

DOT OPEN HOUSE
 Oklahoma Department of Transportation
 November 15th, 2016 from 5:00 - 7:00 p.m.
 Blackgum Fire Department & Community Center | 449458 Highway 100 | Vian, OK 74962

SH-82 • Sequoyah County, OK • 30574(04)
Presentation of Proposed Improvements & Solicitation of Public Input

Purpose of Open House

To present the alternatives being considered for the proposed improvements of SH-82 from the intersection of SH-82 and SH-100 extending east and north to just south of the Snake Creek Bridge in Sequoyah County, Oklahoma and to obtain public input to aid in selecting a preferred alternative

Project Background

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the safety of this portion of SH-82. This section of SH-82 has sharp curves, insufficient sight distances, steep slopes, and no shoulders. These factors contribute to a high accident rate. The existing highway is a two-lane, open section, major collector facility with 11-foot wide driving lanes and no shoulders. There is a 20-foot long bridge box over the Cato Creek within extents. This segment of SH-82 is part of the Cherokee Hills Scenic Byway that begins near Gore, and ends near West Siloam Springs in Oklahoma.

ODOT recently tasked a consultant to study five alternatives for improving this segment of highway while taking into consideration the cost of construction, right-of-way and utilities, potential environmental constraints and the beauty of this scenic byway. The alternatives being considered include options to improve the existing highway, and the analysis of new alignments located both east and west of the existing highway. The alternatives include:

- **Alternative 1:** Widening with vertical and horizontal curve corrections on the existing alignment to meet a 55 mph design speed. Involves a combination of widening the driving lanes to 12-feet and adding 8-foot shoulders from the SH-82/SH-100 intersection east towards EW-97 Road. Followed by partial vertical and horizontal curve corrections north to the Snake Creek Bridge on a slight offset east to minimize property impacts.
- **Alternative 2:** Reconstruction on an offset alignment to the east at a 55 mph design speed. Involves a combination of widening the driving lanes to 12-feet and adding 8-foot shoulders from the SH-82/ SH-100 intersection east towards EW-97 Road. Followed by full vertical and horizontal curve corrections north to the Snake Creek Bridge on a slight offset east to minimize property impacts.
- **Alternative 3:** Reconstruction with an offset alignment to the east at a 65 mph design speed. Involves a combination of widening the driving lanes to 12-feet and adding 8-foot shoulders between the SH-82/SH-100 intersection east towards EW-97 Road. Followed by full vertical and horizontal curve corrections north to the Snake Creek Bridge on an offset east to increase the design speed and to minimize property impacts.
- **Alternative 4:** Reconstruction with an offset alignment further east at a 65 mph design speed. Involves a combination of widening the driving lanes to 12-feet and adding 8-foot shoulders between the SH-82/SH-100 intersection to 0.3 miles east of EW-97 Road. Followed by full vertical and horizontal curve corrections north to the Snake Creek Bridge on a further offset east to increase the design speed and to minimize property impacts.
- **Alternative 5:** Reconstruction on an offset alignment to the west at a 65 mph design speed. The new alignment will start at the intersection of SH-82 and SH-100 and move north along NS-4515 Road before angling to the northeast. It then crosses the existing alignment near EW-958 Road and runs east of the existing highway to the Snake Creek Bridge.

PROPOSED TYPICAL SECTION



2-Lane Typical Section
 Typical includes: two 12-foot wide driving lanes; 8-foot wide shoulders

PROJECT INFORMATION SUMMARY

- Right-of-Way & Utility Relocation programmed to start in: **2020**
- Construction programmed to start in: **2022**
- Current Annual Average Daily Traffic (AADT) in year 2016: **1,460 Vehicles a day**
- Future Estimated AADT by year 2046: **2,580 Vehicles a day**
- Construction will remain open to traffic at all times

*Totals DO NOT include Toll Roads

DIVISION 1 ENGINEER: CHRIS WALLACE, P.E.

Total Road Miles*: 1,109.50 **Total Interstate Miles*:** 97.27 **Total Bridges:** 706

Counties: Adair, Cherokee, Haskell, McIntosh, Muskogee, Okmulgee, Sequoyah, Wagoner



PLEASE PROVIDE YOUR COMMENTS BY NOVEMBER 29, 2016

For more information about the project

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 NEPA Project Manager
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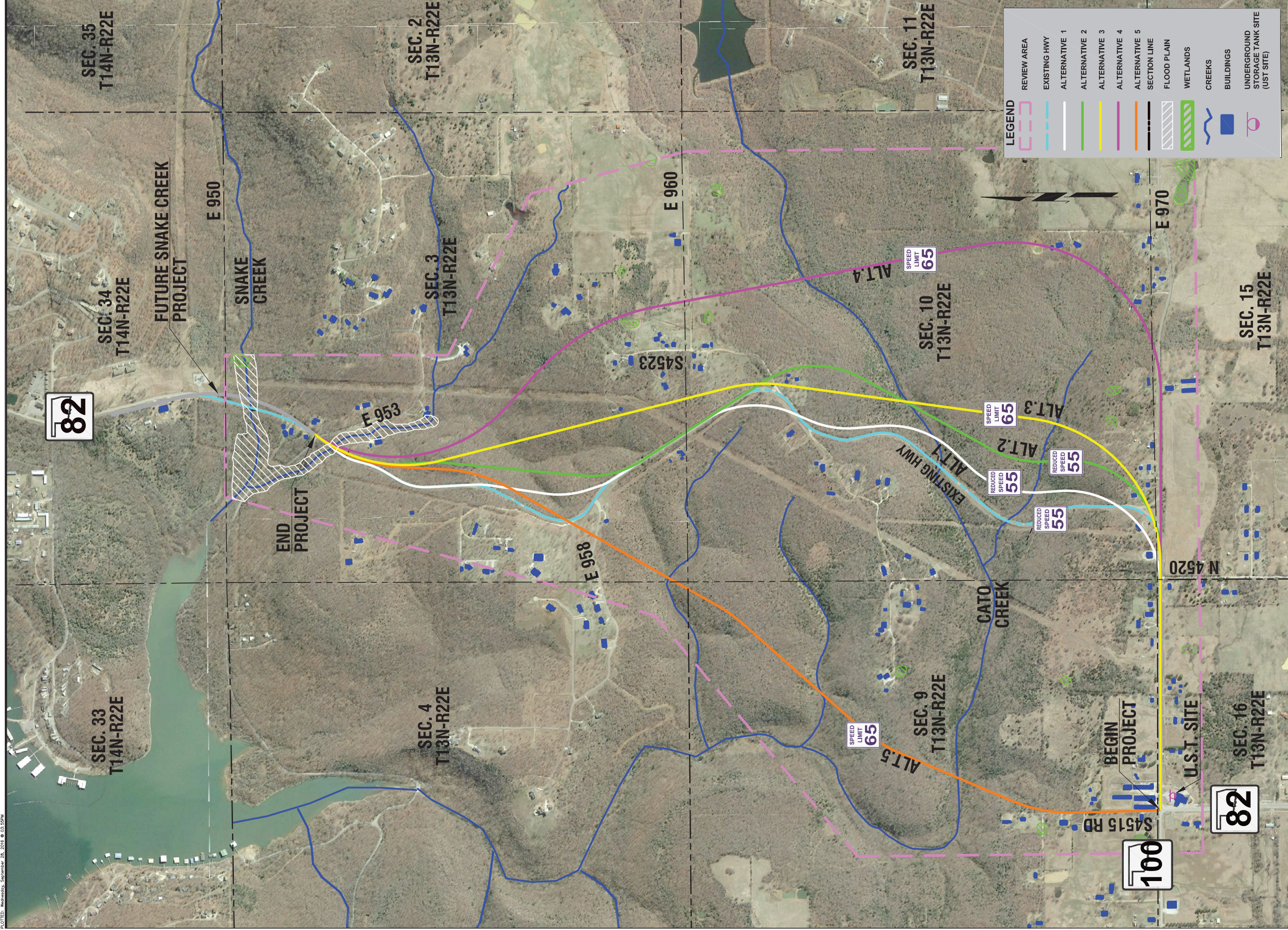
For more information about Public Participation

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All alternatives would meet current design standards. The highway would remain open during construction for all alternatives considered.



LEGEND	
	REVIEW AREA
	EXISTING HWY
	ALTERNATIVE 1
	ALTERNATIVE 2
	ALTERNATIVE 3
	ALTERNATIVE 4
	ALTERNATIVE 5
	SECTION LINE
	FLOOD PLAIN
	WETLANDS
	CREEKS
	BUILDINGS
	UNDERGROUND STORAGE TANK SITE (UST SITE)

**Alternative Alignments
J/P 30574(04) SH-82
Sequoyah County, OK**

