICKASHA, OK 73018

DAVID MILLIKEN
915 IOWA ST
CHICKASHA, OK 73018

DON FERGUSON
927 FERGUSON DR
CHICKASHA, OK 73018

ROY & MERLINA JENNINGS
975 COX CITY RD
RUSH SPRINGS, OK 73082

REVOCABLE TRUST
EDWARD STEWART
99-969 AIEA HEIGHTS DR, APT N
AIEA, HI 96701

LIVINGSTON FAMILY TRUST
EARL & SHARON LIVINGSTON
PO BO 48
NINNEKAH, OK 73067

RUFUS AND PEGGY MCMAHON
PO BOX 1002
CHICKASHA, OK 73023

KEVIN ROBISON REV TRUST
PO BOX 1116
CHICKASHA, OK 73023

JERONIE FRANKLIN
PO BOX 1122
CHICKASHA, OK 73023

FIRST NATIONAL BANK & TRUST
PAT BROOKS
PO BOX 1130
CHICKASHA, OK 73023

FIRST NATIONAL BANK & TRUST
WALT VOSS
PO BOX 1130
CHICKASHA, OK 73023

MONICA TREVINO
PO BOX 1159
CHICKASHA, OK 73023

LESLIE OSBORN
PO BOX 1200
MUSTANG, OK 73064

POSTCARD LABELS

LINDA WILKENS
PO BOX 1211
CHICKASHA, OK 73023

DANA GUY
PO BOX 1212
CHICKASHA, OK 73023

CHICKASHA BANK & TRUST
TOM AVANT
PO BOX 1307
CHICKASHA, OK 73023

RICHARD ALLEN
PO BOX 1409
CHICKASHA, OK 73023

JANA WHITAKER
PO BOX 1464
CHICKASHA, OK 73023

CAROL LESTER
PO BOX 1503
CHICKASHA, OK 73023

WILLIAM WILSON
PO BOX 1554
CHICKASHA, OK 73023

JUNIOR & BONITA ELLIS
PO BOX 1564
CHICKASHA, OK 73023

REVOCABLE TRUST
BEVERLY ALLEN
PO BOX 159
VERDEN, OK 73092

THUNDER ENERGY LLC
PO BOX 1658
CHICKASHA, OK 73023

EVANGELINE WILSON
PO BOX 1671
CHICKASHA, OK 73023

GW & BERTHA THOMAS
PO BOX 1673
CHICKASHA, OK 73023

CHICKASHA EDC
Christy Elkins
PO BOX 1717
CHICKASHA, OK 73023

TOMMIE & NANCY FARLEY
PO BOX 1732
CHICKASHA, OK 73023

XAVIER & SUSAN GONZALEZ
PO BOX 1885
CHICKASHA, OK 73023

KIMBERLY GREEN
PO BOX 1973
BLANCHARD, OK 73010

SUSAN WINCHESTER
PO BOX 2162
CHICKASHA, OK 73023

GARY THOMPSON
PO BOX 237
CEMENT, OK 73017

CYNDRA PILKINGTON
PO BOX 238
CHICKASHA, OK 73023

ROBERT PIATT
PO BOX 245
WALTERS, OK 73572

LOIS MCCRAY
PO BOX 2464
CHICKASHA, OK 73023

THOMAS GRUNERT
PO BOX 2493
CHICKASHA, OK 73023

DAVID L. KEITH
PO BOX 2522
CHICKASHA, OK 73023

MICHAEL FITZPATRICK
PO BOX 253
CHICKASHA, OK 73023

TOMMIE & SHARLOTTE KEY
PO BOX 2535
CHICKASHA, OK 73023

SHANNON RIGSBY
PO BOX 2563
CHICKASHA, OK 73023

LAHOMA SPURLIN
PO BOX 2574
CHICKASHA, OK 73023

MICHAEL & DARLA ELLIS
PO BOX 31
CHICKASHA, OK 73023

DAVID & JO RAWSON
PO BOX 10405
MIDWEST CITY, OK 73140

SMITH COMMERCIAL HOLDINGS LLC
PO BOX 330
GAINESVILLE, TX 76241

POSTCARD LABELS

GLENHAVEN CORPORATION
PO BOX 400
CHICKASHA, OK 73023

DRY CREEK DEVELOPMENT LLC
GREG ELLIOTT
PO BOX 460
CHICKASHA, OK 73023

COWBOY COUNTRY CHURCH INC
LYNN WALKER
PO BOX 551
CHICKASHA, OK 73023

PUBLIC SERVICE CO OF OKLA
TAX DEPT CENTRAL & SOUTHWEST CORP
PO BOX 660164
DALLAS, TX 75266

HOUSING AUTHORITY OF CHICKASAW NATION
PO BOX 668
ADA, OK 74820

REVOCABLE TRUST
THOMAS HARPER
PO BOX 744
CHICKASHA, OK 73023

CHICKASAW NATION
BO ELLIS
PO BOX 788
ADA, OK 74821

SALVATION ARMY
PO BOX 826
CHICKASHA, OK 73023

CLYDE & JOY BENNETT
PO BOX 99
NINNEKAH, OK 73067

BEARCAT LAND, INC.
JOHN COURY
11032 QUAIL CREEK ROAD
OKLAHOMA CITY, OK 73120

DLT REAL ESTATE LLC
PO BOX 416
CHICKASHA, OK 73023

ELLIOTT CATTLE CO
PO BOX 460
CHICKASHA, OK 73023

HOLLIS MYERS
PO BOX 585
CHICKASHA, OK 73023

JOHNNY & DEBBIE TRAMMELL
PO BOX 661
CHICKASHA, OK 73023

HOMER HULME
PO BOX 692
CHICKASHA, OK 73023

FIRST BIBLE BAPTIST CHURCH INC
PO BOX 762
CHICKASHA, OK 73023

LINDA & WALT BLEDSOE
PO BOX 79
CHICKASHA, OK 73023

TAS TRUCKING INC
PO BOX 845
CLINTON, OK 73601

MARGARET SCHLITT
JOE DAVIS
RT 1 BOX 181
VERDEN, OK 73092

CRAZY HORSE EMBROIDERY
317 WEST DAKOTA AVENUE
CHICKASHA, OK 73018

COWBOY COUNTRY CHURCH INC
MICHAEL EDWARDS
PO BOX 455
ALEX, OK 73002

RECHICKASHA LLC (BRAD SWICKEY)
SOUTHERN PLAINS ASSOC LLC
PO BOX 54882
OKLAHOMA CITY, OK 73154

CHARLES BROWN
PO BOX 595
CHICKASHA, OK 73023

MORGAN WELL SERVICE INC
PO BOX 666
PRAGUE, OK 74864

ANITA MOYDELL
PO BOX 727
CHICKASHA, OK 73023

CHRIST OUR SAVIOUR LUTHERAN CHURCH
PO BOX 785
CHICKASHA, OK 73023

REVOCABLE TRUST
WILLIAM RICHEY
PO BOX 804
CHICKASHA, OK 73023

JOSEPH GREEN
PO BOX 925
CHICKASHA, OK 73023

BEARCAT LAND, INC.
LYNN QUICK
11032 QUAIL CREEK ROAD
OKLAHOMA CITY, OK 73120

SUN LOAN COMPANY
1748 S. 4TH STREET
CHICKASHA, OK 73018

POSTCARD LABELS

MOTIONWORKS PHYSICAL THERAPY
3410 S. 4TH STREET
CHICKASHA, OK 73018

JULIO'S SPORTS GRILL
3507 S. 4TH STREET
CHICKASHA, OK 73018

TERRA RENEWAL
1100 E. CAMPBELL RD, STE. 220
RICHARDSON, TX 75081

NOTICE OF OPEN HOUSE, JULY 24, 2013
COME AT YOUR CONVENIENCE, ANY TIME FROM 3:00 p.m. TO 6:00 p.m.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. ODOT began the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT considered other alignment alternatives and developed three alignment alternatives for consideration. In addition, ODOT completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass. The bypass alignment alternatives and the results of the economic study were presented at a public meeting held on March 14, 2013. Based upon public comments and stakeholder comments received from the March 2013 meeting, ODOT has selected a Preferred Alternative. The Preferred Alternative is modified slightly from the alignment alternatives previously presented, particularly in terms of the proposed interchange locations; therefore, ODOT will present the Preferred Alternative to the public at an Open House, to be held on July 24, 2013, from 3:00 p.m. to 6:00 p.m., at the Canadian Valley Technology Center, Helen Ward Seminar Center, Room B, 1401 Michigan, Chickasha, OK. The purpose for the Open House is to communicate the changes which have been made to the alignment alternatives presented at the March 14, 2013 public meeting, and to solicit public input relevant to the interchange alternatives which have been developed subsequent to the March 14th meeting.

Questions prior to the open house may be directed to Mrs. Diane Abernathy, SAIC, at (405) 701-3167, jeanna.d.abernathy@saic.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org, or by writing the Environmental Programs Division, 200 Northeast 21st Street, Oklahoma City, Oklahoma 73105.

If you will be unable to attend the open house, all handout materials will be posted after the open house to the following ODOT project website: http://www.odot.org/meetings/other.php.

If you require special accommodations for the open house, please direct your request to Frank Roesler, III, ODOT Public Involvement Specialist, at 200 NE 21st Street, Oklahoma City, OK 73105, (405) 521-2390, or froesler@odot.org at least three (3) working days in advance of the open house date.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

A5

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Wednesday, July 24, 2013

OPEN HOUSE MEETING

US-81 (Chickasha Bypass), Chickasha, OK

http://www.okladot.state.ok.us

Planning & Research Division - Program Coordination Branch

(PLEASE PRINT CLEARLY)

	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Bill R. McJoy 320 0405	3208 Hwy 62W Chickasha	Sod Farm	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Kim Green 615-0128	P.O. Box 1973 Blanchard, OK 73010	Country Side Realty	☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	David Perryman 405-222-2338	P.O. Box 1567 Chickasha OK 73023	State Representative	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Rhonda Pike 405-224-9522	3433 N. Sooner Rd.		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Grady Ramsey 405 779 2344	2220 W Iowa Chickasha	Five Oaks Mud Group	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Brad Mirth	Duncan	ODOT	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Wednesday, July 24, 2013

OPEN HOUSE MEETING

US-81 (Chickasha Bypass), Chickasha, OK

http://www.okladot.state.ok.us

Planning & Research Division - Program Coordination Branch

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs. Bob Rose	ODOT Duncan Div VII		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs. Gerald Ferguson	5 P8 Lord 1380	Ranchen	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Joel Law	200 NE 21st St OKC OK 73105	ODOT R/W Relocation	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. Gary Schlotthauer	9400 N. Broadway OKC, OK.	SAIC	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs. William "Bill" Gravett	416 E. Quail Rd Chickasha OK 73018-9125	Interested Person	☒ Male ☐ Female	☒ White ☐ Asian ☒ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs. Fern Bennett	432 Quail Rd Chickasha, OK 73018	Citizen	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs. [illegible]	3306 W Idaho Chickasha OK	Citizen	☐ Male ☒ Female	☐ White ☐ Asian ☒ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

ATTENDANCE ROSTER

Wednesday, July 24, 2013

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Ronnie Holzheimer	9400 N Broadway OKC	SAIC	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jacob Burton	9400 N Broadway OKC, OK	SAIC	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Greg Worrell	200 NE 21st St. OKC, OK 73105	ODOT Environmental Programs Div	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Kim Hayes	3100 W Iowa	Bible Baptist	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jonnie Morris	1604 Glenaway		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Norman Fritz	4225 S. 4th. Chickasha		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	John Feaver	USAO		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Mike Sutterfield	1609 Todd Estates Chickasha	City Council	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	G.W. & Bertha Thomas	You have it		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Greg Elliott			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	PORES OZEE	COUNTRY CLUB RD		☐ Male ☑ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	BW Hamnett	Lakewood		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jeff Talbert			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Amina Karlsson			☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☒ Mrs.	PAULETTE NICHOLAS	432 C.R. 1290 CHICKASHA, OK 73018	NICHOLAS FARM + RANCH	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Edward Kemp 405-224-3002	4017 West Grand CHICKASHA OK 73018	Kemp Farm	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Judy Lowe 405-222-0550	P.O. Box 1307 Chickasha 73023	Chickasha Bank & Trust Co	☐ Male ☒ Female	☐ White ☐ Asian ☒ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Eduardo Elder (405) 521-4848	200 NE. 21st St Oklahoma City, OK 73105	ODOT	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Larry + Carla Wasson	119 Farris Pl Chick	resident	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	MELISSA KUETER	3312 ARIZONA CHICKASHA	RES.	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Phyllis Brown	317 N 29	Res.	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	James Harman	3404 S 24th Chickasha	Ret	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Mike Coponiti	1727 W. Alabama Ave "USAO"	USAO Bus.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Earl Livingston	5201 S Hwy 81 P.O. Box 666 Chickasha, OK 73023	Livingston Machinery	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☑ Mrs.	Dick Ledbetter Kathe Ledbetter	3103 Frisco Ave Chickasha, OK	Retired	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Elizabeth Romero	5801 N. Robinson Ave, Rm 300 OKC, OK	FHWA	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	John Mosley	107 Maple Lane Chickasha	Century 21 - Mosley Real Estate	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Jeanie Singleton	1710 Louisiana Chickasha	Retired	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Gerald Smith	224 CR 1340 Verden OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Oscar Nelson	733 CR 1330 Chickasha, OK 73018		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Brian Leonard	E 418 CR 1400 Chickasha, OK		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☒ Mrs.	Evelyn Griswold	3310 W Adalo Ave Chickasha OK		☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Sheldon Smith	115 N 29th Chickasha, OK		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Chad Bailey	1606 W Montana Chickasha		☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☐ Mrs.	Charles E. Lewis	3228 Calif. Ave		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	G. W. & Bertha Thomas	P. O. Box 1673 Chix 73023		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bud Andrews	3640 Highway 92 Chickasha OK 73018	Chamber of Commerce	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bill & Pat Reeves	22 Miller Dr.		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	Christy Elkins	1727 W Alabama Canning Hall	Chickasha Econ. Dev	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jamie Harris	1811 Park Ave	Chickasha OK 73018	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	John A. Soos	2526 S 16 Chickasha OK 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☑ Mr. ☐ Ms. ☐ Mrs.	Frank V. Roesler III (405) 521-2390	200 N.E. 21st St. Oklahoma City, OK 73105	Oklahoma Department of Transportation Planning & Research Division	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Clinton Tillett (405) 522-1041	200 N.E. 21st St. Oklahoma City, OK 73105	Oklahoma Department of Transportation Planning & Research Division	☑ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☑ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Diane Abernathy 405-701-3167	3700 W Robinson Suite 200 Norman OK 73071	SAIC	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Terry McFall	3700 W Robinson Norman OK	SAIC	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Siva Sundaram		ODOT	☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Jay Herbert		ODOT/R/W	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Bob Rusch	200 NE 21st St OKC, OK 73105	ODOT	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☒ Ms. ☐ Mrs.	LAHOMA SPARLIN 405-313-0299	P.O BOX 2574 CHICKASHA OK.	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Barbara Pfenning 405-574-5405	210 Willowcreek Rd Chickasha OK 73018	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Patrick Brooks 405 224 2200	First Natl Bank & Trust Co P.O Box 1130 Chickasha OK 73023	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	KATHLEEN EASLEY 405.222.6013	CITY OF CHICKASHA CITY HALL	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Charles H Romyn		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Richard Wilmeth	2203 University Chickasha OK.	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	RALPH MORGAN	1110 Old Fred Rd Chickasha	☒ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	Vic Warren 224-7554	3810 Hickory Stick Chickasha	Retired	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☑ Ms. ☐ Mrs.	Betty L. Skidmore	1624 Chickasha Ave. Chickasha OK.	Citizen	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Kevin Whitley	3310 W Hiway 62 Chickasha	Apache CO-OP	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jim Bennett	857 CR1400 Chickasha		☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Bennie & Carol Collins 405-946-1156	2620 NW 25th OKC OK 73107 for 51 Miller Dr. Chickasha	Citizen	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☑ Mr. ☐ Ms. ☐ Mrs.	Kirk Spurlin 405-600-5592	853 CR 1320 Chickasha, OK. 73018	SPC	☑ Male ☐ Female	☑ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☑ Mrs.	Donna Whitaker	715 County RD 1360 Chickasha OK 73018		☐ Male ☒ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☒ Mr. ☐ Ms. ☒ Mrs.	Assad + Stephanie Rabie 405-224-2169	739 County Road 1350 Chickasha OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Don Smith 224-3104	737 Cord 1360 Chickasha, OK		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Daniel Bean 774-3844	317 N 29th Chickasha, OK 73018		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Stewart Fairburn	117 N 4th Ch.ducha		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Brandon Moore	2201 W Iowa	Chickasha Hearing Aid Center	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Shawn Jantz	12 Miller Dr	~~FBI~~	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	GEORGE PLUMMER	627 W. CHICKASHA CHICKASHA, AVE 73018	KWSO RADIO	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

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	NAME & PHONE	ADDRESS	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
☐ Mr. ☐ Ms. ☐ Mrs.	James A McElreath	1521 W. Idaho	McElreath Properties	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Tracy Terrill		ODOT Div VII	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.	Jay W. Earp		ODOT - Div VII	☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Eric Firebaugh	3417 W Country Club rd		☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☒ Mr. ☐ Ms. ☐ Mrs.	Bill Schwenk		Home Owner	☒ Male ☐ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☒ Ms. ☐ Mrs.	Mary Catherine Rempe	4911 W Grand Ave	Family Land since 1944	☐ Male ☒ Female	☒ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other
☐ Mr. ☐ Ms. ☐ Mrs.				☐ Male ☐ Female	☐ White ☐ Asian ☐ Native American	☐ Hispanic ☐ Black ☐ Other

Oklahoma Department of Transportation

Welcome to the US 81 Bypass Open House
July 24, 2013
Canadian Valley Technology Center, Helen Ward Seminar Center, Room B

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access 4-lane divided western bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through-traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

In 2007, ODOT completed a corridor study for US 81 with public input and recommended a bypass alignment. ODOT began the Environmental Assessment and design for this proposed bypass alignment in 2011 and the alignment was presented to the public again at a meeting held on October 4, 2011. Based upon public comments received from that meeting and additional evaluation, ODOT considered other alignment alternatives and developed three alignment alternatives for consideration. In addition, ODOT completed an economic study to evaluate the improvements to the existing US 81 versus the construction of the bypass. The bypass alignment alternatives and the results of the economic study were presented at a public meeting held on March 14, 2013. Based upon public comments and stakeholder comments received from the March 2013 meeting, ODOT has selected a Preferred Alternative. The Preferred Alternative is modified slightly from the alignment alternatives previously presented, particularly in terms of the proposed interchange locations; therefore, ODOT will present the Preferred Alternative to the public at an Open House, to be held on July 24, 2013, from 3:00 p.m. to 6:00 p.m., at the Canadian Valley Technology Center, Helen Ward Seminar Center, Room B, 1401 Michigan, Chickasha, OK. The purpose for the Open House is to communicate the changes which have been made to the alignment alternatives presented at the March 14, 2013 public meeting, and to solicit public input relevant to the interchange alternatives which have been developed subsequent to the March 14th meeting.

Primary Purposes of this Open House

- Provide a brief summary of project to date
- Present the Preferred Alternative
- Present proposed interchange locations and designs
- Obtain public input

Oklahoma Department of Transportation

What is NEPA and the ODOT Decision Making Process?

NEPA is an acronym for the Federal law called the National Environmental Policy Act, enacted in 1969. In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public involvement and comment are part of the NEPA process. The Department will solicit comments from State, Federal, Tribal and local agencies, and will continue to coordinate with them as necessary. Data will be collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts of the bypass, as well as construction costs, estimated right-of-way, and utility cost data will be evaluated. This information is utilized to make sound decisions in transportation improvements.

Project Development Process and Tentative Schedule

Right-of-Way Acquisition	**2014/2015**
Construction	**Unscheduled**

What Happens Next?

The Department will review and consider comments received from this open house regarding the Preferred Alternative. Field studies will be conducted of the Preferred Alternative. Upon completion of these studies, a draft environmental document (EA) will be prepared and submitted to FHWA for its approval. When the draft EA is approved, a public hearing will be held for review of the EA. Upon consideration of comments from the public hearing, the EA will be finalized and submitted to FHWA for final approval. After this final approval is received, federal funds may be utilized for design, right-of-way and construction activities.

Enclosure

A comment sheet is included with this handout for your convenience. **Your input is valuable to this process. Please submit your questions or written statements to:**

Dawn R. Sullivan, P.E.
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

We request your comments no later than August 9, 2013.

Oklahoma Department of Transportation

ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

- **Purpose and Need for Project**
- **Alternates**
- **Affected Environment**
- **Possible Environmental Consequences:**
    - Air Quality Impacts
    - Community Impact Assessment
    - Consideration Relating to Pedestrians and Bicyclists
    - Construction Impacts
    - Cultural Resources and Archeological Sites
    - Economic Impacts
    - Effects on Public Parks, Wildlife and Waterfowl Refuges and Historic Sites
    - Energy
    - Environmental Justice
    - Farmland Impacts
    - Floodplain Issues
    - Hazardous Waste/Underground Storage Tanks
    - Irreversible and Irretrievable Commitment of Resources
    - Joint Development
    - Land Use Impacts
    - Noise Impacts
    - Permits
    - Relationship of Local Short-Term Uses vs. Long-Term Productivity
    - Relocation Impacts/Right-of-way Acquisition
    - Secondary and Cumulative Impacts
    - Social Impacts
    - Threatened or Endangered Species
    - Visual Impacts
    - Wetland Impacts
    - Wildlife Impacts
- **Comments and Coordination/Public Involvement**
    - State/Federal Agencies
    - Local/City Officials
    - Tribal Coordination
    - Interested Citizens
- **Engineering/Design/Drainage Concerns**
- **Accidents/Safety Concerns**

WELCOME
US 81 Bypass of Chickasha
Project History and Update
OPEN HOUSE

July 24, 2013

SAIC

US 81 Bypass – Project History

A Summary of the US 81 Bypass Project To Date

SAIC

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

SAIC

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

SAIC

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

SAIC

US 81 Bypass – Project History
October 2011 Public Meeting, 2007 Recommended Alignment

SAIC

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

SAIC

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

SAIC

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

SAIC

US 81 Bypass – Project History

Shift Alignment - Response

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

SAIC

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

SAIC

US 81 Bypass – Project History

March 2013 Public Meeting, 3 Alignment Alternatives

SAIC

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.

SAIC

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

SAIC

US 81 Bypass – Project Update

Open House

SAIC

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

SAIC

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

SAIC

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 21st Street
   Oklahoma City, OK 73015

3. Comment Online

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

SAIC

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
- Diane Abernathy – SAIC
  Phone: 405.701.3167
  3700 W. Robinson, Suite 200
  Norman, OK 73072
  E-mail: jeanna.d.abernathy@saic.com

SAIC

US 81 Bypass – Project History and Update

Thank you!

SAIC

DATE: **August 22, 2013**
TO: **Files and Attendees**
SUBJECT: **US 81 Bypass, Open House**

On Wednesday, July 24, 2013, an Open House was held from 3:00 p.m. to 6:00 p.m. at the Canadian Valley Technology Center, Helen Ward seminar Center, Room B in Chickasha. A total of 93 people signed the attendance sheet.

Open House
The Open House was an open format that allowed the public to review the following information:

- A video presenting the history of the US 81 bypass project
- The 6 proposed interchanges
- The Preferred Alternative
- An environmental constraints map
- Right-of-Way information

Comment forms were also available for the public's use.

Written Comments
The public comment period ended August 9, 2013, and 21 written comments were received, as well as a petition signed by 234 people, for a total of 255 written comments. The comments can be summarized as follows:

Comment	Number of Commentors
Minimize impacts to the Rempe farm, particularly the home and infrastructure	239
Minimize impacts to the USAO outdoor classroom	1
Shift alignment west to avoid taking residence on Idaho Avenue and nearby well	1
Don't close CS 2815, as resident could only leave home by traveling Frisco Avenue, which frequently floods. Safety concern.	1
Landowner near proposed 16th Street interchange wants ODOT to buy his home and property	1
Requests 11x17 graphic of 29th Street from Frisco to Idaho	2
Supports the Bypass	7
Supports the Bypass, but thinks Country Club and Iowa interchanges are unnecessary due to low traffic	1
Suggests moving Bypass east of Chickasha	1
Comments that ROW should have purchased years ago to minimize impacts	1

Attachments:
Copies of the sign-in list and written comments are attached.

Cc: Chief Engineer
Director of Engineering
Division VII Engineer
ODOT staff and SAIC attendees

NOTE: Additional comments were received later, for a total of 24 written comments, in addition to the petition.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Fern Bennett
NAME:

432 Quail Rd
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-222-1498
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 08/09/2013

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

Proposed preferred alignment 81-Norge to 62 west of Chickasha would be the most effective and least interruptive to private & business members. I do not feel the by-pass would hinder business on 4th street & Chickasha & Choctaw avenues. actually it would probable result in more business.

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

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US-81 BYPASS OPEN HOUSE

07/24/2013 ***Grady County, OK***

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

William A. "Bill" Graves
NAME:

46 E. Quail Road
ADDRESS:

Chickasha OK 73018-9125
CITY: STATE: ZIP:

405 222-2481
PHONE NUMBER: 405 290-8347

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

EMAIL ADDRESS:

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

This proposed Bypass is needed today. I would suggest we go forward now. I have been to the last 3 meetings and now is the time to move on.

William A. Graves

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Judy Lowe
NAME:

ADDRESS:

CITY: STATE: ZIP:

PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 08/09/2013

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

I ~~have~~ like the interchange - changes

(CONTINUED ON BACK)

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US-81 BYPASS OPEN HOUSE

07/24/2013 ***Grady County, OK***

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Ralph Morgan
NAME:

1110 Old Fred Rd.
ADDRESS:

Chickasha / OK 73018
CITY: STATE: ZIP:

224 2506 Home 222-8275 Cell
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

I like the bypass to keep the truck traffic out of town. I would not have the Interchange on Country Club Rd. or Iowa. A waste of Money For No More traffic. Keep up the good work. It Should have been built in 1980.

Thanks
Ralph Morgan

(CONTINUED ON BACK)

"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."

From: SSundaram@ODOT.ORG
To: Bob Rose; Greg Worrell; Abernathy, Jeanna D.
Subject: Fw: US-81 Bypass Open house Grady County, OK Comments
Date: Wednesday, July 31, 2013 5:30:47 AM

Siv

From: Oscar Nelson [moposcar@gmail.com]
Sent: 07/30/2013 09:57 PM EST
To: environment@odot.org
Subject: US-81 Bypass Open house Grady County, OK Comments

To Whom It May Concern:

Thank you for having the open house on the proposed bypass for Chickasha OK on 7/24/2013. While I know many people in this community are not pleased with the proposed bypass, or a bypass at all, I will say that it is badly needed and I support it.

Our downtown cannot continue to take the pounding or vibrations that the big tractor trailers deliver on a day to day basis. It will eventually erode their foundations and their mortar. Also, as someone who drives a truck on occasion, it is terrible to have to negotiate the lights, the turns, etc. to make it through town. The bypass would solve all these issues.

As far as the location goes, I understand there will be landowners/homeowners upset with losing their property to this bypass. I would be upset too if it was going through my land. As a farmer, I would rather see it cut through more city land and more houses torn down rather than see valuable farmland cut up and used for this purpose. However I am not going to comment on location of the bypass. I just know we need a bypass.

Thank you for your time.
Oscar Nelson

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

PAULETE NICHOLAS
NAME:

432 C.R. 1290
ADDRESS:

CHICKASHA OK 73018
CITY: STATE: ZIP:

405-574-4077
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

THIS IS DESPERATELY NEEDED TO ALLEVIATE TRAFFIC CONGESTION IN DOWNTOWN CHICKASHA!

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

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PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Cheryl and Elaine Nightengale
NAME:

727 Co. Rd. 1360
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-4741
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

EMAIL ADDRESS:

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

To whom it may concern:

Just a few comments on the US-81 Bypass:

Elaine and I have lost both our parents, Mom in March 2002 and Dad now in January, 2013. They left us this plot of land (almost 2 acres) and the house as our inheritance. We are disappointed in the latest proposed route (not the interchange location) as it would take our place. We don't understand why there couldn't be a route a little more west of us where there are no houses. Also will the road go over the oil pump just N.E. of us?

→7

(CONTINUED ON BACK)

"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."

Thank you for letting us make comments.

Sincerely,
Cheryl Nightingale
Elaine Nightingale

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DAVID PERRYMAN
NAME:

689 C.R. 1365
ADDRESS:

Chickasha | OK | 73018
CITY: | STATE: | ZIP:

405-222-2338
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 08/09/2013

david.perryman@okhouse.gov
EMAIL ADDRESS:

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

We need a bypass.

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

REBECCA K RAWSON

NAME:

724 COUNTY ROAD 1355

ADDRESS:

CHICKASHA	OK	73018
CITY:	STATE:	ZIP:

+1 (405) 222-3332

PHONE NUMBER:

MOONDANCE73@GMAIL.COM

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

Print Form | Reset Form | Submit by Email

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

"Again" I would like to state I am not in favor of this highway in the proposed present location and feel it should go 1/2 -1 mile further west. As we were told at previous meeting it doesn't matter what any of the residents think, the state is going ahead with this project.

I've lived in my home since July 1978, and have used proposed roadway to be removed for 35 years. Now you want to cut us off from that road and force us to use a road that the city refuses to take care of to the north. Yearly the streets at Frisco and 29th street flood with no access any direction Chickasha. Citizens from the north have had to use the proposed roadway to be removed going south to Iowa for access to town to get to work, grocery, etc.

No one can say who's responsibility it is to fix the roads, do something about the flooding at 29th & Frisco or make us a new road with south access to Idaho and into the city. It's easy to sit in OKC and make decisions that have no consequences for yourselves. We cannot make the city or county do anything about our dilemma.

It seems out "former" mayor and present mayor may be making out like bandits on this proposal and you are aware it is his property the Iowa interchange is proposed. How will the school but get my child for school? We had a wild fire 2 years ago and I had an alternative option to get out of the way of the fire. Now I would have no alternative route to flee a fire or tornado or other. I would never have moved to a place that I would be locked in with only one route out!

This is insane. Does the state want these dollars so badly that they can't hear what they're being told by the citizens of Grady County? Maybe a lesson from Custer's Last Stand is in order. The Indian women took needles and pierced his ear drums so he could hear what he was being told in the next life.

I hope that Senator Coburn in Washington will save our day and realize what a waste of dollars this is when we need better roads, bridges, etc and don't want a bypass. We have a turnpike and so what if trucks have to pay? It's cheaper than the bypass.

"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."

I want to know what we are supposed to do for an alternative route?

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Bill & Pat Reeves
NAME:

22 Miller Dr.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-222-0267
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 08/09/2013

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

I still would rather see the addition of Highways on the East Side of Chickasha where there are already large highways. You are putting this bypass on the side of Chickasha that is growing residential area.

(CONTINUED ON BACK)

"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."

August 7, 2013

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PROGRAMS DIV.

Ms. Dawn Sullivan, Division Engineer
Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st Street, Room 3D2A
Oklahoma City, OK 73105-3204

Dear Director Sullivan:

We're writing you today to share the sentiment of 234 individuals who, in the past week, have also voiced significant concerns with the current proposed US-81 Bypass in Chickasha, Grady County, Oklahoma; specifically the ***GRAND AVENUE Interchange***.

On behalf of the Rempe family, we ask that you reconsider this latest rendition of the US-81 Bypass route and change its course so as to preserve the Rempe family home and the core infra-structure of their farming operation located at 4017 W. Grand Avenue. In addition to the information included on the attached comment form, it should also be noted that the current proposed route will impact the primary water source for their cattle operation (shown in aerial photograph) and two water wells. Losing and/or contaminating these water sources will have a profoundly negative impact on what is to remain of their farming operation.

The Rempe family has come to terms with the fact that their farm will be impacted by the construction; as will many other residents in the area...they just ask that you do not annihilate their home, way of life and only source of financial security.

Enclosed, please find the consolidated Comment Form with 234 signatures of individuals who share the opinion detailed in the comment form and two aerial photographs of the property. Also enclosed you will find letters written by Mary and Theresa Rempe; the two sisters who live on this property and act as caregivers for their 100-year-old mother, Catherine, and a hand-written comment from the youngest granddaughter of Catherine Rempe.

Our fervent hope is that after reviewing all this information, ODOT will make a more reasonable determination for the path of the proposed US-81 Bypass for Chickasha. Thank you for your time and consideration in this matter. If you have any questions or need additional information, please don't hesitate to contact either of us; Julie Gordon at (405) 779-0084 or Donald Rempe at (405) 222-2133.

Respectfully submitted,

Donald Rempe

Donald R. Rempe

Julie Gordon

Julie Gordon

Cc: Honorable Mary Fallon, Governor-State of Oklahoma
Honorable Ron Justice, Senator-District 23, Oklahoma State Legislature
Honorable Gary Stanislawski, Senator-Transportation Committee Chair, Oklahoma State Legislature
Honorable Joe Dorman, Representative-District 65, Oklahoma State Legislature
Honorable Charlie Joyner, Representative-Transportation Conference Committee Chair, Oklahoma State Legislature
Mr. Bradley W. Burgess, District 7 Commissioner, Oklahoma Transportation Commission
Mr. Mike Patterson, Director, Oklahoma Department of Transportation
Mr. Bob Rose, Field Division 7 Engineer, Environmental Programs Division, Oklahoma Dept. of Transportation

GRAND AVE.
REMPE HOME & BARNS
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Katelyn Rempe
NAME:

P.O. Box 583
ADDRESS:

Anadarko OK 73005
CITY: STATE: ZIP:

(405) 933-0181
PHONE NUMBER:

Rempegirl@hotmail.com
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

Regarding the exit on grand Ave. I find it appalling that ya'll are going against what the back bone of this country is and tearing apart someones financial security, just because of people that haven't even been living in that area for more than twenty years like the Rempe family has. I am the youngest grandchild of Catherine Rempe and practically grew up in the house and from you are trying to destroy. My father is Edward Rempe which is the second youngest out of the eight children at [redacted]. My Grandmother and he is one out of the four lives you are trying to destroy by going straight through the center of our property. I find it un fair and completely wrong that the path your wanting to take is the most convient. Consider if you were in the same situation my family is in? Would you try to stop it if it ment that your income would be gone, you're already in your 60's and all you have done for most of your

(CONTINUED ON BACK)

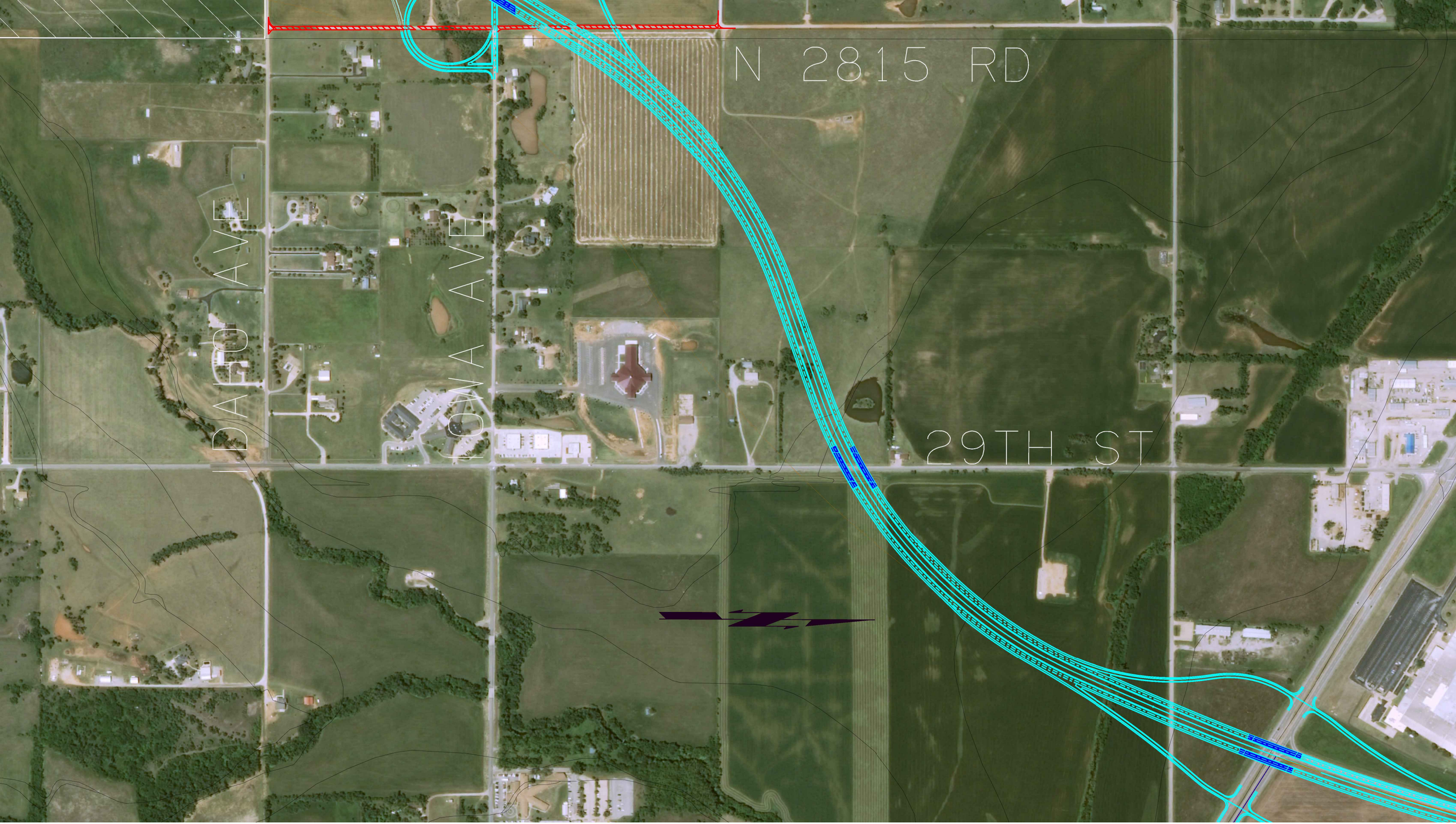
FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

29 of 116

life was farm and now its gone, everything you've worked for gone just like that. I am the one [redacted] that is just nineteen year's old that will go against ya'll destroying my grandmothers house for the rest of my life, I am the grandchild that spent every other weekend there pretty much all of my life and I want to be able to take my children there. All I'm asking is please find another way than destroying my familyes way of life.

4/1 of 4/5


N 2815 RD
IDAHO AVE
OWA AVE
29TH ST

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Mary Catherine Rempe
NAME:

4911 W. Grand Ave.
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405 224-3802
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

The Bypass utilizing my families property is disheartening and upsetting. The plan to go further east was more acceptable but on-and-off ramps take a lot of property. It is all in God's hands. I believe the Earth will be "fixed" at the end of Time. God bless and guide each of you in all your future work. Thanks.

Mary Catherine

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

August 1, 2013

The Honorable Mary Fallon, Governor
2300 N. Lincoln Blvd., Room 212
Oklahoma City, Ok 73105

Dear Governor Fallon,

I have questioned the southeast neighbors' "wetland" area since I heard about it (I have never heard of a federally protected "wetlands" in this area). The wetlands I see protected on TV are big low open areas where ducks and other water fowl fly in on their seasonal migration. I wonder what the lowest specific size of a wet area would have to be to qualify for protection under the federal government. I guess I am and will be a doubting Thomas until I am shown this wetlands that they say must be avoided.

It seems to me, in this case, taking away a family home and our major, more reliable water source for cattle raising, just to allow a "waterhole" to remain is not what God would want. To save a "waterhole" and take the "heart" out of the farm is just terribly wrong.

If this last rendition of the bypass is determined to be the "best" route, will there be an entrance left or provided to get to what will be left of our farm land? Are we expected to build our own bridge? We only own Grand Avenue frontage and have no access on Country Club Road. We do presently lease land to the south but we have no other feasible area because of Line Creek to throw down a tin horn and make a drive.

Noise pollution is where ever you go. Many people spend hours on major highways driving to noisy athletic events all the time. They seem to like it real fine; I'd say they have an addiction. The Bible calls it an "idol". Most people are inside their homes winter and summer with the TV blaring and either the AC or heater going. With all that going on, the outside noises are easily ignored or are way in the background. Then if you're outside, you're running the lawnmower or running with ear plugs. When you sleep, a fan or a radio turned down low, masks noises. A lot of people sleep with their TV going all night. Grand Avenue area has a train track that carries Union Pacific engines and freight; this makes noise. There are a lot of houses in Chickasha that have the tracks in the back or front yards. There are many factors in the environment that can be added to muffle noise; walls, trees, shrubs and privacy fences. Houses, too, are better built (all the people in the east housing addition have newer homes). Their homes have super insulation and double-paned windows and doors.

People should be kinder and more caring for others and their well being. Is there a dominant-societal "Good Neighbor" virtue in existence anymore? Those living in the subdivision to the east of our property have enjoyed the huge open field that usually consists of lush green winter pastures with cows and babies grazing on it. If the bypass goes through at the latest plan, they will still have their homes but our home will be taken away along with a good chunk of God's earth entrusted to us for our short stay here.

In my opinion, the ramps could be dropped for the Grand Overpass. People needing to use the bypass should be doing just that: that is what all the commotion from this project is all about. BY PASSING! The travelers don't want to go through Chickasha. The majority of towns people would probably use another way to 81 (HE Bailey only has 2 exits; it worked great and additional land was not lost). Grand Avenue has an elementary school and additional traffic to that area would be a problem for the children's wellbeing and safety. Also, if extra traffic is added to Grand, USAO will probably need a light at 17th Street. There are already three lights before 4th Street (US 81). Thank you for considering my concerns.

Sincerely,

Mary Catherine Rempe

Mary Catherine Rempe
Cc: ODOT Representatives

8-2-13

Dear ODOT Representatives

I have questioned the SE neighbor's "wetland" area since I heard about it. (I had never heard of a Federally protected wetlands in this area.) The wetlands I see protected on t.v. are big low open areas where ducks and other waterfowl fly in on their seasonal migration. I wonder what the lowest spec. size of a wet area would have to be to qualify it to be under the protection of the federal government. I guess I am and will be doubting Thomas until I am shown this wetlands that they have said you have to avoid. It seems to me, in this case, taking away a family home and our major more reliable water source for cattle raising and allow a "waterhole" to remain is not what God would want. To save a "waterhole" and take the heart out of the farm just is terribly wrong.

If this last rendition of the bypass is determined to be "best" will there be an entrance left or provided to get to what will be left? Are we expected to build our own bridge? We only own Grand Ave. fontage and not to Country Club. We do presently lease land to the south but we have no other feasible area because of Line Creek to throw down a tinhorn and make a drive.

Noise pollution is where ever you go. Many people spend hours on major highways driving to noisy athletic events all the time. They seem to like it real fine; I'd say they have an addiction. The Bible calls it an "idol". Most people are inside their hom winter and summer with the tv blaring, and either the a.c. or heater going. With all that going on, the outside noises are easily ignored or are way in the background. Then if you're outside, you're running the lawn mower or running with earplugs.

When you sleep a fan or a radio turned down low, masks noises. A lot of people sleep with their tv's going all night. Grand area has a train track that carries Union Pacific Engines and freight. it makes noise. There are a lot of houses in Chickasha that have the tracks in the back or front yards. There are many factors in the environment that can be added to muffle noise: walls, trees, shrubs and privacy fences. Houses, too, are better built (All the East People have newish houses); they have super insulation and double-paned windows and doors.

People should be kinder and more caring for others and their well being. Is there a dominant societal "Good Neighbor" virtue in existence anymore?

The East People who chose to move to the country enjoyed the huge open field usually with lush green winter pastures with cows and babies

grazing in it. If the by pass goes through at the latest plan, they will still have their homes but our home will be taken away along with a good chunk of God's Earth entrusted to us for our short stay here.

In my opinion, the ramps could be dropped for the Grand Overpass. People needing to use the bypass should be doing just that, that is what all the commotion from this project is all about. BYPA BY PASSING! The travelers don't want to go through Chickasha. The majority of townspeople would probably use another way to 81. (H.E. Bailey only has 2 exists; it's worked great and additional land was not lost. Grand Ave. has an elementary school and additional traffic to that area would be a problem for the childrens wellbeing and safety Also, if extra traffic is added to Grand, USTO will probably need a light at 17th St. There are already 3 lights before 4th Street. (ET)

Thank you for considering my concerns

Sincerely,

Mary Catherine Rempe

9-1-13 5

Dear Governor Mary Fallon,

Someone has decided to change our way of life. Our livelihood will be altered forever. I say "No!" "Stop"! I want everything to stay as it is. Now! starting over from scratch some where unknown. is impossible What will I do with all the pets? The chickens, guines the goose the dogs and cats. Where will they stay? Their house was built with good plans; all the wood was recyced way back 80 years ago. We did work on the chicken house last yea

The Cows will be left with out the big pond. One of my brothers worked it over years ago when the pond was almost dry. It was another drought year in the history of this farm. The hay barn is in line to be levered with the chicken house, and their yard; along with the 2-acres garden. (One half is perennials and the other, half is for Vegtables) I bought a new 6 foot Chainlink fence last year. It goes around the house and 2 acres. I hate to think of losing that fence. I started my perennial garden 40 years ago. The family Home that we have been living in for 59 years. My Father died in this house in 1994. I also lost a 10-year-old sister; she caught on fire from a gas stove and received 3rd degree burns. We have had so much living in this house,

wood and lead. My mother loved to cook in this house. "Bread"! How much Bread did she make in her life time here. She was always giving loaves of bread away. She cooked three meals every day. And now she's 100 years old. On her birthday someone decided that she and the rest of us need to move out for that Highway. We are devastated. I can't belive they would ever reach such a destructive desision. 6

We all have been working on this farm for 69 years. It has changed some over the years The big landmark barn is 100 years old. My Father covered it with red sheet metal 45 years ago to keep it from deteriorating any more. It has three levels; the upper loft is for hay; the middle for working and storing things; the bottom for milking. All of us milked cows by hand in lower level. We sold cream and eggs to a store in town on Saturdays. Most of us would go to town. There were 9 children. Those were the days!

The planned 81 Bypass would take the heart out of this farm. Their road plan doesn't follow a straight path. It will just eat up this 100 year old farm by cutting it in half. They think this destruction is okay. Farming is in our blood; Taking care of the livestock planting, growing and harvesting Wheat, alfalfa and grass. My hope is that the ODOT plan will not happen to this farm and we can go on as we were.

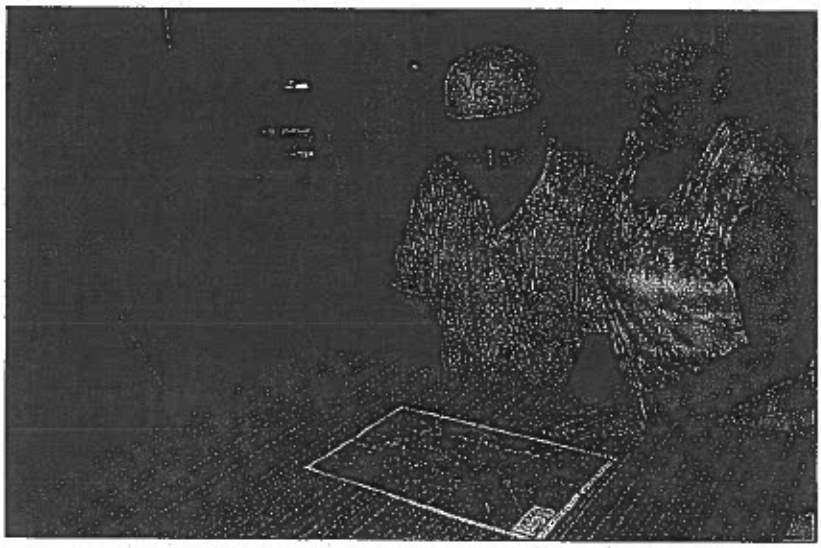
I hope you can influence ODOT from destroying the heart of our farm. This farm is a land mark and one of a kind.

Thank You

Theresa DeRoin

OPEN
The Express-Star: August 4, 2013 -Page 1a
Chickasha, OK. Circulation: Daily: 4846
Circulation Source:

Family worried current bypass path will destroy their home



JAMES BRIGHT / EXPRESS-STAR

Donald Rempe and Julie Gordon look at the Oklahoma Department of Transportation's map, detailing the most recent rendition of the Highway 81 Bypass.

New revision moves road out of farm land

BY JAMES BRIGHT
The Express-Star

For more than 70 years the Rempe family has maintained their farm on the western side of Chickasha. The Oklahoma Department of Transportation's most recent revision of the Highway 81 bypass threatens this legacy.

During a July 24 public meeting, ODOT unveiled the new path of the road, which cuts through the center of the Rempe's home and property.

Previously, the road was planned to run east of the Rempe's homestead through their farmland, but the new rendition of the map has left this family with questions and fear.

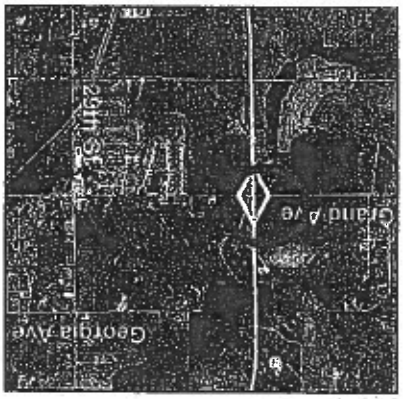
"What fired me up about this, was looking at the big map they had at the meeting and literally seeing that they had the road going across this house," Julie Gordon, a friend of the Rempe family said. "I talked to someone at the meeting, and asked why they made this decision. He said 'The people living in housing divisions to the east and the west of the farm didn't want to deal with the noise.'"

Gordon was appalled by the answer, and said she asked an ODOT representatives if they knew a 100-year-old woman lived in the residence.

"She and her husband bought the farm 70 years ago, and she's raised her family there," Gordon said. "I told him (the ODOT representative) 'You're annihilating these people's home and financial security.' He said, 'Ma'am, this is just the easiest way to do it.'"

Enraged by the curt and seemingly uncaring responses she received from the ODOT representatives, Gordon took to her computer, composing a two-page letter detailing the struggles of the Rempe family. On the second page, she attached a signature listing for those who support her efforts to save the Rempe business and home.

"I talked to another gentleman at the meeting, and he told me, 'it's not too late," Gordon said. "We just need people to comment, and let ODOT know they care."



Graphic courtesy of ODOT

The red circle shows where the path of the bypass intersects with the Rempe's property.

Should Gordon's efforts fail, Donald Rempe said he doubts the state will pay the family what they need to survive.

"They will probably pay us farm prices for the land," he said. "At any time in the last 30 years we could have a put a housing addition like the one to the east of us, but we wanted to maintain the farm."

Spokesperson for ODOT Brenda Perry said plans for the bypass have not been finalized.

"We are compassionate to their concerns," Perry said. "It is scary when you're brought into the path of construction. We have done a thorough analysis dating back to 2007, and the alignment that is preferred right now serves traffic flow and has the least impact to property."

See ODOT, Page 3A

US-81
Chickasha Bypass
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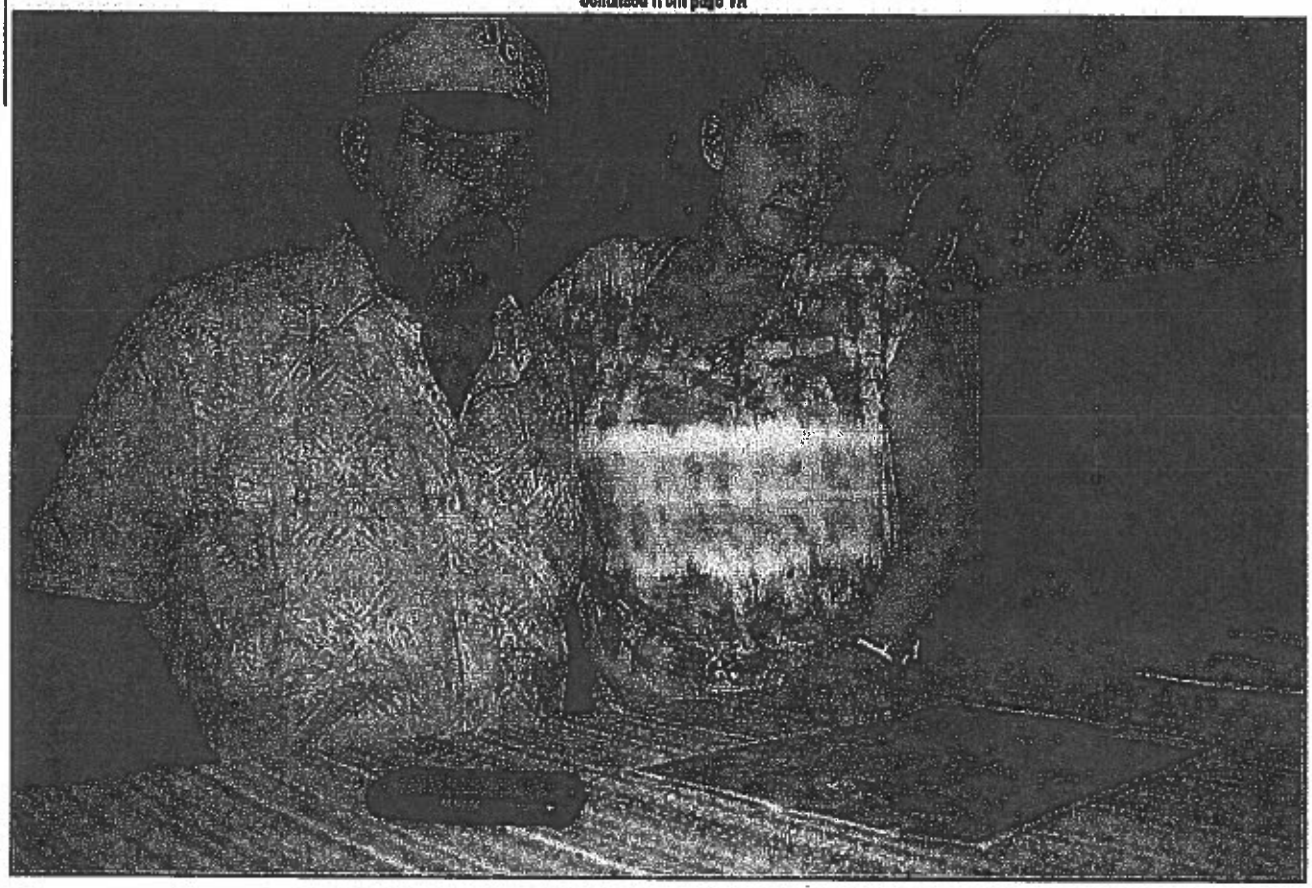
Chickasha, OK. Circulation: Daily: 4846
Circulation Source:

ODOT

Continued from page 1A



JAMES BRIGHT / EXPRESS-STAR

Donald Rempe's brother is working to have their mother's home and farm historically protected.

Perry said there are federal guidelines ODOT has to follow when it comes to relocation, but given the stage of the bypass, that information has yet be looked at.

Moving 70 years of family history could also prove to be a problem, as could finding a way back to whatever remains of the family's property when construction is completed, said Rempe.

"How will we get back to what's left of the homestead and farm," Rempe asked. "Are they going to build us a bridge, or off ramp?"

Rempe said his brother is looking into having the property declared historically significant in an effort to prevent the families relocation.

Perry said should ODOT decide to stick with the current plan, it is unlikely that construction will start anytime soon.

"In the next year we will have one more meeting to let people know, which path we chose and when construction will start," she said. "At this point, it's not in our eight year plan, so the probability is construction won't start in the next eight years."

ODOT will stop taking comments on the bypass's path on Aug. 9.

Those who want to voice their opinion in support of the Rempe family can stop by The Open Door Boutique in downtown Chickasha to sign a copy of Gordon's letter.

August 1, 2013

The Honorable Mary Fallon, Governor
2300 N. Lincoln Blvd., Room 212
Oklahoma City, Ok 73105

Dear Governor Fallon,

Someone has decided to change our way of life. Our livelihood will be altered forever. I say "NO!" "STOP!". I want everything to stay as it is "NOW"! Starting over from scratch somewhere unknown is impossible. What will I do with all the pets and farm animals: the chickens, guineas, geese, dogs, cats and cattle? Where will they stay? Their homes were built with good planning; all the wood was recycled way back 80 years ago. We rebuilt the chicken house last year.

The cows will be left without the big pond; a pond that my brothers reworked years ago when it almost went dry during one of the many droughts this farm has survived. In addition to the chicken house and their yard, the hay barn and a 2-acre garden (one-half is perennials and the other half is for vegetables) are in line to be leveled. I started my perennial garden 40 years ago. I bought a new 6-foot chain link fence last year. It goes around the house and two acres.

The issue at hand is regarding our family home that we have been living in for 69 years. My Father died in this house in 1994. I also lost a 10-year old sister; she caught on fire from a gas stove and received 3rd degree burns. We have had so much living in this house – good and bad. My mother loved to cook in this house, especially bread. There is no telling how much bread she made in her lifetime – she was always giving loaves away. She cooked three meals every day and now she's 100 years old. On her birthday, someone decided that she and the rest of us need to get ready to move out because of that highway. We are devastated. I can't believe they would ever reach such a destructive decision.

Our family has been working this farm for 69 years. It has changed some over the years. The big landmark barn is 100 years old. My Father covered it with red sheet metal 45 years ago to keep it from deteriorating any more. It has three levels; the upper loft is for hay; the middle for working and storing things; and the bottom for milking. All of us milked cows by hand in the lower level. We sold cream and eggs to a store in town on Saturdays. There were nine children. Those were the days!

The planned US-81 Bypass would take the heard out of this farm. Their road plan doesn't follow a straight path. It will just eat up this 100-year-old farm by cutting it in half. They think this destruction is Okay. Farming is in our blood; taking care of the livestock, planting, growing and harvesting wheat, alfalfa and grass. My hope is that the ODOT plan will not happen to this farm and we can go on as we were.

I hope you can influence ODOT and prevent them from destroying the heart of our farm. This farm is a landmark and one of a kind.

Thank you,

Theresa G. Rempe

Cc: ODOT Representatives

July 30, 2013

Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

RE: Interchange Locations of the Proposed US-81 Bypass in Chickasha, Grady County, Oklahoma.

This writing is being submitted to voice ardent concerns regarding the latest rendition of the *US-81 Bypass in Chickasha, Grady County, Oklahoma*; specifically the ***GRAND AVENUE Interchange.***

Based on the latest revision, the GRAND AVENUE Interchange literally runs through the middle of the Rempe family's homestead and "working" farm operation. Not only will this intended path cause the destruction of their family's home, it will also have a devastating impact on the core infra-structure of their farm.

This producing farm operation has been in existence for over a century and includes barns and out-buildings of historical significance. More than 70 years ago, Carl and Catherine Rempe purchased this property to raise and provide for their family. Although Mr. Rempe passed away several years ago, through the efforts of a son and two daughters, his dream is still being fulfilled. Nine children were born and/or raised on this farm and it is known as the "home place" to over 50 family members (children, grandchildren and great-grandchildren). Not only does this homestead currently provide a home for the 100-year-old Catherine Rempe, it is also home to two of her daughters and a son (all senior citizens). The daughters serve as caregivers for Mrs. Rempe and the son maintains the farm operation and provides the sole source of income for all four individuals living on this property.

Throughout this process, the Rempe family has dealt with the fact that this bypass was going to dissect their farm and cause a major disruption to their farming operation. However, the family received a devastating blow recently and was appalled to find that this latest rendition literally has the bypass running through the living room of their home.

Upon discovering the change during the US-81 Bypass Open House on 7/24/2013 (which, by the way, was Catherine Rempe's 100th birthday), officials were asked to justify their decision to annihilate a family's home and means of financial security. The ODOT representative's response was quite contrite as he stated that it was simply a matter of "QUANTITY over QUALITY". When asked to explain, we were told that residents to the east and west complained that they did not want to be "inconvenienced" by the noise. Officials went on to say that it was easier to move the intended route, even though the new route was not necessarily the BEST route. When pressed regarding alternate routes that would still cross the Rempe farm and save their home, officials said that one alternate route involved dealing with the federal government because of a "wetland" area and that it was too difficult to "deal with the feds", then he laughed!

I am truly shocked that ODOT officials, representing the State of Oklahoma, would basically tell the Rempe family that the State is going to decimate the only home this family has known AND destroy their financial security based on the EASE of the solution. This family and community deserve better.

This project has been problematic for over 40 years and there is no perfect solution; however, THIS rendition IS NOT the solution! The reality is that many, many people are going to be negatively impacted. The question is...AT WHAT COST? Annihilating a family's existence should carry significantly more weight than any "noise inconvenience" experienced by neighbors whose homes have been in existence for less than 20 years.

Before finalizing the plans for the US-81 Bypass, the determinations should be made that:

- The Rempe home and farm are not destroyed;
- Several people (including the Rempe family) will be inconvenienced by increased bypass noise;
- All residents and farm operations will/may be impacted by this project;
- ODOT will not settle on the EASIEST route, but will work to establish the BEST route for the project; and
- Equal weight will be given to everyone impacted with no exceptional regard given to those with significant financial means...**EVERYONE'S VOICE SHALL CARRY EQUAL WEIGHT!!!**

On behalf of the Rempe family, I pray that you, the State of Oklahoma and Oklahoma Department of Transportation, continue to invest the time and energy to find the appropriate solution. There is land to the east and west of the Rempe homestead that can be used for this interchange thus allowing the preservation of their home, lifestyle and farm operation. As cliché as it may sound, the Rempe and many other farm families in this area represent what America is built upon. Farmers are the backbone of this nation and their lifestyle should be celebrated and protected...not bulldozed out of convenience. We, as a society must find a way to meld progress and tradition...**I IMPLORE YOU FIND THAT SOLUTION!**

Listed below and attached, please find the names of individuals who agree with the aforementioned statement and also request that you find a better route for the *Grand Avenue Interchange* of the proposed US-81 Bypass in Chickasha, Grady County, Oklahoma.

Theresa G Rempe — Print Name
Theresa G Rempe — Signature
4017 West Grand Ave Chickasha OK, 73018 — Address, City, State, Zip

Edward Rempe — Print Name
Edward Rempe — Signature
4017 West Grand Ave Chix OK 73018 — Address, City, State, Zip

Mary Catherine Rempe — Print Name
Mary Catherine Rempe — Signature
4911 W Grand Ave. Chickasha, OK 73018 — Address, City, State, Zip

Jim Pruitt
Print Name

Signature

Chickasha, Ok. 73018
Address, City, State, Zip

Jim Hammons
Print Name

Jim Hammons
Signature

2281 Co. St. 2860 Chickasha, OK 73018
Address, City, State, Zip

Garry Moore
Print Name

Signature

P.O. Box 61 Amber, Ok 73004
Address, City, State, Zip

STACi Oliver
Print Name

Staci Oliver
Signature

902 Shepherd 73018 Chickasha OK
Address, City, State, Zip

Lloyd Foster Jr.
Print Name

Signature

1324 South 18th 73018 Chickasha, Ok.
Address, City, State, Zip

Anita Fowler
Print Name

Signature

1700 CR 1530 Rush Springs OK 73082
Address, City, State, Zip

Kathy Scarbrough
Print Name

Signature

Chickasha OK
Address, City, State, Zip

Brad Jones — BJ
Print Name — Signature

1408 W Frisco Ave Apt B Chickasha OK 73018
Address, City, State, Zip

James Danielson — [signature]
Print Name — Signature

1307 W Dakota Ave Chickasha, OK 73018
Address, City, State, Zip

Milton Bowens — Milton Bowens
Print Name — Signature

118 E. Georgia Chickasha OK 73018
Address, City, State, Zip

Ted Sharpe — Ted Sharpe
Print Name — Signature

1648 County Road 1360 Chickasha, Ok. 73018
Address, City, State, Zip

Tammie Felder — Tammie Felder
Print Name — Signature

827 Chickasha ave. #5
Address, City, State, Zip

Carol Hightower — Carol Hightower
Print Name — Signature

3112 Nichols Marlow, OK 73055
Address, City, State, Zip

Julie Chaney — Julie Chaney
Print Name — Signature

1565 CR 1350 Chickasha, OK
Address, City, State, Zip

Roberta McKinney Roberta McKinney
Print Name Signature

1112 S 17th Chickasha,
Address, City, State, Zip

Ja'Rhea Collier
Print Name Signature

1648 CR 1360 Chickasha
Address, City, State, Zip

Todd Koehn
Print Name Signature

912 S. 13th Chickasha OK 73018
Address, City, State, Zip

Redeana Mecum Redeana Mecum
Print Name Signature

820 Oklahoma Ave Chickasha OK 73018
Address, City, State, Zip

Judah Howell Judah Howell
Print Name Signature

125 Rosewood, Chickasha, OK, 73018
Address, City, State, Zip

Toby Reeves
Print Name Signature

110 West Louisiana Anadarko OK 73005
Address, City, State, Zip

Debra E Buzzard
Print Name Signature

1109 W Cedar Duncan OK 73533
Address, City, State, Zip

John Valerius
Print Name

Signature

Gracemont, OKLA 73042
Address, City, State, Zip

Burnette Johnson
Print Name

Signature

Chickasha, Okla. 73018
Address, City, State, Zip

Gail Denise Ferguson
Print Name

Signature

827 Chickasha #4
Address, City, State, Zip

Lonnie Colts
Print Name

Signature

1516 American Dr. Anadarko 73005
Address, City, State, Zip

Paula Williams
Print Name

Signature

1724 Dakota Chickasha OK 73018
Address, City, State, Zip

Tommy Busby
Print Name

Signature

1906 Hwy 81
Address, City, State, Zip

Charlotte Oliver
Print Name

Signature

1421 So Shep. St
Address, City, State, Zip

Terry L Woods — Terry L Woods
Print Name — Signature

310 North 17th, Chickasha, Okla 73018
Address, City, State, Zip

Misty Moll — Misty Moll
Print Name — Signature

330 W. Broadway Anadarko OK, 73005
Address, City, State, Zip

Donna Printup — Donna Printup
Print Name — Signature

1125 Shepherd, Chickasha
Address, City, State, Zip

Jeanne Rempe — Jeanne Rempe
Print Name — Signature

28130 State Highway 9 Anadarko, Okla 73005
Address, City, State, Zip

ROBERT J REMPE — R J Rempe
Print Name — Signature

28130 State Highway 9 Anadarko, OK 73005
Address, City, State, Zip

Charlsie McDuffey — Charlsie McDuffey
Print Name — Signature

33180 County St 2725 Anadarko, OK 73005
Address, City, State, Zip

Terry McDuffey — Terry McDuffy
Print Name — Signature

33180 County St. 2725 Anadarko, OK 73005
Address, City, State, Zip

David Horne — David Horne
Print Name — Signature

36 Morrow Drive Chickasha, Okla
Address, City, State, Zip

George M Knowles — George M Knowles
Print Name — Signature

2651 C.S 2750 Cement, OK
Address, City, State, Zip

Lynn Shipley — Lynn D Shipley
Print Name — Signature

506 Mockenbird Rd Minn. Okla
Address, City, State, Zip

Dan Knowles — Dan Knowles
Print Name — Signature

Address, City, State, Zip

Print Name — Signature

Address, City, State, Zip

Michelle Woods — Michelle L Woods
Print Name — Signature

Address, City, State, Zip

Abbie Brannen — Abbie Brannen
Print Name — Signature

Address, City, State, Zip

George Horn — George Horn
Print Name — Signature

3126 W. Iowa, Chickasha, OK 73018
Address, City, State, Zip

Kelly Layton — Kelly Layton
Print Name — Signature

426 CR 1260 Pocasset, OK 73079
Address, City, State, Zip

Clay McKinney, Jr. — Clay McKinney, Jr.
Print Name — Signature

574 CR 1370 Chickasha, OK 73018
Address, City, State, Zip

Karla Keef — Karla Keef
Print Name — Signature

1325 Chickasha Ave Chickasha, OK 73018
Address, City, State, Zip

TOM HARKINS — Tom Harkins
Print Name — Signature

1623 DAKOTA Chick. OK 73018
Address, City, State, Zip

Mike Shipley — Mike Shipley
Print Name — Signature

910 W. Kansas Chickasha Ok 73018
Address, City, State, Zip

Stephanie Shipley — Stephanie Shipley
Print Name — Signature

910 W. Kansas, Chickasha, OK 73018
Address, City, State, Zip

Darren Cook
Print Name

Signature

1848 CS 2840 Amber OK.
Address, City, State, Zip

Gary Waddell
Print Name

Gary Waddell
Signature

1309 S 14th Chickasha, OK 73018
Address, City, State, Zip

BRANDON Showalter
Print Name

Signature

1103 DAKOTA Chickasha OK 73018
Address, City, State, Zip

James Rodgers
Print Name

Signature

1402 C.R. 1270 Amber, OK 73004
Address, City, State, Zip

Curtis Rodgers
Print Name

Signature

1615 @Harley Day Dr. Chickasha, OK 73018
Address, City, State, Zip

Jennifer Horn
Print Name

Signature

Address, City, State, Zip

Frankie Karnes
Print Name

Signature

1923 CS 2810 Chickasha, OK 73018
Address, City, State, Zip

Betty BALLARD — Betty Ballard
Print Name — Signature

1420 Co Rd Chic, OK 73018
Address, City, State, Zip

Lillian Steelman — Lillian Steelman
Print Name — Signature

1785 Hwy 81 Amber OK 73004
Address, City, State, Zip

Amelia Delk — Amelia Delk
Print Name — Signature

631 C.R 1470 Ninnekah, OK 73067
Address, City, State, Zip

Sheila K. Hart — Sheila K. Hart
Print Name — Signature

Address, City, State, Zip

James A. Carpenter — James A Carpenter
Print Name — Signature

907 E. Choctaw Ave Chickasha, OK 73018
Address, City, State, Zip

JANE MAHER — Jane Maher
Print Name — Signature

~~1402~~ 113 Cowlden Dr Chickasha, OK 73018
Address, City, State, Zip

[illegible] — [illegible] MAHER
Print Name — Signature

Address, City, State, Zip

HOWARD B. OAKS
Print Name

Howard B Oaks
Signature

1616 S. 16th Chickasha OK 73018
Address, City, State, Zip

Roy Edwards
Print Name

Roy Edwards
Signature

3220 Park Ave
Address, City, State, Zip

Ted H Bingham
Print Name

Ted H Bingham
Signature

1809 So 7 Chickasha Okla 73018
Address, City, State, Zip

Kathy Stonebarger
Print Name

Kathy Stonebarger
Signature

2290 County Street 2860, Chickasha, OK 73018
Address, City, State, Zip

MARY JESSEN
Print Name

Mary Jessen
Signature

1919 W. Montana Chickasha OK 7318
Address, City, State, Zip

Holly Wilson
Print Name

Holly Wilson
Signature

3120 Glenwood Dr. Chickasha, OK 73018
Address, City, State, Zip

Kari Molder
Print Name

Kari Molder
Signature

1213 S 17th Chickasha OK 73018
Address, City, State, Zip

Sydney Dick
Print Name

Signature

PO Box 2311 Chickasha, OK 73023
Address, City, State, Zip

~~Wanda~~ Wanda Risner
Print Name

Wanda Risner
Signature

1927 S 14th St Chickasha 73018
Address, City, State, Zip

June Welch
Print Name

June Welch
Signature

2303 Lakewood Chickasha
Address, City, State, Zip

Tony Pyle
Print Name

Signature

106 Sky Line Chekosha 73018
Address, City, State, Zip

Colby King
Print Name

Colby King
Signature

Address, City, State, Zip

Vicky King
Print Name

Vicky King
Signature

2308 S. 33, Chickasha, OK 73018
Address, City, State, Zip

Linda Bledsoe
Print Name

Linda Bledsoe
Signature

115 South 8th Street Chickasha, Okla. 73018
Address, City, State, Zip

Whitney Bunnell — Whitney Bunnell
Print Name — Signature

1325 Chickasha Ave Chickasha Oklahoma 73018
Address, City, State, Zip

Rickey Keef — Rickey Keef
Print Name — Signature

1325 Chickasha Ave Chickasha Oklahoma 73018
Address, City, State, Zip

Michael Buchanan — Michael Buchanan
Print Name — Signature

1424 South 15th Chickasha, Ok 73018
Address, City, State, Zip

KREG WILLIS — Kreg Willis
Print Name — Signature

32 VILLAGE DR. CHICKASHA, OK 73018
Address, City, State, Zip

Sarah Ramirez — Sarah Ramirez
Print Name — Signature

20 Quail Dr. Ninnekah OK 73067
Address, City, State, Zip

Coy Ramirez — Coy Ramirez
Print Name — Signature

20 Quail Dr. Ninnekah OK 73067
Address, City, State, Zip

Bradley Wilder — Bradley Wilder
Print Name — Signature

P.O. Box 465 Henryetta, OK 74437
Address, City, State, Zip

EDWIN SAM ORTIZ
Print Name

Edwin Sam Ortiz
Signature

2113 S. 12th Chickasha, Oklahoma 73018
Address, City, State, Zip

Donna Casey
Print Name

Donna Casey
Signature

3808 Stonebrook Chickasha
Address, City, State, Zip

FORREST MANUEL JR
Print Name

Forrest Manuel Jr
Signature

2271 CS 2960 BLANCHARD OK 73010
Address, City, State, Zip

TONY BRANDT
Print Name

Tony Brandt
Signature

866 COUNTY ROAD 1400 CHICKASHA OKLA 73018
Address, City, State, Zip

Steve Brandt
Print Name

Steve Brandt
Signature

3500 Ponderosa Rd Chickasha OK 73018
Address, City, State, Zip

Brian Leonard
Print Name

Signature

848 CR 1400 Chickasha, OK 73018
Address, City, State, Zip

Johnny R. Trammell
Print Name

Signature

4152 S. Mockingbird Rd. Chickasha, OK 73018
Address, City, State, Zip

Todd Bingham — Print Name
Signature

763 CR1310 Chickasha Ok 73018
Address, City, State, Zip

Lupe A Martinez — Print Name
Signature

3316 Arizona Chickasha OK 73018
Address, City, State, Zip

Terry Smith — Print Name
Signature

17 Hillcrest Dr. Chickasha OK.
Address, City, State, Zip

David Moody — Print Name
Signature

1905 S. 20th Chickasha 73018
Address, City, State, Zip

James Pace — Print Name
Signature

PO Box 1044 Chickasha, OK 73018
Address, City, State, Zip

Mike Pace — Print Name
Signature

2835 County Street 73018
Address, City, State, Zip

Mark Cox — Print Name
Signature

3233 California Chickasha, OK 73018
Address, City, State, Zip

Martha G Wise — Martha G Wise
Print Name — Signature

3008 Heatherwood Chickasha OK 73018
Address, City, State, Zip

Glenna Laird — Glenna Laird
Print Name — Signature

3021 W Carolina Ave Chickasha OK 73018
Address, City, State, Zip

Carolyn Spradlin — Carolyn Spradlin
Print Name — Signature

420 S. 11th St Chickasha, OK 73018-3614
Address, City, State, Zip

GLEN VERDA — [signature]
Print Name — Signature

% 1209 W. MINNESOTA AVE. CHIX.
Address, City, State, Zip

WILLIAM SIMMONS — [signature]
Print Name — Signature

3904 HICKORY STICK DR. CHICKASHA, OK 73018
Address, City, State, Zip

Donald Rempe — Donald Rempe
Print Name — Signature

1055 C.R. 1320 Amber, OK. 73004
Address, City, State, Zip

MARLENE CROSKEY — Marlene Croskey
Print Name — Signature

1565 HWY 62 CHICKASHA OK 73018
Address, City, State, Zip

Wesley Ryans — Wesley Ryans
Print Name — Signature

PO Box 696 Minco, OK 73055
Address, City, State, Zip

Elizabeth Nabors — Elizabeth Nabors
Print Name — Signature

617 W. Texas ave. 617 W. Texas Chickasha 73018
Address, City, State, Zip

Becky Vincent — Becky Vincent
Print Name — Signature

227 S 12 Chickasha OK 73018
Address, City, State, Zip

Johnnie Charlson — Johnnie Charlson
Print Name — Signature

222 S 12St 73018
Address, City, State, Zip

Kay Charlson — Kay Charlson
Print Name — Signature

222 S. 12th Chickasha, OK 73018
Address, City, State, Zip

Phyllis Russell — Phyllis Russell
Print Name — Signature

2509 S 9th St Chickasha, Okla 73018
Address, City, State, Zip

Faith Givens — Faith Givens
Print Name — Signature

206 E Missouri
Address, City, State, Zip

Jonathan Rempe — Jonathan Rempe
Print Name — Signature

548 CR 1410 Chickasha OK 73018
Address, City, State, Zip

Monica Rempe — Monica Rempe
Print Name — Signature

548 CR 1410 Chickasha, OK 73018
Address, City, State, Zip

Lori Rempe — Lori Rempe
Print Name — Signature

6844 E. FM 243 Bertram, Tx 78605
Address, City, State, Zip

Mike Rempe — Mike Rempe
Print Name — Signature

6844 E. FM 243 Bertram, Tx 78605
Address, City, State, Zip

Patsy Huggins — Patsy Huggins
Print Name — Signature

1802 S. 21st Chickasha, Ok 73018
Address, City, State, Zip

Mildred E Nabors — Mildred E. Nabors
Print Name — Signature

1721 W. Grand Chickasha, OK 73018
Address, City, State, Zip

Royce Berry — Royce Berry
Print Name — Signature

P.O. Box 943, Chickasha, Okla 73023
Address, City, State, Zip

Cari Taylor — Cari Taylor
Print Name — Signature

28124 State HWY 9 Anadarko, OK
Address, City, State, Zip

Elton Taylor — E.T.
Print Name — Signature

28124 St Hwy 9 Anadarko Okla 73005
Address, City, State, Zip

Christine Scott — Christine Scott
Print Name — Signature

1308 Dawn Ave, Yukon, OK 73099
Address, City, State, Zip

Gary Scott — Gary Scott
Print Name — Signature

1308 Dawn Ave, Yukon, OK 73099
Address, City, State, Zip

Alicia Fant — Alicia Fant
Print Name — Signature

P.O Box B Mulberry, AR 72947
Address, City, State, Zip

Tara Salyer — Tara Salyer
Print Name — Signature

907 W. Colorado Anadarko, OK 73005
Address, City, State, Zip

Nancy Salyer — Nancy Salyer
Print Name — Signature

80 Anadarko OK 73005
Address, City, State, Zip

Shirley Akins
Print Name

Signature

3428 W. Carolina, Chickasha, Okla. 73018
Address, City, State, Zip

Margie Akins
Print Name

Margie Akins
Signature

3410 W. Carolina Chickasha, okla. 73018
Address, City, State, Zip

KEVIN ROBISON
Print Name

Kevin Robison
Signature

3600 West Grand Chickasha, OK 73018
Address, City, State, Zip

Brenda Robison
Print Name

Brenda Robison
Signature

3600 West Grand Chickasha, OK 73023
Address, City, State, Zip

JOHN ROBISON
Print Name

John D Robison
Signature

3700 W. Grand Chickasha OK 73018
Address, City, State, Zip

Martha Robison
Print Name

Martha Robison
Signature

3700 West Grand Chickasha, OK, 73018
Address, City, State, Zip

Mary Ruth Rempe
Print Name

Mary Ruth Rempe
Signature

372 Broadway, Chickasha, OK 73018
Address, City, State, Zip

Ruth Rempe — Ruth Rempe
Print Name — Signature

2195 North 3rd St. Chickasha Okla 73018
Address, City, State, Zip

Joe Rempe — Joe Rempe
Print Name — Signature

2195 N 3rd Chickasha, OK 73018
Address, City, State, Zip

Charles H Rempe — Charles H Rempe
Print Name — Signature

2195 N 3rd Chickasha, OK 73018
Address, City, State, Zip

Christopher C Rempe — Christopher C Rempe
Print Name — Signature

2195 N 3rd Chickasha OK 73018
Address, City, State, Zip

Patricia H. Skitt — Patricia Skitt
Print Name — Signature

2296 N. 4th St Chickasha, OK 73018
Address, City, State, Zip

Kelly Rempe — Kelly Rempe
Print Name — Signature

2296 N. 4th Street, Chickasha, OK 73018
Address, City, State, Zip

Tracey Hart — Tracey Hart
Print Name — Signature

1419 W. Iowa Chickasha OK. 73018
Address, City, State, Zip

Donita Riley — Donita Riley
Print Name — Signature

Chickasha OK 73018
Address, City, State, Zip

Ludealia Gaines — Ludealia Gaines
Print Name — Signature

Anadarko OK. 73005
Address, City, State, Zip

Alicia Moss — Alicia Moss
Print Name — Signature

Wilsonville, OR 97070
Address, City, State, Zip

Babe Janousek — Babe Janousek — OKC. OK
Print Name — Signature

Eric Len Janousek — OKC. OK
~~Address, City, State, Zip~~

Brenda Hart — Brenda Hart — Ft. Worth TX
Print Name — Signature

David Hart — Ft. Worth TX
~~Address, City, State, Zip~~

Lorie Johnston — Lorie Johnston — OKC-OK
Print Name — Signature

Mike Taylor — Mike Taylor — Wasilla AK
~~Address, City, State, Zip~~

Julane Taylor — Julane Taylor — Wasilla AK
Print Name — Signature

Blake Happis — Blake Happis
~~Address, City, State, Zip~~

Kim Cox — Kim Cox
Print Name — Signature

3003 CS 2800 Minnerah OK 73067
Address, City, State, Zip

R. C. Lewis — RCL
Print Name — Signature

39067 County Street 2730
Address, City, State, Zip

Marie Powell — Marie Powell
Print Name — Signature

105 Skyline
Address, City, State, Zip

Cassidy Smith — Cassidy Smith
Print Name — Signature

2789 C.S. 2670 Chickasha OK 73018
Address, City, State, Zip

AUDREY SMITH — Audrey Smith
Print Name — Signature

2205 LAKEWOOD DR, CHICKASHA, OK 73018
Address, City, State, Zip

Katelyn Renz — Katelyn Renz
Print Name — Signature

P.O. Box 583 Anadarko, OK 73005
Address, City, State, Zip

Bryan Bramblett — Bryan Bramblett
Print Name — Signature

PO Box 233 Alex OK 73002
Address, City, State, Zip

Carl Croskey — Carl Croskey
Print Name — Signature

1207 CR 1346 Chickasha OK 73018
Address, City, State, Zip

Donna Croskey — Donna Croskey
Print Name — Signature

1207 CR 1346 Chickasha
Address, City, State, Zip

Derick Keeling — [signature]
Print Name — Signature

1316 South 12th Chickasha OK 73018
Address, City, State, Zip

Raven Croskey — [signature]
Print Name — Signature

1364 CR 1350 Chickasha
Address, City, State, Zip

Amanda Croskey — Amanda Croskey
Print Name — Signature

1364 CR 1350 Chickasha
Address, City, State, Zip

DEVON JACKSON — devon jackson
Print Name — Signature

201 E. Almar Chickasha
Address, City, State, Zip

James Ryburn — James Ryburn
Print Name — Signature

10600 CR 1320 Amber OK 73004
Address, City, State, Zip

Pat Harper — Pat Harper
Print Name — Signature

1282 CR 1344 — Chickasha
Address, City, State, Zip

Valerie Yocum — Valerie Yocum
Print Name — Signature

Address, City, State, Zip

Gary Sampson — Gary Sampson
Print Name — Signature

473 C.R. 1420 — Chickasha
Address, City, State, Zip

Dan Palmer — Dan Palmer
Print Name — Signature

2484 Co. St. 2806 — Chickasha, OK — 73018
Address, City, State, Zip

L.P. LAIRD — L.P. Laird
Print Name — Signature

3021 W. Carolina — Chickasha OK 73018
Address, City, State, Zip

Colene Talbert — 3228 West Carolina
Print Name — Signature

Address, City, State, Zip

Delbert Akins —
Print Name — Signature

3428 west carrison
Address, City, State, Zip

Joshua Lynn Bennett
Print Name

Signature

321 West Morris Ave, Verden, Ok 73092
Address, City, State, Zip

Mark Trammell
Print Name

Signature

116 morning side chickasha OK 73018
Address, City, State, Zip

Marion Trammell
Print Name

Signature

116 Morningside Dr. Chickasha, Okla. 73018
Address, City, State, Zip

Ricky R. Kortemeier
Print Name

Signature

2026 CS 2840 Chickasha, OKLA.
Address, City, State, Zip

Chris Jenkins
Print Name

Signature

616 CR 1435 Minnehaha 73067
Address, City, State, Zip

Denise Null
Print Name

Signature

550 CR 1290 Chickasha
Address, City, State, Zip

Kevin Whitney
Print Name

Signature

28029 CS 2630 Anadarko
Address, City, State, Zip

Tim Dunkin
Print Name

Signature

1029 So 8th Chickasha OK. 73018
Address, City, State, Zip

Tim Skitt
Print Name

Signature

2789 CS. 2870 Chickasha OK. 73018
Address, City, State, Zip

Annette McDowell
Print Name

Signature

2187 N 5th Chickasha, OKla
Address, City, State, Zip

THOMAS MCDOWELL
Print Name

Signature

2187, N. 5th Chickasha OK
Address, City, State, Zip

Douglas R. Layton
Print Name

Signature

99 parkway Drive Chickasha. okla. 73018
Address, City, State, Zip

Phillip Clark
Print Name

Signature

2500 W Grand Chickasha Okla 73018
Address, City, State, Zip

Haley Keef
Print Name

Haley Keef
Signature

1325 W. Chickasha Ave. Chickasha, OK 73018
Address, City, State, Zip

K. BURT — K. Burt
Print Name — Signature

8497 ROCK CR RD KINGSTON, OK / #9 GIBSON DR.
Address, City, State, Zip

Gabrielle Setters — Gabriella Setters
Print Name — Signature

2715 CS 2831 Chickasha OK
Address, City, State, Zip

Nick CROSKEY — Nick O Croskey
Print Name — Signature

1565 Hwy 62 Chickasha, OK 73018
Address, City, State, Zip

Skeeter Keeling — [signature]
Print Name — Signature

1807 W Montana Ave. Chickasha, OK 73018
Address, City, State, Zip

JULIE GORDON — Julie Gordon
Print Name — Signature

1055 CR. 1320, AMBER, OK 73004
Address, City, State, Zip

Brandy Sullens — B K Sullens
Print Name — Signature

3904 Hickory Stick Dr. Chickasha, OK 73018
Address, City, State, Zip

KAREN Riley — Karen Riley
Print Name — Signature

1461 C.S 2820 Pocasset, OK 73079
Address, City, State, Zip

Pam Brush — Pam Brush
Print Name — Signature

3241 California Ave Chickasha OK 73018
Address, City, State, Zip

Kyle Kester — [signature]
Print Name — Signature

3241 California Ave Chickasha OK 73018
Address, City, State, Zip

Datten Brush — [signature]
Print Name — Signature

3241 California Ave Chickasha OK 73018
Address, City, State, Zip

Jennifer Keeling — [signature]
Print Name — Signature

201 E Alma, Apt 904, Chickasha OK 73018
Address, City, State, Zip

Gary Lawrence — [signature]
Print Name — Signature

2507 S. 34th St Chickasha OK 73018
Address, City, State, Zip

Preston Nabors — [signature]
Print Name — Signature

1920 S 22 Street Chickasha OK 73018
Address, City, State, Zip

Joyce Stockton — [signature]
Print Name — Signature

2471 CS 2807 Chickasha, OK 73018
Address, City, State, Zip

Tracie Barger
Print Name

Tracie Barger
Signature

P.O. Box 1703 Anadarko Ok 73005
Address, City, State, Zip

Darla Vaughan
Print Name

Darla Vaughan
Signature

1407 S Mission anadarko Ok. 73005
Address, City, State, Zip

Billy R Frazier
Print Name

Billy R Frazier
Signature

R.R. 3 Box 142 D Anadarko, OKA. 73005
Address, City, State, Zip

TERRY BOARDINGHAM
Print Name

Terry Boardingham
Signature

RR 1 Box 468 Ft. Cobb OK 73038
Address, City, State, Zip

Randal Richey
Print Name

Randal Richey
Signature

37119 CS2700 Anadarko, OK 73005
Address, City, State, Zip

Nathan Godfrey
37 19 W. County Street 2 USO Anadarko OK 73005
Print Name

Nathan Godfrey
Signature

37194 Country Street 2 GSO Anadarko OK 73005
Address, City, State, Zip

Evan Bilyeu
Print Name

Evan Bilyeu
Signature

RR2 box 40A, Anadarko, Oklahoma, 73005
Address, City, State, Zip

Brianna Bradley — Brianna Bradley
Print Name — Signature

Anadarko, Ok
Address, City, State, Zip

Jasmine Heffley — Jasmine Heffley
Print Name — Signature

615 E 7th Dr Apt 3402 Anadarko, OK 73005
Address, City, State, Zip

Robert Ethan Belt — Ethan Belt
Print Name — Signature

3506 CS 2720 Anadarko, OK 73005
Address, City, State, Zip

Carla N. Hall — Carla N. Hall
Print Name — Signature

15083 CR 1400, Apache, OK 73006
Address, City, State, Zip

Victoria Littleman — Victoria Littleman
Print Name — Signature

P.O. Box 1312 Anadarko, OK 73005
Address, City, State, Zip

Shawn Lacyance
Print Name — Signature

RR1 Box 130 Anadarko OK 73005
Address, City, State, Zip

Laura Fields — Laura Fields
Print Name — Signature

RR 1 box 130 Anadarko Ok. 73005
Address, City, State, Zip

Anthony Oberhauser
Print Name

Anthony C. Ober
Signature

1318 E. Central, Anadarko, Ok. 73005
Address, City, State, Zip

Bryant T. Brown Jr
Print Name

Bryant T. Brown Jr
Signature

23048 County Rd 1377 Anadarko OK 73005
Address, City, State, Zip

Bethany Larson
Print Name

Bethany Larson
Signature

1727 W. Alabama Chickasha, Ok 73018
Address, City, State, Zip

Hayden Petitt
Print Name

Hayden Petitt
Signature

36 Village Drive, Chickasha, OK 73018
Address, City, State, Zip

Kimberleigh Edwards
Print Name

Signature

1727 W. Alabama Chickasha, OK 73018
Address, City, State, Zip

Kim Williams
Print Name

Kim R. Williams
Signature

1705 S. 16th Street Chickasha, OK. 73018
Address, City, State, Zip

Print Name

Signature

Address, City, State, Zip

Sandra Palmer — Sandra Palmer
Print Name — Signature

2484 CS 2806 Chickasha OK 73018
Address, City, State, Zip

Mike Crowder — [signature]
Print Name — Signature

2483 CS 2806 Chickasha Okla 73018
Address, City, State, Zip

Radeena Crowder — Radeena Crowder
Print Name — Signature

2483 Co St. 2806 Chickasha, OK 73018
Address, City, State, Zip

Page ___ of ___

Geri Knowles — Geri Knowles
Print Name — Signature

148 C R 1400 - Cement, OK 73017
Address, City, State, Zip

Lanny Inlow — Lanny Inlow
Print Name — Signature

BRI BOX 384 Cement OK 73017-9722
Address, City, State, Zip

Tim Knowles — Tim Knowles
Print Name — Signature

148 C.R. 1400 · Cement OK. 73017
Address, City, State, Zip

Peggy Roberson — Peggy Roberson
Print Name — Signature

3411 Vine St Chickasha, OK 73018
Address, City, State, Zip

LARRY ROBERSON — Larry Roberson
Print Name — Signature

3411 Vine St Chickasha, OK 73018
Address, City, State, Zip

LINSEY BIFFLE — Linsey Biffle
Print Name — Signature

3207 W FRISCO CHICKASHA OK 73018
Address, City, State, Zip

Rodney Peters — Rodney Peters
Print Name — Signature

2807 CS 2766 Cement OK 73017
Address, City, State, Zip

Amy Wedig — Amy Wedig
Print Name — Signature

2005 South 22nd Chickasha, OK. 73018
Address, City, State, Zip

Print Name — Signature

Address, City, State, Zip

Print Name — Signature

Address, City, State, Zip

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Betty L. Skidmore
NAME:

1624 Chickasha ave.
ADDRESS:

Chickasha OK. 73018
CITY: STATE: ZIP:

405-222-1603
PHONE NUMBER:

EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 08/09/2013

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

Proposed preferred alignment 81 - Norge to 62 West of Chickasha would be the most effective and least intersepture to private & business members. I do not feel the by-pass would hinder business on 4th Street & Chickasaw & Choctaw Avenues actually it would possible result in more business.

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

From:	GWorrell@ODOT.ORG
To:	Abernathy, Jeanna D.
Cc:	Bob_Rose/ODOT@fd9ns01.okladot.state.ok.us; Frank_Roesler/ODOT@fd9ns01.okladot.state.ok.us; Kyle_McKinley/ODOT@fd9ns01.okladot.state.ok.us; Siv_Sundaram/ODOT@fd9ns01.okladot.state.ok.us; Dawn_Sullivan/ODOT@fd9ns01.okladot.state.ok.us
Subject:	Fw: US-81 Chickasha Bypass in Grady Co.
Date:	Monday, August 12, 2013 10:19:11 AM

Diane,

I am forwarding an email (comment) received after the July 24, 2013 Public Meeting in Chickasha.

Thank You,

Greg Worrell, Environmental Project Manager
Environmental Programs Division
Oklahoma Department of Transportation
(405) 522-8014

----- Forwarded by Greg Worrell/ODOT on 08/12/2013 10:14 AM -----

Audrey Smith <smithaudrey@suddenlink.net>

08/06/2013 11:41 AM

To gworrell@odot.org
cc
Subject US-81 Chickasha Bypass in Grady Co.

to:
OKlahoma Dept of Transportation (ODOT)
Environmental Programs Division
200 NE 21st Street
OK City, OK 73105-3204

I am writing to ask you to reconsider your latest "revision" to the path of US-81 Chickasha Bypass in Grady County." In your last revision you now have the Bypass going directly through the Rempe Property. In fact, directly through one of the family homes on that property which houses the Rempe's elderly mother. The Rempe family have farmed that land for nearly 70 years or more. It is their livelihood. There are so few left who actually care and tend the land.

I am not an Oklahoman. I arrived here from NYC in 1999. The reason I have stayed has to do with the caring nature of Oklahomans. I have heard and read that one of the reasons for your latest revision in moving the path of US-81 Bypass was to lessen the noise for the neighbors to the east and the west of the Rempe farm who do not want to tolerate the noise. Oh, surely you would not take away someone's livelihood simply to ease the noise of a few people. Living at Lakewood Drive, I actually may be one of those people who would be impacted should you change your route and NOT cut through the Rempe property as you are now considering doing. Would I be annoyed by the noise? Certainly, but I will honestly tell you that I would never weigh noise against someone losing their livelihood.

I am asking you to reconsider the path of the US-81 Bypass so that the Rempe property will not be so greatly impacted. I have signed a protest document but am also sending this email as well.

Audrey Smith
2205 Lakewood Drive
Chickasha, OK 73018

smithaudrey@suddenlink.net

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Donald Smith
NAME:

737 Co Rd 1360
ADDRESS:

Chickasha, OK 73018
CITY: STATE: ZIP:

405-224-3104
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: 08/09/2013

EMAIL ADDRESS:

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

Please send a Blowup of the Area on 29 +/- between Frisco and Iowa 11" x 17" requested

(CONTINUED ON BACK)

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Gerald L Smith
NAME:

224 CR 1340
ADDRESS:

Verden OK 73092
CITY: STATE: ZIP:

405-453-7789
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

EMAIL ADDRESS:

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

Please Send a Blow Up Version of the area on 29th between Frisco and Iowa
11"x17" requested

(CONTINUED ON BACK)

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

David B. Thompson
NAME:

872 CR 1400
ADDRESS:

Chickasha | OK | 73018
CITY: STATE: ZIP:

+1 (405) 574-6835
PHONE NUMBER:

Malekdawid@sbcglobal.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

Print Form | Reset Form | Submit by Email

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

To whom it may concern,

I thank you for providing the most recent presentation of routs and interchange locations for the 81 bypass around Chickasha. I was very surprised at the proposed interchange design at 16th street and County Road 1400. I understand all the safety reasons you needed to consider for the volume and speed of traffic coming out of and around Chickasha on highway 81. However, I have a very personal stake in your design, which varies from the old one, and that is the looped right hand entrance heading southbound seems to actually encroach on my ravine (shooting range) and for erosion concerns, you would want to work over that ground significantly. It also puts every single traffic vehicle out of or around Chickasha traveling within a hundred or so feet of my back door. As the vehicles make the curve and accelerate to merge onto 81 south, their tailpipes will be pointed at my patio. My "retirement home" is now a future loss.

I realize you are not under any compulsion by law to put up a very expensive sound attenuating wall around that curve, but it would be the "right" thing to do. However, I would like to propose a cheaper alternative "right thing." Take a look at my property. It sits right at this interchange, which will come regardless of my feelings or financial loss, and therefore has excellent highway access. It is 15 acres more or less and includes a sizable pond that dries up over long droughts. Rather than building an expensive wall, ODOT could acquire my property for a fair market value, not build a wall, and have a good location for a maintenance depot. It has a paved road, a shop, an office, and land for salt storage, asphalt, rip-rap, and maintenance vehicles in a strategic location on 81. The pond would be useful as a runoff retention site without much, if any, modification. The property will no longer meet my needs as a quiet retirement home, and I desire to sell it, and suggest your team look at my proposal and contact me with your response to it. I would like to proceed with a sale to ODOT or someone else very soon and your prompt comments would be helpful as to how I should proceed. Thank you.

Respectfully,
Rev. David B. Thompson

"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."

872 CR 1400
405-574-6835

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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US-81 BYPASS OPEN HOUSE

07/24/2013 **Grady County, OK**

We would like to thank you for taking the time to attend this open house and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Larry J. Wasson
NAME:

119 Farris Pl
ADDRESS:

Chickasha OK 73018
CITY: STATE: ZIP:

405-401-0346
PHONE NUMBER:

lwasson4@att.net
EMAIL ADDRESS:

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
email: environment@odot.org

Please submit comments by: **08/09/2013**

"I have the following comments or questions about the newly proposed interchange locations of the proposed US-81 bypass in Chickasha, Grady County, OK."

It is my understanding that initial planning of this bypass began in the late 60's. In 2004 a proposed Bypass was brought before the City Council (I was on the City Council @ that time). It showed an original plan of using most of 29th ST however due to lack of conversation between the City of Chickasha & ODOT (not pointing fingers or blaming anyone both sides were probably equally to blame). Due to this lack of communication the original proposed 29th ST Bypass became costly due to the construction of homes & businesses in this corridor. This forced a more expensive & longer Bypass to be built. My POINT IS COMMUNICATION between City of Chickasha & ODOT should have prevented the Bids of the new structures & Right of Ways should have been planned well before 2004. Now it's too late to reap great economic & Social Impact

(CONTINUED ON BACK)

FORM-CF-PCB-PRD REVISION: 21.04.2011

"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."

Tue 7/23/2013 3:26 PM

mcoponiti@usao.edu

Highway 81 bypass

To Abernathy, Jeanna D.

You forwarded this message on 7/23/2013 4:59 PM.

Message | USAO Habitat Area 81 Bypass.docx

Diane,

See the attached statement prepared by our science faculty in response to the proposed bypass route. If it the route were to be moved just a few hundred yards to the west it would greatly diminish the ecological impact on the outdoor laboratory.

What do you think?

Regards,

Mike Coponiti
Vice President of Business and Finance

Drovers
University of Science & Arts of Oklahoma

1727 West Alabama Ave
Chickasha, OK 73018
405.574.1333
405.574.1397 (fax)

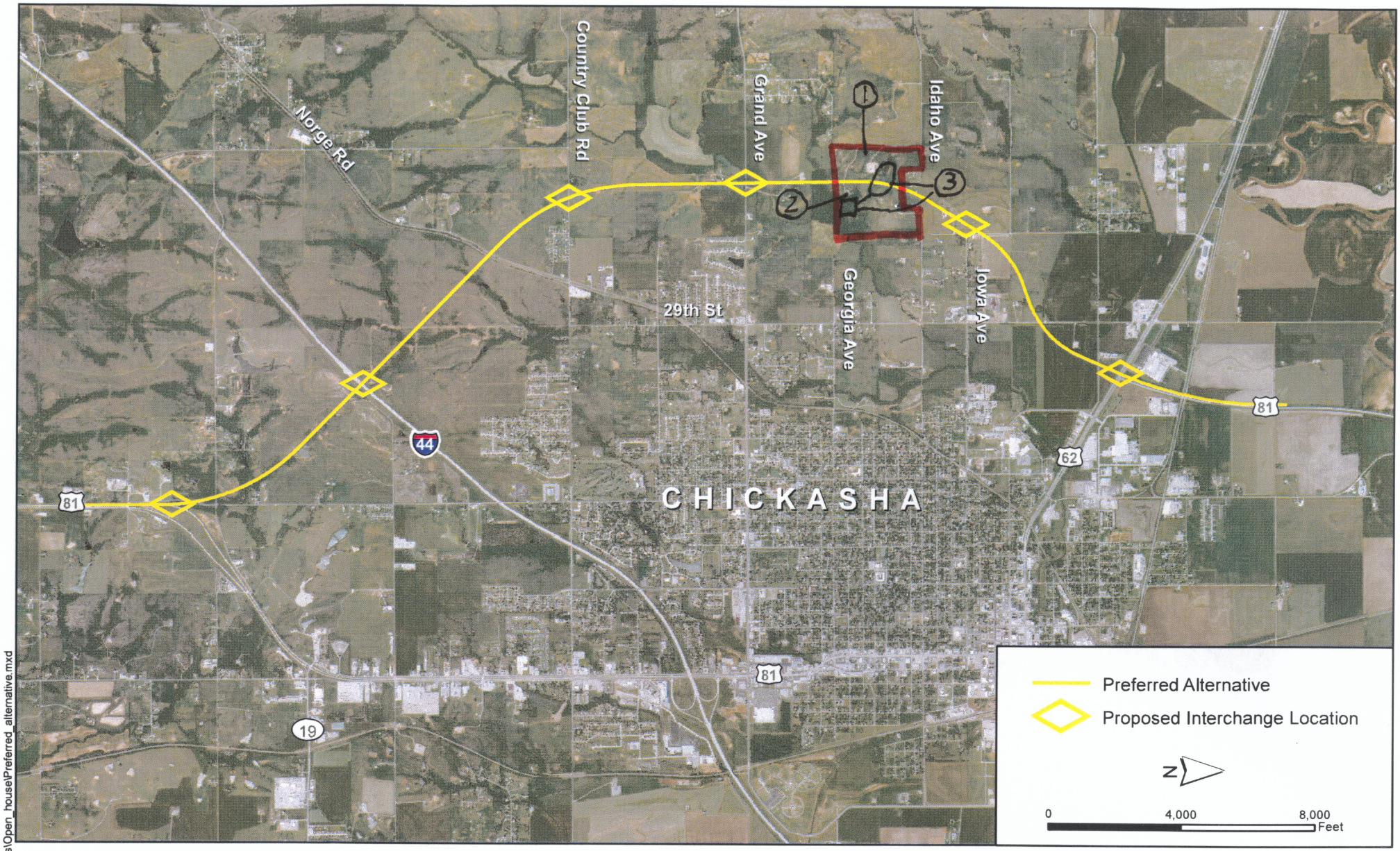
USAO Habitat Area & Outdoor Classroom

The USAO Habitat Area is an integral fixture in USAO Biology and Environmental Science classes. The ease of access to this area makes it possible to complete weekly laboratories in the field. Students have the opportunity to experience the ecological issues cited in their textbooks. This kind of hands-on experience is invaluable. Without this facility student field activities would be relegated to one or two field trips in a course. The quantity and quality of the experiences provided by the Habitat Area cannot be matched with limited field trips. Students conduct long-term research projects on the facility. These projects would be almost impossible if students are required to travel long distances and make short stays at field sites. The proposed route of the US 81 Bypass completely eliminates the utility of the area as an Outdoor Classroom and destroys the potential of providing a suburban Habitat "0asis". While incomplete lists are being compiled of specific species, it is clear that the area is used by a large number of wildlife. The plant system is being systematically restored to native prairie and hosts a range of botanical as well as zoological communities.

As we understand it, some specifics related to the proposed route include:

- Dividing the Habitat's 140 acres into two roughly 70 acre plots. This has obvious ecological consequences, as well as, creating safety issues for any future use of the facility with student groups, particularly public school students. The impact of noise and litter will be substantial.
- The aquatic habitat, which is almost totally eliminated by the proposed route, is the major factor contributing to the life populations, particularly of the mega fauna, that utilize the area. The Area has been approved for a grant from the US Fish and Wildlife Service for Marsh Construction as an initial project for funding of an expanded Outdoor Classroom function.
- The ponds have been stocked to provide experience with fish and fisheries.
- There are no sites on the area appropriate to replace the lost aquatic habitat.
- The proposed route eliminates the location of an astronomical observatory for which equipment has been purchased and construction of facilities instituted.
- The proposed route cuts off access to a rental house on the property.
- The proposed route cuts off access to an Outdoor Classroom facility which has been renovated extensively and is the central focus of area activities. New access would eliminate the woodland habitat that may even exceed the aquatic habitat in attracting and holding wildlife.

To reiterate, the proposed US 81 Bypass route would fully destroy USAO's Habitat area and in doing so greatly diminish the quality of teaching and learning at the college.



Path: S:\GIS\Projects\4050462000 Hwy 81\Maps\Open_house\Preferred_alternative.mxd

SAIC Energy, Environment & Infrastructure, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
www.saic.com/engineering

Figure Title	**U.S. 81 BYPASS, PREFERRED ALTERNATIVE**
Document Title	U.S. 81 BYPASS, OPEN HOUSE
Client	ODOT
Location	U.S. 81, CHICKASHA, OKLAHOMA

DATE	7/1/2013
SCALE	AS SHOWN
DESIGNED BY	DA
APPROVED BY	DA
DRAWN BY	TS
PROJECT NUMBER	4051003201
FIGURE NUMBER	

From:	mcoponiti@usao.edu
To:	Abernathy, Jeanna D.; gworrell@odot.org
Subject:	81-bypass
Date:	Monday, July 29, 2013 9:22:07 AM
Attachments:	College Farm 2.pdf image001.jpg

Di/Greg,

It was good to talk to you both on Wednesday and we appreciate your concern for our issues. This property is available for use by approximately 1,000 FTE students annually, as well as various other public school groups and girl/boys scout troops.

I have attached some additional information from our faculty but I would like to insert a couple statements that they had but did not include in their written documents:

1) They had concerns about bridging the marshlands and ponds. If the bridging started on the property, the road run off would not be natural and may include hazardous materials that would harm the small eco system that is established.
2) These marshlands will be small and very fragile so to understand the impact of noise and runoff we would need to understand the distance and height at which the process will be spanned.

Again, I appreciate your time and concern,

Mike Coponiti
Vice President of Business and Finance
DROVER-bw-w
1727 West Alabama Ave
Chickasha, OK 73018
405.574.1333
405.574.1397 (fax)

Undergraduate Research

USAO Habitat Area

The USAO habitat area is being utilized as an outdoor classroom by the division of science and math as well as physical education and the art department. We usually have a class participating in activities on a weekly basis which range from biological surveys to art classes painting landscapes. One of the goals we have for the habitat area is to provide a close location for students to gain experience in undergraduate research. We use this as a recruiting tool as there are very few universities in the state that have a outdoor research facility so close by that is easily accessible by students. For example, we have students currently performing a research project on a weekly basis looking at habitat choice of the local rodent community. They are comparing where the rodents captured and whether they overlap in habitat choice. In addition to this a student is collecting metabolic rate data from the rodents that are trapped. There are endless possibilities when it comes to undergraduate research projects at the habitat area due to the varying habitat types with the two ponds being a central point to these projects.

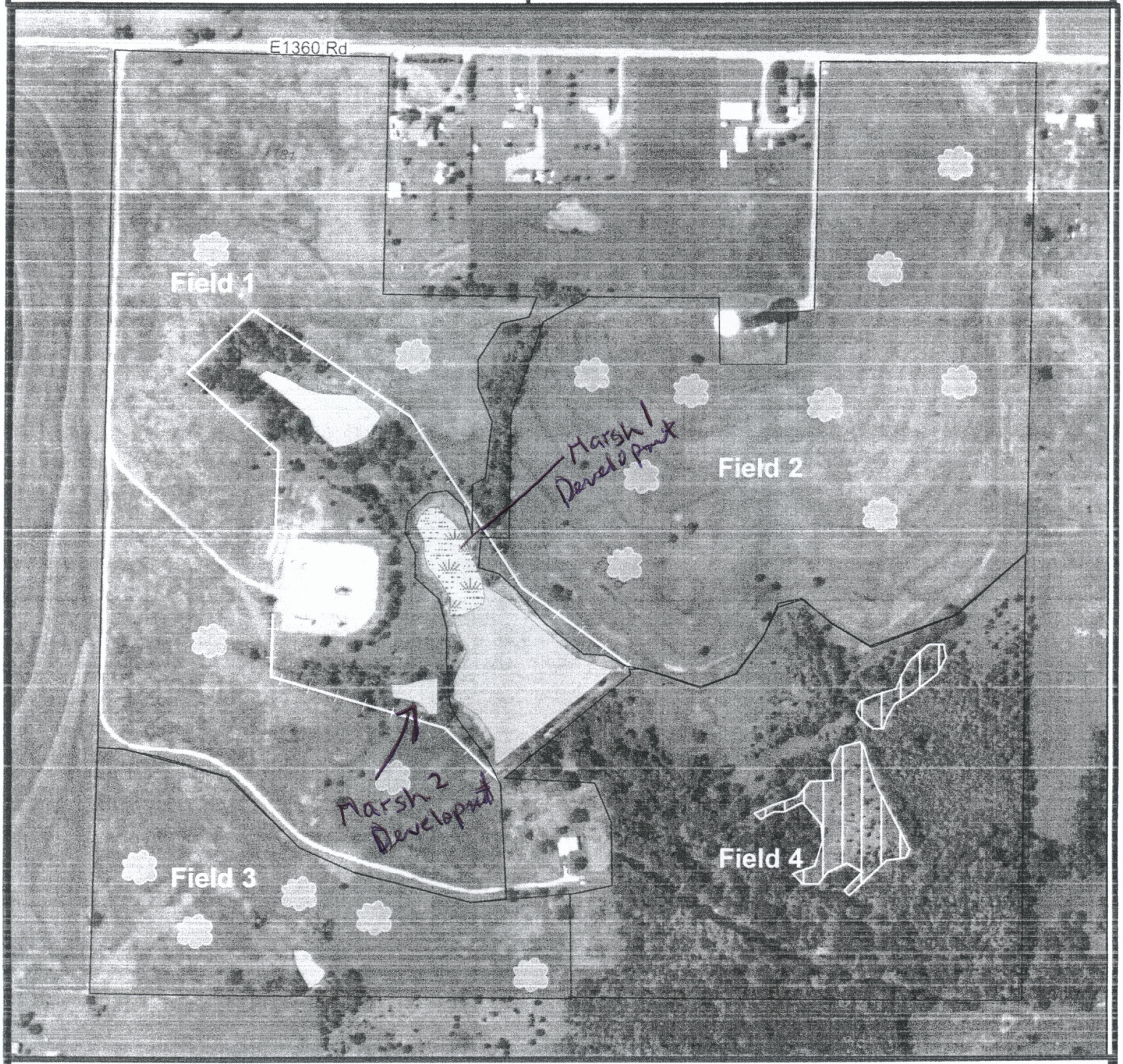
Wetland Development at the USAO Habitat Area

USAO is in the process of signing a wetland development agreement for the USAO Habitat Area with the US Fish and Wildlife Service. The project will provide funds from the USFWS to construct two marsh areas in adjacent to the ponds currently on the property. Consultation with Terry Dupree, the Wildlife biologist with USFWS, indicates that in addition to the initial project other projects will be considered strongly. A site visit to the Habitat Area and Outdoor Classroom resulted in a favorable recommendation for cooperation between USAO and the USFWS. . Projects that improve access to the facilities, particularly handicapped access will be considered for USFWS funding.

We also have strong support for our activities from the Oklahoma Department of Wildlife Conservation and from the local NRCS office. The attached maps show the locations for wetlands developed by the NRCS office and used for approval of the USFWS agreement. Wetland development is the key to making the Habitat Area more attractive to wildlife. Increased populations of wildlife will contribute also to the educational value of the facility. Any negative impact on the aquatic resources will be detrimental to a number of functions of the area.

Prepared by:
Oklahoma Department of Wildlife
Mike Sams, Wildlife Biologist
12/2/2011

Habitat Management Options for: Darrel Riegh portions of NW4 31-T7N-R7W



N

Ponds

Shrub plantings

Wetland

Brush clearing (2 ac)

Fence (3,219 ft)

DATE: **March 17 2014**
TO: **Files and Attendees**
SUBJECT: **Meeting with USAO Staff, US-81 Bypass Project**

We believe the following record to be an accurate summary of decisions and related discussions. We will appreciate notification of exceptions to this record within 10 (ten) days of its receipt. Failing such notification, we will consider this a statement of fact in which you concur.

On Friday, March 14, 2014, a meeting was held at USAO to discuss the USAO outdoor classroom property, which is located within the US-81 Bypass Study Area. Attending were:

USAO
Dr. John Feaver, President
Mike Coponiti, Vice President for Business and Finance
J. C. Sanders, Assistant Professor of Physics
Jason Shaw, Assistant Professor of Biology
Leah Oxenford, Lab Coordinator

ODOT
Dawn Sullivan Bob Rose

LEIDOS
Diane Abernathy

The group reviewed graphics which show the alignment of the Preferred Alternative (which was presented at the July 2013 Open House) relative to the USAO outdoor classroom property. The Preferred Alternative would pass through the approximate center of the USAO property on a north-south alignment, crossing a large pond on the property.

Dawn Sullivan explained that ODOT would like to better understand the current and future use of the USAO property, in order to better evaluate, and minimize, impacts to the property. USAO staff then described the property and its use, with the following highlights:

- The 165-acre property includes grassland, a small spring-fed pond, a larger runoff-fed pond, a portion of the Line Creek floodplain, an outdoor classroom area, an active oil/gas well, a simple observatory structure, and a rental property.
- The rental property is occupied by USAO staff, thereby providing informal security for the property.
- A key feature of the property is its proximity to USAO (approximately 1 mile).
- USAO is the only Oklahoma university with such a classroom.
- The property is home to a diverse number of wildlife, and is a crucial element of USAO's science curriculum. Some of the current USAO classroom activities conducted at the property include sampling and analysis of surface water, and trapping, releasing, and monitoring of fish.
- The property is also used by USAO art students, local Girl Scout troops, and Chickasha Public Schools.
- An agreement has been finalized for USAO to receive USFWS grant monies for partial reimbursement of the cost of construction of a marsh and wetlands project on the property. If the bypass construction impacts the constructed marsh/wetlands project, ODOT may have to reimburse the USFWS monies.
- USAO also has plans to construct a more sophisticated observatory structure, to be used to study astronomy and the night skies.

USAO staff indicated that the currently-proposed alignment of the US-81 bypass would destroy the habitat area and pond, inhibit free movement between and use of the east and west portions of the property, negate the proposed USFWS wetlands project, and introduce light pollution.

Bob Rose asked if incorporation of a bridge into the design, so as to cross the large pond, would be desired. The bridge would not only minimize impacts to the large pond, but would also allow USAO continued access to both the east and west portions of the property. USAO staff agreed that such a bridge would be preferable to no such bridge, but that their greater preference would be to adjust the alignment westward to the west USAO property boundary.

ODOT indicated that the alignment of the US-81 Bypass would be considered further, based upon the information provided by USAO.

Cc: Chief Engineer
Director of Engineering
Division VII Engineer
ODOT staff and SAIC attendees

JULY 16, 2014 MODIFIED PREFERRED ALTERNATIVE MAILING

OFFICIALS LETTER

July 16, 2014

Inside Address

Subject: Modified Preferred Alternative, US 81 Bypass of Chickasha, Grady County, Environmental Assessment, J/P No. 24428(04)

Dear_____:

We are pleased to inform you that the Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access, 4-lane divided, western US 81 bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

A public meeting was held in Chickasha on July 24, 2013, to present the Preferred Alternative alignment for the US 81 Bypass. Comments were received from the public and considered by ODOT. In response to those public comments, ODOT modified the Preferred Alternative, resulting in the alignment depicted in the enclosed graphics as the "Modified Preferred Alternative".

ODOT is accepting comments on the Modified Preferred Alternative until August 6, 2014. Comments may be submitted to ODOT at http://www.okladot.state.ok.us/meetings/other.php, or by mailing the enclosed comment sheet to:

Dawn R. Sullivan, P.E.
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

ODOT will move forward with the design of the Modified Preferred Alternative, while completing detailed environmental field studies. Should you have any questions regarding the project, please contact Ms. Aruna Mathuranayagam, LEIDOS, at (405) 321-3895, aruna.mathuranayagam@leidos.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org. Thank you for your interest in this project.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:gw

Enclosures: Modified Preferred Alternative Graphics
Comment Sheet

Title	First Name	Last Name	Job Title	Agency	Street	City	State	Zip
Mr.	Richard	Fields	Assistant Field Office Manager - Multi Resources	Bureau of Land Management	7906 E. 33rd Street, Suite 101	Tulsa	OK	74145-1352
Mr.	Gary D.	Corino	Division Administrator	Federal Highway Administration	5801 N. Broadway Extension, Suite 300	Oklahoma City	OK	73118
Mr.	John	Hartley	Environmental Program Manager	Federal Highway Administration	5801 North Broadway Extension, Suite 300	Oklahoma City	OK	73118
Mr.	Jim	Stevenson	Area Engineer	Federal Highway Administration	5801 North Broadway Extension, Suite 300	Oklahoma City	OK	73118
Mr.	Andrew	Commer	Regulatory Branch Chief	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Colonel	Anthony	Funkhouser	District Engineer	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Mr.	Steve	Nolen	Planning & Environmental (PER) Division	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Mr.	Greg	Estep	Chief - Hydraulics & Hydrology Branch	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Mr.	Scott	Henderson	Chief -Chief Water Management	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Ms.	Michelle	Lay	Chief - Civil Design Section,	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Mr.	David	Blackmore	Engineering Branch, Infrastructure Section	Tulsa District Corps of Engineers	1645 S. 101 E. Avenue	Tulsa	OK	74128-4629
Ms.	Jeanette	Hanna	Director, Eastern Oklahoma Region	Bureau of Indian Affairs	P.O. Box 8002	Muskogee	OK	74402-8002
Mr.	Dan	Deerinwater	Director, Southern Plains Regional Office	Bureau of Indian Affairs	WCD Office Complex, P.O. Box 368	Anadarko	OK	73005
Mr.	Kim	Walker	District Conservationist	Natural Resources Conservation Service	828 West Choctaw Avenue	Chickasha	OK	73013
Mr.	Jerry	Hayden	Field Office Director	U.S. Housing & Urban Development	301 W. 6th Street, Suite 200	Oklahoma City	OK	73102
Mr.	John A.	Wessels	Regional Director - Intermountain Region Office,	National Park Service	12795 W. Alameda Parkway	Denver	CO	80225
Mr.	Steve	Spencer	Regional Environmental Officer	U.S. Department of the Interior	1001 Indian School NW, Suite 348	Albuquerque	NM	87104
Mr.	Victor N.	Bird	Director	Oklahoma Aeronautics Commission	120 N. Robinson, Suite 1244W	Oklahoma City	OK	73102
Ms.	Lori	Wrotenbery	Director - Oil & Gas Conservation Division	Oklahoma Corporation Commission	Jim Thorpe Building, 2101 North Lincoln Blvd.	Oklahoma City	OK	73105
			Environmental Review Coordinator	DEQ Customer Assistance Program	P.O. Box 1677	Oklahoma City	OK	73101-1677
Ms.	Carolyn	Sullivan	Energy Program Manager	Oklahoma Department of Commerce	900 North Stiles	Oklahoma City	OK	73104
Mr.	Richard	Hatcher	Director	Department of Wildlife Conservation	1801 North Lincoln Blvd., P.O. Box 53465	Oklahoma City	OK	73152-8804
Mr.	Mike	Thralls	Executive Director	Oklahoma Conservation Commission	2800 North Lincoln Blvd., Ste. 160	Oklahoma City	OK	73105
Commissioner	Jim	Reese	Secretary of Agriculture	Department of Agriculture	2800 N. Lincoln Blvd., P.O. Box 54298	Oklahoma City	OK	73105-4298
Mr.	J.D.	Strong		Oklahoma Water Resources Board	3800 North Classen	Oklahoma City	OK	73118
Dr.	G. Randy	Keller	Director	Oklahoma Geological Survey	100 East Boyd, Room N-131	Norman	OK	73019-0628
Dr.	Robert L.	Brooks		Oklahoma Archaeological Survey	111 East Chesapeake, Building 134	Norman	OK	73019-5111
Ms.	Janet	Barresi	State Superintendent	State Department of Education	2500 North Lincoln Blvd., Rm. 121	Oklahoma City	OK	73105-4599
Ms.	Kristina S.	Marek	Director, Research & Development Division	Oklahoma Tourism & Recreation Department	First National Center, 120 North Robinson	Oklahoma City	OK	73102
Mr.	Blaine H.	Smith, Jr.	Executive Director	Association of South Central OK Governments	802 Main Street, P.O. Box 1647	Duncan	OK	73534-1647
Chairman	Donald	Cabaniss, Jr.		APACHE TRIBE	P.O. Box 1330	Anadarko	OK	73005
Chairman	Brenda	Edwards		CADDO NATION	P.O. Box 487	Binger	OK	73009
Governor	Janice	Prairie Chief Boswell		CHEYENNE-ARAPAHO TRIBES	P.O. Box 38	Concho	OK	73022
Governor	Bill	Anoatubby		CHICKASAW NATION	P.O. Box 1548	Ada	OK	74821
Chairman	Wallace	Coffey		COMANCHE NATION	P.O. Box 908	Lawton	OK	73502
President				DELAWARE NATION	P.O. Box 825	Anadarko	OK	73005
Chairman	Ron	Two Hatchet		KIOWA TRIBE	P.O. Box 369	Carnegie	OK	73015
President	Terri	Parton		WICHITA AND AFFILIATED TRIBES	P.O. Box 729	Anadarko	OK	73005
Ms.	Keili	McEwea	Office of the Governor		2300 N. Lincoln Blvd., Suite 212	Oklahoma City	OK	73105
Commissioner	Bradley W.	Burgess		OK Transportation Commission	21 NW 44th Street, Suite 201	Lawton	OK	73505
Mr.	Mike	Patterson	Director	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Tim	Gatz	Deputy Director	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Casey	Shell	Chief Engineer	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	John	Bowman	Director of Administration	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Tim	Tegeler	Director of Engineering	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Paul	Green	Director of Operations	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	David	Ooten	Startegic Asset & Performance Management	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Ray	Sanders	Project Management Division Manager	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Caleb	Austin	Roadway Design Engineer	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Ms.	Dawn	Sullivan	Environmental Programs Division Engineer	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Kurt	Harms	Chief of Right of Way	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Harold	Smart	Traffic Division Engineer	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Shannon	Sheffert	Local Government Division Engineer	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Larry	Reser	Chief of Survey	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Bob	Rusch	Bridge Division Engineer	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Ms.	Terri	Angier	Chief of Media & Public Relations	Oklahoma Department of Transportation	200 N.E. 21st Street	Oklahoma City	OK	73105
Mr.	Bob	Rose	Division VII Engineer	Oklahoma Department of Transportation	P.O. Box 460	Duncan	OK	73534
Chairman			Board of County Commissioners	Grady County Clerk's Office	P. O. Box 1009	Chickasha	OK	73018
Mr.	Mike	Lennier	Commissioner	Grady County District 2	1328 County Road 1350	Chickasha	OK	73018
Mayor	Hank	Ross		City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Vice Mayor	J.E.	Epperson		City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	Stewart	Fairburn	City Manager	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	Christopher	Ferguson	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	R. P.	Ashanti-Alexander	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	Mike	Sutterfield	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	Blake	Elliott	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	John	Jernigan	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mrs.	Phylis	Steelman	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	Howard	Carpenter	Council Member	City of Chickasha	117 North 4th Street	Chickasha	OK	73018
Mr.	Larry	Fuchs	Public Works Director	City of Chickasha	117 N. 4th Street	Chickasha	OK	73018
Mr.	Jim	Glaze	Superintendent	Chickasha Public Schools	900 West Choctaw	Chickasha	OK	73018
Mr.	Todd	Bunch	Superintendent	Ninnekah Public Schools	P. O. Box 275	Ninnekah	OK	73067
Mr.	Jay	Edelen	Superintendent	Pioneer Public Schools	3686 SH 92	Chickasha	OK	73018
Representative	David	Perryman		Oklahoma House of Representatives	2300 North Lincoln Boulevard, Room 539A	Oklahoma City	OK	73105
Representative	David	Perryman			201 N. Forth Street	Chickasha	OK	73018
Representative	Leslie	Osborn		Oklahoma House of Representatives	2300 North Lincoln Boulevard, Room 303-B	Oklahoma City	OK	73105
Representative	Leslie	Osborn			P.O. Box 1200	Mustang	OK	73064
Senator	Ron	Justice		Oklahoma State Senate	2300 N. Lincoln Blvd., Rm 423	Oklahoma City	OK	73105
Senator	Ron	Justice			2209 CS 2880	Chickasha	OK	73018
Representative	Tom	Cole		United States House of Representatives	2458 Rayburn HOB	Washington	DC	20515
Representative	Tom	Cole		United States House of Representatives	2424 Springer Drive, Suite 201	Norman	OK	73069
Senator	James M.	Inhofe		United States Senate	205 Russell – Senate Office Building	Washington	DC	20510
Senator	James M.	Inhofe			1900 NW Expressway, Suite 1210	Oklahoma City	OK	73118
Senator	Tom A.	Coburn		United States Senate	172 Russell – Senate Office Building	Washington	DC	20510
Senator	Tom A.	Coburn			100 North Broadway, Suite 1820	Oklahoma City	OK	73102
Representative	Scott	Biggs		Oklahoma House of Representatives	2300 North Lincoln Boulevard, Room 242	Oklahoma City	OK	73105
Senator	Tom A.	Coburn			100 North Broadway, Suite 1820	Oklahoma City	OK	73102
Representative	Scott	Biggs		Oklahoma House of Representatives	2300 North Lincoln Boulevard, Room 242	Oklahoma City	OK	73105
Mr.	George	Tiner		Canadian Valley Technology Center	1401 Michigan Avenue	Chickasha	OK	73018
Mr.	John	Mosley		Century 21/Mosley Real Estate	P. O. Box 2100	Chickasha	OK	73023
Mr.	Lindel	Pettigrew	President	Chickasha Bank and Trust	122 Maple Lane	Chickasha	OK	73018
Ms.	Susan	Routh	Chairman of the Board	Chickasha Chamber of Commerce	P. O. Box 1717	Chickasha	OK	73023
Mr.	Bud	Andrus	President	Chickasha Chamber of Commerce	P. O. Box 1717	Chickasha	OK	73023
			Director of Community Development	City of Chickasha	117 N. 4th Street	Chickasha	OK	73018
Mr.	Steve	Chapman	Department of Community Development	City of Chickasha	117 N. 4th Street	Chickasha	OK	73018
Mr.	Patrick	Brooks	Chief Executive Officer	First National Bank	P. O. Box 1130	Chickasha	OK	73023
Ms.	Christy	Elkins	Chief Executive Officer	Chickasha Economic Development Council	1727 West Alabama - Canning Hall	Chickasha	OK	73018
Mr.	Mike	Nunamaker	Chief Executive Officer	Grady Memorial Hospital	2220 West Iowa	Chickasha	OK	73018
Mr.	Steve	LaForge		LaForge Properties	2808 South 4th Street	Chickasha	OK	73018
Mr.	Albert	Kelly, Jr	Chairman of the Board	Oklahoma Turnpike Authority	4401 West Memorial Road, Suite 130	Oklahoma City	OK	73134
Mr.	Tim	Stewart	Executive Director	Oklahoma Turnpike Authority	3500 Martin Luther King Avenue	Oklahoma City	OK	73136
Mr.	Jack	Damrill		Oklahoma Turnpike Authority	3500 Martin Luther King Avenue	Oklahoma City	OK	73136
Mr.	David	Murdock	Director of Engineering	Oklahoma Turnpike Authority	3500 Martin Luther King Avenue	Oklahoma City	OK	73136
Mr.	Darian	Butler	Project Engineer	Oklahoma Turnpike Authority	3500 Martin Luther King Avenue	Oklahoma City	OK	73136
Mr.	David	Machamer	Director, Toll Operations	Oklahoma Turnpike Authority	3500 Martin Luther King Avenue	Oklahoma City	OK	73136
Mr.	Pat	Foster	General Manager	Stillwater Central Railroad	900 South Byars Avenue	Oklahoma City	OK	73129
				Union Pacific Railroad	1001 NE 1st Street	Oklahoma City	OK	73117
Dr.	John	Feaver	President	University of Science and Arts of Oklahoma	1727 W. Alabama	Chickasha	OK	73018
Mr.	Greg	Elliott			528 W. Iowa Ave.	Chickasha	OK	73018
Mr.	George	Thomas			P. O. Box 1673	Chickasha	OK	73023
Mr. and Mrs.	Carey and DJ	DeHart			3210 West Idaho	Chickasha	OK	73023
Ms.	Theresa	Rempe			4017 West Grand	Chickasha	OK	73018
Ms.	Mary Catherine	Rempe			4911 West Grand	Chickasha	OK	73018
Mr.	Donald	Rempe			2195 North 3rd Street	Chickasha	OK	73018
Mr.	John	Coury		Bearcat Land, Inc.	11032 Quail Creek Road	Oklahoma City	OK	73120
Honorable	David	Stephens	Special District Judge	Caddo County Court House	110 SW 2nd Street, Suite 203	Anadarko	OK	73005-3552

PUBLIC LETTER

July 16, 2014

Subject: Modified Preferred Alternative, US 81 Bypass of Chickasha, Grady County, Environmental Assessment, J/P No. 24428(04)

Dear Stakeholder/Property Owner:

We are pleased to inform you that the Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a controlled-access, 4-lane divided, western US 81 bypass of Chickasha. The proposed bypass will extend from the curve north of the US 81/SH 19 West junction to the US 81/US 62 intersection. The purpose of the project is to reduce travel time for Chickasha through traffic, reduce congestion, and improve safety along US 81 through the Chickasha Central Business District.

A public meeting was held in Chickasha on July 24, 2013, to present the Preferred Alternative alignment for the US 81 Bypass. Comments were received from the public and considered by ODOT. In response to those public comments, ODOT modified the Preferred Alternative, resulting in the alignment depicted in the enclosed graphics as the "Modified Preferred Alternative".

ODOT is accepting comments on the Modified Preferred Alternative through August 6, 2014. Comments may be submitted to ODOT at http://www.okladot.state.ok.us/meetings/other.php, or by mailing the enclosed comment sheet to:

Dawn R. Sullivan, P.E.
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

ODOT will move forward with the design of the Modified Preferred Alternative, while completing detailed environmental field studies. Should you have any questions regarding the project, please contact Ms. Aruna Mathuranayagam, LEIDOS, at (405) 321-3895, aruna.mathuranayagam@leidos.com or Mr. Greg Worrell, ODOT, at (405) 522-8014, gworrell@odot.org. Thank you for your interest in this project.

Sincerely,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS:jda:gw

Enclosures: Modified Preferred Alternative Graphics
Comment Sheet

OTHER NAME	FIRST	LAST	ADDRESS	CITY	STATE	ZIP
	JOHN A.	SOOS	2526 S. 16TH	CHICKASHA	OK	73018
J & J MOTORS INC			#1 HONDA LANE	CHICKASHA	OK	73018
	REBA & LLY	HIBBS	1 MILLER DR	CHICKASHA	OK	73018
	LARRY & SHIRLEY	CUNNINGHAM	1 SKYVIEW	CHICKASHA	OK	73018
	CHARLES	DAY	10 MILLER DR	CHICKASHA	OK	73018
WILLIAM JONES	LAURIE	DOREEN	10 SKYVIEW DR	CHICKASHA	OK	73018
	STEPHEN	BARRINGTON	3432 COUNTY STREET 2860	NINNEKAH	OK	73067
	JERRY	BROWN	1054 COUNTY ROAD 1240	POCASSET	OK	73079
	DON	REMYRE	1055 COUNTY ROAD 1320	AMBER	OK	73004
	KENT & LESLIE	LEDFORD	106 S LAKE RD	NINNEKAH	OK	73067
	CURRENT	RESIDENT	106 ST. JAMES PLACE	CHICKASHA	OK	73018
GRADY COUNTY INDUSTRIAL AUTHORITY	JOHN	MOSLEY	107 MAPLE LANE	CHICKASHA	OK	73023
	DANIEL & CHRISTY	MARTIN	11 MILLER DR	CHICKASHA	OK	73018
	DAVID	SNELL	110 CAULDER	CHICKASHA	OK	73018
	JASON	SHERMAN	1107 S 8TH ST	CHICKASHA	OK	73018
WEST WIND ASSISTED LIVING	LOUISE	TURLEY	111 N 9TH ST, APT 40	MARLOW	OK	73055
MORGAN CATTLE COMPANY	RALPH	MORGAN	1110 OLD FRED ROAD	CHICKASHA	OK	73018
CHICKASHA CITY COUNCIL	HOWARD	CARPENTER	114 N 4TH ST	CHICKASHA	OK	73018
	ROBERT L.	BARNETT	1143 COUNTY ROAD 1400	CHICKASHA	OK	73018
	ANGIE	BARNETT	1143 COUNTY ROAD 1400	CHICKASHA	OK	73018
	SHELDON	SMITH	115 N 29TH	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1153 COUNTY ROAD 1339	CHICKASHA	OK	73018
CITY OF CHICKASHA	LARRY	SHELTON	117 N 4TH ST	CHICKASHA	OK	73018
CHICKASHA MUNICIPAL AUTHORITY			117 N 4TH ST	CHICKASHA	OK	73018
CITY OF CHICKASHA COMMUNITY DEVELOPMENT	CYNTHIA	DECKARD	117 N 4TH ST	CHICKASHA	OK	73018
B&M OIL	JOHN	CARROLL	118 RUSKIN	CHICKASHA	OK	73018
	SHAWN & SUZANNE	JANTZ	12 MILLER DR	CHICKASHA	OK	73018
	DAVID & CAMALITA	TRAMMELL	1202 S 15TH	CHICKASHA	OK	73018
	DOROTHY	BINGHAM	1209 S 7TH	CHICKASHA	OK	73018
	TROY & KANDY	ARNOLD	1115 KOUBA DR	YUKON	OK	73099
	NANCY	DEVER	1216 S 29TH	CHICKASHA	OK	73018
CHICKASHA BANK & TRUST	LINDEL	PETTIGREW	122 MAPLE LANE	CHICKASHA	OK	73018
	JOHN	JERNIGAN	123 MAPLE LN	CHICKASHA	OK	73018
MICHAEL DAY INSURANCE	MIKE	DAY	124 NORTH 5TH ST	CHICKASHA	OK	73018
	LARRY & LINDA	COX	12525 SW PRINCE PHILLIP CT	KING CITY	OR	97224
	WINDELL	SHOCKEY	1256 HWY 62	CHICKASHA	OK	73018
	STEPHANIE	KITE	1290 HWY 81	POCASSET	OK	
	ANA	ORTEGA	13 SKYVIEW DR	CHICKASHA	OK	73018
CHICKASHA CHURCH OF NAZARENE			1300 S 29TH ST	CHICKASHA	OK	73018
	OLA	EDWARDS	1347 HWY 81	POCASSET	OK	73079
	GARY	DANIEL	1361 COUNTY STREET 2850	POCASSET	OK	73079
	LJ & LAVERNE	POWELL	14 CHERRY DR	CHICKASHA	OK	73018
	TERESA	SMITH	141 COUNTY ROAD 1440	CEMENT	OK	73019
	PATRICIA	GUTIERREZ	1410 CLIFFSIDE CT	NORMAN	OK	73072
	AMANDA	THORSEN	1410 COUNTY STREET 2850	POCASSET	OK	73079
	CHEYENNE	ROBINSON	1415 S 17TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1416 FRISCO AVENUE, APT J	CHICKASHA	OK	73018
	SHEILA & JUANITA	RACZYNSKI	1443 S WESTWARD HO PL	SIOUX FALLS	SD	57105
	MICHAEL & LAURA	MILLER	15 SKYVIEW DR	CHICKASHA	OK	73018
BARBARA BOREN	IRENE	STROPES	15015 E ROCK CREEK RD	NORMAN	OK	73026
	JIMMY	JOHNSON	1502 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	TERESA	GARDNER	1520 DAKOTA	CHICKASHA	OK	73018
MCELREATH PROPERTIES LLC	JAMES A	MCELREATH	1521 W IDAHO	CHICKASHA	OK	73018
COWBOY COUNTRY CHURCH INC	FJ	CHAPMAN	153 US HWY 277	CEMENT	OK	73017
	LAWRENCE	BETCHE	15502 OLD STONE TRAIL	HOUSTON	TX	77079
C/O FRANKLIN MARCH	PATRICIA	MONTGOMERY	1575 COUNTY ROAD 1490	NINNEKAH	OK	73067
	STEVE	STANDRIDGE	1588 COUNTY ROAD 1380	CHICKASHA	OK	73018
	SHARON	BOYER	16 MILLER DR	CHICKASHA	OK	73018
	WADE	DUNKIN	1601 S 19TH ST	CHICKASHA	OK	73018
	LONNIE	MORRIS	1604 GLENDA WAY DR	CHICKASHA	OK	73018
	DEB & MIKE	SUTTERFIELD	1609 TODD ESTATES	CHICKASHA	OK	73018
	HEATHER	HARMON	1610 PARK AVE	CHICKASHA	OK	73018
	LINDA	GRIFFITH	1612 HWY 81	AMBER	OK	73004
	CLYDE	HOWARD	1613 COUNTY STREET 2830	AMBER	OK	73004
REVOCABLE TRUST	NW	BROWN	1627 S 8TH ST	CHICKASHA	OK	73018
	CONNIE	ALLBRITTON	1638 HWY 81	AMBER	OK	73004
USACE - TULSA	ALLEN	RYAN	1645 S 101ST EAST AVE	TULSA	OK	74128
FRAC TECH SERVICES LTD			16858 IH 20	CISCO	TX	76437
RILEY'S BODY SHOP	WICKIE & PEGGY	RILEY	1688 HWY 81	AMBER	OK	73004
	KEN & JEANIE	SINGLETON	1710 LOUISIANA	CHICKASHA	OK	73018
	GABRIELA	BOONE	1713 S 14TH ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	1717 CAROLINA ST	CHICKASHA	OK	73018
KWCO RADIO	GEORGE	PLUMMER	1718 MISSISSIPPI	CHICKASHA	OK	73018
	MICHAEL	ERSLAND	1727 GRAND AVE	CHICKASHA	OK	73018
USAO	MIKE	COPONITI	1727 W ALABAMA AVE	CHICKASHA	OK	73018
	GERALD	COLEMAN	1748 HWY 81	AMBER	OK	73004
KIMBERLY FERGUSON	MICHAEL	SANDERS	17535 W EAST WIND AVE	GOODYEAR	AZ	85338
	DICK	MCCALLA	1782 COUNTY ROAD 1330	CHICKASHA	OK	73018
	RANEE	HAYES	18 MILLER DR	CHICKASHA	OK	73018
PARHAM CERAMIC TILE INC			1881 COUNTY STREET 2880	CHICKASHA	OK	73018
	RD & AMANDA	ROBNETT	19 MILLER DR	CHICKASHA	OK	73018
	KATHERINE	REED	19 SKYVIEW DR	CHICKASHA	OK	73018
	ADDIE	DUNN	1923 S 14TH ST	CHICKASHA	OK	73018
	RAYMOND	GOATER	1983 HIGHWAY 81	CHICKASHA	OK	73018
	RAYMOND	COATES	1983 HWY 81	CHICKASHA	OK	73018
	PAUL & VERNA	ESSEX	2 A SKYVIEW DR	CHICKASHA	OK	73018

	SEAN & AMY	HUGHES	2 MILLER DR	CHICKASHA	OK	73018
	SANDRA	GIBSON	20 SKYVIEW DR	CHICKASHA	OK	73018
	KATHERINE	HENTON	2001 S 14TH ST	CHICKASHA	OK	73018
	CHARLIE	BURRUSS	201 SAINT JAMES PLACE	CHICKASHA	OK	73018
	WELDON	JOHNSON	2012 IDAHO ST	CHICKASHA	OK	73018
LARRY BOYER	EVELYN	JOHNSON	2016 S 15TH ST	CHICKASHA	OK	73018
	CHARLOTTE	PARKER	203 FLANDERS DR	CHICKASHA	OK	73018
LIVING TRUST	FREDA	SHERIDEN	203 ILLINOIS AVE	CHICKASHA	OK	73018
	LUCILLE	MCCOMAS	2054 HWY 81	CHICKASHA	OK	73018
	RANDY & LAWANNA	WILLIAMS	207 PLEASANT LN	CHICKASHA	OK	73018
	TIM	DUNKIN	2100 S 29TH ST	CHICKASHA	OK	73018
JANS HUNTER GLEN LLC			2100 S 29TH ST	CHICKASHA	OK	73018
	JERALD & MARY	KENDALL	2100 W MINNESOTA AVE	CHICKASHA	OK	73018
	SUE	KENDALL	2100 W MINNESOTA AVE	CHICKASHA	OK	73018
REVOCABLE TRUST	KATHY JEAN	MOTTINGER	2101 LAKEWOOD DR	CHICKASHA	OK	73018
TERESA A ALLEN 1999 TRUST	TERESA	ALLEN	2102 LAKEWOOD DR	CHICKASHA	OK	73018
	LINDSAY & DEBRA	WOOD	2102 S 33RD ST	CHICKASHA	OK	73018
REVOCABLE TRUST	SANDRA K	MCCRACKIN	2103 LAKEWOOD DR	CHICKASHA	OK	73018
	JANICE	RODGERS	2103 UNIVERSITY BLVD	CHICKASHA	OK	73018
CHICKASHA SALVAGE	JANET	WHITE	2103 W COUNTRY CLUB ROAD	CHICKASHA	OK	73018
	LARRY & JUDY	PERRY	2104 S 33RD ST	CHICKASHA	OK	73018
	BAILEY	DEES	2105 UNIVERSITY BLVD	CHICKASHA	OK	73018
REVOCABLE TRUST	NADINE & DALE	ADAMS	2106 UNIVERSITY BLVD	CHICKASHA	OK	73018
	RICKY	ROBERTS	2107 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TERRY & JULIANA	BUCKMASTER	2108 UNIVERSITY BLVD	CHICKASHA	OK	73018
	DAVY & AMY	ADAMS	2109 LAKEWOOD DR	CHICKASHA	OK	73018
	CHARLES & KELLY	TRENT	2110 LAKEWOOD DR	CHICKASHA	OK	73018
	MERANDA	MCCLENNEN	212 W BLACKBURN RD	MARLOW	OK	73055
	MARIBETH	SMITH	2155 COUNTY ST 2890	CHICKASHA	OK	73018
	MARK	MARTIN	218 CHICKASHA AVENUE	CHICKASHA	OK	73018
	JOSEPH	REMPE	2182 N 5TH ST	CHICKASHA	OK	73018
	CHARLES H.	REMPE	2195 N 3RD	CHICKASHA	OK	73018
	SCHARLEENE	BOWEN	22 A SKYVIEW DR	CHICKASHA	OK	73018
	BILL & PATRICIA	REEVES	22 MILLER DR	CHICKASHA	OK	73018
	JERRY & SALLIE	PITTMAN	2202 LAKEWOOD DR	CHICKASHA	OK	73018
KATHY JANE BABB TRUST			2202 S 33RD ST	CHICKASHA	OK	73018
	SUSIE	VANMETER	2202 UNIVERSITY BLVD	CHICKASHA	OK	73018
	SUE	POWELL	2202 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOHN & AMY	WARDEN	2203 LAKEWOOD DR	CHICKASHA	OK	73018
	RICHARD & KEITHA	WILMETH	2203 UNIVERSITY BLVD	CHICKASHA	OK	73018
	BARBARA	NEAL	2204 UNIVERSITY BLVD	CHICKASHA	OK	73018
	AUDREY	SMITH	2205 LAKEWOOD DR	CHICKASHA	OK	73018
	JARED	STANRIDGE	2205 UNIVERSITY BLVD	CHICKASHA	OK	73018
	TERRY & MARY	CARVER	2206 S 33RD ST	CHICKASHA	OK	73018
REVOCABLE TRUST	EUGENE	RINN	2207 LAKEWOOD DR	CHICKASHA	OK	73018
	GARY & DONNA	ALDRIDGE	2207 S 33RD ST	CHICKASHA	OK	73018
	GLENDA	PILGRIM	802 S. 16TH STREET	CHICKASHA	OK	73018
	TED & TAMMIE	WILLIAMS	2208 LAKEWOOD DR	CHICKASHA	OK	73018
	VERNON & GLORIA	HOOVER	2208 S 33RD ST	CHICKASHA	OK	73018
	JOE & DIANA	MONSEBAIS	2208 UNIVERSITY BLVD	CHICKASHA	OK	73018
	RON	JUSTICE	2209 COUNTY STREET 2880	CHICKASHA	OK	73018
	JIMMY & TOYE	YODER	2209 LAKEWOOD DR	CHICKASHA	OK	73018
ANNETTE SCAFFETTA REV TRUST		1ST NATIONAL BK	2210 UNIVERSITY BLVD	CHICKASHA	OK	73018
	ANNETTE	SCAFFETTA	2210 UNIVERSITY PARK	CHICKASHA	OK	73018
	KRISTI	BATES	416 W. ALABAMA AVENUE	CHICKASHA	OK	73018
	HIRAM & CAROLYN	MCMASTER	2214 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOSEPH	GIVENS	2458 COUNTY STREET 2798	CHICKASHA	OK	73018
	WILLIAM	HAWKINS	2217 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JOHNNY	WRAY	2219 UNIVERSITY BLVD	CHICKASHA	OK	73018
	MICHAEL & KRISTI	LONGHAT	2221 UNIVERSITY BLVD	CHICKASHA	OK	73018
	JAY & ANDREA	ROBERTS	263 COUNTY ROAD 1400	CEMENT	OK	73017
	AMISH & CHAITALI	PATEL	2224 UNIVERSITY BLVD	CHICKASHA	OK	73018
	ROBERT & ROBIN	PHILLIPS	2225 UNIVERSITY BLVD	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2227 S 14TH ST	CHICKASHA	OK	73018
VERSER LIVING TRUST	JERRY & EDITH	VERSER	2227 SPENCER ST	CHICKASHA	OK	73018
	GERALD	SMITH	224 COUNTY ROAD 1340	VERDEN	OK	73092
BIBLE BAPTIST CHURCH	DAVID	BRICKMAN	226 S 29TH ST	CHICKASHA	OK	73018
	DON & CONNIE	OSWALD	2271 COUNTY ROAD 1314	BLANCHARD	OK	73010
	JOE	ALFORD	2274 COUNTY STREET 2815	CHICKASHA	OK	73018
	KIMBERLY	HASKELL	23 A SKYVIEW DR	CHICKASHA	OK	73018
	DYLAN & DONITTA	HARRIS	23 B SKYVIEW DR	CHICKASHA	OK	73018
	MIKE & SONYA	STEPHENS	23 MILLER DR	CHICKASHA	OK	73018
	MICHAEL	HEATH	2302 S 30TH ST	CHICKASHA	OK	73018
	RICHARD & QUATA	WELCH	2303 LAKEWOOD DR	CHICKASHA	OK	73018
	BARBARA	KOEHLER	2303 S 30TH ST	CHICKASHA	OK	73018
	SHEILA	MIZE	2304 S 30TH ST	CHICKASHA	OK	73018
LIVING TRUST	BURREL & LAURA	GAMBEL	2305 LAKEWOOD DR	CHICKASHA	OK	73018
	LELA	FERRELL	P.O. BOX 1943	CHICKASHA	OK	73023
	DANNY & VICKY	KING	2308 S 33RD ST	CHICKASHA	OK	73018
	JACK & BETHEL	BLAIR	2315 S 29TH ST	CHICKASHA	OK	73018
	S. PHILLIP & DORRIS	COOK	2317 S 33RD ST	CHICKASHA	OK	73018
	KEITH	ZEISET	2331 COUNTY STREET 2750	CHICKASHA	OK	73018
	TERESA	ALEXANDER	24 SKYVIEW DR	CHICKASHA	OK	73018
	CODY	CHRISTENSEN	2404 S 30TH	CHICKASHA	OK	73018
REVOCABLE TRUST	REFORD & VIOLA	BASSETT	2407 S 33RD	CHICKASHA	OK	73018
	CAROL	PEARCE	2408 S 30TH ST	CHICKASHA	OK	73018
	RAYMOND & DONNA	FOSTER	2410 S 30TH ST	CHICKASHA	OK	73018

	CURRENT	RESIDENT	2420 S 29TH ST	CHICKASHA	OK	73018
	PAULA	LUCAS	2427 S 33RD ST	CHICKASHA	OK	73018
	CARL & JOYCE	STOCKTON	2471 COUNTY STREET 2807	CHICKASHA	OK	73018
	DON	CUMINS	2481 COUNTY STREET 2806	CHICKASHA	OK	73018
	RANDALL	JAMES	25 MILLER DR	CHICKASHA	OK	73018
INDUSTRIAL COMPOUNDING LLC			2500 HWY 62 W	CHICKASHA	OK	73018
	GEORGE	INGRAM	2501 LAKEWOOD DR	CHICKASHA	OK	73018
	GEORGE & JYME	TINER	2502 LAKEWOOD DR	CHICKASHA	OK	73018
	STEPHEN	NIBLOCK	2503 LAKEWOOD DR	CHICKASHA	OK	73018
	TONI	NIBLOCK	2503 LAKEWOOD DR	CHICKASHA	OK	73018
	BW & ROSEZELLEN	HAMMERT III	2504 LAKEWOOD DR	CHICKASHA	OK	73018
	DAVID	PAMPLIN	2504 S 34TH ST	CHICKASHA	OK	73018
	MATTHEW & CHRISTINA	WRAY	2505 LAKEWOOD DR	CHICKASHA	OK	73018
	LARRY & JULIA	YORK	2506 LAKEWOOD DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	2507 34TH ST	CHICKASHA	OK	73018
	WAYNE & TAMARAH	MERCHANT	2507 LAKEWOOD DR	CHICKASHA	OK	73018
	ROBERT & JANET	ELROD	2509 LAKEWOOD DR	CHICKASHA	OK	73018
	JIMMY & BEVERLY	PEEK	2509 S 34TH ST	CHICKASHA	OK	73018
	MR. & MRS. LEON	JENSEN	2510 LAKEWOOD DR	CHICKASHA	OK	73018
	LUCILLE	LOONY	2510 LAKEWOOD DR	CHICKASHA	OK	73018
	DAVID	SIKES	2524 S 18TH ST	CHICKASHA	OK	73018
	JOHN & ANGELA	PHILLIPS	2567 COUNTY STREET 2790	CHICKASHA	OK	73018
	DALE & JUANITA	GOSS	26 MILLER DR	CHICKASHA	OK	73018
	STANLEY & MILDRED	HULL	26 MILLER DR	CHICKASHA	OK	73018
	ARRON & ROBIN	WARREN	2600 LAKEWOOD DR	CHICKASHA	OK	73018
	JEFFERY & APRIL	KILE	2601 LAKEWOOD DR	CHICKASHA	OK	73018
	NICOLE	MILSAP	2601 S 34TH ST	CHICKASHA	OK	73018
LIFE ESTATE	IRENE	PARK	2602 LAKEWOOD DR	CHICKASHA	OK	73018
	PAMELA & MONTE	BOYD	2603 LAKEWOOD DR	CHICKASHA	OK	73018
	JERRY	ARTHUR	2604 W IDAHO AVE	CHICKASHA	OK	73018
	ARMINE	BEAL	2605 LAKEWOOD DR	CHICKASHA	OK	73018
	BURT & SHIRLEY	BURNS	2606 LAKEWOOD DR	CHICKASHA	OK	73018
CHICKASHA TOWING	LINDY	BECK	2607 LAKEWOOD DR	CHICKASHA	OK	73018
	GREG	SHOEMAKER	2607 LAKEWOOD DR	CHICKASHA	OK	73018
REVOCABLE TRUST	STEPHEN & LAURA	KOHNKE	2609 LAKEWOOD DR	CHICKASHA	OK	73018
	IAN	THOMPSON	2610 LAKEWOOD DR	CHICKASHA	OK	73018
REVOCABLE TRUST	ZARAH LOU	VIRGIN	2611 LAKEWOOD DR	CHICKASHA	OK	73018
	STEPHEN & CHERYL	JONES	2613 LAKEWOOD DRIVE	CHICKASHA	OK	73018
	JIMMY & JO	POLLY	2615 LAKEWOOD DR	CHICKASHA	OK	73018
	DOUG	PHELPS	2619 FOX DR	TUTTLE	OK	73089
CARL & ANN SMITH ENTERPRISES			2670 COUNTY STREET 2790	CHICKASHA	OK	73018
	D. RENEE	HAWKINS	27 MILLER DR	CHICKASHA	OK	73018
	RENEE	GUNTER	27 MILLER DR	CHICKASHA	OK	73018
	JERRY & A LORRAINE	THOMAS	2800 S 29TH ST	CHICKASHA	OK	73018
	HELEN	GARRISON, CPA	2802 COUNTRY CLUB DRIVE	CHICKASHA	OK	73023
	BILLY & JOY	LIVINGSTON	2803 COUNTRY CLUB DR	CHICKASHA	OK	73018
REVOCABLE TRUST	LYNN & LAURA	RICHEY	2807 DESIRAE DR	CHICKASHA	OK	73018
	DANIEL	FRISKEL	2808 S 29TH ST	CHICKASHA	OK	73018
	STEVE	LAFORGE	2808 S 4TH ST	CHICKASHA	OK	73018
	JIMMY & VAN	NOTTINGHAM	2812 S 29TH ST	CHICKASHA	OK	73018
	ALONZO & VIRGINIA	HAYS	2814 S 29TH ST	CHICKASHA	OK	73018
SHARON POWELL LIVING TRUST			2817 LAND RUN RD	MOORE	OK	73160
	ROBERT & MARSHA	SIKES	2819 S 29TH ST	CHICKASHA	OK	73018
	CURTIS	BROOKS	2822 NICKLES RD	CHICKASHA	OK	73018
	FLOYD & DONNA	COCHERAN	2839 COUNTY STREET 2791	CHICKASHA	OK	73018
	PHIL	RICHARDSON	289 COUNTY STREET 2760	MINCO	OK	73059
	TOMMY & CHERYL	HOLT	2900 S 29TH ST	CHICKASHA	OK	73018
	BARRY AND DONNA	THOMAS	2900 W IDAHO	CHICKASHA	OK	73018
	LEE & MARY	ROBNETT	2901 W IDAHO	CHICKASHA	OK	73018
	NICKY & CINDY	SALES	2902 S 29TH ST	CHICKASHA	OK	73018
	SIDNEY & DOROTHA	JORDAN	2909 W. CAROLINA AVE	CHICKASHA	OK	73018
	SHANA	WILSON	2986 N OLD HIGHWAY, LOT 37	CHICKASHA	OK	73018
	RETA	MEEKS	3 MILLER DR	CHICKASHA	OK	73018
	FLOYD & DONNA	COCHERAN	3 SKYVIEW DR	CHICKASHA	OK	73018
	LEE	GRIMES	3000 W IDAHO	CHICKASHA	OK	73018
	ANDY & CAROLYN	BOWEN	3001 MONTANA	CHICKASHA	OK	73018
	CHRISTINE	MCLAUGHLIN	3002 ARIZONA	CHICKASHA	OK	73018
	RODNEY & JULIE	STOCKSTILL	3004 ARIZONA AVE	CHICKASHA	OK	73018
	JOYCE	WILLIAMS	3005 MONTANA	CHICKASHA	OK	73018
DAWN CHELLIE	BRIAN	MEEKS	3006 ARIZONA AVE	CHICKASHA	OK	73018
	CHARLES	BAIRD	3007 ARIZONA AVE	CHICKASHA	OK	73018
	MARK & VICTORIA	KILGORE	3007 MONTANA	CHICKASHA	OK	73018
	TRAVIS	STIDHAM	3008 MONTANA	CHICKASHA	OK	73018
	TINA	LICHLITER	3009 MONTANA	CHICKASHA	OK	73018
	CHAD & RENEE	HORRELL	3010 MONTANA	CHICKASHA	OK	73018
	CHARLES	WILLIAMS	3011 MONTANA	CHICKASHA	OK	73018
	LP & GLENNA	LAIRD	3021 WEST CAROLINA AVE	CHICKASHA	OK	73018
	AMY	FERRELL	3014 MONTANA	CHICKASHA	OK	73018
	RON	FOLDER	3015 IDAHO	CHICKASHA	OK	73018
EXPRESS-STAR	JASON	CLARKE	3016 W MONTANA	CHICKASHA	OK	73018
	TOYE	REYNOLDS	3028 W IDAHO AVE	CHICKASHA	OK	73018
	CYNTHIA	THORSEN	304 E ERCOUPE DR	MIDWEST CITY	OK	73130
JOHNSON'S WRECKERS	JIMMY	JOHNSON	307 CHRISTOPHER	CHICKASHA	OK	73018
	ROBERT	HAYS	307 S 7TH ST	CHICKASHA	OK	73018
	JEANNE	HOLLIMAN	3090 COUNTY STREET 2800	NINNEKAH	OK	73067
	DEBORAH	FOSTER	31 MILLER DR	CHICKASHA	OK	73018
	ROY & JO	WALKER	3100 W CAROLINA	CHICKASHA	OK	73018

	KIM & SHIRLEY	HAYES	3100 W IOWA	CHICKASHA	OK	73018
	JAMES & MILDRED	LINVILLE	3101 W FRISCO AVE	CHICKASHA	OK	73018
	DICK & KATHY	LEDBETTER	3103 FRISCO AVE	CHICKASHA	OK	73018
	GEORGE & JOLYNN	HORN	3125 IOWA AVE	CHICKASHA	OK	73018
	BRUSS	HORN	3126 W IOWA	CHICKASHA	OK	73018
	DANIEL & PHYLLIS	BROWN	317 N 29TH ST	CHICKASHA	OK	73018
	R. BRANDON & VICKIE	TYE	32 1/2 MILLER DR	CHICKASHA	OK	73018
MIA FINE KNAPP	RICHARD	KNAPP	3200 W GRAND AVE	CHICKASHA	OK	73018
	CHRISTOPHER	LIPPINCOTT	2148 MELROSE CT	NORMAN	OK	73069
	JEFF & NATALIE	TALBERT	3201 MONTANA	CHICKASHA	OK	73018
	TOMMY & ELIZABETH	WOODARD	3204 ARIZONA AVE	CHICKASHA	OK	73018
	DANIEL & TRACEY	SHAW	3204 CALIFORNIA AVE	CHICKASHA	OK	73018
	STEVE & CAROLYN	PALCZYNSKY	3204 PARK AVE	CHICKASHA	OK	73018
	CHARLES & TERESA	PEEK	3205 ARIZONA AVE	CHICKASHA	OK	73018
	KENNETH & LINDA	ROPER	3206 PARK AVE	CHICKASHA	OK	73018
	EVELYN	LYLES	3208 ARIZONA AVE	CHICKASHA	OK	73018
	BILL	MCVEY	3208 HWY 62	CHICKASHA	OK	73018
	ROSALEE	AMSTUTZ	3208 PARK AVE	CHICKASHA	OK	73018
	KEITH	OLSON	3209 CALIFORNIA AVE	CHICKASHA	OK	73018
	MISTY	MITCHELL	3209 PARK AVE	CHICKASHA	OK	73018
	CARY & BJ	DEHART	3210 W IDAHO	CHICKASHA	OK	73018
	GRANT & KYRA	GORDON	3211 PARK AVE	CHICKASHA	OK	73018
	RICARDO	BROWN	3212 ARIZONA AVE	CHICKASHA	OK	73018
	KELLY	ALLEN	3212 CALIFORNIA AVE	CHICKASHA	OK	73018
	DEBRA	REIM	3213 ARIZONA AVE	CHICKASHA	OK	73018
	PAUL & ANITA	HORTON	3213 CALIFORNIA AVE	CHICKASHA	OK	73018
JANET CARTER	ROY & CAROLYN	BURCHETT	3213 PARK AVE	CHICKASHA	OK	73018
	DAMON & LACY	MERCHANT	3216 CALIFORNIA AVE	CHICKASHA	OK	73018
	JAMES & BARBARA	JOHNS	3216 PARK AVE	CHICKASHA	OK	73018
	JAMES & BELINDA	ADAMS	3217 CALIFORNIA AVE	CHICKASHA	OK	73018
	DEREK & TIFFANY	COPELAND	3217 ARIZONA AVE	CHICKASHA	OK	73018
	SHAWYI & NAEJEN	KAO	3220 ARIZONA	CHICKASHA	OK	73018
	NATHAN	STREETMAN	3220 CALIFORNIA AVE	CHICKASHA	OK	73018
	ROY & JANET	EDWARDS	3220 PARK AVE	CHICKASHA	OK	73018
	WESLEY & WILMA	RICE	3221 CALIFORNIA AVE	CHICKASHA	OK	73018
	SHERRY	REED	3222 MONTANA AVE	CHICKASHA	OK	73018
	MARY	THOMAS	3223 SOUTH 16TH ST	CHICKASHA	OK	73018
	NATHAN	BOWMAN	3224 CALIFORNIA AVE	CHICKASHA	OK	73018
JESSICA MESSICK	CLYNT	LUNDAY	3225 ARIZONA AVE	CHICKASHA	OK	73018
	MERRITT & ANNA	AGEE	3225 PARK AVE	CHICKASHA	OK	73018
	MEGAN	WHITE	3225 W MONTANA AVE	CHICKASHA	OK	73018
	HENRY & FLORENE	WILLIAMS	3227 MONTANA	CHICKASHA	OK	73018
	CHARLES & MARILYN	JAMES	3228 CALIFORNIA AVE	CHICKASHA	OK	73018
	ROSE	DELK	3231 MONTANA	CHICKASHA	OK	73018
	JASON & CHRISTY	MADDOX	3232 CALIFORNIA AVE	CHICKASHA	OK	73018
	GARY & MICHELE	CASTLEBERRY	3232 PARK AVE	CHICKASHA	OK	73018
	MARK & TRACY	COX	3233 CALIFORNIA AVE	CHICKASHA	OK	73018
	THOMAS & CASSIE	HORN	3233 PARK AVE	CHICKASHA	OK	73018
	ROBERT & DAWN	ROEHRICK III	3234 PARK AVE	CHICKASHA	OK	73018
	BRISCO	MCPHERSON	3237 CALIFORNIA AVE	CHICKASHA	OK	73018
	JERRY & RENE	HUGGINS	3245 CALIFORNIA AVE	CHICKASHA	OK	73018
ROSS HOLDING LLC		ROSS HEALTHCARE	328 S 29TH	CHICKASHA	OK	73018
ALLIANCE HEALTH INC			328 S 29TH	CHICKASHA	OK	73018
	ELIZABETH	COX	33 MILLER DR	CHICKASHA	OK	73018
	JOAN	BROWNEN	3301 MONTANA	CHICKASHA	OK	73018
	LORETTA	SPARKS	3301 W IDAHO	CHICKASHA	OK	73018
	MARILYN	BUTLER	3302 MONTANA	CHICKASHA	OK	73018
	JAMES & KRISTY	TARBOX	3304 ARIZONA AVE	CHICKASHA	OK	73018
	RD & NOLA	COTTRELL	3304 MONTANA AVE	CHICKASHA	OK	73018
DONOVAN WORLEY	MYRA	ALEXANDER	3305 ARIZONA AVE	CHICKASHA	OK	73018
PATHOLOGIST INC	BILL MD	CROWELL	3306 W IDAHO AVE	CHICKASHA	OK	73023
	ANGELA	SELF	3306 W IDAHO AVE	CHICKASHA	OK	73018
	TIMOTHY	HARTSELL	115 VISTA DRIVE	DECATUR	TX	76234
	THOMAS & DIANNE	WILSON	3309 ARIZONA AVE	CHICKASHA	OK	73018
REVOCABLE TRUST	JAMES	WINSLOW	3309 W IOWA	CHICKASHA	OK	73018
	LOUISE	RAINS	3310 MONTANA AVE	CHICKASHA	OK	73018
	WAYNE & EVELYN	GRISWOLD	3310 W IDAHO AVE	CHICKASHA	OK	73018
	DEREK & MELISSA	KUETER	3312 ARIZONA	CHICKASHA	OK	73018
MICA SELZER	JOSEPH	HACKNEY	3312 MONTANA	CHICKASHA	OK	73018
	PATRICIA	JIM	3313 ARIZONA AVE	CHICKASHA	OK	73018
	JUANITA	SPOON	3314 MONTANA	CHICKASHA	OK	73018
	LUPE & OLIVIA	MARTINEZ	3316 ARIZONA AVE	CHICKASHA	OK	73018
	FOREST & JOANN	MCCOOL	3320 ARIZONA AVE	CHICKASHA	OK	73018
	HOWARD & NANCY	BOONE	3327 W IDAHO	CHICKASHA	OK	73018
	CAROLYN & BOB	HUNTER	3333 S 16TH ST	CHICKASHA	OK	73018
FIRST ASSEMBLY OF GOD INC			3340 S 16TH ST	CHICKASHA	OK	73018
MCNATT RENTALS LLC	ALLISON	MCNATT	3390 COUNTY STREET 2850	NINNEKAH	OK	73067
	PATRICK & CHAVONNE	PENNER	3400 W MISSISSIPPI AVE	CHICKASHA	OK	73018
	LATRAYE & DEIDRE	ALEXANDER	3401 W MISSISSIPPI	CHICKASHA	OK	73018
	TROY & LISA	LEE	3402 W MISSISSIPPI	CHICKASHA	OK	73018
	JAMES	HARMON	3404 S 24TH	CHICKASHA	OK	73018
	CLARENCE	HEFFINGTON	3407 VINE ST	CHICKASHA	OK	73018
	CAROLYN	KING	3409 S COUNTRY CLUB RD	CHICKASHA	OK	73018
	SHANNON	SANGO	3409 VINE ST	CHICKASHA	OK	73018
	EVA MAE	REDGER	3410 VINE ST	CHICKASHA	OK	73018
REVOCABLE TRUST	WILLIAM & PATRICIA	SAMPSON	3411 COUNTRY CLUB RD	CHICKASHA	OK	73018
	JOSEPH & EMILY	POWELL	3413 VINE ST	CHICKASHA	OK	73018

	BETHANY	RUSH	3413 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	DOUGLAS & GLORIA	PRINCE	3415 COUNTRY CLUB RD	CHICKASHA	OK	73018
CHASE MANHATTAN MORTGAGE CO			3415 VISION DR	COLUMBUS	OH	43219
SHEILA MOSLEY	DARRELL/GREG/BRIAN	WHITE	3417 VINE	CHICKASHA	OK	73018
	ERIC	FIREBAUGH	3417 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	ROBERT	SNEED	3418 VINE ST	CHICKASHA	OK	73018
	TOM & KIM	RADFORD	3419 VINE	CHICKASHA	OK	73018
	CODY	BECKHAM	3419 W COUNTRY CLUB RD	CHICKASHA	OK	73018
	WILLIAM & RITA	HARMON	3420 VINE ST	CHICKASHA	OK	73018
	A. DALE & DORA	RODGERS	3421 COUNTRY CLUB RD	CHICKASHA	OK	73018
	HARVEY & BRENDA	TAYLOR	3421 VINE	CHICKASHA	OK	73018
	LESLIE & NETA	WYATT	3422 VINE	CHICKASHA	OK	73018
	ALLEN & JANIECE	LANDRY	3424 VINE ST	CHICKASHA	OK	73018
	TOMMY & BETTY	HACKNEY	3427 COUNTRY CLUB RD	CHICKASHA	OK	73018
	DELBERT & SHIRLEY	AKINS	3428 W CAROLINA	CHICKASHA	OK	73018
	RHONDA E.	PIKE	3433 S SOONER RD	CHICKASHA	OK	73018
DEUTSCHE BANK NATIONAL TRUST	WELLS FARGO	HOME MORTGAGE	3476 STATEVIEW BLVD	FORT MILL	SC	29715
	DARREL & JEANNIE	JOHNSTON	3478 S HWY 92	CHICKASHA	OK	73018
	WILLIAM & PATRICIA	SCHWENK	3500 W IOWA	CHICKASHA	OK	73018
	RONALD & DORIS	OZEE	3501 COUNTRY CLUB RD	CHICKASHA	OK	73018
DICKENSON FAMILY TRUST	LOTTIE	DICKENSON	3501 S DICKENSON	CHICKASHA	OK	73018
	DALE & DARLENE	TYLER	3501 VINE ST	CHICKASHA	OK	73018
	WALTER & VICKIE	START	3503 VINE	CHICKASHA	OK	73018
	RANDAL & BONNY	HARWELL	3525 COUNTRY CLUB RD	CHICKASHA	OK	73018
	PAUL & W JEAN	BEAVER	3530 GRAND AVE	CHICKASHA	OK	73018
	LARRY & SARAH	SMITH	3598 HWY 92	CHICKASHA	OK	73018
	JERRY & MADELYN	ATKINSON	36 MILLER DR	CHICKASHA	OK	73018
	KEVIN	ROBISON	3600 W GRAND	CHICKASHA	OK	73023
	EVERETT & BUD	ANDRUS	3640 HWY 92	CHICKASHA	OK	73018
	NATHAN & JESSICA	BROOKMAN	P.O. BOX 1562	CHICKASHA	OK	73018
	SHERRY	COOPER	37 MILLER DR	CHICKASHA	OK	73018
	JOHN & MARTHA	ROBISON	3700 W GRAND	CHICKASHA	OK	73018
	MARK	RUSHING	3708 W GRAND AVE	CHICKASHA	OK	73018
	RENEE	WATT	3803 DUNHILL	CHICKASHA	OK	73018
	J. E.	FREDRICKSON	39 VILLAGE DR	CHICKASHA	OK	73018
	VAUGHN & PHYLLIS	OTEY	3905 S MOCKINGBIRD RD	CHICKASHA	OK	73018
	MICHAEL	PARHAM	3909 S MOCKINGBIRD RD	CHICKASHA	OK	73018
	ED	WILLIAMS	3909 STONEYBROOK	CHICKASHA	OK	73018
	VICTOR	WESSON	3910 HICKORY STICK DR	CHICKASHA	OK	73018
	LILLIE	HOWERY	4 MILLER DR	CHICKASHA	OK	73018
	BERTHA & G. W.	THOMAS	4000 S HWY 92	CHICKASHA	OK	73018
	JIM	KEELEY	401 CHIPPINGHAM LN	BLANCHARD	OK	73010
	CATHERINE & EDWARD	REMPE	4017 W GRAND AVE	CHICKASHA	OK	73018
	OMA DOLORES	CAMPBELL	402 S 12TH ST	CHICKASHA	OK	73018
	WADE	STEELMAN	410 CHICKASHA AVE	CHICKASHA	OK	73018
	JAMES	HICKS	410 CHOCTAW	CHICKASHA	OK	73018
	STEPHEN & BARBARA	HALL	4103 NORGE ROAD	CHICKASHA	OK	73018
	MICHAEL & SHELLE	MILLER	4107 NORGE RD	CHICKASHA	OK	73018
THE SISEXUA TRUST			415 S. 7th STREET	CHICKASHA	OK	73018
COWBOY COUNTRY CHURCH INC	CECIL	CAHARA	4127 S SOONER ROAD	CHICKASHA	OK	73018
	LANCE & STEPHANIE	SNYDER	414 FIELDCREST	CHICKASHA	OK	73018
	NORMAN	FRITZ	4225 SOUTH 4TH ST	CHICKASHA	OK	73018
SHOOT THE MOON GIFTS	DARRELL	MOLLETT	426 W CHOCTAW	CHICKASHA	OK	73018
	MARTY & FREDA	COOK	43 MILLER DR	CHICKASHA	OK	73018
	DANNY & BARBARA	TURNER	4309 NORGE RD	CHICKASHA	OK	73018
	PAULETTE, JOHN & SARA	NICHOLAS	432 COUNTY ROAD 1290	CHICKASHA	OK	73018
	FERN	BENNETT	432 QUAIL ROAD	CHICKASHA	OK	73018
STILLGRADY LLC		GRACE LIVING CENTER	4350 WILL ROGERS PKWY, STE 300	OKLAHOMA CITY	OK	73108
	DANIEL & ERICA	MCCOMAS	2805 BRIAR CREEK	CHICKASHA	OK	73018
	BOBBY & LESLIE BETH	KIZZIA	4530 S 16TH ST	CHICKASHA	OK	73018
	WILLIAM A.	GRAVES	461 E QUAIL RD	CHICKASHA	OK	73018
	DAN	HOLLANDER	46165 MOCKINGBIRD	CHICKASHA	OK	73018
PERDUE HOUSING INDUSTRIES INC			4626 MEADOWBROOK	LAWTON	OK	73505
	JEFFREY	SCHENK	477 COUNTY ROAD 1360	CHICKASHA	OK	73018
	CURRENT	RESIDENT	48 HILLCREST DR	CHICKASHA	OK	73018
	MARTIN & ADRIANA	HERNANDEZ	49 MILLER DR	CHICKASHA	OK	73018
	MISTY	FERGESON	5 MILLER DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	5 SKYVIEW DR	CHICKASHA	OK	73018
	CURRENT	RESIDENT	500 W COUNTRY CLUB RD	CHICKASHA	OK	73018
REVOCABLE TRUST	MELISSA	GREEN	5016 NW 66TH ST	KANSAS CITY	MO	64151
	MICHELLE	HIGHTOWER	504 FIELDCREST	CHICKASHA	OK	73018
	GINO	GRAHAM	510 S 22ND ST	CHICKASHA	OK	73018
	CURRENT	RESIDENT	516 S 22ND ST	CHICKASHA	OK	73018
REVOCABLE TRUST	DON	SCHENK	521 COUNTY ROAD 1360	CHICKASHA	OK	73018
	GLORIA	SIMMONS	5329 N 26TH ST	ARLINGTON	VA	22207
	JACK	BUCKNER	6 MILLER DR	CHICKASHA	OK	73018
	BRIAN & CHRISTY	SKINNER	6 SKYVIEW DR	CHICKASHA	OK	73018
BCP LLC	CAROL	BINGHAM	602 S 4TH ST	CHICKASHA	OK	73018
WHEELER FAMILY FARMS LLC			613 COUNTY ROAD 1350	CHICKASHA	OK	73018
	JESSICA	LANE	622 1/2 MINNESOTA ST	CHICKASHA	OK	73018
	MARVIN	KEANER	659 COUNTY ROAD 1220	POCASSET	OK	73079
	TERRY	MCFALL	6601 DESIREE DR	NORMAN	OK	73071
	MARILYN	MOSS	6611 NW 11TH	OKLAHOMA CITY	OK	73127
	DAVID & GWENDOLYN	PERRYMAN	689 COUNTY ROAD 1365	CHICKASHA	OK	73018
	RAYMOND & DELORES	TAYLOR	7 MILLER DR	CHICKASHA	OK	73018
WHITAKER FAMILY REV TRUST			715 COUNTY ROAD 1360	CHICKASHA	OK	73018
	GARY & DONNA	WHITAKER	715 COUNTY ROAD 1360	CHICKASHA	OK	73018

FAITH BAPTIST CHURCH			719 COUNTY ROAD 1350	CHICKASHA	OK	73018
	DAVID	STONE	720 W ALMAR DR	CHICKASHA	OK	73018
	DENNIS	HOLDGE	721 COUNTY ROAD 1349	CHICKASHA	OK	73018
	JP	FRANKLIN	721 COUNTY ROAD 1360	CHICKASHA	OK	73018
	SCOTT & KATHY	BRADFORD	723 COUNTY ROAD 1350	CHICKASHA	OK	73018
	REBECCA	RAWSON	724 COUNTY ROAD 1355	CHICKASHA	OK	73018
	DON & FRANCES	HABENER	727 COUNTY ROAD 1350	CHICKASHA	OK	73018
NIGHTINGALE FAMILY TRUST	LAVERNA & ADA	NIGHTINGALE	727 COUNTY ROAD 1360	CHICKASHA	OK	73018
	DAVID	ADKINS	729 COUNTY ROAD 1350	CHICKASHA	OK	73018
	RITA C. & VICTOR D.	VALDES	731 COUNTY ROAD 1350	CHICKASHA	OK	73018
JCCA	KEITH & TRACY	CARAWAY	734 COUNTY ROAD 1330	CHICKASHA	OK	73018
	DARRYL	BOGGESS	736 COUNTY ROAD 1349	CHICKASHA	OK	73018
	DL & LAVERA	SMITH	737 COUNTY ROAD 1360	CHICKASHA	OK	73018
	ASSAD & STEPHANIE	RABIEL	739 COUNTY ROAD 1350	CHICKASHA	OK	73018
	JOE	BERESFORD	742 COUNTY ROAD 1349	CHICKASHA	OK	73018
HEALTHBACK HOLDINGS LLC			7504 N BROADWAY EXT	OKLAHOMA CITY	OK	73116
LIVING TRUST	EVA JEWELDINE	WELCH	7717 NW 84 ST	OKLAHOMA CITY	OK	73132
	TOM & JOAN	HARWELL	8 COTTONWOOD DR	CHICKASHA	OK	73018
	MIKE & SONYA	BUCKMASTER	8 MILLER DR	CHICKASHA	OK	73018
	RICHARD & TIFFANY	CROW	8 SKYVIEW DR	CHICKASHA	OK	73018
	DAN & KATHY	WINHAM	14105 KENLEY WAY	OKLAHOMA CITY	OK	73142
	ANN & RUSSELL	TOWNSEND	808 N JOHNSON WAY	MUSTANG	OK	73064
	LISA	MCPHERSON	828 S 8TH ST	CHICKASHA	OK	73018
	STEVE	EUBANK	840 COUNTY ROAD 1290	CHICKASHA	OK	73018
	BRIAN	LEONARD	848 COUNTY ROAD 1400	CHICKASHA	OK	73018
	CURRENT	RESIDENT	853 COUNTY ROAD 1315	CHICKASHA	OK	73018
	KIRK	SPURLIN	853 COUNTY ROAD 1320	CHICKASHA	OK	73018
	RONALD & DEBRA	WEISS	7508 EAST LOUISVILLE STREET	BROKEN ARROW	OK	74014
	ROD	CARROLL	856 COUNTY ROAD 1400	CHICKASHA	OK	73018
	JIM	BENNETT	857 COUNTY ROAD 1400	CHICKASHA	OK	73018
	CLARENCE G.	THORSEN	872 COUNTY ROAD 1400	CHICKASHA	OK	73018
SPURLIN FARMS	JAMES	SPURLIN	872 COUNTY ROAD 1320	CHICKASHA	OK	73018
	DAVID & SHARON	THOMPSON	872 COUNTY ROAD 1400	CHICKASHA	OK	73018
	BASIL C.	REED	877 COUNTY ROAD 1405	CHICKASHA	OK	73018
	PATTI & BERNT	ROGSTAD	879 COUNTY ROAD 1403	CHICKASHA	OK	73018
	LARRY & LINDA	SHIPMAN	883 COUNTY ROAD 1280	AMBER	OK	73004
	HARRY	MITCHELL	891 COUNTY ROAD 1450	NINNEKAH	OK	73067
MARY WALLS	RICHARD & DEBBIE	TOW	9 MILLER DR	CHICKASHA	OK	73018
CHICKASHA PUBLIC SCHOOL		DISTRICT I-1	900 W CHOCTAW	CHICKASHA	OK	73018
	BRITTANY	OTTO	902 S 19TH	CHICKASHA	OK	73018
	DAVID	MILLIKEN	915 IOWA ST	CHICKASHA	OK	73018
	DON	FERGUSON	927 FERGUSON DR	CHICKASHA	OK	73018
	ROY & MERLINA	JENNINGS	13 AREA A LAKE HUMPHREY	MARLOW	OK	73055
REVOCABLE TRUST	EDWARD	STEWART	99-969 AIEA HEIGHTS DR, APT N	AIEA	HI	96701
LIVINGSTON FAMILY TRUST	EARL & SHARON	LIVINGSTON	P.O. BOX 48	NINNEKAH	OK	73067
	RUFUS AND PEGGY	MCMAHON	P.O. BOX 1002	CHICKASHA	OK	73023
KEVIN ROBISON REV TRUST			P.O. BOX 1116	CHICKASHA	OK	73023
	JERONIE	FRANKLIN	P.O. BOX 1122	CHICKASHA	OK	73023
FIRST NATIONAL BANK & TRUST	PAT	BROOKS	P.O. BOX 1130	CHICKASHA	OK	73023
FIRST NATIONAL BANK & TRUST	WALT	VOSS	P.O. BOX 1130	CHICKASHA	OK	73023
	MONICA	TREVINO	P.O. BOX 1159	CHICKASHA	OK	73023
	LESLIE	OSBORN	P.O. BOX 1200	MUSTANG	OK	73064
	LINDA	WILKENS	P.O. BOX 1211	CHICKASHA	OK	73023
	DANA	GUY	P.O. BOX 1212	CHICKASHA	OK	73023
CHICKASHA BANK & TRUST	TOM	AVANT	P.O. BOX 1307	CHICKASHA	OK	73023
	RICHARD	ALLEN	P.O. BOX 1409	CHICKASHA	OK	73023
	JANA	WHITAKER	P.O. BOX 1464	CHICKASHA	OK	73023
	CAROL	LESTER	P.O. BOX 1503	CHICKASHA	OK	73023
	WILLIAM	WILSON	P.O. BOX 1554	CHICKASHA	OK	73023
	JUNIOR & BONITA	ELLIS	P.O. BOX 1564	CHICKASHA	OK	73023
REVOCABLE TRUST	BEVERLY	ALLEN	P.O. BOX 159	VERDEN	OK	73092
THUNDER ENERGY LLC			P.O. BOX 1658	CHICKASHA	OK	73023
	EVANGELINE	WILSON	P.O. BOX 1671	CHICKASHA	OK	73023
	GW & BERTHA	THOMAS	P.O. BOX 1673	CHICKASHA	OK	73023
CHICKASHA EDC	Christy	Elkins	P.O. BOX 1717	CHICKASHA	OK	73023
	TOMMIE & NANCY	FARLEY	P.O. BOX 1732	CHICKASHA	OK	73023
	XAVIER & SUSAN	GONZALEZ	P.O. BOX 1885	CHICKASHA	OK	73023
COUNTRY SIDE REALTY	KIMBERLY	GREEN	P.O. BOX 1973	BLANCHARD	OK	73010
	SUSAN	WINCHESTER	P.O. BOX 2162	CHICKASHA	OK	73023
	GARY	THOMPSON	P.O. BOX 237	CEMENT	OK	73017
	CYNDRA	PILKINGTON	P.O. BOX 238	CHICKASHA	OK	73023
	ROBERT	PIATT	P.O. BOX 245	WALTERS	OK	73572
	LOIS	MCCRAY	P.O. BOX 2464	CHICKASHA	OK	73023
	THOMAS	GRUNERT	P.O. BOX 2493	CHICKASHA	OK	73023
	DAVID L.	KEITH	2001 W. MINNESOTA AVENUE	CHICKASHA	OK	73018
	MICHAEL	FITZPATRICK	P.O. BOX 253	CHICKASHA	OK	73023
	TOMMIE & SHARLOTTE	KEY	P.O. BOX 2535	CHICKASHA	OK	73023
	SHANNON	RIGSBY	P.O. BOX 2563	CHICKASHA	OK	73023
	LAHOMA	SPURLIN	P.O. BOX 2574	CHICKASHA	OK	73023
	MICHAEL & DARLA	ELLIS	P.O. BOX 31	CHICKASHA	OK	73023
	DAVID & JO	RAWSON	P.O. BOX 10405	MIDWEST CITY	OK	73140
SMITH COMMERCIAL HOLDINGS LLC			P.O. BOX 330	GAINESVILLE	TX	76241
GLENHAVEN CORPORATION			P.O. BOX 400	CHICKASHA	OK	73023
DLT REAL ESTATE LLC			P.O. BOX 416	CHICKASHA	OK	73023
COWBOY COUNTRY CHURCH INC	MICHAEL	EDWARDS	P.O. BOX 455	ALEX	OK	73002
DRY CREEK DEVELOPMENT LLC	GREG	ELLIOTT	P.O. BOX 460	CHICKASHA	OK	73023
ELLIOTT CATTLE CO			P.O. BOX 460	CHICKASHA	OK	73023

RECHICKASHA LLC (BRAD SWICKEY)		SOUTHERN PLAINS ASSOC LLC	P.O. BOX 54882	OKLAHOMA CITY	OK	73154
COWBOY COUNTRY CHURCH INC	LYNN	WALKER	P.O. BOX 551	CHICKASHA	OK	73023
	HOLLIS	MYERS	P.O. BOX 585	CHICKASHA	OK	73023
	CHARLES	BROWN	P.O. BOX 595	CHICKASHA	OK	73023
PUBLIC SERVICE CO OF OKLA	TAX DEPT	CENTRAL & SOUTHWEST CORP	P.O. BOX 660164	DALLAS	TX	75266
	JOHNNY & DEBBIE	TRAMMELL	P.O. BOX 661	CHICKASHA	OK	73023
MORGAN WELL SERVICE INC			P.O. BOX 666	PRAGUE	OK	74864
HOUSING AUTHORITY OF CHICKASAW NATION			P.O. BOX 668	ADA	OK	74820
	HOMER	HULME	P.O. BOX 692	CHICKASHA	OK	73023
	ANITA	MOYDELL	P.O. BOX 727	CHICKASHA	OK	73023
REVOCABLE TRUST	JOHN HARPER	THOMAS	P.O. BOX 744	CHICKASHA	OK	73023
FIRST BIBLE BAPTIST CHURCH INC			P.O. BOX 762	CHICKASHA	OK	73023
CHRIST OUR SAVIOUR LUTHERAN CHURCH			P.O. BOX 785	CHICKASHA	OK	73023
CHICKASAW NATION	BO	ELLIS	P.O. BOX 788	ADA	OK	74821
	LINDA & WALT	BLEDSOE	P.O. BOX 79	CHICKASHA	OK	73023
REVOCABLE TRUST	WILLIAM	RICHEY	P.O. BOX 804	CHICKASHA	OK	73023
SALVATION ARMY			P.O. BOX 826	CHICKASHA	OK	73023
TAS TRUCKING INC			P.O. BOX 845	CLINTON	OK	73601
	JOSEPH	GREEN	P.O. BOX 925	CHICKASHA	OK	73023
	CLYDE & JOY	BENNETT	P.O. BOX 99	NINNEKAH	OK	73067
MARGARET SCHLITT	JOE	DAVIS	ROUTE 1 BOX 181	VERDEN	OK	73092
BEARCAT LAND, INC.	LYNN	QUICK	11032 QUAIL CREEK ROAD	OKLAHOMA CITY	OK	73120
BEARCAT LAND, INC.	JOHN	COURY	11032 QUAIL CREEK ROAD	OKLAHOMA CITY	OK	73120
CRAZY HORSE EMBROIDERY			317 WEST DAKOTA AVENUE	CHICKASHA	OK	73018
SUN LOAN COMPANY			1748 S. 4TH STREET	CHICKASHA	OK	73018
MOTIONWORKS PHYSICAL THERAPY			3410 S. 4TH STREET	CHICKASHA	OK	73018
JULIO'S SPORTS GRILL			3507 S. 4TH STREET	CHICKASHA	OK	73018
TERRA RENEWAL			1100 E. CAMPBELL RD, STE. 220	RICHARDSON	TX	75081
	PATTI	ABERCROMBIE	3680 WEST IOWA	CHICKASHA	OK	73018
FIVE OAKS MED. GROUP	GRADY	RAMSEY	2220 WEST IOWA	CHICKASHA	OK	73018
	GERALD	FERGUSON	598 COUNTY ROAD 1380	CHICKASHA	OK	73018
USAO	JOHN	FEAVER	1727 W. ALABAMA	CHICKASHA	OK	73018
CHICKASHA BANK & TRUST CO.	JUDY	LOWE	P.O. BOX 1307	CHICKASHA	OK	73023
	LARRY & CARLA	WASSON	119 FARRIS PLACE	CHICKASHA	OK	73018
LIVINGSTON MACHINERY	EARL	LIVINGSTON	P.O. BOX 666	CHICKASHA	OK	73023
FHWA	ELIZABETH	ROMERO	5801 N. ROBINSON AVE, RM. 300	OKLAHOMA CITY	OK	73118
	OSCAR	NELSON	733 COUNTY ROAD 1330	CHICKASHA	OK	73018
	CHAD	BAILEY	1606 W. MONTANA	CHICKASHA	OK	73018
CED	CHRISTY	ELKINS	1727 W. ALABAMA	CHICKASHA	OK	73018
	JANIE	HARRIS	1811 PARK AVENUE	CHICKASHA	OK	73018
	BARBARA	PFENNING	210 WILLOWCREEK ROAD	CHICKASHA	OK	73018
	VIC	WASSON	3810 HICKORY STICK DRIVE	CHICKASHA	OK	73018
	BETTY	SKIDMORE	1624 W. CHICKASHA AVENUE	CHICKASHA	OK	73018
APACHE FARMERS CO-OP	KEVIN	WHITLEY	3310 W. HWY 62	CHICKASHA	OK	73018
	BENNIE & CAROL	COLLINS	2620 NW 25TH	OKLAHOMA CITY	OK	73018
	STEWART	FAIRBURN	117 N. 4TH	CHICKASHA	OK	73018
CHICKASHA HEARING AID CENTER	BRANDON	MOORE	2201 W. IOWA	CHICKASHA	OK	73018
KWCO RADIO	GEORGE	PLUMMER	627 W. CHICKASHA	CHICKASHA	OK	73018
	MARY CATHERINE	REMPE	4911 W. GRAND AVENUE	CHICKASHA	OK	73018
	CHARLES HENRY	BICKERSTAFF	1003 W. QUAIL LANE	CHICKASHA	OK	73018
	PATRICIA	ROGSTAD	P.O. BOX 2351	CHICKASHA	OK	73023
	RICHARD DEAN	BELLINGER	887 COUNTY ROAD 1405	CHICKASHA	OK	73018
	WILLIAM	ELLIS	P.O. BOX 1556	CHICKASHA	OK	73023
	EARL RAY & DONNA	WEST	3107 METZ DRIVE	MIDLAND	TX	79705
	GLENN & CHARLOTTE	MCCONNELL	582 W. QUAIL ROAD	CHICKASHA	OK	73018
	BRYAN & JULIE	KOVACH	1603 W. GLENDA WAY	CHICKASHA	OK	73018
	WILLIAM C.	THOMPSON, LIVING TR	3802 COUNTY STREET 2780	NINNEKAH	OK	73067
	THOMAS & DELORES	BUTLER	1006 QUAIL LANE	CHICKASHA	OK	73018
	MICHAEL JOE	ERSLAND	P.O. BOX 562	CHICKASHA	OK	73023
	LONNIE PAUL & GLENDA	MORRIS	#2 GLENDA WAY DRIVE	CHICKASHA	OK	73018
H & B MACHINE & MANUFACTURING			1003 W. QUAIL ROAD	CHICKASHA	OK	73018
	BUCK & CARMEN	HUDSON	P.O. BOX 1086	CHICKASHA	OK	73018
	ALECIA JUNE	GLASS, REV. TRUST	1202 N. OLD HWY 81	NINNEKAH	OK	73067
	WILLIAM B.	CAMPBELL, REV. TRUST	4068 COUNTY STREET 2780	RUSH SPRINGS	OK	73082
CAN-OK OIL FIELD SERVICES, INC			887 COUNTY ROAD 1405	CHICKASHA	OK	73018
	MICHAEL & PAULA	BEVILL	5803 W. GRAND AVENUE	CHICKASHA	OK	73018
	STEVEN S.	GERDES	P.O. BOX 368	CHICKASHA	OK	73018
DO-BE HOLSTEIN FARMS COMPANY			521 COUNTY ROAD 1360	CHICKASHA	OK	73018
PAR-MAR REAL ESTATE, INC.			219 WILLOWCREEK ROAD	CHICKASHA	OK	73023
	ILETA CARLENE	DUFFLE	3802 S. 16TH STREET	CHICKASHA	OK	73018
	RANDALL	BOLDT	869 COUNTY ROAD 1400	CHICKASHA	OK	73018
	ESTEN & VERA JEAN	LEONARD	P.O. BOX 218	CHICKASHA	OK	73023
	MIKE & DARLENE	CRAWFORD	820 COUNTY ROAD 1400	CHICKASHA	OK	73018
	THOMAS	MEYERS, JR.	8893 W. HARVARD DRIVE	LAKEWOOD	CO	80227
	DAVID & DEBBIE	COURTNEY	862 COUNTY ROAD 1400	CHICKASHA	OK	73018
	KALA	PENNINGTON	7221 JORDAN DRIVE	TUTTLE	OK	73055
INDUSTRIAL COMPOUNDING LLC			777 MAIN STREET #3000	FORTH WORTH	TX	76102
	MICHAEL	MCGUIRE	2701 SW 121ST COURT	OKLAHOMA CITY	OK	73170
	JIMMY	JOHNSON	3602 S. HWY 81	CHICKASHA	OK	73018
	ARAINA	ALFORD	173 N. SUGAR CREEK DRIVE	FRANKLIN	NC	28734
DRY CREEK DEVELOPMENT LLC			528 W. IOWA	CHICKASHA	OK	73018
	JOHN & RAMONA	SOOS	2805 DESIRAE DRIVE	CHICKASHA	OK	73018
	ROBERT & LYNN	LARSON	827 S. 12TH STREET	CHICKASHA	OK	73018
	CHESTER STANTON	THOMAS, ETAL	P.O. BOX 744	CHICKASHA	OK	73018
	JAMES	PARKER, REV. TRUST	219 WILLOW CREEK	CHICKASHA	OK	73018
	MICHAEL SANDERS	& KIMBERLY FERGUSON	1027 FERGUSON ROAD	CHICKASHA	OK	73018
	HENRY & JO ANN	HOFFMAN	1315 N. 16TH STREET	CHICKASHA	OK	73018

BRIGGETT, INC.	BILLY D.	HARE	1501 SW 105TH TERRACE	OKLAHOMA CITY	OK	73170
UMBACH-LYONS IRREVOCABLE TRUST	DORIS	ROTHE	16 MUSKET TRAIL	SIMSBURY	CT	60700
	STANLEY	WENZEL	1602 GLENWAY DRIVE	CHICKASHA	OK	73018
	RONNIE & STACI	AKERY	17920 BUCKBOARD AVENUE	BAKERSFIELD	CA	93314
	TIMOTHY & KATHLEEN	TIMS	2123 N. STATE HWY 81	CHICKASHA	OK	73018
	SHARON	POWELL, LIVING TRUST	324 W. MOSIER	NORMAN	OK	73069
	GEORGIA B.	FLOWERS, LIFE EST.	3530 LYNNWOOD AVENUE	CORPUS CHRISTI	TX	78415
	GENEVA JOY CONRAD	& TRACA GONZALES	3612 S. 16TH STREET	CHICKASHA	OK	73018
	VINCENT & ELNORA	ROCK	472 W. QUAIL ROAD	CHICKASHA	OK	73018
	NOLAND & DAVID	JAMES	532 QUAIL ROAD	CHICKASHA	OK	73018
	CAROL	LISTER, LIVING TRUST	P.O. BOX 1503	CHICKASHA	OK	73023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

NAME

ADDRESS

CITY **STATE** **ZIP**

PHONE NUMBER

EMAIL ADDRESS

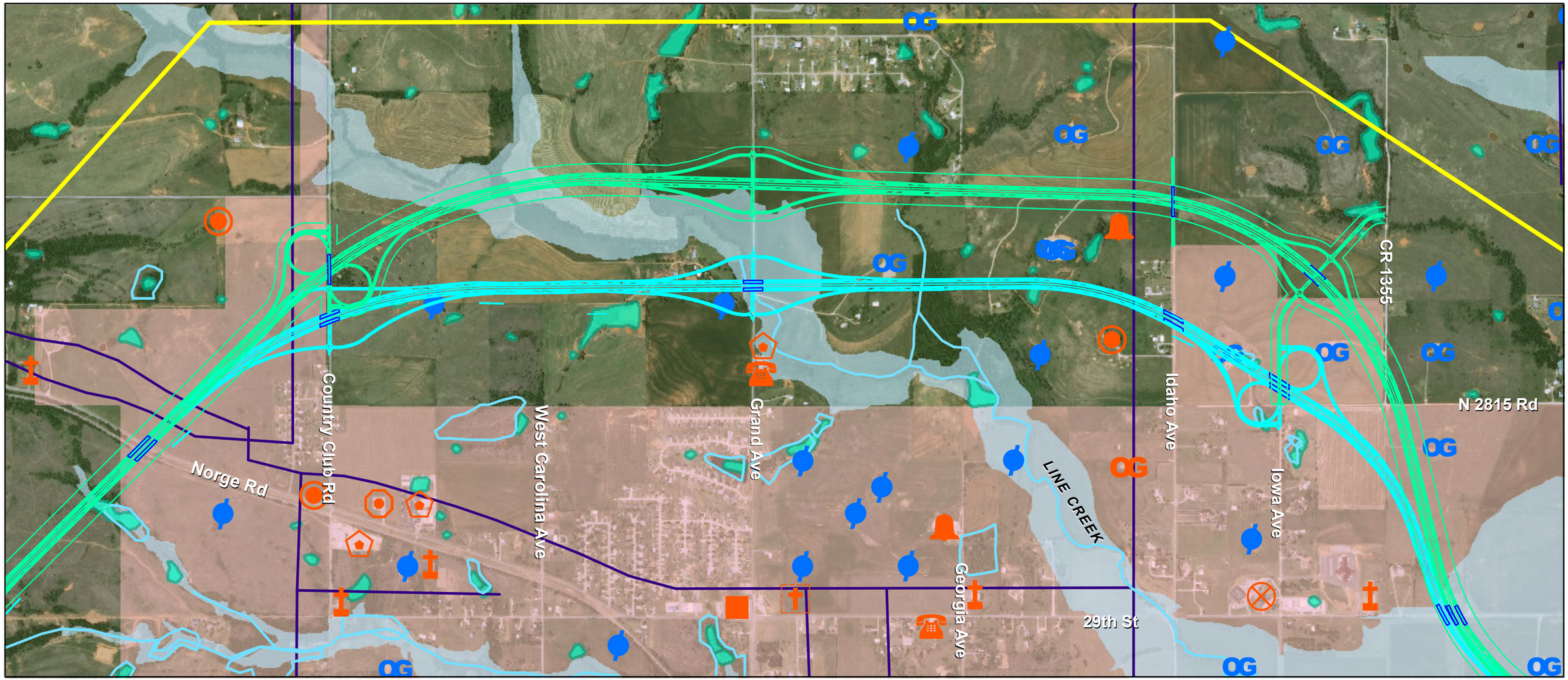
ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

"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."

"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."



Previous Preferred Alignment July 2013

Modified Preferred Alignment June 2014

Environmental Study Area Perimeter

Chickasha City Limits

Potential Wetlands or Waterway

NWI Wetland

100-Year Flood Zone

Rural Water Systems Pipeline (From OWRB Dataset)

Communications Tower

School Facility

Industrial Activity and Chemical Storage

Electrical Substation

Oil and Gas Production Observed in Field; no corresponding API listing

Water Well or Tower

API Listed Active Wells

API Listed Plugged and Abandoned Wells (location approximate; based on centroid of legal description)

N

0 1,000 2,000 3,000 Feet

2010 NAIP Aerial Photograph

Path: S:\GIS\Projects\4050462000 Hwy 81\Maps\ConstraintsMapRevisions\PreferredAlignment_20140716.mxd

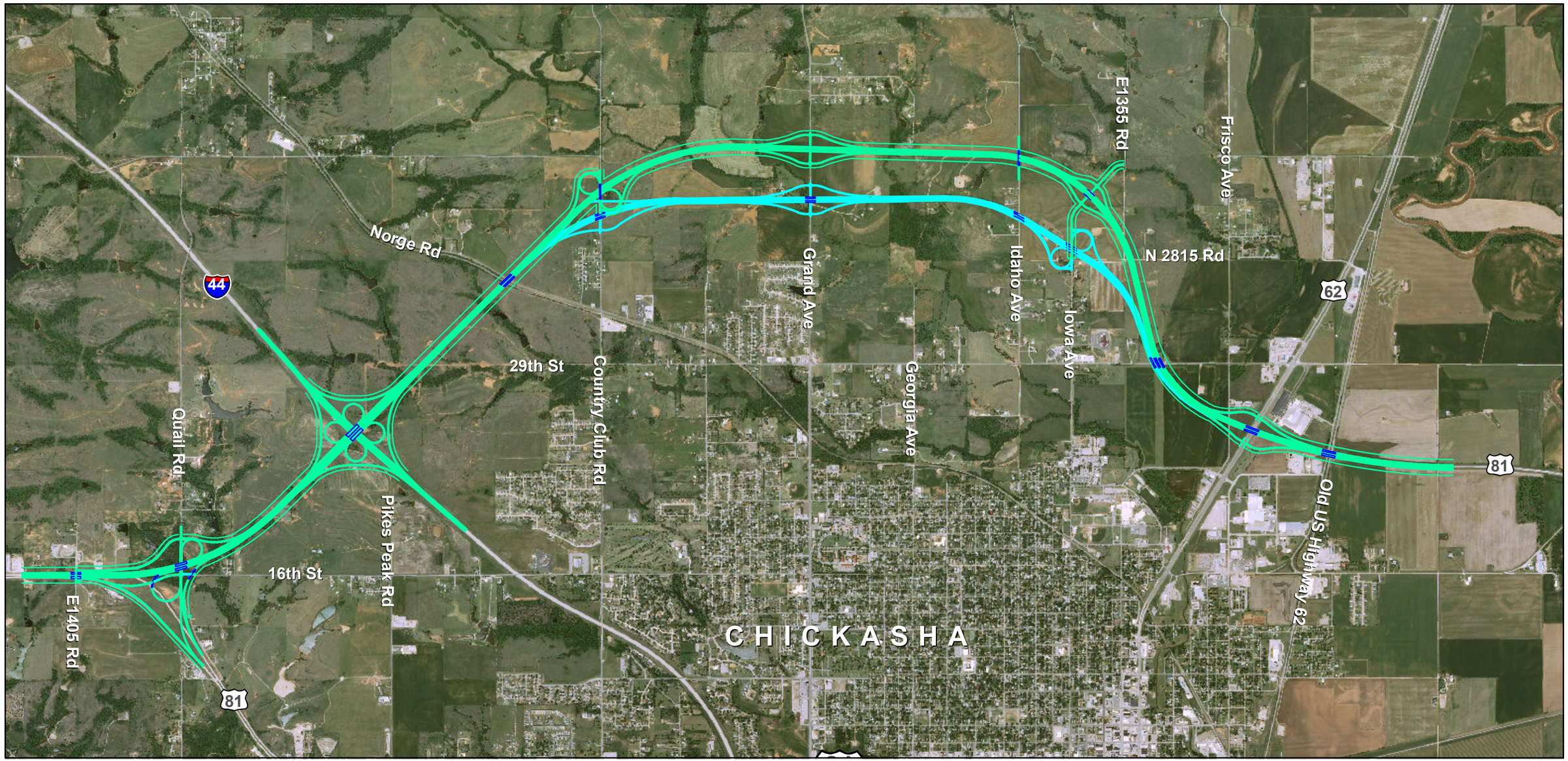
leidos

Leidos Engineering, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
leidos.com/Engineering

FIGURE TITLE	**US 81 ENVIRONMENTAL CONSTRAINTS MAP**
DOCUMENT TITLE	US 81 ENVIRONMENTAL ASSESSMENT
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	CHICKASHA, OKLAHOMA

DATE	7/16/2014
SCALE	AS SHOWN
DESIGNED BY	DA
APPROVED BY	DA
DRAWN BY	GW
PROJECT NUMBER	**4051003201**
FIGURE NUMBER	



Previous Preferred Alignment July 2013

Modified Preferred Alignment June 2014

N

0 2,500 5,000 7,500 Feet

2010 NAIP Aerial Photograph

Path: S:\GIS\Projects\4050462000 Hwy 81\Maps\PublicMailingsILetters_20140716.mxd

leidos

Leidos Engineering, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3895
leidos.com/Engineering

FIGURE TITLE	**US 81 PREFFERED ALIGNMENT**
DOCUMENT TITLE	US 81 BYPASS
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	CHICKASHA, OKLAHOMA

DATE	7/16/2014
SCALE	AS SHOWN
DESIGNED BY	DA
APPROVED BY	DA
DRAWN BY	GW
PROJECT NUMBER	**4051003201**
FIGURE NUMBER	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

RECEIVED
AUG 05 2014
ENVIRONMENTAL PROGRAMS DIV.

Arajna Alford
NAME

173 N. Sugar Creek Dr.
ADDRESS

Franklin | NC, | 28734
CITY | **STATE** | **ZIP**

828- 524-0361
PHONE NUMBER

asasmith30@gmail.com
EMAIL ADDRESS

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I own 100 acres in the proposed area. I am against the const. of bypass not only because land value will deteriate but also I grow wheat + have cattle on this land then a local farmer. This will make the land unusable for this purpose. Why not use the turnpike area as there is already a road around the town. This is a farming community + you are taking the farm away, my family has owned this land for over 100 years. My grandfather grew up there and I

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Richard Allen
NAME

P.O. Box 1409
ADDRESS

Chickasha OK 73018
CITY STATE ZIP

405-224-3111
PHONE NUMBER

AA&T Chickasha@SBCGlobal.Net
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

Like Modified ~~[illegible]~~

Please Hurry

"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."

Received Time Aug. 11. 2014 7:58AM No. 0051

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

NAME Vl Bassett

ADDRESS 2407 S 33rd St

Chickasha OK 73018-6142

CITY **STATE** **ZIP**

222-4966
PHONE NUMBER

—0—
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I'm excited for Chickasha, to move forward

RECEIVED
ODOT
JUL 25 2014
STRATEGIC ASSET M & PERFORMACE MANAGEMENT

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Jean Bennett
NAME

432 Quail Rd
ADDRESS

Chickasha, OK 73018
CITY **STATE** **ZIP**

1-405-222-1498
PHONE NUMBER

N/A
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I feel the Modified Preferred alternative that considered residence, businesses & travelers. The 81 bypass is particularly important with the increase and overflow of travel created by the Oil Boom. The large number trucks going down town Chickasha are very dangerous to local traffic.

Jean Bennett

"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."

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Joe Bradford
NAME

742 CR 1349
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-222-8656
PHONE NUMBER

EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

Congestion is so bad downtown on 4th & Choctaw at this point, feel that by-pass is needed at this time or as soon as possible.

At this we think this should be a priority project. Thank you

"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."

From: Bill Campbell
To: Greg Worrell
Subject: RE: Hwy 81 bypass Chickasha ok.
Date: Thursday, July 24, 2014 6:17:32 PM

Thank you. This is of great help.
Bill

From: Greg Worrell [mailto:GWORRELL@ODOT.ORG]
Sent: Thursday, July 24, 2014 6:03 PM
To: Bill Campbell
Cc: Siv Sundaram
Subject: RE: Hwy 81 bypass Chickasha ok.

Mr. Campbell,

The Alignment Map which you received in the well does not include the area where you are located (South Interchange) as that part of the modified alignment does not differ from the previously selected alignment that was presented at the July 24, **2013** meeting (Open House Style Meeting – held in Chickasha, ironically held exactly one year ago). The exact design of the south interchange was still being considered, but south of the interchange it is expected that US-81 will cross over EW-1450 and ROW demands at EW-1450 should be much less than found at typical locations along the Bypass and it functional intersections.

It appears that you would use NS-2830, traveling ½ mile north to EW-1400, where entrances to US-81 North, South, US-81 Bypass North and other county roads are available.

I've attached a graphic which explains the situation near your location and EW-1450. It is being used internally for discussion and design of the south interchange and is not an officially approved plan or design.

Feel free to contact me for anything.

Thank You,

Greg Worrell, Environmental Project Manager
Environmental Programs Division
Oklahoma Department of Transportation
(405) 522-8014

From: Bill Campbell [mailto:wbcampbell@wichitaonline.net]
Sent: Thursday, July 24, 2014 4:25 PM
To: Greg Worrell
Subject: Hwy 81 bypass Chickasha ok.

Hello,
I received a letter on the proposed bypass for Hwy 81 around Chickasha Ok. My property there is in the south end area of the proposed bypass. The property address is 891 County Road 1405. Will you please send or email me an exploded view of the south end of the proposed bypass. The picture in the letter was not clear as to the proposed south end of the bypass.

Thank You
William Campbell
4068 County Street 2780
Rush Springs, Ok. 73082

The Sisexua Trust
Donald P. Ferguson, Trustee
415 S. 7th Street
CHICKASHA, OK 73018
(405) 224-4755

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JUL 28 2014
ENVIRONMENTAL
PROGRAMS DIV.

July 25, 2014

Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Re: Public Comment Form-US 81 bypass; Chickasha, Grady County, Oklahoma

To Whom It May Concern:

Enclosed herewith is my comments on the Public Comment Form you sent me in reference to the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma.

Thanks.

Don Ferguson

Enclosure

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

DON FERGUSON
NAME

415 S. 7th St
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405.[illegible]
PHONE NUMBER

donpferguson@sbcglobal.net
EMAIL ADDRESS

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

It appears the proposed route cuts through my farm in 8-6-7 & 17-6-7. The letters I received were addressed to Sisseua Trust which is my trust.

That route not only cuts the farm but appears to take out the only pond in my south pasture which is my only source of water for that pasture.

While I'd like to be cooperative, the impact to me of splitting the pasture and eliminating the pond is substantial. Even if the pond is left in one of the pastures, I'll have none in the other.

SEE ON BACK

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If the route could be moved South to avoid me entirely, that would help increase. Otherwise, the existing pond needs to be kept in one of the positions.

Some response would be appreciated.

Also, the area South of the pond was intended to be the location of my Daughter's home

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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

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JAN 28 2015
ENVIRONMENTAL PROGRAMS DIV.

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Kimberly Ferguson
NAME

1027 Ferguson Rd
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-314-2247
PHONE NUMBER

fergus kim@gmail.com
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

My husband and I own land involved in the current bypass plans. Our land is just north of the current toll booth on I-44. We have worked very hard to purchase this land and will pay off our debt/loan for the land this year. We then plan to build a new home on the southern part of the land, overlooking the scenic pond there. The proposed bypass will destroy our plans. The bypass will include demolition of the pond and we do not want our home so close to a busy highway. Furthermore,

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our land is currently cross fenced to give us 2 pastures. Each pasture has a pond as the sole water source. The proposal will essentially eliminate the south pasture, which has the preferred native grass. I ask ODOT to consider moving the proposed bypass to the west. This will save our current cattle operation and home building plans. The toll booth is an old style toll booth and I would guess there are plans to build a new one to the southwest in the future. This would eliminate any toll booth issues associated with moving the proposed bypass west a small distance.

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Deborah Foster
NAME

31 Miller Dr
ADDRESS

Chickasha, OK 73018
CITY **STATE** **ZIP**

(405) 962-5892
PHONE NUMBER

No Computer
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I do not want a bypass going by or through Miller Dr. This is a Nice quite Neighborhood. I want it to stay that way. I have lived on Miller Dr. 41 years. I like it just the way it is.

Deborah Foster

I will fight till the end to stop this.

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

JASON JONES for FTS International Services, LLC
NAME

777 Main Ste 1600
ADDRESS

Fort Worth TX 76102
CITY **STATE** **ZIP**

817-339-5167
PHONE NUMBER

jason.jones@ftsi.com
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

FTSI owns the old Delta Faucet facility located at 2500 Hwy 62 West in Chickasha, OK. FTSI objects to the location to the extent the proposed US 81 bypass interferes with FTSI's business operations on the property, and objects to the extent ingress and egress to the property is modified, altered or changed in such a way that is not in the best interest of FTSI's business operations on the property.

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Grady Co. Industrial Auth.
NAME

428 West Broad
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-224-1000
PHONE NUMBER

johnm@mosleyagency.com
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

No questions. Please build it as soon as possible.

John Mosley
Chairman
Grady Co. Industrial Authority

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Robert J. Hays
NAME

3339 South 16th
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-224-1950
PHONE NUMBER

EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I approve the most recent Modification of the location of the US Highway 81 By-Pass.
Get it funded!
Get Right-of-Way purchased!
Get it built!
We need it

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

George HORN
NAME

3126 W. Iowa
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-224-1313
PHONE NUMBER

bhdvm@suddenlink.net
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I think another alternative has been offered on the east side of town. This route would be less cost to the taxpayers of Oklahoma. We need more financial discretion by governmental officials.

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Earl Livingston
NAME

Box 48
ADDRESS

Ninnekah, OK 73067
CITY **STATE** **ZIP**

405-222-8226
PHONE NUMBER

earl@bigbalerusa.com
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I own the 166 acres on the North side of Grand Street. I actually like this alternate plan better than the 1st plan, However, my concern is that both of my ponds that I water cattle out of will be stranded on the west side of the bypass between the Bypass & bowery edition. My Question is Do you provide a under pass for my cattle to go under the Road or Do you provide me another water source. I voted for the map my concern.

Earl Livingston

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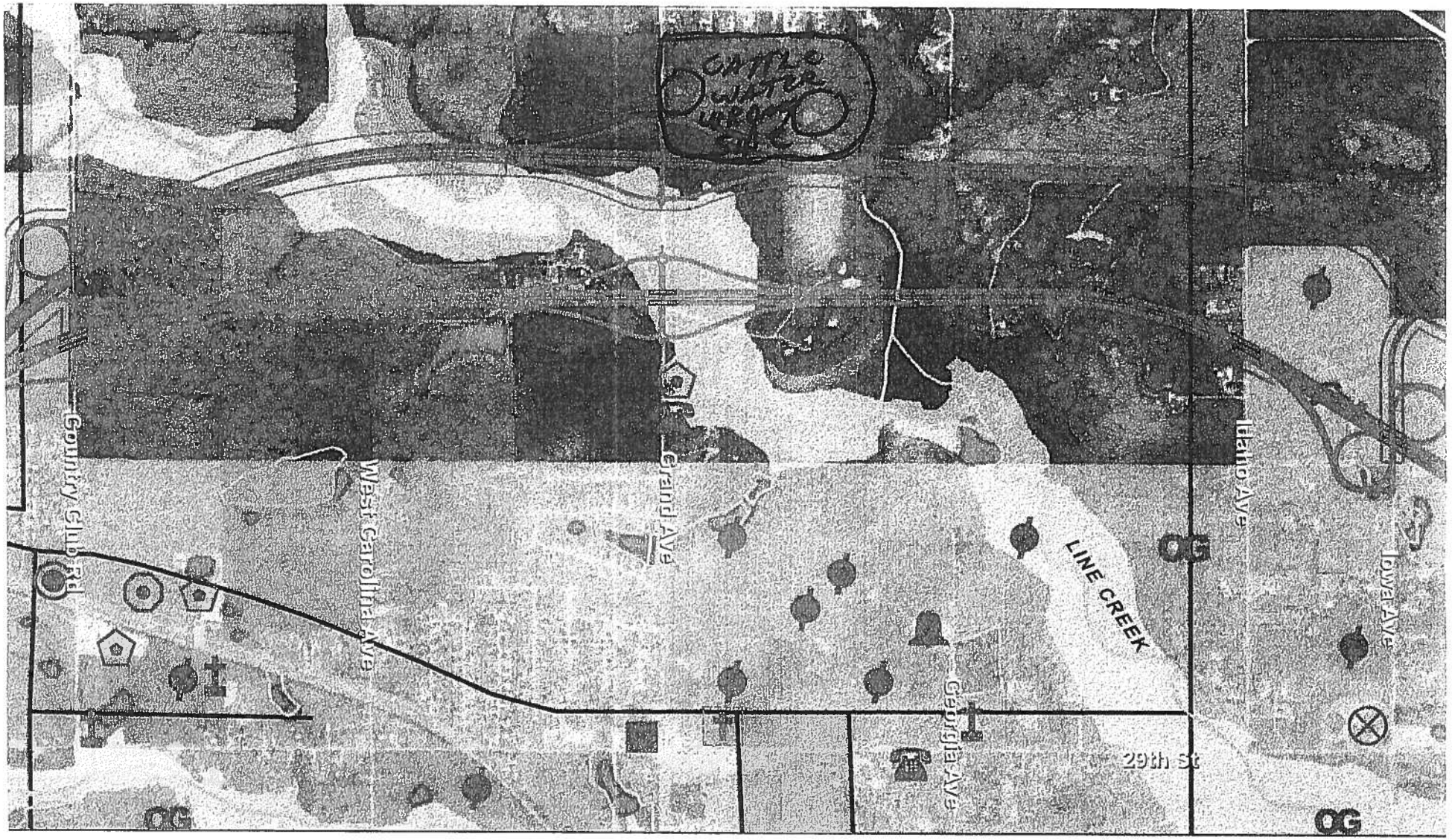
Livingston Farms LLC
The Livingston Family Revocable Trust



Potential Wetlands or Waterway

NWI Wetland

100-Year Flood Zone

Rural Water Systems Pipeline (From OWRB Dataset)

Communications Tower

School Facility

Industrial Activity and Chemical Storage

Electrical Substation

Oil and Gas Production Observed in Field; no corresponding API listing

Water Well or Tower

API Listed Active Wells

API Listed Plugged and Abandoned Wells (location approximate; based on centroid of legal description)

0

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Evelyn Lyles
NAME

3208 Arizona
ADDRESS

Chickasha OK. 73018
CITY **STATE ZIP**

405-224-4482
PHONE NUMBER

EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

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"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I wonder what the noise and exhaust fumes will do to the value of our property
Would like to hear from you concerning this matter.
Thx

"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."

July 23, 2014

To: Memo to File

From: Greg Worrell

Subject: US-81 Chickasha Bypass Modified Preferred Alignment Announcement

I visited by phone with Glen McConnel. He has a residence, farm and auto salvage/truck selling business located at southeast corner of US-81 and Quail Ridge Rd. It is a pie-shaped property. Because of the truck traffic in downtown Chickasha, he is in support of the Bypass and offered his help. He hoped that he hopes that his farmland will have access. His number is (405) 222-8103.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

John Mosley
NAME

107 Maple Lane
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-224-1000
PHONE NUMBER

johnmosleyagency.com
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

Glad you are doing this. Truck traffic through downtown is hurting downtown and causing real inconvenience to through traffic as well as local traffic.

John Mosley

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Londa Neal
NAME

2204 University Blvd.
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

(580)-583-0119
PHONE NUMBER

EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

STRATEGIC ASSET & PERFORMACE MANAGEMENT
JUL 29 2014
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ODOT

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

I am very much in favor of the "Modified Preferred Alternative" for the US 81 bypass at Chickasha if a bypass must be done. However I am more in favor of NO By Pass At All!!

Also this information ~~this information~~ was addressed to my mother who is deceased. She used to live here but I have always owned the property - please correct your records if need be.

Londa Neal

"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."

July 23, 2014

To: Memo to File

From: Greg Worrell

Subject: US-81 Chickasha Bypass Modified Preferred Alignment Announcement

I visited by phone with Cheryl Nightingale. She mentioned that she is pleased with the modified alignment. Her parents (Laverne and Ada, both deceased) were addressees for the mailed announcement. She has siblings Gaylon, of Louisiana and Aurie and Dawn from Texas. The alignment misses their properties.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Susie Powell
NAME

2202 University Blvd
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-320-5552
PHONE NUMBER

suepowell4@SuddenLink.net
EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

This is better. Thank you.

"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."

July 24, 2014

To: Memo to File

From: Greg Worrell

Subject: US-81 Chickasha Bypass Modified Preferred Alignment Announcement

I visited by phone with Sharon Powell, at (405) 642-0878. Her property (owned 50/50 with Dan Smith) is located on Country Club Rd and may become crossed by the alignment. She has considered selling, but didn't know what this project would do to the value of her property or what ODOT would pay for her land. I answered some questions regarding the approximate timeline and general processes of NEPA. I gave her the name and number for Sid Winters, with the ROW Division, for further discussion of ROW details.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Charles Rempe
NAME

2195 N. 3rd
ADDRESS

Chickasha OK 73018
CITY **STATE** **ZIP**

405-779-1241
PHONE NUMBER

EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

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AUG 07 2014
ENVIRONMENTAL PROGRAMS DIV.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

We think that the bypass needs to be kept as close to Chickasha as possible.
The bypass should have the least amount of impact on rural areas as possible.
But this plan has a tremendous negative impact on the rural environment, wildlife and the ability to produce food.
We are still farming this land. This is our livlihood being negatively impacted.
Why should Chickasha's problems be brought out to us.
When this all started the merchants of Chickasha fought hard against the proposed bypass.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org

Please submit comments by August 6, 2014.

Mary Catherine Rempe
NAME

P.O. Box 125 (4911 W Grand Ave.)
ADDRESS

Chickasha OK 73023-0125
CITY **STATE** **ZIP**

405-224-3002
PHONE NUMBER

none
EMAIL ADDRESS

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

Dear ODOT Representatives,

Thank you so much for finding an alternative alignment for the US 81 by pass. We are extremely grateful that it will not run through the heart of the farm.

My comment is that the road is now in a flood plain: in the late 1980's a flood covered all the bottom land over 3 ft. You could see where the debris was caught in the upper barbed wire. Also, the south field had a tributary that was filled in over 60 yrs. ago and a large sinkhole was discovered last year. We appreciate all the effort you have made to find the 81- "preferred" bypass. Thanks again.

Mary Catherine Rempe

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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

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AUG 05 2014
ENVIRONMENTAL
PROGRAMS DIV.

US 81 PUBLIC NOTICE, CHICKASHA, GRADY COUNTY, OK

We would like to thank you for taking the time to provide us with written comments. Putting your comments into writing is one of the most effective ways to have your concerns addressed.

Jeff Schenk
NAME

477 County Road 1360
ADDRESS

Chickasha, Okla. 73018
CITY **STATE** **ZIP**

(405) 222-0363
PHONE NUMBER

EMAIL ADDRESS

ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
Fax: (405) 522-5193
Email: environment@odot.org
Please submit comments by August 6, 2014.

"I have the following comments or questions about the Modified Preferred Alternative alignment of the proposed US 81 bypass in Chickasha, Grady County, Oklahoma:"

My name is Jeff Schenk. I own the property that I have outlined in black on the graphic. The red line down the middle separates the farm land from the pasture. As shown the Modified Preferred Alignment divides my tract of land into three small areas. Two tracts of farm land that are not easy to get from one to the other. In the grass pasture mainly what is left is creek and canyon. Basically the new road would ruin my property that has help provide my livelihood for over 30 years.

My comment is I would be against the bypass no matter what route it took. I clearly do not think it is needed. However I am not a person of power and carry no big stick.

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I also know individuals that I respect say this proposed bypass is needed.

My question is if and when the new highway goes across my land will I be treated fairly and compensated for the whole property.

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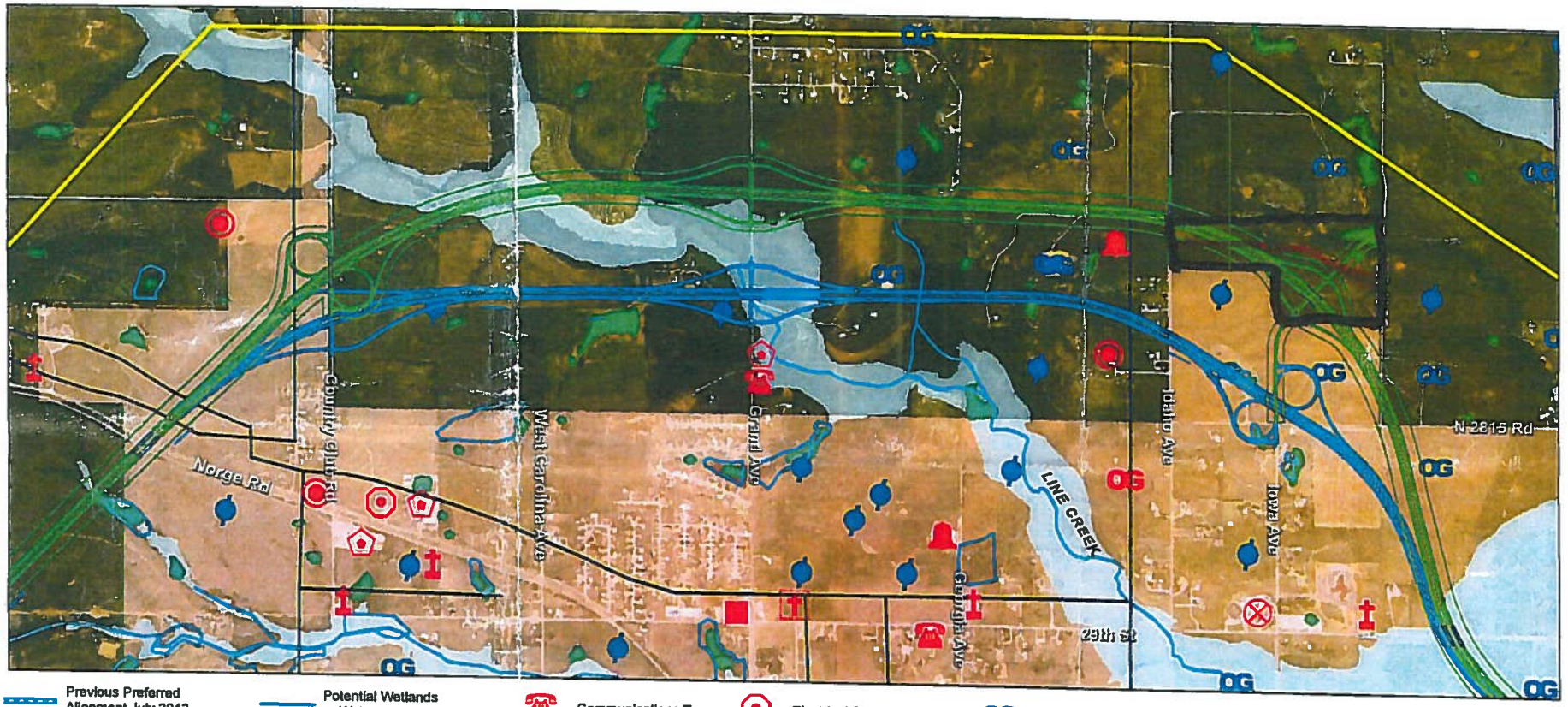

Previous Preferred Alignment July 2013

Modified Preferred Alignment June 2014

Environmental Study Area Perimeter

Chickasha City Limits

Potential Wetlands or Waterway

NWI Wetland

100-Year Flood Zone

Rural Water Systems Pipeline (From OWRB Dataset)

Communications Tower

School Facility

Industrial Activity and Chemical Storage

Electrical Substation

OG Oil and Gas Production Observed in Field; no corresponding API listing

Water Well or Tower

OG API Listed Active Wells

API Listed Plugged and Abandoned Wells (location approximate; based on centroid of legal description)

N

0 1,000 2,000 3,000 Feet

2010 NAIP Aerial Photograph

leidos

Leidos Engineering, LLC

3700 W. Robinson, Suite 200
Norman, OK 73072
(405) 321-3000
leidos.com/Engineering

FIGURE TITLE	US 81 ENVIRONMENTAL CONSTRAINTS MAP
DOCUMENT TITLE	US 81 ENVIRONMENTAL ASSESSMENT
CLIENT	OKLAHOMA DEPARTMENT OF TRANSPORTATION
LOCATION	CHICKASHA, OKLAHOMA

DATE	[illegible]
SCALE	AS SHOWN
DESIGNED BY	[illegible]
APPROVED BY	[illegible]
DRAWN BY	[illegible]
PROJECT NUMBER	4061003201
FIGURE NUMBER	

Path: S:\GIS\Projects\405\4062000 Hwy 81\Maps\Constraints\MapRevisions\PreferredAlignment_20140718.mxd

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Oklahoma Field Office
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145
www.blm.gov/nm

TAKE PRIDE INAMERICA

In Reply Refer To:
ODOT Project Response 092214
1785 (040)

September 22, 2014

Ms. Dawn Sullivan
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

RECEIVED
SEP 2 - 2014
ENVIRONMENTAL
PROGRAMS DIV.

Dear Ms. Sullivan:

We wish to thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Office in Tulsa, Oklahoma, to provide comments on the following proposed projects:

1. Caddo County
    a. Improvements on US-281 (JP 30175(04), J3-0175(004))
2. Grady County
    a. US-81 Bypass of Chickasha (JP 24428(04))
3. Latimer County
    a. Bridge on SH-1 over Buffalo Creek, Two Overflows, and Unnamed Creek (JP 27138(04), J2-7138(004))
4. Oklahoma County
    a. Bridge Rehabilitation on I-44 over Deep Fork Creek (JP 28855(04), J2-8855(004)SS)
5. Pontotoc County
    a. Improvements on SH-1 (JP 28946(04), SSP-8946(004))

Our office has reviewed the information provided in your letters and has no concerns or objections to these proposals. A search of our files shows no impact to Federal or Indian minerals in the project areas, nor any Federal land managed by the BLM.

Sincerely,

Janine Book
Resource Program Manager
Oklahoma Field Office

cc:
NM (441, Central File)
NM (044, L. Levesque)

OFFICE OF THE GOVERNOR
The Chickasaw Nation
Post Office Box 1548 • Ada, Oklahoma 74821
(580) 436-2603 • Fax (580) 436-4287
http://www.chickasaw.net

BILL ANOATUBBY
GOVERNOR

RECEIVED
OCT 23 2014
ENVIRONMENTAL
PROGRAMS DIV.

October 16, 2014

Ms. Dawn R. Sullivan, P.E.
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, OK 73105

Dear Ms. Sullivan:

Thank you for inviting us to comment on the Modified Preferred Alternative, US 81 Bypass of Chickasha, Grady County, Environmental Assessment, J/P No. 24428(04) project. The Chickasaw Nation environmental services department has no comment to provide for the above project at this time.

If activities generate any environmentally detrimental effects or any culturally significant material or remains are unearthed, please immediately notify the Chickasaw Nation.

If you have any questions, please contact Mr. Mack Peterson, environmental section head, at (580) 272-5415.

Your time and consideration in this matter are appreciated.

Sincerely,

Bill Anoatubby

Bill Anoatubby, Governor
The Chickasaw Nation

BJA:kf

From: Siv Sundaram
To: Greg Worrell
Subject: FW: Request for input for modified preferred alternative to US 81 bypass in Chickasha, OK
Date: Tuesday, August 05, 2014 10:49:06 AM

From: Grayson Ardies [GArdies@oac.ok.gov]
Sent: Tuesday, August 05, 2014 9:13 AM
To: environment@odot.org
Cc: Dale Williams
Subject: Request for input for modified preferred alternative to US 81 bypass in Chickasha, OK

Dear Ms. Sullivan,

This is in reference to your July 16, 2014 letter, concerning the modified preferred alternative to US 81 Bypass in Chickasha, OK. The Commission would like to draw your attention to the CFR Title 14 Part 77.13 which states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

* any construction or alteration exceeding 200 ft above ground level
* any construction or alteration:
  * within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
  * within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
  * within 5,000 ft of a public use heliport which exceeds a 25:1 surface
* any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
* when requested by the FAA
* any construction or alteration located on a public use airport or heliport regardless of height or location

Based on the limited information provided in your letter and our cursory review, the permanent items associated with this proposed project do not appear to pose a hazard to the safe and efficient use of navigable airspace. However, it does appear to be in the vicinity of the Chickasha Municipal Airport (nearest point of construction appears to be within 2 miles of the airport) and it would be important to ensure the airspace around this airport is not affected. In particular, it is important to realize that although permanently constructed items may not affect the airspace, cranes and other construction equipment may temporarily affect the airspace and could require FAA's evaluation. Because of this and since your letter provides limited information about the specific coordinates and heights of the project and equipment used during construction, the Commission recommends that you use FAA's notice criteria tool (at the web address given below) to determine if a 7460-1 form needs to be filed with the FAA.

https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

If a 7460-1 form is required for any permanent structure associated with this project please inform the Commission as soon as possible. You could be required to file a tall structure permit, under the rules of the Aircraft Pilot and Passenger Protection Act, with the Commission.

Should you have any questions, please feel free to call (405-604-6900) or email (gardies@oac.ok.gov<mailto:vivek.khanna@oac.state.ok.us>) me.

Kind Regards,

Grayson Ardies
Aviation Programs Manager
Oklahoma Aeronautics Commission
120 N. Robinson Ave. Suite 1244W
Oklahoma City, OK 73102
(405) 604-6903
(405) 630-9407 Cell
(405) 604-6919 Fax

Oklahoma Archeological Survey
THE UNIVERSITY OF OKLAHOMA

RECEIVED
AUG 07 2014
ENVIRONMENTAL
PROGRAMS DIV.

August 4, 2014

Dawn R. Sullivan, PE
OK Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

Re: ODOT/FHWA proposed controlled-access 4-lane divided, western US 81 bypass of Chickasha – Modified Preferred Alternative, J/P No. 24428(04).

Dear Ms. Sullivan:

The Community Assistance Program staff of the Oklahoma Archeological Survey has reviewed the above referenced project in order to identify areas that may potentially contain prehistoric or historic archeological materials (historic properties). The location of your project has been crosschecked with the state site files containing approximately 23,000 archaeological sites, which are currently recorded for the state of Oklahoma. **No sites are listed in your project area, but based on the topographic and hydrologic setting of your project, archeological materials are likely to be encountered. An archaeological field inspection is considered necessary prior to project construction in order to identify significant archaeological resources that may exist in the project area.** Please contact this office at (405) 325-7211 if you require additional information on this project.

This environmental review and evaluation is performed in order to locate, record, and preserve Oklahoma's prehistoric and historic cultural heritage in cooperation with the State Historic Preservation Office, Oklahoma Historical Society, and you must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act. In addition to our review comments, under 36CFR Part 800.3 you are reminded of your responsibility to consult with the appropriate Native American tribe/groups to identify any concerns they may have pertaining to this undertaking and potential impacts to properties of traditional and/or ceremonial value. Thank you for your cooperation.

Sincerely,

Lauren Cleeland

for Shawn Lambert
Staff Archaeologist

Robert L. Brooks
State Archaeologist

:ls

Cc: SHPO

July 31, 2014

To: Memo to File

From: Greg Worrell

Subject: US-81 Chickasha Bypass Modified Preferred Alignment Announcement

I received a phone call from Tom Searcy, with the OCC District Office. Back in 2012, the OCC had given ODOT a GIS/Legal Description account of active and plugged oil/gas wells. He asked if the recent mailing of the MPA Announcement was asking for another survey of such wells. I told him that was not requested, but was just an announcement and we are taking comments from the public/agencies/ interested parties. The oil/gas well survey was done for a study area depicted on a Map , dated March 29, 2012. The MPA remains within the study area used by the OCC. His number is 580-255-1450.

From:	Eve Atkinson
To:	Greg Worrell
Subject:	US 81 near Chickasha
Date:	Friday, August 22, 2014 5:16:40 PM

Mr. Worrell,

Regarding your proposal for construction of the US 81 bypass, west of Chickasha, in Grady County, we foresee no adverse impacts to recreational park areas listed in our data base. There appear to be no parks listed in this area.

Thank you for the opportunity to review your activities with regard to recreation resources.

Eve Atkinson
Planning Coordinator II
Oklahoma State Parks
Grants Office
Oklahoma Tourism and Recreation Department
120 North Robinson – Suite 600
Oklahoma City, OK 73102

Off: 405.230.8483
Fax: 405.230.8683
Eve.Atkinson@travelok.com

APPENDIX K
OTA COORDINATION DOCUMENTATION

Bob Rose

From: Butler, Darian <dbutler@pikepass.com>
Sent: Tuesday, August 18, 2015 11:30 AM
To: Bob Rose
Cc: Travis, Troy; Paul Green; Tracy Terrill; Jay Earp
Subject: RE: OTA Capital Plan

Bob,

Thanks again for the timely response and insight on both projects. The information will very helpful. Again, if you have any projects in your 8 year plan that we need to get on our radar don't hesitate to let us know.

Darian L. Butler, P.E.
Pre-Construction Engineer
Oklahoma Turnpike Authority
405.425.7415 I Office
405.204.5497 I Mobile

From: Bob Rose [mailto:BROSE@ODOT.ORG]
Sent: Friday, August 14, 2015 3:22 PM
To: Butler, Darian
Cc: Travis, Troy; Paul Green; Tracy Terrill; Jay Earp
Subject: RE: OTA Capital Plan

Darian, regarding the two projects in my area, my comments as follows:

(Walters) SH 5 over H.E. Bailey

The SH 5 bridge over H.E. Bailey has been in service for approximately 51 years, and is still in relatively good condition. Being as I see your project scheduled for 2018, I do not anticipate that any significant repairs to the bridge will be necessary between the present time and the time your project will be coming to fruition, so I would not have any suggestions/requests for including any bridge work in your project.

I would expect, however, that you will also be making geometric changes to the ramps in conjunction with your project to relocate the toll plaza. If that should result in any changes to the present intersections of the ramps with SH 5, we would want to be kept in the loop as you develop your design plans, and during the construction stage.

Additionally, since the bridge is approximately 51 years old, that also means the SH 5 approach paving to the bridge is approximately 51 years old. The approach paving is showing the effects of its age worse than the bridge. We might well wish to take advantage of your contract to do some work on rehabilitation of the approach paving, and repair to some embankment settlement issues, if OTA has interest in another partnering project such as we structured at I-44 and US 70 interchange a few miles further south near Randlett. Our interest in doing this would be dependent upon OTA including significant earthwork and paving in reconstruction of the ramps with its project. If you are not doing that kind of work, no competitive edge from economy of scale with a larger project could be gained, and we would be better off administering our own contract.

Chickasha Toll Plaza

Because of the difference in the time schedules of the OTA Toll Plaza project and the ODOT Chickasha Bypass project, I am afraid that the question you posed in the comment section of your project report will be very difficult for me to answer in a manner that will be helpful to you, but I will try.

ODOT and OTA have a long and storied history of working together (independently, yet cooperatively) in planning and constructing projects for the common good of Oklahoma citizens. Through the years that has been accomplished in a variety of ways. In some instances money has been passed from one agency to the other in exchange for value received in the form of real property rights, or responsibility for operation and maintenance of a segment of a transportation corridor. In other cases quid pro quo bartering of services performed in exchange for value received has been the avenue chosen to square deals to the satisfaction of each of the respective Agencies. When/if the ODOT Chickasha Bypass Project advances to the ROW Acquisition stage, and if ODOT takes anything of value from OTA for that project, or if ODOT contributes anything of value to OTA by virtue of that project, OTA should expect the same thing to happen again.

The problem, with me being able to provide the kind of answer you are obviously wanting from ODOT, has everything to do with the timing of the question, and the timing of your project. The idea of a bypass of Chickasha has been cussed and discussed since the early 1960's. No less than three separate engineering feasibility studies have been conducted by ODOT in the fifty years which have lapsed since the idea was first considered. Each time the project was considered, the potential corridor the project would likely take around Chickasha moved further away from town. Today we are closer to having a viable project in the future than we have ever been before, but we are still a long way from the letting of a contract. The ROW and Utility phases for an ultimate Construction project has been in the ODOT 8 Yr. Program since 2009, but we are still at least 18 months to 2 years from having environmental clearance for the project. We cannot begin ROW acquisition until we have environmental clearance. Until we have, or at least begin acquisition of, the ROW corridor, we have no assurance that the project will come to fruition. If this attempt should fail, it will likely be the last.

Under these circumstances, and at this time, ODOT could not justify financial participation in relocation of the Chickasha Toll Plaza. Furthermore, if OTA should choose to invest upward of $9 Million in reconstruction of the toll plaza at the present location, it would likely jeopardize the ODOT project.

In due time, if the Chickasha Bypass project comes along as we hope, ODOT would like to see a new US 81/I-44 interchange at the location we have designated by the Preferred Alternate which has now selected. We would furthermore like to see the interchange designed and constructed such that it would be the interchange of choice for all traffic entering/exiting the H.E Bailey at Chickasha. ODOT would expect to fairly compensate OTA for anything of value it took from OTA, and ODOT would hope that OTA would want to participate in the cost of certain features of the project which OTA might consider to be betterments to the H.E. Bailey.

I hope these comments will be of help to you.

BR

From: Butler, Darian [mailto:dbutler@pikepass.com]
Sent: Thursday, August 13, 2015 2:39 PM
To: Bob Rose
Cc: Travis, Troy; Paul Green
Subject: OTA Capital Plan
Importance: High

Hi Bob,

Bob Rose

From: Butler, Darian <dbutler@pikepass.com>
Sent: Thursday, August 13, 2015 2:39 PM
To: Bob Rose
Cc: Travis, Troy; Paul Green
Subject: OTA Capital Plan
Attachments: 2016-2020 Capital Plan ODOT Projects.xlsx

Importance: High

Hi Bob,

Just wanted to follow up on the DE meeting that our OTA folks attended a few weeks back. Like ODOT, we too are preparing our program for board approval and need to have our final draft in place in the next few weeks. I have attached a list of projects that impact ODOT and am wanting to get some simple feedback on it. As you can see on the attachment, we have 2 projects in your area. Can you provide any comments on those projects as well as let us know if there are any additional projects that we need to include in our plan or simply be aware of.

Thanks for your help Bob and feel free to call or email with any questions.

Darian L. Butler, P.E.
Pre-Construction Engineer
Oklahoma Turnpike Authority
405.425.7415 I Office
405.204.5497 I Mobile

Oklahoma Turnpike Authority
Capital Plan Projects - ODOT
2016-2020

TURNPIKE	CAPITAL PROJECT	LOCATION	YEAR	Construction Cost	Constr. Insp/Testing	Design Cost	Estimated Cost	Status	ODOT Division	OTA	ODOT
H.E. Bailey	Relocation of Chickasha Toll Plaza	MP 78	2016	$9,000,000	$360,000	$540,000	$9,900,000	Design	7	This is a 2 phase project with the first phase being a study to determine if the plaza can be relocated to accommodate the future US-81 bypass. If the plaza can be relocated, will ODOT be participating at some level?	BOB ROSE
Muskogee	Concrete Pavement Replacement (MU-MC-42A)	MP 0/4.5	2016	$8,000,000	$140,000	$196,225	$8,336,225	Design	1	It has been expressed to the OTA from division 1 that they are interested in adding some work to this project and are willing to participate in funding in year 2016. Please confirm?	DARREN SALIBA
Will Rogers	Bridge 47.56 Replace (7th St. Bridge - Cherokee Nation) (WR-MC-124)	7th Street over Will Rogers	2016	$2,407,605	$298,205	$155,372	$2,758,182	Design	8 Local Gov't	This is a joint project that is already in the design phase. Partners: ODOT (all bridges), Cherokee Nation, Craig County and OTA. ODOT Local Government is administering the design work set with Guy Engineering. No action required by ODOT at this time.	RANDLE WHITE
Indian Nation	Toll Plaza Remodel, Ramp and Pavement Rehab.	(Antlers) SH-3 over Indian Nation	2017	$7,500,000	$210,000	$350,000	$8,060,000	Capital Plan	2	The intent of this project will be to relocate the toll plaza out from under the bridge. Should be minimal to no impact to the bridge. Does ODOT have any comments about the project?	ANTHONY ECHELLE
Turner	Bridge 22.19 N&S Replacement	US-66 under Turner	2017	$8,000,000	$294,000	$290,006	$8,584,006	Capital Plan	3	This project will replace bridge 22.19 which carries I-S-66 traffic under the Turner turnpike. This will be a large scale project with likely multiple phases of construction. OTA would very much like to get ODOT on board to participate in the planning, design and construction of this project. OTA would likely administer the entire project. Is ODOT interested in partnering?	KEVIN BLOSS
Cimarron	Toll Plaza Remodel, Ramp and Pavement Rehab.	SH-99 over Cimarron	2018	$5,500,000	$252,000	$350,000	$6,102,000	Capital Plan	4	The intent of this project will be to relocate the toll plaza out from under the bridge. Should be minimal to no impact to the bridge. Does ODOT have any comments about the project?	BRIAN TAYLOR
H. E. Bailey	Toll Plaza Remodel, Ramp and Pavement Rehab. (HEB-MC-55)	(Walters) SH-5 over Bailey	2018	$7,500,000	$252,000	$350,000	$8,102,000	Capital Plan	7	The intent of this project will be to relocate the toll plaza out from under the bridge. Should be minimal to no impact to the bridge. Does ODOT have any comments about the project?	BOB ROSE
Muskogee	Bridge 55.56 Rehabilitation	US-64 under Muskogee	2018	$2,180,000	$168,000	$152,600	$2,500,600	Capital Plan	1	OTA would like to set up a project to rehab the bridge. Does ODOT need any work done on the bridge? Is ODOT interested in partnering?	DARREN SALIBA
Will Rogers	Bridge 77.15 Reconstruction	SH-125 over Will Rogers	2018	$3,000,000	$168,000	$216,300	$3,474,300	Capital Plan	8	OTA has already been contacted by ODOT bridge division about this project and starting the coordination process. OTA would like to go ahead and move this project to the year that matches ODOT. What year does ODOT have this project programmed for? OTA is planning on contributing funding for our share of the bridge work.	RANDLE WHITE
Indian Nation	Bridge 41.02 Rehabilitation	US-69 under Indian Nation	2020	$1,500,000	$160,000	$155,000	$1,815,000	Capital Plan	2	OTA would like to set up a project to rehab the bridge. Does ODOT need any work done on the bridge? OTA would like to do something sooner than 2020 if ODOT is interested in participating. Is ODOT interested in participating?	ANTHONY ECHELLE

Bob Rose

From: Bob Rose
Sent: Wednesday, August 13, 2014 5:32 PM
To: David Murdock - OTA (dmurdock@pikepass.com)
Cc: Kyle McKinley
Subject: FW: Clarification of OTA Position
Attachments: ODOT-OTA Coordination MM060512_Revised.pdf

David, the official distribution of the attached minutes will be forthcoming to you from Kyle McKinley. But, I am sending an advance copy to you, because of my commitment to you during our discussions of last week in allowing you and all other parties present at the meeting to review and provide input into the official minutes. The first paragraph of the document clarifies that point. But, I will feel better having sent you this advance copy, because of the sincerity of my pledge to you to provide that opportunity.

BR

From: Mathuranayagam, Aruna [IE] [mailto:ARUNA.MATHURANAYAGAM@leidos.com]
Sent: Wednesday, August 13, 2014 1:58 PM
To: Bob Rose; Kyle McKinley
Subject: RE: Clarification of OTA Position

Bob - Thanks for the comments. They look good.

Kyle – Attached is the revised version based on Bob's comments. Please distribute as needed.

Regards,
Aruna

From: Bob Rose [mailto:BROSE@ODOT.ORG]
Sent: Monday, August 11, 2014 4:52 PM
To: Mathuranayagam, Aruna [IE]
Cc: Kyle McKinley; Adam West (ADAM.B.WEST@leidos.com)
Subject: RE: Clarification of OTA Position

Aruna, I have pretty much done a total re-write of it. I think I even deleted some of your original comments, finding it easier to delete than to modify.

See what you think about it.

BR

From: Mathuranayagam, Aruna [IE] [mailto:ARUNA.MATHURANAYAGAM@leidos.com]
Sent: Friday, August 08, 2014 10:54 AM

Bob Rose

From: Bob Rose
Sent: Wednesday, August 06, 2014 8:50 AM
To: Dawn Sullivan
Cc: Kyle McKinley; Siv Sundaram; Greg Worrell; 'Aruna Mathuranayagam'; 'dmurdock'
Subject: Clarification of OTA Position

I received a phone call from David Murdock yesterday. It was a follow-up from our conversation of Monday, August 4th. He had subsequently conferred with Tim Steward, and called me back. Today David stated emphatically that OTA had no intent of delaying or stopping the ODOT project. OTA simply wanted to go on record as having officially stated that the toll plaza was essential to their operations, and that they would expect ODOT to work with OTA in implementation of alternatives to the present facility should ODOT choose to proceed with construction of its project while OTA was still utilizing the facility.

Hopefully, this explanation of the intent of their previous correspondence will avert the previous OTA letter from being a problem with final conclusion of our evaluation of comments to the recent announcement of an amended Preferred Alternative with the Bypass project.

That being accomplished, I will next concentrate on getting the minutes to the June 2013 meeting with OTA appropriately written, and filed with the other project records.

BR

Sent with Good (www.good.com)

Bob Rose

From: Bob Rose
Sent: Wednesday, August 06, 2014 8:09 AM
To: 'dmurdock'
Subject: Request

David please look this over and modify it to conform with what you intend to communicate to me yesterday. I would like to use it to inform Dawn Sullivan of OTA's position on the impact of the proposed Chickasha Bypass.

BR

Sent with Good (www.good.com)

-----Original Message-----
From: Bob Rose
Sent: Tuesday, August 05, 2014 04:45 PM Central Standard Time
To: Bob Rose
Subject:

I received a phone call from David Murdock today. It was a follow-up from our conversation of yesterday. He had conferred with Tim Stewart subsequent to yesterday. Today David stated emphatically that OTA had no intent of stopping the ODOT project. OTA simply wanted to go on record as having formally stated that the toll plaza was essential to their operations, and that they would expect ODOT to work with OTA in implementation of alternatives to the present facility should ODOT choose to proceed with construction of its project while OTA was still utilizing the facility.

Sent with Good (www.good.com)

Bob Rose

From: Murdock, David <dmurdock@pikepass.com>
Sent: Monday, August 04, 2014 1:04 PM
To: Dawn Sullivan; 'environment@odot.org'
Cc: Gary Ridley - OTA; Bob Rose; 'Tim Stewart'; 'Hazeldine, Jim'; 'Travis, Troy'; 'Butler, Darian'
Subject: Comments Concerning US81 Bypass of Chickasha, EA JP 24428(04)
Attachments: 20140804125830478.pdf

Dawn,

Attached is a scanned copy of a letter I sent you in response to your letter July 16, 2014 asking for public comment concerning the subject project. Please call if you have questions or concerns 425-7396.

David

OKLAHOMA
TURNPIKE
AUTHORITY

3500 Martin Luther King Ave. • P.O. Box 11357 • Oklahoma City, OK 73136-0357 • 405/425-3600 • Fax: 405/427-8246 • www.pikepass.com

August 4, 2014

Ms. Dawn R. Sullivan, P.E.
Oklahoma Department of Transportation
Environmental Programs Division
200 Northeast 21st Street
Oklahoma City, Oklahoma 73105

Re: Proposed Interchange at H.E. Bailey Turnpike & US-81 Bypass

Dear Ms. Sullivan,

We are in receipt of your letter dated July 16, 2014 regarding the US-81 Bypass and appreciate the opportunity to provide comments as it relates to Oklahoma's turnpike system.

As confirmed in the proposed alignment, the bypass intersects the H.E. Bailey Turnpike at the Chickasha Mainline Toll Facility in Grady County. The proposed alignment at this location includes a major interchange that appears to sit on the land currently occupied by the Toll Facility. The OTA has attended several public meetings related to the project, including a stakeholders meeting held on October 19, 2010. As is evident from the meeting minutes of that meeting (dated November 15, 2010) there are major impacts to the turnpike for which OTA has not yet planned. Those same minutes state that OTA and ODOT will need to discuss the necessity for and location of the interchange.

In addition to expressing our concerns at the stakeholders meeting, Jim Hazeldine sent a letter dated October 11, 2011, to the ODOT design consultant, SAIC, expressing our concerns. As a result of the letter, a meeting was held at SAIC offices on June 5, 2013 to discuss the project. The minutes of that meeting also include OTA's position concerning the location of the alignment and interchange. Looking at the proposed alignment, no apparent action was taken by SAIC or ODOT to resolve the OTA issues concerning the interchange. To date, Senior Staff from ODOT and OTA have not met to discuss the project as referenced in the "Action Items" of the June 5, 2013 meeting minutes.

Restating OTA's position, OTA currently has no plan to relocate the toll plaza. With proper planning and communication OTA is willing to meet and discuss the needs at this location. As part of the conversation, OTA and ODOT can consider ways for the interchange to function while accommodating the function of both Agencies.

Respectfully,

David K. Murdock

David K. Murdock, P.E.
Assistant Director - Maintenance, Engineering & Construction

Cc: Gary Ridley, Secretary of Transportation
Bob Rose, ODOT Division 7
Tim Stewart, OTA
Jim Hazeldine, OTA

Troy Travis, OTA
Darian Butler, OTA

Enclosures: Meeting Minutes, November 15, 2010
Jim Hazeldine Letter, October 11, 2011
Meeting Minutes, June 5, 2013

Bob Rose

From: Kyle McKinley
Sent: Friday, August 01, 2014 3:55 PM
To: Bob Rose
Cc: 'Mathuranayagam, Aruna [IE] (ARUNA.MATHURANAYAGAM@leidos.com)'
Subject: FW: US-81 Bypass - Interchange at HEBailey Turnpike/I44
Attachments: ODOT-OTA Coordination MM060512.docx; US-81 Bypass; image002.jpg

Hello Bob,

Aruna received a phone call from OTA expressing concerns with our proposed interchange and the fact that we never addressed their concerns brought forth in the meeting with them back in June of last year. In hindsight, we probably should have extended an invitation to them to attend the alignment meetings we've had since our meeting with them. Wasn't sure how you wanted to approach them at this point in the process. Let us know how you would like to proceed and if there is anything you need us to do.

Thanks,

Kyle P. McKinley
Division 7 Project Manager
Project Management Division
(405)522-7603 office
(405)210-1495 mobile

From: Mathuranayagam, Aruna [IE] [mailto:ARUNA.MATHURANAYAGAM@leidos.com]
Sent: Wednesday, July 30, 2014 9:07 PM
To: Kyle McKinley
Cc: 'Kranz, Duane J. (DUANE.J.KRANZ@leidos.com)'; 'tgm40@sbcglobal.net'
Subject: US-81 Bypass - Interchange at HEBailey Turnpike/I44

Kyle,

OTA staff called yesterday expressing dissatisfaction about the proposed interchange location at I-44. Their comment was that no efforts were made to address their previously expressed concerns inspite of the coordination meeting we had had prior to the Open House last Summer.

I went and did some digging and realized that no one had prepared MM for that particular meeting (June 05, 2014). Luckily, I had my notes from that meeting and was able to recall a lot of information. Attached are the MM prepared from my notes. There was supposed to be a Senior Staff meeting arranged with Sec. Ridley and Dirs. Patterson and Stewart to discuss this issue further to reach a conclusive decision. Bob was going to spearhead that but the meeting never occurred. In addition, the attached Letter (PDF) was sent to SAIC from OTA. It appears that this letter was never forwarded to Diane to be recorded as part of the Environmental documents, and also a formal response not prepared by SAIC. We apologize for the disconnect; our staff departures definitely did not help the situation. Can you please dig up and find out what information you have? I wanted to check with you first before forwarding this to Bob.

We will be glad to assist moving forward with any changes that may be required to ease this situation.

Thanks,

Aruna

Aruna Mathuranayagam, PE
Section Manager
Environment & Civil Infrastructure
o: 405.607.6185 m: 405.924.6210
aruna.mathuranayagam@leidos.com

Bob Rose

From: Butler, Darian <dbutler@pikepass.com>
Sent: Tuesday, July 29, 2014 3:26 PM
To: 'Mathuranayagam, Aruna [IE]'
Subject: US-81 Bypass
Attachments: HEB US 81 ODOT Bypass Project.pdf

Hi Aruna,

Just wanted to follow up on our conversation and request meeting minutes from our meeting at your office on June 5, 2013 regarding the US-81 Bypass and its conflicts with our toll plaza on the HE Bailey turnpike.

Also, can you please provide me a copy of SAIC's letter in which they responded to the attached letter dated October 11, 2011. It could be that a response was never formally made and that is why I don't have a copy.

Thank you for your help and have a great day.

Darian L. Butler, P.E.
Pre-Construction Engineer
Oklahoma Turnpike Authority
405.425.7415 I Office
405.204.5497 I Mobile

DATE: June 05, 2013
TO: Files and Attendees
SUBJECT: US 81 Bypass, Interchange at I-44 ODOT-OTA Coordination Meeting

We believe the following record to be an accurate summary of decisions and related discussions. We will appreciate notification of exceptions to this record within 10 (ten) days of its receipt. Failing such notification, we will consider this a statement of fact in which you concur.

On Wednesday, June 5, 2013, a meeting was held at the SAIC offices to review the US 81 Bypass alternatives with a special focus on the US 81 Bypass Interchange at the I-44/H.E. Bailey Turnpike. Attending were:

ODOT
Kyle McKinley, Frank Roesler, Bob Rose, Greg Worrell
Bob Rusch, Siv Sundaram

OTA
David Murdock, Darian Butler, Maria Junsay

SAIC
Russell Beaty, Reza Khakpour, Aruna Mathuranayagam
Terry McFall, Ron Weltzheimer, Gary Schlotthauer

SAIC provided the alternatives presented at the May 17th ODOT meeting as well as a quick summary of the comments received from the previous public meeting. The interchange variations requested by ODOT and presented to ODOT at an April 19 meeting were reviewed. However, the main topic of discussion was the proposed US 81 Bypass Interchange at the I-44/H.E. Bailey Turnpike location.

- ✓ OTA staff expressed concern about the proposed interchange location, which required relocation of the toll plaza to accommodate the proposed design. The request was made by OTA staff that the design be revisited to avoid the relocation of the mainline toll plaza.
- ✓ ODOT discussed available funding for the project. Construction is not programmed in the current 8-year plan. Estimate ROW + Utilities Cost = $50 million
- ✓ OTA staff expressed that the mainline toll Plaza relocation was not part of the OTA's 5-year plan.
- ✓ Options of ramp or mainline tolling were discussed.
- ✓ OTA's preference in rural areas is to have the Pike Pass lanes on the outside.
- ✓ It was expressed that the location of the proposed toll plaza / site location / footprint be addressed in the environmental documents along with the modernization of toll collection methods.
- ✓ It was expressed by ODOT and OTA staff that federal monies have never been spent on OTA items.
- ✓ OTA staff discussed the emerging trend in tolling, with all their future toll plazas being considered for All-Electronic Tolling. The existing mainline toll plaza may not be existent in the next 15 years. If OTA rebuilt the interchange, then the only available choice was to take the Pike Pass lanes to the outside.
- ✓ No federal dollars will be made available for the toll plaza relocation.
- ✓ ODOT staff discussed the possibility of utilizing state funds for an OTA project.
- ✓ It was decided that a separate agency coordination meeting with ODOT and OTA Senior Staff would

be required to make a decision.

✓ Additional discussions included interchange alternatives at SH-19 and ramp access/connections at 16th Street.

Action Items

1. No changes to the I-44 interchange until after the Agency Coordination Meeting.
2. Division VII Engineer to arrange for the ODOT-OTA Senior Staff Meeting.
3. SAIC to make changes to the Interchange alternative upon further direction.
4. OTA staff to visit with Tolling Manager, David Machamer regarding All-Electronic Tolling to determine options.
5. June 25th – ODOT Pre-meeting
6. July 23rd Open House (3:00pm – 6:00pm)

Cc: Project Management
Division VII Engineer
ODOT staff and OTA, SAIC attendees

OKLAHOMA
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AUTHORITY

3500 Martin Luther King Ave. P.O. Box 11357 • Oklahoma City, OK 73136-0357 • 405/425-3600 • Fax:405/427-8246 • www.pikepass.com

October 11, 2011

Ron Weltzheimer, P.E.
SAIC
9400 North Broadway, Suite 300
Oklahoma City, OK 73114

RE: U.S. 81/Chickasha Bypass

Dear Mr. Weltzheimer,

The Oklahoma Turnpike Authority would like to voice a few concerns about the referenced project that we understand is in the study, stakeholder input phase.

1. The proposed recommended bypass alignment that was distributed by your firm at the ODOT Public Meeting on October 4 in Chickasha goes through the Chickasha Toll Plaza on the H.E. Bailey Turnpike. If that alignment necessitates relocating the toll plaza, the cost would be approximately $12-15 Million Dollars.

2. If an interchange is contemplated at the crossing of I-44 (H. E. Bailey Turnpike) there may be restrictions on the use of federal funds for that interchange and more specifically the ramps to and from the turnpike. This could necessitate the Oklahoma Turnpike Authority entering binding agreements with the FHWA that would seriously impact this agency's autonomy and operations.

3. If an interchange is constructed with ramps to and from the turnpike at the planned crossing, the deployment of PIKE PASS readers and toll collection points may be required on some of the ramps.

We hope your firm has time to visit with us to go into a little more detail about exactly what is being studied/contemplated for this bypass before the project progresses

further. Until that time we thought it best to communicate to you our concerns in writing.

Very truly,

Jim Hazeldine

Jim Hazeldine
Assistant to the Director

cc: Gary Ridley, Secretary of Transportation and Director, OTA
Tim Stewart, OTA
Bob Rose, ODOT Division 7
Alan Soltani, SAIC
Jimmy Sparks, SAIC

Oklahoma Department of Transportation
MEMO

November 15, 2010

TO: Distribution List

FROM: Ronda Lindsay, Division VII Project Manager

SUBJECT: J.P. 24428(04) US-81 FROM S. of US-81/SH-19E Intersection to the US-81/US-62 intersection. (CHICKASHA BYPASS)

A Kickoff Meeting was held October 19, 2010 at the Chickasha City Hall with the following attendees:

Larry Shelton	Chickasha City Manager	405-222-6045
Justin LeBean	City of Chickasha	405-222-6013
Steve Chapman	City of Chickasha	405-222-6000
Darian Butler	Okla. Turnpike Authority	405-425-7415
Diane Abernathy	Benham	405-701-3167
Ronald Weltzheimer	Benham	405-478-5353
Jimmy Sparks	Benham	405-478-5353
Eduardo Elder	ODOT Roadway	405-521-4848
Leroy Tackett	ODOT Survey	405-521-2621
Christa Sawyer	ODOT Right-of-way	405-522-2214
Kristi Weigl	ODOT Environmental	405-522-0734
Scott Stegmann	ODOT Environmental	405-522-8014
Oscar Molla	ODOT Bridge	405-521-6490
Bob Rusch	ODOT Bridge	405-521-2626
Bob Rose	ODOT Division VII	580-255-7586
Jeff Hiller	ODOT Division VII	580-255-7586
Ronda Lindsay	ODOT Proj. Mgt Div.	405-522-7603

The purpose of this meeting was to inform the City of Chickasha, Oklahoma Turnpike Authority and the ODOT Project Team of the upcoming right-of-way and utility projects for the Chickasha Bypass project that is scheduled to begin in March 2013.

The meeting was opened with introductions and Bob Rose provided an overview of the engineering study, completed by The Benham Company in 2007while reviewing an aerial showing the proposed, preliminary alignment. The project is part of the overall corridor improvement plan to construct a 4-lane divided facility from I-40 to south of SH-19E, south of Chickasha. The Chickasha Bypass will be controlled access.

Benham will evaluate the residential and industrial development since 2007 and propose alignment modifications if necessary. The south end alignment of the project, that is compounded by a number of stream locations will be evaluated to determine the most cost effective location to run the alignment.

The proposed alignment shows a conflict with the proposed US-81 Interchange at I-44 and the current location of the Turnpike Toll Plaza south of Chickasha. Darian Butler stated that the Turnpike Authority does not have any plans to relocation of the Toll Plaza and they will have to do an impact study along with other planning to determine the options available to them. He also stated that finding a suitable location to relocate the Toll Plaza may be troublesome because it requires a fairly flat location and the

terrain in this area is mostly rolling. Both the Turnpike Authority and ODOT will need to agree on the final design of the interchange. Split funding will be required to construct the I-44 Interchange because of the Turnpike involvement. Bob Rose will check with Mr. Ridley to see if the Turnpike Authority would be willing to participate in the interchange project and pay for the ramp construction.

Bob informed the City of Chickasha that it is ODOT's intent to remove the US-81 highway designation from US-62 south through downtown Chickasha to the location where the new bypass ties back into the existing alignment. A removal hearing will be conducted at the same time as the public hearing.

The Benham Company has been selected by ODOT to conduct the environmental assessment for the bypass. They will be providing traffic analysis, environmental data collection and evaluation, roadway and interchange alternatives, public involvement, environmental assessment preparation and project management. In addition, Benham will provide ODOT preliminary plans sufficient in detail to identify all Rights-of-way needed for the project, and from which Final Right-of-way plans can be prepared for acquisition of parcels and relocation of utilities. Clear understanding of this project intent, prompted Bob Rusch to initiate discussion of hydraulics study considerations which concluded with clear understanding that detailed hydraulic analysis of the Line Creek and Rock Creek flood planes will be necessary to insure that all properties which might be impacted by back water are identified and properly addressed in the environmental document..

Traffic counts previously taken during the environmental study will have to be updated. State highway and other key locations will need to be counted. An Access Justification Report (AJR) will be required for the interchange with I-44 (H.E. Bailey Turnpike). The Benham Company will prepare the Report as the environmental document is developed.

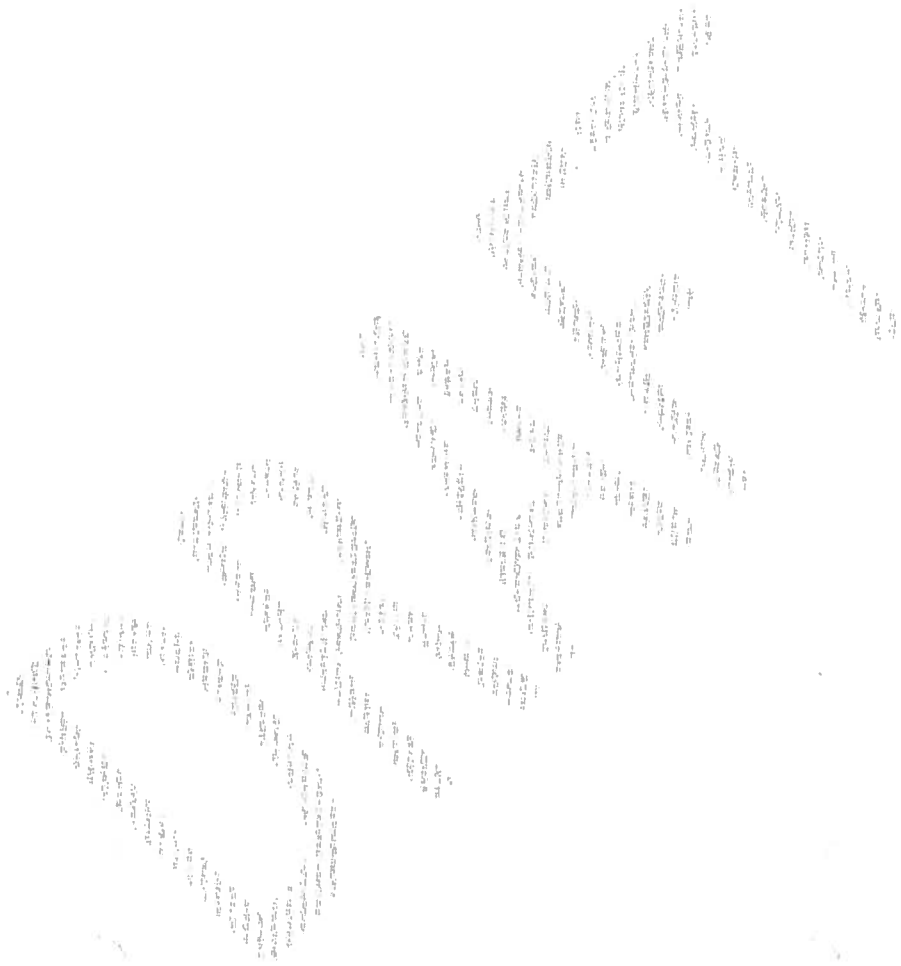
The public involvement will include two public meetings and a public hearing. The first meeting will be held after the initial data has been gathered and the Constraints Map is prepared. The second meeting will be held to present the new or modified alignments. The public hearing will be held to present the preferred alternative and results of the draft environmental assessment (EA). The removal hearing to remove the US-81 highway designation will be conducted during the public hearing.

Stakeholder meetings will be held prior to each public meeting/hearing. Stakeholders were identified as the City of Chickasha, Oklahoma Turnpike Authority, State and local elected officials, Chickasha Chamber of Commerce, Stillwater Central and Union Pacific Railroads and other interested businesses and citizens.

Traffic Counts should begin this Fall ahead of inclement weather and Holidays.

The final schedule for Benham's contract was not available for this meeting. However it was discussed that the right-of-way and utility projects are scheduled for March 2013 in the 8 Year Construction Program. Diane thought the dates were past that date but stated that they could meet our schedule. She will let Siv Sundaram in ODOT's Environmental Division know that the March date needs to be maintained.

Ronda provided everyone a copy of Oklahoma State Statute - Title 69, Section 702, which relates to the entry upon premises to make surveys and examinations for establishment of relocation of highways, and stated that anyone making contact with the property owners should have copies of this statute with them so they can provide copies to the owners. This statute allows access to all properties with a 10 day prior notice by personally contacting the owner or by registered mail. The only exception to this statute is Tribal Trust or owned properties. If the parcels are tribal owned properties, coordination with the Bureau of Indian Affairs (BIA) will be mandatory.

The City of Chickasha requested to keep the aerial used for the meeting. ODOT and Benham representatives requested that they not use it for display to the public and asked that it be stamped "Preliminary".

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Attendees
FHWA