***PROJECT HISTORY TAB***

*(Updated 4/9/2021)*

**WIDEN, RESURFACE & BRIDGE SH-100: FROM 3 MILES NORTH OF CHEROKEE C/L EAST APPROXIMATELY 6 MILES**

**ADAIR COUNTY, J/P 32098(04)**

**Project History:**  SH-100 needs to be upgraded to meet current design criteria. There is an elevated collision rate, including multiple severe crashes. In 2019, ODOT sponsored a study to evaluate possible alignments for the necessary improvements. Initial engineering designs were developed for three alternatives. Factors such as constructability, economic costs, right-of-way and utility impacts, and environmental constraints were all considered. The engineering report was completed in January 2020.

Three alternatives were considered. Alternative 1 involved improving the existing roadway with a north-offset alignment curve correction near County Road (CR) NS-4675. Alternative 2 involved improving the existing roadway with a minor curve correction on existing alignment near CR NS-4675. Alternative 3 involved widening the existing roadway with no curve corrections. Each alternative was initially designed to provide two, 12-foot-wide driving lanes and 8-foot-wide shoulders with a 65-mph design speed.

An Open House meeting was held at the Stilwell Public Library on August 29, 2019. At the meeting, the three alternatives were presented using poster boards and an 8-foot roll out map. ODOT staff and the engineering design team were present to answer questions and take comments from the public. Attendees were encouraged to submit written comments or participate in an online survey through MetroQuest software. Several comments were received from affected residents, the general public, and state and federal agencies. A summary report and the meeting materials presented at the Open House are available by accessing ODOT’s public involvement webpage and searching the “archives.” Or, copy and paste the following link into your web browser:

<https://oklahoma.gov/odot/programs-and-projects/public-meetings-and-hearings/20190829.html>

Based on the completed alignment study, public participation, and state and federal agency input, ODOT selected Alternative 1 as the preferred alignment. The preferred alignment design corrected the sharp curves, poor sight distances, deteriorating pavement, and the lack of shoulders. It was also the safest option, with relatively moderate environmental and community impacts, and had the lowest overall cost of construction. Alternatives 2 and 3 were rejected because they would not fully address safety concerns. In addition, the “no build” option (i.e., leave SH-100 as is) was rejected because unsafe driving conditions would remain.