

EXHIBIT C

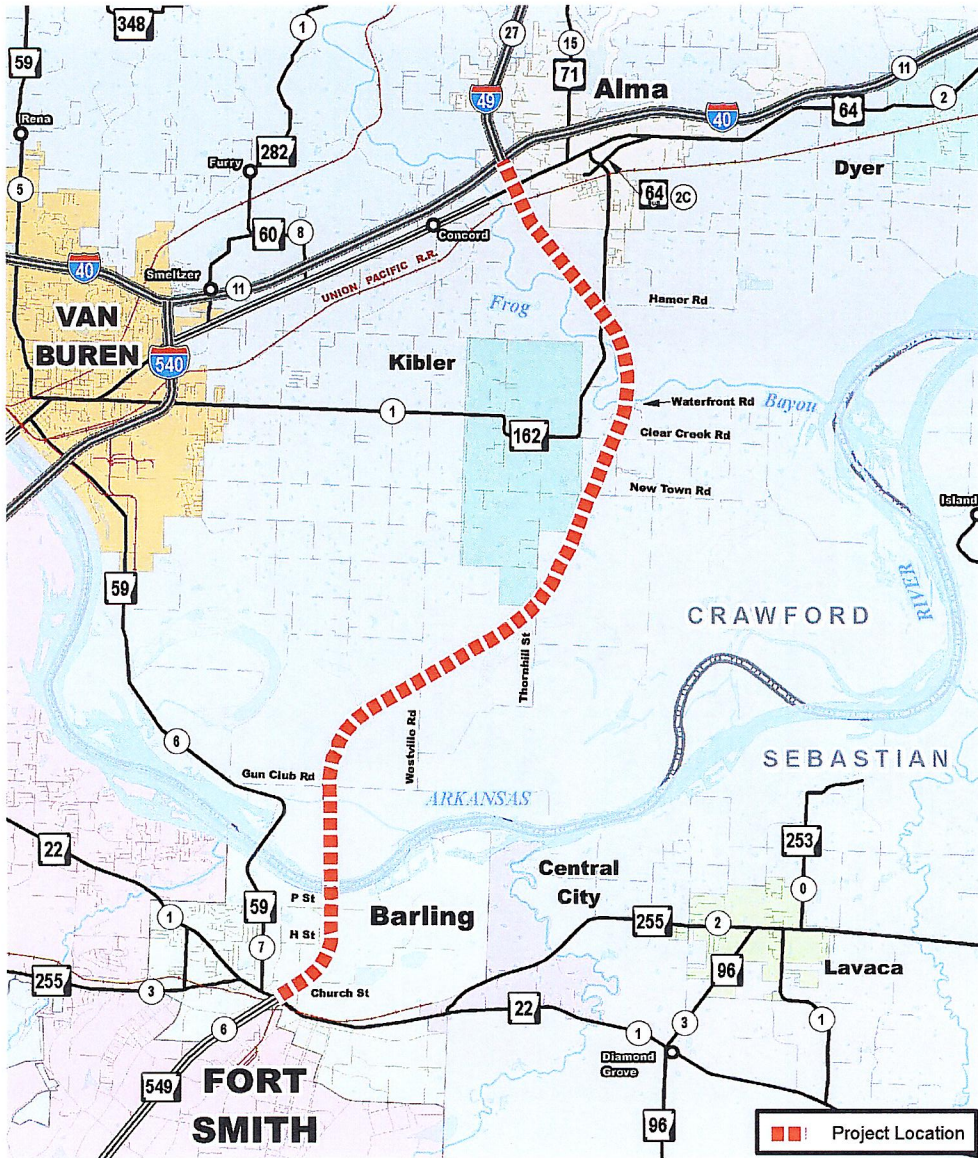
JOINT COMMITTEE ON TRANSPORTATION

LORIE H. TUDOR | ARDOT DIRECTOR
OCTOBER 3, 2024



TRANSCONTINENTAL CORRIDOR INTERSTATE 49





MAJOR PAST MILESTONES

- DECEMBER 1997**
Environmental Impact Statement Record of Decision
- NOVEMBER 2018**
Alternative Delivery and Toll Feasibility Study Completed
- FALL 2020 - 2023**
Environmental Re-Evaluation and Preliminary Design Began
- FALL 2020**
Issue 1 Approved by Voters



FUNDING UPDATES



FFY 2022-2024

Received \$90 Million in Congressionally Directed Community Project Funding

Senator Boozman, Congressman Womack, and Congressman Westerman



JUNE 2024

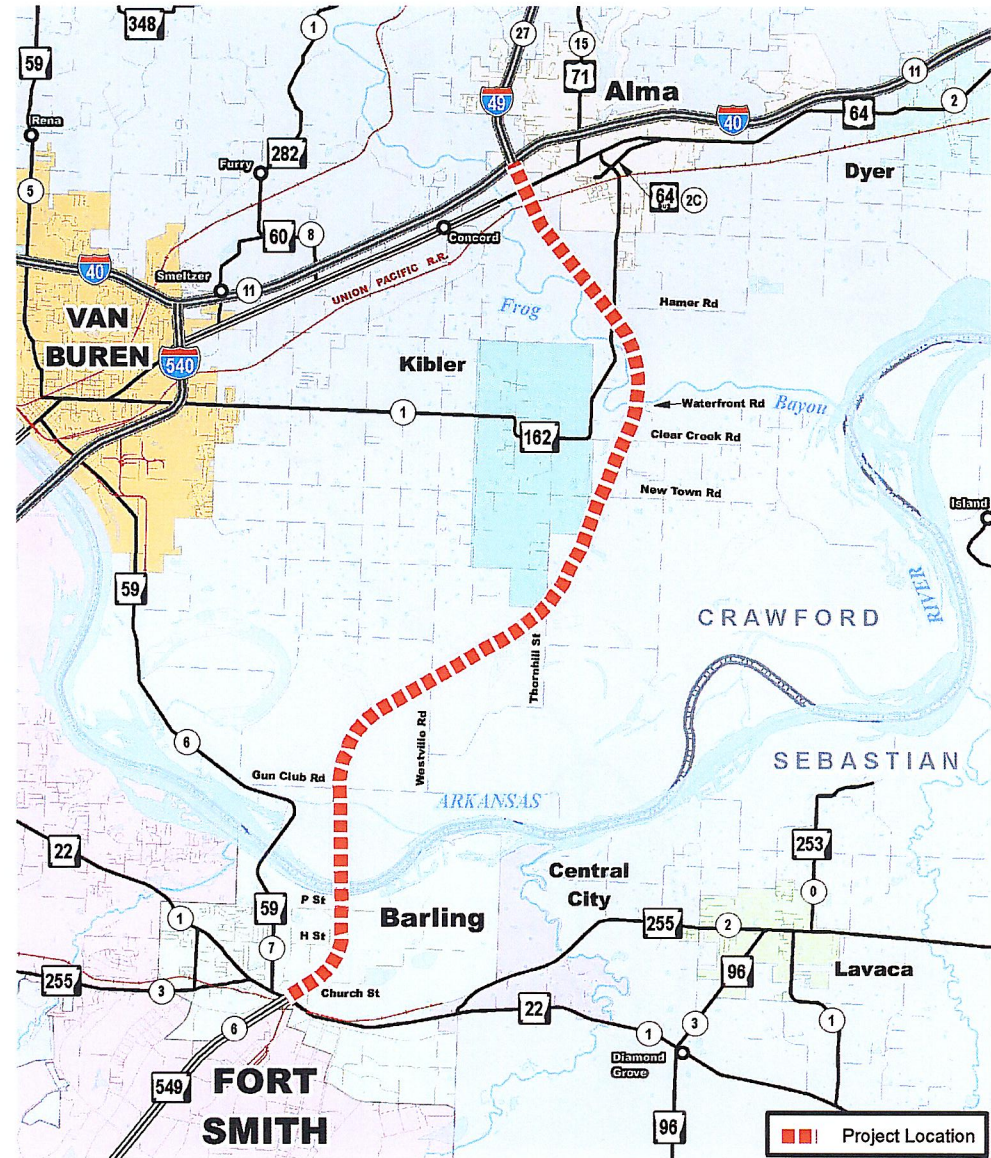
Received \$25 Million Grant



FFY 2025 (PENDING)






Requested \$33.5 Million

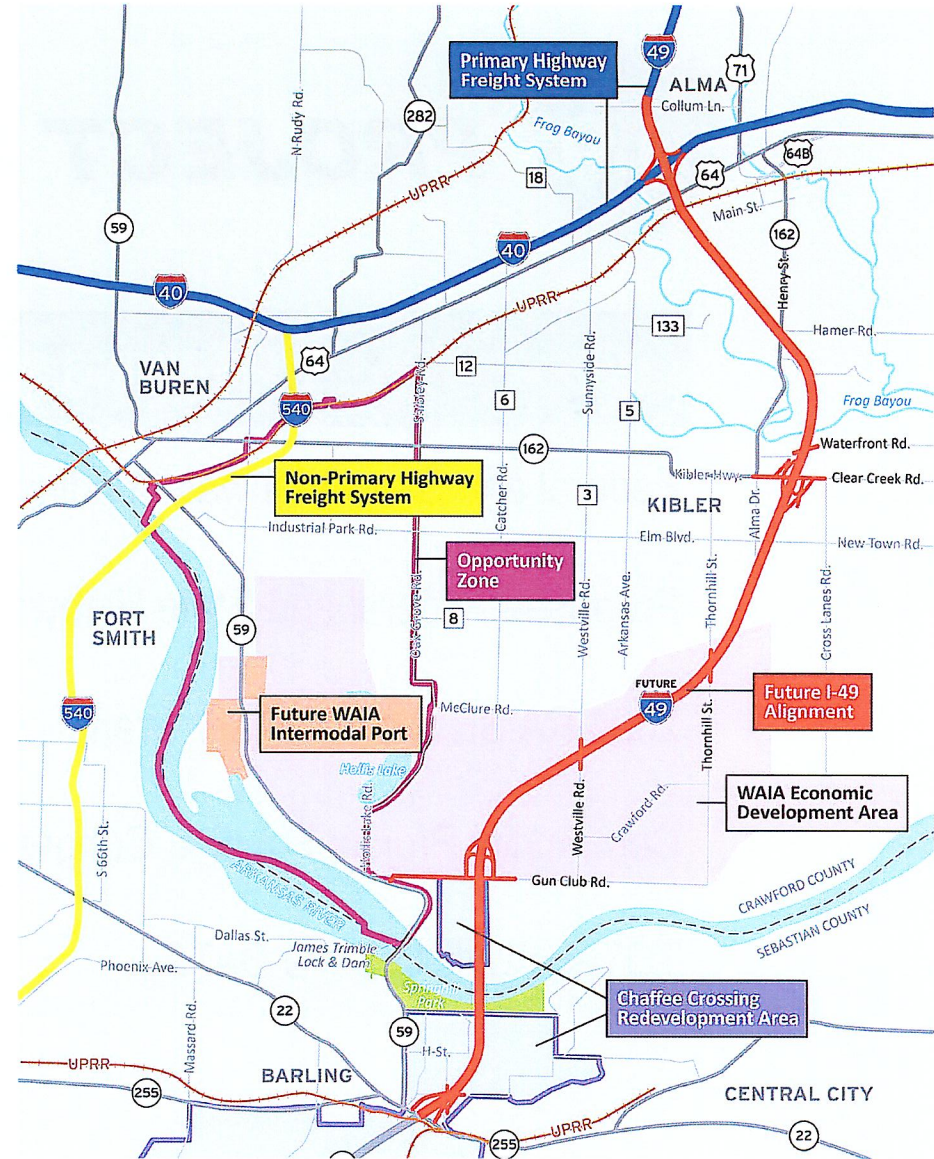
Senator Boozman and Congressman Womack





ECONOMIC POTENTIAL

-  Enable Forecasted Traffic Volumes of 20k Vehicles/Day Through the Heart of the Chaffee Crossing Redevelopment Area
-  Provide Direct Access to the Western Arkansas Intermodal Authority (WAIA) Economic Development Area
-  Provide Freight Access to the WAIA Future Intermodal Port Facility
-  Improve Access to the Designated Opportunity Zone
-  Extend the Primary Highway Freight System by Approximately 20 miles from I-40 to U.S. 71





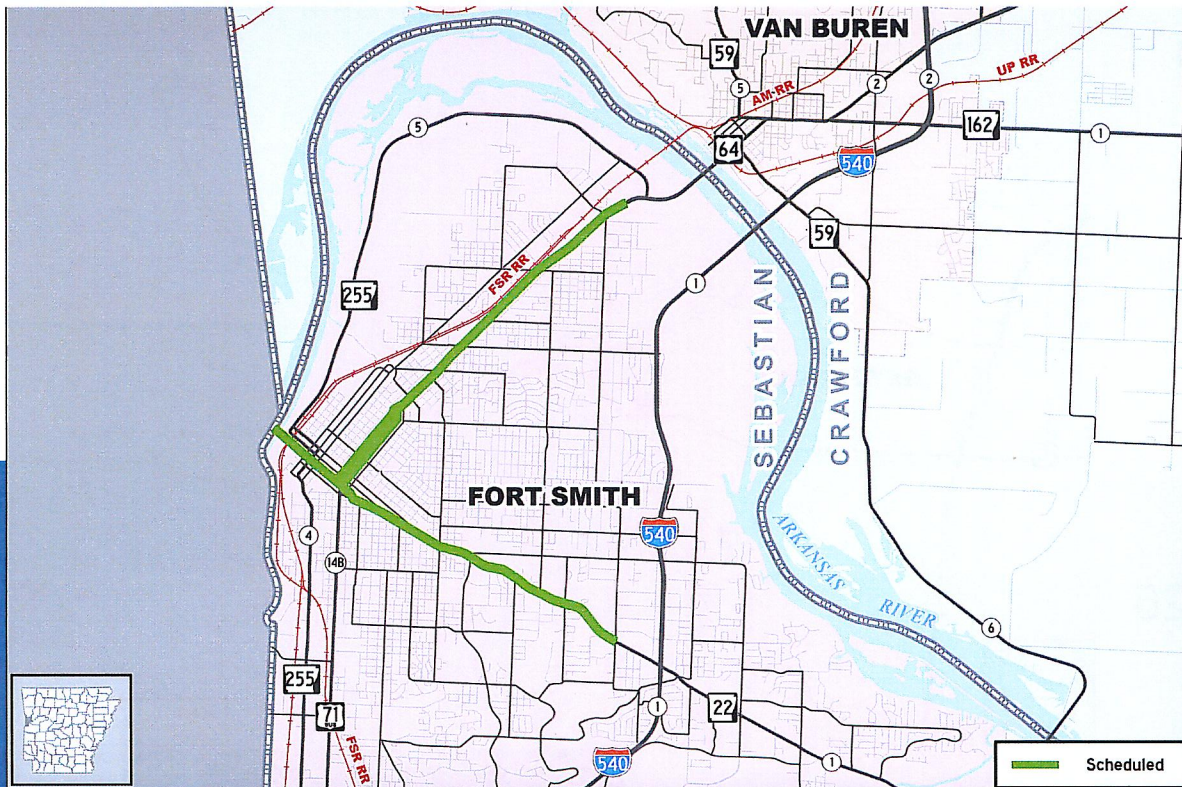
Hwy. 271 – Hwy. 64 SEBASTIAN COUNTY

- Pavement Preservation, Drainage and Sidewalk Improvements
- 4 miles
- Est. Cost \$15-20 Million
- Bid Letting: Late 2026/Early 2027
- Partnering with Fort Smith



Midland/Garrison & Rogers

SEBASTIAN COUNTY



- Pavement Preservation
- 9 Miles
- Est. Cost: \$5-10 Million
- Taking Bids: January 2025



Greenwood Bypass

SEBASTIAN COUNTY | PHASE 2

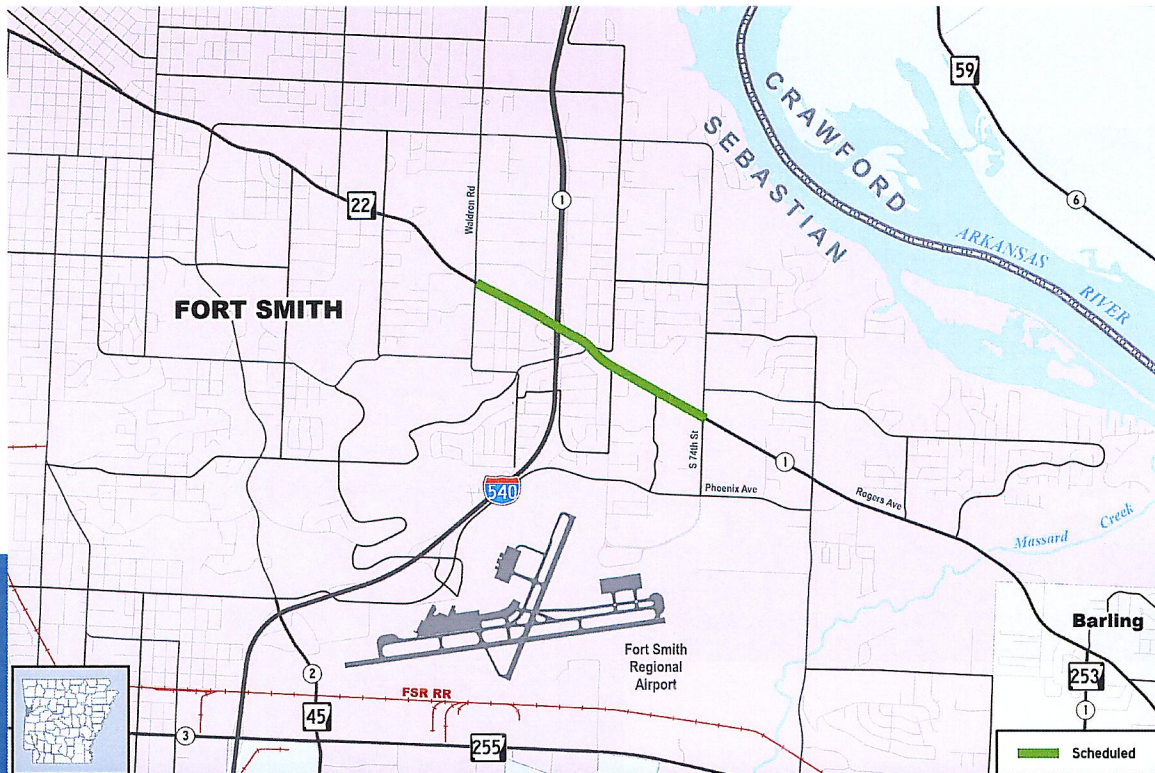


- Major Widening (2 to 5 Lanes)
- 2 Miles
- Project Development Phase



Waldron Rd. – 74th Street

SEBASTIAN COUNTY



- Interchange & Intersection Improvements
- 1 Mile
- Est. Cost: \$15-20 Million
- Shovel Ready: Late 2026

D.

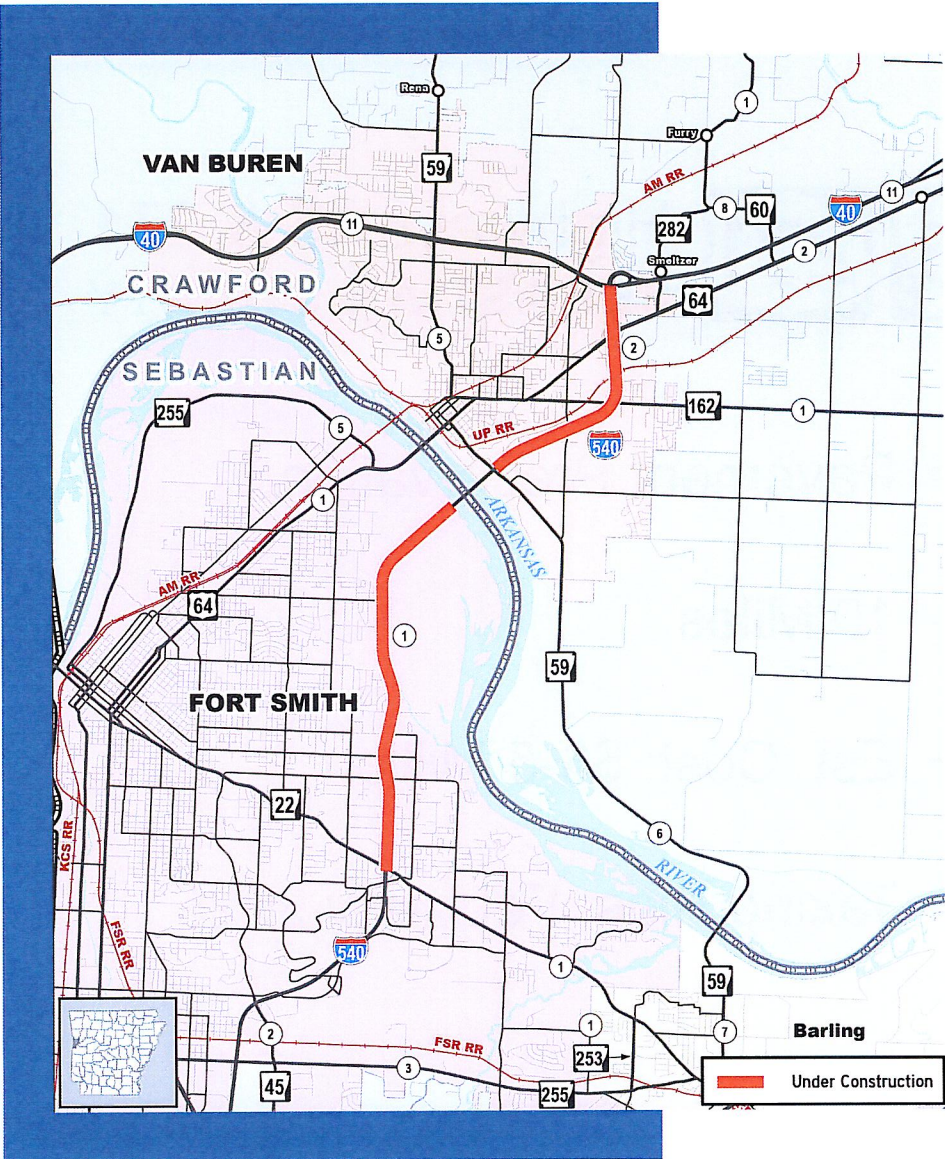
Presentation on Trails

Transportation Alternatives Program & Recreational Trails Program

CRAWFORD AND SEBASTIAN COUNTIES

Job	Status	Program	Sponsor	Approx. Length	Funding Awarded (x\$1,000)	Total Const. Est./Cost (x\$1,000)	Description
Fayetteville Ave. – Hwy. 162 (Alma) (S)	Under Construction	RTP/ Partnering	Alma	0.25 Mi.	\$520	\$709	Construct sidewalks & pedestrian tunnel at Little Frog Bayou
Alma Sidewalks (TAP-16) (S)	Completed	TAP	Alma	0.25 Mi.	\$350	\$802	Construction of concrete sidewalks
Lake Alma Trails Ph. 1 (Alma) (RTP-19) (S)	Completed	RTP	Alma	6.0 Mi.	\$158	\$331	Natural Surface Trail around Lake Alma including one pedestrian bridge
Alma Southside Sidewalk Impvts. (TAP-23) (S)	Programmed	TAP	Alma	1.2 Mi.	\$500	\$660	Safe Routes to School east of Alma High School
Barling Hwy. 22 Sidewalk (Fort St.) (TAP-22) (S)	Programmed	TAP	Barling	1.5 Mi.	\$300	\$667	Construction of sidewalk along Hwy. 22
Fort Smith Chaffee Crossing Trail (Segment 1) (TAP-16) (S)	Completed	TAP	Fort Smith	1.6 Mi.	\$500	\$1,400	Construction of an asphalt trail within the Fort Chaffee development
Greenwood Hwy. 10S Sidewalks (TAP-18) (S)	Substantially Complete	TAP	Greenwood	1.5 Mi.	\$394	\$669	Construction of 5' sidewalk along Center St. (formerly Hwy. 10)
Lavaca Hwy. 96 Sidewalk Impvts. (TAP-23) (S)	Programmed	TAP	Lavaca	0.6 Mi.	\$339	\$425	Construction of sidewalk along Hwy. 96 from Hwy. 255 South to Hanson Dr.
Sebastian Co. Bob Boyer Park Trail (S)	Programmed	RTP	Sebastian	3.4 Mi.	\$200	\$364	Construction of natural surface trail at Bob Boyer Park
Van Buren Northridge Dr. Sidewalk Impvts. (TAP-21) (S)	Completed	TAP	Van Buren	1.1 Mi.	\$274	\$599	Construction of sidewalk along Northridge Dr.

Additional Information



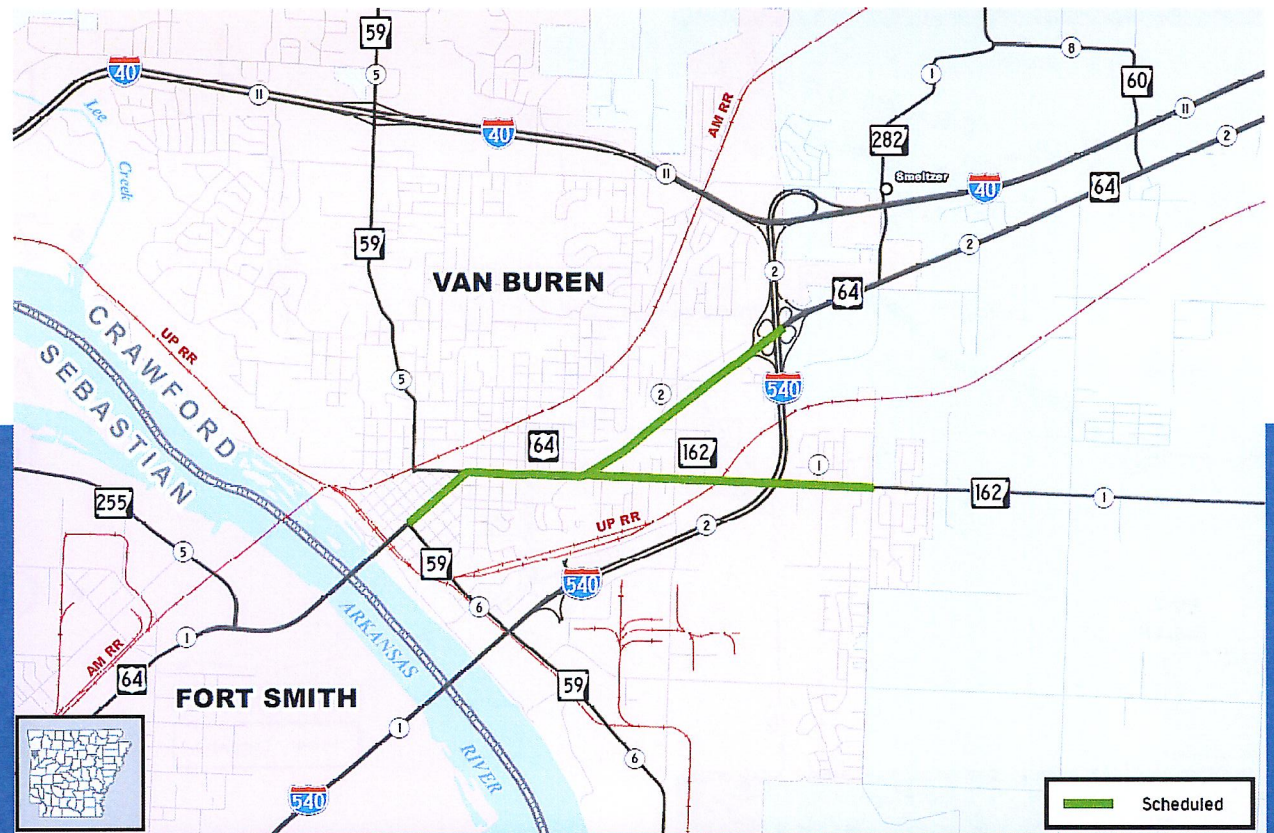
Highway 22 – Interstate 40 CRAWFORD & SEBASTIAN COUNTIES

- Pavement Preservation & Bridge Joint Repair
- 7 Miles
- Awarded for \$22 Million in Jan. 2024
- Contractor: Emery Sapp & Sons, Inc.
- Est. Completion: Mid-2025

- Resurfacing
- 4 Miles
- Est. \$3-5 Million
- Taking Bids:
February 2025



Highways 64 & 162 CRAWFORD COUNTY





Highway 64 SEBASTIAN COUNTY

- Garrison Bridge Rehabilitation & Painting
- Rehabilitation
 - Awarded to American Contrg. & Svs., Inc. for \$8 Million
 - Completed May 2024
- Painting
 - Taking bids: Late 2024
 - Est. Cost: \$1-3 Million





INTERSTATE 49 (I-49) EXTENSION | INTERMODAL FREIGHT CONNECTION PROJECT
PROJECT READINESS

A. PROJECT SCHEDULE

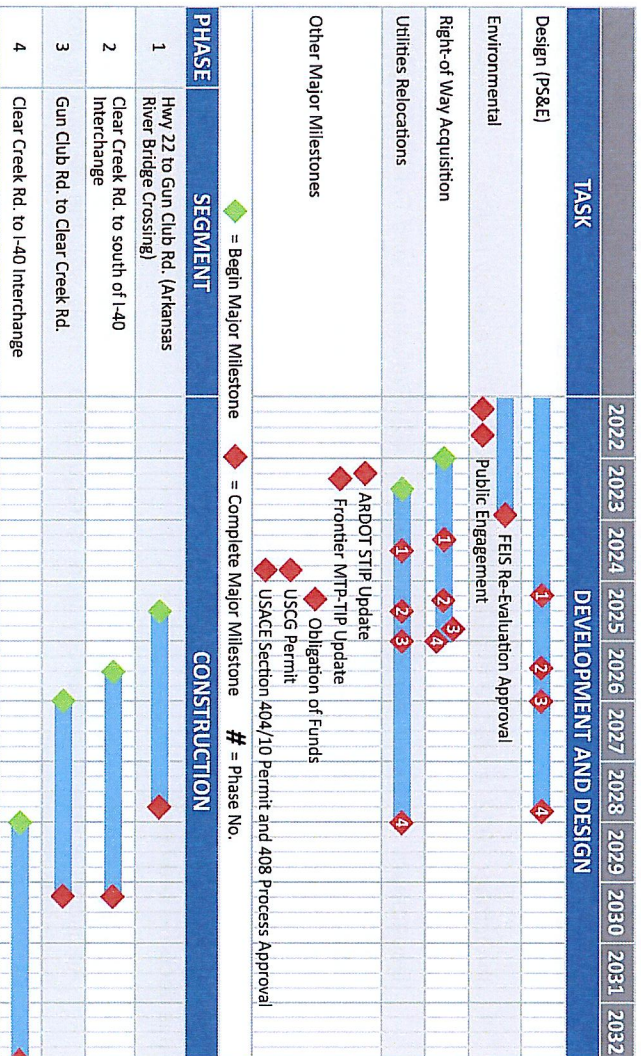
The Project schedule is shown below in Table 1 with additional details provided in Figure 1. Most relevant to the subject of Project Readiness, in November 2023, the Arkansas Department of Transportation (ARDOT) received FHWA approval of the 1997 Final Environmental Impact Statement (FEIS) Re-evaluation and in January 2024 ARDOT facilitated a Cost and Schedule Risk Assessment (CSRA) workshop as required by FHWA for [Major Projects](#). ARDOT is actively working on obtaining other entitlements as illustrated in the *Task*, *Other Major Milestones* row in Figure 1.

TABLE 1. I-49 EXTENSION PROJECT CURRENT DESIGN STATUS

PHASE	SEGMENT	DESIGN STATUS	ESTIMATED FINAL 100% DESIGN	BEGIN CONSTRUCTION	COMPLETE CONSTRUCTION
1	Hwy 22 to Gun Club Rd. (Arkansas River Bridge Crossing)	Final (100% Complete)	Mid 2024	Mid 2025	Late 2028
2	Clear Creek Rd. just beyond I-40/I-49 System Interchange	Final (60% Complete)	Mid 2026	Late 2026	Early 2030
3	Gun Club Road to Clear Creek Road	Final (60% Complete)	Late 2026	2027	Early 2030
4	Clear Creek Road to I-49/I40 System Interchange	Final (60% Complete)	Late 2028	2029	Early 2033

THE APPROXIMATE 157 MILES OF UNDEVELOPED I-49 CORRIDOR TO BE PROGRAMMED IN ALIGNMENT WITH FUTURE FUNDING AVAILABILITY AND NATIONAL, STATE, AND LOCAL PRIORITIES

FIGURE 1. I-49 PROJECT PHASED SEGMENT CONSTRUCTION SCHEDULE



- Coordination with United States Fish and Wildlife Service (USFWS) regarding Section 7 consultation began in 2021. USFWS concurred with the “may affect, not likely to adversely affect” determination in the Biological Assessment in February 2023.
- Initiated request for Section 9 USCG permit for bridge crossing of Arkansas River in early 2024 with expected approval in 2024.
- Initiated request for USACE Section 404/10 permit in early 2024 with expected approval in 2024.
- Section 408 approval for impacts to USACE Civil Works projects associated with the Arkansas River crossing including the Crawford County Levee System, interior drainage systems and flowage easements expected in 2024.

c. Environmental Studies

A comprehensive listing of environmental studies and completed Project documents is detailed on the [Project website](#), including FEIS, ROD, and PA among FHWA, SHPO, Advisory Council on Historic Preservation, and ARDOT. Since the ROD, additional studies have been drafted and mitigation proposed. Project information was made available at public meetings in 2022. Comments were addressed, mitigation was provided where feasible, and meeting summaries were made available. The approved NEPA Re-evaluation, including impacts and details of mitigation, are available on the [Project website](#).

d. Discussion with Appropriate ARDOT Departments and Divisions

Multiple Divisions within ARDOT, including the District Engineer, are engaged in advancing the Project. Department staff understand NEPA and permitting /mitigation requirements and are proactively supporting agency coordination meetings and collaborating to advance mitigation and permitting approvals. The District Engineer has been engaged and will continue to be a key part of the team once the Project transitions to construction phase. The Arkansas Highway Commission supports this Project and preparation of this grant application, as discussed at the [April 4, 2024, Commission Meeting](#).

e. Public Engagement

Public involvement has been ongoing for the I-49 Corridor since the mid-1990s to support the EIS. More recent public outreach activities are listed on the [Project website](#). A comprehensive [Public Involvement Plan](#) was prepared for this Project and implemented as part of the FEIS Re-evaluation. The plan included robust outreach tactics and tools to solicit and incorporate meaningful involvement from the historically disadvantaged community, environmental justice/Title VI populations, and Disadvantaged Business Enterprise (DBE) participation.

A public meeting was held on March 17, 2022, with over 250 in-person attendees. The [Public Meeting Synopsis](#) summarizes the comments. ARDOT received comments regarding flooding concerns, access to landlocked parcels, access for farm equipment, and accommodating and improving access to the planned intermodal port facility. **Comments received at the public meeting were incorporated into the project design with an addition of at-grade separation at Westville Road for farmland access and the addition of a driveway and box culvert at May’s Branch to avoid land-locking a parcel.** A second public meeting was held on September 29, 2022, with over 180 in-person attendees. The [Public Meeting Synopsis](#) summarizes comments received which included substantial public support of the project and design changes incorporated since the first public meeting. ARDOT received comments regarding flooding



Technical coordination with the FHWA, FEMA, USFWS, SHPO, USACE and the USCG has been on-going for more than two years. The Project is well defined, having achieved the 30% design completion milestone in November of 2021 and some segments progressing to the 100% design completion in spring 2024. The Project has strategically been divided into phased segments for design, permitting, and construction efficiencies, reducing risk by keeping the scope of work as consistent as practicable for each phased segment contract. (See **Project Description** for sequencing details).

ARDOT engaged HNTB Corporation (HNTB), a national leading transportation planning and design firm, to perform preliminary design (30% complete), associated engineering studies, and prepare final plans (100% complete) and prepare the Plans, Specifications and Estimates (PS&E) documents. HNTB began field surveys, data collection, and environmental analysis efforts in November 2020 and submitted the preliminary design (30% complete), engineering studies, and cost estimate in November 2021.

Final Design for the Phase 1 Segment: HNTB is currently completing final design efforts, including geotechnical sampling and testing, right of way mapping, and will complete PS&E for other segments as shown on Figure 2. Technical coordination with FHWA, USACE, USCG, SHPO, and FEMA began in mid-2021 and is ongoing. The basis of Project cost is the [preliminary design \(30% complete\)](#) and as generated by the Cost Schedule Risk Assessment (CSRA) workshop as required by FHWA for Major Projects. The cost used for the Project Budget and contingency amounts provided in **Project Budget, Sources, and Uses of Funding** represent the 70% percentile cost estimate from the CSRA workshop.

ARDOT is committed to Environmental Justice (EJ) principles and has integrated EJ into all planning and implementation processes. ARDOT is committed to providing all individuals, groups and communities with equal access to the Project described in this application and to meeting all requirements of USDOT Title VI Program, Title VI of the Civil Rights Act of 1964 (Title VI), 42 U.S.C. § 2000d et seq., and DOT Title VI regulations at 49 CFR Part 21. ARDOT's goal is to provide equal access to Project related opportunities and connect all persons and communities to transportation projects financially assisted by USDOT, regardless of race, color, or national origin as demonstrated through [ARDOT's Title VI Program](#).

FACT SHEET

The I-49 Project will construct approximately 14 miles of a four-lane divided, controlled access roadway with four 12-foot-wide main lanes, 10-foot-wide outside shoulders and 6-foot-wide inside shoulders (Figure 1). The Project includes a new major bridge crossing over the Arkansas River, a major component to the McClellan-Kerr Arkansas River Navigation System (Figure 2). Construction of the new bridge structure provides for an efficient north/south connector for freight and the travelling public across the Arkansas River. Travel in the Fort Smith Metropolitan Statistical Area is projected to grow by 42% in the next 30-years.

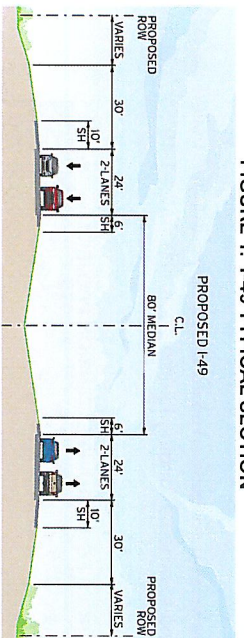


FIGURE 1. I-49 TYPICAL SECTION

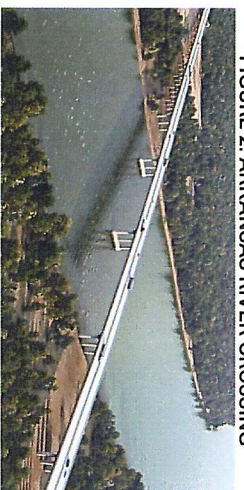


FIGURE 2. ARKANSAS RIVER CROSSING



FIGURE 3. TRANSCONTINENTAL CORRIDOR

TABLE 1. PHASED PROJECT SCHEDULE AND COST

PHASE	SEGMENT	DESIGN STATUS (% COMPLETE)	ESTIMATED CONSTRUCTION COST	BEGIN CONSTRUCTION
1	River Bridge (Hwy. 22 - Gun Club Rd.)	Final (100%)	\$329.4M	Mid-2025
2	Clear Creek Rd. to Interstate 40 Ph. 1	Final (60%)	\$146.1M	Late 2026
3	Gun Club Rd. to Clear Creek Rd.	Final (60%)	\$145.9M	2027
4	Clear Creek Rd. to Interstate 40 Ph. 2	Final (60%)	\$345.7M	2029