

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
BRYANT PKWY. EXTENSION (S)  
FAP STPU-9061(14)  
ARDOT JOB 061705  
SALINE COUNTY, ARKANSAS**

Upon consideration of the approved Environmental Assessment (EA), public comments, and other considerations, the Federal Highway Administration (FHWA) has determined that the Preferred Alternative for the proposed Bryant Parkway Extension project would have no significant impact on the human or natural environment and hereby issues a Finding of No Significant Impact (FONSI) pursuant to 23 CFR 771.121(a).

The City of Bryant, Arkansas, in cooperation with Metroplan and the Arkansas Department of Transportation (ARDOT), FHWA, and the Federal Aviation Administration (FAA), is proposing to extend Bryant Parkway (Pkw.) from Shobe Road to Highway (Hwy.) 183 in the City of Bryant, Saline County, Arkansas as shown in **Figure 1**. The FHWA is a funding agency and the lead federal agency under the National Environmental Policy Act (NEPA), and the FAA is acting as a cooperating agency.

The purpose of the proposed project is to:

- increase vehicular and pedestrian connectivity from existing Bryant Pkw. 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 the Saline County Regional Airport (SUZ or 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 the Union Pacific Railroad (UPRR)
- provide a critical component of the City of Bryant Master Bike and Pedestrian Plan

An EA was approved by the FHWA and FAA on February 9, 2021. The EA identified Alternative B as the Preferred Alternative and found no significant impacts associated with Alternative B. The Preferred Alternative alignment is shown in **Figure 2**.

This FONSI is based on the FHWA's independent evaluation. The information contained in the EA has been determined to adequately and accurately discuss the need, environmental impacts, and appropriate mitigation measures for the project. The EA provides sufficient evidence and analysis for determining that no identified impacts would cause significant adverse effects to the natural, cultural, or social environments.

Figure 1: Project Location within City of Bryant, Saline County, Arkansas

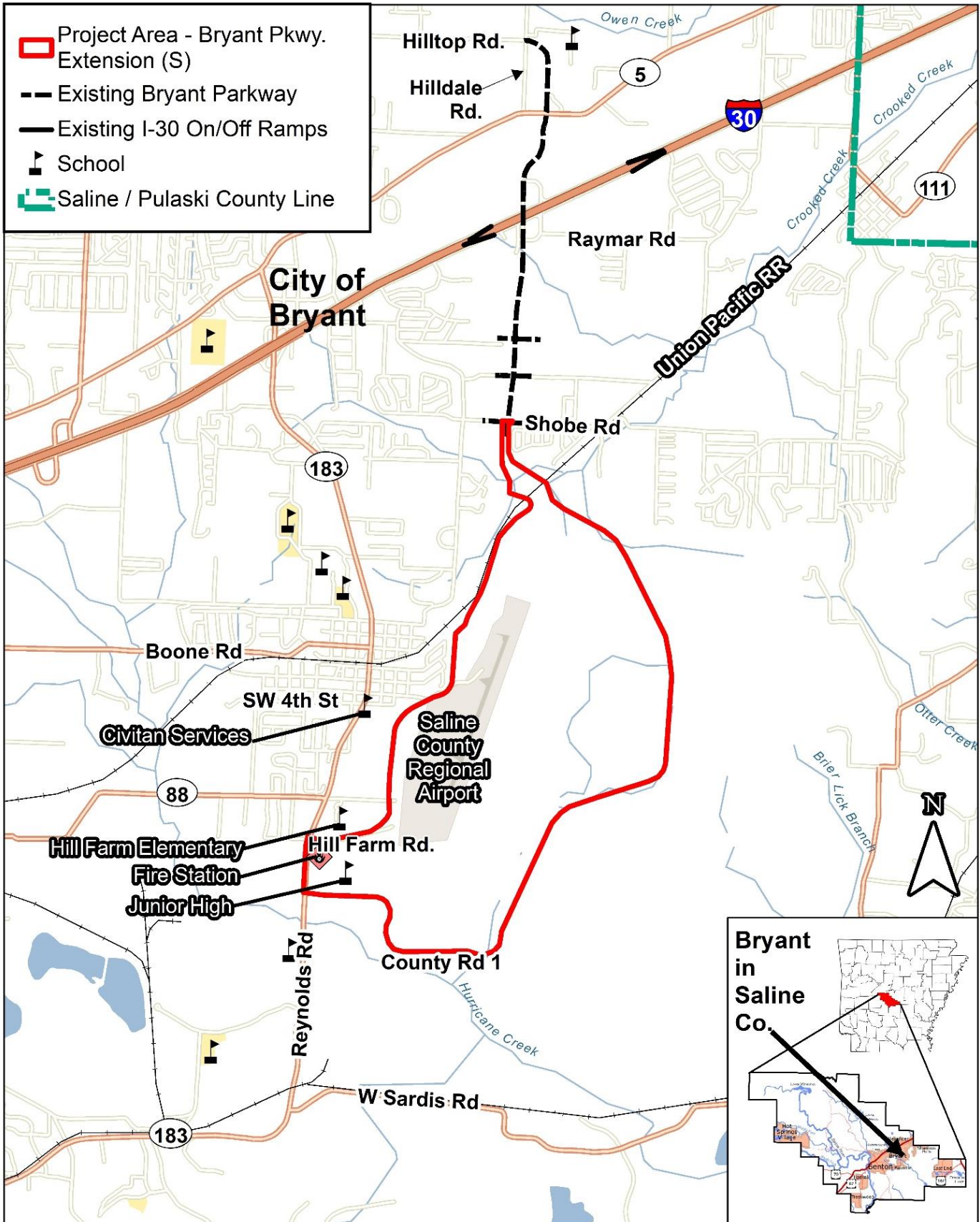
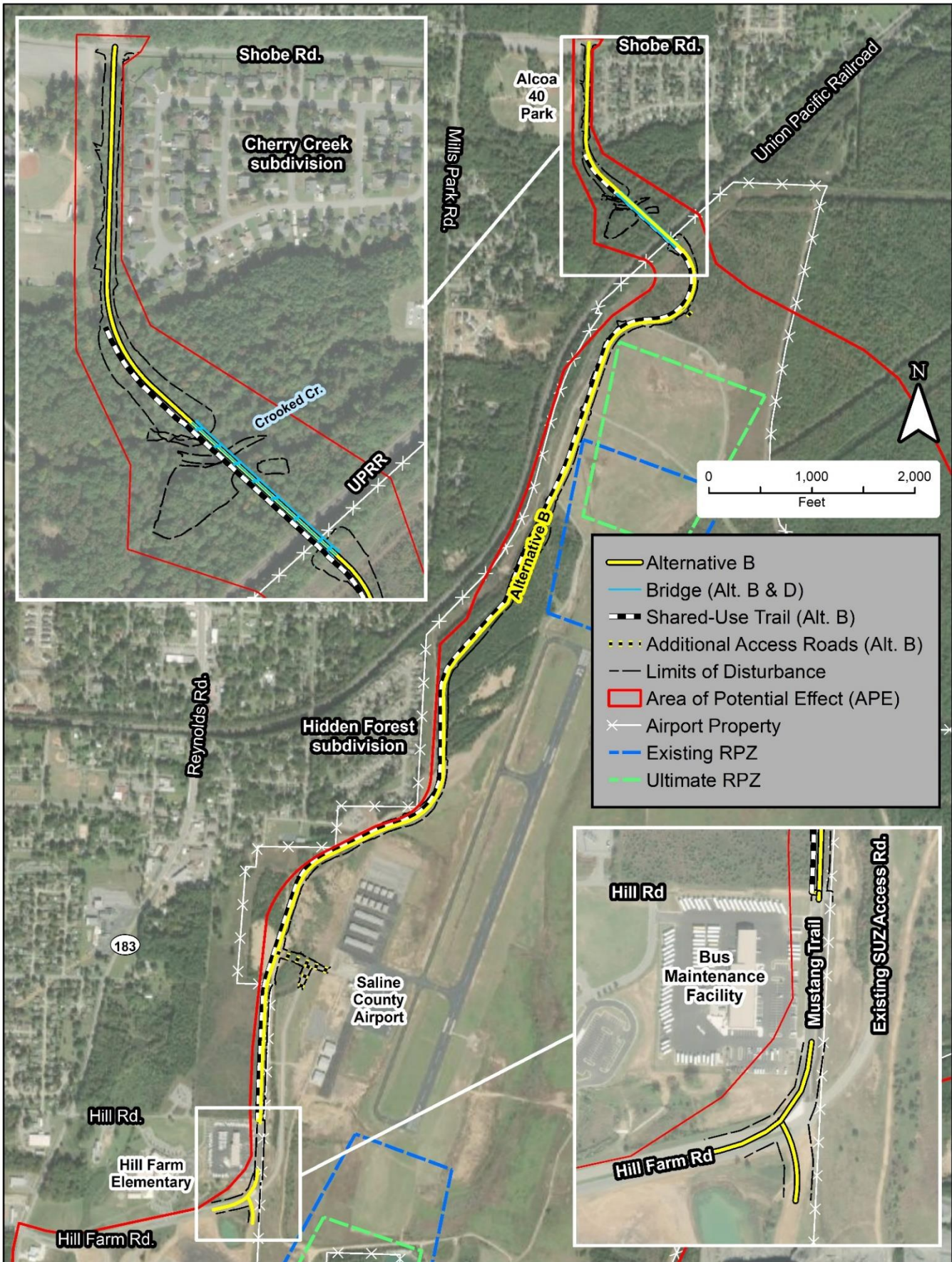


Figure 2: Preferred Alternative (Alternative B)



## Public Involvement

Public and local official involvement was an important part of the alternative development process. This collaboration began in 2018 and continued throughout the EA process.

An open forum public involvement meeting and public officials meeting were held in Bryant on April 26, 2018 at Hill Farm Elementary School. The five original Bryant Pkwy. Extension project alternative alignments (Alternatives A-E) were presented to the public during the meeting. Total attendance at the public meeting was 46 people, with nine comment forms received either during the meeting or the two-week comment period following the meeting.

Input from local, state, and federal agencies was solicited regarding the proposed Bryant Pkwy. Extension project from February 2018 to October 2020. Agencies were asked to review the proposed study area and provide any information or identify concerns they may have regarding resources within their jurisdiction or expertise. Additional coordination with local officials and important stakeholders occurred regularly throughout the alignment development process.

A virtual Location and Design Public Hearing was held online at the project website (<https://bryantpkwyext.transportationplanroom.com/>) via video conference on Thursday, April 22, 2021. The Virtual Location and Design Public Hearing comment period began March 21, 2021 and ended May 9, 2021. A total of 295 unique IP addresses accessed the meeting, 32 officially signed in, and a total of 49 comments (public and public officials) were recorded in the disposition of comments. Overall, the majority of comments were in support of the Bryant Pkwy. Extension. The public primarily commented on design and lighting suggestions or expressed concerns regarding noise levels or safety. Other public comments were questions about property value, changes to the floodplain, anticipated traffic volumes per the documented traffic study, and access to the facility from particular locations.

A public hearing synopsis with the disposition of comments is provided in **Appendix A**.

## Environmental Impacts

The environmental impacts for the Preferred Alternative were described in the EA approved by the FHWA and FAA on February 9, 2021. The FHWA finds that the project would not impose significant impacts on the social, cultural, or natural environment. Impacts for the Preferred Alternative are summarized in **Table 1** Continued, then discussed in more detail in the following sections.

**Table 1: Impacts Associated with the Preferred Alternative**

Resource Category	Preferred Alternative (Alternative B)
Cost*	\$18.2 million
Approx. ROW Acquisition	29.3 acres
Section 4(f)	<i>de minimis</i> impacts to Alcoa 40 Park
Section 6(f)	0.3 acre of temporary ground disturbances
Noise Impact	None
Visual Quality	Changes visible by two subdivisions

**Table 1 Continued: Impacts Associated with the Preferred Alternative**

Resource Category	Preferred Alternative (Alternative B)
Hazardous Materials	1 REC site encountered**
Water Quality Impact	Minor and temporary during construction
Wetlands	1.9 acres
Streams	1,688 linear feet total
Floodplains	3.6 acres
Protected Species	"May Affect, Not Likely to Adversely Affect" for 3 bird species

\* Total estimated planning, engineering, and construction cost.

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

### Right of Way / Land Use

The Preferred Alternative would require approximately 29.3 acres of new roadway right of way (ROW) acquisition, which includes 0.3 acre from the southeast corner of the Bryant School District property due to the intersection improvements at Hill Farm Road and 29.0 acres from the Saline County Regional Airport. Acquisition of ROW from SUZ requires the FAA to release the land from federal obligations. FAA approval of the Land Release Request and release of the ROW needed would be obtained. No property acquisition is required from residential or commercial properties and no displacements would occur. Overall, no land use compatibility impacts are anticipated that would create the need for mitigation. Direct land use changes would primarily be the conversion of undeveloped airport property mostly persisting as natural vegetated areas to a maintained ROW for transportation use.

The FHWA finds that there are no significant impacts to private property or land use anticipated with the Preferred Alternative.

### Section 4(f) / 6(f): Parks, Recreation, and Wildlife Refuges

One city-owned, public park (Alcoa 40 Park) is located immediately adjacent to the northwest end of the project and is subject to Section 4(f) protection. The Preferred Alternative would construct approximately 2.2 miles of bike/pedestrian trail and connect to the existing trail running along the west side of the existing Bryant Parkway. The Preferred Alternative would temporarily disturb approximately 0.12 acre of Alcoa 40 Park as a result of slope grading during construction of the roadway. The limits of the permanent roadway ROW would not extend into the Park property. Additionally, approximately 0.18 acre of the southern portion of Alcoa 40 Park would be excavated in order to improve the floodway. The land disturbance required by the Preferred Alternative does not affect any existing Park facilities or usage. A Section 4(f) *de minimis* evaluation, which is provided in **Appendix B**, was conducted to assess potential impacts and has been approved by FHWA.

Alcoa 40 Park received Land and Water Conservation Funds (LWCF) in the past. The LWCF is a federal program that supports the protection of federal public lands and waters (including national parks, forests, wildlife refuges, and recreation areas) and voluntary conservation on private land. Parks receiving LWCF are referred to as Section 6(f) resources; thus, Alcoa 40 Park is a Section 6(f) resource. The proposed roadway for the Bryant

Pkwy. Extension project was anticipated to impact 2.42 acres of Park property located along the eastern edge of the Park. In order to mitigate for these impacts, the City replaced those 2.42 acres with 5.94 acres of undeveloped land located southeast of the original Park boundary. The new acreage will remain encumbered in perpetuity for public outdoor recreation purposes. This land swap was approved in October 2018, and the Arkansas Department of Parks, Heritage, and Tourism (ADPHT) approval letter is located in **Appendix B**. The Preferred Alternative would temporarily disturb 0.12 acre of Alcoa 40 Park as a result of slope grading during construction of the roadway. The limits of the permanent roadway ROW would not extend into the Park property. Additionally, approximately 0.18 acre of the southern portion of Alcoa 40 Park (within the mitigation property) would be excavated in order to improve the floodway. In total, the Preferred Alternative would temporarily disturb 0.3 acre of ground within this 6(f) resource and this impact has been approved by the ADPHT.

### **Noise Impact**

The noise sensitive receptors identified for the project area include a few scattered residences, portions of two subdivisions (Cherry Creek and Hidden Forest Subdivisions), and the Alcoa 40 Park. The detailed traffic noise analysis indicated that no residential dwellings would approach, meet, or exceed the 66 dBA noise impact level under future build conditions. No substantial noise level increases were predicted for the Preferred Alternative and no receptors are impacted under existing conditions.

The FHWA finds that there are no significant traffic noise impacts anticipated with the Preferred Alternative.

### **Visual Quality**

The Preferred Alternative has the potential to result in minor visual impacts from the placement of a new roadway in close proximity to residential areas and Alcoa 40 Park, primarily as a result of tree removal and landscape grading. These elements would result in a noticeable reduction of trees and a change in view from the 11 adjacent residences of the Cherry Creek subdivision, for Alcoa 40 Park, and potentially for a few residences in the Hidden Forest subdivision for whom views of the roadway would become more prominent. The proposed pedestrian and bicycle trail alongside the north end of the Preferred Alternative would result in positive impacts as it would allow users to see more elements of the surrounding landscape and provide a view of Crooked Creek.

The FHWA finds that there are no significant visual quality impacts anticipated with the Preferred Alternative.

### **Cultural Resources / Historical Properties**

A Phase I cultural resources survey that included shovel tests was completed for the project in accordance with Section 106 of the National Historic Preservation Act. No historic properties were identified. The survey report documenting the negative findings of the survey was submitted to the State Historic Preservation Officer (SHPO) for review. As no historic properties were identified, a recommendation of no further work was submitted to the SHPO. On January 10, 2021, SHPO concurred with a finding of no historic properties affected.

On December 8, 2020, FHWA initiated consultation with Native American tribes. Two responses (from the Quapaw Nation and the United Keetoowah Band of Cherokee Indians in Oklahoma) were received. Neither tribe/ band anticipates the project would adversely impact any cultural resource or human remains, but in the event that Native American artifacts or human remains are encountered during construction, work would cease immediately and they would be contacted.

The FHWA finds that there are no significant impacts to cultural resources anticipated with the Preferred Alternative.

## **Hazardous Materials**

Based on an Initial Site Assessment for hazardous waste conducted for the project, brief interviews, federal and state regulatory database reviews, and site visits, several sources of hazardous materials are present within and adjacent to the project limits. Many of these “recognized environmental condition” (REC) sites are from historic mining operations. The Preferred Alternative has the potential to encounter one REC site, which is a historic tailings pond that may pose a moderate risk to the project.

If hazardous materials are identified, observed, or accidentally uncovered by any ARDOT personnel, contracting company(s), or state regulating agency, work would be halted, and the appropriate entities would be notified. Prior to resuming construction, the type of contaminant and extent of contamination would be identified. If necessary, a remediation and disposal plan would be developed. All remediation work would be conducted in conformance with the Arkansas Division of Environmental Quality (DEQ), the U.S. Environmental Protection Agency, and Occupational Safety and Health Administration regulations.

The FHWA finds that there are no significant hazardous materials-related impacts anticipated with the Preferred Alternative.

## **Water Quality**

The Preferred Alternative would disturb approximately 40 acres of land during construction and have only minor water quality impacts from stormwater discharges. Temporary/short-term, minor, construction-related impacts to surface waters within the disturbed areas may occur. Project-specific best management practice (BMP) measures and large site Construction Stormwater Permit (ARR150000) from DEQ, which requires a Storm Water Pollution Prevention Plan, would be prepared to prevent or minimize the potential release of contaminants into surface waters and/or groundwater. Additionally, a Short Term Activity Authorization from DEQ would be obtained for each stream crossing and a Section 401 water quality certification shall also be obtained in conjunction with the required Section 404 permit.

Based on information provided by the Arkansas Department of Health, there are no active wellhead protection areas or drinking water sources within five miles of the project area. No impacts to wells, groundwater resources, or public drinking water supplies are anticipated as a result of the Preferred Alternative.

The FHWA finds that there are no significant water quality-related impacts anticipated with the Preferred Alternative.

## **Wetlands / Streams**

Based on the Preliminary Jurisdictional Determination received from U.S. Army Corps of Engineers (USACE) and the wetland and stream delineation conducted, the Preferred Alternative would impact (primarily by fill) a total of approximately 1.9 acres of wetlands (0.13 acre of emergent wetlands and 1.75 acres of forested wetlands), 1,324 linear feet of ephemeral drainage ways, and 364 linear feet of Crooked Creek. The majority of the impacts to wetlands and streams are anticipated to be permanent, including the widening of Crooked Creek

by 15 feet to the south as required for floodway improvements. Unavoidable impacts to wetlands and streams would be mitigated with the purchase of credits from an approved mitigation bank. An estimated 17.6 wetland credits and 1,238 stream credits would be purchased from a mitigation bank to comply with Section 404 guidelines. The project is within the primary service area of five mitigation banks, four of which appear to have adequate wetland and stream credits available for purchase.

The project would comply with all requirements of the USACE Section 404 permit program, DEQ Water Quality Certification (Section 401), and the National Pollutant Discharge Elimination System (NPDES; Section 402). Avoidance and minimization efforts have been employed throughout the design and construction process.

The FHWA finds that there are no significant impacts to wetlands or streams anticipated with the Preferred Alternative.

## **Floodplains**

A total of 0.62 acre of regulatory floodway and 1.28 acres of the 1% Annual Chance Flood Hazard area associated with Crooked Creek would be impacted. These impacts include earthen embankment and concrete fill for bridge abutments and bridge piers. An additional 1.67 acres of the floodplain would be excavated for floodway improvements associated with the Preferred Alternative.

The proposed bridge would cause the base flood elevation to be higher than existing conditions in locations upstream of the bridge. As a result, a Conditional Letter of Map Revision (CLOMR) was approved by FEMA in November 2019. A Letter of Map Revision (LOMR) will be submitted to FEMA following construction of the bridge and as-built surveys would be performed on the completed structure to ensure the bridge was constructed consistently with the CLOMR. If consistent, a LOMR will be issued by FEMA.

Overall, the project would be designed to minimize adverse impacts to the floodplain's natural and beneficial values. Implementation of the Preferred Alternative would follow any local or state floodplain management plans, and coordination with the Local Floodplain Administrator would take place for concurrence of the grading plan and project approval.

The FHWA finds that there are no significant impacts to floodplains and floodways anticipated with the Preferred Alternative.

## **Protected Species and Other Wildlife**

A total of three threatened or endangered species are on the U.S. Fish and Wildlife Service (USFWS) official species list for the proposed project. A list of the protected species and the habitat and effects determinations can be found in **Table 2**. USFWS concurrence can be found in **Appendix C**.



**Table 2: Threatened and Endangered Species Impacts Associated with the Preferred Alternative**

Species/Critical Habitat	Habitat Determination	USFWS Effects Determination
Eastern Black Rail ( <i>Laterallus jamaicensis spp. jamaicensis</i> )	Potential Suitable Habitat Present	May Affect, Not Likely to Adversely Affect
Red Knot ( <i>Calidris canutus rufa</i> )	No Suitable Habitat	May Affect, Not Likely to Adversely Affect
Piping Plover ( <i>Charadrius melodus</i> )	No Suitable Habitat	May Affect, Not Likely to Adversely Affect

Based on site visits and review of species habitat requirements, potential habitat also occurs within the project limits for the following state-listed plant species: open-ground whitlow-grass (*Draba aprica*), small-head pipewort (*Eriocaulon koernickianum*), and whorled nut-rush (*Scleria verticillata*). No significant impacts to these species are anticipated as a result of the Preferred Alternative. No rare, unique, or irreplaceable habitats would be impacted by the project.

The FHWA finds that there are no significant impacts to threatened and endangered species or other protected species anticipated with the Preferred Alternative.

**Indirect Impacts**

Impacts to surface water streams may temporarily cause decreased water quality downstream of the project from ground disturbance during construction. These temporary construction impacts could include increased rates of sedimentation in some areas or petroleum or other pollutants from construction vehicles. BMP measures would be implemented as part of the design and construction of the Bryant Pkwy. Extension to minimize indirect impacts to surrounding resources resulting from sediment-laden stormwater runoff. No long-term indirect effects to wetlands and streams are anticipated.

Additionally, indirect impacts to land use and other effects related to induced changes in the pattern of land use, population density, or growth rate may occur. The additional connectivity and increased access provided by the Bryant Pkwy. Extension project would increase the potential for economic growth in the eastern and southern areas of the City of Bryant as the City continues to grow. Additionally, the Preferred Alternative may provide future development opportunities at SUZ, which is a component of the project’s purpose and need. However, zoning regulations are in place to ensure that new development is compatible with existing land uses and the surrounding constraints (existing development, runway protection zones, and deed restricted areas) are anticipated to limit the extent of induced growth and any resulting impacts are not anticipated to be substantial.

The FHWA finds that there are no significant indirect impacts anticipated to be associated with the Preferred Alternative.

**Cumulative Impacts**

Cumulative impacts of past and reasonably foreseeable future actions, combined with impacts from the Preferred Alternative include increased runoff from additional paved surfaces and minor visual impacts. Additionally, temporary, short-term increases in ambient noise levels would occur during construction. These cumulative

impacts are anticipated to be insignificant as they are minor and/or temporary; only minor cumulative impacts on the surrounding natural or man-made environment are anticipated.

The FHWA finds that there are no significant cumulative impacts anticipated to be associated with the Preferred Alternative.

## **Council on Environmental Quality Regulations**

The 2020 Council on Environmental Quality regulations require consideration of a project's affected environment and degree of effect in determining whether the project would have a significant impact (40 CFR 1501.3).

Regarding the potentially affected environment, "agencies should consider, as appropriate to the specific action, the affected area (national, regional, or local) and its resources, such as listed species and designated critical habitat under the Endangered Species Act. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend only upon the effects in the local area."

"In considering the degree of the effects, agencies should consider the following, as appropriate to the specific action: (i) Both short- and long-term effects. (ii) Both beneficial and adverse effects. (iii) Effects on public health and safety. (iv) Effects that would violate Federal, State, Tribal, or local law protecting the environment."

The following issues are considered in the determination of whether there are significant impacts:

### **1. Impacts that may be both beneficial and adverse.**

In addition to the adverse impacts described above, the Preferred Alternative is also anticipated to enhanced connectivity and mobility to the eastern and southern areas of the City of Bryant, to reduce traffic congestion on Hwy. 183, to reduce emergency vehicle response times, enhance access to the Saline County Regional Airport, and provide a second grade separated pedestrian and bicycle crossing over UPRR.

### **2. The degree to which the project affects public health or safety.**

One aspect of the proposed project's purpose and need was to provide a critical component of the City of Bryant Master Bike and Pedestrian Plan, which benefits public health and safety by providing an additional 2.2 miles of trail for bicyclists and pedestrians and constructing safe bicycle access across the UPRR and Crooked Creek. the Preferred Alternative would also reduce emergency vehicle response times to the eastern half of the city by providing a second grade-separated crossing over the UPRR. The project is not anticipated to have any adverse public health or safety impacts.

### **3. Unique characteristics of the geographical area such as proximity to historic or cultural resources, parks, prime farmland, wetlands, wild and scenic rivers, or ecologically critical areas.**

The project would benefit Alcoa 40 Park and the existing recreational trail by extending the existing trail for 2.2 miles, directly connecting to Alcoa 40 Park, and providing a pedestrian bridge over Crooked Creek

and the UPRR. Wetlands and streams are anticipated to be impacted, but these impacts would be mitigated through the purchase of wetland and stream credits at an approved wetland mitigation bank. There are no adverse impacts expected to any historic or cultural resources, prime farmland, wild and scenic rivers, or ecologically critical areas.

**4. The degree to which the effects on the environment are expected to be highly controversial.**

The term “controversial” refers to cases where substantial dispute exists as to the size, nature, or effect of the action rather than to the existence of opposition to a use, the effect of which is relatively undisputed. A public meeting and public hearing were conducted for the proposed project. Several comments were received in favor of the proposed project and its benefits. Most public feedback was neutral with commenters making design suggestions or inquiring about access, traffic, property values, or environmental impacts. Only a few negative comments were received regarding concerns for noise levels on personal property or for pedestrian safety near schools.

**5. The degree to which the effects on the quality of the human environment are highly uncertain or involve unique or unknown risks.**

The impacts to the human environment are well-documented in the EA for the proposed project in the land use, hazardous waste, visual quality, noise, community, and parks and recreational areas sections. No significant adverse effects to the human environment are anticipated as a result of the proposed project.

**6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.**

The FHWA’s regulations at 23 CFR 771.115(a) list the types of actions normally requiring the preparation of an Environmental Impact Statement. Extension of an existing minor arterial roadway, such as Bryant Parkway, is not included on the list. The project has logical termini and independent utility and represents a reasonable expenditure; it does not force additional improvements to be made to the transportation system. This action would not set a precedent for future actions with significant effects or represent a decision in principle about a future consideration.

**7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.**

As outlined in the EA and this FONSI document only minor cumulative impacts on resources such as streams and visual quality impacts are anticipated. No significant cumulative effects have been identified for the proposed project.

**8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss of significant scientific, cultural, or historic resources.**

Pursuant to the to Section 106 of the National Historic Preservation Act, the presence of cultural resources in the project area were assessed. No cultural or historic resources were identified and the SHPO has determined that the Preferred Alternative would not impact historic properties.

**9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act.**

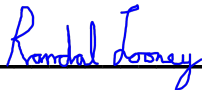
Although there is potential habitat in the project area for one of the three threatened or endangered species that may be found in the project area, the USFWS has determined that the project “may affect, but is unlikely to adversely affect” all three species.

**10. Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.**

The proposed action does not knowingly threaten a violation of any federal, state, or local law for the protection of the environment. All applicable permits would be acquired prior to construction.

## Conclusion

Based upon the EA, comments received as a result of the public involvement meeting and public hearing, and the foregoing information and other supporting information, the FHWA concludes that the Preferred Alternative would not have a significant impact on the environment; therefore, no additional NEPA document is required for this project. If changes in laws or regulations that apply to the project occur during design or construction, or there are major design changes that result in significantly greater impacts than those described in this document, a re-evaluation of the EA would be performed. The ARDOT has completed the assessment of the proposed project and the FHWA issues a finding of no significant impact for the Bryant Pkwy. Extension (S) project in Saline County, Arkansas.




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Randal Looney  
 Environmental Coordinator  
 Federal Highway Administration

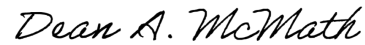
June 24, 2021

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Date of Approval



U.S. Department of Transportation  
 Federal Highway  
 Administration




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Dean A. McMath  
 Regional Environmental Programs Manager  
 Federal Aviation Administration

June 28, 2021

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Date of Approval



U.S. Department of Transportation  
 Federal Aviation  
 Administration

**Appendix A – PUBLIC HEARING SYNOPSIS AND DISPOSITION  
OF COMMENTS**

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# 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.

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

# Public Involvement Synopsis

## Virtual Public Meeting

**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)
Homepage <ul style="list-style-type: none"> <li>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</li> </ul>	51% (577)	
Meeting Registration <ul style="list-style-type: none"> <li>Electronic sign-in sheet</li> </ul>	6% (63)	11%
Introduction Video <ul style="list-style-type: none"> <li>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.</li> </ul>	7% (79)	14%
Project Documents <ul style="list-style-type: none"> <li>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)</li> </ul>	9% (104)	18%
Interactive Project Map <ul style="list-style-type: none"> <li>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</li> <li>Text: Instructions to use the interactive map</li> </ul>	16% (184)	33%



# Public Involvement Synopsis

## 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"> <li>Link: Microsoft Teams Live Event Meeting</li> <li>Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event</li> </ul>	7% (83)	15%
Submit a Comment <ul style="list-style-type: none"> <li>Print and electronic versions of the comment form</li> </ul>	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"> <li>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</li> </ul>	28% (21)	
Meeting Registration <ul style="list-style-type: none"> <li>Electronic sign-in sheet</li> </ul>	4% (3)	6%

# Public Involvement Synopsis

## 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"> <li>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.</li> </ul>	30% (22)	42%
Project Documents <ul style="list-style-type: none"> <li>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)</li> </ul>	14% (10)	19%
Interactive Project Map <ul style="list-style-type: none"> <li>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</li> <li>Text: Instructions to use the interactive map</li> </ul>	4% (3)	6%
Live Event Information <ul style="list-style-type: none"> <li>Link: Microsoft Teams Live Event Meeting</li> <li>Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event</li> </ul>	14% (10)	19%
Submit a Comment <ul style="list-style-type: none"> <li>Print and electronic versions of the comment form</li> </ul>	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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# Public Involvement Synopsis

## Virtual Public Meeting

**Table 5: Comments Received by Those Representing:**

Agency/Organization: <ul style="list-style-type: none"><li>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</li></ul>	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

### ARDOT Job 061705

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

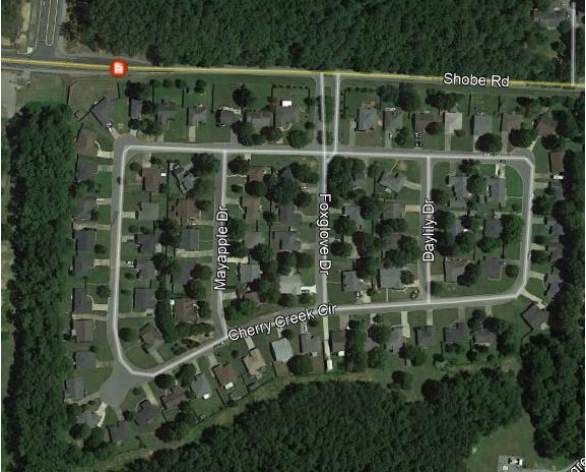

### ARDOT Job 061705

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"> <li>• Agreement between the Saline County Airport Commission, County of Saline, Arkansas, and the Bryant School District. May 30, 2012.</li> </ul>	<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>

# Virtual Location and Design Public Hearing

## Public Disposition of Comments – Bryant Parkway Extension



### ARDOT Job 061705

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 &amp; 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>

# Virtual Location and Design Public Hearing

## Public Disposition of Comments – Bryant Parkway Extension


### ARDOT Job 061705

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:  <a href="https://bryantpkwyext.transportationplanningroom.com/interactive-map">https://bryantpkwyext.transportationplanningroom.com/interactive-map</a></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>

# Virtual Location and Design Public Hearing

## Public Disposition of Comments – Bryant Parkway Extension

### ARDOT Job 061705

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 and a building complex. A road labeled 'Hill Farm Rd' curves from the bottom right towards the center. To the left of the road is a large building with a parking lot. A red dot is placed on the road between the building and a bypass road 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

### ARDOT Job 061705

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

### ARDOT Job 061705

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

### ARDOT Job 061705

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.

**Appendix B – SECTION 4(F) AND 6(F) COORDINATION AND DE  
MINIMIS EVALUATION**

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**EVALUATION AND DOCUMENTATION OF A  
*DE MINIMIS* FINDING TO SECTION 4(F) PROPERTY  
FOR PUBLIC PARKS, RECREATION LANDS, AND  
WILDLIFE AND WATERFOWL REFUGES**

ARDOT Job Number 061705  
Bryant Pkwy. Extension (S)  
FAP NUMBER STPU-9061(14)  
Saline County, Arkansas

Alcoa 40 Park  
City of Bryant

May 2021

Federal Highway Administration  
Arkansas Department of Transportation

**What is Section 4(f)?**

Section 4(f) is part of a law that was passed to protect public parks, recreation areas, wildlife/waterfowl refuges, and important historic sites from being harmfully affected by transportation projects.

**Does Section 4(f) Apply to Alcoa 40 Park?**

The City of Bryant has proposed a project that involves Alcoa 40 Park property in the City of Bryant. Section 4(f) protections are applicable because Alcoa 40 Park is a publicly accessible park managed and used for recreational purposes.

Certain types of Section 4(f) impacts can be recognized as “*de minimis*,” which means relatively minor. The intent of this evaluation is to demonstrate that impacts to Alcoa 40 Park will be relatively minor. A *de minimis* finding is allowed on projects that meet the conditions shown in Table 1.

<b>Table 1</b>	
<b>When Can We Use A <i>De Minimis</i> Finding on Section 4(f) Properties?</b>	<b>Does It Apply To This Project?</b>
Did we specially design the project to protect the Alcoa 40 Park as much as possible? Did we use mitigation and enhancement where it was suitable?	Yes
Did the official(s) with authority over the Alcoa 40 Park have a chance to consider this information and agree that the project will not greatly harm the things that make the park important?	Yes
Did the public have an opportunity to review and comment on the effects of the project on the Alcoa 40 Park and the things that make it important to them?	Yes

**What is the Proposed Project?**

The City of Bryant is proposing to extend Bryant Parkway from Highway 183 (southern terminus) to Shobe Road (northern terminus), which will span Crooked Creek and the Union Pacific Railroad. A general location (Figure 1) and detailed project map (Figure 2) are attached. This portion of Bryant Parkway is a new proposed roadway and is located outside of, but adjacent to the east side of Alcoa 40 Park.

The project will complete the Bryant Parkway connection from I-30 to Hwy. 183 (Reynolds Road). Two alternative alignments are being evaluated in an Environmental Assessment, both of which



have the same impacts on Alcoa 40 Park. The proposed project includes a new bike/pedestrian trail beginning at the southeast corner of Alcoa 40 Park, extending south across the proposed bridge over Crooked Creek, and ending at Hill Road. A future trail is planned to be constructed through the Park and will connect to the existing trail running along the west side of existing Bryant Parkway on the north end. This trail addition provides an above-grade pedestrian crossing of Crooked Creek and the Union Pacific Railroad. Additionally, it provides a pedestrian connection to serve the eastern side of Bryant and fulfills planned improvements defined in Bryant's *Walk Bike Drive Master Transportation Plan* (2017). The Alcoa 40 Park currently does not have a bike/pedestrian trail connection to other trails or parks in Bryant. The proposed trail will add approximately 2.2 miles to the existing and future trail system in Bryant and enables future bike/pedestrian access to the Alcoa 40 Park. The trail is an important extension and connection location in the City's Walk Bike Drive plan.

### **Why is the Alcoa 40 Park Important?**

The Alcoa 40 Park is located in, and owned and operated by, the City of Bryant. The Alcoa 40 Park property includes recreational baseball and football/multipurpose fields. The main purpose of the Park is to provide recreational amenities to the public and includes the following:

- Three softball fields
- One pee-wee football/multipurpose field

Other amenities supporting these recreational features include: a dog park, restroom facility, meeting room, bridge and deck, paved parking, parking lot and field lighting, fencing, dugouts, press boxes, and bleachers.

### **Can We Avoid the Park?**

Construction of the new roadway and bike/pedestrian trail, as well as the required excavation in order to improve the floodway, requires minor and temporary impacts to Alcoa 40 Park. Avoidance alternatives were considered but none were determined to be feasible and prudent. Design considerations that would avoid impacting the Park are not possible for the below described reasons.

- The proposed project's roadway has been shifted to the east to avoid as many impacts to Alcoa 40 Park as possible. However, as the location of the roadway is constrained between the Park and Cherry Creek Subdivision, the temporary and minor (0.12 acre) impacts from grading are unavoidable on the east edge of the Park.
- The proposed project requires a bridge to be constructed across the regulatory flood zone associated with Crooked Creek. This requires bridge piers to be constructed within the Crooked Creek flood zone. In order to avoid causing a rise in the 100 year Base Flood Elevation, hydraulic improvements are required in order to mitigate for the minor obstruction of flow caused by the bridge pier construction. Multiple elevated areas were identified within the floodplain that obstruct flow during high flow events. The proposed project would excavate to reduce the elevation of these elevated areas in order to improve

flow and not cause a rise in the Base Flood Elevation (BFE) upstream. Approximately 0.18 acres of this excavation (additional impacts) occurs within Alcoa 40 Park.

### **What Will the Project Do to the Park?**

As shown in the attached Figure 3, Alcoa 40 Park occurs in two locations, with the northern-most location containing all the recreational amenities making the Park important. The proposed temporary impacts to the northern portion of Alcoa 40 Park is approximately 0.12 acre (Figure 3). This area will be graded to ensure proper embankment slopes are in place for the roadbed. The limits of the permanent roadway ROW will not extend into the Park property. For the southern portion of the Park, approximately 0.18 acre of Alcoa 40 Park will be graded to Elevation 343.50 feet in order to make the required floodway improvements (Figure 4). Neither of these actions will restrict or inhibit vehicular access to the Park, and both will avoid impacts to any of the Park's recreational features. No temporary or permanent losses of use for the Alcoa 40 Park will occur. The City of Bryant and Arkansas Department of Parks, Heritage, and Tourism (ADPHT) have determined the new roadway and floodplain excavation will not adversely affect the protected features, attributes or activities of Alcoa 40 Park.

### **What Did We Do to Reduce Harm to the Park?**

The following measures were included in the proposed project to reduce harm to the Alcoa 40 Park:

1. Alternative B's roadway alignment was shifted east and the construction footprint was designed to occur outside Park boundaries to the greatest extent possible. However, temporary grading activities will impact currently unused portions of the Park.
2. Roadway design included evaluating aesthetics in regards to both the Park and adjacent Cherry Creek Subdivision to the east. The current design of Alternative B leaves approximately 10 feet of open treed area between the roadway and Park, and approximately 20 feet between the roadway and the subdivision.
3. The roadway will not restrict vehicular access to the Park. The Proposed construction sequencing allows Shobe Road to remain open during all construction phases with no interruption to Park access. The sequencing plan is to construct the roadway and the bike/pedestrian trail concurrently, to help minimize the length of time construction equipment is in the area.
4. Excavation that was required for hydraulic improvements within the floodway was minimized to the extent possible while still staying below the maximum BFE rise required by FEMA. Excavation within the selected areas would provide the most effective lowering of the BFE at a relatively low cost compared to excavation within a different location.

### **How Did We Involve the Public in This Evaluation?**

An open-forum Public Involvement Meeting for the proposed project was held in the cafeteria of Hill Farm Elementary School, 500 Hill Farm Road, Bryant, Arkansas, from 4:00 – 7:00 p.m. on Thursday, April 26, 2018. Special efforts to involve minorities and the public in the meeting

were included. The public meeting had a total of 46 attendees. A total of nine comments were received, with the following comments regarding Alcoa 40 Park:

- Two individuals mentioned the importance of maintaining the tree barrier on all four sides of the Alcoa 40 Park. Additionally, these individuals commented that there is too much traffic on Shobe Road and Mills Park Road.
- Three comments were made regarding the risks to children's safety of the proposed improvements with respect to Alcoa 40 Park and/or the increased traffic at the elementary school or within a school zone.

Although the Alcoa 40 Park was shown on exhibits and discussed during the public meeting, the 4(f) evaluation was not complete and therefore not presented during the 2018 public meeting for comment.

A virtual Location and Design Public Hearing was held online at the project website (<https://bryantpkwyext.transportationplanroom.com/>) from March 21 to May 9, 2021. Special efforts to involve minorities and the public in the meeting were included. A total of approximately 295 unique IP addresses attended the meeting, 32 people officially signed in, and a total of 49 comments (public and public officials) were recorded in the disposition of comments. No comments regarding impacts to Alcoa 40 Park of the Section 4(f) evaluation were received.

The City of Bryant has agreed that this project will not have a harmful effect on the Alcoa 40 Park. A copy of this agreement is included in Appendix A.

### **What is the Decision?**

This evaluation has determined that the proposed roadway improvement will not harm the protected features, qualities, or activities that make the Park important for recreation under Section 4(f), thus qualifying for a *de minimis* finding on Alcoa 40 Park.

Figure 1 – General Location Map

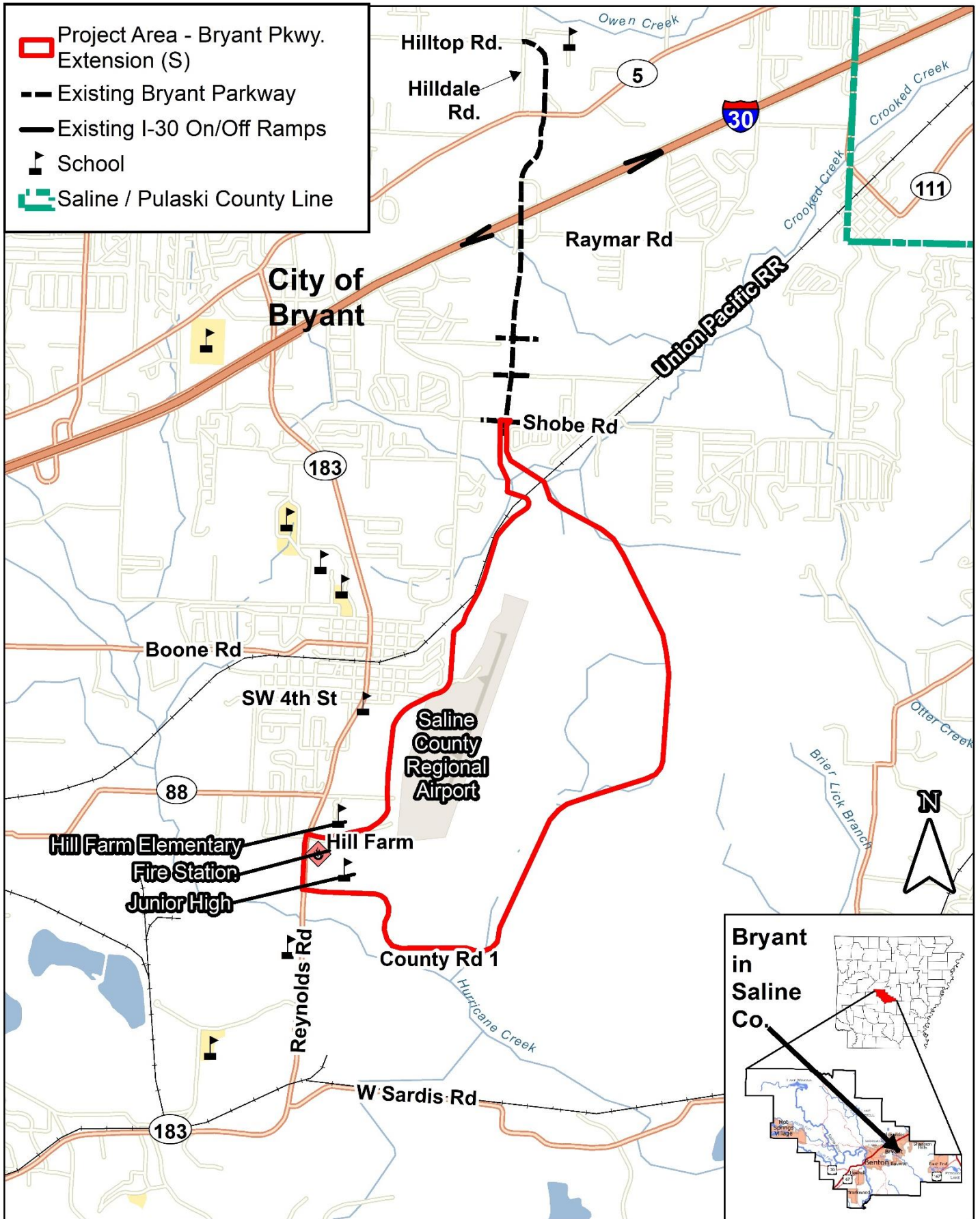


Figure 2 – Bryant Pkwy. Extension; Alternative B

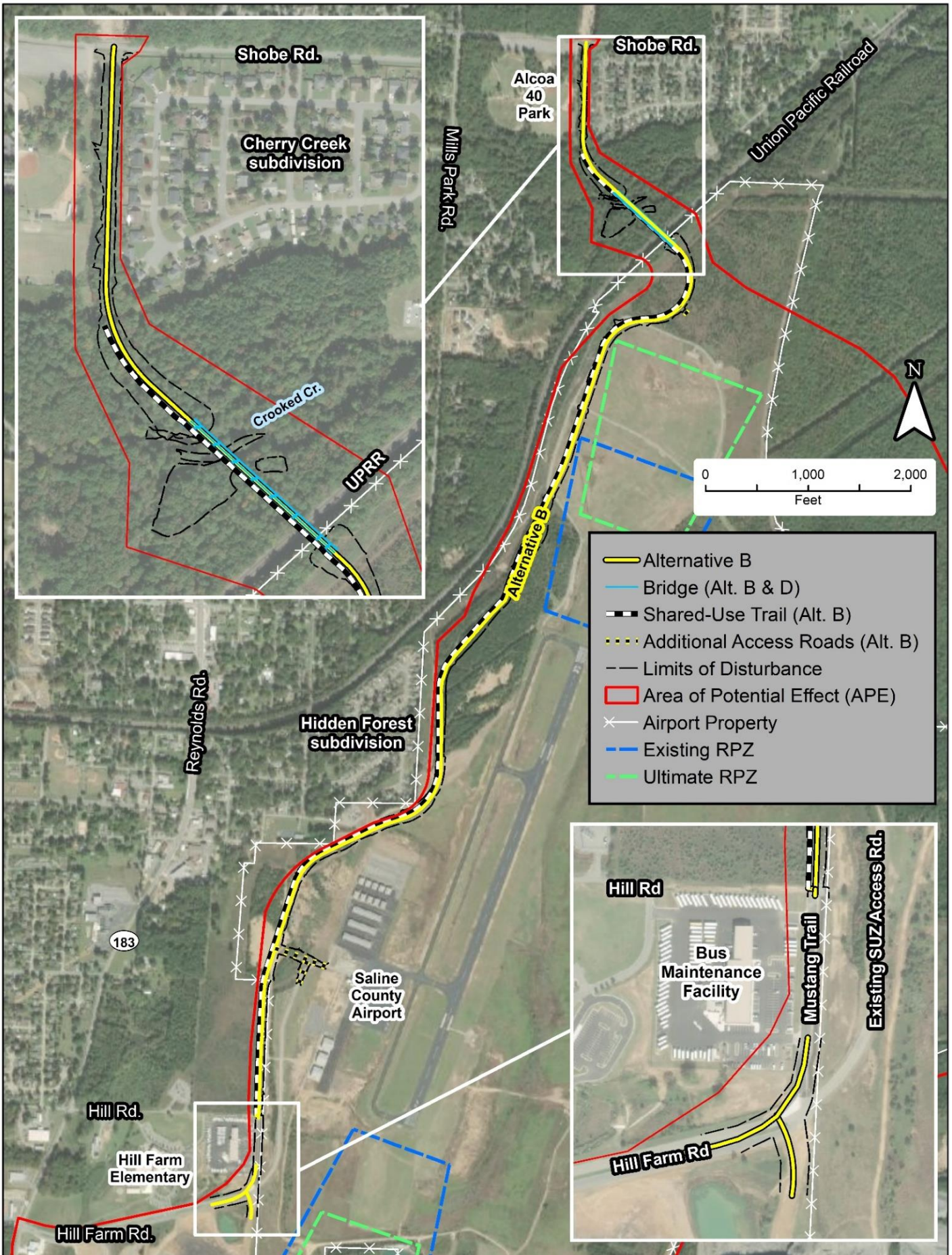


Figure 3 – Disturbances to Alcoa 40 Park

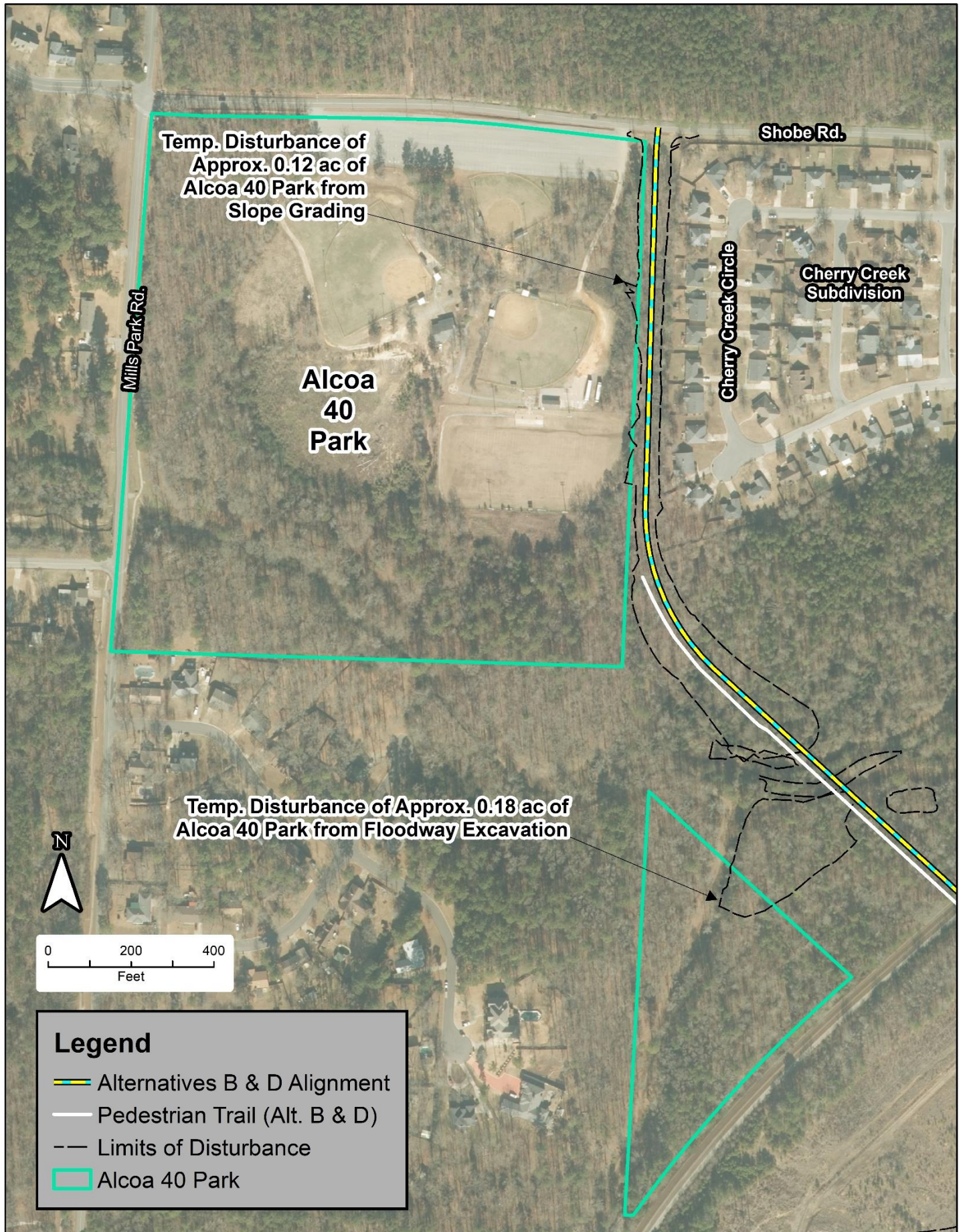
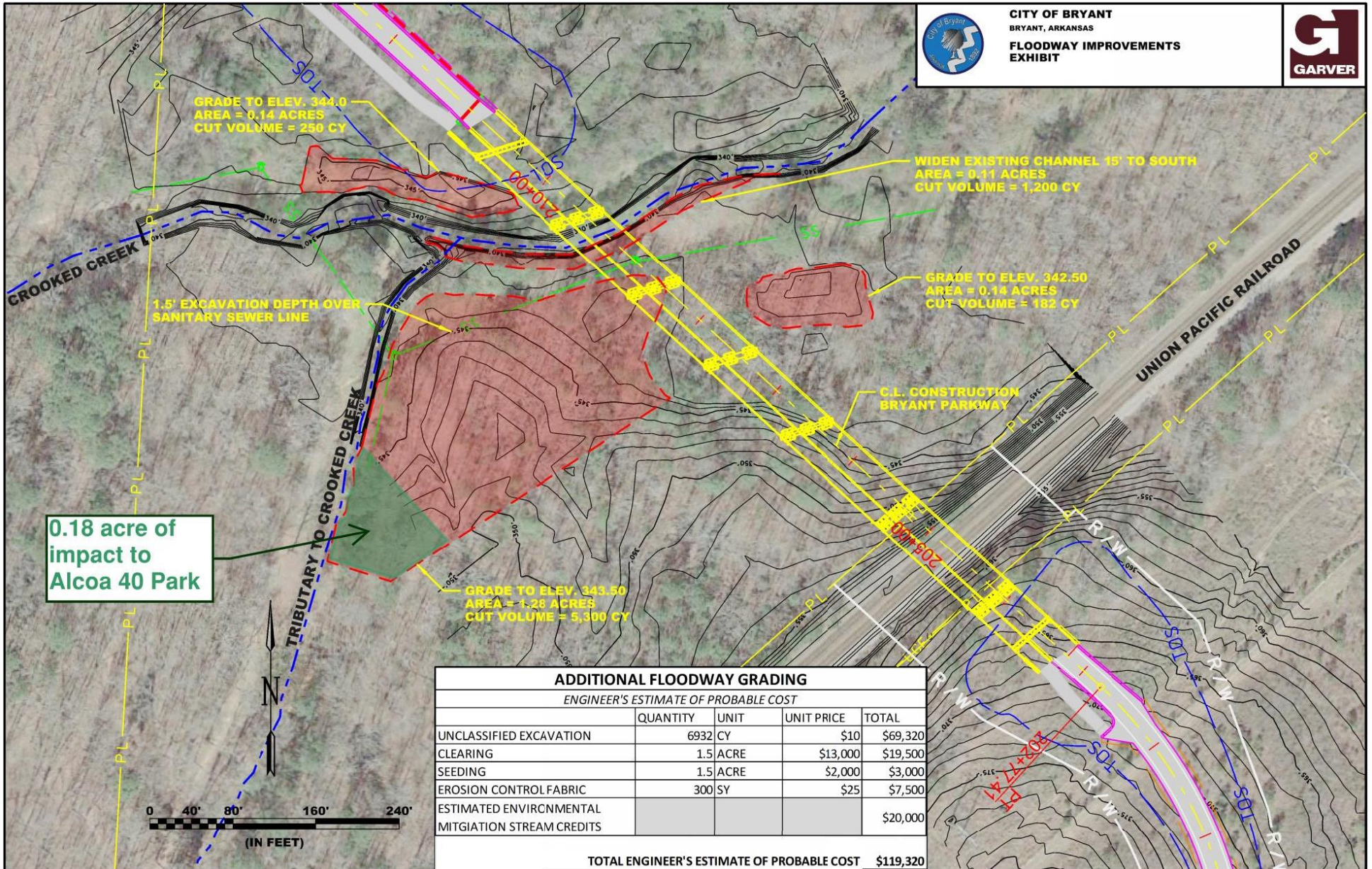


Figure 4 – Proposed Floodway Improvements



**CITY OF BRYANT**  
BRYANT, ARKANSAS  
**FLOODWAY IMPROVEMENTS**  
**EXHIBIT**



0.18 acre of impact to Alcoa 40 Park

ADDITIONAL FLOODWAY GRADING				
ENGINEER'S ESTIMATE OF PROBABLE COST				
	QUANTITY	UNIT	UNIT PRICE	TOTAL
UNCLASSIFIED EXCAVATION	6932	CY	\$10	\$69,320
CLEARING	1.5	ACRE	\$13,000	\$19,500
SEEDING	1.5	ACRE	\$2,000	\$3,000
EROSION CONTROL FABRIC	300	SY	\$25	\$7,500
ESTIMATED ENVIRONMENTAL MITIGATION STREAM CREDITS				\$20,000
<b>TOTAL ENGINEER'S ESTIMATE OF PROBABLE COST</b>				<b>\$119,320</b>

**APPENDIX A**  
**CITY AGREEMENT**



## Section 4(f) De Minimis Evaluation for Alcoa 40 Park

May 29, 2020

The City of Bryant is proposing to extend Bryant Parkway from Highway 183 (southern terminus) to Shobe Road (northern terminus) in Saline County, Arkansas. This portion of Bryant Parkway is a new proposed roadway, identified as Bryant Parkway: Hwy. 183 to I-30 (Project 2), that will span Crooked Creek and the Union Pacific Railroad.


As seen in the enclosed draft evaluation document, this roadway project will require temporary impacts to Alcoa 40 Park, which qualifies for Section 4(f) protection as it is considered a significant public park. Temporary slope grading within approximately 0.12 acre of the northern portion of Alcoa 40 Park and excavation of approximately 0.18 acre for floodway improvements within the southern portion of Alcoa 40 Park will be required by the project in order to construct the proposed roadway. The main purpose of Alcoa 40 Park is recreational activities with such facilities as softball fields and a pee-wee football/multipurpose field. None of these sports fields will be impacted by the proposed improvements.

The determination has been made that the proposed project will not adversely affect the protected features, attributes or activities qualifying the property for protection under Section 4(f), thus qualifying for a *de minimis* finding on the impact to Alcoa 40 Park. The City of Bryant's proposal includes all possible planning to minimize harm to the recreational uses of Alcoa 40 Park. A draft of the Section 4(f) *De Minimis* Evaluation for Alcoa 40 Park is enclosed.

Land acquisition and permanent interruptions to Alcoa 40 Park are avoided to assure that the proposed project does not jeopardize the recreational value of the facility.

A requirement of the Section 4(f) process for a *de minimis* finding is an opportunity for the public to comment on the Section 4(f) Evaluation. This opportunity will be provided through an advertisement published in the Saline County Courier, offering the public an opportunity to review and comment on the draft Section 4(f) Evaluation document. Any comments received from the public will be addressed in the final Section 4(f) *De Minimis* Evaluation and approved by the Federal Highway Administration.

I concur with the assessment and the proposed minimization and mitigation of impacts to Alcoa 40 Park as detailed in the enclosed Evaluation and Documentation of *De Minimis* Findings to Section 4(f) Property for Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges.

  
\_\_\_\_\_  
Signature

*CITY ENGINEER*  
\_\_\_\_\_  
Title

*7/16/2020*  
\_\_\_\_\_  
Date



**DEPARTMENT OF  
PARKS & TOURISM**

1 Capitol Mall  
Little Rock, AR 72201  
501-682-7777

Central Administration  
Division  
501-682-2039

Great River Road Division  
870-295-2005  
Arkansas.com

Human Resources Section  
501-682-7742 (TDD)

Keep Arkansas  
Beautiful Division  
501-682-3507 (TDD)  
KeepArkansasBeautiful.com

State Parks Division  
501-682-1191 (TDD)  
ArkansasStateParks.com

Tourism Division  
501-682-7777 (TDD)  
Arkansas.com

**Asa Hutchinson  
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**Kane Webb  
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GREAT RIVER ROAD

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KEEP ARKANSAS  
BEAUTIFUL

# Arkansas

THE NATURAL STATE

October 4, 2018

The Honorable Jill Dabbs  
Mayor of Bryant  
210 S.W. 3<sup>rd</sup>  
Bryant, Arkansas 72022

Mayor Dabbs:

This letter is to inform you that the proposal submitted to this office by the City of Bryant in the matter of Alcoa 40 Park has been accepted. Per this proposal, the City of Bryant will replace ~2.42 adversely-impacted acres of Alcoa 40 Park with ~5.94 acres of undeveloped land for the purposes of public outdoor recreation (see map, enclosed).

Under this agreement, the new acreage will remain encumbered in perpetuity, and will be used only for purposes of public outdoor recreation. Please consult with this office before undertaking any project within the encumbered boundary; also, please note that the remainder of the existing Alcoa 40 Park remains encumbered, and may be used only for public outdoor recreation. Any adverse impacts to the existing park or the newly-encumbered area will result in the requirement of additional replacement property.

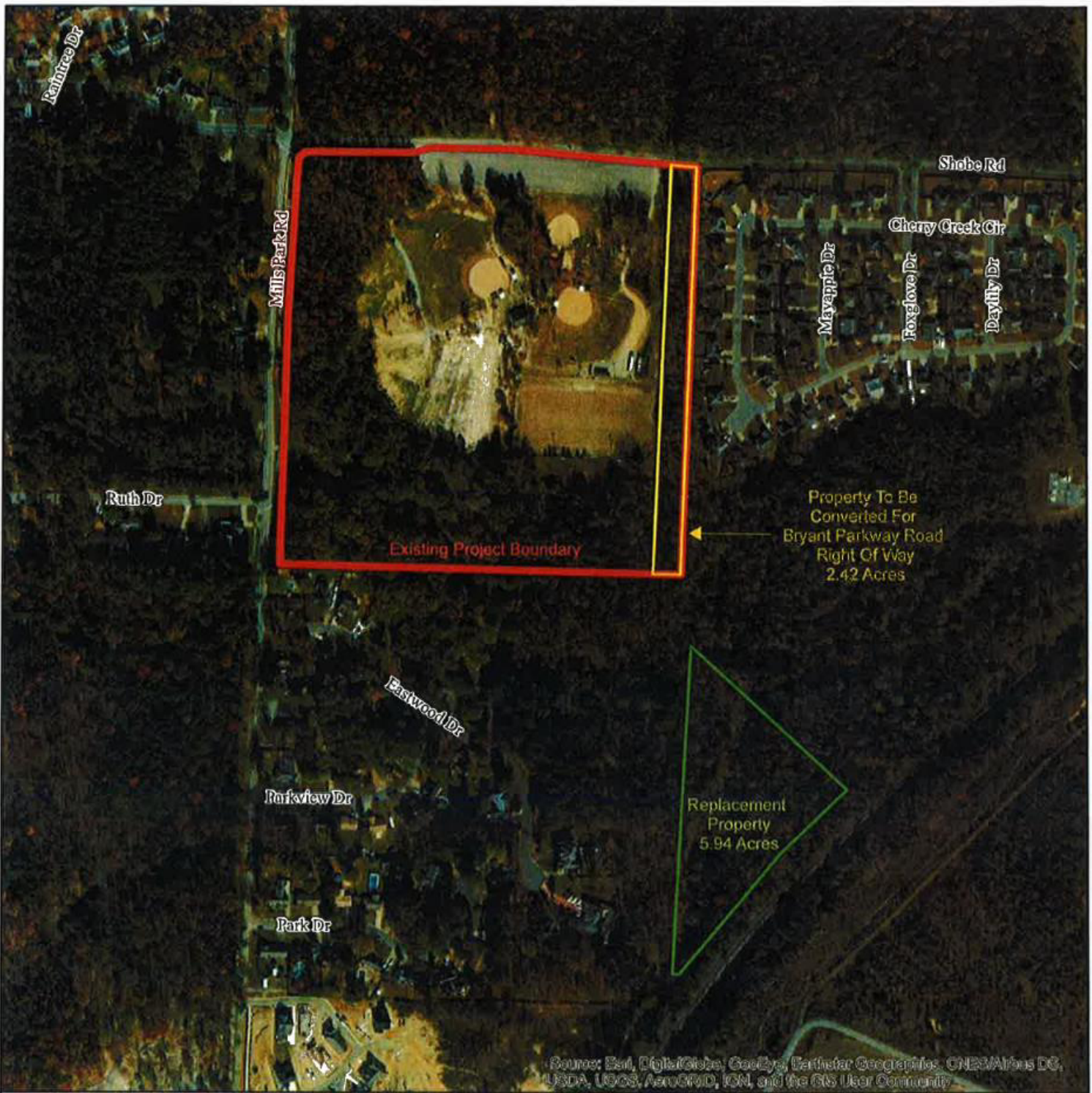
Thank you for your attention to this matter. If I can be of further assistance, please do not hesitate to call me at (501) 682-1301.

Sincerely,

John Boneke, Director  
Outdoor Recreation Grants Program

Enclosure

AN EQUAL  
OPPORTUNITY/  
AFFIRMATIVE ACTION/  
AMERICANS WITH  
DISABILITIES ACT  
EMPLOYER



## Alcoa 40 Park Project Boundary Conversion Map

<b>Legend</b> Converted Property - 2.42 Acres Replacement Property - 5.94 Acres Existing Project Boundary	<b>Project Numbers:</b> A-10305 A-10088 A-10070	<b>Sponsor:</b> City of Bryant	<b>Land Control:</b> Deed	Outdoor Recreation Grants Program, Arkansas Department of Parks and Tourism  One Capitol Mall, Little Rock, AR 72201  Phone: 501-682-1301 Fax: 501-682-0081 <a href="http://www.OutdoorGrants.com">www.OutdoorGrants.com</a>

John Beneke  
Outdoor Recreation  
Grants Program Director

Signature

Date

The Honorable Jill Dabbs,  
Mayor Of Bryant

Signature

Date

## **Appendix C – U.S. FISH AND WILDLIFE CONSULTATION**

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## Schmidt, Cassie P.

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**From:** Lewis, Lindsey <lindsey\_lewis@fws.gov>  
**Sent:** Wednesday, May 19, 2021 1:48 PM  
**To:** Schmidt, Cassie P.  
**Subject:** Re: [EXTERNAL] 061705 Bryant Parkway Extension - Finalization of USFWS Sec 7 consultation

Cassie,

The Service concurs with these "NLAA" and "No Effect" determination(s) as stated in the Consistency Letter for the listed species identified. No further consultation for this project is required for these species. This email confirms you may rely on effect determinations provided in the Arkansas Determination Key for project review and guidance for federally listed species to satisfy agency consultation requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA)."

Thanks,

Lindsey Lewis  
Biologist

US Fish & Wildlife Service  
Arkansas Field Office  
110 South Amity Rd., Suite 300  
Conway, Arkansas 72032

(501) 513-4489 - voice

(501) 513-4480 - fax

[Lindsey.Lewis@fws.gov](mailto:Lindsey.Lewis@fws.gov)

<http://www.fws.gov/arkansas-es/>

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

---

**From:** Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>  
**Sent:** Wednesday, May 19, 2021 1:33 PM  
**To:** Lewis, Lindsey <lindsey\_lewis@fws.gov>  
**Cc:** Ewing, Anne (Kayti) <Kayti.Ewing@ardot.gov>; Corbyn, Richard C. <RCCorbyn@GarverUSA.com>  
**Subject:** [EXTERNAL] 061705 Bryant Parkway Extension - Finalization of USFWS Sec 7 consultation

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Hi Lindsey,

Attached is the consistency letter we discussed over the phone. This document was included with the FHWA and FAA-approve EA. Please let us know if you concur with the NLAA determinations and Sec 7 consultation can be finalized.

Sincerely,



**Cassie Schmidt**  
Environmental Scientist/Environmental Specialist  
*Transportation Team*

📞 479-287-4673