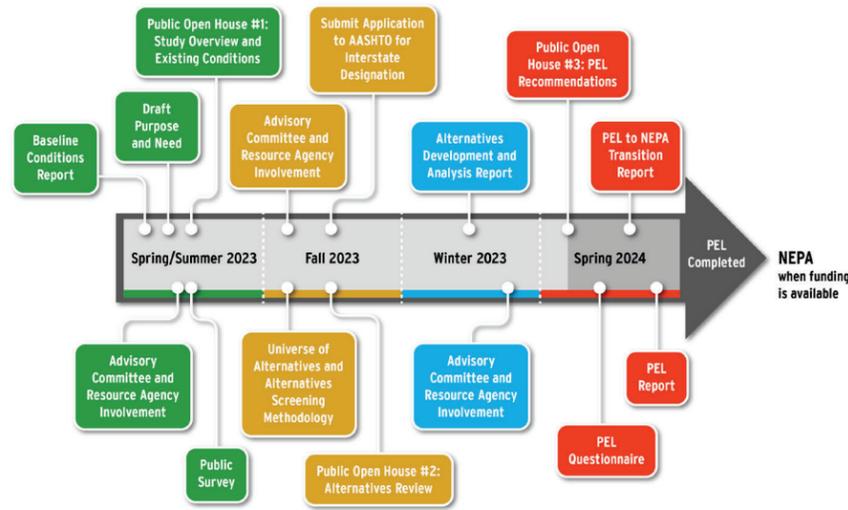




Public Engagement Process



Public Meeting #3 Summary

ODOT and ARDOT hosted three in-person open-houses to share final results and recommendations from the PEL Study and collect feedback from community members. A virtual public meeting, provided in English and Spanish, was also available for a three-week period on the ODOT and ARDOT Study websites. The open-house events were held in Tulsa, Pryor, and Siloam Springs. Feedback from the public meetings was incorporated into the final PEL report.

- Tulsa, OK - June 11, 2024; Total attendance: 30
- Pryor, OK – June 12, 2024; Total attendance: 103
- Siloam Springs, AR – June 13, 2024; Total attendance: 129
- Virtual attendance: 492

Legend: Baseline Conditions (Green), Alternative Screening Methodology (Yellow), Alternatives Development and Analysis (Blue), PEL Reports (Red)

Note: Community group presentations and additional surveys were conducted on an as-needed basis to help inform the overall study.
 *Funding and schedules for projects in Arkansas after the PEL Study have not been identified. Project development and construction are not identified in ARDOT's Renew Arkansas Highways Program.

The U.S. 412 PEL Study is finalized. Final documents have been uploaded to the ODOT website link shown below or by contacting the ODOT or ARDOT project managers.

Frequently Asked Questions:

Will improvements be made on parts of the corridor already considered an interstate, like I-244?

- I-244 is already considered an interstate, therefore no widening or new alignments are recommended on I-244 in the PEL Study. Only complementary solutions (i.e. transit, bike/pedestrian and technology) that do not require additional right-of-way are recommended in this segment.

Will portions of U.S. 412 be tolled?

- Tolling is not in consideration in the PEL Study in any portion of the corridor that is not currently tolled. Existing tolling on the Cherokee and Cimarron Turnpikes will continue to be tolled.

When will construction begin?

- Due to the length of the corridor and complexities of each individual study segment, timetables will vary for when construction may begin. When funding is identified for a project, an environmental study will be the next phase. ODOT already has some projects already programmed such as the Diamond Head and 412B interchanges.

Study Information

ODOT Study webpage: www.odot.org/US412InterstateDesignationStudy

Contact Information

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Study Overview

The Oklahoma Department of Transportation (ODOT) and Arkansas Department of Transportation (ARDOT) have been working jointly with the Oklahoma Turnpike Authority (OTA) and Federal Highway Administration (FHWA) since Fall 2022 on a Planning and Environmental Linkages (PEL) Study of U.S. 412. This Study is being completed in response to a federal mandate in the Infrastructure Investment and Jobs Act (IIJA) to upgrade U.S. 412 to an interstate highway from I-35 in Noble County, Oklahoma, to I-49 in Benton County, Arkansas, 190 miles. The idea for conversion of U.S. 412 to an interstate was initiated by Senator James Inhofe of Oklahoma and Senators John Boozman and Tom Cotton of Arkansas. The idea was also supported by both Indian Nations Council of Government (INCOG) and the Northwest Arkansas Regional Planning Commissions (NWARCP) as well as both departments of transportation. Before portions of U.S. 412 can be resigned to I-42, upgrades must be made to make the roadway interstate compliant. The PEL Study is a key tool to develop a master plan for this transition. This fact sheet identifies recommendations for future improvements to upgrade the corridor to an interstate. The graphic below shows the recommended transportation scenarios that will be advanced to the NEPA phase in each planning segment. The inside of the fact sheet shows where new interchanges and overpasses would be located along the corridor.

U.S. 412 PEL by the Numbers:

- 1,354 total participants
- 239 comments received
- 80% were in favor or neutral of the PEL recommendations

Recommended Scenarios

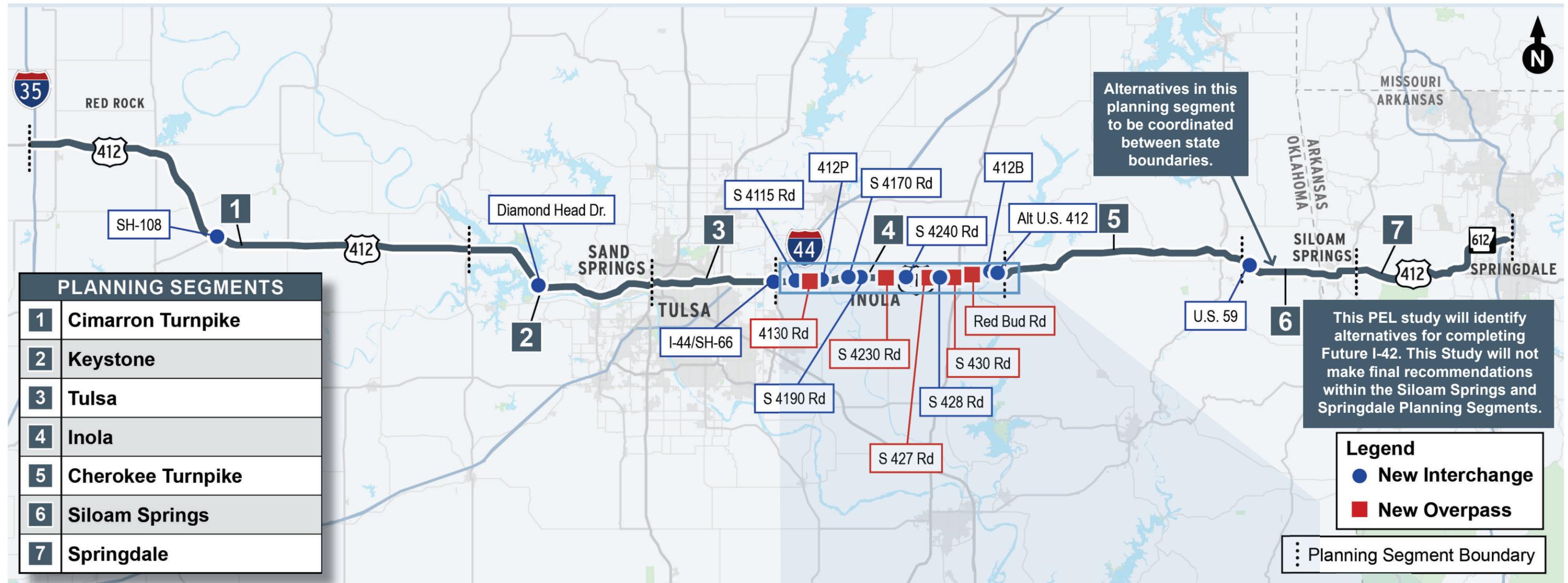
| Scenarios | U.S. 412 Planning Segments | | | | | | |
|---|----------------------------|----------|-------|-------|-------------------|----------------|------------|
| | Cimarron Turnpike | Keystone | Tulsa | Inola | Cherokee Turnpike | Siloam Springs | Springdale |
| No Action (includes projects already funded) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Complementary Alternatives (i.e. transit, bike/ped, technology) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Geometric Improvements (to upgrade the facility to interstate standards) | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ |
| Controlled Access* (i.e. new interchanges, overpasses and removed access) | | | | ✓ | | | ✓ |
| New Alignment (Oklahoma 6A) | | | | | | ✓ | |
| Controlled Access/New Alignment (Oklahoma 6B) | | | | | | ✓ | |
| Controlled Access/New Alignment (Oklahoma 6C) | | | | | | ✓ | |
| New Alternative (Arkansas Northern Corridor) | | | | | | ✓ | |
| New Alternative (Arkansas Southern Corridor) | | | | | | ✓ | |

* This scenario represents Controlled Access on the existing U.S. 412 alignment.
 Note: Checked boxes will be carried forward into NEPA.

ODOT and ARDOT intend to utilize the findings from the PEL Study to guide NEPA projects per Title 23 of the U.S. Code, Section 168. Note: There are no programmed US 412 PEL Study projects in Arkansas.



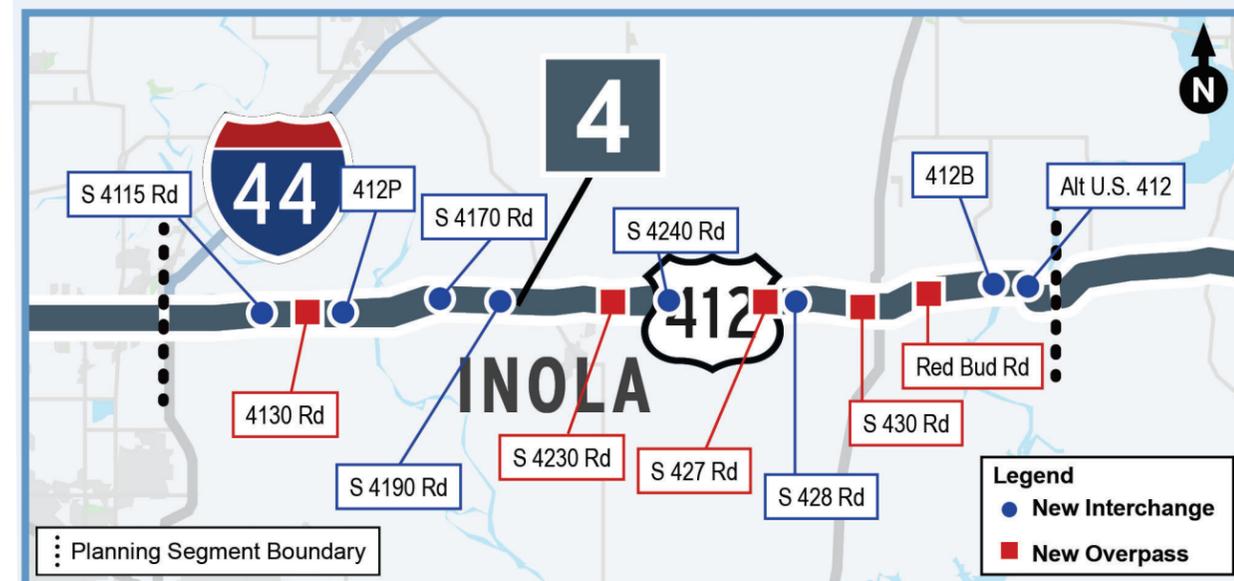
Interchange and Overpass Locations to Upgrade U.S. 412 to I-42



A Comprehensive, Forward Thinking Interstate Plan

When Congress designated U.S. 412 to be upgraded to an interstate, it provided both ODOT and ARDOT an opportunity to rethink what a future interstate can look like. The new interstate will be fully access controlled with interchanges, grade separated bridge crossings and a supporting roadway network. A comprehensive interstate of the future will include complementary alternatives, in addition to interchanges, overpasses and a supporting roadway network.

Complementary Alternatives are included in all planning segments. Complementary Alternatives are transportation improvements that complement the interchanges and grade separations providing a fully access controlled facility. Complementary Alternative projects include multimodal (i.e. transit), freight, congestion management and intelligent transportation systems solutions. These solutions will be vetted in greater detail as future planning continues along the corridor.



Notes:
 At-grade intersections not identified in the Inola Planning Segment are proposed to be cul-de-sacs with no direct access to U.S. 412.
 Local roadway network improvements to be coordinated with other agencies.