

WELCOME

**Virtual Location and
Design
Public Hearing
for the
Bryant Parkway (Pkw.)
Extension (S)**

Saline County

Job Number 061705

On behalf of the City of Bryant, Arkansas Department of Transportation, the Federal Highway Administration, and Metroplan we welcome you to our virtual location and design public hearing for project number 061705, Bryant Pkw. Extension, connecting Shobe Road to Highway 183 in Saline County.

Virtual Public Hearing Agenda



▪ Project Overview



▪ Project History



▪ Project Impacts and Design Details



▪ Virtual Live Event Information

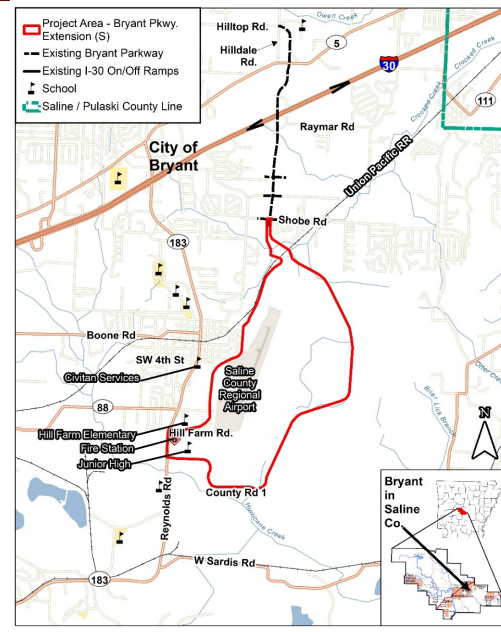
This Virtual Location and Design Public Hearing satisfies the National Environmental Policy Act (NEPA) requirements by providing the public opportunity to comment on the Preferred Alternative and Environmental Assessment (EA) findings. This is a listen only presentation. Today you will receive a presentation pertaining to the proposed extension of Bryant Parkway that will connect the existing southern terminus of Bryant Parkway to Highway 183, beginning with the project overview, history of the project, project impacts and design details, and followed by information on the live interactive presentation that will take place on Thursday, April 22, from 5:30 pm – 6:30 pm.

Bryant Pkwy. Extension – Project Overview

Figure 1: Project Area within the City of Bryant

The City of Bryant, Arkansas, in cooperation with Metroplan and the Arkansas Department of Transportation, is proposing to extend Bryant Pkwy. from Shobe Road to Hwy. 183. Specific project goals are to:

- increase vehicular and pedestrian connectivity from existing Bryant Pkwy. to Hwy. 183
- provide greater mobility and connectivity to schools, parks, residences, and industries in the southern and eastern parts of the city
- reduce traffic congestion and travel delays on Hwy. 183
- provide a public road giving access to the north end of Saline County Regional Airport to allow for future development opportunities
- reduce emergency vehicle response time to the eastern half of the city by providing a secondary grade separated crossing over UPRR
- provide a critical component of the City of Bryant Master Bike and Pedestrian Plan.

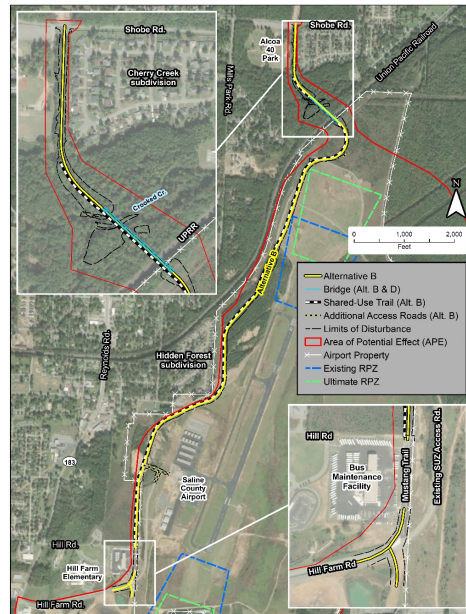


The City of Bryant, Arkansas is proposing to extend Bryant Parkway from Shobe Road to Hwy. 183 to enhance mobility, connectivity, and to support economic growth for the City of Bryant and the Saline County Regional Airport. The image you see on the screen is an overview of the project study area within the City of Bryant located in Saline County. As identified in the Bryant Parkway traffic study, the population of Bryant is growing rapidly which has caused the city to outgrow its current infrastructure, including Highway 183, which is the City's only north/south arterial corridor. This has resulted in a need for an additional north/south route to enhance connectivity and mobility to the eastern and southern areas of the City of Bryant, and to reduce traffic congestion on Hwy. 183. Additionally, the project will reduce emergency vehicle response times, enhance access to the Saline County Regional Airport, and provide a second grade separated crossing over Union Pacific Railroad for motorists, pedestrians, and cyclists.

Bryant Pkwy. Extension – Alignment Overview

Figure 2: Preferred Alignment of the Bryant Pkwy. Extension

- Two-lane, 35 mph facility with 125' average right of way width and a 12' shared use path
- Project extends Bryant Parkway to the south from the current terminus at Shobe Road
- 2.2 miles of shared-use path from southeast corner of Alcoa 40 Park and ending at existing shared-use path at the north end of Mustang Trail
- 700' bridge across Crooked Creek and Union Pacific Railroad
- Roadway continues south and west along west side of Airport property
- New entrance road from Bryant Parkway to Airport Terminal Building
- Connect to northern end of existing Mustang Trail
- Intersection improvements at Hill Farm Road and Mustang Trail to allow free flow of traffic



Alternative B is the Preferred Alternative for Bryant Parkway and satisfies the purpose and need of the project. The image you see on the screen is an overview of the Preferred Alternative for the Bryant Pkwy. Extension, which will extend the existing Bryant Parkway from Shobe Rd. to Highway 183.

The Preferred Alternative is designed as a two-lane, 35 mph facility, with 125-foot average right of way width and a 12-foot-wide shared use path. The roadway begins at the existing Bryant Parkway and Shobe Road intersection and extends south bridging Crooked Creek and the Union Pacific Railroad. Widening of Crooked Creek and excavation of the floodway in three areas is proposed in order to mitigate for the minor obstruction of flow caused by bridge piers within the floodway. The shared use path begins at the southeast corner of Alcoa 40 Park at the terminus of a separate trail project through the park and will continue south along the west side of the roadway. The roadway and shared use path would then enter the Saline County Regional Airport property and travel south and west, staying between the western boundary of the airport and the runway, and avoiding the Ultimate Runway Protection Zone at north end of the Runway. New airport security fence is proposed along the east side of the roadway. In order to provide enhanced access to the airport, a new airport entrance road is proposed to connect the airport terminal building with Bryant Parkway. Once leaving airport property, the roadway and shared use path would continue south and then tie into the north end of Mustang Trail. From there, Bryant Parkway would continue south on the existing Mustang Trail to the intersection of Mustang Trail and Hill Farm Road. Improvements would be completed to eliminate this intersection and allow traffic to flow freely from Bryant Parkway on to Hill Farm Road.

Project history / What has changed since we last met on April 26, 2018?

- The project received federal funding awarded by Metroplan
- The Environmental Assessment (EA) document has been completed and approved by the Federal Highway Administration (FHWA) for public review and comment
- Alternative B was identified as the Preferred Alternative, 60% design has been completed, and proposed Right-of-Way limits have been identified.
- Various other approvals have been obtained.
- Some of these changes were based on input gathered from the local officials and community during the last meeting. We are holding this meeting tonight because participation by the public and local officials is still key to the success of this project.

On April 26th, 2018 the City of Bryant held a public meeting and invited the public to comment on five alternatives that were being considered for the Bryant Parkway alignment. Since then, the project received a federal funding awarded through Metroplan from the Surface Transportation Program and the Highway Infrastructure Program in February 2020. As required by this funding, the project has followed the National Environmental Policy Act process, and an Environmental Assessment document has been completed and approved by the Federal Highway Administration for public review and comment. The findings of this study, along with input from local officials and the community during the last meeting, have eliminated some of the previously presented alternatives, and Alternative B has been identified as the Preferred Alternative. More information on other alternatives, and the identification of the Preferred Alternative can be found in the Environmental Assessment document found on the Project Documents Section of this website along with other exhibits for this project. 60% design has been completed for Alternative B, and the proposed Right-of-Way limits have been identified. Various approvals have been obtained such as, an approved Conditional Letter of Map Revision from FEMA, preliminary approval of the bridge from Union Pacific Railroad, and a land conversion to non-aeronautical use approved by the FAA.

Bryant Pkwy. Extension – Project Impacts

Impacts associated with the Preferred Alternative have been quantified. Detailed descriptions of these impacted resource categories are provided in the EA document.

Table 1: Environmental Impacts Table

| Resource Category | No Action | Preferred Alternative (Alternative B) | Alternative D |
|-------------------------|---------------|---|---|
| Protected Species | "No Effect" | "May Affect, Not Likely to Adversely Affect" for 3 bird species | "May Affect, Not Likely to Adversely Affect" for 3 bird species |
| Section 6(f) | None | 0.3 acre of temporary ground disturbances (ADPHT approval obtained) | 0.3 acre of temporary ground disturbances (ADPHT approval obtained) |
| Section 4(f) | No impacts | <i>de minimis</i> impacts to Alcoa 40 Park | <i>de minimis</i> impacts to Alcoa 40 Park |
| REC Sites Encountered* | 0 sites | 1 site | 8 sites |
| Approx. ROW Acquisition | 0 acres | 29.3 acres | 58.4 acres |
| Noise Impact | None | None | None |
| Visual Quality | No changes | Changes visible by 2 subdivisions | Changes visible by 1 subdivision |
| Water Quality Impact | None | Minor and temporary during construction | Minor and temporary during construction |
| Wetlands | 0 acres | 1.9 acres | 2.2 acres |
| Streams | 0 linear feet | 1,688 linear feet total | 1,688 linear feet total |
| Floodplains | 0 acres | 3.6 acres | 14.6 acres |
| Cost** | \$0 | \$18.2 million | \$23.5 million |

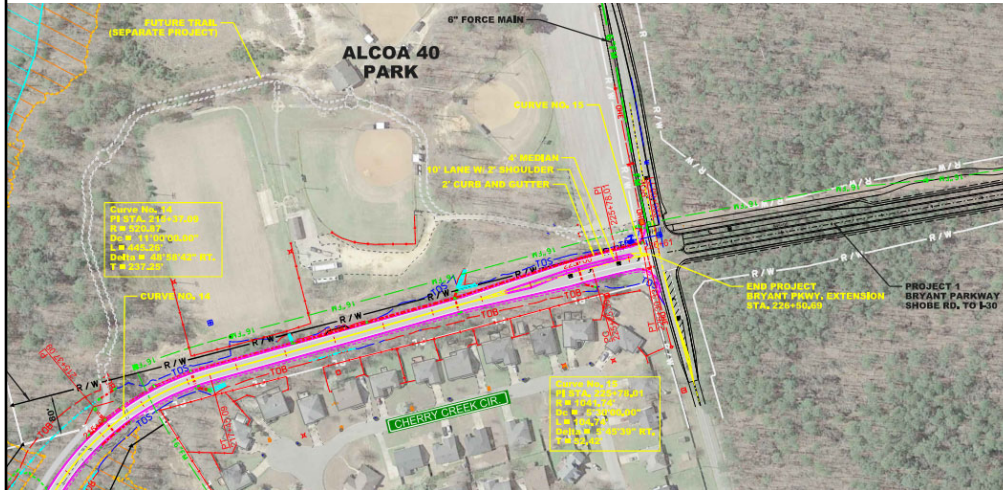
* Count of only those Recognized Environmental Condition (REC) Sites with a Moderate or High Risk.

** Total estimated planning, engineering, and construction cost

The table you see on the screen is an overview of the environmental impacts that were quantified for each project alternative. The table compares the impacts associated with the Preferred Alternative in comparison to the impacts associated with the No Action Alternative and Alternative D for a number of different categories. Detailed descriptions of these impacted resource categories are provided in the Environmental Assessment Document, which is located under the Project Documents Section of the Virtual Public Hearing webpage.

Bryant Pkwy. Extension – Design Details

Figure 3: Design Details Near the North End of the Proposed Alignment



60% Design Plans have been completed and the proposed right of way has been determined.

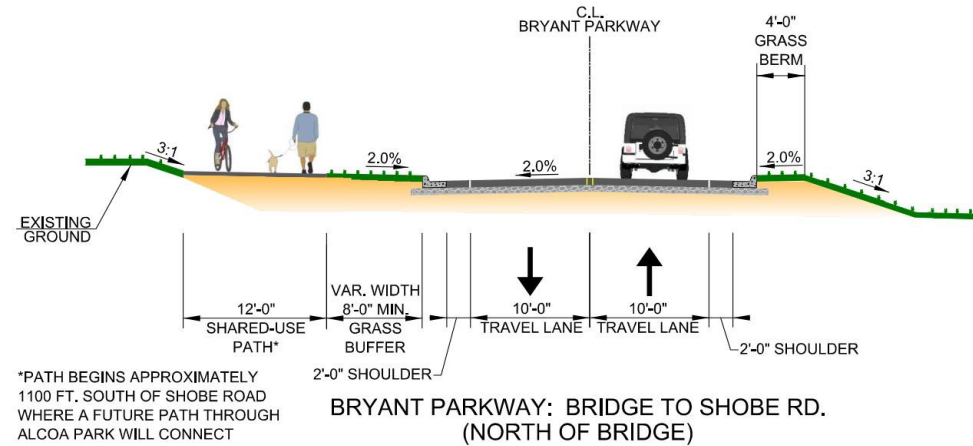
Now that the alignment has been determined, the project team is focusing on detailed design of the project with consideration for various environmental, physical and social impacts. 60% detailed design plans have been completed and the proposed right of way required by the proposed roadway has been identified. Figure 3 shows a snapshot of the detailed design near the north end of the proposed alignment.

You are welcome to view the proposed project design and proposed right of way limits in more depth in the Interactive Project Map or the 60% Design – Line and Grade Roll Plot located under the project documents section of the virtual location and design public hearing website.

Bryant Pkwy. Extension – Design Details

What will the roadway look like?

Figure 4: Typical Section of Bryant Pkwy. between Shobe Road and the Proposed Bridge



Concerning the roadway and its appearance, the projected traffic data indicates that a two-lane facility would be sufficient through the year 2040, as illustrated in Figure 4, but the City is proposing corridor preservation through acquisition of right of way from the Saline County Regional Airport to allow sufficient right of way for an expansion of the roadway in the future if needed. Figure 4 shows the proposed typical section for the Roadway between Shobe Road and the proposed bridge. This section is curb and gutter with underground storm sewer to reduce construction impacts, and includes a 12' shared-use path that will begin at the terminus of a separate trail through Alcoa 40 Park and continue south toward the bridge.

Bryant Pkwy. Extension – Design Details

What will the roadway look like?

Figure 5: Typical Section of Bryant Pkwy. at the Proposed Bridge over Crooked Creek and the Union Pacific Railroad

One of the benefits of the project is that it will provide a secondary grade-separated crossing over Crooked Creek and the Union Pacific Railroad (UPRR).

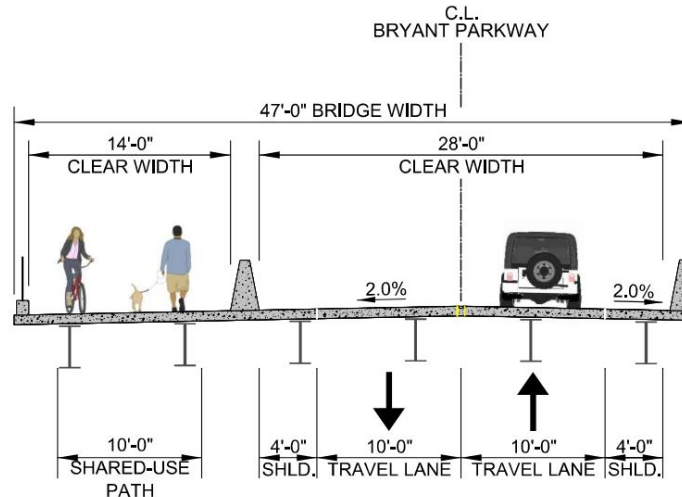


Figure 5 shows the proposed typical section for the proposed 700' long bridge over Crooked Creek and Union Pacific Railroad. This bridge will include 28' of clear width for motorists, and 14' of clear width for cyclists and pedestrians.

Bryant Pkwy. Extension – Design Details

What will the roadway look like?

Figure 6: Typical Section of Bryant Pkwy. between the Proposed Bridge and Hill Road

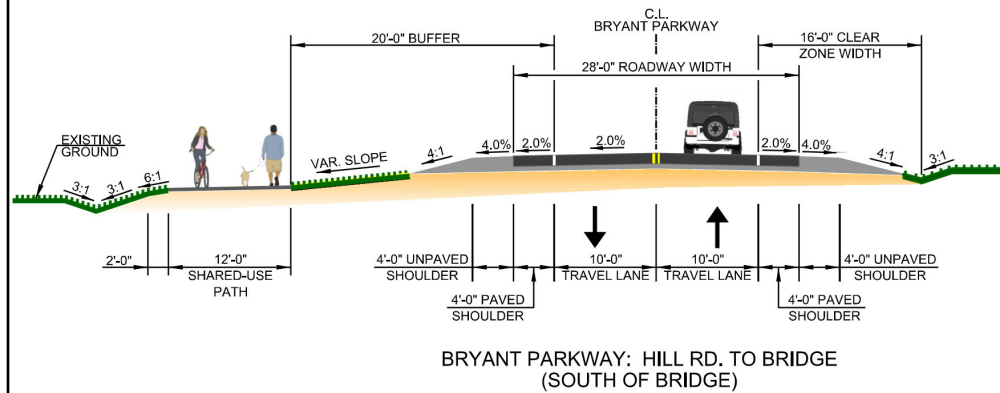


Figure 6 shows the proposed typical section for the Roadway between the bridge and Hill Road. This section is open shoulder with open ditches due to the more rural nature of land in this area. A 12' shared-use path with a wide 20' buffer is included along the west side of the roadway.

Question & Answer Session

LIVE Interactive Q&A Session Thursday, April 22, 2021 5:30 p.m. – 6:30 p.m.

**Comment Forms will be accepted until
Sunday, May 9, 2021**

bryantpkwyext.transportationplanroom.com

Contact us:

**Garver Public Involvement
501-823-0758**

PublicInvolvement@Garverusa.com

**Mail: Garver, Attn: Lindi Miller, 4701 Northshore Drive
North Little Rock, AR 72118**

For questions and concerns pertaining to this project, the City of Bryant and Garver have scheduled a live interactive question & answer session to be held on Thursday, April 22nd from 5:30 pm to 6:30 pm. Instructions for attending the session are located on the Bryant Parkway Extension website, which can be found at: bryantpkwyext.transportationplanroom.com. We encourage you to complete and submit your comment forms through several methods. You are welcome to follow the link on this slide to the virtual location and design public hearing website to submit your comment forms online. You may also email or mail your comment forms to the addresses on your screen. Comments will be accepted no later than Sunday, May 9th by 4:30 p.m. For additional questions concerning this project, assistance with attending the question & answer session, or if you need help submitting your comment form, please contact us at the email address or phone number on your screen.



Thank you for attending!

Thank you for attending the Virtual Location and Design Public Hearing about project number 061705, the construction of the Bryant Pkwy. Extension From Shobe Rd. to Highway 183 in Saline County, Arkansas.