

RESOLUTION NO. R-191-22

**A RESOLUTION APPROVING AND AUTHORIZING  
IMPLEMENTATION OF THE FIVE YEAR (2023-2027)  
SALES TAX PROGRAM FOR STREETS, BRIDGES  
AND ASSOCIATED DRAINAGE IMPROVEMENTS**

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS THAT:

SECTION 1: The Five Year (2023-2027) Sales Tax Program for Streets, Bridges and Associated Drainage Improvements as identified and specified in the attachment hereto is hereby approved.


SECTION 2: The staff is directed to proceed with implementation of the 2023 Sales Tax Program approved by Section 1.

This Resolution adopted this 1st day of December, 2022.

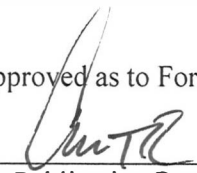
APPROVED:

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

Approved as to Form

  
\_\_\_\_\_  
No Publication Required

**CITY OF FORT SMITH**

11/7/22

**Five-Year Capital Improvement Program for Streets, Bridges and Drainage (2023-2027)**

		2022	2023	2024	2025	2026	2027
	<b>Beginning Balance</b>	39,430,312	39,335,663	22,652,575	17,057,571	5,784,167	8,404,904
	Current Year Sales Tax Revenue	25,323,343	27,653,420	27,929,954	28,209,254	28,491,346	28,776,260
	<b>Total Funds Available</b>	<b>64,753,655</b>	<b>66,989,083</b>	<b>50,582,529</b>	<b>45,266,824</b>	<b>34,275,513</b>	<b>37,181,163</b>
1	Street Overlays/Reconstruction & RR Panels	12,826,000	10,800,000	15,500,000	15,100,000	15,000,000	15,000,000
2	Neighborhood Drainage Improvements	3,397,245	8,922,500	4,200,000	5,700,000	4,000,000	4,000,000
3	Downtown Traffic and Truck Route	0	100,000	0	0	0	0
4	Intersection and Signal Improvements	980,000	1,364,000	2,150,000	650,000	650,000	650,000
5	Kelley Highway Extension to Riverfront Drive	10,000	5,000	5,000	1,100,000	1,100,000	4,600,000
6	Towson Avenue - Garrison to Zero Street	0	0	1,600,000	2,000,000	0	0
7	Geren Road Reconstruction	3,100,000	0	0	0	0	0
8	Levee/Bank Stabilization	30,000	2,600,000	0	0	0	0
9	Major Stormdrain Rehabilitation	685,000	3,800,000	0	0	0	0
10	May Branch Outfall Culvert Remediation	222,000	7,700,000	0	0	0	0
11	Flooded Residence Buyout Program	200,000	450,000	500,000	500,000	500,000	500,000
12	May Branch Drainage	0	1,000,000	0	0	0	7,000,000
13	Hwy 45 widening - Zero St to Hwy 71	0	0	0	3,337,500	0	0
14	Leigh Avenue Extension	90,000	1,300,000	0	0	0	0
15	Airport Blvd Realignment	95,000	1,000,000	0	0	0	0
16	Economic Development	245,000	1,250,000	1,000,000	1,000,000	1,000,000	1,000,000
17	Massard Road widening to I-49	0	500,000	5,000,000	6,500,000	0	0
18	Street/Drainage by Street Operations Dept.	700,000	700,000	700,000	700,000	700,000	700,000
19	Miscellaneous/Contingency	367,443	350,000	350,000	350,000	350,000	350,000
	<b>Subtotal Expenditures</b>	<b>22,947,687</b>	<b>41,841,500</b>	<b>31,005,000</b>	<b>36,937,500</b>	<b>23,300,000</b>	<b>33,800,000</b>
20	Indirect and Operating Costs	2,470,305	2,495,008	2,519,958	2,545,158	2,570,609	2,596,315
	<b>Total Expenditures</b>	<b>25,417,992</b>	<b>44,336,508</b>	<b>33,524,958</b>	<b>39,482,658</b>	<b>25,870,609</b>	<b>36,396,315</b>
	<b>Ending Balance</b>	<b>39,335,663</b>	<b>22,652,575</b>	<b>17,057,571</b>	<b>5,784,167</b>	<b>8,404,904</b>	<b>784,848</b>

Description	Engr	Account Code	Project #	Estimated 2022 Expenditure	Estimated 2023 Expenditure	Estimated 2024 Expenditure	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Remarks
<b>1 Street Overlays/Reconstruction &amp; RR Panels</b>			<b>Total</b>	<b>12,826,000</b>	<b>10,800,000</b>	<b>15,500,000</b>	<b>15,100,000</b>	<b>15,000,000</b>	<b>15,000,000</b>	
Street Overlays/Reconstruction, Phase A	RC	4103210008	21-03-A	3,100,000		0	0	0	0	\$621,920 (2022 expenditures through 8/31/22). \$73,590 ESC in 2021. Construction contract \$3,123,307, all in 2022.
Street Overlays/Reconstruction, Phase B	MS	4103210002	21-03-B	2,400,000		0	0	0	0	\$361,084 (2022 expenditures through 8/31/22). \$71,250 ESC in 2021. Construction contract \$2,483,017, all in 2022.
Street Overlays/Reconstruction, Phase C	RC	4103210003	21-03-C	2,800,000		0	0	0	0	\$1,504,004 (2022 expenditures through 8/31/22). \$74,000 ESC in 2021. Construction contract is \$2,889,963, est all in 2022.
Street Overlays/Reconstruction, Phase D. Also includes replacement of railroad crossing panels at 6 locations	MS	4103210004	21-03-D	1,626,000	0	0	0	0	0	\$1,610,235 (2022 expenditures through 8/31/22). \$86,810 ESC & Const \$410,314 in 2021. Finaled on 9/6/22.
Street Overlays/Reconstruction, Phase A	RC	4103220005	22-03-A	200,000	1,600,000	0	0	0	0	\$16,536 (2022 expenditures through 8/31/22). \$61,244 ESC. Est const is \$1.8 mil, \$200K in 2022, \$1.6 mil in 2023.
Street Overlays/Reconstruction, Phase B	MS	4103220006	22-03-B	300,000	1,700,000	0	0	0	0	\$43,706 (2022 expenditures through 8/31/22). \$69,375 ESC. Est const is \$2.0 mil, \$300K in 2022, \$1.7 mil in 2023.
Street Overlays/Reconstruction, Phase C	MS	4103220008	22-03-C	1,500,000	0	0	0	0	0	\$45,500 ESC, complete as of 8/31/22. Construction contract is \$1,477,485, est all in 2022.
Street Overlays/Reconstruction, Phase D. Also includes replacement of railroad crossing panels at 3 locations.	RC	4103220007	22-03-D	300,000	1,700,000	0	0	0	0	\$46,200 (2022 expenditures through 8/31/22). ESC \$66,000. Est const is \$2.0 mil, \$300K in 2022, \$1.7 mil in 2023.
Street Overlays/Reconstruction, Phase E	RC	4103220009	22-03-E	400,000	1,900,000	0	0	0	0	\$43,460 (2022 expenditures through 8/31/22). ESC \$53,000. Const \$2,302,843, est \$400K in 2022, \$1.9 mil in 2023.
Street Overlays/Reconstruction, Phase F	MS	4103220003	22-03-F	200,000	2,300,000	0	0	0	0	\$34,782 (2022 expenditures through 8/31/22). \$82,815 ESC. Est const is \$2.5 mil, \$200K in 2022, \$2.3 mil in 2023.
Street Overlays/Reconstruction. Also includes replacement of railroad crossing panels at 3 locations			2023	0	1,600,000	13,900,000	0	0	0	\$15.5 mil budgeted for 2023 program year. The funding is split between two calendar years, \$1.6 mil in 2023 calendar year and \$13.9 mil in 2024 calendar year.
Future Street Overlays/Reconstruction. Also includes replacement of railroad crossing panels.			2024-2027	0	0	1,600,000	15,100,000	15,000,000	15,000,000	2024-2027 budgets are split for each program year. The funding is split between two calendar years, i.e., \$1.6 mil in first calendar year and the remainder in the next calendar year.

Description	Engr	Account Code	Project #	Estimated 2022 Expenditure	Estimated 2023 Expenditure	Estimated 2024 Expenditure	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Remarks
<b>2 Neighborhood Drainage Improvements</b>			<b>Total</b>	<b>3,397,245</b>	<b>8,922,500</b>	<b>4,200,000</b>	<b>5,700,000</b>	<b>4,000,000</b>	<b>4,000,000</b>	
Neighborhood Drainage, Ph. B2 (400 block of South 89th Street)	MS		14-06-B2	0	0	0	0	0	0	No project entered into Munis system. Project on hold pending development of adjoining property.
Neighborhood Drainage, Ph. C (Channel from Carthage to Phoenix)	MS	4103160003	16-06-C	0	100,000	2,100,000	0	0	0	\$0 (2022 expenditures through 8/31/22). Est \$100,000 for ESC/ROW in 2023. Construction est of \$2.1 million in 2024
LOMR for Mill Creek Crossing on Ingersoll Case #21-06-0438P	MS	1105-520100	07-01-A	10,000	0	0	0	0	0	\$0 2022 expenditures through 8/31/22. Est \$10,000 for ESC in 2022
Neighborhood Drainage - Boston Street between Towson and Jenny Lind (includes resurfacing of Boston and Bluff between Dallas and Boston)	MS	4103190011	19-06-B	314,245	0	0	0	0	0	\$314,245 (2022 expenditures through 8/31/22). Project was finaled on 6/7/22, R-88-22
Neighborhood Drainage, Phase B, 700 Candlestick / 7100 S. T Street / 5200 Moody Dr	RC	4103200012	20-06-B	1,400,000	0	0	0	0	0	\$902,436 (2022 expenditures through 8/31/22). Est additional \$500K in const in 2022 for total of \$1.4 mil.
Neighborhood Drainage, Phase C, 9800 Brooken Hill / 2100 S. 88th St.	MS	4103200013	20-06-C	50,000	1,600,000	0	0	0	0	\$22,781 (2022 expenditures through 8/31/22). Est \$50K ESC/ROW in 2022. Est const \$1.6 mil in 2023.
Levee O/M Completion, FEMA Certification and LOMR	RC	4103210016	21-06-F	33,000	22,500	0	0	0	0	\$7,339 (2022 expenditures through 8/31/22). Est ESC of \$33,000 in 2022, FEMA LOMR fees of \$22,500 in 2023.
Neighborhood Drainage, Phase A, 3100 Blk of Briarcliff	MS	4103210005	21-06-A	30,000	1,300,000	0	0	0	0	\$0 (2022 expenditures through 8/31/22). Est \$30K in ESC 2022. Est const \$1.3 mil in 2023.
Neighborhood Drainage, Phase B, 7900 Blk of Yorktown, 3800 Blk of Park, and 3400 Blk of Edinburgh	MS	4103210006	21-06-B	55,000	2,000,000	0	0	0	0	\$38,620 (2022 expenditures through 8/31/22). Est ESC/ROW of \$55k in 2022. Est const of \$2.0 mil in 2023.
Neighborhood Drainage, Phase C, 7200 Blk of Hwy. 271	RC	4103210010	21-06-C	45,000	500,000	0	0	0	0	\$29,553 (2022 expenditures through 8/31/22). Est additional \$15K in ESC for total of \$45K in 2022. Construction estimate \$500K in 2023.
Neighborhood Drainage, Phase D, Mill Creek Gabions	BB	4103210007	21-06-D	1,300,000	0	0	0	0	0	\$1,228,351 (2022 expenditures through 8/31/22). Est additional \$100,000 in const in 2022 for total of \$1.3 mil.
Neighborhood Drainage, Phase E, 4300 Blk of Phoenix	RC		21-06-G	10,000	900,000	0	0	0	0	Not in munis. Separated locations from 21-06-C into two projects due to ROW issues. Est ESC of \$10K in 2022 and const \$900K in 2023.
Drainage Improvements, Phase A, Hardscrabble Way/South 56th, 2600 Blk of Dallas and 2700 Blk of Glen Flora Way	MS	4103220004	22-06-A	150,000	2,200,000	0	0	0	0	\$78,450 (2022 expenditures through 8/31/22). \$177,490 ESC. Est \$150K ESC in 2022. Est const in 2.2 mil in 2023.
Drainage Projects			2023	0	300,000	1,700,000	1,700,000			Est \$3.7 mil total split \$300K ESC in 2023, \$1.7M const in 2024 and 2025.
Future Drainage Projects			2024-2027	0	0	400,000	4,000,000	4,000,000	4,000,000	2024-2027 budgets \$4.0 mil for each program year. The funding is split between two calendar years, i.e., \$4.0 mil per program year = \$400K in first calendar year and \$3.6 mil in next calendar year.

Description	Engr	Account Code	Project #	Estimated 2022 Expenditure	Estimated 2023 Expenditure	Estimated 2024 Expenditure	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Remarks
<b>3 Downtown Traffic and Truck Route</b>			<b>Total</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Split phase for North 5th signal at Garrison, Protected left turns on Garrison and possible radius improvements	SS			0	100,000	0	0	0	0	No project entered into Munis system. Project delayed to 2023 due to ArDOT Hwy 64 study.
<b>4 Intersection and Signal Improvements</b>			<b>Total</b>	<b>980,000</b>	<b>1,364,000</b>	<b>2,150,000</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	
Traffic Signal Improvements - 9th Street with Rogers Avenue, A Street and B Street	BB	4103210001	21-09-A	870,000	0	0	0	0	0	\$646,409 (2022 expenditures through 8/31/22). Estimate total const \$870K in 2022
Traffic Signal Improvements, North 6th Street/A Street and North 6th/B Street	BB	4103220010	22-09-A	50,000	600,000	0	0	0	0	\$31,368 (2022 expenditures through 8/31/22). Estimate \$50K ESC in 2022 and \$600K const in 2023.
Corridor timing plans & ATC Controllers - Midland, Kelley and Phoenix, 20 intersections	MM/RC	4103220011	22-09-B	60,000	614,000	0	0	0	0	\$22,300 (2022 expenditures through 8/31/22). Est additional \$37,700 ESC in 2022 for total of \$60K. Const Contract is \$614,000 in 2023.
Intersection Improvement - Free Ferry and Albert Pike. Roundabout or Traffic Signal			2023	0	100,000	1,500,000	0	0	0	Est \$100K ESC in 2023. Est \$1.5 mil const in 2024.
Traffic Signal Improvements - Massard Road/Dallas Street and Rogers Avenue/10th Street			2023	0	50,000	600,000	0	0	0	Est \$50K ESC in 2023. Est \$600K mil const in 2024.
Future Traffic Signals			2024-2027		0	50,000	650,000	650,000	650,000	Estimate 2 traffic signals per year. Cost is split between two calendar years. Estimated cost is \$325K per intersection
<b>5 Kelley Highway Extension to Riverfront Drive</b>	SS	4103150003	<b>15-01-A</b>	<b>10,000</b>	<b>5,000</b>	<b>5,000</b>	<b>1,100,000</b>	<b>1,100,000</b>	<b>4,600,000</b>	\$5,780 ESC (2022 expenditures through 8/31/22). Estimate \$10K total ESC in 2022, \$5K in 2023 & 2024. Estimated ROW is \$2.2 mil (includes acquisition services) is split between 2025 & 2026. Preliminary Const is \$18.4 mil, \$3.3 mil is related to R/R crossings. Est const. \$4.6 mil 2027, \$9.2 mil 2028, \$4.6 mil 2029.
<b>6 Towson Avenue - Garrison to Zero Street</b>	SS		<b>Total</b>	<b>0</b>	<b>0</b>	<b>1,600,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	
Partner with ArDOT. City share is \$2.0 mil. Work includes drainage, curb, sidewalk, driveway, asphalt surface. City takes ownership after completion.	SS	4103190014	20-02-A	0	0	1,600,000	2,000,000			\$1.6 mil in 2024 is for street work on South 17th adjacent to the relocation of the water transmission line. The \$2.0 mil in 2025 is the City's share for the Towson ArDOT project.
<b>7 Geren Road Reconstruction</b>	MS	4103110003	<b>15-02-A</b>	<b>3,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	\$2,178,003 (2022 expenditures through 8/31/22). Est additional const of \$850K in 2022 for a total of \$3.1 mil in 2022.
<b>8 Levee/Bank Stabilization</b>			<b>Total</b>	<b>30,000</b>	<b>2,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
River Bank Stabilization at Levee - 1600 feet of rip rap adjacent to levee	RC	4103190013	20-06-A	30,000	2,600,000	0	0	0	0	\$0 (2022 expenditures through 8/31/22). Est. \$30,000 ESC 2022. Const est \$2.6 mil in 2023.

Description	Engr	Account Code	Project #	Estimated 2022 Expenditure	Estimated 2023 Expenditure	Estimated 2024 Expenditure	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Remarks
<b>9 Major Stormdrain Rehabilitation</b>			<b>Total</b>	<b>685,000</b>	<b>3,800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Storm Drain Rehabilitation at Carnall Outfall Line	MS	4103200015	20-06-E	35,000	3,800,000	0	0	0	0	\$26,870.10 YTD expenditures through 8/31/22. Est \$35K ESC 2022. Est const \$3.8 mil in 2023
Storm Drain Rehabilitation - J Street Outfall Line. Also includes minor joint repairs to six locations along the City's floodwall that experienced leakage during the Arkansas River flooding in 2019.	MS	4103200008	20-06-F	650,000	0	0	0	0	0	\$254,537.28 YTD expenditures through 8/31/22. ESC \$56,520 for const observation. Construction contract \$623,168.00. Est \$650K in 2022.
<b>10 May Branch Outfall Culvert Remediation</b>	SS	4103210009	<b>21-06-E</b>	<b>222,000</b>	<b>7,700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	\$74,170 for ESC (2022 expenditures through 8/31/22). Est \$114K for ESC in 2022 plus \$108K for OGE relocation (R-142-22). Estimated construction cost is \$7.1 mil, bidding and construction management is \$600K, total of \$7.7 mil in 2023
<b>11 Flooded Residence Buyout Program</b>	SS			<b>200,000</b>	<b>450,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	
Purchase of 612 Martin Drive		4103210017	22-90-A	200,000	0	0	0	0	0	\$3,950 for appraisals (2022 expenditures through 8/31/22). \$187,500 property buyout, (R-141-22). Est \$200,000 in 2022.
FEMA HMPG grant match		4103210017	22-90-A	0	200,000					For 2023, \$200,000 will be used as a match towards a FEMA HMPG grant of \$1.8 mil towards the purchase of 11 houses.
Annual amount for Flooded Residence Buyout Program		4103210017	22-90-A	0	250,000	500,000	500,000	500,000	500,000	\$500,000 is budgeted annually for 2024 through 2027 for the possible acquisition of additional houses.
<b>12 May Branch Drainage</b>	SS			<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,000,000</b>	Est \$1.0 mil to fund COE re-evaluation in 2023. \$7.0 mil in 2027 is dependent upon COE re-evaluation findings and obtaining federal funding.
<b>13 Hwy 45 widening - Zero St to Hwy 71</b>	SS	4103170011	17-01-B	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,337,500</b>	<b>0</b>	<b>0</b>	\$0 (2022 expenditures through 8/31/22). Cost sharing with ArDOT. City share is \$3,737,500 mil*. \$400K (paid in 2019) and \$3,337,500 est in 2025. *Note City's original \$4.0 mil contribution reduced by \$262,500 due to ArDOT contribution on Excelsior Drive
<b>14 Leigh Avenue Extension</b>	SS	4103220001	<b>22-00-A</b>	<b>90,000</b>	<b>1,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	\$47,066 (2022 expenditures through 8/31/22). Est \$90K ESC in 2022. Est \$1.3 mil const in 2023.
<b>15 Airport Blvd Realignment</b>	SS	4103220002	<b>22-01-A</b>	<b>95,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	\$51,122 (2022 expenditures through 8/31/22). Est \$95K ESC in 2022. Est \$1.0 mil const in 2023.

Description	Engr	Account Code	Project #	Estimated 2022 Expenditure	Estimated 2023 Expenditure	Estimated 2024 Expenditure	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Remarks
<b>16 Economic Development</b>				<b>245,000</b>	<b>1,250,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	
Excelsior Drive	SS	4103210018	21-00-B	245,000	250,000					\$38,460 (2022 expenditures through 8/31/22). Est \$45K ESC in 2022. For 2022 and 2023, this item includes the construction of Excelsior Drive which will serve the new Owens Corning facility. The estimated cost of this street is \$2.7 million. However, the City is benefitting from an EDA grant in the amount of \$1.66 mil towards the project. The funding for this project also includes \$262,500 from ArDOT, \$250,000 from the AEDC, \$250,000 from Sebco and \$50,000 from the FS Chamber of Commerce. The City's estimated share for the street construction is \$450,000, split \$200K in 2022 and \$250K in 2023. An additional \$1.0 mil is also budgeted annually for 2023 through 2027 to be utilized for future public street and/or drainage work as approved by the Board of Directors.
Future Economic Development					1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
<b>17 Massard Road widening to I-49</b>			<b>Total</b>	<b>0</b>	<b>500,000</b>	<b>5,000,000</b>	<b>6,500,000</b>	<b>0</b>	<b>0</b>	
				0	500,000	5,000,000	6,500,000	0	0	Est ESC \$500K in 2023. Est const \$11.5 mil, split \$5.0 mil in 2024, \$6.5 mil in 2025.
<b>18 Street/Drainage by Street Operations Dept.</b>	SS	1105-527600		<b>700,000</b>	<b>700,000</b>	<b>700,000</b>	<b>700,000</b>	<b>700,000</b>	<b>700,000</b>	Estimate \$700K annually. Includes street and drainage items such as asphalt, concrete/baskets/rebar, drainage pipe, gabion stone and rip rap, manhole covers/rings, sod/topsoil, fencing, traffic signal detection.
<b>19 Miscellaneous/Contingency</b>			<b>Total</b>	<b>367,443</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	
Street Striping Replacement - 2021	BB	4103210013	21-85-A	113,439	0	0	0	0	0	\$113,439 (2022 expenditures through August 31, 2022). Project finalized on 6/7/22.
Street Striping Replacement - 2022	BB	4103220014	22-85-A	195,746	0	0	0	0	0	Construction contract - \$195,746. Bid Opening on September 6, 2022.
Aurigo Construction Management Software Annual Support		1105-544400		5,000						Annual support fee
P Street Culvert Evaluation - Coordination with FEMA submittal	SS	4103200016	20-90-A	7,000						\$5,572 YTD (expenditures through August 31, 2022). Est \$7K for 2022
MS4 General Permit		1105-544400		200						Annual permit fee
Seb. Co. Clerk, Scanning CIP projects				5,000						Includes scanning of older CIP plans
Traffic Studies		4103220012	22-12-MISC	1,058						\$1,058 YTD (expenditures through August 31, 2022)
Re-evaluation of Rail Road Crossings	SS	4103220013	22-90-B	40,000						\$38,973 (2022 expenditures through August 31 2022)
Pavement Management - Street Ratings	SS			0	50,000					Re-evaluation in 2023
Contingency item 2023-2026				0	300,000	350,000	350,000	350,000	350,000	
			<b>Sub Total</b>	<b>22,947,687</b>	<b>41,841,500</b>	<b>31,005,000</b>	<b>36,937,500</b>	<b>23,300,000</b>	<b>33,800,000</b>	
<b>20 Indirect and Operating Costs</b>				<b>2,470,305</b>	<b>2,495,008</b>	<b>2,519,958</b>	<b>2,545,158</b>	<b>2,570,609</b>	<b>2,596,315</b>	Provided from Finance Dept 9/14/22
			<b>Grand Total</b>	<b>25,417,992</b>	<b>44,336,508</b>	<b>33,524,958</b>	<b>39,482,658</b>	<b>25,870,609</b>	<b>36,396,315</b>	

**Five Year Capital Improvement Program (2023-2027)  
Streets, Bridges and Drainage Sales Tax Funds**

**Descriptions of Selected Projects  
November 7, 2022**

**1. Street Overlays and Reconstruction.** The total length of streets proposed to be improved is approximately 12.3 miles as shown on the attached list and exhibits. The estimated cost for the 2023 street overlays and reconstruction projects totals \$15.5 million, with an estimated \$1.6 mil expended in 2023 and \$13.9 mil expended in 2024. The total cost shown in 2023 is \$10.8 mil which includes \$9.2 mil in remaining construction for the 2022 projects. (See pages 6-12)

This item also includes work to improve the street surface at railroad crossings through the installation of concrete railroad crossing panels. For 2023, improvements at three crossings are proposed. The locations are shown on the attached exhibits. (See page 13)

**2. Neighborhood Drainage Improvements.** The projects identified in the 2023 drainage program include drainage improvements in three areas shown on the attached list and exhibits. The total estimated cost for this work is \$3.7 million, with an estimated \$300,000 expended in 2023 and \$1.7 mil expended in both 2024 and 2025. The total cost shown in 2023 is \$8.9 million which includes \$8.6 million in remaining work for ongoing drainage projects. (See pages 14-17)

**3. Downtown Traffic and Truck Route.** This work includes possible traffic signal modifications to the center left turn signal phasing for Garrison Avenue at the intersection with 5<sup>th</sup> Street. For 2023, \$100,000 is budgeted for this signal modification along with some possible minor intersection turning radius improvements. Any modifications to this intersection are currently on hold pending completion of the ArDOT Highway 64 study which is expected to be completed in mid 2023.

**4. Intersection and Signal Improvements.** The City's 2021 Traffic Accidents Report Study, issued earlier this year, identifies the top ten intersections with the highest rate of accidents when compared to their daily traffic. The intersection of Free Ferry Road and Albert Pike Avenue is number 7 on the list. This rating is based on criteria from the Transportation and Traffic Engineering Handbook which considers the number of accidents relative to the average annual daily traffic. In 2021, there were 10 accidents at this intersection which is currently a 4-way stop. (See page 18)

It should be noted that this intersection was originally designed to be signalized with the Albert Pike Avenue reconstruction project in 2005. However, the Board of Directors approved a resolution to keep this intersection as a 4 way stop based on opposition from the adjoining residents at this intersection. For 2023, it is proposed to revisit the design of this intersection for either a

roundabout or traffic signal to improve both the overall traffic flow, and the safety and welfare of the public. The preliminary construction estimate for this work is \$1.5 million but will vary depending on the option chosen.

This item also includes replacement of traffic signals at two intersections which include Massard Road/Dallas Street and Rogers Avenue/10<sup>th</sup> Street. The estimated cost for the work at these two intersections is \$650,000. (See page 19). The total cost shown for this item in 2023 is \$1.4 mil which includes \$1.2 mil in remaining work for ongoing traffic signal projects.

**5. Kelley Highway Extension to Riverfront Drive.** This project is for the reconstruction and widening of Kelley Highway to a three lane section from Midland Boulevard to Riverfront Drive. This extension of Kelley Highway will provide a direct route between I-540 and the riverfront area. The engineering design is complete. This project was put on hold in 2022 due to staffing shortages of City Project Engineer positions. The Kelley Highway Extension to Riverfront Drive right of way acquisition that was scheduled to start in 2023 has been pushed back to start in 2025 with construction anticipated to begin in 2027. (See page 20)

**6. Towson Avenue – Garrison Avenue to Zero Street.** This partnering project with ARDOT includes the complete rehabilitation of the approximately four mile section of Towson Avenue (Hwy 71B) between Garrison Avenue (Hwy 64) and Zero Street (Hwy 255). The project will include upgrading of the drainage system to current standards, replacement of the curb/guttering and driveway approaches, installation of sidewalks and pavement improvements to the street surface. The city's share will be 16% of the project costs, up to a maximum amount of \$2.0 million. Upon completion of the work, this section of Hwy 71 B (Towson Avenue) will be removed from ARDOT's highway system and will become a city street. The project has been delayed due to the relocation of the water transmission and distribution lines. Pending relocation of the utilities along Towson Avenue, it is estimated the street project will bid for construction in 2025. (See page 21)

The 24" water transmission line currently located in the Towson Avenue right of way will be relocated to South 17<sup>th</sup> Street between South D and South U Streets. The water transmission line will be located under the southbound lane of this section of South 17<sup>th</sup> Street. Half of the street will be reconstructed during the installation of the water transmission line and that work will be paid for as part of the utility relocation. The other half of the South 17<sup>th</sup> Street will be reconstructed/resurfaced as part of the transmission line project with funding being provided through the street and drainage CIP at a cost of \$1.6 mil. It is estimated that the utility/street work along South 17<sup>th</sup> Street will take place in 2024.

**7. Geren Road Reconstruction.** This project is the reconstruction and widening of Geren Road to a three lane section between Highway 45 and 58<sup>th</sup> Street. This project is currently wrapping up construction. (See page 22)

**8. Levee/Bank Stabilization.** This project includes the installation of large rip rap along approximately 1600 feet of eroding river bank adjacent to the City’s levee system. With the major flooding on the Arkansas River, the river bank adjacent to the “Southern Enterprise” levee has experienced significant erosion and requires stabilization before the erosion encroaches to the toe of the levee. We anticipate construction to begin in 2023. (See pages 23-24)

**9. Major Stormdrain Rehabilitation.** This work includes the installation of a cured in place lining in two major storm sewer lines. Both lines are very deep and have a significant problem of leaking pipe joints which have created numerous sink holes.

The first line is 54” in diameter, averages 20 feet in depth and extends 1000 feet from the J Street pump station to the Arkansas River adjacent to the U.S. Marshals Museum and Community School of the Arts. The work at this location also includes minor joint repairs to six locations along the City’s floodwall. These six areas experienced leakage during the Arkansas River flooding in 2019. (See page 25). Construction at this first location is underway and will be completed in 2022.

The second line (Carnall Outfall) varies in size from 60” to 72”, averages 20 feet deep and extends 3000 feet from Towson Avenue to the Poteau River. This line runs immediately adjacent to the police department and county jail, and under a significant portion of the National Cemetery and Convention Center Parking lot. (See page 26). This location will bid for construction this fall.

**10. May Branch Outfall Culvert Remediation.** This project includes the evaluation and remediation work for the May Branch outfall culvert relating to construction problems and FEMA reimbursement for damage from the 2019 Arkansas River flooding. The project includes replacement of approximately 250 feet of the 12’ x 10’ box culvert and comprehensive filling of the voids in the soil surrounding the box culvert. (See page 27)

**11. Flooded Residence Buyout Program.** This program applies city wide and is used to purchase residential properties that have experienced structure flooding if the cost of the residence/property is less than the cost of public drainage improvements to reduce the flooding. The buyout program applies to residential structure flooding from a city maintained drainage way, easement, street, or right of way. Examples of non-qualifying flood events include structure flooding where the flood source is from neighboring properties, a hillside, groundwater seepage, or the Arkansas River.

For 2022, we are purchasing a property on Martin Drive. (See page 28). For 2023, this program is being utilized as a City cost share match of \$200,000 associated with a FEMA Hazard Mitigation Planning Grant to purchase 11 houses in the May Branch drainage area (See page 29), plus \$250,000 to purchase another property on Martin Drive. An amount of \$500,000 is budgeted annually for 2024 through 2027 for the possible acquisition of additional houses.

**12. May Branch Drainage.** This project is to mitigate flooding along the May Branch drainage basin. The proposed design by the Corps of Engineers (COE) consists of constructing a drainage channel to replace the existing undersized concrete storm drain pipe. (See page 30). The original intent was to construct Reach 1, the most downstream section of the project from approximately North 7<sup>th</sup> Street to the river, entirely with City funds with an agreement that the City's cost would be credited towards the future cost sharing on the project when federal funds became available. However, in 2016 the COE informed the City that based on their \$32 million estimated cost for Reach 1, it was very unlikely that the City would receive any federal credit for constructing Reach 1. The COE stated that extrapolating this lower reach cost estimate to the total project cost resulted in a total revised estimated cost of \$65 million which is more than double the \$31 million authorized for the entire project. Based on these costs, the COE noted that the estimated project benefit to cost ratio would be less than 0.7, which is not economically justified for federal funding. Given cost increases since 2016, it is estimated the total project cost is currently well over \$100 million.

The COE requested \$600,000 in their 2022 budget to complete an Economic Update, Cost Certification and Hydrology & Hydraulic Analysis for the May Branch project. The plan is still to remove Reach 1 from the original project and let it be a standalone project without the federal funding. Upstream of Reach 1 would then be re-analyzed as a new project in an effort to increase the benefit to cost ratio, thereby allowing it to be eligible for federal funds.

The COE has been unable to secure the federal funding for this work in 2022. Given the need to move forward on this project, the City will be paying for this project 100% at a total estimated cost of \$1.0 mil in 2023. Future work is dependent upon the findings from the updated COE study and the ability of obtaining federal funding.

**13. Highway 45 widening – Hwy 255 to Hwy 71.** This partnering project with ARDOT is for the widening of Highway 45 between Highway 255 (Zero Street) and Highway 71. The project also includes the installation of traffic signals at the intersections of Highway 45 with Planters Road and Geren Road. This project is a collaboration between the ARDOT, the City of Fort Smith and Sebastian County. The City and Sebastian County are providing funding in total amounts not to exceed \$3.7 million and \$1.1 million, respectively. Pending relocation of the utilities along Highway 45, it is estimated the street project will bid for construction in 2025. (See page 31)

**14. Leigh Avenue Extension.** This project will extend Leigh Avenue across the “horseshoe” from Cliff Drive towards Southside High School (See page 32). The property owner has agreed to petition the Board of Directors for the abandonment of the right of way for the approximately 3,300 foot long “horseshoe” section of Leigh Avenue, which will then become a private street. The property owner has also agreed to donate the right of way for the new street extension and allow for disposal of the excess shale on their property. Plans are approximately 80% complete with construction estimated to begin in 2023.

**15. Airport Boulevard Realignment.** This project includes the realignment of Airport Boulevard east of Leigh Avenue extending to the entrance to the Arkansas Air Guard. The project will also remove the east side connection of Leigh Avenue with Phoenix Avenue. A cul-de-sac will then be constructed at the north end of this section of Leigh Avenue which will allow access to the Arkansas Air Guard and the airport property. Plans are approximately 65% complete with construction estimated to begin in 2023. (See page 33)

**16. Economic Development.** The item is utilized for public street and/or drainage work associated with economic development incentives. For 2022 and 2023, this item includes the construction of Excelsior Drive which will serve the new Owens Corning facility. (See page 34). The estimated cost of this street is \$2.7 million. However, the City is benefitting from an EDA grant in the amount of \$1.66 mil towards the project. This project also includes funding from various other sources which includes \$262,500 from ArDOT, \$250,000 from the Arkansas Economic Development Commission, \$250,000 from Sebastian County and \$50,000 from the Fort Smith Regional Chamber of Commerce. The City's estimated share for the street construction is \$450,000. An additional \$1.0 mil is also budgeted annually for 2023 through 2027 to be utilized for future public street and/or drainage work as approved by the Board of Directors.

**17. Massard Road widening to I-49.** Massard Road south of Zero Street continues to see a significant increase in the traffic volume given the construction and growth in area. Additionally, ArDOT announced this year that the continuation of I-49 north to I-40 is expected to be completed by 2030. This connection will dramatically increase the traffic flow in this area. The intersection of Massard Road with I-49 will become a major interchange serving the City. (See page 35)

This project includes the construction of the additional two lanes along Masard Road to complete the four lane boulevard section extending south approximately 7800 feet to I-49. The section between approximately Wells Lake Road and I-49 will be widened to a five lane street section and will include the installation of a traffic signal at the intersection of Massard Road and Chad Colley Boulevard. The preliminary cost estimate is \$12.0 million. For 2023, it is proposed to complete the design with construction following in 2024 and 2025.

**20. Indirect and Operating Costs.** This item includes indirect and operating costs associated with the implementation of the street and drainage sales tax capital improvement program. This includes costs encountered by City Engineering, Information and Technology Systems, Finance, Planning and Zoning, City Administration, Human Resources, Purchasing, Internal Audit, Collections, City Clerk, Board of Directors and the Accounting Systems / ERP.

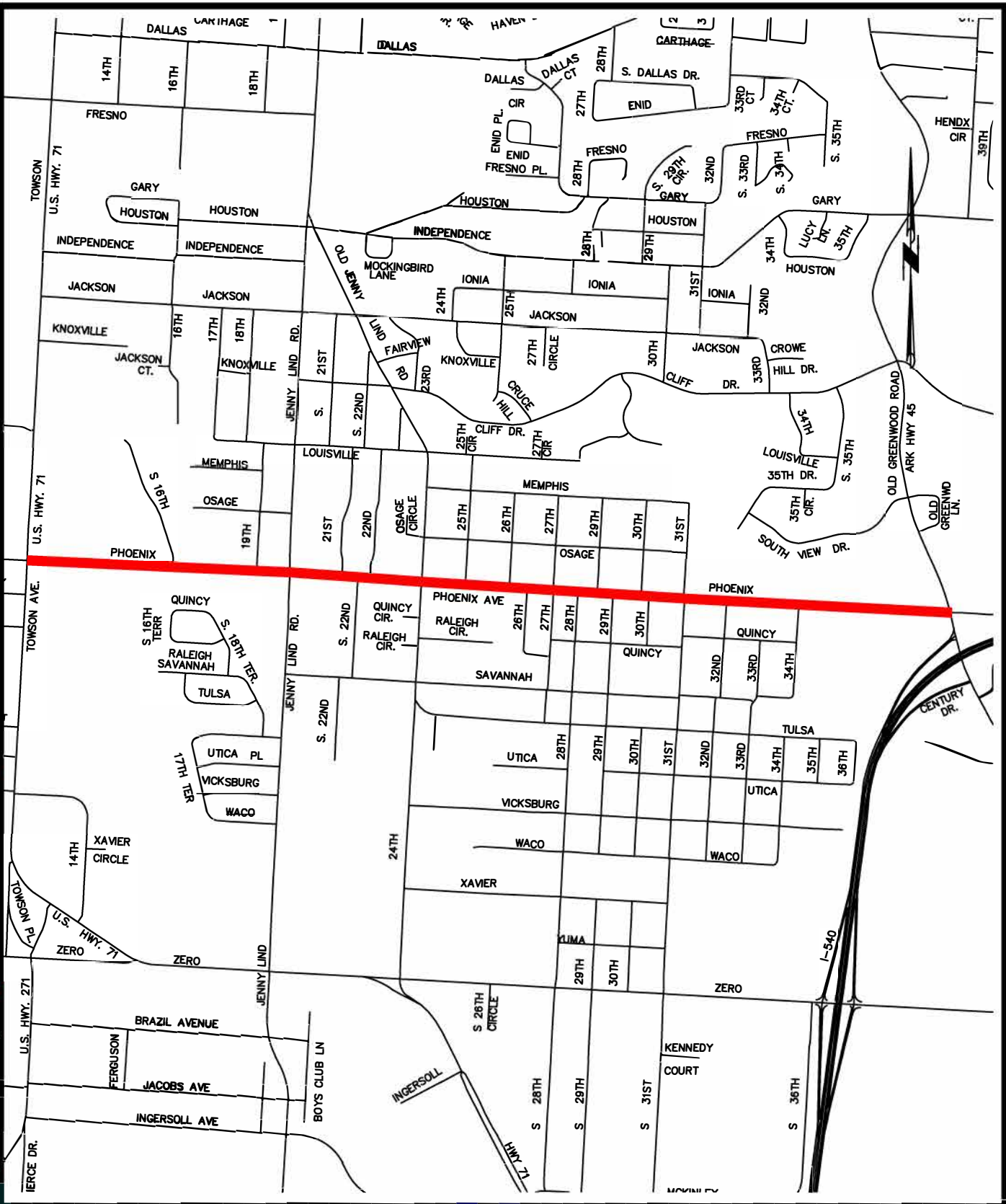
## 2023 CAPITAL IMPROVEMENTS PROGRAM STREET OVERLAY/RECONSTRUCTION PROJECTS

STREET	FROM	TO	LENGTH (ft)	COST
PHOENIX AVE	TOWSON	OLD GREENWOOD	9350	\$ 3,490,667
SOUTH 67TH	INDEPENDENCE	JACKSON ST	361	\$ 81,225
INDEPENDENCE	SOUTH 67TH	SOUTH 69TH	975	\$ 170,625
SOUTH 69TH	PHOENIX	END OF ROAD	785	\$ 176,625
JACKSON ST	SOUTH 66TH	END OF ROAD	1325	\$ 287,083
TWO SISTERS CT	SAINT KARR WAY	END OF ROAD	500	\$ 100,000
FIANNA WAY	SAINT KARR WAY	EAST 500 FT	500	\$ 150,000
CRESCENT DR	SAINT KARR WAY	SAINT KARR WAY	1570	\$ 314,000
SAINT KARR WAY	CRESCENT DR	END OF ROAD	2120	\$ 424,000
PLANTERS	HWY 271	BALL	977	\$ 309,383
NORTH 35TH	BIRNIE	JOHNSON	675	\$ 101,250
WIRSING	MIDLAND	NORTH 50TH	6250	\$ 1,041,667
ALBERT PIKE	KELLEY HWY	VIRGINIA	3000	\$ 550,000
VIRGINIA	NORTH 50TH	END OF ROAD	2500	\$ 375,000
NORTH 13TH	NORTH O	NORTH Q	1205	\$ 200,833
NORTH 58TH	KINKEAD	GRAND	1327	\$ 298,575
FERGUSON	JACOBS	BRAZIL	625	\$ 93,750
BRAZIL	HWY 271	JENNY LIND	2372	\$ 395,333
SOUTH 36TH	MCKINLEY	ZERO	2270	\$ 510,750
SOUTH 31ST	MCKINLEY	ZERO	2049	\$ 461,025
SOUTH 28TH	MCKINLEY	ZERO	2137	\$ 480,825
SOUTH 24TH	LOUISVILLE	PHOENIX	1350	\$ 270,000
SOUTH 46th	ROGERS	SOUTH R	1325	\$ 298,125
OLD JENNY LIND	INDEPENDENCE	LOUISVILLE	2520	\$ 546,000
SOUTH U	TOWSON	JENNY LIND	2660	\$ 598,500
UTICA	SOUTH 29TH	SOUTH 36TH	2500	\$ 375,000
SOUTH 36TH	UTICA	TULSA	450	\$ 67,500
VETERANS	ROBERTS	CUSTER	4870	\$ 974,000
GRAND	NORTH 32ND	ALBERT PIKE	3600	\$ 1,392,000
OLD GREENWOOD	CLIFF DRIVE	PHOENIX	2625	\$ 1,015,000

**Total Length (FEET)** 64,773

**Total Length (MILES)** 12.27

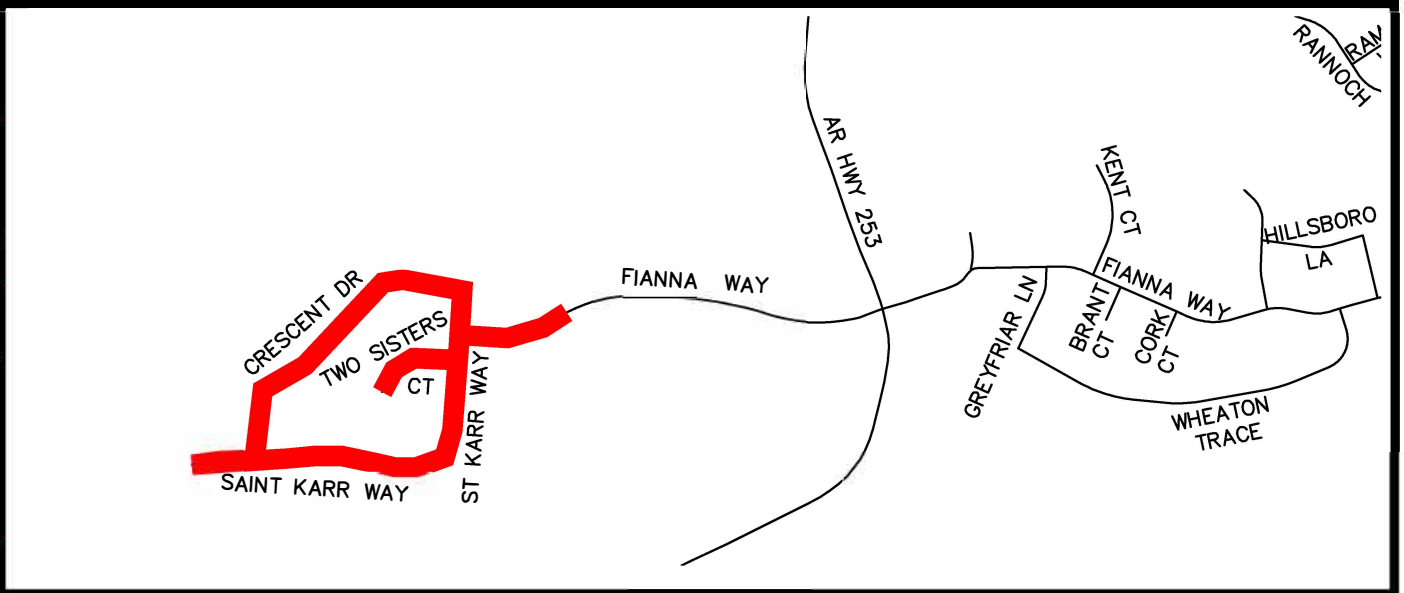
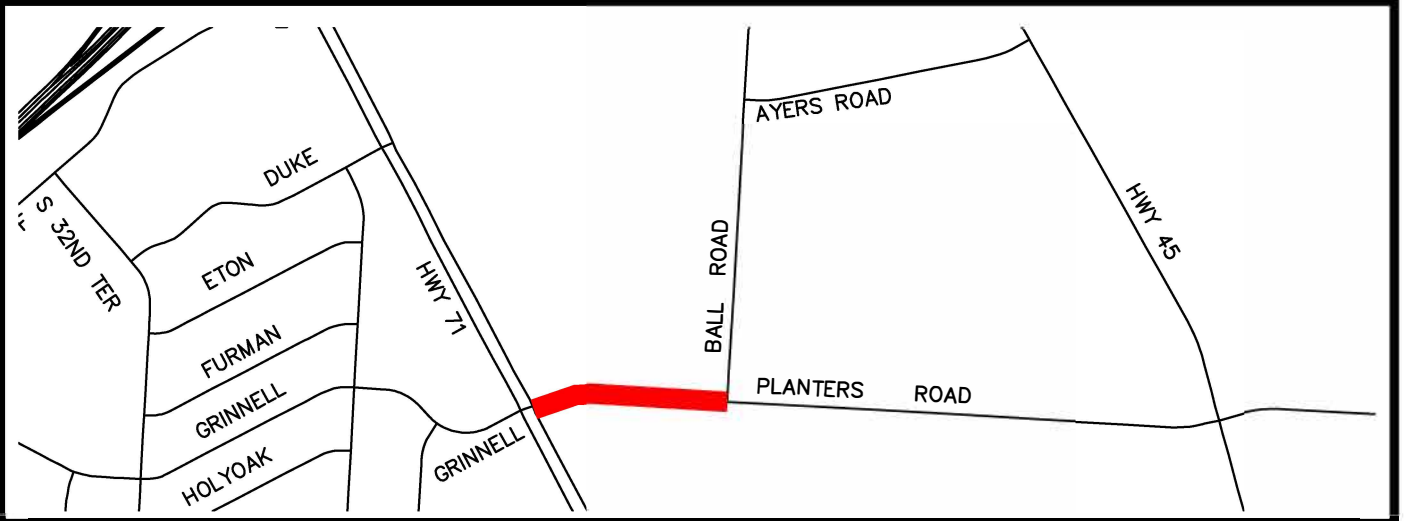
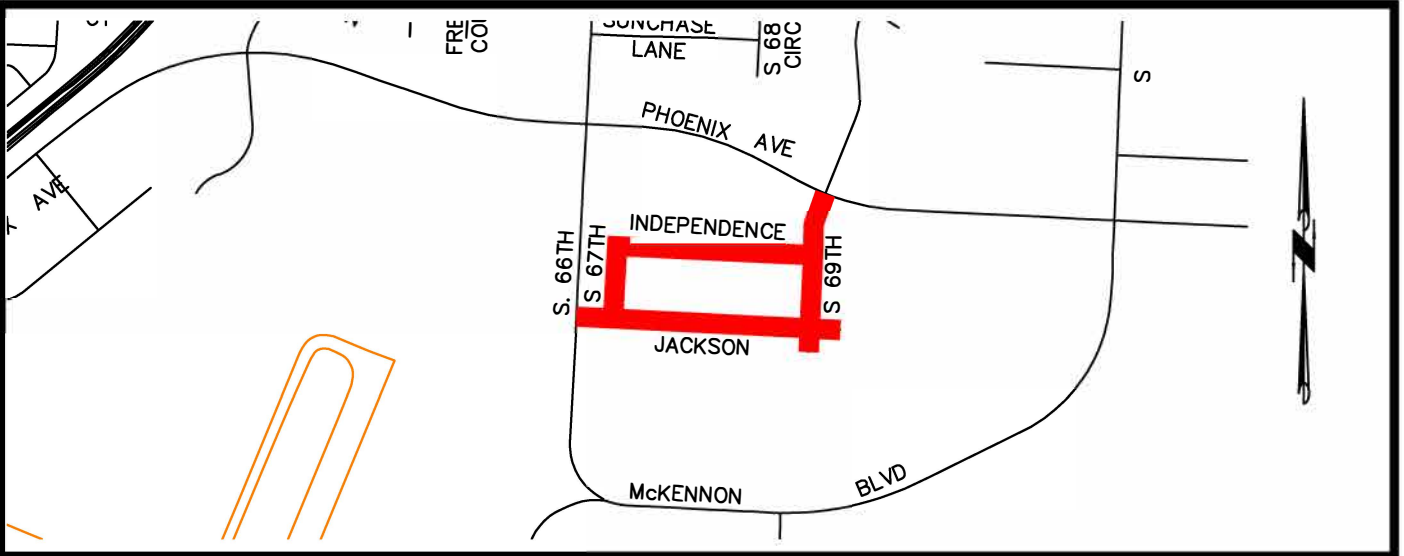
**Total for 2023 Street Overlays/Reconstruction Program** \$ 15,548,742



2023 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



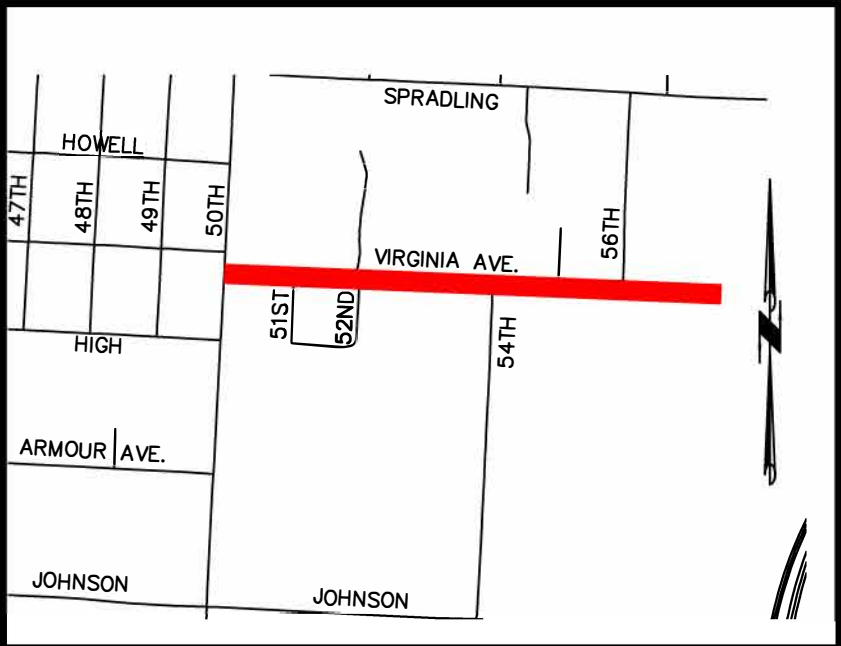
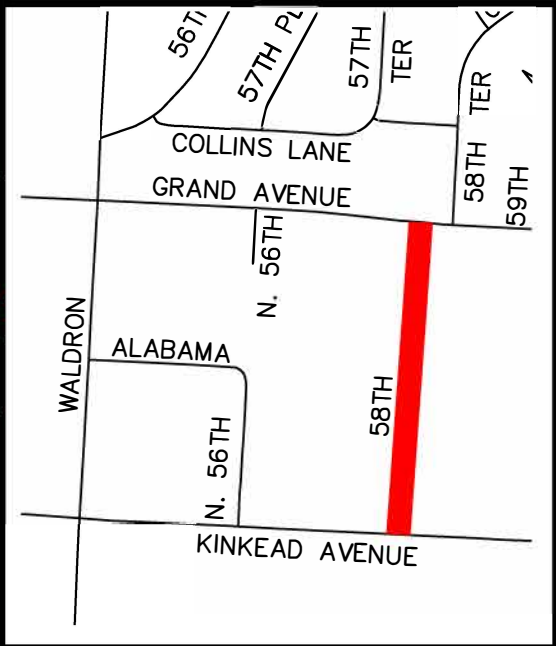
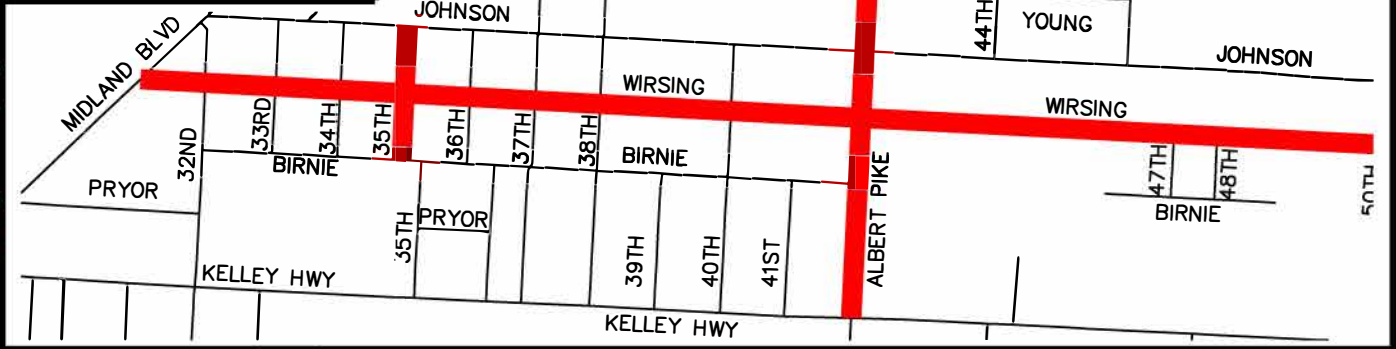
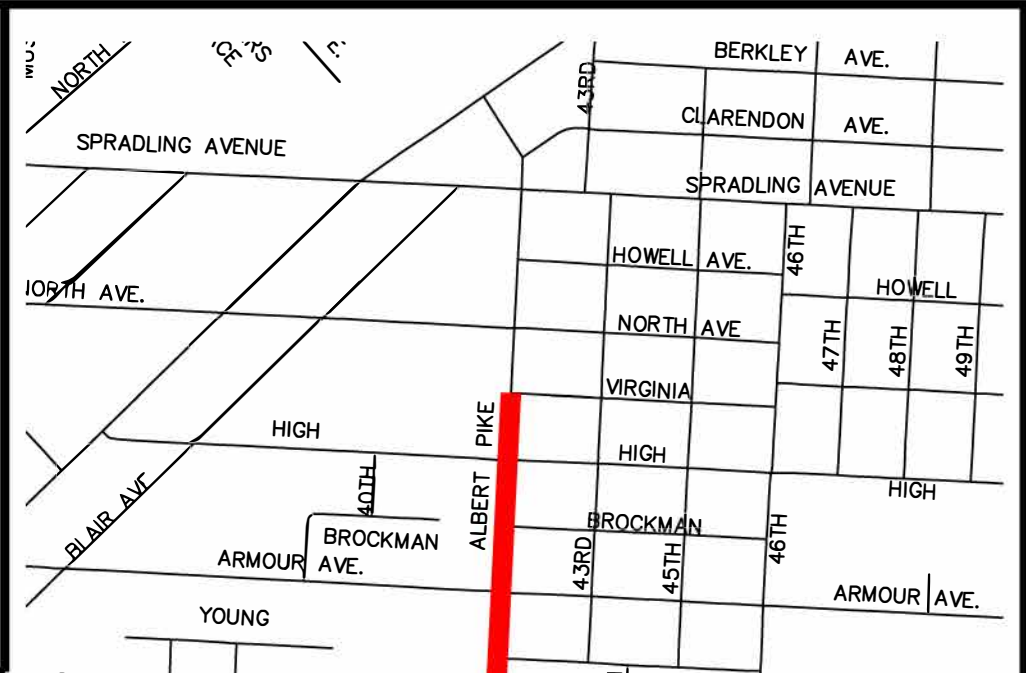
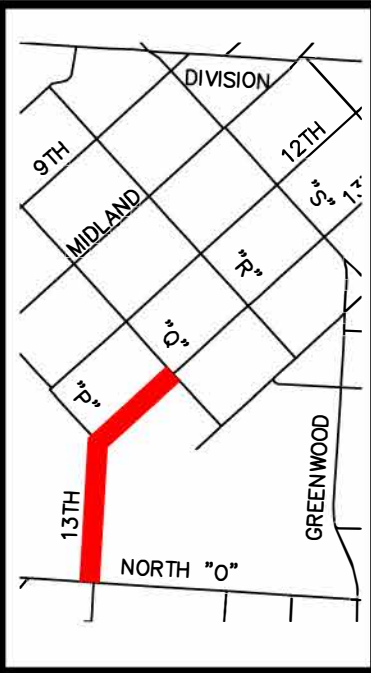
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2023 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



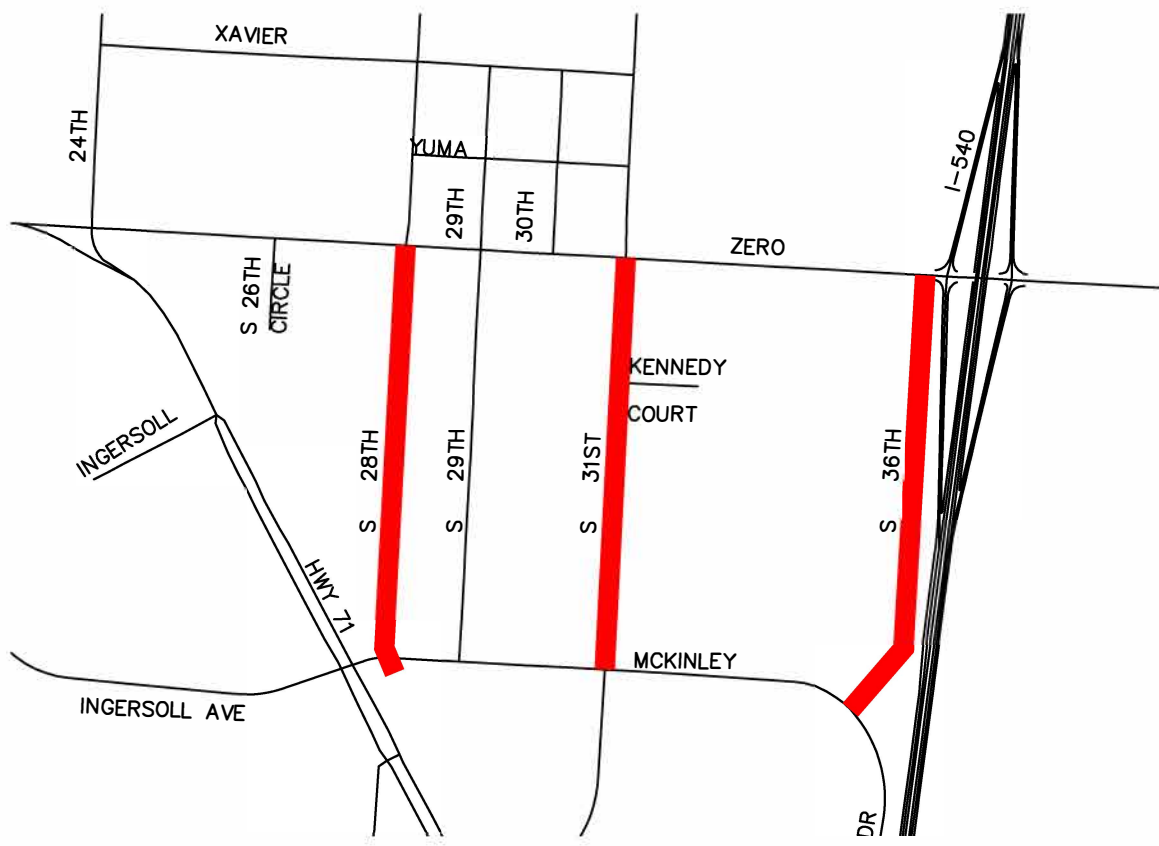
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2023 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



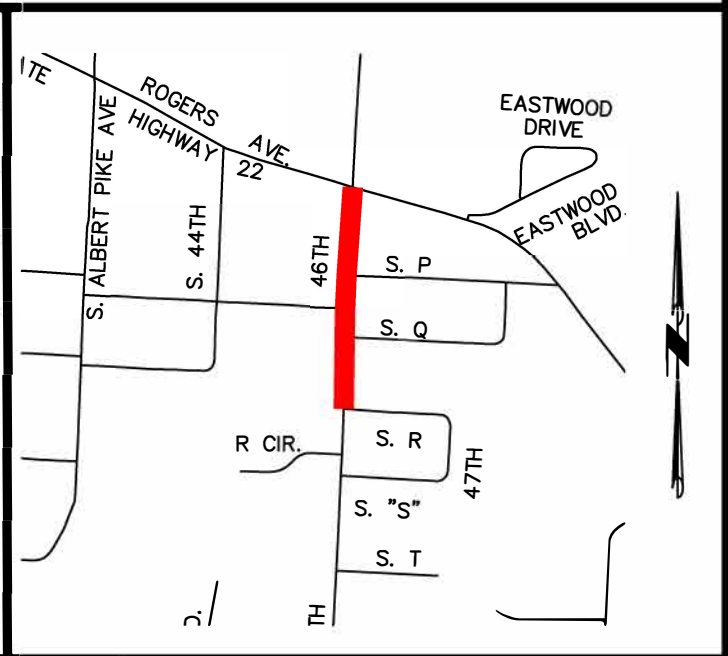
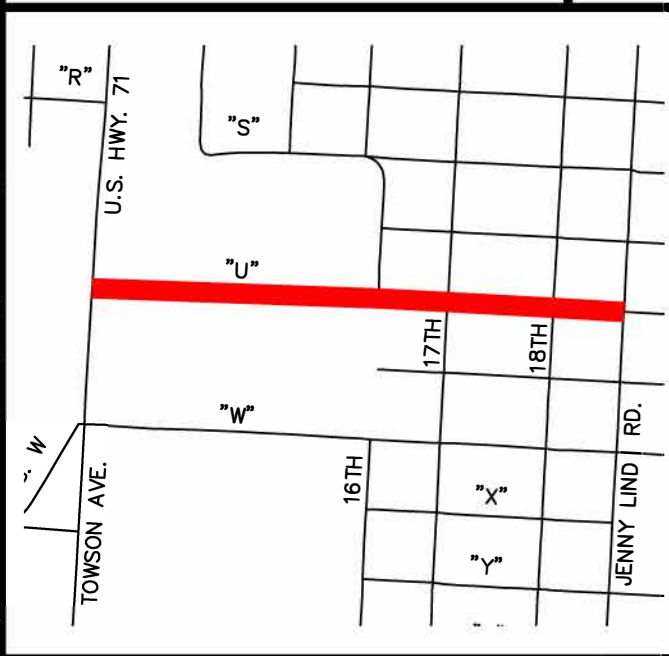
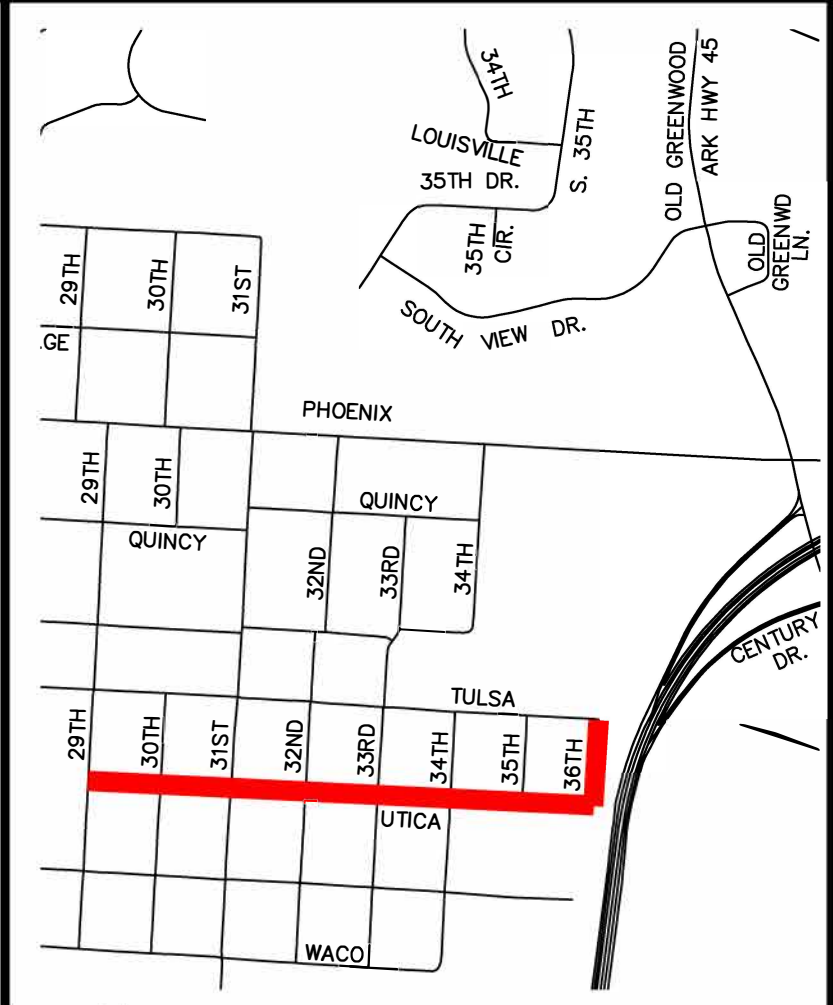
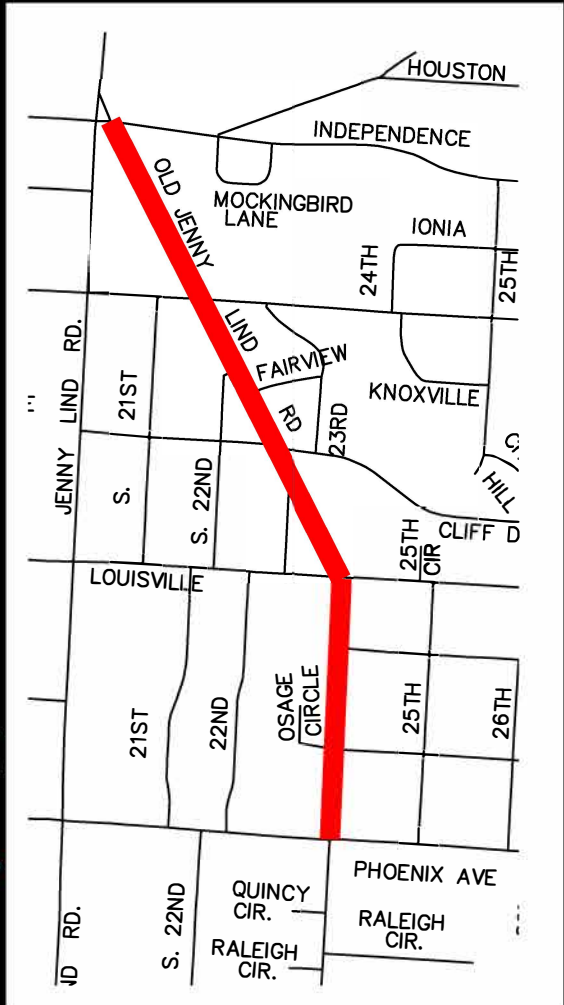
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2023 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



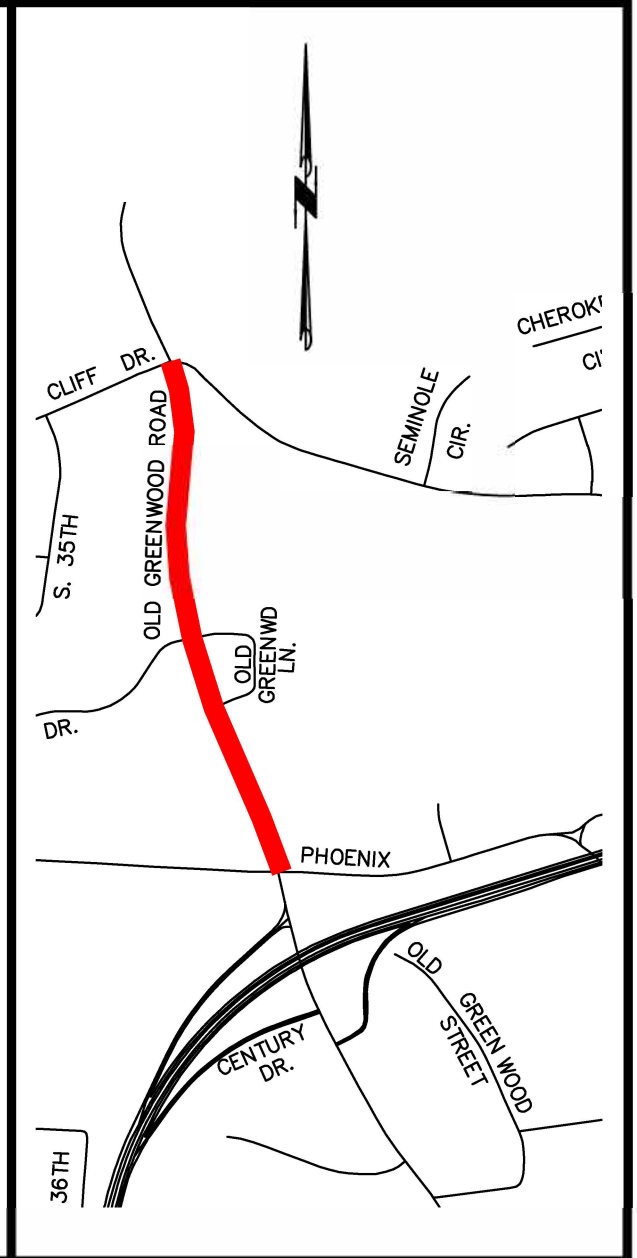
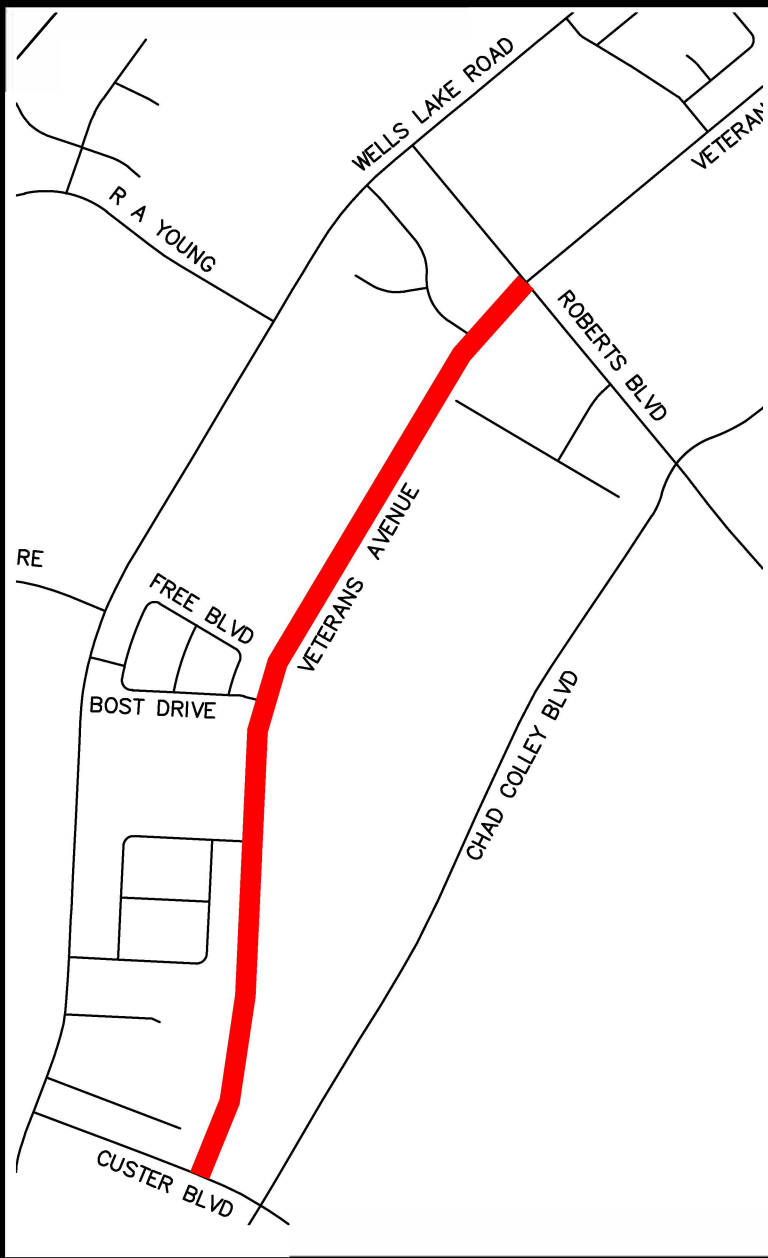
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2023 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



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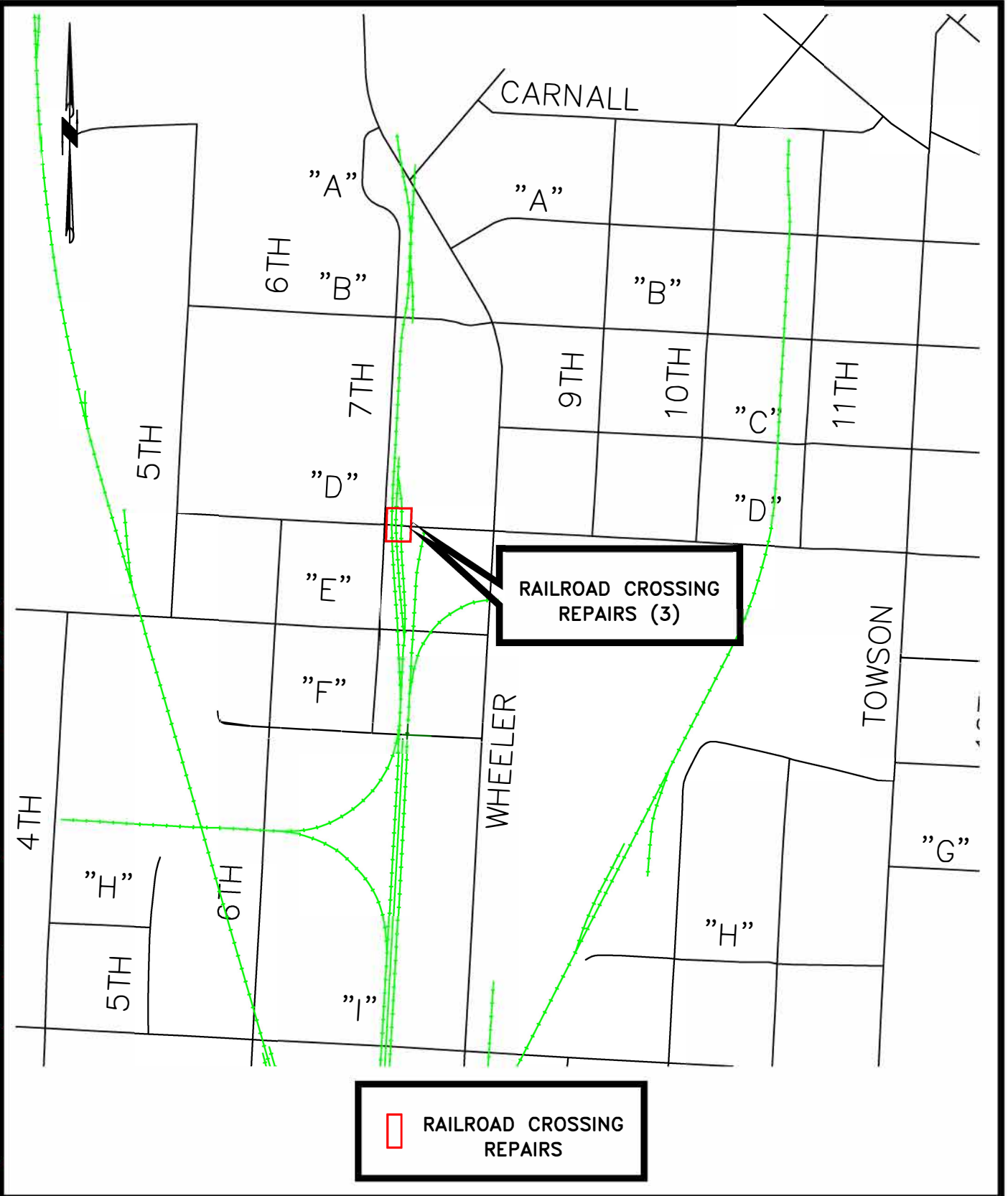


2023 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



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2023 CAPITAL IMPROVEMENTS PROGRAM  
RAILROAD CROSSING IMPROVEMENTS



Project:	
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## 2023 Neighborhood Drainage Projects

Location	Estimated Cost
<b>Mill Creek Bank Stabilization (200 Block of Navy Road)</b> This project will place rip rap along the banks of Mill Creek extending from the confluence with the Poteau River, upstream approximately 2200 feet. Severe erosion along the bank is threatening the Fort Smith Port Authority property and a railroad trestle that serves the port. (See page 15)	<b>\$3,000,000</b>
<b>5900 Block of Painter Lane (Peak Innovation Center)</b> This project will rechannelize approximately 600 feet of existing earthen channel upstream and downstream of the Peak Innovation Center. The existing channel is severely eroding and will be concrete lined. (See page 16)	<b>\$500,000</b>
<b>7600 Block of Martin Drive</b> This project will construct a small concrete channel extending west of Martin Drive approximately 300 feet, tying to an existing concrete channel south of Candlestick Court. The existing earthen channel ditch between the houses is a maintenance issue and flooding is threatening three houses. (See page 17)	<b>\$200,000</b>
<b>Total</b>	<b>\$3,700,000</b>



2023 CAPITAL IMPROVEMENTS PROGRAM  
MILL CREEK BANK STABILIZATION



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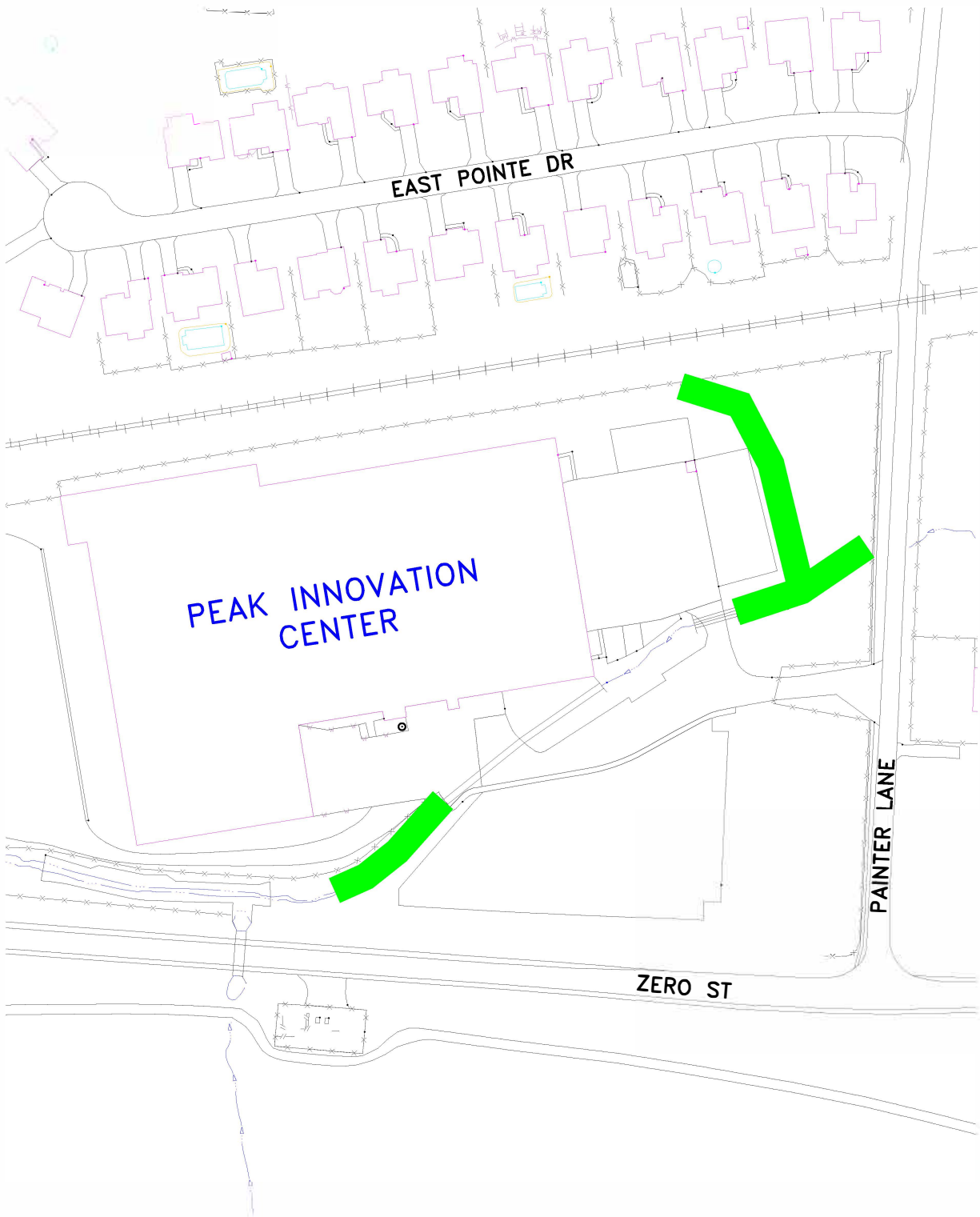
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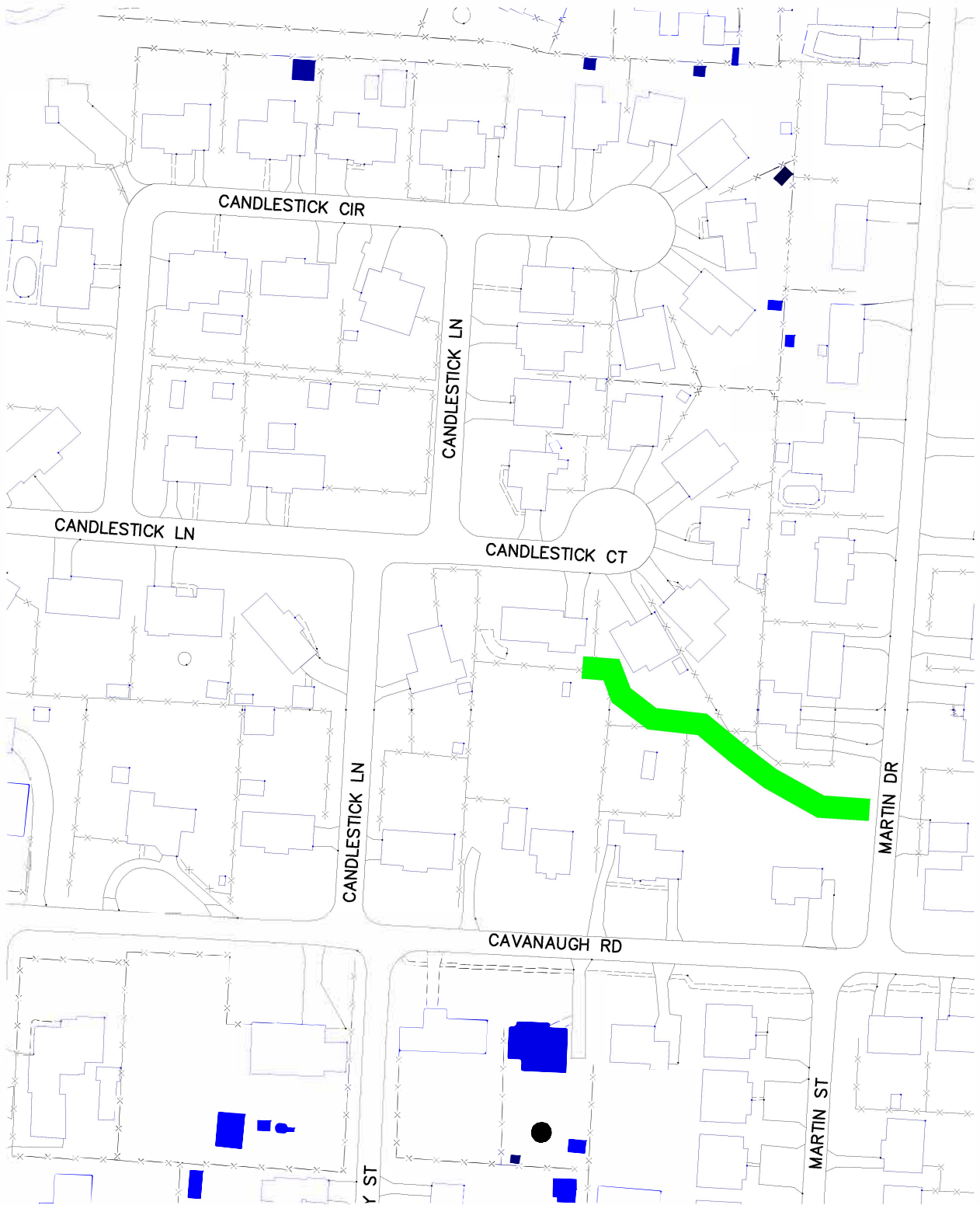


2023 CAPITAL IMPROVEMENTS PROGRAM  
DRAINAGE IMPROVEMENTS



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2023 CAPITAL IMPROVEMENTS PROGRAM  
DRAINAGE IMPROVEMENTS



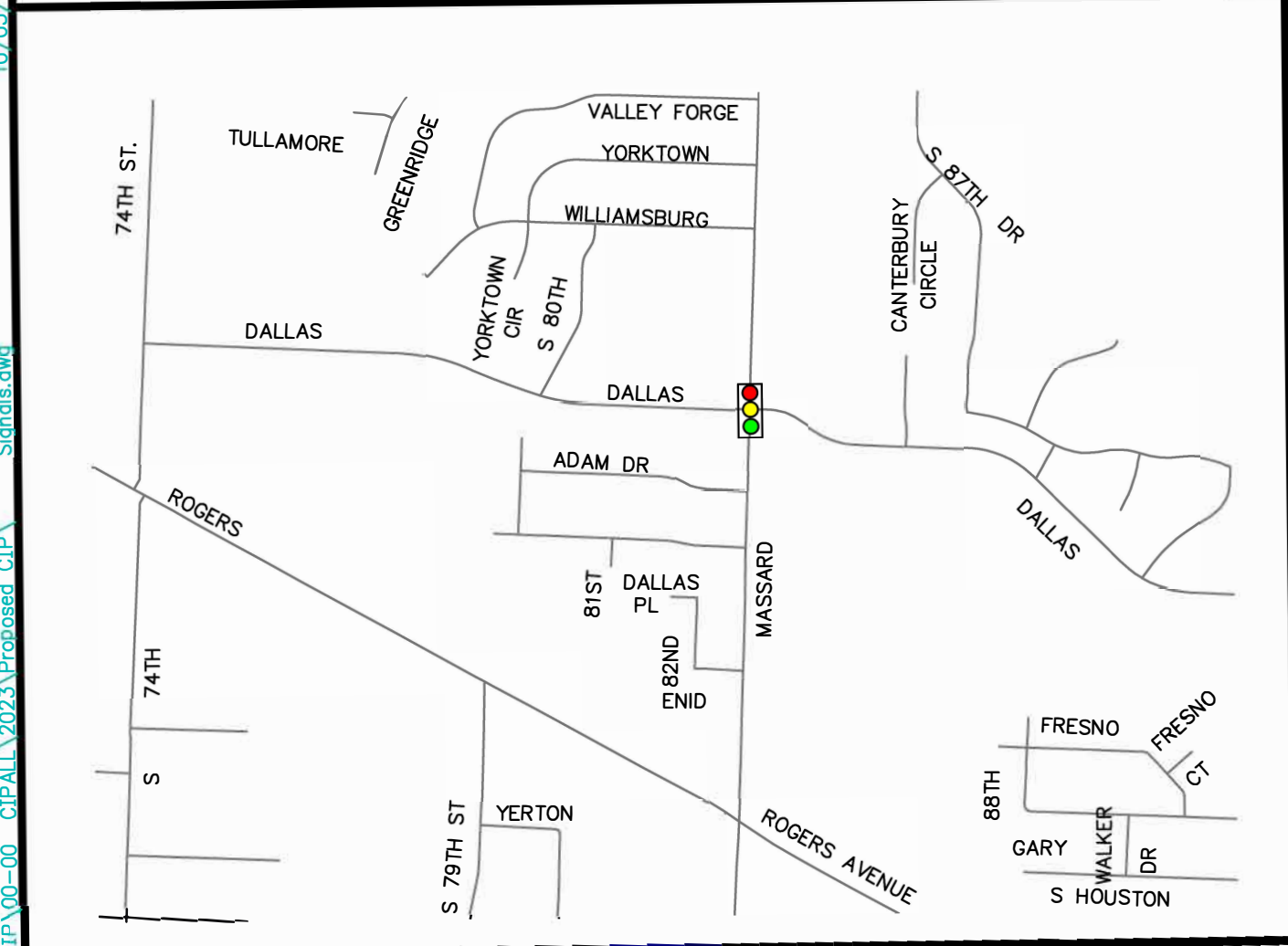
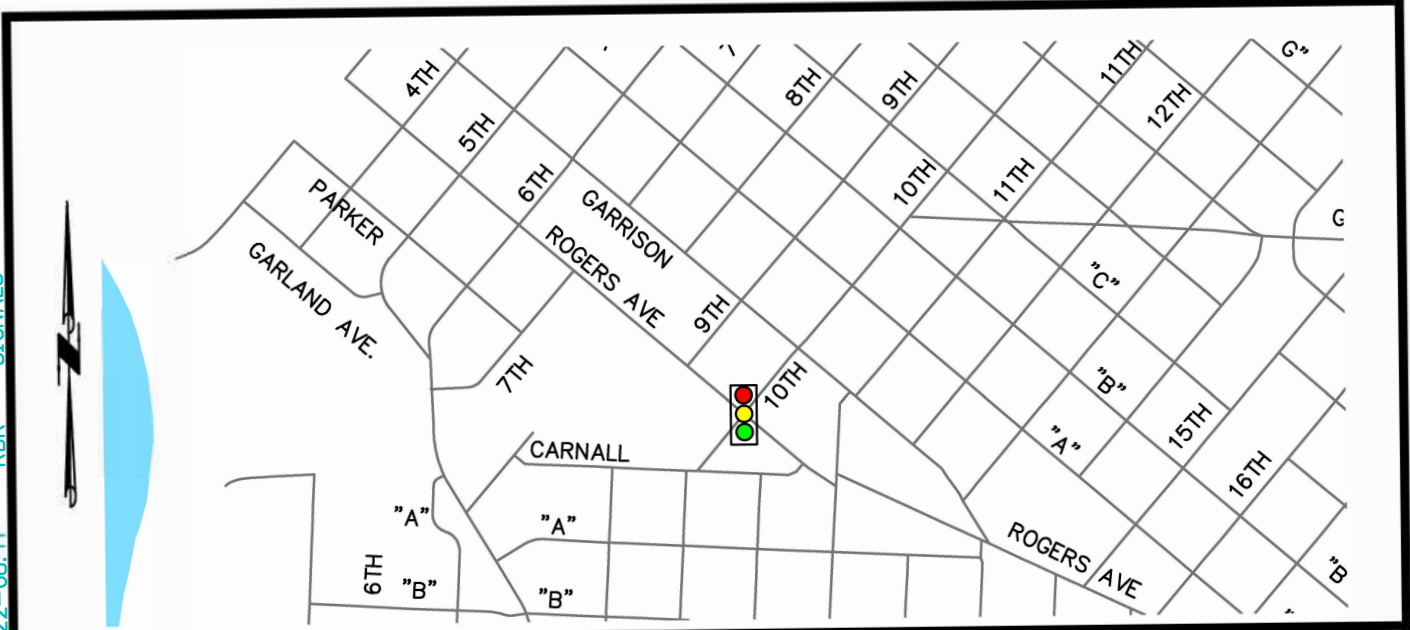
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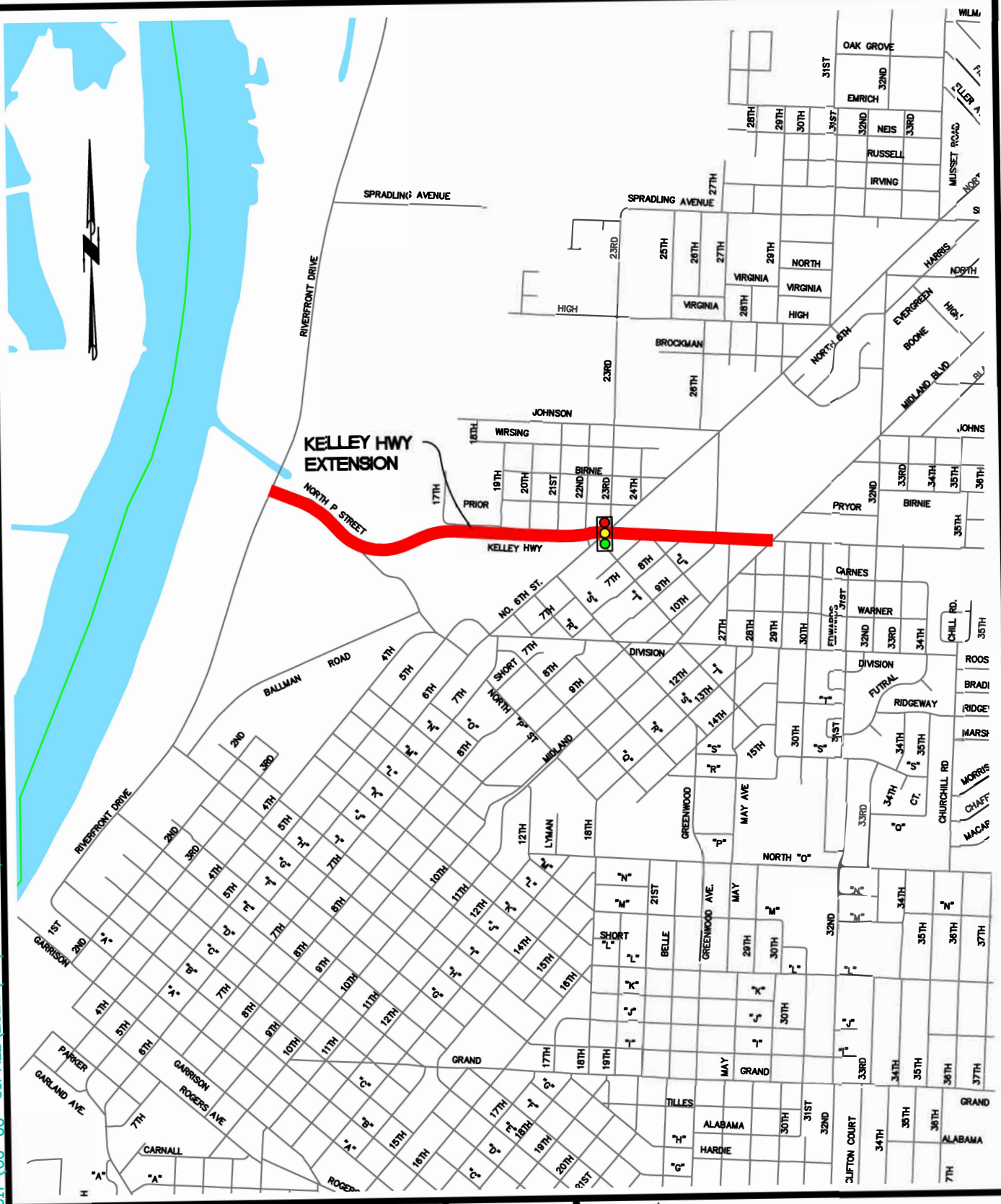




2023 CAPITAL IMPROVEMENTS PROGRAM  
SIGNAL IMPROVEMENTS



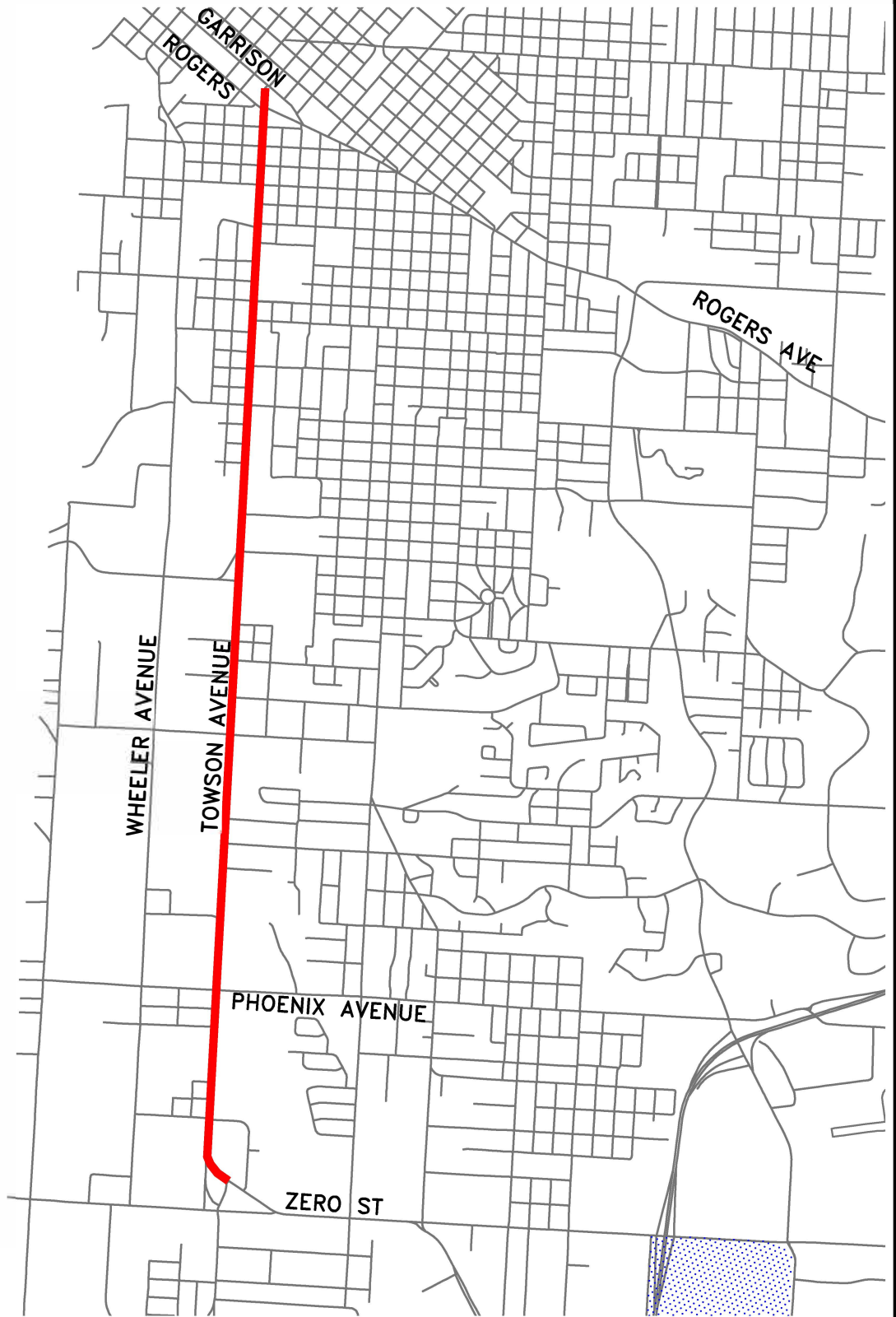
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2023 CAPITAL IMPROVEMENTS PROGRAM  
KELLEY HWY EXTENSION



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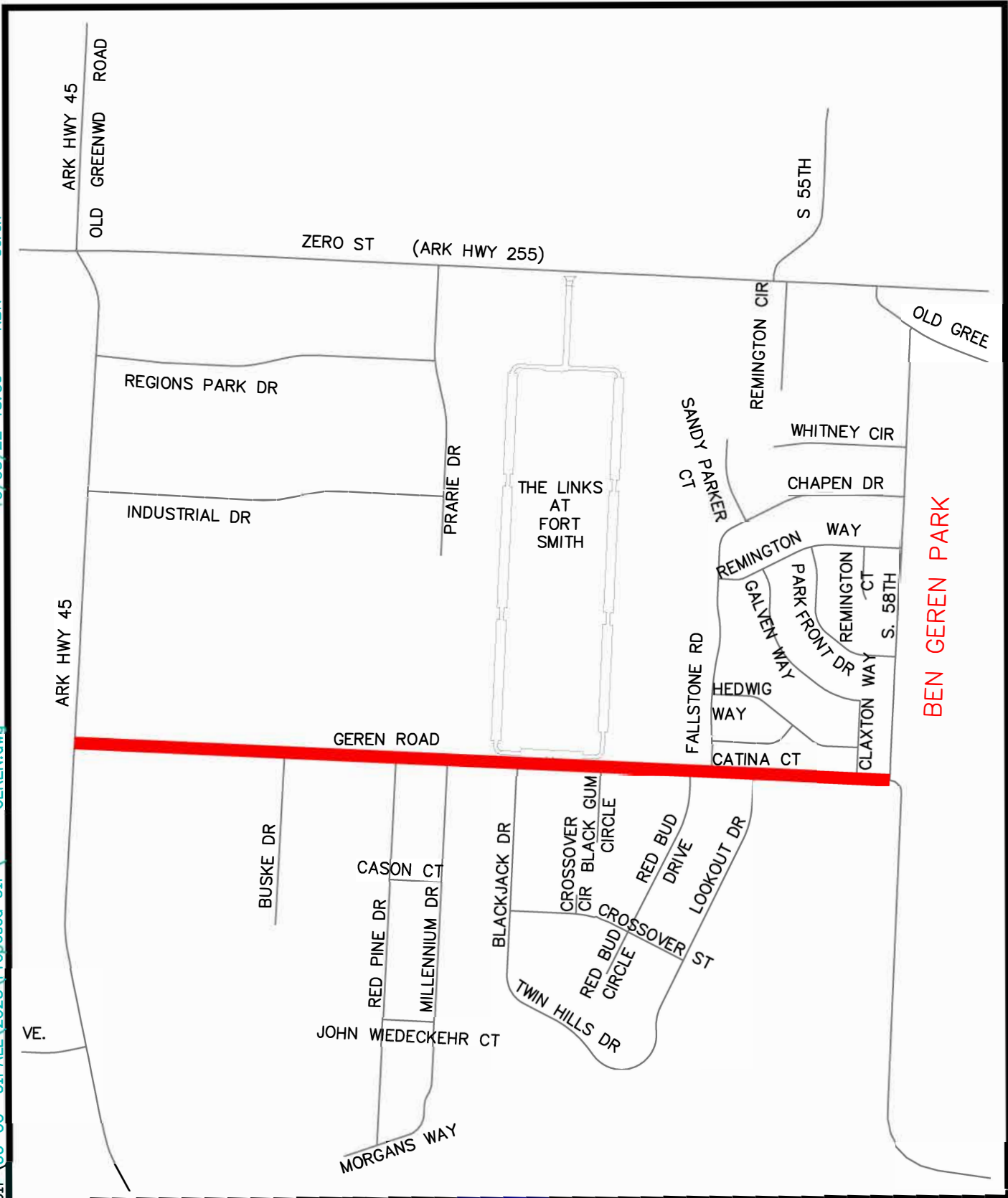


2023 CAPITAL IMPROVEMENTS PROGRAM  
TOWSON AVENUE



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2023 CAPITAL IMPROVEMENTS PROGRAM  
 GEREN RD RECONSTRUCTION



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RIVER BANK STABILIZATION

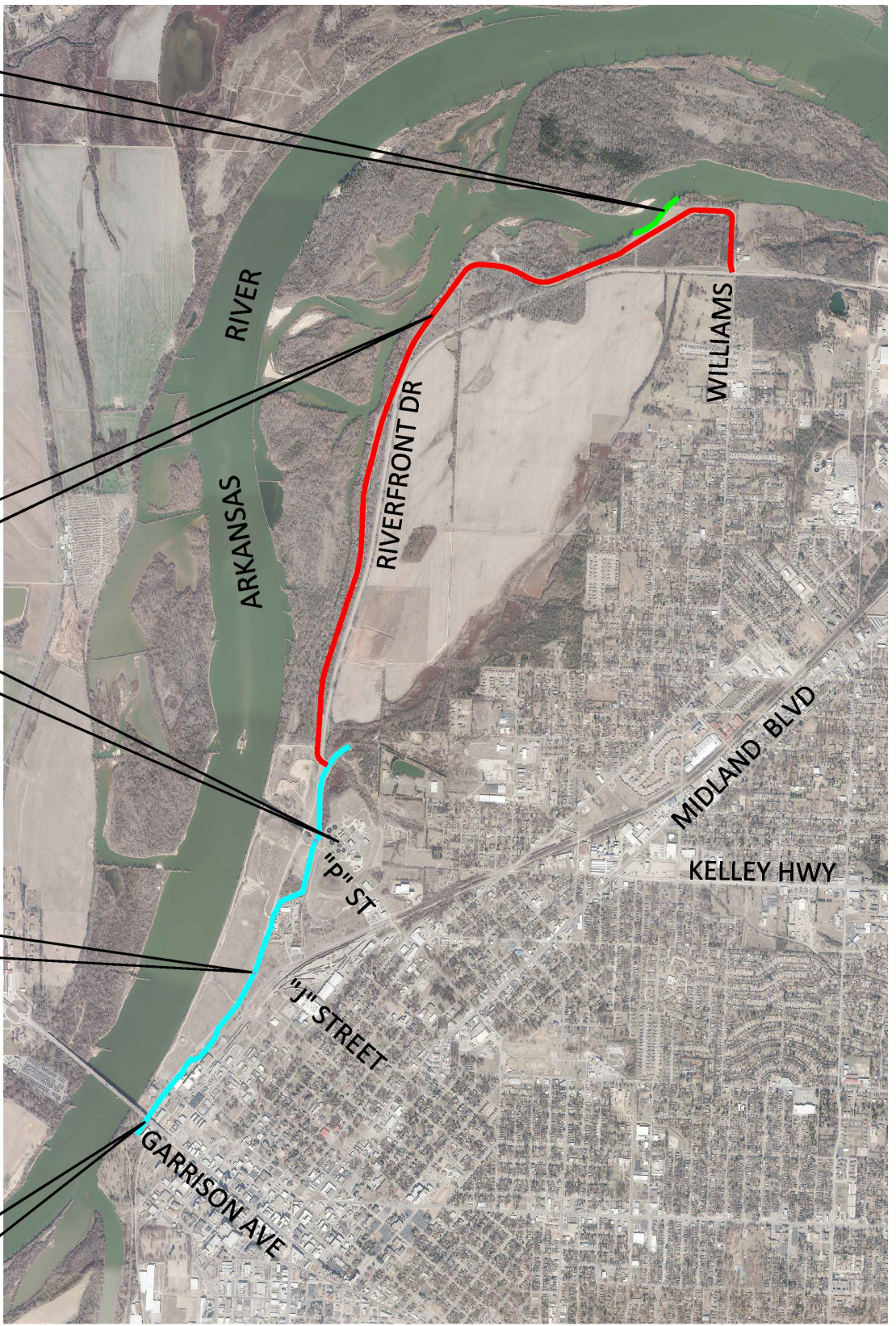


SOUTHERN ENTERPRISE LEVEE

"P" STREET PUMP STATION

"J" STREET PUMP STATION

FORT SMITH LEVEE AND FLOODWALL



FORT SMITH LEVEE & FLOODWALL SYSTEM

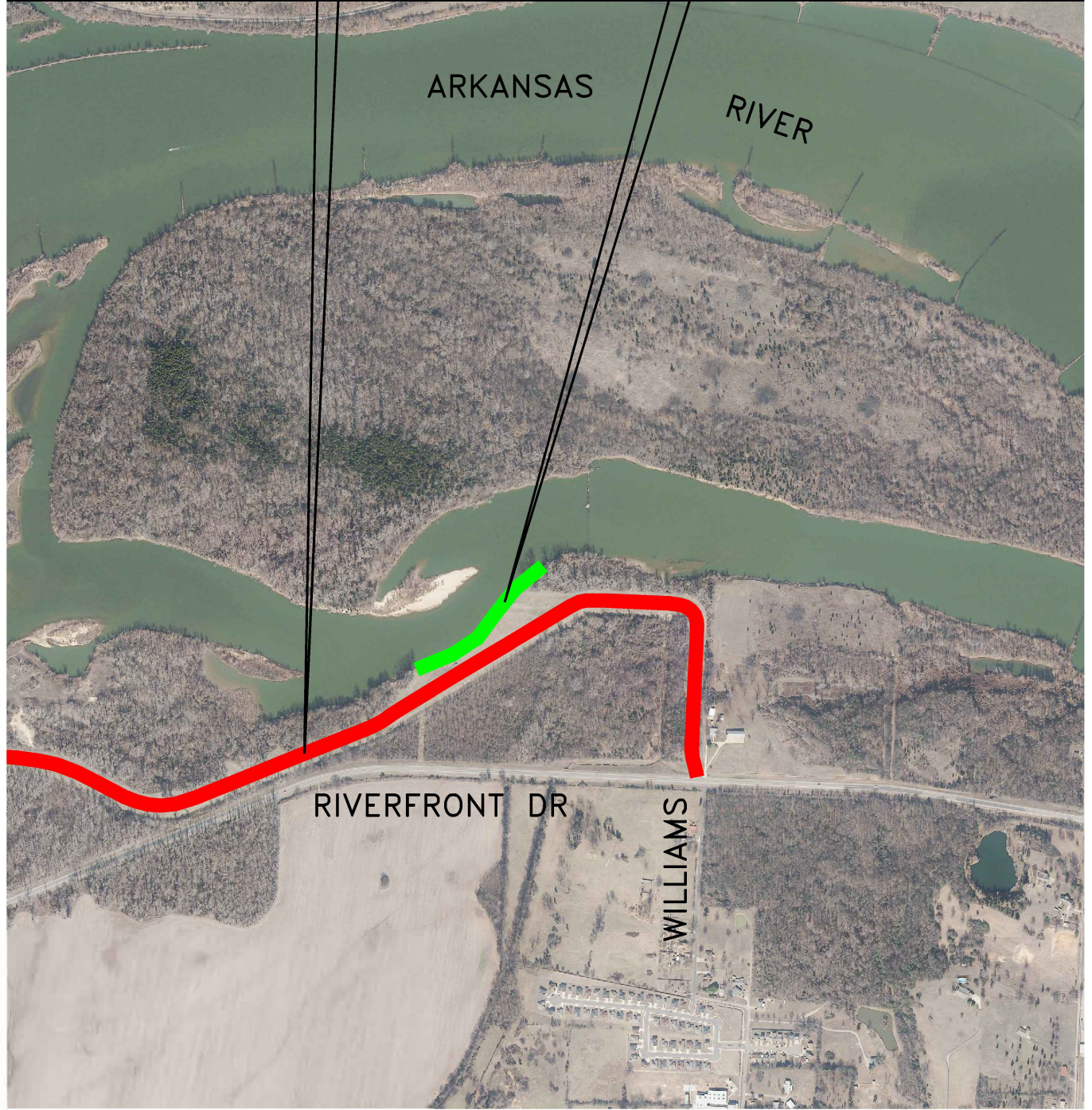


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SOUTHERN ENTERPRISE LEVEE

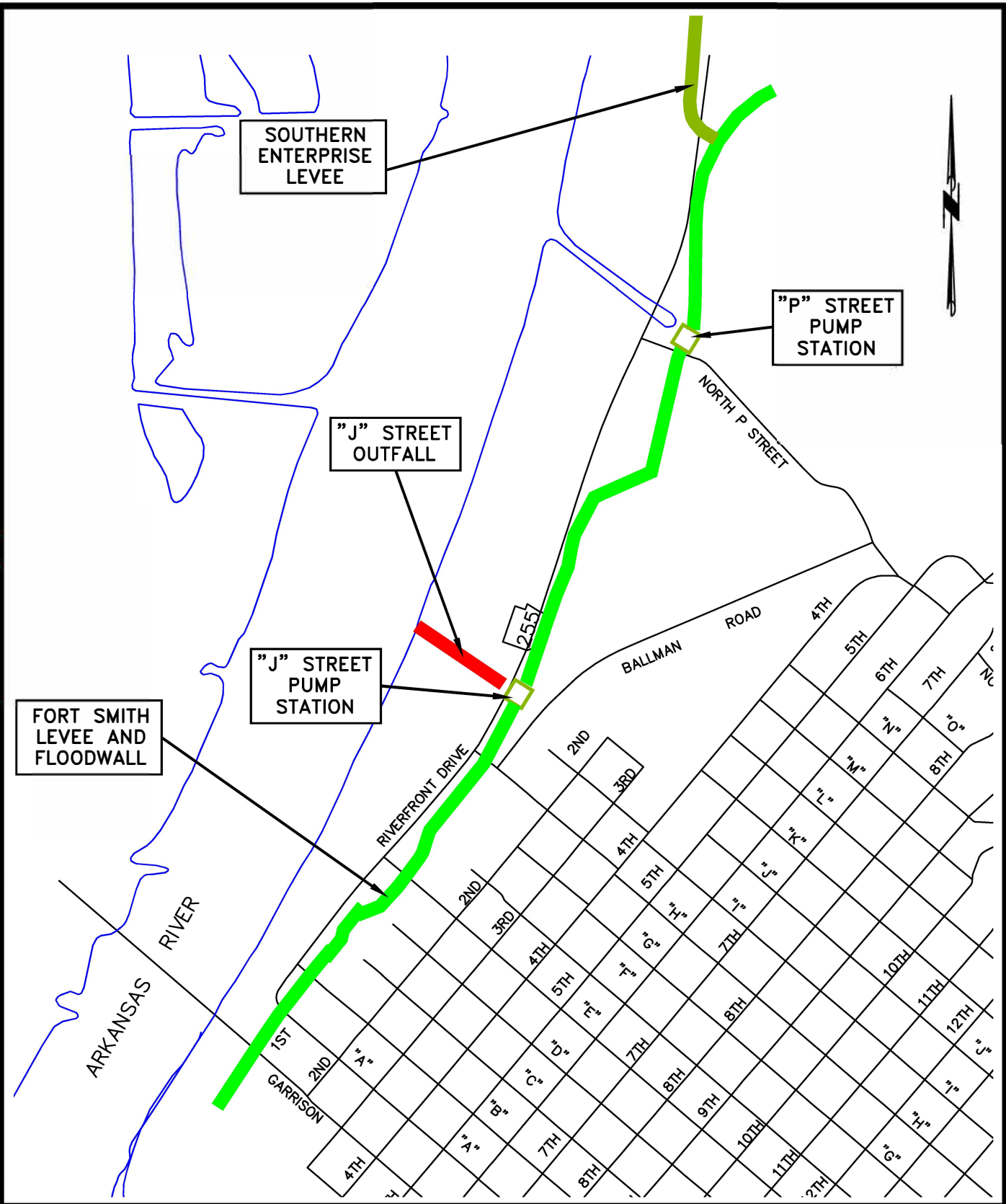
APPROXIMATE AREA OF RIVER BANK STABILIZATION (1600')



FORT SMITH  
RIVER BANK STABILIZATION



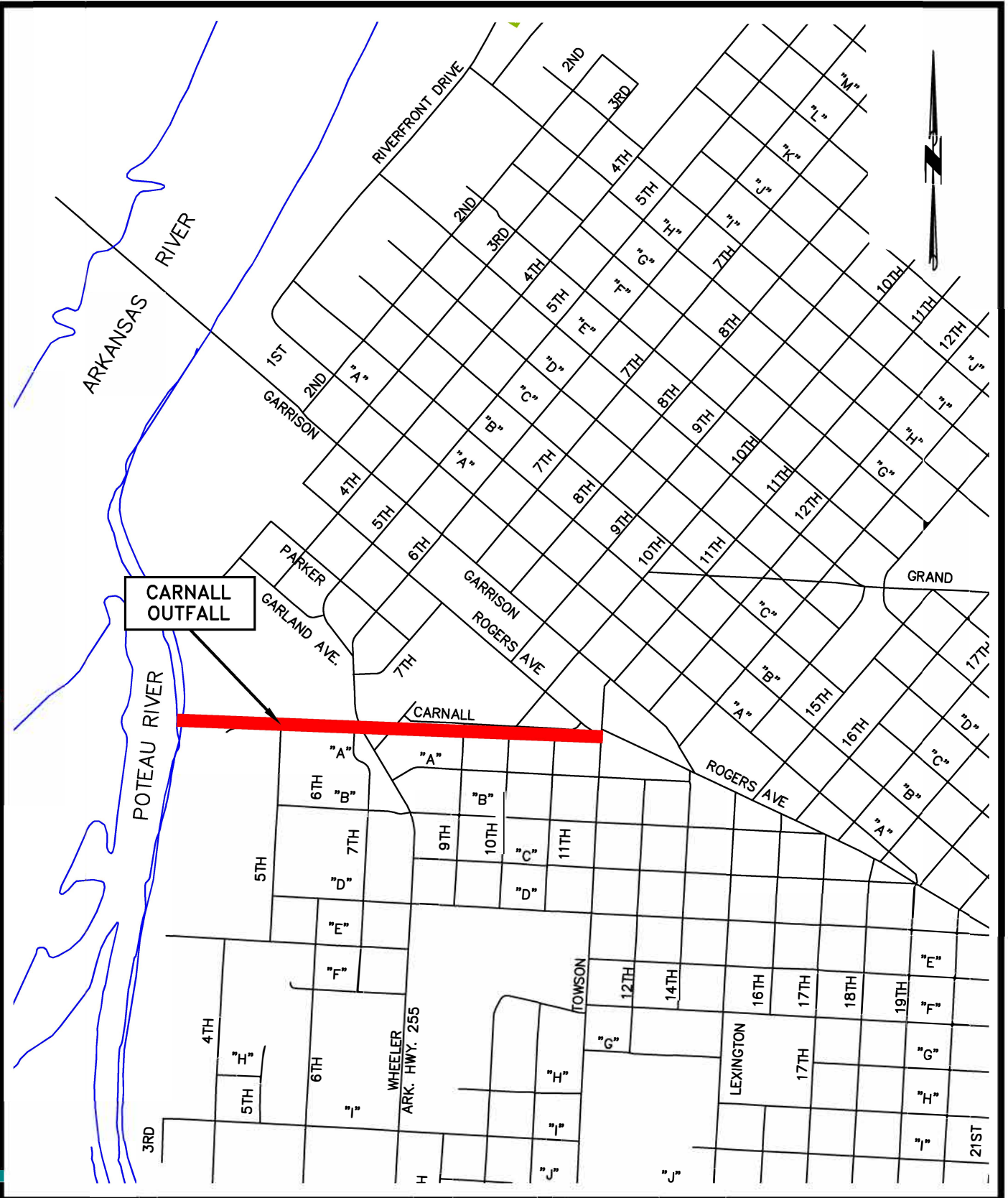
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Drawn By:	RBR Page: 24



2023 CAPITAL IMPROVEMENTS PROGRAM  
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 STORMDRAIN REHABILITATION



Project:	
Date:	Sept. 2022
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Drawn By:	RBR
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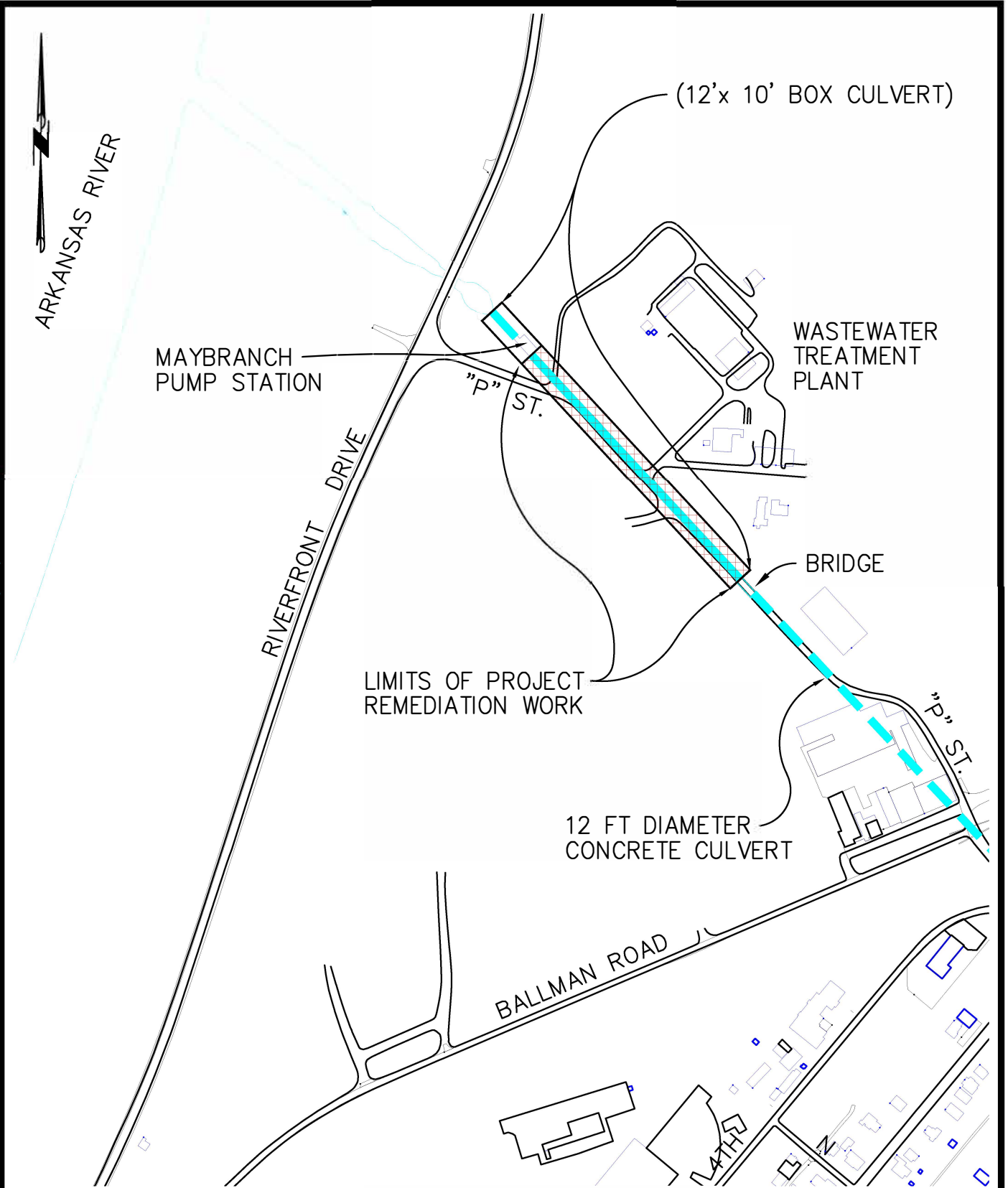


**CARNALL  
OUTFALL**

2023 CAPITAL IMPROVEMENTS PROGRAM  
 CARNALL OUTFALL LINE  
 STORMDRAIN REHABILITATION



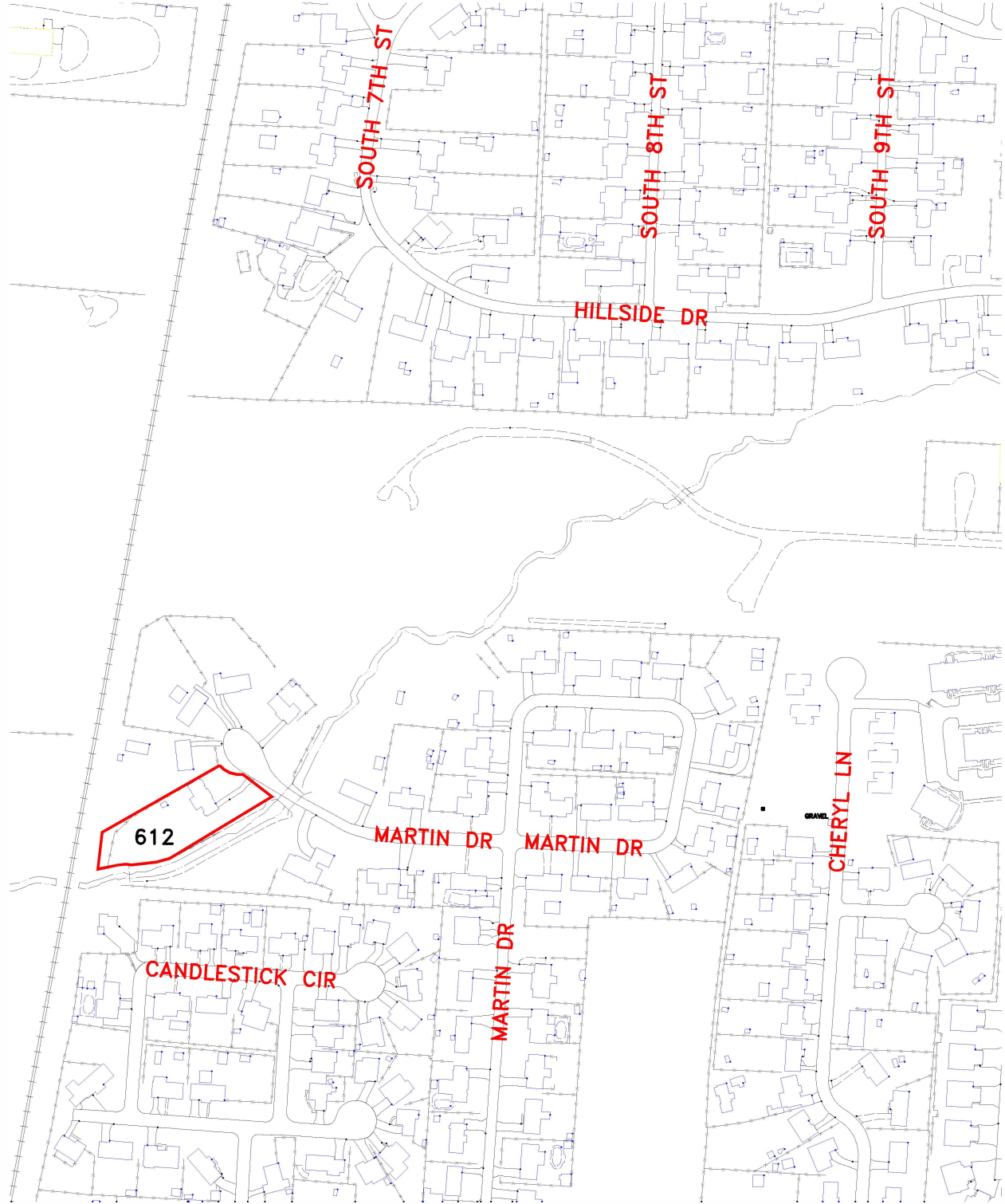
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2023 CAPITAL IMPROVEMENTS PROGRAM  
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Project:	
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2023 CAPITAL IMPROVEMENTS PROGRAM  
FLOODED RESIDENCE BUYOUT PROGRAM

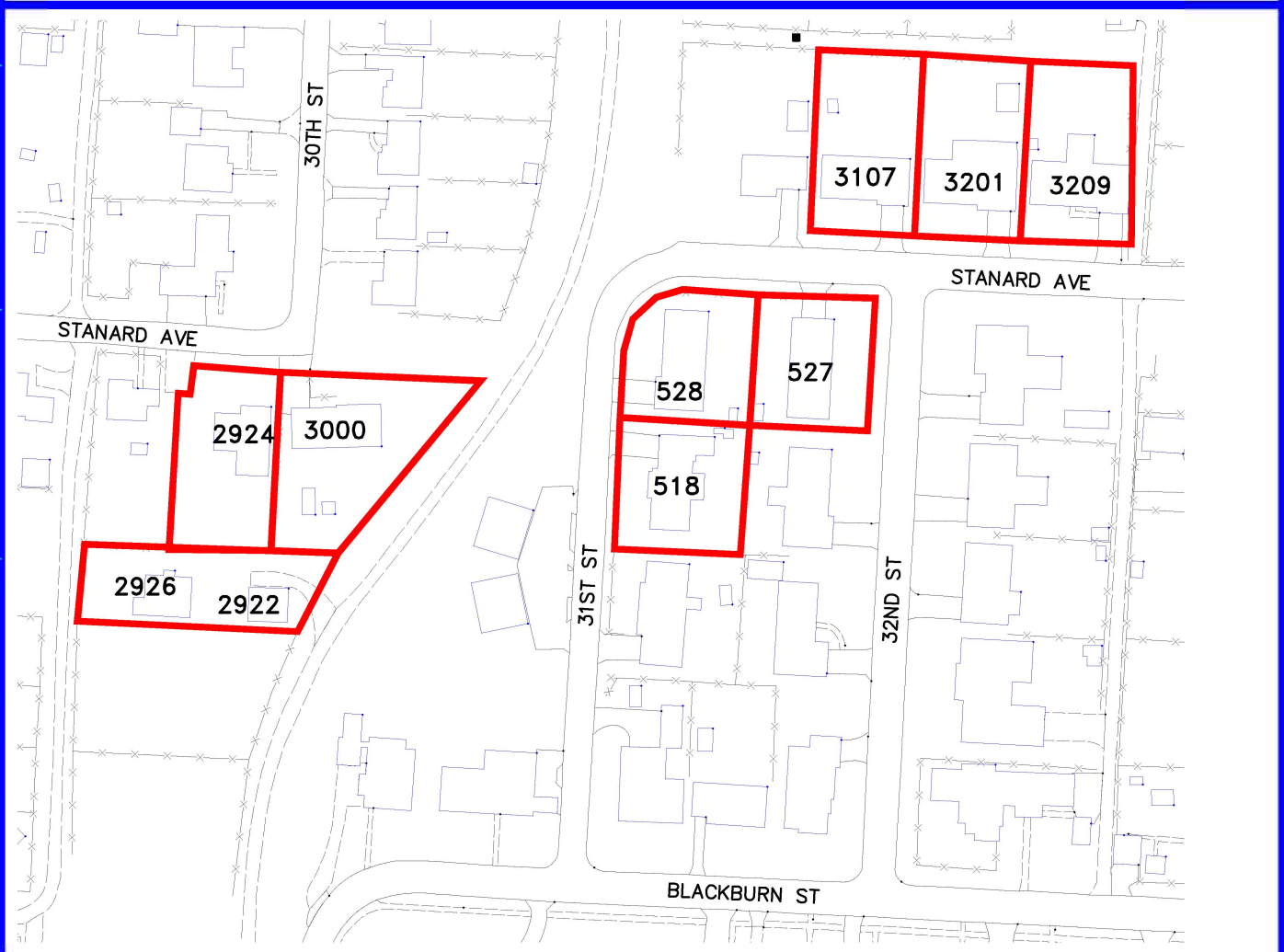
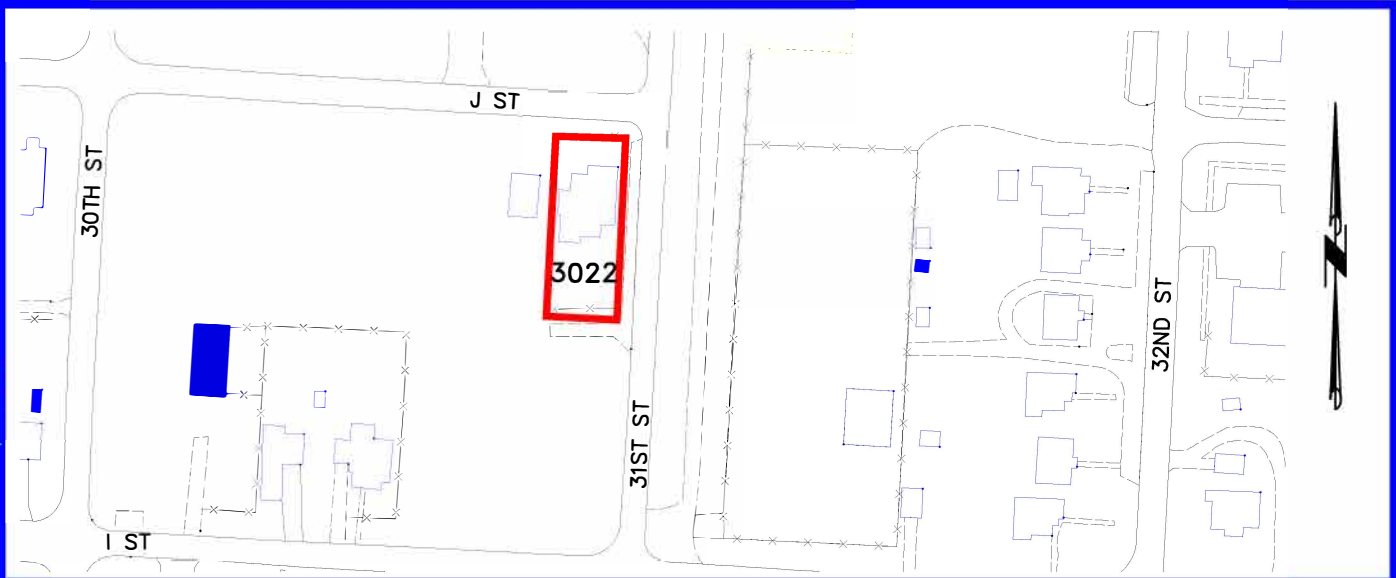


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Date: SEPT 2022

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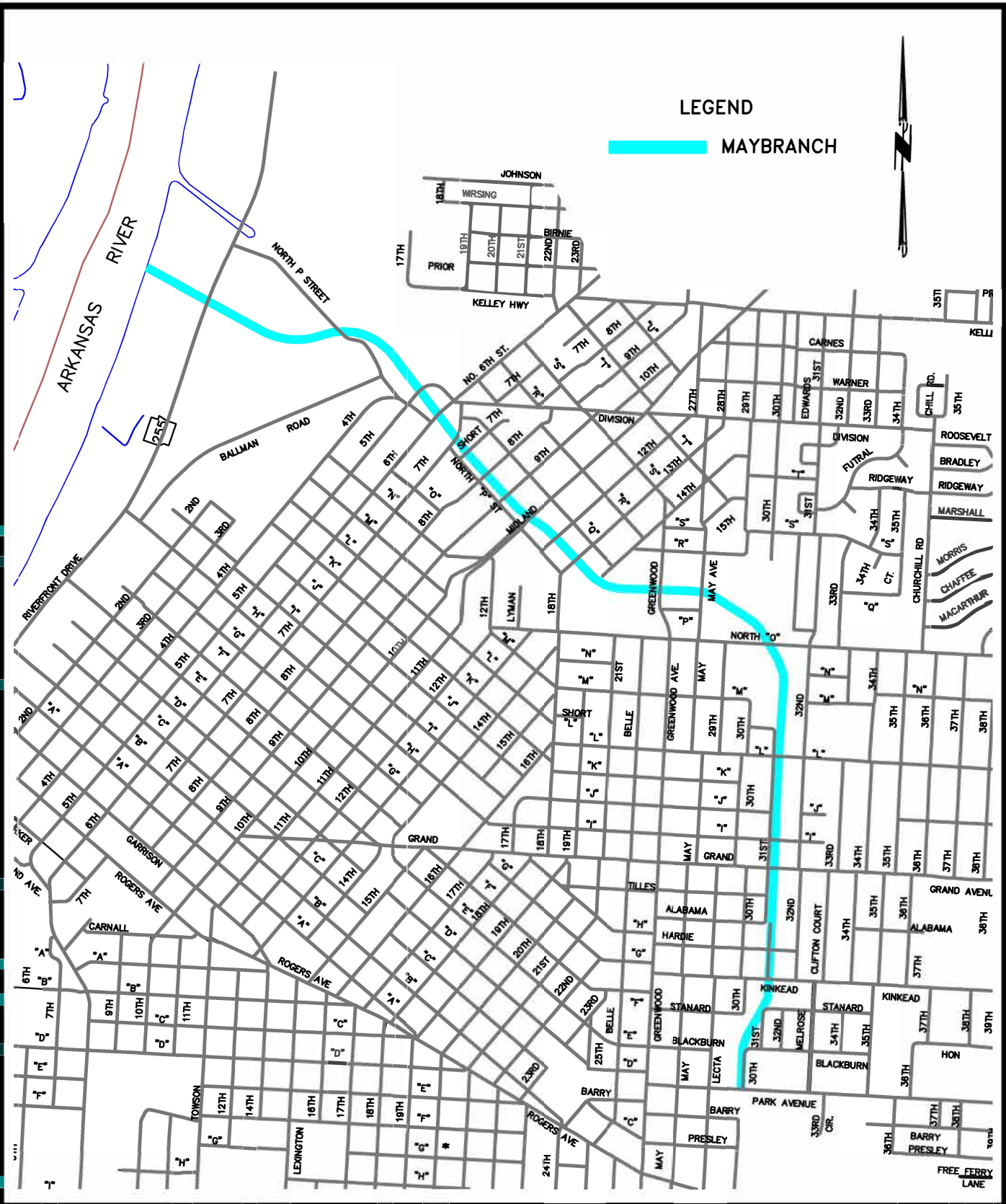


2022 FEMA HMPG GRANT PROPERTIES

2023 CAPITAL IMPROVEMENTS PROGRAM  
FLOODED RESIDENCE BUYOUT PROGRAM



Project:	
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Scale:	NONE
Drawn By:	RBR Page: 29

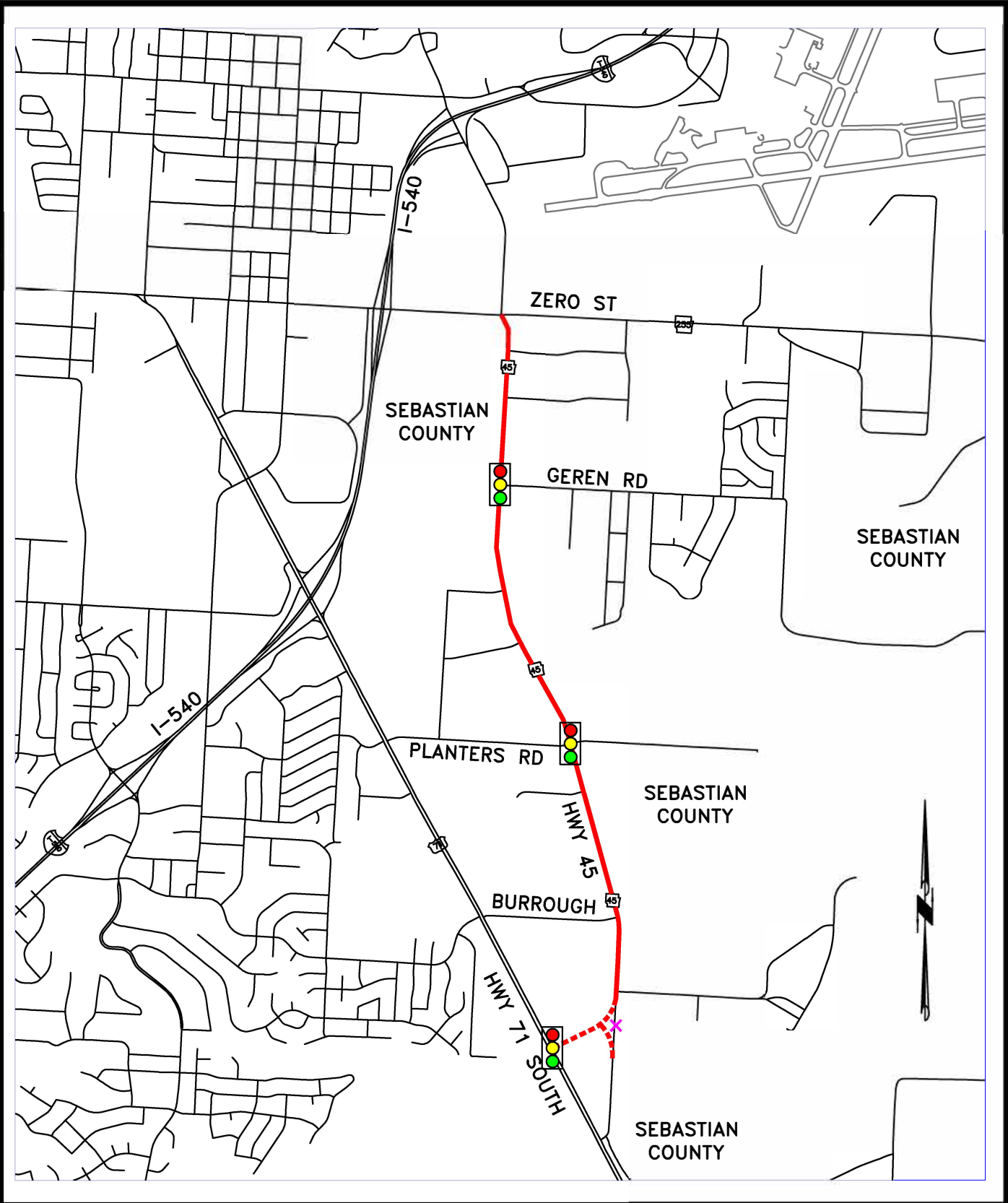


2023 CAPITAL IMPROVEMENTS PROGRAM  
 MAYBRANCH  
 DRAINAGE IMPROVEMENTS



Project:	
Date:	Sept. 2022
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2023 CAPITAL IMPROVEMENTS PROGRAM  
HWY 45 WIDENING



Project:	
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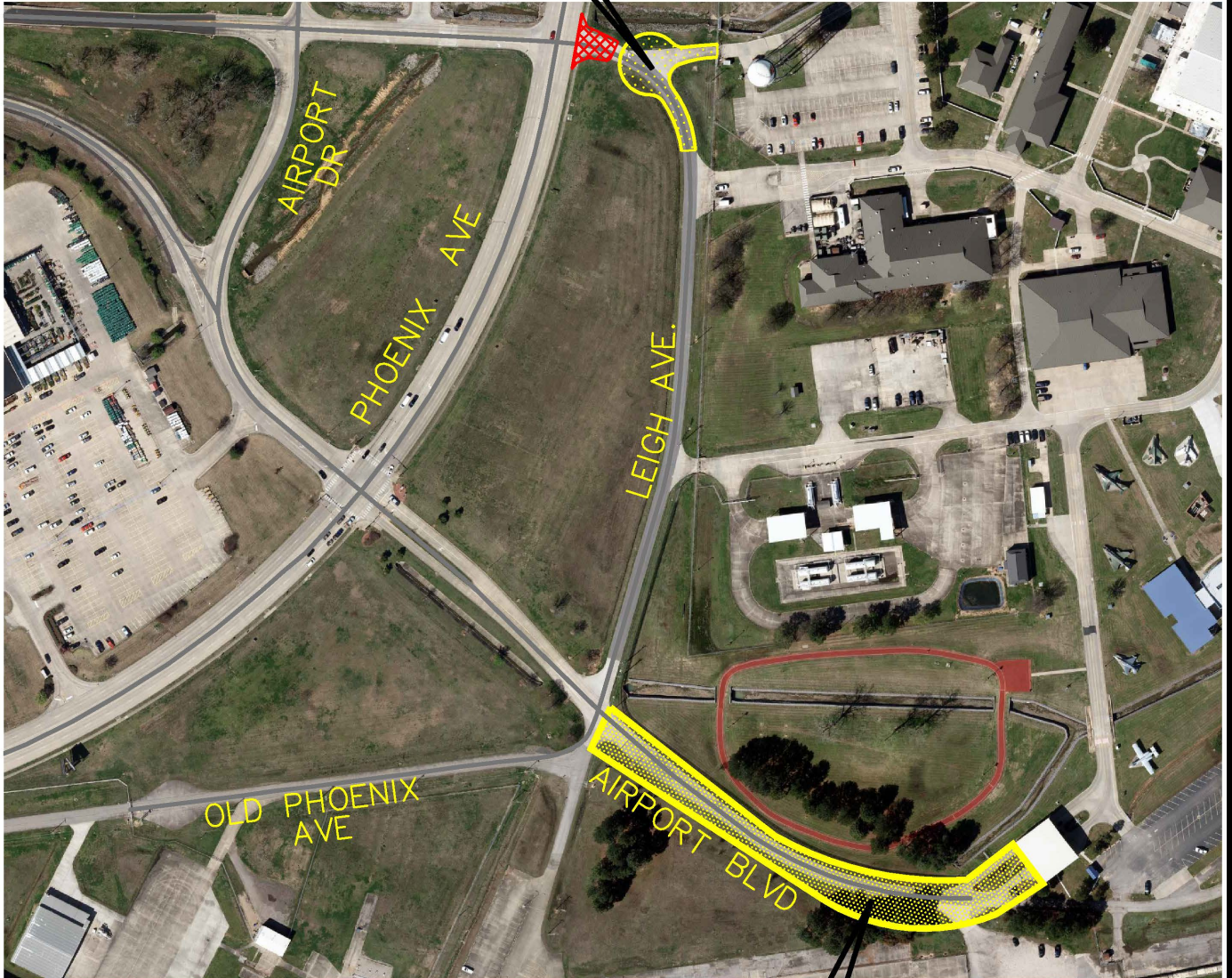
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2023 CAPITAL IMPROVEMENTS PROGRAM  
LEIGH AVENUE EXTENSION



Project:	
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PROPOSED  
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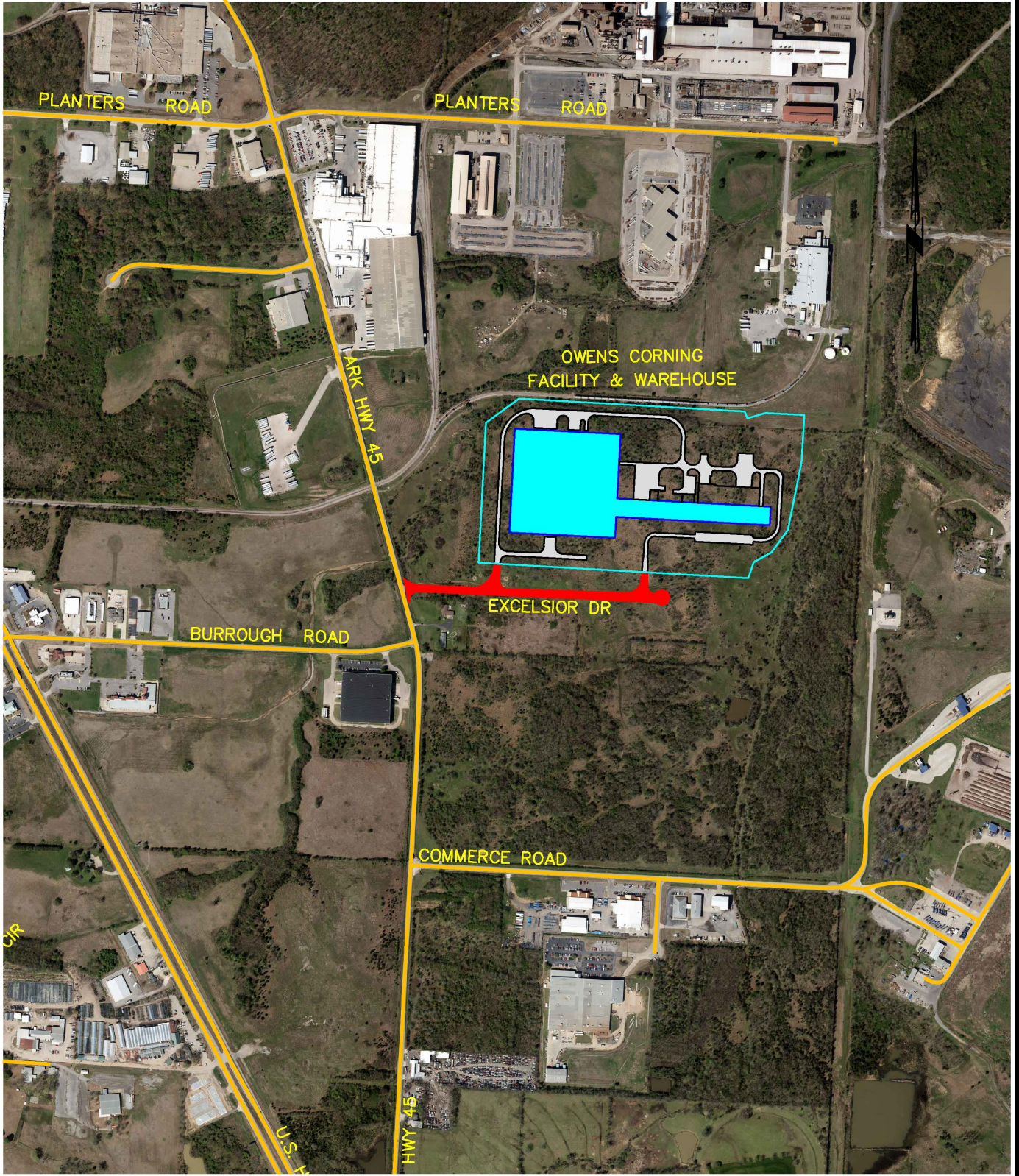
PROPOSED  
IMPROVEMENTS

2023 CAPITAL IMPROVEMENTS PROGRAM  
AIRPORT BLVD REALIGNMENT



Project:	
Date:	SEPT. 2022
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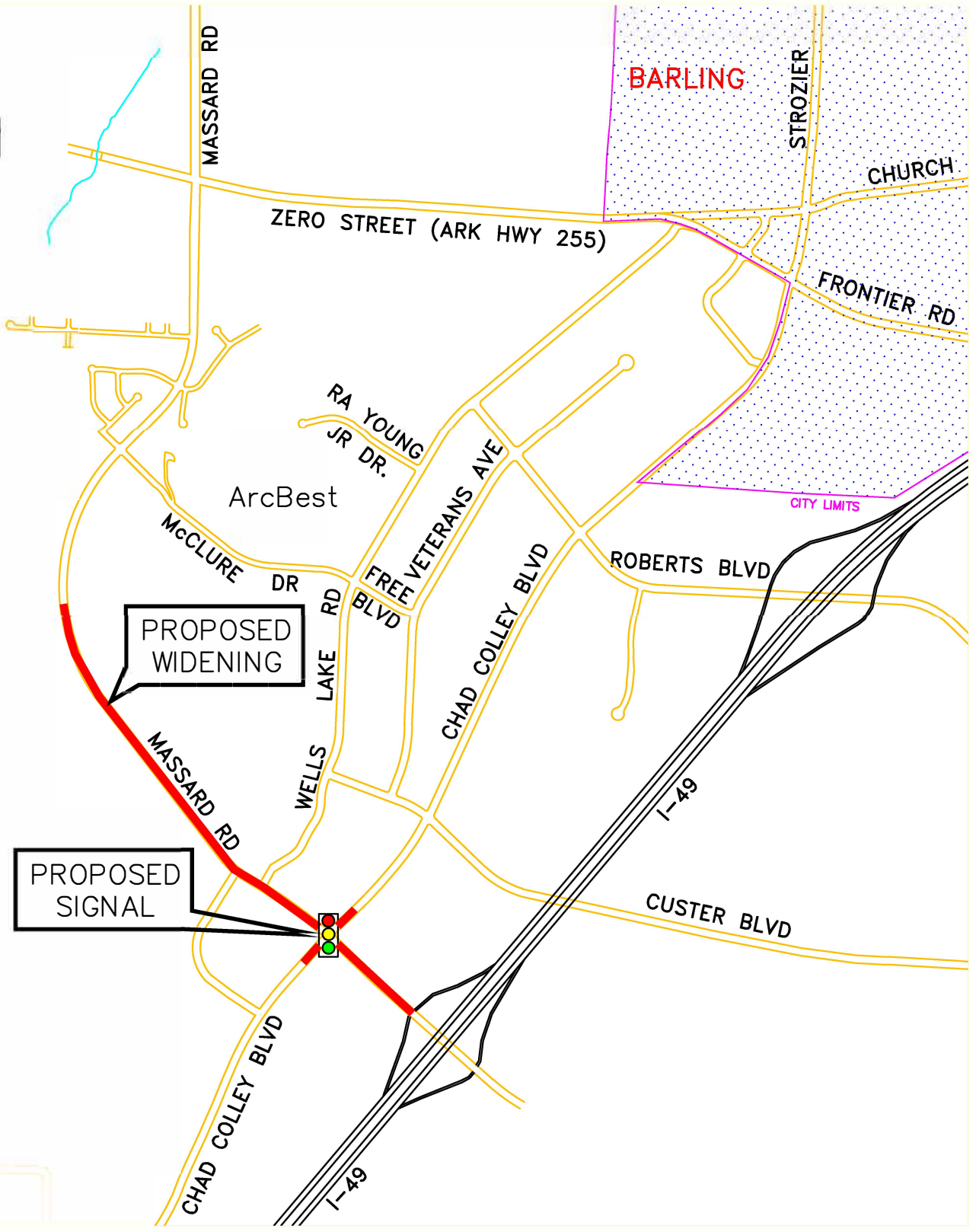


2023 CAPITAL IMPROVEMENTS PROGRAM  
EXCELSIOR DRIVE



Project:	
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2023 CAPITAL IMPROVEMENTS PROGRAM  
 MASSARD ROAD WIDENING TO I-49



Project:		
Date:	Sept. 2022	
Scale:	NONE	
Drawn By:	RBR	Page: 35