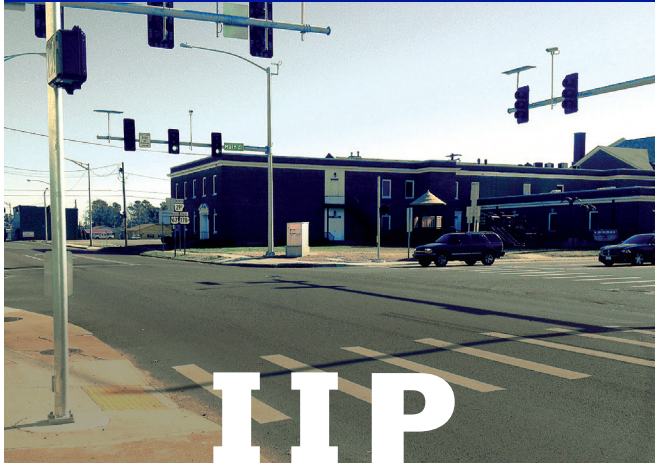


Traffic Signal in Hope that utilized IIP funds.



IIP

Intersection Improvement Program

The Department's Intersection Improvement Program provides funds for projects in unincorporated areas and cities with less than 200,000 populations. (Cities with urbanized area population greater than 200,000 are eligible to receive STBGP funds through their Metropolitan Planning Organizations.)

Eligible projects include construction of new traffic signals, upgrade of existing traffic signals, intersection improvements, roundabouts, signal coordination, etc.

- Intersection must meet Manual on Uniform Traffic Control Devices (MUTCD) signalization warrants to qualify for signalization.
- Projects are typically 80% Federal-aid and 20% match by local and/or State.
 - ◆ \$350,000 Maximum Federal-aid per project
 - ◆ \$87,500 Maximum State Match per project (the intersection consists entirely of state highways)
 - ◆ \$43,750 Maximum State Match per project (the intersection consists of any combination of state highways and local roads)
- Local agency is responsible for 100% cost of Right-of-Way acquisition and Utility Relocation.
- ARDOT designs, awards a construction contract and inspects each project as an eligible project expense.
- Eligible sponsor can request this funding at any time.

For more information about the programs listed, please contact the Program Management Division at 501-569-2481.

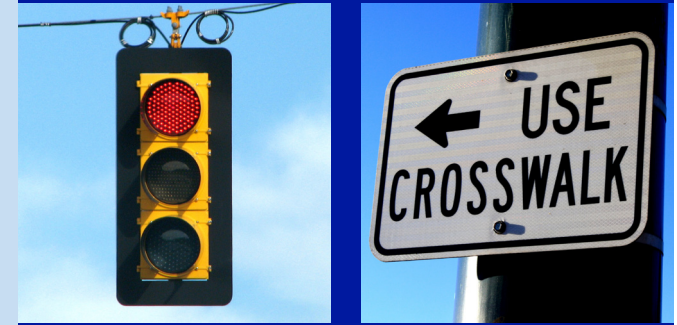


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TAP

Transportation Alternatives Program

RTP

Recreational Trails Program

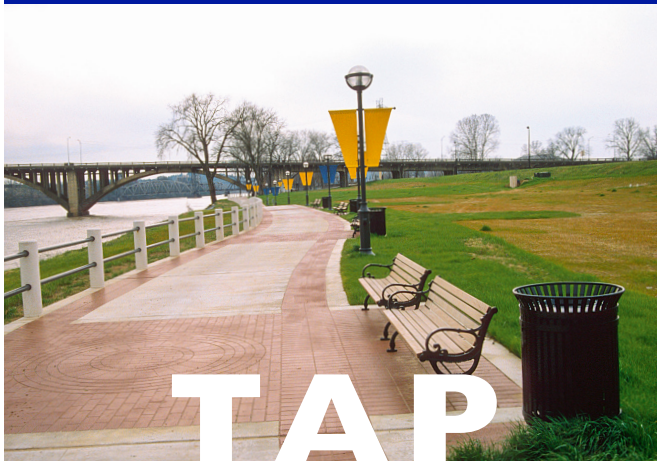
IIP

Intersection Improvement Program



ARKANSAS DEPARTMENT OF TRANSPORTATION

Arkansas River Trail in North Little Rock utilized TE funds.



TAP

Transportation Alternatives Program

TAP was originally begun in 2013 under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and has continued under the most recent Federal transportation funding act, Fixing America's Surface Transportation (FAST) Act. TAP redefines the former Transportation Enhancement activities and consolidates these eligible activities with the former Safe Routes to School program. Some projects that were previously funded through the discretionary National Scenic Byways program are now eligible for TAP.

- Eligible sponsors include local governments, regional transportation authorities, natural resource or public lands agencies, transit agencies, tribal governments, local education agencies, school districts, or schools.
- TAP funding is for construction only. Sponsor will be responsible for all costs associated with design, right of way acquisition, utility adjustment, and construction inspection.
- This is a reimbursable program. This means 80% of the eligible project expenses can be reimbursed once approval is given from ARDOT and the FHWA.
- Federal funds from other sources cannot be used to match these funds.

TRANSPORTATION ENHANCEMENT PROGRAM (TE)

+ SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Eligible projects include, but are not limited to:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, lighting and other safety-related infrastructure.
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities such as streetscaping and the rehabilitation of historic transportation facilities.
- Any environmental mitigation activity, including pollution prevention and abatement activities.
- Infrastructure Related SRTS Projects include:
 - ◆ Sidewalk improvements/ traffic calming and speed reduction improvements.
 - ◆ Pedestrian and bicycle crossing improvements.
 - ◆ On-street bicycle facilities.
- Non-Infrastructure Related SRTS Projects include:
 - ◆ Public awareness campaigns and outreach to press and community leaders.
 - ◆ Traffic education and enforcement or walking school bus in the vicinity of a K-8 school.



A school sidewalk built in Vilonia utilized SRTS funds.

Trail bridge near Lake Fayetteville that utilized RTP funds.



RTP

Recreational Trails Program

The FAST Act also continued funding for the RTP. RTP funds are eligible for projects such as the construction and major maintenance of motorized, non-motorized, and multiple-use recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages.

- Eligible sponsors include agencies of local, state, and federal governments, and duly incorporated private/non-profit organizations.
- RTP funding is for construction only. Sponsor will be responsible for all costs associated with design, right of way acquisition, utility adjustment, and construction inspection.
- This is a reimbursable program. This means 80% of the construction costs directly attributable to the project can be reimbursed once approval is given from ARDOT and FHWA.
 - ◆ Local sponsor must provide at least 20% of the total project cost. The local share can be in the form of cash, donated funds, or the documented fair market value of any donated materials or services that are accepted and incorporated into the project.
- General public access must be provided throughout the life of all RTP projects.