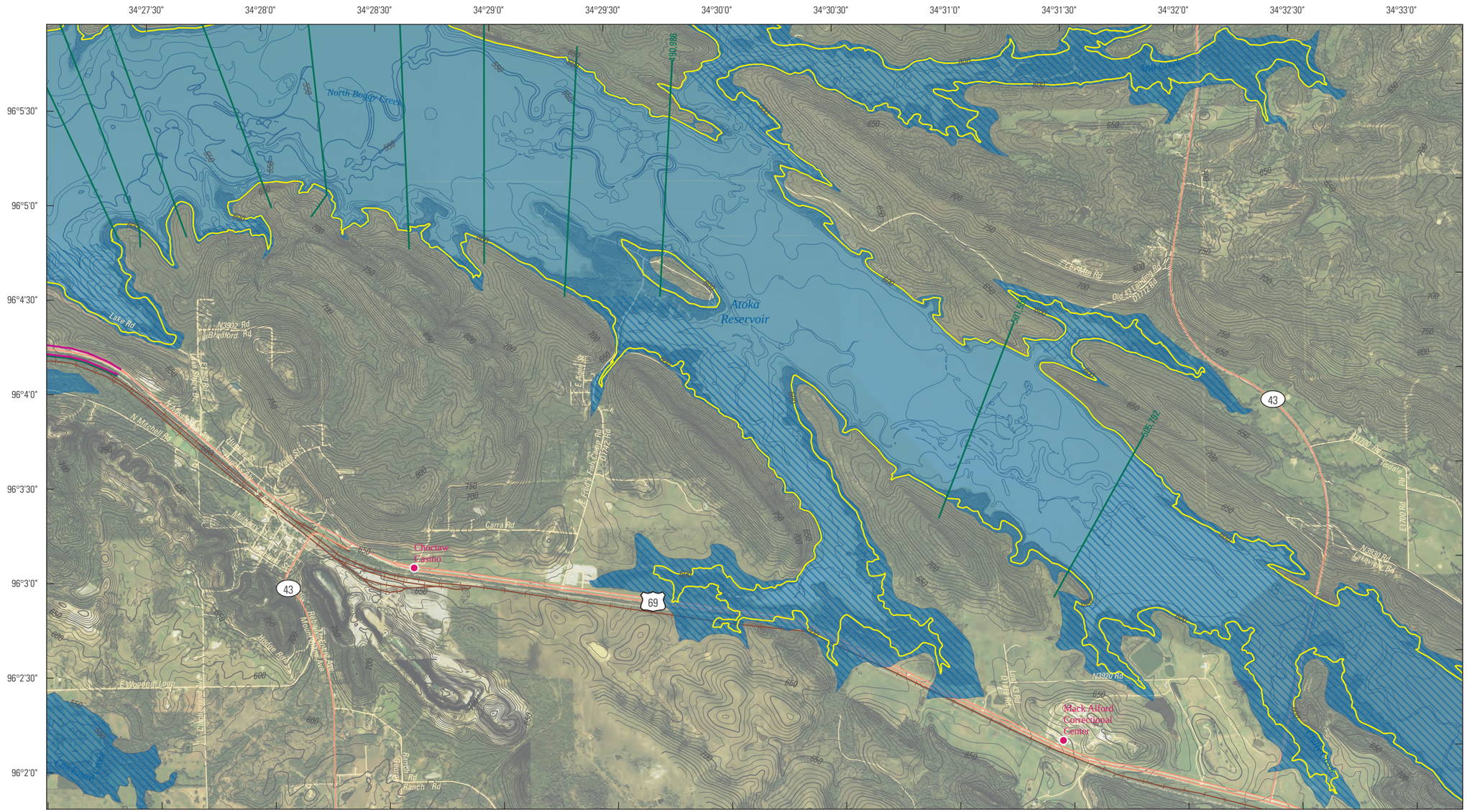
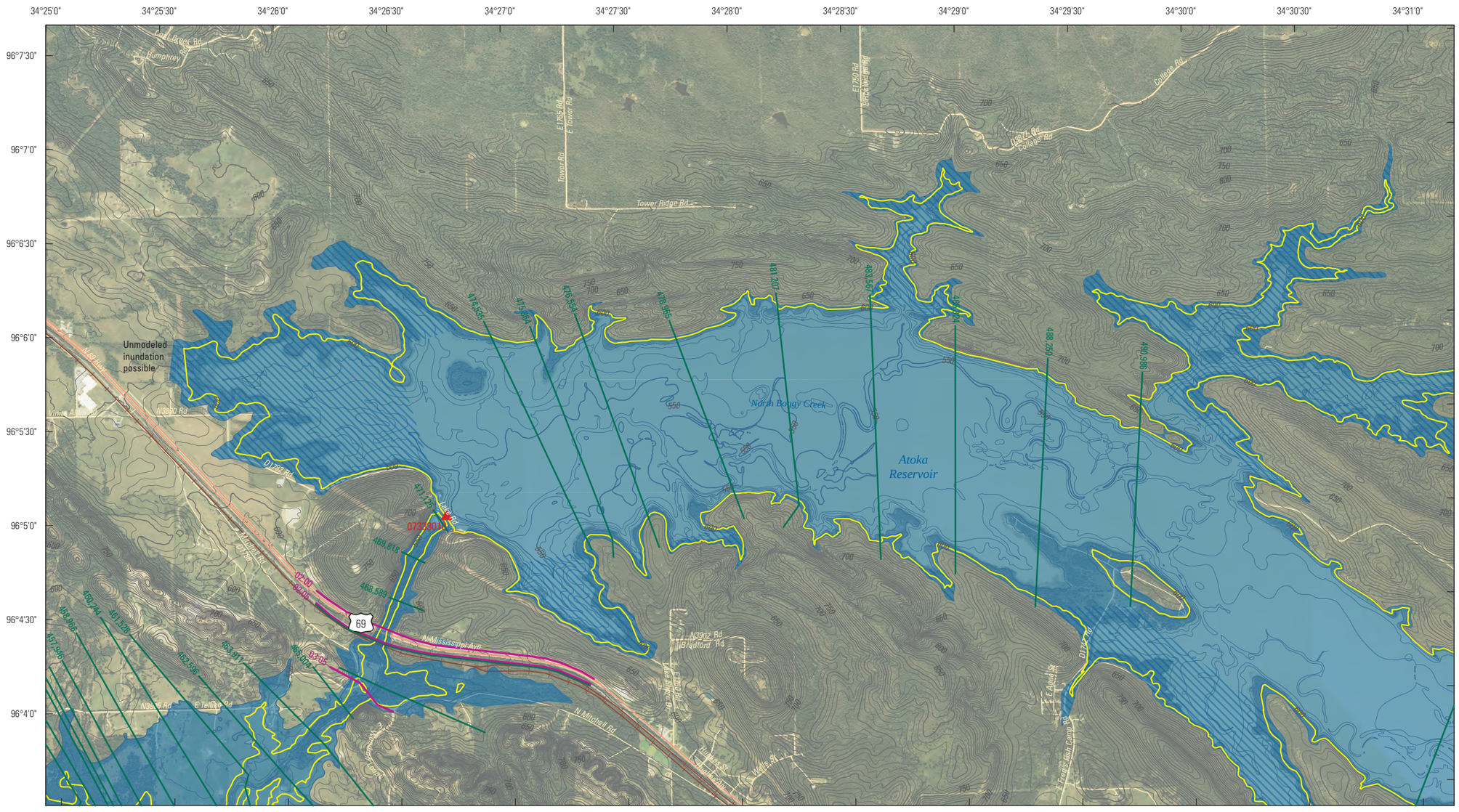
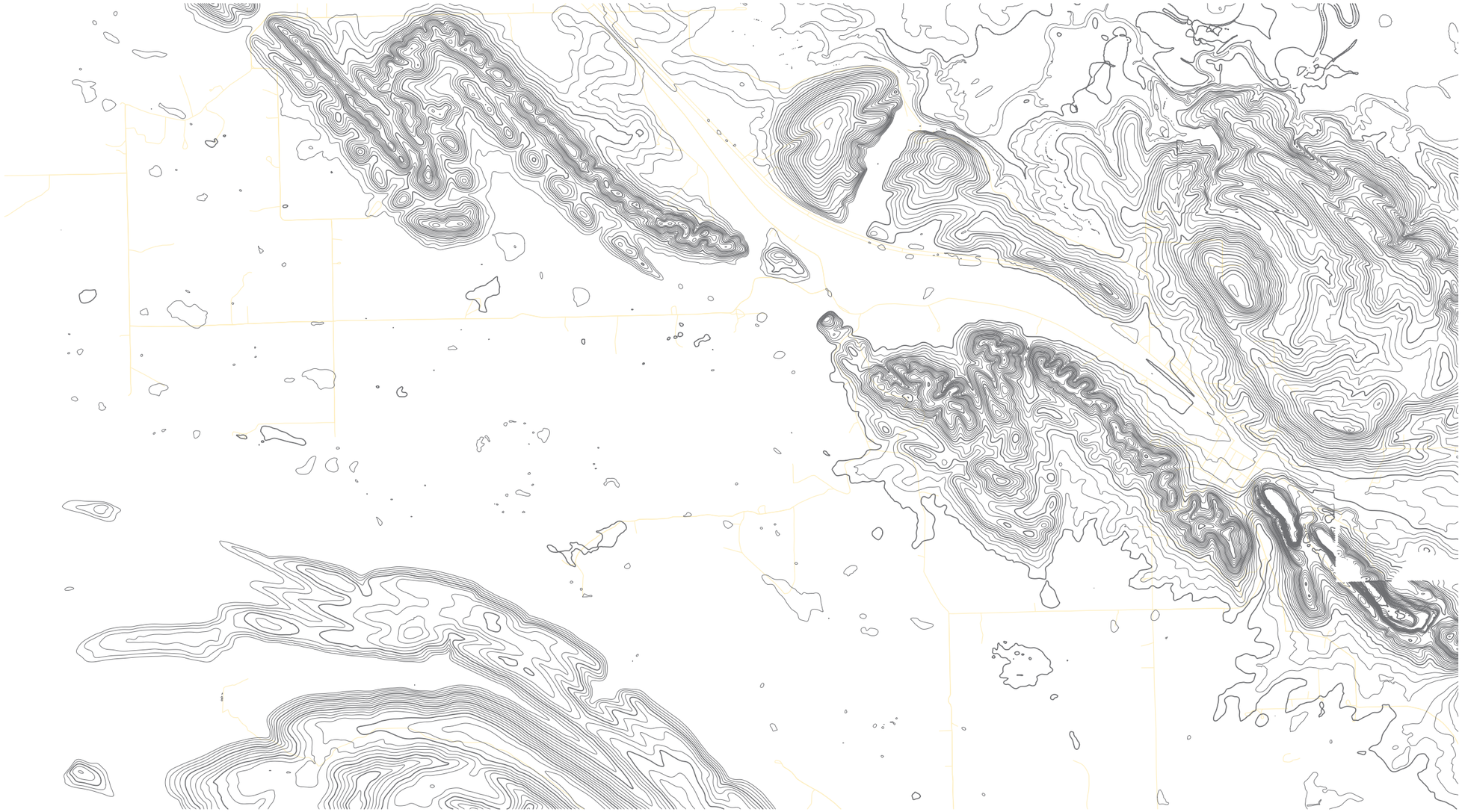
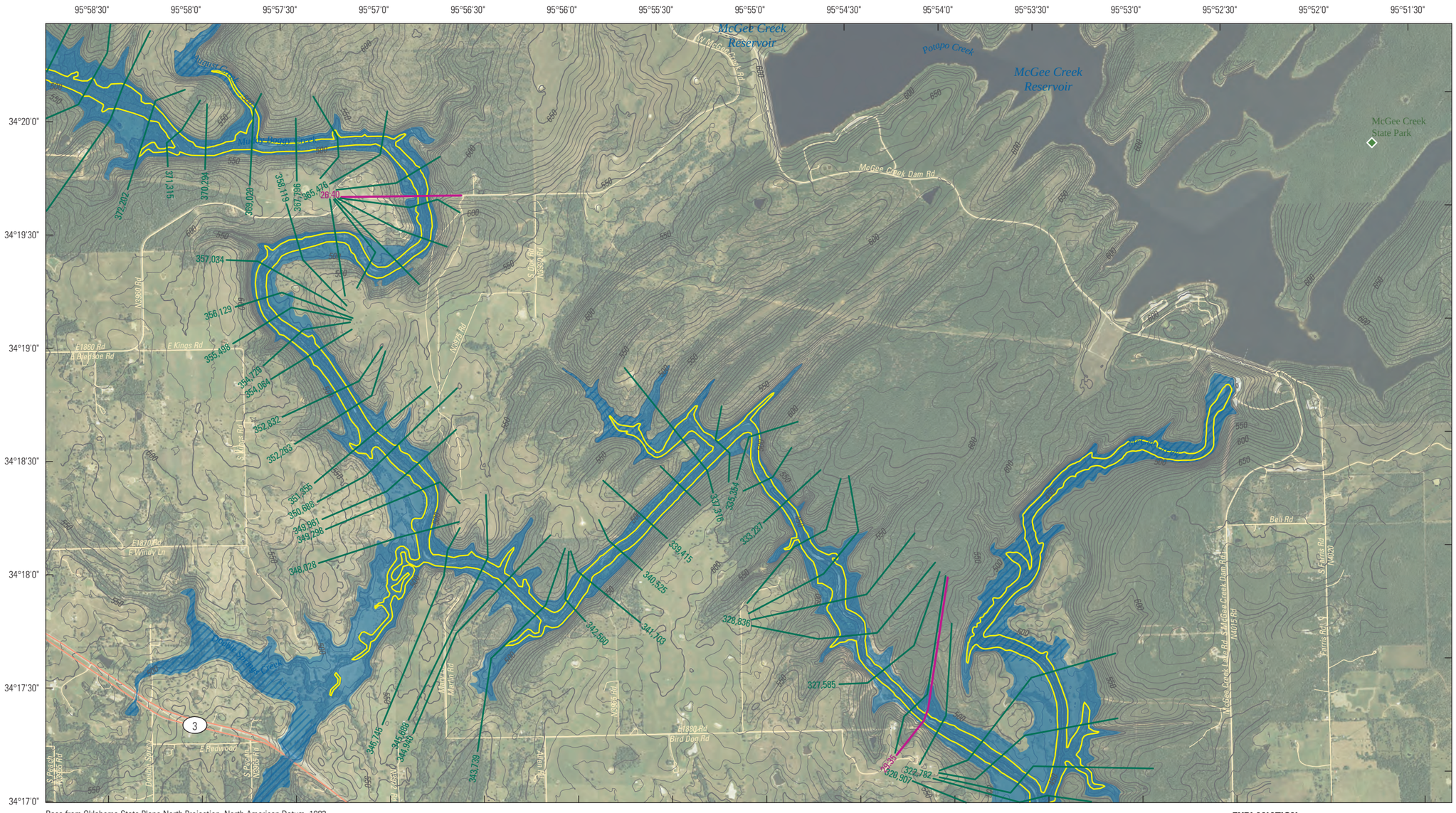


Base from Oklahoma State Plane North Projection, North American Datum, 1983.
Aerial photography from U.S. Department of Agriculture (2013).
Highways from Oklahoma Department of Transportation (2014).
Incorporated areas, railroads, and roads from U.S. Census Bureau (2014).
Topographic contours at 10-foot intervals from City of Oklahoma City (2004), City of Norman (2007), Intermap Technologies (2014), and U.S. Geological Survey (2014).
Unmodeled inundataion areas (hachured) are assumed to be inundated below the modeled flood elevation at the place where they join the modeled inundation area. Actual areas inundated will depend on the particular failure mechanism and preexisting flood conditions and may differ from the areas shown on the maps. For this reason, isolated inundation areas (those disconnected from the main inundation area) were included on the inundation maps.

Appendix 2–1. Inundated areas for the 75-percent probable maximum flood (PMF) and sunny-day Atoka Reservoir dam-breach model scenarios and time to peak stage for the 75-percent probable maximum flood.


34°25'0"
34°25'30"
34°26'0"
34°26'30"
34°27'0"
34°27'30"
34°28'0"
34°28'30"
34°29'0"
34°29'30"
34°30'0"
34°30'30"
34°31'0"
96°7'30"
96°7'0"
96°6'30"
96°6'0"
96°5'30"
96°5'0"
96°4'30"
96°4'0"
Unmodeled inundation possible
Tower Ridge Rd
E Tower Rd
E 1766 Rd
E 1750 Rd
E Acme Valley Rd
College Rd
N3902 Rd
Bradford Rd
N3890 Rd
N Mississippi Ave
N Mitchell Rd
E Teller Rd
N3815 Rd
E Fredericks Rd
E Fredericks Ranch Camp Rd
E Lake Shore Dr
E 1800 Rd
Lake Shore Dr
Humphrey Rd
Acme Creek Rd
North Boggy Creek
Atoka Reservoir
07332.01
07332
07331
07330
07329
07328
07327
07326
07325
07324
07323
07322
07321
07320
07319
07318
07317
07316
07315
07314
07313
07312
07311
07310
07309
07308
07307
07306
07305
07304
07303
07302
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07296
07295
07294
07293





Base from Oklahoma State Plane North Projection, North American Datum, 1983.
Aerial photography from U.S. Department of Agriculture (2013).
Highways from Oklahoma Department of Transportation (2014).
Incorporated areas, railroads, and roads from U.S. Census Bureau (2014).
Topographic contours at 10-foot intervals from City of Oklahoma City (2004), City of Norman (2007), Intermap Technologies (2014), and U.S. Geological Survey (2014).
Unmodeled inundataion areas (hachured) are assumed to be inundated below the modeled flood elevation at the place where they join the modeled inundation area. Actual areas inundated will depend on the particular failure mechanism and preexisting flood conditions and may differ from the areas shown on the maps. For this reason, isolated inundation areas (those disconnected from the main inundation area) were included on the inundation maps.

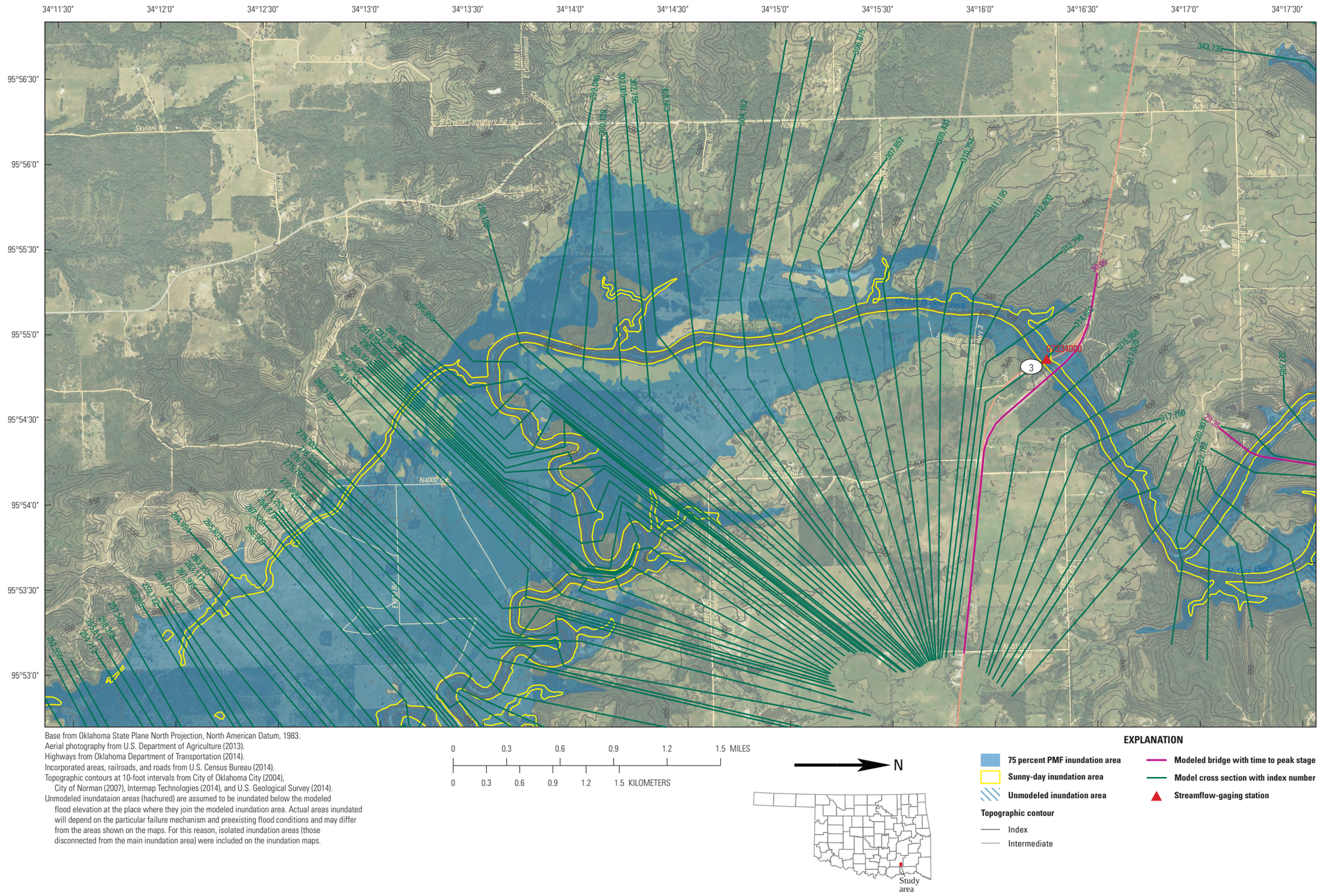
0 0.3 0.6 0.9 1.2 1.5 MILES
0 0.3 0.6 0.9 1.2 1.5 KILOMETERS



EXPLANATION

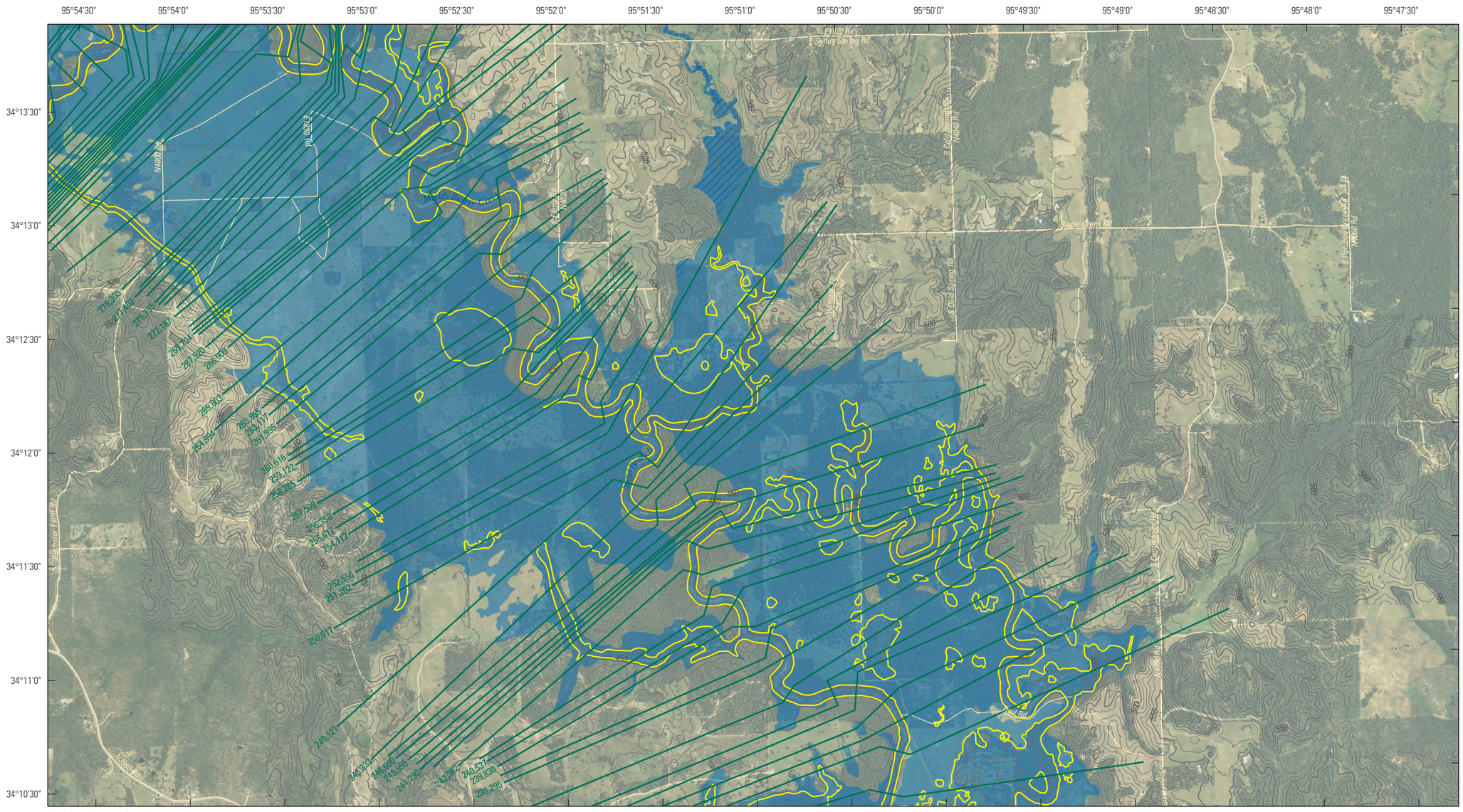
- 75 percent PMF inundation area
- Sunny-day innundation area
- Unmodeled inundation area
- Topographic contour
  - Index
  - Intermediate
- Modeled bridge with time to peak stage
- Model cross section with index number
- Park

Appendix 2_6. Inundated areas for the 75-percent probable maximum flood (PMF) and sunny-day Atoka Reservoir dam-breach model scenarios and time to peak stage for the 75-percent probable maximum flood.



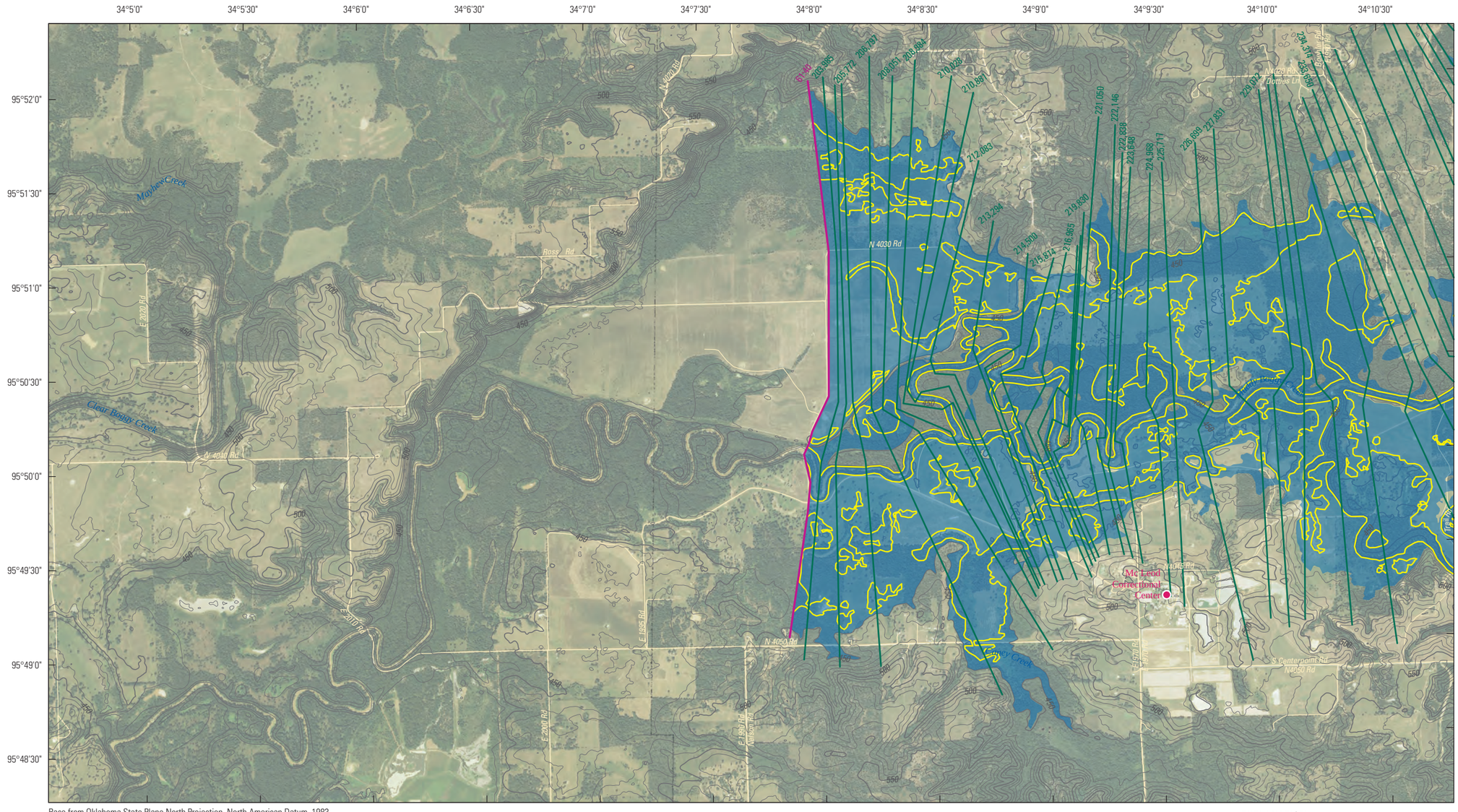
Base from Oklahoma State Plane North Projection, North American Datum, 1983.
Aerial photography from U.S. Department of Agriculture (2013).
Highways from Oklahoma Department of Transportation (2014).
Incorporated areas, railroads, and roads from U.S. Census Bureau (2014).
Topographic contours at 10-foot intervals from City of Oklahoma City (2004), City of Norman (2007), Intermap Technologies (2014), and U.S. Geological Survey (2014).
Unmodeled inundataion areas (hachured) are assumed to be inundated below the modeled flood elevation at the place where they join the modeled inundation area. Actual areas inundated will depend on the particular failure mechanism and preexisting flood conditions and may differ from the areas shown on the maps. For this reason, isolated inundation areas (those disconnected from the main inundation area) were included on the inundation maps.

Appendix 2–7. Inundated areas for the 75-percent probable maximum flood (PMF) and sunny-day Atoka Reservoir dam-breach model scenarios and time to peak stage for the 75-percent probable maximum flood.



Base from Oklahoma State Plane North Projection, North American Datum, 1983.
Aerial photography from U.S. Department of Agriculture (2013).
Highways from Oklahoma Department of Transportation (2014).
Incorporated areas, railroads, and roads from U.S. Census Bureau (2014).
Topographic contours at 10-foot intervals from City of Oklahoma City (2004), City of Norman (2007), Intermap Technologies (2014), and U.S. Geological Survey (2014).
Unmodeled inundataion areas (hachured) are assumed to be inundated below the modeled flood elevation at the place where they join the modeled inundation area. Actual areas inundated will depend on the particular failure mechanism and preexisting flood conditions and may differ from the areas shown on the maps. For this reason, isolated inundation areas (those disconnected from the main inundation area) were included on the inundation maps.

Appendix 2–8. Inundated areas for the 75-percent probable maximum flood (PMF) and sunny-day Atoka Reservoir dam-breach model scenarios and time to peak stage for the 75-percent probable maximum flood.



Base from Oklahoma State Plane North Projection, North American Datum, 1983.
Aerial photography from U.S. Department of Agriculture (2013).
Highways from Oklahoma Department of Transportation (2014).
Incorporated areas, railroads, and roads from U.S. Census Bureau (2014).
Topographic contours at 10-foot intervals from City of Oklahoma City (2004), City of Norman (2007), Intermap Technologies (2014), and U.S. Geological Survey (2014).
Unmodeled inundataion areas (hachured) are assumed to be inundated below the modeled flood elevation at the place where they join the modeled inundation area. Actual areas inundated will depend on the particular failure mechanism and preexisting flood conditions and may differ from the areas shown on the maps. For this reason, isolated inundation areas (those disconnected from the main inundation area) were included on the inundation maps.

Appendix 2–9. Inundated areas for the 75-percent probable maximum flood (PMF) and sunny-day Atoka Reservoir dam-breach model scenarios and time to peak stage for the 75-percent probable maximum flood.