

Project Name
ArDOT Job No. 040748
Future I-49 Planning and Feasibility
Hwy. 22 – I-40 (Arkansas River) (S)

Date of Meeting
12/5/2017



HNTB Project #
67950

Location
Janet Huckabee Nature Center,
Fort Smith, Ark.

Purpose of Meeting
Stakeholder Kickoff
Meeting/Technical Work Group #1

Time
1:00 PM to 3:00 PM

MEETING NOTES

1. *Welcome & Introductions* – Jessie Jones, ArDOT welcomed the attendees and asked everyone to briefly introduce themselves. See attached Meeting Attendance Summary.
2. *Stakeholder Presentation* – Jessie presented on the history of the study and what has been done since its conclusion in 1997 and overviewed HNTB’s role in the current study. She then handed the presentation over to Tom Diamond who proceeded to discuss the key elements of the study. He began by discussing the project timeline, then overviewed the work groups, followed by a discussion regarding preliminary engineering.

Tom then asked Kip Strauss with HNTB to discuss Traffic and Safety in regard to the study, followed by Jennifer Halstead with HNTB to address the Environmental Impact Study Re-evaluation process.

After Jennifer concluded Tom discussed the toll feasibility portion of the study, followed by the alternative delivery component.

Tom then asked Shannon McCord with HNTB to discuss the importance of Public Involvement throughout the study. She overviewed the various ways people can get information and be involved.

Tom then asked if there were any questions regarding what was presented. See attached presentation.

Q. Terry Rice, Arkansas State Senator – District 9, asked how accurate tolling forecasts in other comparable areas are and do they usually hit those revenue forecasts when the facility is built. Kip Strauss addressed the question by stating that the study team will look at a combination of traffic and costs, including how much through traffic and how much local traffic the facility will carry. In the model they will look at what existing 2017 conditions are and 2040 traffic forecasts if I-49 is built. The toll would help pay off the cost of the

construction, operations and maintenance. He added that HNTB is the general engineering consultant for more than 75% of the nation's toll agencies and that we provide our clients a solid sketch level plan at this level. If ArDOT decides to move forward into Phase 2, more robust data, such as surveys regarding willingness to travel on a tolled facility, would be performed in an investment-grade level traffic and revenue study.

Q. Keith Green, Mayor of Alma, asked if the toll study is from Alma to Barling or does it go all the way to DeQueen? Tom Diamond responded by saying that the focus will be on the alignment from Alma to Barling but a sensitivity analysis would be performed assuming completion of the entire I-49 corridor from Louisiana to Kansas City.

Tom asked everyone to come up to the exhibits and ask any additional questions they may have before beginning the Technical Work Group portion of the meeting.

Technical Work Group Meeting

Shannon McCord quickly overviewed the roles and responsibilities of the Technical Work Group members. She then explained that we were going to break into groups, review the constraints map, and identify existing and future constraints that we may not be aware of at this point. The teams broke off for a 30-minute discussion.

After the breakout session discussions ended, the group reconvened and each of the groups shared their findings. See attached summary of comments.

In closing, Shannon handed out comment forms and requested that attendees fill them out before they leave or send them back to us.

The meeting adjourned at 2:58 p.m.