



WELCOME

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

Saline County

Job Number 061705

Virtual Public Hearing Agenda



- **Project Overview**



- **Project History**



- **Project Impacts and Design Details**



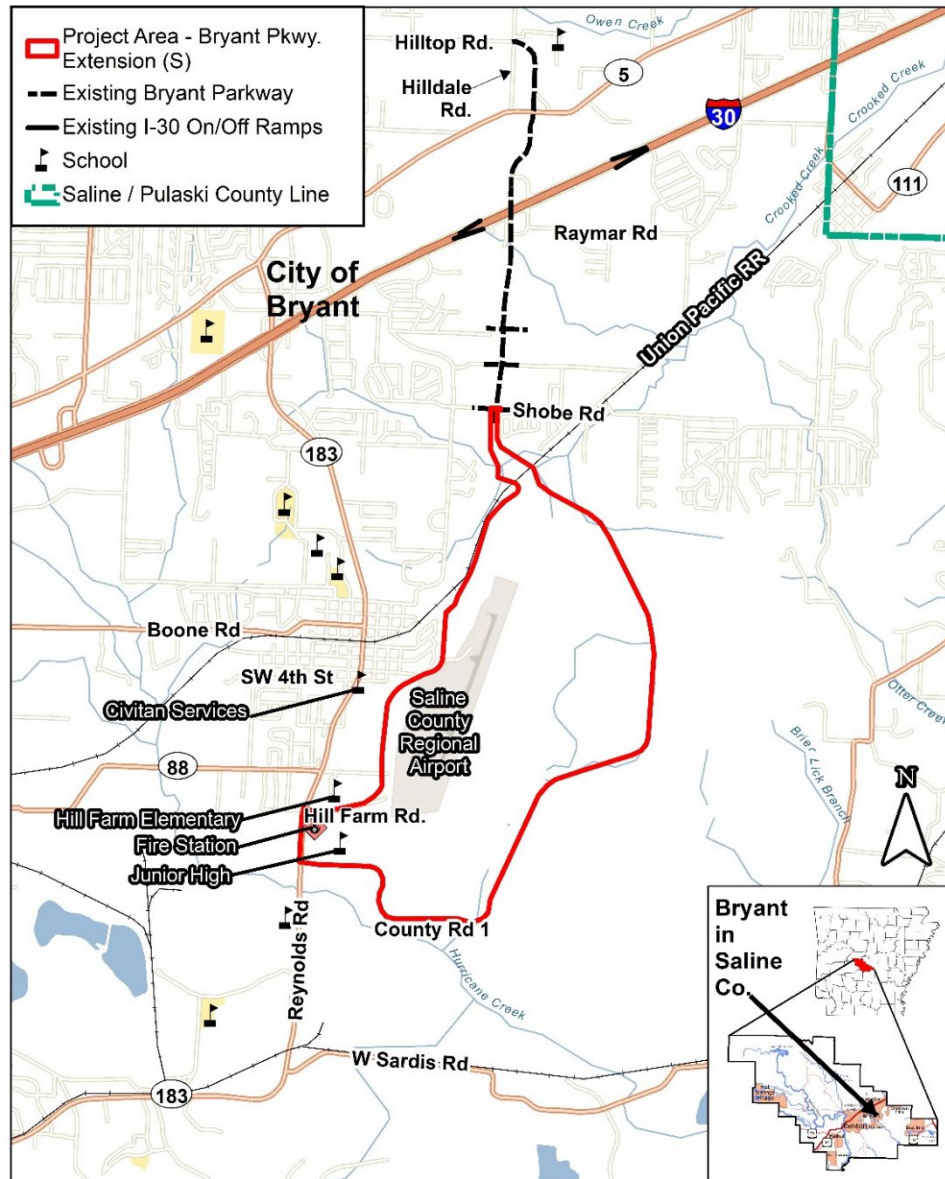
- **Virtual Live Event Information**

Bryant Pkwy. Extension – Project Overview

Figure 1: Project Area within the City of Bryant

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

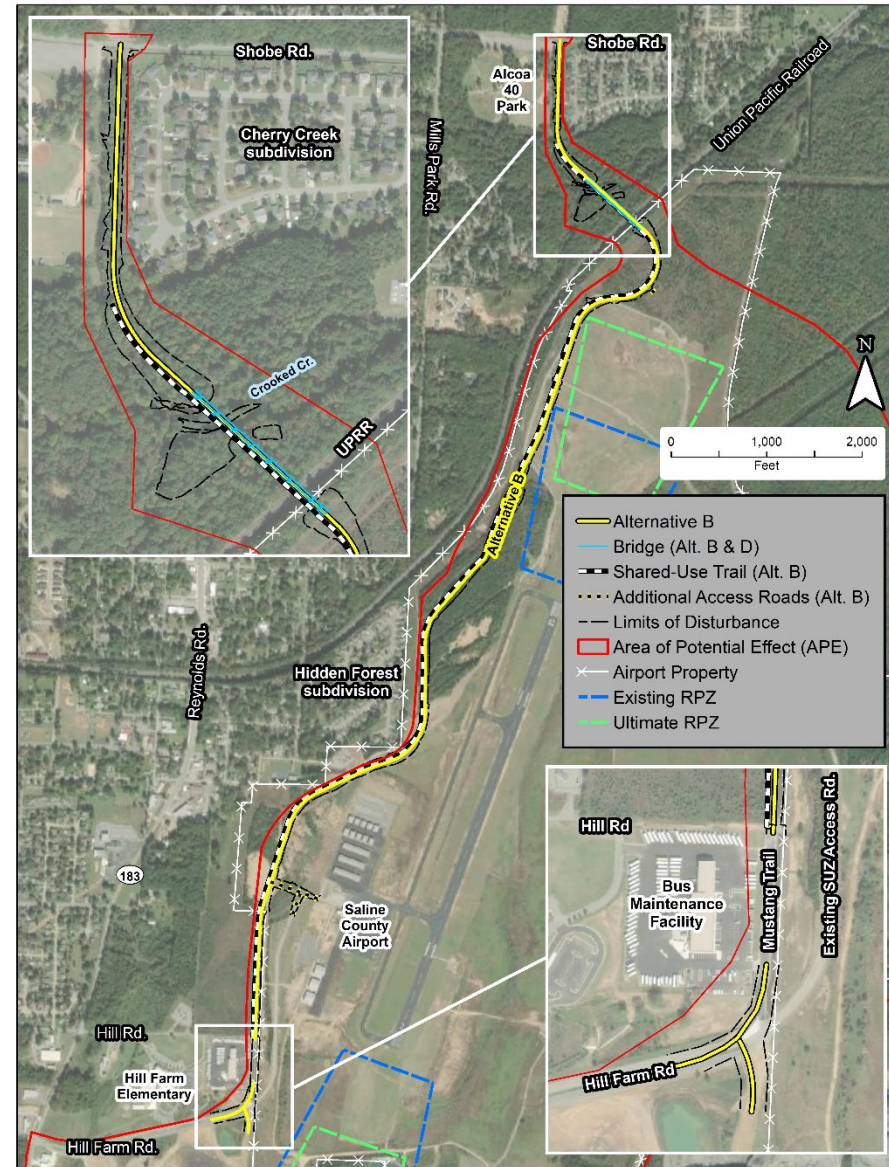
- increase vehicular and pedestrian connectivity from existing Bryant Pkwy. to Hwy. 183
- provide greater mobility and connectivity to schools, parks, residences, and industries in the southern and eastern parts of the city
- reduce traffic congestion and travel delays on Hwy. 183
- provide a public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



Bryant Pkwy. Extension – Alignment Overview

Figure 2: Preferred Alignment of the Bryant Pkwy. Extension

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



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

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

Bryant Pkwy. Extension – Project Impacts

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

Table 1: Environmental Impacts Table

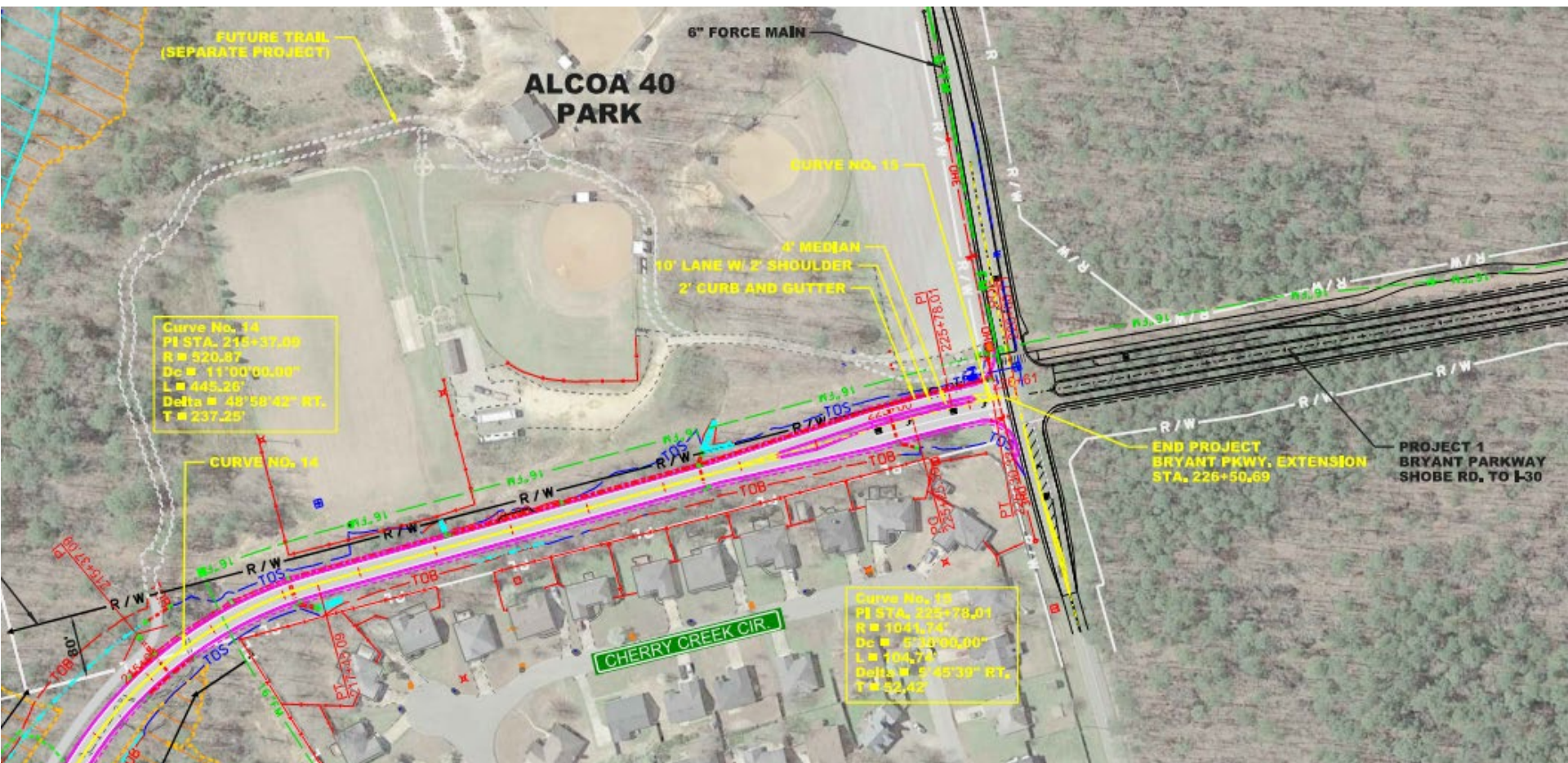
Resource Category	No Action	Preferred Alternative (Alternative B)	Alternative D
Protected Species	"No Effect"	"May Affect, Not Likely to Adversely Affect" for 3 bird species	"May Affect, Not Likely to Adversely Affect" for 3 bird species
Section 6(f)	None	0.3 acre of temporary ground disturbances (ADPHT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

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

** Total estimated planning, engineering, and construction cost

Bryant Pkwy. Extension – Design Details

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

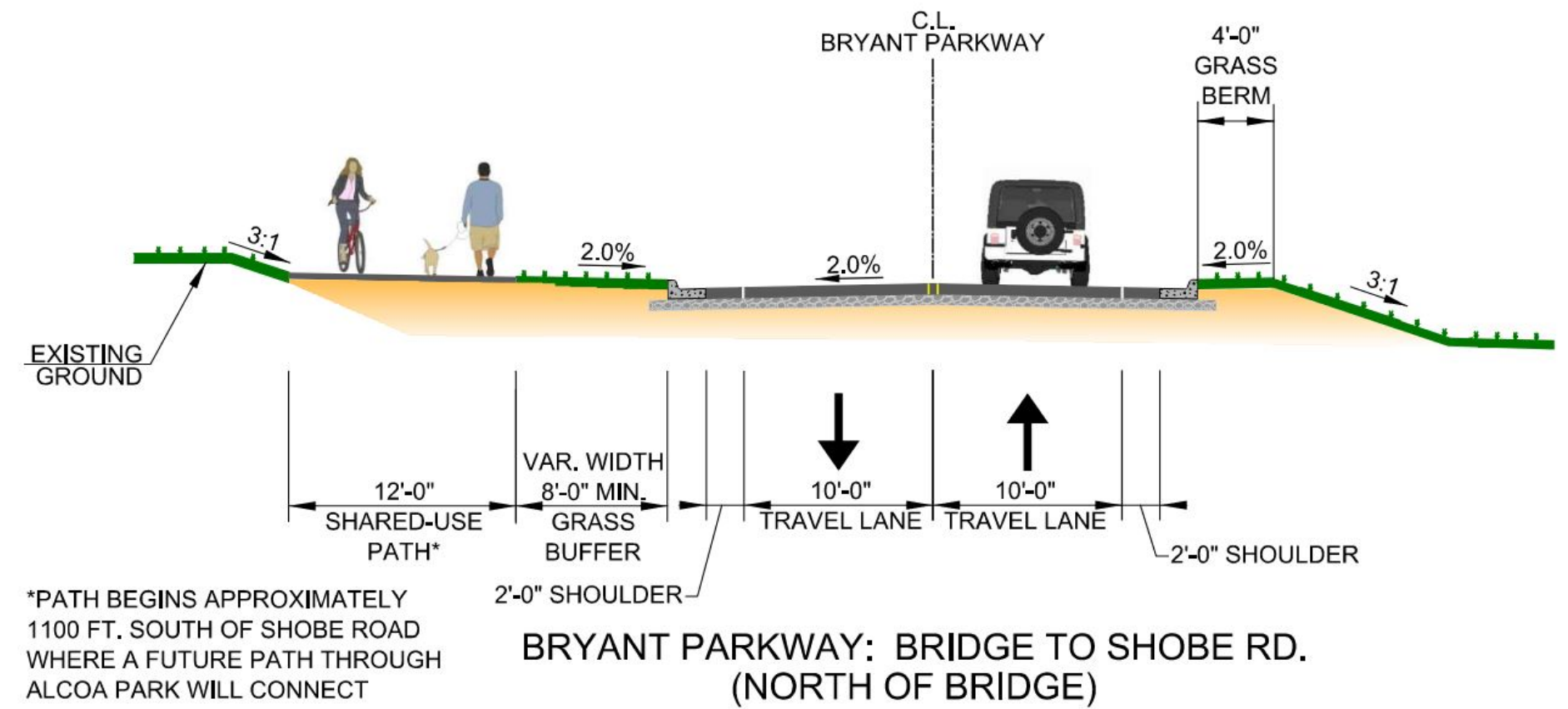


60% Design Plans have been completed and the proposed right of way has been determined.

Bryant Pkwy. Extension – Design Details

What will the roadway look like?

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

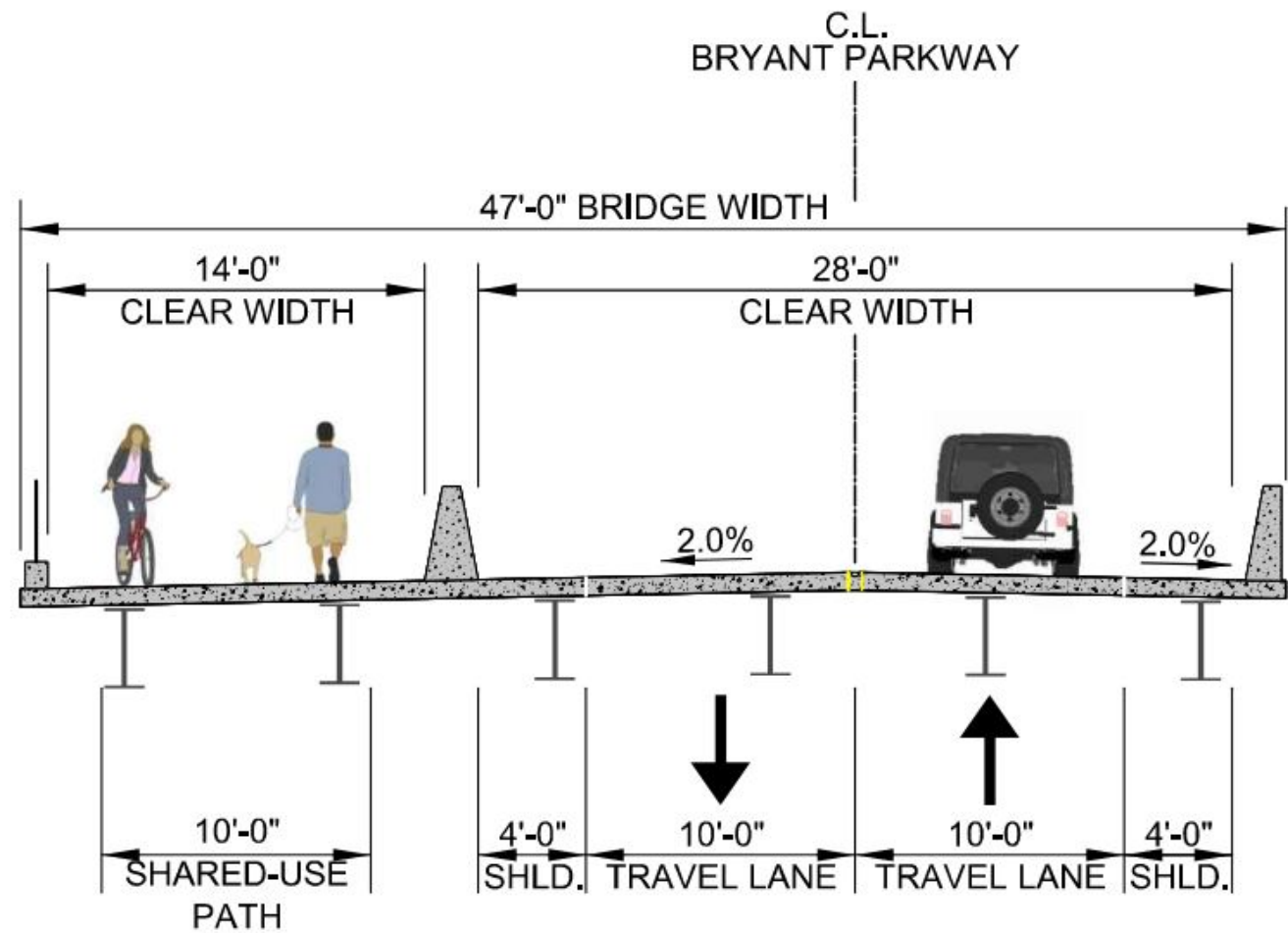


Bryant Pkwy. Extension – Design Details

What will the roadway look like?

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

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

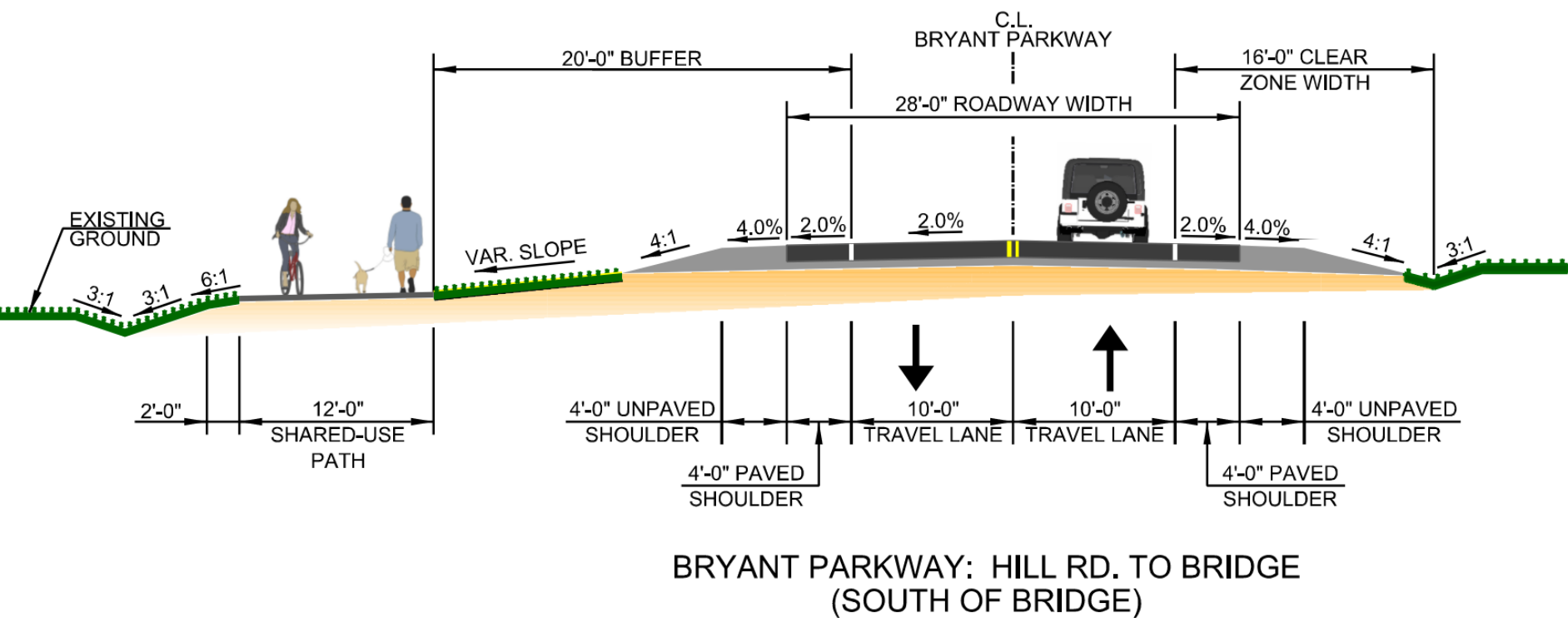


BRYANT PARKWAY: BRIDGE

Bryant Pkwy. Extension – Design Details

What will the roadway look like?

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



Question & Answer Session

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

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

bryantpkwyext.transportationplanroom.com

Contact us:

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Thank you for attending!