



On behalf of the Arkansas Department of Transportation, the Northwest Arkansas National Airport (XNA), and Garver, welcome to the Virtual Design Public Hearing for project number 090069, Northwest Arkansas National Airport Access, to connect XNA and Springdale Northern Bypass (Highway 612) in Benton County.



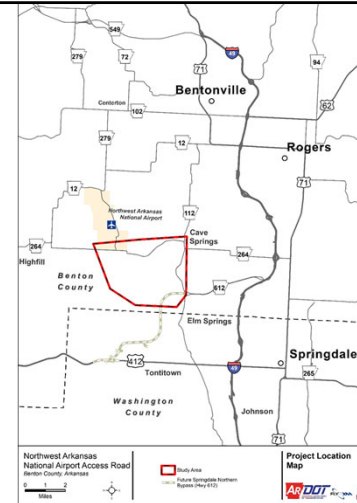
This Virtual Design Public Hearing provides an opportunity for you to comment on the Preferred Alternative for a new proposed XNA Access.

This is a listen-only presentation, providing an overview of the project, the project history, and the details on the Preferred Alternative. A live virtual event will take place online on Tuesday, October 26, from 5:30 pm – 6:30 pm.

Project Overview

The purpose of the proposed project is to provide for the reliable and efficient movement of air transportation passengers and property between the Northwest Arkansas National Airport (XNA) and the Springdale Northern Bypass (Hwy. 612).

The proposed project would provide a 4-lane fully-controlled access highway between Hwy. 612 and Hwy. 264 at XNA.



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The map on the screen shows the study area for the project which is in Benton County generally between Elm Springs, Cave Springs and the XNA airport.

Currently, access to XNA is provided by Hwy. 264 to the south and Hwy. 12 to the north. Both roads are mostly winding, narrow, two-lane highways and include multiple 90-degree curves. Consequently, this poor connectivity between Interstate 49 and XNA causes motorists misdirection and delays when traveling to and from XNA.

Project History

What has happened since the Location Public Hearing in March 2021?

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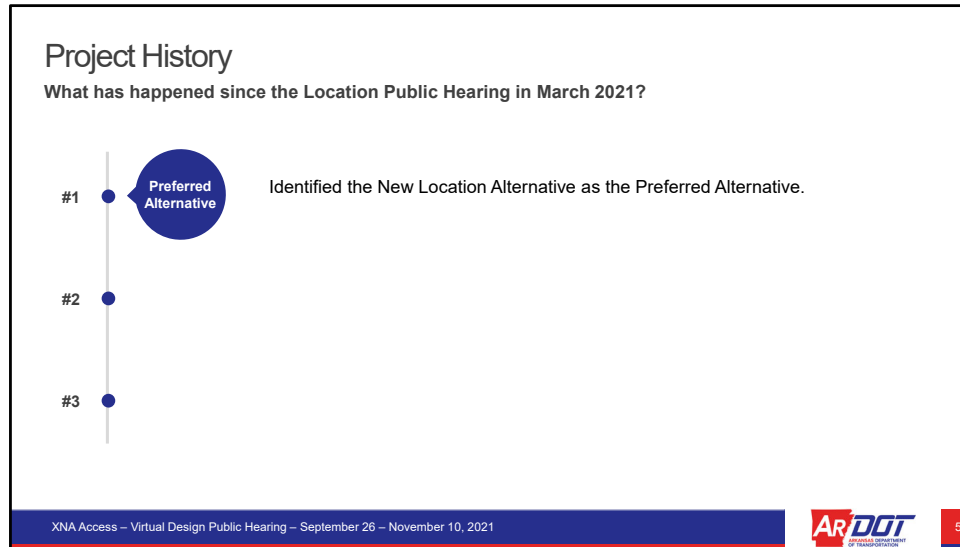
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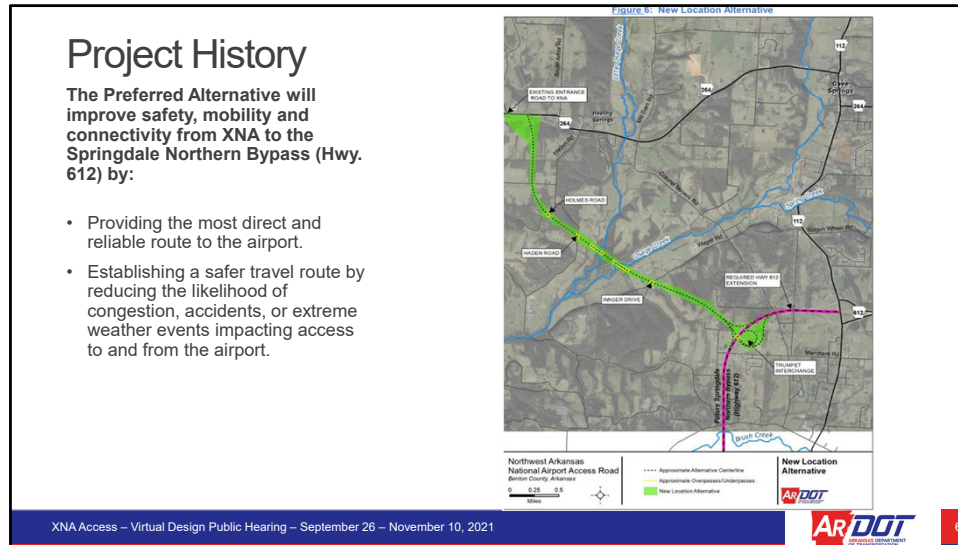
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ARDOT

In March 2021, ARDOT held a live Virtual Location Public Hearing and presented four alternatives for the new proposed XNA Access highway, noting that the New Location Alternative had been identified as the Preferred Alternative. The public then had the opportunity to review and comment on these alternatives as well as the Environmental Assessment document, which had been approved by the Federal Highway Administration.



Input during the Location Public Hearing affirmed the New Location Alternative as the Preferred Alternative and provided important information to help the designers mitigate negative impacts as they further developed the design.



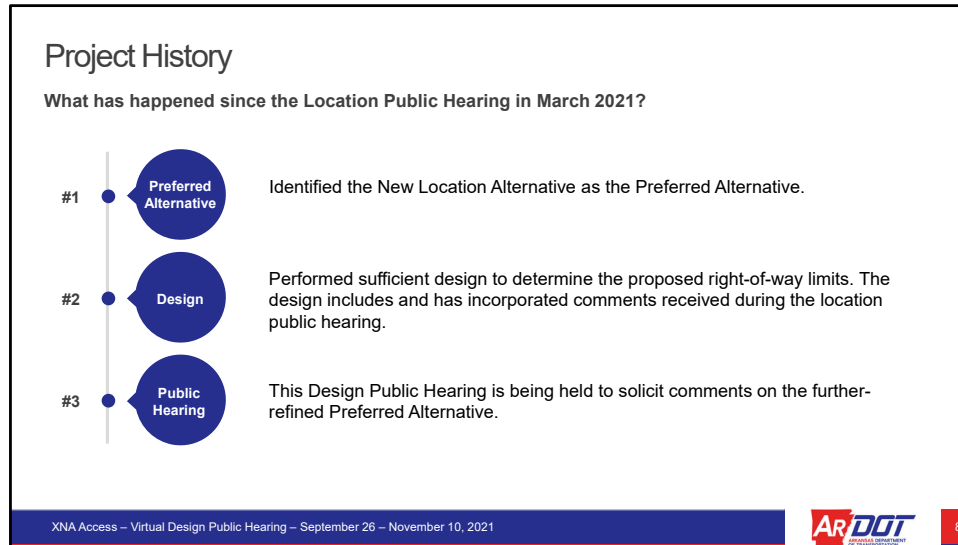
The Preferred Alternative will improve safety, mobility and connectivity **from XNA to the Highway 612** by:

- Providing the most direct and reliable route to the airport, and
- Establishes a safer travel route by reducing the likelihood of congestion, accidents, or extreme weather events impacting access to and from the airport.

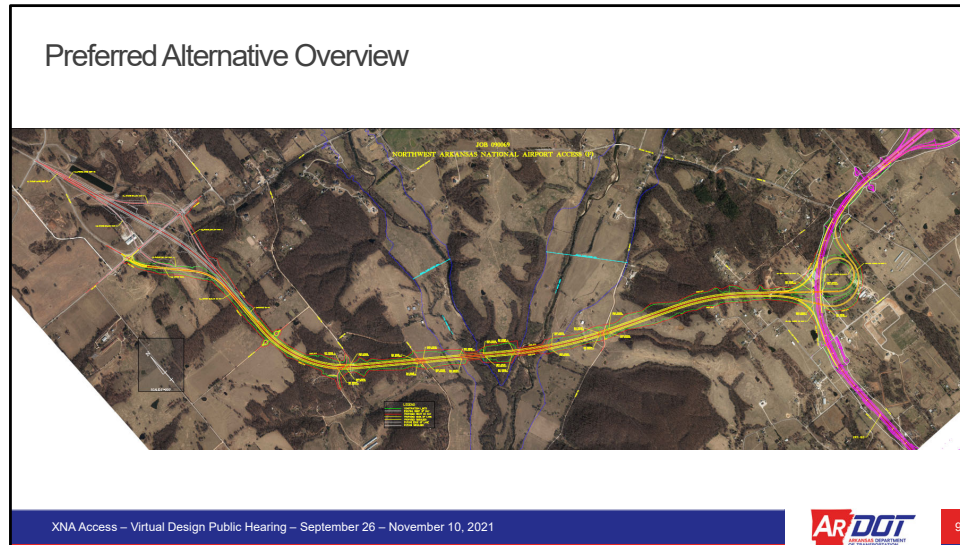
The green highlighted alignment on the screen shows the proposed limits for the New Location Alternative.



Performed sufficient design to determine the proposed right-of-way limits. The design includes and has incorporated comments received during the location public hearing.



This design public hearing is being held to solicit comments on the further-refined Preferred Alternative.

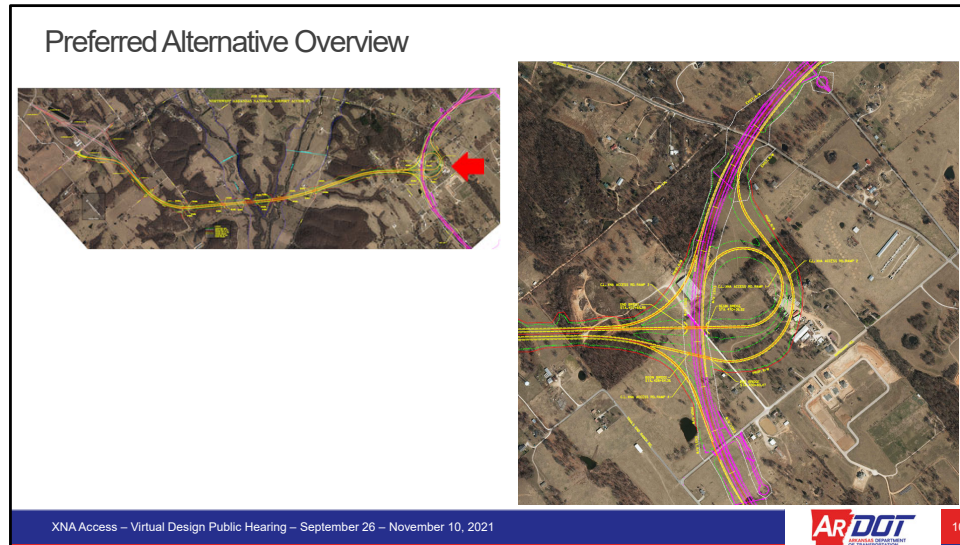


The Preferred Alternative satisfies the purpose and need of the XNA Access project while minimizing the environmental impacts to the greatest extent possible.

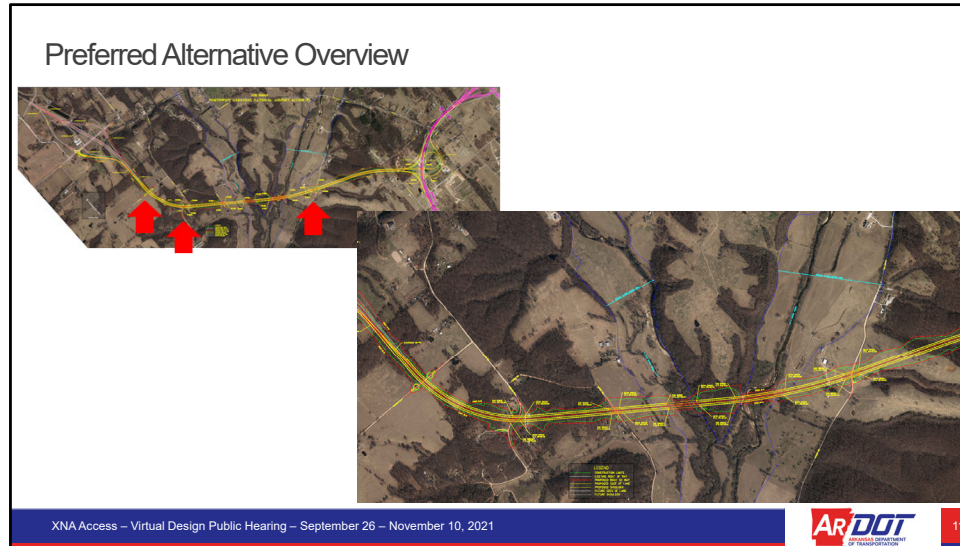
The image on the screen is an overview of the Preferred Alternative, which connects XNA and Hwy. 612 in Benton County.

This new route would be a fully controlled access highway approximately 3.4 miles long with a new grade-separated trumpet-type interchange at Highway 612.

This alternative would extend north and west from the trumpet interchange on a new alignment to an at-grade intersection at Hwy. 264 at the existing entrance road to XNA. The estimated cost for right of way acquisition and construction of this alternative is approximately \$85.6 million.

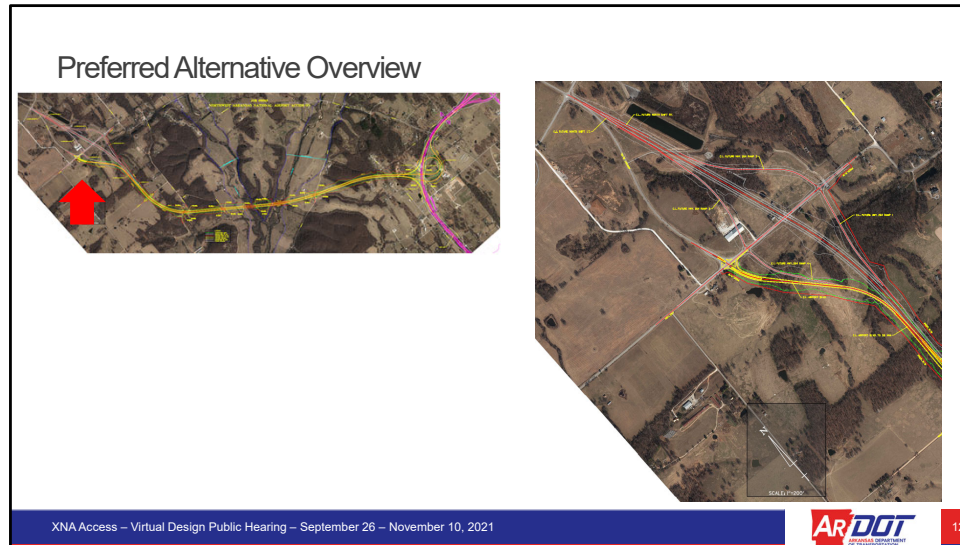


The trumpet interchange on the southern end would be designed to connect to the future location of Hwy. 612 between Hwy. 112 and Hwy. 412, which is planned to be built prior to the construction of the new XNA Access Highway. This future interchange location was identified based on interchange spacing requirements by FHWA and consideration of environmental impacts.



Beginning at the trumpet interchange and proceeding north, the XNA Access Highway will be a four-lane divided highway for 2.5 miles. The highway will be fully access controlled, meaning there will be no driveway or local road connections, and access will only be allowed at the interchanges serving Hwy. 612 and Hwy. 264.

The XNA Access Highway will have overpass structures located at three local roads: Holmes Road, Haden Road, and Wager Drive. Bridges would also be constructed over Little Osage Creek and Osage Creek. These local roads will remain open, but without a connection to the XNA Access Highway.



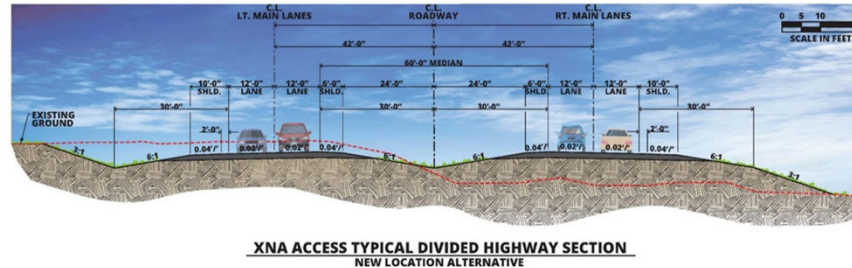
North of Holmes Rd., traffic will be reduced to one lane in each direction, and this two-lane road will terminate at a new signalized intersection with Hwy. 264 and Airport Boulevard.

This project will also purchase right-of-way to preserve the area needed for a future diamond interchange with Hwy. 264. When future traffic reaches a certain level, the four-lane divided freeway section of XNA Access Highway will be extended to overpass Hwy. 264 connecting directly with a realigned Airport Boulevard and ramps will be provided for access to and from Hwy. 264.

A detailed interactive map is available for review on the project website.

Preferred Alternative Typical Section

- Four-lane divided highway
- 60-foot-wide depressed grass median
- Six-foot-wide inner shoulders
- 10-foot-wide outer shoulders
- Design speed of 70 mph.
- Fully controlled highway



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Concerning the roadway and its appearance, the typical section would consist of a four-lane divided highway with a 60-foot-wide depressed grass median, six-foot-wide inner shoulders, and 10-foot-wide outer shoulders. The design speed would be 70 mph. The design speed will be reduced to 55 mph in the two-lane transition section, nearing Highway 264.

Preferred Alternative Impacts Table	
Impacts Associated with the Preferred Alternative	
Resource Categories	Preferred Alternative
Relocations Required	5
ROW Required	241.8 acres
Known NRHP Sites	1
Stream Impacts	6,509 LF
Wetland Impacts	3.2 acres
Floodplain Impacts	0 acres
Hazardous Materials Sites	6 sites
Farmland Impacts	11 acres
Karst Springs	2
Suitable Bat Habitat	75.5 acres
Roosting Structures	11

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Regarding the environment, the most important project impacts are shown in the table. While every effort has been made to minimize negative impacts during the alternative studies, and additional efforts have been made during the detailed design, there is not an alternative that avoids all impacts.

The new XNA Access Highway best maximizes the benefits from the project while minimizing the negative impacts to the greatest extent possible.

Live Online Virtual Event



LIVE Interactive Q&A Forum
Tuesday, October 26, 2021
5:30 p.m. – 6:30 p.m.

Comment Forms will be accepted until:
4:30 p.m. on Wednesday, November 10, 2021

For more information, visit: XNAAccess.TransportationPlanroom.com

Contact us:
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The Arkansas Department of Transportation and Garver have scheduled a live online virtual event on Tuesday, October 26 from 5:30 pm to 6:30 pm.

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

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

Comments will be accepted through Wednesday, November 10 at 4:30 p.m. For additional questions concerning this project, assistance with attending the question and answer live event, or if you need help submitting your comments, please contact us at the email address or phone number on your screen.



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