

CITY OF TONTITOWN, WASHINGTON COUNTY, ARKANSAS

RESOLUTION NO. _____

**A RESOLUTION AUTHORIZING THE MAYOR AND CITY ATTORNEY TO
EXECUTE AN AGREEMENT OF UNDERSTANDING ON BEHALF OF THE CITY;
DECLARING THE NEED FOR SUCH AGREEMENT; AND FOR OTHER PURPOSES.**

WHEREAS, the City Council has determined that it is in the best interests of the city and its residents to enter into an Agreement of Understanding with the Arkansas Department of Transportation concerning the award of Surface Transportation Block Grant for the Corridor Study; and

WHEREAS, the proposed Agreement of Understanding will establish the respective responsibilities, expectations, and commitments of the parties and will promote the efficient administration of municipal affairs and public services; and

WHEREAS, the City Council finds that execution of the Agreement of Understanding will further a valid public purpose, enhance cooperation between the parties, and provide benefits to the citizens of the City; and

WHEREAS, the City Council desires to authorize the Mayor and City Attorney to review, approve as to form, and execute the Agreement of Understanding and any related documents necessary to carry out the intent of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TONTITOWN, ARKANSAS:

Section 1. Findings.

The recitals set forth above are hereby adopted and incorporated as findings of the City Council.

Section 2. Authorization.

The Mayor and City Attorney are hereby authorized and directed to execute an Agreement of Understanding with Arkansas Department of Transportation substantially in the form presented to the City Council, together with such minor modifications as may be necessary and consistent with the intent of this Resolution.

Section 3. Further Actions.

The Mayor and City Attorney are authorized to execute such documents and take such actions as may be necessary to implement and carry out the Agreement of Understanding.

Section 4. Effective Date.

This Resolution shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED on this _____ day of _____, 2026.

APPROVED:

Angela Russell, Mayor

ATTEST:

Rhonda Ardemagni, City Clerk-Treasurer
(SEAL)

SPONSORSHIP AND LEGISLATIVE HISTORY

Sponsor (Initiated By): _____

Motion to Introduce Made By: _____

Seconded By: _____

Adopted/Passed: _____

Vote: Ayes _____ Nays _____ Abstain _____ Absent _____



ARDOT.gov | Jared D. Wiley, P.E., Director

10324 Interstate 30 | P.O. Box 2261, Little Rock, AR 72203-2261
Phone: (501) 569-2000 | Voice/TTY 711 | Fax: (501) 569-2400

September 10, 2026

The Honorable Angela Russell
Mayor of Tontitown
P.O. Box 305
Tontitown, AR 72770

Re: Job 041038
F.A.P. STPU-0072(90)
Hwy. 112 – Kelly Rd. (Don Tyson Pkwy.)
(Tontitown) (S)
Washington County
Hwy. 112, Sec. 1

Mayor Russell:

Reference is made to the extension of Don Tyson Parkway from Highway 112 to Kelly Road, which was awarded Surface Transportation Block Grant Program Attributable (STBGP>200K) funding. In order to proceed, you and your attorney must sign the enclosed Agreement of Understanding and return it to the Department. Please submit the signed Agreement and referenced forms within the next 60 days.

A copy of the Agreement of Understanding will be returned to you once fully executed. When submitting the Agreement to the Department for execution, you will also need to complete Form LPA-005, Form LPA-018, and Form LPA-019. All referenced forms are available in digital format at www.ardot.gov/LPA.

If you have any questions, please contact our Local Programs Grant Procurement Section at (479) 360-7161 or LPA@ardot.gov.

Erica Adams, P.E.
Assistant Chief Engineer
Program Delivery

Enclosures

c: Director
Chief Engineer
Program Management
District Four
Tim Conklin, Executive Director, NWARPC
Job 041038 'C' File

AGREEMENT OF UNDERSTANDING
BETWEEN
THE CITY OF TONTITOWN
AND
NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION
AND
THE ARKANSAS DEPARTMENT OF TRANSPORTATION

In Cooperation with the
U.S. Department of Transportation, Federal Highway Administration

RELATIVE TO

Implementation of **Job 041038, Hwy. 112 – Kelly Rd. (Don Tyson Pkwy.) (Tontitown) (S)** (hereinafter called the “Project”) as a Federal-aid Surface Transportation Block Grant Program Attributable (STBGP>200K) project.

WHEREAS, funding in the Infrastructure Investment and Jobs Act (IIJA) includes the following Federal-aid funds for certain local projects:

	<u>Maximum Federal %</u>	<u>Minimum Sponsor %</u>
Planning	80	20
Preliminary Engineering by Consultant	80	20
Right of Way/Utilities	80	20
Construction	80	20
Construction Engineering by Consultant	80	20
Department Administrative Costs	80	20

WHEREAS, the City of Tontitown (hereinafter called the “Sponsor”) has expressed its desire to use Federal-aid funds for the eligible Project and to provide necessary matching cash share for such funds; and

WHEREAS, the Sponsor has transmitted to the Arkansas Department of Transportation (hereinafter called the “Department”) Resolution No. 2026-03-1264R from the City Council authorizing the Sponsor’s Chief Executive Officer (CEO) to execute agreements and contracts with the Department for the Project; and

WHEREAS, the Northwest Arkansas Regional Planning Commission (hereinafter called the “Commission”) awarded the Sponsor Federal-aid STBGP>200K funds; and

WHEREAS, funding participation will be subject to a limit of **\$500,000** maximum Federal-aid **STBGP>200K** funds for the **planning, design, and environmental phases** of the Project and obligation limitation approved; and

WHEREAS, the Sponsor knows of no legal impediments to the completion of the Project; and

WHEREAS, it is understood that the Sponsor and the Department will adhere to the General Requirements for Recipients and Sub-Recipients Concerning Disadvantaged Business Enterprises

(DBEs) (Form LPA-001) and that, as part of these requirements, the Department may set goals for DBE participation in the Project, ranging from 0% to 100%, that are practical and related to the potential availability of DBEs in desired areas of expertise; and

WHEREAS, the Department has published the Arkansas Local Public Agency Project Manual (available at www.ardot.gov/LPA) which outlines procedures and requirements which must be followed during development and construction of the Project; and

WHEREAS, the parties agree, unless specifically stated otherwise, that the provisions of this agreement are not intended to create or confer a third party benefit or right in any person or entity, not a party to this agreement.

IT IS HEREBY AGREED that the Sponsor, Commission, and the Department, in cooperation with the Federal Highway Administration (FHWA), will participate in a cooperative program for implementation and will accept the responsibilities and assigned duties as described hereinafter.

THE SPONSOR WILL:

1. Notify the Department in writing who the Sponsor designates as its full-time employee to be in responsible charge of the day to day oversight of the Project (Form LPA-005). If the designated full-time employee changes, the Sponsor must notify the Department by resubmitting Form LPA-005. The duties and functions of this person are:
 - Oversee project activities, including those dealing with cost, time, adherence to contract requirements, construction quality and scope of Federal-aid projects;
 - Maintain familiarity of day to day project operations, including project safety issues;
 - Make or participate in decisions about changed conditions or scope changes that require change orders and/or supplemental agreements;
 - During construction, visit and review the project on a daily basis;
 - Review financial processes, transactions, and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse;
 - Direct project staff, Sponsor or consultant, to carry out project administration and contract oversight, including proper documentation; and
 - Be aware of the qualifications, assignments and on-the-job performance of the Sponsor and consultant staff at all stages of the project.
2. Initially submit to the Department \$1,000 (20%) to be matched by \$4,000 (80%) Federal-aid funds for Department administrative costs associated with state preliminary engineering, which include but are not limited to, on site meetings, environmental review, and plan and specification review. The Sponsor's final cost for this phase will be determined by actual Department charges to preliminary engineering.
3. Be responsible for hiring a consultant engineering firm(s) in accordance with the Local Agency Consultant Selection Procedures (Form LPA-002) to provide engineering services which include environmental documentation, preliminary engineering, and construction engineering for the Project. **NOTE: FHWA authorization and Department approval must be given prior to issuing a work order to the consultant for federal funds to be allowed in this phase.**
 - Make periodic payments to the consultant for preconstruction phases of the Project and request reimbursement from the Department.

- Request reimbursement from the Department for eligible expenditures related to preconstruction phases of the Project. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.
4. If desired, request that the Department contract with one of its on-call consultants on behalf of the Sponsor (Form LPA-031).
 - Execute a task order with the Department and the selected on-call consultant for implementation of selected phases of the Project.
 - Make periodic payments to the on-call consultant for work accomplished in accordance with the task order.
 - Request reimbursement from the Department for eligible on-call consultant related costs incurred for the project. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.
 5. Document all planning processes required to determine the feasibility of the project. Should the project not be deemed feasible, planning work shall conclude immediately and no additional work shall proceed. All work performed under the planning phase shall remain federally reimbursable to the Sponsor.
 6. Prepare plans, specifications, and a cost estimate for construction. A registered professional engineer must sign the plans and specifications for the Project. (See Form LPA-003 for items to be included in the bid proposal.)
 7. Make periodic payments to the consultant for preliminary engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.
 8. Understand that **expenditures for preliminary or construction engineering performed by the Sponsor's forces are not eligible for reimbursement with federal funds.**
 9. Prepare the necessary environmental documentation as required by FHWA and conduct any required public involvement meetings and public hearings.
 10. Ensure that the plans and specifications are developed using the Department's standard drawings and Standard Specifications for Highway Construction (latest edition).
 11. Ensure that the plans and specifications comply with the Americans with Disabilities Act (ADA), the American Association of State Highway and Transportation Officials (AASHTO) design standards, and all other applicable state and federal regulations, including airport clearance when necessary, for the type of work involved.
 12. Before acquiring property or relocating utilities, contact the Department's Right of Way Division to obtain the procedures for acquiring right of way and adjusting utilities in compliance with federal regulations. **NOTE: Failure to notify the Department prior to initiating these phases of work may result in all project expenditures being declared non-participating in federal funds.**
 13. Acquire property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (commonly referred to as the "Uniform Act").

14. Ensure the preparation of utility adjustment and right of way plans are in accordance with Arkansas State Highway Commission Policy.
15. Be responsible for all non-reimbursable costs associated with the Sponsor owned utilities as defined in the Department's Utility Accommodation Policy.
16. Be responsible for the matching share for all reimbursable costs associated with the Sponsor owned utilities as defined in the Department's Utility Accommodation Policy.
17. Provide a copy of the registered deed or other approved documentation and an appropriate certification stating the Sponsor's clear and unencumbered title to any right of way to be used for the Project (Form LPA-007). If property has been acquired for the Project, use Form LPA-006 for certification of the right of way. **NOTE: Any property that is to become Department right of way must be acquired in the Department's name.**
18. Submit plans at 30%, 60%, and 90% completion stages for Department review.
19. Submit a certification letter (Form LPA-008), including all items noted, to the Department when requesting authority to advertise the Project for construction bids.
20. Advertise for bids in accordance with federal procedures as shown in Form LPA-010. **NOTE: FHWA authorization and Department approval must be given prior to advertising for construction bids.**
21. Forward a copy of all addenda issued for the Project during the advertisement to the Department.
22. After bids are opened and reviewed, submit a Certification Letter Requesting Concurrence in Award (Form LPA-013), including all items noted, to the Department.
23. Prior to awarding the construction contract, submit a check for \$1,000 (20%) to be matched by \$4,000 (80%) Federal-aid funds for Department administrative costs on the Project during construction. The Sponsor's final share of cost for this phase will be determined by actual Department charges to construction engineering.
24. Prior to issuing the notice to proceed to the Contractor, the Sponsor must hold a pre-construction meeting with the Contractor and **must invite the Department's Resident Engineer assigned to the Project.**
25. Ensure that all work, material testing and acceptance, and inspection is conducted in accordance with the Department's Standard Specifications for Highway Construction (latest edition), Manual of Field Sampling and Testing Procedures, and Resident Engineer's Manual and with the plans, specifications, and all other applicable FHWA and Department procedures for the Project.
26. Make periodic payments to the consultant for construction engineering for the Project and request reimbursement from the Department. Reimbursement requests should be submitted, at minimum, every three (3) months and not more than once per month.
27. Make payments to the contractor for work accomplished in accordance with the plans and specifications and then request reimbursement from the Department on the Construction Certification and Reimbursement Request (CCRR) form (Form LPA-014). Reimbursement

requests should be submitted, at minimum, every three (3) months and not more than once per month.

28. Attach LPA Report of Daily Work Performed (Form LPA-015) for all days that correspond with each CCRR submittal.
29. Prior to executing the work, submit change orders (Form LPA-022) to the contract to the Department's Resident Engineer assigned to the Project for review and approval for program eligibility.
30. Upon completion of the Project, hold a final acceptance meeting for the Project and submit the LPA Final Acceptance Report form certifying that the Project was accomplished in accordance with the plans and specifications (Form LPA-016). This form must be signed by the engineer performing construction inspection on the Project, the Department's Resident Engineer assigned to the Project, the Sponsor's full-time employee in responsible charge, and the Sponsor's CEO.
31. Maintain accounting records to adequately support reimbursement with Federal-aid funds and be responsible for the inspection, measurement and documentation of pay items, and certification of all work in accordance with the plans and specifications for the Project and for monitoring the Contractor and subcontractor(s) for compliance with the provisions of FHWA-1273, Required Contract Provisions, Federal-aid Construction Contracts, and Supplements.
32. Pay all unpaid claims for all materials, labor, and supplies entered into contingent or incidental to the construction of said work or used in the course of said work including but not limited to materials, labor, and supplies described in and provided for in Act Nos. 65 and 368 of 1929, Act No. 82 of 1935, and Acts amendatory thereof.
33. Agree that any and all claims for damages to property or injury to persons caused by any act or omission, negligence, or misconduct from the performance of work by the Sponsor's contractor on the Project shall be the sole responsibility of the Sponsor's contractor and in this regard the Sponsor shall require the contractor on the Project to procure and maintain a General Public Liability Insurance Policy during the duration of the Project which shall be endorsed to include broad form general liability and complete operations coverage on the Project. The contractor shall furnish the Sponsor with documentation of proof of liability insurance coverage with submission of the signed contract.
34. Agree that any claims, liability, costs, expenses, demands, settlements, or judgments arising from misconduct or the negligent acts or omissions of the Sponsor, its employees, agents or contractors in the performance of the Project and this Agreement must be presented to the Sponsor. Further, the Sponsor by acceptance of this grant, agrees that the Department and the Arkansas State Highway Commission, as the pass-through entity, have no duty or responsibility for the design, construction, maintenance or operation of the Project that is the subject of this grant, and, therefore shall have no liability related to the design, construction, maintenance or operation of the Project. The Sponsor also agrees to assume all risks associated with the work to be performed by its agents, employees, and contractors under this grant and Agreement and the Department and the Arkansas State Highway Commission, as the pass-through entity, shall not be responsible or liable for any damages whatsoever from the actions of the Sponsor, its employees, agents and contractors.

35. Assure that its policies and practices with regard to its employees, any part of whose compensation is reimbursed from federal funds, will be without regard to race, color, religion, sex, national origin, age, or disability in compliance with the Civil Rights Act of 1964, the Age Discrimination in Employment Act of 1967, The Americans with Disabilities Act of 1990, as amended, and Title 49 of the Code of Federal Regulations Part 21 (49 CFR Part 21), Nondiscrimination in Federally-Assisted Programs of the Department of Transportation, (Form LPA-029).
36. Retain all records relating to inspection and certification, the Contractor's billing statements, and any other files necessary to document the performance and completion of the work in accordance with requirements of 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Form LPA-017).
37. Grant the right of access to the Sponsor's records pertinent to the Project and the right to audit by the Department and FHWA officials.
38. Be responsible for 100% of all project costs incurred:
 - should the Project not be completed as specified;
 - should the Project be declared non-participating in federal funds, including any such award by the State Claims Commission; or
 - not provided by the FHWA.
39. Sign and transmit to the Department the Certification for Grants, Loans, and Cooperative Agreements (Form LPA-018), which is necessary for Project participation.
40. Repay to the Department the federal share of the cost of any portion of the Project if, for any reason, federal participation is removed due to actions or inactions of the Sponsor, its agents, its employees, or its assigns or the Sponsor's consultants or contractors or their agents. Such actions or inactions shall include, but are not limited to, federal non-participation arising from problems with design plans, specifications, construction, change orders, construction inspection, or contractor payment procedures.
41. Retain total, direct control over the Project throughout the life of all project improvements outside of the Department's right of way and **not, without prior approval from the Department:**
 - sell, transfer, or otherwise abandon any portion of the Project;
 - change the intended use of the Project;
 - make significant alterations to any improvements constructed with Federal-aid funds; or
 - cease maintenance or operation of a project due to the Project's obsolescence.
42. Be responsible for satisfactory maintenance and operation of all improvements and for adopting regulations and ordinances as necessary to ensure this. Failure to adequately maintain and operate the Project in accordance with Federal-aid requirements may result in the Sponsor's repayment of federal funds and may result in withholding all future Federal-aid.
43. Submit to the Department a Single Audit in accordance with the Office of Management and Budget (OMB) Circular A-133 each fiscal year that the Sponsor expends more than \$750,000 of Federal-aid from any federal source including, but not limited to, the U.S. Department of

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Agreement of Understanding Between the City of Tontitown, the Northwest Arkansas Regional Planning Commission,
and the Arkansas Department of Transportation

Transportation. The fiscal year used for the reporting is based on the Sponsor's fiscal year. The \$750,000 threshold is subject to change after OMB periodic reviews.

44. Promptly notify the Department if the Project improvements outside of the Department's right of way are rendered unfit for continued use by natural disaster or other cause.
45. Complete and transmit to the Department both pages of the Federal Funding Accountability and Transparency Act (FFATA) Reporting Requirements (Form LPA-019).
46. After each quarter of the calendar year, complete and transmit to the Department the LPA Project Quarterly Report Form (Form LPA-020) until the Project is complete.

THE COMMISSION WILL:

1. Provide up to \$500,000 in Federal-aid **STBGP>200K** funds for the **planning, design, and environmental phases** of the Project as funds become available.

THE DEPARTMENT WILL:

1. Maintain an administrative file for the Project and be responsible for administering Federal-aid funds.
2. Review plans and specifications submitted by the Sponsor.
3. Notify the Sponsor when right of way and/or utility plans are approved and the Sponsor may proceed with right of way acquisition and/or utility adjustments.
4. Upon receipt of the Sponsor's certification of right of way (property) ownership, provide the appropriate documentation to the file.
5. Ensure substantial compliance with federal contracting requirements through review of the bidding proposal for inclusion of required federal forms, review of the administration of the DBE program provisions, and general compliance with 23 CFR 635.
6. Advise the Sponsor when to proceed with advertisement of the Project for construction bids.
7. Review bid tabulations and concur in award of the construction contract for the Project.
8. Ensure that the Sponsor and the Sponsor's consultant provide adequate supervision and inspection of the Project by performing periodic inspections with the Sponsor's representatives and their consultant to verify that the work being performed by the Sponsor's contractor, and documented and certified by the Sponsor, meets the requirements of the Project plans, specifications, and all applicable FHWA and Department procedures. The Department intends to perform these inspections, at a minimum, when the construction work is approximately 10% and 50% completed. The Department will also participate in the final inspection of the Project.
9. Review and approve any necessary change orders for project/program eligibility.
10. Reimburse the Sponsor 80% (Federal-aid share) for eligible construction costs approved in the CCRR form (Form LPA-014). This reimbursement will be limited to the maximum Federal-aid amount and to the federal amount available at the time payment is requested. If the payment requested exceeds the Federal-aid available at the time, the difference will be reimbursed as additional Federal-aid for the Project becomes available.

11. Subject to the availability of Federal-aid allocated for the Project, pay the Sponsor the remaining amount due upon completion of the Project and submittal of the certified LPA Final Acceptance Report form (Form LPA-016).
12. Provide all form updates via email to the contact as shown on Form LPA-005.
13. Be reimbursed for costs involved in performing all the services listed above.

IT IS FURTHER AGREED that the Department reserves the right to cancel the Project without liability against the Department for any reason including, but not limited to, unreasonable delay or lack of progress, the Sponsor is unable to provide an audit-worthy reason for the substantial delay in the project development or completion process, or the Sponsor is unresponsive to the Department's requests.

IT IS FURTHER AGREED that should the Sponsor fail to fulfill its responsibilities and assigned duties as related in this Agreement, such failure may disqualify the Sponsor from receiving future Federal-aid highway funds.

IT IS FURTHER AGREED that should the Sponsor fail to pay to the Department any required funds due for project implementation or fail to complete the Project as specified in this Agreement, or fail to adequately maintain or operate the Project, the Department may cause such funds as may be required to be withheld from the Sponsor's Motor Fuel Tax allotment.

IN WITNESS WHEREOF, the parties thereto have executed this Agreement this _____ day of _____, 20____.

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**Agreement of Understanding Between the City of Tontitown, the Northwest Arkansas Regional Planning Commission,
and the Arkansas Department of Transportation**

Agreement of Understanding between:

**The City of Tontitown, Northwest Arkansas Regional Planning Commission, and the Arkansas
Department of Transportation relative to:**

Implementation of Job 041038, Hwy. 112 – Kelly Rd. (Don Tyson Pkwy.) (Tontitown) (S).

Signatories

CITY OF TONTITOWN

Angela Russell
Mayor

Date

Tyler Farrar
City Attorney

Date

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Signatory

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

Tim Conklin
Executive Director

Date

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The City of Tontitown, Northwest Arkansas Regional Planning Commission, and the Arkansas Department of Transportation relative to:

Implementation of Job 041038, Hwy. 112 – Kelly Rd. (Don Tyson Pkwy.) (Tontitown) (S).

Signatory

ARKANSAS DEPARTMENT OF TRANSPORTATION

Jared D. Wiley, P.E.
Director

Date

All Forms referenced in this Agreement are available in digital format on the Department's webpage www.ardot.gov/LPA.

ARKANSAS DEPARTMENT OF TRANSPORTATION

NOTICE OF NONDISCRIMINATION

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, ARDOT does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the FMCSA Title VI Program), or disability in the admission, access to and treatment in ARDOT's programs and activities, as well as ARDOT's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding ARDOT's nondiscrimination policies may be directed to the Civil Rights Division (P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711)), or the following email address: Civil.Rights@ardot.gov.

Free language assistance may be available upon request.

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

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION (NWARPC)

Surface Transportation Block Grant Program – Attributable (STBGP-A) FFY 2027 Project Application

Section 1. Policy

Section 2. Project Requirements

Section 3. Project Selection Criteria/Scoring

NWARPC DISCLAIMER: This notice is in accordance with the NWARPC 2045 Metropolitan Transportation Plan, the Infrastructure Investment and Jobs Act (IIJA) in cooperation with local agencies, the Arkansas Department of Transportation, the Missouri Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Documents are funded in part through grant(s) from the FHWA, FTA, and/or the U.S. Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC PARTICIPATION PROCESS FOR PROGRAM OF PROJECTS (POP): The public participation procedures outlined in the NWARPC Public Participation Plan (PPP) with respect to TIP development serve as the public participation process required for the development of transit projects as per FTA Circular 9030.1E. Specifically, the public participation procedures outlined in the PPP will serve to satisfy the Program of Projects (POP) requirements of the Section 5307, Urbanized Area Formula Grant Program for the University of Arkansas/Razorback Transit and Ozark Regional Transit. The NARTS and any and all public transit operators will address the POP requirements as per FTA Circular 9030.1E. Additionally, any and all public transit operator's capital projects and operational costs are included in the NARTS TIP which is developed through a cooperative and collaborative process with interested parties and other private and public transportation providers.

NWARPC NOTICE OF NONDISCRIMINATION POLICY: The NWARPC complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711 o directamente al 800-285-1131 o ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact NWARPC. Si se necesita información en otro idioma, comuníquese con NWARPC.

Section 1. Policy

FFY 2027 STBGP-A Project Application Timeline:

Call for Projects:	Sunday, January 4, 2026
Project Application Deadline:	Thursday, April 2, 2026 at 11:59 PM, CT
Project Sponsor Presentation to TAC Committee:	Thursday, April 16, 2026
Selection Committee Projects Tour (<i>Save the Date</i>):	Wednesday, April 29, 2026

FFY 2027 STBGP-A Funding Estimated: approx. \$11.963 million
Estimate based on FFY 2025 apportionment and 100% obligation authority; availability of FFY 2027 and subsequent years funds are subject to Congressional reauthorization.

STBGP-A Funding Background:

In 2012, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Fayetteville-Springdale-Rogers, AR-MO urbanized area as a Transportation Management Area (TMA). This TMA designation provides Surface Transportation Block Grant Program – Attributable (STBGP-A) funds to the Northwest Arkansas Regional Planning Commission (NWARPC) based on the 2020 Census Urbanized Area population of 373,662. The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021) provides federal apportioned suballocated funding to the Fayetteville-Springdale-Rogers AR-MO Urbanized area. Under current BIL, STBGP-A funds can be utilized for all eligible transportation projects at the discretion of the Metropolitan Planning Organization (MPO), which is the Northwest Arkansas Regional Planning Commission/Policy Committee (NWARPC).

The STBGP-A is a federally funded, 80% Federal/20% local, reimbursable program and projects must meet and follow the ARDOT Local Public Agency (LPA) federal-aid process for reimbursement. Funds must be used for eligible projects that are submitted by eligible entities and chosen through a competitive process. The LPA Manual can be found at: www.ardot.gov/divisions/local-programs/local-public-agency-project-manual/.

Guidelines:

The MPO will use the following guidelines to allocate STBGP-A funds:

- 1.1 **Staffing.** Up to \$200,000 may be utilized for MPO staffing purposes.
- 1.2 **Project Types.** (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>)
 - 1.2.1 **Projects of Regional Significance.** From the remaining funds after staffing, STBGP-A funds will be utilized for Projects of Regional Significance. Plans and Studies may be included as regionally significant projects.

“Regional Significance” is defined as an improvement to major routes such as north/south corridors, east/west corridors, and frontage roads that improve access, reduce crash rates, and/or relieve congestion.
 - 1.2.2 **Other Projects.** From the remaining funds after staffing, up to 20% may be utilized for other eligible projects that increase capacity.
 - 1.2.3 **In the case of emergency** for full obligation of funds, the Policy Committee can authorize funding for any eligible projects.
- 1.3 **Project Selection and Scoring.** All projects will be scored utilizing the same criteria. Project selection will be based on the overall number of projects submitted, availability of funding, and demonstrated need.

- 1.4 **Minimum Project Size.** The proposed project shall be a minimum of \$125,000 for engineering design projects and \$1,250,000 for construction projects. An exception may be made to these minimum amounts to ensure the obligation of funds.
- 1.5 **Maximum Amount Per Project Sponsor.** A goal is to allocate no more than 50% of the Regionally Significant funds to a single project sponsor in one year. There is the understanding that Regionally Significant funding should be equitably distributed within the Urbanized Area over time.
- 1.6 **Funding of Phased Projects.** When the first year of project funding includes engineering funding (design, engineering and environmental), there will typically be at least a one-year gap before receiving funding for ROW, utilities, and construction.
- 1.7 **Application and Deadline Requirement.** All project sponsors must submit an application for funding and meet the required deadline, as noted above.
- 1.8 **Obligation of Funds.** All projects awarded must meet the **obligation deadline of September 30, 2027.** (Note: The project will need to be through the ARDOT process and submitted to FHWA by the end of August to obligate funds before the September deadline).
- 1.9 **Project Selection Criteria.** Projects will be evaluated and scored based on the following categories:
- Congestion Management
 - Regional Significance/Connectivity
 - Safety
 - Overall Improvement to the Transportation System
 - Project Design
 - Project Continuation, Partnership, Cost-Sharing
- 1.10 **Federal-Aid Project Requirements.** Projects are required to be designed to AASHTO and Federal Standards/Guidelines - PE/Environmental, Engineering/Design, ROW, and Utility Relocation.
- 1.11 **Other Considerations.** Projects will be evaluated in consideration of Board-adopted regional plans, policies, and initiatives. Applications are encouraged to demonstrate implementation of regional plans [e.g. Metropolitan Transportation Plan (MTP); Comprehensive Safety Action Plan (CSAP) and Vision Zero Policy; NWA Regional Complete Streets Design Guide; Congestion Management Process; Intelligent Transportation System (ITS) Architecture; Transportation Systems Management and Operations (TSMO); NWA Bicycle Pedestrian Master Plan; Connect NWA Transit Development Plan; NWA Transportation Alternatives Analysis; NWA Energy & Environment Innovation (EEI) Plan; NWA Open Space Plan; and Cave Springs Area Karst Resource Conservation Study].
- 1.12 **Application Submittal.** Submit electronic applications to ngibbs@nwarpc.org or submit paper applications to NWARPC, 1311 Clayton St., Springdale, AR 72762. For more information on this program or questions related to the application process, please contact Nicole Gibbs, Transportation Programs Manager/Regional Planner, (479) 751-7125 x105, or visit www.nwarpc.org/funding-programs/.
- 1.13 **Resolution.** A signed resolution from the Applicant's governing body is **required to be submitted with the application.** See sample resolution at the end of this document.

**NWARPC Surface Transportation Block Grant Program – Attributable (STBGP-A)
FFY 2027 Project Application**

Project Sponsor Data:

Sponsor Jurisdiction: City of Tontitown Phone Number: 479-631-2700
Primary Contact: Mark Latham E-mail: planning@tontitownar.gov
Partners: Eco Vista Landfill

General Project Data:

Project Title: Don Tyson Parkway Extension - Hwy. 112 to Kelly Road
Project Description: Don Tyson Parkway Extension - Hwy. 112 to Kelly Road
Project Purpose: Improve east-west connectivity and provide alternate route to Hwy. 412

Please attach a project site plan, vicinity map, proposed cross-section, and other supporting materials.

Project Overview:

General Project Overview and Description (500-character limit)

The City of Tontitown is proposing an extension to Don Tyson Parkway from Hwy. 112 to Kelly Road. Extension of this critical east-west arterial would improve connectivity east of I-49, and provide an alternative route to Hwy. 412. In addition, this regionally significant project would provide a more direct route to the Eco Vista Landfill, from I-49, which serves all of Northwest Arkansas.

Section 2. Project Requirements

- 2.1 Required Match/Local Support.** Project sponsors must provide a minimum of 20% local funding match for all projects. (Note: This is a reimbursable program through ARDOT LPA.) Required City/County Resolution or Resolution for the City/County adopted Capital Improvement Program (CIP) with proposed project shown in CIP. Attach copy of required resolution authorizing the project.

Resolution number: _____ Approval Date: _____

As applicable, please provide a copy of current CIP showing the project programmed.

What source of funds will be used to match the federal funds? _____

What is the project phase for this request? Feasibility Study, 30% Design, Env. Clearance

Type Funds	Project Cost (This Phase)		Total Project Cost (All Phases)	
STBGP-A Funds	\$ 680,000.00	80.0%	\$ 24,000,000.0	80.0 %
Local Match	\$ 170,000.00	20.0% (20% Minimum)	\$ 6,000,000.00	20.0% (20% Minimum)
Project Cost	\$ 850,000.00	100%	\$ 30,000,000.0	100%

Federal Fiscal Year (Oct. to Sept. 30)

	FFY 2026				FFY 2027				FFY 2028				FFY 2029			
	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept
Design						X	X	X	X	X	X					
Environment							X	X	X	X	X					
Utilities														X	X	X
Right-of-Way													X	X	X	
Construction																

Note: Place X in each period for the duration of each phase

2.2 Roadway Projects.

2.2.1 What is the classification of the street on the Local Master Street Plan?

Minor Arterial

2.2.2 What is the classification of the street on the Functional Classification Map - NWARPC/ARDOT?

Minor Arterial

Note: Functionally Classified Streets Major Collector and above qualify for STBGP-A Funding per Federal requirements.

Data Source: <https://gis.ardot.gov/portal/home/>

2.3 **Transportation Improvement Program (TIP).** Is the project individually listed with an ARDOT Job Number in the FFY 2025-2028 TIP?

Yes ☐ No ☒

If yes, project name listed in the (TIP):

N/A

Data Source: <https://www.nwarpc.org/transportation/transportation-improvement-program/>

2.4 **Adjusted Urban Area Boundary.** Is the project located within the Adjusted Urban Area Boundary?

Yes ☒ No ☐

Data Source: NWA Adjusted 2020 Census Urban Area layer, <https://nwarpc.maps.arcgis.com/apps/webappviewer/index.html?id=e97a6d576ae64de897408c07635f0458>

2.5 **Existing Roadway Conditions.**

2.5.1 Number of existing lanes? N/A

2.5.2 What is the width of the existing street? N/A

2.5.3 Does the existing street have Bike/Pedestrian accommodations?

Yes ☐ No ☒

2.6 Proposed Improvements.

What improvements are proposed?

The proposed project consists of a 2.26-mile multimodal extension of Don Tyson Parkway within the City of Tontitown, beginning at Highway 112 and extending west to Kelly Road. This project will create a continuous east-west arterial connection east of I-49 and strengthen regional mobility across Northwest Arkansas.

The extension will tie directly into the new roundabout planned at Highway 112 as part of ARDOT Job 040860 (Highway 112 Improvements), connecting along the west side of the roundabout and continuing westward as a new arterial corridor. The project will include full roadway construction, grading, storm drainage infrastructure, and necessary utility coordination to support long-term growth and traffic demands.

A new bridge structure over Little Wildcat Creek is anticipated as part of the corridor, with final alignment and crossing location determined through engineering and environmental evaluation. The project will also construct and improve intersections at Kissinger Avenue, Piazza Road, Taldo Loop, Barrington Road, and Klenc Road to provide safe and efficient access to adjacent properties and connecting roadways.

In addition to vehicular improvements, the project incorporates multimodal infrastructure consistent with the City of Tontitown Active Transportation Plan. A 12-foot-wide shared-use side path will be constructed along one side of the roadway, extending facilities currently under construction in Springdale and forming the foundation of a southern east-west active transportation corridor. This facility will also initiate a future southern connection to the planned Barrington Road master plan trail.

Beyond the physical improvements, this extension delivers important regional benefits. It will

2.7 Historical Annual Average Daily Traffic (AADT) Counts - Roadways.

What are the Annual Average Daily Traffic (AADT) Counts shown?

2011 N/A

2016 N/A

2019 N/A

2024 N/A

This is a new roadway project, so there are no historical counts. However, Don Tyson East of Hwy 112 had the following counts 2011 (NA), 2016 (5,700), 2019 (7,700), 2024 (13,000).

Data Source: <https://gis.ardot.gov/portal/home/>

2.8 Growth and Projected Annual Average Daily Traffic (AADT)- Roadways.

2.8.1 What percent growth in AADT has occurred in the last ten years? N/A %

Data Source: <https://gis.ardot.gov/portal/home/>

This is a new route, so historical growth has not been measured.

2.8.2 What is the forecasted 2045 Daily Volume? New route, would need to be studied.

Data Source: NWARPC 2024 Travel Demand Model Network <https://nwarpc.maps.arcgis.com/apps/webappviewer/index.html?id=e97a6d576ae64de897408c07635f0458>

2.9 Safety.

Please describe how this project will improve the safety of the transportation system. Please cite any studies that show a reduction in crash rates and/or reduction in serious and fatal injuries based on the type of project proposed. Please describe how safety will be improved for all users of the facility: motorists/drivers, pedestrians, and bicyclists.

The project will improve safety by providing an alternative east-west route with direct access to Hwy. 412 and I-49. This will reduce congestion on existing east-west routes such as Hwy. 412, and will improve safety.

Annual Daily traffic on Hwy. 412 in Tontitown is approximately 39,000 vehicles per day. Crashes reported on the 2020-2024 Arkansas Crash Analytics tool show approximately 945 crashes along Hwy. 412 from Barrington Road to I-49, with 2 Fatal Injury Crashes, 14 Suspected Serious Injury Crashes, and 71 Suspected Minor Injury Crashes.

It is expected that this project could increase east-west capacity by 20,000-30,000 vehicles per day if built out as a 4-lane boulevard in the future. This additional route would also improve resilience by providing multiple east-west routes in the event of emergencies.

In addition to this, separated multimodal facilities included with the project will provide pedestrians and cyclists with a safe route for active transportation and recreation.

Section 3. Project Selection/Scoring Criteria

Please answer the following questions. Scores and ranking of applications will be determined by the committee after the review of each application.

3.1 Congestion Management (Maximum of 3 points)

3.1.1 Annual Average Daily Traffic Estimate (ARDOT) – 24-hour volume?

New route, so traffic projections needed.

Source: <https://gis.ardot.gov/home/>

24-hour street capacity? 16,000 (See table below)

Generalized Average Daily Estimated Capacity on Arterial Roadways	
Level of Service	D (Design Level)
Two-lane Road	16,000
Four-Lane Road	32,000

- 3.1.2 For new streets and/or streets classified as a collector or below, please provide an estimated volume and capacity.

24-hour estimated volume? +15,000

24-hour estimated capacity? +16,000

Part of the study and feasibility phase of this project would be to determine volume and capacity. Potentially could see designing a 4 lane section but only building 2 lanes up front.

- 3.1.3 Is the project on the NWARPC Congestion Management Process (CMP) Network?

Yes ☐ No ☒

If yes, what is the posted speed _____ (MPH)

What is the Average Peak Period Speed _____ (MPH)

Data Source: <https://www.nwarpc.org/transportation/congestion-management-process/>

3.2 Regional Significance/Connectivity (Maximum of 5 points)

- 3.2.1 Is the project a new overpass/underpass which provides an alternative route to travel across I-49 without using an existing interchange? (1 point)

Yes ☐ No ☒ Comments:

- 3.2.2 Is the project a "frontage road" along I-49 that provides connectivity/access between interchanges and overpasses/underpasses? (1 point)

Yes ☐ No ☒ Comments:

- 3.2.3 Does the project meet the definition of a Project of Regional Significance (defined above in Section 1. Policy)? (1 point)

Yes ☒ No ☐ Comments:

Yes, this project is an extension of a major east-west connector that would improve access, as well as relieve congestion on Hwy. 412.

- 3.2.4 Is the project located on the 4-lane network grid shown as the 2045 Proposed Network in the 2045 NWA Metropolitan Transportation Plan? (1 point)

Yes ☐ No ☒ Comments: The project connects to one of these (Hwy 112), but is not directly on the grid.

- 3.2.5 Does the project connect multiple jurisdictions? (1 point)

Yes ☒ No ☐ Comments: Yes, this would connect Tontitown and Springdale

3.2.6 Is the project a Plan and/or Study that is needed to advance a regional project? (up to 5 points)

Yes ☒ No ☐ Comments:

Yes, this phase of the project is a feasibility study, conceptual design and environmental clearance.

3.3 Safety (Maximum 3 points)

3.3.1 Is the project on the NWA Comprehensive Safety Action Plan (CSAP) High Injury Network (HIN)?

Yes ☐ No ☒ Comments:

The project is not directly on the HIN, but the project is a parallel route which will relieve traffic on Hwy. 412, which is on the HIN.

Data Source: <https://www.nwarpc.org/transportation/vision-zero-plan/>

3.3.2 Does the project address an identified safety issue based on the crash rate being higher than the state average for a similar facility, bridge sufficiency rating, and/or at-grade rail crossing rating?

Yes ☒ No ☐ Comments:

This project would improve safety by not only providing relief and redundancy for Hwy. 412, but it would also be a new facility design to implement safe transportation strategies such as separated modes of transportation, and alternative intersections where feasible.

3.3.3 Projected percent reduction in fatal and serious crash rates based on proposed improvements: N/A %

Comments:

Difficult to predict at this stage since it's a new project, but we do expect a proportionate reduction in fatal and serious crash rates on Hwy. 412 compared to the volume of traffic that would be diverted.

Data Source: FHWA Proven Safety Counter Measures, <https://highways.dot.gov/safety/proven-safety-countermeasures>; FHWA Everyday Counts and other studies and counter measures based on improvement type.

3.4 Overall Improvement to the Transportation System (Maximum of 3 points)

Amount of additional roadway capacity to be added (AADT)? Future 4 lane = 32,000

Data Source: NWARPC, ARDOT, Local Traffic Studies

3.5 Project Design (Maximum of 3 points)

Does the project incorporate applicable criteria and street design guidelines in the adopted *NWA Regional Complete Streets Design Guide*, including provisions for safe and accessible multi-modal travel (e.g., bicycle, pedestrian, transit, and vehicular accommodations)?

Yes ☒ No ☐

Comments – please note which Complete Streets elements are included and identify any deviations, enhancements, or context-sensitive considerations:

Yes, the project will include provisions for safe and accessible multimodal travel. A 12' Shared Use path is planned along one side of the new roadway to provide a safe separated space for non-motorist. In addition, intersections will be configured to reduce crossing distances and exposure to vulnerable road users.

Data Source: NWA Complete Streets Design Guidelines (2025), www.nwarpc.org/transportation/vision-zero-plan/

3.6 Project Continuation, Partnership, Cost-Sharing (Maximum of 3 points)

3.6.1 Does the project have multiple partners? (1 point)

Yes ☒ No ☐ Comments:

Eco Vista Landfill will be a key partner and stakeholder.

3.6.2 Is the project a continuation of a multi-phase project? (1 point)

Yes ☒ No ☐ Comments:

This is an extension of Don Tyson Parkway, which has been completed over multiple phases by the City of Springdale over the past 20 years.

3.6.3 Is the local match more than the 20% required? (1 point)

Yes ☐ No ☒ Comments:

Sponsor Authorization and Certification

To be completed by the chief executive officer (Mayor, City Manager, County Judge, etc.)

By checking the box below, I attest that the information contained in this application is truthful and correct to the best of my knowledge and that the provision of false or misleading information can lead to the withdrawal of STBGP-A funding. I do hereby certify that I will comply with all federal, state, and ARDOT regulations for submittal of plans and specifications and follow the [ARDOT Local Public Agency \(LPA\) manual](#). Additionally, I certify that local matching funds are available for the project.

I agree a resolution has been adopted for this project.

☒ Agree

Authorized Signatory:

Name:

Mark Lee

Phone:

479-361-2700

Title:

Community Development Dir.

Email:

m.lee@fontitownga.gov

Signature:

Mark Lee

RESOLUTION NO. 2026-03-1264R

CITY OF TONTITOWN, WASHINGTON COUNTY, ARKANSAS

**A RESOLUTION EXPRESSING THE WILLINGNESS OF THE CITY OF
TONTITOWN TO UTILIZE FEDERAL-AID SURFACE TRANSPORTATION
BLOCK GRANT PROGRAM – ATTRIBUTABLE FUNDS ADMINSTRATED
BY THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION
FOR A PROJECT TO CONDUCT A FEASIBILITY STUDY TO EXTEND DON
TYSON PARKWAY FROM HWY 112 TO KELLY ROAD.**

WHEREAS, the City of Tontitown understands Federal-aid Surface Transportation Block Grant Funds are available at 80% federal participation and 20% local match to begin a feasibility study which includes 30% conceptual design and environmental clearance for approximately 2.26 miles; and

WHEREAS, the current application request is \$850,000 to be put toward the feasible study; and

WHEREAS, the City of Tontitown understands the federal-aid Funds are available for this project on a reimbursable basis, requiring work to be accomplished and proof of payment prior to actual monetary reimbursement; and

WHEREAS, the City of Tontitown understands that there will be no reimbursement for any work accomplished prior to issuance by the Arkansas Department of transportation of an official notice to Proceed; and

WHEREAS, this project, using federal funding, will be open and available for use by the public,

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Tontitown, Arkansas:

Section 1. The city of Tontitown will participate in accordance with its designated responsibilities.



Section 2. The Mayor of Tontitown is hereby authorized and directed to execute all appropriate agreements and contracts necessary to expedite the feasibility study of the above stated project.

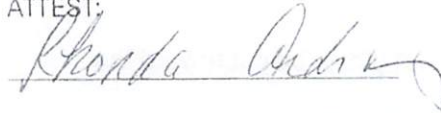
Section 3. The City council of Tontitown pledges its full support and hereby authorizes the City of Tontitown to cooperate with the Northwest Arkansas Regional Planning Commission,

PASSED AND APPROVED this 17th day of March 2026.



Angela Russell, Mayor

ATTEST:



Rhonda Ardemagni, City Clerk-Treasurer

SPONSORSHIP AND LEGISLATIVE HISTORY

Sponsor (Initiated By): Angela Russell

Motion to Introduce Made By: LARRY ARDEMAGNI

Seconded By: AMBER FORTA

Adopted / Passed:

Vote: Ayes 6 Nays Abstain Absent

This requirement is in addition to, and does not supersede, any authentication, attestations, or signature requirements imposed by state law or other provisions of the Tontitown Municipal Code.



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 Clayton St., Springdale, Arkansas, 72762

• (479) 751 7125

• <http://nwarpc.org>

June 16, 2026

Mayor Angela Russell
City of Tontitown
PO Box 305
Tontitown, AR 72770

Re: Don Tyson Pkwy Extension (Hwy 112 - Kelly Rd) (Job No. TBD) – Feasibility/Design/Enviro
NWARPC FFY 2027 Surface Transportation Block Grant Program – Attributable (STBGP-A)
Total NWARPC Federal Funds Awarded to Project to Date: \$500,000

Dear Mayor Russell:

I am pleased to inform you that the Don Tyson Pkwy Extension (Hwy 112 - Kelly Rd) (Job No. TBD) was selected by the Northwest Arkansas Regional Planning Commission on May 27, 2026, for Federal Fiscal Year (FFY) 2027 NWARPC Surface Transportation Block Grant Program – Attributable (STBGP-A) funding.

The awarded FY2027 NWARPC STBGP-A funds and the required local match are shown below:

NWARPC STBGP-A	\$500,000	(80% Federal)
City Match	<u>\$125,000</u>	(20% Local Match)
Total	\$625,000	

The NWARPC STBGP-A funding is subject to an obligation limitation and the total available funds may change after final FFY 2027 funding is published by the Federal Highway Administration (FHWA), subject to Congressional reauthorization and appropriation.

These funds are required to be obligated by the end of the Federal Fiscal Year that ends on September 30, 2027. All required submittals to the Arkansas Department of Transportation (ARDOT) and required approvals for this project should be completed by August 15, 2027, to allow sufficient time to obligate the STBGP-A funds for this project.

ARDOT administers the Local Public Agency (LPA) program, providing oversight for federal-aid project delivery and ensuring compliance with applicable provisions of Title 23, U.S.C. ARDOT also processes reimbursement requests for NWARPC funding awards. For more details, please refer to the [ARDOT Local Public Agency Project Manual](#). Required training for this program will be conducted by ARDOT on **Thursday, August 20, 2026, from 8:30 a.m. to 9:30 a.m. at the NWARPC office**. Please ensure the appropriate staff member(s) attend.

Please let us know if you have any questions or need additional information regarding this program.

Sincerely,

Tim Conklin
Executive Director

Cc: David Siskowski, ARDOT
Minghua Qiu Miller, ARDOT
Whitnee V. Bullerwell, ARDOT
ARDOT LPA Staff
Sunny Farmahan, ARDOT
Anthony Hunter, ARDOT
Mark Latham, Tontitown City Planner
Zak Johnston, Tontitown City Engineer
James Clark, Tontitown Public Works Director



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 Clayton St., Springdale, Arkansas, 72762

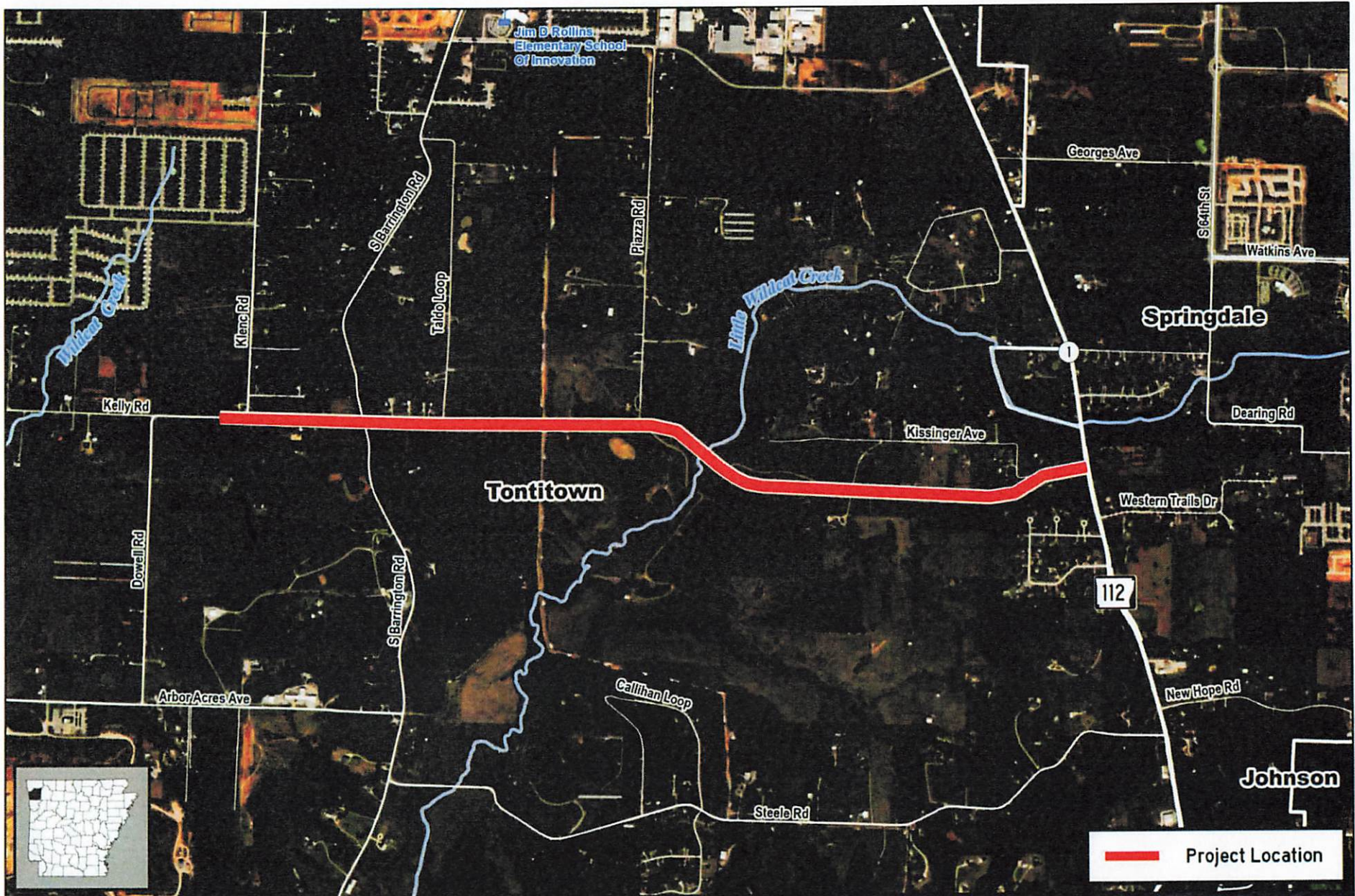
• (479) 751 7125

• Fax: (479) 751 7150

• <http://nwarpc.org>

NWARPC Awarded Federal Funding - City of Tontitown

Job No. - Project - Award Year	STBGP-A FEDERAL/ HIP/EARMK	TAP FEDERAL	CRP FEDERAL	TOTAL FEDERAL
040854	\$ 861,436			\$ 861,436
US-412 & Klenc Rd. Intersection Impvts. (Signalization)	\$ 861,436			\$ 861,436
2021	\$ 360,000			\$ 360,000
2025	\$ 501,436			\$ 501,436
040957	\$ 1,660,000			\$ 1,660,000
Hwy 412 & Barrington Rd. Inters. Impvts.	\$ 1,660,000			\$ 1,660,000
2024	\$ 360,000			\$ 360,000
2026	\$ 1,300,000			\$ 1,300,000
041007		\$ 87,271		\$ 87,271
E Fletcher Ave and S Barrington Rd Inters. Impvts.		\$ 87,271		\$ 87,271
2026		\$ 87,271		\$ 87,271
NEW	\$ 500,000			\$ 500,000
Don Tyson Pkwy Extension (Hwy 112 to Kelly Rd)	\$ 500,000			\$ 500,000
2027	\$ 500,000			\$ 500,000
Grand Total	\$ 3,021,436	\$ 87,271		\$ 3,108,707



Job 041038

Hwy. 112 – Kelly Rd. (Don Tyson Pkwy.) (Tontitown) (S)

Hwy. 112, Sec. 1

Washington County



AR DOT
ARKANSAS DEPARTMENT
OF TRANSPORTATION

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