

On behalf of the Arkansas Department of Transportation, the Federal Highway Administration, and the City of Arkadelphia, we welcome you to our virtual design public hearing for project number 070442, Arkadelphia Bypass, in Clark County.



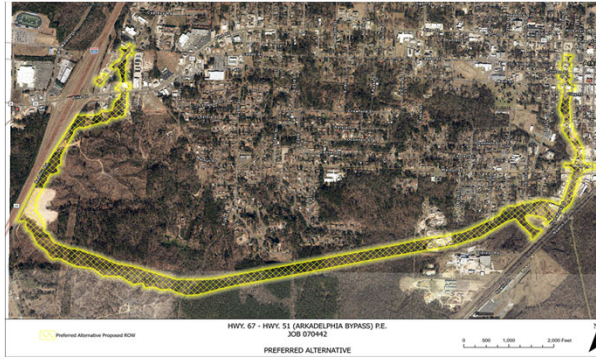
This Virtual Design Public Hearing provides an opportunity for the public to comment on the Preferred Alternative for the proposed Arkadelphia Bypass.

This is a listen-only presentation. The topics discussed include the project overview, the project history, the design details, and information on the live interactive presentation that will take place online on Tuesday, June 22, from 5:30 pm – 6:30 pm.

Project Overview

The Preferred Alternative will improve safety, mobility and connectivity in Arkadelphia by:

- Providing an alternate route to reduce the number of logging and other large trucks traveling through the Central Business District.
- Establishing a safer east-west travel route for both local and through traffic.
- Modifying the I-30/Highway 51 interchange to reduce traffic congestion and increase emergency vehicle access to and from the Baptist Hospital.



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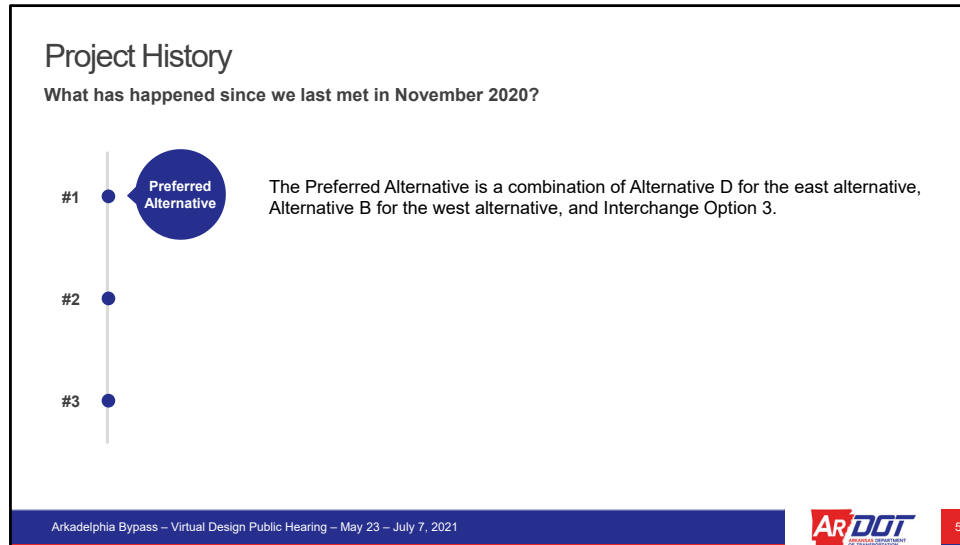
The Preferred Alternative will improve safety, mobility and connectivity in Arkadelphia by:

- providing an alternate route to reduce the number of logging and other large trucks traveling through the Central Business District or CBD
- establishing a safer east-west travel route for both local and through traffic, and
- modifying the I-30/Highway 51 interchange to reduce traffic congestion and increase emergency vehicle access to and from the Baptist Hospital

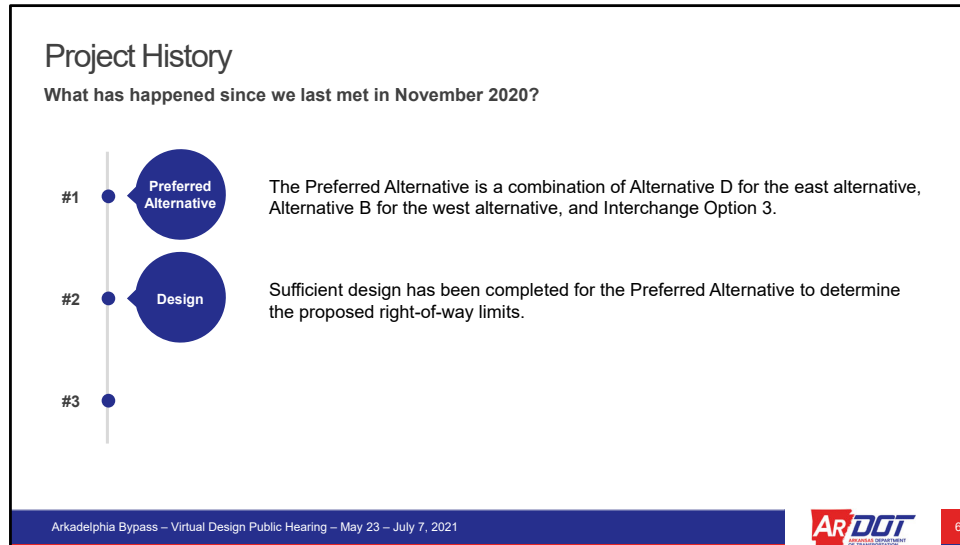
The image on the screen shows the proposed right-of-way limits for the Preferred Alternative.



What has happened since November 19, 2020, when the Arkansas Department of Transportation held a virtual location public hearing? At the November hearing, the public provided comments on three east alternatives and three west alternatives, and four interchange options being considered for the Arkadelphia Bypass alignment. The public also had the opportunity to review and comment on the Environmental Assessment Document, which was approved by the Federal Highway Administration for public review. This continued the process in following the National Environmental Policy Act.



The findings of this study, along with input from local officials and the community during the last meeting, helped to identify the Preferred Alternative, which is a combination of Alternative D for the east alternative, Alternative B for the west alternative, and interchange option 3.



Sufficient design has been completed for the Preferred Alternative to determine the proposed right-of-way limits.

Project History

What has happened since we last met in November 2020?

- #1 **Preferred Alternative**

The Preferred Alternative is a combination of Alternative D for the east alternative, Alternative B for the west alternative, and Interchange Option 3.
- #2 **Design**

Sufficient design has been completed for the Preferred Alternative to determine the proposed right-of-way limits.
- #3 **Public Hearing**

Some changes to the bypass are based on input gathered from the local officials and community during the last meeting. We are holding this design public hearing to present the Preferred Alternative because participation by the public and local officials is key to the success of this project.

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Alignment Overview



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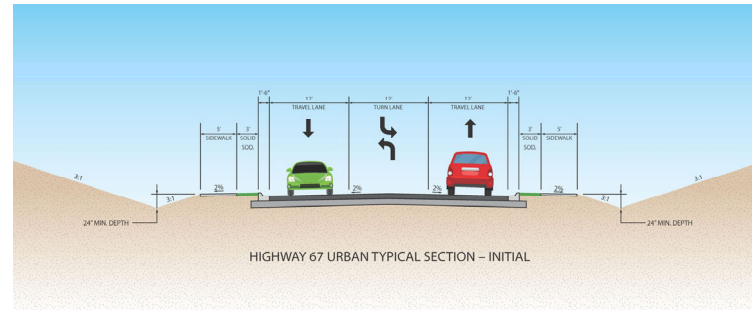
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The Preferred Alternative satisfies the purpose and need of the Arkadelphia Bypass project while minimizing the environmental impacts to the extent possible. The image on the screen is an overview of the Preferred Alternative, which connects Highway 67 and Highway 51, south of Arkadelphia in Clark County.

Typical Sections

Eastern Portion – Urban (Highway 67)

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.



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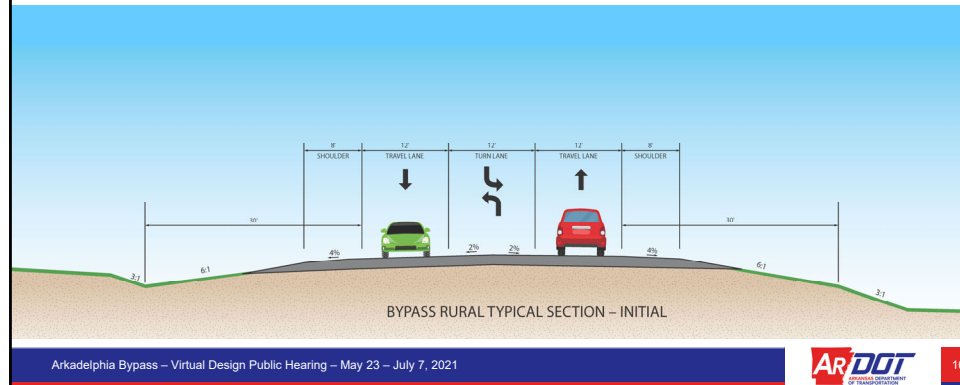
Concerning the roadway and its appearance, the projected traffic data indicates that a three-lane facility would be sufficient through the year 2040. However, the Department is proposing corridor preservation by acquiring sufficient right of way for an expansion of the roadway in the future as needed.

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.

Typical Sections

Southern Section – Rural

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.

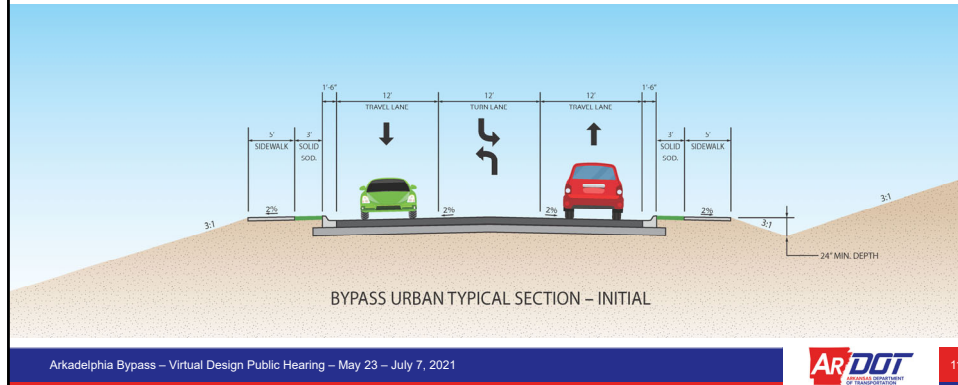


The bypass' rural typical section between the interchange at Highway 67 and the north end of Red Hill Road would consist of two travel lanes and a middle turn lane with open shoulders.

Typical Sections

Western Section – Urban (Highway 51)

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.



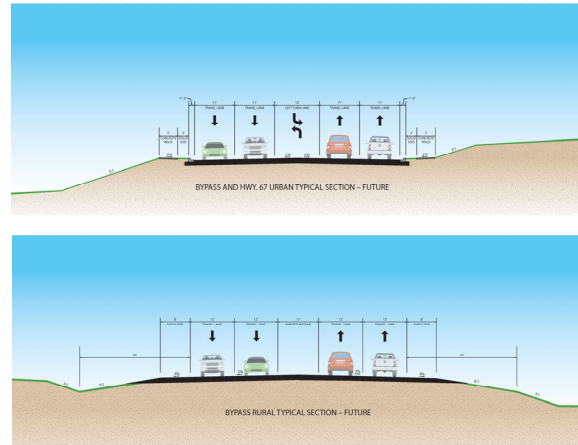
The bypass' urban typical section between the north end of Red Hill Road and its connection with Highway 51 would consist of two travel lanes and a middle turn lane with curb and gutter and sidewalk.

Typical Sections

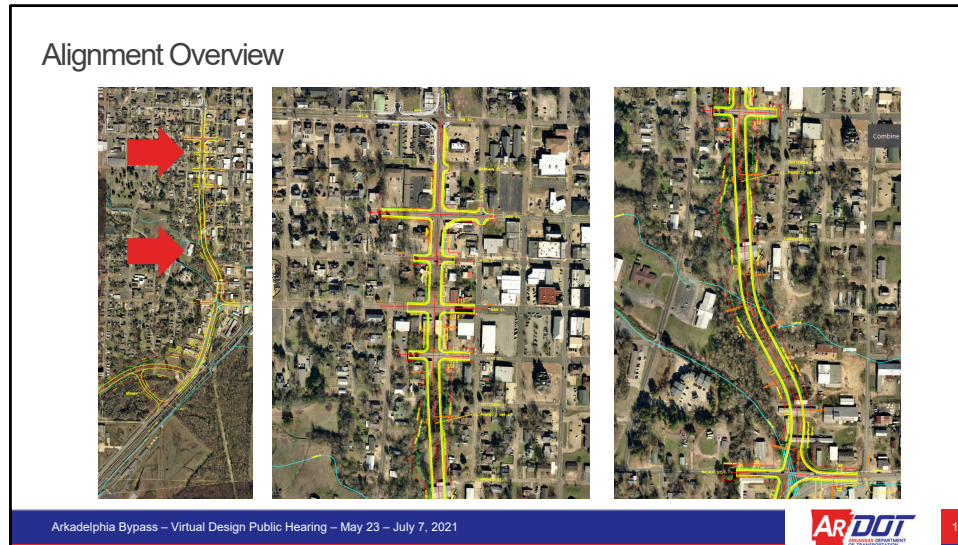
Future

By acquiring sufficient right of way now for a future expansion of the roadway, the Department could develop a five-lane bypass.

Examples are shown to the right, which include 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.

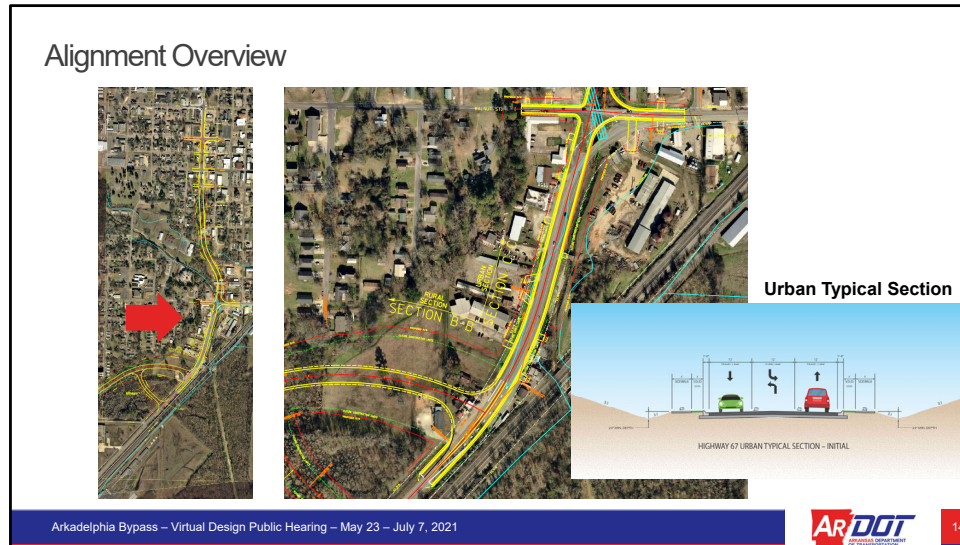


By acquiring sufficient right of way now for a future expansion of the roadway, the Department could develop a five-lane bypass. Examples are shown to the right, which include four travel lanes and a continuous left-turn lane in the urban areas, and four travel lanes with a painted median in the rural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



The exhibits and interactive map provided for this virtual public hearing show the initial buildout with sufficient right of way for a future five-lane bypass.

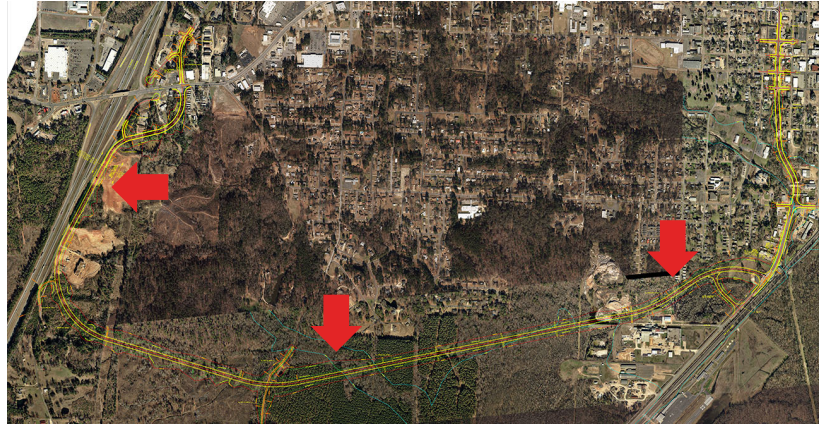
The eastern portion of the Preferred Alternative is approximately 0.7 miles. This section would improve 10th Street from Pine Street to Caddo Street, improve the existing roadway geometry at the intersection of Caddo St. and 10th St., improve 10th St. from Caddo St. to Clinton St., and then extend 10th 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.



The typical section would consist of two travel lanes and a middle turn lane with curb and gutter, sidewalk and open ditches behind the sidewalk.

This section would be signed as Hwy. 67.

Alignment Overview



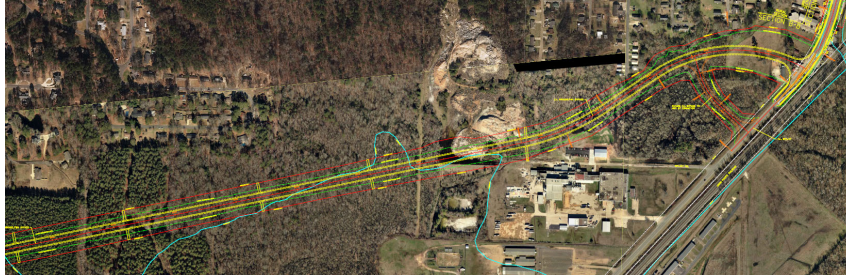
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The southern portion of the Preferred Alternative is approximately 3.2 miles.

Alignment Overview



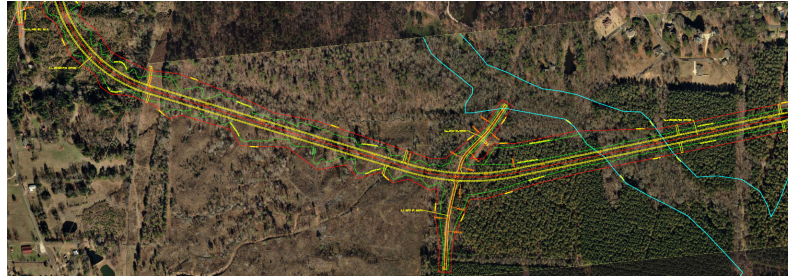
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This section connects Hwy. 67 to Hwy. 51, beginning north of the Arkadelphia Airport and moving west on a new alignment.

Alignment Overview

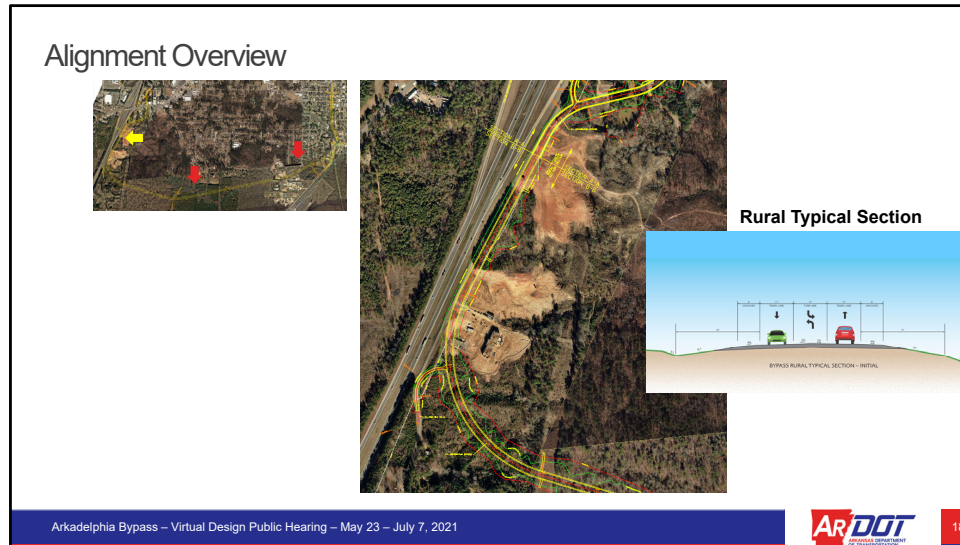


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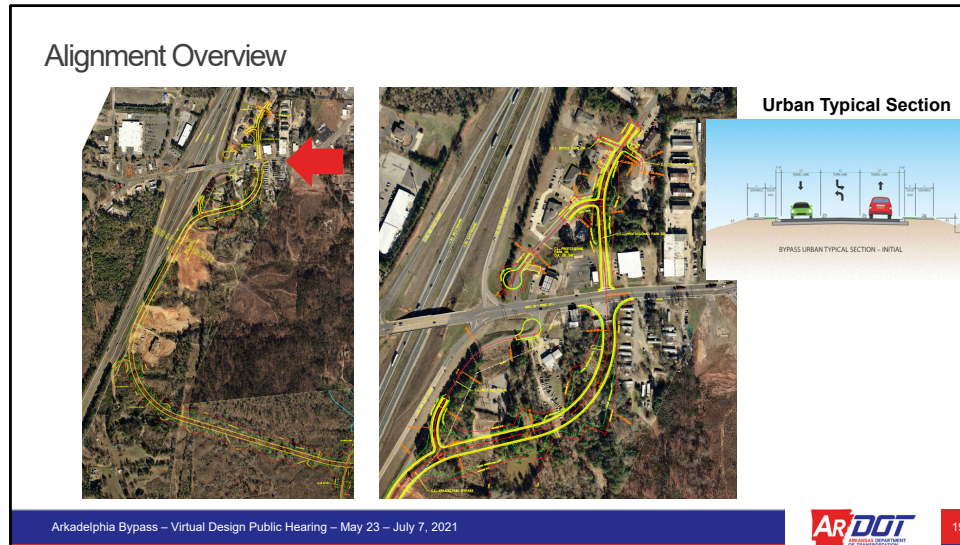
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The alignment continues west, with an intersection at 26th Street/Valley View Road.



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.

The typical section would be two travel lanes and a middle turn lane with open shoulders. 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.

The typical section would consist of two travel lanes and a middle turn lane with curb and gutter and sidewalk.

You are welcome to view the proposed project design and proposed right of way limits in more depth in the Interactive Project Map on the virtual design public hearing section of our website.

Impacts Table

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

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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.

Live Online Virtual Event




LIVE Interactive Q&A Forum
Tuesday, June 22, 2021
5:30 p.m. – 6:30 p.m.

Comment Forms will be accepted until:
4:30 p.m. on Wednesday, July 7, 2021

For more information, visit: ArkadelphiaBypass.TransportationPlanroom.com

Contact us:
Garver Public Involvement
501-823-0730
PublicInvolvement@Garverusa.com
Mail: Garver, Attn: Lindi Miller, 4701 Northshore Drive
North Little Rock, AR 72118

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The Arkansas Department of Transportation and Garver have scheduled a live online virtual event on Tuesday, June 22 from 5:30 pm to 6:30 pm.

The project team will present information about the bypass' design and answer questions from attendees. Instructions for attending the live event are located on the Arkadelphia Bypass website, which can be found at: ArkadelphiaBypass.TransportationPlanroom.com.

We encourage you to complete and submit your comment forms through several methods. An online comment form is available on the public hearing website. You may also email or mail your comment forms to the addresses on your screen. Oral comments may also be submitted to 501-823-0730.

Comments will be accepted through Wednesday, July 7 at 4:30 p.m. For additional questions concerning this project, assistance with attending the question and answer live event, or if you need help submitting your comments, please contact us at the email address or phone number on your screen.



Thank you for participating in the Virtual Design Public Hearing for project number 070442, the Arkadelphia Bypass, connecting Highway 67 to Highway 51 south of Arkadelphia in Clark County.