We won't have actual traffic data from Bryant Pkwy., however, Metroplan has detailed regional models that make predictions about how many vehicles will utilize Bryant Parkway once it is opened. We will utilize these predictions, along with the schools zoning maps to predict site traffic after Bryant Parkway is opened.

In general, these may not be the right solutions to the congestion and safety issues this area might experience once Bryant Parkway is opened. As of now, they are an educated guess on the improvements that may alleviate operational issues, but a traffic study could identify congestion/safety issues that we have not identified yet.

If we build this without a traffic study, it could fail when school starts back up again in August 2024 and Bryant Parkway is opened to traffic. With a traffic study, we would be able to identify potential problems like this early and we would have data to determine solutions.

This left turn lane will be utilized by left turners into the junior high, and also elementary school traffic that wants to u-turn to go northbound on Bryant Parkway. In the AM, the turning movements here could be high with significant opposing traffic going eastbound on Hill Farm Rd. There is a risk that this intersection fails in August 2024 when school is back in session and Bryant Parkway is open to traffic. A traffic study would identify this potential issue early and allow us to determine solutions based on data.

A traffic study will tell us how much the left turn lane into the elementary school can be shortened to allow more room for the left turn lane into the Junior High School.

LOON FOR EASTBOUND TRAFFIC U-TURN TO GO WESTBOUND

LEFT TURN LANE FOR WESTBOUND LEFT

LEFT TURN LANE EXTENSION FOR EASTBOUND TRAFFIC U-TURN

If this connection is made in the future, traffic patterns could change significantly, which could result in modifications to previous work done on Project 1 and 2. Conducting a traffic study now would minimize the possibility of modifications to previously constructed improvements.

REDUCE LENGTH OF EASTBOUND LEFT TO ACCOMODATE WESTBOUND LEFT TURN LANE

LOON FOR WESTBOUND TRAFFIC U-TURN TO GO EASTBOUND

If we don't have a traffic study, we would likely make this left turn lane as long as possible. The risk here is that you spend extra money on new pavement and curb that may not be necessary. A traffic study would tell us how long you need to extend this left turn lane.

BRYANT, ARKANSAS

EXHIBIT - HILL FARM ROAD CONCEPT IMPROVEMENTS PROJECT 1 AND 2 ONLY

GARVER