

# **WELCOME!**

## **SH-412B at US-412 Junction Public Open House**



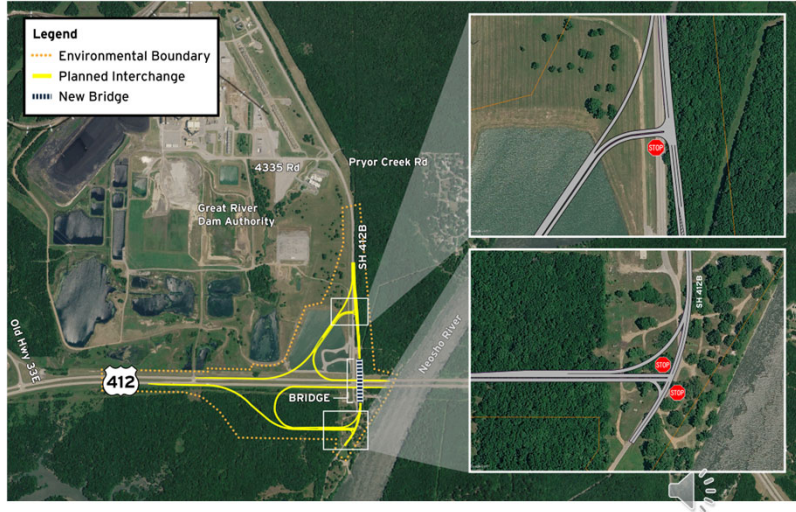
**OKLAHOMA**  
Transportation



Welcome to the virtual public meeting for the SH-412B at US-412 Junction Project.

## Purpose of Meeting

To share the planned improvements for the SH-412B and US-412 interchange in Mayes County and get input from the public.



The purpose of the meeting is to present the proposed improvements for the SH-412B at US-412 interchange in Mayes County and receive public input.

## Purpose of Project

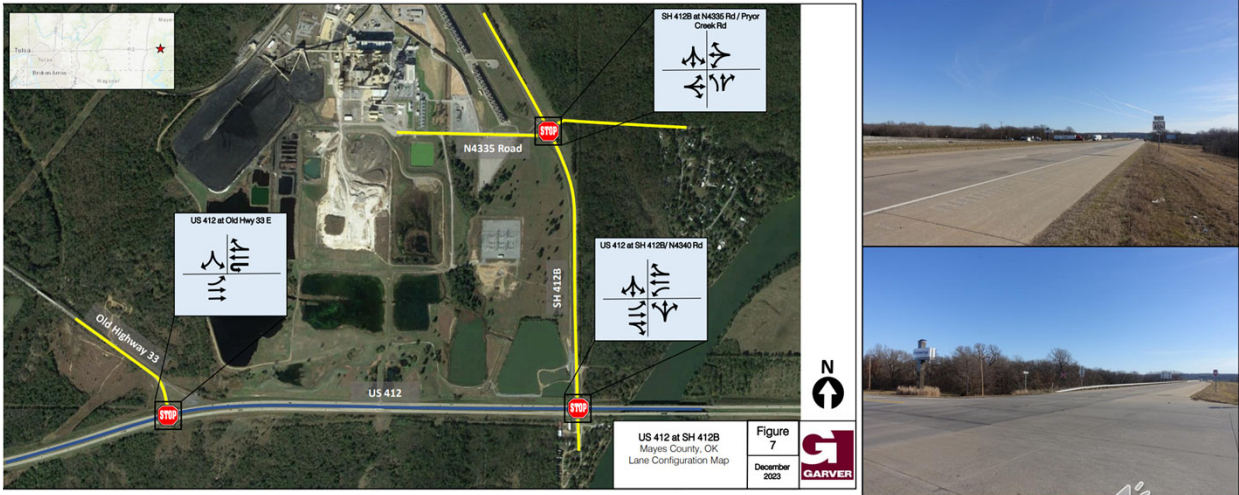
- Follow the federal approval to make US-412 an interstate
- Address safety
- Improve the ability to get on, off, or across US-412
- Create better connections to rural and urban communities



The purpose of the project is to:

- Follow the federal approval to make US-412 an interstate;
- Address safety;
- Improve the ability to get on, off, or across US-412; and
- Create better connections to rural and urban communities

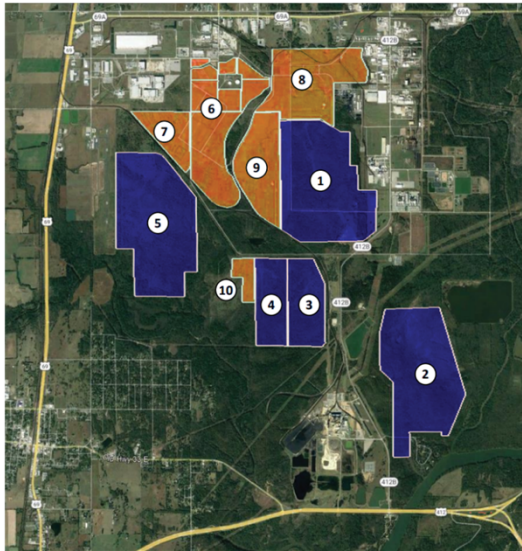
## Existing Conditions



The US-412 at SH-412B intersection serves a residential area to the north. It also serves the Grand River Dam Authority and MidAmerica Industrial Park, both of which are busy employment and freight centers for the region. Large trucks coming to and from MidAmerica Industrial Park are often travelling at the same time when daily traffic is at its heaviest on US-412, creating occasional backups at the SH-412B intersection. The movement of oncoming, high-speed traffic creates dangerous conditions as vehicles and large trucks attempt to make turns or cross the US-412 and SH-412B intersection.

Traffic count data received in February 2023 shows that US-412 carries approximately 14,000 vehicles per day, SH-412B carries approximately 3,000 vehicles per day, and Old Highway 33 carries approximately 800 vehicles per day.

# Future Development



No. #	Development Name	Land Use	Total Daily Trips	Daily Trips using SH 412B	Acres
1	Future Development	Industrial	4,957	2,725 (55%)	615
2	Estates at Ridgeview	Residential	2,573	1,930 (75%)	570
3	Apex	Industrial	1,931	1,060 (55%)	200
4	Josie	Industrial	7,942	4,370 (55%)	180
5	Industrial Development	Office	1,038	310 (30%)	620
6	Armin Road Developments	Industrial	1,704	510 (30%)	416
7	Future Development	Industrial	748	225 (30%)	124
8	Future Development	Industrial	1,559	465 (30%)	365
9	Future Development	Industrial	1,222	365 (30%)	255
10	Future Development	Industrial	392	115 (30%)	48
			<b>Total Daily Trips</b>	<b>Daily Trips using SH 412B</b>	<b>Acres</b>
			<b>24,066</b>	<b>12,075</b>	<b>3,033</b>

Legend	
<span style="color: blue;">■</span>	Planned Development
<span style="color: orange;">■</span>	Future Developable Land



Another factor to keep in mind when determining appropriate changes to the transportation system is the future development in the area. Future development north of US-412 will bring additional traffic and safety impacts to the area including 12,000 vehicles onto US-412B daily. Currently, SH-412B handles approximately 3,000 vehicles per day. This is a significant increase that must be taken into consideration.

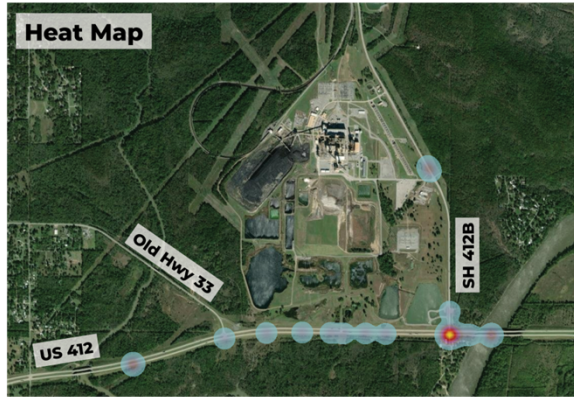
## Environmental Considerations

- Effects on Streams and Wetlands
- Threatened and Endangered Animals and Plants
- Hazardous Waste Areas
- Noise, Historic Places, and Archaeological Sites

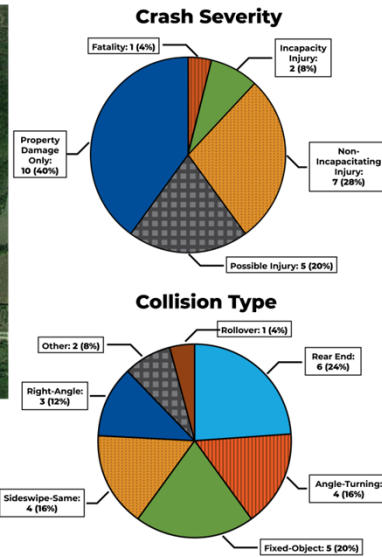


When any changes are proposed to a road, large or small, environmental documentation must be completed. Environmental issues considered, studied, and evaluated for this project include stream and wetland impacts, threatened and endangered species, hazardous waste sites, noise impacts, historic properties and archeological sites, low-income communities and underrepresented groups.

# Safety



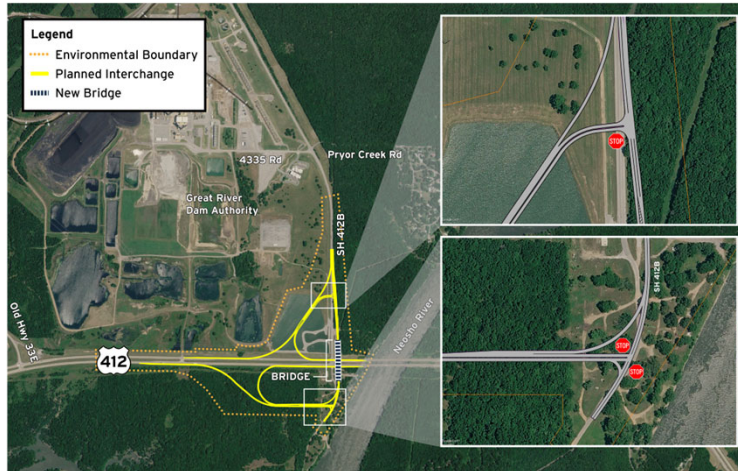
\* Data is from 2017-2021



ODOT also reviewed the most recent historical crash data from 2017 to 2021. The data shows 25 total crashes recorded at and nearby the US-412 and SH-412B intersection. Ten of the crashes within the project area were at the SH-412B intersection. One crash resulted in death, and 14 others had some form of injury.

# Planned Improvement

## FOLDED DIAMOND INTERCHANGE



### DESCRIPTION:

- New bridge over US-412
- Slip ramps for eastbound off and westbound on
- Loop ramps for eastbound on and westbound off
- Stop signs at intersections

### BENEFITS:

- Safety and access
- Improved ability to get on, off or across US-412
- Brings roadway up to today's design standards
- Better connections to rural and urban communities

In order to update a roadway to an interstate, all intersections that directly connect to US-412 must be removed and replaced with an interchange. Due to the Neosho River being directly east of the project area, and other existing development nearby, ODOT had to identify a design that would bring the needed safety considerations and free-flowing traffic movements, while minimizing impacts to nearby land. After several designs were considered, the planned improvement for the project area was chosen. The interchange is known as a “folded diamond.” This design creates a new bridge across US-412, slip ramps for eastbound off and westbound on movements, loop ramps for eastbound on and westbound off, and stop signs at the intersections.

The benefits of this design include:

- Safety and access;
- Increased mobility;
- Meeting modern design standards; and,
- Enhancing connectivity with the existing roadways

## Traffic During Construction

- US-412 will stay open, but there may be short-term lane closures
- SH-412B north of US-412 will stay open
- The area south of US-412 will only be open to vehicles that have permission to be there



All lanes will remain open on US-412 during construction, except for times when temporary lane closures are needed. SH-412B north of US-412 will remain open during construction. The road south of US-412 will not be open to any vehicles other than those authorized to be there.

## Project Schedule



ODOT is currently finalizing the environmental documentation and design of the interchange. It is expected that environmental approvals from the Federal Highway Administration will be received later this summer. Construction is expected to begin by spring of 2027 and conclude by summer of 2028.

## Contact Us and Next Steps

CONTACT: [ENGAGE@ODOT.OK.GOV](mailto:ENGAGE@ODOT.OK.GOV)

PRESENTATION AND COMMENT FORM AVAILABLE ON  
THE PROJECT WEBSITE: APRIL 7 – APRIL 21

Comment Form



Website



ODOT welcomes your questions and comments and asks that you submit them by April 21, 2026. Forms can be submitted on the website or you can download a form from the website and mail it back to ODOT. You can also submit comments by sending an email to the address shown on the slide.

Thank you for viewing the presentation.