

...(continued from front)

- ALTERNATIVE 5A: SOUTHERNMOST OFFSET, THROUGH CONNECTION proposes the realignment of a 3.7-mile segment beginning 0.05 miles east of Section Line NS444.5 and extending east, offset further south of the existing alignment than Alternative 4 and providing a through connection to the SH 10A/SH-100 junction. As with Alternatives 4 and 5, Alternative 5A would result in realignment of SH-10A south of Paradise Hill, Oklahoma

Based upon evaluation and comparison of several alternatives, as well as comments received as the result of a stakeholder meeting held October 18, 2016, ODOT has selected Alternative 2 as the Preferred Alternative. Advantages of Alternative 2 include that it provides continued access to Paradise Hill, meets current design criteria, and is less expensive and has less impacts to Tribal land than some of the other alternatives. See enclosed graphic of the Preferred Alternative.

PROPOSED TYPICAL SECTION



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

PROJECT INFORMATION SUMMARY

- Total Programmed Estimated Cost of these projects: **\$9.6 Million**
- Right-of-Way & Utility Relocation programmed to start in: **2019**
- Construction programmed to start in: **2021**
- Current Annual Average Daily Traffic (AADT) in year 2016: **1,200 Vehicles a day**
- Future Estimated AADT by year 2036: **1,700 Vehicles a day**
- Construction along existing alignment may require a temporary construction road closure

*Totals DO NOT include Toll Roads

DIVISION 1 ENGINEER: CHRIS WALLACE, P.E.

**Totals DO NOT include County Bridges

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 FEBRUARY 14, 2017

For more information about the project

Laurie Effinger
NEPA Project Manager
Division 1
(405) 521-2535
odot-environment@odot.org

For more information about Public Participation

Frank Victor Roesler III
Public Involvement Officer
Strategic Asset & Performance Management Division
(405) 521-2350
publicmeetings@odot.org

<http://www.odot.org/publicmeetings>



January 31st, 2017 from 5:00 P.M. to 7:00 P.M.

Town of Gore Community Building | Steve Owens Sports Complex | 313 Steve Owens Road | Gore, OK 74435

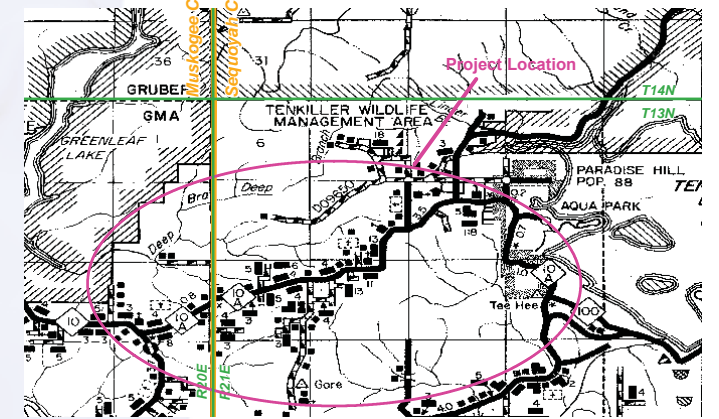
SH-10A • Muskogee & Sequoyah Counties, OK • JP: 30562(04) Presentation of Preferred Alternative & Solicitation of Public Input

Purpose of Meeting

The purpose of this Public Open House is to explain the purpose and need for improvements along State Highway 10A, introduce 7 alignment alternatives that have been considered, present the Preferred Alternative, and receive public feedback and input on the project.

Project Description

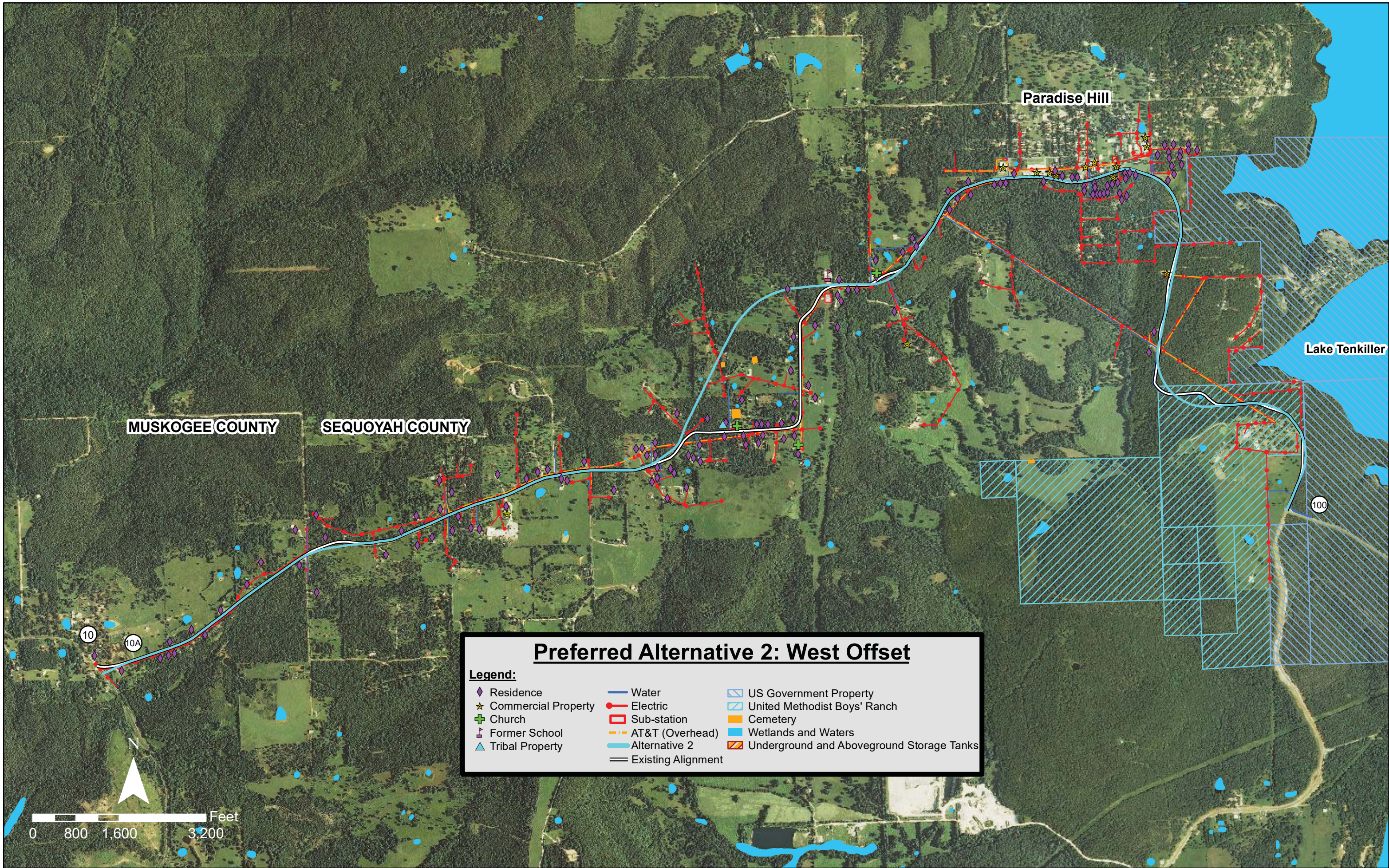
The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to State Highway (SH) SH-10A from the SH-10 junction extending east to the SH-100 junction in Muskogee and Sequoyah Counties, Oklahoma. The existing SH-10A has no shoulders and substandard horizontal and vertical curves, which contribute to an accident history approximately three times the statewide average for a roadway of this type. The purpose of the proposed improvements is to correct roadway deficiencies, enhance safety, and efficiently accommodate traffic.



ODOT recently tasked a consultant to study several alternatives to improve SH-10A while taking into consideration construction cost, right-of-way requirements, and environmental constraints. The study identified seven (7) alignment alternatives for consideration, as described in the following text.

- ALTERNATIVE 1: EXISTING ALIGNMENT is a minimal widening and overlay improvement project which adds minimal shoulders and makes modest safety improvements to the existing SH 10A alignment.
- ALTERNATIVE 1A: ON OR NEAR EXISTING ALIGNMENT is a project which improves substandard horizontal and vertical curves, the banking on curves, pavement width, and clear recovery area.
- ALTERNATIVE 2: WEST OFFSET utilizes Alternative 1A, with the exception of a realignment to the west of existing SH-10A for approximately 1.3 miles between Section Lines NS444 and NS445 (i.e., Orchard Road).
- ALTERNATIVE 3: EAST OFFSET also utilizes Alternative 1A, with the exception of a realignment to the east of existing SH-10A for approximately 1.0 mile between 0.05 miles east of Section Line NS444.5 and 0.15 miles east of Section Line NS445.
- ALTERNATIVE 4: SOUTH OFFSET is a south realignment of SH-10A, replacing a 3.4 mile-segment between 0.19 miles west of Section Line NS444.5 and 0.37 miles north of SH-100, offset south of the existing alignment. This alternative would result in realignment of SH-10A south of Paradise Hill, Oklahoma.
- ALTERNATIVE 5: SOUTHERNMOST OFFSET would replace a 3.1-mile segment beginning 0.05 mile east of Section Line NS444.5 and extending to 0.37 miles north of SH 100 with an offset south of Alternative 4. As with Alternative 4, Alternative 5 would result in realignment of SH-10A south of Paradise Hill, Oklahoma.

(continued on back...)



Paradise Hill

Lake Tenkiller

MUSKOGEE COUNTY

SEQUOYAH COUNTY

100

10

10A

Preferred Alternative 2: West Offset

Legend:

- ◆ Residence
- ★ Commercial Property
- ✚ Church
- ⌵ Former School
- ▲ Tribal Property
- Water
- Electric
- ▭ Sub-station
- - - AT&T (Overhead)
- Alternative 2
- Existing Alignment
- ▨ US Government Property
- ▨ United Methodist Boys' Ranch
- Cemetery
- Wetlands and Waters
- Underground and Aboveground Storage Tanks

N

0 800 1,600 3,200 Feet