



# **WELCOME**

**Virtual Location  
Public Hearing  
for the  
Northwest Arkansas National  
Airport (XNA) Access  
Benton County**

**Job Number 090069  
January 31 – March 17, 2021**

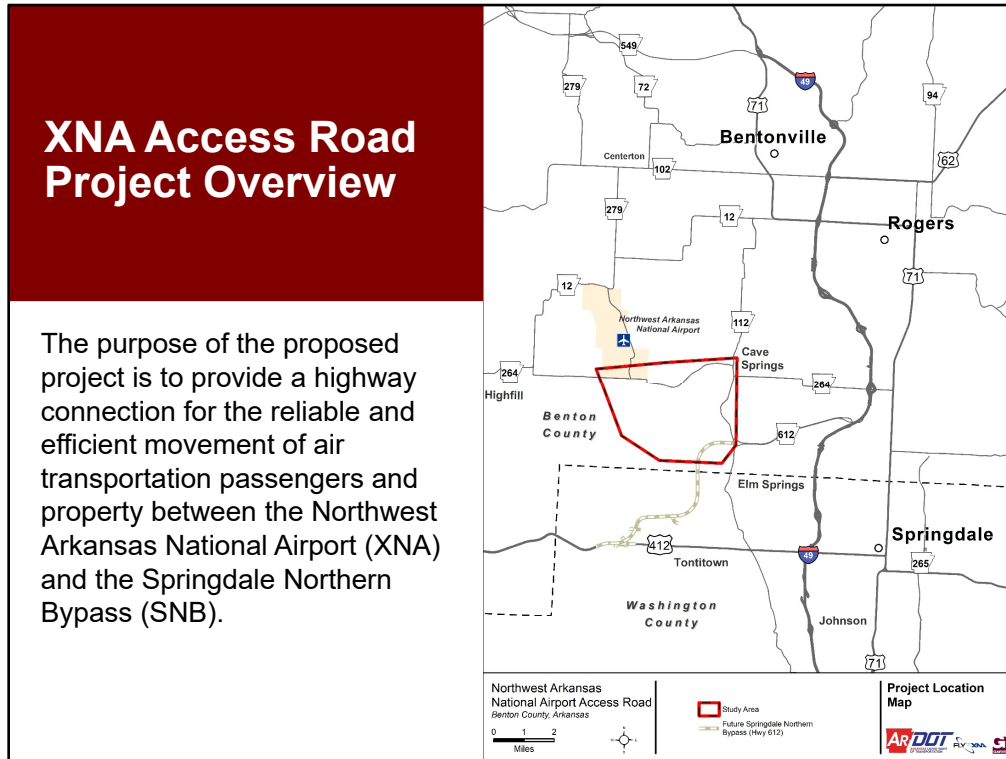


On behalf of the Arkansas Department of Transportation and the Northwest Arkansas National Airport, Garver welcomes you to the virtual location public hearing for project number 090069, Northwest Arkansas National Airport Access, connecting XNA and the Springdale Northern Bypass in Benton County.

## **Virtual Location Public Hearing Agenda**

- **XNA Access Overview**
- **LIVE online presentation and opportunity to ask questions and make comments with project staff**
  - **March 2, 2021 from 5:30 p.m. – 6:30 p.m.**
  - **Q&A Forum:**  
[XNAAccess.transportationplanroom.com](https://XNAAccess.transportationplanroom.com)
- **Comment Form and Additional Resources**

Today's presentation pertains to the XNA Access project that will connect the Northwest Arkansas National Airport and the Springdale Northern Bypass, beginning with the purpose of the project, followed by the methods of how to contact project staff concerning this project. This is the listen-only presentation. A live interactive presentation will take place on Tuesday, March 2, from 5:30 – 6:30 pm.

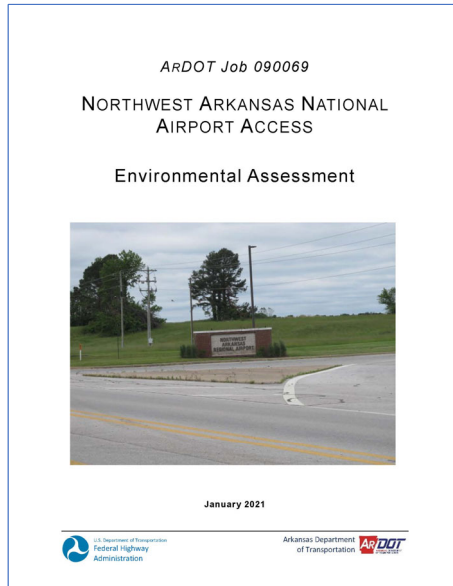


The image on the screen is an overview of the general project location and study area for the XNA Access Road in Benton County. **Detailed interactive maps are available for review on the project website.**

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

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.

# Environmental Assessment

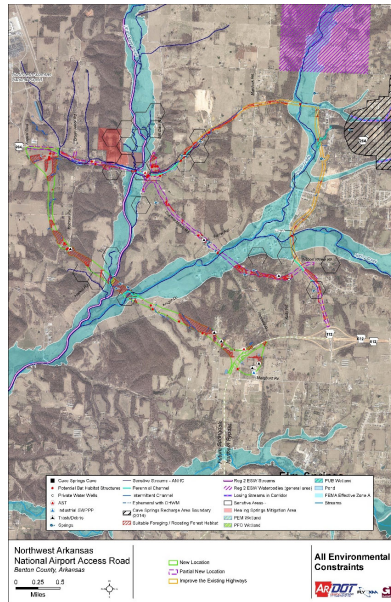


## This EA contains the project's:

- Purpose and need
- Preliminary design
- Alternative analysis
- Public outreach
- Local officials and agency coordination
- Environmental studies
- Results and recommendations

The Arkansas Department of Transportation is conducting a study called an Environmental Assessment, or EA for short. The purpose of the EA is to identify the best solution to a transportation problem that addresses the project needs while minimizing the negative impacts to the natural and social environment to the greatest extent possible. **The full EA document is available for review or download on the project website.**

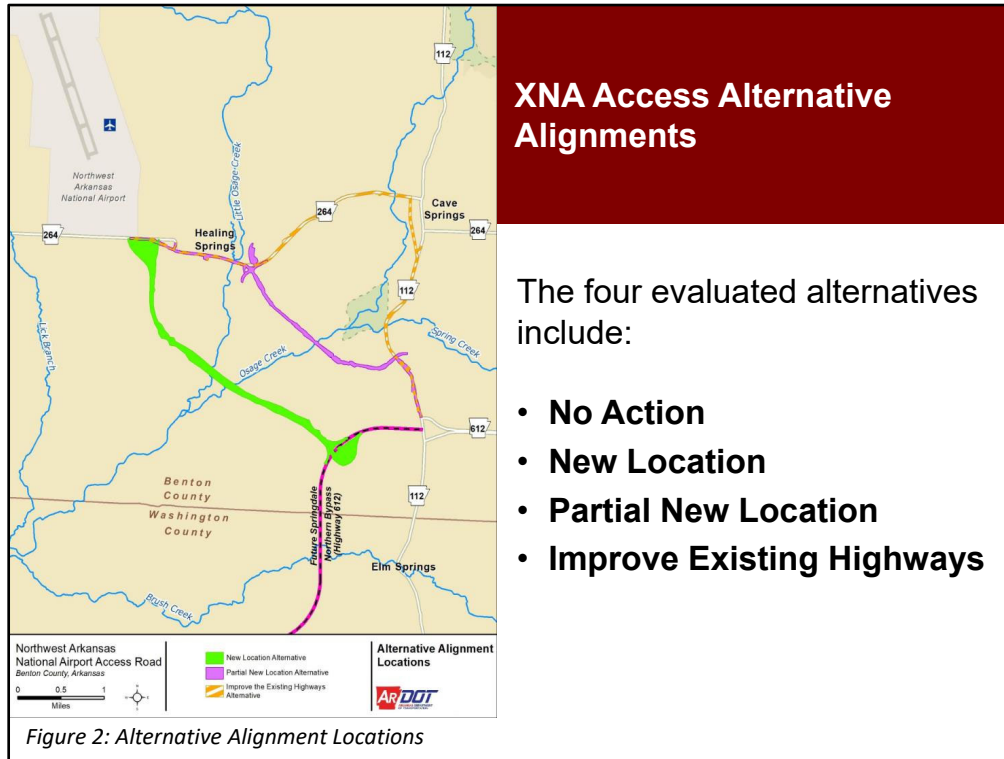
# Environmental Studies



## Environmental resources considered include:

- Cultural resources
- Wetlands
- Floodplains
- Wildlife and habitats
- Endangered species
- Homes and businesses
- Hazardous materials
- Public lands
- Communities
- Water quality
- Karst
- Land use

Since the last public involvement meeting in December 2019, additional environmental studies and conceptual designs have been completed, refining the alternatives from corridors to more realistic alignments, so that positive and negative impacts can be better evaluated. **Details on all the study constraints and potential impacts are discussed in the EA document located on the project website.**



Alternatives have been developed with consideration for various environmental and design concerns. The three build alternatives evaluated in the Environmental Assessment can be seen on the map. These alternatives include the New Location Alternative shown in green, the Partial New Location Alternative shown in purple, and the Improve Existing Highways Alternative shown in yellow. There was also a No Action Alternative that was considered in this study.

In general, the construction of any of the build alternatives would improve traffic flow in the project area and benefit travelers more than the No Action Alternative. All three build alternatives perform better overall than the No Action Alternative regarding travel times between the SNB and XNA with the New Location Alternative having the shortest travel time.

Please see the Environmental Assessment and exhibits located on the project documents page of our Virtual Location Public Hearing website for more information on these alternative alignments.

## Preferred Alternative: New Location Alternative

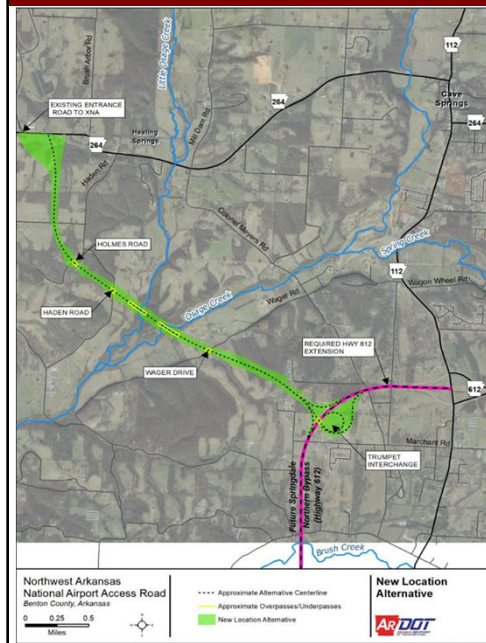


Figure 3: New Location Alternative



Figure 4: Trumpet Interchange Location

Through this study process, the New Location Alternative has been identified as the preferred alternative. The New Location Alternative has been identified as the Preferred Alternative because it provides the most direct and reliable route to the airport with environmental and social impacts comparable to the other build alternatives. The New Location Alternative best reduces the likelihood of congestion, accidents, or extreme weather events interfering with airport access by providing a completely new route to the airport, allowing for the existing highways and the new access road to serve as redundant routes in the case of such events.

The New Location Alternative, shown in green, would be a fully controlled access highway facility approximately 4.6 miles long with a new grade-separated trumpet-type interchange at the Springdale Northern Bypass. The interchange would be designed to connect to the future location of the Springdale Northern Bypass between Hwy. 112 and Hwy. 412. The Springdale Northern Bypass would need to be extended west approximately one mile from its current terminus at Hwy. 112 to meet the New Location Alternative interchange. This future interchange location was identified based on interchange spacing requirements by FHWA and consideration of environmental impacts.

This alternative would then extend north and west from the trumpet interchanges on a new alignment to an at-grade intersection at Hwy. 264 east of the existing entrance road to XNA. Overpasses would be located at three local roads: Holmes Road, Haden Road, and Wager Drive. Bridges would also be constructed over Little Osage Creek and Osage Creek.

The estimated cost for right of way acquisition and construction of this alternative is approximately \$85.6 million.



## What will the roadway look like?

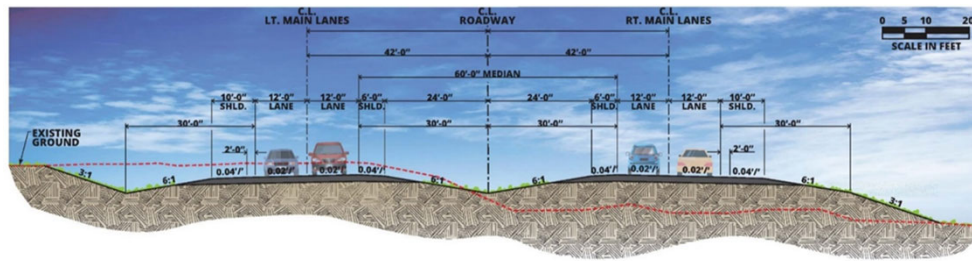


Figure 5: Typical Section

**XNA ACCESS TYPICAL DIVIDED HIGHWAY SECTION**  
NEW LOCATION ALTERNATIVE

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 New Location Alternative will provide a fully controlled highway, meaning there will not be any access on to or off of the highway except at designated interchanges located at the Springdale Northern Bypass and Highway 264.



## **LIVE Interactive Q&A Session**

**Tuesday, March 2, 2021  
5:30 p.m. – 6:30 p.m.**

**Comment Forms will be accepted until Friday, March 17, 2021**  
[XNAAccess.transportationplanroom.com](https://XNAAccess.transportationplanroom.com)

### **Contact us:**

**Garver Public Involvement  
501-823-0730**

[PublicInvolvement@Garverusa.com](mailto:PublicInvolvement@Garverusa.com)

**Mail: Garver, Attn: Lindi Miller, 4701 Northshore Drive  
North Little Rock, AR 72118**

For questions and concerns pertaining to this project, ARDOT & Garver have scheduled a live interactive question & answer session to be held on Tuesday, March 2 from 5:30 pm to 6:30 pm. Instructions for attending the session are located on the [XNAAccess.transportationplanroom.com](https://XNAAccess.transportationplanroom.com) website. We encourage you to complete and submit your comment forms through several methods. You are welcome to follow the link on this slide to the virtual location public hearing website to submit your comment forms online. You may also email or mail your comment forms to the addresses on your screens. Comments will be accepted until Friday, March 17, by 4:30 p.m. For additional questions concerning this project, assistance with attending the question & answer session, or if you need help submitting your comment form, please contact us at [PublicInvolvement@GarverUSA.com](mailto:PublicInvolvement@GarverUSA.com) or 501-823-0730.

***Thank you for  
attending!***

**Notice of Nondiscrimination**

The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569- 2298, (Voice/TTY 711), or the following email address: joanna.mcfadden@ardot.gov

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

Thank you for attending the Virtual location public hearing about project number 090069, XNA Access, connecting the Northwest Arkansas National Airport to Springdale Northern Bypass in Benton County, Arkansas.