

U.S. 412 Diamond Head Public Meeting

December 5, 2023

About the IJA

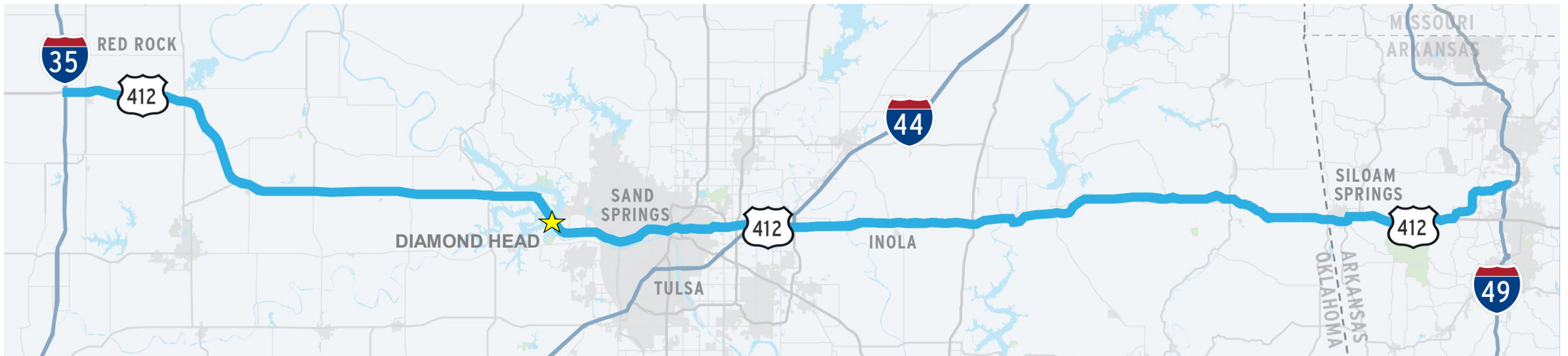


The Oklahoma Department of Transportation (ODOT) and Arkansas Department of Transportation (ARDOT) are conducting a Planning and Environmental Linkages (PEL) Study of U.S. 412. The study is being performed in coordination with the Oklahoma Turnpike Authority (OTA) and Federal Highway Administration (FHWA). The PEL study limits are from I-35 in Noble County, Oklahoma to I-49 in Benton County, Arkansas, a distance of 190 miles.

The goal is to develop a master plan for the transition from a U.S. Highway to an Interstate, in accordance with the Infrastructure Investment and Jobs Act (IIJA).

ODOT and ARDOT anticipate incorporating recommendations made as part of the PEL study into future National Environmental Policy Act (NEPA) studies, per 23 U.S. Code § 168.

PEL Study Limits



Access Locations

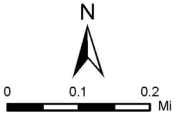


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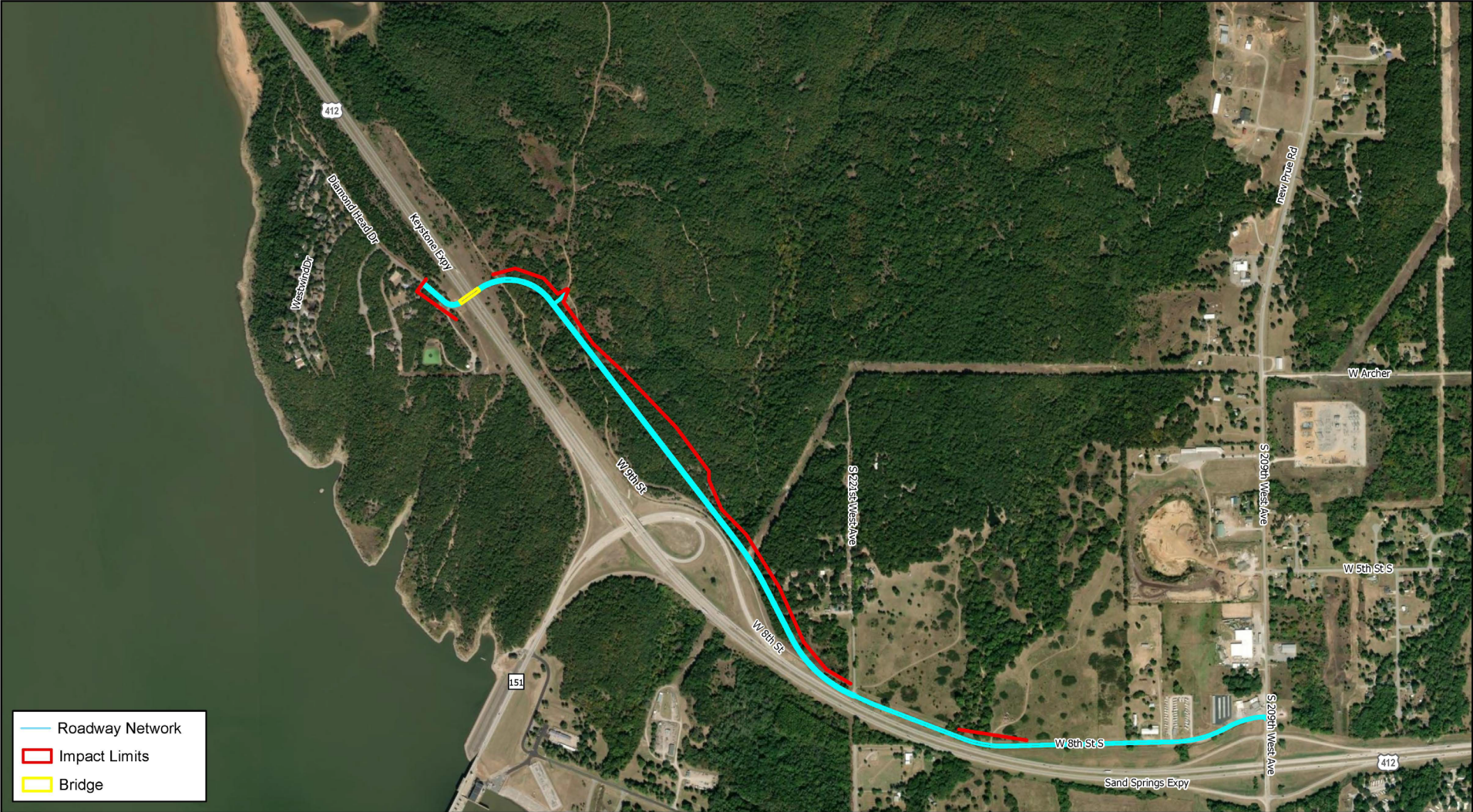
Access Locations



Dec 2023



Alternative 1A



- Roadway Network
- Impact Limits
- Bridge

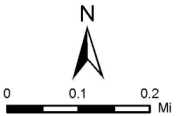


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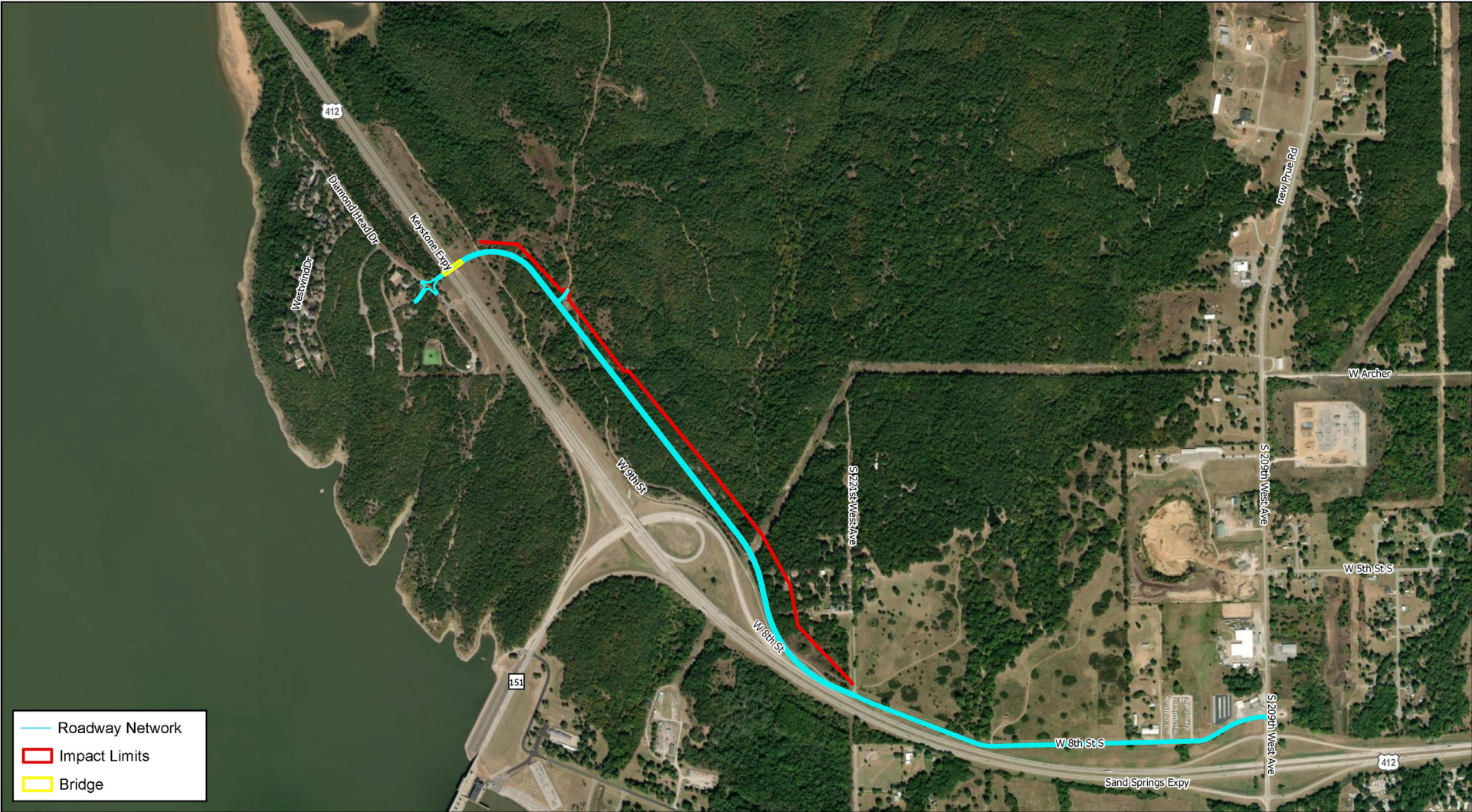
Alternative #1A



Dec 2023



Alternative 1B



- Roadway Network
- Impact Limits
- Bridge

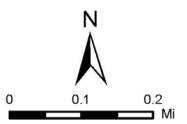


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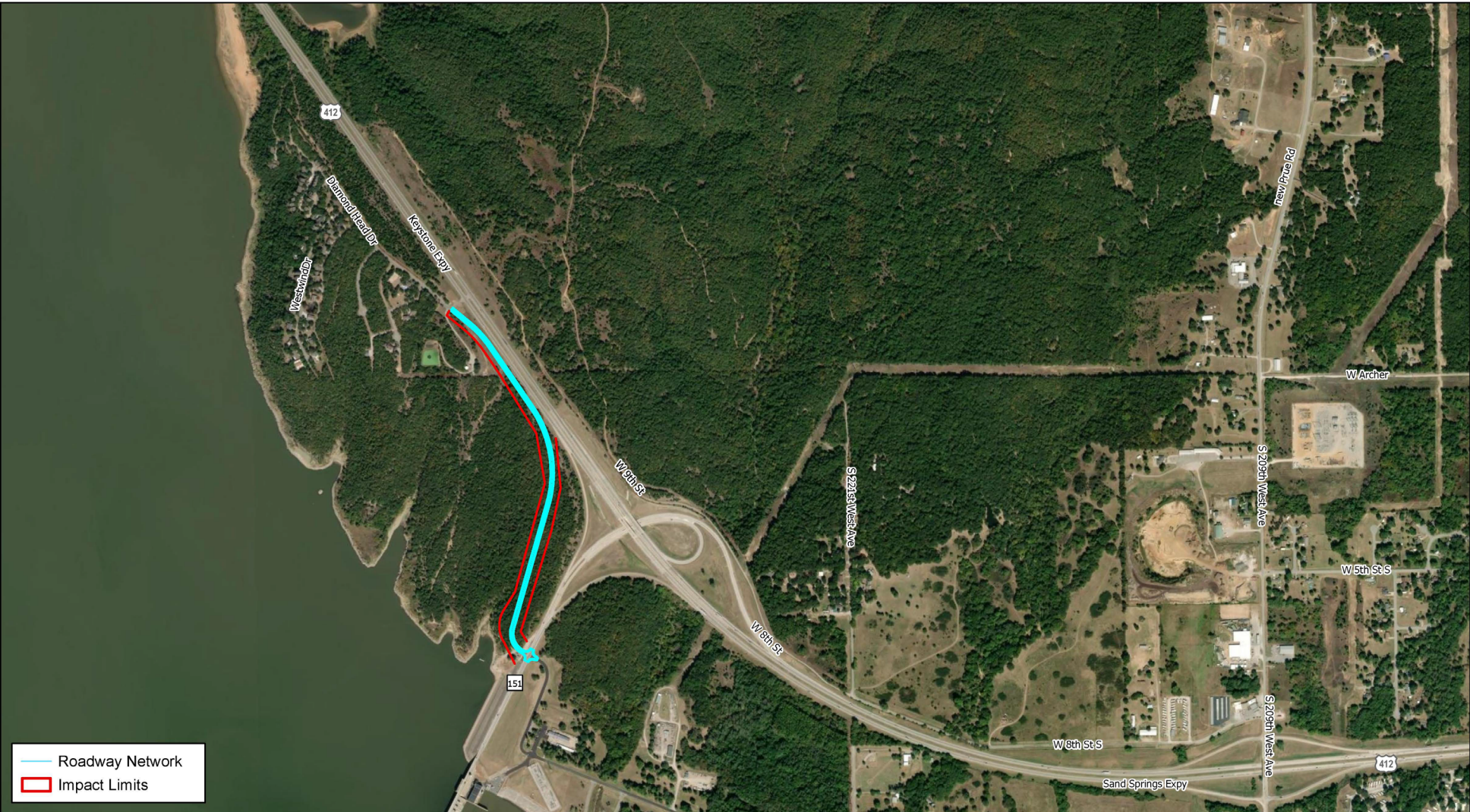
Alternative #1B



Dec 2023



Alternative 2



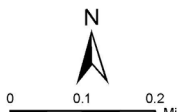
— Roadway Network
— Impact Limits



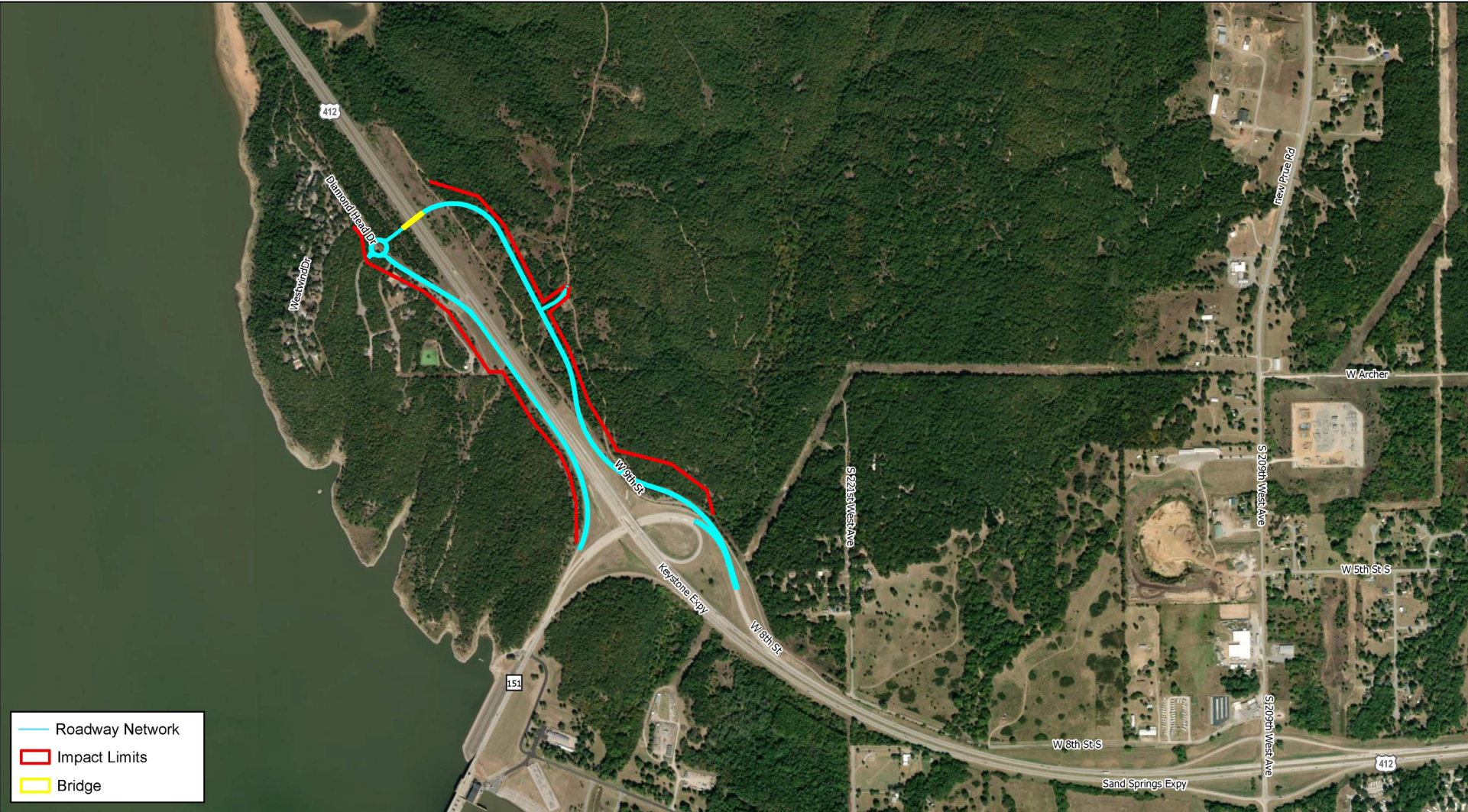
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Alternative #2

HNTB
OKLAHOMA Transportation
Dec 2023



Alternative 3



- Roadway Network
- Impact Limits
- Bridge

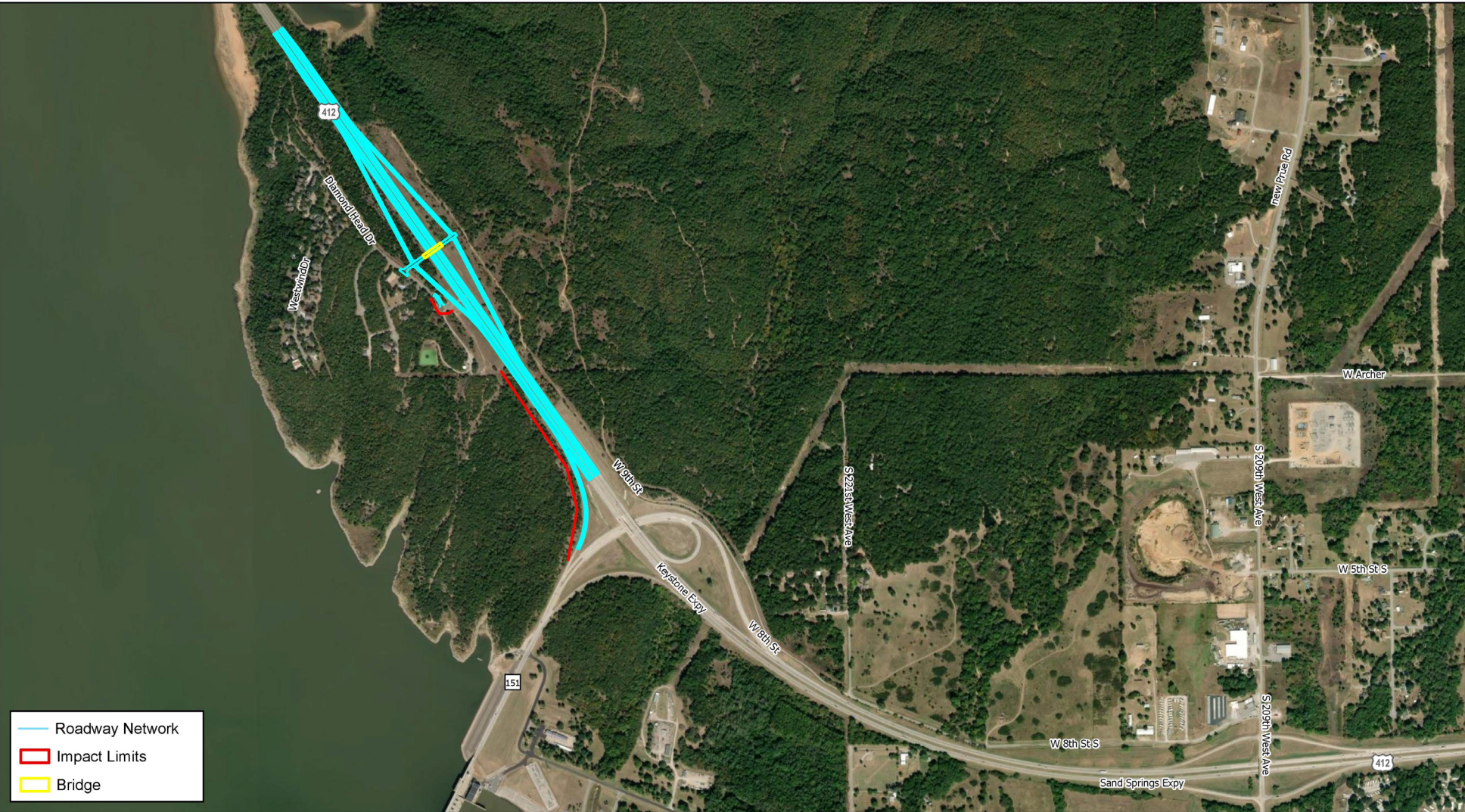


U.S. 412/ Diamond Head Dr.
Alternative #3

HNTB
 OKLAHOMA Transportation
 Dec 2023



Alternative 4

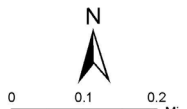


- Roadway Network
- Impact Limits
- Bridge

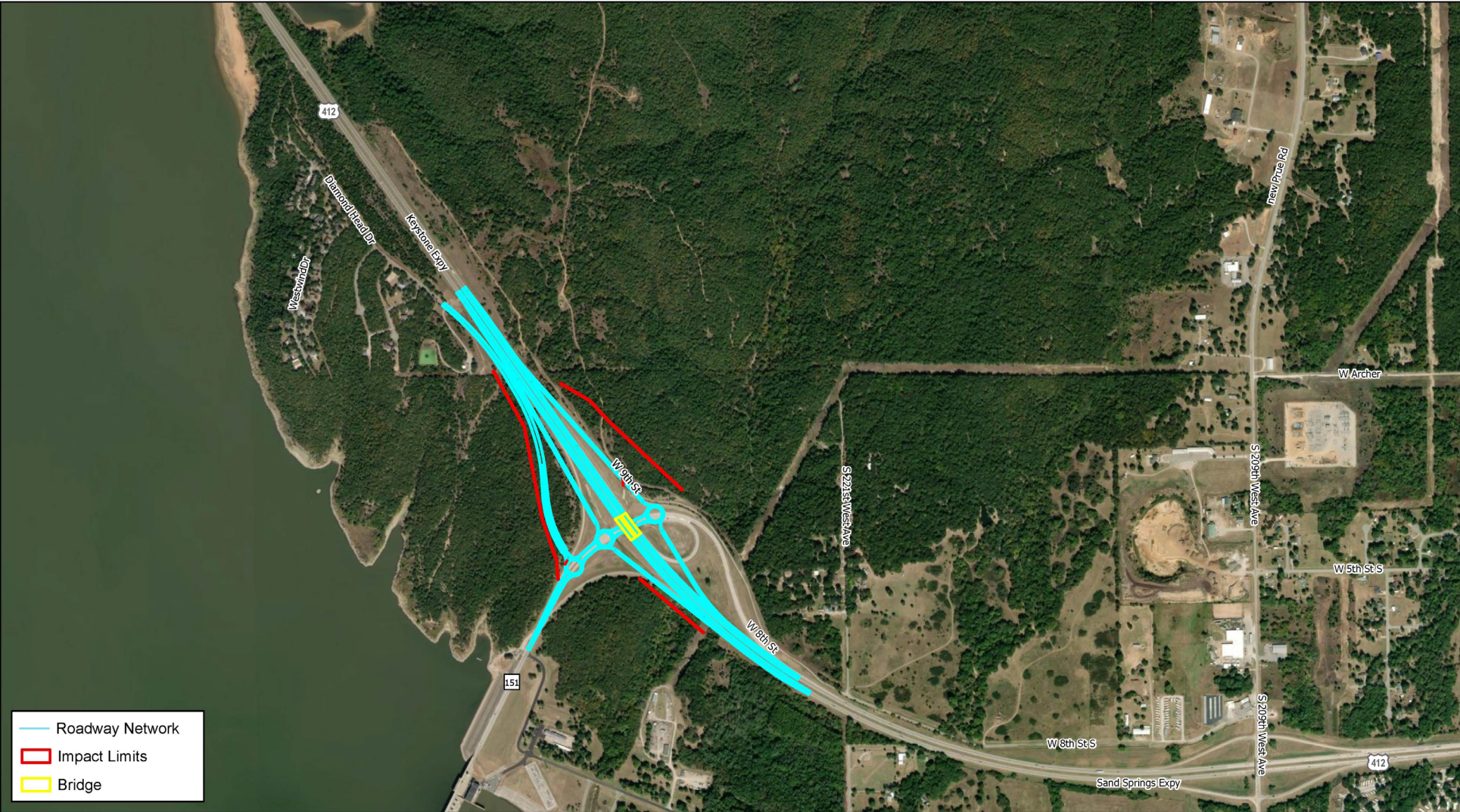


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Alternative #4

HNTB
OKLAHOMA Transportation
Dec 2023

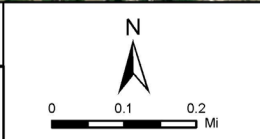


Alternative 5

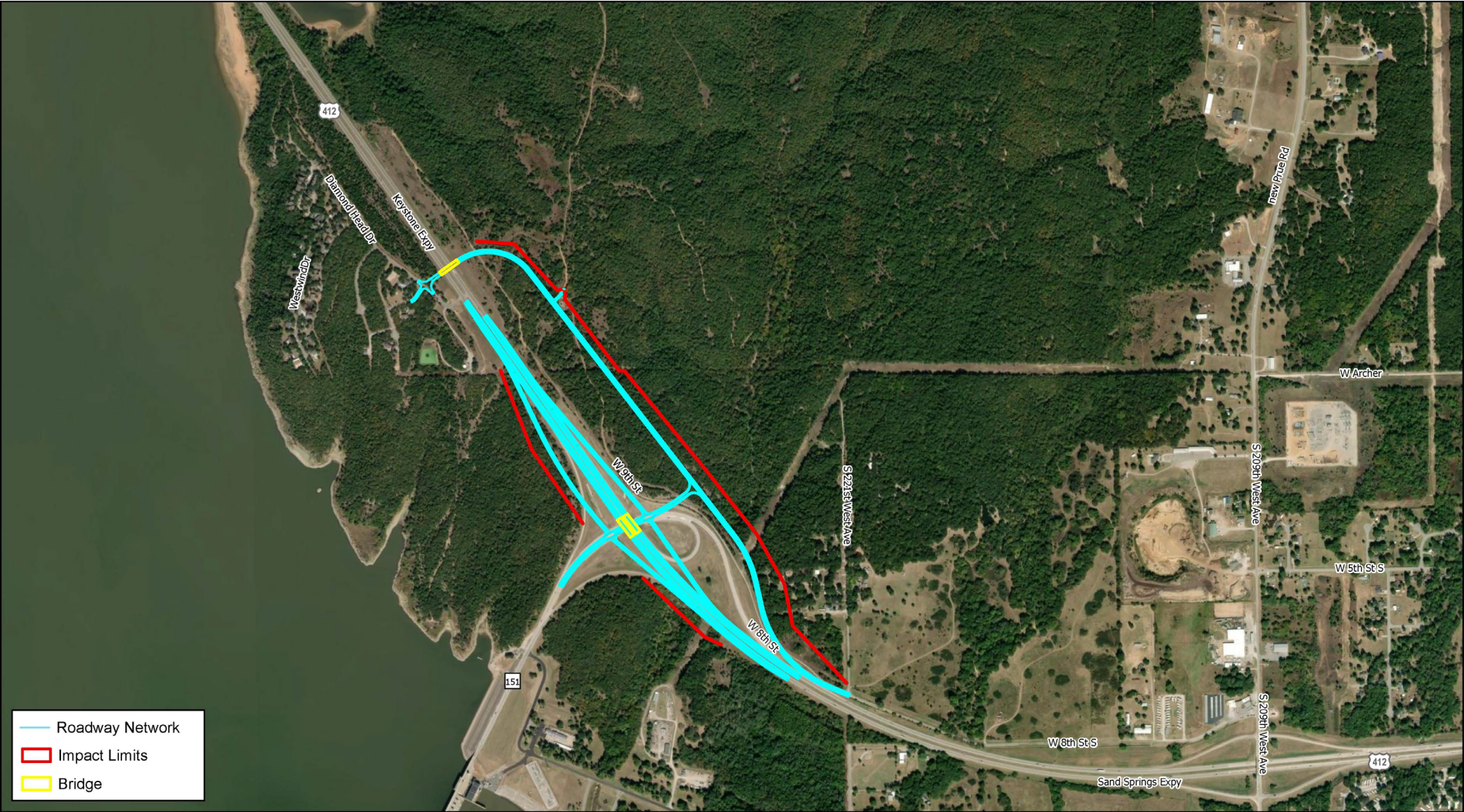


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Alternative #5

OKLAHOMA
 Transportation
HNTB
 Dec 2023



Alternative 6

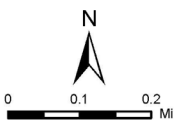


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Alternative #6



Dec 2023



Alternative Matrix



US 412/Diamond Head Drive Alignment Evaluation Matrix

11/10/2023

	Alternative Description	Alternative Considerations	Evaluation Factors						
			Qualitative				Quantitative		
			Access to US 412/Future Interstate	Safety	Constructability	Environmental Impact	ROW (acres)	ROW Cost Construction Cost	Total
Proposed Alternatives									
Alternative 1A/1B	Local Access Road-North Side to 209th Interchange	PRO= Neighborhood privacy, minimal USACE impact CON= Out of direction travel to 209th & emergency response time					36.3	\$ 575,000.00 \$ 9,700,000.00	\$ 10,275,000
Alternative 2	Local Access Road-South Side to SH-151	PRO= Less out of direction than Alt 1., direct access to SH151 CON= Safety (at-grade near system interchange), impacts to USACE					10.1	\$ 95,000.00 \$ 3,450,000.00	\$ 3,545,000
Alternative 3	US 412 Connection to East only w/ 1-way access roads	PRO= Direct connection to U.S. 412 EB near existing location CON= Only partial interchange, introduces new ML weaves					28.2	\$ 955,000.00 \$ 15,745,000.00	\$ 16,700,000
Alternative 4	Diamond interchange directly to neighborhood entrance	PRO= Fully directional access near neighborhood entrance CON= Long west facing ramps due to geometry, neighborhood privacy potentially compromised					2.2	\$ 20,000.00 \$ 16,200,000.00	\$ 16,220,000
Alternative 5	Roundabout style interchange at SH-151 and Access Road (N or S)	PRO= Continuous flow and closer spaced terminals, minimizes impacts to Osage Mineral, neighborhood privacy CON= Driver expectation of roundabouts, impacts to USACE					17.7	\$ 167,000.00 \$ 21,800,000.00	\$ 21,967,000
Alternative 6	Diamond interchange at SH-151 and Access Rd on North	PRO= Driver expectations w/ diamond, separates local traffic w/ North side frontage, minimizes impacts to USACE CON= Driver expectation (removes free flow exit ramps at SH-151)					54.9	\$ 750,000.00 \$ 28,600,000.00	\$ 29,350,000

LEGEND						
Substantial Impact	Moderate Impact	Slight Impact	Neutral	Slight Improvement	Moderate Improvement	Substantial Improvement



U.S. 412/ Diamond Head Dr. Alternative Matrix



Dec 2023

