

TYPICALS



2 Lane Typical Section

PROJECT INFORMATION SUMMARY

- Total Programmed Estimated Construction Cost of this project: **\$9.3 Million**
- Right-of-Way & Utility Relocation: **2019**
- Construction programmed to start in: **2021**

*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 APRIL 18, 2019

For more information about the project, contact:

Leslie Novotny
NEPA Project Manager, Division 1
ODOT
(405) 521-2321
environment@odot.org

Melissa Evans
Environmental Engineering Intern
Triad Design Group
(405) 752-1122
mevans@triaddesigngroup.com

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



**SH-10A Improvements, Sequoyah County, OK, JP 30562(04)
Preferred Alternative & Solicitation of Public Input**

Purpose of Meeting

To present the results of environmental studies and preliminary plans for the Preferred Alternative for improvements to SH-10A beginning 2 miles east of the SH-10 junction, extending east approximately 4.10 miles to the SH-100 junction. The public's review and input is appreciated.

Project Background

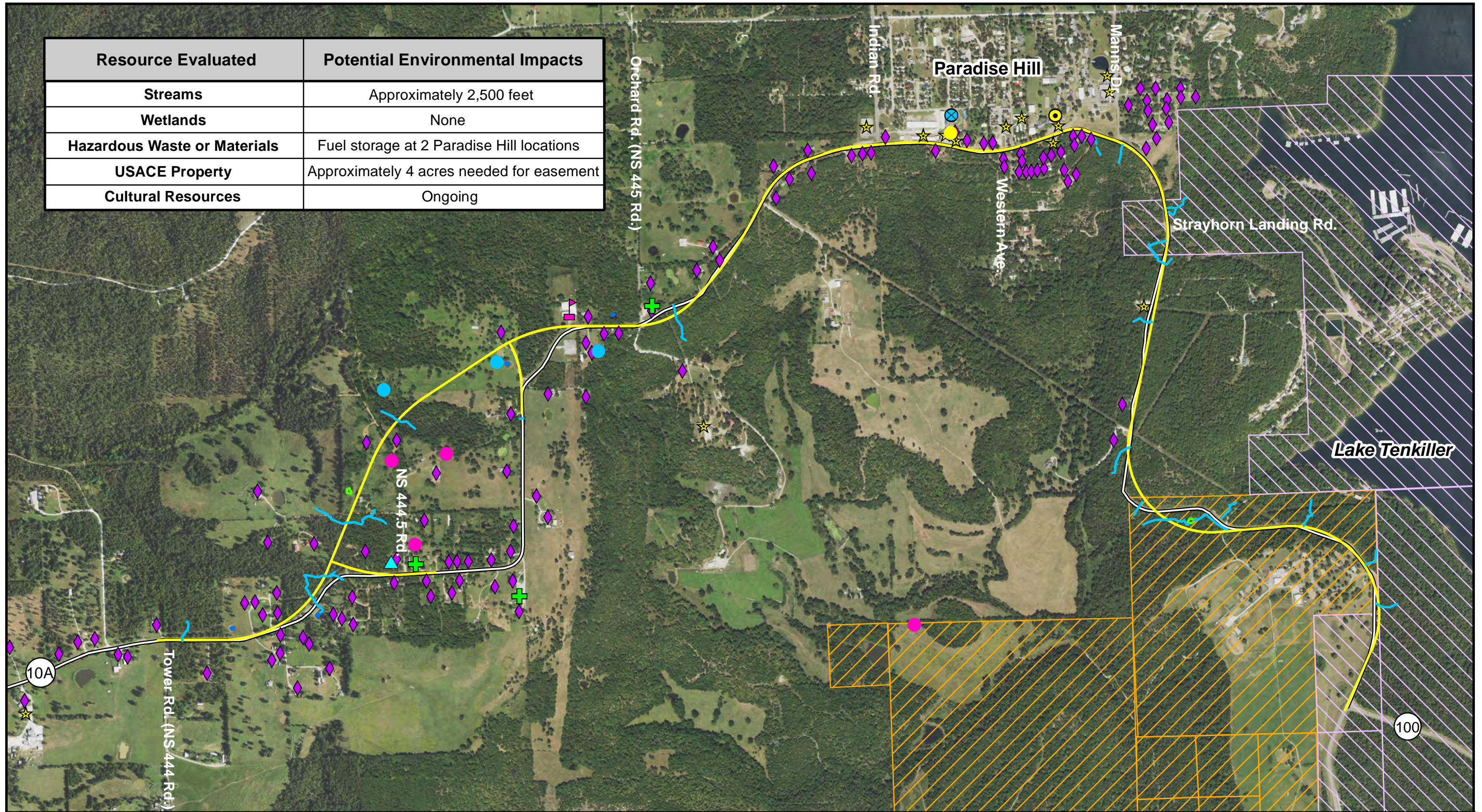
The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve State Highway 10A (SH-10A) beginning 2 miles east of the SH-10 junction, extending east 4.10 miles to the SH-100 junction in Sequoyah County. The existing SH-10A has numerous substandard curves, lacks adequate shoulders and clear recovery area, and has a collision rate 3 times the statewide rate for similar facilities. The purpose of the proposed improvements is to correct roadway deficiencies, enhance safety, and efficiently accommodate traffic.

Project History and Description

After evaluation of seven (7) improvement alternatives and public input from an October 18, 2016 stakeholder meeting and a January 31, 2017 Open House, ODOT selected the Preferred Alternative. The Preferred Alternative follows the original SH-10A alignment, with the exception of a new western offset alignment that will replace a 1.3-mile long segment of SH-10A between NS 444 Road and NS 445 Road. The remaining segment of existing SH-10A not replaced by the realignment will be turned over to Sequoyah County to connect the existing residences to SH-10A. The future SH-10A will be an asphalt section with 12-ft. driving lanes, 8-ft. shoulders (with the exception of 4-ft. shoulders through the town of Paradise Hill to minimize right-of-way requirements), and guardrail as needed. SH-10A will remain open to traffic during construction.

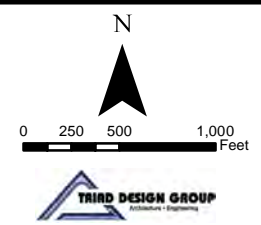
ODOT recently tasked a consultant to perform environmental studies and prepare preliminary plans for the eastern segment of the Preferred Alternative, i.e., from 2 miles east of the SH-10 junction east to the SH-100 junction. See the Preferred Alternative environmental constraints graphic inside.

Resource Evaluated	Potential Environmental Impacts
Streams	Approximately 2,500 feet
Wetlands	None
Hazardous Waste or Materials	Fuel storage at 2 Paradise Hill locations
USACE Property	Approximately 4 acres needed for easement
Cultural Resources	Ongoing



Legend:

- Proposed SH-10A
- ◆ Residence
- ★ Commercial Property
- ▲ Tribal Property
- + Church
- ~ Potential Waterways
- Open Water
- ▨ Potential Wetlands
- Aboveground Storage Tanks
- Underground Storage Tanks
- Domestic Water Well
- ⊗ Groundwater Monitoring Wells
- US Government Property
- United Methodist Boys' Ranch
- Cemetery
- ▲ Former School



**SH-10A Improvements
Preferred Alternative
Environmental Constraints Map**