

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: <input type="text"/> Completed by Grants.gov upon submission.	4. Applicant Identifier: <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>	
State Use Only:		
6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>	
8. APPLICANT INFORMATION:		
* a. Legal Name: <input type="text"/> Felicia Rogers		
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 71-6001898	* c. Organizational DUNS: <input type="text"/> 0985630260000	
d. Address:		
* Street1: <input type="text"/> 1111 Main Street	Street2: <input type="text"/>	
* City: <input type="text"/> Conway	County/Parish: <input type="text"/>	
* State: <input type="text"/> AR: Arkansas	Province: <input type="text"/>	
* Country: <input type="text"/> USA: UNITED STATES	* Zip / Postal Code: <input type="text"/> 720325410	
e. Organizational Unit:		
Department Name: <input type="text"/> City of Conway	Division Name: <input type="text"/> Office of the Mayor	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: <input type="text"/> Ms.	* First Name: <input type="text"/> Felicia	
Middle Name: <input type="text"/>	* Last Name: <input type="text"/> Rogers	
Suffix: <input type="text"/>	Title: <input type="text"/> Executive Assistant	
Organizational Affiliation: <input type="text"/> Office of the Mayor		
* Telephone Number: <input type="text"/> 5014506110	Fax Number: <input type="text"/>	
* Email: <input type="text"/> felicia.rogers@conwayarkansas.gov		

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

*** 12. Funding Opportunity Number:**

DTOS59-20-RA-BUILD

* Title:

FY 2020 National Infrastructure Investments

13. Competition Identification Number:

BUILD2-FY20

Title:

FY20 BUILD GRANT

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

The City of Conway, Arkansas is requesting \$20,391,671 in BUILD grant funding for the Conway Connectivity Project.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="20,391,671.00"/>
* b. Applicant	<input type="text" value="7,048,329.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="27,440,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on .

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text" value="Conway Connectivity Project P"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
2) Please attach Attachment 2	<input type="text" value="Connect Conway_BUILD2020_Appe"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
3) Please attach Attachment 3	<input type="text" value="Letters of Support Connect Co"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
4) Please attach Attachment 4	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
5) Please attach Attachment 5	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
6) Please attach Attachment 6	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
7) Please attach Attachment 7	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
8) Please attach Attachment 8	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
9) Please attach Attachment 9	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
10) Please attach Attachment 10	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
11) Please attach Attachment 11	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
12) Please attach Attachment 12	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
13) Please attach Attachment 13	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
14) Please attach Attachment 14	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
15) Please attach Attachment 15	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>

The City of Conway, Arkansas

CONWAY CONNECTIVITY PROJECT

FY 2020 BUILD Grant Application Narrative—May 2020



Bicycle-Pedestrian Bridge Over Dave Ward Drive

SUBMITTED BY:



**Conway City Hall
1111 Main Street
Conway, AR 72032**

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Conway Connectivity Project

Applicant	The City of Conway, Arkansas
Contact Information	Brad Castleberry Mayor City of Conway Conway City Hall 1111 Main Street Conway, AR 72032 501.317.9834 E-mail: bart.castleberry@conwayarkansas.gov
Project Description	The City of Conway, Arkansas is requesting \$20,391,671 in U.S. Department of Transportation Better Utilizing Infrastructure to Leverage Development (BUILD) grant funding for the Conway Connectivity Project (Connect Conway). The Conway Connectivity Project consist of street improvements, bridge improvements, intersection improvements, drainage improvements, and trail improvements on major roadways throughout the City of Conway.
Project Cost	\$ 27,440,000
FY 2020 BUILD Grant Funds Requested	\$ 20,391,671
Local Match Sources, Amounts	\$ 7,048,329 (City of Conway)
Project Construction Schedule	Project Initiation: 4 th Quarter 2020 Construction Completion: 4 th Quarter 2022
Benefit Costs Analysis Results	Project has a B/C ratio of 2.64 over the 20-year life of the project (7% NPV).



SECTION 1 – EXECUTIVE SUMMARY

The Connect Conway project (The Project) comes from the Conway 2025 process, a citywide visioning and strategic planning initiative that began in 2010 and was updated in 2015. With over 1,400 participants, Conway 2025 became the first citizen-led, comprehensive, strategic plan in the city’s history. Transportation improvements (roads, trails, and sidewalks) were the most important priority. In 2016, in honor of their 125th anniversary, the Conway Area Chamber of Commerce initiated the *Conway 125 Capital Campaign*¹ where *Connect Conway* was not only birthed but identified as one of seven critical projects for the City of Conway. *Connect Conway* consist of street improvements, bridge improvements, intersection improvements, drainage improvements, and trail improvements on major roadways throughout the downtown core of Conway as depicted in **Figure ES-1**.

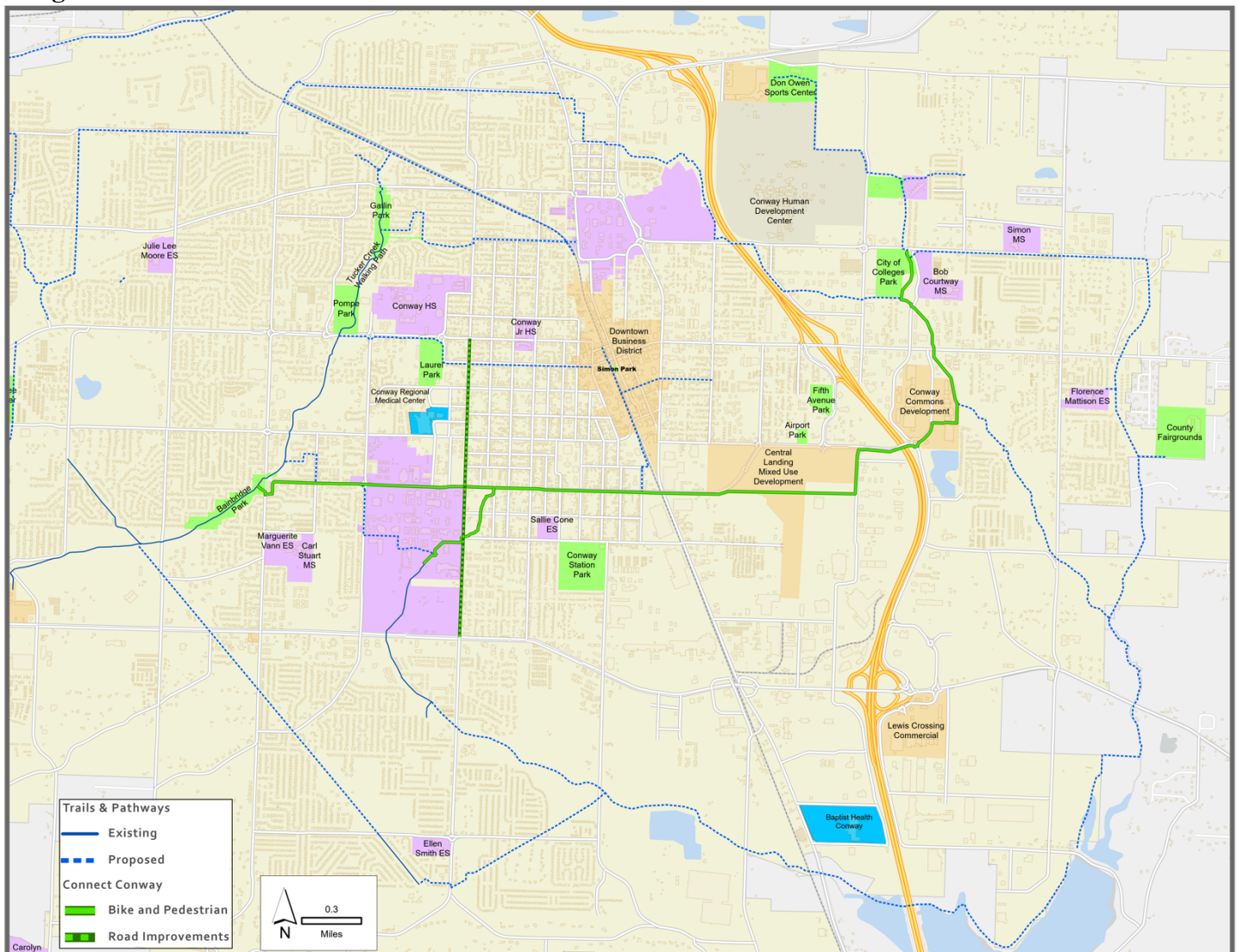


Figure ES-1. Conway Connectivity Project

In order to ensure that Conway can provide all that it can to this region of Central Arkansas– increasing job access, increasing health care access, encouraging private investment, attracting new residents, and retaining existing residents including the young and talented – it needs to provide the **safest, highest quality, most**

¹ (<https://www.conway125.com/>).



environmentally sustainable, most resilient, and most economically efficient transportation system possible.

This project, which we call *Connect Conway*—aims to do just that. The City of Conway is proud to submit for consideration a comprehensive multimodal improvement project of vehicular, pedestrian, and bicycle infrastructure improvements that **advances all BUILD goals** - safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life.

In brief, *Connect Conway* provides the following benefits:

Safety – *Connect Conway* is projected to reduce bicycle and pedestrian crashes and fatalities by 78%. Over the life of the project, there will be a total crash cost savings of \$ \$3,135,361.67 in 2018 dollars.

State of Good Repair – The *Connect Conway* improvements will be maintained by the City of Conway. The reduction in Vehicle Miles Traveled over 20 years will be largely attributed to modal shift from motorized vehicles to walking, biking, and transit. The existing roadway maintenance costs will be reduced by \$585,750 over 20 years.

Economic Competitiveness – *Conway Connect* will reduce the commuting burden for both jobs and school travel, increases property values, creates jobs from the construction of the trail network, promotes new business creation, and bridges multimodal service gaps to the neighboring rural economy.

Environmental Sustainability – *Conway Connect* is expected to improve the local environment via reduced water pollution, and reduced air pollution.

Quality of Life – *Conway Connect* is expected to create new bicycle and pedestrian trips per year and divert vehicular trips over the life of the project. Together, the health care cost savings for newly activated persons is estimated at more than \$1,213,868 million. *Conway Connect* will provide better access to nature and strengthen a sense of place and provide opportunities for personal connections through face to face interactions with others in the community.

Innovation – *Conway Connect* demonstrates innovative planning and network design by reusing existing infrastructure, and improving safety by diverting cyclists and pedestrians away from vehicular traffic.

Partnership – The City of Conway, the Conway Area Chamber of Commerce, the Conway Development Corporation, the University of Central Arkansas, and Conway Corp have joined together with the support of numerous other local and regional associations and interest groups to support the delivery of *Conway Connect*.

Substantial public effort has already been put into this area, with a long history of planning that has led to smart investments in vehicular throughput and connectivity, streetscaping, and off-street multi-use facilities. These efforts have already yielded significant private sector housing and employment investment in areas near the project area.

But the public projects to date are not comprehensive. They lack connections to one another, and do not yet fully address the safety and access needs of network users. This project aims to remedy this issue, providing the final connections and upgrades needed to fully activate past investments and unlock future growth. With that in mind,



this project should not be viewed as a first step to implementing a vision; rather, it should be viewed as the final step in making that vision of connectivity across Conway a reality.

In order for these private investments to lead to robust, sustainable growth—**Conway needs HELP!**. The City of Conway is requesting **\$20.3 million** to make the **\$27.4 million Connect Conway Project** vision a reality. With USDOT as a partner, we know we can make a critically needed change for a regional employment hub, three local Opportunity Zones, and supports the Departments R.O.U.T.E.S initiative.



SECTION 2 - PROJECT DESCRIPTION

Project Components

The City of Conway has detailed a complete vision for this area in the Conway 125 Capital Campaign prepared by the Conway Area Chamber of Commerce. The Connect Conway Project, *Trails Everywhere*, is the next phase in the plan and will complete the sidewalk, bicycle and pedestrian network within the project area. The project area includes major thoroughfares in the community that provides connectivity to facilities including schools, job training facilities, employment centers, and health services. Connect Conway is a strategic investment that will transform safety and connectivity in Conway’s urban core, linking residents, employees, students, and visitors to centers of education, employment, innovation, entrepreneurship, culture, entertainment and recreation. Connect Conway lies at the heart of this urban core, a core that is vital to Central Arkansas. Within it lies critical regional needs: The University of Central Arkansas(UCA), a campus of more than 11,500 combined students, faculty, and staff, the Conway Regional Health System, Central Landing Mixed Use Development, the Downtown Business District, and several big box stores (e.g, Target, Best Buy, and Kohls) anchor East Conway and depicted in Figure 1.



Figure 1. Destinations Linked by Connect Conway

The Connect Conway project components include:

Street Improvements

- Bruce Street (UCA portion)
- Exchange Ave (Corporate to 6th)
- Donaghey Avenue (Phase 2 Ada to Prince)

Bridge Improvements

- Highway 64 (Oak St) Underpass



- Bob Courtway Bridge Widening
- Prefabricated Steel Truss (Little Creek)

Intersection Improvements

- Harkrider St./Bruce St./(Union Pacific Railroad (UPRR))

Drainage Improvements

- Stone Dam Creek Box Culvert

Trail Improvements

- Concrete Trail (Stone Dam Creek, Bruce)
- Asphalt Trail (Central Landing, Little Creek)

The intent of the Connect Conway project elements is to support Conway's efforts to improve safety, economic opportunity and quality of life for residents and workers in and around the heart of Conway. When complete the project will increase access to jobs, health care, and education for thousands, and aid in recruitment and retention of Central Arkansas's best and brightest.

With a focus on congestion relief, safety, quality of life, economic competitiveness, and transportation choices, Connect Conway will greatly improve mobility throughout Conway. A central piece of the project is vehicular improvements along Donaghey Avenue, the critical north-south arterial that serves the University of Central Arkansas (UCA) and the Conway Regional Health System complex, among other destinations. UCA is a partner on the project, which will provide better motorized and non-motorized connections on two sides of the campus. Donaghey Avenue from Dave Ward Drive to Prince Street will become the central spine to a multi-modal network that will provide the first bicycle-pedestrian connections to East Conway via the recently completed 6th Street bridge over Interstate 40, and connect to Tucker Creek and Stone Dam Creek Trails in West Conway.

The route of the project will connect the three Census tracts in Conway designated as qualified **Opportunity Zones**, paving the way for economic revitalization in these areas. Deployment of broadband will be facilitated on the sections where utility relocation is necessary, so that Conway residents and businesses throughout the City can enjoy up to 1 gigabyte internet speed, thereby enhancing economic competitiveness.

Project History

The first leg of Conway's trail system was completed in the late 1990s along Tucker Creek in the western, residential neighborhoods of the city. This investment proved popular with citizens and over the past two decades the City has expanded the trail system and adopted a complete streets program that accommodates pedestrians and cyclists. In 2011, the League of American Bicyclists named Conway as a Bicycle Friendly Community at the bronze level. In 2017, the city became the first in Arkansas to offer a bike share program with multiple stations along the trail system and at institutions like UCA.

The Connect Conway project comes from the Conway 2025 process, a citywide visioning and strategic planning initiative that began in 2010 and was updated in 2015. With over 1,400 participants, Conway 2025 became the first citizen-led, comprehensive, strategic plan in the city's history. Transportation improvements (roads, trails, and sidewalks) were the most important priority. (Insert specific goals from Conway 2025 that relate to the project?) In 2016, in honor of their 125th anniversary the Conway Area Chamber of Commerce initiated the *Conway 125 Capital Campaign*, where Connect Conway was identified as one of seven critical projects. Part of



the project runs through Central Landing, a redevelopment of the city's former municipal airport into a 150-acre mixed use neighborhood. Also identified as a priority in Conway 2025, Central Landing is owned and developed by the Conway Development Corporation, the city's, private, non-profit economic development entity., The development includes a partnership with the City of Conway and Conway Corporation, operator of the city-owned utility system. Conway Development Corporation will donate \$268,329 in right-of-way necessary for part of the Connect Conway trail through Central Landing.

Central Landing is in one of three Opportunity Zones and connects the city's historic downtown with the its largest, regional shopping district. A critical piece to the redevelopment is the 6th Street bridge and associated new roadway construction. The \$30 million project, completed in 2017, provides a new major east/west arterial and the first safe bicycle-pedestrian route over Interstate 40 (**Figure 2**).



Figure 2. Newly constructed 6th Street Bridge

A southern expansion of the system is underway with the addition of the Stone Dam Creek Trail which will add 1,100 feet to the system around the University of Central Arkansas. This project will link with the newly completed \$3.3 million Dave Ward Drive Pedestrian Bridge to provide a safe passage of Stone Dam Creek trail users over Highway 60 (Dave Ward Drive). Prior to the construction of the bridge, there was no dedicated pedestrian/bicycle crossing of the highway that carries approximately 32,000 vehicles per day.

With the incorporation of the Donaghey Avenue Corridor as the spine of the transportation network, what began as a trail project has grown into a more comprehensive solution for the mostly densely populated part of the city,



intended to reduce vehicular travel times and provide alternative transportation choices to Conway residents. City leaders believe Connect Conway has the ability to radically transform Conway and the surrounding region.

Transportation Challenges

Donaghey Avenue

At 4.5 miles from its northern terminus at U.S. Highway 64 to Blackberry Lane in the South, Donaghey Avenue is the longest stretch of uninterrupted, city-owned, north-south roadway in the city. Growing by 170% since 1990, Conway's 70,000 residents have seen traffic volumes increase across the city and Donaghey Avenue is no exception. While the city has grown, so have Donaghey Avenue's two anchor institutions, the University of Central Arkansas and Conway Regional Health System Traffic at the north end of the project area at Prince Street is nearing 10,000 vehicles per day and 17,000 vehicles per day at the south at Dave Ward Drive. With over 15,000 students, employees, patients and guests, the two institutional anchors create a significant amount of pedestrian traffic. Donaghey is also the most direct north-south route for major residential areas and both Conway High and Junior High Schools.

Six existing traffic signals along Donaghey do not adequately manage peak traffic, and expected 2040 traffic volumes create bigger problems. Using HCM 6th Edition, SimTraffic, and ARCADY methodologies, traffic analysis demonstrated that proposed roundabouts at Prince, Caldwell, and College will greatly decrease delay and increase mobility along this corridor. Safety for all users will also be enhanced by the roundabouts and by bicycle-pedestrian facilities on the route.

Connections to Destinations via Donaghey: To East Conway

Interstate 40 runs north and south through the City of Conway. While most of the city's residential growth has occurred in the western parts of the city, nearly all of the retail and commercial growth has developed along the interstate corridor. Since 2000, over 1.5 million sf of national retail, several hotels and a new \$150 million hospital (Baptist Health – Conway) have been constructed along the corridor. The interstate corridor also contains the majority of the county's 40,000 jobs adding the regional nature of the local economy. Interstate 40 represents a physical barrier for the safe movement of bicyclists and pedestrians between western Conway and commercial and job centers to the east. Sitting between the interstate corridor and the Donaghey Avenue corridor are Hendrix College, Central Baptist College, the city's, expanding, historic central business district and "Old Conway", a large, popular residential neighborhood built between 1870 and 1940. All of these factors add to the importance of creating a walkable-bikeable infrastructure to connect east to west Conway.

Connect Conway will address the Interstate 40 barrier by providing a safe and efficient bicycle-pedestrian connection that will begin at Donaghey Avenue and Bruce Street and continue east along Bruce through Central Landing, across the 6th Street bridge over Interstate 40 to multiple destinations in eastern Conway including the City of College Softball Complex and Conway Commons Shopping Center.

Around UCA

The last transportation challenge addressed by the project is Bruce Street west of Donaghey Avenue. This street, which runs through the heart of the University of Central Arkansas campus, handles 5,500 vehicles per day and large numbers of pedestrians. Pedestrian traffic will only grow in this location with the construction of four new fraternity houses; the \$38 million, 80,000 sf Integrated Health Sciences Building; and the \$40 million, 114,000 sf Windgate Center for Fine and Performing Arts, all of which are planned or under construction near the intersection of Bruce and Donaghey. Bruce Street is one of the most important east-west connectors for the city; therefore, it must remain open but modifications are needed to accommodate and protect the growing number of pedestrians



at the University. Improvements planned for the UCA section will include streetscaping and traffic calming to better manage vehicular, bicycle, and pedestrian traffic. Additional modifications will be made to the western end of Bruce Street as it extends to Salem Road, connecting with the Tucker Creek Trail.

Project Components²

Donaghey Avenue Corridor (1.48 miles)

Donaghey Avenue is a critical arterial that serves as a frontage to the University of Central Arkansas (UCA) and Conway Regional Health System. Vehicular capacity improvements along the corridor include a dual lane roundabout at College Avenue, and single-lane roundabouts at intersections with Caldwell Street and Prince Street. The improvements are necessary because average daily traffic varies from 10,000 to 17,000 vehicles per day, with a large volume of pedestrian traffic throughout the day from the university. The level of service at most intersections is at D, with some at E and F, but with projected 2040 volumes, the Level of Service at most intersections moves to E and F.

Bicycle improvements consist of a combination of on-street bike lanes, protected bike lanes, and one-way cycle tracks to provide continuous dedicated bicycle infrastructure along the corridor. Bicycle infrastructure will connect Highway 60 (Dave Ward Drive) to a previously improved segment of Donaghey Avenue that includes dedicated bicycle infrastructure.

Tucker Creek Trail Connection / Bruce Street (1.26 miles)

Tucker Creek Trail represents the single longest section of the city's trail system. Improvements to connect Tucker Creek Trail to the Donaghey Avenue Corridor and Stone Dam Creek include a 12' shared-use path including a 5' green space behind the back of curb.

In partnership with UCA, the Connect Conway project will include additional streetscaping and traffic calming measures through a portion of Bruce Street within campus. The streetscaping will channel motorized vehicles, bicycles, and pedestrians onto dedicated facilities.

Stone Dam Creek Trail Connection (0.63 miles)

Stone Dam Creek Trail was recently enhanced with a \$3.3 million pedestrian bridge over Highway 60 (Dave Ward Drive) that greatly increases trail user safety. Improvements to connect Stone Dam Creek Trail to Bruce Street include a 12' shared-use path constructed adjacent to Stone Dam Creek through the UCA campus to an intersection and signalized crossing of Donaghey Avenue at Robins Street. East of Donaghey Avenue, the existing Stone Dam Creek concrete channel will be enclosed by a reinforced concrete box culvert. The top slab of the box culvert will be utilized as the shared-use path connecting Donaghey Avenue to Bruce Street.

Improved Access to East Conway

Bruce Street (1.18 miles) – Safe pedestrian/bicycle connections to East Conway from Donaghey Avenue will be provided along Bruce Street by a 12' shared-use path including a 5' green space behind the back of curb. The

² Cross-sections vary throughout the project in order to minimize utility relocation costs, preserve existing ped/bike facilities, and meet specific traffic needs of each section. Most sections will include aesthetic elements and LED lighting.



Bruce Street segment will also include a new sidewalk on the opposing side of Bruce Street where the existing sidewalk has degraded considerably. An improved crossing of the Union Pacific Railroad and Highway 65B/Harkrider Street is also proposed.

Central Landing (0.64 miles) - Deflecting from the Bruce Street corridor, an independent 12' shared-use trail is proposed to cross the Central Landing property west of Interstate 40.

Exchange Avenue (0.21 miles) – An approximately 1,100 foot segment of Exchange Avenue located between Highway 60 (Dave Ward Drive) and the recently constructed 6th Street corridor remains unimproved with narrow lanes and open ditches. Proposed improvements include street reconstruction with curb and gutter, new storm sewer, and bike lanes.

6th Street – (0.35 miles) Recently constructed infrastructure, including adequate shared-use path facilities constructed on the 6th Street Bridge over Interstate 40, will be utilized to make the connection across Interstate 40 to the Conway Commons retail development.

6th Street (0.22 miles) - 6th Street, east of Interstate 40, and connection through retail parking to Little Creek will be improved with a 12' shared-use path including a 5' green space behind the back of curb.

Little Creek (1.00 miles) - An independent 12' shared-use trail will be built parallel to Little Creek. The trail will utilize the existing U.S. Highway 64 (Oak Street) Bridge over Little Creek as an underpass structure, thereby eliminating a potentially dangerous at-grade crossing of Oak Street. The trail will utilize an at-grade crossing of Bob Courtway Drive and a prefabricated steel truss across Little Creek to provide access to City of Colleges Softball Complex and Siebenmorgen Road. An additional ancillary improvement includes widening the existing Bob Courtway Bridge over Little Creek to provide sidewalk access to the trail system from Bob Courtway Middle School.



Figure 4. Destinations Linked by Connect Conway

Appendix A shows how the Conway Connect project relates to the city’s transportation system as a whole, particularly with regard to existing and planned trails. The Conway Master Street and Trail Plan, including this project, was endorsed by resolution of the Conway City Council at the June 26, 2018 meeting.

Qualified Opportunity Zones

The property is located within the Little Rock-North Little Rock-Conway MSA and traverses multiple Opportunity Zones as depicted in **Figure 4**. The Opportunity Zones within Faulkner County creates opportunities to support existing economically distressed communities, developing recreational opportunities for residents and visitors, and leveraging investments made by other industries. The Opportunity Zones in Conway are committed to:

- DIVERSIFY** • Diversifying its job base so that its citizens can enjoy a prosperous life
- ENHANCE** • Enhancing its ability to deliver city services through the creation of additional revenue
- REDUCE** • Reducing commuting time by providing non-motorized transportation alternatives for those that live, work, and play in Conway

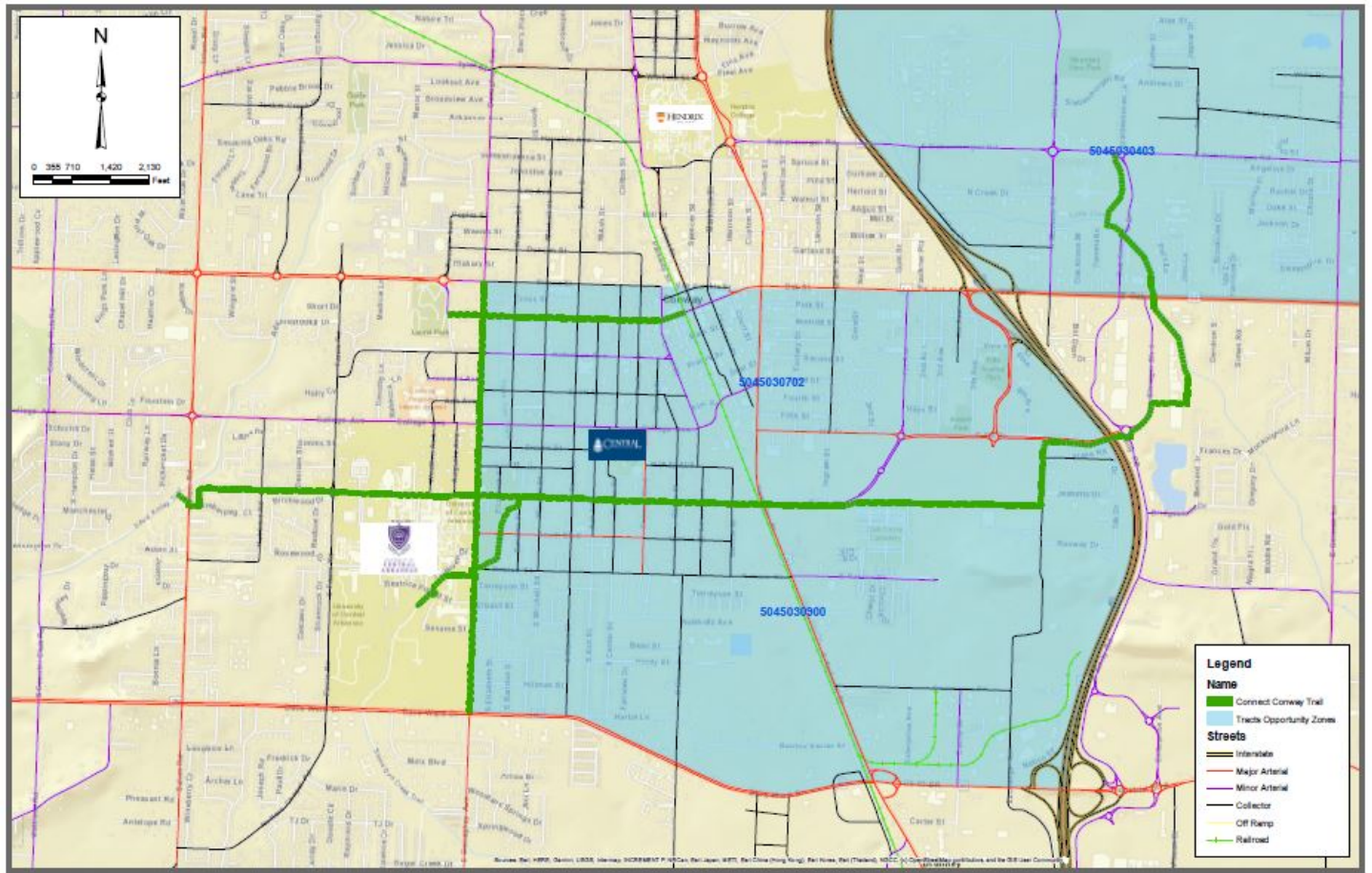


Figure 4. Conway Area Opportunity Zones



SECTION 4 – GRANT FUNDS, SOURCES AND USES OF PROJECT FUNDS

Project Costs

**Table 1
 Sources and Uses of Funds**

Project Costs	Total Cost	BUILD Grant (Federal) 74.3%	Other Federal 0%	Local (Non-Federal) 25.7%
Construction Costs				
Street Improvements				
Bruce Street (UCA portion)	\$670,000	\$670,000	\$0	\$0
Exchange Ave (Corporate to 6th)	\$790,000	\$790,000	\$0	\$0
Donaghey Avenue (Phase 2 Ada to Prince)	\$3,000,000	\$0	\$0	\$3,000,000
Trail Improvements				
Concrete Trail (Stone Dam Creek, Bruce)	\$4,100,000	\$4,100,000	\$0	\$0
Asphalt Trail (Central Landing, Little Creek)	\$2,900,000	\$2,900,000	\$0	\$0
Bridge Improvements				
Highway 64 (Oak St) Underpass	\$250,000	\$250,000	\$0	\$0
Bob Courtway Bridge Widening	\$250,000	\$250,000	\$0	\$0
Prefabricated Steel Truss (Little Creek)	\$300,000	\$300,000	\$0	\$0
Intersection Improvements				
Harkrider St./Bruce St./UPRR	\$250,000	\$250,000	\$0	\$0
Drainage Improvements				
Stone Dam Creek Box Culvert	\$3,500,000	\$3,500,000	\$0	\$0
Total Estimated Construction Costs	\$16,010,000	\$13,010,000	\$0	\$3,000,000
Misc. Costs				
Planning & Engineering Services (includes NEPA)	\$1,600,000	\$1,600,000	\$0	\$0
Construction Engineering & Inspection Services	\$1,300,000	\$1,300,000	\$0	\$0
Right of Way Acquisition	\$1,900,000		\$0	
Conway Development Corporation				\$268,329
Other (City of Conway)		\$1,631,671		
Utility Relocation				
Donaghey Phase 2 (Conway Corp.)	\$3,780,000		\$0	\$3,780,000
Other (City of Conway)	\$2,700,000	\$2,700,000	\$0	
ArDOT Administration (10% total project cost, City of Conway)	\$150,000	\$150,000	\$0	
Total Misc. Costs	\$11,430,000	\$7,381,671	\$0	\$4,048,329
Total Cost	\$27,440,000	\$20,391,671	\$0	\$7,048,329



Project Funding

The City of Conway and its cooperating partners are committed to delivering the Connect Conway improvements and will collectively contribute \$7,048,329 million towards the \$27,440,000 project cost. The \$20,391,671 million request in for BUILD grant funds, approximately 74 percent of the project cost, will provide the remaining project funding to deliver the balance of the Connect Conway project—as depicted in **Table 2**. The Connect Conway is requesting \$20.4 million in BUILD grant funding to fund approximately 74.3 percent of the project construction cost as depicted in **Table 2**.

Table 2
Project Funding

Funding Source	Construction Cost	Cost Share
City of Conway, AR (NON-FEDERAL)	\$7.05M	25.7%
BUILD GRANT FUNDING (FEDERAL)	\$20.4M	74.3%
TOTALS	\$27.4M	100%



SECTION 5 – MERIT CRITERIA

Primary Selection Criteria

A. Safety

Enhancing safety for all users is a major emphasis of the Connect Conway Project, beginning with Donaghey Avenue where three roundabouts are planned. Roundabouts have been proven to reduce the severity of all crashes by 48% and reduce the number of fatalities by 78%.³ The planned pedestrian and bicycle facilities, off-road or separated in most project areas, will also have a major impact on safety whose details are listed below:

Bruce Street (west of Donaghey)

The entire length of Bruce Street will be altered to increase safety for bicyclists and pedestrians. From the street's western terminus at Salem Road and the Tucker Creek Trail, through the University of Central Arkansas campus, improvements will keep cyclists separate from vehicles and pedestrians. The volume of pedestrians and cyclists through campus averages (insert number of accidents per year or over the past several years). The widest part of Bruce Street will become a shared street for a short section, with street furniture and landscaped medians added to calm traffic.

Bruce Street (east of Donaghey)

Just east of Donaghey, an open drainage ditch beneath Bruce Street (**Figure 5**) was the site of a drowning installation of a box culvert, and provision of a 12' concrete path above will greatly promote safe bicycling and walking in this area near the University of Central Arkansas. This section will connect the project to the Stone Dam Creek trail extension.



Figure 5. Site of Box Culvert to Be Installed Between Donaghey Avenue and Bruce Street

³ https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/presentations/safety_aspects/long.pdf



Bruce and Harkrider

The intersection of Bruce Street with U.S. Hwy 65B (Harkrider Street) includes a railroad crossing. **(Figure 6)** The crossing will be reconstructed to enable safer bicycle use. (Railroad tracks are notorious safety hazards because bicycle wheels can slip on wet tracks and get caught in the gaps between the rails.



Figure 6. Intersection of Bruce Street and U.S. Highway 65B/Harkrider Street Underpass at Little Creek and Highway 64 (Oak Street)

Upon entering the Conway Commons shopping center, a new 12' trail will run behind Best Buy, Old Navy and other stores along Little Creek to the next major safety feature, an underpass at heavily traveled (30,000 ADT) five-lane Highway 64 (Oak Street).

Bob Courtway Drive

A narrow bridge will be widened along Bob Courtway Drive **(Figure 7)**. The project will also provide a pedestrian hybrid beacon at a mid-block crossing on Bob Courtway Drive near Courtway Middle School. In addition to improving school zone safety, the signal will provide safer bicycle-pedestrian access to City of Colleges Park.



Figure 7. Bob Courtway Bridge to Be Widened

Bicycle/Pedestrian Access to All Schools

Bicycle and pedestrian safety to many schools all over Conway will be improved as a result of the off-street facilities provided by the Connect Conway project. These schools include the University of Central Arkansas, Central Baptist College, Conway High School, Conway Junior High School, and numerous middle and elementary schools (should we name all of the schools and show them on a map).

B. State of Good Repair

Each of the components of the Connect Conway Project will help to reduce vehicle miles travelled, eliminate unnecessary trips, reduce travel time, including the multitude of school buses, along Conway streets, which will help keep existing roadways in good shape for a longer period of time; however, it may take some time for the benefits to be measurable and increase the use of mass transit, walking, and biking. Various components also strategically upgrade surface transportation assets to reduce the current and projected levels of congestion that threaten network efficiency and roadway surfaces. Connect Conway will reduce the number of motorized vehicles which will help keep existing roadways in good shape for a longer period of time; however, it may take some time for the benefits to be measurable given the current relatively low number of pedestrians and bicyclists moving through Conway as the result of the COVID-19 response and limited movement due to stay at home orders. These benefits are more fully described and quantified in the Benefit/Cost Report found in **Appendix H**. However, as the multi-modal system becomes more developed over the twenty-plus year life of the project, the benefits may become more trackable. In Northwest Arkansas, trail use is growing at a record pace as more miles are added to the system. A recent study of that Arkansas region found that from 2015 to 2017, all bicycling and walking grew dramatically, with weekday bicycle usage increasing an amazing 32%.⁴ If bicycling and walking in Conway grow at a similar rate, the state of good repair benefits will be noticeable. Some state of good repair benefits will accrue from the project because of the introduction of roundabouts, which require less maintenance than traffic signals. Roundabouts have been reported to have a fifteen year longer service life than signalized intersections.

⁵

C. Economic Competitiveness

⁴ Found at <https://www.waltonfamilyfoundation.org/learning/northwest-arkansas-trail-usage-monitoring-report>

⁵ <https://www.fhwa.dot.gov/publications/research/safety/00067/000672.pdf>



Economic competitiveness is a major impetus for the Connect Conway project. Relocation of the Conway Municipal Airport, Cantrell Field, to its new location near the Arkansas River left 150 largely undeveloped acres in the heart of the city. The land had to be sold to meet federal requirements, and the general public identified the redevelopment of the site as a citywide priority in the Conway 2025 plan. The specific goal stated that the property should be an asset to the surrounding neighborhoods and should be developed to its highest and best use. The Conway Development Corporation purchased the property and is acting as developer. Founded in 1959, Conway Development Corporation (CDC) is a nonprofit, economic development organization created to promote the economic growth and development of the City of Conway and Faulkner County, Arkansas. The CDC owns nearly 1,000 acres of property in the city and has developed several hundred acres of industrial and commercial property over its sixty-year history.

The purchase and subsequent development of the airport property, now called Central Landing, was contingent upon the City adding necessary road improvements. Voters approved a bond issue in 2014 to fund \$26 million in infrastructure for Central Landing. New infrastructure built as a result includes the bicycle/pedestrian-friendly 6th Street bridge, the first east-west arterial connection over Interstate 40 since it was built in the 1960s. Linking the Conway Commons shopping center in east Conway with Central Landing, already 8,000 (there should be a new number here) cars a day are traveling this new route in the heart of Conway.

BUILD funding to provide appropriate bicycle/pedestrian facilities to the Central Landing site alone would be a catalyst expected to lead to an ultimate investment of over \$200 million of private sector funds. According to Brad Lacy, President and CEO of the Conway Development Corporation and Conway Area Chamber of Commerce, the importance of the Connect Conway project is that it will connect the predominant residential areas of west Conway with the institutions of the Donaghey Avenue Corridor and the commercial and employment centers of the east.



Figure 7. Bob Courtway Bridge to Be Widened



Figure 8. Destinations Linked by Connect Conway

In the summer of 2018, construction began on the first major project to be built at Central Landing, a \$70 million luxury multi-family complex (Fontaine Bleu at Central Landing). Like luxury living elsewhere, proximity to amenities and employment centers drove the developers to the Central Landing location. The Connect Conway project will further assist in the redevelopment of the area. Fontaine Bleu at Central Landing will provide the most expensive multi family units in the city and marks the first time that a project like this has been built in a low to moderate income area. It was also the first Opportunity Zone Project announced in the State of Arkansas.

Northwest Arkansas, which shares many socioeconomic characteristics with Conway, has a fully developed trail system and a hedonic price analysis demonstrated that a typical home a quarter mile from a shared use path sells for \$6,300 more than a home a mile from a shared use path. This study found that homes within a mile of the trail experienced a \$1,173,000 increase in value per mile of trail construction.⁶



Figure 9. Emphasis on Trailside Living

But people of all income levels can benefit from not having the expense of an automobile and from safe pedestrian/bicycle connections to virtually every major destination in Conway. With no public transit system in the city, Conway best opportunity at providing a means for people without cars to access services and employment is via the Connect Conway Project.

⁶ *Economic and Health Benefits of Cycling in Northwest Arkansas*. Prepared by BBC Research and Consulting for the Walton Family Foundation, 2018.



As **Figure 10** illustrates, the Connect Conway trail runs through the heart of the low-to-moderate income areas of Conway (**Opportunity Zones**) thus providing a safe, convenient, inexpensive way for workers who live in those areas to get to jobs along the interstate corridor or to the institutions along Donaghey Avenue. Workers will benefit, but so will the local hotels, fast food restaurants, and retailers looking for employees.

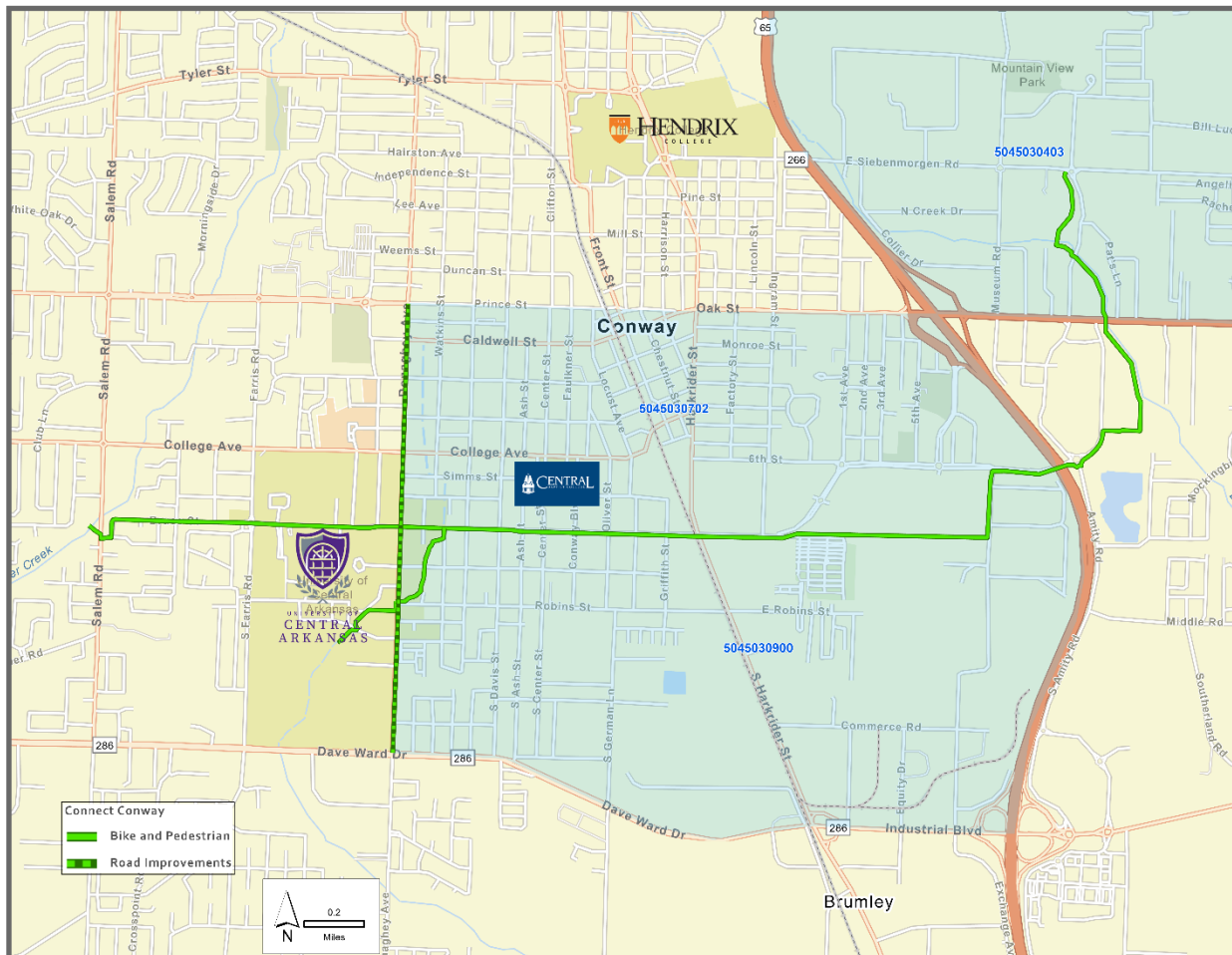


Figure 10. City of Conway, AR Opportunity Zones

D. Environmental Sustainability

Connect Conway creates more environmentally sustainable land use patterns and densities, realistic transportation modal alternatives, additional support for Conway's, and in particular UCA's, sustainability initiatives, and a great opportunity to demonstrate how powerful university-community partnerships can create a more environmentally sustainable transportation system and equitably prosperous community. As detailed in the Benefit Cost Analysis, the Project also creates significant reductions in greenhouse gases and other air pollutants as well.



Reduced Air Pollution

Providing a system on Donaghey Avenue that reduces congestion, along with the more viable non-motorized transportation system provided by the project, will reduce air pollution from auto emissions. The harmful effects of air pollution are discussed further in the Health Benefits section to follow.

Reduced Water Pollution

Auto emissions harm not just the air quality, they harm water quality when the dangerous chemicals settle on buildings, cars, and streets, then wash off with the rain into the water system. The City of Conway has had problems with excessive levels of some kinds of pollutants in Stone Dam Creek, and even Lake Conway and the Arkansas River, the ultimate recipients of the city's rainwater;⁷ keeping additional pollutants out helps preserve these vital water systems.

E. Quality of Life

Congestion Relief & Transportation Choices

Congestion relief is a major benefit of the project, along Donaghey Avenue where the three roundabouts are planned, but also throughout Conway as more people are able to use the well-connected bicycle-pedestrian facilities the project will provide. Having a comprehensive system of cycling lanes and sidewalks that facilitate car-free travel and transportation choice has been a goal of City leaders since 2010 when the Conway 2025 planning process began. More than 1,400 residents participated in the process, heartily endorsing the goal.

The City of Conway is trying to meet this goal as funds permit. In addition to financing the improvements at Central Landing and providing match for Connect Conway if BUILD funding is granted, Conway just opened a \$3.3 million pedestrian bridge over Dave Ward Drive to provide safe, non-vehicular access to the University of Central Arkansas campus. The City has also committed match funding to



construct Phase 1 and 2 of the Stone Dam Creek Trail plus additional phases as funds permit.

Even with its current trail system, usage in Conway is high. In June 2018, a one-week count was conducted at the Kinley/Tucker Creek Trail, and replicated in June 2019. The reflector count system employed is not able to distinguish between walkers and bicyclists, but the numbers are impressive either way. In 2018 usage ranged from 499 to 733 people per day in the middle of summer when most college students are not in town; in 2019 numbers ranged from 417 to 976. To put these numbers in perspective, on the expansive Razorback Greenway in Northwest Arkansas, weekday usage is 481 bicyclists with weekend usage at 863 bicyclists.⁸

⁷ *Conway Urban Watershed Framework Plan*. University of Arkansas Community Design Center, January 2016.

⁸ 2017 Northwest Arkansas Trail Usage Monitoring Report. Walton Family Foundation. Found at <https://www.waltonfamilyfoundation.org/learning/northwest-arkansas-trail-usage-monitoring-report>

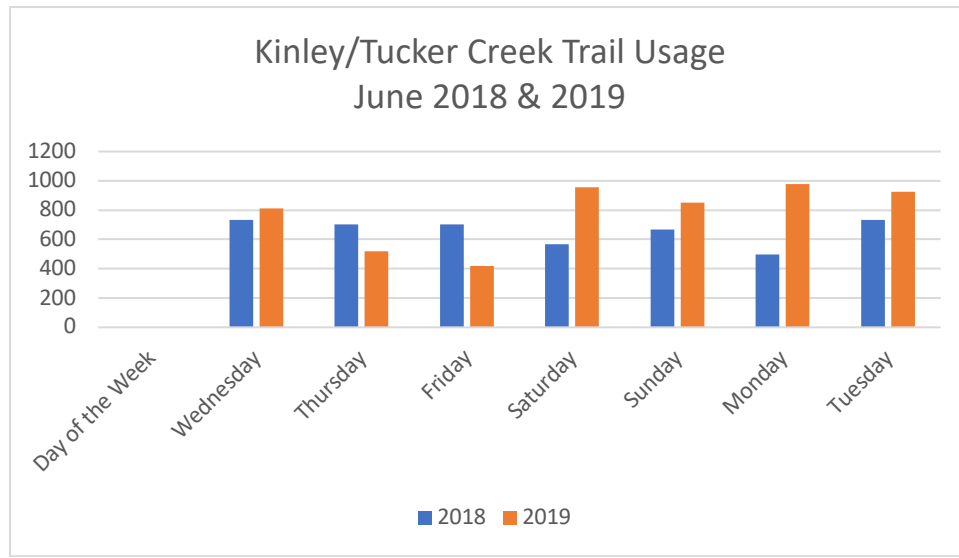


Figure 11. Kinley/Tucker Creek Trail Usage (June 2018 & June 2019)

The City of Conway has also invested \$36,000 per year to provide the Zagster bicycle share system to Conway riders. Partnering with Baptist Health Systems and the University of Central Arkansas, fifty cruisers are available at ten locations around town and usage is steady, as shown below.

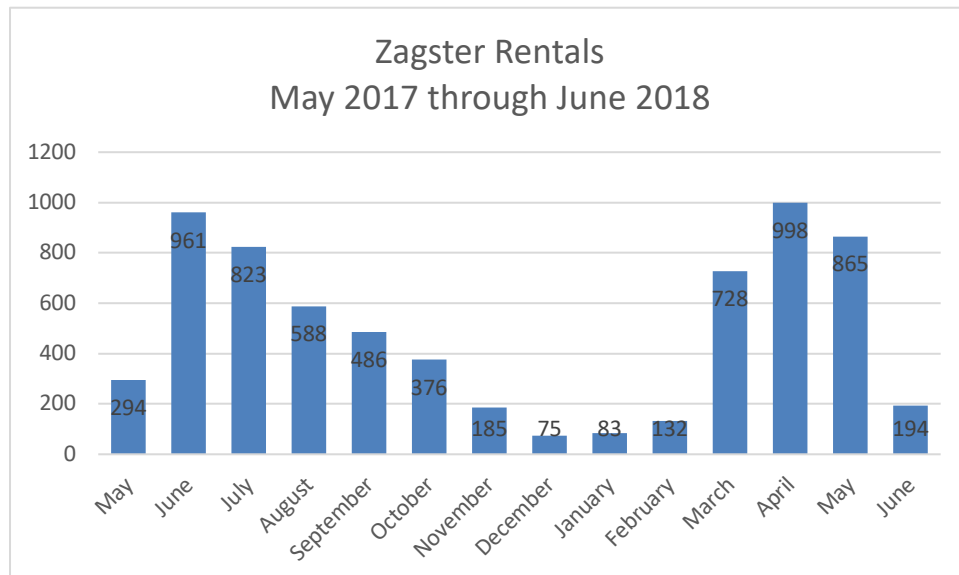


Figure 12. Zagster Rentals by Month

Use of trails for both recreation and transportation by bicyclists and pedestrians continues to grow. Construction of the Connect Conway bicycle-pedestrian facilities will enhance this growth and the quality of life it brings. User information from Strava possibly tells the best tale about bicycle use in town, though, and underscores the importance of the project. As the bright green lines on **Figure 13** dramatically illustrate, no one is bicycling on the east side of town. This project has the power to greatly increase the use of active transportation in Conway and take motor vehicles off the road.

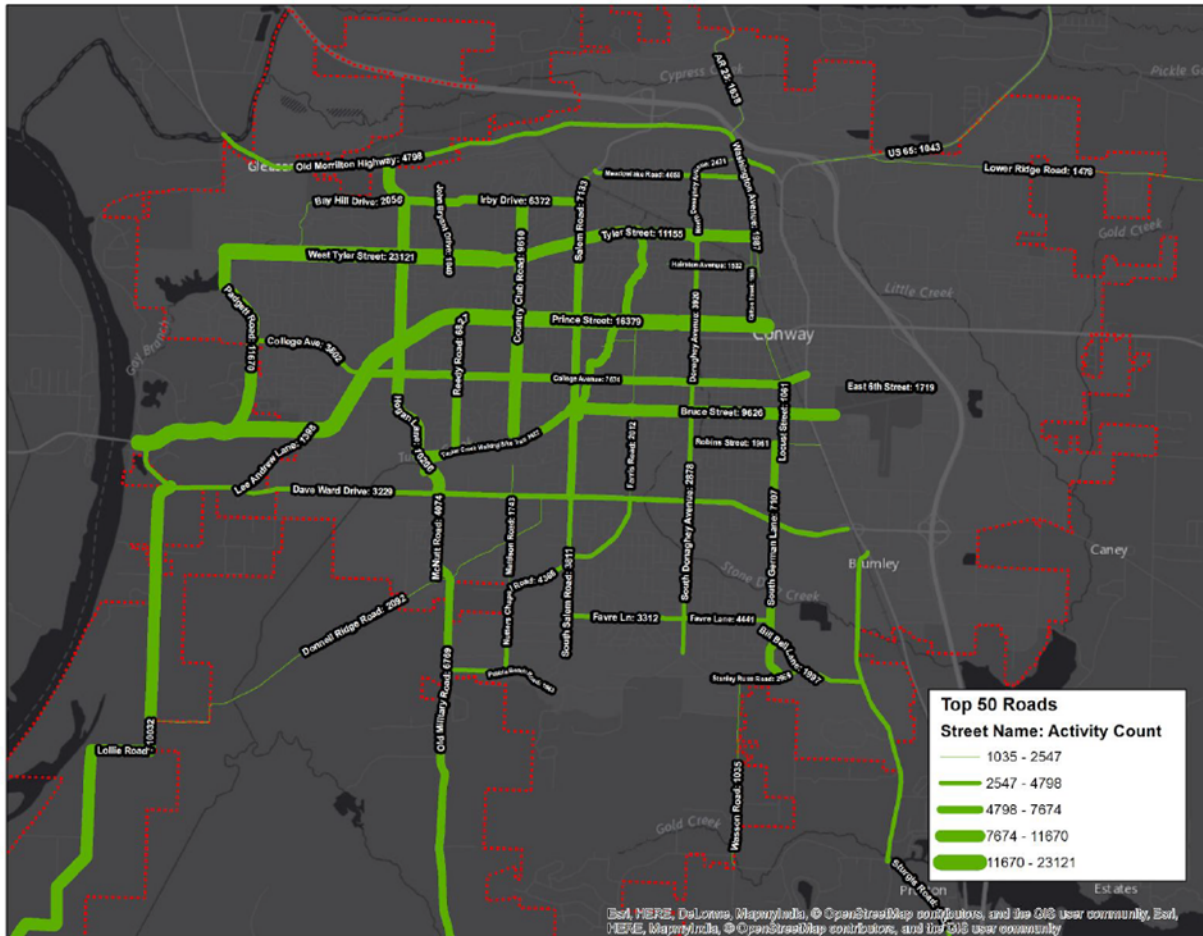


Figure 13. Strava User Reported Routes

School Zone Traffic Reduction

The school zone safety benefits of the trail were discussed in the Safety section. However, benefits also will result from reduced morning and afternoon school traffic. Arkansas, like most states, has a policy of not providing transportation to school if students live less than two miles away from the school.

Figure 14 shows just how wide the two mile No Transportation Zone is.

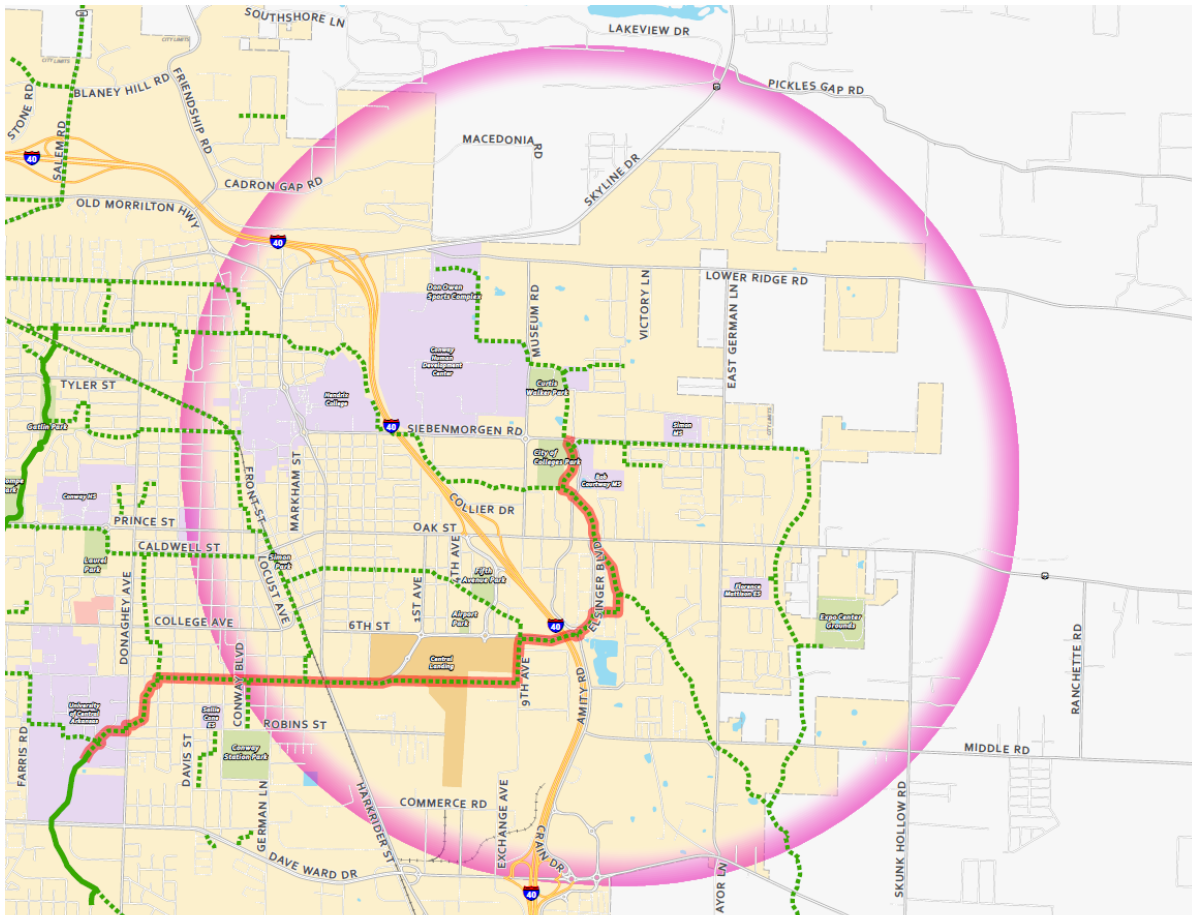


Figure 14. Two Mile School No Transportation Zone

Because of the way Conway developed, with non-connecting, looped, and cul-de-sac subdivisions that force traffic onto arterials, many without sidewalks, everyday legions of parents drive their children to and from school, causing major traffic jams. Providing an off-road means for more children to bike or walk to school could greatly reduce traffic, time spent on the road, and produce significant air quality benefits from reduced driving, as well as school zone idling.

Health Benefits

Arkansas ranks high in obesity rates among both children and adults, as shown by the graphic below. Making it easier for students to safely walk to school could greatly reduce those rates in Conway. A two-mile walk to and from school will typically provide the recommended 30 minutes per day of activity needed to promote good health, helping to prevent the obesity-related cancers, arthritis, heart disease, hypertension, and diabetes that come from inactivity.

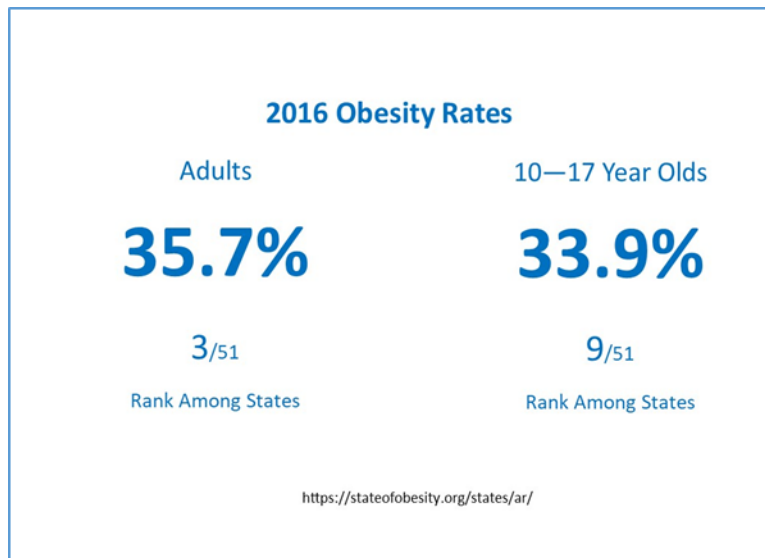


Figure 15. Arkansas Obesity Rates

Making it safer for students to get to school on foot or by bicycle will also help reduce the health dangers of cars idling while parents wait to pick up students each afternoon. According to http://enginesoff.com/2_4_schools.htm:

Idling a vehicle for just one minute produces more carbon monoxide than smoke from **three** packs of cigarettes. Elevated exposure to air pollution can permanently damage children's respiratory systems because they breathe 50% more air per pound of body weight, spend more time outdoors, and are more active than adults.

Because it is not safe to walk or ride to school, many Conway parents spend up to thirty minutes a day idling their cars in the pick-up line. But school buses, most of which are diesel-powered, are also offenders. If a child rides a school bus an average of 30 minutes in each direction, he or she will be exposed to diesel engine exhaust for an estimated 180 hours per year.⁹ According to the Texas Department of State Health Services, diesel exhaust concentrations are higher in buses themselves than the levels outside the bus. Numerous health problems, particularly for school children, result from motorized school transportation, as documented in a Texas State Health Advisory Commission report.¹⁰ Not just health problems, though, are a result of school buses and idling of family cars; gallons of fuel are used each year, and general air quality suffers. It is estimated that Connect Conway facilities could eliminate the need for 2-4 buses and / or keep up to 130 cars off the road in the first two years. That number of parents not driving translates into 7800 gallons of fuel saved.¹¹ Water quality is also affected by the exhaust; when it rains the air pollutants that have been deposited on buildings, streets, and cars are washed into lakes, streams, rivers and oceans.

¹⁰ Recommendation and Research on School Bus and Automobile Idling, March 3, 2014. Texas School Health Advisory Committee, Texas Department of State Health Services.

¹¹ Number of reduced school zone cars/buses estimated based on 1-mile buffer trail population numbers and data on school transportation from conwaypublicschools.org.



Secondary Selection Criteria

F. Innovation

The City of Conway continues to use best practices in brownfields, community, and transportation revitalization that have been pioneered in the EPA Brownfields Area-Wide Planning initiatives. And the *Connect Conway* project will likewise utilize some of the most innovative approaches in terms of connectivity, traffic calming, and green infrastructure integration as outlined in the *Conway 125 Campaign*.

Conway is also very excited that it is one of the leading communities, not only in Arkansas, but in America to rise to the challenge of diversifying connectivity and mobility options to align with the goals of the BUILD grant program.

G. Partnerships

No other innovative transportation project in the region has brought together multiple partners and stakeholders like *Connect Conway*. The stakeholders and partners have fully embraced the *Conway 125 Campaign* where a major part of the campaign is *Connect Conway—Trails Everywhere*. Additional support by the Conway Area Chamber of Commerce, Conway Development Cooperation, University of Central Arkansas, Conway Corp, and state and federal elected officials acknowledges both the opportunity and precedence *Connect Conway* will set for the State of Arkansas. *Connect Conway* has a number of partners who are eager to see this project come to a reality:



City of Conway Arkansas

Conway, Arkansas, is the Faulkner County seat and the center of commerce for many county residents who live in Vilonia, Greenbrier and Mayflower. Conway is known as the City of Colleges because of the presence of Hendrix College, Central Baptist College, and the University of Central Arkansas. The city has experienced phenomenal population growth since the 1980s and continuing to this day. From 2000 to 2010, the population grew at an average annual rate of 3.65%. Since 2010, growth has continued at an average annual rate of 1.53%, at this rate the population of Conway will be over 100,000 people by 2040. It is located in the Little Rock-North Little Rock-Conway MSA.



Conway Area Chamber of Commerce

The Conway Area Chamber of Commerce is joining the City of Conway and Conway Development Corporation to forward the *Connect Conway* project. The project is one of seven critical amenities to be developed as part of the *Conway125 Capital Campaign* (<https://www.conway125.com/>).



Conway Development Corporation

The Conway Development Corporation, which shares a leadership team with the Conway Area Chamber of Commerce, has a sixty-year history of developing business and industrial property in the city in order to create jobs. As owner and master developer of the Central Landing project, the Conway Development Corporation is paying for up-front engineering and other development costs to make this BUILD Discretionary Grant application possible, and will donate the necessary right-of-way for the Connect Conway Project.



University of Central Arkansas

Since 1907 the University of Central Arkansas campus has been a prominent fixture along Donaghey Avenue. Home to over 11,000 students, UCA is a major contributor to the success of Conway and Faulkner County, by providing both jobs and a well-educated workforce, among other things. UCA is a partner on improvements to Bruce and Donaghey Avenue, providing right-of-way as needed.



Conway Corp

For more than 90 years, Conway Corp has operated the city-owned utility system and now provides electric, water, wastewater, video, internet, voice and security services for the Conway community. Conway Corp is a major partner in the project, contributing \$3.3 million to relocate utilities throughout the Donaghey Avenue corridor.

SECTION 6 – ENVIRONMENTAL RISK REVIEW

Conceptual plans, demonstrating technical feasibility, have been developed for the project (**Appendix B**). Project location and alignment take into account existing right of way, environmental constraints, and connectivity.

A key consideration was whether the existing U.S. Highway 64 (Oak Street) Bridge over Little Creek could be utilized as a trail underpass. The inability to utilize the existing structure as an underpass would have required an undesirable at-grade crossing of Oak Street, which carries in excess of 30,000 vehicles per day, or providing a costly pedestrian overpass structure. Analysis showed, however, that the U.S. Highway 64 bridge does meet minimum AASHTO criteria for vertical clearances.

A cursory environmental review was performed along the proposed route for the Connect Conway project as shown in **Appendix C**. Documentation of known constraints was completed to determine the scope and feasibility of receiving NEPA documentation approval prior to the required September 30, 2022 BUILD grant funding obligation deadline. Based on the constraints mapping, a Categorical Exclusion (CE) class of action is anticipated. In case an unforeseen impact is determined through further evaluation or coordination with stakeholders, adequate time for completing an Environmental Assessment (EA) level documentation has been assumed for scheduling. The proposed schedule and estimated costs include the timeframe and professional services cost for completing an EA level approval.



A separate roadway improvements project for the City of Conway near the overpass of East 6th Street over Interstate 40 was approved by the Federal Highway Administration in 2014 through the issuance of a Tier 3 Categorical exclusion. Approximately 0.8 miles of this previously authorized project lies within the Connect Conway corridor.

The full Environmental Constraints Report is available in **Appendix C**

Project Schedule

Figure 16 shows the expected project schedule should funding be awarded. A larger version is available in **Appendix D**.

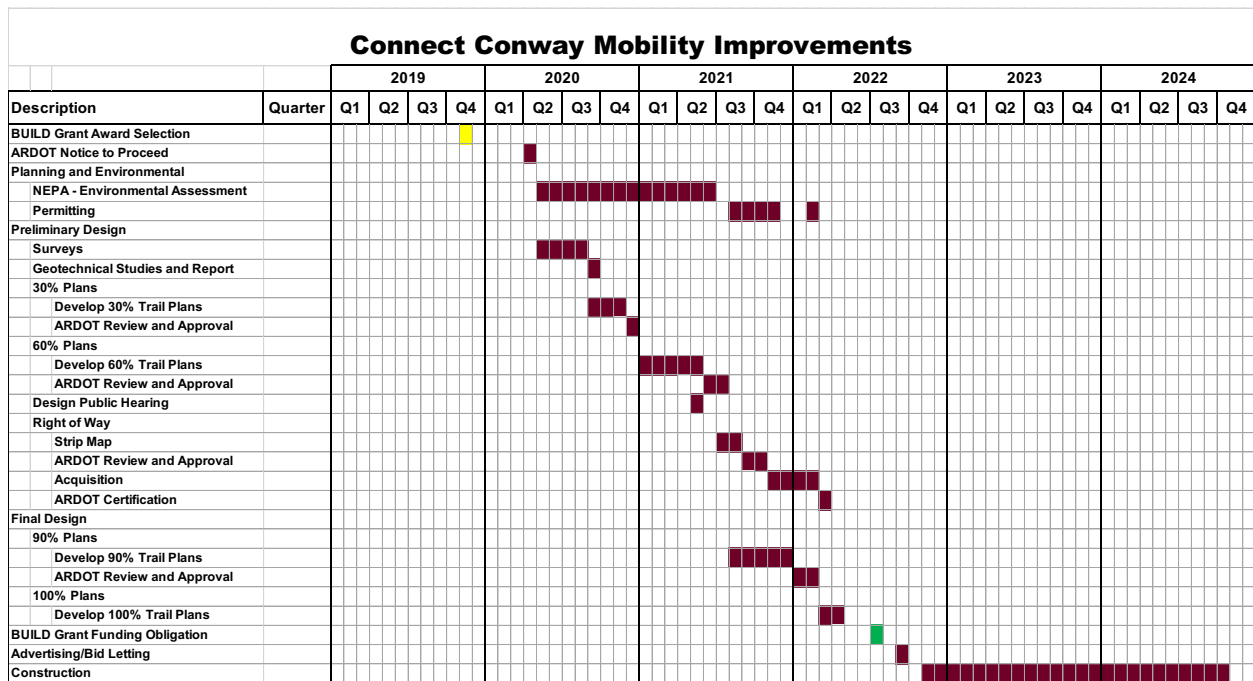


Figure 16. Connect Conway Project Schedule

Environmental Permits & Reviews

Several environmental permits will be needed for the project to proceed to construction. The review and permit process will be implemented in cooperation with the appropriate regulatory agencies. **Table 3** provides a summary of anticipated study and/or permit approvals required for construction.



Table 3
Required Permits and Reviews

Permits and Reviews	Reviewing Agency
Section 401 Certification <i>Short Term Activity Authorization (STAA) Permit</i>	ADEQ
Section 402 (NDPES) Permitting <i>Storm Water Pollution Prevention Plan (SWPPP) for Large Sites</i>	ADEQ
Section 404 Permitting <i>Individual Permit</i>	USACE
National Flood Insurance Program (NFIP) <i>Floodplain Development Permit</i>	City of Conway/FEMA

State and Local Approvals

Parts of the project were approved when the Master Street and Trail Plan was approved by the Conway City Council at its public hearing and meeting on June 26, 2018.

MPO Approval

The project is consistent with the long-range transportation plan for Central Arkansas, *Central Arkansas 2050*.¹² Since 1992, Metroplan, the metropolitan planning organization for the Little Rock-North Little Rock-Conway MSA, has advocated for:

A balanced approach to mobility that focuses first on maintaining our existing transportation network by building out the regional freeway system to six through-lanes, and secondly meeting additional travel demand beyond that with *improved arterial capacity*, regional transit, and *robust bicycle and pedestrian network*.

Every long-range plan since that time has underscored this vision, including the recently adopted

- Goal 1 Quality Corridors and Transportation Choice
- Goal 4 Healthy and Safe Communities
- Goal 5 Economic Growth and Vitality¹³

Goal 5.3 gets to the heart of why this project is important:

5.3 Quality of Life. Contribute to a high quality of life and place in the metropolitan area by minimizing congestion, providing modal choice, encouraging high quality design in transportation facilities, and by providing an adequate and well-maintained public infrastructure at a reasonable cost. (p. 75)

Resolution 19-06 by the Metroplan Board demonstrating support for Connect Conway is attached in **Appendix E**. The resolution amends the CARTS FY 2019 Transportation Improvement Plan to include the project.

Assessment of Risk Mitigation Strategies

No major risks to completing the project on time and on budget are expected. Four potential hurdles, the environmental documentation, coordination with Union Pacific Railroad on the crossing at Highway 65B (Harkrider Street), right-of-way acquisition, and necessary Corps of Engineer permits have been

¹² <http://metroplan.org/sites/default/files/media/longRangePlan/CentralArkansas2050.pdf>

¹³ <http://metroplan.org/sites/default/files/media/longRangePlan/CentralArkansas2050.pdf>, p. 3



considered and accounted for. Preliminary environmental issues were identified as Conceptual Plans were developed (**Appendix B**) and addressed in a letter from consulting engineers (**Appendix C**).

Most of the right-of-way is expected to be donated. Some of the remaining amounts are along the creek-way and are typically obtained with little problem or expense in Conway. All property acquisition will take place in accordance with the Uniform Relocation Act.

Union Pacific’s [Industry and Public Project Group](#) reviews all proposed recreational trails. Although the policy of Union Pacific is not to permit private or public parallel at-grade trails within the railroad’s right of way, grade crossings immediately adjacent to an existing public roadway crossing equipped with active warning devices, such as the one on Harkrider, will be considered. All costs associated with the installation of new or modified crossing surface and modification or relocation of the warning devices will be borne by the City of Conway; the project budget includes adequate funding for the work.

The City of Conway is believed to own sufficient right-of-way for most of the project along Bruce Street, which will limit adverse effects to any historic structures identified during the NEPA process. Two sections on Bruce Street, Salem Road to Farris Avenue, and Locust Avenue to Harkrider Street, may require right-of-way purchase.

SECTION 7 – BENEFIT-COST ANALYSIS

A benefit/cost analysis was conducted using U.S. Department of Transportation *Benefit/Cost Analysis Discretionary Grant Guidance 2018*. The modest assumptions used for the analysis are detailed in Notes to the Connect Conway Benefit Cost Analysis (**Appendix F**). In many cases, sensitivity analysis was performed to ensure reasonableness of the estimates. Results of the analysis are shown in **Table 4**.

Table 4
Summary of Benefit-Cost Analysis

	Overall BCA	Donaghey BCA	Bike-Ped BCA
Total Discounted Benefits	\$84,101,008	\$33,374,990	\$49,689,616
Total Discounted Costs	\$31,867,802	\$13,306,807	\$18,453,175
Benefit/Cost Ratio	2.64	2.51	2.69

SECTION 8 – FEDERAL WAGE RATE CERTIFICATION

The City of Conway, Arkansas certifies that it will comply with the requirements of Subchapter IV of Title 40, United States Code (federal wage rate requirements), as required by FY 2010 Appropriations Act.

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Connect Conway_BUILD2020_Appendix _H_BCA Spreadsheet.xlsx

Congress of the United States

Washington, DC 20510

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

We are pleased to express our support for the City of Conway's application to the FY2020 BUILD Transportation Grants program. This application request \$25 million for the Connect Conway project. Funds will be used to improve mobility on a road that provides the main access to a large university and the city's largest hospital.

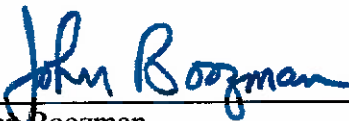
The Connect Conway Project is a strategic investment that consists of improvements to Donaghey Avenue, a crucial north-south collector road. This road runs through the University of Central Arkansas (UCA), one of Conway's three institutions of higher education, as well as Conway Regional Health System. Improvements include the installation of three roundabouts between Highway 286 and Prince Street, and the addition of bicycle-pedestrian infrastructure, which would connect several of the city's key destinations and alleviate traffic through the UCA campus.

The goal of Connect Conway is to transform safety and connectivity in Conway's city core. As we understand, the installations also cross through three federally designated Opportunity Zones in Conway, paving the way for economic revitalization in the area. In addition, the project has significant matching funds.

We hope you share our belief that Connect Conway will provide great benefit to Arkansans. We ask that you give this application all due consideration as it moves through the process, and please keep us informed of its progress.

We are grateful for the time and assistance your department provides to the State of Arkansas.

Sincerely,



John Boozman
U.S. Senator



Tom Cotton
U.S. Senator



French Hill
Member of Congress

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of Acxiom, I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. As Conway's largest employer with over 1,400 associates, Acxiom is a global leader in identity, customer data management and the ethical use of data for more than 50 years. Acxiom helps thousands of clients and partners around the globe work together to create millions of better customer experiences, every day. Our campus lies just south of the Connect Conway Project area but brings the city's pedestrian and cycling infrastructure close to our associates. Acxiom values work/life balance and community involvement. Having amenities like this is important in both recruiting and retaining talent, as one of our major selling points is how Conway can provide great employment opportunities with one of the most advanced data companies in the world, and having some of the most beautiful and accessible outdoor activities just minutes from your door. The Connect Conway Project will assist in our continued growth.

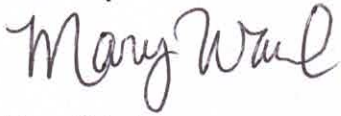
Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Mary Ward". The signature is written in a cursive, flowing style.

Mary Ward
Chief People Officer
Acxiom, LLC

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao:

I am pleased to write this letter in support of the \$23,909,329 FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the **Connect Conway** project submitted by the City of Conway, Arkansas.

For more than 90 years, Conway Corp has operated the city-owned utility system and now provides electric, water, wastewater, video, internet, voice and security services for the Conway community. We are dedicated to exceeding our customers' expectations in producing and delivering safe, affordable, reliable, innovative and environmentally sound utility and telecommunication services while enhancing the quality of life in our community.

We are a proud partner in community and economic development projects within the city of Conway. We believe the Connect Conway Project will assist in the continued growth of our city. To date, we have provided \$3.08 million of in-kind utility relocation services to the Donaghey portion of the Connect Conway Project. We anticipate our full cost will be \$7.41 million. Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

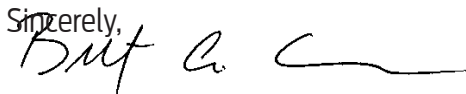
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The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's

City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,



Bret Carroll

Chief Executive Officer

Bret.Carroll@ConwayCorp.com

p. 501.450.6020



May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of Conway Regional Health System (CRHS), I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. With over 1,300 employees our growing regional health system is headquartered in Conway along the Donaghey Avenue corridor. Conway Regional is in the midst of a three year, \$63 million, master plan that will transform our footprint and further increase the number of employees, patients, and visitors to our campus.

Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure. In addition to our campus, Donaghey Avenue runs through the University of Central Arkansas as well, making the area the most densely populated in Conway.

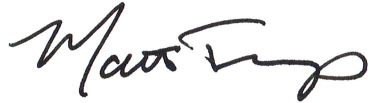
Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

2302 College Avenue • Conway, Arkansas 72034

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Troup". The signature is fluid and cursive, with the first name "Matt" being more prominent than the last name "Troup".

Matt Troup
President & Chief Executive Officer



HENDRIX COLLEGE

1600 Washington Avenue
Conway, Arkansas 72032-3080

May 15, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of Hendrix College, I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. With over 1,600 students and employees, Hendrix College is the oldest of Conway's three institutions of higher education. Our campus adjoins to the city's historic downtown and the Connect Conway Project would bring the city's trail system close to our footprint. It would give us an opportunity to connect to the system via downtown to our south or Siebenmorgen Road to our east. We are excited about the increased level of bike/pedestrian infrastructure that our campus community will enjoy with the project.

Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Fucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

President's Office

PHONE: 501-450-1351 FAX: 501-450-3821
EMAIL: arnold@hendrix.edu WEB: www.hendrix.edu

Page 2

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,



W. Ellis Arnold III '79
President

President's Office

PHONE: 501-450-1351 FAX: 501-450-3821
EMAIL: arnold@hendrix.edu WEB: www.hendrix.edu

TKG Management, Inc.

211 N. Stadium Boulevard, Suite 201, Columbia, Missouri 65203 573•449•8323

Mr. Dennis LaRue
Director of Property Management
TKG Management, Inc.
17107 Chesterfield Airport Road, Suite 120
Chesterfield, Missouri 63005

May 15, 2020

Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

I am writing this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. The *Connect Conway Mobility Project* is an exciting plan to enhance connectivity throughout the City of Conway; of key importance to the plan is the *Connect Conway Mobility Project's* intention to promote pedestrian and bicycle trail access to and connectivity among the various residential and commercial areas of the City of Conway. The Kroenke Group, Inc. and the SEAYCO Group, Inc., have worked with and supported the efforts of the City of Conway and its partner, the Conway Development Corporation (the "CDC") to enhance roadway and pedestrian connectivity to and within the Conway Commons shopping center since its inception some fifteen or more years ago. We applaud the improvements proposed by the *Connect Conway Mobility Project* and, accordingly, write this letter in general support of your consideration of its funding.

Progressive communities, like the City of Conway and its leadership, well understand that infrastructure improvements, such as the pedestrian and bicycling trails envisioned as a principal part of the *Connect Conway Mobility Project*, are intimately tethered to the quality of life enjoyed by its citizenry and increasingly translate into economic, health and social betterments that redound to the greater community. Recently, the City of Conway took a key step to improve traffic congestion by adding a new overpass over Interstate 40. This I-40 overpass provides the first safe pedestrian and bicycling route over Interstate 40 and right into the Conway Commons shopping center, which comprises approximately eighty-five (85) acres and over 700,000 GLS and is a significant economic contributor to the City of Conway. To assist the City of Conway and the CDC in bringing the *Connect Conway Mobility Plan* into reality, the Conway Commons

TKG Management, Inc.

May 15, 2020

Page 2

shopping center will endeavor to work with the retailers within Conway Commons and to assist with any requested approvals. Because the *Connect Conway Mobility Project* intends to help relieve roadway congestion and to significantly improve pedestrian and bicycling trail system access to and connectivity among the various residential and commercial areas of the City of Conway by fanning out from this new I-40 overpass, the Conway Commons shopping center and its ownership team welcomes the opportunity to voice its general support of the *Connect Conway Mobility Project*.

If you have any questions or suggestions, please do not hesitate to contact me at your convenience.

Sincerely,

A handwritten signature in blue ink that reads "R. Dennis LaRue". The signature is written in a cursive style with a long horizontal stroke at the end.

R. Dennis LaRue

On behalf of TKG Management, Inc. as agent for Conway Devco D.E., LLC.



May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of the University of Central Arkansas (UCA), I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. With over \$100 million of university projects under construction or development along the Connect Conway route, we are eager to see improved access and safety measures for pedestrians and cyclists in our neighborhood. With over 12,000 students, faculty and staff, UCA is one of the region's major employers and a significant driver of economic and community development in Arkansas.

Connect Conway consists of improvements to a crucial north-south collector road, Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure. Donaghey Avenue runs through our campus, as well as Conway Regional Health System, our largest hospital.

Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'H. Davis', with a stylized flourish at the end.

Houston Davis
President



STATE OF ARKANSAS

**ASA HUTCHINSON
GOVERNOR**

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

I am writing to express my support of the \$25 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas.

A critical part of this project consists of improvements to a key north-south collector road, Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure. Donaghey Avenue runs through the University of Central Arkansas (UCA), one of Conway's three institutions of higher education, as well as Conway Regional Health System, the city's largest hospital which serves a number of surrounding communities.

The Connect Conway Project is a strategic investment in Central Arkansas that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. Additionally, this project crosses through three federally designated Opportunity Zones within the city, enhancing the capability for economic revitalization in the region.

I appreciate your consideration of this application. If you have any further questions, please feel free to reach out to Caleb Stanton in my office at 501-683-6446 or caleb.stanton@governor.arkansas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Asa Hutchinson".

Asa Hutchinson

500 WOODLANE STREET, SUITE 250 • LITTLE ROCK, AR 72201

TELEPHONE (501) 682-2345

www.governor.arkansas.gov

Workspace ID: WS00483073 Funding Opportunity Number: DTOS59-20-RA-BUILD



City of Conway, Arkansas
Resolution No. R-20-35

A RESOLUTION APPROVING THE SUBMITTAL OF AN APPLICATION TO APPLY FOR THE BUILD GRANT FOR THE CONNECT CONWAY MOBILITY IMPROVEMENT PROJECT FOR THE CITY OF CONWAY; AND FOR OTHER PURPOSES

Whereas, the City of Conway has an opportunity to apply for a U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) grant that could be this project; and

Whereas, the BUILD grant is an 80/20 grant, requiring a 20% commitment from the City; and

Whereas, with the focus on congestion relief, quality of life, economic competitiveness, and transportation choices the Connect Conway Mobility Improvement Project (Connect Conway) will greatly improve mobility throughout Conway; and

Whereas, this project will provide among other things, a critical route that serves the University of Central Arkansas, Conway Regional Medical Center complex, Central Landing, the City of Colleges Park, and other destinations, plus the route of this project will connect three census tracts in Conway designated as Opportunity Zones, paving the way for economic revitalization in these areas; and

Whereas, the total project cost will be will not exceed \$25 million, the BUILD Grant request will be \$20 million, and the City of Conway's local match will not exceed 5 million.

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 BUILD application for the Connect Conway Mobility Improvement Project (Connect Conway) and shall authorize application submittal and commitment of funds for the BUILD 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 12th day of May 2020.

Approved:

Mayor Bart Castleberry

Attest:

Michael O. Garrett
City Clerk/Treasurer

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of Conway Area Chamber of Commerce (Chamber), I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. Since 1891, the Chamber has been the voice of business in our city. In 2010, the Chamber led a comprehensive visioning process for the city called Conway 2025. With over 1,400 participants, Conway 2025 has become the official visioning document and roadmap for our city. Increased mobility on existing roads through the addition of roundabouts and the addition of infrastructure for cyclists and pedestrians is a priority for the public and our business community. This project is transformational for the city and will drive investment in the central part of the city.

Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,



Patti Stobaugh
Chair

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of the Conway Downtown Partnership, I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas.

Downtown Conway continues to be a regional destination for dining, shopping and entertainment within northcentral Arkansas. Since 2001, the Conway Downtown Partnership has been the organization responsible for facilitating the redevelopment of our urban core. To date, nearly \$200 million in public and private money have been invested to transform our downtown. The Connect Conway Project is important to the downtown community as it better connects institutions like the University of Central Arkansas and Conway Regional Health System to the commercial areas east of the interstate, with downtown being the center.

Two of the city's three opportunity zones are in the downtown area and will continue to encourage investment and redevelopment in the central city. Adding trail infrastructure to include downtown will help give the city's cycling community more opportunities to access our restaurants and retailers and encourage more residential development.

Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

Other improvements include traffic calming on Bruce Street through the UCA campus, installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.



CONWAY
Downtown Partnership
GETSMART

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway as it crosses through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,



Dot Welch
Chair



May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of Conway Development Corporation (CDC), I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. For sixty years, the CDC has acted as the city of Conway's non-profit, economic development entity. The CDC has developed hundreds of acres of industrial and business property and holds another 1000 acres for future development. Among that acreage is the 150-acre, former Conway Airport which we are redeveloping as Central Landing, a mixed-use project featuring multi-family, entertainment, retail, and office users. The first project, a \$70 million, luxury multi-family complex is under construction. As a partner, the CDC will donate roughly 2 acres of property to the City for dedicated greenway.

Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

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We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,



William C. Adkisson
Chairman



Office of the President

May 18, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
Re: Connect Conway FY 2020 BUILD Grant Application

Dear Secretary Chao:

On behalf of Central Baptist College (CBC), I am pleased to write this letter in support of the \$23,909,329 million FY 2020 Better Utilizing Infrastructure to Leverage Development (BUILD) grant request for the Connect Conway project submitted by the City of Conway, Arkansas. With over 700 students and employees, the CBC campus sits on the route of the Bruce Street leg of the Connect Conway project. We are excited about the increased level of bike/pedestrian infrastructure that our campus will enjoy with the project.

Connect Conway consists of improvements to Donaghey Avenue, including the installation of three roundabouts between Highway 286 and Prince Street, with the addition of bicycle-pedestrian infrastructure.

Other improvements include traffic calming on Bruce Street through the UCA campus and installation of five miles of east to west bicycle/pedestrian facilities that connect to Donaghey Avenue and the two largest trail systems (Tucker Creek and Stone Dam Creek), and link key destinations, including Downtown and the commercial areas on the east side of Conway via the new 6th Street bridge over Interstate 40.

The Connect Conway Project is a strategic investment that will transform safety and connectivity in Conway's City core, linking residents, employees, students, and visitors to centers of education, employment, culture, entertainment and recreation. This project would strengthen the economic vitality of Conway crossing through three federally designated Opportunity Zones in the city, paving the way for economic revitalization in the area.

We hope you share our commitment to Connect Conway and would very much appreciate your favorable consideration of this strong application for FY 2020 BUILD grant funding. If you have any additional questions, or require additional information, please do not hesitate to contact me.

Sincerely,



Terry Kimbrow
President

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
4. Architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
9. Construction	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
14. SUBTOTAL	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text"/> % Enter the resulting Federal share.			\$ <input type="text"/>