

Welcome to the Location & Design Public Hearing for:



**Buffalo River
Bridge
&
Mill Creek
Crossing
Replacements**

AHTD JOBS 009784 & BR5102

April 21, 2016

How do I become involved?

- Register your attendance at the registration table.
- Gather information, view displays and ask questions.
- Oral statements can be taken at the recording area.
- Written statements may be submitted at the hearing by using the attached comment form or by mail or email it to the AHTD Environmental Division by 4:30 p.m., Monday, June 6, 2016.

COMMENT PERIOD EXTENDED

- Your attendance and participation are greatly appreciated!!!

For more information, please call 501-569-2281
or email environmentalpimeetings@ahtd.ar.gov

AHTD Environmental Division
P.O. Box 2261
Little Rock, AR 72203-2261

Location & Design Public Hearing Information

What is the purpose of this hearing?

This packet has been prepared to provide general information about the project and its potential impacts. Information has been included pertaining to the proposed design, environmental impacts and right-of-way. Additional information on each of these topics is available at the hearing or by contacting the Arkansas State Highway and Transportation Department (AHTD).

One of the primary objectives of this hearing is to provide a medium of free and open discussion which hopefully will result in the resolution of any problems or controversial issues. In order to accomplish this goal, we must have your cooperation and participation.

The Department hopes to make you familiar with the proposed design and give you an opportunity to express your opinions. In order to meet these goals, public participation is needed to identify, discuss, and resolve any problems or controversial issues. AHTD personnel are also available to answer questions and explain the projects and their impacts.

What are the Buffalo River/Mill Creek projects?

The Buffalo River Bridge project (AHTD Job 009784) would replace the existing State Highway 7 bridge over the Buffalo River. Replacing the bridge, which is commonly known as the Pruitt Bridge, would require realigning the existing roadway on both sides of the Buffalo River to accommodate the new bridge location and to improve safety. Starting 0.3 mile south of the Buffalo River and ending 0.3 mile north of the Buffalo River, the total length of the project would be 0.6 mile.

The Mill Creek Crossing project (AHTD Job BR5102) would replace the existing Newton County Road 213 low water crossing over Mill Creek with either a bridge or a box culvert. Starting 0.2 mile east of Mill Creek and ending at the intersection of Newton County Road 213 and Highway 7, the total length of the project would be 0.3 mile.

What would the project accomplish?



The Pruitt Bridge is over 80 years old, and has exceeded its 50-year design lifespan by over 30 years. The bridge has deteriorated and maintenance/repair can no longer indefinitely sustain its components. The narrow Pruitt Bridge was also not designed to handle current traffic volume or the size and weight of modern motor vehicles, including commercial trucks. The proposed Buffalo River Bridge project would provide a wider structure that meets current design and safety standards. Replacing the existing Mill Creek low water crossing with a new structure would prevent traffic obstruction on County Road 213 during flood events. It would also enhance safety by improving roadway curvature and grade.

What are the Alternatives?

No Action Alternatives

Mill Creek Crossing

Under the Mill Creek Crossing No Build Alternative, the Mill Creek low water crossing and County Road 213 would be left as they exist; a new structure would not be built and the roadway approaches would not be improved. Only minor repair or routine maintenance would be performed. The No Build Alternative would not alleviate flooding of the low water crossing nor improve the substandard roadway approaches.

Buffalo River Bridge

Under the Buffalo River Bridge No Build Alternative, the Pruitt Bridge and roadway approaches would be left as they exist; a new bridge would not be constructed and roadway approach improvements would not be undertaken. Only routine maintenance would be performed.

Mill Creek Crossing Alternatives

Mill Creek Crossing Bridge Alternative

The Bridge Alternative would involve constructing a new bridge 250 feet in length and 250 feet downstream of the low water crossing.

Mill Creek Crossing Box Culvert Alternative

The Box Culvert Alternative would involve constructing a box culvert approximately 60 feet in length and 120 feet upstream of the low water structure. The box culvert would be comprised of five bottomless openings, each 12 feet high and 10 feet wide, with a headwall and wing walls on both ends.

Mill Creek Crossing Impact Alternative Comparison

Alternatives	Project Length (Feet)	New Easement (Acres)	Est. Cost (million)
Bridge Alt.	900	2.5	1.9
Box Culvert Alt.	1,700	3.3	1.8

Buffalo River Bridge Alternatives

East Alternative

The East Alternative would involve constructing a new bridge 670 feet in length and 49.3 feet in width, 160 feet east (downstream) of the Pruitt Bridge. The width would include a 5-foot wide pedestrian walkway, pedestrian safety barrier and railing, and bridge railing.

West Alternative I- Option A

West Alternative I would involve constructing a new bridge 772 feet in length and 49.3 feet in width, 200 feet west (upstream) of the Pruitt Bridge. The width would include a 5-foot wide pedestrian walkway, pedestrian safety barrier and railing, and bridge railing. A new roadway segment would be constructed as a connector providing vehicle access to the Pruitt Day Use Area.

West Alternative I-Option B

West Alternative I – Option B is substantially the same as West Alternative I – Option A but includes a retaining wall to prevent the removal of the Contact Center.

West Alternative II-Option A

West Alternative II – Option A is similar to the West Alternative I – Options A and B but eliminates the need for the connector road to the Pruitt Day Use Area and results in retention of the Contact Center and Storage Building.

West Alternative II-Option B

West Alternative II – Option B is identical to West Alternative II except the retaining wall would not be used and only the Storage Building would be retained.

Buffalo River Bridge Impact Alternative Comparison

Alternatives	Bridge Length (Feet)	New Easement (Acres)	Estimated Cost (million)	Impacted Structures
East Alt.	670 Ft.	11.6	7.9	Storage Bldg.
West Alt. I Option A	772 Ft.	10.3	9.4	Contact Center & Storage Bldg.
West Alt. I Option B	772 Ft.	10.3	9.3	Storage Bldg.
West Alt. II Option A	772 Ft.	10.3	9.8	None
West Alt. II Option B	772 Ft.	10.3	9.4	Contact Center

What happens after this hearing?

After a review of comments received from citizens, public officials, and public agencies, the next step in the environmental process will be to respond to comments received from this hearing and finalize the project design.

Once the design is finalized, a Finding of No Significant Impact document will be prepared and signed by the Federal Highway Administration. This will identify the selected alternatives and conclude the requirements of the National Environmental Policy Act.

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION
DEPARTMENT**

Open Forum Location & Design Public Hearing – AHTD Job Nos.

**009784 - Buffalo River Br. & Apprs. (Pruitt) (Hwy. 7) &
BR5102 - Mill Creek Str. & Apprs. (S)
Newton County**

April 21, 2016

Please Print

Date: _____

Name: _____

Address: _____

Street Address

City, State, Zip

Which Mill Creek Crossing Alternative would you prefer?

- No Action
- Box Culvert
- Bridge Alternative

Which Buffalo River Bridge Alternative would you prefer?

- No Action
- East Alternative
- West Alternative I – Option A
- West Alternative I – Option B
- West Alternative II – Option A
- West Alternative II – Option B

• REMEMBER •

**Your comments must be in
writing or recorded on tape
to be considered part of the
official record of this public
hearing.**

(Continued on back)

