



City of Conway, Arkansas
Office of the Mayor
Mayor Bart Castleberry
www.conwayarkansas.gov

May 31, 2022

Metroplan Board of Directors and
Executive Director Tab Townsell
501 West Markham Street, Suite B
Little Rock, AR 72201

Re: College Avenue Bridge Engineering STBG Application

Dear Metroplan Board of Directors and Executive Director Townsell,

The City of Conway, Arkansas is submitting an application under the Surface Transportation Block Grant Program (STBG) for the College Avenue Bridge over Kinley Trail Project. This project will be for the engineering and design work to aid in the reconstruction of the College Avenue bridge. The City of Conway has invested resources and funding in making College Avenue more pedestrian friendly and increasing safety for cyclists and pedestrians. With the redevelopment of this bridge, Conway's Kinley trail will have zero vehicle conflicts from Tyler Street to Hogan Lane. College Avenue is also an important connector between the Kinley Trail and Stone Dam Creek Trail Systems. The city will see many benefits from this project in terms of safety, connectivity, transportation choices, and healthy options for transport. This project will also support the Central Arkansas Regional Greenways system initiative.

The City of Conway is committed to provide the required matching sources for the project. These funds are committed to the project for the period of performance, available as needed.

Please contact me if I can provide any further information.

Sincerely,

Bart Castleberry, Mayor

METROPLAN
Central Arkansas Regional Transportation Study Area
Surface Transportation Block Grant (STBG) Program
FFY 2023 Application

Project Sponsor

Applicant: _____ Phone Number: _____

Contact: _____ E-Mail: _____

Partners: No Yes (Please list)

General Project Data

Project Name: _____

Brief Project Description:

Project Purpose:

Applying for: Engineering/Design New Construction Cost Overrun

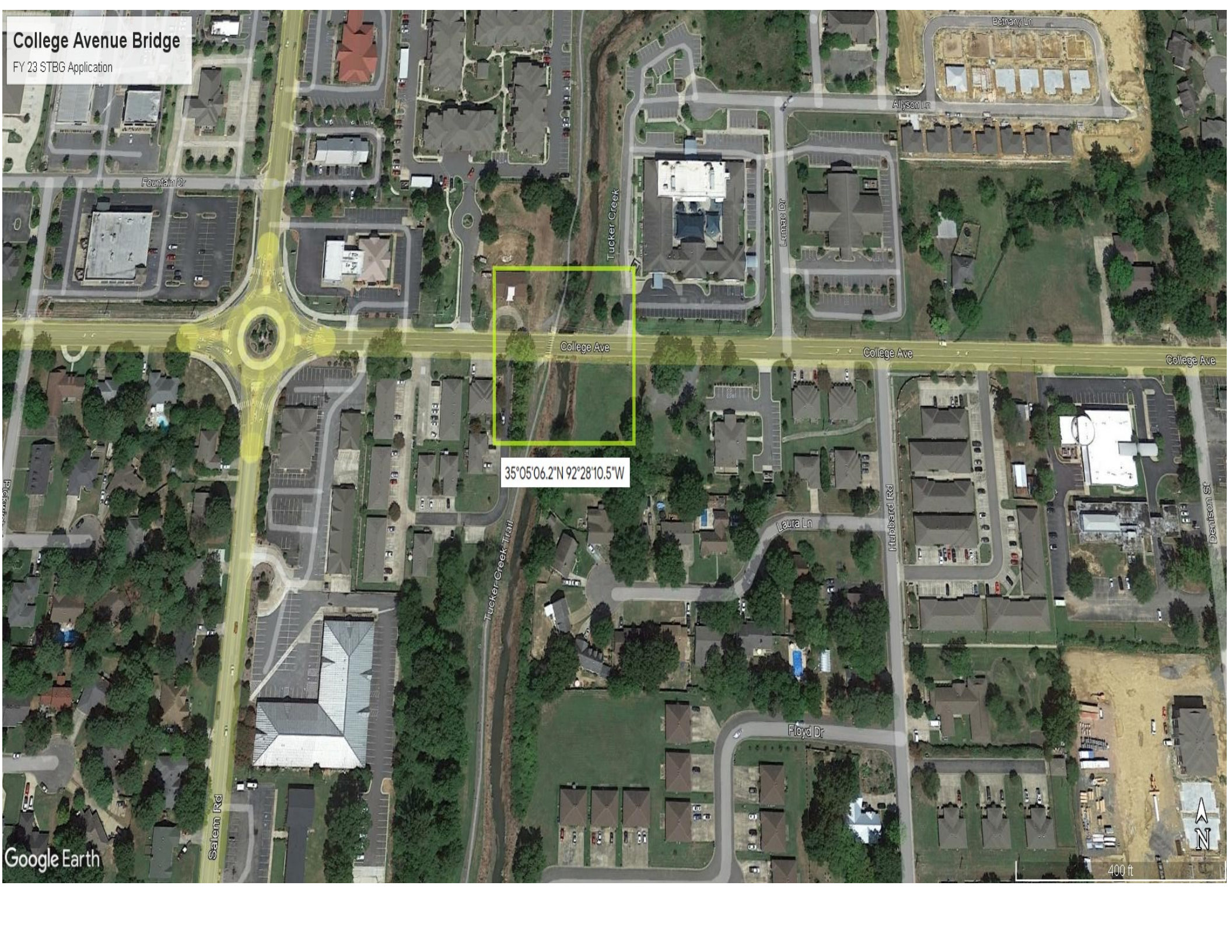
Project Location Map: Attach a proposed site plan and vicinity map

Applicants must submit legible maps of the project location with this application. The map(s) should be good enough quality to be easily reproducible and should include the following:

- Project location and design information
- North arrow
- Pertinent landmarks
- If appropriate, a legend identifying any other items on the map

College Avenue Bridge

FY 23 STBG Application



35°05'06.2"N 92°28'10.5"W



Preliminary Project Development and Local Commitment (20 Possible Points)

Governing Body Resolution (*Required*): Date _____

Project Timeline (Obligation in FY 2023 Required): Yes No

Provide detailed timeline (attach) or check fields below

	2022				2023			
	Jan to Mar	Apr to Jun	July to Sep	Oct to Dec	Jan to Mar	Apr to Jun	July to Sep	Oct to Dec
Design								
Environmental								
Utilities								
Right-of-way								
Start Construction								

Full Funding Identified and Secured (*Required*): Yes No

Total Project Cost: _____

Local Funding Source: _____

Included in Local Sponsor Budgeted: Yes No

Federal Funds Request (up to 80% of total): _____

Phases requesting funding for: _____

Is the project a segment or phase of a larger project: Yes No

If yes, identify independent utility of segment and funding plan for remainder of project (500 Character Max)

Project Design (8 Points):

Schematic Design 30-50% Plans 90% Plans Approved Final Plans

Engineer _____

Environmental Document (4 Points):

None Agency Letters Received Draft Document Approved Environmental

Rights-of-way and Utilities (4 Points):

No Information Identified Out for Bid/In Progress Secured

Local Funding & Local Match (4 Points):

Match Secured 25-40% Local Match 41-60% Local Match >60% Local Match

Estimator: _____

Provide any other pertinent information on project development and funding (500 characters max)

Project Evaluation (15 Points):

Proposals will be awarded up to 15 points based on reviewers' subjective evaluation of how well the project addresses the following two questions:

1. How well does this project meet the goals of the *Central Arkansas 2050 Long-Range Metropolitan Transportation Plan*? (View the plan [at this link](#). Executive Summary on pp. 13-15.)
2. How effectively does this project utilize funding to meet the goals of the Long-Range Metropolitan Transportation Plan?

Provide any pertinent information to assist in the scoring of these two Project Evaluation questions (500 characters max).

COLLEGE AVENUE BRIDGE OVER KINLEY TRAIL CONSTRUCTION ESTIMATE

ITEM OF WORK		QUANTITY	UNITS	UNIT COST	ITEM COST
1	SITE PREPARATION	1	LUMP SUM	\$100,000.00	\$100,000.00
2	UNCLASSIFIED EXCAVATION	5000	CU. YD.	\$12.00	\$60,000.00
3	COMPACTED EMBANKMENT	3400	CU. YD.	\$16.50	\$56,100.00
4	BORROW	1000	CU. YD.	\$35.00	\$35,000.00
5	UNDERCUT AND BACKFILL	900	CU. YD.	\$60.00	\$54,000.00
6	SOIL STABILIZATION	100	TON	\$250.00	\$25,000.00
7	AGGREGATE BASE COURSE (CLASS 7)	2550	TON	\$25.00	\$63,750.00
8	ACHM BINDER COURSE (1") IN PLACE	700	TON	\$85.00	\$59,500.00
9	ACHM SURFACE COURSE (1/2") IN PLACE	400	TON	\$100.00	\$40,000.00
10	PORTLAND CEMENT CONCRETE DRIVEWAY	200	SQ. YD.	\$65.00	\$13,000.00
11	MOBILIZATION	1	LUMP SUM	\$53,351.60	\$53,351.60
12	MAINTENANCE OF TRAFFIC	1	LUMP SUM	\$31,078.60	\$31,078.60
13	PAVED DETOUR	1	LUMP SUM	\$150,000.00	\$150,000.00
14	STORM SEWER/DRAINAGE	1	LUMP SUM	\$220,000.00	\$220,000.00
15	EROSION CONTROL	1	LUMP SUM	\$20,000.00	\$20,000.00
16	CONCRETE WALKS	200	SQ. YD.	\$60.00	\$12,000.00
17	CONCRETE TRAIL	1000	SQ. YD.	\$65.00	\$65,000.00
18	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")	1200	LIN. FT.	\$20.00	\$24,000.00
19	ROADWAY CONSTRUCTION CONTROL	1	LUMP SUM	\$30,173.40	\$30,173.40
20	WHEELCHAIR RAMPS (TYPE 3)	9	SQ. YD.	\$270.00	\$2,430.00
21	PAVEMENT MARKINGS	1	LUMP SUM	\$6,000.00	\$6,000.00
22	REMOVAL OF EXISTING BRIDGE STRUCTURE	1	LUMP SUM	\$20,000.00	\$20,000.00
23	BRIDGE CONSTRUCTION CONTROL	1	LUMP SUM	\$10,000.00	\$10,000.00
24	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	500	CU. YD.	\$162.00	\$81,000.00
25	CLASS S CONCRETE-BRIDGE	700	CU. YD.	\$950.00	\$665,000.00
26	REINFORCING STEEL-BRIDGE (GRADE 60)	74000	POUND	\$1.50	\$111,000.00
27	FILTER BLANKET	37	SQ. YD.	\$18.00	\$666.00
28	DUMPED RIPRAP (TYPE SPECIAL)	346	CU. YD.	\$60.00	\$20,760.00
29	CONCRETE RIPRAP	50	CU. YD.	\$560.00	\$28,000.00
30	RETAINING WALL	1200	SQ. FT.	\$60.00	\$72,000.00
31	HANDRAIL	400	LIN. FT.	\$150.00	\$60,000.00
CONSTRUCTION SUB-TOTAL					\$2,188,809.60
20% CONTINGENCY					\$437,761.92
CONSTRUCTION TOTAL					\$2,626,571.52
RIGHT OF WAY ACQUISITION					\$217,800.00
TITLE I PROFESSIONAL SERVICES (10%)					\$262,657.15
TITLE II PROFESSIONAL SERVICES (8%)					\$210,125.72
TOTAL					\$3,317,154.40

Source of Estimate: City of Conway

Engineering Services Funding Breakdown	
Professional Engineering Services	\$472,782.87
Requested Federal Funds (80%)	\$378,226.29
Local Match (20%)	\$94,556.57

Municipal Street Track

(80 Possible Points)

The Municipal Street Track is designed for primarily suburban, exurban streets and TJ streets to address traffic congestion and/or the safety of all modes of transportation. In accomplishing this task, the grant program creates premium scoring criteria to emphasize a Complete Streets approach to design and development of projects.

Street Factors

1. Classification and Significance (15 Points):

Collector Arterial Multi-Jurisdictional Regional RAN

Multi-Jurisdictional – Project is **located** in more than one jurisdiction.

Regional – Project **benefits** a broad area of multiple jurisdictions or is part of a major commuting route.

Regional Arterial Network (RAN) Bonus Points – The RAN network is an official designation by the Metroplan Board of Directors for its regional significance. Check with Metroplan Staff.

Add Text as necessary (300 characters max)

2. Current Congestion & Volume (15 Points)

Average Daily Traffic _____

Congestion Level

None Minor Moderate Severe

	Preliminary CMP Rating Delay Per Mile*	LOS**	Volume per Lane***
Minor	.25 - .50	E – Peak 15 Min	6,000+
Moderate	.50-1.0	E – 30+ Minutes	7,000+
Severe	>1.0	F – 30+ Minutes	8,000+

* Contact Metroplan Staff for CMP Rating

** LOS calculated by Professional engineer, see Metroplan Staff for Assistance

*** Average Daily Traffic divided by through lanes ([ADT Map](#))

Add Text as necessary (300 characters max)

3. Safety (10 points):

Design Safety Issues

Some Adverse Safety Data

Significant Adverse Safety Data

Some Adverse Safety Data - Accident rate above state average for similar facilities (all crashes or serious & fatal) or geometric problems.

Significant Adverse Safety Data - Accident rate 1.5X the state average for similar facilities (all crashes or serious & fatal).

Data Source for crash rate (Metroplan staff will provide data from State Police database if requested):

Add Text as necessary (300 characters max)

4. Pedestrian Facilities - (15 Points):

Sidewalk Width (ft) _____

Sidewalk Buffer (ft) _____

Sidewalks on Both Sides: Yes No

5. Bicycle Facilities – Proposed (10 Points):

Bike Lanes (width) _____

Protected Bike Lane/Cycle Tract

Separated 12 Ft Side Path

Include Pertinent information regarding pedestrian and bicycle facilities design (500 character Max). Must include reason for no accommodations

6. Internal Access Management - (10 Points):

Lane Width (ft) _____

Wide Centerline with Turn Bays

Painted Median/Center Turn Lane

Raised (or Sunk) Median with Turn Bays

7. Side Access Management (5 Points):

Driveway Width Regulating Ordinance Number _____ Maximum Width (ft) _____

Driveway Separation Ordinance/Land Development Number _____ Driveway Spacing (ft) _____

Cross Access Ordinance for Land Development Number _____

Include Pertinent information regarding access management (500 character Max)



City of Conway, Arkansas
Resolution No. R-22-28

A RESOLUTION EXPRESSING THE WILLINGNESS OF THE CITY OF CONWAY TO UTILIZE FEDERAL AID SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS FOR THE COLLEGE AVENUE BRIDGE OVER KINLEY TRAIL PROJECT

Whereas, the Metroplan Board of Directors released a Call for Projects under the Surface Transportation Block Grant Program (STBG) for Federal Fiscal Year 2023; and

Whereas, the City of Conway understands STBG funds are available at 80% federal contribution and 20% local match and must be obligated during FFY 2023 (October 2022 – September 2023); and

Whereas, the City of Conway proposes submitting an application for the engineering of the College Avenue bridge over Kinley Trail and Tucker Creek; and

Whereas, the City of Conway understands that Federal-aid funds are available for this project on a reimbursable basis and require work to be completed and proof of payment prior to actual monetary reimbursement; and

Whereas, the total project cost is estimated to be \$937,500.00, the federal participation will be in the amount of \$750,000.00 with a local match of \$187,500.00. Matching sources will be utilized from Conway's Street Sales and Use Tax.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CONWAY, ARKANSAS THAT:

Section 1. The City of Conway does hereby express its support for the STBG application for the College Avenue Bridge project and shall authorize application submittal and commitment of matching funds for the grant.

Section 2. The City Council does hereby authorize the Mayor to execute all agreements and contracts regarding this project.

Section 3. All ordinances in conflict herewith are repealed to the extent of the conflict.

PASSED this 24th day of May 2022.

Approved:

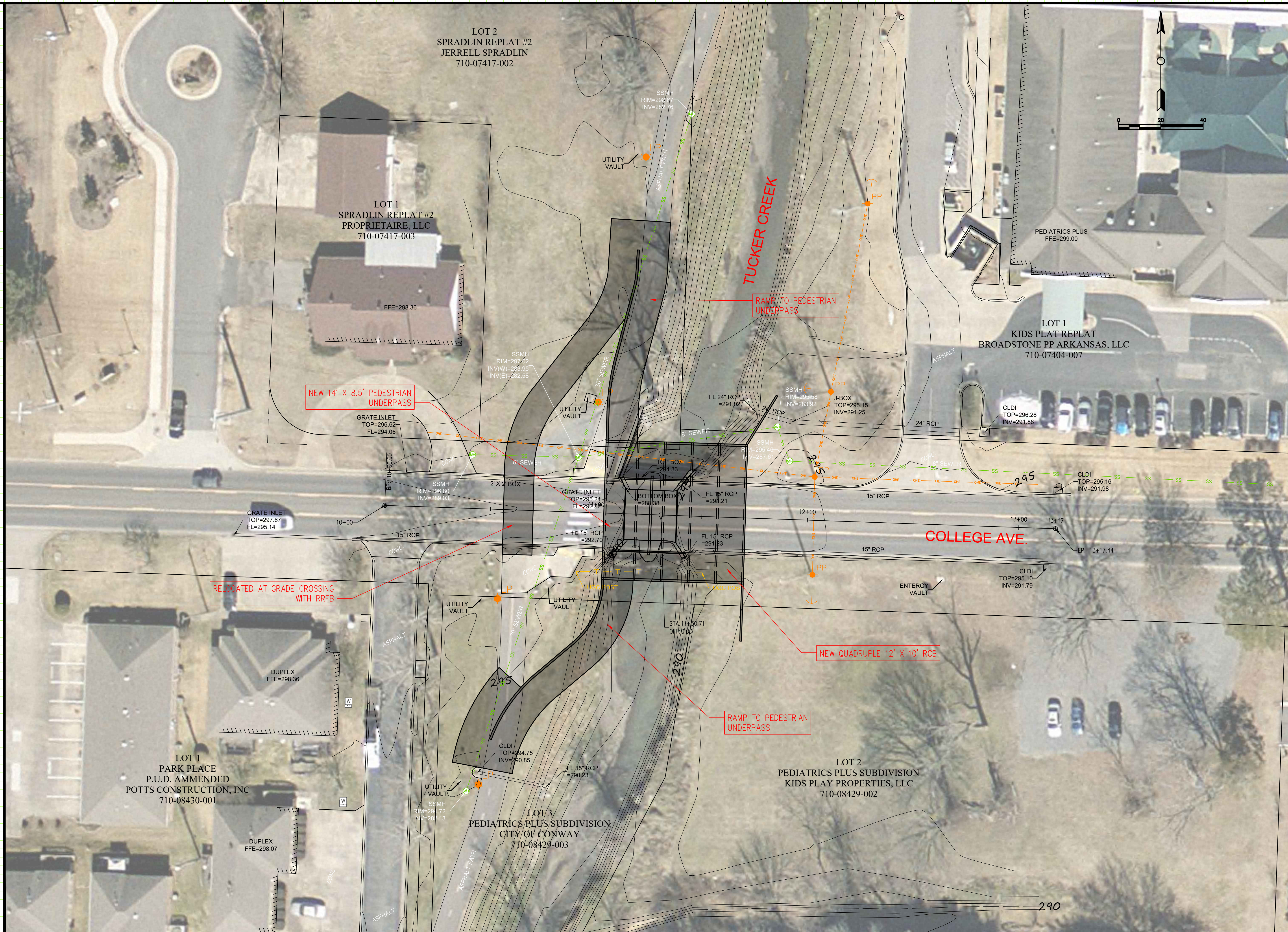
Mayor Bart Castleberry

Attest:

Michael O. Garrett
City Clerk/Treasurer

REVISIONS

NO.	DESCRIPTION	DATE



**COLLEGE BRIDGE
 OVER TUCKER CREEK
 CONWAY, ARKANSAS**

JOB NUMBER: 20-107
 DRAWN BY: KJJ
 CHECKED BY: KJJ
 DATE: 5/26/22
 SCALE: 1"=20'

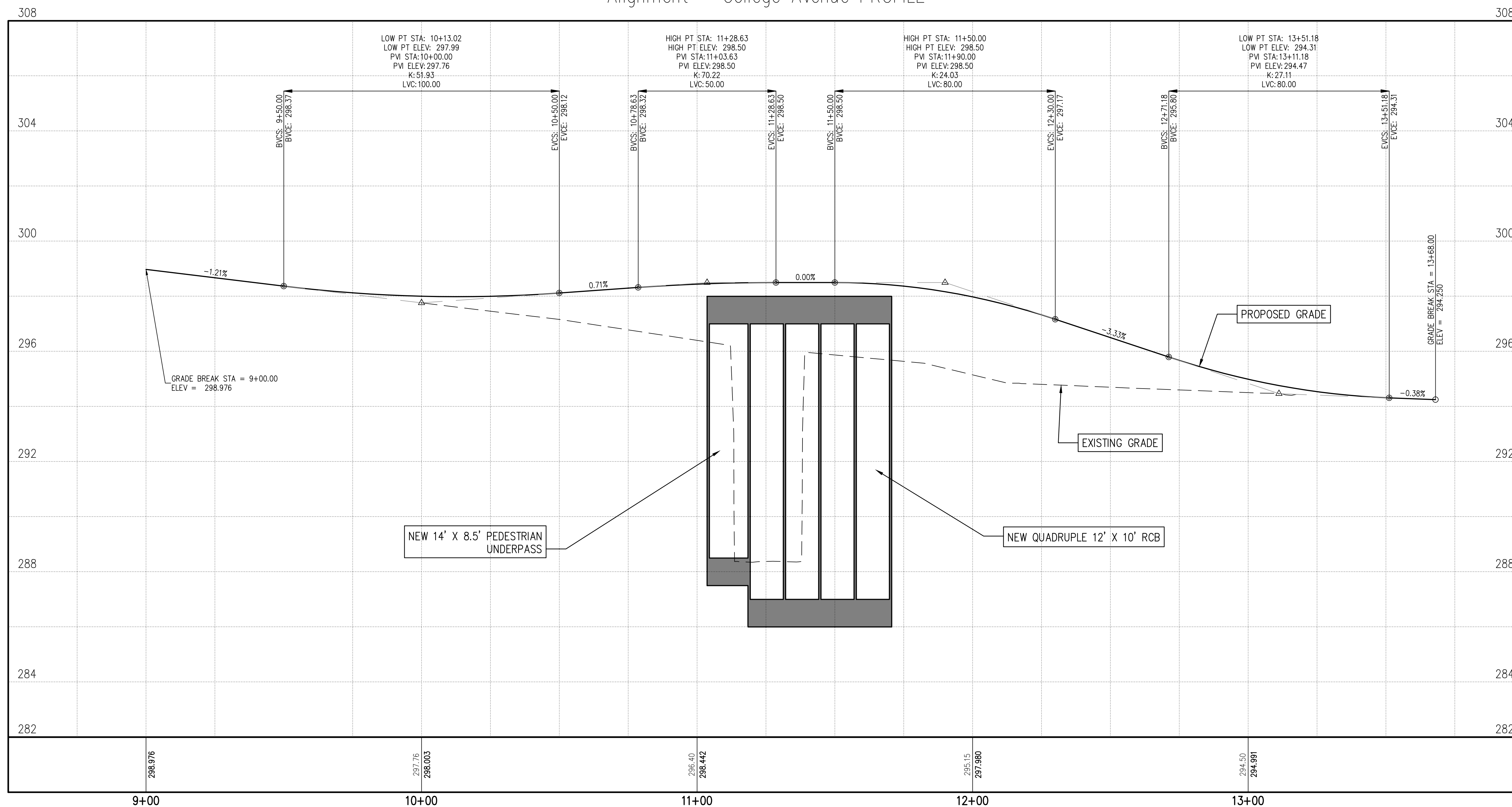
**PRELIMINARY
 LAYOUT**

C1

REVISIONS

NO.	DESCRIPTION	DATE

Alignment – College Avenue PROFILE



COLLEGE BRIDGE
OVER TUCKER CREEK
CONWAY, ARKANSAS

JOB NUMBER: 20-107
DRAWN BY: KJJ
CHECKED BY: KJJ
DATE: 5/26/22
SCALE: 1"=20'

BRIDGE
ELEVATION

C2

METROPLAN

Central Arkansas Regional Transportation Study Area Surface Transportation Block Grant (STBG) Program

The Surface Transportation Block Grant Program (STBG) provides funding for transportation projects. Eligible projects include street, pedestrian, and bicycle projects and may be flexed for transit infrastructure improvements.

Metroplan, as the designated MPO for the Central Arkansas Region Transportation Study Area, receives a yearly allocation that it has discretion to distribute to projects within its study area (CARTS STBG Program). Metroplan reserves \$200,000 for regional planning activities, with the remaining funds supporting local projects. Any Metroplan member (local sponsor) may submit projects for funding consideration through the CARTS STBG program. **The CARTS STBG program focuses on projects that increase the connection between land use and transportation or improve operations and safety through localized (intersection) upgrades. The program de-emphasizes major street reconstruction and widening. Funding for the regional greenways system, targeted at \$55 Million over ten years, will largely come from STBG funding.**

Projects are eligible for up to 80% federal funding. A local sponsor must provide at least 20% of the eligible project costs *in cash*. Federal funds from other sources cannot be used to match federal transportation funds.

The following criteria have been developed by the Metroplan Board for administration of the 2023 CARTS STBG Program's Call for Projects:

- **Estimated available funding: \$15,000,000**
 - **Projects are for obligation in FFY 2023 (October 2022 to September 2023)**
 - **Includes STBG funding and Carbon Reduction Program suballocated to Metroplan**
 - **Project Award Size (Federal):**
 - **Street Track (Municipal and Rural): \$500,000 - \$3,000,000***
 - **Pedestrian/Bike Track: \$200,000 - \$3,000,000***
 - **Jump Start Track: \$500,000 - \$3,000,000***
 - **Alternative Tracks: \$500,000 - \$3,000,000***
- *Exceptions may be made (by board vote) for projects consistent with the overall goal of the CARTS program.*
- **Counties and medium and large cities may apply for one construction project and one engineering project.**
 - **Small cities may apply for one project. It may be for engineering or construction.**
 - **Projects must be under design before applications for construction can be made. Metroplan will not fund engineering and construction for the same project in a fiscal year.**
 - **ROW may be included in engineering or construction applications.**
 - **Utility relocations will be considered part of construction.**
 - **Applications may be made for cost increases on previously funded Metroplan projects with the following conditions.**
 - **Applications for a cost increase will be considered a construction project submittal.**
 - **The maximum federal contribution from Metroplan is \$3,000,000 for construction (includes prior award amounts). Amounts above this should be broken into multiple construction projects.**
 - **The amount of any overmatch from a prior application and award must be maintained.**
 - **For bid projects, the current contract amount should be used.**
 - **For projects with a 2022 obligation, a new engineering estimate should be used.**
 - **All federal project requirements must be met.**

Additional consideration for the local sponsor:

- Projects will be scored based on one of five tracks: (1) Municipal Street Track, (2) Rural Street Track, (3) Bike/Ped Track, (4) Jump Start Track, and (5) Alternative Track. Project will be scored based on the responses provided by the sponsor with confirmation from the review committee. Scoring criteria are shown in the application.
- Only roadways on the federal functional classified system are eligible for federal transportation funds – [functional classification map](#). For street projects not part of this system, including Rural Minor Collectors, Metroplan staff should be contacted to determine project eligibility. www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm
- Multi-modal improvements are not required to be on the federal classified system. Questions about these multi-modal improvements should be referred to Metroplan staff.
- Projects are expected to be vetted prior to their submittal to Metroplan. This includes the support of the local governing body and a thorough review of rights-of-way, utilities relocations and design considerations. *A resolution from the local sponsor indicating its commitment to the project and budgeting of local match is required.*
- Sufficient design details plans must be submitted with the project application to confirm project scoring. Changes to the design from the application require Metroplan review to confirm the changes do not impact project scoring. For PE projects, a conceptual (10%) design should be included.
- Applications are graded based on the projects submitted by the local sponsor. Funding awards are not eligible for re-allocations to another project.
- Local sponsors submitting Jump Start Track and Street Track applications are encouraged to submit projects that enhance the land use - transportation connection. A scoring premium will be awarded to projects that emphasize all modes of transportation. The Jump Start Track awards a strong scoring premium to projects enhancing urban form and encouraging lifestyle elements alongside streets. The Street Track more strongly scores suburban and rural projects.
- The local sponsor will be provided federal funding up to project award amount. The sponsor is responsible for any additional costs.
- The local sponsor must have the required match accounted for upon application submittal.
- Partial awards will not be made.
- The local sponsor shall submit LPA Project Quarterly reports to Metroplan and ARDOT. Staff will work to accommodate schedule adjustments outside the control of the local sponsor, however, if the obligation year is affected, this may disrupt the funds' availability.
- Local sponsors may request the use of one of Metroplan's on-call consultants for engineering services.
- **Projects that fall substantially behind schedule (1 year or more) may lose funding. The Metroplan Board will consider extenuating circumstances when choosing to de-award a project. Withheld funding will revert to the STBG regional unallocated pool.**
- **THE DEADLINE for this application is May 31, 2022, at 4:00 PM (CDT). Applications must be received prior to this deadline.**

Questions may be addressed to Tab Townsell at ttownsell@metroplan.org or Casey Covington at ccovington@metroplan.org or via phone at (501) 372-3300.