

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
NORTHWEST ARKANSAS NATIONAL AIRPORT ACCESS (F)
FAP HPP-0004(80)
ARDOT JOB 090069
BENTON COUNTY, ARKANSAS

Upon consideration of the approved Environmental Assessment (EA), public comments, and other considerations, the Federal Highway Administration (FHWA) has determined that the Preferred Alternative for the proposed Northwest Arkansas National Airport Access project would have no significant impact on the human or natural environment and hereby issues a Finding of No Significant Impact (FONSI) pursuant to 23 CFR 771.121(a).

The Northwest Arkansas National Airport (XNA), in cooperation with the Arkansas Department of Transportation (ARDOT) and FHWA, is proposing an improved connection between XNA and the Springdale Northern Bypass (SNB) (Hwy. 612) in Benton County, Arkansas. The project area is shown in **Figure 1**. FHWA is providing the funding for the proposed project and is the lead federal agency under the National Environmental Policy Act (NEPA).

As the population increases in Northwest Arkansas, demand at XNA has increased for both passenger and freight flights. The purpose of the proposed project is to provide an improved connection between XNA and the SNB that reduces congestion and increases reliability.

An EA was approved by FHWA on January 21, 2021. The EA identified the New Location Alternative as the Preferred Alternative and found no significant impacts associated with this alternative. The Preferred Alternative alignment is shown in **Figure 2** with details on the alternative's interchange with the SNB in **Figure 3** and the typical section in **Figure 4**.

This FONSI is based on FHWA's independent evaluation. The information contained in the EA has been determined to adequately and accurately discuss the need, environmental impacts, and appropriate mitigation measures for the project. The EA provides sufficient evidence and analysis for determining that no identified impacts would cause significant adverse effects to the natural, cultural, or social environments.

Public Involvement

Public and local official involvement was an important part of the alternative development process. This collaboration began in 2019 and continued throughout the EA process.

An open forum public involvement meeting and public officials meeting were held in Rogers, AR on December 5, 2019, at Trinity Grace Church. The three alternative alignments considered for the project (New Location Alternative, Partial New Location Alternative, and Improve Existing Highways Alternative) were presented to the public during the meeting. Total attendance at the public meeting was 196 people, with 83 comment forms and five letters received during the meeting and the two-week comment period following the meeting.

Figure 1: General Project Location

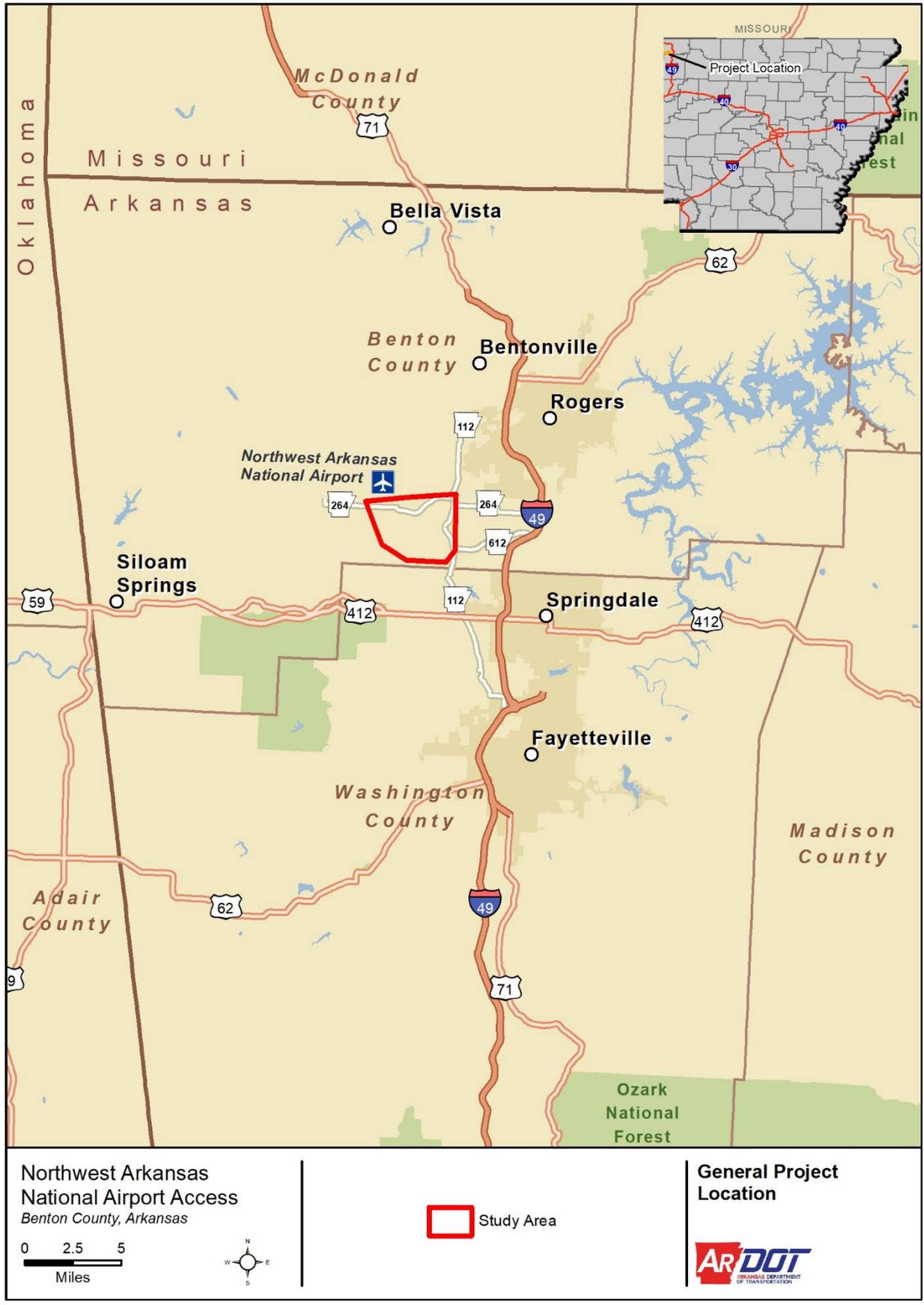


Figure 2: Preferred Alternative (New Location Alternative)

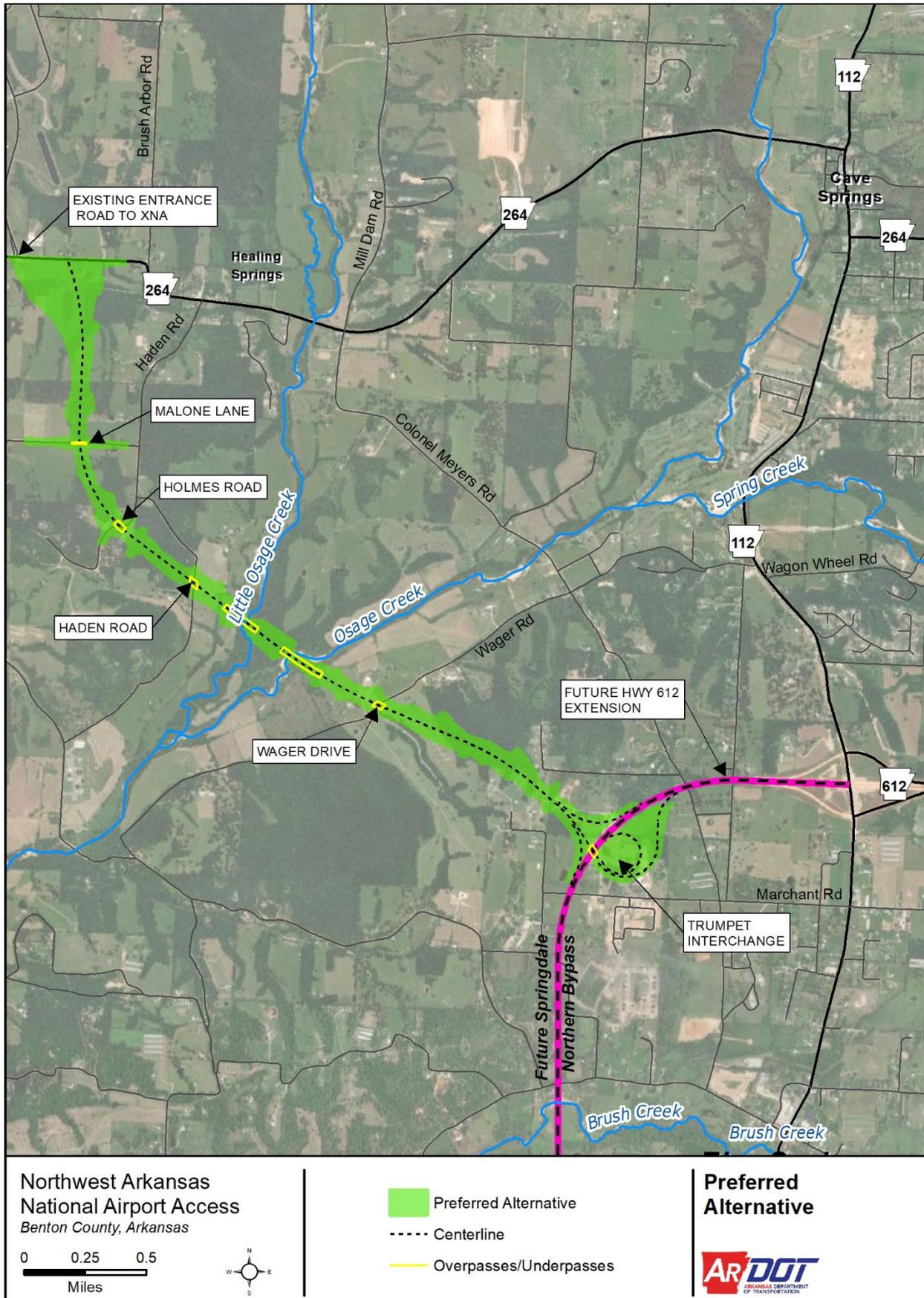


Figure 3: Trumpet Interchange - South End of Preferred Alternative

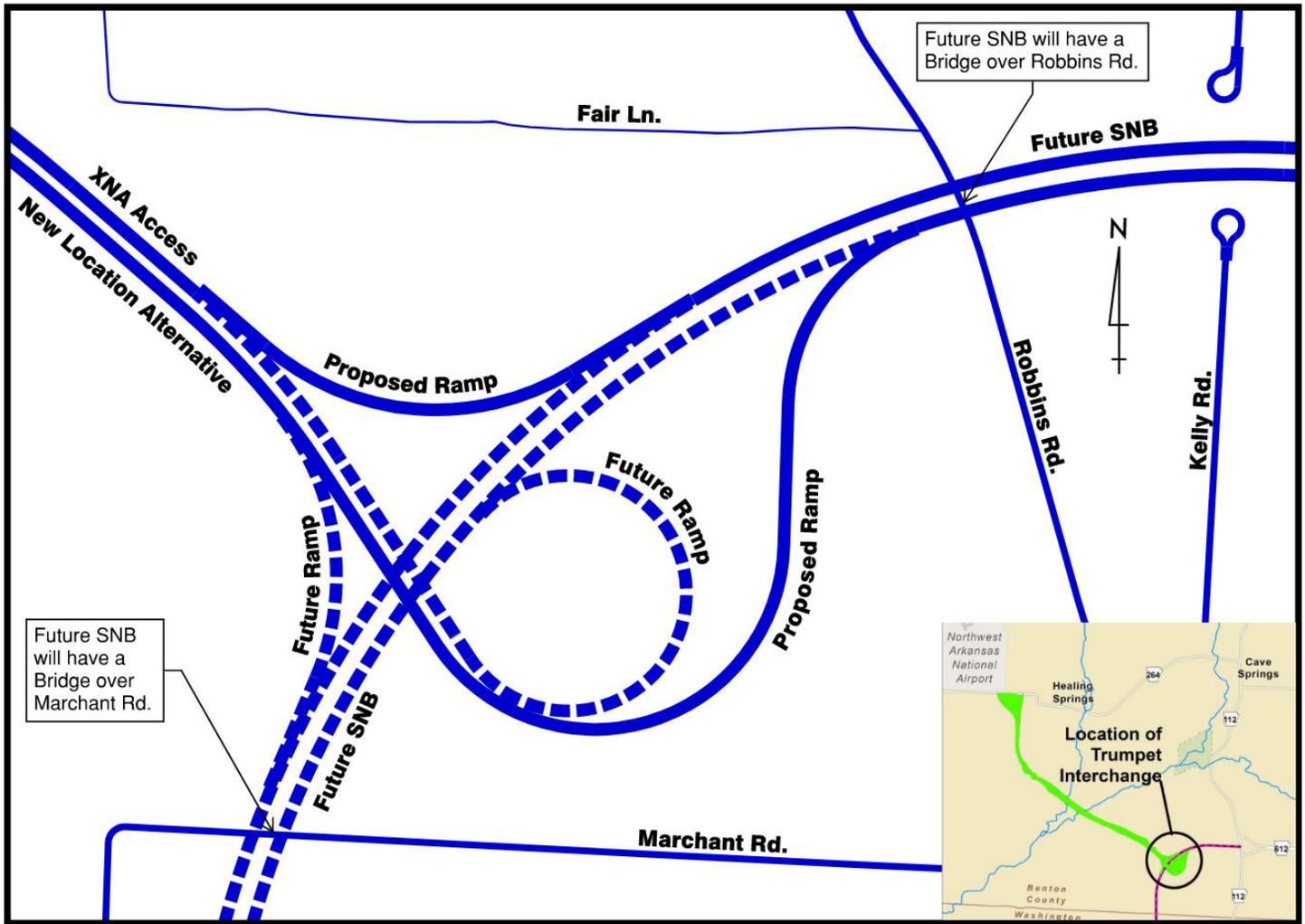
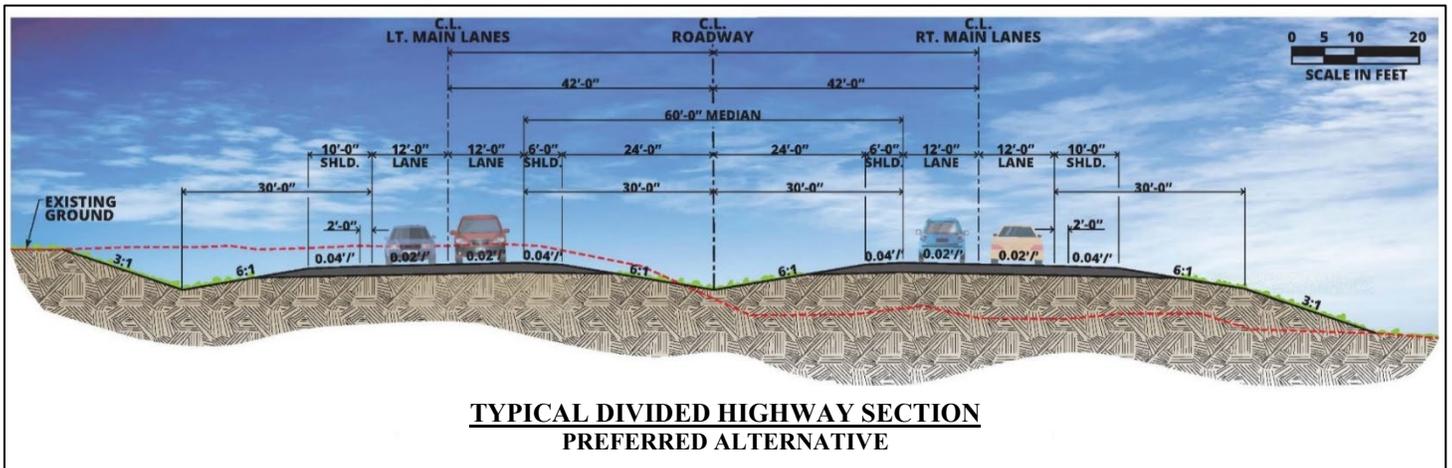


Figure 4: Preferred Alternative



Input from local, state, and federal agencies was solicited regarding the proposed project from February to October 2020. Agencies were asked to review the proposed study area and provide any information or identify concerns they had regarding resources within their jurisdiction or expertise. Additional coordination with local officials and important stakeholders occurred regularly throughout the EA process.

Following the approval of the EA, a virtual Location Public Hearing was held online at the project website (<https://xnaaccess.transportationplanroom.com/>) via video conference on Tuesday, March 2, 2021. The EA comment period began January 31, 2021 and ended March 17, 2021. A total of 1,747 unique IP addresses accessed the project website during the comment period. A total of 98 people attended the live virtual event, and 55 comments (public and public officials) were recorded in the disposition of comments as a result of comments submitted through the online form, email, letter, or on the interactive map. Of the 55 comments submitted, 25 participants were in favor of the Preferred Alternative, two were against it, and three preferred to enhance existing roadways. The remainder of comments were made up of inquiries, construction suggestions, and general statements. A synopsis of the virtual Location Public Hearing with the disposition of comments is provided in **Appendix A**.

A virtual Design Public Hearing was held online at the project website via video conference on Tuesday, October 26, 2021. The virtual Design Public Hearing comment period began September 26, 2021 and ended November 10, 2021. A total of 3,114 unique IP addresses accessed the project website during the comment period. A total of 78 people attended the live virtual event, and 57 comments (public and public officials) were recorded in the disposition of comments as a result of comments submitted through the online form, email, letter, or on the interactive map. Overall, approximately four times more people expressed support for the proposed project than those expressing opposition. The public primarily inquired about right of way and property acquisition, with a few comments requesting to keep Malone Road open. A synopsis of the virtual Design Public Hearing with the disposition of comments is provided in **Appendix B**.

Because of public concerns with the closing of Malone Lane, ARDOT completed additional frontage road studies to evaluate possible solutions to the access concerns. The studies determined that an overpass over the proposed project was warranted at Malone Lane to provide continued connectivity. The revised design for the Malone Lane area is shown in **Figure 5** and environmental impacts associated with this change are included in this document.

Environmental Impacts

The environmental impacts for the Preferred Alternative were described in the EA approved by FHWA on January 21, 2021. FHWA finds that the project would not impose significant impacts on the social, cultural, or natural environment. Impacts for the Preferred Alternative are summarized in **Table 1**, and discussed in more detail in the following sections.

Figure 5: Right of Way Changes Along Malone Lane

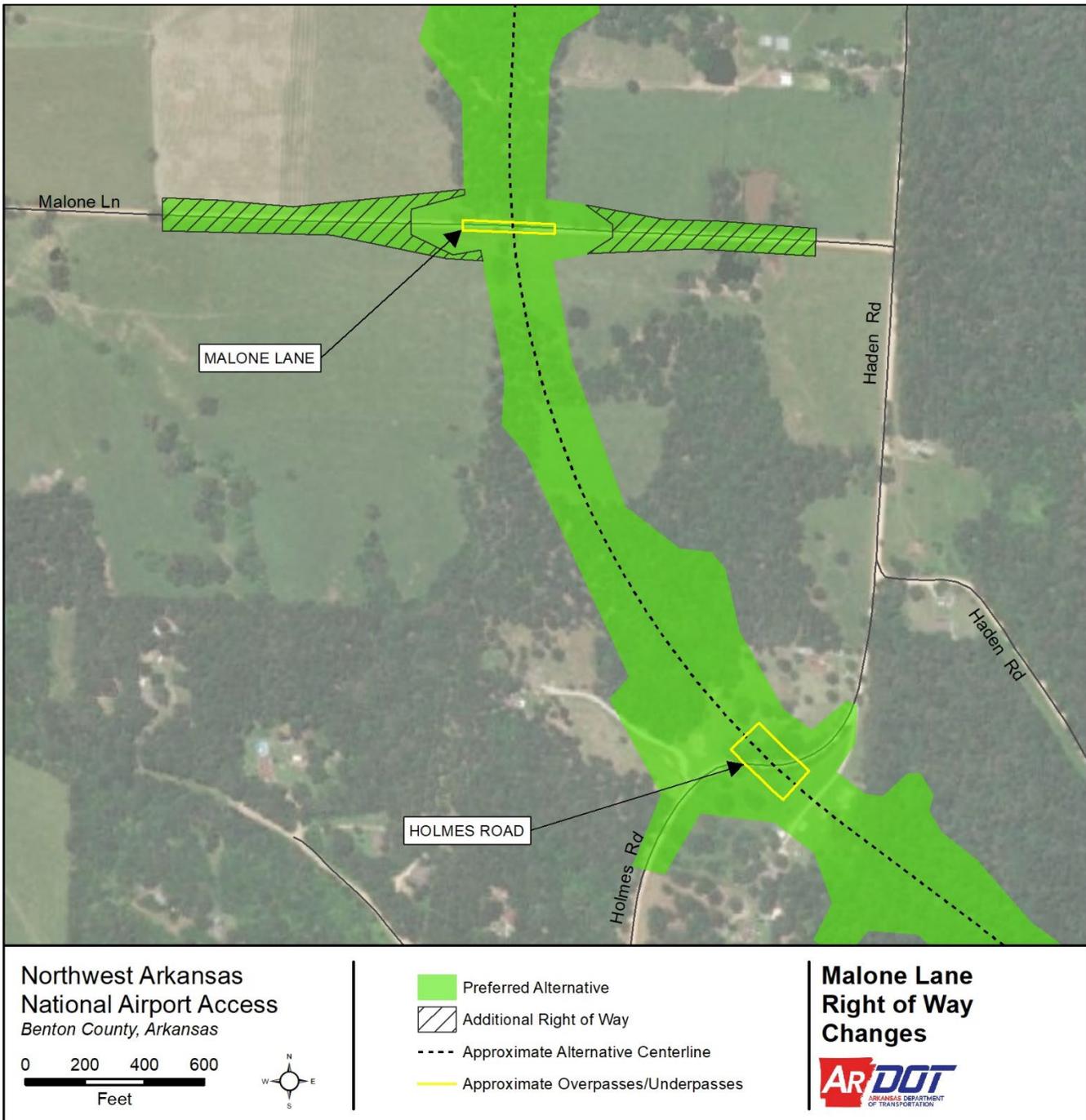


Table 1: Impacts Associated with the Preferred Alternative

| Resource | Preferred Alternative Impacts |
|------------------------------------|---|
| Cost* | \$94 million* |
| Approximate ROW Acquisition | 247 acres |
| Relocations Required | 5 |
| Noise Impacts | 7 noise-sensitive receptors |
| Visual Quality Impacts | Minor |
| Known NRHP Sites Impacted | 4 |
| Hazardous Materials Sites Impacted | 6 |
| Important Farmland Impacts | 47 acres |
| Wetland Impacts | 3.2 acres |
| Stream Impacts | 6,509 linear feet |
| Floodplain Impacts | None |
| Karst Springs Impacted | 2 |
| Protected Species Impacted | “May Affect, Not Likely to Adversely Affect” for 6 species; “May Affect, Likely to Adversely Affect” for 1 bat species |

ROW - right of way; NRHP - National Register of Historic Places

* Total estimated relocation, ROW, and construction cost.

Right of Way / Land Use

The Preferred Alternative would require approximately 247 acres of new roadway right of way acquisition. Direct land use changes would primarily be the conversion of forest/pastureland with scattered low-density residential development to a maintained right of way for transportation use. The Preferred Alternative is anticipated to involve two residential relocations and three business relocations. The Preferred Alternative would not directly impact any planned developments and is consistent with comprehensive land use plans for the area.

FHWA finds that there are no significant impacts to private property or land use anticipated with the Preferred Alternative.

Noise Impacts

The screening level noise analysis indicated that seven noise-sensitive receptors would experience a substantial noise increase under future (2040) build conditions. A substantial increase occurs when a design year noise level is predicted to increase 10 or more dBA (A-weighted decibels) above the existing noise levels. None of the impacted receptors are within the existing 66 dBA contour distance that approaches the Noise Abatement Criteria values. There are approximately four noise-sensitive properties located within the current proposed right of way that are not included in the total number of impacts because they would likely be relocated.

FHWA finds that there are no significant traffic noise impacts anticipated with the Preferred Alternative.

Visual Quality

The Preferred Alternative largely passes through undeveloped pasture and woodland and would primarily be viewed at local roadway crossings and scattered homes near the proposed alignment. Construction of the Preferred Alternative has the potential to result in minor visual impacts from the placement of a new roadway, removal of trees and other vegetation, and alteration of the viewshed along the project corridor. Overall visual quality impacts are likely to be beneficial for travelers but may be negative for adjacent residents for whom views of the roadway would become more prominent.

FHWA finds that there are no significant visual quality impacts anticipated with the Preferred Alternative.

Cultural Resources / Historical Properties

An Architectural Resource Survey (ARS) and an additional archeological survey that included shovel tests were completed for the project in accordance with Section 106 of the National Historic Preservation Act. The ARS report, which identified one structure within the footprint of the Preferred Alternative that is considered eligible to the National Register of Historic Places (NRHP), was submitted to the State Historic Preservation Officer (SHPO) for review. SHPO concurred the site is eligible to the NRHP. A project site visit in January 2022 revealed that this eligible structure was removed and is therefore no longer a potentially impacted historic property.

The Phase I archeological survey did not identify any new cultural resources. Phase II testing was conducted at six previously recorded archaeological sites. On November 29, 2021, SHPO concurred that four of the six sites are eligible for inclusion in the NRHP. As three out of the four NRHP-eligible sites would be impacted by the Preferred Alternative, adverse effects would be mitigated through a Memorandum of Agreement (MOA) and a treatment plan. The treatment plan would include Phase III data recovery prior to construction. The MOA can be found in **Appendix C**.

On October 29, 2019, FHWA initiated consultation with Native American tribes. One response was received from the Osage Nation who provided avoidance areas that contain significant historic properties for the Osage Nation.

Additional consultation with the Native American tribes was sent on December 14, 2021, for comments on the proposed treatment plan as described in the MOA. The Osage Nation requested to be a signatory and responded with comments on the MOA.

Approximately 4.3 acres of additional right of way was added for the new Malone Lane overpass. An archeological survey was completed for this area. No additional cultural resources were observed in the area. The SHPO concurrence letter is included in **Appendix C**.

FHWA finds that there are no significant impacts to cultural resources anticipated with the Preferred Alternative.

Hazardous Materials

Based on federal and state regulatory database reviews and site reconnaissance, five trash/debris dump sites were observed within the footprint of the Preferred Alternative. All of these sites would have to be remediated prior to construction. Additionally, one facility (Northwest Pallet Woodworks) could contain hazardous materials based on observations of several 55-gallon drums that appeared to be for petroleum-based product with stained soils around them. Northwest Pallet Woodworks is one of the relocations associated with the Preferred Alternative.

If hazardous materials are identified, observed, or accidentally uncovered by any ARDOT personnel, contracting company(s), or state regulating agency, work would be halted, and the appropriate entities would be notified. Prior to resuming construction, the type of contaminant and extent of contamination would be identified. If necessary, a remediation and disposal plan would be developed. All remediation work would be conducted in conformance with the Arkansas Department of Energy and Environment, Division of Environmental Quality (DEQ), the U.S. Environmental Protection Agency, and Occupational Safety and Health Administration regulations.

FHWA finds that there are no significant hazardous materials-related impacts anticipated with the Preferred Alternative.

Important Farmland

Acquisition of right of way for the Preferred Alternative would include 47 acres of Important Farmland. The project received a total site assessment score of less than 160 points from the Natural Resource Conservation Service; therefore, no further work is required under the Farmland Protection Policy Act. The farmland conversion impact rating form is provided in **Appendix D**.

FHWA finds that there are no significant impacts to important farmland anticipated with the Preferred Alternative.

Wetlands / Streams

The Preferred Alternative would impact (primarily by fill) a total of approximately 3.2 acres of wetlands (0.1 acre of emergent wetlands, 2.1 acres of forested wetlands, and 1.0 acre of ponded waters) and 6,509 linear feet of streams (6,313 linear feet of ephemeral streams and 196 linear feet of intermittent streams). None of the streams flowing into or through the Preferred Alternative corridor flow into any of the four mapped spring recharge areas delineated by the Ozark Underground Laboratory within the project vicinity. Most of the wetland and stream impacts are anticipated to be permanent. An estimated 6.1 wetland credits and 7,978 stream credits would be purchased from an approved mitigation bank to comply with Section 404 guidelines. The project is within the primary service area of three mitigation banks that currently have adequate stream credits available for purchase. One bank currently has wetland credits available.

The project would comply with all requirements of the U.S. Army Corps of Engineers (USACE) Section 404 permit program, DEQ Water Quality Certification (Section 401), and the National Pollutant Discharge Elimination System (NPDES; Section 402). Avoidance and minimization efforts have been employed throughout the design and construction process.

FHWA finds that there are no significant impacts to wetlands or streams anticipated with the Preferred Alternative.

Floodplains

The Preferred Alternative would cross 15.6 acres of floodplain associated with Osage Creek and Little Osage Creek. These floodplains would be bridged, which would result in only minor impacts to the floodplains. The bridge crossings of the floodplains would be constructed in a manner to cause zero rise in the 100-year flood elevations.

The project has been designed to minimize adverse impacts to floodplains. Implementation of the Preferred Alternative would follow local and state floodplain management plans and the project plans will be submitted to the Local Floodplain Administrator for approval.

FHWA finds that there are no significant impacts to floodplains anticipated with the Preferred Alternative.

Protected Species and Other Wildlife

A total of 11 threatened or endangered species are on the U.S. Fish and Wildlife Service (USFWS) official species list for the proposed project. A list of the protected species and the habitat and effects determinations can be found in **Table 2**.

Table 2: Threatened and Endangered Species Impacts Associated with the Preferred Alternative

| Species/Critical Habitat | Habitat Determination | USFWS Effects Determination |
|--|--|--|
| Indiana Bat (<i>Myotis sodalis</i>) | 62.8 acres of potential suitable bat habitat and 11 suitable roosting structures present | May Affect, Likely to Adversely Affect |
| Gray Bat (<i>Myotis grisescens</i>) | 62.8 acres of potential suitable bat habitat and 11 suitable roosting structures present | May Affect, Not Likely to Adversely Affect |
| Northern Long-eared Bat (<i>Myotis septentrionalis</i>) | 62.8 acres of potential suitable bat habitat and 11 suitable roosting structures present | May Affect, Not Likely to Adversely Affect |
| Ozark Big-eared Bat (<i>Corynorhinus townsendii ingens</i>) | 62.8 acres of potential suitable bat habitat and 11 suitable roosting structures present | May Affect, Not Likely to Adversely Affect |
| Eastern Black Rail (<i>Laterallus jamaicensis spp. jamaicensis</i>) | No Suitable Habitat | No Effect |
| Red Knot (<i>Calidris canutus rufa</i>) | No Suitable Habitat | No Effect |
| Piping Plover (<i>Charadrius melodus</i>) | No Suitable Habitat | No Effect |
| Benton County Cave Crayfish (<i>Cambaras aculabrum</i>) | Karst region has documented caves in Benton County. Two springs within the Preferred Alternative footprint | May Affect, Not Likely to Adversely Affect |
| Ozark Cavefish (<i>Amblyopsis rosae</i>) | Karst region has documented caves in Benton County. Two springs within the Preferred Alternative footprint | May Affect, Not Likely to Adversely Affect |
| Neosho Mucket (<i>Lampsilis rafinesqueana</i>) | Little Osage Creek and Osage Creek contain potentially suitable habitat | May Affect, Not Likely to Adversely Affect |
| Missouri Bladderpod (<i>Physaria filiformis</i>) | No Suitable Habitat | No Effect |

It was determined that the project “May Affect, Likely to Adversely Affect” the Indiana bat. The following recommended BMPs and avoidance and minimization measures are proposed to be implemented in the project design:

- Implementing the sediment and erosion control measures described in the following section.
- ARDOT special provisions will include:
 - Restricting tree clearing to the minimum required for construction
 - Off-site Restraining Conditions for Indiana and Northern Long-eared Bats Special Provision
 - Water Pollution Control Special Provision
 - Cave Discovery Special Provision– Including construction methods and procedures upon cave discovery
 - Vegetated Buffer Zone Special Provision
 - Remove and Replace Topsoil Special Provision

USFWS concurrence and Section 7 clearance can be found in **Appendix E**

Based on site visits and review of species habitat requirements, potential habitat also occurs within the Preferred Alternative for the following species tracked by ANHC: swamp milkweed (*Asclepias incarnata ssp. incarnata*), Palmer’s hawthorn (*Crataegus palmeri*), Ozark trillium (*Trillium ozarkanum*), midget crayfish (*Faxonius nana*), Meek’s short pointed crayfish (*F. meeki brevis*), Arkansas darter (*Etheostoma cragini*), least darter (*E. microperca*), sunburst darter (*E. mihileze*), and redspot chub (*Nocomis asper*). No significant impacts to these species are anticipated as a result of the Preferred Alternative. No rare, unique, or irreplaceable habitats would be impacted by the project.

FHWA finds that there are no significant impacts to threatened and endangered species or other protected species anticipated with the Preferred Alternative.

Karst Areas and Water Quality

The Preferred Alternative would require impacts to 247 acres of karst terrain and would directly impact two springs. Karst springs can serve as habitat for federally listed species including the Ozark cavefish and the Benton County cave crayfish. There are no mapped spring recharge areas or caves within the footprint of the Preferred Alternative.

Osage Creek and Little Osage Creek may be temporarily impacted by construction activities associated with the proposed project. Little Osage Creek is designated an Ecologically Sensitive Waterbody under DEQ Rule 2 and generally flows through the central portion of the project area. The Preferred Alternative would have minor water quality impacts from stormwater discharges. Temporary/short-term, minor, construction-related impacts to surface waters within the disturbed areas may occur. Erosion and sediment control would follow ARDOT’s best management practices (BMPs) to minimize sedimentation and avoid impacts to groundwater and sensitive or endangered species. A large site Construction Stormwater Permit (ARR150000) from DEQ, which requires a Storm Water Pollution Prevention Plan (SWPPP), would be prepared to prevent and minimize the potential release of contaminants into surface waters and groundwater. Sediment and erosion control devices will be installed and maintained according to the SWPPP and could include diversion channels, silt fence, filter socks, slope protections, slope drains, sediment basins, and sediment traps.

Additionally, a Short-Term Activity Authorization from DEQ would be obtained for each stream crossing and a Section 401 water quality certification would also be obtained in conjunction with the required Section 404 permit. When possible, a vegetated buffer zone of 25 feet around waterways and 50 feet around sensitive streams will be maintained.

In the event of cave discovery during construction, the USFWS and ARDOT Environmental Division would be contacted for a determination of the proper procedures.

Based on information provided by the Arkansas Department of Health, there are no surface water intakes, public water supply wells, or wellhead protection areas within the project area. No impacts to public water supply systems are anticipated as a result of the Preferred Alternative.

FHWA finds that there are no significant impacts to water quality anticipated with the Preferred Alternative.

Indirect Impacts

Construction of the Preferred Alternative is anticipated to result in temporary encroachment-alteration effects to water quality that may impact streams, karst features (e.g. springs), and cave-obligate species. Encroachment-alteration effects are physical, chemical, or biological changes in the environment that occur as a result of the project but are removed in time or distance from the direct effects. The Preferred Alternative may indirectly affect streams by causing a temporary increase in sedimentation, which decreases water quality, to the local watershed from stormwater runoff. The Preferred Alternative may also indirectly impact springs and other connected, subterranean karst features, through the introduction of degraded water quality associated with construction and/or stormwater runoff. Because springs are linked to suitable habitat for aquatic cave species such as the Ozark Cavefish and the Benton County Cave Crayfish, the introduction of degraded water quality may also indirectly impact these two species. These temporary impacts would likely include increased turbidity in some areas or even sources of petroleum or other pollutants from construction vehicles.

BMP measures would be implemented as part of the design and construction of the project to avoid and/or reduce encroachment-alteration effects to surrounding resources resulting from stormwater runoff. These construction BMPs would help minimize water quality degradation. Additionally, the project would have provisions relating to karst features (including springs) in place that would reduce impacts if cave or surface openings are encountered during construction.

Changes in the pattern of land use, growth patterns, population density, or growth rate due to the construction of a highway project also may occur, and the resulting induced development can impact sensitive resources. This is another type of indirect effect that is categorized as induced-growth effects. Induced growth is expected to occur around the north end of the Preferred Alternative where it connects to Highway 264. Induced-growth related development in this area may impact a stream, ponds, and potentially suitable roosting habitat for federally-protected bat species. The stream impacts may result in a temporary decrease in water quality on and off-site during development. As the project is within a karst region, aquatic resources may be connected underground or off-site to karst features; therefore, the likelihood exists that impacts to karst features and/or groundwater would occur as a result of induced growth in this area.

The Preferred Alternative would result in changes in traffic and mobility that would increase the likelihood of land use changes. City and regional planners anticipate the project would increase the rate and intensity of

development in their jurisdictional areas, particularly around intersections (i.e., around the proposed road's intersection with Highway 264 and with the SNB interchange) where land use would be expected to change from rural/undeveloped to commercial or even industrial. Additionally, changes in traffic patterns may result in increased traffic noise levels in some areas. Induced-growth effects are not anticipated to result in substantial traffic noise.

FHWA finds that there are no significant indirect impacts anticipated with the Preferred Alternative.

Cumulative Impacts

Cumulative impacts of past and reasonably foreseeable future actions, combined with impacts from the Preferred Alternative include impacts to water resources, a reduction in habitat suitable for some federally-protected species, and changes in land use and noise. Effectuated water resources could include stream and wetland reductions, floodplain impacts, and a temporary increase in sedimentation to the local watershed from stormwater runoff. Federally-protected species habitat may be impacted; however, the Preferred Alternative is not expected to contribute to substantial cumulative impacts to species habitats. Additionally, the Preferred Alternative is not likely to contribute substantial cumulative impacts to land use in the project vicinity or to traffic noise.

FHWA finds that there are no significant cumulative impacts anticipated with the Preferred Alternative.

Council on Environmental Quality Regulations

The 2020 Council on Environmental Quality regulations require consideration of a project's affected environment and degree of effect in determining whether the project would have a significant impact (40 CFR 1501.3).

Regarding the potentially affected environment, "agencies should consider, as appropriate to the specific action, the affected area (national, regional, or local) and its resources, such as listed species and designated critical habitat under the Endangered Species Act. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend only upon the effects in the local area."

"In considering the degree of the effects, agencies should consider the following, as appropriate to the specific action: (i) Both short- and long-term effects. (ii) Both beneficial and adverse effects. (iii) Effects on public health and safety. (iv) Effects that would violate Federal, State, Tribal, or local law protecting the environment."

The following issues are considered in the determination of whether there are significant impacts:

1. Impacts that may be both beneficial and adverse.

In addition to the adverse impacts described above, the Preferred Alternative is anticipated to provide an improved connection between XNA and the SNB that reduces congestion and increases reliability.

2. The degree to which the project affects public health or safety.

The Preferred Alternative would substantially reduce the travel distance from the SNB to XNA, as well as remove some of the XNA traffic from roads that serve local traffic, which improves safety and efficiency for all road users. The project is not anticipated to have any adverse public health or safety impacts.

3. Unique characteristics of the geographical area such as proximity to historic or cultural resources, parks, prime farmland, wetlands, wild and scenic rivers, or ecologically critical areas.

Wetlands and streams are anticipated to be impacted, but these impacts would be mitigated through the purchase of wetland and stream credits at an approved wetland mitigation bank. Impacts to historic or cultural resources are described below in item 8. Approximately 47 acres of Important Farmland would be impacted, but as the project received a total site assessment score of less than 160 points from the Natural Resource Conservation Service. No further work is required under the Farmland Protection Policy Act and FHWA finds that there are no significant impacts to Important Farmlands. The Preferred Alternative would require impacts to 247 acres of karst terrain and would directly impact two springs; however, due to the implementation of BMPs, FHWA does not anticipate significant impacts to water quality. There are no adverse impacts expected to any parks, wild and scenic rivers, or other ecologically critical areas.

4. The degree to which the effects on the environment are expected to be highly controversial.

The term “controversial” refers to cases where substantial dispute exists as to the size, nature, or effect of the action rather than to the existence of opposition to a use, the effect of which is relatively undisputed. A public meeting and two public hearings were conducted for the proposed project. Overall, the majority of comments were in support of the XNA Access Road. The public primarily commented on timelines for property acquisition and construction. Another area of concern was the closing of Malone Lane. Residents and businesses use Malone Lane during high water that prevents travel on Haden Road to Hwy. 264. Because of public concerns with the closing of Malone Lane, ARDOT completed additional frontage road studies to evaluate possible solutions to the access concerns. The studies determined that an overpass over the proposed project was warranted at Malone Lane to provide continued connectivity. The revised design for the Malone Lane area is shown in **Figure 5**.

5. The degree to which the effects on the quality of the human environment are highly uncertain or involve unique or unknown risks.

The impacts to the human environment are well-documented in the EA for the proposed project in the land use, hazardous waste, visual quality, and noise sections. No significant adverse effects to the human environment are anticipated as a result of the proposed project.

6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

The FHWA NEPA regulations at 23 CFR 771.115(a) list the types of actions normally requiring the preparation of an Environmental Impact Statement (EIS). Although this project is a highway project of four or more lanes on a new location, the EA determined the project has no significant impacts to warrant an EIS. The project has logical termini and independent utility, represents a reasonable expenditure, and does not force additional improvements to be made to the transportation system. This action would not set a precedent for future actions with significant effects or represent a decision in principle about a future consideration.

7. Whether the action is related to other actions with individually insignificant, but cumulatively significant, impacts.

As outlined in the EA and this FONSI document, only minor cumulative impacts on water resources, federally-protected species habitats, land use, and noise are anticipated. No significant cumulative effects have been identified for the proposed project.

8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss of significant scientific, cultural, or historic resources.

Pursuant to Section 106 of the National Historic Preservation Act, the presence of cultural resources in the project area were assessed. Four historic properties were identified as eligible for inclusion in the NRHP. Adverse effects would be resolved through Phase III excavation and data recovery as detailed in a MOA and treatment plan. FHWA, SHPO, ARDOT, and the Osage Nation agreed on the measures to mitigate the adverse effect to the historic properties with the MOA executed on May 31, 2022.

9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act.

Impact could occur to potential habitat for seven of the 11 threatened or endangered species that may be found in the project area. Of the seven species, the USFWS has determined that the project “may affect, but is unlikely to adversely affect” six species, and “may affect, and is likely to adversely affect” the Indiana Bat. The USFWS has determined the requirements of Section 7 are fulfilled under NEPA as a result of implementing conservation measures, special provisions, and mitigation; all of which mitigate impacts below levels of significance.

10. Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

The proposed action does not knowingly threaten a violation of any federal, state, or local law for the protection of the environment. All applicable permits would be acquired prior to construction.

Conclusion

Based upon the EA, comments received as a result of the public involvement meeting and public hearings, and the foregoing information and other supporting information, FHWA concludes that the Preferred Alternative would not have a significant impact on the environment. No additional NEPA documentation is required for this project. If changes in laws or regulations that apply to the project occur during design or construction, or there are major design changes that result in significantly greater impacts than those described in this document, a NEPA re-evaluation of the project would be performed. ARDOT has completed the assessment of the proposed project and FHWA issues a finding of no significant impact for the Northwest Arkansas National Airport Access project in Benton County, Arkansas.

Randal Looney

June 14, 2021

Randal Looney
 Environmental Coordinator
 Federal Highway Administration

Date of Approval



U.S. Department of Transportation
 Federal Highway
 Administration

Appendix A – LOCATION PUBLIC HEARING SYNOPSIS AND DISPOSITION OF COMMENTS

Public Involvement Synopsis

Virtual Public Meeting

Public Involvement Synopsis

**ARDOT Job Number 090069
Northwest Arkansas Regional Airport (XNA) Access
Virtual Location Public Hearing with Live Event
January 31, 2021 – March 17, 2021**

A Virtual Location Public Hearing was held to present the Northwest Arkansas National Airport (XNA) Access Project in Arkansas.

The virtual meeting was held at XNAAccess.TransportationPlanroom.com and XNAAccess.es.TransportationPlanroom.com in English and Spanish from Sunday, January 31 through Wednesday, March 17, 2021. A public officials meeting was held via video conference on Tuesday, March 2, 2021. Additionally, a Virtual Location Public Hearing live event was held Tuesday, March 2, 2021. Special efforts to involve minorities and the local community in the virtual public involvement meeting included the following:

- Legal ad published in the Northwest Arkansas Democrat Gazette on January 31, 2021
- Display ads placed in the Northwest Arkansas Democrat Gazette (February 14 and 28, 2021)
- Display ads placed in La Prensa Libre (February 18 and 25, 2021)
- Postcards (53) mailed to attendees/interested in project from previous public meetings
- Postcards (52) mailed to property owners
- Letters (54) mailed to public officials
- Letters (30) mailed to stakeholders
- Letters (18) mailed to churches
- Emails sent to public officials, agencies, stakeholders, and the public
- News release published by ARDOT on February 16, 2021
- Notification/website link posted on ARDOT and XNA websites
- Three rounds of outreach through social media

The live virtual public meeting was held on March 2, 2021 at 5:30 p.m. for one hour. The first 30 minutes consisted of a presentation, including the pre-recorded project video; instructions on how to submit comments, utilize Microsoft Teams, and navigate the virtual location public hearing website; and an overview of the preferred alternative and project area using an interactive project map. The meeting continued with a live question-and-answer session between attendees and subject-matter staff. Participants voiced their questions, comments, and concerns utilizing the Microsoft Teams chat function or by unmuting their device microphones.

Public Involvement Synopsis

Virtual Public Meeting

Table 1 describes the results of the public participation at the virtual public meeting.

| Table 1 | |
|---|---------------|
| Public Officials Meeting (March 2) | Totals |
| Public Official Meeting attendees, including staff | 25 |
| Public Hearing Live Virtual Event (March 2) | Totals |
| Attendees, including staff | 98 |
| Virtual Location Public Hearing Website (Jan. 31 – March 17) | Totals |
| Unique Visitors (New Users) | 1,747 |
| Visits to the Website (Sessions) | 2,458 |
| Number of Website Pages Viewed (Pageviews) | 5,637 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 57% |
| Comment Forms or Letters Received | 26 |
| Comments on Interactive Map | 29 |
| Attendees who Signed Electronic Sign-in Sheet | 99 |



Public Involvement Synopsis

Virtual Public Meeting

Table 2 identifies the information available on the English virtual public meeting website and each page's number of views.

| Table 2 | | |
|--|----------------------|----------------------------------|
| Website Page | Pageviews (5,637) | Excluding Homepage (2,870) |
| Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 49% (2,767) | |
| Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet | 4% (223) | 8% |
| Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, an overview of the preferred alternative and trumpet intersection, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 5% (283) | 10% |
| Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Typical Sections; Environmental Impacts Table; Environmental Constraints Map; and Right of Way Procedures for Acquisition | 9% (507) | 18% |
| Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the considered alternatives, with the ability to leave comments on the map Text: Instructions to use the interactive map | 23% (1,303) | 45% |
| Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event | 7% (377) | 13% |
| Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form | 2% (102) | 4% |
| Archived project pages viewed by public and not included as part of published meeting website materials | 1% (70) | 2% |

Table 3 describes the results of the public participation at the Spanish virtual public meeting.

Public Involvement Synopsis

Virtual Public Meeting

| Table 3 | |
|---|-------|
| Virtual Location Public Hearing Website (January 31 – March 17) | Total |
| Unique Visitors (New Users) | 15 |
| Visits to the Website (Sessions) | 49 |
| Number of Website Pages Viewed (Pageviews) | 144 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 20% |
| Comment Forms or Letters Received | 0 |
| Attendees who Signed Electronic Sign-in Sheet | 0 |

Table 4 identifies the information available on the Spanish virtual meeting website and each page's number of views.

| Table 4 | | |
|--|-----------------|-------------------------|
| Website Page | Pageviews (144) | Excluding Homepage (80) |
| Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 45% (64) | |
| Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet | 8% (11) | 14% |
| Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, an overview of the preferred alternative and trumpet intersection, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 21% (30) | 38% |
| Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Typical Sections; Environmental Impacts Table; Environmental Constraints Map; and Right of Way Procedures for Acquisition | 8% (12) | 15% |
| Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the considered alternatives, with the ability to leave comments on the map Text: Instructions to use the interactive map | 4% (5) | 6% |
| Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event | 4% (5) | 6% |
| Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form | 10% (15) | 19% |
| Archived project pages viewed by public and not included as part of published meeting website materials | 1% (2) | 2% |

Garver staff reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The

Public Involvement Synopsis

Virtual Public Meeting

sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process.

Summarized Comments

- Of the 55 submitted comments, 25 participants were in favor of the Preferred Alternative, 2 were adamantly against, and 3 preferred to enhance existing roadways. The remainder of comments were made up of inquiries, construction suggestions, and general statements.
- Many participants submitted comments in support of the Preferred Alternative. Comments included support for the enhanced safety, less impact to residences and business owners, and reduction in traffic from Cave Springs.
- There were comments that Hwy. 112 is a dangerous road filled with potholes and heavy traffic, and that this existing road should be enhanced rather than build the Preferred Alternative.
- Suggestion to have a ramp onto the XNA Access from Hwy. 612 and Marchant Road. Thoughts that it would prevent more traffic on Hwy. 112 for people trying to get on the highway system from this area. More neighborhoods are continuing to be built here and it looks like it might only require a ramp to connect them.
- Participants hope that Malone Road would be bridged or that Haden Road be widened to accommodate for semi-truck/trailer accessibility to turn at the Hwy. 264 intersection.
- There are concerns that if Malone Road is closed, there are updates that need to be made to Haden Road and Holmes Road to prevent problems during flooding.
- A few property owners are opposed to the Preferred Alternative due to relocation reasons.
- Participants recommend a proposed exit at Healing Springs Rd on the Preferred Alternative.
- There were comments that only travelers coming from south of Rogers, Bentonville and Bella Vista will benefit from the Preferred Alternative, and that those who frequent the airport while traversing to and from businesses located north of the I-49/ Hwy. 612 interchange may experience increased travel times by using the proposed route.
- Participants recommend acquisition of enough property for fully controlled access across Healing Springs Rd to Airport.
- Participants also recommend installing a roundabout at the intersection of Hwy. 264/New Road/Airport Road to further improve traffic flow, and to create safer junction.

Comments received by those representing:

| | |
|------------------------|----|
| Self / Did Not Specify | 69 |
|------------------------|----|



Public Involvement Synopsis

Virtual Public Meeting

| | |
|--|----|
| <p>Agency/Organization:</p> <ul style="list-style-type: none">Experienced Transport LLC, City of Prairie Grove, AR, Rogers Lowell Area Chamber of Commerce, Visit Rogers, XNA, Beaver Water District, Capitol Consulting Firm, City of Cave Springs, AR, Springridge POA, Equity Partners Realty, CEI Engineering Associates, 5news, NWARPC, Northwest Arkansas Regional Planning Commission MPO, AEDC, Northwest Arkansas Council, Bentonville Water Utilities, Benton County Quorum Court, XNA Board | 30 |
|--|----|

Attachments:

- Screenshots of virtual public meeting site
- Presentation Transcript
- Small-scale display maps and exhibits
- Website analytics report
- Copies of sign-in sheets and submitted comment forms
- Outreach documents
- Newspaper articles



Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| Commentor | Comment Method | Comments | Response |
|--------------------------|--------------------------------------|---|---|
| 1. Matt Boyers | Online Form | Will there be a bridge over Malone Lane (RD)? | See response below |
| 2. Carol Inlow | Online Form | If you build the preferred alternative, please keep Malone Rd. OPEN! Those of use who live in the area need that road! | Access to Hwy. 264 is provided by Hendrix Rd. to the west and Haden Rd. to the east. The estimated cost of bridging Malone Rd is \$1.2 million. The benefits and costs of maintaining Malone Rd. will be evaluated as design progresses. |
| 3. Calvin James Paquette | Interactive Map (-94.2505, 36.23902) | This option really doesn't gain the region anything. | Thank you for your comment. |
| 4. Calvin James Paquette | Interactive Map (-94.2413, 36.26577) | This option is a good one for XNA access and relieving pressure on the rapidly expanding Cave Springs area. | Thank you for your comment. |
| 5. Calvin James Paquette | Interactive Map (-94.2586, 36.22891) | This is far and away the best option, unless doing both this and the orange option are both available. This option give you dedicated access to both Fay/Spring and Rogers/Benton. It also helps set the right tone for the region of being fast and efficient. | Thank you for your comment. |
| 6. Alex Marino | Interactive Map (-94.2512, 36.22586) | As a Fayetteville resident, this option is preferred as it will provide the fastest, most direct, and highest speed route to XNA. This will also be far more simple for visitors from out of town who won't need to get on surface streets. | Thank you for your comment. |
| 7. Roger Crawford | Interactive Map (-94.2509, 36.22655) | New alignment is the best choice. Eliminates construction (and subsequent delays and unsafe environments) on 112; New route is conducive to commercial property (Hotels restaurants etc). 112 is tightly residential in nature. | Thank you for your comment. |
| 8. Mike Van Dyke | Interactive Map (-94.2738, 36.24912) | I totally support the chosen, green route. This route demonstrates the least invasion of the wetlands area around the Little Osage Creek watershed. I appreciate that we are involved in planning for the growth coming to the NWA Metropolitan area. Thank you. | Thank you for your comment. |
| 9. Greg Harrison | Interactive Map (-94.2484, 36.22388) | As a frequent traveler in this area, the direct route from Hwy. 612 to the airport entrance is the only one that really makes sense. It would certainly offer a much more driver-friendly route to XNA. | Thank you for your comment. |
| 10. Randall Hobson | Online Form | In viewing the New Location Alternative map it seems that only those accessing the airport from south of Rogers, Bentonville and Bella Vista will benefit. It appears that those who frequent the | While some areas north of XNA will continue to use the existing routes, the XNA connector, as proposed, will likely become the fastest route for |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|--------------------|--------------------------------------|--|--|
| | | <p>airport while traversing to and from businesses located north of the 49/612 interchange may actually experience increased travel times by using the proposed route. What plans, if any, are being formulated to improve safety and drivability across the winding roads that connect Rogers, Bentonville and Bella Vista to XNA and that have been properly identified as problematic by the planners using those poor roads as justification for a new southern route?</p> | <p>most of the metro area, including Washington County and large parts of Benton County east of I-49.</p> <p>Projects are underway to widen Hwy. 112, which would provide another north-south option. A planning study is underway for a western north-south connector, but no projects are yet underway.</p> |
| 11. Barrett Buck | Online Form | <p>Green alternative is by far the best plan. Would help alleviate the most traffic</p> | <p>Thank you for your comment.</p> |
| 12. Kevin Wilson | Interactive Map (-94.2602, 36.30454) | <p>Why is there no development to the north, into Bentonville. I would say around have the traffic goes to Bentonville or Centerton</p> | <p>While some areas north of XNA will continue to use the existing routes, the XNA connector, as proposed, will likely become the fastest route for most of the metro area, including Washington County and large parts of Benton County east of I-49.</p> <p>Projects are underway to widen Hwy. 112, which would provide another north-south option. A planning study is underway for a western north-south connector, but no projects are yet underway.</p> |
| 13. Kevin Wilson | Interactive Map (-94.2969, 36.28932) | <p>Why is the speed limit only 40 along the airport road.? Need to have a faster route to Bentonville!</p> | <p>Not sure which road you are asking about? The proposed speed limit for the Preferred Alternative is 70 mph.</p> |
| 14. David McFadden | Online Form | <p>Recommend Fully controlled access connector. Also recommend if there's not a proposed exit at Healing Springs Rd, that enough property be aquired by either DOT or Airport in event traffic warrents a new exit. This area is surely going to be developed for other purposes if not aquired ahead of time. While I don't live in the area or use the airport, I have family in the area which is why I took interest.</p> | <p>The entire access road will be fully controlled and right of way will be acquired for the entire future build alternative.</p> |
| 15. Jackson Hurst | Online Form | <p>I approve and support the XNA Access Road Project because it will provide easier access to Northwest Arkansas National Airport (XNA). The alternative that I think best meets the purpose and need for the Project is the New Location Alternative because the new location alternative will be least impactful to Cave Springs, Arkansas.</p> | <p>Thank you for your comment.</p> |
| 16. Matt Majeski | E-mail | <p>As a resident of NWA for the last 6 years I believe a new road directly to XNA via 612 would be</p> | <p>Thank you for your comment.</p> |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|---------------------------|----------------------------------|---|--|
| | | <p>extremely beneficial for the area. The current 2 lane road can be difficult to navigate at night and I believe a more direct route would save at least 10-15 minutes from Fayetteville to XNA.</p> | |
| <p>17. Jenni Chambers</p> | <p>E-mail & Comment Form</p> | <p>We are Lake and Jennifer Chambers, we live at 12883 Holmes Rd and we recently became aware of this plan and were shocked and sickened to see that it goes right through our driveway and takes almost half of our property! We are adamantly against the plan to create a new road connecting 264 for many reasons.</p> <p>I'll start off with emotional reasons and then move on to more logical reasons on why building this road would be foolish.</p> <p>We bought our dream property on Holmes Rd in March of 2019. We have 4 small children that are 6,5,3,and 1 years old and we bought this property because we want to raise our kids in a safe place away from roads and traffic. We envision raising our children on our property and living there as we grow older. We also just built our dream home on this property with enough space for our large family and have over \$600,000 invested in creating this! A road running through our property will take away what we have worked very hard to achieve, it will be an unsafe environment for our children, it will create a noisy environment for our children, and it will decrease our home value with being literally only a few feet from our front door!</p> <p>Secondly, in Oct of 2019 we had significant flooding through Haden and Holmes Rd. I was 9 months pregnant with our last baby and we were literally stranded because the roads were flowing and completely eroded and impassable. Our driveway, which you intend to put the road through had a 5 foot deep and 3 foot wide hole from the erosion and the water flowed like a river for days! I have video and photographic proof of this if needed to show. Ardots "fix" was filling the ditches with large boulders and half way grating the roads to where there are spots where only one car can pass though 1.5 years later. More erosion happens everytime it rains heavily. I imagine the cost to fix something like this and fortify it enough to add a road that would be able to withstand this would be significant!</p> <p>I'll move on to traffic and solutions now. Before we moved to Holmes Rd we were residents of Cave Springs since March 2014 so we know the area and how traffic is very well. There is not enough traffic congestion to justify a new road connecting Springdale/elm springs to 264. Once on 264 the traffic is minimal and we've never had issues driving this multiples times a day at different times of day! The true issue lies in Cave Springs! Our solution would be to</p> | <p>We aligned the roadway so that we would not take your home. Moving it farther east would impact another home in similar fashion or cause it to be displaced and the changes would have design implications on the bridge location. We always look closely at the project and strive to avoid impacts, and for this alternative the impacts are very few, much less than the other alternatives. There is not a non-impactful route where we can avoid displacing or passing near some homes.</p> <p>We are aware of the flooding history and local concerns. Hydraulic studies have been conducted to address floodways and floodplains so that the new road will not be inundated nor cause any additional flooding in the area. One of the purposes of this project is to provide a route that is not impaired by flooding and provides an alternate route to the airport in the event there is an accident or natural disaster.</p> <p>Improvements to existing Hwy 112 and 264 were evaluated and documented in the EA as one of the three possible build alternatives, named "Improve Existing Highways Alternative." Traffic studies evaluated travel conditions from the Springdale Northern Bypass to XNA if Highway 112 and 264 were improved as you suggested. Under the Improve Existing</p> |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

widen 112 through cave springs and add a stop light. Adding an addition lane would significantly improve traffic flow for those that are traveling from Springdale to XNA! I believe the majority of people would agree with this! Instead of spending more money to create another road that would be significantly costly and take away hardworking family's land, Fix what the true issue is!!

I really hope that the public's opinion does matter and that y'all truly listen to where everyone is coming from. Sometimes progress is updating what you have an not creating new. If you keep creating new and taking away there will be nothing left.

Highways Alternative, the decrease in travel time was nominal over the existing conditions because of the additional traffic that would then use this route along with the constant ingress and egress from adjacent properties. Additionally, the impacts to homes and businesses for this alternative were substantially greater than for the preferred alternative. For the Improve Existing Highways Alternative, there would be 17 homes displaced and more nearby homes indirectly impacted similar to your home; plus 2 businesses and 3 landlord residential businesses would be displaced. With the preferred alternative, there are 2 homes and 3 businesses displaced and far fewer homes indirectly impacted.

The primary purpose of the project was to improve access and reliability to XNA. The preferred alternative not only improves travel time substantially but also provides a safer and more reliable route because no access is allowed on or off the proposed road except at interchanges; and that would never change regardless of how developed the area becomes. That would not be true for improvements to Hwy 112 and 264.

We recognize that every alternative has a negative impact on some residents and businesses. The intent of the study is to identify the route that best addresses the needs of the project while minimizing the negative impacts to the environment and the people. We

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|------------------------------|-----------------------|--|---|
| | | | believe that the preferred alternative is the best solution. |
| 18. Delbert & Ruth Chambliss | E-mail & Comment Form | <p>This is Delbert and Ruth Chambliss from 12882 Holmes road. We were not able to see the meeting but heard from our neighbors about what you would be taking from us. We noticed you aren't taking our house but we wanted to ask you to reconsider and here is why. Ruth has Multiple sclerosis and stress makes her condition worse. We were in the process of putting our house on the market before you started surveying again with Garver. We were moving due to her condition to a more stress free environment and because one of our neighbors recently put Turkey houses behind our house. With you taking our carports and shops, but not our home, it has created a problem for us. We cannot function without our shop and carports. We due all of our own maintenance on our vehicles in that shop. We store our campers and vehicles in those carports. Due to Ruth's MS, two of our adult grandchildren live with us and help take care of her when she has her episodes. They have two small children who are used to being outside and playing in the yard. We cannot have them by a busy highway because it's too dangerous and we will have no yard for them to be in. So we ask you to please reconsider and take our whole place, instead of just the buildings, so we can relocate to a more stress free and safe area.</p> | <p>It is very possible that this house will be included in the acquisition since reestablishing access to the house will be very difficult. The Right of way Division will work with the home owners and make that determination at the time of property acquisition.</p> |
| 19. Candy Stevens | Online Form | <p>I believe that extending Hwy 612 is a necessity. My husband travels Hwy 612 to get to work and it cuts his drive time in half. My husband also flies out of XNA several times throughout the year and having Hwy 612 extended to the airport would make it easier to get to the airport and also cut back on the congestion that takes place. If we could get to the airport by taking a highway that was built specifically for that reason, travels to the airport would be less complicated. This highway is something that should have been built years ago and now that XNA is offering more flights and has become the main airport for Northwest Arkansas, a highway that leads straight to the airport shouldn't even be a question, it should just be evident that it's a necessity.</p> | <p>Thank you for your comment.</p> |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|---------------------------|-------------|--|--|
| 20. Ryan Gonzales | Online Form | This should begin ASAP. It will alleviate the congestion in Cave Springs at the 112/264 intersection that is in bad need of a light or round-a-bout. The sooner the better. 112 has become a pot hole disaster after the recent winter and instead of a bandaid it too needs to be wider with additional lanes. | Thank you for your comment. |
| 21. James Reprogle | Online Form | Build it. Figure out a way to build it within the current, already high, tax rates you are collecting, but build it. Anything that bypasses the endless idiotic stoplights in Springdale will be a blessing. The stoplights in Springdale are a hindrance to commerce and travel. I can assure you that anyone who has to travel through Springdale is already looking for a way to avoid them, and a bypass route will make this safer and more efficient. The business owners in Springdale will adapt to the change in traffic patterns, that's what free-market entrepreneurs do. Taking through-traffic off the surface streets in Springdale will also make them safer for children going to and from school. | Thank you for your comment. |
| 22. Tim & Darla Jenkins | Online Form | This money would be better used to fix our rural state roads. This also sounds like it's political so that it makes it easier for our state & federal representation to get in & out of the area quicker. | Thank you for your comment. |
| 23. Austin Jones | Online Form | I am in favor of the new route (green) or improvement of existing route (orange) but not in favor of the purple route that would minimally require taking part of my property and putting 15,000 cars a day directly behind my house. | Thank you for your comment. |
| 24. Johnny & Angela Estep | Online Form | yes...My husband and myself would like to know IF you are going to close Malone Rd... then are you going to upgrade Haden Rd because our road is impassable during major spring rains and floods at anytime.? Malone Road is usually our only way in/out of here when that happens. IF its not flooded over too. :(| There are no improvements for Haden Road for this project. That type of improvement would be part of the County improvements plan. |
| 25. James Gigantino | Online Form | I support the "new alignment" plan as it has the least amount of impact to homeowners and business owners. Moreover, it links to the existing highway system and not forcing cars to exit on 112 then travel a half mile, then enter a new highway. I very much oppose the "partial alignment" plan as it is more disruptive to individuals and specifically is more disruptive to | Thank you for your comment. |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|-----------------------|-------------|---|---|
| | | my own neighborhood as the entrance to our neighborhood would be right at the entrance to the new road. | |
| 26. Patrick Moriarity | Online Form | Yes, I think it is a great idea. especially helping reducing the traffic through Cave Springs and the dark winding road from there to the airport. Thanks for considering it. | Thank you for your comment. |
| 27. Marybeth Dunham | Online Form | Please move ahead with this project as soon as possible. This project is way overdue. | Thank you for your comment. |
| 28. Carol Inlow | Online Form | <p>Thank you for your response regarding my comment about the need to keep Malone Rd. open. As you pointed out, we do have two roads available for access to Hwy 264. Most of us who live out here can find our way to town. The issue, of course, is the functionality of those roads. Most of the semi-trailer traffic coming this way comes from the west. They cannot make the right turn onto Haden Rd so they must use Hendrix Road. As an example, a feed truck going to Haden's turkey farm on Holmes Road would need to turn right onto Hendrix, follow that road to Haden, turn left onto Haden, go up the hill, and then attempt to turn left onto Holmes Road. Get yourself a semi with a long trailer and attempt that trip. We understand that it would be expensive to bridge Malone Road, but if it is closed, then we would respectfully ask that ARDOT work with Benton County to widen Haden Road and provide accessibility for semi-trailer turns at the Hwy 264 intersection. On a personal note, I would like you to consider buying the home of Delbert Chambliss on Holmes Road. From what I can gather on the interactive map, the highway will take almost all of their storage buildings including Delbert's shop. They will be left with nothing but their house and a close-up view of the highway. They thought ARDOT was going to take their home so they bought some property in the Oachitas where they planned to move. Now, they discover that is not the case. They could try to sell their home and go ahead with the move, but who is going to buy a house with a noisy highway in the front yard? Where are they going to put their camper or all of the things they have stored in their outbuildings? Where will Delbert put his shop? If he doesn't have his shop, he might as well be dead. Neither Delbert or Ruth are in good health. Ruth has multiple sclerosis which responds very poorly to stress. I know ARDOT must consider the best use of</p> | ARDOT is going to look at possible improvements to the intersection of Haden Road and 264 allowing for better truck movements. See Comment response 18 regarding your comment on behalf of your neighbor. |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|--|-------------------------------------|---|---|
| | | taxpayer money when making these decisions, but in this case, please do what is right when dealing with Delbert and Ruth. If not, I truly believe you will be handing Ruth, and possibly Delbert, a death sentence. Thank you for your consideration. | |
| 29. Hunbae Im | Online Form | I am so glad this new access road may come to reality finally. We have been waiting for this such a long time. The new road should have happened years ago. | Thank you for your comment. |
| 30. Anna Carpenter | Map Comment (-94.2896, 36.25324) | This is probably the best option for the surrounding people who live or will live here. My husband and I are moving to NW of the Airport this fall and the traffic on HWY 12 is horrible. The all new road also saves Cave Springs Downtown | Thank you for your comment. |
| 31. David McFadden #1 | Map Comment (-94.2913,36.25324) | Recommend either AHTD or Airport purchase enough property for fully controlled access road to airport (Future Healing Springs Exit). This will save much in the long term as this area will get developed if not purchased.. | Thank you for your comment. |
| 32. David McFadden #2 | Map Comment (-94.2912,36.25837) | Recommend DOT or Airport acquiring enough property for fully controlled access across Healing Springs Rd to Airport. This will save much in the long term as it will surely get developed by other means if not acquired ahead of time. | Thank you for your comment. |
| 33. Fran Bowhay | Map Comment (-94.271,36.23866) | I believe this route is long overdue, but as a Cave Springs resident, i do not want to pay taxes for it. The funds should already be in place for it. | Thank you for your comment. |
| 34. Blake Puryear | Map Comment (-94.2463,36.22091) | This development is strikingly close to the Elm Valley neighborhood, how will this impact traffic on Marchant? Will there be access? How close to Marchant will this development get? | Preliminary plans have the trumpet interchange row approximately 200 feet north of Marchant Road. However the future extension of the SNB will cross over Marchant Road east of the Elm Valley Neighborhood. There will be access at the HWY 112 interchange. |
| 35. Vickie Gibbs Executor of Estate for Luther Gibbs | Map Comment (-94.2526,36.21813) | I am trying to find out more info on this project as I have been told the road will come through the property here. Wanting to know a time frame and possibly how much of the 20 acres it will take? Who do I contact about this? | It appears that your property is located on the adjacent Springdale Northern Bypass project and not impacted directly from the XNA access road project. It appears that most if not all of the property would be acquired for the SNB project. |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|-----------------------|------------------------------------|---|---|
| 36. Julie Sebert | Map Comment (-94.2705,36.23313) | It would not make any sense to abandon this highway project at this point. The money has already been invested into the first half of 612. It would be a complete waste to stop it at this point | Thank you for your comment. |
| 37. Randy Burgess | Map Comment (-94.2855,36.24103) | We are very concerned about the rain runoff onto Holmes Road that this road will cause. When we get a 3+ inch rain, Holmes Road floods and huge 7' craters rip the road apart. Many times, people can't even reach their homes until Benton Co. fixes it. | There is a valley that's draining onto Holmes Rd. right near where XNA Access is crossing. The topographic survey shows that Holmes Rd. joins the valley then runs down the middle of it. There is no apparent ditching separating the roadway from the valley (e.g. water may be running on the roadway surface). Until we are further in design we don't know if we'll be doing any improvements to Holmes Rd. or simply bridging over it. If we do make any improvements to Holmes Rd., we would design those hydraulic improvements to standards set by ARDOT. However, that would only be for the areas within ARDOT ROW, and the problem would likely persist downstream. |
| 38. Austin Cates | Map Comment (-94.2926,36.25675) | New road should intersect with existing airport road so that traffic flows smoothly across 264 and does not have get onto 264. Possibly create a roundabout at the intersection of 264/new road/airport road to keep traffic flowing, and to create safer junct. | Thank you for your comment. |
| 39. Michael Morisette | Map Comment (-94.2895,36.25646) | Overall, the new location alternative looks great. However, it would be nice to see this extended into the airport. At the very least, the final design should allow for this extension in the future. | The design does provide for a future tie in directly to the airport with on and off ramps at 264. |
| 40. Ronnie Marchant | Online Form | We have several concerns and question in regards to our company Northwest Pallet 9780 Marchant Rd Springdale Ark 72762 and property on 10354 Marchant Rd Springdale Ark. We would like to set down meeting with you to see how these two property will be impacted by the highway. | Ronnie Marchant submitted the following comment as part of the public hearing: We have several concerns and question in regards to our company Northwest Pallet 9780 Marchant Rd Springdale Ark 72762 and property on 10354 Marchant Rd Springdale Ark. We would like to set down meeting with you to see how these two property will be impacted by the highway. Bill McAbee called Mr. Marchant. Mr. Marchant wanted to |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|-----------------------|-------------|--|--|
| | | | <p>know if he will lose his business (in which approximately half his property appears to be impacted), and whether his daughter's house would be impacted. Bill explained that ROW questions will need to be answered by ARDOT's ROW division; however he could talk in general terms about the process and also discuss aspects of the study. If impacted by the trumpet interchange as part of the bypass, ARDOT will contact Mr. Marchant and discussions will take place whether his business can be relocated or is a complete loss. Mr. Marchant indicated the impact will be not allow him to continue his business at that location. Mr. Marchant asked about his daughters property adjacent to the business. Regarding his daughter's property, the current plans show the proposed ROW limit close to her garage. His daughter does not want to move. Bill and Mr. Marchant discussed possibility of relocating the garage if it is impacted. Bill said that as the design progresses, he will keep Mr. Marchant informed. They discussed next steps and schedule, including an anticipated design public hearing later this year.</p> |
| 41. Janice Bache | Online Form | I travel 112 frequently to visit my son. This is a dangerous road full of pot holes and gets more than its share of traffic, I think you should enhance this already existing road. | There are studies underway and plans to improve Hwy. 112 in the near future. |
| 42. Jenell Bird | Online Form | We would like access to the airport to continue from West side via Healing Springs Road too. | That access is not part of this current study but may be addressed in other planning studies in the future. |
| 43. George Portokalis | Online Form | It may make sense, since you are so close, to have a ramp onto the XNA access and 612 from Marchant Road. It would prevent more traffic on 112 for people trying to get on the highway system | This access road will be fully controlled, and no access will be permitted between Hwy 112 and Hwy 264. This will preserve the |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|--------------------|-------------------------------------|--|---|
| | | from this area. More neighborhoods are continue to be built here and it looks like it may only require a ramp to connect them. | traffic flow and safety of the roadway into the future regardless of other development in the area. |
| 44. Mark Slaughter | Online Form | The option to build a closed access connector running Northwest from Highway 612 is THE only option and everyone knows it. This option will eventually be required no matter which option is selected so let's go ahead and do it now when it will be much easier to build; urban sprawl will eventually encroach onto the land that is required for this option; building it now will alleviate this, and other situations, and it will make everyone who utilizes XNA grateful. | Thank you for your comment. |
| 45. Blake Martin | Interactive Map (-94.2812, 36.2394) | The green route makes the most sense and will provide the easiest access. | Thank you for your comment. |
| 46. Joseph Kelly | Interactive Map (-94.2204, 36.2299) | Use the 612 connector route..that's the least impact on residents of cave springs and local area and will NOT require even more work on 112 which cannot handle the traffic | Thank you for your comment. |
| 47. Nelson Peacock | Submitted Letter | <p>Dear Director Tudor:</p> <p>The Northwest Arkansas Council is a private nonprofit organization established in 1990 by Sam Walton, Don and John Tyson, J.B. Hunt, Mark Simmons and other business leaders to tackle our region's top challenges. Since its establishment, the Council has prioritized highways and was heavily engaged in the statewide effort to pass the half-cent sales tax extension to ensure dedicated highway funding in the future.</p> <p>I'm writing to make this public comment regarding the Northwest Arkansas National Airport (XNA) Access Road.</p> <p>The Northwest Arkansas Council strongly supports the Arkansas Department of Transportation's decision to make the access road a four-lane roadway. As you know, a phased in approach where two lanes are built at the outset and two additional lanes are added over time is an inefficient use of taxpayer funds. Given our population growth projections, there is significant justification for taking on the entire project as four lanes as quickly as practicable. A recent independent analysis for the Northwest Arkansas Regional Planning Commission conducted as part of its long-range transportation plan shows</p> | Thank you for your comment. |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|-------------------------|---|--|--|
| | | <p>projections of 974,275 residents for Benton and Washington counties.</p> <p>At the same time, a four-lane highway to an airport such as XNA is in line with what's already present at the peer airports selected by XNA. The peers (Tulsa, Des Moines, Little Rock, Greensboro, Madison, Knoxville, Springfield-Branson, Colorado Springs, Lexington, Dayton and Wichita) all have four-lane roads within a short distance of the terminal. It's important to maximize XNA's economic impact with a four-lane access road as soon as possible.</p> <p>Additionally, more and more airlines remain interested in doing more at XNA, and they are encouraged by the possibility of a four-lane access road that will help increase ridership. Record passenger growth at XNA in 2019 certainly warrants the four lanes, and we're encouraged to have the Arkansas Department of Transportation preparing for even more growth.</p> <p>Thank you again for prioritizing regional highway priorities in Northwest Arkansas. This region has talked about a four-lane highway to the airport for many years, and ArDOT's support is appreciated.</p> | |
| 48. Hannah Schinnerer | Interactive Map (-94.283229,36.240582) | This goes straight through my grandparents land that they have owned all of my life and way before I was born. It's not right that they can be forced to move because their land seems like a great place to put a road. | We appreciate your concern and your comment |
| 49. Tyler Windham | Interactive Map (-94.245136,36.22161) | Our family has a significant amount of concern about how close this proposed road is to our neighborhood here at Elm Valley. We love it here, but never would have moved if we were aware of this. Is this confirmed or can this be moved further west? | The location is set except for possible minor adjustments. |
| 50. Matt Timboe | Interactive Map (-94.251659,36.22161) | I support this project and I am really looking forward to the day when it is completed thru to HWY 412, west of Tontitown! | Thank you for your comment. |
| 51. Julie Sebert | Interactive Map (-94.28994,36.25603) | I am in support of this road coming out to the airport. Northwest Arkansas desperately needs an airport that is easier to access from all areas of NWA. | Thank you for your comment. |
| 52. George N Portokalis | Interactive Map (-94.2510,36.22033) | It would be good if the bypass went to Marchant road when building the next section or at least have entrance/exit ramps on Robbins road. This will keep people in this area from going over to | There will not be any on or off access except at highways 612 and 264, this will improve safety, |

Virtual Location Public Hearing Public Disposition of Comments

XNA Access Road

ARDOT Job 090069

| | | | |
|----------|--|--|---|
| | | 112 to get on the bypass and adding more traffic there. | travel times, and reduce direct and indirect environmental impacts. |
| 53. MH14 | Interactive Map (-94.2754,36.237700) | Approximate location sanitary sewer manhole on 36" gravity main | Thank you for your comment. |
| 54. MH13 | Interactive Map (-94.275759,36.23636) | Approximate location sanitary sewer manhole on 36" gravity main | Thank you for your comment. |
| 55. MH12 | Interactive Map (-94.27614,36.234939) | Approximate location sanitary sewer manhole on 36" gravity main | Thank you for your comment. |

**Appendix B – DESIGN PUBLIC HEARING SYNOPSIS AND
DISPOSITION OF COMMENTS**

Public Involvement Synopsis

Virtual Design Public Hearing

Public Involvement Synopsis

**ARDOT Job Number 090069
Northwest Arkansas Regional Airport (XNA) Access
Virtual Design Public Hearing with Live Event
September 26, 2021 – November 10, 2021**

A Virtual Design Public Hearing was held to present the Northwest Arkansas National Airport (XNA) Access Project in Arkansas.

The virtual design public hearing was held at XNAAccess.TransportationPlanroom.com and XNAAccess.es.TransportationPlanroom.com in English and Spanish from Sunday, September 26 through Wednesday, November 10, 2021. A public officials meeting was held via video conference on Tuesday, October 26, 2021. Additionally, a Virtual Design Public Hearing live event was held Tuesday, October 26, 2021. Special efforts to involve minorities and the local community in the virtual design public hearing included the following:

- Legal ad published in the Northwest Arkansas Democrat Gazette (September 26, 2021)
- Display ads placed in the Northwest Arkansas Democrat Gazette (October 10 and 24, 2021)
- Display ads placed in La Prensa Libre (October 14 and 21, 2021)
- Postcards (191) mailed to attendees/interested in project from previous public meetings
- Postcards (36) mailed to property owners
- Letters (54) mailed to public officials
- Letters (30) mailed to stakeholders
- Letters (14) mailed to churches
- Emails sent to public officials, agencies, stakeholders, and the public
- News release published by ARDOT (October 12, 2021)
- Notification/website link posted on ARDOT and XNA websites
- Three rounds of outreach through social media (September 27, October 21, November 8)

The live virtual design public hearing was held on October 26, 2021 at 5:30 p.m. for one hour. The first 30 minutes consisted of a presentation, including the pre-recorded project video; instructions on how to submit comments, utilize Microsoft Teams, and navigate the virtual design public hearing website; and an overview of the preferred alternative and project area using an interactive project map. The hearing continued with a live question-and-answer session between attendees and subject-matter staff. Participants voiced their questions, comments, and concerns utilizing the Microsoft Teams chat function or by unmuting their device microphones.

Public Involvement Synopsis

Virtual Design Public Hearing

Table 1 describes the results of the public participation at the Virtual Design Public Hearing.

| Table 1 | |
|---|---------------|
| Public Officials Meeting (October 26) | Totals |
| Public Official Meeting attendees, including staff | 37 |
| Public Hearing Live Virtual Event (October 26) | Totals |
| Attendees, including staff | 78 |
| Virtual Design Public Hearing Website (Sept. 26 – Nov. 10) | Totals |
| Unique Visitors (New Users) | 3,114 |
| Visits to the Website (Sessions) | 3,942 |
| Number of Website Pages Viewed (Pageviews) | 8,934 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 58% |
| Comment Forms or Letters Received | 33 |
| Comments on Interactive Map | 24 |
| Attendees who Signed Electronic Sign-in Sheet | 96 |



Public Involvement Synopsis

Virtual Design Public Hearing

Table 2 identifies the information available on the English Virtual Design Public Hearing website and each page's number of views.

| Table 2 | | |
|--|----------------------|----------------------------------|
| Website Page | Pageviews (8,934) | Excluding Homepage (4,391) |
| Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 51% (4,543) | |
| Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet | 3% (230) | 5% |
| Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, an overview of the preferred alternative and trumpet intersection, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 5% (450) | 10% |
| Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Roll Plot; Typical Sections; Environmental Impacts Table; and Right of Way Procedures for Acquisition | 8% (741) | 17% |
| Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the considered alternatives, with the ability to leave comments on the map Text: Instructions to use the interactive map | 28% (2,522) | 57% |
| Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event | 3% (229) | 5% |
| Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form | 1% (130) | 3% |
| Frequently Asked Questions <ul style="list-style-type: none"> Frequent questions concerning right-of-way acquisition and construction schedules for the XNA Access project and the Springdale Northern Bypass project, XNA Access project costs, and the relation of the XNA Access project to the Western North-South Connector Study project. | 1% (74) | 2% |
| Archived project pages viewed by public and not included as part of published meeting website materials | .2% (15) | .3% |

Public Involvement Synopsis

Virtual Design Public Hearing

Table 3 describes the results of the public participation at the Spanish Virtual Design Public Hearing

| Table 3 | |
|---|--------------|
| Virtual Design Public Hearing Website (Sept. 26 – Nov. 10) | Total |
| Unique Visitors (New Users) | 2 |
| Visits to the Website (Sessions) | 14 |
| Number of Website Pages Viewed (Pageviews) | 59 |
| Percent of Total Users Interacting with Mobile Devices/Tablets | 50% |
| Comment Forms or Letters Received | 0 |
| Attendees who Signed Electronic Sign-in Sheet | 0 |

Public Involvement Synopsis

Virtual Design Public Hearing

Table 4 identifies the information available on the Spanish Virtual Design Public Hearing website and each page's number of views.

| Table 4 | | |
|--|-------------------|-------------------------------|
| Website Page | Pageviews (59) | Excluding Homepage (41) |
| Homepage <ul style="list-style-type: none"> Text: Information on the meeting's purpose, virtual meeting dates, a phone number for anyone with limited internet access or general questions or comments, submitting written comments, and guidance for special accommodations | 31% (18) | |
| Meeting Registration <ul style="list-style-type: none"> Electronic sign-in sheet | 2% (1) | 2% |
| Introduction Video <ul style="list-style-type: none"> Recorded video presentation highlighting the purpose of virtual meeting and live event, the purpose of the project, an overview of the preferred alternative and trumpet intersection, typical sections, and submitting comments. A pdf with the voiceover script was also available. | 3% (2) | 5% |
| Project Documents <ul style="list-style-type: none"> Environmental Assessment and appendices; Public Hearing Packet; Project Summary Sheet; Roll Plot; Typical Sections; Environmental Impacts Table; and Right of Way Procedures for Acquisition | 10% (6) | 15% |
| Interactive Project Map <ul style="list-style-type: none"> Link: ArcGIS corridor map on Street View showing the considered alternatives, with the ability to leave comments on the map Text: Instructions to use the interactive map | 8% (5) | 12% |
| Live Event Information <ul style="list-style-type: none"> Link: Microsoft Teams Live Event Meeting Text: Instructions to use the Microsoft Teams Application and how to attend the Live Event | 8% (5) | 12% |
| Submit a Comment <ul style="list-style-type: none"> Print and electronic versions of the comment form | 26% (15) | 37% |
| Frequently Asked Questions <ul style="list-style-type: none"> Frequent questions concerning right-of-way acquisition and construction schedules for the XNA Access project and the Springdale Northern Bypass project, XNA Access project costs, and the relation of the XNA Access project to the Western North-South Connector Study project. | 12% (7) | 17% |
| Archived project pages viewed by public and not included as part of published meeting website materials | 0% (0) | 0% (0) |

Public Involvement Synopsis

Virtual Design Public Hearing

Garver staff reviewed all comments received and evaluated their contents. The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random and is not intended to reflect importance or numerical values. Some of the comments were combined and/or paraphrased to simplify the synopsis process.

Summarized Comments

- Of the 57 submitted comments, 15 participants specifically expressed favor of the project and the preferred alternative design.
- Of the 57 comments, 4 participants were opposed to the project and the preferred alternative design due to location and threats posed to high priority land in the area and/or costs.
- 10 participants inquired about specific locations and potential or future right-of-way acquisitions, and an additional 15 participants requested that if a portion of their properties is impacted, that the department purchase the entirety of their properties.
- 5 participants commented to keep Malone Road open for various reasons. Reasons included: the potential of being landlocked should Malone Road be closed, important trucking routes would be hindered, and safety concerns if Malone Road is to be closed and the remainder of the corridor floods in this area.

Attachments:

- Screenshots of Virtual Design Public Hearing website
- Presentation transcript
- Small-scale display maps and exhibits
- Website analytics report
- Copies of sign-in sheets and submitted comment forms
- Outreach documents
- Newspaper articles

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| Commentor | Comment Method | Comment | Response |
|-------------|----------------|---|---|
| Mark Black | Online Form | <i>"This design will be beneficial to NWA and XNA. It would be nice to finish out the intersection at the airport but do understand why the road narrows to 2 lane."</i> | Thank you for your comment. |
| Carol Inlow | Online Form | <i>"I know our pleas to keep Malone Rd open have fallen on deaf ears. I understand that an underpass would cost over a million dollars. (About a week's worth of Leslie Rutledge PSA's.) Closing Malone Rd. will not only affect the local residents, but it will stifle any development on the east side of the highway going south. People could easily access the highway from Malone Rd., so those people who own property along or near Malone Rd. could sell that property for commercial or residential development. I wish ARDOT would build the highway with long-term needs in mind."</i> | Keeping Malone Road open to local traffic is undergoing additional consideration. |
| Tom Leucuta | Online Form | <i>"Have lived here a year and ask each Uber and Lyft driver when they are going</i> | Thank you for your comment. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|----------------------|-------------|--|-----------------------------|
| | | <i>to connect the highway to XNA. I travel almost every week. It makes so much sense for travelers and would promote more business along the route. The sooner this happens the better."</i> | |
| Jackson Hurst | Online Form | <i>"I support the preferred alternative for the XNA Access Road Project because the preferred alternative will provide better access to XNA."</i> | Thank you for your comment. |
| Mance Buttram | Online Form | <i>"Please include lights along the corridor to see at night. This is missing on nearly all road and highway projects in this area. In addition, it would be nice if some money (5% for example) of the budget could be reserved for landscaping or planing of trees along the route. I just moved from Florida all all highway projects have money set aside for landscaping and lighting."</i> | Thank you for your comment. |
| Gary Sharp | Online Form | <i>"Fayetteville us the 2nd largest city in Arkansas now. Easier access plans should take that in consideration."</i> | Thank you for your comment. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--------------------------------------|-------------|---|--|
| Delbert and Carolyn Chambliss | Online Form | <i>“Hello, the proposed plan takes most of our essential land and leaves our house. We have reached out to you in the past but we want our house taken if any way possible because we can’t function without the rest of our property. Right now the plan only takes our shop, car ports, and our camper shed. We can’t be without these. The proposed route also blocks our driveway and gives us no way to get out due to the geographical layout of our property. Due to the proposed access road, We currently have our house for sale because our health. My husband and I both are recommended by our doctors to be in a area with less stress and we have a fear that the proposed route will hinder the chance of selling due to it being so close to the highway and taking over half the property. If the access road wasn’t coming over our property, we wouldn’t want to leave the home we have been in since 1989. Please consider</i> | It is very possible that this house will be included in the acquisition since reestablishing access to the house will be very difficult. The Right-of-way Division will work with you beginning in 2022 and make that determination at the time of property acquisition. |
|--------------------------------------|-------------|---|--|

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|----------------------|-------------|---|---|
| | | <i>taking the whole place. Thank you, The Chambliss's"</i> | |
| Stuart Reaves | Online Form | <i>Good Job! I believe you addressed all of the concerns that I expressed earlier in the project. I support the proposed plan."</i> | Thank you for your comment. |
| Betty Evans | Online Form | <i>"I am opposed to the construction of this road. -The attached plan shows the road going through areas of high priority on the NWA Open Space Plan. Every effort should be made to protect these areas from anything that will result in destruction of the environment or and increase in development in the areas. Building this road will naturally increase local development and be a detriment to saving these high value open spaces. - Once we get the improvements to Highway 112, this road will not be necessary. The airport is easily accessible from Cave Springs on Highway 264. Once 122 is improved to Cave Springs, building this road would be redundant. - Development is increasing to the north</i> | This area is undergoing tremendous growth regardless of this specific project, and reliable, efficient access to XNA is important to support that growth. The Preferred Alternative is fully controlled access, which means there is no access to or from this roadway, except at 264 and 612. This will help limit secondary development along the specific project corridor and the open spaces you refer to. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-----------------------|-------------|---|-----------------------------|
| | | <p><i>and east of the airport, specifically Rogers, Bentonville, and Centerton. This road does not help those people get to the airport, they will still go the ways they have always gone. - Other projects, especially the Hwy 412 Springdale Northern Bypass to the east from I-49 to where 412 crosses Beaver Lake near Sonora, are more important to moving traffic through the area and should be completed before this project. - The use of taxpayer dollars to build this road is wrong. This road, if built, should be financed by airport users only, via a toll system or an additional fee for parking and on rental cars that will finance the road. A large percentage of the airport users are not Arkansas tax payers but rather out of town business people. They should pay for the road, not the local people who seldom use it."</i></p> | |
| David Comstock | Online Form | <p><i>"I think it will do okay for now. I was always surprised how the Siloam Springs Bypass</i></p> | Thank you for your comment. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|------------------------------|--------------------|---|--|
| | | <p><i>didn't bypass anything. I would have thought that both this proposed improved access to XNA and the Siloam bypass would be part of the East-West Interstate System but that is probably still to be planned for the future. I am guilty of looking too far in the future. This proposal will do for now."</i></p> | |
| <p>Angela Estep</p> | <p>Online Form</p> | <p><i>"First.....when we have flooding, Malone Rd is our only way out of here, AND if u close down Malone Rd it inhibits the Eastern side of the access rd from being developed. Numerous people here have lived out here for nearly 30 yrs, and we haven't been able to sell our properties and still haven't because of the uncertainty. We can't develop the properties because ur planning on closing down Malone Rd. This isn't fair to us."</i></p> | <p>Keeping Malone Road open to local traffic is undergoing additional consideration.</p> |
| <p>Stephanie King</p> | <p>Online Form</p> | <p><i>"Definitely needs to happen now. Going to be a huge mess if we wait to do this. We know it will have to happen anyway and we have already seen the problems created by growing faster than our infasucture."</i></p> | <p>Thank you for your comment.</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-------------------------|-------------|---|--|
| Brian Lea | Online Form | <i>"The price of this project seems outlandish. I know road projects are expensive, but even with looking at the high national average cost of an urban highway this project is 2.5 times over budget. I don't think the airport justifies this expensive. It is not anywhere near demanding this type of road. The traffic through Cave Springs going to the air port is backing anything up. I just don't see how this project is being justified. The only way I would back this project is if it was 100% paid for by XNA's profits."</i> | Cost estimates are based on current prices and are consistent across all ARDOT projects. |
| Marian Kunetka | Online Form | <i>"It appears to me that taking of so much land (many farms there) is excessive and I do not see the need to spend that amount of money when Arkansas highways (and city streets) are in great need of being repaired."</i> | Thank you for your comment. |
| Caleb Blasengame | Online Form | <i>"This project requires you to extend 612 an additional mile to the new interchange. The original plan for 612 was to continue all the way to 412. Why has that project seemingly</i> | Highway 612 will extend to Highway 412, and is currently in ARDOTs planned improvements. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-------------------------|--|---|---|
| | | <p><i>been put on hold (there are no plans or bids on your website as to when construction will be continued)? Why does this project take priority over a project that you already agreed to and have not finished on the same road? I would like to see the original road that was planned built before we worry about adding additional roads."</i></p> | |
| Leslie Copeland | Online Form | <p><i>"We definitely need a better way to get to the airport. I'm all for it!"</i></p> | Thank you for your comment. |
| Chandra Indukuri | Online Form | <p><i>"The proposal is very good, it will be very nice if we implement it sooner."</i></p> | Thank you for your comment. |
| Ronald Marchant | <p>Map Comment (-94.2468, 36.2231)</p>  | <p><i>"when are you going to contact us on purchasing our property, also when is construction expected to start?"</i></p> | <p>Right-of-way acquisition will start in 2022. At that time, you will be contacted about your property if it is impacted. Construction is scheduled to start within the next five years.</p> |
| Ronald Marchant | <p>Map Comment (-94.2473, 36.222291) 'Northwest Pallet 10450 Marchant Rd</p> | <p><i>"What and when are the plans to talk to us on our property."</i></p> | <p>Right-of-way acquisition will start in 2022. At that time, you will be contacted about your</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

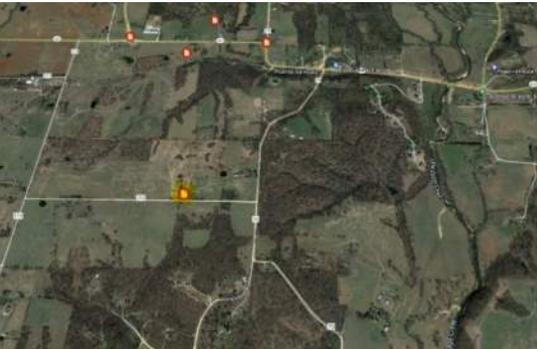
ARDOT Job 090069

| | | | |
|-----------------------------|---|---|--|
| | <p>referenced in comment'</p>  | | <p>property if it is impacted. Construction is scheduled to start within the next five years.</p> |
| <p>Blake Puryear</p> | <p>Map Comment (-94.2648, 36.22104)</p>  | <p><i>"This edge of construction feels extremely close to the front of the neighborhood across the street. I have strong opinions about how this may impact property values."</i></p> | <p>Thank you for your comment.</p> |
| <p>Blake Puryear</p> | <p>Map Comment (-94.2451, 36.22344)</p>  | <p><i>"Would it not make sense to mirror this loop to the west, in order to prevent it from getting too close to the Elm Valley neighborhood? This plan overall feels like it gets extremely close to the Elm Valley neighborhood."</i></p> | <p>The interchange was located and designed to minimize social and environmental impacts to the greatest extent possible while meeting necessary design standards.</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|------------------------|---|---|--|
| Turner McDaniel | Map Comment (-94.2464, 36.22136)  | <i>“This proposal is just a few hundred yards from our neighborhood. There are hundreds of acres between 612 and the airport. Why would you build a massive interchange so close to a new development when you don’t have to. Move it north or move it west.”</i> | The interchange was located and designed to minimize social and environmental impacts to the greatest extent possible while meeting necessary design standards. |
| Carol Inlow | Map Comment (-94.2768, 36.23779)  | <i>“This plan will cut off access to this portion of my hay field.”</i> | The right-of-way acquisition department will contact you in 2022 and discuss your property impacts. You will be compensated if you have loss of use. |
| Lane Crider | Map Comment (-94.2875,36.24638)  | <i>“Is there planned access to Malone Ln. It appears so with the current configuration.”</i> | At this time, through access on Malone Road will not be provided. However, that design is currently undergoing additional consideration to evaluate if through access can be maintained. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|------------------|---|--|---|
| Joe Hicks | Map Comment (-94.2445, 36.2222)  | <i>“With the right away line so close to my garage, do you intend to take out my garage and house?”</i> | Your structures are not impacted based on the current design plans. |
| Joe Hicks | Map Comment (-94.2445, 36.2222)  | <i>“The right of way seems to take in a couple of acres of my land, will I be paid for that and if so at what rate?”</i> | Yes, you will be compensated for any loss of property or property use. Right-of-way acquisition will start in 2022. At that time, you will be contacted about any impacts to your property. |
| Joe Hicks | Map Comment (-94.2445, 36.2222)  | <i>“When do you propose to start the construction that will impact my property?”</i> | Construction will begin within 5 years. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-------------------------|--|---|---|
| <p>Joe Hicks</p> | <p>Map Comment (-94.2445, 36.2222)</p>  | <p><i>“If you intend to leave my garage and house, will there be enough room to put up a fence between the garage and the right of way? Will the state pay for a fence?”</i></p> | <p>The right-of-way acquisition department will contact you in 2022. At that time, you can discuss your direct and indirect impacts, and negotiate for compensation.</p> |
| <p>Joe Hicks</p> | <p>Map Comment (-94.2445, 36.2222)</p>  | <p><i>“Does the state intend to put up some type of noise and light barrier? On the map it looks like we will have the passing vehicles headlights and noise to contend with due to proximity.”</i></p> | <p>There are no noise or light barriers planned for this project. Looking at the elevations of the road and your property, you will likely not be impacted by passing car headlights.</p> |
| <p>Joe Hicks</p> | <p>Map Comment (-94.2445, 36.2222)</p>  | <p><i>“On the map I'm looking at the highway itself appears to be about 100-120 feet from my garage, is that accurate or not? If not, what is the correct distance?”</i></p> | <p>Yes, that is an accurate distance estimate.</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

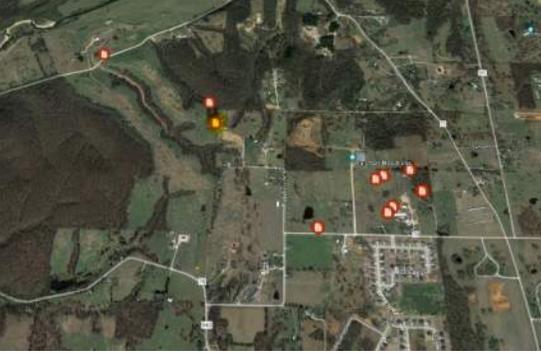
ARDOT Job 090069

| | | | |
|--------------------|--|--|---|
| Joe Hicks | Map Comment (-94.2445, 36.2222)  | <i>“The right of way appears to take in two outbuildings, my electric line from the pole to my house and my propane tanks. What is the plan for these items?”</i> | The right-of-way acquisition department will contact you in 2022. At that time, you can discuss your direct and indirect impacts, and negotiate for compensation. |
| Mike Fisk | Map Comment (-94.2778,36.23748)  | <i>“Sorry but is that an airplane? Lol”</i> | Yes. |
| Jenell Bird | Map Comment (-94.251,36.22637)  | <i>“Is this a bridge that still allows the West half of Marchant Road to access 612 & 112 from this way? This is regularly used as access for Elm Springs/Tontitown/West Springdale/Rural Benton/Washington County/Siloam Springs”</i> | Yes, Marchant Road will pass under Highway 612 and access will be maintained. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|---------------------------|---|--|---|
| <p>Lonnie Cops</p> | <p>Map Comment (-94.2573, 36.22637)</p>  | <p><i>“The meter for our natural gas line starts at the point marked and runs north to our house on Wager Rd. The Easement will cross that line. What will be done to protect or re-route the line?”</i></p> | <p>The right-of-way acquisition department will contact you in 2022. At that time, you can discuss your direct and indirect impacts, and negotiate for compensation. Your existing utilities will be preserved or amended so that you do not lose them.</p> |
| <p>Lonnie Cops</p> | <p>Map Comment (-94.2577, 36.22772)</p>  | <p><i>“It appears the easement will take some of our property but not the area marked. Will the easement be expanded to acquire those portions that are isolated and would be land locked?”</i></p> | <p>The right-of-way acquisition department will contact you in 2022. At that time, you can discuss your direct and indirect impacts, and negotiate for compensation.</p> |
| <p>Tommy</p> | <p>Online Form</p> | <p><i>“Why are you guys doing this road? The eastern bypass would take more traffic out of Springdale than any road on the west side. That is what the original goal was correct? We don’t need anything for XNA right now.”</i></p> | <p>This access road was determined by XNA to be a critical need to support current users and support future growth.</p> |
| <p>Lonnie Cops</p> | <p>Online Form</p> | <p><i>“The project will cross the southern part of our property. Where it</i></p> | <p>The right-of-way acquisition department will</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-------------------------|--------------------|---|--|
| | | <p><i>crosses our property it appears to cut across in such a way that an isolated island of land will be in accessible from our property and be land locked. The land locked land will no longer be available to us. In addition, the gas meter for our natural gas line is located south of our property. There is a natural gas line that runs from our gas meter to the south along the entire western boundary of our property to our house located on the north side of our property. The project will go over this private gas line that supplies natural gas to our home. The private natural gas line runs approximately 1/2 mile from the gas meter to our house. How is this going to be addressed to insure we will still have natural gas at our house?"</i></p> | <p>contact you in 2022. At that time, you can discuss your direct and indirect impacts, and negotiate for compensation. Your existing utilities will be preserved or amended so that you do not lose them.</p> |
| <p>Amy Haden</p> | <p>Online Form</p> | <p><i>"I have a complaint on closing Malone Road. That is a must have road for our poultry farms on Holmes and haden especially with a couple inches of rain. Our roads wash out and trucks cannot</i></p> | <p>Keeping Malone Road open to local traffic is under additional consideration due to comments such as yours.</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--------------------|--------------------|---|-----------------------------------|
| | | <p><i>get to us other than using Malone. We can't even get out and your worried about missed flights when this is our lively hood you will hinder. I'm very opposed to this closing and will get with Cargill, Traylor shavings, JB Hunt companies because they don't like traveling on haden road from 264 or Hendrix due to narrow roads and flooding. These roads are not wide enough not taken care of enough to get big trucks in and out. I would appreciate a phone call or visit with you! Thank you Amy Haden"</i></p> | |
| <p>Kirk</p> | <p>Online Form</p> | <p><i>"There is no need for additional access options to the airport. I fly from there multiple times a year and also drive past the airport on both the north and south sides (hwy 12 and 264) several times a month and never once have I encountered any traffic delays with the current access routes. The potential for maybe 5 minutes of time savings with a dedicated route does not offset the loss of</i></p> | <p>Thank you for your comment</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | <i>farmland and people's personal property. The current access routes are NOT difficult to follow."</i> | |
|----------------------|-------------|---|---|
| William Lepto | Online Form | <i>"I understand the need to address residents to the south of Springdale, but how does this help those who reside in the Rogers/Bentonville area, especially once Walmart business traffic increases. I've driven rideshare (Uber/Lyft) for a few years since my retirement, and believe me, the issue for the airport isn't the Fayetteville area, it's Rogers and Bentonville. Please rethink the plan to provide a solution for all residents."</i> | The proposed XNA connector is expected to become the airport's primary gateway for most of the region, not just those communities to the south. For Benton County travelers starting their trips along or east of I-49 the XNA connector will usually provide a quicker trip than using existing routes. Travelers from central/western Bentonville and Centerton, which represent a smaller portion of trips to XNA, typically use the northern entrance and can utilize existing facilities for their trip. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-----------------------------|-------------|--|--|
| Sam L Semrow | Online Form | <i>"I fully support the proposed XNA access road. Extending the Springdale North Bypass to the west to tie into us 412 should be considered as well not just the extension to the proposed access road. This will capture more traffic to I 49 and XNA."</i> | Highway 612 will extend to Highway 412 and is currently in the planned improvements. |
| James Martin | Online Form | <i>"If we're going to spend 85 million plus for a road let's build one that more people from Benton County can benefit from. Build a two-lane road from 102 west of Centerton across by the airport to the 412 bypass. Building a four-lane road just to the airport with limited access is not acceptable but now would be the right time to buy the easement property for that four-lane road"</i> | Thank you for your comment |
| Dan and Traci Shafer | Online Form | <i>"Our Elm Valley subdivision would be very close to this interchange and would turn this area from a beautiful farmland to city noise and busyness."</i> | Thank you for your comment |
| Penny Terrell | Online Form | <i>"Yes. Highway 71 from Texarkana to Fort Smith is in deplorable condition. Needs repair NOW. Northwest Arkansas and the Little Rock</i> | Thank you for your comment |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--------------------------------|-------------|--|---|
| | | <i>area are receiving all the highway funds while the rest of the state gets the leftover scraps. Time to FIX HIGHWAY 71"</i> | |
| Kevin Shields | Online Form | <i>"This is highly needed to ease traffic congestion around Northwest Arkansas, which is only going to get more populous as time goes on. Approve the project!"</i> | Thank you for your comment |
| Borum Cooper | Online Form | <i>"Yes. i had asked for a Elevation Profile Map in the zoom meeting held on Oct 26 2021. the map is the profile and elevations of the Crossing of Wager road then the approach to the bridge crossing the Osage to the landing on the hill and then the bridge crossing the Little Osage."</i> | This map was provided to the commenter. |
| Clif & Norma Tumlin | Online Form | <i>"This is a good idea, BUT it doesn't answer the questions for the northern access area to the airport. There will still be problems. Also this should have been taken care of/ worked on, etc. at least 10 years ago before the population got so large that getting the land became a question."</i> | Thank you for your comment |
| Arnold Smith | Online Form | <i>"This is a much needed improvement to the infrastructure of</i> | Thank you for your comment |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--|--|---|--|
| | | <p><i>Northwest arkansas. Traveling to and from the airport has been a challenge for many visitors. That only is it convoluted and interact, it is also made of local back roads that do not reflect the growth and contemporary place of Northwest Arkansas. The new access will provide safe and efficient transport for visitors and business who are coming to Northwest arkansas. Will also provide a reliable and safe transport for inclement weather that the current roads do not offer. It will allow highway traffic to remain off of community roadways and create a safer environment for residents along the route. I fully support the adoption of this alternative access to the airport. It will be a great public service One option to consider would be incorporating plans for a active transportation option along the route. The ability for bicyclist to access the airport as employees or regional residence would be</i></p> | |
|--|--|---|--|

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-------------------------|-------------|---|--|
| | | <i>easier to accommodate if planned from the inception."</i> | |
| Vince Indelicato | Online Form | <i>"I believe that this is a good thing to do. Anything that can give direct access to XNA from I-49 will relieve traffic along the other routes. The other routes are not direct, have many turns which can be easy to miss, and take much longer than a direct connection from the Springdale northern bypass."</i> | Thank you for your comment |
| Carol Inlow | Online Form | <i>"After the XNA access road meeting, I had to go down on the creek to check on a cow. As I walked back to my house, I thought about how peaceful and quiet the valley is tonight, not a sound except the breeze in the trees and the night creatures singing their final serenade. I wondered what it will be like in a few years when thousands of cars roar through the valley on the 4-lane highway in front of my house, but then, I remembered, you did a sound study and determined that noise will not be an issue. We don't need no stinkin' berm! Why, a</i> | Keeping Malone Road open to local traffic is under additional consideration due to comments such as yours. |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-----------------------|---------------|--|--|
| | | <p><i>few thousand cars will barely make a sound! Thank you for doing that study. I feel better now. You said that you plan to close down Malone Rd. in spite of the fact that it is our only way out of the valley during a flood. I am an elderly woman. There are times that I need to get to the liquor store. Therefore, the drainage issue must be resolved before Malone Rd is closed. I wish you would consider making a side road from Malone Rd down to Holmes Rd. where it could connect at the underpass. Holmes Rd. could be widened from Haden to where it would intersect with the side road making truck traffic to the west possible. I know ARDOT will spare every expense when it comes to this project, and for those of us who live out here, that is heartbreaking."</i></p> | |
| Nelson Peacock | Mailed Letter | <p><i>"Dear Ms. Tudor: Thank you for the opportunity to provide comments regarding Arkansas Department of Transportation Job Number 090069 (XNA</i></p> | <p>Thank you for your comment</p> <p>This comment was directly sent to John Fleming to</p> |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--|--|--|------------------------------|
| | | <p><i>Access Benton County).</i></p> <p><i>Northwest Arkansas has long needed a four-lane divided highway to provide access to Northwest Arkansas National Airport. At present, Arkansas highways 264, 112 and 12 are getting more congested, and if the area of Benton County near XNA continues to grow as expected, this congestion will continue to get worse. The planned access road that provides a more direct route to the airport will ensure safer, more efficient travel for Northwest Arkansas residents, and reduce traffic burdens on those other roadways in the process.</i></p> <p><i>The Northwest Arkansas Regional Planning Commission projects that the population of Benton and Washington counties will reach 974,000 people by 2045. Traffic to the airport is already surging. In 2019, the number of passengers flying to and from XNA exceeded 1.8 million, creating thousands of driving trips per day,</i></p> | <p>provide to Ms. Tudor.</p> |
|--|--|--|------------------------------|

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--|--|---|--|
| | | <p><i>and every indication suggests trips by car to the airport will increase. Despite pandemic induced global reductions in air travel, the airlines serving XNA have added 10 nonstop destinations this year. By January 2022, the airlines serving XNA will be offering 8% more seats for sale than they did during record-breaking 2019. The region's leaders envision a large-scale industrial site near XNA, which will increase infrastructure needs in the region. A proposed site, which is more than 1,500 acres and lies directly west of XNA, is owned by the airport and by two private parties who have expressed a strong desire to see the land evolve into a future commerce park. In fact, Northwest Arkansas has no other tracts like it where hundreds of mostly flat acres can be obtained for a project and where a massive jobs center can be created. The Council set out in 2014 to protect that land for exactly that industrial and commercial</i></p> | |
|--|--|---|--|

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|--|--|--|--|
| | | <p><i>purpose. The Arkansas Department of Transportation was a terrific partner, agreeing to include the land in the department's 2015 Arkansas State Rail Plan. If the site west of XNA does become the jobs center that many people envision, a four-lane highway from the south that connects to Arkansas Highway 264 will be necessary to ensure a safe, more direct route to the property. For all of those reasons, the region needs a four-lane divided highway to the airport and the area near it.</i></p> <p><i>Thank you for your continued efforts to advance transportation infrastructure in our state.</i></p> <p><i>Sincerely,</i> <i>Nelson Peacock</i> <i>President and CEO</i> <i>Northwest Arkansas Council"</i></p> | |
|--|--|--|--|

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-------------------------|---|--|---|
| James Montgomery | Map Comment (-94.2829, 36.2567)  | <i>“If you were to move the healing springs exit to the east or west you could easily continue it to 549 Bella Vista in the future.”</i> | Thank you for your comment |
| Aaron Boehmler | Map Comment (-94.2868, 36.2857)  | <i>“Why not extend the Regional Avenue road instead of tying into Airport Boulevard? This will improve connectivity. Why not realign Highway 264 with the future interchange to improve the two small horizontal curves east of the proposed interchange?”</i> | These were considered but ultimately not included in the current XNA Access Road plans. |
| Aaron Boehmler | Map Comment (-94.2885, 36.2559)  | <i>“Future planning of Highway 264 should be taken into account if it hasn't already.”</i> | Thank you for your comment |

Virtual Design Public Hearing Disposition of Comments

XNA Access

ARDOT Job 090069

| | | | |
|-----------------------|--|---|---|
| Noah Gekiere | Map Comment (-94.2927, 36.2572)  | <i>“Has there been any consideration of having this terminate in a roundabout vs. a controlled intersection? This could reduce congestion as most vehicles would be heading towards the airport?”</i> | The traffic study indicated a signalized intersection was the best option. |
| Aaron Boehmler | Map Comment (-94.2925, 36.2670)  | <i>“It would be advantageous to set up this intersection for better future connectivity”</i> | Thank you for your comment |
| Aaron Boehmler | Map Comment (-94.289, 36.2636)  | <i>“Are there impacts east of this basin that would remove this opportunity to connect to the north.”</i> | The future design considered that basin and wetlands to avoid any direct impacts. |

**Appendix C – MEMORANDUM OF AGREEMENT and STATE
HISTORIC PRESERVATION OFFICER
CONSULTATION**



Asa Hutchinson
Governor
Stacy Hurst
Secretary

November 29, 2021

Mr. John Fleming
Division Head
Environmental Division
Arkansas Department of Transportation
P.O. Box 2261
Little Rock, AR 72203-2261

RE: Benton County: General
Section 106 Review: FHwA
Proposed Undertaking: Northwest Arkansas National Airport Access (F)
Cultural Resources Survey Report: *Phase I Cultural Resources Survey of 34 Acre Interchange Area and Phase II Testing of Six Archeological Sites Within the Preferred Alternative for ARDOT Job 090069 - XNA Airport Bypass Project in Benton County, Arkansas*
Flat Earth Archeology Project Report: 2021-57
ARDOT Job Number: 090069
AHPP Tracking Number: 55434.04

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the cultural resources survey report for the above referenced undertaking in Benton County, Arkansas in Sections 9, 14, 15, 16, 23, 24 Township 18 North, Range 31 West. The proposed undertaking entails the construction of a 34-acre interchange for the XNA Airport Bypass. A Phase I survey was conducted in 2001 by the Arkansas Archeological Survey's Sponsored Research Program and resulted in the recording of six archeological sites (3BE0656, 3BE0657, 3BE0664, 3BE0665, 3BE0666 and 3BE0668). For this project, a Phase I survey was conducted of a 34-acre preferred alternative for the XNA Airport Bypass. A Phase II survey of the six sites in the area of potential effect (APE) was also conducted.

A total of 294 shovel tests were excavated for the Phase I survey of the APE. All the shovel tests were negative for cultural materials. Two post-contact sites were tested during the Phase II cultural resources survey (3BE0656 and 3BE0657). Both sites are recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

Four pre-contact archeological sites were tested during the Phase II cultural resources survey (3BE0664, 3BE0665, 3BE0666 and 3BE0668). Site 3BE0664 is a Dalton-Early Archaic to Early Woodland period site. A total of four 1 x 1 meter test units were excavated which indicated that the site is still intact. It is recommended as eligible for inclusion in the NRHP. Site 3BE0665 is a Late Archaic to Early Woodland period site. A total of two 1 x 1 meter test units were excavated and it was determined that the site remains mostly intact and is recommended as eligible for inclusion in the NRHP. Site 3BE0666 is a Paleoindian to Archaic period site. A total of two 1 x 1 meter test units were excavated, revealing shallow but intact deposits. The site is recommended as eligible for inclusion in the NRHP.

Site 3BE0668 is an Early Archaic to Early Woodland period site. A total of four 1 x 1 meter test units were excavated, indicating that the site is largely intact and recommended as eligible for inclusion in the NRHP.

Based on the provided information, the AHPP concurs with the Phase I finding of **no historic properties affected pursuant to 36 CFR § 800.4(d)(1)** for the 34-acre APE and that no further cultural resources work is needed. We concur that sites 3BE0656 and 3BE0657 are not eligible for inclusion in the NRHP and therefore no further work is necessary at the sites. We also concur that sites 3BE0664, 3BE0665, 3BE0666 and 3BE0668 are eligible for inclusion in the NRHP and should be avoided or protected. If this is not possible, measures should be taken to discuss the mitigation of adverse effects to these sites.

Tribes that have expressed an interest in the area include the Cherokee Nation, the Osage Nation, the Shawnee Tribe, and the United Keetoowah Band of Cherokee Indians. We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, call Jessica Cogburn at 501-324-9357 or email jessica.cogburn@arkansas.gov.

Sincerely,
Jessica H.
Cogburn

Digitally signed by Jessica H.
Cogburn
Date: 2021.11.29 14:53:56
-06'00'

for
Scott Kaufman
Director, AHPP

cc: Mr. Randal Looney, Federal Highway Administration
Dr. Melissa Zabecki, Arkansas Archeological Survey



Asa Hutchinson
Governor
Stacy Hurst
Secretary

May 9, 2022

Mr. John Fleming
Division Head
Environmental Division
Arkansas Department of Transportation
P.O. Box 2261
Little Rock, AR 72203-2261

RE: Benton County: General
Section 106 Review: FHWA
Proposed Undertaking: Northwest Arkansas National Airport Access (F)
ARDOT Job Number: A090069
Cultural Resources Survey Report: *A Cultural Resources Survey for the Proposed XNA Bypass Project Overpass at Malone Lane in Benton County, Arkansas*
Flat Earth Archeology, LLC Number: 2022-43
AHPP Tracking Number: 55434.06

Dear Mr. Fleming:

The staff of the Arkansas Historic Preservation Program (AHPP) reviewed the cultural resources survey for the above referenced undertaking in Benton County, in Section 9, Township 18 North, Range 31 West. The proposed undertaking entails the construction of an overpass not included in the original project scope (AHPP Number 55434.04).

There are eight previously recorded archeological sites within a 1.6-km radius of the area of potential effect (APE). A total of 73 shovel tests were excavated in the APE, all of which were negative for cultural materials.

Based on the provided information, the AHPP concurs with the finding of **no historic properties affected pursuant to 36 CFR § 800.4(d)(1)** for the proposed undertaking and that no further archeological work is needed.

Tribes that have expressed an interest in the area include the Cherokee Nation, the Osage Nation, the Shawnee Tribe, and the United Keetoowah Band of Cherokee Indians. We recommend consultation in accordance with 36 CFR § 800.2(c)(2).

Thank you for the opportunity to review this undertaking. Please refer to the AHPP Tracking Number listed above in all correspondence. If you have any questions, call Kathryn Bryles at 501-324-9784 or email kathryn.bryles@arkansas.gov.

Sincerely,

for
Scott Kaufman
Director, AHPP

cc: Dr. Melissa Zabecki, Arkansas Archeological Survey

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE ARKANSAS STATE HISTORIC PRESERVATION OFFICER, THE
ARKANSAS DEPARTMENT OF TRANSPORTATION, AND THE OSAGE
NATION
REGARDING
ARDOT JOB 090069
NORTHWEST ARKANSAS NATIONAL AIRPORT ACCESS (F)
BENTON COUNTY, ARKANSAS
SITES 3BE664, 3BE665, AND 3BE666**

WHEREAS, the Federal Highway Administration (FHWA) and the Arkansas Department of Transportation (ARDOT) plan to carry out Job 090069, which is a federal undertaking as defined under 36 CFR § 800.16(y); and

WHEREAS, the undertaking consists of providing a new fully controlled connection between Highway 612 and Highway 264 in order to improve safety, congestion, and reliability to and from the XNA Airport; and

WHEREAS, the FHWA has defined the undertaking's area of potential effect (APE) as the proposed right-of-way acquired for the construction of the new location connector road; and

WHEREAS, the Arkansas FHWA Division Administrator is the "Agency Official" responsible for ensuring that the Program in Arkansas complies with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) (54 U.S.C. § 306108), and codified in its implementing regulations, 36 *Code of Federal Regulations* (CFR) Part 800, as amended; and

WHEREAS, ARDOT administers Federal-aid projects throughout Arkansas as authorized by Title 23 U.S.C 302; and

WHEREAS, the responsibilities of the Arkansas State Historic Preservation Officer (SHPO) under Section 106 of the NHPA and 36 CFR Part 800 are to advise, assist, review, and consult with federal agencies as they carry out their historic preservation responsibilities; and

WHEREAS, ARDOT and the SHPO have determined that sites 3BE664, 3BE665, and 3BE666 are eligible under Criterion D (research potential) and that

the successful implementation and completion of Appendix A, the attached Treatment Plan, will resolve the adverse effect finding through data recovery; and

WHEREAS, ARDOT and the SHPO have determined that site 3BE668 is eligible under Criterion D (research potential) but has been avoided by current design and will be avoided by construction activities; and

WHEREAS, FHWA has consulted with the Osage Nation, the Caddo Nation, Shawnee Tribe, and the United Keetoowah Band of Cherokee Indians in Oklahoma (Tribes), regarding the effects of the undertaking on historic properties of religious or cultural significance; and

WHEREAS, FHWA, pursuant to 36 CFR § 800.6 (c)(2)(ii), has invited the Tribes to enter into this MOA as Invited Signatories; and

WHEREAS, the Osage Nation accepted the invitation and will participate in the MOA as an Invited Signatory; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP has chosen *not* to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, the definitions set forth in 36 CFR Part 800 are applicable throughout this MOA;

NOW, THEREFORE, FHWA, SHPO, ARDOT, and Osage Nation agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on the historic property.

STIPULATIONS

The FHWA, through ARDOT, will ensure that the following measures are carried out.

I. MITIGATION OF ADVERSE EFFECT TO THE HISTORIC PROPERTIES: (Sites 3BE664, 3BE665, and 3BE666)

- A. The ARDOT will ensure that all stages of the field investigation, laboratory work, analysis, and report preparation comply with the *Secretary of the*

- B. *Interior's "Standards and Guidelines for Archeology and Historic Preservation" (48FR44716)* and those standards set forth in Appendix B of the State Plan (Early et al. 2010).
- C. The ARDOT will ensure that the selected contractor implements all provisions, stipulations, techniques, methods, analyses, interpretation, and documentation called for in the attached Treatment Plan (Appendix A).
- D. The ARDOT will ensure that the excavation site boundaries are determined and recorded with GPS coordinates. Statements regarding the potential significance of any site remnants outside of the APE will be included in the final report and added to the site files to ensure that any future projects that may affect the sites can be properly addressed. Sensitive locational data that would divulge the specific location of the sites will not be included in the final report; however, will be made available only to those parties specified below in Stipulation I.G.
- E. The ARDOT, in consultation with the SHPO, will ensure that all artifact collections (prehistoric ceramics and lithics, and historic artifacts) and their supporting documentation are curated at the University of Arkansas Collections Facility (UACF) in Fayetteville, Arkansas. If necessary, any human remains or grave goods may be curated together along with the site collections at UACF until determination of proper custody and disposition. All collections and documents will meet the Curation Standards set forth in 36 CFR Part 79 and in Appendix B of the State Plan (Early et al. 2010). Human remains and funerary objects or other items from sacred contexts are exempt from such standards.
- F. The ARDOT will ensure that regular progress reports and copies of the final report are provided to the Signatories and Invited Signatory.
- G. Precise location data will only be provided to ARDOT, the Osage Nation, the SHPO, and the Arkansas Archeological Survey in a separate attachment to the report and shall otherwise be withheld from disclosure pursuant to Section 304 of the NHPA, Executive Order 13007, and other applicable authorities.

II. HUMAN REMAINS

Human remains are not expected to be discovered on this undertaking; however, if they are encountered during implementation of the project, all

activity within a one hundred (100) meter radius buffer zone of the discovery shall cease. The treatment of human remains shall follow the guidelines developed for the *Arkansas Burial Law* (Act 753 of 1991, as amended) and the ACHP's *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* published February 23, 2007. As such a permit will be obtained from the Arkansas Historic Preservation Program prior to the excavation of any remains.

- A. If human remains are discovered, whether during archeological investigations or project construction, the applicant will temporarily suspend all activities within a one hundred (100) meter radius buffer zone that could disturb the remains or any grave associated objects. The remains will be left as found, covered with canvas, and measures will be made to safeguard the find until the proper authorities can be identified.
- B. The ARDOT shall immediately contact SHPO and the appropriate law enforcement agency as required in Arkansas law.
- C. If law enforcement determines that the find is not a crime scene, the ARDOT, SHPO, federally-recognized Tribes, and other interested parties will consult as per the guidelines of the Arkansas Burial Law (Act 753 of 1991, as amended) and the ACHP's "Policy Statement Regarding the Treatment of Burial Sites, Human Remains, and Funerary Objects" published February 23, 2007.

III. PROFESSIONAL QUALIFICATION STANDARDS

The FHWA shall ensure that all archeological investigations to this MOA are carried out by, or under the direct supervision of, a person or persons meeting the appropriate qualifications set forth in the Secretary of the Interior's professional qualification standards (48 CFR 44739). In addition, both the Principal Investigator and any supervising archeologists will meet the professional qualification requirements for certification in the Register of Professional Archaeologists and follow the *Code of Conduct and Standards for Research and Performance*.

IV. POST-REVIEW DISCOVERY SITUATIONS

Pursuant to 36 CFR Part 800.13, if cultural material is discovered during implementation of the project, the FHWA shall ensure that all construction activities cease in the area of the discovery and the consulting parties are notified. The FHWA, in consultation with SHPO and the Osage Nation, shall

determine if the discovery is eligible for inclusion in the NRHP, unless it is a continuation of sites 3BE664, 3BE665, and 3BE666. Then, it will be assumed eligible and may warrant further analysis and consideration of effects in consultation with SHPO and the Osage Nation. If the discovery is not associated with sites 3BE664, 3BE665, and 3BE666 and is considered eligible, the FHWA and the ARDOT will develop a treatment plan for the historic property, which shall be reviewed by SHPO and the Osage Nation. Disputes arising from such review shall be resolved in accordance with Stipulation V.

V. DISPUTE RESOLUTION

Should the SHPO or any consulting party object within thirty (30) calendar days to any findings, proposed actions or determinations made pursuant to this MOA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, it shall request further comments from ACHP pursuant to 36 CFR Part 800.7. Any ACHP comment provided in response to such a request shall be taken into account by the FHWA in accordance with 36 CFR 800.7 with reference only to the subject of the dispute. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, Signatories, and Invited Signatory, and provide them with a copy of this written response. If the ACHP does not provide its advice regarding the dispute within the 30-day time period, FHWA may make the final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the Signatories and Invited Signatory to the MOA, and provide them and the ACHP with a copy of such written response; therefore, notifying the consulting parties of its final decision. FHWA shall then proceed according to its final decision. The FHWA's responsibility to carry out all actions under this MOA that are not subject to dispute shall remain unchanged.

VI. MONITORING

The consulting parties or one or more parties in cooperation may monitor the undertaking and stipulations carried out pursuant to this MOA.

VII. AMENDMENTS

Should any of the Signatories or Invited Signatory to this MOA believe that the terms of this MOA are not being met or cannot be met, that party shall immediately notify the other signatories and request consultation to amend this MOA in accordance with 36 CFR Part 800. The process to amend this MOA shall be conducted in a manner similar to that leading to the execution of this MOA.

VIII. TERMINATION

Any Signatories or Invited Signatory to this MOA may terminate it by providing a thirty (30) calendar days-notice to the other parties provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination of this MOA. In the event of termination, the FHWA shall comply with 36 CFR Part 800.4 through 800.6 with regard to the undertaking covered by this MOA.

IX. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the FHWA may consult with the other Signatories and Invited Signatory to reconsider the terms of the MOA and amend it in accordance with Stipulation VII.

X. FULFILLMENT OF SECTION 106 RESPONSIBILITIES

Execution of this MOA and Treatment Plan and implementation of its terms evidences that the FHWA has taken into account the effect of the undertaking on archeological sites 3BE664, 3BE665, and 3BE666 and has fulfilled its Section 106 responsibilities under the NHPA of 1966, as amended.

Signatory

FEDERAL HIGHWAY ADMINISTRATION



Vivien N. Hoang, P.E.
Arkansas Division Administrator

5/31/2022

Date

Signatory

ARKANSAS STATE HISTORIC PRESERVATION OFFICER



Secretary Stacy Hurst
Arkansas State Historic Preservation Officer



Date

Signatory

ARKANSAS DEPARTMENT OF TRANSPORTATION



Lorie H. Tudor, P.E.
Director

RLT
JDW PL

5/3/2022

Date

Invited Signatory

OSAGE NATION



Geoffrey M. Standing Bear
Principal Chief

3-24-2022
Date

**Appendix D – NATURAL RESOURCE CONSERVATION SERVICE
COORDINATION**

Schmidt, Cassie P.

From: Schmidt, Cassie P.

Sent: Thursday, May 19, 2022 1:11 PM

To: Fox, Rebecca - NRCS, Little Rock, AR <rebecca.fox@usda.gov>

Cc: McAbee, William C. <WCMcAbee@GarverUSA.com>; Rujawitz, Joseph C. <JCRujawitz@GarverUSA.com>

Subject: RE: XNA Preferred Alternative

Good Afternoon Rebecca,

Please find the attached finalized farmland form for the XNA Access project. This is the form we will submit to FHWA as part of the FONSI document.

Thank you for all your assistance with this project!

Most Sincerely,

Cassie Schmidt

Garver

479-287-4673

From: Fox, Rebecca - NRCS, Little Rock, AR <rebecca.fox@usda.gov>

Sent: Tuesday, May 10, 2022 11:53 AM

To: Schmidt, Cassie P. <CPSchmidt@GarverUSA.com>

Subject: XNA Preferred Alternative

Good morning Cassie,

Attached are the completed CPA-106, map, and letter for the XNA preferred alternative project. There is 24 acres of Prime Farmland or Farmland and 23 acres of Statewide Importance in the project area.

Let me know if you need anything else,

Rebecca

Rebecca Fox

Acting State Soil Scientist – Arkansas

USDA Natural Resources Conservation Service

Office: (501) 301-3180

Cell: (501) 516-4924

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

| | | |
|---|---|-------------------------------|
| PART I (To be completed by Federal Agency) | 3. Date of Land Evaluation Request 5/5/22 | 4. Sheet 1 of 1 |
|---|---|-------------------------------|

| | |
|---|--|
| 1. Name of Project XNA Preferred Alternative | 5. Federal Agency Involved DOT |
| 2. Type of Project Road | 6. County and State Benton County, Arkansas |

| | | | |
|---|--|--|---|
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS 5/5/22 | 2. Person Completing Form Rebecca Fox |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated 231 | Average Farm Size 126 |
| 5. Major Crop(s) Soybeans | 6. Farmable Land in Government Jurisdiction Acres: 243,753 % 43 | 7. Amount of Farmland As Defined in FPPA Acres 196,881 % 35 | |
| 8. Name Of Land Evaluation System Used NCCPI | 9. Name of Local Site Assessment System NONE | 10. Date Land Evaluation Returned by NRCS 5/10/22 | |

| PART III (To be completed by Federal Agency) | Alternative Corridor For Segment | | | |
|---|---|------------|------------|------------|
| | Corridor A | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly | 247 | | | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | 0 | | | |
| C. Total Acres In Corridor | 247 | | | |

| PART IV (To be completed by NRCS) Land Evaluation Information | |
|--|-------------|
| A. Total Acres Prime And Unique Farmland | 24 |
| B. Total Acres Statewide And Local Important Farmland | 23 |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | 0.10 |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | 59 |

| | |
|--|-----------|
| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points) | 37 |
|--|-----------|

| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | Maximum Points | | | | |
|--|----------------|-----------|----------|----------|----------|
| 1. Area in Nonurban Use | 15 | 15 | | | |
| 2. Perimeter in Nonurban Use | 10 | 10 | | | |
| 3. Percent Of Corridor Being Farmed | 20 | 14 | | | |
| 4. Protection Provided By State And Local Government | 20 | 0 | | | |
| 5. Size of Present Farm Unit Compared To Average | 10 | 0 | | | |
| 6. Creation Of Nonfarmable Farmland | 25 | 0 | | | |
| 7. Availability Of Farm Support Services | 5 | 4 | | | |
| 8. On-Farm Investments | 20 | 5 | | | |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | | | |
| 10. Compatibility With Existing Agricultural Use | 10 | 5 | | | |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 53 | 0 | 0 | 0 |

| PART VII (To be completed by Federal Agency) | | | | | |
|---|------------|-----------|----------|----------|----------|
| Relative Value Of Farmland (From Part V) | 100 | 37 | 0 | 0 | 0 |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | 53 | 0 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 90 | 0 | 0 | 0 |

| | | | |
|--|--|---|--|
| 1. Corridor Selected: Corridor A - Preferred Alternative | 2. Total Acres of Farmlands to be Converted by Project: 47 | 3. Date Of Selection: 5/19/2022 | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/> |
|--|--|---|--|

5. Reason For Selection:
The Preferred Alternative (Corridor A) is the FHWA-approved alternative that has been presented to the public and the one that best meets the purpose and need of the project.

| | |
|---|--------------------------|
| Signature of Person Completing this Part: <i>Cassie Schmidt</i> | DATE 5/19/2022 |
|---|--------------------------|

NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix E – U.S. FISH AND WILDLIFE SERVICE CONSULTATION



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Arkansas Ecological Service Field Office
110 South Amity Road, Suite 300
Conway, Arkansas 72032



February 22, 2022

Mr. John Fleming
Division Head, Environmental Division
c/o Ms. Kayti Ewing
Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203-2261

Consultation Code: 04ER1000-2020-SLI-0029

Re: ARDOT Job 090069 – Northwest Arkansas National Airport Access (F) Section 7
Consultation Package

Dear Mr. Fleming:

The U.S. Fish and Wildlife Service (Service) has reviewed the environmental assessment that provides a project status update, schedule, and effects determinations for the federally protected threatened or endangered species listed on the official species list provided by the Service for ARDOT Job 090069, Northwest Arkansas National Airport Access (F) (XNA Connector Road). Our comments and recommendations are submitted in accordance with the National Environmental Policy Act of 1969 and the Endangered Species Act of 1973 (Public Law 93-205, as amended).

The Service agrees with the selection of the preferred alternative and believe that this alignment will minimize effects on fish and wildlife resources. Furthermore, we concur with the effects determinations for the species identified within the affected area of this action. The Service has been coordinated with regarding conservation measures and has approved the special provisions; therefore, the requirements of Section 7 of the ESA have been fulfilled and no further consultation is necessary at this time. Our staff will continue to coordinate on this action and associated conservation measures as the project progresses, as needed.

In addition, we recommend that your agency contact the Arkansas Ecological Services Field Office or re-evaluate this action if: 1) the scope, timing, duration, or location of the proposed project or proposed conservation measures changes, 2) new information reveals the action may affect listed species or designated critical habitat; and 3) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional coordination or re-initiation of consultation with the Arkansas Ecological Services Field Office may be necessary before project changes are final or additional resources are committed.

Mr. John Fleming

2

We appreciate the opportunity to review the EA and to participate in the transportation and conservation planning process. For further assistance or if you have any questions, please contact Lindsey Lewis at (501) 513-4489 or lindsey_lewis@fws.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Melvin L. Tobin', with a stylized flourish at the end.

Melvin L. Tobin
Field Supervisor

cc: Project File
Read File

Filename: C:\Users\lilewis\Documents\PROJECTS\FY2022\ARDOT\090069 Section 7 Letter (XNA Connector Rd)\20220222_Ltr_ARDOT Job 090069 - EA - Comments.docx