

Public Involvement Synopsis

Virtual Public Hearing

Public Involvement Synopsis

**ARDOT Job Number 061705
Bryant Pkwy. Extension (S)
Virtual Location and Design Public Hearing with Live Event
March 21, 2021 – May 9, 2021**

A Virtual Location and Design Public Hearing was held to present the extension of Bryant Parkway from Shobe Road to Highway 183 in Bryant, Arkansas.

The virtual meeting was held at BryantPkwyExt.TransportationPlanRoom.com and BryantPkwyExt.es.TransportationPlanroom.com in English and Spanish from Sunday, March 21 through Sunday, May 9, 2021. A public officials meeting was held via video conference on Thursday, April 22, 2021. Additionally, a Virtual Location and Design Public Hearing live event was held Thursday, April 22, 2021. Special efforts to involve minorities and the local community in the virtual public involvement meeting included the following:

- Legal ad published in the Saline Courier (March 25)
- Spanish display ad placed in the Saline Courier (April 1)
- Letters (34) mailed to public
- Emails sent to public officials
- Social media posts: Bryant City Hall (March 19, March 23, April 19), Metroplan (March 23), Mayor Allen Scott (March 19)
- Public Meeting Notice sent via Notify Me by the City of Bryant to all subscribers (March 19 and April 21)

The live virtual public meeting was held on April 22, 2021 at 5:30 p.m. for one hour. The first 30 minutes consisted of a presentation, including a detailed overview of the project, instructions on how to submit comments, utilize Microsoft Teams, and navigate the virtual location and design public hearing website. The meeting followed with a live question-and-answer session between attendees and subject matter staff. Participants voiced their questions, comments, and concerns utilizing the Microsoft Teams chat function or by unmuting their device microphones.

Table 1 describes the results of the public participation at the virtual public meeting.

Table 1: Public Participation	
Public Officials Meeting (April 22)	Totals
Public Official Meeting attendees, including staff	26
Public Hearing Live Virtual Event (April 22)	Totals
Attendees, including staff	32
Virtual Public Hearing (March 21 – May 9)	Totals
Unique Visitors (New Users)	295
Visits to the Website (Sessions)	483

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Table 1: Public Participation

Number of Website Pages Viewed (Pageviews)	1,142
Percent of Total Users Interacting with Mobile Devices/Tablets	51%
Comment Forms or Letters Received	5
Comments on Interactive Map	5
Attendees who Signed Electronic Sign-in Sheet	32

Table 2 identifies the information available on the English virtual public meeting website and each page's number of views.

Table 2: Summary of Activity for English Virtual Public Meeting Website

Website Page	Pageviews (1,142)	Excluding Homepage (565)
<p>Homepage</p> <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations 	51% (577)	
<p>Meeting Registration</p> <ul style="list-style-type: none"> Electronic sign-in sheet 	6% (63)	11%
<p>Introduction Video</p> <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, project history and what has occurred since the previous meeting, an overview of the project location and design plans, typical sections, and submitting comments. A pdf with the voiceover script was also available. 	7% (79)	14%
<p>Project Documents</p> <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Typical Sections; 60% Design – Line and Grade; Environmental Impacts Table; Environmental Constraints Map; and Traffic Study for Bryant Pkwy. Extension (S) 	9% (104)	18%
<p>Interactive Project Map</p> <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the project limits and typical sections at the appropriate project area, with the ability to leave comments on the map Text: Instructions to use the interactive map 	16% (184)	33%

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Virtual Public Meeting

Table 2: Summary of Activity for English Virtual Public Meeting Website

Website Page	Pageviews (1,142)	Excluding Homepage (565)
Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event 	7% (83)	15%
Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form 	3% (32)	6%

Table 3 describes the results of the public participation at the Spanish virtual public meeting.

Table 3: Public Participation at the Spanish Virtual Public Meeting

Virtual Public Involvement Meeting (March 21 – May 9)	Total
Unique Visitors (New Users)	8
Visits to the Website (Sessions)	24
Number of Website Pages Viewed (Pageviews)	74
Percent of Total Users Interacting with Mobile Devices/Tablets	13%
Comment Forms or Letters Received	0
Attendees who Signed Electronic Sign-in Sheet	0

Table 4 identifies the information available on the Spanish virtual meeting website and each page's number of views.

Table 4: Summary of Activity for Spanish Virtual Public Meeting Website

Website Page	Pageviews (74)	Excluding Homepage (53)
Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations 	28% (21)	
Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet 	4% (3)	6%

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Virtual Public Meeting

Table 4: Summary of Activity for Spanish Virtual Public Meeting Website

Website Page	Pageviews (74)	Excluding Homepage (53)
Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, project history and what has occurred since the previous meeting, an overview of the project location and design plans, typical sections, and submitting comments. A pdf with the voiceover script was also available. 	30% (22)	42%
Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Typical Sections; 60% Design – Line and Grade; Environmental Impacts Table; Environmental Constraints Map; and Traffic Study for Bryant Pkwy. Extension (S) 	14% (10)	19%
Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the project limits and typical sections at the appropriate project area, with the ability to leave comments on the map Text: Instructions to use the interactive map 	4% (3)	6%
Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event 	14% (10)	19%
Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form 	5% (4)	8%

Garver staff reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process. The full disposition of comments is provided following this synopsis report.

Summary of Written Comments

- One user recommended that the route should go east of the airport to open up land for development and help with traffic.
- One user requested lighting along the bypass route.
- Judge Arey commented that any changes to the original section of roadway on Hill Farm Road should include the Airport Commission and the County in future discussions.
- Two users commented that there is a need to add a roundabout rather than a four-way stop at the intersection of Shobe Road and Bryant Parkway.
- Additional comments included requests about the following: more information on future positive and negative impacts on the community, flood zone impacts to personal property before and after the project, anticipated traffic volume per the documented traffic study, noise level concerns, and access to the bypass from particular locations.

Table 5: Comments Received by Those Representing:

Self / Did Not Specify	17
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Table 5: Comments Received by Those Representing:

Agency/Organization: <ul style="list-style-type: none">Bryant Crossing Development, Inc., City of Bryant, The Saline Courier, ARDOT, Bryant Fire, Bryant City Council, Planning Commissioner Ward 2 Position 2, City of Bryant – Engineering, Boy Scout Troop 99, Bryant Planning Commission, Bryant Chamber of Commerce	15
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Attachments:

- Disposition of Comments
- Public Hearing Outreach Plan
- Screenshots of virtual public meeting sites
- Copies of project documents and exhibits available on the virtual public meeting website
- Presentation transcripts
- Website analytics reports
- Outreach documents

Virtual Location and Design Public Hearing

Public Disposition of Comments – Bryant Parkway Extension

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The following 10 comments are those received through the online interactive map or those submitted to the project website via the online form during the public comment period (March 21 - May 9, 2021).

Commentor	Comment Method	Comments	Response
1. Andrew Francis	Online Form	Is there a link where I could review online the traffic study prepared for this project? If not, how could I obtain a copy of the traffic study? Thank you very much.	The traffic study has been added to the bottom of the project documents section of the Virtual Public Hearing webpage.
2. Larry Ballentine	Online Form	It should go on the EAST side of the airport. That way it will open up the land there for development, it should also dump the traffic onto Sardis Road just East of the junction with 183, thus moving all the traffic onto existing roads and intersections and away from running between two schools! I cannot believe that you would want to put that much traffic into a congested area (morning and evening) with small children walking along side of the roadway and dump it into a residential intersection!	Thank you for your comment; it has been documented. The alternative routed on the west side of the airport has been identified as the Preferred Alternative and approved by FHWA and FAA in February 2021. Justification for why the eastern routes were not selected as the preferred alternative are documented in the EA. Safety of children/pedestrians and motorists is of paramount concern. The proposed roadway will have a 35 mph posted speed limit with the speed limit reduced further to 25 mph in school zones.
3. Andrea Hooten	Online Form	With the shared use trail, we sincerely need to look at lighting. I realize this is a large expense, but I'd like for us to keep that in the forefront as we move along with this project.	Thank you for your comment; it has been documented. We understand that lighting along the trail is desirable; however, lighting is not required for this type of facility. Trail and/or roadway lighting would be a significant additional cost and it may be added at some point in the future. No roadway lighting is proposed as a part of this project, but there are some accommodations on the bridge as the City would like to light the bridge in the future if determined to be necessary.

Virtual Location and Design Public Hearing

Public Disposition of Comments – Bryant Parkway Extension

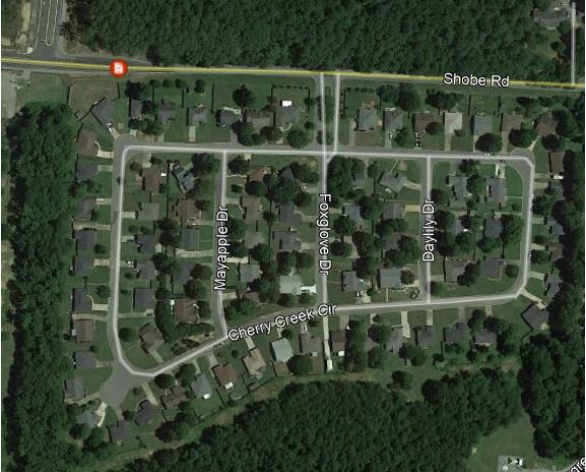

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Commentor	Comment Method	Comments	Response
4. Lisa Meyer	Online Form	<p>I inquired yesterday during the public hearing regarding a roundabout at the intersection of Shobe and the Parkway, I know Richard said the traffic study did not warrant a roundabout or signal. I was also reminded that the Council in 2017 diverted funds for a roundabout at the intersection in question to the intersection of Hilldale and Bryant Parkway which is in desperate need of that improvement. After further reflection I have another question. Did the traffic study include the anticipated new traffic on the Parkway? The location of the new Bus Barn for the school makes the Parkway an ideal route to access the north side of the district and areas of Ward 1. The McGeorge traffic that was mentioned in the 3:30 meeting and the commuter traffic from Bauxite and Sardis area that is currently using other routes could be potential new traffic on the Parkway, I know funding is tight but I don't want to create traffic delays like we had when the new middle school opened up. The presentation was very informative and I am very excited for this new artery for our great City! Thank for listening.</p>	<p>Thank you for your comment and your support. With regard to the traffic study, anticipated new traffic on the Parkway was included and the study indicates that the expected traffic volumes do not warrant a signal at this intersection. However, based on projected growth rates through the year 2040, the study showed that a signal or roundabout may be necessary at some point in the future. The city will monitor the intersection to determine when traffic volumes warrant an improved intersection.</p>
5. Jeff Arey	Email	<p>I appreciate Dr. Walters bringing up the concern with the existing Hill Farm Road and that there should be some consideration of a turn lane for those cars turning into the school property. I just wanted to remind everyone that Hill Farm Road was built originally to serve the airport. At the time that it was built there were no schools in the area. Bryant School District purchased property after the road was built and the Airport Commission/County entered into an agreement (see attached) agreeing to certain terms, conditions and use. Obviously, the Airport Commission/County will continue that spirit of cooperation and partnership with regard to Hill Farm Road. I would ask that any discussions regarding changes to this original section of roadway include the Airport Commission and the County.</p> <p>[Attachments]</p> <ul style="list-style-type: none"> • Agreement between the Saline County Airport Commission, County of Saline, Arkansas, and the Bryant School District. May 30, 2012. 	<p>Thank you for your comment; it has been documented. The input gathered at the Public Hearing will be used to move forward with the NEPA process. Per the agreement referenced, the city will include the County and Airport Commission on any planned improvements to Hill Farm Road.</p>

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Commentor	Comment Method	Comments	Response
6. Guy Thompson	Interactive Map	<p>I agree with the comment about adding a traffic circle at the intersection of shobe and the parkway. During school hours traffic will back up like it is currently on Reynolds Rd. Also Bauxite commuters will be using the Parkway during those hours.</p> 	<p>Thank you for your comment; it has been documented. With regard to the traffic study, anticipated new traffic on the Parkway was included and the study indicates that the expected traffic volumes do not warrant a signal at this intersection. However, based on projected growth rates through the year 2040, the study showed that a signal or roundabout may be necessary at some point in the future. The city will monitor the intersection to determine when traffic volumes warrant an improved intersection.</p>
7. Whittamore	Interactive Map	<p>what kind of impact is this going to have on our community? increase value? decrease value? crime? etc.?</p> 	<p>The alignment was designed to completely avoid any direct impacts to private landowners by utilizing primarily Airport and City-owned property. No significant adverse impacts to the community are anticipated by the Preferred Alternative. With regard to property value, studies have shown that recreational trails such as the one proposed along Bryant Parkway can have a long-term beneficial impact or a neutral impact to nearby property values (Bucchianeri et al. 2012; Campbell and Munroe 2004; Economy League for Greater Philadelphia et al. 2010; Econsult Corporation and Greenways Incorporated 2007; Riddel 2001). With regard to crime, case studies (Racca & Dhanju, 2006; Economy et al, 2010) report recreational trails adjacent to residential areas can actually reduce incidence of crime. The roadway itself is not anticipated to adversely impact property values.</p>

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Commentor	Comment Method	Comments	Response
8. Branon Fryar	Interactive Map	<p>Want to understand the pre and post Parkway Flood zone impact to my property.</p> 	<p>Based on existing mapping, nearly all of Parcel 840-13710-000 currently appears to be located in the floodplain/floodway. After completion of the project, it is anticipated that there will be fewer acres of floodplain within Parcel 840-13710-000 due to more detailed topographic information that was used in the new model. The proposed floodplain and floodway (post project) are shown in the Interactive Mapper available on the project website at: https://bryantpkwyext.transportationplanningroom.com/interactive-map</p>
9. Doug Harville	Interactive Map	<p>How far will this be from the houses! My house is one of the two closest to this area and I am concerned about the noise levels, both construction and traffic wise. We had previously met with the city attorney from the prior administration on this issue.</p> 	<p>Thank you for your comment; it has been documented. Your property appears to be approximately 140 feet away from the proposed roadway at the closest point. With regard to traffic noise levels, a noise study was conducted for this project. While the noise study shows a noticeable increase in noise due to traffic at or near your home, the increase is not considered substantial and according to ARDOT and FHWA guidelines does not warrant any noise buffers or other mitigation measures.</p>

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Commentor	Comment Method	Comments	Response
10. Thomas Dickinson	Interactive Map	<p>The green dot [red on map below] placed on the map is between the bypass and our place of business. We would like to have access to the bypass from our plant.</p>  <p>The image is an aerial photograph of a road intersection. On the left, there is a large building with a parking lot. A road, labeled 'Hill Farm Rd', curves from the bottom right towards the top right. A red dot is placed on the road between the building and the bypass road. The bypass road is a multi-lane highway that runs horizontally across the middle of the image.</p>	<p>Thank you for your comment; it has been documented. This can be discussed with the city.</p>

Virtual Location and Design Public Hearing – Live Event 04/22/21

Public Disposition of Comments – Bryant Parkway Extension

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The following 25 comments were expressed on April 22, 2021 from 5:30 p.m. to 6:30 p.m. during the Virtual Location and Design Public Hearing Live Event held online at <https://bryantpkwyext.transportationplanroom.com/>.

Commentor	Comments	Response
1. Elisha Morrison	Could all the Garver and city people spell their names for me?	Mayor Scott (City), Ashley Clancy (City), Truett Smith (City), Ted Taylor (City), Tim Fournier (City), Chief JP Jordan (City), Richard Corbyn (Garver), Todd Mueller (Garver), and Cassie Schmidt (Garver).
2. Doug Harville	<p>I have numerous questions regarding the bypass. I have one of the houses closest to where the road comes in by the airport. I have some questions and concerns, some of which were addressed at the 2018 meeting. I live in the Pleasant View Court area. How far is the middle line going to be from the airport fence?</p> <p>Originally when I bought this house, there was nothing here, and that's one of the reasons I purchased the house. Now I've got an airport. Now I've got airplanes. Now I've got helicopters. Now I'm going to have a bypass, so is there going to be some type of a noise buffer put up?</p>	<p>The middle line is about 100 feet away from the airport fence.</p> <p>We did a noise study on this project. It shows a slight noticeable increase in the noise due to the traffic, but it is a 35 mph facility with about 3,500 cars per day. This is similar to Wilkerson Road or Shobe Road. In accordance with FHWA and ARDOT guidelines, there was no requirement for noise abatement.</p>
3. Doug Harville	<p>But they don't live here. I'm trying to have a Saturday afternoon barbecue or time in the yard, and airplanes and paragliders like to set up right behind my house now.</p> <p>The airport cut all the old growth trees said they were going to plant more, which they didn't. I'm concerned about the noise and the decrease in value of my house in the future.</p>	I understand your concern. The NEPA process is put into place to protect people from increases in noise that are substantial. Given this type of facility, it is not a substantial increase.
4. Doug Harville	So basically, this study says that I should deal with it.	If you want to read the study, the environmental assessment is on the meeting website.
5. Doug Harville	I went through there today and looked at it. I saw the decibel ratings and I think I was in between R2 or R3. It still goes to the fact that you don't have to put up with all the increased noise that I am now going to have in my backyard. That area is a bowl and it acts like a huge microphone that exacerbates all the noise, especially when helicopters are flying in. It rattles my house. On top of that, you're going to add more noise. I'm not happy.	We encourage you to submit any other comments through the website or on the interactive map.
6. Doug Harville	I'm not going to get into it on here, but we did have some discussions with the prior administration and city attorney, and I would invite the current city attorney to contact me regarding that.	Ashley Clancy, Bryant City Attorney provided her email in the live chat and invited Mr. Harville to send her an email for a follow up conversation.
7. Doug Harville	I will be in one of the closest houses. I'm worried that my house is going to lose value.	Thank you for your comments.

Virtual Location and Design Public Hearing – Live Event 04/22/21

Public Disposition of Comments – Bryant Parkway Extension

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8. Lisa Meyer	Was there any consideration given to using a round-about for the Shobe Parkway intersection?	A roundabout has been considered, but it was not implemented. A traffic study shows a four-way stop is all that is needed. A signal warrant is not met for that intersection, and if no signals are required, usually a roundabout is not required. The four-way stop performs adequately after initial construction but intersection improvements may be required at some point in the future. The city did acquire extra right of way around that intersection for future improvements if warranted by traffic in the future.
9. Lisa Meyer	It's curious that the other side of the parkway has a roundabout with no intersection in it. If you look at the parkway on the north side of the Interstate, it's got a roundabout. There's no intersection; there's no traffic. You've got to build it for the future, not for today.	There was a thorough study on that particular area that goes north up to the interstate, and a roundabout was an acceptable intersection. However, it was decided at that point not to construct a roundabout at that location (that was around 2016 or 2017) since it was not warranted by traffic. Right of way has been acquired in that area if a roundabout is warranted by traffic in the future.
10. Lisa Meyer	Look at the traffic during peak times, like school traffic. There's a lot of traffic that goes down Shobe Road from people with the school who are commuting to the Interstate. A roundabout just keeps the flow of traffic going instead of stacking up.	Thank you for your comments.
11. Elisha Morrison	Cassie, what were your and Todd's titles (I am with the paper so I need them for my story)	Todd is a Transportation Team Leader and Cassie is an Environmental Scientist
12. Sid	How high is the bridge?	The bottom of the bridge is about 24 feet over the top of the railroad. That is going to be the highest point.
13. Carl Minden	I might have missed it, but what type of lighting will there be along the new section.	No roadway lighting is proposed as part of this project. The city has expressed that they would like to look at lighting at some point in the future if it is determined to be necessary and when funding becomes available. Some accommodations have been made to the bridge design to accommodate future lighting on the bridge.
14. Sid	Will the trees along the [railroad] tracks be preserved?	Not in the immediate vicinity of the parkway. Slopes will have to be constructed, which will require removing some trees. Within the construction limits shown on the map, the trees will be taken down in that area.
15. Jim Erwin	Do we have enough right of way to build additional lanes to match the existing Bryant Parkway if needed?	Yes. However, the traffic study shows that four lanes is not needed during the design year, which is 2040. It would not exactly match the existing section, which has the divided median. It would be similar to a four-lane road with curb and gutter and without a median.

Virtual Location and Design Public Hearing – Live Event 04/22/21

Public Disposition of Comments – Bryant Parkway Extension

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16. Andrea Hooten	I know it's an added expense, but we really need some type of lighting, especially along the shared use trail.	We understand that it is desirable to have the lighting along the trail. It is a significant additional cost that may have to be added at some point in the future.
17. Doug Harville	What was the distance from center line to airport fence at the point of the cul de sac of Pleasant View Ct. again?	It was about 100 feet from the center line to the airport fence.
18. Doug Harville	And what is the distance from the walking path to the same area.	It is about 58 feet from the edge of the walking path to the fence at the closest point.
19. Sid	Will the width of the bridge accommodate two lanes in each direction?	The bridge is not wide enough to handle two lanes in each direction. The right of way will be there to widen the bridge or to have a second bridge built. If we had made it wide enough to accommodate four lanes right now, it would have been a very significant added cost.
20. Carl Minden	Will there be bollards to keep vehicles off the trail? Like the current section has.	The city will look into and identify any areas that may require bollards.
21. Guy Tompson	What is the completion timing of the shared use trail that goes through the ballpark?	It is currently out for public bid. Bids will be opened around May 8, 2021. The funding is in place. Construction should begin this summer.
22. Elisha Morrison	Will this recording be available online after the meeting?	Yes. The recorded live event was posted to the public hearing website during the public comment period.
23. Jim Erwin	How will emergency vehicles be able to access if and when there are accidents on the road?	There is no median on the project, so emergency vehicles will not be hindered.
24. Doug Harville	Are there plans to make any access roads to the bypass other than at Shobe or Hill Farm?	There are a couple access roads that are on the city's Master Street Plan, so a couple turn-outs were included in the design. The airport will have a gated access point. There is also a new entrance proposed to the airport's office buildings.
25. JP Jordan (Fire Chief)	This is a welcome addition for us. We have Station 2 at the south end of the section that's going to be built. As part of our long-range plans, another fire station would be put in when we are able to do it at the other end of Bryant Parkway somewhere around Hwy 5 in the Raymar area. When that happens, those two stations would be able to work the east side of Bryant really well, and having that second way to go north and south is worth a lot more than people give it credit for. Especially for public safety. If something were to happen and we needed to divert over there, that is going to be huge for us. So we're really excited about the other north and south route.	Thank you for your comments.

Virtual Location and Design Public Hearing – Public Officials 04/22/21

Disposition of Comments – Bryant Parkway Extension ARDOT Job 061705

The following 14 comments were expressed on April 22, 2021 from 3:30 p.m. to 4:30 p.m. during the Virtual Public Officials Meeting held online at <https://bryantpkwyext.transportationplanroom.com/>.

Commentor	Comments	Response
1. Mayor Scott	Thank you to Garver, Judge Arey, Saline County Airport and Commission, Representative Hill. Without each of you, this vital project would not have happened as it has. One of the most important connections in the area. It does provide a north-south travel route, an additional one. Will help lesson congestion on Reynolds Road, which will increase safety. Also allows commuters on the south of Bryant a more efficient way to get to I-30. And it provides an easier access to Saline County Regional airport.	Thank you for your comment.
2. Thomas Dickinson, President of McGeorge Contracting Company	There are two business installations adjacent to the bypass. An asphalt plant south of the bypass, and a quarry on Option A. When they come to these locations, they come down Reynolds Road and where the bypass connects with Reynolds Road, that next turn to the east is where our trucks stop and back traffic up Reynolds Road. Would be great to have access from our asphalt plant and quarry to the bypass to help alleviate truck traffic. Estimated over a course of a year, run 30,000 trucks through that turn.	That can be discussed with the city. Received a graphic from Thomas Dickinson showing concept.
3. Karen Walters, Superintendent of Bryant Public Schools	Where the new road connects to Hill Farm Road; Hill Farm Road was designed for minimal traffic coming from the airport. Have you had any conversations about how markings or turn lanes would change on Hill Farm Road? Turning lanes are set to turn into Hill Farm Elementary. If coming from the airport and heading back toward the Jr. High, there will be traffic wanting to make a left turn into the Jr. High. Existing turning lanes on Hill Farm Road are set to turn into Hill Farm Elementary and the design wasn't intended for people heading south to turn left into the Jr. High. I am worried about having on the Parkway backing up as cars are trying to turn into the Jr. High., but only two cars can get into that turning lane.	The City and Garver have previously discussed this and we did notice that there is no left turn bay in there. The City intends to reach out to the school district in the near future to discuss this very issue. The City believes the median can be pulled back or eliminated to allow for a left turn lane into the school. The City sees this as a possible revision and suggests that traffic can be looked at again once the facility opens to see how long the stacking lane would need to be. Once they know how much traffic is using the Parkway and in what directions, the turn lane design could be adjusted as necessary.
4. Brandon Guillot, Airport Commission	We appreciate all the communication and hard work that has gone on to get us here. One of our concerns is regarding Alcoa and the land release for the land that was originally deeded to the Airport. Have we heard anymore on that or is that still where it was?	No, the last thing we heard from Alcoa was that the selected route (Alternative B) was favorable to them and the route that they preferred and that it met all the intent purposes of the deed restrictions that were on the Airport.
5. Ryan Wemyss, Alcoa	Our original concerns related to environmental issues on the east side of the runway and the original restrictions that Alcoa had placed on the area. However, with the layout of the Preferred Alternative (Alternative B) on the west side, it completely alleviates all of our concerns regarding any environmental restrictions we have on the east side of the Airport.	Thank you for this feedback.

Virtual Location and Design Public Hearing – Public Officials 04/22/21

Disposition of Comments – Bryant Parkway Extension ARDOT Job 061705

6. Will Gruber, Saline Co. Attorney	We would request that Alcoa put into writing that the Preferred Alternative would not violate any covenants in the quick claim deed regarding usage.	Thank you for this feedback.
7. Ryan Wemyss, Alcoa	I understand Will's request and will take the documents that are on the website to the Director of Real Estate for Alcoa Corp. and discuss that with her and indicate your request.	Thank you for this feedback.
8. Karen Walters, Superintendent of Bryant Public Schools	When you looked at the drone work and the traffic, based on what you saw, do you have any concerns that we are going to run into some backlogs from our busses that are trying to turn in the bus maintenance facility there? I can see them heading north on the Parkway and trying to make a left turn into the bus facility and causing a backup on the parkway.	We actually looked at that in the traffic study. We got bus numbers about a year ago or so. We averaged out those numbers but I understand that those numbers probably occur all at the same time based on the drone work. In that area the median is actually stripped out, it's just hatched so if they were trying to turn left into the facility, they could stack out into the hatched area and not block any Bryant Parkway traffic.
9. Phuong Tran, FAA	I heard what Will committed to provide with regards to the environmental. Can you include me and Katy Fields on that letter? I have provided my email address in the chat.	Yes, and I believe we are going to include that letter with the Land Release Request that Saline County Airport are reviewing right now.
10. Will Gruber, Saline Co. Attorney	I just wanted to check in on the appraisals and see where we are on that and if there's a timeline for getting those.	We just got the review appraisals complete. Everything is drafted up and ready to go. That has been sent to the City a couple days ago for their review and then they will get it to ARDOT for their cursory review. Then when ARDOT and the City are good with it, they will send it over to Saline County. We cannot send it before the official offer due to the Uniform Relocation Act process.
11. Ted Taylor, City Engineer	I know ARDOT has been doing some corridor studies in the last month or so. Have you seen any numbers back from that yet? We've noticed traffic counters.	No, the last corridor study we saw was the one they did back in 2018 along Hwy. 183 showing the need for signalization and additional lanes in that area.
12. Guy Washburn, General Manager for Cranford Construction	Has a pavement design been completed for the project and if so could you share the sectional thickness?	Pavement design has been completed and consists of 4 inches of surface course, 3 inches of binder course, and 6 inches of class 7 aggregate base course. So, 7 inches of asphalt and 6 inches of aggregate base course. And that is the same on the open shoulder section as well.
13. Rhonda Sanders	Thank you for this call. Very excited about this happening!	Thank you for your comment and support for this project.
14. Andrea Hooten	This looks great, you guys.	Thank you for your comment and support for this project.