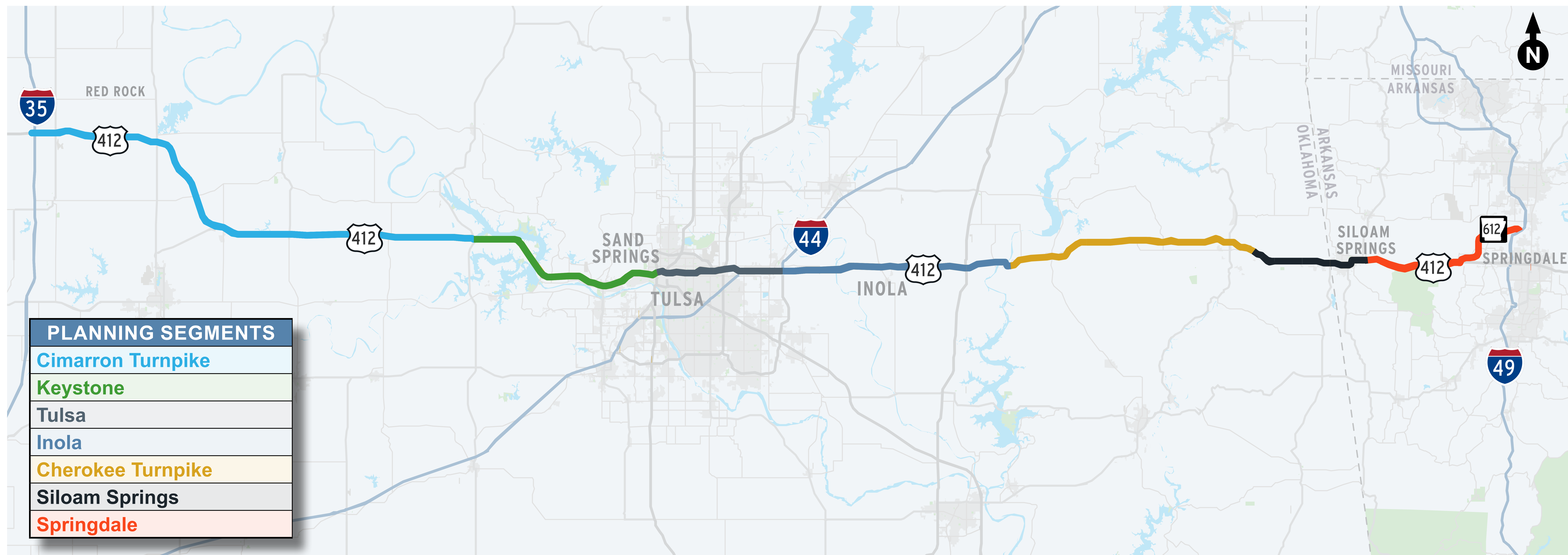


# Welcome to the U.S. 412 PEL Public Meeting #3

June 11 – 13, 2024

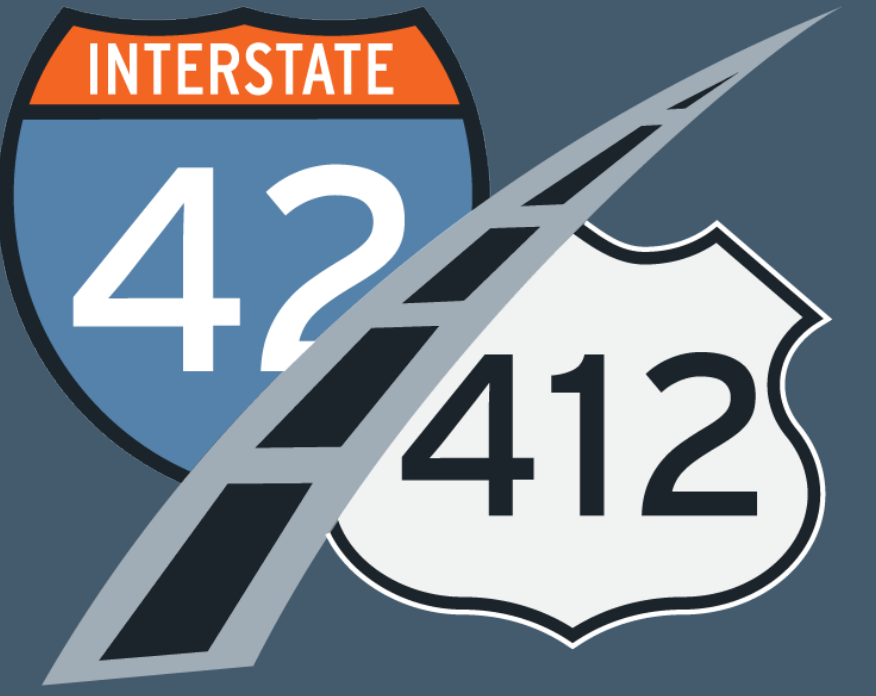
# Study Area Planning Segments



The study area has been divided into seven segments representative of their surrounding environment.

- **Cimarron Turnpike:** 59 miles, three at-grade intersections
- **Keystone:** 24 miles, one at-grade intersection
- **Tulsa:** 15 miles, fully access controlled
- **Inola:** 27 miles, 23 at-grade intersections
- **Cherokee Turnpike:** 33 miles, fully access controlled
- **Siloam Springs:** 13 miles, 44 public roads and more than 300 driveways
- **Springdale:** 21 miles, 22 at-grade intersections

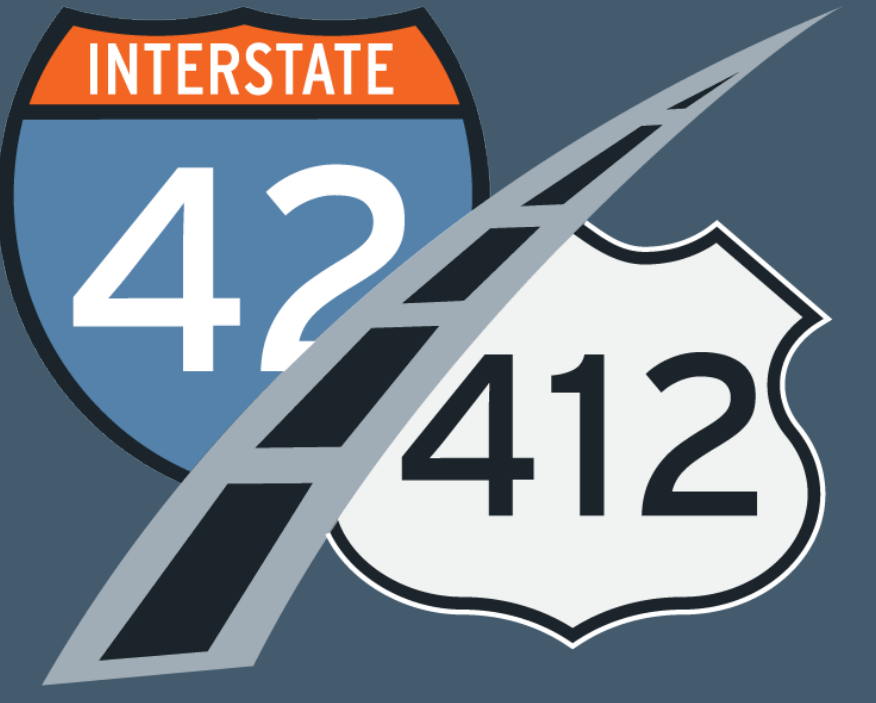
# Phase 3 Approach



Phase 3  
Alternatives  
Development  
and Analysis



# Level 2 Screening Results



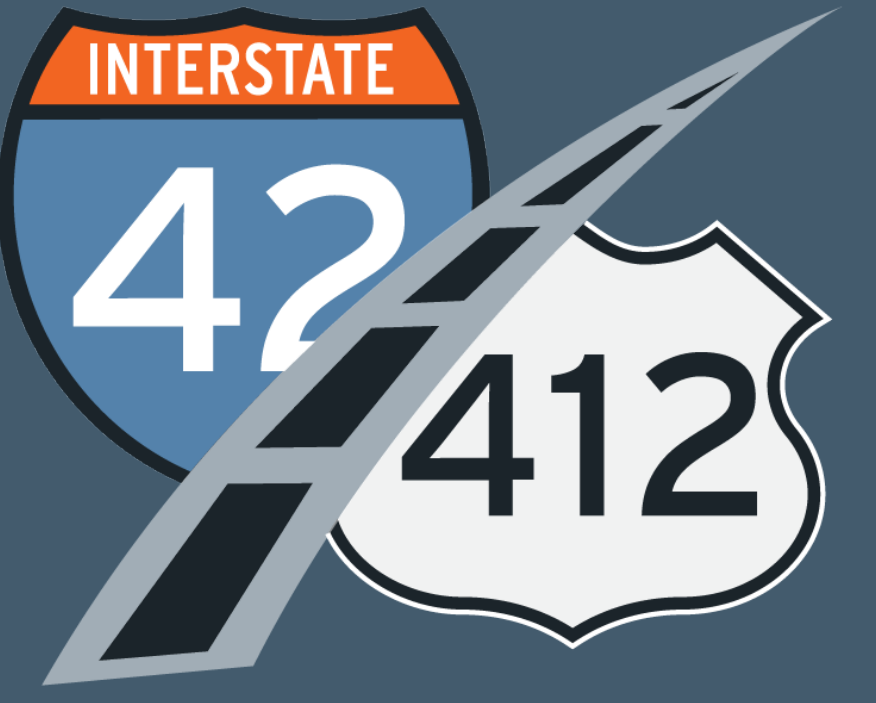
Level 2 is a qualitative screening of the Preliminary Scenarios within each planning segment based on the purpose and need and study goals to identify the refined scenarios for Level 3.

Level 2 - Preliminary Scenarios		Cimarron Turnpike			Keystone					Tulsa		Inola					Cherokee Turnpike			Siloam Springs						Springdale			
U.S. 412 Study Goal/ Purpose & Need	Performance Measures	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 4: Controlled Access	Scenario 5: Add Mainline Capacity	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 4: Controlled Access	Scenario 5: Add Mainline Capacity	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 4: Controlled Access	Scenario 6: New Alignment	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 4: Controlled Access	
Traffic	Improve Mobility (Reliability)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Enhance System Linkage (Address Freight)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Safety	Accommodate existing and future transit	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Address Safety	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Engineering	Accommodate bicycle and pedestrian friendly facilities crossing U.S. 412	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Maximize Cost Efficient Solutions	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Identify solutions with reduced maintenance	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Minimize roadway disruptions during construction	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Environmental	Incorporate future technologies (pass/fail)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Comply with Federal Legislation (pass/fail)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Avoid and/or minimize impacts to the human and natural environment	Proposed ROW	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Potential Displacements	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	Is there a potential for impacts to equity in transportation (Presence of Minority Populations, Low Income Populations, Limited English Proficiency Populations, Historically Disadvantaged Communities, and Areas of Persistent Poverty)	Recorded archaeological sites potentially impacted	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		NRHP, NRHP-eligible sites potentially impacted	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Section 4(f)/Section 6(f) Resources	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Stream and pond permanent fill impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Wetland permanent fill impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Threatened and Endangered Species/Habitat impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Recommendation		Pass	Pass	Pass	Pass	Pass	Pass	Remove	Remove	Pass	Pass	Pass	Pass	Pass	Pass	Remove	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	

Positive	Negative
Complete Achievement/High Impact	
Substantial Achievement/Substantial Impact	
Half Achievement/Moderate Impact	
Some Achievement/Some Impact	
No Achievement/No Impact	

**Notes:**  
 The No Action Scenario is carried forward regardless of its score.  
 Scenarios with "Remove" are recommended to be screened out of Level 2.

# Level 3 Screening Results



Level 3 is primarily a quantitative screening with some qualitative screening of the Refined Scenarios based on the purpose and need and study goals to determine the PEL recommended projects or scenarios by planning segment. The screening results are presented qualitatively for the public meeting only.

Level 3 - Reasonable Scenarios		Cimarron Turnpike			Keystone			Tulsa		Inola				Cherokee Turnpike			Siloam Springs						Springdale						
U.S. 412 Study Goal/Purpose & Need	Performance Measures	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 4: Controlled Access	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Oklahoma		Arkansas		Scenario 1: No Action	Scenario 2: Complementary Alternatives	Scenario 3: Geometric Improvements	Scenario 4: Controlled Access		
		Scenario 6: New Alignment (6A)	Scenario 4/6: Controlled Access/New Alignment (6B)	Scenario 4/6: Controlled Access/New Alignment (6C)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	Scenario 6: New Alignment (Arkansas North Buffer)	Scenario 6: New Alignment (Arkansas South Buffer)	
Traffic	Improve Mobility (Reliability)	Volume to Capacity	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Enhance System Linkage (Address Freight)	Travel times between key origins and destinations	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Accommodate existing and future transit	Existing and Future Transit	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Safety	Address Safety	Crash Modification Factors	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Accommodate bicycle and pedestrian friendly facilities crossing U.S. 412	Number of At Grade Intersections Identify bike/ped network gaps across the freeways	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Engineering	Maximize Cost Efficient Solutions	Cost Estimate (2024 Dollars)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Identify solutions with reduced maintenance	Total investment required by others (transit, city, etc.) Cost of maintenance	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Minimize roadway disruptions during construction	Severity of freeway lane closures and/or detours during construction	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Incorporate future technologies	Future technology benefits	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Comply with Federal Legislation	Comply with Federal Legislation	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Environmental	Proposed ROW	Potential Displacements	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
		Equity in Transportation - Displacements (Presence of Minority, Low Income, and Limited English Proficiency Populations, and Historically Disadvantaged Communities and Areas of Persistent Poverty)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	Avoid and/or minimize impacts to the human and natural environment	High Minority	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Low Income	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Limited English Proficiency Population	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Historically Disadvantaged Communities	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Areas of Persistent Poverty	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Tribal Nations	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		Recorded archaeological sites potentially impacted	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
		Number of NRHP, NRHP-eligible sites potentially impacted	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Section 4(f)/Section 6(f) Resources	Stream fill impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Pond Permanent fill impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Wetland permanent fill impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Threatened and Endangered Species/Habitat impacts (Forested)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	100 Year Floodplain	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Floodway	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Engagement	Public Survey	Completed After Public Meeting #3 Input	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	Public Meeting	Completed After Public Meeting #3 Input	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
	On Demand meeting	Completed After Public Meeting #3 Input	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	

Positive	Negative
Complete Achievement/High Impact	
Substantial Achievement/Substantial Impact	
Half Achievement/Moderate Impact	
Some Achievement/Some Impact	
No Achievement/No Impact	

# Siloam Springs North vs. South Alignment



	Siloam Springs	
	North Alignment	South Alignment
<b>Purpose and Need</b>		
Comply with Congressionally mandated legislation to convert U.S. 412 to an Interstate	✓	✓
Address Safety	✓	✓
Improve Mobility (Reliability)	✓	✓
Enhance system linkage by connecting rural and urban communities, national airports, and inland ports, and freight supply chains	✓	
<b>Study Goals</b>		
Avoid and/or minimize impacts to the human and natural environment	✓	✓
Seek public and agency input and support throughout the study	✓	✓
Maximize cost efficient solutions	✓	✓
Accommodate bicycle and pedestrian friendly facilities crossing U.S. 412	✓	✓
Accommodate existing and future transit	✓	
Minimize roadway disruptions during construction	✓	✓
Identify solutions with reduced maintenance	✓	✓
Incorporate future technologies	✓	✓
<b>Guiding Principles</b>		
Flexible public participation process that varies to incorporate community and stakeholder needs	✓	✓
Accommodate local, regional, and statewide land use and transportation plans	✓	
Support equity and diverse transportation needs, including for Tribal Nations	✓	✓
Consider context sensitive solutions	✓	✓
Incorporate environmentally sustainable elements that enhance resiliency	✓	✓
Enhance corridor to promote economic development	✓	
<b>Total number of Purpose and Need, Study Goals, and/or Guiding Principles met</b>	<b>18</b>	<b>14</b>

# PEL Recommendations

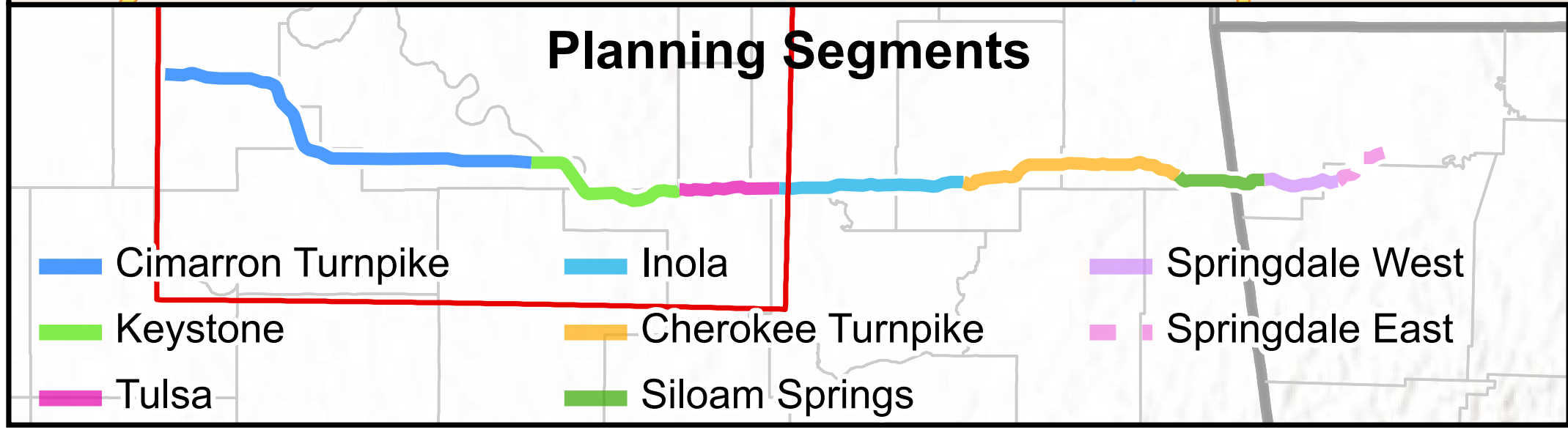
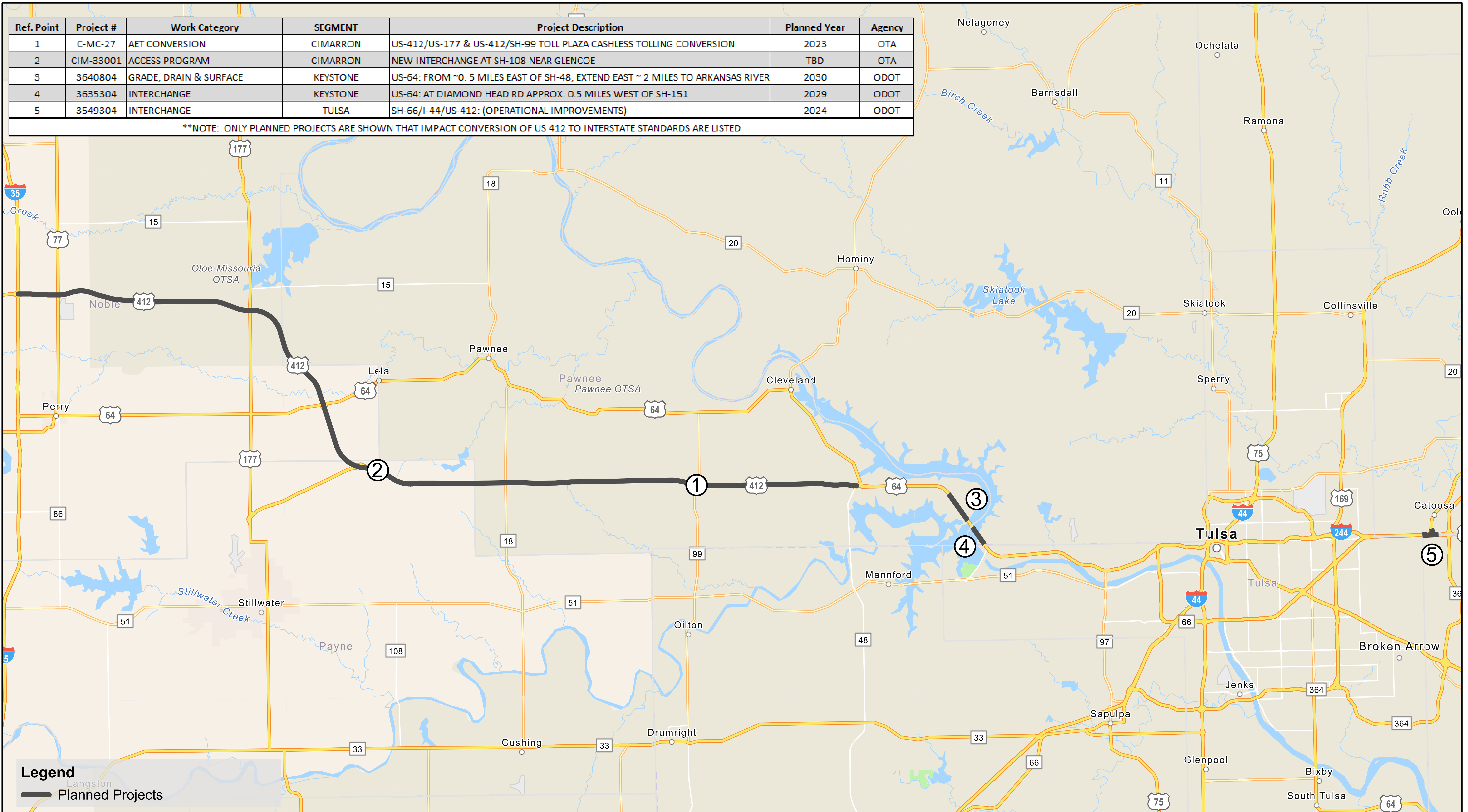
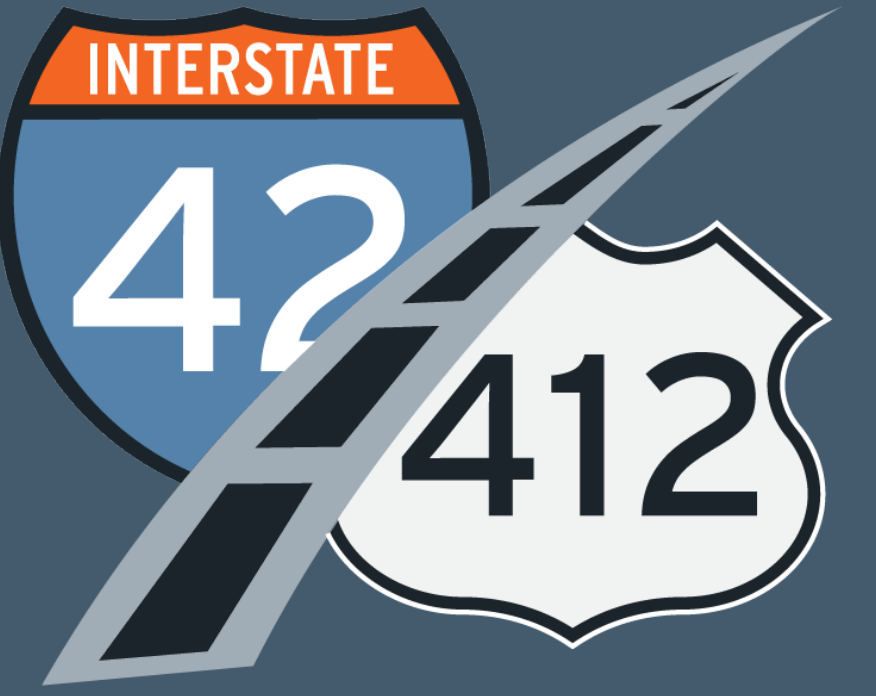


Recommendations include a roadway master plan shown on roll plots.

ODOT and ARDOT intend to adopt planning products (documents and decisions) made as part of this PEL Study into future NEPA projects per Title 23 of the U.S. Code, Section 168.

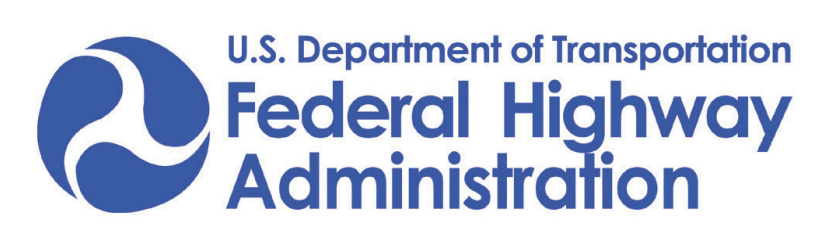
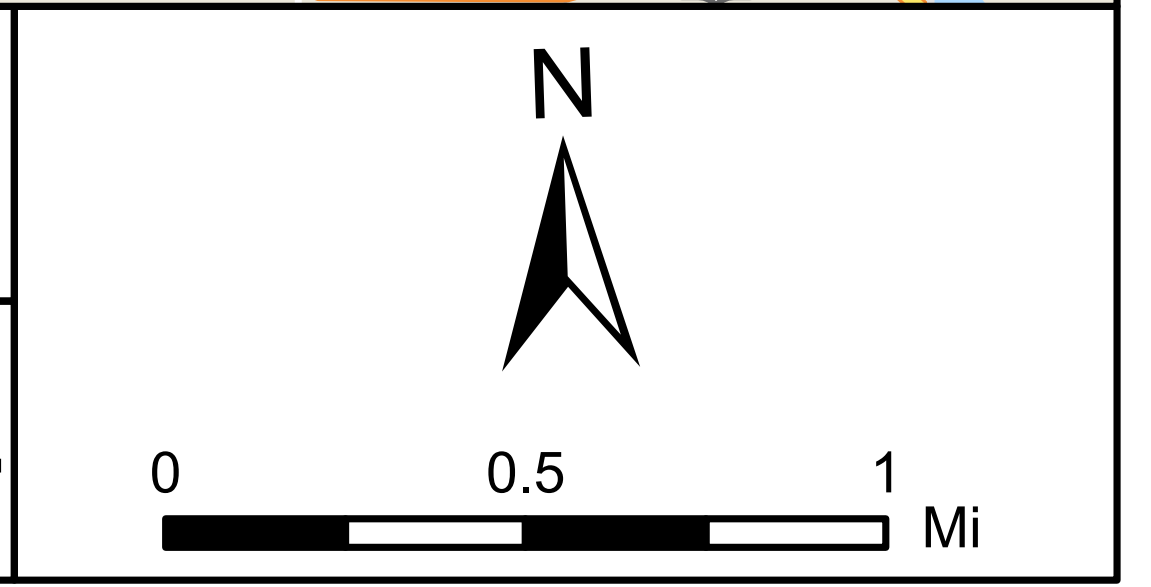
Scenarios	U.S. 412 Planning Segments						
	Cimarron Turnpike	Keystone	Tulsa	Inola	Cherokee Turnpike	Siloam Springs	Springdale
No Action (Includes projects already funded)							
Complementary Alternatives (i.e. transit, bike/ped, technology)							
Geometric Improvements (to upgrade the facility to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

# Planned Projects



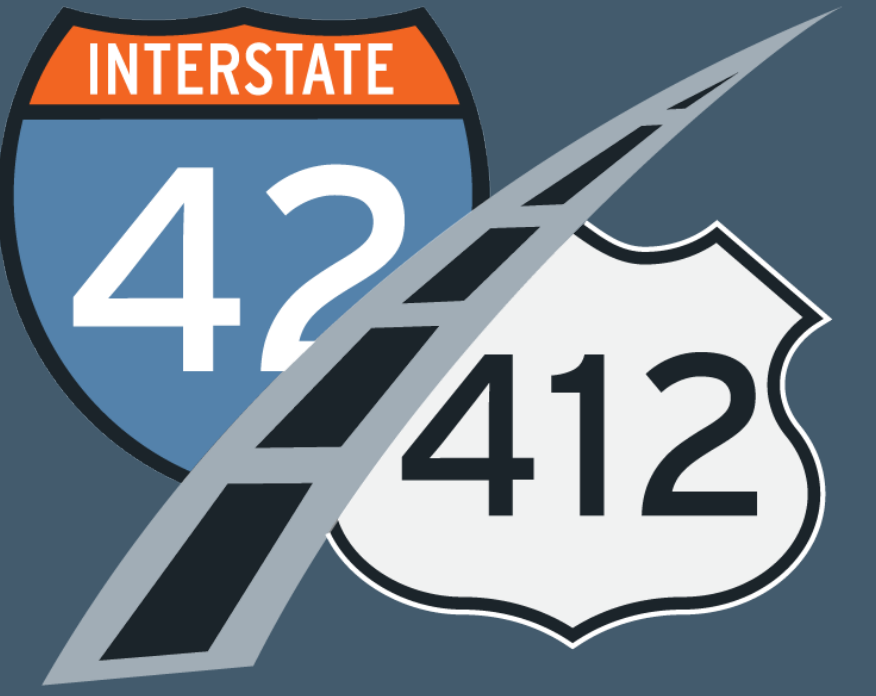
**U.S. 412 Corridor Study**  
**Planned Projects for Interstate Conversion**

June 2024



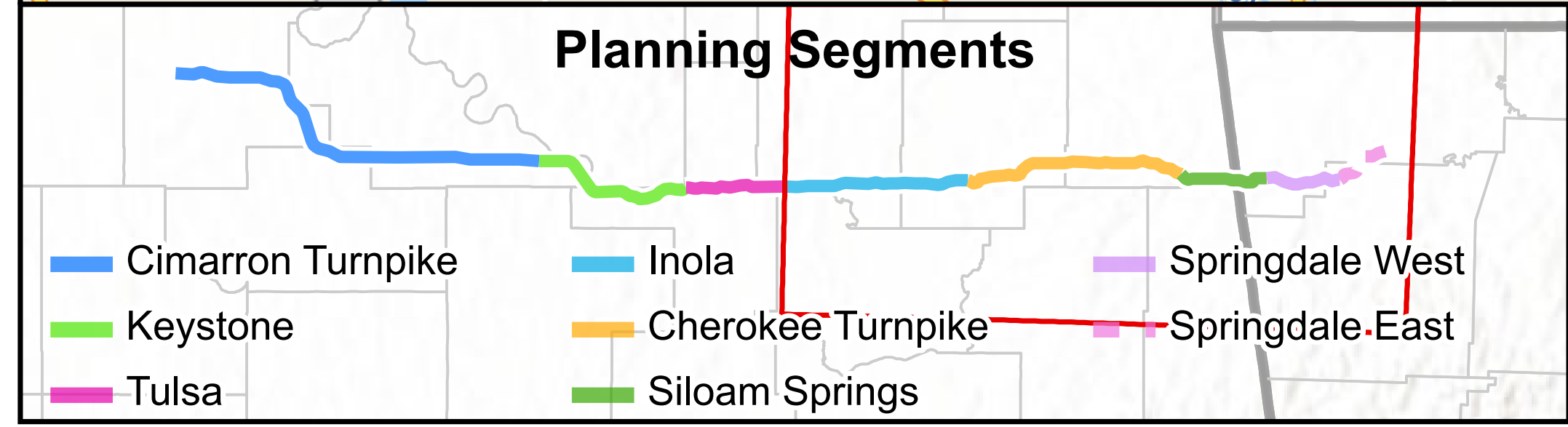
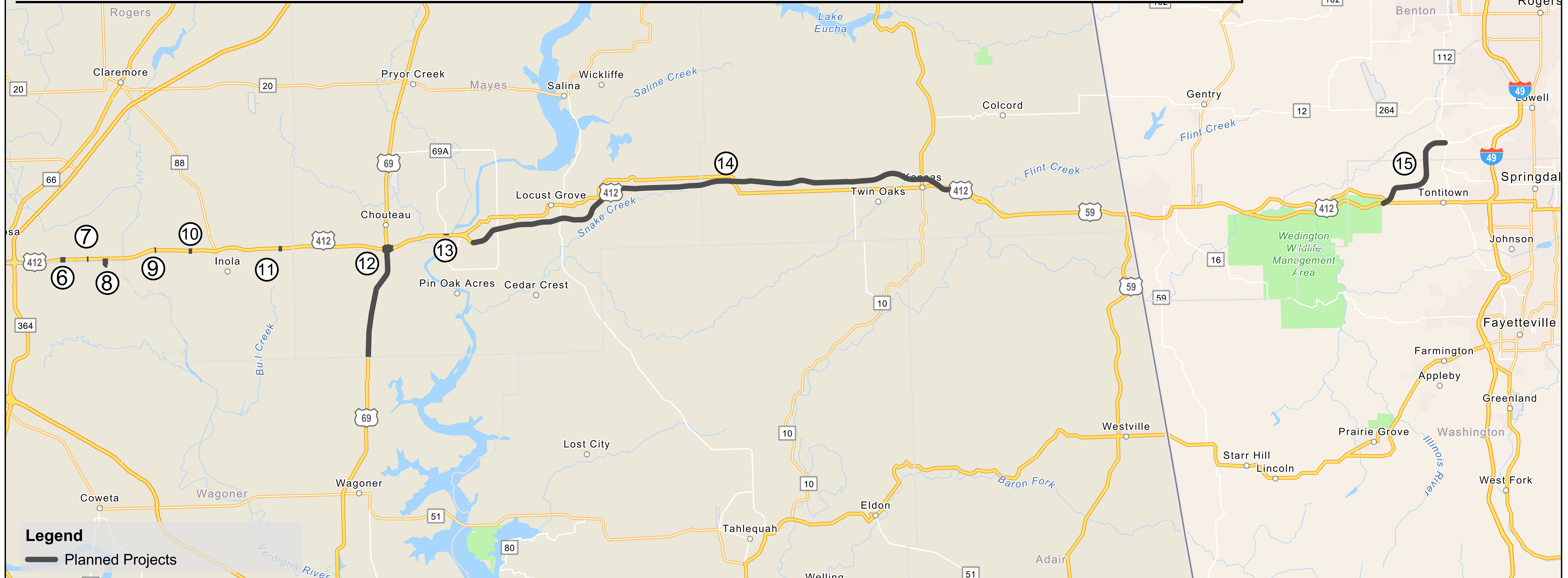


# Planned Projects



Ref. Point	Project #	Work Category	SEGMENT	Project Description	Planned Year	Agency
6	3109305	INTERCHANGE	INOLA	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	2026	ODOT
7	3636904	BRIDGE & APPROACHES	INOLA	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT	2026	ODOT
8	1998311	INTERCHANGE	INOLA	SH-412P: INTERCHANGE AT US-412, 5.37 MI EAST OF I-44	2026	ODOT
9	3551007	INTERCHANGE	INOLA	US-412: AT 4170 RD	2030	ODOT
10	3640904	INTERCHANGE	INOLA	US-412: AT 4190 RD APPROX. 1.50 MILES WEST OF SH-88	2025	ODOT
11	3641004	INTERCHANGE	INOLA	US-412: AT 4240RD APPROX. 16.8 EAST OF I-44	2030	ODOT
12	3109104	GRADE, DRAIN, BRIDGE & SURFACE	INOLA	US 69: BEGIN AT MAYES/WAGONER CL AND EXTEND NORTH APPROX 6.7 MI SB	2025	ODOT
13	3505004	INTERCHANGE	INOLA	SH-412B: AT US-412 JUNCTION	2025	ODOT
14	CHT-MC-11	POSITIVE BARRIER	CHEROKEE	CHEROKEE TURNPIKE: POSITIVE BARRIER MP 0-32	2023	OTA
15	012326	NEW LOCATION	SPRINGDALE	HWY. 412- HWY. 112 (SPRINGDALE BYPASS)	2025	ARDOT

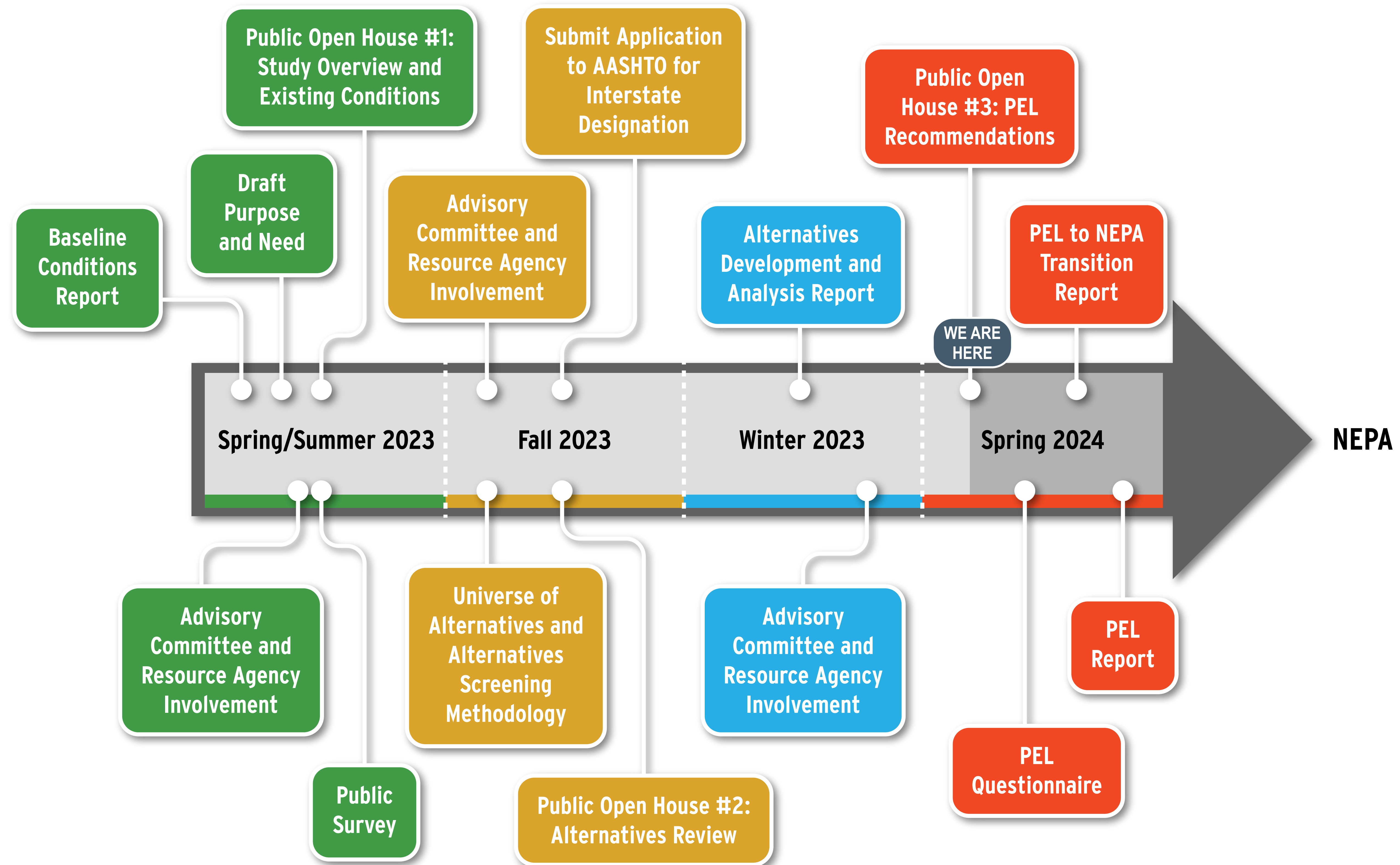
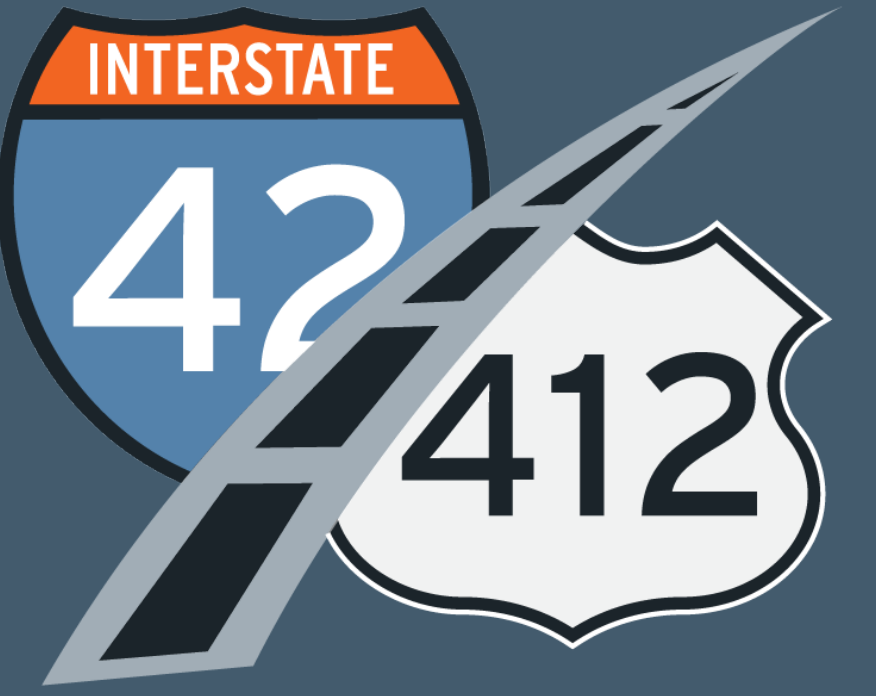
**\*\*NOTE: ONLY PLANNED PROJECTS ARE SHOWN THAT IMPACT CONVERSION OF US 412 TO INTERSTATE STANDARDS ARE LISTED**



**U.S. 412 Corridor Study**  
**Planned Projects for Interstate Conversion**

June 2024

# Public Engagement Schedule

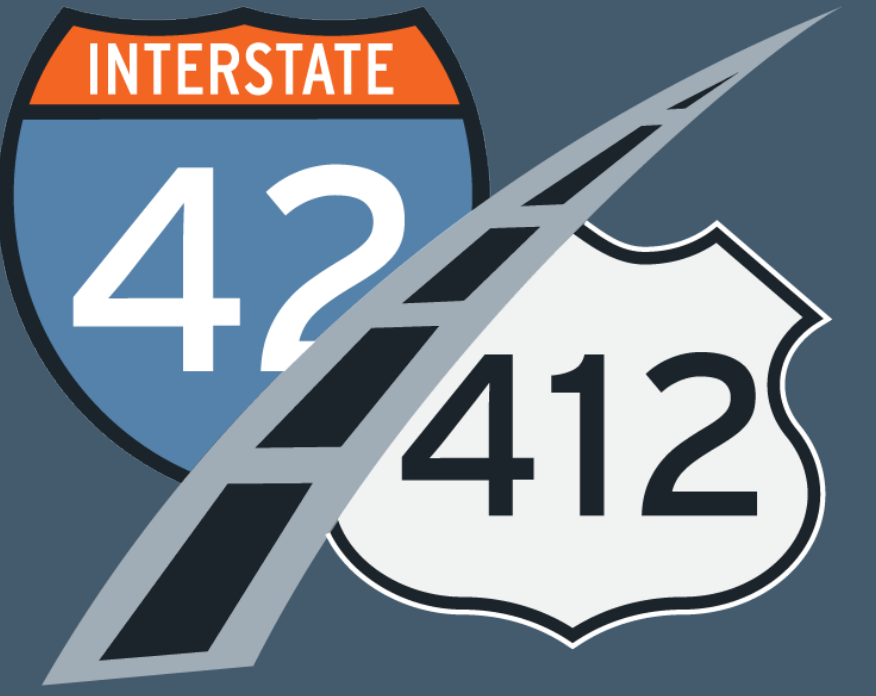


- Baseline Conditions
- Alternative Screening Methodology
- Alternatives Development and Analysis
- PEL Reports

Note: Community group presentations and additional surveys will be 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 AR Program.

# 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

