

Welcome to the Virtual Design Public Hearing for:



**Arkadelphia Bypass
Connection Improvement
Project**

ARDOT Job 070442

**May 23 –
July 7, 2021**

How do I become involved?

- Please complete the sign-in form to register your participation in this hearing.
- Review all of the materials provided in the virtual hearing.
- Written statements may be submitted anytime between May 23 – July 7, 2021 by using the attached comment form and mailing/emailing it to Garver, Attn: Lindi Miller, 4701 Northshore Drive, North Little Rock, AR 72118; or PublicInvolvement@GarverUSA.com.
- Your attendance and participation are greatly appreciated!

For more information, please call 501-823-0730 or email
PublicInvolvement@GarverUSA.com

Garver

Attn: Lindi Miller

4701 Northshore Drive

North Little Rock, AR 72118

Design Public Hearing Information

What is the purpose of this hearing?

Through the materials presented in this hearing, we will make you familiar with the proposed project and give you an opportunity to express your opinions. Public participation is needed to identify and discuss any problems or controversial issues. Since we are not meeting in person, it is important to clearly identify your issues and concerns, and if needed, you can call or email us for clarification on any matters related to this project – phone and email contact information is provided in the enclosed meeting materials. We request your cooperation and participation.

The following information has been prepared to provide general information about the proposed project and the proposed design plans. Additional information is available on the hearing project website or by contacting the Arkansas Department of Transportation (ARDOT). Garver personnel are also available to answer questions and explain the project and its impacts via email at PublicInvolvement@Garverusa.com.

What is the Arkadelphia Bypass project?

Several planning studies have identified the Central Business District and the east side of the Interstate 30 (I-30) and Highway 51 (Hwy. 51) interchange as areas in Arkadelphia where safety and mobility are inadequate. ARDOT is proposing to construct a bypass south of Arkadelphia and modify the I-30 and Hwy. 51 interchange in the City of Arkadelphia to improve safety, mobility, and connectivity.

What is the preferred alternative?

As shown in Figure 1 on the following page, the proposed project would provide a bypass connection in Arkadelphia from Highway 67 to Highway 51.

The eastern portion of the Preferred Alternative is approximately 0.7 miles. This section would improve 10th Street from Pine Street to Caddo Street, improve the existing roadway geometry at the intersection of Caddo St. and 10th St., improve 10th St. from Caddo St. to Clinton St., and then extend 10th St. (which currently dead ends at Clinton St.) south on new location until it ties into Hwy. 67 just south of Walnut Street and north of the airport. This section would be signed as Hwy. 67.

The southern portion of the Preferred Alternative is approximately 3.2 miles. This section connects Hwy. 67 to Hwy. 51, beginning north of the Arkadelphia Airport and moving west on a new alignment. The alignment continues west, with an intersection at 26th Street/Valley View Road. It then turns north and connects with Red Hill Road, ultimately joining Hwy. 51 approximately 500 feet east of the existing Hwy. 51/Professional Park Dr. intersection. This section would be signed as Hwy. 51.

The interchange connection would not require modifications to the existing diamond interchange. The ramps would remain in their existing location, and the intersection of Professional Park Dr. and Red Hill Rd. would be relocated to the east. The existing Hwy. 51 alignment would largely remain the same as existing conditions.

Figure 1: Preferred Bypass Alternative



What are the Impacts from the Preferred Alternative?

Regarding the environment, the most important impacts from the project are shown in the table. While every effort has been made to minimize negative impacts during the alternative studies, and additional efforts have been made during the detailed design, there is not an alternative that avoids all impacts.

The Preferred Alternative best maximizes the benefits from the project while minimizing the negative impacts to the extent possible.

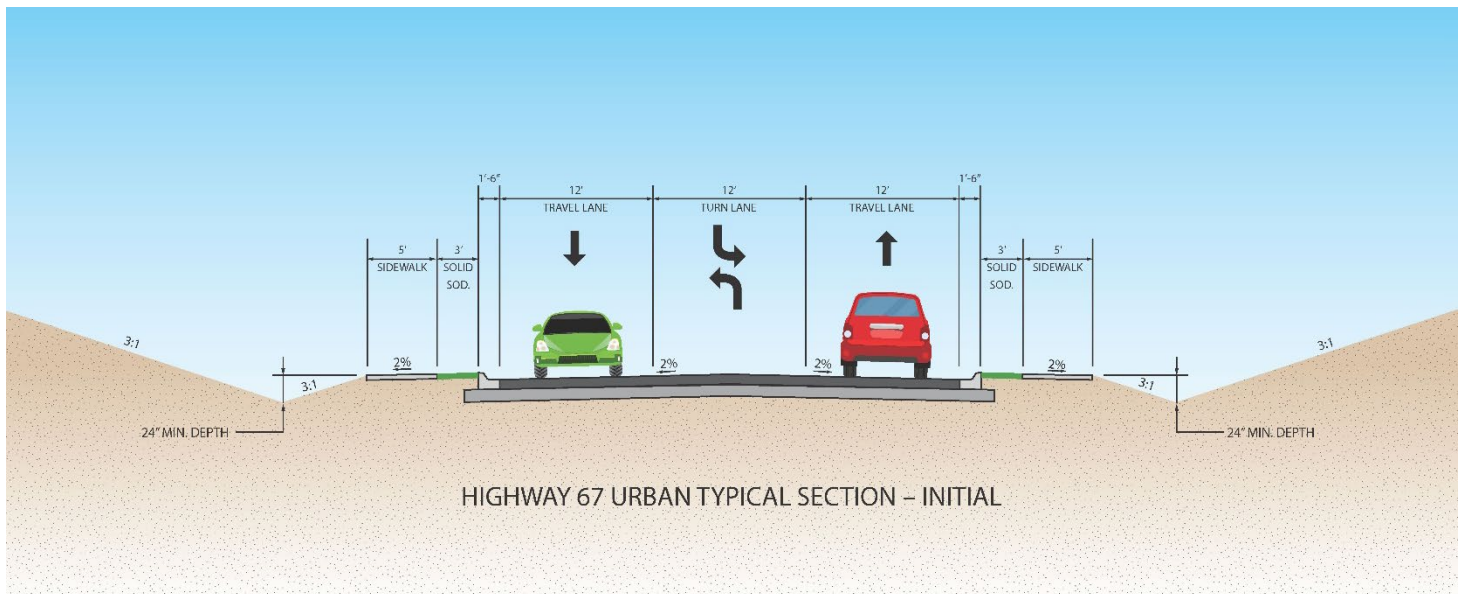
Table 1: Preferred Alternative Impact Table		
Resource Category	Description	Preferred Alternative
Alternative Length	Miles	3.8
ROW Required	Acres	112
Total Cost	Dollars	\$37,085,000
Residential Impacts	Relocations	2
Business Impacts	Relocations	11
Environmental Justice	Areas (census block groups)	2
100-Year Floodplain Impacts	Acres	16.5
Wetlands Impacts	Acres	36
Stream Impacts	Number of Crossings	3
Prime Farmland Impacts	Acres	28.6

What will the roadway look like?

Concerning the roadway and its appearance, the projected traffic data indicates that a three-lane facility would be sufficient through the year 2040. However, the Department is proposing corridor preservation by acquiring sufficient right of way for an expansion of the roadway in the future as needed.

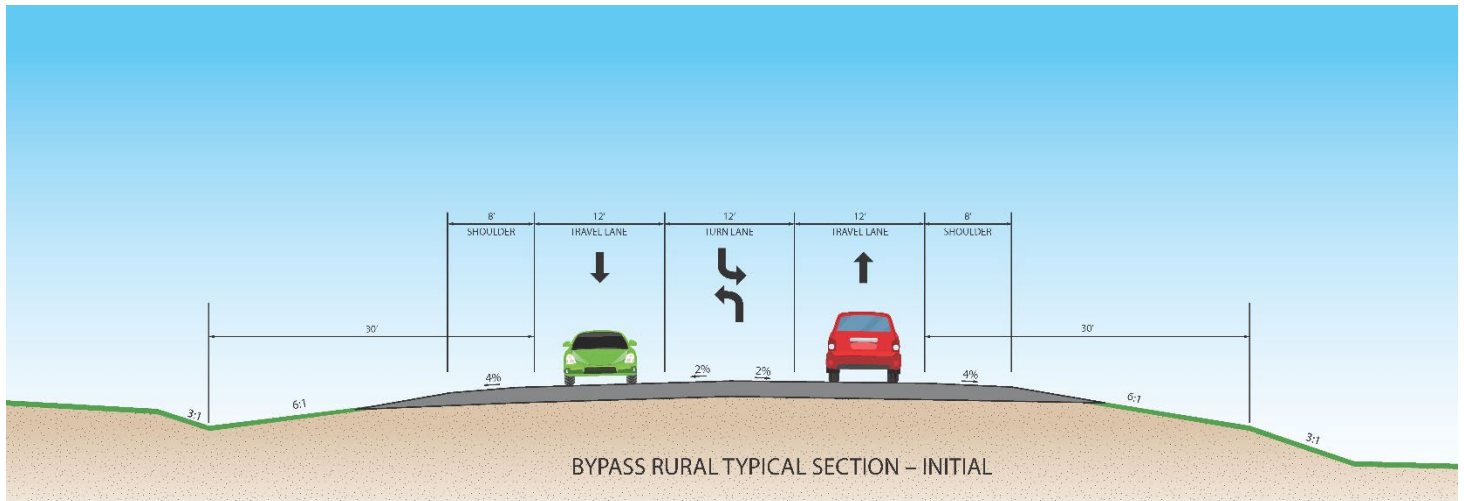
For the initial buildout, the urban typical section for Highway 67 between Pine Street and the interchange with the bypass south of Walnut Street would consist of two travel lanes and a middle turn lane with curb and gutter, sidewalk and open ditches behind the sidewalk.

Figure 2: Highway 67 Urban Typical Section - Initial



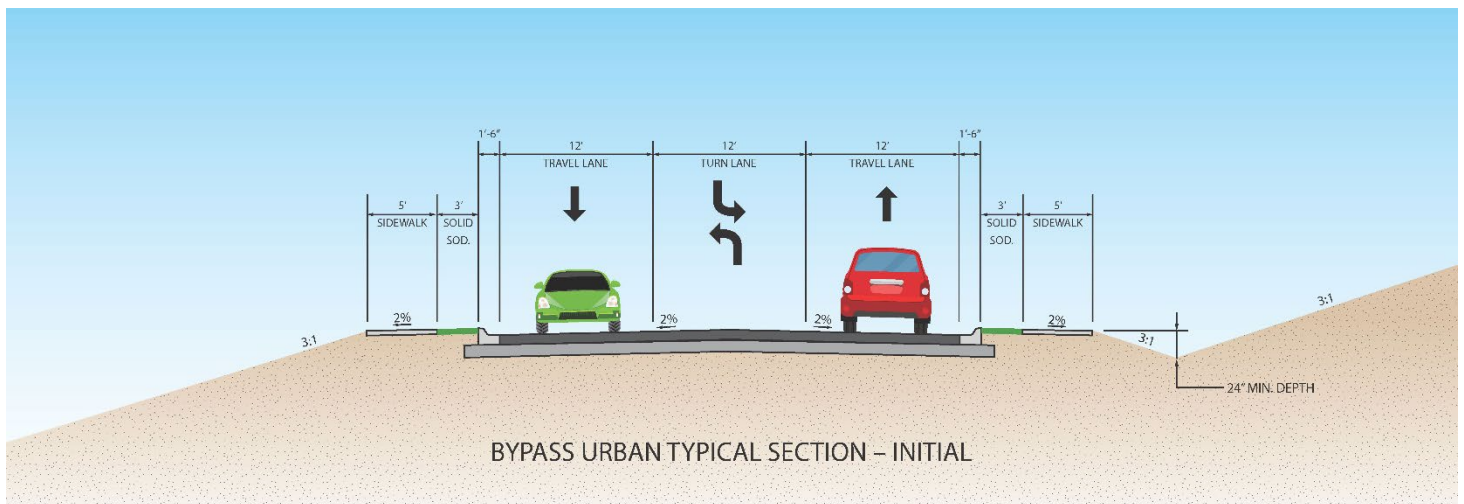
The bypass' rural typical section between the interchange at Highway 67 and the north end of Red Hill Road would consist of two travel lanes and a middle turn lane with open shoulders.

Figure 3: Bypass Rural Typical Section - Initial



The bypass' urban typical section between the north end of Red Hill Road and its connection with Highway 51 would consist of two travel lanes and a middle turn lane with curb and gutter and sidewalk.

Figure 4: Bypass Urban Typical Section - Initial



By acquiring sufficient right of way now for a future expansion of the roadway, the Department could develop a five-lane bypass. This includes four travel lanes and a continuous left-turn lane in the urban areas, and four travel lanes with a painted median in the rural section.

Figure 5: Bypass and Hwy. 67 Urban Typical Section - Future

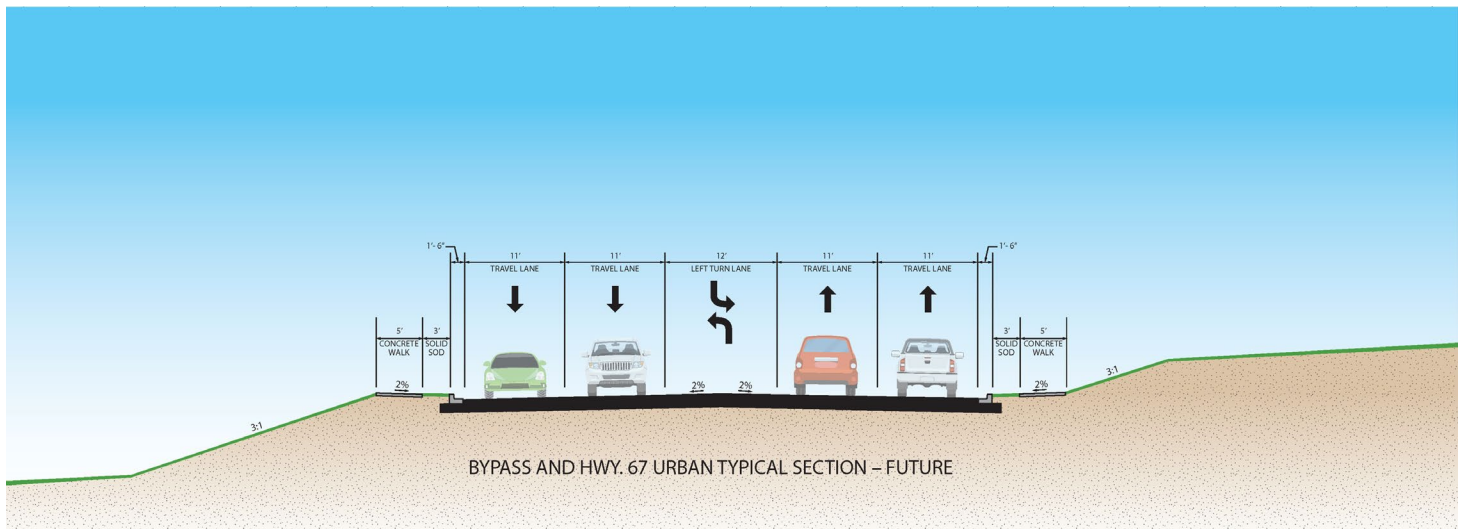
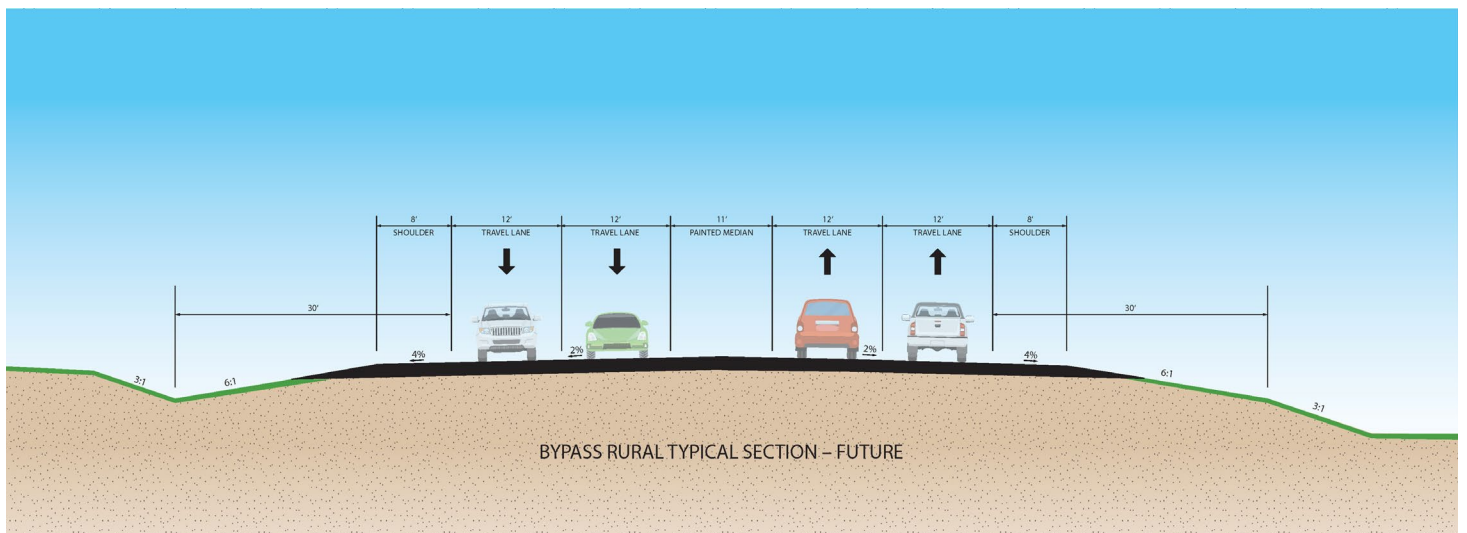


Figure 6: Bypass Rural Typical Section - Future



What has happened since the Location Public Hearing was held in late 2020?

ARDOT reviewed the comments received from citizens, public officials, and public agencies. ARDOT has identified a Preferred Alternative and the project team has been working on more detailed design and environmental studies for the preferred alternative. Sufficient design has been completed for the Preferred Alternative to determine the proposed right-of-way limits.

What happens after this hearing?

Following the Design Public Hearing, ARDOT will prepare a Finding of No Significant Impact (FONSI) document for review by the Federal Highway Administration. If approved, the FONSI will identify the Selected Alternative and conclude the National Environmental Policy Act process. Right-of-way acquisition can then begin. For additional information, please visit our website at arkadelphiabypass.transportationplanroom.com, call us at 501-823-0730, or email us at PublicInvolvement@GarverUSA.com

**ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
DESIGN PUBLIC HEARING – CITIZEN COMMENT FORM**

**ARDOT JOB NUMBER 070442
HWY. 67 – HWY. 51 (ARKADELPHIA BYPASS)
CLARK COUNTY**

LOCATION:

ArkadelphiaBypass.TransportationPlanRoom.com

Make your comments on this form and provide it to ARDOT or Garver personnel by 4:30 p.m. on Wednesday, July 7, 2021. Send by mail to: Lindi Miller, Garver, 4701 Northshore Drive, North Little Rock, AR 72118. Alternatively, send the form via email to PublicInvolvement@GarverUSA.com.

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Please Print:

Date: _____

Name: _____

Address: _____

Street Address

City, State, Zip

Do you have any comments on the proposed project to connect U.S. Highway 67 and State Highway 51 south of Arkadelphia? _____

Use additional sheets if necessary

**Written comments should be received by 4:30 p.m., Wednesday, July 7, 2021
at the following address:**

Garver
Attn: Lindi Miller
4701 Northshore Drive, North Little Rock, AR 72118
Email: PublicInvolvement@GarverUSA.com

Oral Comments should be received on or before July 7, 2021.

Leave a comment by calling:
Telephone: 501-823-0730

For additional information, please visit: arkadelphiabypass.transportationplanroom.com