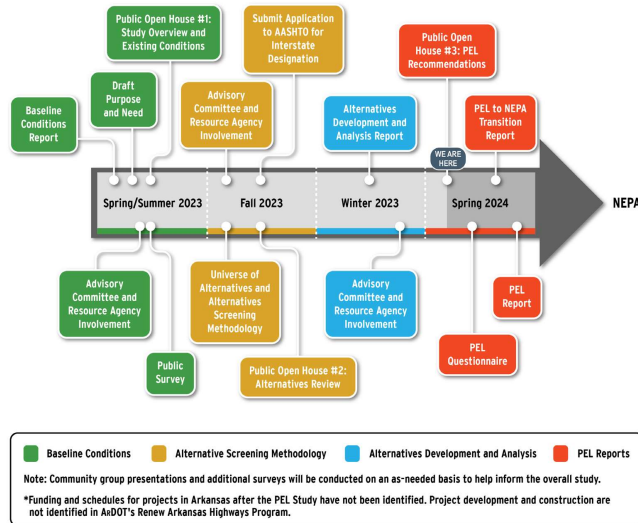


U.S. 412 Planning and Environmental Linkages (PEL) Study

Spring 2024



Public Engagement Schedule



The U.S. 412 PEL Study will conclude in the Fall of 2024. Final documents will be uploaded to the ODOT and ARDOT website links shown below.

Next Steps

- Review public feedback from June in-person public meetings, on-demand public meeting and online survey
- Complete PEL Report, PEL to NEPA - Transition Report, and PEL Questionnaire, and Request FHWA Approval
- Upload documents to the ODOT and ARDOT websites
- Submit Study fact sheet of final PEL recommendations
- No funding has been identified for this Project in Arkansas.

Participate in the Process

The public is invited to comment at any time during the Study. To stay engaged in the PEL Study the public can:

Follow the ODOT Study webpage at: www.odot.org/US412InterstateDesignationStudy

Follow the ARDOT Study webpage at: www.ardot.gov/publicmeetings

Contact Information

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Submit a comment about the Study using the QR code

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. 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 preliminary recommendations for future improvements to upgrade the corridor to an interstate. The graphic below shows the recommended transportation scenarios that will continue to be evaluated in each planning segment (see next page for segment limits). The inside of the fact sheet shows where new interchanges and overpasses would be located along the corridor.

In April 2024 the American Association of State Highway Officials approved I-42 as the future interstate designation.

Recommended Scenarios

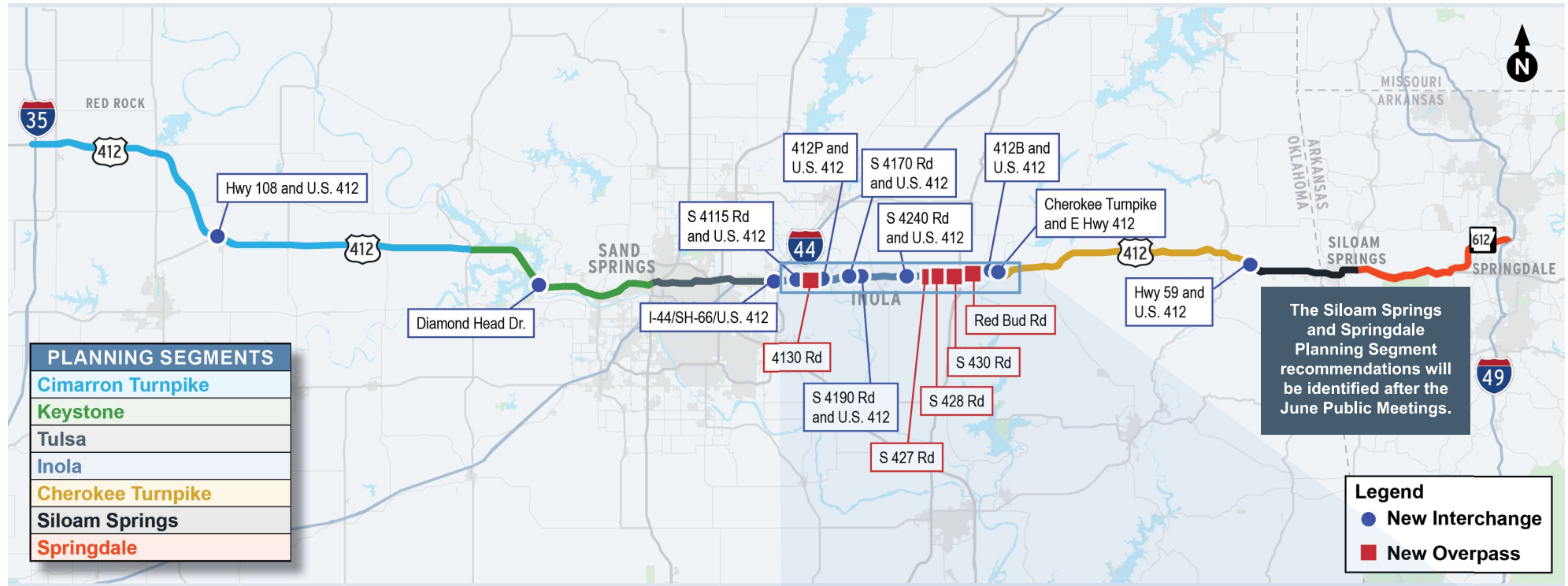
Scenarios	U.S. 412 Planning Segments						
	Cimarron Turnpike	Keystone	Tulsa	Inola	Cherokee Turnpike	Siloam Springs	Springdale
No Action (Includes projects already funded)							
Complementary Alternatives (i.e. transit, bike/ped, technology)							
Geometric Improvements (to upgrade the facility to 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: Colored 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.



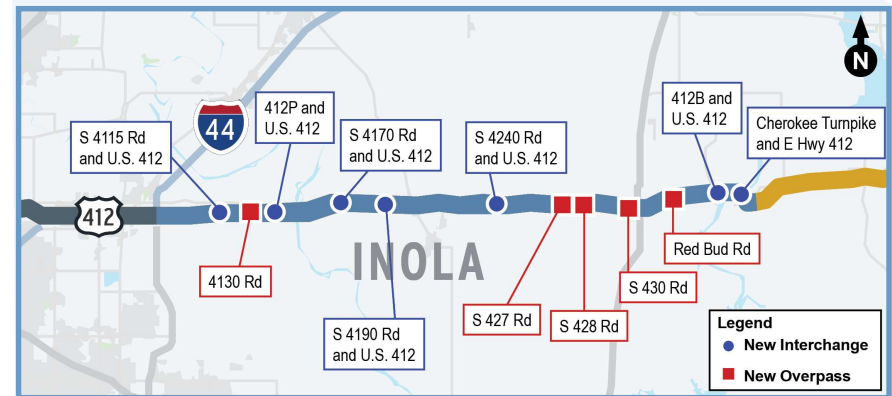
Proposed Interchange and Overpass Locations to Upgrade U.S. 412 to I-42



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 recommended 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.



Note: At-grade intersections not identified on this map are proposed to be cul-de-sacs with no access to U.S. 412.