



**MAYOR**

George B McGill

**CITY ADMINISTRATOR**

Carl E Geffken

**CITY CLERK**

Sherri Gard

**BOARD OF DIRECTORS**

Ward 1 - Jarred Rego

Ward 2 - Andre' Good

Ward 3 - Lavon Morton

Ward 4 - George Catsavis

At-Large Position 5 - Christina Catsavis

At-Large Position 6 - Kevin Settle

At-Large Position 7 - Neal Martin

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# **AGENDA ~ Revised**

**Fort Smith Board of Directors**

## **REGULAR MEETING**

**November 6, 2024 ~ 6:00 p.m.**

**Blue Lion**

**101 North 2nd Street**

**Fort Smith, Arkansas**

***THIS MEETING IS BEING TELECAST LIVE ON THE  
CITY OF FORT SMITH GOVERNMENT ACCESS CHANNEL (COX CHANNEL 214)  
AND ONLINE AT THE FOLLOWING LINK:***

[https://fortsmithar.granicus.com/ViewPublisher.php?view\\_id=1](https://fortsmithar.granicus.com/ViewPublisher.php?view_id=1)

***Rescheduled from the November 4, 2024 Regular Meeting***

### **INVOCATION & PLEDGE OF ALLEGIANCE**

### **ROLL CALL**

### **PRESENTATION BY MEMBERS OF THE BOARD OF DIRECTORS OF ANY ITEMS OF BUSINESS NOT ALREADY ON THE AGENDA FOR THIS MEETING**

### **APPROVE MINUTES OF THE OCTOBER 22, 2024 REGULAR MEETING**

### **ITEMS OF BUSINESS**

1. Ordinance rezoning identified property and amending the zoning map (*Residential Single-Family Low Density (RS-1) to Residential Single-Family Medium/High Density (RS-3) at 5800 Cliff Drive*) (*Planning & Zoning*)
2. Items regarding proposed annexation (*Highway 271 / Highway 253*): (*Planning & Zoning*)
  - 2A. Ordinance annexing certain lands that are surrounded by the incorporated limits of the City of Fort Smith and the Arkansas-Oklahoma boundary line and for other purposes (*Highway 271 / Highway 253*) (*Planning & Zoning*)

- 2B. Ordinance amending the 2019 Unified Development Ordinance of the City of Fort Smith (*Retail sales of fireworks and Open-1 Zoning District*) (*Planning & Zoning*)
- 2C. Ordinance amending Sections 10-91, 10-92 and 10-93 of the Fort Smith Municipal Code (*Retail sales of fireworks*) (*Planning & Zoning*)
- 2D. Ordinance amending Section 14-27(a), amending Section 14-27(d), establishing Section 14-27(f), and establishing Section 14-27(g) of the Fort Smith Municipal Code (*Discharge of firearms*) (*Planning & Zoning*)
- 2E. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Industry, and Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential / Rezoning: Extraterritorial Jurisdiction Open-1 to Open-1 by classification properties located on or in the vicinity of U.S. Highway 271; Torrington Road; Torrington Way; Rutgers Road; U.S. Highway 253; Whippoorwill Lane; Rabbit Run Road; Rannoch Trace; Old Highway 271; Fianna Way; Vickery Lane; Texas Road; Ridge Point Drive; and, Dixon Lane*) (*Planning & Zoning*)
- 2F. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Light Industrial to General Commercial / Rezoning: Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL) to Commercial Moderate (C-3) by classification at 8520 U.S. Highway 271 South*) (*Planning & Zoning*)
- 2G. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial / Rezoning: Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Industrial Light (I-1) by Classification at 9022 U.S. Highway 271; 9100 U.S. Highway 271; and, parcel located on the west side U.S. Highway 271*) (*Planning & Zoning*)
- 2H. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Industry to General Commercial / Rezoning: Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Commercial Heavy (C-5) by Classification at 9311 U.S. Highway 271 South and 9500 U.S. Highway 271 South*) (*Planning & Zoning*)
- 2I. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Industry to Industry / Rezoning: Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2) to Industrial Moderate (I-2) by classification at 9701, 9705, 9707, 9709, 9711, 9713, and 9715 Highway 271; and, 9604 & 9700 U.S. Highway 271 South*) (*Planning & Zoning*)

- 2J. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial / Rezoning: Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Industrial Light (I-1) at 9916 & 10018 Highway 271 South*) (Planning & Zoning)
- 2K. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Light Industrial to General Commercial / Rezoning: Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1 SPL) to Commercial Heavy (C-5) by classification at 10015 & 10017 Dixon Lane*) (Planning & Zoning)
- 2L. Ordinance amending the Master Land Use Plan map and rezoning identified property and amending the zoning map (*Master Land Use Plan: Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial / Rezoning: Extraterritorial Jurisdiction Industrial Light (ETJ I-1-SPL) to Industrial Light (I-1) by classification at 9800 U.S. Old Highway 271*) (Planning & Zoning)
- 3. Capital Improvement Plans: (City Clerk)
  - 3A. Resolution approving and authorizing implementation of the five-year (2025-2029) Sales Tax Program for Streets, Bridges and Associated Drainage Improvements ~ *Presented at the October 15, 2024 study session; Good/Morton placed on agenda at the October 29, 2024 study session ~ (Engineering)*
  - 3B. Resolution approving and authorizing implementation of the ten-year (2025-2034) Streets and Traffic Control Capital Improvements Plan and implementation of the 2025 Sidewalk Program ~ *Presented at the October 15, 2024 study session; Good/Morton placed on agenda at the October 29, 2024 study session ~ (Streets & Traffic Control)*
  - 3C. Resolution approving and authorizing implementation of the five-year (2025-2029) 1/8% Sales and Use Tax Program for Parks and Recreation Capital Improvements ~ *Presented at the October 15, 2024 study session; Good/Morton placed on agenda at the October 29, 2024 study session ~ (Parks & Recreation)* ♦
  - 3D. Resolution approving and authorizing implementation of the ten-year (2025-2034) Capital Improvement Plan for the Solid Waste Services Department ~ *Good/Morton placed on agenda at the October 29, 2024 study session ~ (Solid Waste Services)*
  - 3E. Resolution adopting the 2024 Transit Asset Management Plan for the Fort Smith Transit Department ~ *Presented at the October 15, 2024 study session; Good/Morton placed on agenda at the October 29, 2024 study session ~ (Transit)*
  - 3F. Resolution approving and authorizing implementation of the five-year (2025-2029) Personnel and Capital Improvement Plan for the Fort Smith Police Department ~ *Good/Morton placed on agenda at the October 29, 2024 study session ~ (Police)* ♦

- 3G. Resolution approving and authorizing implementation of the five-year (2025-2029) Sales and Use Tax Program for Fire Department Capital Improvements ~ *Presented at the October 15, 2024 study session; Good/Morton placed on agenda at October 29, 2024 study session ~ (Fire)*
- 3H. Resolution accepting and authorizing implementation of the 2025 Capital Improvement Plan for Water ~ *Good/Morton placed on agenda at the October 29, 2024 study session ~ (Water Utilities)* ♦
- 3I. Resolution accepting and authorizing implementation of the 2025 Capital Improvement Plan for Non-Consent Decree Wastewater ~ *Good/Morton placed on agenda at the October 29, 2024 study session ~ (Water Utilities)* ♦
- 3J. Resolution accepting the twelve-year (2025-2036) Capital Improvement Plan for Consent Decree Wastewater and authorizing implementation of the 2025 Capital Improvement Plan for Consent Decree Wastewater ~ *Good/Morton placed on agenda at the October 29, 2024 study session ~ (Water Utilities)* ♦ ●
- 4. Resolution accepting the bid of and authorizing the Mayor to execute a contract with Royal Ridge Construction, LLC for the 2016 SSA Remedial Measures, Sub-Basin S007, Project No. 17-12-C1 (\$4,530,534.00 / *Budgeted / Water Utilities - 5/8% Sales Tax*) ~ *Tabled to the November 4, 2024 regular meeting at the October 22, 2024 regular meeting ~ (Water Utilities)* ♦ ●
- 5. Consent Agenda
  - 5A. Resolution authorizing the Mayor to execute the first amendment to the management agreement with OVG Facilities, LLC regarding off-site catering services ~ *G. Catsavis/Settle placed on the agenda at the October 29, 2024 study session ~ (City Administrator)*
  - 5B. Resolution authorizing Change Order No. 1 to the agreement with Van Horn Construction, Inc. for providing construction management services for the May Branch Outfall Culvert Remediation, Project No. 21-06-E (\$692,441.00 and *additional 60 days / Budgeted / Engineering - Sales Tax Program*) (*Engineering*)
  - 5C. Resolution accepting bid for the purchase of City owned real property known as 724 Garrison Avenue (*Finance*)
  - 5D. Resolution accepting bid and authorizing the purchase and installation of an inclusive playground and site improvements at Tilles Park (\$1,357,892.61 / *Budgeted / Parks and Recreation - 1/8% Sales and Use Tax*) (*Parks & Recreation*) ♦
  - 5E. Resolution accepting Change Order No. 1 with Steve Beam Construction, Inc. for construction of Maybranch Greenway, Phase IA (\$211,093.00 and *additional 130 days / Budgeted / Parks and Recreation - 1/8% Sales and Use Tax*) (*Parks & Recreation*) ♦

- 5F. Resolution accepting Reconciliation Change Order No. 1 with Crawford Construction Company for construction of Creekmore Park Patio and Sidewalk and Drainage Improvements (\$39,441.00 / Budgeted / Parks and Recreation - 1/8% Sales and Use Tax) (Parks & Recreation) ♦
- 5G. Resolution accepting completion and authorizing final payment to Crawford Construction Company for construction of Creekmore Park Sidewalks & Drainage Improvements (\$133,998.64 / Budgeted / Parks and Recreation - 1/8% Sales and Use Tax) (Parks & Recreation) ♦
- 6. Ordinance to ratify and confirm the cancelation and rescheduling of the November 4, 2024 Board of Directors regular meeting (City Clerk)

#### **OFFICIALS FORUM - presentation of information requiring no official action**

- Mayor
- Directors
- City Administrator

#### **EXECUTIVE SESSION**

- Performance evaluation - City Administrator ~ *Per employment agreement with Carl Geffken; Martin/Morton placed a performance evaluation on agenda at the October 8, 2024 regular meeting whereby the Board concurred to combine the subject evaluation with the regularly scheduled annual evaluation in December ~*
- Appointment: National League of Cities (NLC) Voting Delegates (2)  
*NLC City Summit / November 13-16, 2024 / Tampa, Florida*

#### **ADJOURN**



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Rezoning Application No. 20-10-24 from Residential Single Family Low Density (RS-1) to Residential Single-Family Medium/High Density (RS-3) at 5800 Cliff Drive

### SUMMARY

On October 8, 2024, the Planning Commission held a public hearing to consider rezoning property located at 5800 Cliff Drive from Residential Single Family Low Density (RS-1) to Residential Single-Family Medium/High Density (RS-3). The property contains approximately 1.17 acres and is located southeast of the intersection of South 58<sup>th</sup> Street and Cliff Drive. Approval of the item will facilitate the creation of four (4) lots each with a single-family residence.

A neighborhood meeting was held on Friday, September 27, 2024, at 3434 Country Club Avenue. Nine (9) neighboring property owners were present with concerns regarding flooding, traffic, aesthetics, property values, and density.

Mr. Jeffrey Holmes and Mr. Mark Rouse were present to represent the item. Ms. Cindy Hobson of 5908 Country Club Avenue, Mr. Roger Ayers and Ms. Paula Ayers of 5821 Cliff Drive, and Mr. Shane Scott of 6003 Atlanta Street were present with concern regarding drainage, safety, traffic, aesthetics, property values, and density.

The Planning Commission voted six (6) in favor with two (2) opposed to recommend the Board of Directors amend the Zoning Map.

Please contact me if you have any questions.

### ATTACHMENTS

1. [5800\\_Cliff\\_Drive\\_Ordinance.pdf](#)
2. [5800 Backup.pdf](#)

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE REZONING IDENTIFIED PROPERTY  
AND AMENDING THE ZONING MAP**

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**WHEREAS**, the City Planning Commission has heretofore held a public hearing upon request 20-10-24 to rezone certain property hereinafter described, and, having considered said request, recommended on October 8, 2024, that said change be made;

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF DIRECTORS OF THE  
CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** That the following property to-wit:

Lot 11, Cliff Terrace Addition

more commonly known as 5800 Cliff Drive, should be, and is hereby zoned to Residential Single-Family Medium/High Density (RS-3). The zoning map of the City of Fort Smith is hereby amended to reflect said zoning.

**SECTION 2:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

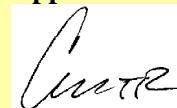
**ATTEST:**

**APPROVED:**

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

\_\_\_\_\_  
Mayor

**Approved as to form:**



\_\_\_\_\_  
**Publish One Time**

## **1. Preliminary Plat – Cliff Terrace Addition, Lots 11A-11D – Mickle Griffin, LLC**

Chairman McCaffrey introduced items 2 and 3 as companion items. Mr. Kaelin delivered the staff report indicating the subject property was located immediately southeast of the intersection of South 58<sup>th</sup> Street and Cliff Drive with double frontage situated between South 59<sup>th</sup> Street and Cliff Drive. He said approval of the item would facilitate the construction and development of four (4) single family residences.

Mr. Jeffrey Holmes and Mr. Mark Rouse were present to represent the items. Ms. Cindy Hobson of 5908 Country Club Avenue, Mr. Roger Ayers and Ms. Paula Ayers of 5821 Cliff Drive, and Mr. Shane Scott of 6003 Atlanta Street were present with concern regarding drainage, safety, traffic, aesthetic, property value, and density. Commissioner Trumbly asked Mr. Holmes to address the concerns regarding drainage. Mr. Holmes responded stating that the City of Fort Smith Engineering department would require a drainage study to be completed prior to development and all pre-existing conditions would have to be met. Mr. Holmes also noted that there would be a looped driveway to avoid traffic congestion at the intersection.

Chairman McCaffrey called for a motion on item 2. Commissioner Trumbly moved, seconded by Commissioner Hanna, to approve with staff comments.

Commissioner Tyler noted his support of the proposed addition to the undeveloped area. Commissioner Hanna asked staff for clarification on the surrounding zoning and Ms. Rice responded that the area was surrounded by Residential Multifamily Medium Density (RM-3) on the south and to the west. Commissioner Marshall asked the applicants if the lot would be cleared and Mr. Rouse responded that they would like to maintain as many current mature trees on the property as possible. He explained that the homes they build have a small footprint and were vertical with rooftop terraces. He clarified that it was not a multifamily project and that the development was for single family homes. In regard to aesthetic, he noted that the designs were modern and upscale and the homes would sell between \$750,000 to \$800,000. Mr. Rouse went on to further explain that the lots were 100 feet across on the front and a common access easement and single direction driveway through the front would be utilized to eliminate traffic congestion.

Mr. Rouse noted his concern regarding drainage and stated his plan to minimize flooding by creating an absorbable material in between drives to pick up excess water.

Chairman McCaffrey asked the applicants if the existing driveway was going to be utilized or if they were creating a new drive and Mr. Holmes responded that they were modifying the existing driveway, but that the curb cuts would remain the same.


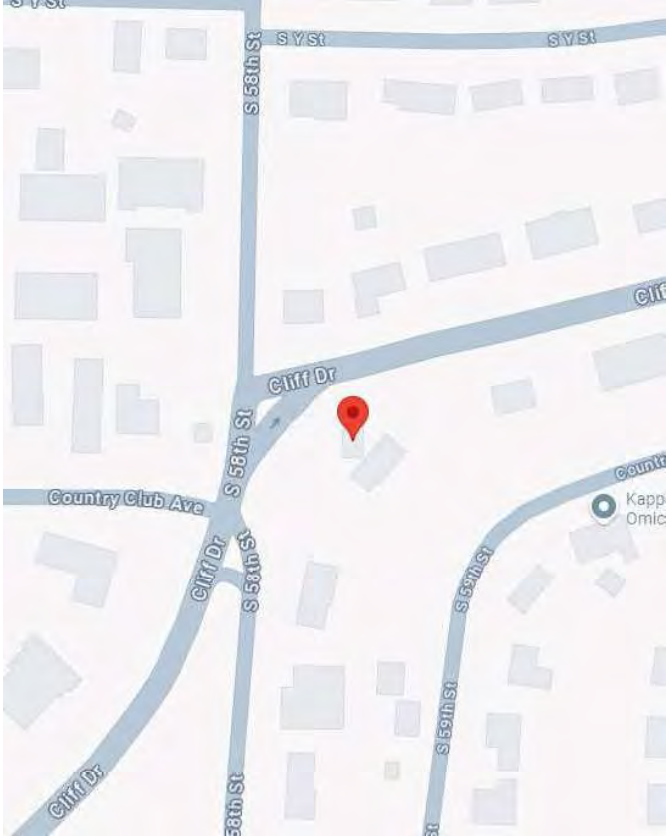
Commissioner Newtown voiced her concerns regarding density and Commissioner Wilson commented that she believed the existing zoning should remain. Commissioner Wilson asked Ms. Rice if the proposed driveway would be a permanent decision pending the items approval. Ms. Rice confirmed that it would provide cross access easement for existing driveways serving the 3 proposed lots and it was one of staff's comments on the preliminary plat.

Commissioner Trumbly asked Ms. Rice to confirm that construction and development of 3 single family homes would be allowed if the zoning remained the same and she confirmed that was true.

With no further comments, Chairman McCaffrey called for a vote on item 2. The vote was 6 in favor and 2 opposed. (Newton, Wilson)

- 2. Rezoning #20-10-24 – A request by Mickle Griffin, LLC, agent for Mark Rouse, for a zone change from Residential Single Family Low Density (RS-1) to Residential Single-Family Medium/High Density (RS-3) at 5800 Cliff Drive.**

Chairman McCaffrey called for a motion on item 3. Commissioner Trumbly moved, seconded by Commissioner Tyler, to approve with staff comments. Chairman McCaffrey called for a vote. The vote was 6 in favor and 2 opposed. (Newton, Wilson)

 <p><b>Fort Smith Planning Commission</b></p>	<p><b><u>Item Number:</u> Rezoning #20-10-24</b></p> <p><b><u>Hearing Date:</u> October 8, 2024</b></p>
<p><b><u>Report Prepared by:</u></b></p> <p>Planning Staff</p>	<p><b><u>Owner and Applicant Information:</u></b></p> <p>Applicant: Mickle Griffin, LLC</p> <p>Owner: Mark Rouse</p>
<p><b><u>Location Map:</u></b></p> 	<p><b><u>Applicant Proposal:</u></b></p> <p>Address: 5800 Cliff Drive</p> <p>Present Use: Single Family Residence</p> <p>Summary: A request to rezone from <b>RS-1 to RS-3</b> to facilitate a replat and development of four (4) single family residences</p> <p>Total Tract Size: 1.17 Acres</p> <p>Location: Southeast corner of South 58<sup>th</sup> Street and Cliff Drive</p>
<p><b><u>Existing Zoning:</u></b></p> <p>RS-1</p> <p><b><u>Master Land Use Plan:</u></b></p> <p>Residential Detached</p>	

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #20-10-24 - A request by Mickle Griffin, LLC, agent, for Planning Commission consideration of a rezoning request from Residential Single Family Low Density (RS-1) to Residential Single-Family Medium/High Density (RS-3) by classification at 5800 Cliff Drive.

## **PROPOSED ZONING**

Approval of the rezoning from RS-1 to RS-3 will facilitate a lot split for the construction of four (4) new single-family residences.

## **LOT LOCATION AND SIZE**

This double frontage property lies between South 59<sup>th</sup> Street and Cliff Drive, immediately southeast of the intersection of South 58<sup>th</sup> Street and Cliff Drive. The property contains 1.17 acres with approximately 137 feet of street frontage on South 59<sup>th</sup> Street and 300 feet of street frontage on Cliff Drive.

## **REQUESTED ZONING**

The requested zoning on this tract is Residential Single-Family Medium/High Density (RS-3). Characteristics of this zone are as follows:

### **Purpose:**

To provide for medium-to-high density, compact single family detached development on new sites or as infill construction. Adequate public services and facilities shall be available with sufficient capacity to serve the proposed development. This zoning district is intended to serve as a transition between the lower density single family districts and the multifamily of commercial districts. RS-3 zoning as appropriate in urban and suburban areas and primarily applies to the Residential Detached, Mixed Use Residential, and Mixed-Use Employment category of the Master Land Use Plan.

### **Permitted Uses:**

Single-family dwellings and family group homes are examples of permitted uses.

### **Conditional Uses:**

Commercial communication towers, amateur radio transmitting towers, golf course, utility substation, country club, parks, college, primary and secondary schools, preschool, nursery schools, police and fire stations, daycare homes and churches are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 6,500 square feet	Maximum Height - 35 feet (1+1)
Maximum Density – 6.7 Dwelling Units/Acre	Maximum Lot Coverage - 60%
Minimum Lot Width at Building Line – 60 feet	
Minimum Street Frontage – 20 feet	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 25 feet	
Side Yard Setback – 7.5 feet	
Rear Yard Setback - 10 feet	
Minimum building separation – 10 feet	

### **EXISTING ZONING**

The existing zoning on this tract is Residential Single Family Low Density (RS-1). Characteristics of this zone are as follows:

#### **Purpose:**

The purpose of the Single-Family Low-Density zoning district is to maintain, protect, and provide opportunities for low density residential development in spacious environments, along with compatible limited public and institutional uses. RS-1 zoning is appropriate in the Residential Detached, Mixed Use Residential, and Mixed-Use Employment category of the Master Land Use Plan.

#### **Permitted Uses:**

Single-family dwellings and family group homes are examples of permitted uses.

#### **Conditional Uses:**

Commercial communication towers, amateur radio transmitting towers, golf course, utility substation, country club, parks, college, primary and secondary schools, preschool, nursery schools, police and fire stations, daycare homes and churches are examples of potentially approved conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 14,000 square feet	Maximum Height - 35 feet (1+1)
Maximum Density – 3 Dwelling Units/Acre	Maximum Lot Coverage - 30%
Minimum Lot Width at Building Line – 100 feet	
Minimum Street Frontage – 50 feet	
Front Yard Setback - 30 feet	
Side Yard on Street Side of Corner Lot - 30 feet	
Side Yard Setback – 10 feet	
Rear Yard Setback - 10 feet	
Minimum building separation – 15 feet	

### **SURROUNDING ZONING AND LAND USE**

Direction	Land use	Zoning
North and East	Single-family residences	RS-1, Residential Single Family Low Density
South	Residential Detached	RM-3, Residential Multifamily Medium Density
West	Duplex	RSD-2, Residential Single Family – Duplex Low/Medium Density

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Cliff Drive as a Residential Collector and South 58<sup>th</sup> Street as a local road.

## **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Residential Detached. This classification is intended to create and maintain stable neighborhoods, provide safe, attractive family environments, and protect property values.

## **NEIGHBORHOOD MEETING**

A neighborhood meeting was held Friday, September 27, 2024 at the 3434 Country Club Avenue offices of Mickel Griffin, LLC. The City of Fort Smith was represented by Tim Herndon, Senior Planner.

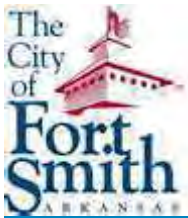
Nine neighboring property owners were present at the meeting. Following a brief overview by the consultant/agent, neighbors expressed concerns regarding potential issues including downstream flooding, increased traffic, neighborhood aesthetic/architecture, affects upon surrounding property values, and the possibility of a reduction in number of proposed lots. A copy of the attendance record and meeting summary are enclosed.

## **STAFF COMMENTS**

The proposed rezoning to RS-3 Residential Single-Family Medium/High Density is generally consistent with existing single family land use surrounding the subject site.

## **STAFF RECOMMENDATIONS**

If the Planning Commission is inclined to approve the application staff recommends it be contingent upon compliance with the companion plat.



Application updated January 2022

PLANNING & COMMUNITY DEVELOPMENT

## REZONING APPLICATION

# CITY OF FORT SMITH, ARKANSAS Rezoning

<b>FOR STAFF USE ONLY</b>	<b>FEE: \$350</b>
Date Application Submitted:	Zone:
Date Accepted as Complete:	
Project Number:	
Public Hearing Date:	

### Application:

Indicate one contact person for this request:

☐ Applicant

☒ Agent

#### **Applicant (person making request):**

Name: **Mark Rouse**  
E-mail: **mark@rousecustomhomes.com**

Address:

Phone:

Fax:

Site Address / Location:

**5800 Cliff Drive, Ft. Smith, AR 72903**

Current Zoning District:

**RS-1**

Requested Zoning District:

**RS-3**

Assessor's Parcel Number(s) for property:

**11397-0011-00000-00**

#### **Agent (engineer, surveyor, realtor, etc.):**

Name: **Mickle Griffin, LLC**  
E-mail: **jholmes@micklegriffin.com**

Address:

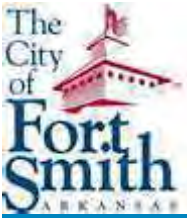
**3434 Country Club Ave, Ft. Smith AR, 72903**

Phone:

**(479) 649-8484**

Fax:

[www.fortsmithar.gov/index.php/planning-zoning](http://www.fortsmithar.gov/index.php/planning-zoning)



Application updated January 2022

REZONING APPLICATION

Total Acreage: 1.23

Legal Description of property:

Attach legal description in  
word format.

☐ Restrictive Covenants Apply (attach to application)

Companion items:

☐ Development Plan (\$100 when submitted with another application)

☐ Master Land Use Plan Map Amendment (\$100 when submitted with a rezoning)

**Note: Fees cover the administrative costs of advertising and notifying neighboring property owners. Fees are Non-Refundable.**

Describe Proposed Zoning Request, including the development of any construction on the property:

The development will take a site that has been unused for many years and create 4 single family homes. The proposed zoning request will facility this development while minimizing the impact on the neighborhood by avoiding RM-3 zoning or RSD-2 zoning which is adjacent to the site.

**PROPERTY OWNER(S) / AUTHORIZED REPRESENTATIVE:** The undersigned, as owner(s) or agent for the owner(s) of the herein described property, makes application for a change in the zoning map of the City of Fort Smith, Arkansas, pursuant to Ordinance No. 3391 and Arkansas Statutes (1974) 19-2830. Once deemed completed, no modification may be made unless requested or agreed upon by the Planning Department. Should modification to the application be requested after advertising, it shall be at the discretion of the Planning Commission to review or continue. Re-advertising fee may apply.

I, the undersigned applicant, hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief. I grant the appropriate City personnel permission to enter the subject property during reasonable hours so that they may investigate and review this application.

Name and Signature	Date

**LIST OF OWNERS OF ALL PROPERTY TO BE REZONED**

List the names and addresses of all owners of property included within the area requested by this petition to be rezoned.

NAME

ADDRESS

Mark Rouse

5800 Cliff Drive, Ft. Smith, AR 72903

### AUTHORIZATION OF AGENT

If an agent (i.e., contractor) is acting on behalf of the owner(s), all owners must sign in the space provided. This form is necessary only when the person representing this request does not own all the property.

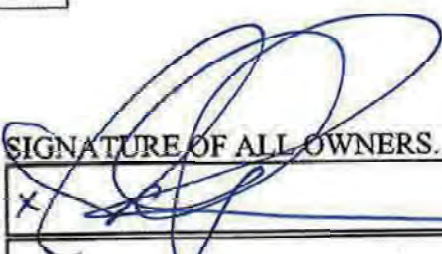
We the undersigned, being owners of real property, and requesting a PZD by application do hereby authorize Mickle Griffin, LLC to act as our agent in the (Print Name of Agent) matter.

(Type or clearly print)

#### NAMES OF ALL OWNERS.

1.	Mark Rouse
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	

#### SIGNATURE OF ALL OWNERS.

X	

*This form is necessary only when the person representing this request does not own all the property.*

**From:** Jeffrey Holmes <JHolmes@micklegriffin.com>

**Sent:** Monday, September 30, 2024 8:30 AM

**To:** Herndon, Tim <Tim.Herndon@fortsmithar.gov>

**Subject:** 5800 Cliff Drive Neighborhood Meeting

A neighborhood meeting was held on 9/27/24 at the Mickle Griffin office at 5:15pm. Several people were in attendance from the surrounding neighborhood. The attendance list and your notes are attached.

The neighborhood meeting discussed the rezoning of the property to facilitate 3 houses along Cliff Drive and a 4<sup>th</sup> house along south 59<sup>th</sup> St. It was discussed that final architectural plans are not available, as the client wants to confirm rezoning goes forward before finalizing plans, but that it would most likely be 2-3 stories and be a split-level construction, being long, narrow buildings.

The location, times, and purposes of the PC study session, voting session, and Board meetings were discussed as well.

The concerns expressed by the neighborhood members were flooding of those downstream of the property, increased traffic, if the new homes would fit the aesthetics of the neighborhood, if the property values would be effected, and if the houses on cliff drive could be reduced to two instead of three.

**JEFFREY HOLMES, P.E. | PROJECT ENGINEER | MICKLE GRIFFIN**

jholmes@micklegriffin.com

micklegriffin.com

Cell: (479) 763-7270 | Office: (479) 649-8484

3434 Country Club Ave | Fort Smith, AR | 72903



**MICKLE GRIFFIN**  
ENGINEERS - SURVEYORS



**MICKLE GRIFFIN**  
ENGINEERS - SURVEYORS

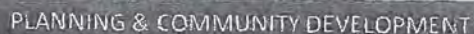
ATTENDANCE SHEET

5800 Cliff Drive Neighborhood Meeting

Friday, September 27th @ 5:15pm

Rezoning Request

	<u>Name</u>	<u>Address</u>	<u>Phone No.</u>	<u>Email</u>
1.	Pita Rissinger	5711 Cliff Dr.	452-7086	Pita10hnl@Cox.Net
2.	Paula Ayers	5821 Cliff Drive	806-2739	pkayers@gmail.com
3.	Hoagie Ayers	5821 Cliff Dr	806-2738	ayerss497@gmail
4.	Shane Scott	6003 Atlanta Str.	478-7095	ppa.shane.scott@hotmail.com
5.	Jordan Travis	5814 Cliff Drive	461-9266	jordantravisclc@gmail
6.	David Payne	6000 Country Club	462-6644	davidovd51@aol
7.	Dana Payne	6000 Country Club	462-5330	danafoots@aol
8.	Conrad Hinkle	5920 Sp. V	450-5552	
9.	Cindy Hobson	5908 Country Club	870-543-0681	CINDYHOBSON@GMAIL.COM
10.	Tim Hinkle	City of FS	2210	t.m.hinkle@fortsmithar.gov
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				



List the names, addresses telephone numbers and email of all residents/property owners who attended the meeting.

**Meeting Location**

Mickle Guiffon

**Meeting Time & Date**

5:15 PM 9.27.24

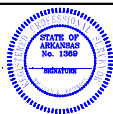
### Meeting Purpose

Cliff Terrace Addn.

[illegible]

PLAT CERTIFIED CORRECT:

Douglas Ray Whitlock  
Professional Surveyor  
Arkansas No. 1369



PLANNING COMMISSION APPROVAL

Date .....  
Chairman .....  
Secretary .....

THIS PLAT FILED for the purpose of Replotting Lot 11,  
Cliff Terrace Addition and placing on record

#### Cliff Terrace Addition, Lots 11A Thru 11D

The right-of-way as shown on this plat is hereby dedicated to the City of Fort Smith ("City") for public use. The easements shown on this plat are hereby dedicated to the City for utility, drainage, access and other purposes. Any easement designated as a "utility easement" is dedicated to the City for the installation, operation and maintenance of City owned utilities and utilities, including cable TV, operated by utility companies having a franchise agreement with the City. The City and City franchised utility companies shall have access through and along designated easements for their personnel and equipment at all times with the authority to cut down and keep trimmed from the dedicated easements trees, hedges and shrubs that may interfere with or endanger such utilities. In the event that fencing of individual lots is desired, gates that provide free ingress and egress to, and within, the dedicated easement shall be provided.

ALLOTTERS: Mark Allen Rouse, Inc.

STATE OF ARKANSAS  
COUNTY OF SEBASTIAN Sworn and subscribed before me  
this ..... Day of .....  
My Commission Expires .....

#### LEGEND

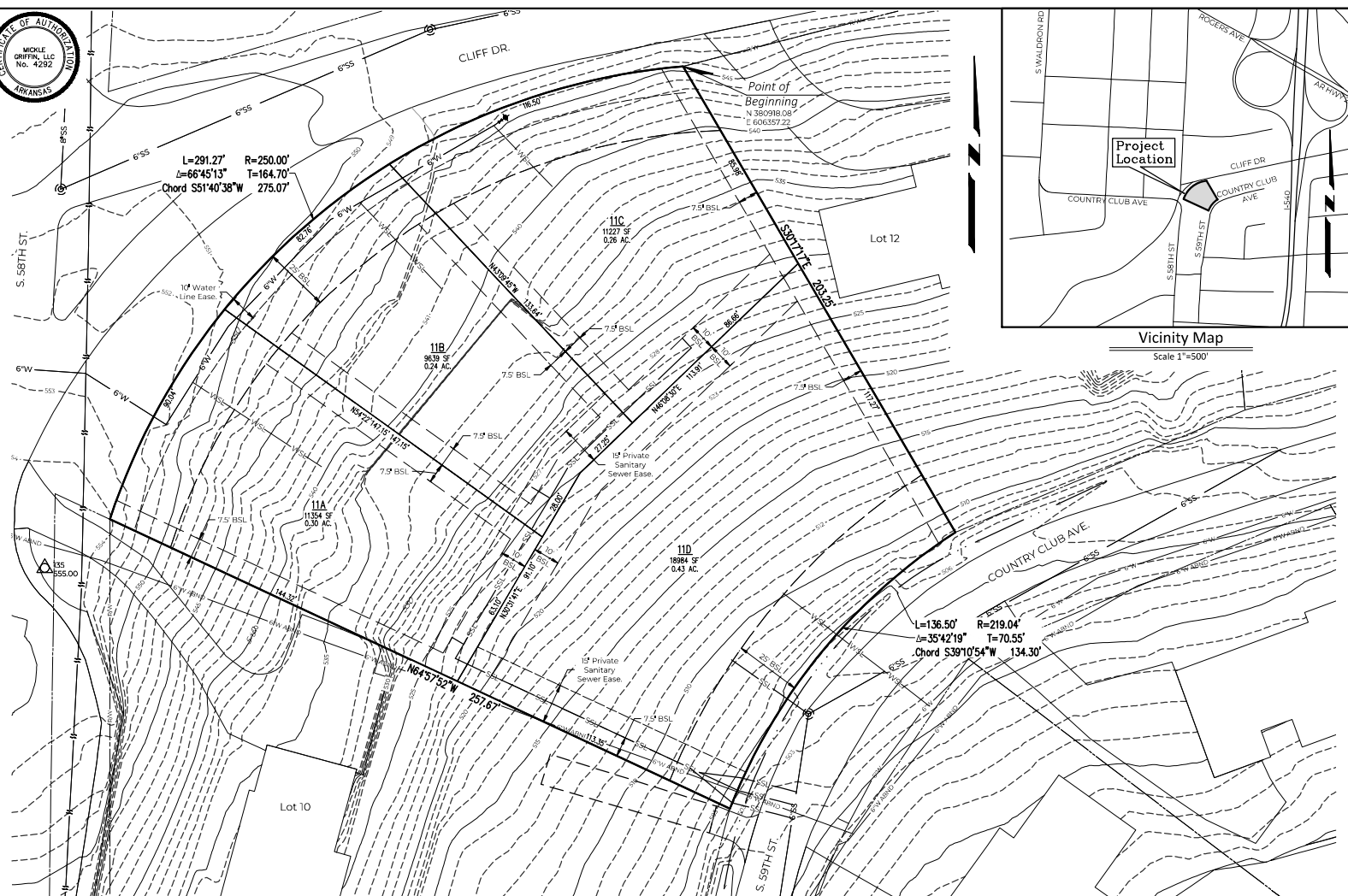
BSL	Building Setback Line	-----
UE	Franchise Utility Easement	-----
Drg. Esmt.	Drainage Easement	-----
S.S. Esmt.	Sanitary Sewer Easement	-----
R/W	Right-of-Way	-----

1. Lot Corners Monumented in Field.
2. All Right of Way Return Radii Are To Be 25.0' Unless Otherwise Noted.
3. All Distances Along Curves Are Chord Distances Unless Otherwise Noted.
4. Basis of Bearings: Bearings are Grid, AN North Zone, NAD83.
5. Basis of Coordinates: Coordinates are NAD83, Arkansas State Plane, North Zone, U.S. Survey Feet.
6. No title work was performed in the preparation of this plat. All encumbrances and easements may not be shown.
7. All Easements Shown Are Proposed.

#### Boundary Description

Lot 11, Cliff Terrace Addition, Fort Smith, Sebastian County, Arkansas, Being Filed  
For Record \_\_\_\_\_, As Plat 165.

ZONING:  
CURRENT: RS-01  
PROPOSED: RS-03



## Preliminary Plat Cliff Terrace Addition Lots 11A Thru 11D

Being A Replat of Lot 11, Cliff Terrace Addition  
Fort Smith, Sebastian County, Arkansas.



**MICKLE GRIFFIN**  
ENGINEERS - SURVEYORS

P.O. Box 8130  
Scale: 1" = 20'

Fort Smith, Arkansas  
SEPTEMBER 2024

Owner & Developer  
Mark Allen Rouse, LLC  
9422 Rogers Ave.  
Fort Smith, Arkansas 72903

# 5800 Cliff Drive

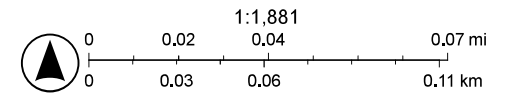


9/11/2024, 2:01:37 PM

Address Points  
Fort Smith City Limits

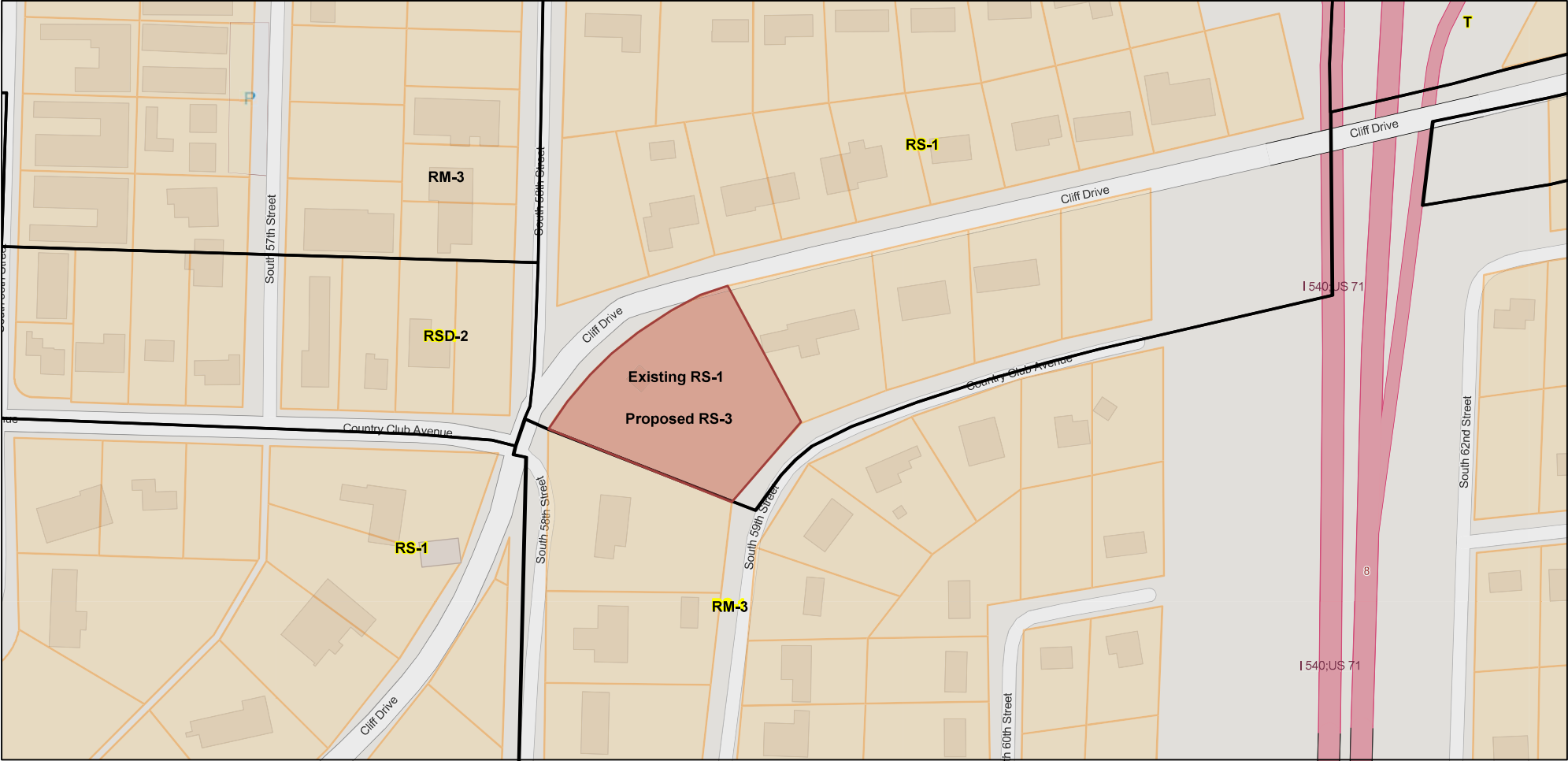
Road Labels  
Red: Band\_1

Green: Band\_2  
Blue: Band\_3



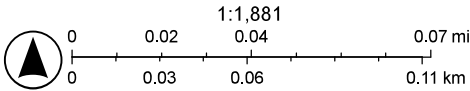
Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Rezoning #20-10-24 – A request by Mickle Griffin, LLC, agent for Mark Rouse, for a zone change from Residential Single Family Low Density (RS-1) to Residential Single-Family Medium/High Density (RS-3) at 5800 Cliff Drive.



9/11/2024, 2:11:02 PM

- Zoning
- Address Points
- Subdivisions
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 25, 2024  
**SUBJECT:** Annexation of Highway 271 and Highway 253

### **SUMMARY**

As Fort Smith has grown and expanded its incorporated area several unincorporated enclaves remain. Historically, the City has annexed land at the request of property owners, not as a direct action of the City. As a result, some lands were not annexed, including some that are surrounded on all sides by the city limits. One of the largest of such enclaves is in the area of Highway 271 and Highway 253, as shown on Exhibit A. This enclave is 637 acres and has 86 parcels: 45 residential and 41 non-residential. When a city's incorporated areas completely surround an unincorporated area Arkansas Code allows for that property to be annexed by city ordinance. In this instance, the island is surrounded on three sides by city limit lines and on the fourth side by the Oklahoma state line which is an allowable boundary.

On September 17, 2024, the Board held a public hearing for property owners within the enclave proposed for annexation. One property owner spoke during the public hearing. In compliance with State law, staff published the legal description of the area to be annexed as well as mailed certified letters to the owners of all 86 parcels within the enclave notifying them of the public hearing and their right to present their views on the proposed annexation.

City staff hosted two public input sessions for property owners within the area proposed for annexation. The two meetings were attended by approximately 30 property owners in total. In addition, staff met with several property owners individually to answer questions and explain the process. An attendance list and summary are included as Exhibit B. Additionally, in conjunction with the Planning Commission applications, staff hosted two neighborhood meetings for property owners within the enclave as well as property owners within 300 feet of the boundary of the enclave. An attendance list and summary are included as Exhibit C.

Below is a description of benefits and impacts to property owners regarding annexation:

### **BENEFITS OF ANNEXATION TO PROPERTY OWNERS**

- Fort Smith Police Department and Fort Smith Fire Department will be the first responders.
- Access to all city services.
- Properties would be allowed to connect to the city sewer system if it is accessible to their

property.

- Water rates would decrease to inside city limit rates.
- Insurance savings because of the ISO rating of the fire departments. Rye Hill / White Bluff Fire Department has an ISO rating of 4 while Fort Smith Fire Department has a rating of 1. Additionally, property owners would no longer be required to pay annual dues to Rye Hill/White Bluff, and Rye Hill/White Bluff service area would be reduced.
- Citizens of Fort Smith get a free library card. Otherwise, it is \$35.00.
- Residential properties will utilize City of Fort Smith Solid Waste Services. This includes recycling, Dial-a-truck, access to free landfill days, city-wide cleanups, etc.
- Property owners can be assured that all existing and proposed development will be managed to the benefit of all property owners which also insures good planning for streets and utilities.
- All streets not already in the City's Street improvement program will be included in future street evaluations for the street CIP program. Improvement of and regular maintenance of ditches and storm drainage facilities.

#### **IMPACTS OF ANNEXATION ON PROPERTY OWNERS:**

- All real and personal property will be subject to an 8 mill increase in property taxes. The additional 8 mills are distributed as follows: Fire - 1 mill; Police - 1 mill; Library - 1 mill; and City General Government - 5 mills.
- Sales tax will increase to 9.5% to include the additional 2% levied by the city.
- All persons and properties will be subject to all codes and ordinances of the City of Fort Smith including animal ordinances as well as property maintenance codes.
- The discharge of firearms is not permitted.

#### **IMPACTS OF ANNEXATION ON CITY DEPARTMENTS:**

##### Engineering:

The annexation area totals 6,200 feet of right-of-way in fair condition. Minor drainage and resurfacing will be conducted as needed and included within future CIPs.

##### Fire:

The annexation area poses challenges for fire suppression due to the distance from existing fire hydrants. Closure of Highway 271/253 could be necessary. New developments will be required to install fire hydrants as needed.

##### Police:

The increase in calls should be minimal and manageable within the current beat structure. Collaboration with the Choctaw Nation and cross-deputization and training for officers in the future could be warranted.

##### Utilities:

As areas develop in the enclave, larger water and wastewater lines are required for fire flow and pressure needs. These costs are incurred by the developer. This process is currently in place for water lines. Upon annexation, wastewater lines would be included.

## Transit:

The transit department's services are currently provided adjacent to these areas, so initial incorporation could be managed with minimal additional costs. However, as service demand grows, expanded transportation services will be required to maintain the quality of service that is presently offered within the city limits.

Accompanying the ordinance for annexation staff will present two municipal code amendments. The first amendment makes an accommodation for retail sales of fireworks from permanent structures, during defined periods, that are located on streets classified as major arterial or higher on the Master Street Plan. Presently, the structure located at 8520 Highway 271 South is owned and operated by Hale Fireworks. Retail sales of fireworks from tents within city limits would continue to not be allowed.

The second amendment is within Section 14-27 of the Fort Smith Municipal Code regarding the discharge of firearms. Presently, Pajaro Gun Club operates via a lease on former landfill property owned by the City at 802 Old Highway 271. The proposed amendment allows gun clubs to operate when they meet certain requirements under a permit issued by the Chief of Police.

As you have questions, please do not hesitate to ask.

## **ATTACHMENTS**

1. [Ordinance - Annexation.pdf](#)
2. [Annexation Backup.pdf](#)

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE ANNEXING CERTAIN LANDS THAT ARE SURROUNDED BY  
THE INCORPORATED LIMITS OF THE CITY OF FORT SMITH AND THE  
ARKANSAS-OKLAHOMA BOUNDARY LINE AND FOR OTHER PURPOSES**

---

**WHEREAS**, Ark. Code Ann. § 14-40-501 *et seq.* provides that unincorporated islands of land that have been surrounded by the incorporated limits of a municipality may be annexed by that municipality, including situations in which the unincorporated area is surrounded on three sides by the municipal boundaries and on the fourth side is bordered by a state boundary line;

**WHEREAS**, the City of Fort Smith desires to annex certain lands, more particularly described in Section 1 below (the “area to be annexed”), pursuant to the provisions of Ark. Code Ann. § 14-40-501 *et seq.*;

**WHEREAS**, all necessary urban services, such as fire and police protection are to be extended to the area to be annexed within a reasonable period of time;

**WHEREAS**, the area to be annexed complies with the standards for lands qualifying for annexation as set forth in Ark. Code Ann. § 14-40-302 and Ark. Code Ann. § 14-40-501;

**WHEREAS**, the Board of Directors finds that the area to be annexed is an unincorporated area surrounded on three (3) sides by the incorporated limits of the City of Fort Smith and on the fourth side by the Arkansas-Oklahoma boundary line;

**WHEREAS**, the Board of Directors finds that the area to be annexed consists of lands that are needed for continuity of municipal services and are needed for proper municipal purposes, including but not limited to, extension of needed police and fire regulation;

**WHEREAS**, on August 25, 2024, a legal notice was published setting out the legal description of the proposed area to be annexed, and all property owners within the area to be annexed were notified by certified mail of their right to appear at the public hearing to present their views on the proposed annexation;

**WHEREAS**, a public hearing was held on September 17, 2024, regarding this proposed annexation.

**NOW THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS, THAT:**

**Section 1:** That the following described unincorporated area, which is surrounded on three (3) sides by the incorporated limits of the City of Fort Smith and on the fourth side by the Arkansas-Oklahoma boundary line, is hereby accepted as part of, and annexed to and made a part of the City of Fort Smith, Arkansas pursuant to Ark. Code Ann. § 14-40-501 *et seq.*:

Part of the South-Half (S 1/2) of Section 8, Part of the Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) and Part of the West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16, Part of the North-Half (N 1/2) and Part of the South-Half (S 1/2) of Section 17, Part of the North-Half (N 1/2) of Section 20, all in Township 7 North, Range 32 West, Sebastian County, Arkansas, being more particularly described as follows:

BEGINNING at the Southeast corner of said South-Half (S 1/2) of Section 17; THENCE Westerly, along the South line of said South-Half (S 1/2) of Section 17, 1761.12 feet, more or less, being 350.00 feet, Easterly of the Northeast corner of Lot 37, Belle Chasse, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: June 12, 2000; THENCE leaving the South line of said South-Half (S 1/2) of Section 17, Southerly to the Northeast corner of Lot 41 of said Belle Chasse; THENCE along the Northerly lines of Belle Chasse, the following courses (bearing and distances), per the plat of Belle Chasse: N87°59'26"W, 350.00 feet to a point; N02°16'59"E, 300.00 feet to the Northeast corner of said Lot 37, Belle Chasse being on the North line of said North-Half (N 1/2) of Section 20; N87°59'26"W, along the North line of said North-Half (N 1/2) of Section 20, 350.00 feet to the Northwest corner of Lot 36 of said Belle Chasse; leaving the North line of said North-Half (N 1/2) of Section 20, S02°16'59"W, 200.00 feet to a point; S49°28'32"W, 960.81 feet to a point; S01°43'14"W, 250.00 feet to a point; N87°46'03"W, 250.00 feet to the Northwest corner of Lot 22 of said Belle Chasse on the West line of said North-Half (N 1/2) of Section 20, being the West line of Sebastian County, Arkansas and the East line of LeFlore County, Oklahoma; THENCE approximately 7900 feet, Northerly, along the West line of Sebastian County, Arkansas and the East line of LeFlore County, Oklahoma to the Southwest corner of the land described in Warranty Deed recorded as Document # 7217268 in Fort Smith District, Sebastian County, Arkansas; THENCE leaving the West line of said North-Half (N 1/2) of Section 17 and the West line of said South-Half (S 1/2) of Section 8, Easterly, along the Southerly line of said Warranty Deed recorded as Document # 7217268, to the Westerly Right-of-Way line of Texas Road; THENCE leaving the Southerly line of said Warranty Deed recorded as Document # 7217268, Southwesterly, along the Westerly Right-of-Way line of said Texas Road, to the North line of the South Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Westerly Right-of-Way line of said Texas Road, Easterly, along the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Southeast corner of the land described in Warranty Deed recorded as Document # 2013F-12218 in the Fort Smith District, Sebastian County, Arkansas; THENCE leaving the North line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Northeasterly, along the Easterly line of said Warranty Deed recorded as Document # 2013F-12218, to the Southeast corner of Lot 25, Southfield Heights Villas, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: September 24, 2012; THENCE along the Southeasterly line of said Southfield Heights Villas, the following courses (bearing and distances), per the plat of said Southfield Heights Villas: N30°06'30"E, 304.25 feet to the Northeast corner of Lot 21 of said Southfield Heights Villas, being the same as the Southeast corner of Lot 179, Southfield Heights, Phase II, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: February 16, 2007; THENCE leaving the Southeasterly line of said Southfield Heights Villas and along the Southeasterly line of said Southfield Heights, Phase II, the following courses (bearing and distances), per the plat of said Southfield Heights, Phase II: N30°06'30"E, 350.00 feet to the Northeast corner of Lot 176 of said Southfield Heights, Phase II, being on the South line of Southfield Heights, Phase I, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: November 5, 2004; THENCE leaving the Southeasterly line of said Southfield Heights, Phase II and along the Southerly lines of said Southfield Heights, Phase I, the following courses (bearing and distances), per the plat of Southfield Heights, Phase I: S86°33'22"E, 745.04 feet to a point; S86°36'21"E, 246.00 feet to the Southeast corner of Lot 89 of said Southfield Heights, Phase I; N03°11'45"E, 114.34 feet to a point; S86°36'21"E, 54.00 feet to the Southeast corner of Lot 88 of said Southfield Heights, Phase I; N03°11'45"E, 72.00 feet to the Northeast corner of said Lot 88, Southfield Heights, Phase I; S86°36'21"E, 200.00 feet to the Southeast corner of said Southfield Heights, Phase I on the East line of said South-Half (S 1/2) of Section 8; THENCE leaving the Southerly

lines of said Southfield Heights, Phase I, Southerly, along the East line of said South-Half (S 1/2) of Section 8, to the Northeast corner of the land described in Warranty Deed recorded in Book 359 at Page 1610 in the Fort Smith District, Sebastian County, Arkansas; THENCE leaving the East line of said South-Half (S 1/2) of Section 8, Westerly, along the Northerly line of said Warranty Deed recorded in Book 359 at Page 1610, to the Northwest corner of said Warranty Deed recorded in Book 359 at Page 1610; THENCE leaving the Northerly line of said Warranty Deed recorded in Book 359 at Page 1610, Southerly, along the Westerly line of said Warranty Deed recorded in Book 359 at Page 1610, to the Southwest corner of said Warranty Deed recorded in Book 359 at Page 1610 on the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Westerly line of said Warranty Deed recorded in Book 359 at Page 1610, Easterly, along the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Northeast corner of said South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Southerly, along the East line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Northeast corner of the exception of land described in Warranty Deed recorded in Book 530 at Page 1776, Greenwood District, Sebastian County, Arkansas; THENCE leaving the East line of said South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Westerly, along the Northerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, to the Northwest corner of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776; THENCE leaving the Northerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, Southerly, along the Westerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, to the Northwest corner of the land described in Warranty Deed recorded as Document # 2013G-08726 in the Greenwood District, Sebastian County, Arkansas; THENCE leaving the Westerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, Easterly, along the Northerly line of the land described in said Warranty Deed recorded as Document # 2013G-08726, to the Northeast corner of said Warranty Deed recorded as Document # 2013G-08726 on the East line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Northerly line of said Warranty Deed recorded as Document # 2013G-08726, Southerly, along the East line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8 and the East line of said North-Half (N 1/2) of Section 17, to the Northwest corner of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the East line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Easterly, along the North line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, to the Northerly corner of Lot 58, Corrective Plat, Willowbrook, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: July 17, 2008; THENCE leaving the North line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16 and along the Westerly lines of said Corrective Plat, Willowbrook, the following courses (bearing and distances), per the Corrective Plat, Willowbrook: S48°07'37"W, 333.14 feet to a point; S56°12'05"W, 419.20 feet to a point; S03°29'35"W, 163.86 feet to a point; S88°05'10"E, 239.35 feet to a point; S03°29'35"W, 145.30 feet to a point; N88°05'10"W, 239.35 feet to a point; S03°29'35"W, 301.95 feet to a point; THENCE leaving the Westerly lines of said Corrective Plat, Willowbrook, S03°29'35"W, along the West line of the Corrective Plat, Willowbrook Tracts 2A & 2B, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: July 7, 2009, 235.00 feet to a point on the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the West line of said Corrective Plat, Willowbrook Tracts 2A & 2B, Easterly, along the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, to the Southeast corner of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, Southerly, along the East line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16, to the Northerly corner of Lot 1720-A, Fianna Estates, Phase IV, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: January 24, 1995; THENCE leaving the East line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16 and along the Northerly and Westerly lines of said Lot 1720-A, Fianna Estates, Phase IV, the

following courses (bearing and distances), per the plat of said Lot 1720-A, Fianna Estates, Phase IV: S01°06'31"W, 101.00 feet to a point; N88°53'29"W, 190.00 feet to a point; S56°29'23"W, 255.18 feet to a point; S01°06'31"W, 370.00 feet to a point; S88°53'14"E, 100.00 feet to the Northwest corner of Lot 1723, Fianna Estates, Phase IV, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: November 7, 1994; THENCE leaving the Northerly and Westerly lines of said Lot 1720-A, Fianna Estates, Phase IV, S01°06'31"W (per plat of Fianna Estates, Phase IV), along the West line of said Fianna Estates, Phase IV, 315.00 feet (per plat of Fianna Estates, Phase IV) to the Southwest corner of Lot 1725 of said Fianna Estates, Phase IV on the South line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16; THENCE leaving the West line of said Fianna Estates, Phase IV, Westerly, along the South line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16 to the POINT OF BEGINNING,

more commonly known as 8600 Highway 271 (60001-0000-05624-00), 8612 Highway 271 (60001-0000-05623-00), 8620 Highway 271 (60001-0000-05622-00), 8702 Highway 271 (60001-0000-05621-00), 9220 S Highway 271 (60001-0000-05628-00), 9304 S Highway 271 (60001-0000-05712-00), 9312 S Highway 271 (60001-0000-05709-00), 9704 S Highway 271 (60001-0000-05713-00), 10104 S Highway 271 (60551-0001-00000-00), 9708 S Highway 271 (60001-0000-05714-00), 800 Torrington Road (60001-0000-05599-00) 800 Torrington Way (60001-0000-05599-03), 724 Torrington Way (60001-0000-05599-04), 416 Rutgers Road (60001-0000-05722-00), 612 Rutgers Road (60001-0000-05721-00), 701 Rutgers Road (60001-0000-05620-00), 808 Rutgers Road (60001-0000-05716-00), 1002 Rutgers Road (60001-0000-05715-00), 9811 Highway 253 (18883-0000-02866-00), 10101 Highway 253 (60001-0000-05697-01), 10115 Highway 253 (60001-0000-05698-00), 10213 Highway 253 (60001-0000-05701-00), 10415 Highway 253 (60001-0000-05741-00), 10518 Highway 253 (60001-0000-05743-00), 10600 Highway 253 (60001-0000-05740-04), 10614 Highway 253 (60001-0000-05740-00), 10704 Highway 253 (60001-0000-05740-02), 10710 Highway 253 (60001-0000-05740-01), 10615 Highway 253 (60001-0000-05744-00), 10801 Whippoorwill Lane (60001-0000-05703-01), 10805 Whippoorwill Lane (60001-0000-05703-00), 1320 Rabbit Run Road (60001-0000-05695-00), 1322 Rabbit Run Road (60001-0000-05695-01), 1424 Rabbit Run Road (60001-0000-05696-00), 1502 Rabbit Run Road, Parcel behind 1604 Rannoch Trace (60001-0000-05699-03), Parcel behind 1608 Rannoch Trace (60001-0000-05699-01), Parcel behind 1612 Rannoch Trace (60001-0000-05699-02), Parcel behind 1616 Rannoch Trace (60001-0000-05699-04), 400 Old Hwy 271 (60001-0000-05727-00), 500-800 Old Hwy 271 (60001-0000-05723-02), 802 Old Hwy 271 (60001-0000-05730-02), 808 Old Hwy 271 (60001-0000-05730-03), Parcel (10525-0002-00000-00) (2.5 acre portion) located west of 1001 Fianna Way, Parcel (60001-0000-05705-00) behind 10615 Highway 253, Parcel (60001-0000-05599-01), Torrington Way, located on the south side of the Torrington Way cul-de-sac east of Vickery Lane, Parcel (60001-0000-05619-00), owned by Arkansas & Missouri Railroad, located on west side of Texas Road and south of Ridge Point Drive, Parcel (60001-0000-05717-00) located south of 9312 S Highway 271, Parcel (60001-0000-05723-03) located west of 9713 Highway 271, Parcel (60001-0000-05729-00), owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05724-00), owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05745-00), owned by State Highway, portion of interstate located on the west side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05689-00), owned by Arkansas State Highway, portion of interstate located on the east side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05688-00), owned by Arkansas State Highway Commission, portion of interstate located on the east side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05735-02) located south of 10015 & 10017 Dixon Lane and on the south side of Old Hwy 271, Parcel (60001-0000-05719-00) located east of 1002 Rutgers Road, Parcel (60001-0000-

05708-00) portion of highway located on the west side of Highway 271 and east of 9312 Hwy 271, Parcel (60001-0000-05743-01) portion of highway located on the Hwy 253 and northeast of Imani Park, Parcel (60001-0000-05599-02) located east of 800 Torrington Way, Parcel (60001-0000-05733-00) located on the southwest corner of Rutgers Road and Texas Road, Parcel (60001-0000-05720-00) located north of 9800 Hwy 271, Parcel (60001-0000-05722-01) located on the north side of Hwy 271 and west of the Arkansas State border, Parcel (60001-0000-05730-00) located on the southwest corner of Hwy 253 and Old Hwy 271, Parcel (60001-0000-05742-00) located on the east side of Hwy 253 and south of 10213 Highway 253, Parcel (60001-0000-05738-00) located on the east side of Hwy 253 and south of 10213 Highway 253, Parcel (60001-0000-05739-00) located on the east side of Hwy 253 and south of 10213 Highway 253, Parcel (60001-0000-05699-00) located behind 10213 Highway 253, Parcel (60001-0000-05701-01) located in front of 10213 Highway 253, Parcel (60001-0000-05698-01) located behind 10115 Hwy 253, Parcel (60001-0000-05748-00) located on the west side of Belle Chasse Subdivision)

**Section 2:** All necessary urban services, such as police and fire protection, solid waste and disposal, and maintenance of public streets, shall be extended to the area described in Section 1 hereof within a reasonable time.

**Section 3:** The property described in Section 1 hereof shall be annexed to and made a part of Ward 3 of the City of Fort Smith.

**Section 4:** Within forty-five (45) days of the effective date of this ordinance the city clerk shall provide written notice, along with complete documentation, of the annexation of the area described in Section 1 hereof to the Sebastian County Clerk.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF NOVEMBER, 2024.**

**ATTEST:**

**APPROVED:**

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

\_\_\_\_\_  
**Mayor**

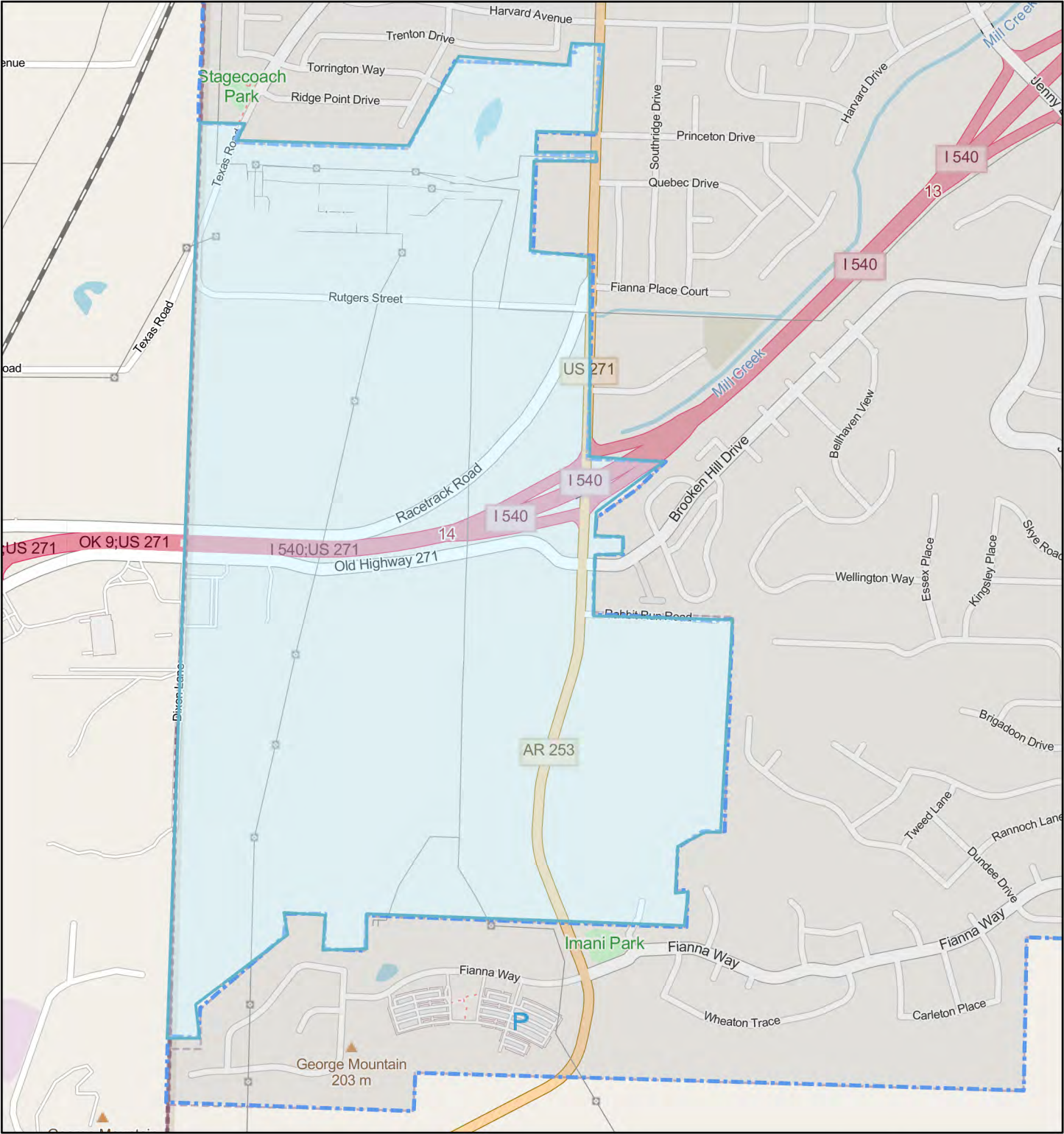
**Approved as to form:**



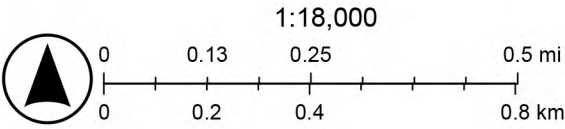
\_\_\_\_\_  
**Publish One Time**

# EXHIBIT A

## Proposed Annexation Area



7/1/2024, 3:58:38 PM



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Summary of Public Input Sessions on Proposed Highway 271/253 Annexation  
July 29, 2024 and August 1, 2024  
Beard Elementary School, 1600 Cavanaugh Road

City staff hosted two annexation public input meetings on July 29, 2024, and August 1, 2024, at the storm shelter of Beard Elementary School, 1600 Cavanaugh Road. Property owners within the area proposed for annexation attended the meetings with questions regarding land use, building permits, sales tax, water and sewer availability, burning on private property, discharge of firearms, keeping of chickens, emergency services, and the keeping of large domestic animals including swine. Representative from Solid Waste, Police, Fire, Utilities, Planning, Transit, Engineering, and Building Services were present to answer questions and provide clarity.

SIGN IN SHEET

ANNEXATION MEETING

NAME	PROPERTY ADDRESS	MAILING ADDRESS	EMAIL
Tul - Ev -	1101 Rutledge	Same	N/A
MAVIS Edington	9704 Hwy 271 S	Same	miedington70@gmail.com
Denny Altus	9713 Hwy 271 S	Same	dennyaltus@yahoo.com
JP + Susan Harsett	10614 Hwy 253	Same	johnharsett52975@gmail.com
Deawn Gatlin	8702 Hwy 271 so.	2815 Tenn. Ridge Rd Fsm	DEAWN.GATLIN.DG@gmail.com
Michelle Mitchell	10615 Hwy 253	F Smith AR 72916	traveldesigngink@yahoo.com
Reggie Hale	8520 S Hwy 271	Ft Smith AR	reggiehale@msn.com
Schafer, Don + Anita	10801/10805 Whippoorwill	72908	anitaschafer@gmail.com
Paul Bork	1502 Robert Run Rd	same 72916	LBork@usbank.com
Chick Polley	1424 Robert Run Rd	same	
Robert + Linda Person	1609 Fianna Way	72908	Lindapers5545@gmail.com







## **Summary of Neighborhood Meetings required for Rezoning and Master Land Use Plan Applications**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## Neighborhood Meeting – Proposed Highway 271 & 253 Annexation Rezoning and MLUP

## Cavanaugh Elementary School Storm Shelter

39

## Neighborhood Meeting – Proposed Highway 271 & 253 Annexation Rezoning and MLUP

## Cavanaugh Elementary School Storm Shelter

40



Department of Transformation and Shared Services

Governor Sarah Huckabee Sanders

Secretary Leslie Fiskien

July 2, 2024

Tyler Miller  
Senior Planner  
623 Garrison Avenue, Room 331  
Fort Smith, AR 72901

RE: City of Fort Smith Annexation Coordination Requirement

Mr. Miller

Thank you for coordinating with our office as you seek to annex property into the City of Fort Smith, located in Section 8, 16, 17, and 20, Township 7 North, Range 32 West, Sebastian County, Arkansas. This letter represents confirmation that you have coordinated with our office (Arkansas GIS Office) as specified in § 14-40-101 (Act 914 of 2015) of the 90<sup>th</sup> General Assembly.

Our office will wait for the completion of additional steps necessary for the proposed boundary change, which normally comes from the Arkansas Secretary of State Elections Division after the appropriate filing by your County Clerk.

Sincerely,

A handwritten signature in blue ink that reads "Niki Bittle".

Niki Bittle, GIS Analyst

Attachments:

GIS Office Map of Proposed Annexation

Legal Description

Secretary of State Municipal Change Checklist

H:\City\_Annexations\Cities\Fort\_Smith\20240619\Doc\20240619\_Fort\_Smith\_Annexation\_Coordination\_Letter\_Rev.docx





**Proposed Annex: City of Fort\_Smith  
July 2024**

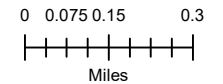
City: Fort\_Smith  
Mayor: George McGill

Arkansas Code 14-40-101.

Before an entity undertakes an annexation, consolidation, or detachment proceeding under this chapter, the entity shall coordinate with the Arkansas Geographic Information Systems Office for preparation of legal descriptions and digital mapping for the relevant annexation, consolidation, and detachment areas.

The map contained herein, is evidence, the entity has met requirements of Act 914 of 2015

-  Sections
-  Minor Road
-  Proposed Annex
-  Existing City



H:\City\_Annexations\Cities\Fort\_Smith\20240619\

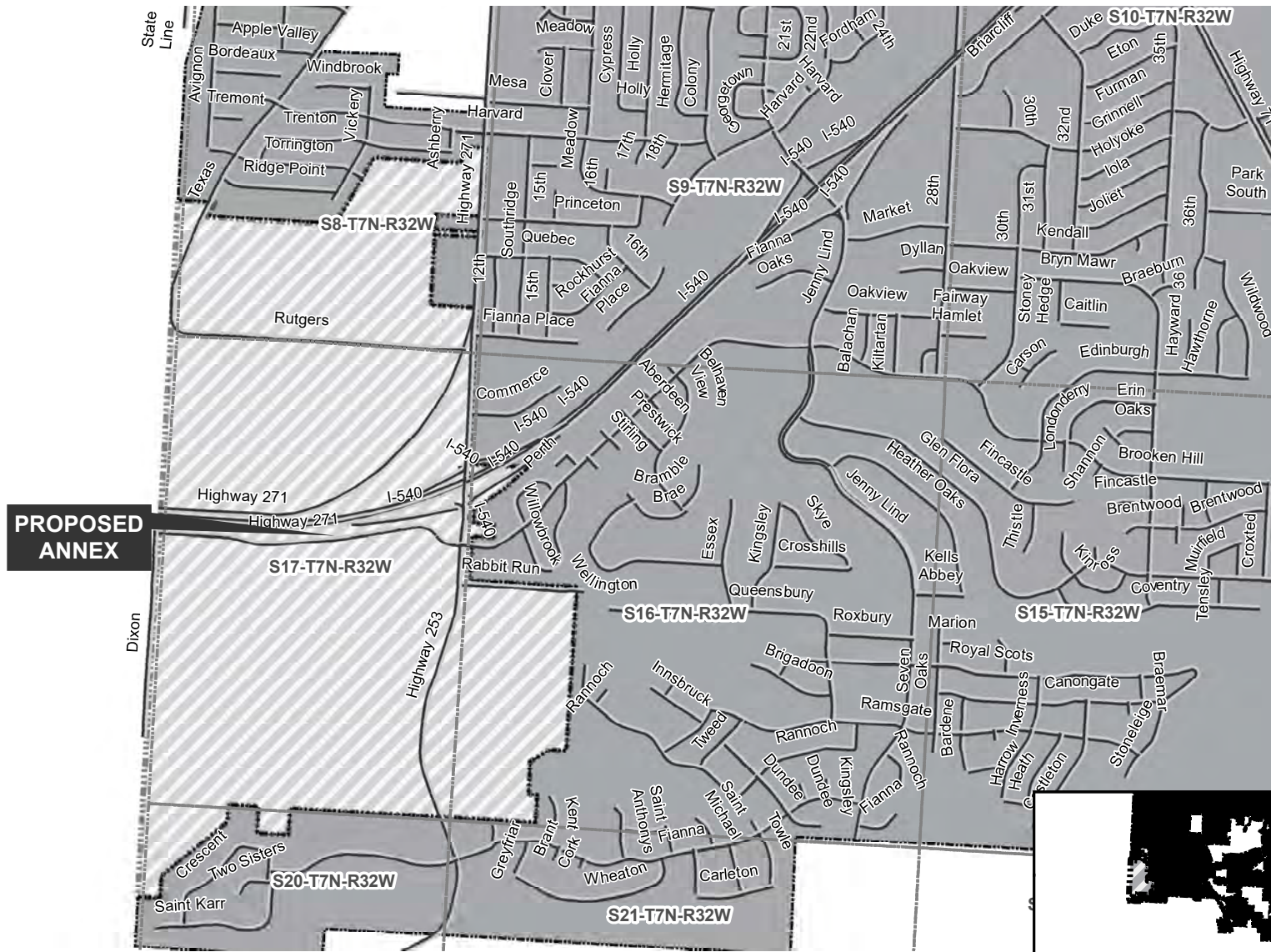


Exhibit "A"

I-540 At State Line:

Legal Description for Proposed Property Annexation:

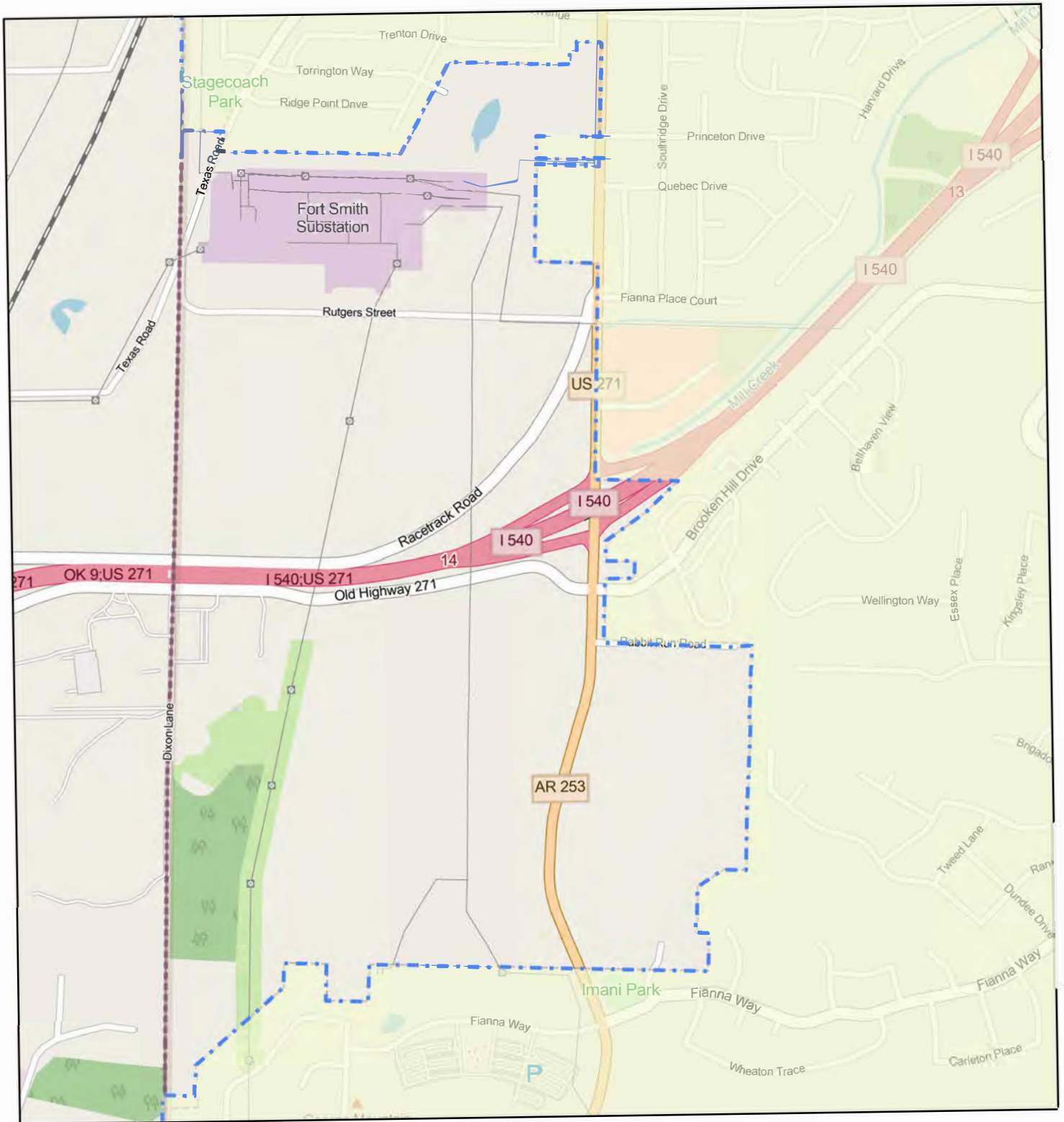
Part of the South-Half (S 1/2) of Section 8, Part of the Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) and Part of the West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16, Part of the North-Half (N 1/2) and Part of the South-Half (S 1/2) of Section 17, Part of the North-Half (N 1/2) of Section 20, all in Township 7 North, Range 32 West, Sebastian County, Arkansas, being more particularly described as follows:

BEGINNING at the Southeast corner of said South-Half (S 1/2) of Section 17; THENCE Westerly, along the South line of said South-Half (S 1/2) of Section 17, 1761.12 feet, more or less, being 350.00 feet, Easterly of the Northeast corner of Lot 37, Belle Chasse, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: June 12, 2000; THENCE leaving the South line of said South-Half (S 1/2) of Section 17, Southerly to the Northeast corner of Lot 41 of said Belle Chasse; THENCE along the Northerly lines of Belle Chasse, the following courses (bearing and distances), per the plat of Belle Chasse: N87°59'26"W, 350.00 feet to a point; N02°16'59"E, 300.00 feet to the Northeast corner of said Lot 37, Belle Chasse being on the North line of said North-Half (N 1/2) of Section 20; N87°59'26"W, along the North line of said North-Half (N 1/2) of Section 20, 350.00 feet to the Northwest corner of Lot 36 of said Belle Chasse; leaving the North line of said North-Half (N 1/2) of Section 20, S02°16'59"W, 200.00 feet to a point; S49°28'32"W, 960.81 feet to a point; S01°43'14"W, 250.00 feet to a point; N87°46'03"W, 250.00 feet to the Northwest corner of Lot 22 of said Belle Chasse on the West line of said North-Half (N 1/2) of Section 20, being the West line of Sebastian County, Arkansas and the East line of LeFlore County, Oklahoma; THENCE approximately 7900 feet, Northerly, along the West line of Sebastian County, Arkansas and the East line of LeFlore County, Oklahoma to the Southwest corner of the land described in Warranty Deed recorded as Document # 7217268 in Fort Smith District, Sebastian County, Arkansas; THENCE leaving the West line of said North-Half (N 1/2) of Section 17 and the West line of said South-Half (S 1/2) of Section 8, Easterly, along the Southerly line of said Warranty Deed recorded as Document # 7217268, to the Westerly Right-of-Way line of Texas Road; THENCE leaving the Southerly line of said Warranty Deed recorded as Document # 7217268, Southwesterly, along the Westerly Right-of-Way line of said Texas Road, to the North line of the South-

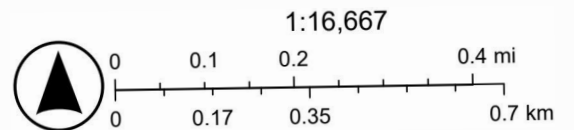
Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Westerly Right-of-Way line of said Texas Road, Easterly, along the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Southeast corner of the land described in Warranty Deed recorded as Document # 2013F-12218 in the Fort Smith District, Sebastian County, Arkansas; THENCE leaving the North line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Northeasterly, along the Easterly line of said Warranty Deed recorded as Document # 2013F-12218, to the Southeast corner of Lot 25, Southfield Heights Villas, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: September 24, 2012; THENCE along the Southeasterly line of said Southfield Heights Villas, the following courses (bearing and distances), per the plat of said Southfield Heights Villas: N30°06'30"E, 304.25 feet to the Northeast corner of Lot 21 of said Southfield Heights Villas, being the same as the Southeast corner of Lot 179, Southfield Heights, Phase II, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: February 16, 2007; THENCE leaving the Southeasterly line of said Southfield Heights Villas and along the Southeasterly line of said Southfield Heights, Phase II, the following courses (bearing and distances), per the plat of said Southfield Heights, Phase II: N30°06'30"E, 350.00 feet to the Northeast corner of Lot 176 of said Southfield Heights, Phase II, being on the South line of Southfield Heights, Phase I, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: November 5, 2004; THENCE leaving the Southeasterly line of said Southfield Heights, Phase II and along the Southerly lines of said Southfield Heights, Phase I, the following courses (bearing and distances), per the plat of Southfield Heights, Phase I: S86°33'22"E, 745.04 feet to a point; S86°36'21"E, 246.00 feet to the Southeast corner of Lot 89 of said Southfield Heights, Phase I; N03°11'45"E, 114.34 feet to a point; S86°36'21"E, 54.00 feet to the Southeast corner of Lot 88 of said Southfield Heights, Phase I; N03°11'45"E, 72.00 feet to the Northeast corner of said Lot 88, Southfield Heights, Phase I; S86°36'21"E, 200.00 feet to the Southeast corner of said Southfield Heights, Phase I on the East line of said South-Half (S 1/2) of Section 8; THENCE leaving the Southerly lines of said Southfield Heights, Phase I, Southerly, along the East line of said South-Half (S 1/2) of Section 8, to the Northeast corner of the land described in Warranty Deed recorded in Book 359 at Page 1610 in the Fort Smith District, Sebastian County, Arkansas; THENCE leaving the East line of said South-Half (S 1/2) of Section 8, Westerly, along the Northerly line of said Warranty Deed recorded in Book 359 at Page 1610, to the Northwest corner of said Warranty Deed recorded in Book 359 at Page 1610; THENCE leaving the Northerly line of said Warranty Deed recorded in Book 359 at Page 1610, Southerly, along the Westerly line of said Warranty Deed recorded in Book 359 at Page 1610, to the Southwest corner of said Warranty Deed recorded in Book 359 at Page 1610 on the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Westerly line of said Warranty Deed recorded in Book 359 at Page 1610, Easterly, along the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Northeast corner of said South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Southerly, along the East line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Northeast corner of the exception of land described in Warranty Deed recorded in Book 530 at Page 1776, Greenwood District, Sebastian County, Arkansas; THENCE leaving the East line of said South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Westerly, along the Northerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, to the Northwest corner of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776; THENCE leaving the Northerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, Southerly, along the Westerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, to the Northwest corner of the land described in Warranty Deed recorded as Document # 2013G-08726 in the

Greenwood District, Sebastian County, Arkansas; THENCE leaving the Westerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, Easterly, along the Northerly line of the land described in said Warranty Deed recorded as Document # 2013G-08726, to the Northeast corner of said Warranty Deed recorded as Document # 2013G-08726 on the East line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Northerly line of said Warranty Deed recorded as Document # 2013G-08726, Southerly, along the East line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8 and the East line of said North-Half (N 1/2) of Section 17, to the Northwest corner of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the East line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Easterly, along the North line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, to the Northerly corner of Lot 58, Corrective Plat, Willowbrook, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: July 17, 2008; THENCE leaving the North line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16 and along the Westerly lines of said Corrective Plat, Willowbrook, the following courses (bearing and distances), per the Corrective Plat, Willowbrook: S48°07'37"W, 333.14 feet to a point; S56°12'05"W, 419.20 feet to a point; S03°29'35"W, 163.86 feet to a point; S88°05'10"E, 239.35 feet to a point; S03°29'35"W, 145.30 feet to a point; N88°05'10"W, 239.35 feet to a point; S03°29'35"W, 301.95 feet to a point; THENCE leaving the Westerly lines of said Corrective Plat, Willowbrook, S03°29'35"W, along the West line of the Corrective Plat, Willowbrook Tracts 2A & 2B, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: July 7, 2009, 235.00 feet to a point on the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the West line of said Corrective Plat, Willowbrook Tracts 2A & 2B, Easterly, along the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, to the Southeast corner of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, Southerly, along the East line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16, to the Northerly corner of Lot 1720-A, Fianna Estates, Phase IV, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: January 24, 1995; THENCE leaving the East line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16 and along the Northerly and Westerly lines of said Lot 1720-A, Fianna Estates, Phase IV, the following courses (bearing and distances), per the plat of said Lot 1720-A, Fianna Estates, Phase IV: S01°06'31"W, 101.00 feet to a point; N88°53'29"W, 190.00 feet to a point; S56°29'23"W, 255.18 feet to a point; S01°06'31"W, 370.00 feet to a point; S88°53'14"E, 100.00 feet to the Northwest corner of Lot 1723, Fianna Estates, Phase IV, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: November 7, 1994; THENCE leaving the Northerly and Westerly lines of said Lot 1720-A, Fianna Estates, Phase IV, S01°06'31"W (per plat of Fianna Estates, Phase IV), along the West line of said Fianna Estates, Phase IV, 315.00 feet (per plat of Fianna Estates, Phase IV) to the Southwest corner of Lot 1725 of said Fianna Estates, Phase IV on the South line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16; THENCE leaving the West line of said Fianna Estates, Phase IV, Westerly, along the South line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16 to the POINT OF BEGINNING, being as shown on attached Exhibit "B".

# Proposed Ward 3



10/30/2024, 5:06:36 PM



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Amendments to the Unified Development Ordinance – Retail Sales of Fireworks and Open-1 Zoning District

### SUMMARY

On October 8, 2024, the Planning Commission held a public hearing to consider additions to the Unified Development Ordinance in conjunction with the annexation of the area around Highway 271/Highway 253. The addition of Section 27-708 makes an accommodation for retail sales of fireworks during defined periods, from permanent structures, and located on streets classified as major arterial or higher on the Master Street Plan. The retail sale of fireworks land use is permitted within the C-2, C-3, C-4, C-5, I-1, I-2, and I-3 zoning districts if compliance with the requirements is met. Staff is proposing the addition of an Open-1 zoning district. This zoning district mimics the Extraterritorial Jurisdiction Open-1 zone in that it allows single-family homes duplexes by right. The majority of the property within the annexation area is zoned ETJ O-1. Zoning existing ETJ O-1 to Open-1 allows property owners with homes to obtain building permits without going through the zoning process. As it would presently, development beyond what is allowed in the Open-1 requires rezoning.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the UDO.

Please contact me if you have any questions.

### ATTACHMENTS

1. [UDO\\_Ordinance \(4\).pdf](#)
2. [UDO Backup.pdf](#)

**ORDINANCE NO. \_\_\_\_\_****AN ORDINANCE AMENDING THE 2019 UNIFIED DEVELOPMENT  
ORDINANCE OF THE CITY OF FORT SMITH**

---

**WHEREAS**, the Board of Directors passed and approved Ordinance No. 87-19 which adopted the Unified Development Ordinance on October 15, 2019; and,

**WHEREAS**, it is necessary to amend certain sections of the Unified Development Ordinance to provide clarity and remove conflict with other provisions of the municipal code; and,

**WHEREAS**, the Planning Commission held a public hearing regarding the amendment and recommended on October 8, 2024, that changes be made; and,

**WHEREAS**, three (3) copies of November 2024 Amendments to the Unified Development Ordinance have been on file in the Office of the City Clerk of the City of Fort Smith for inspection and review by the public prior to the passage of this Ordinance; and,

**WHEREAS**, the November 2024 Amendments to the Unified Development Ordinance includes amendments to retail sales of fireworks and an Open-1 Zoning District.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS THAT:**

**SECTION 1:** The November 2024 Amendments to the Unified Development Ordinance are hereby adopted.

**SECTION 2:** The codifier shall codify the adopted amendments by amending existing sections and by adding new sections of the UDO.

**SECTION 3:** It is hereby found and determined that the adoption of the amendments to the Unified Development Ordinance are necessary to alleviate an emergency created by the lack of regulation of uses of property within the City of Fort Smith so that the protection of the health, safety and welfare of the inhabitants of the City requires that the amendments be effective, and the amendments are hereby made effective, as of date of approval of the Ordinance.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

**ATTEST:**

**APPROVED:**

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

\_\_\_\_\_  
**Mayor**

**Approved as to form:**



\_\_\_\_\_  
**Publish One Time**

## **6. UDO Amendments**

Chairman McCaffrey introduced item 6. Ms. Rice presented the staff report explaining the proposed annexation of a large unincorporated enclave in the area of Highway 271 and 253. She stated that in order to accommodate current properties located within the ETJ zoning district, staff was proposing the addition of an Open-1 zoning district and retail sales of fireworks.

Ms. Rice explained that the Open-1 zone would mimic the current Extraterritorial Jurisdiction Open-1 zoning which allowed for single family and duplexes by right. She explained that anything built beyond single family and duplex would require a zone change and must go through the public hearing process.

She stated that the amendment allowing retail sales of fireworks would accommodate retail sales of fireworks from permanent structures on a limited basis and on a street that's classified as a major arterial or higher. She clarified that the amendment would allow only retail sales and discharging fireworks would still not be allowed. She noted that if the annexation was approved, then the amendment would allow Hale Fireworks, located at 8520 U.S. Highway 271 South, to remain in operation.

Mr. Bobby Altes of 9800 U.S. Old Highway 271 South was present with concern regarding the use of seven industrial buildings located off of Dixon Lane. He noted that seven businesses operated out of each building and was concerned that the annexation would impact their current operations. He noted that Pajara gun club was located directly behind his properties and wanted to be given the same concessions as the club.

Ms. Rice responded that the specific properties Mr. Altes was inquiring about was currently zoned Extraterritorial Jurisdiction Open-1 and it would be possible that the current operations could remain as non-conforming but wouldn't be able to expand. Ms. Rice explained that Pajaro gun club was governed by Section 14-27 The Discharge of Firearms under the Fort Smith Municipal Code, which was not currently in the Unified Development Ordinance, and that staff was proposing an amendment to Section 14-27 for allowance of the Club to operate under the special provisions of the lease that was approved 10 years prior by the City Board of Directors. She also noted that City Staff checked for current business licenses at Mr. Altes' properties and there were no licenses or water associated with any of the buildings located on the south side of Dixon Lane.

With no further comments, Chairman McCaffrey called for a motion on item 6. Commissioner Trumbly moved, seconded by Commissioner Tyler, to approve as written. Chairman McCaffrey called for a vote. The vote was 8 in favor and 0 opposed.

## **27-708 Retail Sales of Fireworks**

### **27-708-1 Purpose**

The purpose of these regulations is described as follows:

- A. Protect and enhance the City of Fort Smith
- B. Preserve property values of surrounding property

### **27-708-2**

Retail sales of fireworks are permitted within the C-2, C-3, C-4, C-5, I-1, I-2, and I-3 zoning districts.

### **27-708-3**

The following regulations shall apply to the retail sales of fireworks:

- a. Fireworks sales shall be permitted from June 20<sup>th</sup> through July 10<sup>th</sup> of each year.
- b. Fireworks sales shall be from a permanent structure; and,
- c. Fireworks sales shall be located on a right-of-way with a classification of major arterial or higher.

**Fire and rescue station**

a building used to house fire equipment, firefighters, and emergency medical services.

**Firearms range**

shall mean a facility designed and constructed for the practice and teaching of marksmanship with hand guns, rifles and shotguns and operated by a public agency or a quasi-public or private corporation approved by the city.

**Fireworks (Retail Sales) (See Section 27-708)**

shall mean a permanent building for the retail sale of any composition or device for the purpose of producing a visible or an audible affect by combustion, deflagration, or detonation that comply with the construction, chemical composition, and labeling regulations of the U.S. Consumer Product Safety Commission as set forth in 16 CFR 1500 and 1507, 49 CFR 172, and APA Standard 87-1A. Each package containing toy paper and/or plastic caps offered for retail sale shall be labeled to indicate the maximum explosive content per cap. Nothing contained in this article shall prohibit the sale or use of blank cartridges for theatrical purposes, signal purposes, military or police purposes. Nothing contained in this article shall prohibit any resident wholesaler, dealer or jobber to sell at wholesale such fireworks as are not herein prohibited or the sale of any kind of fireworks provided the same are to be shipped to a location outside the city for sale. Nothing contained in this article shall prohibit the sale or offering for sale of firearms or ammunition therefor.

**Fitness Studio**

shall mean a place or building where passive or active exercises and related activities are performed for the purpose of physical fitness, improved circulation or flexibility, and/or weight control. The activities shall be conducted entirely within an enclosed building. Examples include martial arts, yoga, dance or similar activities but does not include spectator events.

**Flea market (indoor)**

shall mean a commercial activity conducted, inside a building, with individual spaces for rent to individual sellers for the sale of new or used merchandise. No outdoor storage or display.

**Flea market (outdoor)**

shall mean a commercial activity conducted outside with individual spaces for rent to individual sellers for the sale of new or used merchandise.

**Flood or flooding**

shall mean a general and temporary condition of partial or complete inundation of normally dry land areas from:

- (1) The overflow of inland or tidal waters;
  - (2) The unusual and rapid accumulation or runoff of surface waters from any source.
- a temporary rise in stream level that results in water covering areas not ordinarily covered by water.

**Flood insurance rate map (FIRM)**

shall mean an official map of a community on which the Federal Emergency Management Agency has delineated both the areas of special flood hazard and the risk premium zones applicable to the community.

Appendix A

Districts										MEOS	RE3	RE1	RS-1	RS-2	RS-3	RS-4	RS-5	RSD-2	RSD-3	RSD-4	RM-2	RM-3	RM-4	RMD	RH	T	C-1	C-2	C-3	C-4	C-5	C-6	I-1	I-2	I-3	
DP = Development Plan review by the PC and approval by the City Board																											T1,2,3	C-1	C-2	C-3	C-4	C-5	C-6	I-1,2	I-3	I-4
P = Permitted Use, C = Conditional Use, A = Accessory Use													R-1	R-2	R-3	R-4	R-6	DP-2	DP-3	DP-4	MF-2	MF-3	MF-4	R-5	H	P										
		Bait and tackle shop																																		
		Bicycle sales and service																								C	C	P	P	P	C	P				
		Bicycle sales and service (no outside storage)						P																		P	P	P	P	P	P	P				
		Bookstore						P																		P	P	P	P	P	P	P				
		Bridal shop						P																		P	P	P	P	P	P	P				
		Cameras, photographic supplies and services						P																		P	P	P	P	P	P	P				
		Retail sales of fireworks, see section 27-708-3																									P	P	P	P		P	P	P		
		Clothing, jewelry, luggage, shoes, accessories						P																		C	P	P	P	P	P	P				
		Gift shop						P																		P	P	P	P	P	P	P				
		Sewing machine store (sales & service)						P																			P	P	P	P	P	P				
		Sporting goods, toys, & musical instruments						P																				P	P	P	P	P				
		Thrift store																										P	P	P	P					
		Consumer Goods, Other																																		
		Antique shop						P																		P	P	P	P	P	P	P				
		Art dealers, art studio, galleries, supplies						P																		P	C	P	P	P	P	P				
		Arts and craft shop						P																		P	P	P	P	P	P					
		Flea market (indoor)																																		
		Flea market (outdoor)																															C			
		Florist shop						P																		P	P	P	P	P	P	P				
		Hobby shop						P																		P	P	P	P	P	P	P				
		Office supply store						P																				P	P							
		Pawnshop																																		
		Pawnshop (no outside storage)																																		
		Tobacco shop						P																												
		Grocery, Food, Beverage, Dairy																																		
		Bakery or confectionery shop						P																			P	P	P	P	P	P				
		Beer, wine and liquor store (with drive-through)						P																				C	P	P	P	P				
		Beer, wine and liquor store (without drive-through)						P																				P	P	P	P	P				
		Convenience store (with gasoline sales)						P																				C	P	P	P	P				
		Farmer's market						P																				P	P	P	P	P				
		Fruit and vegetable store						P																				P	P	P	P	P				
		Grocery store or supermarket						P																			P	P	P	P	P	P				
		Neighborhood store						P																				P	P	P	P	P				
		Health and Personal Care																																		
		Cosmetics, beauty supplies, and perfume stores						P																				P	P	P	P	P				
		Medical appliance services						P																				P	P	P	P	P				
		Optical shop						P																				P	P	P	P	P				
		Pharmacy or drug store						P																				P	P	P	P	P	P	P		
		Finance and Insurance																																		
		Auto insurance claims office						P																					P	P	P	P				
		Automatic teller machine						P																				P	P	P	P	P	P			
		Bank, credit union, or savings institution						P																				P	P	P	P	P	P			

**A. Purpose.** A zone to protect undeveloped areas from incompatible land use or other specific uses that may constitute a nuisance to the residents therein or uses that may create an endangerment to the health, safety, or general welfare of the jurisdiction's population. The Open-1 zone designation may be utilized as a zoning classification for properties until a distinct land utilization pattern is developed in keeping with the city's Master Land Use Plan and other land use policies.

**B. Land Uses.** Permitted, Conditional, and Accessory land uses in the Open-1 district as identified below:

1. Permitted Uses: Single-family homes (Detached) and Two-family homes (Duplex).
2. Conditional Uses: Agricultural (not including commercial/industrial operations, e.g., commercial food lots, processing plants, sales yards); churches, parks (public or private), nursing homes, college, university, seminary, preschool, primary and secondary school, library or public arts complex, fire and rescue station, police stations, police substation, emergency response station, utility substations, and government office.
3. Accessory Uses: Guest houses and accessory building, structure or use.

### C. Area and Bulk Regulations

Density/ Min. Lot Size (s.f.)	Min. Lot Width at Bldg. Line	Minimum Street Frontage	Max Height
20 du per acre/ 6,500 s.f.	60 feet	20 feet	40 feet (see 27.404(D))
Setbacks			
Front	Side	Street Side /Corner	Rear
25 feet	7.5 feet	15 feet	10 feet

1. Minimum building separation shall be 10 feet.
2. There shall be no new Open-1 zones created unless a property is subsequently annexed.



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 24, 2024  
**SUBJECT:** Separating the sale and discharge of fireworks

### **SUMMARY**

In conjunction with the Highway 271/253 annexation, portions of the Fort Smith Municipal Code require amendments to separate the sale of fireworks from the discharge of fireworks. Discharging fireworks citywide is prohibited. Item 2B proposes inclusion of the retail sale of fireworks within the Unified Development Ordinance.

### **ATTACHMENTS**

1. [20241024\\_Ordinance\\_Fireworks.pdf](#)

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING SECTIONS 10-91, 10-92 AND 10-93  
OF THE FORT SMITH MUNICIPAL CODE**

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**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS THAT:**

**SECTION 1:** Section 10-91 of the Fort Smith Municipal Code is amended to state as follows:

Sec. 10-91. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Fireworks* means and include any combustible or explosive composition, or any substance or combination of substances, or article prepared for the purpose of producing a visible or an audible effect by combustion, explosion, deflagration or detonation, and shall include blank cartridges, toy pistols, toy cannons, toy canes or toy guns in which explosives are used, the type of unmanned balloons which require fire underneath to propel the same, firecrackers, torpedoes, skyrockets, bottle rockets, roman candles, sparklers or other fireworks of like construction and any fireworks containing any explosive or flammable compound, or any tablets or other device containing any explosive substance; except the term "fireworks" shall not include model rockets and model rocket engines designed, sold and used for the purpose of propelling recoverable aero models and shall not include toy pistols, toy canes, toy guns or other devices in which paper and/or plastic caps manufactured in accordance with the United States Department of Transportation regulations for packing and shipping of toy paper and/or plastic caps are used and toy paper and/or plastic caps manufactured as provided therein, the use of which shall be permitted at all times.

**SECTION 1:** Section 10-92 of the Fort Smith Municipal Code is amended to state as follows:

Sec 10-92. Sale and Use regulated.

The sale, offer for sale, exposure for sale, sell at retail, or keeping with intent to sell at retail any fireworks is set forth in Section 27-708. Except as hereinafter provided, no person shall use or explode any fireworks. The city administrator may adopt reasonable rules and regulations for the granting of permits for supervised displays of fireworks by municipalities, fair associations, amusement parks and other organizations or groups of individuals. Such permits may be granted upon application to the city administrator and after approval of the local and state fire marshals. After such privilege shall have been granted use of fireworks for such display shall be lawful for that purpose only. No permit granted hereunder shall be transferable.

**SECTION 2:** Section 10-93 of the Fort Smith Municipal Code is amended to state as follows:

Sec. 10-93. Removal of illegal fireworks.

The city administrator or his designated agent shall seize, take, remove or cause to be removed at the expense of the owner all stocks of fireworks or combustibles stored or held in violation of this article.

**SECTION 3:** The codifier shall codify the above adopted provisions of Sections 10-91, 10-92 and 10-93 of the Fort Smith Municipal Code by amending the identified section of the same.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

**ATTEST:**

**APPROVED:**

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

\_\_\_\_\_  
**Mayor**

**Approved as to form:**



\_\_\_\_\_  
**Publish One Time**



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 24, 2024  
**SUBJECT:** Outdoor Gun Ranges

### SUMMARY

In conjunction with the Highway 271/253 annexation, portions of the Fort Smith Municipal Code require amendments. Presently, the city has a long-term lease with Pajaro Gun Club at 802 Old Highway 271. While the amendment is not specifically for Pajaro, it does accommodate their use. Staff proposes allowing the Chief of Police the authority to issue permits for the operation of an outdoor gun range, subject to the following:

- An outdoor gun range may only be allowed on property within an Open 1 Zoning district at the time such property is annexed into the city limits.
- No outdoor gun range shall be allowed on property less than eighty (80) acres in size.
- The applicant for a permit to operate an outdoor gun range must obtain and keep in effect during the term of any permit one or more policies of liability insurance with minimum policy limits of \$2,000,000 which provide coverage for the operation of an outdoor gun range.
- An outdoor gun range shall be limited to the activities associated with the sport of skeet, trap and sporting clays. No outdoor gun range shall allow the shooting of any rifles.
- Any permit issued shall be for a specified term, not to exceed ten (10) years.

### ATTACHMENTS

1. [20241024\\_Ordinance\\_Discharge\\_Firearms\\_\\_002\\_.pdf](#)

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING SECTION 14-27(a), AMENDING SECTION 14-27(d),  
ESTABLISHING SECTION 14-27(f), and ESTABLISHING SECTION 14-27(g)  
OF THE FORT SMITH MUNICIPAL CODE**

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**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS THAT:**

SECTION 1: Section 14-27(a) of the Fort Smith Municipal Code is amended to state as follows:

(a) It shall be unlawful to discharge any firearm in the city limits, except as provided in subsection (b) through (g) of this section.

SECTION 2: Section 14-27(d) of the Fort Smith Municipal Code is amended to state as follows:

(d) The chief of police shall have authority to issue permits for the discharge of firearms, archery equipment, air rifles, air pistols, or paintball guns in an indoor shooting gallery (the term "shooting gallery" means and includes any place or premises where facilities or devices for target shooting for practice or amusement with any firearm, archery equipment, air rifle, air pistol or paintball gun are provided for the use of any person for a fee, pay or compensation of any kind to be paid, directly or indirectly, by such person) as provided in section 14-30.

SECTION 3: Section 14-27(f) of the Fort Smith Municipal Code is hereby established and shall state as follows:

(f) The chief of police shall have the authority to issue permits for the operation of an outdoor gun range, subject to the following requirements:

(1) An outdoor gun range may only be allowed on property within an Open 1 Zoning district at the time such property is annexed into the city limits;

(2) No outdoor gun range shall be allowed on property less than eighty (80) acres in size;

(3) The applicant for a permit to operate an outdoor gun range must obtain and keep in effect during the term of any permit one or more policies of liability insurance with minimum policy limits of \$2,000,000 which provide coverage for the operation of an outdoor gun range;

(4) An outdoor gun range shall be limited to the activities associated with the sport of skeet, trap and sporting clays. No outdoor gun range shall allow the shooting of any rifles; and,

(5) Any permit issued shall be for a specified term, not to exceed ten (10) years.

SECTION 4: Section 14-27(g) of the Fort Smith Municipal Code is hereby established and shall state as follows:

(g) The prohibition on the discharging of firearms in subsection (a) of this section shall not apply to active law enforcement officers or active military in the execution of their official duties.

SECTION 5: The codifier shall codify the above adopted provisions of Section 14-27 of the Fort Smith Municipal Code by amending the identified section of the same.

SECTION 6: Emergency Clause. It is hereby found and determined that the adoption of the amendment is necessary to alleviate an emergency created by the lack of regulation of uses of property within the City of Fort Smith so that the protection of the health, safety and welfare of the inhabitants of the City requires that the amendments be effective, and the amendments are hereby made effective, as of the date of approval of the Ordinance.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

**ATTEST:**

**APPROVED:**

---

**City Clerk**

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**Mayor**

**Approved as to form:**



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**Publish One Time**



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, and Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Open-1 to Open-1 by classification. Request by the City of Fort Smith

### SUMMARY

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning application located at the properties listed below.

The subject properties, contain an approximate area of 601.2 acres and are located on the east and west sides of U.S. Highway 271 and U.S. Highway 253, and is located on the north and south sides of Interstate I-540. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the properties to be annexed with similar zoning.

At the Planning Commission meeting, Mr. Bobby Altes of 9800 Highway 271, and Mr. Paul Bjork and Ms. Karen Bjork of 1502 Rabbit Run Road were present in opposition of the items.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map.

The list of property owners under consideration with this request:

- 8600 Highway 271, Parcel 60001-0000-05624-00, owned by Matthew Le
- 8612 Highway 271, Parcel 60001-0000-05623-00, owned by Elizabeth Cao
- 8620 Highway 271, Parcel 60001-0000-05622-00, owned by Zachary W Garner
- 8702 Highway 271, Parcel 60001-0000-05621-00, owned by Deawn L Gatlin
- 9220 S Highway 271, Parcel 60001-0000-05628-00, owned by Tillman Evans
- 9304 S Highway 271, Parcel 60001-0000-05712-00, owned by Kola J Share Fortune No 2 Trust
- 9312 S Highway 271, Parcel 60001-0000-05709-00, owned by F Traylor First, LLC

- 9704 S Highway 271, Parcel 60001-0000-05713-00, owned by Mavis Edington
- 10104 S Highway 271, Parcel 60551-0001-00000-00, owned by Larry and Jannie P Brown
- 9708 S Highway 271, Parcel 60001-0000-05714-00, owned by Mauricio Vasquez-Lopez
- 800 Torrington Road, Parcel 60001-0000-05599-00, owned by Johnny N T & Chau Minh Do Nguyen Trustees of Nguyen-do Family Trust
- 800 Torrington Way, Parcel 60001-0000-05599-03, owned by Christy D Peaslee
- 724 Torrington Way, Parcel 60001-0000-05599-04, owned by Christopher Paige Designs, LLC
- 416 Rutgers Road, Parcel 60001-0000-05722-00, owned by William Murray Booker Jr
- 612 Rutgers Road, Parcel 60001-0000-05721-00, owned by Guillermo R Echeverria
- 701 Rutgers Road, Parcel 60001-0000-05620-00, owned by Oklahoma Gas & Electric
- 808 Rutgers Road, Parcel 60001-0000-05716-00, owned by Caleb & Sara Nichols
- 1002 Rutgers Road, Parcel 60001-0000-05715-00, owned by Caleb Nichols
- 9811 Highway 253, Parcel 18883-0000-02866-00, owned by Willowbrook, LLC
- 10101 Highway 253, Parcel 60001-0000-05697-01, owned by Lundy Investments, LLC
- 10115 Highway 253, Parcel 60001-0000-05698-00, owned by Global Signal Acquisitions IV, LLC
- 10213 Highway 253, Parcel 60001-0000-05701-00, owned by Ben C Sr Stormes
- 10415 Highway 253, Parcel 60001-0000-05741-00, owned by Judith L Kelley
- 10518 Highway 253, Parcel 60001-0000-05743-00, owned by Richard L & Barbara Kennedy
- 10600 Highway 253, Parcel 60001-0000-05740-04, owned by Mone & Somphong Chounlamany
- 10614 Highway 253, Parcel 60001-0000-05740-00, owned by John Phillip & Patsy Ann Hassett
- 10704 Highway 253, Parcel 60001-0000-05740-02, owned by Craig Fowler
- 10710 Highway 253, Parcel 60001-0000-05740-01, owned by Timothy Justin & Brittany L White
- 10615 Highway 253, Parcel 60001-0000-05744-00, owned by Judith L Kelley Revocable Liv Trust
- 10801 Whippoorwill Lane, Parcel 60001-0000-05703-01, owned by Donald R & Anita Rose Schafer Living Trst
- 10805 Whippoorwill Lane, Parcel 60001-0000-05703-00, owned by Donald R & Anita Rose Schafer Living Trst
- 1320 Rabbit Run Road, Parcel 60001-0000-05695-00, owned by Theresa L Wheeler
- 1322 Rabbit Run Road, Parcel 60001-0000-05695-01, owned by Steve R Sullivan
- 1424 Rabbit Run Road, Parcel 60001-0000-05696-00, owned by Christopher J & Adena J Robles
- 1502 Rabbit Run Road, Parcel 60001-0000-05694-00, owned by Paul J & Caryn Le Bjork Revoc Living Trust
- Parcel behind 1604 Rannoch Trace, Parcel 60001-0000-05699-03, owned by David M & Kathryn Stocks Lewis
- Parcel behind 1608 Rannoch Trace, Parcel 60001-0000-05699-01, owned by Kevin & Amanda Minks
- Parcel behind 1612 Rannoch Trace, Parcel 60001-0000-05699-02, owned by Dennis R Jr & Heidi H Carlisle
- Parcel behind 1616 Rannoch Trace, Parcel 60001-0000-05699-04, owned by Hassan & Susan Masri
- 400 Old Hwy 271, Parcel 60001-0000-05727-00, owned by SAB Inc

- 500-800 Old Hwy 271, Parcel 60001-0000-05723-02, owned by SAB Corporation
- 802 Old Hwy 271, Parcel 60001-0000-05730-02, owned by City of Fort Smith AR
- 808 Old Hwy 271, Parcel 60001-0000-05730-03, owned by Schwarz Brothers Properties, LLC
- Parcel 10525-0002-00000-00, owned by Arkansas Colleges Of Health Education (2.5 acre portion) located west of 1001 Fianna Way
- Parcel 60001-0000-05705-00, behind 10615 Highway 253, owned by Judith L Kelley
- Parcel 60001-0000-05599-01, owned by John D Combs Living Trust  
Torrington Way, located on the south side of the Torrington Way cul-de-sac east of Vickery Lane
- Parcel 60001-0000-05619-00, owned by Arkansas & Missouri Railroad, located on west side of Texas Road and south of Ridge Point Drive
- Parcel 271 60001-0000-05717-00, located south of 9312 S Highway, owned by Floyd L Traylor Living Revocable T
- Parcel 60001-0000-05723-03, located west of 9713 Highway 271, owned by Robert E Living Trust Altes
- Parcel 60001-0000-05729-00, owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05724-00, owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05745-00, owned by State Highway, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05689-00, owned by Arkansas State Highway, portion of interstate located on the east side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05688-00, owned by Arkansas State Highway Commission, portion of interstate located on the east side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05735-02, located south of 10015 & 10017 Dixon Lane, owned by Zaki & Kefah F Daas Samman and on the south side of Old Hwy 271
- Parcel 60001-0000-05719-00, located east of 1002 Rutgers Road, owned by Caleb & Sara Nichols
- Parcel 60001-0000-05708-00, owned by Arkansas State Highway Commission, portion of highway located on the west side of Highway 271 and east of 9312 Hwy 271
- Parcel 60001-0000-05743-01, owned by Arkansas State Highway Department, portion of highway located on the Hwy 253 and northeast of Imani Park
- Parcel 60001-0000-05599-02, owned by Combs Brothers, LLC and located east of 800 Torrington Way
- Parcel 60001-0000-05733-00, owned by Leard Cemetery and located on the southwest corner of Rutgers Road and Texas Road
- Parcel 60001-0000-05720-00, owned by Vasiliki Investments, LLC and located north of 9800 Hwy 271
- Parcel 60001-0000-05722-01, owned by Beatrice B & Robert J Key III and located on the north side of Hwy 271 and west of the Arkansas State border.
- Parcel 60001-0000-05730-00, owned by SAB Corporation and located on the southwest corner of Hwy 253 and Old Hwy 271
- Parcel 60001-0000-05742-00, owned by Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253
- Parcel 60001-0000-05738-00, Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253
- Parcel 60001-0000-05739-00, owned by Ben C Stormes Jr and located on the east side of Hwy 253 and south of 10213 Highway 253

- Parcel 60001-0000-05699-00, owned by Cobb & Westphal LLC, and located behind 10213 Highway 253
- Parcel 60001-0000-05701-01, owned by Ben C Stormes Jr, and located in front of 10213 Highway 253
- Parcel 60001-0000-05698-01, owned by Global Signal Acquisitions IV, LLC, and located behind 10115 Hwy 253
- Parcel 60001-0000-05748-00, owned by Mary Anne Karrant & Rebeka & Christopher Tytus and located on the west side of Belle Chasse Subdivision.

#### **ATTACHMENTS**

1. [Ordinance\\_-\\_7A\\_\\_8A.pdf](#)
2. [O1 Backup.pdf](#)

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

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**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, and Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

Part of the South-Half (S 1/2) of Section 8, Part of the Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) and Part of the West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16, Part of the North-Half (N 1/2) and Part of the South-Half (S 1/2) of Section 17, Part of the North-Half (N 1/2) of Section 20, all in Township 7 North, Range 32 West, Sebastian County, Arkansas, being more particularly described as follows:

BEGINNING at the Southeast corner of said South-Half (S 1/2) of Section 17; THENCE Westerly, along the South line of said South-Half (S 1/2) of Section 17, 1761.12 feet, more or less, being 350.00 feet, Easterly of the Northeast corner of Lot 37, Belle Chasse, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: June 12, 2000; THENCE leaving the South line of said South-Half (S 1/2) of Section 17, Southerly to the Northeast corner of Lot 41 of said Belle Chasse; THENCE along the Northerly lines of Belle Chasse, the following courses (bearing and distances), per the plat of Belle

Chasse: N87°59'26"W, 350.00 feet to a point; N02°16'59"E, 300.00 feet to the Northeast corner of said Lot 37, Belle Chasse being on the North line of said North-Half (N 1/2) of Section 20; N87°59'26"W, along the North line of said North-Half (N 1/2) of Section 20, 350.00 feet to the Northwest corner of Lot 36 of said Belle Chasse; leaving the North line of said North-Half (N 1/2) of Section 20, S02°16'59"W, 200.00 feet to a point; S49°28'32"W, 960.81 feet to a point; S01°43'14"W, 250.00 feet to a point; N87°46'03"W, 250.00 feet to the Northwest corner of Lot 22 of said Belle Chasse on the West line of said North-Half (N 1/2) of Section 20, being the West line of Sebastian County, Arkansas and the East line of LeFlore County, Oklahoma; THENCE approximately 7900 feet, Northerly, along the West line of Sebastian County, Arkansas and the East line of LeFlore County, Oklahoma to the Southwest corner of the land described in Warranty Deed recorded as Document # 7217268 in Fort Smith District, Sebastian County, Arkansas; THENCE leaving the West line of said North-Half (N 1/2) of Section 17 and the West line of said South-Half (S 1/2) of Section 8, Easterly, along the Southerly line of said Warranty Deed recorded as Document # 7217268, to the Westerly Right-of-Way line of Texas Road; THENCE leaving the Southerly line of said Warranty Deed recorded as Document # 7217268, Southwesterly, along the Westerly Right-of-Way line of said Texas Road, to the North line of the South Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Westerly Right-of-Way line of said Texas Road, Easterly, along the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Southeast corner of the land described in Warranty Deed recorded as Document # 2013F-12218 in the Fort Smith District, Sebastian County, Arkansas; THENCE leaving the North line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Northeasterly, along the Easterly line of said Warranty Deed recorded as Document # 2013F-12218, to the Southeast corner of Lot 25, Southfield Heights Villas, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: September 24, 2012; THENCE along the Southeasterly line of said Southfield Heights Villas, the following courses (bearing and distances), per the plat of said Southfield Heights Villas: N30°06'30"E, 304.25 feet to the Northeast corner of Lot 21 of said Southfield Heights Villas, being the same as the Southeast corner of Lot 179, Southfield Heights, Phase II, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: February 16, 2007; THENCE leaving the Southeasterly line of said Southfield Heights Villas and along the Southeasterly line of said Southfield Heights, Phase II, the following courses (bearing and distances), per the plat of said Southfield Heights, Phase II: N30°06'30"E, 350.00 feet to the Northeast corner of Lot 176 of said Southfield Heights, Phase II, being on the South line of Southfield Heights, Phase I, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: November 5, 2004; THENCE leaving the Southeasterly line of said Southfield Heights, Phase II and along the Southerly lines of said Southfield Heights, Phase I, the following courses (bearing and distances), per the plat of Southfield Heights, Phase I: S86°33'22"E, 745.04 feet to a point; S86°36'21"E, 246.00 feet to the Southeast corner of Lot 89 of said Southfield Heights, Phase I; N03°11'45"E, 114.34 feet to a point; S86°36'21"E, 54.00 feet to the Southeast corner of Lot 88 of said Southfield Heights, Phase I; N03°11'45"E, 72.00 feet to the Northeast corner of said Lot 88, Southfield Heights, Phase I; S86°36'21"E, 200.00 feet to the Southeast corner of said Southfield Heights, Phase I on the East line of said South-Half (S 1/2) of Section 8; THENCE leaving the Southerly lines of said Southfield Heights, Phase I, Southerly, along the East line of said South-Half (S 1/2) of Section 8, to the Northeast corner of the land described in Warranty Deed recorded in Book 359 at Page 1610 in the Fort Smith District, Sebastian County, Arkansas; THENCE leaving the East line of said South-Half (S 1/2) of Section 8, Westerly, along the Northerly line of said Warranty Deed recorded in Book 359 at Page 1610, to the Northwest corner of said Warranty Deed recorded in Book 359 at Page 1610; THENCE leaving the Northerly line of said Warranty Deed recorded in Book 359 at Page 1610, Southerly, along the Westerly line of said Warranty Deed recorded in Book 359 at Page 1610, to the Southwest corner of said Warranty Deed recorded in Book 359 at Page 1610 on the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Westerly line of said Warranty Deed recorded in Book 359 at Page 1610, Easterly, along the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, to the Northeast corner of said South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the North line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Southerly, along the East line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8,

of Section 8, to the Northeast corner of the exception of land described in Warranty Deed recorded in Book 530 at Page 1776, Greenwood District, Sebastian County, Arkansas; THENCE leaving the East line of said South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Westerly, along the Northerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, to the Northwest corner of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776; THENCE leaving the Northerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, Southerly, along the Westerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, to the Northwest corner of the land described in Warranty Deed recorded as Document # 2013G-08726 in the Greenwood District, Sebastian County, Arkansas; THENCE leaving the Westerly line of exception of land described in said Warranty Deed recorded in Book 530 at Page 1776, Easterly, along the Northerly line of the land described in said Warranty Deed recorded as Document # 2013G-08726, to the Northeast corner of said Warranty Deed recorded as Document # 2013G-08726 on the East line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8; THENCE leaving the Northerly line of said Warranty Deed recorded as Document # 2013G-08726, Southerly, along the East line of South-Half (S 1/2) of said South-Half (S 1/2) of Section 8 and the East line of said North-Half (N 1/2) of Section 17, to the Northwest corner of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the East line of the South-Half (S 1/2) of said South-Half (S 1/2) of Section 8, Easterly, along the North line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, to the Northerly corner of Lot 58, Corrective Plat, Willowbrook, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: July 17, 2008; THENCE leaving the North line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16 and along the Westerly lines of said Corrective Plat, Willowbrook, the following courses (bearing and distances), per the Corrective Plat, Willowbrook: S48°07'37"W, 333.14 feet to a point; S56°12'05"W, 419.20 feet to a point; S03°29'35"W, 163.86 feet to a point; S88°05'10"E, 239.35 feet to a point; S03°29'35"W, 145.30 feet to a point; N88°05'10"W, 239.35 feet to a point; S03°29'35"W, 301.95 feet to a point; THENCE leaving the Westerly lines of said Corrective Plat, Willowbrook, S03°29'35"W, along the West line of the Corrective Plat, Willowbrook Tracts 2A & 2B, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: July 7, 2009, 235.00 feet to a point on the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the West line of said Corrective Plat, Willowbrook Tracts 2A & 2B, Easterly, along the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, to the Southeast corner of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16; THENCE leaving the South line of said Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of Section 16, Southerly, along the East line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16, to the Northerly corner of Lot 1720-A, Fianna Estates, Phase IV, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: January 24, 1995; THENCE leaving the East line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16 and along the Northerly and Westerly lines of said Lot 1720-A, Fianna Estates, Phase IV, the following courses (bearing and distances), per the plat of said Lot 1720-A, Fianna Estates, Phase IV: S01°06'31"W, 101.00 feet to a point; N88°53'29"W, 190.00 feet to a point; S56°29'23"W, 255.18 feet to a point; S01°06'31"W, 370.00 feet to a point; S88°53'14"E, 100.00 feet to the Northwest corner of Lot 1723, Fianna Estates, Phase IV, an addition to the city of Fort Smith, Sebastian County, Arkansas, Filed: November 7, 1994; THENCE leaving the Northerly and Westerly lines of said Lot 1720-A, Fianna Estates, Phase IV, S01°06'31"W (per plat of Fianna Estates, Phase IV), along the West line of said Fianna Estates, Phase IV, 315.00 feet (per plat of Fianna Estates, Phase IV) to the Southwest corner of Lot 1725 of said Fianna Estates, Phase IV on the South line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16; THENCE leaving the West line of said Fianna Estates, Phase IV, Westerly, along the South line of said West-Half (W 1/2) of the Southwest Quarter (SW 1/4) of Section 16 to the POINT OF BEGINNING,

more commonly known as 8600 Highway 271 (60001-0000-05624-00), 8612 Highway 271 (60001-0000-05623-00), 8620 Highway 271 (60001-0000-05622-00), 8702 Highway 271 (60001-0000-05621-00), 9220 S Highway 271 (60001-0000-05628-00), 9304 S Highway 271 (60001-0000-05712-00), 9312 S Highway 271 (60001-0000-05709-00), 9704 S Highway 271 (60001-0000-05713-00), 10104 S Highway 271 (60551-0001-00000-00), 9708 S Highway 271 (60001-0000-05714-00), 800 Torrington Road (60001-0000-05599-00) 800 Torrington Way (60001-0000-05599-03), 724 Torrington Way (60001-0000-05599-04), 416 Rutgers Road (60001-0000-05722-00), 612 Rutgers Road (60001-0000-05721-00), 701 Rutgers Road (60001-0000-05620-00), 808 Rutgers Road (60001-0000-05716-00), 1002 Rutgers Road (60001-0000-05715-00), 9811 Highway 253 (18883-0000-02866-00), 10101 Highway 253 (60001-0000-05697-01), 10115 Highway 253 (60001-0000-05698-00), 10213 Highway 253 (60001-0000-05701-00), 10415 Highway 253 (60001-0000-05741-00), 10518 Highway 253 (60001-0000-05743-00), 10600 Highway 253 (60001-0000-05740-04), 10614 Highway 253 (60001-0000-05740-00), 10704 Highway 253 (60001-0000-05740-02), 10710 Highway 253 (60001-0000-05740-01), 10615 Highway 253 (60001-0000-05744-00), 10801 Whippoorwill Lane (60001-0000-05703-01), 10805 Whippoorwill Lane (60001-0000-05703-00), 1320 Rabbit Run Road (60001-0000-05695-00), 1322 Rabbit Run Road (60001-0000-05695-01), 1424 Rabbit Run Road (60001-0000-05696-00), 1502 Rabbit Run Road, Parcel behind 1604 Rannoch Trace (60001-0000-05699-03), Parcel behind 1608 Rannoch Trace (60001-0000-05699-01), Parcel behind 1612 Rannoch Trace (60001-0000-05699-02), Parcel behind 1616 Rannoch Trace (60001-0000-05699-04), 400 Old Hwy 271 (60001-0000-05727-00), 500-800 Old Hwy 271 (60001-0000-05723-02), 802 Old Hwy 271 (60001-0000-05730-02), 808 Old Hwy 271 (60001-0000-05730-03), Parcel (10525-0002-00000-00) (2.5 acre portion) located west of 1001 Fianna Way, Parcel (60001-0000-05705-00) behind 10615 Highway 253, Parcel (60001-0000-05599-01), Torrington Way, located on the south side of the Torrington Way cul-de-sac east of Vickery Lane, Parcel (60001-0000-05619-00), owned by Arkansas & Missouri Railroad, located on west side of Texas Road and south of Ridge Point Drive, Parcel (60001-0000-05717-00) located south of 9312 S Highway 271, Parcel (60001-0000-05723-03) located west of 9713 Highway 271, Parcel (60001-0000-05729-00), owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05724-00), owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05745-00), owned by State Highway, portion of interstate located on the west side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05689-00), owned by Arkansas State Highway, portion of interstate located on the east side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05688-00), owned by Arkansas State Highway Commission, portion of interstate located on the east side of Highway 253 and U.S. Highway 271, Parcel (60001-0000-05735-02) located south of 10015 & 10017 Dixon Lane and on the south side of Old Hwy 271, Parcel (60001-0000-05719-00) located east of 1002 Rutgers Road, Parcel (60001-0000-05708-00) portion of highway located on the west side of Highway 271 and east of 9312 Hwy 271, Parcel (60001-0000-05743-01) portion of highway located on the Hwy 253 and northeast of Imani Park, Parcel (60001-0000-05599-02) located east of 800 Torrington Way, Parcel (60001-0000-05733-00) located on the southwest corner of Rutgers Road and Texas Road, Parcel (60001-0000-05720-00) located north of 9800 Hwy 271, Parcel (60001-0000-05722-01) located on the north side of Hwy 271 and west of the Arkansas State border, Parcel (60001-0000-05730-00) located on the southwest corner of Hwy 253 and Old Hwy 271, Parcel (60001-0000-05742-00) located on the east side of Hwy 253 and south of 10213 Highway 253, Parcel (60001-0000-05738-00) located on the east side of Hwy 253 and south of 10213 Highway 253, Parcel (60001-0000-05739-00) located on the east side of Hwy 253 and south of 10213 Highway 253, Parcel (60001-0000-05699-00) located behind 10213 Highway 253, Parcel (60001-0000-

05701-01) located in front of 10213 Highway 253, Parcel (60001-0000-05698-01) located behind 10115 Hwy 253, Parcel (60001-0000-05748-00) located on the west side of Belle Chasse Subdivision)

LESS AND EXCEPT

Part of the Northeast Quarter, Southeast Quarter of Section 8, Township 7 North, Range 32 West, City of Fort Smith, Sebastian County, Arkansas, more particularly described as follows:

Commencing at a found PK nail in Highway 271 for the NE Corner of said NE/4, SE/4, thence South  $03^{\circ}11'45''$  West along the East line thereof 369.11 feet to a point in Highway 271 for the true Point of Beginning and from which point a set iron pin bears North  $86^{\circ}36'21''$  West 40.0 feet; thence continue South  $03^{\circ}11'45''$  West 186.34 feet to a point in Highway 271 and from which point a set iron pin bears North  $86^{\circ}36'21''$  West 40.0 Feet; thence leaving the highway North  $86^{\circ}36'21''$  West 254.0 feet to a set iron pin, thence North  $03^{\circ}11'45''$  East 114.34 feet to a set iron pin; thence South  $86^{\circ}36'21''$  East 54.00 feet to a set iron pin; thence North  $03^{\circ}11'45''$  East 72.0 feet to a set iron pin; thence South  $86^{\circ}36'21''$  East 200.00 feet to the Point of Beginning the same being Tract 1 of a survey by Mountain Valley surveying dated 1/20/04, subject to aerial electric lines and right of way of Highway 271 and any easements of record and more commonly known as 8520 U.S. 271 South

AND LESS AND EXCEPT

Part of the Southeast Quarter of the Southeast Quarter of Section Eight (8), Township Seven (7) North, Range Thirty-two (32) West, described as follows: Beginning at a point 200 feet North of the Southeast corner of said Southeast Quarter of the Southeast Quarter; thence North, 100 feet; thence West, 500 feet; thence South, 200 feet; thence East, 500 feet to the point of beginning. Less and except public roads and rights of way.

more commonly known as 9100 Highway 271 South

AND LESS AND EXCEPT

A part of the Southeast Quarter of the Southeast Quarter of Section Eight (8), Township Seven (7) North, Range Thirty Two (32) West, described as follows: Beginning at a point 300 feet North of the Southeast Corner of said Southeast Quarter of the Southeast Quarter; thence West 500 feet; thence North 170 feet; thence East 500 feet; thence South 170 feet to the Point of Beginning.

more commonly known as 9022 Highway 271 South

AND LESS AND EXCEPT

Part of the NE/4 NE/4 of Section 17, Township 7 North, Range 32 West, described as follows:

Commencing at the NE corner of said NE/4 NE/4, Section 17, Township 7 North, Range 32 West, thence South 0 degrees 32 minutes east 564 feet; thence North 88 degrees, west 70.1 feet

to a point on the west line of Highway 253 and the point of beginning and running thence along the west line of said Highway 253 South 0 degrees, 32 minutes east 227.84 feet; thence North 73 degrees 39 minutes west 249.21 feet to a point on the east line of Highway 271; thence along said Highway 271 northeasterly on a curve to the left North 27 degrees 19 minutes 10 seconds east a chord distance of 183.48 feet; thence South 88 degrees east 152.90 feet to the point and place of beginning, containing 0.915 acres and being subject to any easements of record.

AND

A part of the Northeast Quarter of the Northeast Quarter of Section Seventeen (17), Township Seven (7) North of Range Thirty-Two (32) West, as follows:

Beginning at a point 40 feet west and 56 feet south of said NE NE; thence South 508 feet; thence West 183 feet to the east side of the road; thence northeasterly along said road to the point of beginning a distance of 542 feet, containing .59 acres more or less.

more commonly known as 9311 and 9500 Highway 271

AND LESS AND EXCEPT

Altes Tracts 1, 2 and 3, being part of the East Half of the Northeast Quarter of Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas filed of record on October 8, 2014;

And

Part of the East Half of the Northeast Quarter of section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas being more particularly described as follows:

Commencing at an existing stone marking the Southwest Corner of the Northeast Quarter of the Northeast Quarter. Thence along the South line of said Forty, South 86 degrees 51 minutes 28 seconds East, 570.59 feet to the East right of way line of Racetrack Road and the Point of Beginning. Thence leaving said South line and along said right of way the following bearings and distances: Around a curve to the left having a radius of 2,854.77 feet, and subtended by a chord bearing and distance of North 44 degrees 46 minutes 00 seconds East, 184.33 feet. North 42 degrees 55 minutes 00 seconds East, 8.78 feet. Around a curve to the left having a radius of 3,403.14 feet, and subtended by a chord bearing and distance of North 42 degrees 32 minutes 23 seconds East, 44.78 feet to an existing rebar marking the Southwesterly corner of Tract 1 of Altes Tracts. Thence leaving said right of way and along the Southerly line of said Tract 1 the following bearings and distances: South 48 degrees 40 minutes 04 seconds East, 251.12 feet to an existing rebar. South 39 degrees 58 minutes 22 seconds East, 153.62 feet to an existing rebar marking the Southeasterly Corner of Tract 1 of Altes Tracts, said point being on the North right of way line of Interstate 540. Thence along said right of way line the following bearings and distances: South 65 degrees 21 minutes 21 seconds West, 555.70 feet to an existing right of way marker. South 68 degrees 20 minutes 30 seconds West, 491.70 feet to a set rebar with cap. South 81 degrees 35 minutes 43 seconds West, 91.72 feet to a set rebar with cap on the West line of the

Southeast Quarter of the Northeast Quarter. Thence leaving said right of way line and along the West line of said Forty, North 02 degrees 58 minutes 42 seconds East, 108.61 feet to a set rebar with cap on the East right of way line of Racetrack Road. Thence leaving said West line and along said right of way line, around a curve to the left having a radius of 2,854.77 feet, and subtended by a chord bearing and distance of North 54 degrees 00 minutes 11 seconds East, 734.00 feet to the Point of Beginning, containing 5.64 acres and subject to Road any Easements of Record.

more commonly known as 9701, 9705, 9707, 9709, 9711, 9713 and 9715 Highway 271 South and 9604 and 9700 U.S. Highway 271 South

AND LESS AND EXCEPT

Tract 2, Brown Tracts 1 & 2 to the city of Fort Smith, Sebastian County, Arkansas. more commonly known as 9916 and 10018 Highway 271 South (Lot 2 Brown Tracts)

AND

A part of the Northwest Quarter and part of the Southwest Quarter of Fractional Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas, more particularly described as follows:

Commencing at the SW corner of said SW/4; thence North 00 degrees 10 minutes 37 seconds West along the West line of said Fractional Section 17 a distance of 2514.44 feet to the true point of beginning; thence North 88 degrees 11 minutes 43 seconds East a distance of 100.00 feet; thence North 00 degrees 10 minutes 37 seconds West a distance of 50.00 feet; thence North 88 degrees 11 minutes 43 seconds East a distance of 75.00 feet; thence North 00 degrees 10 minutes 37 seconds West a distance of 150.00 feet; thence South 88 degrees 11 minutes 43 seconds West a distance of 175.00 feet to a point on the West line of Fractional Section 17; thence South 00 degrees 10 minutes 37 seconds East a distance of 200.00 feet to the point of beginning.

more commonly known as 10017 Dixon Lane

AND LESS AND EXCEPT

Part of the Northeast Quarter and part of the Southwest Quarter of Fractional Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas, being more particularly described as follows:

Commencing at an existing rebar marking the Southwest Corner of the Southwest Quarter of Fractional Section 17. Thence along the West line of said Fractional Section 17, North 01 degree 04 minutes 18 seconds West, 2404.44 feet to a set p/k nail and the Point of Beginning. Thence continue along said West line, North 02 degree 04 minutes 18 seconds West 110.00 feet to a set p/k nail. Thence leaving said West line, North 87 degrees 18 minutes 02 seconds East, 100.00 feet to an existing rebar. Thence North 01 degree 04 minutes 18 seconds West, 50.00 feet to an existing rebar, Thence North 87 degrees 18 Minutes 02 seconds East, 75.00 feet to an existing rebar. Thence North 01 degree 04 minutes 18 seconds West, 150.00 feet to an existing rebar.

Thence South 87 degrees 18 minutes 02 seconds West, 175.00 feet to an existing rebar on the West line of Fractional Section 17. Thence along said West line, North 01 degree 04 minutes 18 seconds West, 273.67 feet to a set p/k nail on the South right of way line of Arkansas Interstate 540. Thence leaving said West line and along said right of way line the following bearings and distances: North 88 degrees 43 minutes 10 seconds East, 704.91 feet to a right of way marker. South 84 degrees 25 minutes 00 seconds East, 100.09 feet to an existing iron pin. Thence leaving said right of way line, South 01 degree 46 minutes 36 seconds West, 603.34 feet to an existing rebar. Thence South 87 degrees 18 minutes 02 seconds West, 208.00 feet to the Point of Beginning, containing 10.00 acres and subject to road rights of way and any Easements of Record.

more commonly known as 10015 Dixon Lane

#### AND LESS AND EXCEPT

#### SURVEYED PROPERTY DESCRIPTION - TRACT 1

Part of the South Half of the Northeast Quarter, Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas being more particularly described as follows:

Beginning at an existing cross tie marking the Northwest Corner of the Southeast Quarter of the Northeast Quarter. Thence along the North line of said Forty, South 86 degrees 38 minutes 37 seconds East, 407.10 feet to a set rebar with cap on the Northerly Right of Way line of U.S. Highway 271. Thence leaving said North line and along said Right of Way line, around a curve to the right, having a radius of 2,631.82 feet, and subtended by a chord bearing and distance of South 56 degrees 07 minutes 15 seconds West, 675.05 feet. Thence leaving said Northerly Right of Way line, North 03 degrees 21 minutes 38 seconds East, 408.30 feet to a point on the North line of the Southwest Quarter of the Northeast Quarter. Thence along the North line of said Forty, South 86 degrees 43 minutes 00 seconds East, 130.32 feet to the Point of Beginning, containing 2.74 acres and subject to any Easements of Record and more commonly known as 9800 U.S. Hwy 271

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Open-1 to Open-1 by classification.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City

requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**A. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, and Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential at the following properties.**

- 8600 Highway 271, Parcel 60001-0000-05624-00, owned by Matthew Le
- 8612 Highway 271, Parcel 60001-0000-05623-00, owned by Elizabeth Cao
- 8620 Highway 271, Parcel 60001-0000-05622-00, owned by Zachary W Garner
- 8702 Highway 271, Parcel 60001-0000-05621-00, owned by Deawn L Gatlin
- 9220 S Highway 271, Parcel 60001-0000-05628-00, owned by Tillman Evans
- 9304 S Highway 271, Parcel 60001-0000-05712-00, owned by Kola J Share Fortune No 2 Trust
- 9312 S Highway 271, Parcel 60001-0000-05709-00, owned by F Traylor First, LLC
- 9704 S Highway 271, Parcel 60001-0000-05713-00, owned by Mavis Edington
- 10104 S Highway 271, Parcel 60551-0001-00000-00, owned by Larry and Jannie P Brown
- 9708 S Highway 271, Parcel 60001-0000-05714-00, owned by Mauricio Vasquez-Lopez
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- 10704 Highway 253, Parcel 60001-0000-05740-02, owned by Craig Fowler
- 10710 Highway 253, Parcel 60001-0000-05740-01, owned by Timothy Justin & Brittany L White
- 10615 Highway 253, Parcel 60001-0000-05744-00, owned by Judith L Kelley Revocable Liv Trust
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- Parcel 60001-0000-05619-00, owned by Arkansas & Missouri Railroad, located on west side of Texas Road and south of Ridge Point Drive
- Parcel 271 60001-0000-05717-00, located south of 9312 S Highway, owned by Floyd L Traylor Living Revocable T
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- Parcel 60001-0000-05724-00, owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05745-00, owned by State Highway, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
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- Parcel 60001-0000-05743-01, owned by Arkansas State Highway Department, portion of highway located on the Hwy 253 and northeast of Imani Park
- Parcel 60001-0000-05599-02, owned by Combs Brothers, LLC and located east of 800 Torrington Way
- Parcel 60001-0000-05733-00, owned by Leard Cemetery and located on the southwest corner of Rutgers Road and Texas Road
- Parcel 60001-0000-05720-00, owned by Vasiliki Investments, LLC and located north of 9800 Hwy 271

- **Parcel 60001-0000-05722-01, owned by Beatrice B & Robert J Key III and located on the north side of Hwy 271 and west of the Arkansas State border.**
- **Parcel 60001-0000-05730-00, owned by SAB Corporation and located on the southwest corner of Hwy 253 and Old Hwy 271**
- **Parcel 60001-0000-05742-00, owned by Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253**
- **Parcel 60001-0000-05738-00, Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253**
- **Parcel 60001-0000-05739-00, owned by Ben C Stormes Jr and located on the east side of Hwy 253 and south of 10213 Highway 253**
- **Parcel 60001-0000-05699-00, owned by Cobb & Westphal LLC, and located behind 10213 Highway 253**
- **Parcel 60001-0000-05701-01, owned by Ben C Stormes Jr, and located in front of 10213 Highway 253**
- **Parcel 60001-0000-05698-01, owned by Global Signal Acquisitions IV, LLC, and located behind 10115 Hwy 253**
- **Parcel 60001-0000-05748-00, owned by Mary Anne Karrant & Rebeka & Christopher Tytus and located on the west side of Belle Chasse Subdivision.**

Chairman McCaffrey introduced items 7A and 8A as companion items. A recording listing all of the properties included in items 7A and 8A was played and Ms. Rice presented the staff report indicating the subject properties were located on the east and west sides of U.S. Highway 271 and U.S. Hwy 253 and located on the north and south sides of Interstate I-540. She said approval of the items would place a new Open-1 (O-1) zoning similar to the existing ETJ-O-1 zoning and support the proposed annexation.

Mr. Bobby Altes of 9800 U.S. Old Highway 271, and Mr. Paul and Karen Bjork of 1502 Rabbit Run Road were present in opposition of the proposed annexation with concerns regarding land use, zoning, living expenses, and wanting to remain outside of city limits. Mr. John Hassett of 10614 Highway 253 was present with questions regarding the allowance of his auto body business to remain should the annexation be approved. Mr. Miller responded, clarifying that Mr. Hassett's business had been in the area for the past 15 years, had a valid LLC, and a walk-through had been completed with City staff to confirm he remained in compliance with a non-conforming status. Mr. Miller explained that if Mr. Hassett wanted to expand his business, he would have to apply for a rezoning request.

Chairman McCaffrey called for a motion on item 7A. Commissioner Hanna moved, seconded by Commissioner Trumbly, to approve as written.

Commissioner Trumbly asked staff what the process would be to ensure that all existing businesses in the area, including Mr. Altes's, could remain in business. Ms. Rice responded, stating that all businesses would need to meet the non-conforming status

requirements like Mr. Hassett's did. Commissioner Trumbly asked Ms. Rice if Mr. Altes could start that process before the annexation would be voted on to resolve any issues and Ms. Rice confirmed that he could but that Mr. Altes wanted a different zoning district than the proposed Open-1 zone and since his properties had only ever been Extraterritorial Jurisdiction Open-1, he would need to submit a zoning application. She clarified that zoning triggers all other actions and if a property does not have zoning, a business license could not be obtained. She explained that the Unified Development Ordinance also requires annexation petitions to come with zoning and land use.

With no further comments or questions, Chairman McCaffrey called for a vote on item 7A. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**A. Rezoning from Extraterritorial Jurisdiction Open-1 to Open-1 by classification at the following properties.**

- 8600 Highway 271, Parcel 60001-0000-05624-00, owned by Matthew Le
- 8612 Highway 271, Parcel 60001-0000-05623-00, owned by Elizabeth Cao
- 8620 Highway 271, Parcel 60001-0000-05622-00, owned by Zachary W Garner
- 8702 Highway 271, Parcel 60001-0000-05621-00, owned by Deawn L Gatlin
- 9220 S Highway 271, Parcel 60001-0000-05628-00, owned by Tillman Evans
- 9304 S Highway 271, Parcel 60001-0000-05712-00, owned by Kola J Share Fortune No 2 Trust
- 9312 S Highway 271, Parcel 60001-0000-05709-00, owned by F Traylor First, LLC
- 9704 S Highway 271, Parcel 60001-0000-05713-00, owned by Mavis Edington
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- Parcel 60001-0000-05722-01, owned by Beatrice B & Robert J Key III and located on the north side of Hwy 271 and west of the Arkansas State border.
- Parcel 60001-0000-05730-00, owned by SAB Corporation and located on the southwest corner of Hwy 253 and Old Hwy 271
- Parcel 60001-0000-05742-00, owned by Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253
- Parcel 60001-0000-05738-00, Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253
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- Parcel 60001-0000-05748-00, owned by Mary Anne Karrant & Rebeka & Christopher Tytus and located on the west side of Belle Chasse Subdivision.

Chairman McCaffrey called for a motion on item 8A. Commissioner Hanna moved, seconded by Commissioner Tyler, to approve as written. Chairman McCaffrey called for a vote on item 8A. The vote was 8 in favor and 0 opposed.



# Fort Smith Planning Commission

**Item Number: MLPUA #5-10-24**

**Hearing Date: October 8, 2024**

**Report Prepared by:**

## Planning Staff

**Owner and Applicant Information:**

Applicant: City of Fort Smith

Owner: 54 Unique Property Owners

### Location Map:



**Applicant Proposal:**

## Area: Proposed Highway 271/253 Annexation

## Present Use: Commercial, Industrial, and Residential

Total Tract Size: 637Acres

Location: Hwy 271/253 as shown on the map.

## Summary: MLPUA amendment to accommodate proposed rezoning and annexation

**Existing Zoning:**

## ETJ Zoning Districts

## **Master Land Use Plan:**

## ETJ MLUPA Districts

**Staff recommendation:**

## Approval

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Master Land Use Plan Amendment #5-10-24 – A request by the City of Fort Smith for Master Land Use Plan Amendment from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Industry, and Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential at the following properties.

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- 8612 Highway 271, parcel (60001-0000-05623-00), owned by Elizabeth Cao
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The City of Fort Smith proposes to amend the Master Land Use Plan Map from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential to accommodate an Open-1 (O-1) zoning district for 601.2 acres located on the east and west sides of U.S. Highway 271 and U.S. Hwy 253 and on the north and south sides of Interstate I-540 as shown on Exhibit A.

The subject properties are currently zoned Extraterritorial Jurisdiction Open-1 (ETJ-O-1). A companion zoning application requests a new Open-1 (O-1) zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with a rezoning application.

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Hwy 271, Hwy 271, and U.S. Hwy 253 as a Major Arterial Classification, I-540 as a Freeway, Rutgers Road as a Residential Collector and Texas Road as a Major Collector. Rabbit Run Road and Old Hwy 271 are classified as local roads.

**ADJACENT LAND USE CLASSIFICATIONS AND USES**

Land use classification and use contiguous to the subject lot are as follows:

Direction	Land Use	Master Land Use Classification
North	Undeveloped, Duplex Subdivision, Single-family Subdivisions and Stagecoach Park	General Commercial, Residential Attached, Residential Detached, Park/Open Space
East	Single-family Subdivisions and a Mix of General Commercial Land Uses	Residential Attached, Residential Detached and General Commercial
South	Single-family Subdivisions ACHE, and Imani Park	Residential Detached, Institutional, and Park/Open Space
West	Arkansas and Oklahoma State Border	Not Classified

The proposed Master Land Use classification of Mixed-Use Residential is intended to provide for a dense, compatible mix of retail, residential, employment and production activities designed for all modes of transportation.

**Characteristics and Use:**

**Criteria for Designation:**

- Within redevelopment and revitalization areas transitioning out of industrial land use.
- A planned mixed-use development (PUD), or as a complement to an existing area of mixed land use

**Compliance Noted**

**YES**

**YES**

**NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

**STAFF COMMENTS**

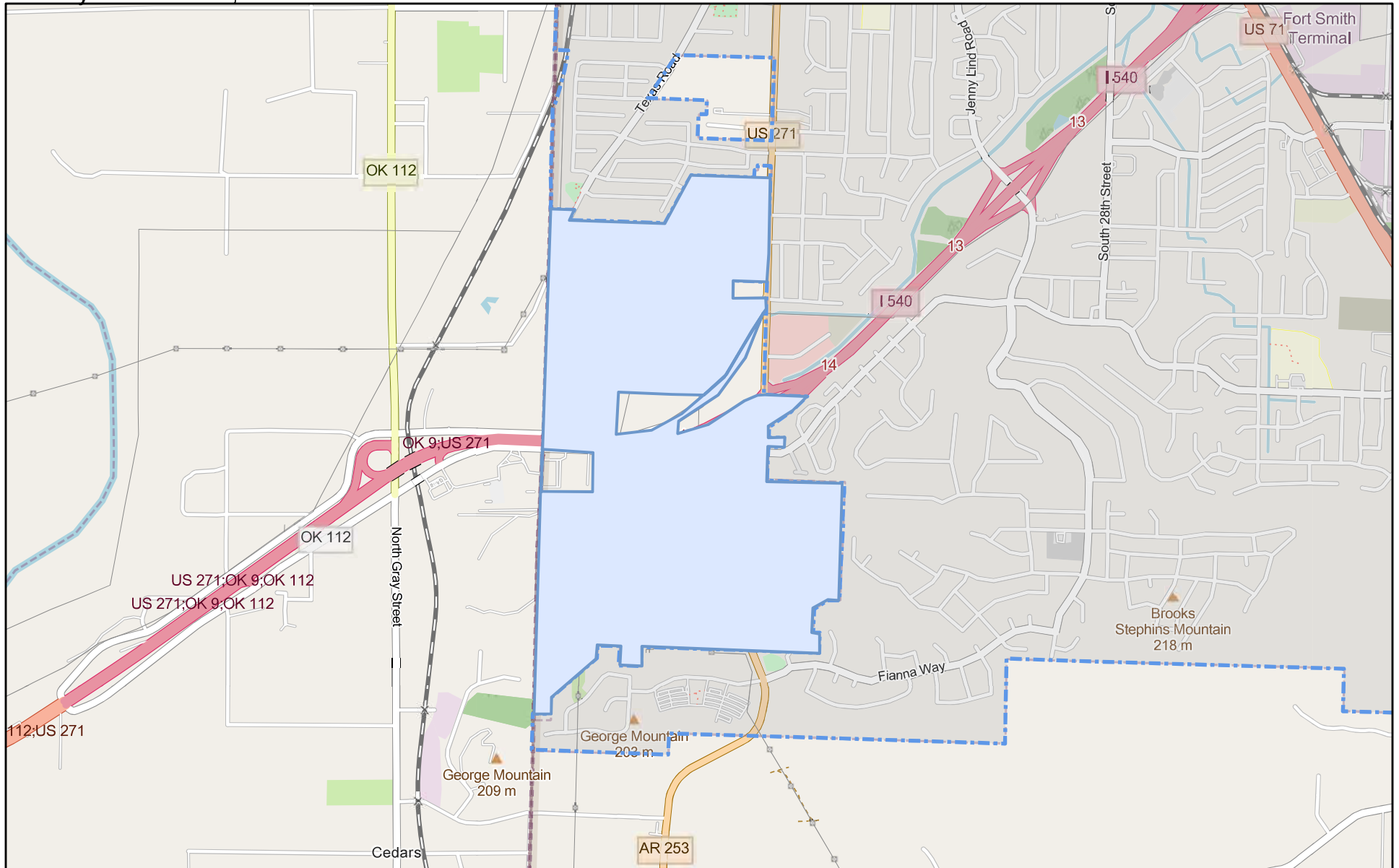
The subject properties have a Master Land Use Plan Map designation of Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, Extraterritorial Jurisdiction Low Density Residential, and Unclassified. In conjunction with a proposed annexation, the city of Fort Smith is proposing a designation of Mixed Use-Residential to accommodate an Open-1 (O-1) zoning district. The Master Land Use Plan Classification of Mixed Use Residential is compatible with the proposed O-1 zoning district.

City staff hosted two public input sessions for property owners within the area proposed for annexation. The two meetings were attended by approximately 30 property owners in total. Staff also met with several property owners individually to answer questions and explain the process. Additionally, the Board of Directors held a public hearing for the annexation on September 17, 2024.

**STAFF RECOMMENDATIONS**

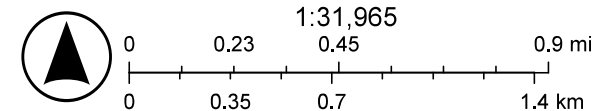
Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, and Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed Use-Residential


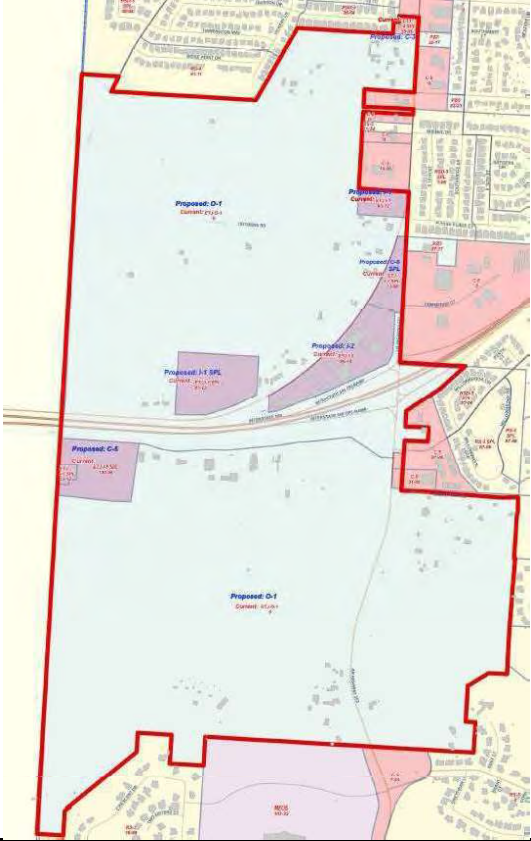


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 Fort Smith City Limits



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 <p><b>Fort Smith Planning Commission</b></p>	<p><b><u>Item Number:</u> Rezoning #22-10-24</b></p> <p><b><u>Hearing Date:</u> October 8, 2024</b></p>
<p><b><u>Report Prepared by:</u></b></p> <p>Planning Staff</p>	<p><b><u>Owner and Applicant Information:</u></b></p> <p>Applicant: City of Fort Smith</p> <p>Owner: 54 Unique Property Owners</p>
<p><b><u>Location Map:</u></b></p> 	<p><b><u>Applicant Proposal:</u></b></p> <p>Area: Proposed Highway 271/253 Annexation</p> <p>Present Use: Commercial, Industrial, and Residential</p> <p>Total Tract Size: 637Acres</p> <p>Location: Hwy 271/253 as shown on the map.</p> <p>Summary: Rezoning facilitating annexation</p>
<p><b><u>Existing Zoning:</u></b></p> <p>ETJ Zoning Districts</p> <p><b><u>Master Land Use Plan:</u></b></p> <p>ETJ MLUPA Districts</p>	<p><b><u>Staff recommendation:</u></b></p> <p>Approval</p>

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 - A request by the City of Fort Smith for Planning Commission consideration of a zone request from Extraterritorial Jurisdiction Open-1 to Open-1 by classification at the following locations:

- 8600 Highway 271, parcel (60001-0000-05624-00), owned by Matthew Le
- 8612 Highway 271, parcel (60001-0000-05623-00), owned by Elizabeth Cao
- 8620 Highway 271, parcel (60001-0000-05622-00), owned by Zachary W Garner
- 8702 Highway 271, parcel (60001-0000-05621-00), owned by Deawn L Gatlin
- 9220 S Highway 271, parcel (60001-0000-05628-00), owned by Tillman Evans
- 9304 S Highway 271, parcel (60001-0000-05712-00), owned by Kola J Share Fortune No 2 Trust
- 9312 S Highway 271, parcel (60001-0000-05709-00), owned by F Traylor First, LLC
- 9704 S Highway 271, parcel (60001-0000-05713-00), owned by Mavis Edington
- 10104 S Highway 271, parcel (60551-0001-00000-00), owned by Larry and Jannie P Brown
- 9708 S Highway 271, parcel (60001-0000-05714-00), owned by Mauricio Vasquez-Lopez
- 800 Torrington Road, parcel (60001-0000-05599-00), owned by Johnny N T & Chau Minh Do Nguyen Trustees of Nguyen-do Family Trust
- 800 Torrington Way, parcel (60001-0000-05599-03), owned by Christy D Peaslee
- 724 Torrington Way, parcel (60001-0000-05599-04), owned by Christopher Paige Designs, LLC
- 416 Rutgers Road, parcel (60001-0000-05722-00), owned by William Murray Booker Jr
- 612 Rutgers Road, parcel (60001-0000-05721-00), owned by Guillermo R Echeverria
- 701 Rutgers Road, parcel (60001-0000-05620-00), owned by Oklahoma Gas & Electric
- 808 Rutgers Road, parcel (60001-0000-05716-00), owned by Caleb & Sara Nichols
- 1002 Rutgers Road, parcel (60001-0000-05715-00), owned by Caleb Nichols
- 9811 Highway 253, parcel (18883-0000-02866-00), owned by Willowbrook, LLC
- 10101 Highway 253, parcel (60001-0000-05697-01), owned by Lundy Investments, LLC
- 10115 Highway 253, parcel (60001-0000-05698-00), owned by Global Signal Acquisitions IV, LLC
- 10213 Highway 253, parcel (60001-0000-05701-00), owned by Ben C Sr Stormes
- 10415 Highway 253, parcel (60001-0000-05741-00), owned by Judith L Kelley
- 10518 Highway 253, parcel 60001-0000-05743-00), owned by Richard L & Barbara Kennedy
- 10600 Highway 253, parcel (60001-0000-05740-04), owned by Mone & Somphong Chounlamany
- 10614 Highway 253, parcel (60001-0000-05740-00), owned by John Phillip & Patsy Ann Hassett

- 10704 Highway 253, parcel (60001-0000-05740-02), owned by Craig Fowler
- 10710 Highway 253, parcel (60001-0000-05740-01), owned by Timothy Justin & Brittany L White
- 10615 Highway 253, parcel (60001-0000-05744-00), owned by Judith L Kelley Revocable Liv Trust
- 10801 Whippoorwill Lane, parcel (60001-0000-05703-01), owned by Donald R & Anita Rose Schafer Living Trst
- 10805 Whippoorwill Lane, parcel (60001-0000-05703-00), owned by Donald R & Anita Rose Schafer Living Trst
- 1320 Rabbit Run Road, parcel (60001-0000-05695-00), owned by Theresa L Wheeler
- 1322 Rabbit Run Road, parcel (60001-0000-05695-01), owned by Steve R Sullivan
- 1424 Rabbit Run Road, parcel (60001-0000-05696-00), owned by Christopher J & Adena J Robles
- 1502 Rabbit Run Road, parcel (60001-0000-05694-00), owned by Paul J & Caryn Le Bjork Revoc Living Trust
- Parcel behind 1604 Rannoch Trace, parcel (60001-0000-05699-03), owned by David M & Kathryn Stocks Lewis
- Parcel behind 1608 Rannoch Trace, parcel (60001-0000-05699-01), owned by Kevin & Amanda Minks
- Parcel behind 1612 Rannoch Trace, parcel (60001-0000-05699-02), owned by Dennis R Jr & Heidi H Carlisle
- Parcel behind 1616 Rannoch Trace, parcel 60001-0000-05699-04), owned by Hassan & Susan Masri
- 400 Old Hwy 271, parcel (60001-0000-05727-00), owned by SAB Inc
- 500-800 Old Hwy 271, parcel (60001-0000-05723-02), owned by SAB Corporation
- 802 Old Hwy 271, parcel (60001-0000-05730-02), owned by City of Fort Smith AR
- 808 Old Hwy 271, parcel (60001-0000-05730-03), owned by Schwarz Brothers Properties, LLC
- Parcel 10525-0002-00000-00, owned by Arkansas Colleges Of Health Education (2.5 acre portion) located west of 1001 Fianna Way
- Parcel 60001-0000-05705-00, behind 10615 Highway 253, owned by Judith L Kelley
- Parcel 60001-0000-05599-01, owned by John D Combs Living Trust  
Torrington Way, located on the south side of the Torrington Way cul-de-sac east of Vickery Lane
- Parcel 60001-0000-05619-00, owned by Arkansas & Missouri Railroad, located on west side of Texas Road and south of Ridge Point Drive
- Parcel 271 60001-0000-05717-00, located south of 9312 S Highway, owned by Floyd L Traylor Living Revocable T
- Parcel 60001-0000-05723-03, located west of 9713 Highway 271, owned by Robert E Living Trust Altes
- Parcel 60001-0000-05729-00, owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05724-00, owned by Arkansas State Highway Department, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05745-00, owned by State Highway, portion of interstate located on the west side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05689-00, owned by Arkansas State Highway, portion of interstate located on the east side of Highway 253 and U.S. Highway 271
- Parcel 60001-0000-05688-00, owned by Arkansas State Highway Commission, portion of interstate located on the east side of Highway 253 and U.S. Highway 271

- Parcel 60001-0000-05735-02, located south of 10015 & 10017 Dixon Lane, owned by Zaki & Kefah F Daas Samman and on the south side of Old Hwy 271
- Parcel 60001-0000-05719-00, located east of 1002 Rutgers Road, owned by Caleb & Sara Nichols
- Parcel 60001-0000-05708-00, owned by Arkansas State Highway Commission, portion of highway located on the west side of Highway 271 and east of 9312 Hwy 271
- Parcel 60001-0000-05743-01, owned by Arkansas State Highway Department, portion of highway located on the Hwy 253 and northeast of Imani Park
- Parcel 60001-0000-05599-02, owned by Combs Brothers, LLC and located east of 800 Torrington Way
- Parcel 60001-0000-05733-00, owned by Leard Cemetery and located on the southwest corner of Rutgers Road and Texas Road
- Parcel 60001-0000-05720-00, owned by Vasiliki Investments, LLC and located north of 9800 Hwy 271
- Parcel 60001-0000-05722-01, owned by Beatrice B & Robert J Key III and located on the north side of Hwy 271 and west of the Arkansas State border.
- Parcel 60001-0000-05730-00, owned by SAB Corporation and located on the southwest corner of Hwy 253 and Old Hwy 271
- Parcel 60001-0000-05742-00, owned by Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253
- Parcel 60001-0000-05738-00, Cobb & Westphal LLC and located on the east side of Hwy 253 and south of 10213 Highway 253
- Parcel 60001-0000-05739-00, owned by Ben C Stormes Jr and located on the east side of Hwy 253 and south of 10213 Highway 253
- Parcel 60001-0000-05699-00, owned by Cobb & Westphal LLC, and located behind 10213 Highway 253
- Parcel 60001-0000-05701-01, owned by Ben C Stormes Jr, and located in front of 10213 Highway 253
- Parcel 60001-0000-05698-01, owned by Global Signal Acquisitions IV, LLC, and located behind 10115 Hwy 253
- Parcel 60001-0000-05748-00, owned by Mary Anne Karrant & Rebeka & Christopher Tytus and located on the west side of Belle Chasse Subdivision.

## **PROPOSED ZONING**

Approval will place a new Open-1 (O-1) zoning on the properties listed above similar to the existing ETJ-O-1 zoning and support the proposed annexation.

## **LOT LOCATION AND SIZE**

The subject area is located on the east and west sides of U.S. Highway 271 and U.S. Hwy 253 and located on the north and south sides of Interstate I-540 as shown on Exhibit A. The tract contains an approximate area of 601.2 acres.

## **REQUESTED ZONING**

The proposed zoning is Open-1 (O-1). Characteristics of this zone are as follows:

### **Purpose:**

A zone to protect undeveloped areas from incompatible land use or other specific uses that may constitute a nuisance to the residents therein or uses that may create an endangerment to the health, safety, or general welfare of the jurisdiction's population. The Open-1 zone designation may be utilized as a zoning classification for properties until a distinct land utilization pattern is developed in keeping with the city's Master Land Use Plan and other land use policies.

### **Permitted Uses and Accessory Uses:**

Single-family homes (Detached), Two-family homes (Duplex), Guest houses and accessory building, structure or use.

### **Conditional Uses:**

Agricultural (not including commercial/industrial operations, e.g., commercial food lots, processing plants, sales yards); Churches, Parks (public or private), Nursing Homes, college, university, seminary, preschool, primary and secondary school, library or public arts complex, fire and rescue station, police stations, police substation, emergency response station, utility substations, and government office.

### **EXISTING ZONING**

The existing zoning is Extraterritorial Jurisdiction Open-1 (ETJ Open-1).

Characteristics of this zone are as follows:

### **Purpose:**

A zone to protect the undeveloped areas within the city's extraterritorial zoning jurisdiction from incompatible land use or other specific uses that may constitute a nuisance to the residents therein or uses that may create an endangerment to the health, safety, or general welfare of the jurisdiction's population.

### **Permitted Uses:**

Single family homes, duplexes, nurseries and greenhouses, truck farms, golf courses, fire and police station, utility substations and parks, playgrounds and other open spaces.

### **Conditional Uses:**

Agricultural uses (limited), churches, country clubs more than ten (10) acres, boarding schools, nursing homes, orphanages, educational services and public buildings.

### **SURROUNDING ZONING AND LAND USE**

<b>Direction</b>	<b>Land use</b>	<b>Zoning</b>
North	Undeveloped, Duplex Subdivision, Single-family Subdivisions and Stagecoach Park	Commercial Light Special (C-2-SPL), Residential Single Family - Duplex Medium/High Density (RSD-3), Residential Single Family High Density (RS-4), Residential Single Family - Duplex Medium/High Density Special (RSD-3-SPL)
East	Single-family Subdivisions and a Mix of General Commercial Land Uses	Residential Single-Family Medium/High Density (RS-3), Residential Single Family - Duplex Medium/High Density (RSD-3), Commercial Heavy (C-5),
South	Single-family Subdivisions ACHE, and Imani Park	Residential Single-Family Medium/High Density (RS-3), Medical Education, Office, and Scientific (MEOS), and Commercial Moderate (C-3)
West	Arkansas and Oklahoma State Border	Not Classified

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Hwy 271, Hwy 271, and U.S. Hwy 253 as a Major Arterial Classification, I-540 as a Freeway, Rutgers Road as a Residential Collector and Texas Road as a Major Collector. Rabbit Run Road and Old Hwy 271 are classified as local roads.

## **MASTER LAND USE PLAN**

A companion Master Land Use Plan Amendment from Extraterritorial Jurisdiction Yet To Be Determined, Extraterritorial Jurisdiction Light Industrial, Extraterritorial Jurisdiction Light Commercial Office, Extraterritorial Jurisdiction Industry, Extraterritorial Jurisdiction Low Density Residential, and Unclassified to Mixed-Use Residential. The Mixed-Use Residential classification is intended to provide for a dense, compatible mix of retail, residential, employment and production activities designed for all modes of transportation.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

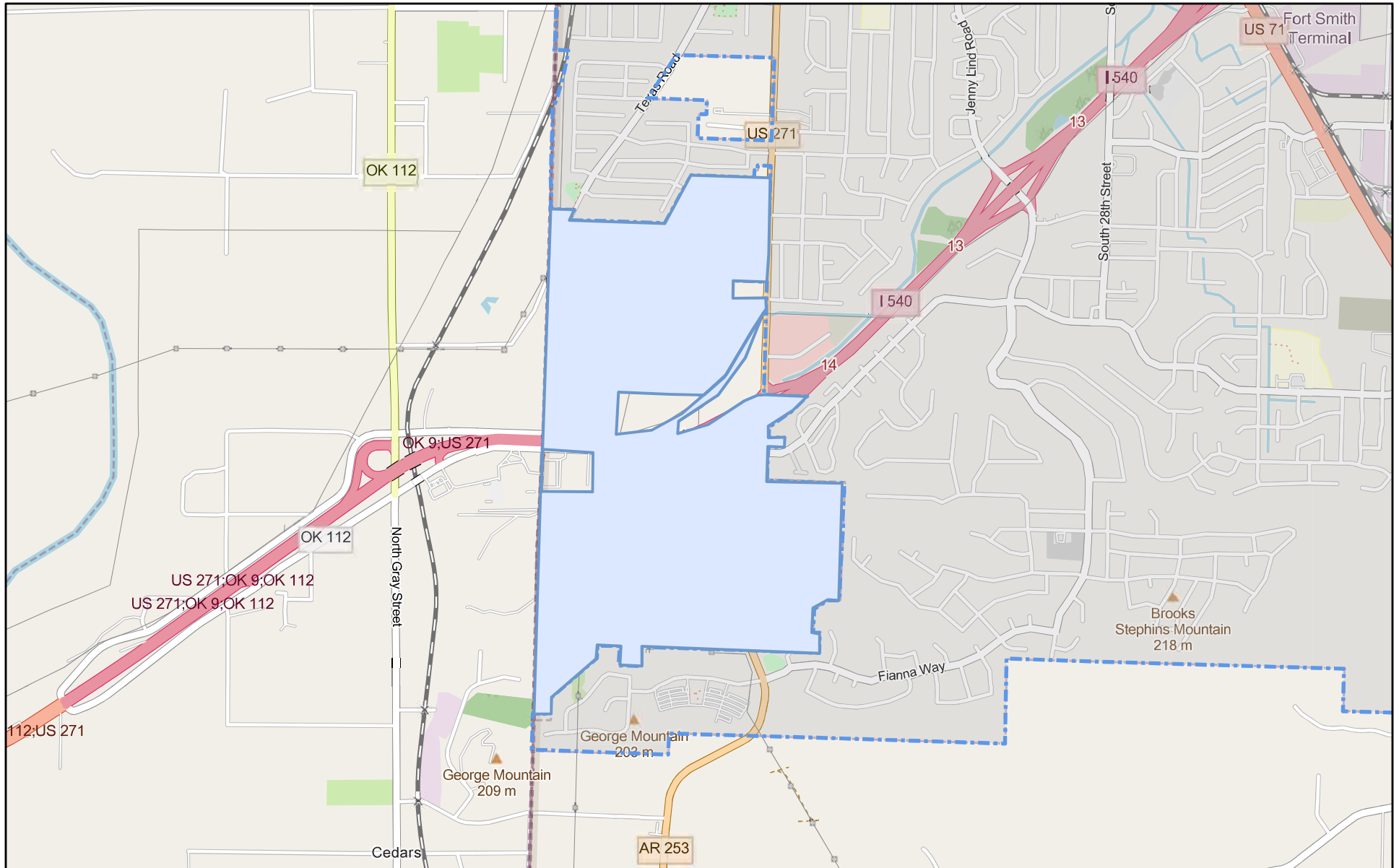
The Open-1 zone designation may be utilized as a zoning classification for properties until a distinct land utilization pattern is developed in keeping with the city's Master Land Use Plan and other land use policies. The Open-1 zoning will serve a zone designation for properties until a development is proposed that does not comply with the permitted, conditional and accessory uses outlined in the O-1 district. Additionally, there shall be no new Open-1 zones created unless a property is subsequently annexed.

City staff hosted two public input sessions for property owners within the area proposed for annexation. The two meetings were attended by approximately 30 property owners in total. Staff also met with several property owners individually to answer questions and explain the process. The Board of Directors also held a public hearing for the annexation on September 17, 2024.

## **STAFF RECOMMENDATIONS**

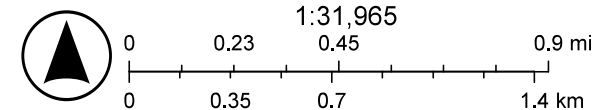
Staff recommends approval.

# Rezoning from Extraterritorial Jurisdiction Open-1 to Open-1



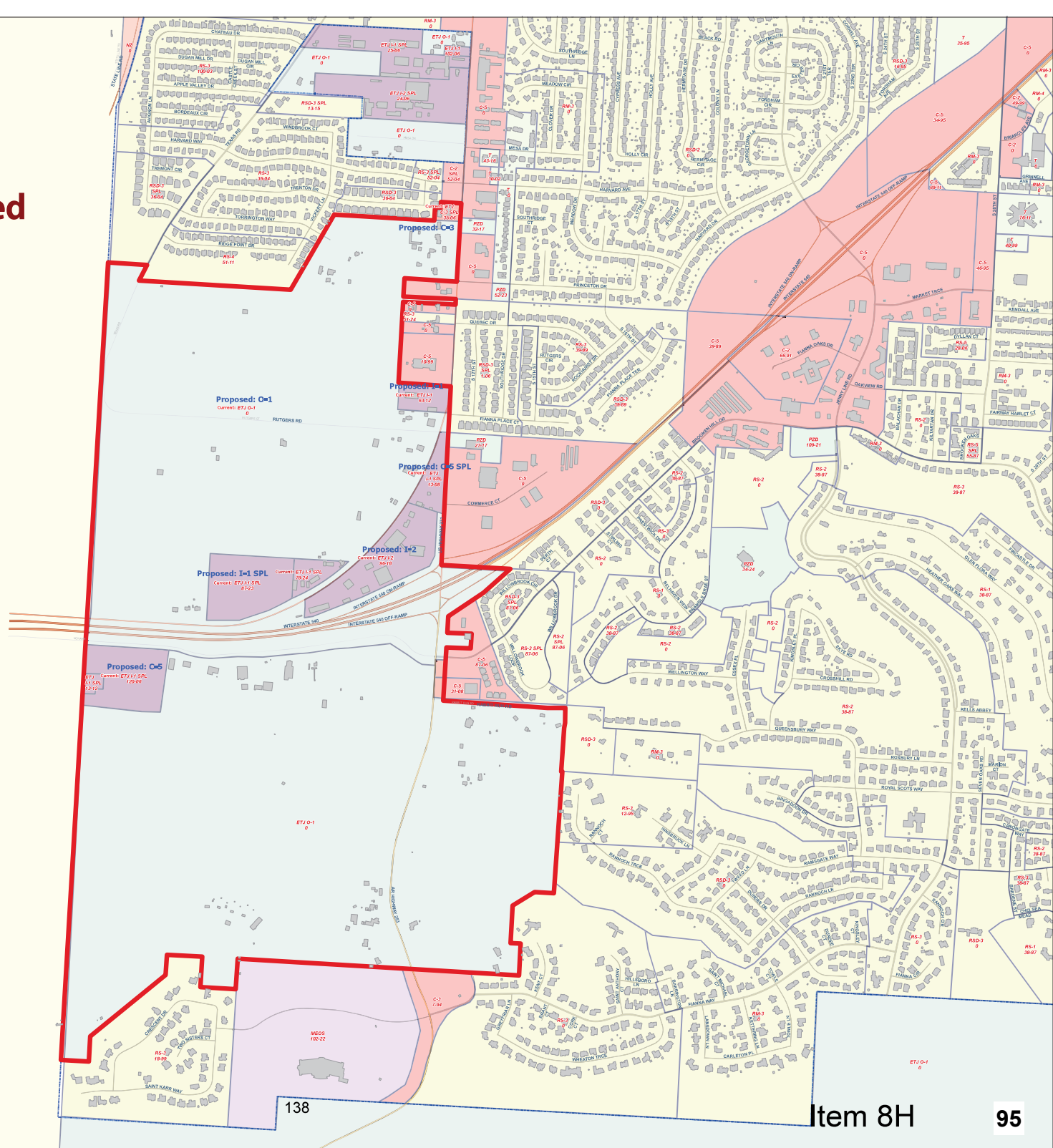
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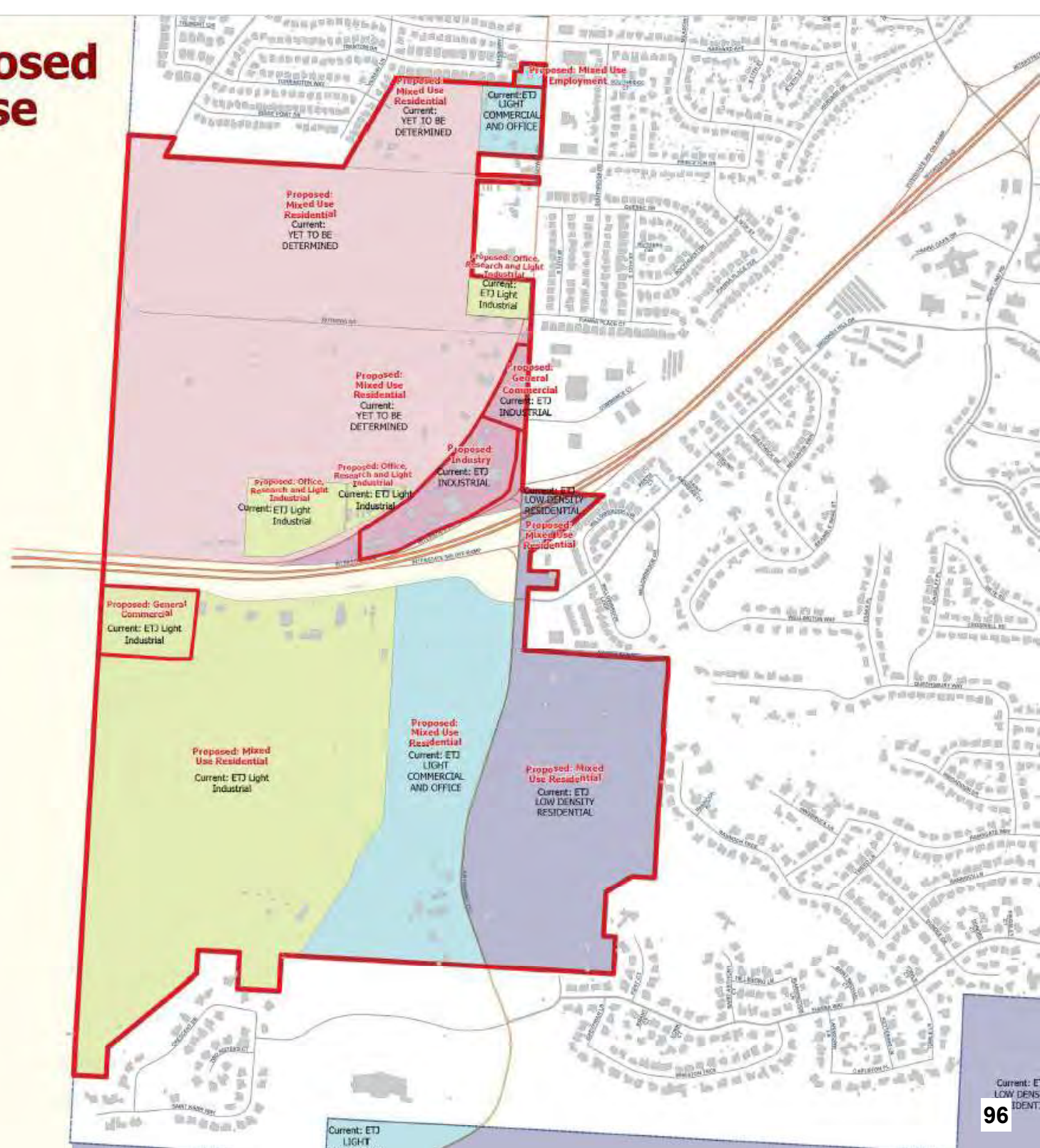
 Fort Smith City Limits



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# Current and Proposed Zoning Map







## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Light Commercial Office to Mixed Use Employment, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL) to Commercial Moderate (C-3) by classification at 8520 U.S. Highway 271 South. Request by the City of Fort Smith

### **SUMMARY**

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications.

The property, containing an approximate area of .91 acres, is located west of U.S. Highway 271, south of Harvard Avenue. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the existing business to remain operational upon annexation.

At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map subject to development plan approval by the Planning Commission prior to the issuance of a building permit.

Please contact me if you have any questions.

### **ATTACHMENTS**

1. [Ordinance\\_-\\_7B\\_8B.pdf](#)
2. [8520 Backup.pdf](#)

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

---

**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Commercial Office to Mixed Use Employment and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

Part of the Northeast Quarter, Southeast Quarter of Section 8, Township 7 North, Range 32 West, City of Fort Smith, Sebastian County, Arkansas, more particularly described as follows:

Commencing at a found PK nail in Highway 271 for the NE Corner of said NE/4, SE/4, thence South 03°11'45" West along the East line thereof 369.11 feet to a point in Highway 271 for the true Point of Beginning and from which point a set iron pin bears North 86°36'21" West 40.0 feet; thence continue South 03°11'45" West 186.34 feet to a point in Highway 271 and from which point a set iron pin bears North 86°36'21" West 40.0 Feet; thence leaving the highway North 86°36'21" West 254.0 feet to a set iron pin, thence North 03°11'45" East 114.34 feet to a set iron pin; thence South 86°36'21" East 54.00 feet to a set iron pin; thence North 03°11'45" East 72.0 feet to a set iron pin; thence South 86°36'21" East 200.00 feet to the Point of Beginning the same being Tract 1 of a survey by Mountain Valley surveying dated 1/20/04, subject to aerial electric lines and right of way of Highway 271 and any easements of record and more commonly known as 8520 U.S. 271 South

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL) to Commercial Moderate (C-3) subject to the following:

- Development Plan being approved by the Planning Commission prior to the issuance of a building permit.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

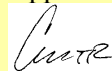
ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**B. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Commercial Office to Mixed Use Employment at 8520 U.S. Highway 271 South (Parcels 60001-0000-05625-01 and 60001-0000-05625-00) Hale Fireworks Central Arkansas, LLC.**

Chairman McCaffrey introduced items 7B and 8B as companion items. Mr. Miller delivered the staff report indicating the subject property was located west of U.S. Highway 271 and south of Harvard Avenue. He said approval of the items would place appropriate zoning on the property to accommodate the existing Hale Fireworks business and facilitate the annexation of the property.

Chairman McCaffrey called for a motion on item 7B. Commissioner Trumbly moved, seconded by Commissioner Marshall, to approve with staff comments. Chairman McCaffrey called for a vote on item 7B. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**B. Rezoning from Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL) to Commercial Moderate (C-3) by classification at 8520 U.S. Highway 271 South (Parcels 60001-0000-05625-01 and 60001-0000-05625-00) Hale Fireworks Central Arkansas, LLC.**

Chairman McCaffrey called for a motion on item 8B. Commissioner Trumbly moved, seconded by Commissioner Marshall, to approve with staff comments. Chairman McCaffrey called for a vote on item 8B. The vote was 8 in favor and 0 opposed.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Master Land Use Plan Amendment #5-10-24 - A request by City of Fort Smith for a Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Commercial Office to Mixed Use Employment at 8520 U.S. Highway 271 South, parcels (60001-0000-05625-01 and 60001-0000-05625-00).

The City of Fort Smith proposes to amend the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Commercial Office to Mixed Use Employment to accommodate a proposed Commercial Moderate (C-3) zoning request. The subject property is on the west of U.S. Highway 271 and south of Harvard Avenue. The tract contains an area of 0.91 acres with approximately 180 feet of street frontage along U.S. Highway 271.

The property is currently zoned Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL). A companion zoning application requests a Commercial Moderate (C-3) zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with the companion zoning request.

### **ADJACENT LAND USE CLASSIFICATIONS AND USES**

Land use classification and use contiguous to the subject lot are as follows:

Direction	Land Use	Master Land Use Classification
North	Undeveloped	General Commercial
East	Auto Repair	General Commercial
West	Single Family Residence	Residential Attached
South	Two (2) Single Family Residences	ETJ Light Commercial Office (LCO)

The proposed Land Use classification of Mixed-Use Employment is described as follows:

Mixed-Use Employment is intended to provide for a dense, compatible mix of retail, residential, employment and production activities designed for all modes of transportation.

### **Characteristics and Use:**

#### **Criteria for Designation:**

#### **Compliance Noted**

- Within redevelopment and revitalization areas transitioning out of industrial land use
- A planned mixed-use development (PUD), or as a complement to an existing area of mixed land use

**YES**

**YES**

### **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Light Commercial Office. This classification is established to provide locations beyond the central area of the city, primarily along arterial or major collector streets which will accommodate offices or laboratories for professional persons and other related uses.

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Highway 271 as Major Arterial.

### **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

### **STAFF COMMENTS**

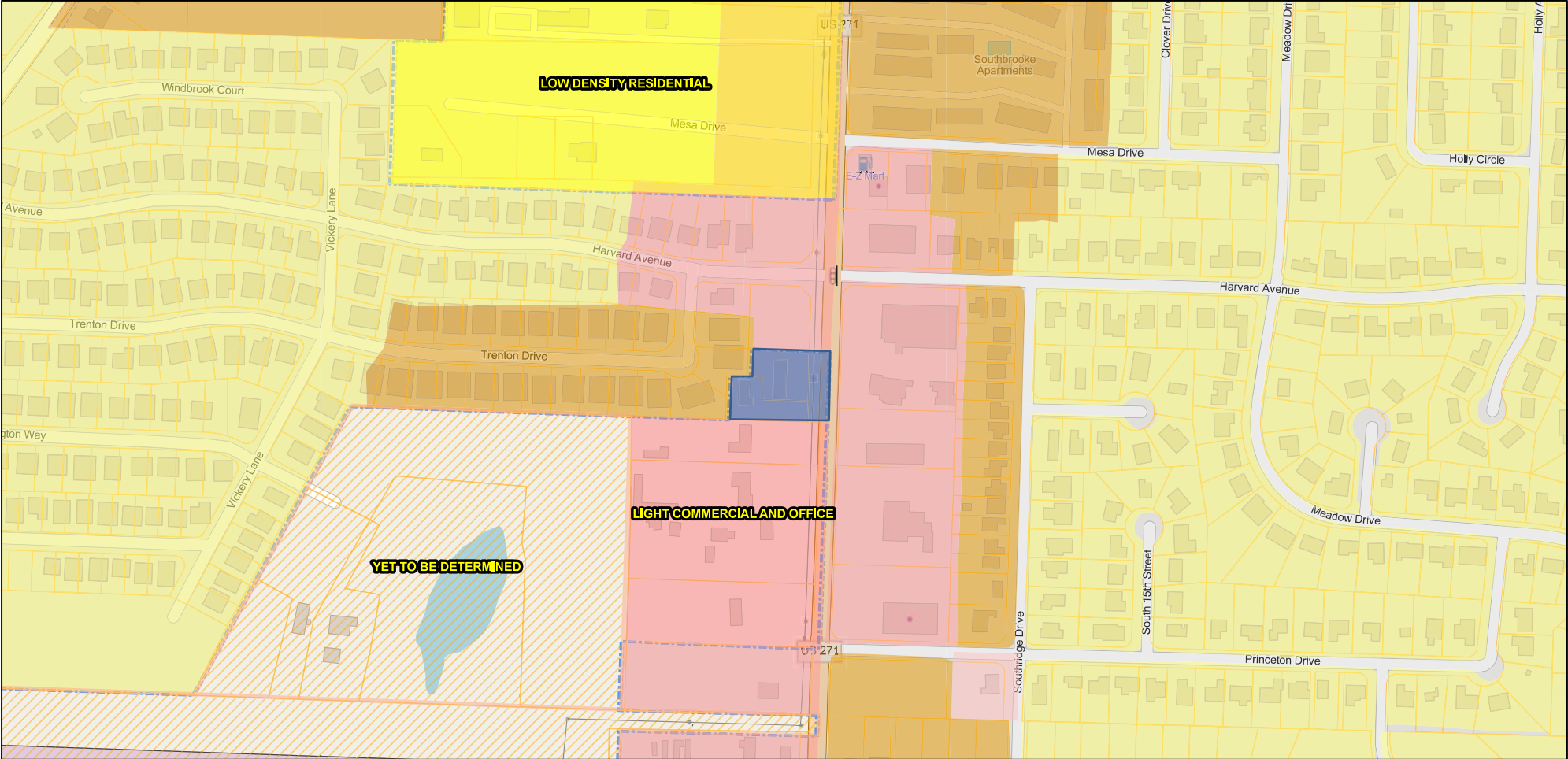
Hale Fireworks Sales currently operates on the subject site. The property was zoned to ETJ-C-3-SPL in May 2006 facilitating Hale Fireworks subject to development plan approval by the Planning Commission.

The requested Mixed Use-Employment MLUPA classification is appropriate for the proposed C-3 zone. The proposed C-3 zone will allow the existing business to operate by right within the C-3 zoning district.

### **STAFF RECOMMENDATIONS**

Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Commercial Office to Mixed Use Employment at 8520 U.S. Highway 271 South (60001-0000-05625-01, 60001-0000-05625-00) Hale Fireworks Central Arkansas, LLC.



10/1/2024, 10:55:06 AM

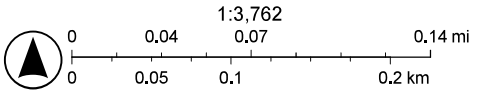
ETJ Land Use

- LIGHT COMMERCIAL AND OFFICE
- LOW DENSITY RESIDENTIAL
- YET TO BE DETERMINED

Land Use

- Commercial Neighborhood
- General Commercial
- Residential Attached

- Residential Detached
- Parcels
- Fort Smith City Limits



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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 - A request by City of Fort Smith for Planning Commission consideration of a zone request from Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL) to Commercial Moderate (C-3) by classification at 8520 U.S. Highway 271 South, Parcels 60001-0000-05625-01 and 60001-0000-05625-00.

### **PROJECT DESCRIPTION**

Approval of the request will place appropriate zoning on the property to accommodate the existing Hale Fireworks business and facilitate the annexation of the property.

### **LOT LOCATION AND SIZE**

The subject property is west of U.S. Highway 271 and south of Harvard Avenue. The tract contains an area of 0.91 acres with approximately 180 feet of street frontage along U.S. Highway 271.

### **PROPOSED ZONING**

The requested zoning on this tract is Commercial Moderate (C-3). Characteristics of this zone are as follows:

#### **Purpose:**

To provide for general commercial activities, offices, and services for the community. The C-3 zoning district promotes a broad range of commercial activities, operations, and services that are dispersed throughout the City and designed at a smaller scale than a regional center. The C-3 zoning district is appropriate in the General Commercial, Mixed Use Residential, and Mixed Use Employment classification of the Master Land Use Plan.

#### **Permitted Uses:**

A wide variety of retail uses including clothing stores, specialty shops and restaurants. Commercial-3 zones also allow professional offices and multi-family apartments, community residential facility and neighborhood group homes are examples of permitted uses.

### **Conditional Uses:**

Orphanage, dormitory, sorority, fraternity, bicycle sales and service, beer, wine and liquor store, convenience store, restaurants with outdoor dining, pet cemetery, parking garage, utility substations, event center, community recreation center, golf course, parks, educational facilities, police station, nursing home and churches are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 12,000 square feet	Maximum Height - 35 feet (1+1)
Maximum Building Size – 60,000 square feet	Maximum Lot Coverage - 60%
Minimum Parcel/Lot Size for Rezoning – 2 acres	
Minimum Lot Width – 75 feet	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 15 feet	
Side Yard Setback – 20 feet	
Rear Yard Setback - 20 feet	
Minimum building separation – to be determined by current City building and fire code.	
Required street access – Major Collector or higher	

### **EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Neighborhood Moderate Special (ETJ-C-3-SPL). The special was put in place by Ordinance #35-06 subject to development plan approval by the Planning Commission for any future development.

Characteristics of this zone are as follows:

#### **Purpose:**

To provide for general commercial activities, offices, and services to serve the community. This district promotes a broad range of activities, commercial operations, and services that are dispersed throughout the city and designed at a smaller scale than a regional center. C-3 zoning is appropriate in the light commercial office classification of the ETJ land use map.

#### **Permitted Uses:**

Townhouse, multifamily, neighborhood group home II, community residential facility, bed and breakfast inn, rooming and boarding, auto detail, auto parts, accessories, convenience store with gas sales, clothing and personal item repair, new furniture or home furnishings, hardware, home centers, lawn and garden, department store, clothing, jewelry, luggage, shoes, florist, tobacco, restaurant, flea market (indoor only), grocery store, pharmacy and financial institutions are examples of permitted uses.

### **Conditional Uses:**

Orphanage, homeless shelter, dormitory, sorority, fraternity, medical laboratory, bar, utilities and utility services, museum, country club, athletic/health club, community center, day camp, natural and other recreational parks, educational services (limited), police, fire, emergency response, child day care (up to 12 children), day care center and religious institutions are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 12,000 square feet  
Maximum Building Size – 60,000 square feet  
Minimum Lot Width at Setback Line – 75 feet  
Minimum parcel/lot size for rezoning – New District (By Classification) – 2 acres  
Minimum parcel/lot size for rezoning – Existing District (By Extension) – 20,000 square feet  
Minimum Street Frontage – N/A  
Front Yard Setback - 25 feet  
Side Yard on Street Side of Corner Lot - 15 feet  
Side Yard Setback – 20 feet  
Rear Yard Setback - 20 feet  
Side/Rear Setback abutting RS – 30 feet  
Required street access: Major Collector or higher

### **SURROUNDING ZONING AND LAND USE**

Direction	Land use	Zoning
North	Undeveloped	C-2 SPL, Commercial Light Special
East	Auto Repair	C-5, Commercial Heavy
West	Single Family Residence	RSD-3, Residential Single Family Duplex Med/High Density
South	Two (2) Single Family Residences	ETJ O-1, Extraterritorial Jurisdiction Open 1

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Highway 271 as Major Arterial.

### **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Light Commercial Office. This classification is intended to provide locations beyond the central area of the city, primarily along arterial or major collector streets which will accommodate offices or laboratories for professional persons and other related uses.

### **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

### **STAFF COMMENTS**

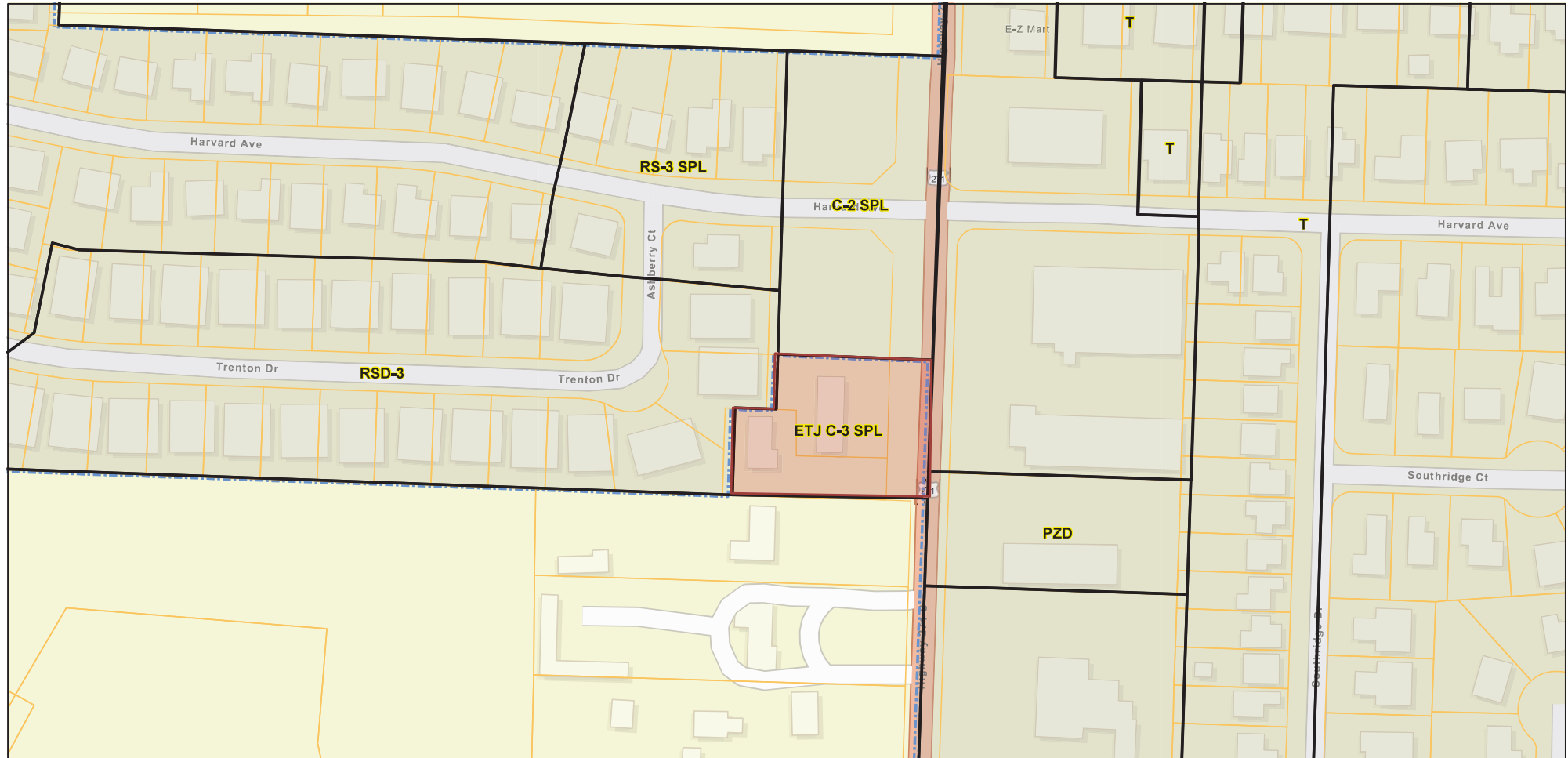
Hale Fireworks Sales currently operates from a permanent structure on the subject site. The property was previously zoned to ETJ-C-3-SPL in May 2006 to facilitate the construction of the Hale Fireworks building subject to development plan approval by the Planning Commission.

The requested C-3 zone resembles the existing ETJ-C-3 zoning district and will permit the existing businesses to operate by right.





### **STAFF RECOMMENDATIONS**

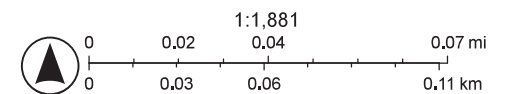
Staff recommends approval subject to development plan approval by the Planning Commission prior to any future development.

Rezoning from Extraterritorial Jurisdiction Commercial Moderate Special (ETJ-C-3-SPL) to Commercial Moderate (C-3) by classification at 8520 U.S. Highway 271 South (60001-0000-05625-01, 60001-0000-05625-00) Hale Fireworks Central Arkansas, LLC.



10/1/2024, 10:08:21 AM

-  Zoning
-  Address Points
-  Parcels
-  Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Industrial Light (I-1) by classification at 9022 U.S. Highway 271, 9100 U.S. Highway 271, and parcel 60001-0000-05629-00. Request by the City of Fort Smith

### SUMMARY

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications.

The property, containing an approximate area of 3.1 acres, is located on the west side of U.S. Highway 271 north of Rutgers Road. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the existing business to remain operational upon annexation. The site is currently utilized as a contractor shop and storage yard and oil and gas field equipment business.

At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map.

Please contact me if you have any questions.

### ATTACHMENTS

1. [Ordinance\\_-\\_7C\\_8C.pdf](#)
2. [9022 9100 Backup.pdf](#)

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

---

**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

A part of the Southeast Quarter of the Southeast Quarter of Section Eight (8), Township Seven (7) North, Range Thirty Two (32) West, described as follows: Beginning at a point 300 feet North of the Southeast Comer of said Southeast Quarter of the Southeast Quarter; thence West 500 feet; thence North 170 feet; thence East 500 feet; thence South 170 feet to the Point of Beginning.

more commonly known as 9022 Highway 271 South

AND

Part of the Southeast Quarter of the Southeast Quarter of Section Eight (8), Township Seven (7) North, Range Thirty-two (32) West, described as follows: Beginning at a point 200 feet North of the Southeast corner of said Southeast Quarter of the Southeast Quarter; thence North, 100 feet; thence West, 500 feet; thence South, 200 feet; thence East, 500 feet to the point of beginning. Less and except public roads and rights of way.

more commonly known as 9100 Highway 271 South

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Industrial Light (I-1) by classification.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

- C. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9022 U.S. Highway 271 (Parcel 60001-0000-05630-00) owned by Samuel R Jr Ludington Revocable Liv Trust, 9100 U.S. Highway 271 (Parcel 60001-0000-05627-00) owned by Lana Louise Underwood, and parcel (Parcel 60001-0000-05629-00) owned by Samuel R JR Ludington Revocable Living Trust located on the west side U.S. Hwy 271.**

Chairman McCaffrey introduced items 7C and 8C as companion items. Mr. Miller presented the staff report indicating the subject property was located on the west side of U.S. Highway 261 and north of Rutgers Road. He said approval of the items would accommodate the existing contractor shop and storage yard business and the oil and gas field equipment business facilitating the proposed annexation.

Chairman McCaffrey called for a motion on item 7C. Commissioner Marshall moved, seconded by Commissioner Tyler, to approve with staff comments. Chairman McCaffrey called for a vote on item 7C. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

- C. Rezoning from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Industrial Light (I-1) by Classification at 9022 U.S. Highway 271 (Parcel 60001-0000-05630-00) owned by Samuel R Jr Ludington Revocable Liv Trust, 9100 U.S. Highway 271 (Parcel 60001-0000-05627-00) owned by Lana Louise Underwood, and parcel (Parcel 60001-0000-05629-00) owned by Samuel R JR Ludington Revocable Living Trust located on the west side U.S. Hwy 271.**

Chairman McCaffrey called for a motion on item 8C. Commissioner Wilson moved, seconded by Commissioner Hanna, to approve as written. Chairman McCaffrey called for a vote on item 8C. The vote was 8 in favor and 0 opposed.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9022 U.S. Highway 271, parcel (60001-0000-05630-00 and 60001-0000-05629-00 owned by Samuel R Ludington Jr Revocable Liv Trust and 9100 U.S. Highway 271, parcel (60001-0000-05627-00) owned by Lana Louise Underwood

The City of Fort Smith proposes to amend the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial to accommodate a proposed Industrial Light (I-1) zoning request. The subject property is on the west side of U.S. Highway 271 and north of Rutgers Road. The tract contains an area of 3.1 acres with approximately 265 feet of street frontage along U.S. Highway 271.

The subject properties are currently zoned Extraterritorial Jurisdiction Industrial Light (ETJ-I-1). A companion zoning application requests an Industrial Light (I-1) zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with the companion rezoning request.

### **ADJACENT LAND USE CLASSIFICATIONS AND USES**

Land use classification and use contiguous to the subject lot are as follows:

Direction	Land Use	Master Land Use Classification
North	Vacant Auto Sales	General Commercial
East	Single-family Residence	Residential Attached
West	Oklahoma Gas & Electric Substation	ETJ Yet To Be Determined
South	Vacant Bar or Tavern and Single-Family Residence	ETJ Yet To Be Determined

## **PROPOSED MASTER LAND USE PLAN**

The proposed Master Land Use classification of Office, Research and Light Industrial is intended to provide opportunities for clean, indoor, minimum impact, research, development, assembly, manufacturing, warehousing, distribution, and supportive goods and services.

### **Characteristics and Use:**

#### **Criteria for Designation:**

#### **Compliance Noted**

- |  |            |
|--|------------|
| • Located on primary arterial or along active rail line                          | <b>YES</b> |
| • Central water and sewer with sufficient capacity                               | <b>YES</b> |
| • Sufficient land area for activities and potential expansion                    | <b>YES</b> |
| • Not located within environmentally sensitive areas, or those prone to flooding | <b>YES</b> |
| • May be located with other mixed-uses   | <b>YES</b> |

## **EXISTING MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Light Industrial. This classification is intended to provide light manufacturing, research technology, processing, storage, wholesaling, and distribution under high environmental performance standards. Commercial and service uses in support of industrial uses are also permitted.

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Highway 271 as Major Arterial.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

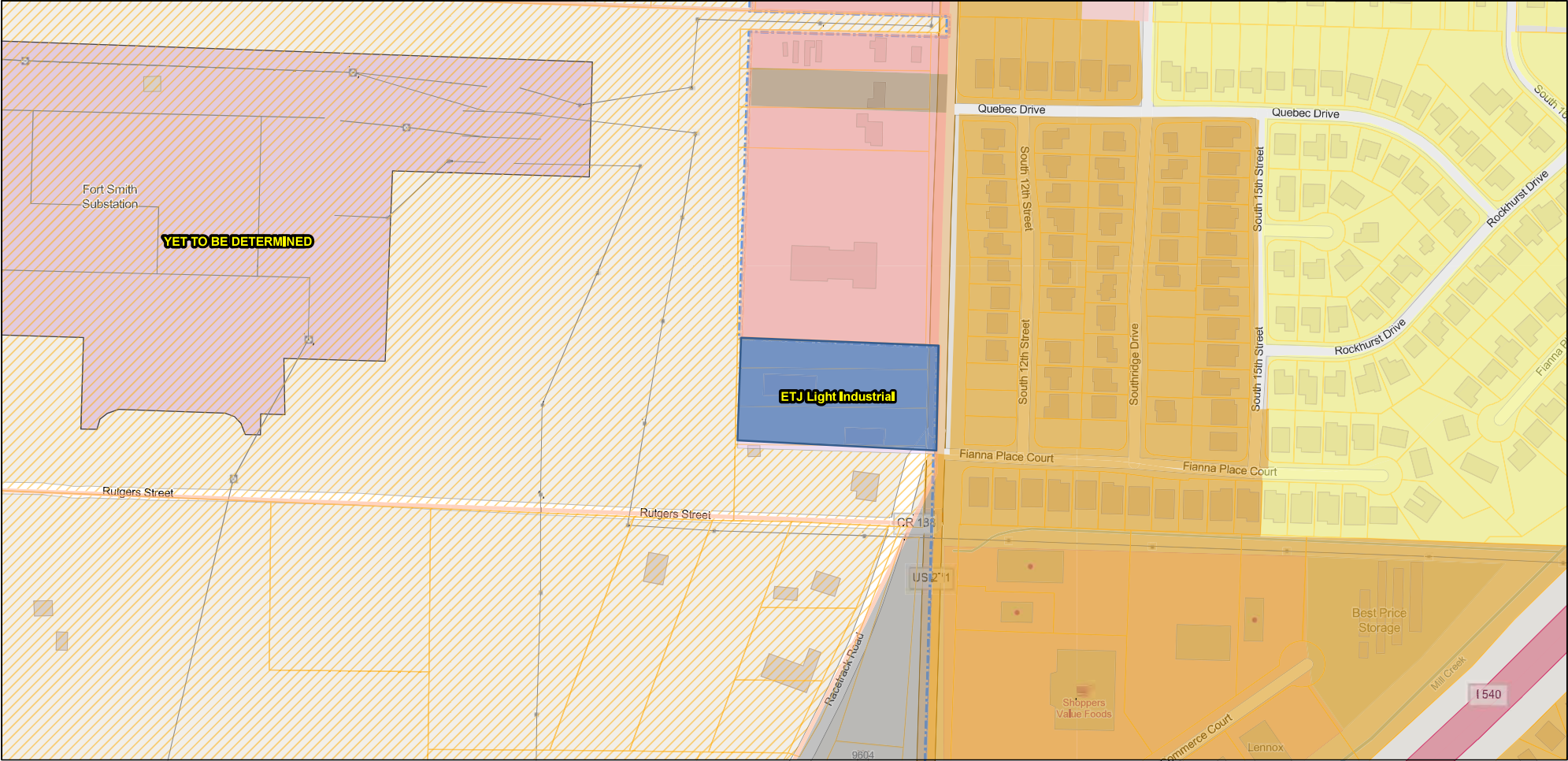
The site is currently being utilized as a contractor shop & storage yard business and an oil & gas field equipment business. The site was zoned Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) in September 2012 to accommodate the existing development and businesses on the property per Ordinance #63-12.

The requested Office, Research and Light Industrial Master Land Use Plan classification is appropriate for the proposed I-1 zone. The proposed I-1 zone will allow the existing business to operate by right within the zoning district.

## **STAFF RECOMMENDATIONS**

Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9022 U.S. Highway 271 (60001-0000-05630-00) owned by Samuel R Jr Ludington Revocable Liv Trust, 9100 U.S. Highway 271 (60001-0000-05627-00) owned by Lana Louise Underwood, and parcel (60001-0000-05629-00) owned by Samuel R JR Ludington Revocable Living Trust located on the west side U.S. Hwy 271



10/1/2024, 11:05:42 AM

ETJ Land Use

INDUSTRIAL

YET TO BE DETERMINED

<all other values>

Land Use

Commercial Neighborhood

General Commercial

ETJ Light Industrial

Mixed-Use-E

Residential Attached

Residential Detached

Parcels

Fort Smith City Limits

0

0.04

0.07

0.14 mi

0

0.05

0.1

0.2 km

1:3,762

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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 – A request by the City of Fort Smith from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Industrial Light (I-1) by Classification at 9022 U.S. Highway 271, parcel 60001-0000-05630-00 and 60001-0000-05629-00 owned by Samuel R Ludington Jr Revocable Liv Trust and 9100 U.S. Highway 271, parcel 60001-0000-05627-00 owned by Lana Louise Underwood

## **PROJECT DESCRIPTION**

Approval of the rezoning accommodates the existing contractor shop & storage yard business and the oil & gas field equipment business facilitating the proposed annexation.

## **LOT LOCATION AND SIZE**

The subject property is on the west side of U.S. Highway 271 and north of Rutgers Road. The tract contains an area of 3.1 acres with approximately 265 feet of street frontage along U.S. Highway 271.

## **PROPOSED ZONING**

The requested zoning on this tract is Industrial Light (I-1).

Characteristics of this zone are as follows:

### **Purpose:**

To provide for a mixture of light manufacturing, office park, research and development, and limited retail/service retail land uses in an attractive, business park setting. The Industrial Light district may be used as a zoning buffer between mixed uses, commercial uses and heavier industrial uses. The I-1 zoning district is appropriate with the Office, Research, and Light Industrial (ORLI) and Industry classifications of the Master Land Use Plan.

**Permitted Uses:**

Auto and boat related businesses, a wide variety of retail businesses, indoor flea market, pawnshop, financial services, offices, bar or tavern, restaurant, animal and pet services, manufacturing and commercial communication towers are examples of permitted uses.

**Conditional Uses:**

Homeless shelter, truck stop, outdoor flea market, beer garden, restaurant with outdoor dining, pet cemetery, animal food processing, petroleum distribution facility, bus station, recycling center, sports complex, educational facilities and police station are examples of uses permitted as conditional uses.

**Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet

Maximum Height - 45 feet (1+1)

Maximum Lot Coverage - 75%

Minimum Parcel/Lot Size for Rezoning – New District (By Classification) - 2 acres

Existing District (By Extension) – 20,000 square feet

Minimum Lot Width – 100 feet

Front Yard Setback - 25 feet

Side Yard on Street Side of Corner Lot - 15 feet

Side Yard Setback – 10 feet

Rear Yard Setback - 10 feet

Side/Rear (adjoining SF Residential District/Development) – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)

Minimum building separation – to be determined by current City building and fire code.

Required street access – Major Arterial or higher

**EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Industrial Light (ETJ-I-1). Characteristics of this zone are as follows:

**Purpose:**

To provide for a mix of light manufacturing uses, office park, research and development, and limited retail/service uses in an attractive, business park setting. Industrial light may be used as a transition between mixed use or commercial uses and heavier industrial uses. ETJ-I-1 zoning is appropriate in the light industrial classification of the ETJ land use map.

**Permitted Uses:**

Car wash, various auto related businesses, convenience store, agricultural equipment, hardware, home centers, lawn and garden, lumber yard and building materials, heating and plumbing equipment, grocery store and financial institutions are examples of permitted uses.

### **Conditional Uses:**

Automobile storage, truck stop, medical laboratory, snack or nonalcoholic bar, café, automobile parking, recycling drop-off, fairground/rodeo ground, community center, golf course, gun club, sports stadium, natural and other recreational parks, educational services (limited), police, fire, emergency response, child day care (up to 12 children), day care center and religious institutions are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet	Maximum Height - 45 feet
Minimum Lot Width at Setback Line – 100 feet	Maximum Lot Coverage - 75%
Minimum parcel/lot size – 2 acres	
Minimum Street Frontage – N/A	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 15 feet	
Side Yard Setback – 10 feet	
Rear Yard Setback - 10 feet	
Side/Rear Setback abutting RS – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)	
Required street access: Major Arterial or higher	

### **SURROUNDING ZONING AND LAND USE**

Direction	Land use	Zoning
North	Vacant Auto Sales	C-5, Commercial Heavy
East	Single-family Residences	RSD-3 SPL, Residential Single-Family Medium/High-Density Special
West	Oklahoma Gas & Electric Substation	ETJ O-1, Extraterritorial Jurisdiction Open 1
South	Vacant Bar or Tavern and Single-Family Residence	ETJ O-1, Extraterritorial Jurisdiction Open 1

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Highway as a Major Arterial.

### **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Light Industrial. This classification is intended to provide light manufacturing, research technology, processing, storage, wholesaling, and distribution under high environmental performance standards. Commercial and service uses in support of industrial uses are also permitted.

### **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

### **STAFF COMMENTS**

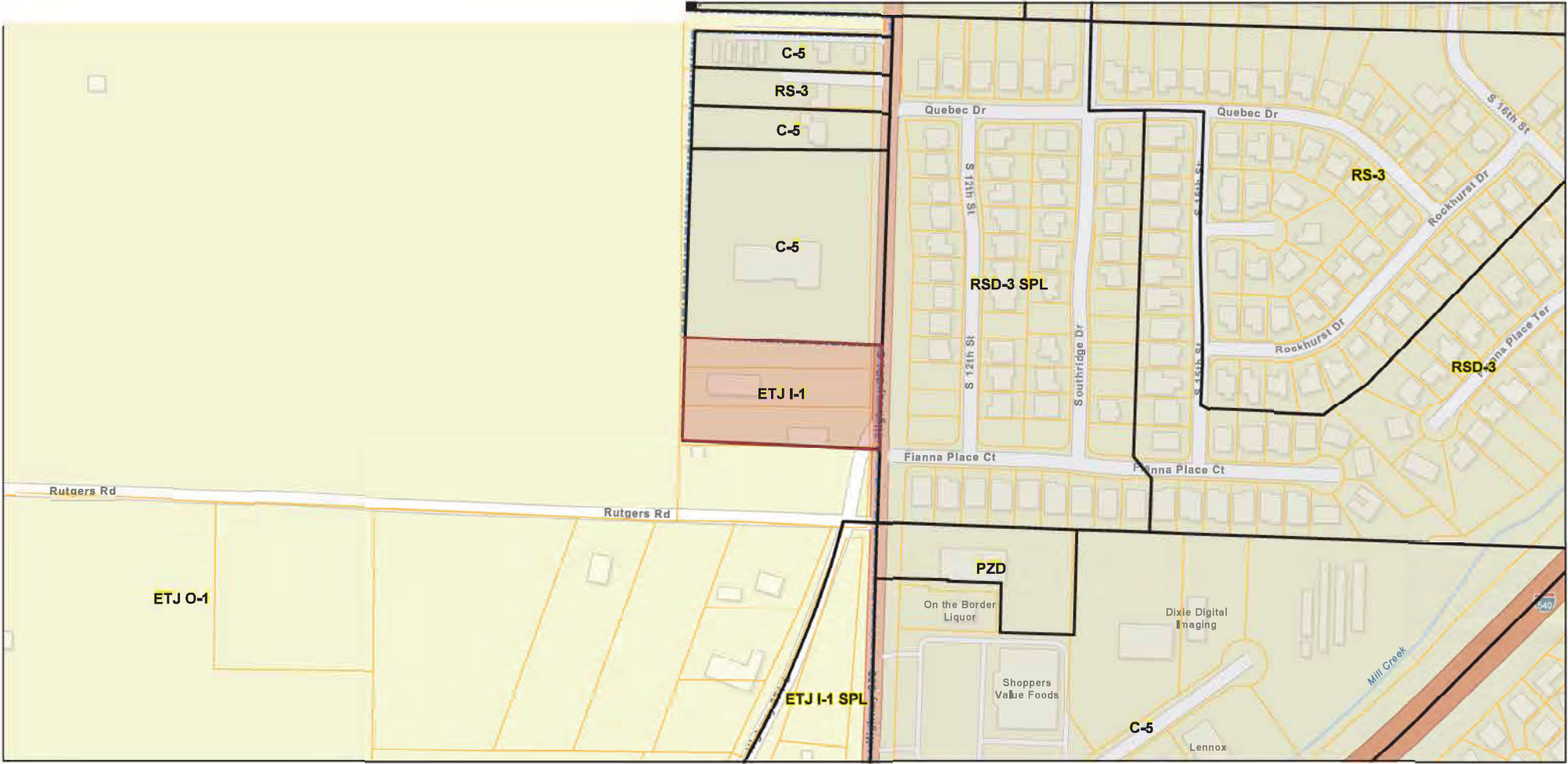
The site is currently being utilized as a contractor shop & storage yard and an oil & gas field equipment business. The site was previously zoned to Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) in September 2012 to accommodate the existing development and businesses on the property per Ordinance #63-12.

The requested I-1 zone resembles the existing ETJ-I-1 zoning district and will permit the existing businesses to operate by right within the I-1 zoning district.

### **STAFF RECOMMENDATIONS**

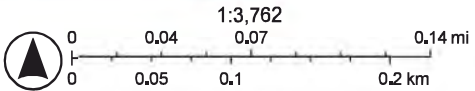
Staff recommends approval.

Rezoning from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Industrial Light (I-1) by Classification at 9022 U.S. Highway 271 (60001-0000-05630-00) owned by Samuel R Jr Ludington Revocable Liv Trust, 9100 U.S. Highway 271 (60001-0000-05627-00) owned by Lana Louise Underwood, and parcel (60001-0000-05629-00) owned by Samuel R JR Ludington Revocable Living Trust located on west side U.S. Hwy 271



10/1/2024, 10:14:24 AM

- Zoning
- Parcels
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Industry to General Commercial, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Commercial Heavy (C-5) by extension at 9311 U.S. Highway 271 South and 9500 U.S. Highway 271 South. Request by the City of Fort Smith

### **SUMMARY**

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications.

The property, containing an approximate area of 1.5 acres, is located west of U.S. Highway 271 South and east of Old Highway 271. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the existing business to remain operational upon annexation.

At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map subject to the following:

- Development plan approval by the Planning Commission prior to any future development.
- Storage of inoperable vehicles on site is prohibited.

Please contact me if you have any questions.

### **ATTACHMENTS**

1. [Ordinance\\_-\\_7D\\_\\_8D.pdf](#)
2. [9311 9500 Backup.pdf](#)

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

---

**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Industry to General Commercial and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

Part of the NE/4 NE/4 of Section 17, Township 7 North, Range 32 West, described as follows:

Commencing at the NE corner of said NE/4 NE/4, Section 17, Township 7 North, Range 32 West, thence South 0 degrees 32 minutes east 564 feet; thence North 88 degrees, west 70.1 feet to a point on the west line of Highway 253 and the point of beginning and running thence along the west line of said Highway 253 South 0 degrees, 32 minutes east 227.84 feet; thence North 73 degrees 39 minutes west 249.21 feet to a point on the east line of Highway 271; thence along said Highway 271 northeasterly on a curve to the left North 27 degrees 19 minutes 10 seconds east a chord distance of 183.48 feet; thence South 88 degrees east 152.90 feet to the point and place of beginning, containing 0.915 acres and being subject to any easements of record.

AND

A part of the Northeast Quarter of the Northeast Quarter of Section Seventeen (17), Township Seven (7) North of Range Thirty-Two (32) West, as follows:

Beginning at a point 40 feet west and 56 feet south of said NE NE; thence South 508 feet; thence West 183 feet to the east side of the road; thence northeasterly along said road to the point of beginning a distance of 542 feet, containing .59 acres more or less.

more commonly known as 9311 and 9500 Highway 271

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Commercial Heavy (C-5) by classification subject to the following:

- Development Plan approval by the Planning Commission prior to the issuance of a building permit.
- Storage of inoperable vehicles on site is prohibited.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

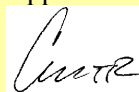
ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**D. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Industry to General Commercial at 9311 U.S. Highway 271 South (Parcel 60001-0000-05718-00) owned by Robert H & Linda Sue Person and 9500 U.S. Highway 271 South (Parcel 60001-0000-05710-00) owned by Robert & Linda Sue Person.**

Chairman McCaffrey introduced items 7D and 8D. Mr. Miller presented the staff report indicating the subject property was located on the west side of U.S. Highway 271 South. He said approval of the items would accommodate the existing auto sales business and facilitate the annexation of the property.

Chairman McCaffrey called for a motion on item 7D. Commissioner Trumbly moved, seconded by Commissioner Newton, to approve with staff comments. Chairman McCaffrey called for a vote on item 7D. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**D. Rezoning from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Commercial Heavy (C-5) by Classification at 9311 U.S. Highway 271 South (Parcel 60001-0000-05718-00) owned by Robert H & Linda Sue Person and 9500 U.S. Highway 271 South (Parcel 60001-0000-05710-00) owned by Robert & Linda Sue Person.**

Chairman McCaffrey called for a motion on item 8D. Commissioner Trumbly moved, seconded by Commissioner Newton, to approve with staff comments. Chairman McCaffrey called for a vote on item 8D. The vote was 8 in favor and 0 opposed.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Proposed Master Land Use Plan Amendment #5-10-24 – A request by the City of Fort Smith from Extraterritorial Jurisdiction Industry to General Commercial at 9311 U.S. Highway 271 South and 9500 U.S. Highway 271 South, Parcels (60001-0000-05718-00) and (60001-0000-05710-00).

The City of Fort Smith proposes to amend the Master Land Use Map from Extraterritorial Jurisdiction Industry to General Commercial to accommodate a proposed C-5 zoning request. The subject property is west of U.S. Hwy 271 South and east of Highway 271. The tract contains an area of 1.5 acres with approximately 800 feet of street frontage along U.S. Hwy 271 S and 750 feet of street frontage along Highway 271.

The property is currently ETJ I-1 SPL. A companion zoning application requests a C-5 zoning district. The Master Land use Plan is a guide to zoning and development and must be considered with the companion application.

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Hwy 271 S and Highway 271 as a Major Arterial classification.

### **ADJACENT LAND USE CLASSIFICATIONS AND USES**

Land Use classification and use contiguous to the subject lot are as follows:

Direction	Land use	Master Land Use Classification
North	Vacant commercial building	ETJ -Yet to be Determined
East	Grocery store, liquor store with drive through, and distribution center.	Residential Attached
South	Tire Sales (outdoor) and auto repair.	ETJ-Industrial
West	Vacant building and single-family residence	ETJ -Yet to be Determined

The proposed Land Use classification of General Commercial is intended to provide opportunities for business transactions and activities, and meet the consumer needs of the community.

### **Characteristics and Use:**

#### **Criteria for Designation:**

#### **Compliance Noted**

- |  |            |
|--|------------|
| • Compatible with and complimentary to surrounding uses.   | <b>YES</b> |
| • Located on high volume arterials and collectors  | <b>YES</b> |
| • Located as a cluster of like services  | <b>YES</b> |
| • Accessible by most modes of transportation   | <b>YES</b> |
| • Appropriately located for minimum impact of adjacent uses, and, by volume of activity and trips generated by use | <b>YES</b> |

### **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

### **STAFF COMMENTS**

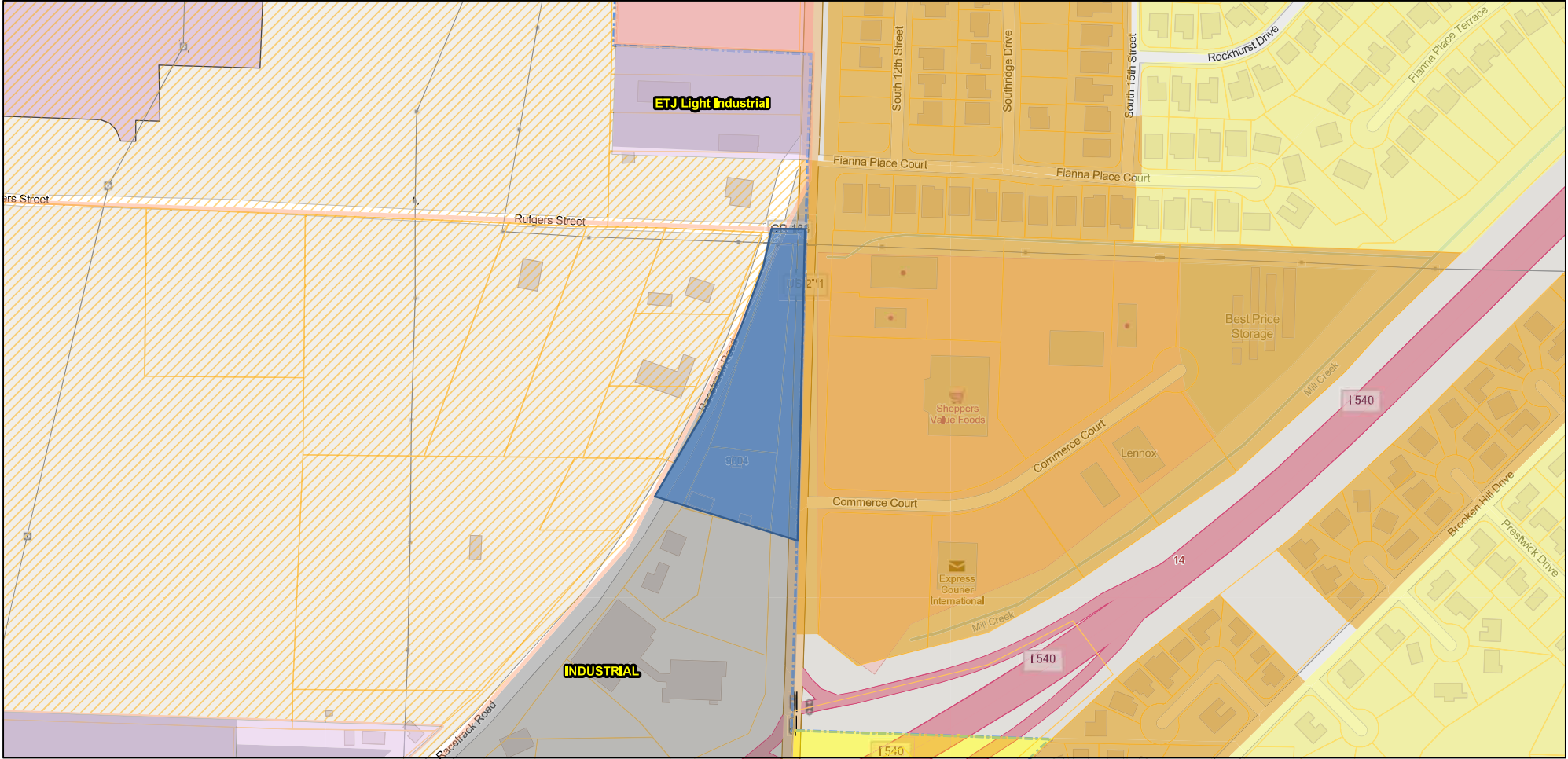
An existing auto sales and auto repair business is operating on site. The site was previously zoned Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) in February 2008 subject to the removal of all inoperable vehicles and development plan approval by the Planning Commission for any future development per ordinance #13-08.

The requested General Commercial Master Land Use Plan Classification is appropriate for the proposed C-5 zone. The proposed C-5 zone will allow the existing business to operate by right within the zoning district.

### **STAFF RECOMMENDATIONS**

Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Industry to General Commercial at 9311 U.S. Highway 271 South (60001-0000-05718-00) owned by Robert H & Linda Sue Person and 9500 U.S. Highway 271 South (60001-0000-05710-00) owned by Robert & Linda Sue Person



10/3/2024, 8:18:02 AM

ETJ Land Use

INDUSTRIAL

LOW DENSITY RESIDENTIAL

YET TO BE DETERMINED

<all other values>

General Commercial

ETJ Light Industrial

Residential Attached

Residential Detached

Parcels

Fort Smith City Limits

0

0.04

0.07

0.14 mi

0

0.05

0.1

0.2 km

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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 - A request by City of Fort Smith for Planning Commission consideration of a zone request from Extraterritorial Jurisdiction Industrial Light (ETJ I-1 SPL) to C-5 by extension at 9311 U.S. Highway 271 South and 9500 U.S. Highway 271 South, parcels 60001-0000-05718-00 and 60001-0000-05710-00.

## **PROJECT DESCRIPTION**

Approval of the requested zoning accommodates the existing auto sales business and facilitates the annexation of the property.

## **LOT LOCATION AND SIZE**

The subject property is on the west side of US Hwy 271 South. The tract contains an area of 1.5 acres with approximately 800 feet of street frontage along US Hwy 271 S and 750 feet of street frontage along Highway 271.

## **PROPOSED ZONING**

The proposed zoning on this tract is Commercial Heavy (C-5). Characteristics of this zone are as follows:

### **Purpose:**

To provide adequate locations for retail uses and services that generate moderate to heavy automobile traffic. The C-5 zoning district is designed to facilitate convenient access, minimize traffic congestion, and reduce visual clutter. The C-5 zoning district is appropriate in the General Commercial, Office, Research, and Light Industrial, Mixed Use Residential, and Mixed Use Employment classification of the Master Land Use Plan.

### **Permitted Uses:**

A wide variety of retail uses including clothing stores, specialty shops and restaurants. Commercial-5 zones also allow professional offices and multi-family apartments, community residential facility and neighborhood group homes are examples of permitted uses.

### **Conditional Uses:**

Orphanage, dormitory, sorority, fraternity, auto vehicle impoundment or holding yard, auto body shop, medical laboratory, beer garden, restaurants with outdoor dining, pet cemetery, bus station, utility substations, museum, parks, educational facilities, police station, community food service, nursing home and churches are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 14,000 square feet

Maximum Height - 45 feet (1+1)

Maximum Lot Coverage - 75%

Minimum Parcel/Lot Size for Rezoning – New District (By Classification) - 2 acres

Existing District (By Extension) – 14,000 square feet

Minimum Lot Width – 100 feet

Front Yard Setback - 25 feet

Side Yard on Street Side of Corner Lot - 15 feet

Side Yard Setback – 20 feet

Rear Yard Setback - 20 feet

Side/Rear (adjoining SF Residential District/Development) – 30 feet

Minimum building separation – to be determined by current City building and fire code.

Required street access – Minor Arterial or higher

### **EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL). The special was put in place by Ordinance #13-08 requiring site/development plan approval by the Planning Commission for any future development and required the removal of all inoperable vehicles by July 4, 2008.

Characteristics of this zone are as follows:

### **Purpose:**

To provide for a mix of light manufacturing uses, office park, research and development, and limited retail/service uses in an attractive, business park setting. Industrial light may be used as a transition between mixed use or commercial uses and heavier industrial uses. I-1 zoning is appropriate in the light industrial classification of the ETJ land use map.

### **Permitted Uses:**

Car wash, various auto related businesses, convenience store, agricultural equipment, hardware, home centers, lawn and garden, lumber yard and building materials, heating and plumbing equipment, grocery store and financial institutions are examples of permitted uses.

### **Conditional Uses:**

Automobile storage, truck stop, medical laboratory, snack or nonalcoholic bar, café, automobile parking, recycling drop-off, fairground/rodeo ground, community center, golf course, gun club, sports stadium, natural and other recreational parks, educational services (limited), police, fire,

emergency response, child day care (up to 12 children), day care center and religious institutions are examples of uses permitted as conditional uses..

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet	Maximum Height - 45 feet
Minimum Lot Width at Setback Line – 100 feet	Maximum Lot Coverage - 75%
Minimum parcel/lot size – 2 acres	
Minimum Street Frontage – N/A	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 15 feet	
Side Yard Setback – 10 feet	
Rear Yard Setback - 10 feet	
Side/Rear Setback abutting RS – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)	
Required street access: Major Arterial or higher	

### **SURROUNDING ZONING AND LAND USE**

Direction	Land use	Proposed Zoning
North	Vacant commercial building	ETJ-O-1, Extraterritorial Jurisdiction Open-1
East	Grocery store, liquor store with drive through, and distribution center.	C-5, Commercial Heavy and PZD, Planned Zoning District.
South	Tire Sales (outdoor) and auto repair.	ETJ-I-2, Extraterritorial Jurisdiction Industrial Moderate
West	Vacant building and single-family residence	ETJ-O-1, Extraterritorial Jurisdiction Open-1

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies U.S. Hwy 271 S and Highway 271 as a Major Arterial classification.

### **MASTER LAND USE PLAN**

The Master Land Use Plan currently classifies the site as ETJ Industrial. This classification is intended to primarily accommodate wholesale activities, processing, distribution, storage, and warehouse and industrial operations which may generate low levels of noise, odor, smoke, dust, or intense light.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

An existing auto sales and auto repair business is operating on site. The site was previously zoned Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) in February 2008 subject to the removal of all inoperable vehicles and development plan approval by the Planning Commission for any future development per ordinance #13-08.

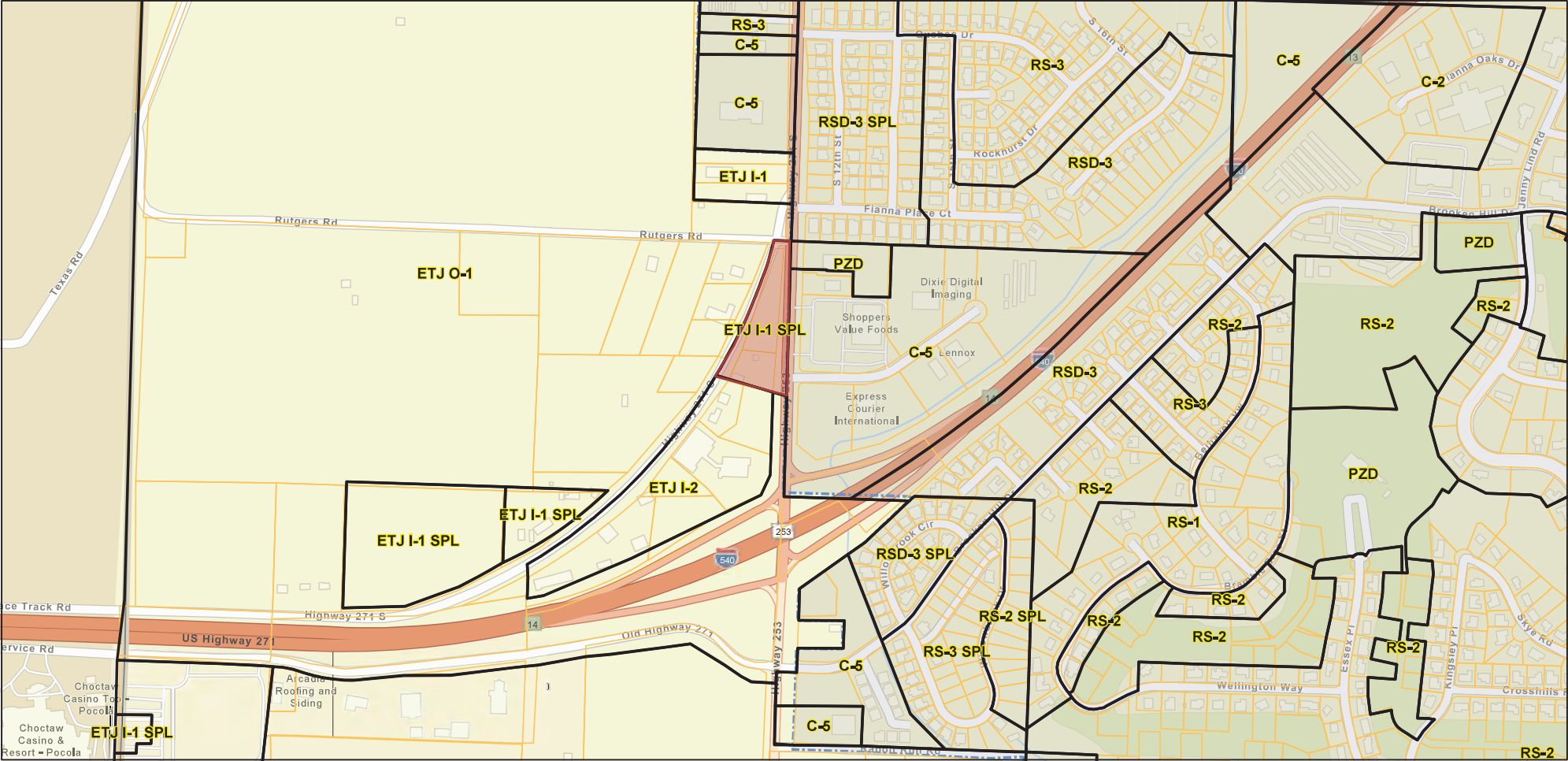
The requested C-5 zone resembles the existing ETJ-I-1 zoning district and will permit the existing business to operate by right within the C-5 zoning district.

## **STAFF RECOMMENDATIONS**

Staff recommends approval subject to the following:

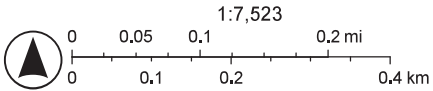
1. Development plan approval by the Planning Commission prior to any future development.
2. Storage of inoperable vehicles on site is prohibited.

Rezoning from Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) to Commercial Heavy (C-5) by Classification at 9311 U.S. Highway 271 South (60001-0000-05718-00) owned by Robert H & Linda Sue Person and 9500 U.S. Highway 271 South (60001-0000-05710-00) owned by Robert & Linda Sue Person.



10/1/2024, 10:21:15 AM

- Zoning
- Parcels
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Industry to Industry, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2) to Industrial Moderate (I-2) by classification at 9701, 9705, 9707, 9709, 9711, 9713, 9715, Highway 271 and 9604 & 9700 U.S. Highway 271 South. Request by the City of Fort Smith

### SUMMARY

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications.

The property, containing an approximate area of 10.99 acres, is located on the west side of U.S. Highway 271 just north of Interstate 540. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the existing business to remain operational upon annexation. The current land uses include a recycling center, tire sales (outdoor), and other industrial businesses.

At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map.

Please contact me if you have any questions.

### ATTACHMENTS

1. [Ordinance\\_-\\_7E\\_\\_8E.pdf](#)
2. [Triangle Backup.pdf](#)

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

---

**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Industry to Industry and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

Altes Tracts 1, 2 and 3, being part of the East Half of the Northeast Quarter of Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas filed of record on October 8, 2014;

And

Part of the East Half of the Northeast Quarter of section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas being more particularly described as follows:

Commencing at an existing stone marking the Southwest Corner of the Northeast Quarter of the Northeast Quarter. Thence along the South line of said Forty, South 86 degrees 51 minutes 28 seconds East, 570.59 feet to the East right of way line of Racetrack Road and the Point of Beginning. Thence leaving said South line and along said right of way the following bearings and distances: Around a curve to the left having a radius of 2,854.77 feet, and subtended by a chord bearing and distance of North 44 degrees 46 minutes 00 seconds East, 184.33 feet. North 42 degrees 55 minutes 00 seconds East, 8.78 feet. Around a curve to the left having a radius of 3,403.14 feet, and subtended by a chord bearing and distance of North 42 degrees 32 minutes 23 seconds East, 44.78 feet to an existing rebar marking the Southwesterly corner of Tract 1 of Altes Tracts. Thence leaving said right of way and along the Southerly line of said Tract 1 the following bearings and distances: South 48 degrees 40 minutes 04 seconds East, 251.12 feet to an existing rebar. South 39 degrees 58 minutes 22 seconds East, 153.62 feet to an existing rebar marking the Southeasterly Corner of Tract 1 of Altes Tracts, said point being on the North right of way line of Interstate 540. Thence along said right of way line the following bearings and distances: South 65 degrees 21 minutes 21 seconds West, 555.70 feet to an existing right of way marker. South 68 degrees 20 minutes 30 seconds West, 491.70 feet to a set rebar with cap. South 81 degrees 35 minutes 43 seconds West, 91.72 feet to a set rebar with cap on the West line of the Southeast Quarter of the Northeast Quarter. Thence leaving said right of way line and along the West line of said Forty, North 02 degrees 58 minutes 42 seconds East, 108.61 feet to a set rebar with cap on the East right of way line of Racetrack Road. Thence leaving said West line and along said right of way line, around a curve to the left having a radius of 2,854.77 feet, and subtended by a chord bearing and distance of North 54 degrees 00 minutes 11 seconds East, 734.00 feet to the Point of Beginning, containing 5.64 acres and subject to Road any Easements of Record.

more commonly known as 9701, 9705, 9707, 9709, 9711, 9713 and 9715 Highway 271 South and 9604 and 9700 U.S. Highway 271 South

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2) to Industrial Moderate (I-2) by classification.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor  
Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**E. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Industry to Industry at 9701 & 9705 Highway 271 (Parcel 60011-0003-00000-00) owned by SAB LLC, 9707 Highway 271 (Parcel 60001-0000-05711-02) owned by SAB LLC, 9709 Highway 271 (Parcel 60011-0001-00000-00) owned by SAB LLC, 9711 Highway 271 (Parcel 60001-0000-05730-01) owned by SAB LLC, 9713 & 9715 Highway 271 (Parcel 60001-0000-05731-00) owned by SAB LLC, and 9604 and 9700 U.S. Highway 271 South (Parcel 60011-0002-00000-00) owned by SAB LLC.**

Chairman McCaffrey introduced items 7E and 8E as companion items. Mr. Miller delivered the staff report indicating the subject property was located on the west side of U.S. Highway 271 immediately north of Interstate 540. He said approval of the items would accommodate the existing recycling center, tire sales (outdoor), other industrial businesses, and facilitate the annexation of the property.

Chairman McCaffrey called for a motion on item 7E. Commissioner Trumbly moved, seconded by Commissioner Wilson, to approve with staff comments. Chairman McCaffrey called for a vote on item 7E. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**E. Rezoning from Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2) to Industrial Moderate (I-2) by Classification at 9701 & 9705 Highway 271 (Parcel 60011-0003-00000-00) owned by SAB LLC, 9707 Highway 271 (Parcel 60001-0000-05711-02) owned by SAB LLC, 9709 Highway 271 (Parcel 60011-0001-00000-00) owned by SAB LLC, 9711 Highway 271 (Parcel 60001-0000-05730-01) owned by SAB LLC, 9713 & 9715 Highway 271 (Parcel 60001-0000-05731-00) owned by SAB LLC, and 9604 and 9700 U.S. Highway 271 South (Parcel 60011-0002-00000-00) owned by SAB LLC.**

Chairman McCaffrey called for a motion on item 8E. Commissioner Wilson moved, seconded by Commissioner Tyler, to approve as written. Chairman McCaffrey called for a vote on item 8E. The vote was 8 in favor and 0 opposed.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Master Land Use Plan Amendment #5-10-24 – A request by the City of Fort Smith from Extraterritorial Jurisdiction Industry to Industry at 9701, 9705, 9707, 9709, 9711, 9713 & 9715 Highway 271, 9604 and 9700 U.S. Highway 271 South (60011-0002-00000-00), (60011-0003-00000-00), (60001-0000-05711-02), (60011-0001-00000-00), (60001-0000-05730-01), (60001-0000-05731-00), owned by SAB, LLC

The City of Fort Smith proposes to amend the Master Land Use Plan Map from Extraterritorial Jurisdiction Industry to Industry to accommodate an Industrial Moderate (I-2) zoning district. The subject property is on the west side of US Highway 271 north of Interstate 540. The tract contains an area of 10.99 acres with approximately 1,500 feet of street frontage along US Highway 271.

The property is zoned Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2). A companion zoning application requests an Industrial Moderate (I-2) zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with the rezoning application.

### **ADJACENT LAND USE CLASSIFICATIONS AND USES**

Land use classification and use contiguous to the subject lot are as follows:

Direction	Land Use	Master Land Use Classification
North	Vacant Auto Sales	ETJ-Industry and ETJ-Yet To Be Determined
East	Warehouse	General Commercial
South	Undeveloped	ETJ-Light Commercial
West	Auto Repair and Offices	ETJ-Light Industrial

## **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Industry. This classification is intended to primarily accommodate wholesale activities, processing, distributions, storage and warehouse and industrial operations which may generate low levels of noise, odor, smoke, dust or intense light.

## **PROPOSED MASTER LAND USE PLAN**

The proposed Master Land Use classification of Industry is intended to provide for high intensity, potentially hazardous, noisy or noxious manufacturing, distribution and warehouse activities.

### **Characteristics and Use:**

#### **Criteria for Designation:**

#### **Compliance Noted**

- |  |            |
|--|------------|
| • Located to avoid residential areas, schools, libraries, and medical facilities | <b>YES</b> |
| • Sufficient land area to provide a buffer for different adjacent uses           | <b>YES</b> |

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies US Highway 271 and Highway 271 as Major Arterial.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

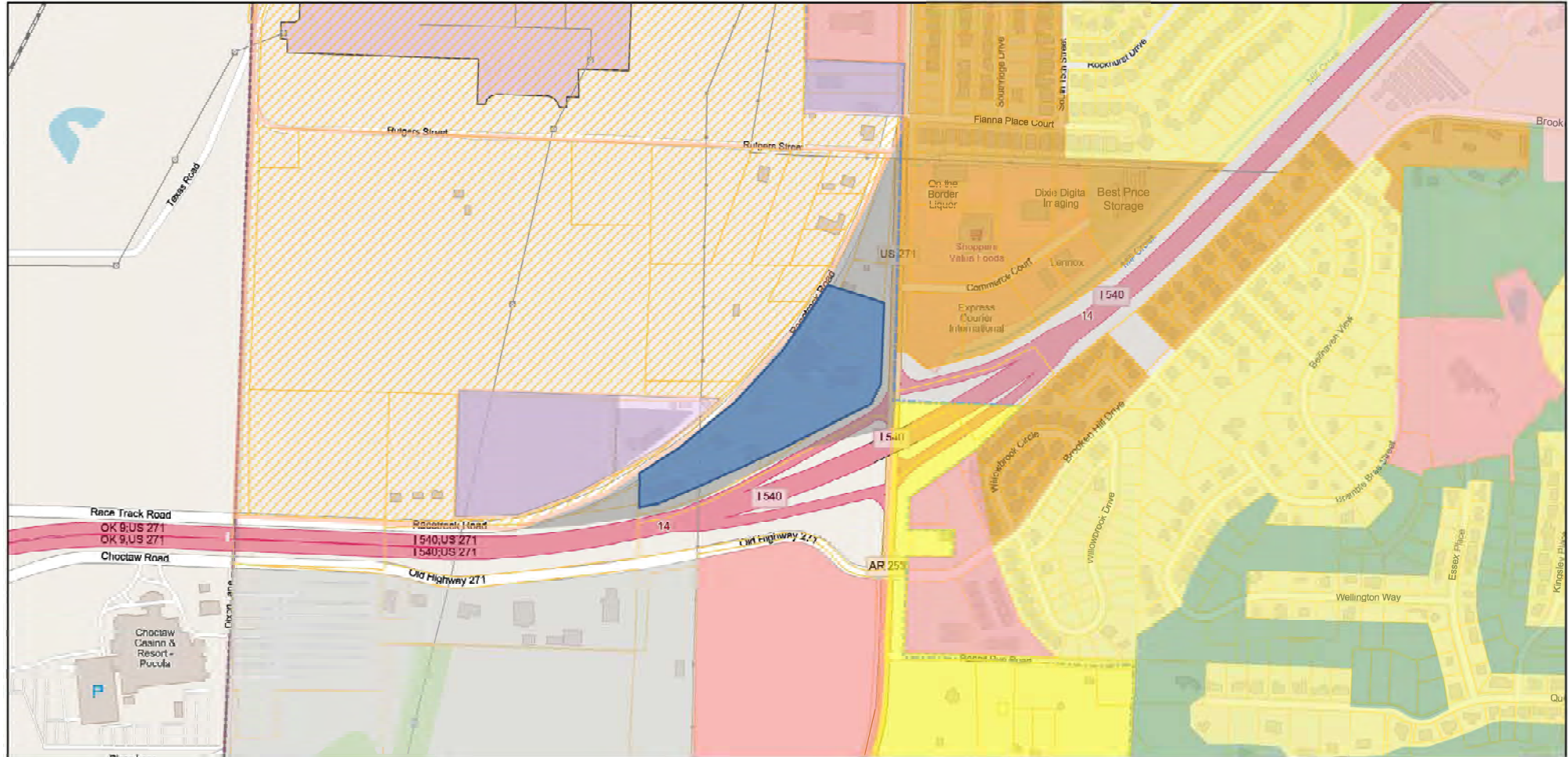
## **STAFF COMMENTS**

The site is currently zoned ETJ-I-2. The City of Fort Smith is requesting to rezone the property to I-2 for the existing recycling and tire sales outdoor businesses to accommodate an annexation request. The Master Land Use Plan Classification of Industry is compatible with the proposed I-2 zoning district.

## **STAFF RECOMMENDATIONS**

Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Industry to Industry at 9701 & 9705 Highway 271 (60011-0003-00000-00) owned by SAB LLC, 9707 Highway 271 (60001-0000-05711-02) owned by SAB LLC, 9709 Highway 271 (60011-0001-00000-00) owned by SAB LLC, 9711 Highway 271 (60001-0000-05730-01) owned by SAB LLC, 9713 & 9715 Highway 271 (60001-0000-05731-00) owned by SAB LLC, and 9604 and 9700 U.S. Highway 271 South (60011-0002-00000-00) owned by SAB LLC.



10/3/2024, 8:11:24 AM

ETJ Land Use

INDUSTRIAL

LIGHT COMMERCIAL AND OFFICE Land Use

LIGHT INDUSTRIAL

LOW DENSITY RESIDENTIAL

YET TO BE DETERMINED

<all other values>

Commercial Neighborhood

General Commercial

ETJ Light Industrial

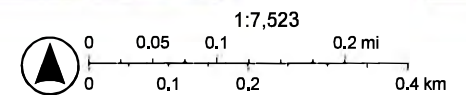
Open Space

Residential Attached

Residential Detached

Parcels

Fort Smith City Limits



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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 - A request by the City of Fort Smith for Planning Commission consideration of a zone request from Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2) to Industrial Moderate (I-2) by classification at 9701 & 9705 Highway 271, 9707 Highway 271, 9709 Highway 271, 9711 Highway 271, 9713 & 9715 Highway 271, 9604 and 9700 U.S. Highway 271 South. Parcels: 60011-0003-00000-00, 60001-0000-05711-02, 60011-0001-00000-00, 60001-0000-05730-01, 60001-0000-05731-00, 60011-0002-00000-00 owned by SAB, LLC.

## **PROJECT DESCRIPTION**

Approval of the requested zoning accommodates the existing recycling center, tire sales (outdoor), other industrial businesses, and facilitates the annexation of the property.

## **LOT LOCATION AND SIZE**

The subject property is on the west side of US Highway 271 just north of Interstate 540. The tract contains an area of 10.99 acres with approximately 1,500 feet of street frontage along US Highway 271.

## **PROPOSED ZONING**

The proposed zoning on this tract is Industrial Moderate (I-2). Characteristics of this zone are as follows:

### **Purpose:**

To provide for industrial land uses which can be operated in a clean and quiet manner that shall not be obnoxious to adjacent land uses and shall have relatively limited environmental impacts. The land uses within an I-2 zoning district are primarily contained indoors and have heavier traffic generation than Industrial-1 uses. I-2 zoning is appropriate within the Industry classification of the Master Land Use Plan.

**Permitted Uses:**

Auto and boat related businesses, a variety of retail businesses, offices, animal and pet services, manufacturing and commercial communication towers are examples of permitted uses.

**Conditional Uses:**

Truck stop, pet cemetery, animal food processing, bus station, sports complex and police station are examples of uses permitted as conditional uses.

**Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet

Maximum Height - 45 feet (1+1), 27-431(C)3

Maximum Lot Coverage - 60%

Minimum Parcel/Lot Size for Rezoning – New District (By Classification) - 10 acres

Existing District (By Extension) – 20,000 square feet

Minimum Lot Width – 100 feet

Front Yard Setback - 50 feet

Side Yard on Street Side of Corner Lot - 50 feet

Side Yard Setback – 25 feet

Rear Yard Setback - 20 feet

Side/Rear (adjoining SF Residential District/Development) – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)

Minimum building separation – to be determined by current City building and fire code.

Required street access – Major Arterial or higher

**EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Industrial Moderate (I-2). Characteristics of this zone are as follows:

**Purpose:**

To provide for industrial uses that can be operated in a clean and quiet manner that will not be obnoxious to adjacent uses and have relatively limited environmental impacts. I-2 uses are primarily contained indoors and have heavier traffic generation than I-1 uses. I-2 zoning is appropriate in the industrial classification of the ETJ land use map.

**Permitted Uses:**

Bus, truck, mobile homes, or large vehicle sales or service, convenience store, heavy machinery and equipment sales or service, lawn and garden, lumber yard and building materials, heating and plumbing equipment, financial institutions, real estate, offices, veterinary services, extermination and pest control, manufacturing are examples of permitted uses.

**Conditional Uses:**

Automobile storage, truck stop, medical laboratory, petroleum storage and loading, fairground/rodeo ground, community center, golf course, gun club, sports stadium, natural and other recreational parks, nursery and preschool, police, fire, emergency response, child day care (up to 12 children) and day care center are examples of uses permitted as conditional uses.

**Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet  
Minimum Lot Width at Setback Line – 100 feet  
Minimum parcel/lot size for rezoning – New District (By Classification) – 10 acres  
Minimum parcel/lot size for rezoning – Existing District (By Extension) – 20,000 square feet  
Minimum Street Frontage – N/A  
Front Yard Setback - 50 feet  
Side Yard on Street Side of Corner Lot - 50 feet  
Side Yard Setback – 25 feet  
Rear Yard Setback - 20 feet  
Side/Rear Setback abutting RS – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)

Required street access: Major Arterial or higher

**SURROUNDING ZONING AND LAND USE**

Direction	Land use	Zoning
North	Vacant Auto Sales	ETJ I-1-SPL, Extraterritorial Jurisdiction Industrial Light Special
East	Warehouse	C-5, Commercial Heavy
South	Undeveloped	ETJ O-1, Extraterritorial Jurisdiction Open 1
West	Auto Repair and Offices	ETJ I-1-SPL, Extraterritorial Jurisdiction Industrial Light Special

**MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies US Highway 271 and Highway 271 as Major Arterial classification.

## **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as ETJ INDUSTRY. This classification is intended to primarily accommodate wholesale activities, processing, distributions, storage and warehouse and industrial operations which may generate low levels of noise, odor, smoke, dust or intense light. A companion Master Land Use Plan amendment application has been submitted for Industry.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

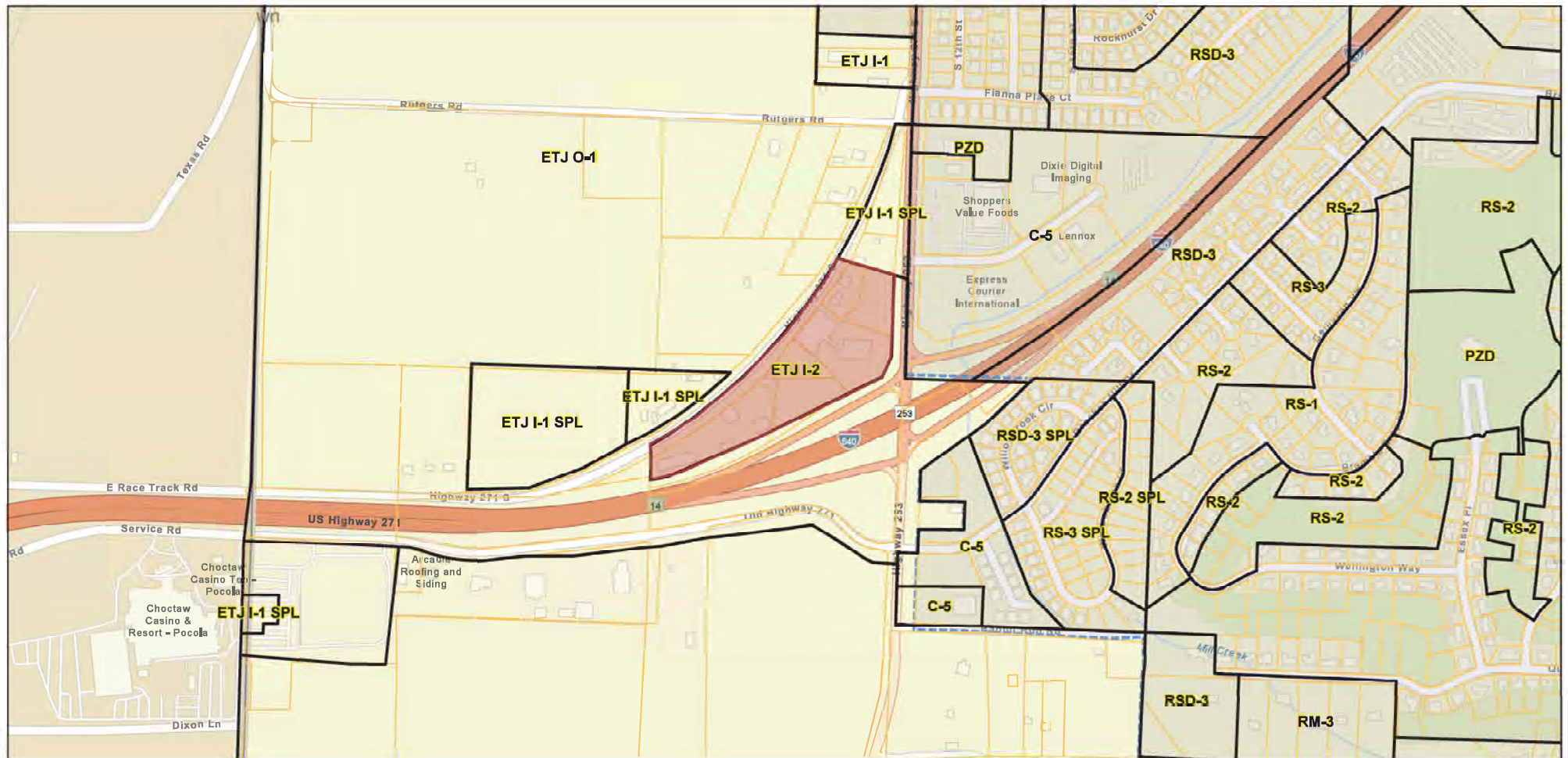
Smurfit Kappa currently operates as a recycling center and Southern Tire Mart currently operates as tire sales and services (outdoor) at the subject site. The site was zoned Extraterritorial Jurisdiction Industrial Moderate in November 2018 following a fire facilitating the reconstruction of the Smurfit Kappa Group.

The requested I-2 zone resembles the existing ETJ-I-2 zoning district and will permit the existing businesses to operate by right.

## **STAFF RECOMMENDATIONS**

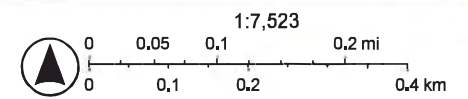
Staff recommends approval.

Rezoning from Extraterritorial Jurisdiction Industrial Moderate (ETJ-I-2) to Industrial Moderate (I-2) by Classification at 9701 & 9705 Highway 271 (60011-0003-00000-00) owned by SAB LLC, 9707 Highway 271 (60001-0000-05711-02) owned by SAB LLC, 9709 Highway 271 (60011-0001-00000-00) owned by SAB LLC, 9711 Highway 271 (60001-0000-05730-01) owned by SAB LLC, 9713 & 9715 Highway 271 (60001-0000-05731-00) owned by SAB LLC, and 9604 and 9700 U.S. Highway 271 South (Parcel 60011-0002-00000-00) owned by SAB LLC.



10/1/2024, 10:26:46 AM

- Zoning
- Parcels
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Industrial Light (I-1) at 9916 & 10018 South Highway 271. Request by the City of Fort Smith

### SUMMARY

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications.

The property, containing an approximate area of 11.02 acres, is located on the north side of Highway 271. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the property to be annexed with comparable zoning upon annexation. At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map with the following conditions:

- Compliance with the executed agreement submitted on November 1, 2023, stating the water line and hydrant installation would be complete in 400 days.
- Ten trees shall be planted along and adjacent to Highway 271. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum of eight (8) foot opaque fence constructed of wood, masonry, composite, or vinyl.
- Trash receptacles shall be screened with a permanent opaque screening fence
- All parking areas shall be maintained to prevent gravel from migrating onto Highway 271.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

Please contact me if you have any questions.

## **ATTACHMENTS**

1. [Ordinance\\_-\\_7F\\_\\_8F.pdf](#)
2. [9916 10018 Backup.pdf](#)

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

---

**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

Tract 2, Brown Tracts 1 & 2 to the city of Fort Smith, Sebastian County, Arkansas. more commonly known as 9916 and 10018 Highway 271 South (Lot 2 Brown Tracts)

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Industrial Light (I-1) classification subject to the following:

- Compliance with the executed agreement submitted on November 1, 2023, stating the water line and hydrant installation would be complete in 400 days.
- Ten trees shall be planted along and adjacent to Highway 271. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum of eight (8) foot opaque fence constructed of wood, masonry, composite, or vinyl.
- Trash receptacles shall be screened with a permanent opaque screening fence
- All parking areas shall be maintained to prevent gravel from migrating onto Highway 271.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

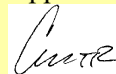
ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**F. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9916 & 10018 S Highway 271 (Parcel 60551-0002-00000-00) owned by Robert E Altes Living Trust.**

Chairman McCaffrey introduced items 7F and 8F as companion items. Mr. Miller delivered the staff report indicating the subject property was located on the north side of Highway 271. He said approval of the items would accommodate the existing warehouses and future steel metal buildings facilitating the proposed annexation.

Chairman McCaffrey called for a motion on item 7F. Commissioner Trumbly moved, seconded by Commissioner Newton, to approve with staff comments. Chairman McCaffrey called for a vote on item 7F. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**F. Rezoning from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Industrial Light (I-1) at 9916 & 10018 S Highway 271 (Parcel 60551-0002-00000-00) owned by Robert E Altes Living Trust.**

Chairman McCaffrey called for a motion on item 8F. Commissioner Marshall moved, seconded by Commissioner Trumbly, to approve with staff comments. Chairman McCaffrey called for a vote on item 8F. The vote was 8 in favor and 0 opposed.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Proposed Master Land Use Plan Amendment #5-10-24 – A request by the City of Fort Smith from Extraterritorial Jurisdiction Light Industrial to Office, Research, and Light Industrial at 9916 & 10018 S Highway 271, parcel (60551-0002-00000-00)

The City of Fort Smith proposes to amend the Master Land Use Map from Extraterritorial Jurisdiction Light Industrial to Office, Research, and Light Industrial to accommodate a proposed Industrial Light (I-1) zoning request. The subject property is on the north side of Highway 271. The tract contains an area of 11.02 acres with approximately 885 feet of street frontage along Highway 271.

The property is currently Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL). A companion zoning application requests an Industrial Light (I-1) zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with the companion zoning application.

### **ADJACENT LAND USE CLASSIFICATIONS AND USES**

Master Land Use classification and use contiguous to the subject lot are as follows:

Direction	Land use	Master Land Use Classification
North	Undeveloped	ETJ-Yet To Be Determined
East	Auto repair and Offices	ETJ Light Industrial
South	Interstate 540	Unclassified
West	Multifamily Development with one duplex and two single-family residences	ETJ-Yet To Be Determined

## **MASTER LAND USE PLAN COMPLIANCE**

The Master Land Use Plan currently classifies the site as Extraterritorial Jurisdiction Light Industrial. This classification is established to provide light manufacturing, research technology, processing, storage, wholesaling and distribution under high environmental performance standards. Commercial and service uses in support of industrial used are also permitted.

## **PROPOSED MASTER LAND USE PLAN**

The proposed Office, Research, and Light Industrial classification is intended to provide opportunities for clean, indoor, minimum impact, research, development, assembly, manufacturing, warehousing, distribution, and supportive goods and services.

### **Characteristics and Use:**

#### **Criteria for Designation:**

- Located on primary arterial or along active rail line
- Central water and sewer with sufficient capacity
- Sufficient land area for activities and potential expansion
- Not located within environmentally sensitive areas, or those prone to flooding
- May be located with other mixed-uses

#### **Compliance Noted**

**YES**  
**YES (After Extension)**  
**YES**  
**YES**  
**YES**

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Highway 271 as a Major Arterial.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications. \

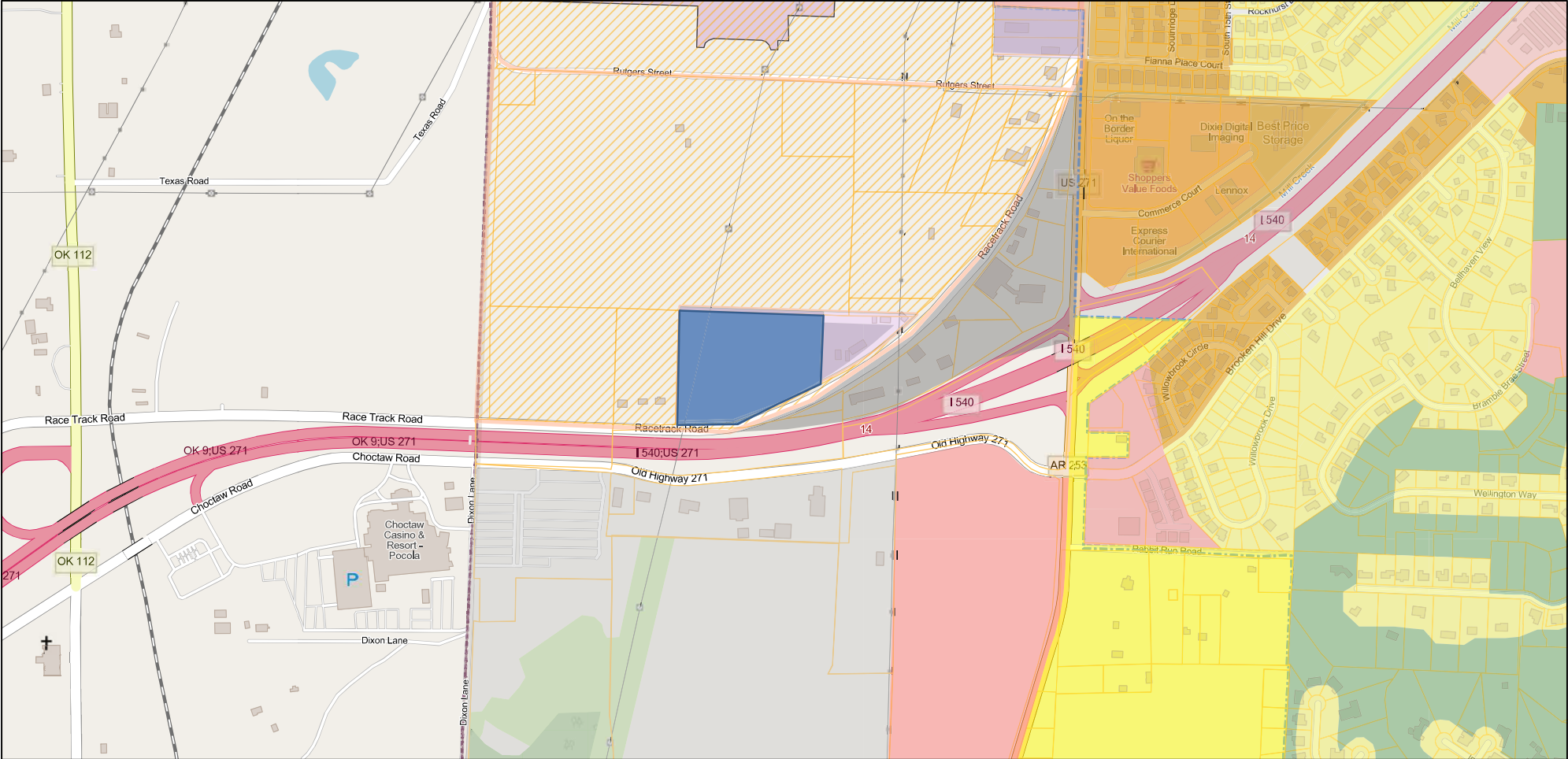
## **STAFF COMMENTS**

The site is currently zoned ETJ-I-1 Special (ETJ-I-1-SPL). The City of Fort Smith is requesting to rezone the property to Industrial Light (I-1) to accommodate a proposed annexation. The Master Land Use Plan Classification of Office, Research, and Light Industrial is compatible with the proposed I-1 zoning district.

## **STAFF RECOMMENDATIONS**

Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9916 & 10018 S Highway 271 (60551-0002-00000-00) owned by Robert E Altes Living Trust.



10/3/2024, 8:30:00 AM

ETJ Land Use

INDUSTRIAL

LIGHT COMMERCIAL AND OFFICE

LIGHT INDUSTRIAL

LOW DENSITY RESIDENTIAL

YET TO BE DETERMINED

<all other values>

Commercial Neighborhood

General Commercial

ETJ Light Industrial

Open Space

Residential Attached

Residential Detached

Parcels

Fort Smith City Limits

0

0.07

0.15

0.3 mi

0

0.13

0.25

0.5 km

1:8,333

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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 - A request by City of Fort Smith for Planning Commission consideration of a zone request from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Industrial Light (I-1) at 9916 & 10018 South Highway 271, parcel 60551-0002-00000-00

## **PROJECT DESCRIPTION**

Approval of the request grants zoning on the property to accommodate the existing warehouses and future steel metal buildings facilitating the proposed annexation.

## **LOT LOCATION AND SIZE**

The subject property is on the north side of Highway 271. The tract contains an area of 11.02 acres with approximately 885 feet of street frontage along Highway 271.

## **PROPOSED ZONING**

The requested zoning on this tract is Industrial Light (I-1).  
Characteristics of this zone are as follows:

### **Purpose:**

To provide for a mixture of light manufacturing, office park, research and development, and limited retail/service retail land uses in an attractive, business park setting. The Industrial Light district may be used as a zoning buffer between mixed uses, commercial uses and heavier industrial uses. The I-1 zoning district is appropriate with the Office, Research, and Light Industrial (ORLI) and Industry classifications of the Master Land Use Plan.

### **Permitted Uses:**

Auto and boat related businesses, a wide variety of retail businesses, indoor flea market, pawnshop, financial services, offices, bar or tavern, restaurant, animal and pet services, manufacturing and commercial communication towers are examples of permitted uses.

### **Conditional Uses:**

Homeless shelter, truck stop, outdoor flea market, beer garden, restaurant with outdoor dining, pet cemetery, animal food processing, petroleum distribution facility, bus station, recycling center, sports complex, educational facilities and police station are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet

Maximum Height - 45 feet (1+1)

Maximum Lot Coverage - 75%

Minimum Parcel/Lot Size for Rezoning – New District (By Classification) - 2 acres

Existing District (By Extension) – 20,000 square feet

Minimum Lot Width – 100 feet

Front Yard Setback - 25 feet

Side Yard on Street Side of Corner Lot - 15 feet

Side Yard Setback – 10 feet

Rear Yard Setback - 10 feet

Side/Rear (adjoining SF Residential District/Development) – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)

Minimum building separation – to be determined by current City building and fire code.

Required street access – Major Arterial or higher

### **EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL). The special was put in place by Ordinance #87-23 requiring the following:

- Submittal of an executed agreement within 30 days setting a completion date for the required waterline and fire hydrants. The agreement shall state the buildings will not be occupied until the completion of installation of the waterline and fire hydrants.
- Ten trees shall be planted along and adjacent to Highway 271. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum of eight (8) foot opaque fence constructed of wood, masonry, composite, or vinyl.
- Trash receptacles shall be screened with a permanent opaque screening fence
- All parking areas shall be maintained to prevent gravel from migrating onto Highway 271.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

Characteristics of this zone are as follows:

### **Purpose:**

To provide for a mix of light manufacturing uses, office park, research and development, and limited retail/service uses in an attractive, business park setting. Industrial light may be used as a transition between mixed use or commercial uses and heavier industrial uses. I-1 zoning is appropriate in the light industrial classification of the ETJ land use map.

### **Permitted Uses:**

Car wash, various auto related businesses, convenience store, agricultural equipment, hardware, home centers, lawn and garden, lumber yard and building materials, heating and plumbing equipment, grocery store and financial institutions are examples of permitted uses.

### **Conditional Uses:**

Automobile storage, truck stop, medical laboratory, snack or nonalcoholic bar, café, automobile parking, recycling drop-off, fairground/rodeo ground, community center, golf course, gun club, sports stadium, natural and other recreational parks, educational services (limited), police, fire, emergency response, child day care (up to 12 children), day care center and religious institutions are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet	Maximum Height - 45 feet
Minimum Lot Width at Setback Line – 100 feet	Maximum Lot Coverage - 75%
Minimum parcel/lot size – 2 acres	
Minimum Street Frontage – N/A	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 15 feet	
Side Yard Setback – 10 feet	
Rear Yard Setback - 10 feet	
Side/Rear Setback abutting RS – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)	
Required street access: Major Arterial or higher	

### **SURROUNDING ZONING AND LAND USE**

Direction	Land use	Zoning
North	Undeveloped	ETJ-O-1, Extraterritorial Jurisdiction Open-1
East	Auto repair and offices	ETJ-I-1-SPL, Extraterritorial Jurisdiction Industrial Light Special
South	Interstate 540	Not Zoned
West	Multifamily Development with 1 duplex and 2 single-family residences	ETJ-O-1, Extraterritorial Jurisdiction Open-1

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Highway 271 as a Major Arterial.

### **MASTER LAND USE PLAN COMPLIANCE**

The Master Land Use Plan currently classifies the site as Extraterritorial Jurisdiction Light Industrial. This classification is established to provide light manufacturing, research technology, processing, storage, wholesaling and distribution under high environmental performance standards. Commercial and service uses in support of industrial used are also permitted.

A companion Master Land Use Plan Amendment application for Office, Research, and Light Industrial is proposed. This classification is to provide opportunities for clean, indoor, minimum impact, research, development, assembly, manufacturing, warehousing, distribution, and supportive goods and services.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

Four steel metal buildings are constructed on-site and are proposed to be utilized as heavy equipment truck and tractor repair as well as warehousing. The site was zoned to Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) in October of 2023 subject to the following conditions.

- Compliance with the executed agreement submitted on November 1, 2023, stating the water line and hydrant installation would be complete in 400 days.
- Ten trees shall be planted along and adjacent to Highway 271. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum of eight (8) foot opaque fence constructed of wood, masonry, composite, or vinyl.
- Trash receptacles shall be screened with a permanent opaque screening fence
- All parking areas shall be maintained to prevent gravel from migrating onto Highway 271.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

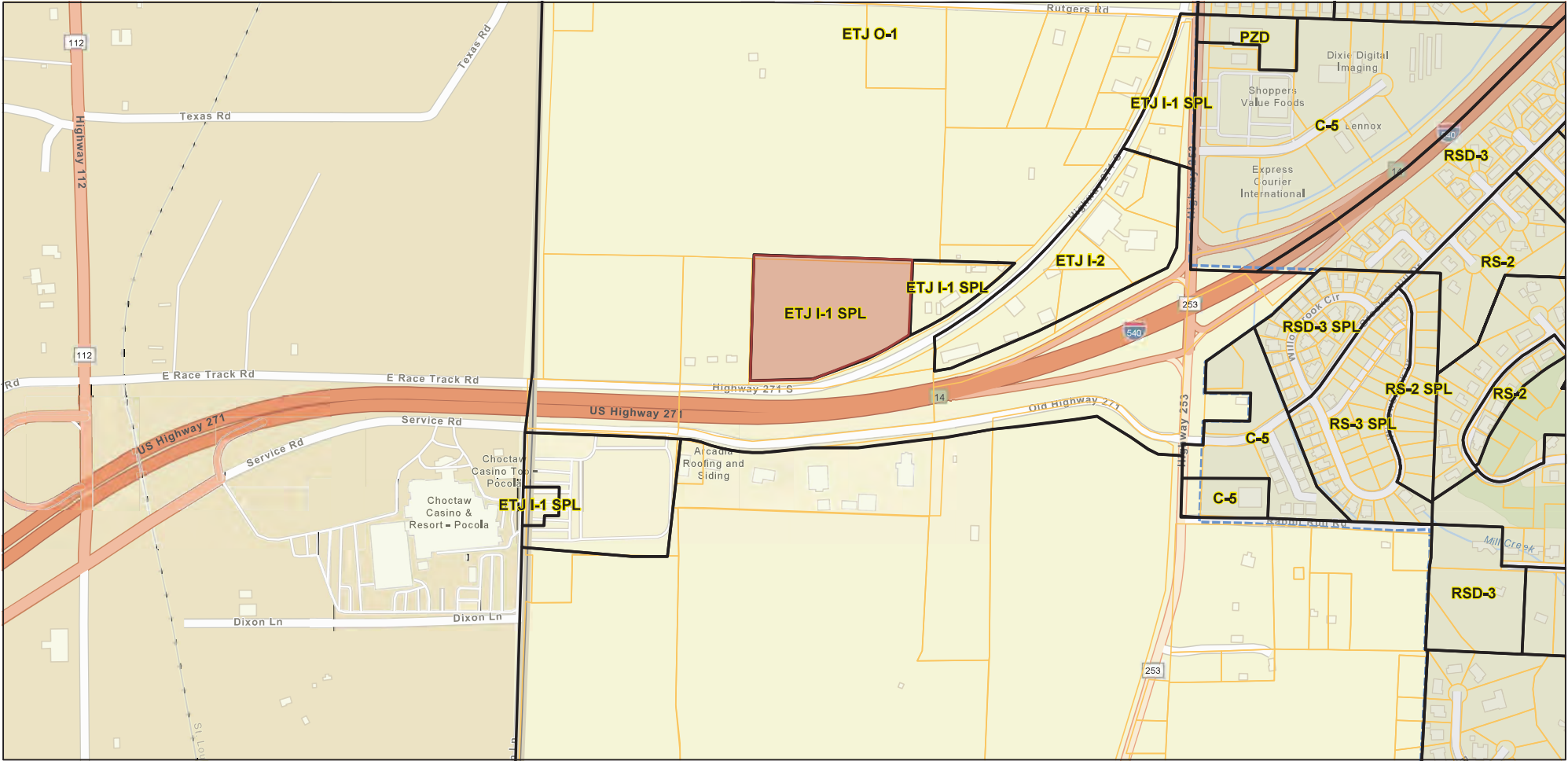
The requested I-1 zoning district will permit the proposed land uses to operate by right once the conditions are met.

## **STAFF RECOMMENDATIONS**

Staff recommends approval with the following comments:

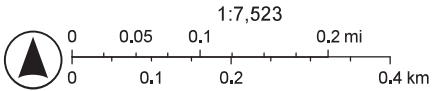
- Compliance with the executed agreement submitted on November 1, 2023, stating the water line and hydrant installation would be complete in 400 days.
- Ten trees shall be planted along and adjacent to Highway 271. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum of eight (8) foot opaque fence constructed of wood, masonry, composite, or vinyl.
- Trash receptacles shall be screened with a permanent opaque screening fence
- All parking areas shall be maintained to prevent gravel from migrating onto Highway 271.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

Rezoning from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Industrial Light (I-1) at 9916 & 10018 S Highway 271 (60551-0002-00000-00) owned by Robert E Altes Living Trust.



10/1/2024, 10:31:34 AM

- Zoning
- Parcels
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 from Extraterritorial Jurisdiction Light Industrial to General Commercial, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1 SPL) to Commercial Heavy (C-5) by classification at 10015 and 10017 Dixon Lane. Request by the City of Fort Smith

### **SUMMARY**

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications.

The property, containing an approximate area of 10.7 acres, is located on the south side of Old Highway 271 and east of Dixon Lane. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the existing business to remain operational upon annexation. At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map subject to development plan approval by the Planning Commission prior to any future development.

Please contact me if you have any questions.

### **ATTACHMENTS**

1. [Ordinance\\_-\\_7G\\_\\_8G.pdf](#)
2. [Dixon Backup.pdf](#)

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

---

**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Industrial to General Commercial and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

A part of the Northwest Quarter and part of the Southwest Quarter of Fractional Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas, more particularly described as follows:

Commencing at the SW corner of said SW/4; thence North 00 degrees 10 minutes 37 seconds West along the West line of said Fractional Section 17 a distance of 2514.44 feet to the true point of beginning; thence North 88 degrees 11 minutes 43 seconds East a distance of 100.00 feet; thence North 00 degrees 10 minutes 37 seconds West a distance of 50.00 feet; thence North 88 degrees 11 minutes 43 seconds East a distance of 75.00 feet; thence North 00 degrees 10 minutes 37 seconds West a distance of 150.00 feet; thence South 88 degrees 11 minutes 43 seconds West a distance of 175.00 feet to a point on the West line of Fractional Section 17; thence South 00 degrees 10 minutes 37 seconds East a distance of 200.00 feet to the point of beginning.

AND

Part of the Northeast Quarter and part of the Southwest Quarter of Fractional Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas, being more particularly described as follows:

Commencing at an existing rebar marking the Southwest Corner of the Southwest Quarter of Fractional Section 17. Thence along the West line of said Fractional Section 17, North 01 degree 04 minutes 18 seconds West, 2404.44 feet to a set p/k nail and the Point of Beginning. Thence continue along said West line, North 02 degree 04 minutes 18 seconds West 110.00 feet to a set p/k nail. Thence leaving said West line, North 87 degrees 18 minutes 02 seconds East, 100.00 feet to an existing rebar. Thence North 01 degree 04 minutes 18 seconds West, 50.00 feet to an existing rebar, Thence North 87 degrees 18 Minutes 02 seconds East, 75.00 feet to an existing rebar. Thence North 01 degree 04 minutes 18 seconds West, 150.00 feet to an existing rebar. Thence South 87 degrees 18 minutes 02 seconds West, 175.00 feet to an existing rebar on the West line of Fractional Section 17. Thence along said West line, North 01 degree 04 minutes 18 seconds West, 273.67 feet to a set p/k nail on the South right of way line of Arkansas Interstate 540. Thence leaving said West line and along said right of way line the following bearings and distances: North 88 degrees 43 minutes 10 seconds East, 704.91 feet to a right of way marker. South 84 degrees 25 minutes 00 seconds East, 100.09 feet to an existing iron pin. Thence leaving said right of way line, South 01 degree 46 minutes 36 seconds West, 603.34 feet to an existing rebar. Thence South 87 degrees 18 minutes 02 seconds West, 208.00 feet to the Point of Beginning, containing 10.00 acres and subject to road rights of way and any Easements of Record.

more commonly known as 10015 and 10017 Dixon Lane

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1 SPL) to Commercial Heavy (C-5) by classification subject to the following:

- Development Plan being approved by the Planning Commission prior to the issuance of a building permit.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

ATTEST:

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

APPROVED:

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**G. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to General Commercial at 10015 & 10017 Dixon Lane (Parcel 60001-0000-05735-04) owned by Choctaw Nation of Oklahoma located on the south side of Old Hwy 271.**

Chairman McCaffrey introduced items 7G and 8G as companion items. Mr. Miller delivered the staff report indicating the subject property was located on the south side of Old Highway 271 and east of Dixon Lane. He said approval of the items would accommodate the existing parking lot (off-site) and facilitate the annexation of the property.

Chairman McCaffrey called for a motion on item 7G. Commissioner Tyler moved, seconded by Commissioner Hanna, to approve with staff comments. Chairman McCaffrey called for a vote on item 7G. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**G. Rezoning from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1 SPL) to Commercial Heavy (C-5) by Classification at 10015 & 10017 Dixon Lane (Parcel 60001-0000-05735-04) owned by Choctaw Nation of Oklahoma located on the south side of Old Hwy 271.**

Chairman McCaffrey called for a motion on item 8G. Commissioner Trumbly moved, seconded by Commissioner Marshall, to approve with staff comments. Chairman McCaffrey called for a vote on item 8G. The vote was 8 in favor and opposed.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Proposed Master Land Use Plan Amendment #5-10-24 – A request by the City of Fort Smith from Extraterritorial Jurisdiction Light Industrial (ETJ L-1) to General Commercial at 10015 and 10017 Dixon Lane, parcel (60001-0000-05735-04).

The City of Fort Smith proposes to amend the Master Land Use Plan from Extraterritorial Jurisdiction Light Industrial (ETJ L-1) to General Commercial to accommodate a proposed C-5 zoning request. The subject property is on the south side of Old Hwy 271 and east of Dixon Lane. The tract contains an area of approximately 10.7 acres with approximately 800 feet of street frontage along Old Hwy 271 and 600 feet of street frontage along Dixon Lane.

The property is zoned Extraterritorial Jurisdiction Light Industrial Special (ETJ I-1 SPL). A companion rezoning application requests a C-5 zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with the companion rezoning request.

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Old Hwy 271 and Dixon Lane as a local road classification.

### **ADJACENT LAND USE CLASSIFICATIONS AND USES**

Land Use classification and use contiguous to the subject lot are as follows:

Direction	Land use	Master Land Use Classification
North	Interstate	Unclassified
East	Contractor shop and storage yard and undeveloped	Extraterritorial Jurisdiction Light Industrial
South	Undeveloped	Extraterritorial Jurisdiction Light Industrial
West	State of Oklahoma	N/A

The proposed Master Land Use classification of General Commercial is intended to provide opportunities for business transactions and activities and meet the consumer needs of the community.

**Characteristics and Use:**

**Criteria for Designation:**

**Compliance Noted**

**General Commercial**

- |   |            |
|---|------------|
| • Compatible with, and complimentary to, neighboring uses   | <b>Yes</b> |
| • Located on high volume arterials and collectors   | <b>No</b>  |
| • Located as a cluster of like services   | <b>Yes</b> |
| • Accessible by most modes of transportation  | <b>Yes</b> |
| • Appropriately located, for minimum impact to adjacent uses, and, by volume of activity and trips generated by use | <b>Yes</b> |

**NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

**STAFF COMMENTS**

The site is utilized as a parking lot (off-site) to service the Choctaw Casino and Hotel and was zoned to Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) in November 2006 and January 2012. The zoning was subject to development plan approval by the Planning Commission for any future development per Ordinances #13-12 and #120-06.

The requested General Commercial Master Land Use Plan Classification is appropriate for the proposed C-5. The proposed C-5 zone will allow the existing parking lot (off-site) to operate by right within the C-5 zoning district.

**STAFF RECOMMENDATIONS**

Staff recommends approval.

[illegible]

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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 - A request by the City of Fort Smith for Planning Commission consideration of a zone request from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL) to Commercial Heavy (C-5) by classification at 10015 Dixon Lane and 10017 Dixon Lane, parcel 60001-0000-05735-04.

### **PROJECT DESCRIPTION**

Approval of the zoning request accommodates the existing parking lot (off-site) and facilitates the annexation of the property.

### **LOT LOCATION AND SIZE**

The subject property is on the south side of Old Hwy 271 and east side of Dixon Lane. The tract contains an area of 10.7 acres with approximately 800 feet of street frontage along Old Hwy 271 and 600 feet of street frontage along Dixon Lane.

### **PROPOSED ZONING**

The proposed zoning on this tract is Commercial Heavy (C-5). Characteristics of this zone are as follows:

#### **Purpose:**

To provide adequate locations for retail uses and services that generate moderate to heavy automobile traffic. The C-5 zoning district is designed to facilitate convenient access, minimize traffic congestion, and reduce visual clutter. The C-5 zoning district is appropriate in the General Commercial, Office, Research, and Light Industrial, Mixed Use Residential, and Mixed Use Employment classification of the Master Land Use Plan.

#### **Permitted Uses:**

A wide variety of retail uses including clothing stores, specialty shops and restaurants. Commercial-5 zones also allow professional offices and multi-family apartments, community residential facility and neighborhood group homes are examples of permitted uses.

#### **Conditional Uses:**

Orphanage, dormitory, sorority, fraternity, auto vehicle impoundment or holding yard, auto body shop, medical laboratory, beer garden, restaurants with outdoor dining, pet cemetery, bus station, utility substations, museum, parks, educational facilities, police station, community food service, nursing home and churches are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 14,000 square feet	Maximum Height - 45 feet (1+1)
	Maximum Lot Coverage - 75%
Minimum Parcel/Lot Size for Rezoning – New District (By Classification) - 2 acres	
	Existing District (By Extension) – 14,000 square feet
Minimum Lot Width – 100 feet	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 15 feet	
Side Yard Setback – 20 feet	
Rear Yard Setback - 20 feet	
Side/Rear (adjoining SF Residential District/Development) – 30 feet	
Minimum building separation – to be determined by current City building and fire code.	
Required street access – Minor Arterial or higher	

### **EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Industrial Light Special (I-1 SPL). The special was put in place by Ordinance #13-08 requiring site/development plan approval by the Planning Commission for any future development.

Characteristics of this zone are as follows:

#### **Purpose:**

To provide for a mix of light manufacturing uses, office park, research and development, and limited retail/service uses in an attractive, business park setting. Industrial light may be used as a transition between mixed use or commercial uses and heavier industrial uses. I-1 zoning is appropriate in the light industrial classification of the ETJ land use map.

#### **Permitted Uses:**

A wide variety of retail uses including clothing stores, specialty shops and restaurants. Commercial-5 zones also allow professional offices and multi-family apartments, community residential facility and neighborhood group homes are examples of permitted uses.

#### **Conditional Uses:**

Orphanage, dormitory, sorority, fraternity, auto vehicle impoundment or holding yard, auto body shop, medical laboratory, beer garden, restaurants with outdoor dining, pet cemetery, bus station, utility substations, museum, parks, educational facilities, police station, community food service, nursing home and churches are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet	Maximum Height - 45 feet
Minimum Lot Width at Setback Line – 100 feet	Maximum Lot Coverage - 75%
Minimum parcel/lot size – 2 acres	
Minimum Street Frontage – N/A	
Front Yard Setback - 25 feet	
Side Yard on Street Side of Corner Lot - 15 feet	
Side Yard Setback – 10 feet	
Rear Yard Setback - 10 feet	
Side/Rear Setback abutting RS – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)	

## **SURROUNDING ZONING AND LAND USE**

Direction	Land use	Zoning
North	Interstate	Not Zoned
East	Contractor shop and storage yard and undeveloped	ETJ O-1, Extraterritorial Jurisdiction Open 1
South	Undeveloped	ETJ O-1, Extraterritorial Jurisdiction Open 1
West	Arkansas and Oklahoma State Border	Not zoned

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Old Hwy 271 and Dixon Lane as local roads.

## **MASTER LAND USE PLAN**

The Master Land Use Plan currently classifies the site as ETJ Light Industrial. This classification is utilized for light manufacturing, research technology, processing, storage, wholesaling, and distribution under high environmental performance standards. Commercial and service uses in support of industrial uses are also permitted.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

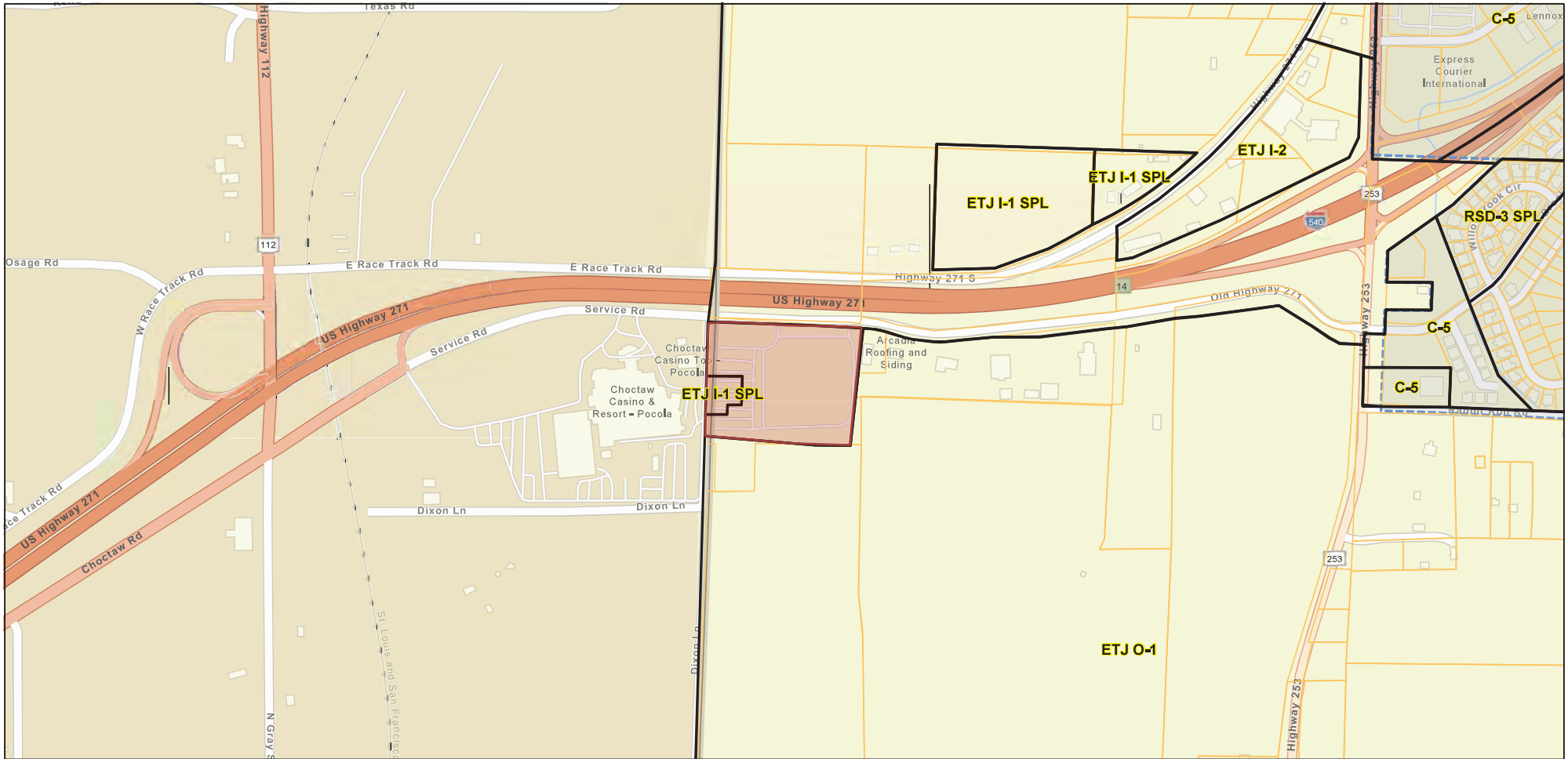
The site is developed as a parking lot (offsite) for the adjacent Choctaw Casino and Hotel. The site was zoned Extraterritorial Jurisdiction Industrial Light (ETJ-I-1) in November 2006 and January 2012 subject to development plan approval by the Planning Commission as required by Ordinances #13-12 and #120-06.

The requested C-5 zone permits the parking lot (off-site) to by right.

## **STAFF RECOMMENDATIONS**

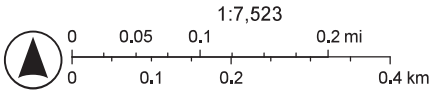
Staff recommends approval subject to development plan approval by the Planning Commission prior to any future development.

Rezoning from Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1 SPL) to Commercial Heavy (C-5) by Classification at 10015 & 10017 Dixon Lane (60001-0000-05735-04) owned by Choctaw Nation of Oklahoma located on the south side of Old Hwy 271.



10/1/2024, 10:00:34 AM

- Zoning
- Parcels
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Maggie Rice, Deputy City Administrator  
**DATE:** October 14, 2024  
**SUBJECT:** Master Land Use Plan Amendment No. 5-10-24 Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial, Rezoning Application No. 22-10-24 from Extraterritorial Jurisdiction Industrial Light Special (ETJ I-1-SPL) to Industrial Light (I-1) by classification at 9800 U.S. Old Highway 271 South. Request by the City of Fort Smith

### SUMMARY

On October 14, 2024, the Planning Commission held a public hearing to consider the subject Master Land Use Plan Amendment and rezoning applications. The property, containing an approximate area of 2.74 acres, is located on the north side of U.S. Highway 271 South. The proposed Master Land Use Plan Amendment and rezoning are comparable to the existing ETJ classifications allowing the property to be annexed with comparable zoning upon annexation. At the Planning Commission meeting, there were none present to speak in favor or opposition of the item.

The Planning Commission voted 8 in favor and 0 opposed to recommend the Board of Directors amend the Master Land Use Plan Map and the Zoning Map subject to the following conditions:

- Adequate water and fire protection as required by the Fire Department and the Utility Department shall be established prior to occupancy.
- One tree shall be planted every 50 linear feet adjacent to U.S. Highway 271 South for a total of 14 trees. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum eight (8) foot opaque fence constructed of wood or masonry.
- Trash receptacles shall be screened with a permanent opaque screening fence.
- All parking areas shall be maintained to prevent gravel from migrating onto U.S. Highway 271 S.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

Please contact me if you have any questions.

## **ATTACHMENTS**

1. [Ordinance\\_-\\_7H\\_\\_8H.pdf](#)
2. [9800 Backup.pdf](#)

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MASTER LAND USE PLAN MAP AND  
REZONING IDENTIFIED PROPERTY AND AMENDING THE ZONING MAP**

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**WHEREAS**, the City Planning Commission held a public hearing to consider request No. 5-10-24 to amend the Master Land Use Plan Map relative to property described in Section 1 of this ordinance, and, having considered the request, recommended on October 8, 2024, that said change be made; and,

**WHEREAS**, the City Planning Commission determined the requested change to the Master Land Use Plan Map does conform to the goals and objectives of the Comprehensive Plan; and,

**WHEREAS**, the City Planning Commission has heretofore held a public hearing to consider request No. 22-10-24 to rezone certain property, and, having considered said request, recommended on October 8, 2024, that said change be made.

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF  
DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS:**

**SECTION 1:** The hereinafter described property is hereby reclassified on the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial and the Master Land Use Plan Map is hereby amended to reflect said amendment to-wit:

**SURVEYED PROPERTY DESCRIPTION - TRACT 1**

Part of the South Half of the Northeast Quarter, Section 17, Township 7 North, Range 32 West, Sebastian County, Arkansas being more particularly described as follows:

Beginning at an existing cross tie marking the Northwest Corner of the Southeast Quarter of the Northeast Quarter. Thence along the North line of said Forty, South 86 degrees 38 minutes 37 seconds East, 407.10 feet to a set rebar with cap on the Northerly Right of Way line of U.S. Highway 271. Thence leaving said North line and along said Right of Way line, around a curve to the right, having a radius of 2,631.82 feet, and subtended by a chord bearing and distance of South 56 degrees 07 minutes 15 seconds West, 675.05 feet. Thence leaving said Northerly Right of Way line, North 03 degrees 21 minutes 38 seconds East, 408.30 feet to a point on the North line of the Southwest Quarter of the Northeast Quarter. Thence along the North line of said Forty, South 86 degrees 43 minutes 00 seconds East, 130.32 feet to the Point of Beginning, containing 2.74 acres and subject to any Easements of Record.

more commonly known as 9800 U.S. Old Hwy 271

**SECTION 2:** The real property described in Section 1 is hereby rezoned from Extraterritorial Jurisdiction Industrial Light Special (ETJ I-1-SPL) to Industrial Light (I-1) by classification subject to the following:

- Adequate water and fire protection as required by the Fire Department and the Utility Department shall be established prior to occupancy.
- One tree shall be planted every 50 linear feet adjacent to U.S. Highway 271 South for a total of 14 trees. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
- All outdoor storage areas shall be screened with a minimum eight (8) foot opaque fence constructed of wood or masonry.
- Trash receptacles shall be screened with a permanent opaque screening fence.
- All parking areas shall be maintained to prevent gravel from migrating onto U.S. Highway 271 S.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

**SECTION 3:** It is hereby found and determined that the adoption of the amendment to the zoning map is necessary to alleviate an emergency relative to the regulation of uses of property within the City of Fort Smith so that the protection of the health, safety, welfare, and property of the inhabitants of the City requires that the above amendment be effective, and the amendment is hereby made effective as of date of approval of the Ordinance.

The zoning map of the City of Fort Smith is hereby amended to reflect said rezoning.

**PASSED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.**

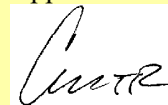
ATTEST:

APPROVED:

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

\_\_\_\_\_  
Mayor

Approved as to form:



\_\_\_\_\_  
Publish One Time

**7. Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith for the following Master Land Use Plan Amendments:**

**H. Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9800 U.S. Old Highway 271 (Parcel 60001-0000-05726-00) owned by Robert E Altes Living Trust.**

Chairman McCaffrey introduced items 7H and 8H as companion items. Mr. Miller delivered the staff report indicating the subject property was located on the north side of Old U.S. Highway 271 South. He said approval of the items would accommodate the existing auto repair business and facilitate the proposed annexation.

Chairman McCaffrey called for a motion on item 7H. Commissioner Tyler moved, seconded by Commissioner Newton, to approve with staff comments. Chairman McCaffrey called for a vote on item 7H. The vote was 8 in favor and 0 opposed.

**8. Rezoning #22-10-24 – A request by the City of Fort Smith for the following zone changes:**

**H. Rezoning from Extraterritorial Jurisdiction Industrial Light Special (ETJ I-1-SPL) to Industrial Light (I-1) by Classification at 9800 U.S. Old Highway 271 (Parcel 60001-0000-05726-00) owned by Robert E Altes Living Trust.**

Chairman McCaffrey called for a motion on item 8H. Commissioner Wilson moved, seconded by Commissioner Trumbly, to approve with staff comments. Chairman McCaffrey called for a vote. The vote was 8 in favor and 0 opposed.

The meeting adjourned at approximately 7 p.m.

## Master Land Use Plan Amendment

# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Master Land Use Plan Amendment #5-10-24 - A request by the City of Fort Smith from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9800 U.S. Old Highway 271, parcel (60001-0000-05726-00)

The City of Fort Smith proposes to amend the Master Land Use Plan Map from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial to accommodate a proposed Industrial Light (I-1) zoning request. The subject property is located northwest of Highway 271. The tract contains an area of 2.74 acres with approximately 680 feet of street frontage along Highway 271.

The subject property is zoned Extraterritorial Jurisdiction Industrial Light Special (ETJ-I-1-SPL). A companion zoning application requests an Industrial Light (I-1) zoning district. The Master Land Use Plan is a guide to zoning and development and must be considered with the rezoning application.

### ADJACENT LAND USE CLASSIFICATIONS AND USES

Land use classification and use contiguous to the subject lot are as follows:

Direction	Land Use	Master Land Use Classification
North	Undeveloped	Extraterritorial Jurisdiction Yet To Be Determined
South	Old US Hwy 271 S; Vacant Manufactured Home; Hopkins Hot Rod Shop; Altes Sanitation	Extraterritorial Jurisdiction Industry
East	US Hwy 271 S; Altes Sanitation	Extraterritorial Jurisdiction Industry
West	Two (2) warehouse buildings	Extraterritorial Jurisdiction Light Industrial

### Characteristics and Use:

#### Criteria for Designation:

- Located on primary arterial or along active rail line
- Central water and sewer with sufficient capacity
- Sufficient land area for activities and potential expansion
- Not located within environmentally sensitive areas, or those prone to flooding
- May be located with other mixed-uses

#### Compliance Noted

YES  
YES  
YES  
YES  
YES

## **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Light Industrial. This classification is intended to provide light manufacturing, research technology, processing, storage, wholesaling, and distribution under high environmental performance standards. Commercial and service uses in support of industrial uses are also permitted.

The proposed Master Land Use Plan classification of Office, Research, and Light Industrial is intended to provide opportunities for clean, indoor, minimum impact, research, development, assembly, manufacturing, warehousing, distribution, and supportive goods and services.

## **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Highway 271 as Major Arterial.

## **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

## **STAFF COMMENTS**

The property was previously zoned in September 2024 with contingent upon several items. The rezoning was reviewed by the City's Utility, Fire and Planning Department which prompted the following conditions:

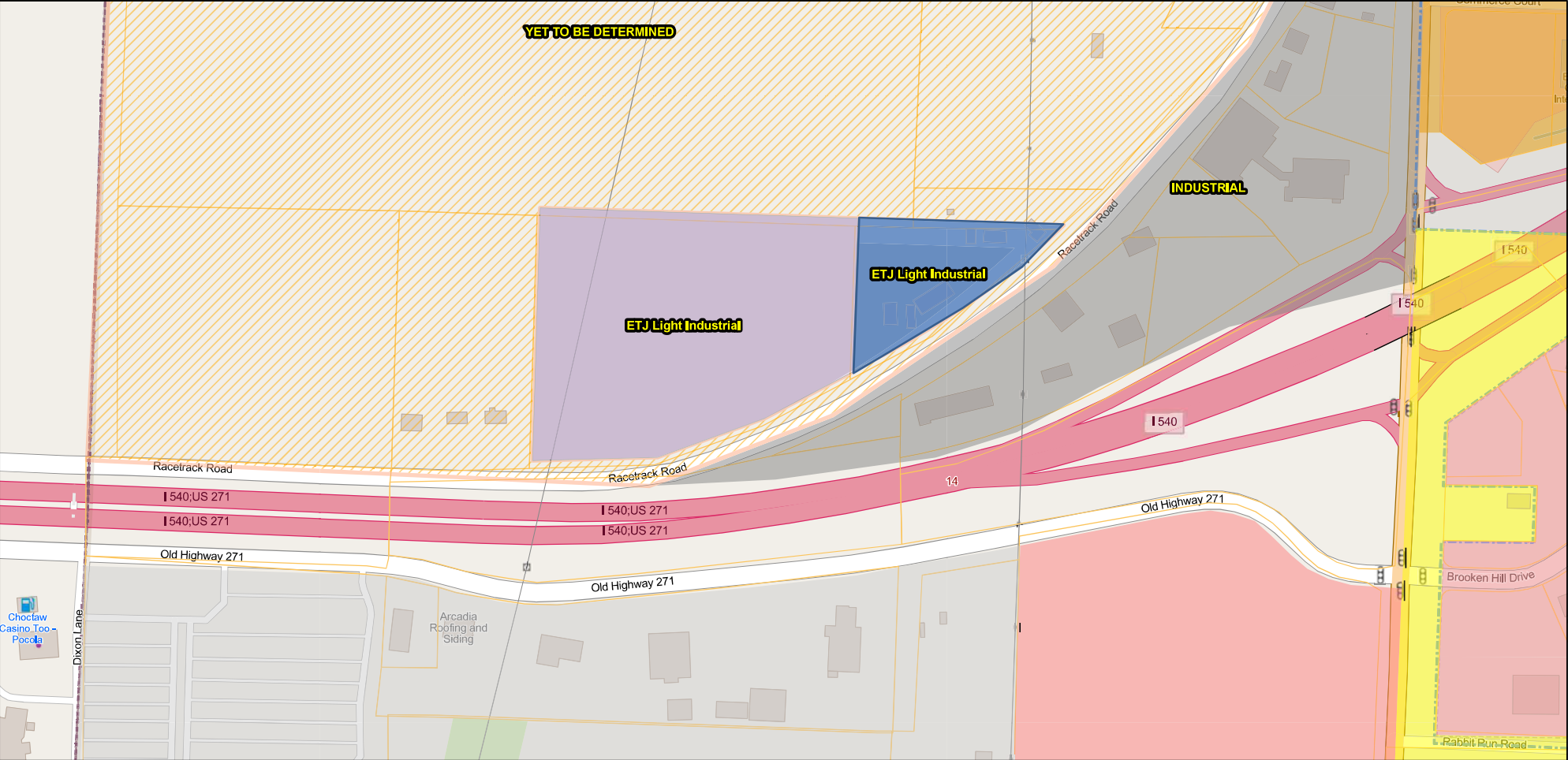
1. Adequate water and fire protection as required by the Fire Department and the Utility Department shall be established prior to occupancy.
2. One tree shall be planted every 50 linear feet adjacent to U.S. Highway 271 South for a total of 14 trees. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
3. All outdoor storage areas shall be screened with a minimum eight (8) foot opaque fence constructed of wood or masonry.
4. Trash receptacles shall be screened with a permanent opaque screening fence.
5. All parking areas shall be maintained to prevent gravel from migrating onto U.S. Highway 271 S.
6. All repair work shall be done in an enclosed building.
7. All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

The requested Office, Research and Light Industrial Master Land Use Plan classification is appropriate for the proposed I-1 zone. The proposed I-1 zone will allow the proposed auto repair business to operate by right within the zoning district after the required conditions have been completed per ordinance #78-24

## **STAFF RECOMMENDATIONS**

Staff recommends approval.

Master Land Use Plan Amendment from Extraterritorial Jurisdiction Light Industrial to Office, Research and Light Industrial at 9800 U.S. Old Highway 271 (60001-0000-05726-00) owned by Robert E Altes Living Trust..



10/3/2024, 8:41:45 AM

ETJ Land Use

INDUSTRIAL

LIGHT COMMERCIAL AND OFFICE Land Use

LIGHT INDUSTRIAL

LOW DENSITY RESIDENTIAL

YET TO BE DETERMINED

<all other values>

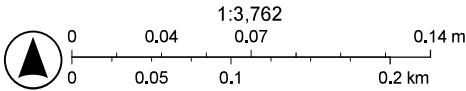
General Commercial

ETJ Light Industrial

Residential Attached

Parcels

Fort Smith City Limits



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# Memo

**To:** City Planning Commission

**From:** Planning Staff

**Date:** October 8, 2024

**Re:** Rezoning #22-10-24 – A request by the City of Fort Smith from Extraterritorial Jurisdiction Industrial Light Special (ETJ I-1-SPL) to Industrial Light (I-1) by Classification at 9800 U.S. Old Highway 271, parcel 60001-0000-05726-00.

## **PROPOSED ZONING**

Approval of the rezoning accommodates the existing auto repair business facilitating the proposed annexation.

## **LOT LOCATION AND SIZE**

The subject property lies on the north side of Old U.S. Highway 271 South. The tract contains an area of 2.74 acres with approximately 680 feet of frontage along Old U.S. Highway 271 South.

## **REQUESTED ZONING**

The requested zoning on this tract is Industrial Light (I-1).  
Characteristics of this zone are as follows:

### **Purpose:**

To provide for a mixture of light manufacturing, office park, research and development, and limited retail/service retail land uses in an attractive, business park setting. The Industrial Light district may be used as a zoning buffer between mixed uses, commercial uses and heavier industrial uses. The I-1 zoning district is appropriate with the Office, Research, and Light Industrial (ORLI) and Industry classifications of the Master Land Use Plan.

### **Permitted Uses:**

Auto and boat related businesses, a wide variety of retail businesses, indoor flea market, pawnshop, financial services, offices, bar or tavern, restaurant, animal and pet services, manufacturing and commercial communication towers are examples of permitted uses.

### **Conditional Uses:**

Homeless shelter, truck stop, outdoor flea market, beer garden, restaurant with outdoor dining, pet cemetery, animal food processing, petroleum distribution facility, bus station, recycling center, sports complex, educational facilities and police station are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet

Maximum Height - 45 feet (1+1)

Maximum Lot Coverage - 75%

Minimum Parcel/Lot Size for Rezoning – New District (By Classification) - 2 acres

Existing District (By Extension) – 20,000 square feet

Minimum Lot Width – 100 feet

Front Yard Setback - 25 feet

Side Yard on Street Side of Corner Lot - 15 feet

Side Yard Setback – 10 feet

Rear Yard Setback - 10 feet

Side/Rear (adjoining SF Residential District/Development) – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)

Minimum building separation – to be determined by current City building and fire code.

Required street access – Major Arterial or higher

### **EXISTING ZONING**

The existing zoning on this tract is Extraterritorial Jurisdiction Industrial Light Special (I-1 SPL).

The special was put in place by Ordinance #78-24 requiring the following:

- Adequate water and fire protection as required by the Fire Department and the Utility Department shall be established prior to occupancy.
- One tree shall be planted every 50 linear feet adjacent to U.S. Highway 271 South for a total of 14 trees. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 & 5.
- All outdoor storage areas shall be screened with a minimum eight (8) foot opaque fence constructed of wood or masonry.
- Trash receptacles shall be screened with a permanent opaque screening fence.
- All parking areas shall be maintained to prevent gravel from migrating onto U.S. Highway 271 S.
- All repair work shall be done in an enclosed building.
- All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

Characteristics of this zone are as follows:

### **Purpose:**

To provide for a mix of light manufacturing uses, office park, research and development, and limited retail/service uses in an attractive, business park setting. Industrial light may be used as a transition between mixed use or commercial uses and heavier industrial uses. I-1 zoning is appropriate in the light industrial classification of the ETJ land use map.

### **Permitted Uses:**

Car wash, various auto related businesses, convenience store, agricultural equipment, hardware, home centers, lawn and garden, lumber yard and building materials, heating and plumbing equipment, grocery store and financial institutions are examples of permitted uses.

### **Conditional Uses:**

Automobile storage, truck stop, medical laboratory, snack or nonalcoholic bar, café, automobile parking, recycling drop-off, fairground/rodeo ground, community center, golf course, gun club, sports stadium, natural and other recreational parks, educational services (limited), police, fire, emergency response, child day care (up to 12 children), day care center and religious institutions are examples of uses permitted as conditional uses.

### **Area and Bulk Regulations:**

Minimum Lot Size – 20,000 square feet  
Minimum Lot Width at Setback Line – 100 feet  
Minimum parcel/lot size – 2 acres  
Minimum Street Frontage – N/A  
Front Yard Setback - 25 feet  
Side Yard on Street Side of Corner Lot - 15 feet  
Side Yard Setback – 10 feet  
Rear Yard Setback - 10 feet  
Side/Rear Setback abutting RS – 100 feet (may be reduced to 60 feet with Planning Commission approval of screening and/or landscaping through the Development Plan approval process)  
Required street access: Major Arterial or higher

### **SURROUNDING ZONING AND LAND USE**

Direction	Land Use	Zoning
North	Undeveloped	ETJ O-1
South	Old US Hwy 271 S; Vacant Manufactured Home; Hopkins Hot Rod Shop; Altes Sanitation	ETJ I-2
East	US Hwy 271 S; Altes Sanitation	ETJ I-2
West	Two (2) warehouse buildings	ETJ I-1

### **MASTER STREET PLAN CLASSIFICATION**

The Master Street Plan classifies Highway 271 as Major Arterial.

### **MASTER LAND USE PLAN**

The Master Land Use Plan classifies the site as Extraterritorial Jurisdiction Light Industrial. This classification is intended to provide light manufacturing, research technology, processing, storage, wholesaling, and distribution under high environmental performance standards. Commercial and service uses in support of industrial uses are also permitted.

The proposed Master Land Use Plan classification of Office, Research, and Light Industrial is intended to provide opportunities for clean, indoor, minimum impact, research, development, assembly, manufacturing, warehousing, distribution, and supportive goods and services.

### **NEIGHBORHOOD MEETING**

Two neighborhood meetings were held on October 3, 2024, and October 7, 2024, at 5:00pm at 1025 School Street, Cavanaugh Elementary School Tornado Shelter.

Five (5) property owners attended the first meeting with questions related to the annexation and associated applications.

Four (4) property owners attended the second meeting with questions related to the annexation and associated applications.

### **STAFF COMMENTS**

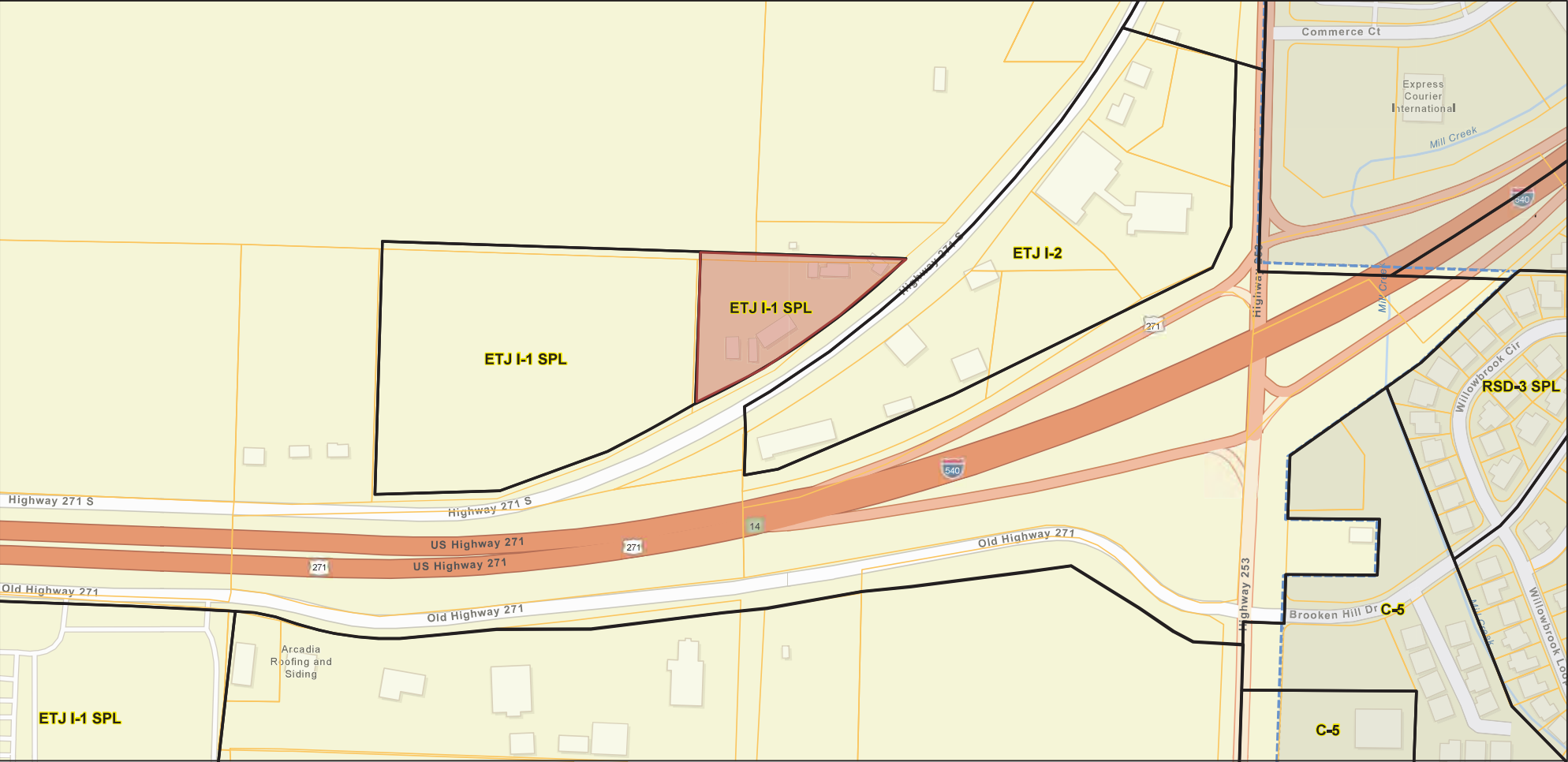
The property was zoned September 2024 with the above-mentioned conditions. Additionally, the requested I-1 zone permits the proposed land uses to operate by right following compliance with the conditions.

## **STAFF RECOMMENDATIONS**

Staff recommends approval with the following conditions:

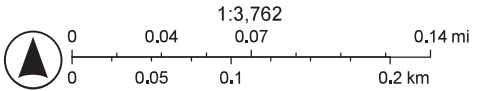
1. Adequate water and fire protection as required by the Fire Department and the Utility Department shall be established prior to occupancy.
2. One tree shall be planted every 50 linear feet adjacent to U.S. Highway 271 South for a total of 14 trees. Trees shall meet the criteria set forth in UDO Section 27-602-3(F)4 and 5.
3. All outdoor storage areas shall be screened with a minimum eight (8) foot opaque fence constructed of wood or masonry.
4. Trash receptacles shall be screened with a permanent opaque screening fence.
5. All parking areas shall be maintained to prevent gravel from migrating onto U.S. Highway 271 S.
6. All repair work shall be done in an enclosed building.
7. All outdoor lighting shall be shielded and directed away from the residential development in compliance with UDO Section 27-602-5.

Rezoning from Extraterritorial Jurisdiction Industrial Light Special (ETJ I-1-SPL) to Industrial Light (I-1) by Classification at 9800 U.S. Old Highway 271 (60001-0000-05726-00) owned by Robert E Altes Living Trust.



10/1/2024, 10:36:39 AM

- Zoning
- Parcels
- Fort Smith City Limits



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## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman & Maggie Rice, Deputy City Administrators  
**FROM:** Stan Snodgrass, Director of Engineering  
**DATE:** October 30, 2024  
**SUBJECT:** Five Year Capital Improvement Plan (2025-2029)  
Streets, Bridges and Associated Drainage Sales Tax Funds

### **SUMMARY**

Attached is the Five Year Capital Improvement Plan for the streets, bridges and associated drainage program which is funded by the one-cent sales tax. This was reviewed with the Board of Directors at the October 15, 2024 Study Session. Determination of projects is based on numerous factors including pavement ratings of streets, interdepartmental requests, citizen input, economic development, and input from the Board of Directors.

The proposed plan includes a combination of neighborhood street improvements, major street projects, drainage improvements, and traffic signal/intersection improvements. The attached spreadsheet outlines the anticipated revenues and expenditures for the various projects. A narrative description of projects and location exhibits are also included.

A Resolution to approve and implement the 5-year (2025-2029) Sales Tax Program for streets, bridges and associated drainage improvements is attached. I recommend that the Resolution be adopted by the Board at the next regular meeting.

### **ATTACHMENTS**

1. [11042024\\_ENGR\\_Item\\_ID\\_\\_1373\\_CIP\\_Resolution.pdf](#)
2. [11042024 ENGR Item ID #1373 CIP Attachment.pdf](#)

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING AND AUTHORIZING  
IMPLEMENTATION OF THE FIVE YEAR (2025-2029)  
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 (2025-2029) 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 2025 Sales Tax Program for Streets, Bridges and Associated Drainage Improvements.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

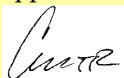
APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to Form



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

## Capital Improvement Plan, 2025-2029

### Streets, Bridges, & Associated Drainage Improvements

	2025	2026	2027	2028	2029
BEGINNING BALANCE	45,431,338	18,046,134	7,366,546	893,538	992,299
Current Year Sales Tax Revenue	29,699,509	29,996,504	30,296,469	30,599,433	30,905,428
<b>Total Funds Available</b>	<b>75,130,847</b>	<b>48,042,638</b>	<b>37,663,015</b>	<b>31,492,971</b>	<b>31,897,727</b>
<b>Projects</b>					
1. Street Overlays/Reconstruction	27,450,000	15,100,000	15,000,000	15,300,000	15,500,000
2. Neighborhood Drainage Improvements	8,621,500	2,700,000	4,900,000	3,000,000	3,000,000
3. Downtown Traffic/Garrison Avenue (Hwy 64)	-	100,000	-	-	-
4. Intersection and Signal Improvements	2,837,000	1,000,000	1,000,000	1,000,000	1,000,000
5. Kelley Highway Extension to Riverfront Drive	-	-	-	1,100,000	1,100,000
6. Towson Avenue - Garrison to Zero Street	-	1,600,000	2,000,000	-	-
7. Levee/Bank Stabilization	2,600,000	-	-	-	-
8. May Branch Outfall Culvert Remediation	2,500,000	-	-	-	-
9. Flooded Residence Buyout Program	500,000	500,000	500,000	500,000	500,000
10. May Branch Drainage/ACME Brick Ponds	430,545	-	-	4,200,000	4,500,000
11. Hwy 45 widening - Zero St to Hwy 71	-	3,337,500	-	-	-
12. Street/Drainage related to 188th Expansion	338,057	1,000,000	1,000,000	-	-
13. Massard Road widening to I-49	500,000	7,000,000	7,000,000	-	-
14. Spradling Avenue Extension, Phase 2	1,000,000	3,000,000	-	-	-
15. South 91st Street, Rogers to Dallas	3,000,000	-	-	-	-
16. FS Housing Authority Street and Drainage Work	1,000,000	-	-	-	-
17. 6th/Wheeler modifications at Bakery District	1,003,000	-	-	-	-
18. Economic Development/Grant Matching	500,000	500,000	500,000	500,000	500,000
19. Street/Drainage by Street Operations Departmen	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
20. Miscellaneous/Contingency	246,600	250,000	250,000	250,000	250,000
<b>Subtotal Expenditures</b>	<b>54,026,702</b>	<b>37,587,500</b>	<b>33,650,000</b>	<b>27,350,000</b>	<b>27,850,000</b>
21. Indirect and Operating Costs	3,058,011	3,088,591	3,119,477	3,150,672	3,182,179
<b>TOTAL EXPENDITURES</b>	<b>57,084,713</b>	<b>40,676,091</b>	<b>36,769,477</b>	<b>30,500,672</b>	<b>31,032,179</b>
<b>Ending Balance</b>	<b>18,046,134</b>	<b>7,366,546</b>	<b>893,538</b>	<b>992,299</b>	<b>865,548</b>



City of Fort Smith Engineering Department  
Capital Improvement Plan FY25-FY29

Project Title: **1. Street Overlays/Reconstruction** Project Number: N/A

**Category:**

☒ Capital Improvements Project

**Type:**

☒ Street Overlays
 ☐ Intersection/Signal Improvements  
☐ New Construction
 ☐ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☒ Not Started
 ☐ Preliminary Design  
☐ Final Design
 ☐ Under Construction

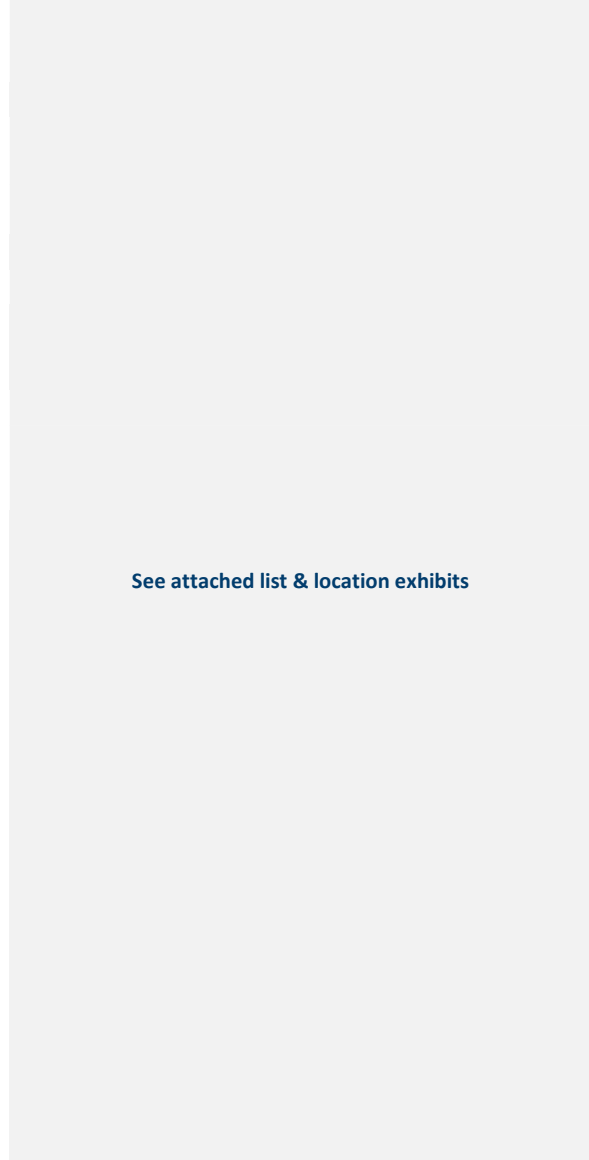
**Location:**

Various locations within the City of Fort Smith

**Scope of Work:**

These projects consist of asphalt street overlays, including reconstruction of the street base course where needed, along with minor drainage improvements. The total length of streets proposed to be improved for the 2025 program is approximately 15.4 miles with an estimated total cost of \$15.2 million. A list of the street segments is attached along with exhibits showing the locations of these proposed street overlays.

**Map/Photo:**



**Cost Summary**

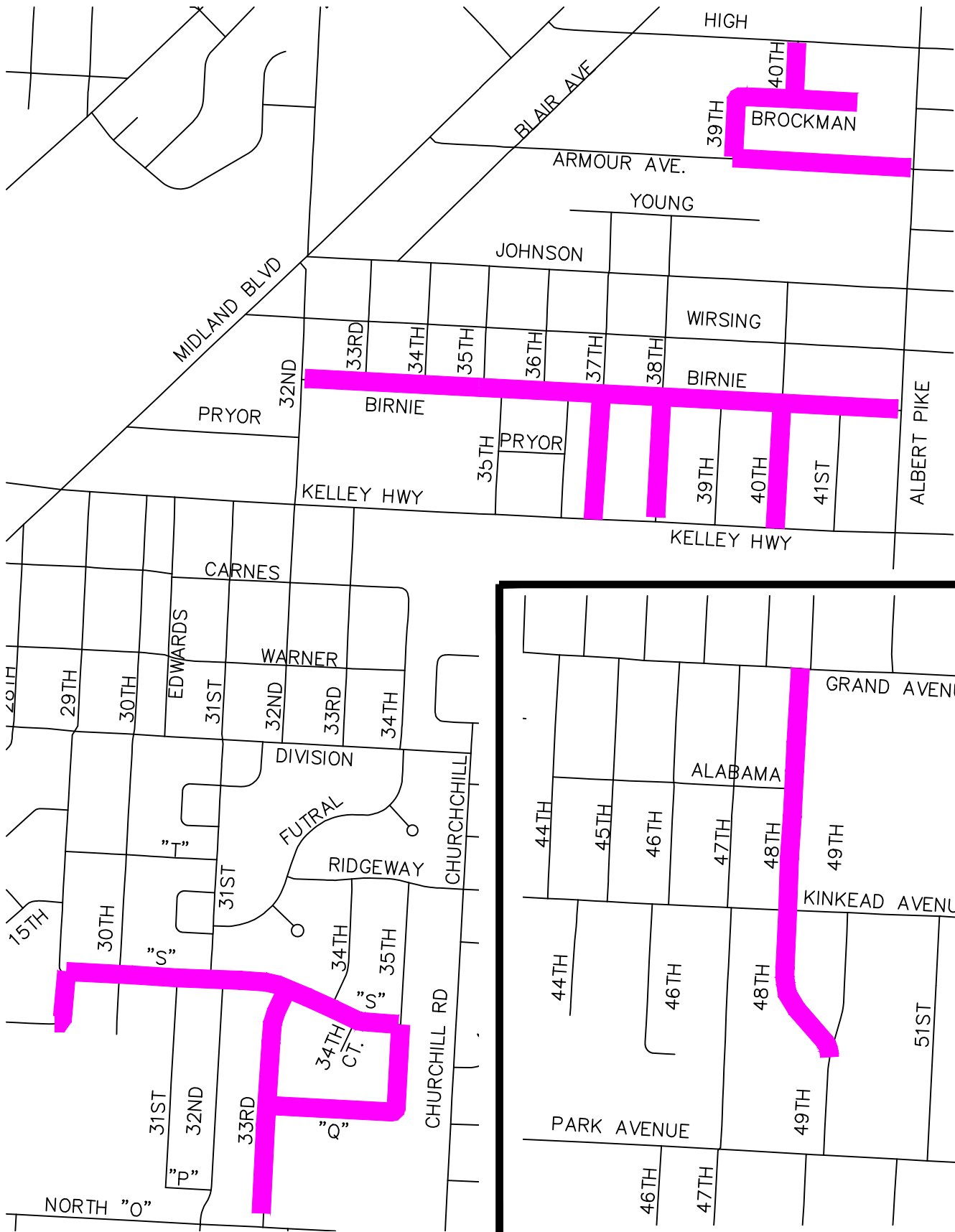
Category	2025	2026	2027	2028	2029	Total
2023-2024 Projects	\$ 25,850,000	\$ -	\$ -	\$ -	\$ -	\$ 25,850,000
2025 Projects	\$ 1,600,000	\$ 13,600,000	\$ -	\$ -	\$ -	\$ 15,200,000
2026-2029 Projects	\$ -	\$ 1,500,000	\$ 15,000,000	\$ 15,300,000	\$ 15,500,000	\$ 47,300,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 27,450,000</b>	<b>\$ 15,100,000</b>	<b>\$ 15,300,000</b>	<b>\$ 15,500,000</b>	<b>\$ 88,350,000</b>

**2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET OVERLAY/RECONSTRUCTION PROJECTS**

STREET	FROM	TO	LENGTH (ft)	COST
BROCKMAN AVE.	END OF ROAD	39TH ST.	440	\$ 51,250
39TH ST.	ARMOUR ST.	BROCKMAN AVE.	351	\$ 43,875
ARMOUR ST.	39TH ST.	ALBERT PIKE AVE.	989	\$ 148,350
BIRNIE AVE.	32ND ST.	ALBERT PIKE AVE.	3304	\$ 511,867
37TH ST.	KELLEY HWY.	BIRNIE AVE.	669	\$ 89,200
38TH ST.	KELLEY HWY.	BIRNIE AVE.	665	\$ 99,750
40TH ST.	KELLEY HWY.	BIRNIE AVE.	667	\$ 88,933
29TH ST.	NORTH R ST.	NORTH S ST.	257	\$ 57,825
NORTH S ST.	29TH ST.	35TH ST.	1683	\$ 359,275
33RD ST.	NORTH O ST.	NORTH S ST.	1311	\$ 382,900
NORTH Q ST.	33RD ST.	35TH ST.	688	\$ 154,800
35TH ST.	NORTH Q ST.	NORTH S ST.	474	\$ 126,400
48TH ST.	49TH ST.	GRAND AVE.	2213	\$ 397,925
4TH ST.	NORTH F ST.	NORTH J ST.	1392	\$ 332,000
NORTH M ST.	4TH ST.	10TH ST.	2131	\$ 355,167
NORTH O ST.	6TH ST.	8TH ST.	763	\$ 127,167
NORTH M ST.	32ND ST.	34TH ST.	798	\$ 119,700
34TH ST.	NORTH L ST.	NORTH O ST.	1350	\$ 202,500
NORTH L ST.	32ND ST.	33RD ST.	468	\$ 70,200
NORTH L ST.	33RD ST.	35TH ST.	687	\$ 103,050
NORTH I ST.	31ST ST.	END OF ROAD	513	\$ 76,950
CLIFTON CT.	KINKEAD AVE.	GRAND AVE.	1324	\$ 220,667
38TH ST.	GRAND AVE.	NORTH L ST.	1313	\$ 218,833
ALABAMA AVE.	39TH ST.	ALBERT PIKE AVE.	1157	\$ 173,550
ALABAMA AVE.	END OF ROAD	39TH ST.	150	\$ 22,500
36TH ST.	PARK AVE.	KINKEAD AVE.	1310	\$ 218,333
HON AVE.	39TH ST.	ALBERT PIKE AVE.	1156	\$ 173,400
HON AVE.	36TH ST.	39TH ST.	984	\$ 147,600
SOUTH J ST.	TOWSON AVE.	16TH ST.	1410	\$ 235,000
SOUTH M ST.	TOWSON AVE.	BLUFF AVE.	2335	\$ 389,167
SOUTH O ST.	TOWSON AVE.	16TH ST.	1306	\$ 217,667
SOUTH P ST.	LEXINGTON AVE.	22ND ST.	2545	\$ 405,117
LEXINGTON AVE.	SOUTH S ST.	SOUTH J ST.	3147	\$ 601,950
24TH ST.	DODSON AVE.	SOUTH I ST.	700	\$ 116,667
17TH ST.	CARTHAGE ST.	BOSTON ST.	356	\$ 59,333
18TH ST.	CARTHAGE ST.	BOSTON ST.	331	\$ 55,167
CARTHAGE ST.	17TH ST.	END OF ROAD	465	\$ 77,500
GARY ST.	HOUSTON ST.	16TH ST.	801	\$ 180,225
16TH ST.	INDEPENDENCE ST.	GARY ST.	601	\$ 105,175
HOUSTON ST.	GARY ST.	16TH ST.	820	\$ 184,500
INDEPENDENCE ST.	TOWSON AVE.	16TH ST.	1325	\$ 231,875
SOUTH O ST.	GREENWOOD AVE.	OLD GREENWOOD RD.	1326	\$ 198,900
SOUTH P ST.	GREENWOOD AVE.	OLD GREENWOOD RD.	1330	\$ 215,450
SOUTH Q ST.	GREENWOOD AVE.	OLD GREENWOOD RD.	1327	\$ 221,167
28TH ST.	SOUTH S ST.	SOUTH O ST.	1340	\$ 201,000
GARNER LN.	SOUTH S ST.	SOUTH Q ST.	514	\$ 85,667
32ND ST.	BOSTON ST.	ENID ST.	1086	\$ 227,350
33RD CR.	END OF ROAD	FRESNO ST.	437	\$ 98,325
33RD ST.	CARTHAGE ST.	COUNTRY CLUB AVE.	1000	\$ 166,667
34TH CR.	END OF ROAD	FRESNO ST.	127	\$ 28,575
34TH ST.	CARTHAGE ST.	COUNTRY CLUB AVE.	969	\$ 161,500
35TH ST.	END OF ROAD	DALLAS ST.	639	\$ 143,775
BOSTON ST.	32ND ST.	34TH ST.	712	\$ 118,667
CARTHAGE ST.	32ND ST.	34TH ST.	716	\$ 119,333
FRESNO ST.	32ND ST.	35TH ST.	1034	\$ 226,867
32ND ST.	GARY ST.	FRESNO ST.	674	\$ 146,033
17TH ST.	LOUISVILLE ST.	JACKSON ST.	1352	\$ 236,600
18TH ST.	LOUISVILLE ST.	JACKSON ST.	1333	\$ 233,275
BRIGADOON DR.	END OF ROAD	QUEENSBURY WAY	1015	\$ 228,375
DUNDEE CT.	FIANNA WAY	END OF ROAD	189	\$ 42,525
DUNDEE DR.	RANNOCH LN.	TWEED LN.	520	\$ 117,000
KINGSLEY CT.	FIANNA WAY	END OF ROAD	190	\$ 42,750
RAMSGATE WAY	INNSBRUCK LN.	QUEENSBURY WAY	1620	\$ 364,500
TWEED LANE	RANNOCH TRACE	RAMSGATE WAY	736	\$ 165,600
FIANNA WAY	DUNDEE DR.	JENNY LIND RD.	907	\$ 279,658
HORAN DR.	74TH ST.	WEDGEWOOD BLVD.	992	\$ 165,333
CAMELOT CR.	END OF ROAD	CAMELOT DR.	409	\$ 92,025
CAMELOT DR.	HORAN DR.	CAMELOT CR.	1029	\$ 231,525
DOVER CR.	END OF ROAD	CAMELOT DR.	343	\$ 77,175
WESTMINSTER PL.	WEDGEWOOD BLVD.	CAMELOT DR.	681	\$ 153,225
WILLIAMSBURG RD.	END OF ROAD	MASSARD RD.	1823	\$ 410,175
90TH ST.	ROYAL RIDGE DR.	ROSEWOOD DR.	1365	\$ 267,108
ROYAL RIDGE DR.	ROSEWOOD DR.	SKY PARK LN.	3540	\$ 740,542
SKY PARK DR.	90TH ST.	SKY PARK LN.	1299	\$ 292,275
SKY PARK LN.	ROYAL RIDGE DR.	SKY PARK DR.	327	\$ 73,575
TIMBERLYN WAY	ROSEWOOD DR.	90TH ST.	1125	\$ 253,125
ROULKER CT.	END OF ROAD	ROSEWOOD DR.	295	\$ 66,375
URBAN VIEW DR.	90TH ST.	94TH ST.	1389	\$ 312,525

**Total Length (FEET)** 81,059  
**Total Length (MILES)** 15.4

**Total for 2025 Street Overlays/Reconstruction Program** \$ 15,137,850



2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS

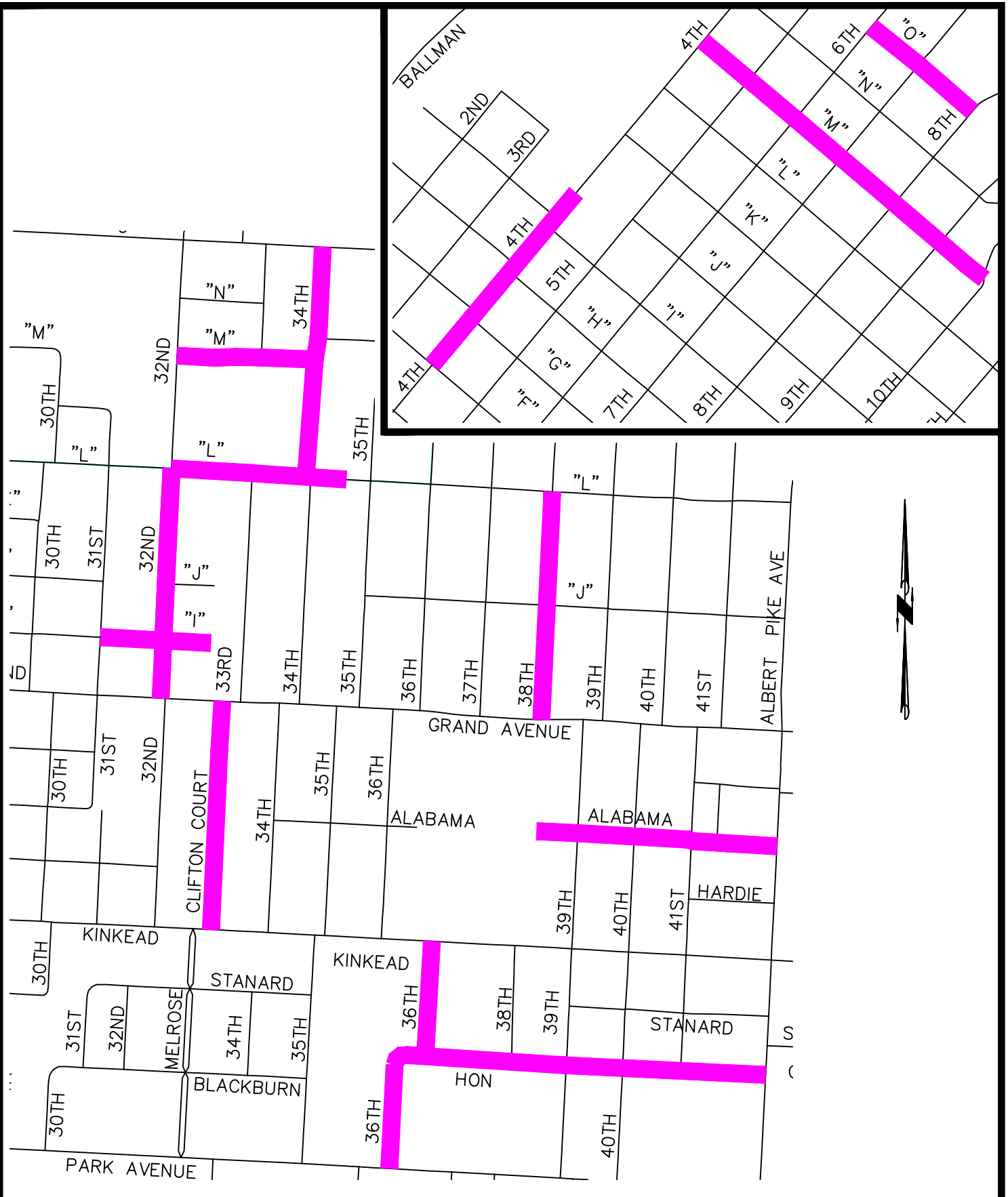


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Date: OCT 2024

Scale: NONE

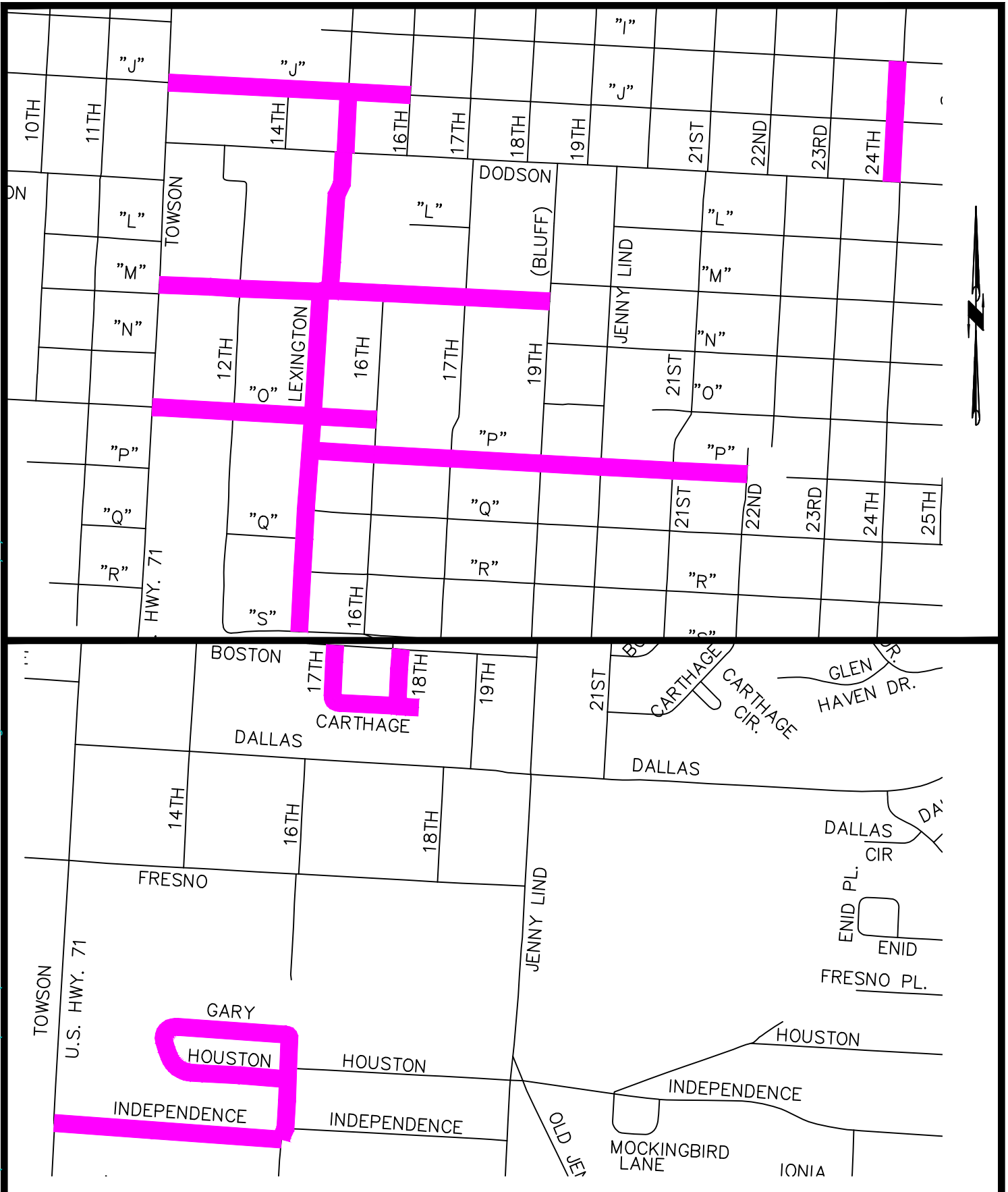
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2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



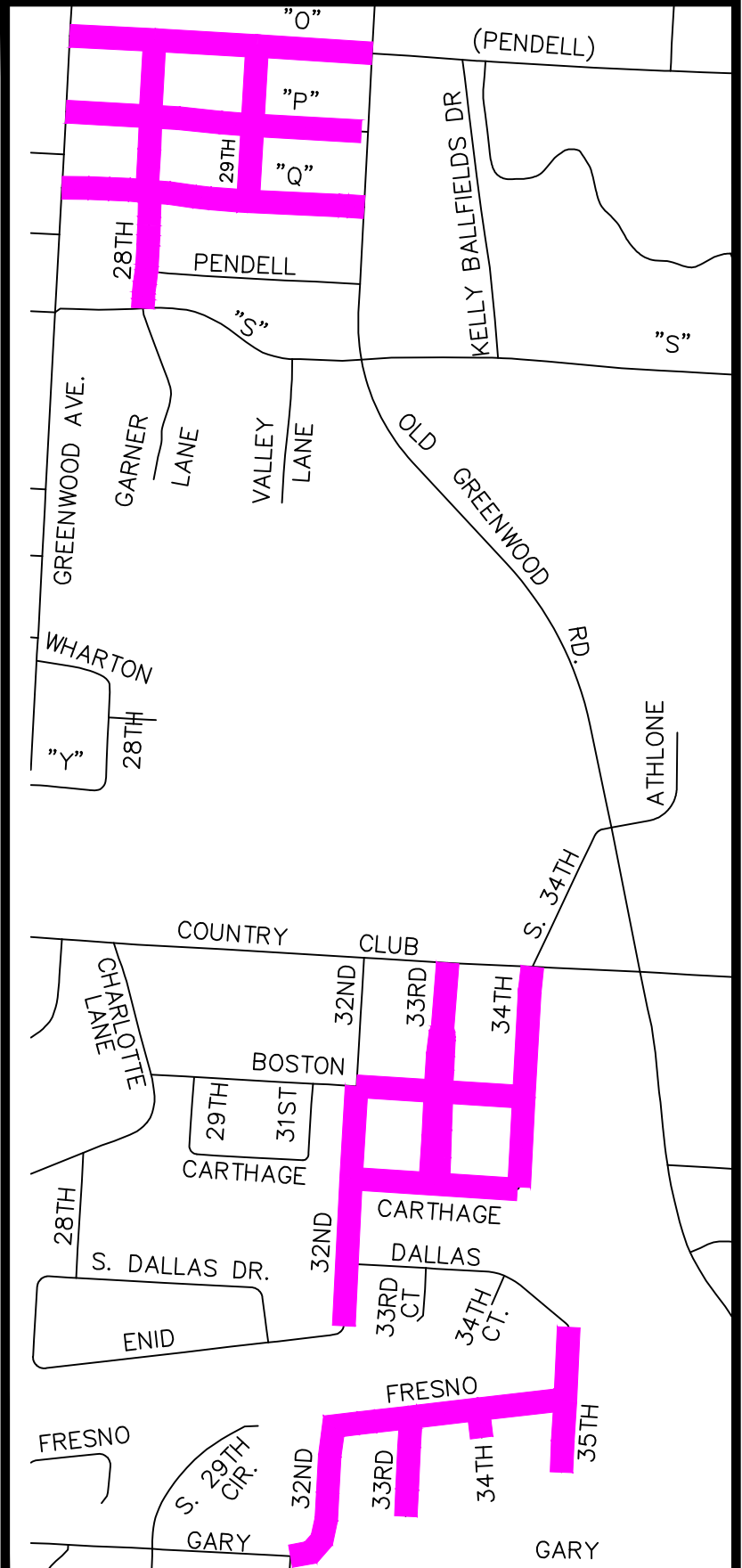
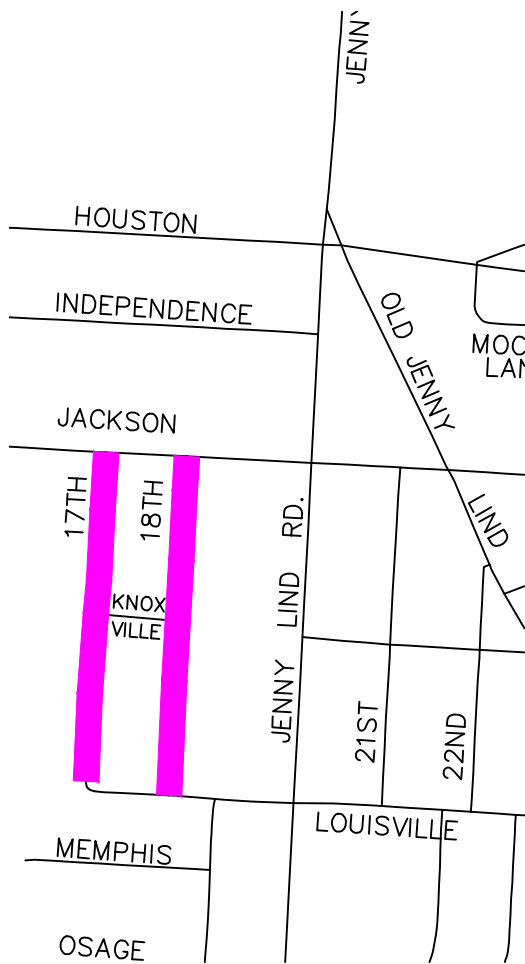
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2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



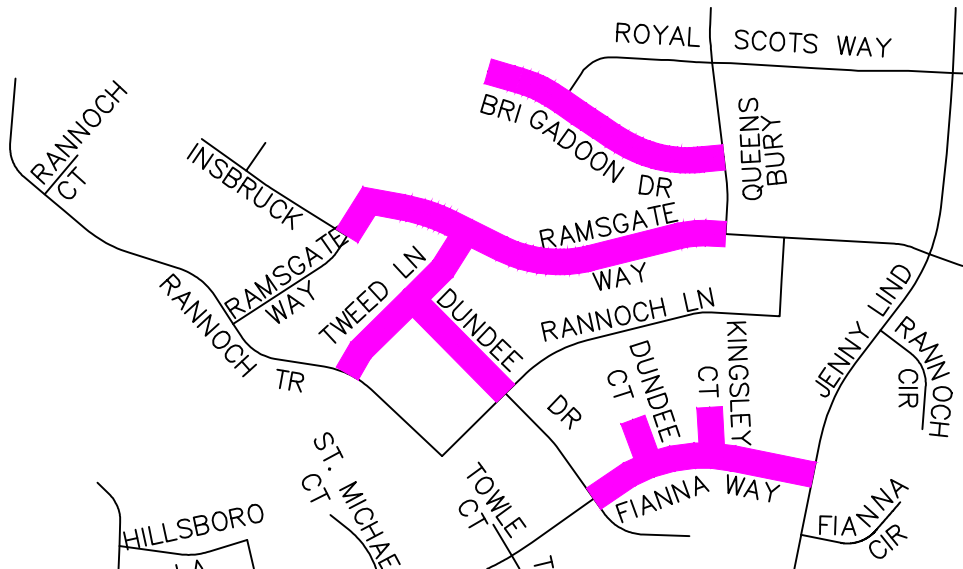
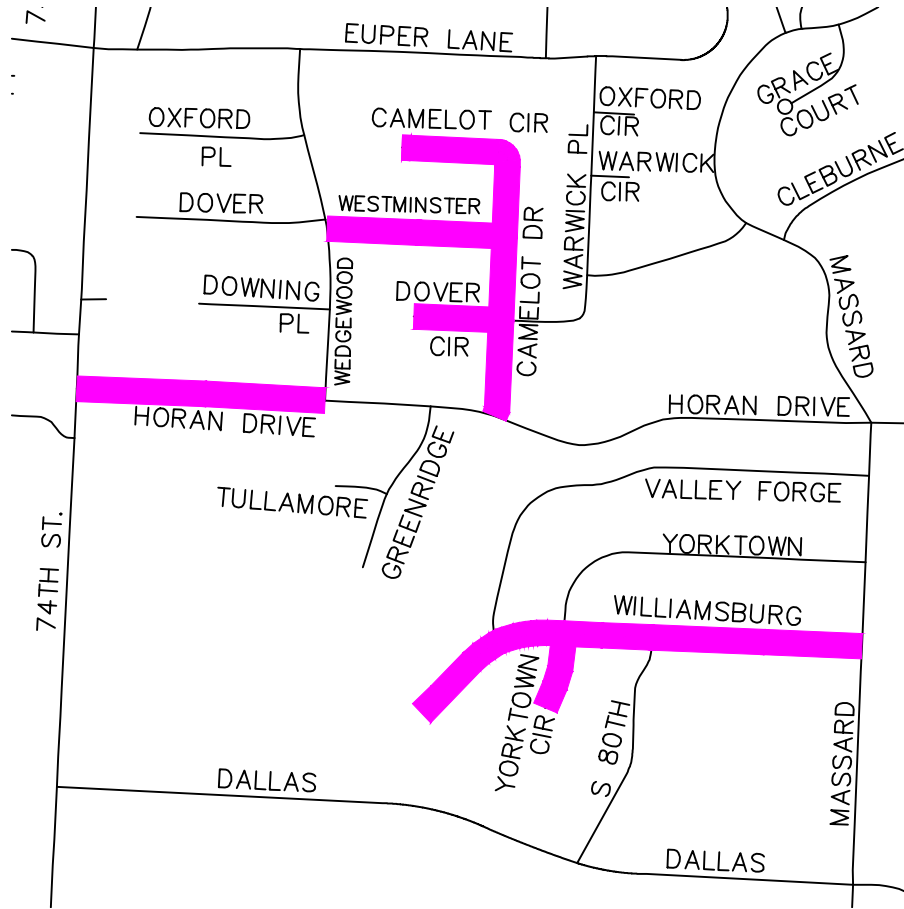
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2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



Project:	25-03-D
Date:	OCT 2024
Scale:	NONE
Drawn By:	RBR



2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS

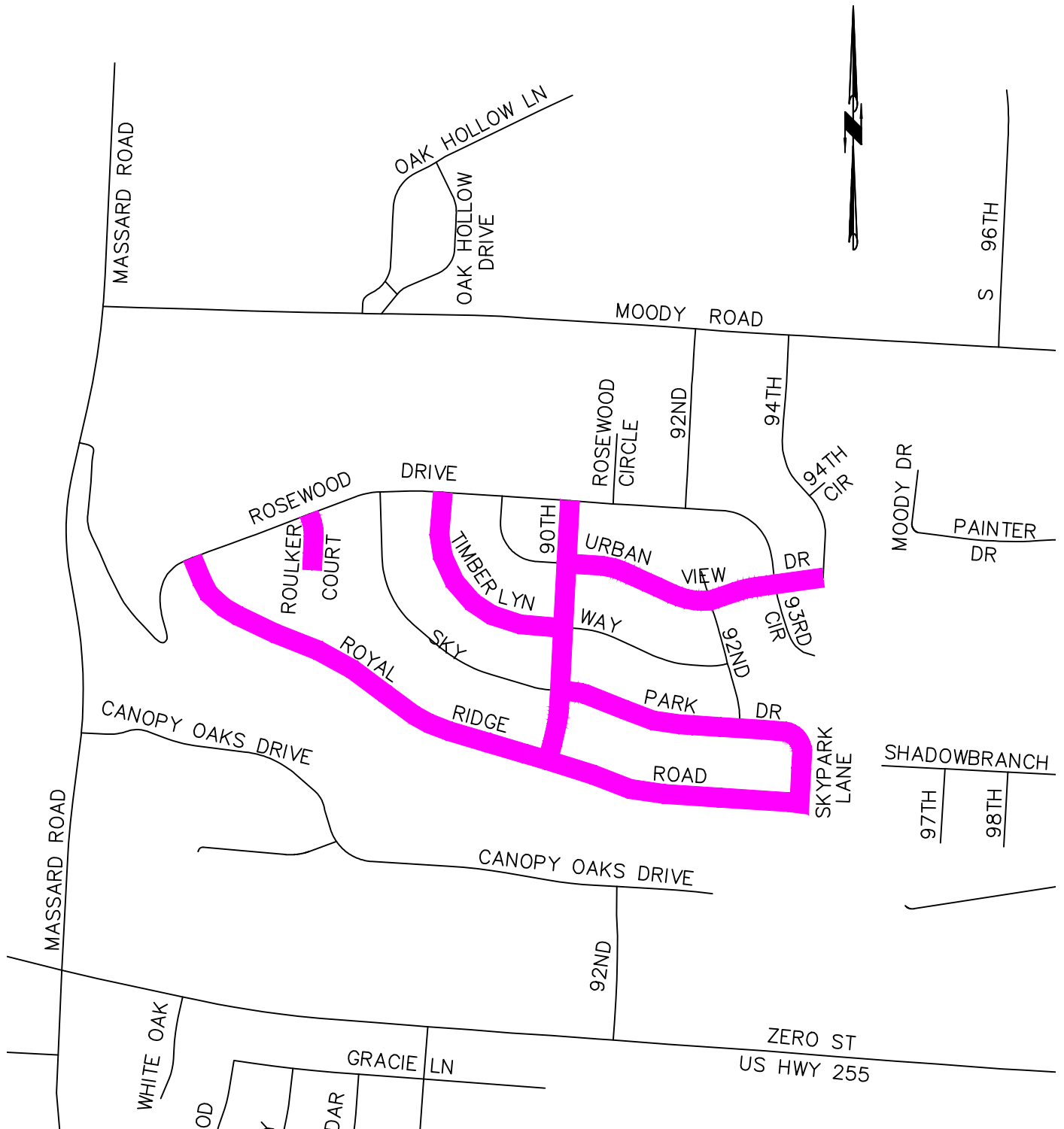


Project: 25-03-E

Date: OCT 2024

Scale: NONE

Drawn By: RBR



2025 CAPITAL IMPROVEMENTS PROGRAM  
STREET IMPROVEMENTS



Project: 25-03-F

Date: OCT 2024

Scale: NONE

Drawn By: RBR

Project Title: **2. Neighborhood Drainage Improvements**

Project Number: N/A

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☒ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Various locations within the City of Fort Smith

**Scope of Work:**

For 2025, the following three projects are proposed:

**Meandering Way over Little Massard Creek** - This project includes replacement of the triple barrel box culvert at the Little Massard Creek crossing. This culvert was originally constructed in the early 1970s and the shale bottom of this crossing has severe scour. The estimated cost is \$2.4 million.

**Drainage Channel west of South 66th Street between Fresno Street and Phoenix Avenue** - This project will replace the undersized culvert crossing Fresno Street and also replace a severely eroded earthen ditch with a concrete channel extending south towards Phoenix Avenue. The existing eroded channel is becoming a danger to structures and residents and is also a major maintenance issue. The estimated cost is \$1.7 million.

**37 and 39 Homestead Terrace Area (Drainage Study)** - The purpose of this study is to evaluate the existing storm drainage system to determine solutions to the ongoing flooding problems in this area. At least two residences are experiencing flooding in this area, and others are suspected of flooding. Severe street and yard flooding are also occurring. The estimated cost for the drainage study is \$75,000.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
2021-2024 Projects	\$ 8,246,500	\$ 500,000	\$ -	\$ -	\$ -	\$ 8,746,500
2025 Projects	\$ 375,000	\$ 1,900,000	\$ 1,900,000	\$ -	\$ -	\$ 4,175,000
2026-2029 Projects	\$ -	\$ 300,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 9,300,000
<b>Total</b>	<b>\$ 8,621,500</b>	<b>\$ 2,700,000</b>	<b>\$ 4,900,000</b>	<b>\$ 3,000,000</b>	<b>\$ 3,000,000</b>	<b>\$ 22,221,500</b>

Project Title: **3. Downtown Traffic/Garrison Avenue (Hwy 64)**

Project Number: N/A

**Category:**

☒ Capital Improvements Project

**Type:**

- ☐ Street Overlays
 ☒ Intersection/Signal Improvements  
☐ New Construction
 ☐ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

- ☒ Not Started
 ☐ Preliminary Design  
☐ Final Design
 ☐ Under Construction

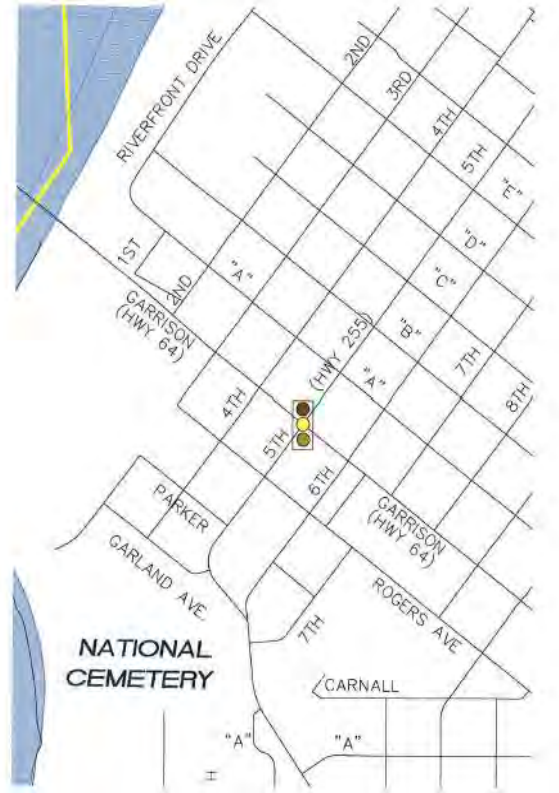
**Location:**

Garrison (Hwy 64) @ 5th (Hwy 255)

**Scope of Work:**

This work includes possible traffic signal modifications to the center left turn signal phasing for Garrison Avenue (Hwy 64) at the intersection with 5th Street (Hwy 255). For 2026, \$100,000 is budgeted for this signal modification along with some possible minor turning radius improvements at the intersection. Any modifications to this intersection are currently on hold pending completion of the ArDOT Highway 64 study which is anticipated to be finalized in 2025.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>

Project Title: 4. Intersection and Signal Improvements

Project Number: N/A

**Category:**

☒ Capital Improvements Project

**Type:**

- ☐ Street Overlays  
☐ New Construction  
☐ Other
- ☒ Intersection/Signal Improvements  
☐ Drainage Improvements

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

- ☒ Not Started  
☐ Final Design
- ☐ Preliminary Design  
☐ Under Construction

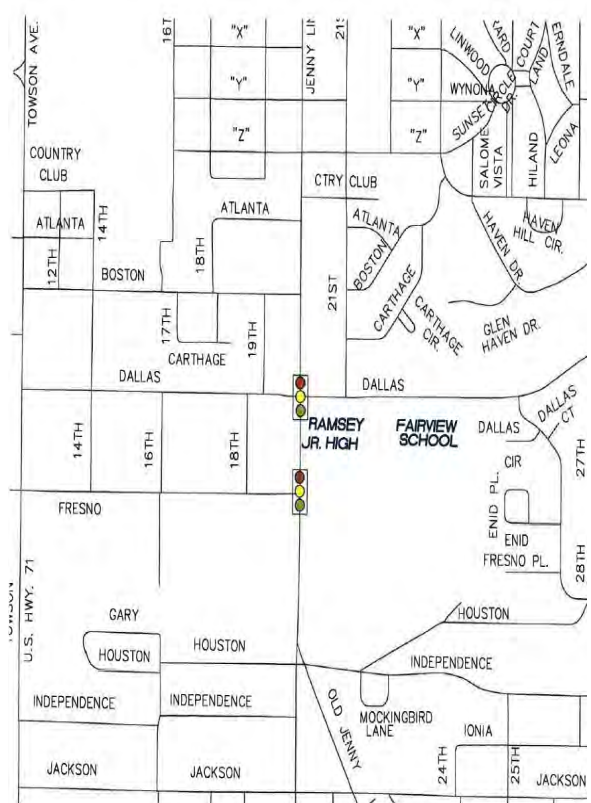
**Location:**

Jenny Lind with Fresno & Dallas

**Scope of Work:**

For 2025, this work includes the complete replacement of all outdated traffic signal equipment including the poles/foundations at the following two intersections: Jenny Lind Road/Dallas Street and Jenny Lind Road/Fresno Street. Both of these traffic signals are 31 years old as they were installed in 1993.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
2022-2024 Projects	\$ 2,787,000	\$ -	\$ -	\$ -	\$ -	\$ 2,787,000
2025 Projects	\$ 50,000	\$ 950,000	\$ -	\$ -	\$ -	\$ 1,000,000
2026-2029 Projects	\$ -	\$ 50,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,050,000
<b>Total</b>	<b>\$ 2,837,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 6,837,000</b>

Project Title: **5. Kelley Highway Extension to Riverfront Drive** Project Number: 15-01-A

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☒ New Construction ☐ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☐ Not Started ☐ Preliminary Design  
☒ Final Design ☐ Under Construction

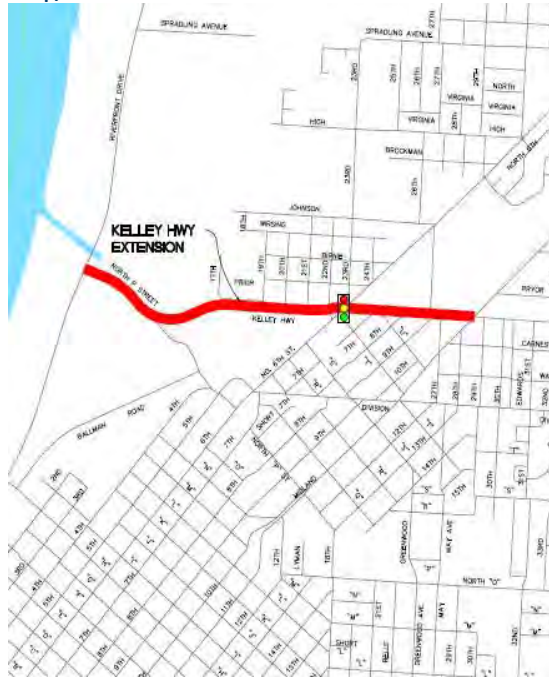
**Location:**

Kelley Highway from Midland Boulevard to Riverfront Drive

**Scope of Work:**

This project is for the reconstruction and widening of Kelley Highway to a three lane section from Midland Boulevard to Riverfront Drive. The engineering design is complete. The right of way acquisition has been pushed back to start in 2028 with construction anticipated to begin in 2030. The estimated cost for the right of way acquisition is \$2.2 million.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 1,100,000	\$ 2,200,000
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ 1,100,000</b>	<b>\$ 2,200,000</b>

Project Title: 6. Towson Avenue - Garrison to Zero Street

Project Number: 20-02-A

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☐ Not Started ☐ Preliminary Design  
☒ Final Design ☐ Under Construction

**Location:**

Towson Avenue from Garrison Avenue to Zero Street

**Scope of Work:**

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. The \$1.6 million in 2026 is for the water and sewer line relocations that are needed due to conflicts with the proposed Towson drainage work. 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. Pending relocation of the water and sanitary sewer utilities that are in conflict with the proposed drainage improvements, it is estimated the street project will bid for construction in 2027.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost (City Share)	\$ -	\$ 1,600,000	\$ 2,000,000	\$ -	\$ -	\$ 3,600,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 1,600,000</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,600,000</b>

Project Title: 7. Levee/Bank Stabilization

Project Number: 20-06-A

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☐ Not Started ☐ Preliminary Design  
☒ Final Design ☐ Under Construction

**Location:**

River Bank Stabilization at Levee

**Scope of Work:**

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 events on the Arkansas River, the river bank adjacent to the levee has experienced significant erosion and requires stabilization before the erosion encroaches to the toe of the levee. Permits from the Corps of Engineers have been obtained and the needed property from Kansas City Southern has been acquired. This project is anticipated to bid before the end of this year with construction beginning in early 2025.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 2,600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,600,000</b>

Project Title: 8. May Branch Outfall Culvert Remediation

Project Number: 21-06-E

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☒ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

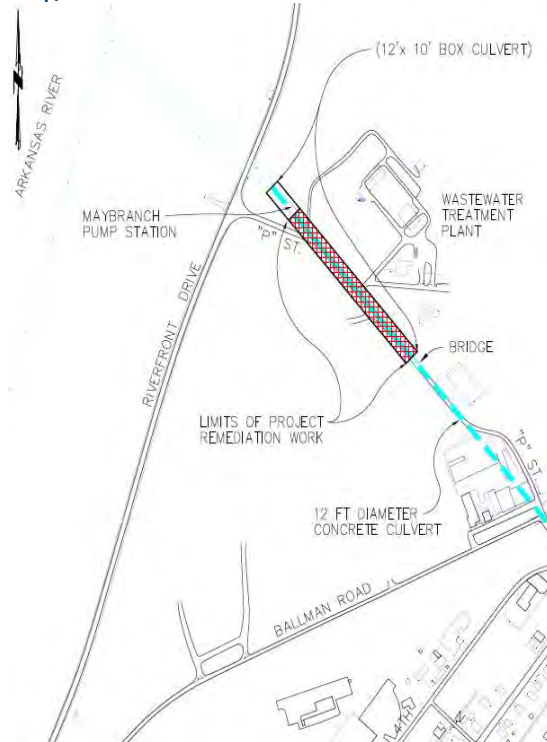
**Location:**

May Branch Outfall Culvert

**Scope of Work:**

This project includes the remediation work for the May Branch outfall culvert relating to construction problems and 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. The project is under construction with completion anticipated in early 2025.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
<b>Total</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>



City of Fort Smith Engineering Department  
Capital Improvement Plan FY25-FY29

Project Title: 9. Flooded Residence Buyout Program Project Number: 22-90-A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

Funding:

☒ 1% Sales Tax

If Other:

Status:

☐ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

Location:

Various locations within the City of Fort Smith

Scope of Work:

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. An amount of \$500,000 is budgeted annually for 2025 through 2029 for the possible acquisition of applicable residential properties.

Not Applicable

Cost Summary

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
Total	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000

**Category:**

☒ Capital Improvements Project

**Type:**

- ☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☒ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

- ☐ Not Started ☒ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Former ACME Brick site

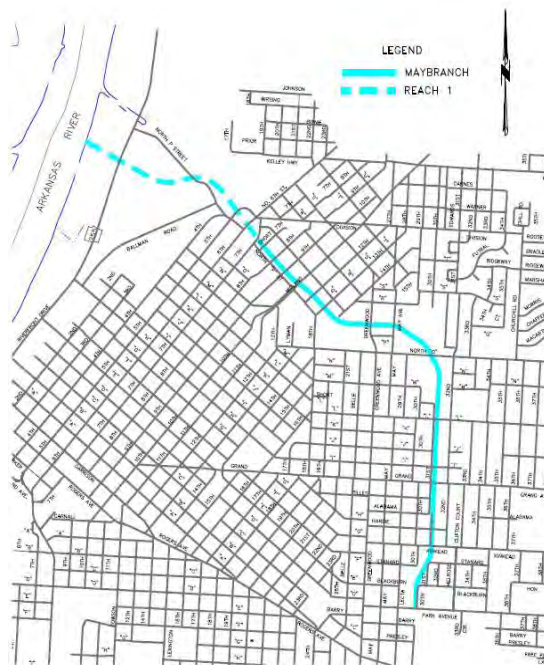
**Scope of Work:**

This project is to mitigate flooding along the May Branch drainage basin. The work includes construction of two regional detention ponds, one on both the east and west sides of Old Greenwood Road at the ACME Brick site. The preliminary May Branch Detention Analysis indicates the installation of the ponds will allow the May Branch storm pipe network to convey the 25 year storm which currently is unable to convey the 10 year storm. The estimated cost of the detention ponds is approximately \$4.2 million.

This item also includes the re-evaluation of Reach 1 in order to remove it from the original project and let it be a standalone project without federal funding. The cost of the re-evaluation is \$195,000. The drainage improvements upstream of Reach 1 would then be considered as a new project by the Corps of Engineers in an effort to increase the benefit to cost ratio, thereby allowing it to be eligible for federal funds.

In order for the Corps of Engineers to commit to re-evaluating the remaining project for federal funding eligibility, they must receive assurance that the City will construct and pay for the Reach 1 section entirely with City funds. The drainage improvements for Reach 1 have to be completed or substantially under construction before the remaining federal project could move forward.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
May Branch Flood Reduction Reach 1	\$ 160,000	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 4,660,000
Portion of Master Plan Design Services	\$ 270,545	\$ -	\$ -	\$ -	\$ -	\$ 270,545
Detention Basin Construction	\$ -	\$ -	\$ -	\$ 4,200,000	\$ -	\$ 4,200,000
<b>Total</b>	<b>\$ 430,545</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,200,000</b>	<b>\$ 4,500,000</b>	<b>\$ 9,130,545</b>

Project Title: 11. Hwy 45 widening - Zero St to Hwy 71

Project Number: 17-01-B

**Category:**

☒ Capital Improvements Project

**Type:**

- ☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Hwy. 45 from Zero Street to Hwy. 71

**Scope of Work:**

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 of \$3.3 million and \$1.1 million, respectively. The relocation of the water transmission line along Highway 45 is currently under construction. It is estimated the street project will bid for construction in 2026.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost (City Share)	\$ -	\$ 3,337,500	\$ -	\$ -	\$ -	\$ 3,337,500
<b>Total</b>	<b>\$ -</b>	<b>\$ 3,337,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,337,500</b>

Project Title: 12. Street/Drainage related to 188th Expansion

Project Number: N/A

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☐ Not Started ☒ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

188th Wing and Fort Smith Regional Airport

**Scope of Work:**

This project includes street and drainage improvement work related to the 188th expansion at the Ebbing Air National Guard Base. A Stormwater Master Plan for the Ebbing Air National Guard Base and the Fort Smith Regional Airport is currently ongoing with scheduled completion in early 2025. A Traffic Impact Analysis Plan for the expansion is also ongoing with completion anticipated later this fall. These two plans will be utilized to define the proposed street and drainage work. Construction is anticipated to begin in 2026.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 338,057	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 2,338,057
<b>Total</b>	<b>\$ 338,057</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,338,057</b>

Project Title: 13. Massard Road widening to I-49

Project Number: 23-00-A

#### Category:

☒ Capital Improvements Project

#### Type:

- ☐ Street Overlays ☐ Intersection/Signal Improvements  
☒ New Construction ☐ Drainage Improvements  
☐ Other

#### Funding:

☒ 1% Sales Tax

If Other:

#### Status:

- ☐ Not Started ☒ Preliminary Design  
☐ Final Design ☐ Under Construction

#### Location:

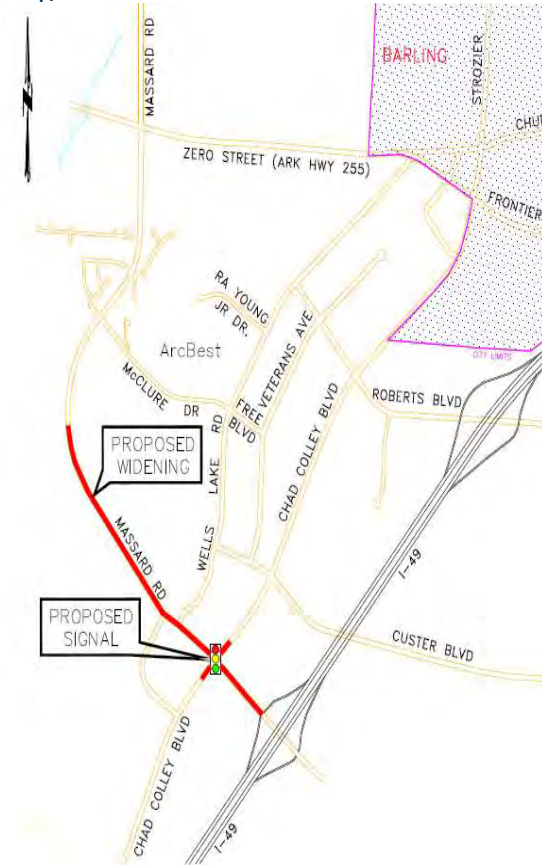
Massard Road to I-49

#### Scope of Work:

Massard Road south of Zero Street continues to see a significant increase in the traffic volume given the construction and growth in area. Additionally, the continuation of I-49 north to I-40 is expected to be completed in the next 10 years. It is anticipated that 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.

This project includes the construction of the additional two lanes along Massard Road to complete the four lane boulevard section extending south and east approximately 4500 feet to Wells Lake Road. Between Wells Lake Road and I-49, Massard Road will be widened to a five lane street section and include the installation of a traffic signal at the intersection of Massard Road and Chad Colley Boulevard. Construction is estimated to begin in 2026.

#### Map/Photo:



#### Cost Summary

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 500,000	\$ 7,000,000	\$ 7,000,000	\$ -	\$ -	\$ 14,500,000
<b>Total</b>	<b>\$ 500,000</b>	<b>\$ 7,000,000</b>	<b>\$ 7,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,500,000</b>

**Category:**

☒ Capital Improvements Project

**Type:**

- ☐ Street Overlays ☐ Intersection/Signal Improvements  
☒ New Construction ☐ Drainage Improvements  
☐ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

- ☐ Not Started ☒ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Spradling Avenue

**Scope of Work:**

This project will extend Spradling Avenue east of its current terminus adjacent to John Bell Jr. Park. This second phase will extend the street approximately 2,000 feet to connect with the existing section of Spradling Avenue at North 23rd Street. This street extension will provide a direct connection to the soccer fields, park and all its amenities for the neighborhoods in this area. Construction is anticipated to start in late 2025.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 1,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
<b>Total</b>	<b>\$ 1,000,000</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000,000</b>

Project Title: 15. South 91st Street, Rogers Avenue to Dallas Street

Project Number: 24-02-A

**Category:**

☒ Capital Improvements Project

**Type:**

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☐ Not Started ☐ Preliminary Design  
☒ Final Design ☐ Under Construction

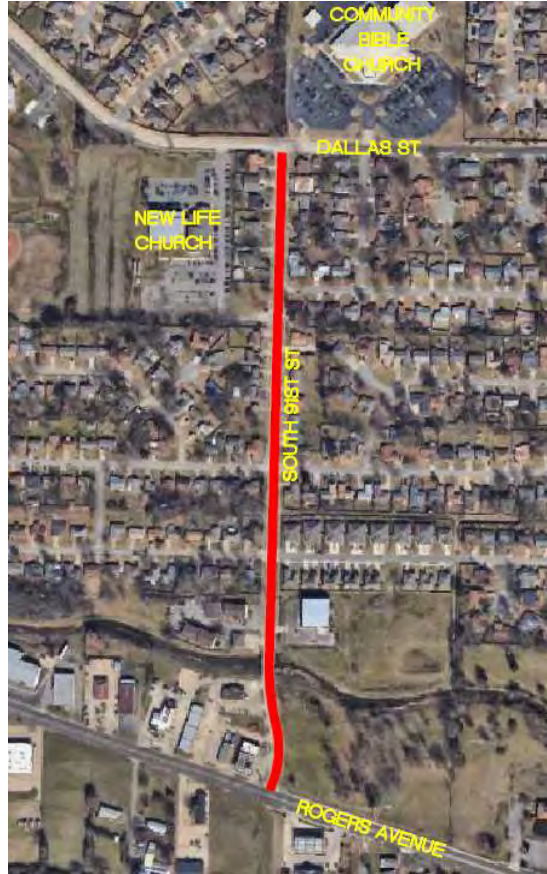
**Location:**

South 91st Street from Rogers Avenue to Dallas Street

**Scope of Work:**

This section of South 91st Street was originally constructed as a concrete street in 1989. In the past 35 years there has been significant longitudinal cracking and differential settlement of the concrete pavement. This project will reconstruct the entire street section including the installation of an asphalt surface course. Plans for the project are being finalized and the project is anticipated to bid for construction late this year or early in 2025.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
<b>Total</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>

**Category:**

- ☒ Capital Improvements Project

## Type:

- ☐ Street Overlays
 ☐ Intersection/Signal Improvements  
☐ New Construction
 ☐ Drainage Improvements  
☒ Other

**Funding:**

- ☒
- 1% Sales Tax

If Other:

**Status:**

- ☒ Not Started
  - ☐ Preliminary Design
  - ☐ Final Design
  - ☐ Under Construction

**Location:**

South S St and South 16th Street

### Scope of Work:

This item includes assistance for street and drainage construction associated with a Fort Smith Housing Authority (FSHA) residential development. The project is located at the old Bailey Hill Reservoir site, east of Towson Avenue and north of South U Street.

**Map/Photo:**



## Cost Summary

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost (City Share)	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	1,000,000
						\$ -
						\$ -
<b>Total</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1,000,000</b>

**Category:**

☒ Capital Improvements Project

**Type:**

- ☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

- ☐ Not Started ☒ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

6th Street and Wheeler Avenue at the Bakery District

**Scope of Work:**

This project includes modifications to 6th Street just north of Wheeler Avenue as requested by the Bakery District. The project includes angle parking, construction of concrete islands, drainage modifications, relocation of a traffic signal pole/traffic signal head adjustments, replacement of the concrete crossing panels for the trolley and resurfacing of 6th Street from Garland Avenue/Wheeler Avenue to Parker Avenue. This project is turnkey with the consultant engineer completing the design, obtaining the permitting/approval of ArDOT, bidding of the project and the construction inspection/management. Construction is anticipated to be completed in 2025.

**Map/Photo:**



**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 1,003,000	\$ -	\$ -	\$ -	\$ -	1,003,000
<b>Total</b>	<b>\$ 1,003,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1,003,000</b>



City of Fort Smith Engineering Department  
Capital Improvement Plan FY25-FY29

Project Title: 18. Economic Development/Grant Matching Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays ☐ Intersection/Signal Improvements  
☐ New Construction ☐ Drainage Improvements  
☒ Other

Funding:

☒ 1% Sales Tax

If Other:

Status:

☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

Location:

Not Applicable

Scope of Work:

This item is utilized for public street and/or drainage work associated with economic development incentives. An amount of \$500,000 is budgeted annually for future public street and/or drainage work as approved by the Board of Directors. This item is also used for matching amounts for grants related to street or drainage related projects.

Not Applicable

Cost Summary

Category	2025	2026	2027	2028	2029	Total
Estimated Project Cost	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
Total	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000



City of Fort Smith Engineering Department  
Capital Improvement Plan FY25-FY29

Project Title: **19. Street/Drainage by Street Operations Department** Project Number: N/A

**Category:**

☒ Capital Improvements Project

**Map/Photo:**

**Type:**

☐ Street Overlays
 ☐ Intersection/Signal Improvements  
☐ New Construction
 ☐ Drainage Improvements  
☒ Other

**Funding:**

☒ 1% Sales Tax

If Other:

**Status:**

☒ Not Started
 ☐ Preliminary Design  
☐ Final Design
 ☐ Under Construction

**Location:**

Not Applicable

**Scope of Work:**

This item includes the cost of street and drainage items such as asphalt, concrete/baskets/rebar, drainage pipe, rip rap and gabion stone, manhole covers/rings, sod/topsoil, fencing and traffic signal related equipment which are utilized by the Street Operations Department.

Not Applicable

**Cost Summary**

Category	2025	2026	2027	2028	2029	Total
Estimated Cost	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
<b>Total</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 7,500,000</b>



City of Fort Smith Engineering Department  
Capital Improvement Plan FY25-FY29

Project Title: **20. Miscellaneous/Contingency** Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays      ☐ Intersection/Signal Improvements  
☐ New Construction      ☐ Drainage Improvements  
☒ Other

Funding:

☒ 1% Sales Tax

If Other:

Status:

☒ Not Started      ☐ Preliminary Design  
☐ Final Design      ☐ Under Construction

Location:

Not Applicable

Scope of Work:

This item includes various items such as Construction Management Software Annual Support fee, Consultant Services for Project Engineers, ADEQ Stormwater Permit/Update, scanning of plans and County filing fees for bonds/easements.

Not Applicable

Cost Summary

Category	2025	2026	2027	2028	2029	Total
Estimated Cost	\$ 246,600	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,246,600
<b>Total</b>	<b>\$ 246,600</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 1,246,600</b>



City of Fort Smith Engineering Department  
Capital Improvement Plan FY25-FY29

Project Title: 21. Indirect and Operating Costs

Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

- |   |   |
|---|---|
| <input type="checkbox"/> Street Overlays  | <input type="checkbox"/> Intersection/Signal Improvements |
| <input type="checkbox"/> New Construction | <input type="checkbox"/> Drainage Improvements            |
| <input checked="" type="checkbox"/> Other |   |

Funding:

☒ 1% Sales Tax

If Other:

Status:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Not Started | <input type="checkbox"/> Preliminary Design |
| <input type="checkbox"/> Final Design           | <input type="checkbox"/> Under Construction |

Location:

Not Applicable

Scope of Work:

This item includes contingency items such as 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.

Not Applicable

Cost Summary

Category	2025	2026	2027	2028	2029	Total
Estimated Cost	\$ 3,058,011	\$ 3,088,591	\$ 3,119,477	\$ 3,150,672	\$ 3,182,179	\$ 15,598,930
Total	\$ 3,058,011	\$ 3,088,591	\$ 3,119,477	\$ 3,150,672	\$ 3,182,179	\$ 15,598,930



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman & Maggie Rice, Deputy City Administrators  
**FROM:** Matt Meeker, PE, Director of Streets & Traffic Control  
**DATE:** October 30, 2024  
**SUBJECT:** 2025-2034 Capital Improvements Plan for Streets & Traffic Control

### SUMMARY

Attached is the proposed 2025-2034 Capital Improvements Plan for the Streets and Traffic Control Department. This plan serves as an outline for vehicle and equipment purchases over the next ten years and may be adjusted in the future if department needs or priorities change. There are two components to this plan—Vehicle/Equipment Replacements and Additional Vehicle/Equipment Purchases. Replacements will be paid for out of the department's capital equipment replacement fund. Additional purchases will be budgeted as capital outlays from the department's operating fund.

For 2025, the department recommends the following vehicle/equipment replacements and additional vehicle/equipment purchases:

### VEHICLE/EQUIPMENT REPLACEMENTS

Program 5302 Heavy Construction

- **2 Ton Dump Truck with Snow Plow, \$250,000:** Replacing Asset #630, a 2014 International 2 Ton Dump Truck with 81,166 miles. This 10 year old dump truck has had approximately \$26,000 in repairs since 2020. The new truck will be utilized to plow snow and ice and spread salt/sand during winter weather events, as well as hauling excavated material from work sites, hot mix asphalt during paving operations, and storm debris after severe weather.
- **Road Grader, \$275,000:** Replacing Asset #3027, a 2007 Case 865 DHP Tier III Grader with 2,594 hours. This 17 year old grader has had over \$11,000 in repairs since 2020. The new grader will primarily be used to re-grade alleys, but will also be utilized during winter weather events to clear snow and ice.
- **Skid Steer Loader, \$105,000:** Replacing Asset #3043, a 2012 Cat Skid Steer Loader with 2,245 hours. This 12 year old skid steer has had over \$5,000 in repairs since 2022. The new skid steer will be utilized in sidewalk and various concrete construction projects, during pavement milling operations, for grinding stumps, and in debris cleanup after storm events.

## Program 5303 Drainage

- **4x4 Tractor with Side-Cut Mower, \$80,000:** Replacing Asset #3059, a 2014 New Holland Tractor with approximately 4,000 hours. This 10 year old tractor has had approximately \$7,000 in repairs since 2022 and is no longer operable. The new tractor will be utilized to mow street rights of way within the City.

## Program 5304 Street Maintenance

- **Concrete Truck, \$200,000:** Replacing Asset #202, a 2013 Kenworth T440 Concrete Truck with 131,445 miles. The motor and transmission are weak on this 11 year old truck, and it has had over \$50,000 in repairs since 2020. The new truck will be utilized to haul and place concrete for street repairs, sidewalk work, and drainage projects at various locations around the City.

## ADDITIONAL VEHICLE/EQUIPMENT PURCHASES

### Program 5303 Drainage

- **Bat-Wing Finish Mower & Trailer, \$55,000:** The department is requesting this finish mower (\$25,000) and trailer (\$30,000) to allow the department to maintain the various interchanges and median previously maintained by Keep Fort Smith Beautiful. The new finish mower will be used in conjunction with an existing tractor, and the new trailer will be utilized to haul the tractor and mower to the various locations.

In total, \$910,000.00 in vehicle/equipment replacements and \$55,000.00 in additional equipment purchases are recommended in 2025. The proposed capital equipment replacement fund contribution for 2025 is \$910,000.00.

## ATTACHMENTS

1. [11-4-24\\_Item\\_ID\\_1374\\_Streets-Resolution.pdf](#)
2. [10-15-24 Item ID 1087 Streets-CIP Asset List.pdf](#)
3. [10-15-24 Item ID 1087 Streets-CIP Summary Revised 10-9-24.pdf](#)
4. [11-4-24 Item ID 1374 Streets-Sidewalk Program Memo.pdf](#)
5. [11-4-24 Item ID 1087 Streets-Sidewalk Program List.pdf](#)
6. [11-4-24 Item ID 1087 Streets-Sidewalk Map 1.pdf](#)
7. [11-4-24 Item ID 1087 Streets-Sidewalk Map 2.pdf](#)
8. [11-4-24 Item ID 1087 Streets-Sidewalk Map 3.pdf](#)

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING AND AUTHORIZING  
IMPLEMENTATION OF THE TEN YEAR (2025-2034)  
STREETS AND TRAFFIC CONTROL CAPITAL IMPROVEMENTS PLAN  
AND IMPLEMENTATION OF THE 2025 SIDEWALK PROGRAM**

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

SECTION 1: The Ten Year (2025-2034) Streets and Traffic Control Capital Improvements Plan as identified and specified in the attachment hereto is hereby approved.

SECTION 2: The 2025 Sidewalk Program as identified and specified in the attachment is hereby approved.

SECTION 3: The staff is directed to proceed with implementation of the 2025 Streets and Traffic Control Capital Improvements Plan and 2025 Sidewalk Program.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to Form



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

FY 2025 - 2034

Streets and Traffic Control Department Capital Improvement Program



Program Number	Asset Number	Item description	Year of Purchase	Asset Notes	Fiscal Year									
					2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
5101	255	2023 Ram 1500 1/2 Ton Pickup	2024										\$50,000	
	929	2022 Ford F150 4x4 Crew Cab	2022									\$60,000		
<b>5101 Total</b>												<b>\$60,000</b>	<b>\$50,000</b>	
5302	180	2009 Freightliner 2t F.B. Dump	2009	Ordered replacement in 2024. Waiting on delivery. Scheduled for replacement again in 2036.										
	220	2017 Dodge 1 Ton Flat Dump	2017					\$80,000						
	3027	2007 Case 865 DHP Tier III Grader	2007		\$275,000									
	3043	2012 Cat Skid Steer Loader	2012		\$105,000									
	3045	2012 Cat Asphalt Roller	2012					\$85,000						
	3090	2018 Volvo Front Loader	2018									\$300,000		
	3094	2020 Cat 420ST Backhoe	2020	Scheduled for replacement in 2035.										
	3123	2024 Weiler P395 Asphalt Paver	2024	Scheduled for replacement in 2038.										
	441	2017 Chevy 1/2 Ton Pickup	2017					\$60,000						
	463	2024 Ram 3500 1 Ton Utility Bed 4x4	2024											\$80,000
	630	2014 International Dump Tk w/ Snow Plow	2014		\$250,000									
	994	2018 International Tri-Axle Dump Truck	2017								\$200,000			
<b>5302 Total</b>					<b>\$630,000</b>			<b>\$225,000</b>			<b>\$200,000</b>	<b>\$300,000</b>		<b>\$80,000</b>
5303	103	2023 International Tri-axle Dump Trk	2021	Scheduled for replacement in 2037.										
	207	2001 International Tractor Truck	2004							\$300,000				
	275	2016 International Dump Trk w/ plow	2015					\$250,000						
	3034	2009 John Deere Dozer	2009						\$300,000					
	3053	2013 Gehl Skid Steer Loader	2013	Ordered replacement in 2024. Waiting on delivery. Scheduled for replacement again in 2037.										
	3058	2014 New Holland 4 x 4	2014			\$110,000								
	3059	2014 New Holland Tractor w/ Flail mower	2014		\$80,000									
	3073	2016 Interstate 30' Trailer	2016	Scheduled for replacement in 2036.										
	3077	2017 Vermeer Chipper	2017							\$100,000				
	3078	2017 Cat Excavator	2017							\$150,000				
	3087	2018 Sewer Equip Jet Rod	2018						\$200,000					
	3088	2019 John Deere Utility Tractor	2018				\$50,000							
	3089	2019 John Deere Utility Tractor	2018				\$50,000							
	3092	2020 Land Pride Flex Wing Mower	2020				\$30,000							
	3093	2020 Interstate Trailer 40TDL	2020	Scheduled for replacement in 2039.										
	3098	Ventrac 4500Y Mower	2021							\$50,000				
	3100	2021 Spartan Pro Leaf Vacuum Trailer	2021									\$110,000		
	3102	2021 Spartan Pro Leaf Vacuum Trailer	2021									\$110,000		
	3103	2021 CAT 308 Mini Excavator	2022	Scheduled for replacement in 2035.										
	3106	2022 CAT 420 4AEM Backhoe	2022									\$130,000		
	3107	2022 Landpride Bat Wing Cutter	2022								\$40,000			
	3114	2023 CAT 326 Long Reach Excavator	2024	Scheduled for replacement in 2038.										
	3117	2022 John Deere Flex Wing Mower	2024								\$40,000			
	3118	2024 Cart-Away Concrete Mixer Trailer	2024								\$50,000			
	3119	2023 John Deere 4x4 Tractor	2024								\$100,000			
	444	1990 50 t. Load King Trailer	1992					\$40,000						
	454	2006 International Aerial Bucket Trk	2006			\$200,000								
	499	2017 Dodge 3500 SLT Flat Bed Dump Trk	2017						\$80,000					
	529	2019 Ford F350 Dump Trk	2019								\$80,000			
	537	2019 Ford F350 Dump Trk	2019								\$80,000			
	599	2015 International Dump Tk w/ Snow Plow	2015				\$250,000							
	652	2024 Ram 1500 1/2 Ton 4x4 Pickup	2024											\$60,000
	824	2014 Ford F250SD 4WD w/ Utility Bed	2013			\$70,000								
	825	2014 Ford F250SD 4WD PU	2013			\$70,000								
	826	2013 Ford F350 SD Dump Truck	2013			\$80,000								
	919	2019 Freightliner/Vacuum Truck	2019					\$500,000						
	995	2018 International Workstar Dump Trk	2017							\$200,000				
<b>5303 Total</b>					<b>\$80,000</b>	<b>\$530,000</b>	<b>\$380,000</b>	<b>\$790,000</b>	<b>\$580,000</b>	<b>\$800,000</b>	<b>\$390,000</b>	<b>\$350,000</b>		<b>\$60,000</b>



FY 2025 - 2034

Streets and Traffic Control Department Capital Improvement Program



Department	Fiscal Year											
	Program	Category	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Streets and Traffic control Department	5101	2022 Ford F150 4x4 Crew Cab								\$60,000		
		2023 Ram 1500 1/2 Ton Pickup									\$50,000	
	5101 Total									\$60,000	\$50,000	
	5302	2007 Case 865 DHP Tier III Grader	\$275,000									
		2009 Freightliner 2t F.B. Dump										
		2012 Cat Asphalt Roller				\$85,000						
		2012 Cat Skid Steer Loader	\$105,000									
		2014 International Dump Tk w/ Snow Plow	\$250,000									
		2017 Chevy 1/2 Ton Pickup				\$60,000						
		2017 Dodge 1 Ton Flat Dump				\$80,000						
		2018 International Tri-Axle Dump Truck							\$200,000			
		2018 Volvo Front Loader								\$300,000		
		2020 Cat 420ST Backhoe										
		2024 Ram 3500 1 Ton Utility Bed 4x4										\$80,000
		2024 Weiler P395 Asphalt Paver										
	5302 Total		\$630,000			\$225,000			\$200,000	\$300,000		\$80,000
	5303	1990 50 t. Load King Trailer				\$40,000						
		2001 International Tractor Truck						\$300,000				
		2006 International Aerial Bucket Trk		\$200,000								
		2009 John Deere Dozer					\$300,000					
		2013 Ford F350 SD Dump Truck		\$80,000								
		2013 Gehl Skid Steer Loader										
		2014 Ford F250SD 4WD PU		\$70,000								
		2014 Ford F250SD 4WD w/ Utility Bed		\$70,000								
		2014 New Holland 4 x 4		\$110,000								
		2014 New Holland Tractor w/ Flail mower	\$80,000									
		2015 International Dump Tk w/ Snow Plow			\$250,000							
		2016 International Dump Trk w/ plow				\$250,000						
		2016 Interstate 30' Trailer										
		2017 Cat Excavator						\$150,000				
		2017 Dodge 3500 SLT Flat Bed Dump Trk					\$80,000					
		2017 Vermeer Chipper						\$100,000				
		2018 International Workstar Dump Trk						\$200,000				
		2018 Sewer Equip Jet Rod					\$200,000					
		2019 Ford F350 Dump Trk							\$80,000			
		2019 Ford F350 Dump Trk							\$80,000			
		2019 Freightliner/Vacuum Truck				\$500,000						
		2019 John Deere Utility Tractor			\$100,000							
		2020 Interstate Trailer 40TDL										
		2020 Land Pride Flex Wing Mower			\$30,000							
		2021 CAT 308 Mini Excavator										
		2021 Spartan Pro Leaf Vacuum Trailer								\$220,000		
		2022 CAT 420 4AEM Backhoe								\$130,000		
		2022 John Deere Flex Wing Mower							\$40,000			
		2022 Landpride Bat Wing Cutter							\$40,000			
		2023 CAT 326 Long Reach Excavator										
		2023 International Tri-axle Dump Trk										
		2023 John Deere 4x4 Tractor							\$100,000			

	2024 Cart-Away Concrete Mixer Trailer							\$50,000			
	2024 Ram 1500 1/2 Ton 4x4 Pickup										\$60,000
	Ventrac 4500Y Mower							\$50,000			
	<b>5303 Total</b>	<b>\$80,000</b>	<b>\$530,000</b>	<b>\$380,000</b>	<b>\$790,000</b>	<b>\$580,000</b>	<b>\$800,000</b>	<b>\$390,000</b>	<b>\$350,000</b>		<b>\$60,000</b>
<b>5304</b>	2004 Ford F650 2T Dump Bed5										
	2012 Elgin Pelican Sweeper										
	2013 Kenworth T440 Concrete Tk	\$200,000									
	2014 Ford F150 1/2T PU 4x4		\$50,000								
	2014 International 2T Dump Tk		\$140,000	\$140,000							
	2015 SnowEx Brine Machine			\$50,000							
	2016 Ford F350 1T Dump Tk			\$80,000							
	2017 Crafc0 Diesel Melter2										
	2018 Hino 2T 16' Flat Bed						\$140,000				
	2019 International Durastar Street Sweeper					\$250,000					
	2020 International Concrete Truck							\$250,000			
	2022 CAT 360CR Mini Excavator										
	2022 CAT PM313 Cold Milling Machine										\$500,000
	2022 Ford F150 1/2T PU								\$50,000		
	2022 Ford F250 3/4T 4x4 Utility Bed								\$75,000		
	2022 Ford F350 1T Dump Bed								\$80,000		
	2023 Falcon Asphalt Hot Box Trailer										\$75,000
	2023 International Asphalt Distributor Truck									\$250,000	
	2023 International Pothole Patcher									\$250,000	
	2023 Ram 2500 3/4 Ton Utility Bed							\$75,000			
	2024 International 2 Ton Dump Truck										
	2024 Ram 2500 3/4 Ton Utility Bed							\$75,000			
	<b>5304 Total</b>	<b>\$200,000</b>	<b>\$190,000</b>	<b>\$270,000</b>		<b>\$250,000</b>	<b>\$140,000</b>	<b>\$400,000</b>	<b>\$205,000</b>	<b>\$500,000</b>	<b>\$575,000</b>
<b>5305</b>	2014 Ford F350 Flatbed Dump Tk		\$160,000								
	2014 International Dump w/ Snow Plow			\$250,000							
	2015 Ford F350 Flatbed Dump Bed		\$80,000								
	2017 Dodge Ram Dump Bed				\$80,000						
	2018 International Dump Tk					\$200,000					
	2020 Cat 420 ST Backhoe										
	2020 Cat 420ST Backhoe										
	<b>5305 Total</b>		<b>\$240,000</b>	<b>\$250,000</b>	<b>\$80,000</b>	<b>\$200,000</b>					
<b>5401</b>	2012 Chevy Silverado 1/2T PU		\$50,000								
	2013 Ford 450 Bucket Truck										
	2014 Ford F150 1/2T PU		\$50,000								
	2014 Ford F250 3/4T PU w/Utility Bed		\$75,000								
	2014 Isuzu Tiltmaster Sign Trk						\$80,000				
	2015 Ford F550 Aerial Bucket Tk			\$175,000							
	2016 Ford F250 w/Utility bed			\$75,000							
	2017 Dodge 3/4 Ton w/utility bed					\$150,000					
	2022 Ford F450 Bucket Truck									\$175,000	
	2023 Graco Grindlazer Road Grinder										\$40,000
	2023 Isuzu NPR-HD Sign Truck									\$80,000	
	2023 Peterbuilt ThermoPro 4000 Stripping Truck										
	3/4 Ton Truck w/Utility Bed								\$75,000		
	<b>5401 Total</b>		<b>\$175,000</b>	<b>\$250,000</b>		<b>\$150,000</b>	<b>\$80,000</b>		<b>\$75,000</b>	<b>\$255,000</b>	<b>\$40,000</b>
<b>Streets and Traffic control Department Total</b>		<b>\$910,000</b>	<b>\$1,135,000</b>	<b>\$1,150,000</b>	<b>\$1,095,000</b>	<b>\$1,180,000</b>	<b>\$1,020,000</b>	<b>\$990,000</b>	<b>\$990,000</b>	<b>\$805,000</b>	<b>\$755,000</b>
<b>VEHICLE/EQUIPMENT REPLACEMENT TOTAL</b>		<b>\$910,000</b>	<b>\$1,135,000</b>	<b>\$1,150,000</b>	<b>\$1,095,000</b>	<b>\$1,180,000</b>	<b>\$1,020,000</b>	<b>\$990,000</b>	<b>\$990,000</b>	<b>\$805,000</b>	<b>\$755,000</b>
<b>CAPITAL EQUIPMENT REPLACEMENT FUND CONTRIBUTION</b>		<b>\$910,000</b>	<b>\$1,109,600</b>	<b>\$1,139,100</b>	<b>\$1,219,300</b>	<b>\$1,217,300</b>	<b>\$1,170,300</b>	<b>\$1,121,300</b>	<b>\$1,147,000</b>	<b>\$967,300</b>	<b>\$1,055,300</b>
<b>CAPITAL EQUIPMENT REPLACEMENT FUND BALANCE</b>		<b>\$2,103,491</b>	<b>\$2,078,091</b>	<b>\$2,067,191</b>	<b>\$2,191,491</b>	<b>\$2,228,791</b>	<b>\$2,379,091</b>	<b>\$2,510,391</b>	<b>\$2,667,391</b>	<b>\$2,829,691</b>	<b>\$3,129,991</b>

[illegible]

# MEMO

**TO:** Carl Geffken, City Administrator  
**FROM:** Matt Meeker, PE, Director of Streets & Traffic Control  
**DATE:** October 30, 2024  
**SUBJECT:** 2025 City of Fort Smith Sidewalk Program  
**CC:** Jeff Dingman, Deputy City Administrator

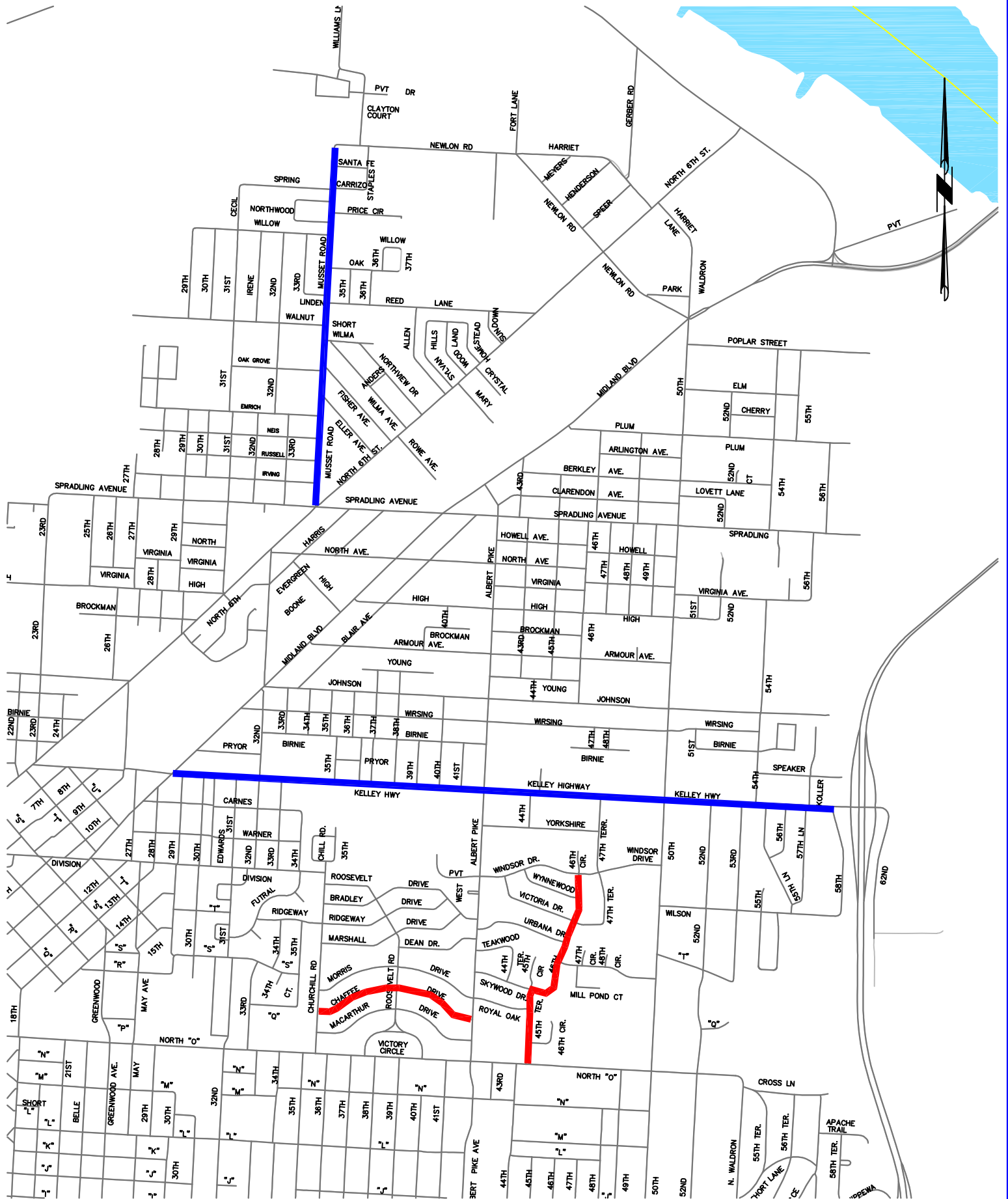
Attached is the proposed 2025 Sidewalk Program for the Streets and Traffic Control Department. This program was previously transmitted for review and discussion with the Board of Directors at the October 15<sup>th</sup> Study Session. For 2025, the department is proposing 3.10 miles of new sidewalk construction and 0.66 miles of sidewalk repairs. The new construction and repair locations are shown on the attached list and maps. An order of construction has also been included on the attached list.

Input from citizens, the Board of Directors, Administration, and City staff was considered during development of the 2025 Sidewalk Program. New sidewalk construction projects include both individual citizen requests and Phase 1 sidewalk projects from the Move Fort Smith Active Transportation Plan. Citizen requests for new construction were prioritized based on a rating system that considers proximity to schools, pedestrian usage, average daily traffic, connectivity to existing sidewalks, and constructability.

Sidewalk repair locations were selected from areas with damaged sections of sidewalk that are also known to have moderate to high pedestrian traffic. Please note that only the damaged sections of sidewalk will be replaced in the areas shown for repairs on the attached maps.

If you have any questions or concerns about the Sidewalk Program, please let me know at your earliest convenience.

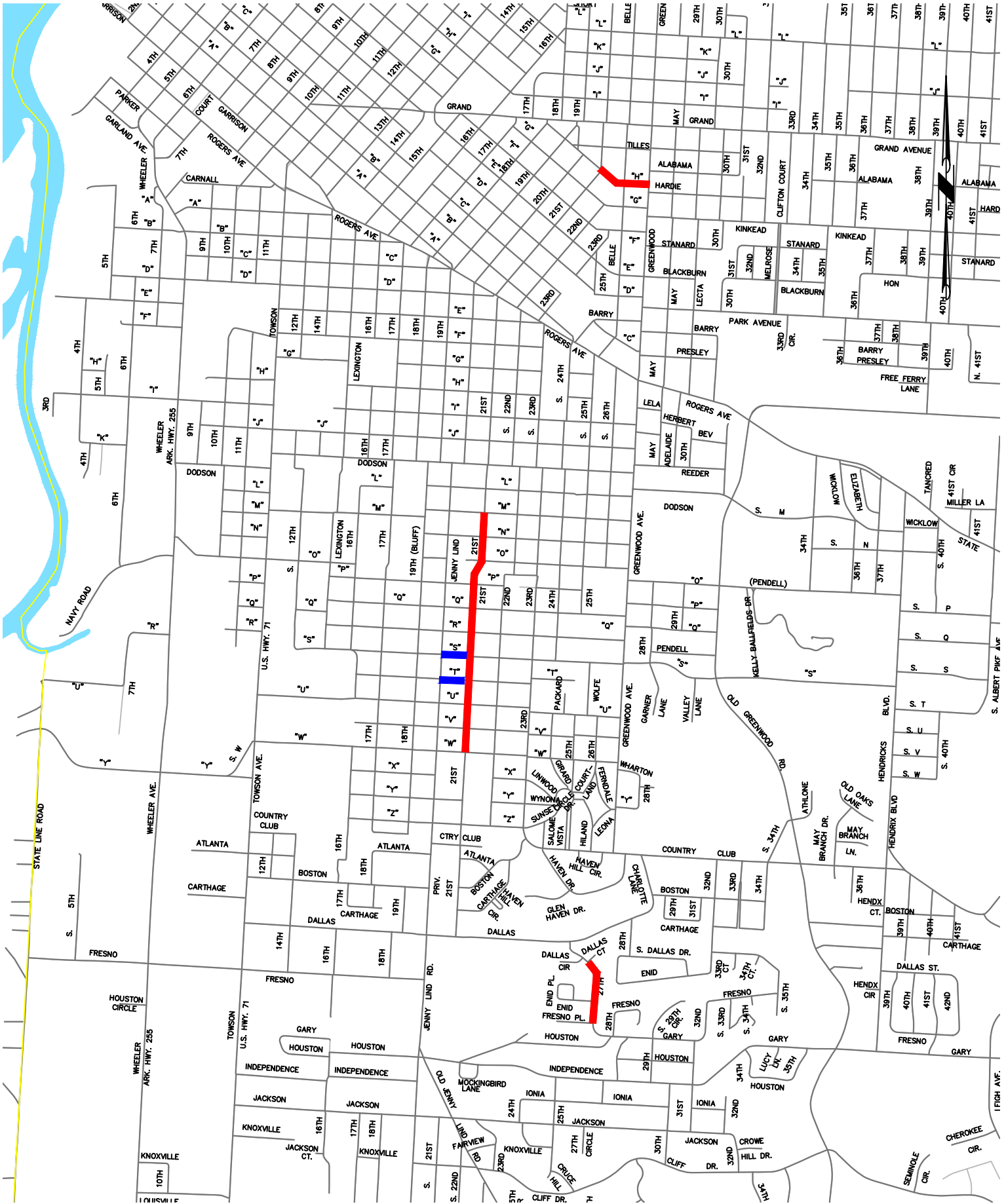
2025 SIDEWALK PROGRAM							
ORDER OF CONSTRUCTION	NEW CONSTRUCTION						
	STREET	FROM	TO	SIDE OF STREET	LENGTH (FT)	LENGTH (MI)	NOTES
1	Chaffee Drive	Albert Pike Ave	Churchill Rd	North	2,400	0.45	Phase 1 Sidewalk Project, Move Fort Smith Active Transportation Plan. Connects existing sidewalks on Albert Pike Ave and Churchill Rd. Also part of Sunnymede Elem. Sidewalk network.
2	Harvard Ave	Colony Ln	Texas Rd	South	5,000	0.95	Phase 1 Sidewalk Project, Move Fort Smith Active Transportation Plan. Connects existing sidewalks on Colony Ln and Texas Rd, and provides a complete connection all the way from Texas Rd to Jenny Lind Rd.
3	N 45th Terr/N 46th Terr	N O St	Windsor Dr	East	3,200	0.61	Connects existing sidewalks on N O St and Windsor Dr. Also part of Sunnymede Elem. and Kimmons Jr. High sidewalk network.
4	S 27th St	Dallas Ct	Fresno Pl	West	850	0.16	Extension of Fairview Elem. and Ramsey Jr. High sidewalk network.
5	S 21st St	N M St	N W St	East (north of S O St), West (south of S O St)	3,400	0.64	Connects to existing sidewalks on S 21st St, S M St, S S St, and S T St. Installation of an All-Way Stop is included at S 21st St & S O St for sidewalk to transition from east to west side of street and to discourage cut-through traffic.
8	N H St	N 21st St	Greenwood Ave	North	700	0.13	Completes gaps in sidewalk on N H St and connects to existing sidewalks on Grand Ave and Greenwood Ave. Also part of Darby Jr. High and Northside High School sidewalk network.
9	Kendall Ave	S 28th St	S 30th St	North	800	0.15	Connects existing sidewalks on S 28th St and S 30th St. Also part of Cook Elem. Sidewalk network.
				<b>SUBTOTALS</b>	<b>16,350</b>	<b>3.10</b>	
ORDER OF CONSTRUCTION	REPAIRS						
	STREET	FROM	TO	SIDE OF STREET	LENGTH (FT)	LENGTH (MI)	
6	S S St	S 21st St	Jenny Lind Rd	North	350	0.07	
7	S T St	S 21st St	Jenny Lind Rd	North	350	0.07	
10	Mussett Rd	Spradling Ave	Newlon Rd	Both	1,000	0.19	
11	Jenny Lind Rd	Market Trace	Brooken Hill Dr	East	900	0.17	
12	Kelley Highway	Midland Blvd	I-540	Both	900	0.17	
				<b>SUBTOTALS</b>	<b>3,500</b>	<b>0.66</b>	
				<b>TOTALS</b>	<b>19,850</b>	<b>3.76</b>	



2025 SIDEWALK PROGRAM  
(MAP 1 OF 3)  
FORT SMITH, ARKANSAS



New:		Repair:	
Date:	OCT 2024		
Scale:	NONE		
Drawn By:	MAM		



2025 SIDEWALK PROGRAM  
(MAP 2 OF 3)  
FORT SMITH, ARKANSAS



New:  Repair:

Date: OCT 2024

Scale: NONE

Drawn By: MAM



225



## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Sara Deuster, Director of Parks and Recreation  
**DATE:** October 9, 2024  
**SUBJECT:** Parks FY25-FY29 Capital Improvement Plan

### **SUMMARY**

Attached for your review is the Five-Year Capital Improvement Plan for the Parks and Recreation Department. These projects are funded by the 1/8% Sales and Use Tax dedicated for parks capital projects. This tax was voted on and approved by citizens in 2012 for a period of ten (10) years. Citizens voted to extend this tax an additional eight (8) years, through September 30, 2030.

The Parks Commission discussed the FY25-FY29 CIP during their September 11, 2024 meeting. The Commission voted unanimously to recommend the CIP as presented during this meeting to the Board of Directors for consideration. City Administration incorporated changes to the CIP to allocate \$1.175 million toward the waterslide complex expansion at Parrot Island Waterpark.

This amended FY25-FY29 Parks CIP was presented to and discussed by the Board of Directors at their October 8, 2024 Study Session. It was the consensus of the Board Members present at that meeting to remove the allocation for the waterslide complex and restore funding allocations for John Bell, Jr. Park, including pickleball courts, and improvements at Riley Farm Park as recommended by the Parks Commission, and such revisions were made.

At their October 16, 2024 meeting, the Parks Commission made a motion reaffirming their recommendation of the original CIP for presentation to the Board. This motion was unanimously approved, and this is the CIP presented to the Board for consideration at the the November 4 regular meeting. A resolution to approve and implement the Five-Year (FY25-FY29) Capital Improvement Plan for the Parks and Recreation Department is attached.

Please contact me should you have any questions.

### **ATTACHMENTS**

1. [11-4-24\\_Item\\_ID\\_1375\\_Resolution.pdf](#)
2. [11-4-24\\_Item ID 1375 Parks CIP.pdf](#)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION APPROVING AND AUTHORIZING IMPLEMENTATION  
OF THE FIVE YEAR (2025-2029) 1/8% SALES AND USE TAX PROGRAM  
FOR PARKS AND RECREATION CAPITAL IMPROVEMENT

---

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

SECTION 1: The Five Year (2025-2029) 1/8% Sales and Use Tax Program for Parks  
and Recreation Capital Improvements as identified and specified in the attachment hereto is  
hereby approved.

SECTION 2: The staff is directed to proceed with implementation of the 2025 1/8%  
Sales and Use Tax Program for Parks and Recreation Capital Improvements.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

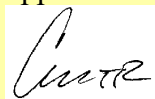
APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to form:



\_\_\_\_\_  
City Attorney



## Fiscal Year 2025 - Fiscal Year 2029 Parks & Recreation Capital Improvement Plan

	Est. 2024	2025	2026	2027	2028	2029
BEGINNING BALANCE	6,925,450	493,707	12,897	7,897	2,897	2,897
Current Year Revenues						
1/8% Sales and Use Tax	3,850,000	3,850,000	3,850,000	3,850,000	3,850,000	3,850,000
Grants/Contributions	1,108,500	1,764,190	-	-	-	-
Total - Current Year Revenues	4,958,500	5,614,190	3,850,000	3,850,000	3,850,000	3,850,000
<b>Total Funds Available</b>	<b>11,883,950</b>	<b>6,107,897</b>	<b>3,862,897</b>	<b>3,857,897</b>	<b>3,852,897</b>	<b>3,852,897</b>
<b>Projects</b>						
Creekmore Park Inclusive Playground/Amenities	484,215	-	-	-	-	-
Carol Ann Cross Park Improvements	730,834	180,000	-	-	-	-
Carol Ann Cross Park Greenway and Boardwalk	1,250,002	-	-	-	-	-
Martin Luther King, Jr. Park Improvements	799,361	-	-	-	-	-
Maybranch Greenway	1,850,000	2,700,000	2,700,000	1,600,000	-	-
John Bell, Jr. Park	314,229	-	-	-	500,000	250,000
John Bell, Jr. Park Pickleball Courts (design only)	75,000	-	-	-	-	-
Tilles Park Improvements	1,503,079	310,000	-	-	-	-
Trails & Greenways	-	-	-	-	1,300,000	1,500,000
ACHE Trail Contribution	125,000	-	-	-	-	-
Creekmore Park Pool Upgrades	2,200,000	1,000,000	-	750,000	1,000,000	1,000,000
Creekmore Park Picnic & Recreation Area	165,497	-	-	-	-	-
Creekmore Park Train Improvements	425,000	75,000	-	-	-	-
Outdoor Restroom Improvements	7,402	-	-	-	-	-
Woodlawn Park	192,458	-	-	-	-	-
Kelley Park Ballfields	-	-	500,000	-	-	-
Tilles Park	-	100,000	-	-	-	-
Spradling Park	-	-	125,000	-	-	-
Outdoor Park Pavilion/ Shade (multiple locations)	-	-	-	500,000	-	250,000
Creekmore Park Drainage, Sidewalks, and Parking	511,585	200,000	-	-	-	-
Kelley Park Ballfields Improvements	-	350,000	-	-	-	-
Neighborhood Park Improvements					545,000	345,000
Woodlawn Park	486,580	-	-	-	-	-
Spradling Park	-	-	325,000	-	-	-
Riley Farm Park (design only)	65,000	-	-	-	-	-
Hillcrest Park	200,000	-	-	-	-	-
Outdoor Exercise & Fitness Center	-	-	200,000	200,000	-	-
Community Center Upgrades	-	-	-	-	500,000	500,000
Tennis Court Resurfacing	-	-	-	800,000	-	-
Parrot Island Waterpark Slide Installation	-	1,175,000	-	-	-	-
Development of Former ACME Property	-	-	-	-	-	-
<b>Total Projects</b>	<b>11,385,242</b>	<b>6,090,000</b>	<b>3,850,000</b>	<b>3,850,000</b>	<b>3,845,000</b>	<b>3,845,000</b>
Other Project Expenses (Note 1)	5,000	5,000	5,000	5,000	5,000	5,000
<b>TOTAL EXPENDITURES</b>	<b>11,390,242</b>	<b>6,095,000</b>	<b>3,855,000</b>	<b>3,855,000</b>	<b>3,850,000</b>	<b>3,850,000</b>
<b>Ending Balance</b>	<b>493,707</b>	<b>12,897</b>	<b>7,897</b>	<b>2,897</b>	<b>2,897</b>	<b>2,897</b>
<b>Grants/Contributions</b>						
LWCF Grant (Maybranch Greenway Phase I) (Note 2)	712,500	-	-	-	-	-
National Parks Service (Maybranch Greenway Phase IB)	-	371,591	-	-	-	-
ADPHT (Maybranch Greenway Phase IB)	-	1,267,599	-	-	-	-
Friends of Recreational Trails (Maybranch Greenway Phase I)	125,000	125,000	-	-	-	-
Carol Ann Cross Park Cell Tower Revenue	190,000	-	-	-	-	-
Park Partners (Carol Ann Cross Park Boardwalk)	81,000	-	-	-	-	-
<b>TOTAL GRANTS/CONTRIBUTIONS</b>	<b>1,108,500</b>	<b>1,764,190</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Note 1: These costs include land acquisition, recording contract documents with the courthouse, and legal fees related to capital projects.

Note 2: Due to the ongoing delays with the National Parks Service, the State has agreed to waive the grant administration fee that is typically charged for serving as the passthrough entity for federal grants.

Project Title: Creekmore Park Inclusive Playground Amenities

Project Number: 6200230007

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☒ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Creekmore Park (3301 South M Street)

**Scope of Work:**

The inclusive playground completed in 2022 was designed to accommodate ages 5-12. Given the variety of amenities available throughout the park, toddler-aged children represent a significant portion of park users. While toddlers utilize the existing playground, it is not designed for their intended use and poses certain safety hazards. To accommodate this user group and encourage safe use of park amenities, Parks Staff and ACS Playground Adventures, Inc. worked together to design a custom play amenity modeled after the Creekmore Express. Also included in this project is the installation of a multi-swing bay to replace the aged swing bays and those removed as part of the inclusive playground project last year. The existing wheelchair swing was relocated adjacent to this swing bay in accordance with playground safety standards rather than function as a standalone amenity to create a more collaborative environment. Poured-in-place (PIP) rubber surfacing was installed in lieu of wood fiber mulch to further advance inclusivity in our parks system. The toddler area features a train track design to mimic the Creekmore Express.

**Future Fort Smith Goals:**

PFS-5.2 PFS-3.2.3 PFS-2.3 NCR-1.5

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 484,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 484,215
							\$ -
							\$ -
<b>Total</b>	<b>\$ 484,215</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 484,215</b>

Project Title: **Carol Ann Cross Park Improvements**

Project Number: 6200230003

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☒ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☒ Other:

If Other: \$160K from Carol Ann Cross Park Cell Tower Fees

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Carol Ann Cross Park (1601 South 74th Street)

**Scope of Work:**

Phase I improvements (FY22-FY23) included the repaving of the parking areas and roadway, demolition and replacement of two restrooms, installation of aerators to reduce algae and geese control, replacement of the pedestrian bridge, and construction of an additional fishing pier on the west side of the lake. The total cost for this phase was \$1,268,941.97.

Phase II improvements (FY24-FY25) address the dilapidated play equipment. The existing play equipment is over three decades old, and replacement pieces compatible with the structures are difficult to find. This has resulted in the removal of play components when they become damaged or broken. There are multiple areas that are absent of amenities due to compatible replacements no longer being manufactured. This inclusive playground offers designated play areas for ages 2-5 and ages 5-12, focusing on providing unique play amenities that emphasize climbing, balancing, problem solving, sensory experiences, fine motor skills, and collaborative play. Artificial turf surfacing in lieu of wood fiber mulch will be used for this play space. The Board approved the purchase and installation of inclusive playground amenities at their May 21, 2024 Regular Meeting. The play equipment will be shipped in February and open for use by late Spring 2025.

**Future Fort Smith Goals:**

NCR-1.5 PFS-5.2 PFS-3.2.3 FLU-1.4

**Map/Photo:**



1 of 2 New Restroom Facilities



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 42,409	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,409
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 688,425	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 868,425
							\$ -
							\$ -
<b>Total</b>	<b>\$ 730,834</b>	<b>\$ 180,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 910,834</b>

Project Title: Carol Ann Cross Park Greenway & Boardwalk

Project Number: 6200230019

**Category:**

- ☒ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☒ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☒ Private Contribution  
☐ Grant ☐ Other:

If Other: \$81,130 in Private Contributions

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Carol Ann Cross Park (1601 South 74th Street)

**Scope of Work:**

This is a public-private partnership initiated by the private sector funding the initial design of the greenway and boardwalk. An additional \$81,130 has been raised by the private sector for this project, bringing the total contribution by the private sector to approximately \$100,000.

This project consists of the paving of the dirt pathway that extends up the hill from the northeast corner of the lake. The existing path is not easily traveled and does not meet ADA requirements. The concrete portion of the new greenway will be eight (8) feet in width and extend approximately 0.45 miles. An approximate 0.15-mile boardwalk with an overlook area to the Arkansas River is also included in this project. Combining the existing 0.6-mile walking trail around the lake with this project creates a 1.2-mile walking path. Rather than traditional treated lumber, the boardwalk will be constructed with high-density polyethylene (HDPE) plastic, which provides a much longer lifespan with minimal maintenance.

The concrete portion of this project has been completed and opened to the public Labor Day Weekend. The boardwalk materials were delivered the week of September 23rd and installation is progressing on schedule. The boardwalk portion is expected to be complete by late fall/early winter.

**Future Fort Smith Goals:**

NCR-1.5 PFS-5.2 PFS-3.2.3 FLU-1.4 PFS-4.3.1

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 21,662	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,662
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 1,228,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,228,340
							\$ -
							\$ -
<b>Total</b>	<b>\$ 1,250,002</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,250,002</b>

Project Title: **Martin Luther King, Jr. Park Improvements**

Project Number: 6200230013

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☒ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Martin Luther King, Jr. Park (1815 North Greenwood Avenue)

**Scope of Work:**

An inclusive playground, designed for ages 5-12, was completed in FY22. This playground features a variety of amenities designed for individuals of all abilities, including poured in place rubber surfacing in lieu of the wood fiber mulch. The total cost for this project came in at \$546,063.23.

The demolition and replacement of the dilapidated restroom by the inclusive playground and splash pad was completed in FY23. To create a safer environment for families, a quad design was selected with two single-user stalls on both the east and west sides. This positioning allows parents/guardians to watch their child enter/exit the restroom from either side of the restroom. Previously, if a child was playing on the playground or splash pad, they would have to go on the opposite side of the building to use the restroom. The cost of the restroom building and installation came in at \$267,861.44. Drill stem fencing was also installed along the perimeter of the northwest section of the park to prevent citizens from driving into the park and parking on the grass. Staff have received several positive comments regarding the installation of fencing. The cost of the fencing, labor and materials, was \$30,000.

The Board of Directors approved the installation of a new splash pad at their February 20, 2024 Regular Meeting for an amount of \$698,221.45. The existing splash pad has several broken amenities that cannot be replaced without substantial concrete and mechanical repairs. The design of this splash pad is unique in that it offers an accommodation none of our other splash pads do. The backside of the Nautilus 2 (water slide) has a cove with a light, steady rain fall. This feature offers a calming space for children who may become overstimulated by the sounds and movements of natural play. Two (2) softer spray features were selected to complement the cove to create a calming area in the southwest section of the splash pad. This design further advances our department's commitment to creating an inclusive parks system for individuals of all ages and abilities. Installation began the week of September 30th.

**Future Fort Smith Goals:**

NCR-1.5 PFS-5.2 PFS-3.2.3 FLU-1.4

**Map/Photo:**



View from the West



View from the East



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 799,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 799,361
							\$ -
							\$ -
<b>Total</b>	<b>\$ 799,361</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 799,361</b>

Project Title: **Maybranch Greenway**

Project Number: 6200230008

**Category:**

- ☒ New Development ☐ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☒ Trails and Greenways  
☐ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☒ Private Contribution  
☒ Grant ☒ Other:

If Other: \$1.6M from National Parks Service and the State

**Status:**

- ☐ Not Started ☒ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Riverfront Drive > Martin Luther King, Jr. Park > Creekmore Park > Former ACME Property

**Scope of Work:**

Once complete, this will be an approximately 2.9 mile, 10-foot-wide, concrete greenway that will connect Riverfront Drive to the Kelley Park Ballfields. Phase IA begins at North 7th Street and continues along P Street for approximately 0.7 miles through Martin Luther King, Jr. Park. Phase IA is currently under construction and will be complete later this year. Phase IB (FY25) will begin at Riverfront Drive and tie into Phase IA at North 7th Street. The City was awarded a \$712,500 LWCF grant for Phase I. Due to continued delays and increased costs resulting from such, the National Parks Service and State plan to contribute an additional \$1.6M in funding to complete all of Phase I. Park Partners has also committed to providing \$250,000 towards completion of Phase I.

Phase II (FY25-FY26) will continue from Martin Luther King, Jr. Park and tie into Creekmore Park. Plans are approximately 30% complete for this phase. The City is in the process of applying for the Reconnecting Communities Grant (50/50 match) for Phase II. Phase III (FY27) will pave the existing crusher dust trail that extends behind Girls, Inc., The Gregory Kistler Center, and Flocks Field, terminating at South "O" Street. This phase will ultimately connect to the former ACME Brick property.

**Future Fort Smith Goals:**

FLU-3.4.2 ED-6.1 HN-1.6 NCR-1.4 CCD-1.1 TI-1 PFS-5 PFS-4.3.1

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 425,000	\$ 200,000	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ 925,000
Land Acquisition	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 1,500,000	\$ -	\$ -	\$ 6,500,000
Construction Cost	\$ 1,425,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,425,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ 1,850,000</b>	<b>\$ 2,700,000</b>	<b>\$ 2,700,000</b>	<b>\$ 1,600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,850,000</b>

Project Title: John Bell, Jr. Park

Project Number: 6200230011

#### Category:

- ☒ New Development ☐ Improvement to Existing  
☐ Public-Private Partnership

#### Type:

- ☒ New Construction ☒ Trails and Greenways  
☐ Infrastructure Improvement ☒ Playground Amenity

#### Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

#### Status:

- ☐ Not Started ☐ Preliminary Design  
☒ Final Design ☒ Under Construction

#### Location:

John Bell, Jr. Park (1900 Riverfront Drive)

#### Scope of Work:

This is a multi-year development of a new, 51-acre park located at 1900 Riverfront Drive. The park was formally named John Bell, Jr. Park in 2022. Development of this park began in 2015 with the creation of a master plan. Since then, the following amenities have been completed: two adult-size soccer fields, paved parking and lighting, walking paths around the currently developed areas, Fort Smith's first inclusive playground, and a restroom facility.

The installation of the 72-foot dodecagon pavilion was scheduled to occur simultaneously with Phase III, as the concrete work was included in that project to reduce the cost. However, due to funding being redirected to other projects, the installation will not begin until later this fall and this work will be performed as a separate contract. This change in scope will likely result in a higher cost than if it were included as part of a larger contract.

The park currently does not have covered seating, apart from the sail shades throughout the playground area. This pavilion will accommodate both current and future needs as the park continues to develop. Phase III (FY25-FY29) consists of the construction of a gravel parking lot for the pickleball courts, site lighting, water amenity, sports field lighting, and improvements to the existing soccer fields, as funding allows.

#### Future Fort Smith Goals:

FLU-1.5 FLU-2.1 FLU-2.2 NCR-1.4 TI-5.2.1 NCR-1.5 PFS-5.2

#### Map/Photo:



#### Cost Summary

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 314,229	\$ -	\$ -	\$ -	\$ 500,000	\$ 250,000	\$ 1,064,229
							\$ -
							\$ -
<b>Total</b>	<b>\$ 314,229</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 250,000</b>	<b>\$ 1,064,229</b>

**Project Title:** John Bell, Jr. Park Pickleball Courts

Project Number: N/A

**Category:**

- ☒ New Development ☐ Improvement to Existing
- ☐ Public-Private Partnership

## Type:

- ☒ New Construction ☐ Trails and Greenways  
☐ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
- ☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started
  - ☒ Final Design
  - ☐ Preliminary Design
  - ☐ Under Construction

**Location:**

John Bell, Jr. Park (1900 Riverfront Drive)

### Scope of Work:

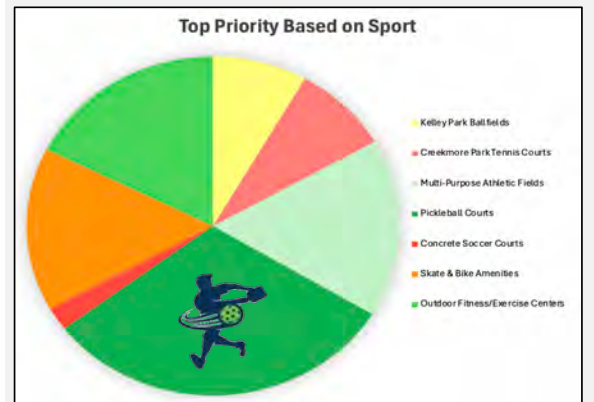
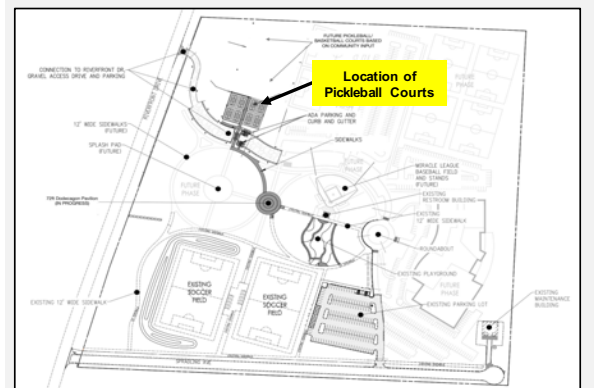
The sport of pickleball continues to grow throughout the nation and the River Valley. As the sport continues to grow in popularity, there is a need for additional public facilities. Sebastian County is constructing eight (8) pickleball courts at Ben Geren Regional Park. The County awarded this contract earlier this year. Given the County and City do have an overlap in areas served, it is important for both entities to coordinate recreation opportunities for citizens. Therefore, because the County is investing in new pickleball courts on the southeast of Fort Smith, it is recommended to build new, tournament-quality pickleball courts on the opposite side of the city. John Bell, Jr. Park is the ideal location for this, as this park is designed to accommodate multipurpose athletic facilities.

The City submitted a grant application through the Outdoor Recreation Grants Program offered by the Arkansas Department of Parks, Heritage, and Tourism in August (Resolution No. R-146-24). This is a 50/50 Matching Grant for up to \$250,000. Grant recipients will be announced in late February 2025.

### Future Fort Smith Goals:

FLU-1.5    FLU-2.1    FLU-2.2    NCR-1.4    TI-5.2.1    NCR-1.5    PFS-5.2

**Map/Photo:**



**Example Layout of 8-Court Facility.**

## Cost Summary

[illegible]

Project Title: **Tilles Park Improvements**

Project Number: 6200230014

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☒ Trails and Greenways  
☒ Infrastructure Improvement ☒ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☒ Final Design ☒ Under Construction

**Location:**

Tilles Park (3700 Grand Avenue)

**Scope of Work:**

Phase I (FY23-FY24) consisted of the construction of an asphalt walking trail, drainage improvements, replacement of benches along the walking path, conversion of two of the tennis courts to basketball courts, and improvements to the disc golf tees. The former crusher dust walking trail was converted to an asphalt surface to help mitigate stormwater runoff, ensure ADA compliance, and reduce maintenance. ADA accessible ramps were also installed at each of the four access points to the trail from the parking lots. This contract also included pouring new directional disc golf tees to allow new users to locate the baskets easier and have adequate space to "tee off". Additional improvements currently in progress are provided with the attached project photos. The total cost of the contract came in at \$662,038.47,

Phase II (FY24-FY25) will include the construction of an inclusive playground. The park currently has 10+ individual play pods. It is recommended to eliminate these and make one primary play area positioned in the northwest corner of the park. This project will include designated areas for ages 2-5 and older kids, as well as feature only the second custom curved multi-swing bay. The Quantis 8.2 component was selected as the primary structure for the older kids because this amenity can accommodate older children (13+). Once complete, Fort Smith will become one of only three entities to feature the Quantis 8.2. This project was designed to encompass a variety of developmental benefits, including sensory play; motor, cognitive, and social skills; and uniquely designed to encourage collaborative play across individuals of all abilities. A rendering of the inclusive playground is provided to the right. A resolution authorizing the purchase and installation of these amenities is on the agenda for the Board's consideration at the November 4, 2024 Regular Meeting.

**Future Fort Smith Goals:**

PFS-3.2 PFS-5.2 NCR-1.1 NCR-1.3

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 45,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,640
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 1,457,439	\$ 310,000	\$ -	\$ -	\$ -	\$ -	\$ 1,767,439
							\$ -
							\$ -
<b>Total</b>	<b>\$ 1,503,079</b>	<b>\$ 310,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,813,079</b>

Project Title: Trails & Greenways

Project Number: N/A

**Category:**

- ☒ New Development ☐ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☒ Trails and Greenways  
☐ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Multiple Locations

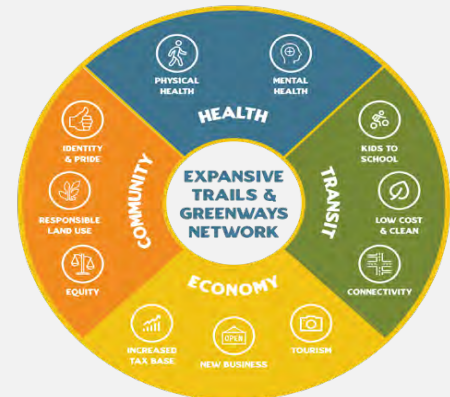
**Scope of Work:**

This funding allocation is set aside for projects identified in the Trails and Greenways Master Plan and/or Move Fort Smith Plan (pending adoption by the Board of Directors). Potential projects include adding to the extensive network of trails throughout the Chaffee Crossing area, making connections to parks, sharrows, bike lanes, etc. Given this allocation is not until later years, the exact projects are not identified. Parks Staff will engage in community outreach efforts to gather input from citizens during 2027.

**Future Fort Smith Goals:**

HN-1.6 NCR-1.4 TI-1 TI-3 PFS-5

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ 1,500,000	\$ 2,800,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,300,000</b>	<b>\$ 1,500,000</b>	<b>\$ 2,800,000</b>

Project Title: Arkansas College of Health Education Trail Contribution

Project Number: N/A

**Category:**

- ☒ New Development ☐ Improvement to Existing  
☒ Public-Private Partnership

**Type:**

- ☒ New Construction ☒ Trails and Greenways  
☐ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Chaffee Crossing

**Scope of Work:**

This is the City's contribution towards a collaborative trail project with the Arkansas College of Health Education.

**Future Fort Smith Goals:**

HN-1.6 NCR-1.4 TI-1 TI-3 PFS-5 PFS-4.3.1

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ 125,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125,000</b>

Project Title: **Creekmore Park Pool Upgrades**

Project Number: 6200230001

**Category:**

- ☒ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Creekmore Park Pool (3301 South M Street)

**Scope of Work:**

Ordinance No. 29-23 allocated \$4 million in excess sales tax revenue associated with the 2012 and 2014 sales tax bonds for this project. This phase of the project is now included in Program 62050101 (Aquatics). Approximately \$600,000 in architectural, engineering, and geological testing is being funded through this program. The remaining \$3.4 million of this allocation is being used to fund construction.

FY24-FY25: This allocation is for the demolition of the dilapidated bathhouse and construction of a new bathhouse that is adequate to accommodate both recreational use and serve as a host site for swim meets. Beshears Construction is serving as the Construction Manager for this project. The Guaranteed Maximum Price (GMP) for this project is \$5,997,639.78 (Resolution No. R-48-24). This project is expected to be complete in May 2025. Also included in this allocation is the redesign and expansion of the parking lot at the pool to better accommodate park patrons. This project is being completed simultaneously with the repaving of the parking lot near the Creekmore Community Center.

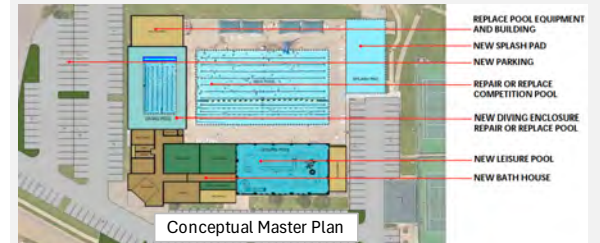
FY27-FY28: This allocation is to replace the mechanical system that services the diving well, main pool, and wading pool. This equipment has not been updated since 1990.

FY28-FY29: This allocation is to construct a new mechanical building on the north of the diving well enclosure and to install a Myrtha RenovAction for the competition pool and diving well. This will essentially build a new pool within the existing pool rather than to completely replace both pools and/or continue to install liners. This allocation will also include improvements to the wading pool.

**Future Fort Smith Goals:**

FLU-1.4 PFS-3.2.3

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 2,200,000	\$ 1,000,000	\$ -	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 5,950,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ 2,200,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 5,950,000</b>

Project Title: Creekmore Park Picnic and Recreation Area

Project Number: 6200230007

**Category:**

- ☒ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Complete

**Location:**

Creekmore Park (3301 South M Street)

**Scope of Work:**

This project consisted of the removal, grading, and infill of the sandbox where the former wading pool was located, significant sidewalk improvements, and construction of a patio and picnic area. The new concrete pad (35' x 53') will serve as a picnic patio area, which will better accommodate the multiple schools, daycares, and youth groups who frequent Creekmore Park to hold picnics, utilize the play amenities, and ride the Creekmore Express. This project also included pouring the concrete ribbon curb around the toddler play area, pads for the concrete cornhole boards, addition of six picnic tables, two concrete cornhole boards, and installation of electrical conduit under portions of the new sidewalk to allow for holiday displays to be installed in the newly created green space.

**Future Fort Smith Goals:**

PFS-4.3.1 PFS-5.2 NCR-1.5

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 4,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,321
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 161,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,176
							\$ -
							\$ -
<b>Total</b>	<b>\$ 165,497</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 165,497</b>

Project Title: Creekmore Park Train Improvements

Project Number: 6200230016

#### Category:

- ☒ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

#### Type:

- ☒ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

#### Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

#### Status:

- ☐ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Under Construction

#### Location:

Creekmore Park (3301 South M Street)

#### Scope of Work:

Several components contributing to the operation of the Creekmore Express were in need of repairs to continue operations. Several improvements to this amenity have been completed and/or are currently in progress. These improvements include the following:

- Replacement of the railroad ties along the track, including repairs to the switches will to prevent the train from slipping off the rails (Complete).
- Reconfiguration of the train tracks from the train shed to allow the train to run in both directions (Substantially Complete).
- Addition of a tunnel on the north side of the train tracks to double as train car storage while the train is not operation. A trestle bridge was also installed as part of drainage improvements where the tracks cross the main drainage ditch (Complete).
- Replacement of the dilapidated train shed and train car storage. This will include the proper equipment and configuration for maintenance staff to perform maintenance on-site rather than have to transport the train via backhoe and trailer to the Maintenance Shop (In Progress).

#### Future Fort Smith Goals:

FLU-1.4 CCD-2 NCR-1.5

#### Map/Photo:



Demolition and replacement of the train maintenance facility currently on hold to accommodate current construction

#### Cost Summary

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 23,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,892
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 401,108	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 476,108
							\$ -
							\$ -
<b>Total</b>	<b>\$ 425,000</b>	<b>\$ 75,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>

Project Title: **Outdoor Restroom Improvements**

Project Number: 6200230006

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☒ Complete

**Location:**

Multiple Locations

**Scope of Work:**

The outdoor restrooms across our parks system need upgrades due to both age and repeated vandalism. Rather than spend significant to design custom restrooms for each location, prefabricated restrooms from CXT, Inc. are being used. This is the same company used by both state and national parks, as their products are durable, are designed to withstand vandalism, and are easily maintained. To date, the outdoors restrooms at Martin Luther King, Jr. Park (FY23 - near the inclusive playground), Carol Ann Cross Park (FY23), and Woodlawn Park (FY24) have been replaced.

The FY25 allocation is for the remodel of the interior of the restrooms at Tilles Park. These restrooms are structurally sound and do not need to be removed and replaced. Updated toilets, sinks, stalls, etc. will be installed with this allocation.

The FY26 allocation includes the remodel of the restrooms at Spradling Park. The building itself is structurally sound and renovations can take place without complete replacement based on an ancillary assessment of the structure. Therefore, it is recommended to remodel the interior rather than replace the restroom in its entirety. This allocation also includes the replacement of the restroom on the west side of Kelley Park Ballfields. While the structure itself is not in need of replacement, discussions have taken place that may result in the restroom being expanded/replaced to accommodate include locker rooms and new restroom facilities for local school teams who use Kelley Park Ballfields as their home field.

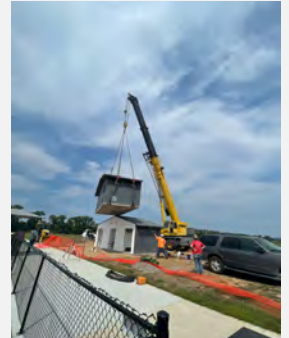
**Future Fort Smith Goals:**

PFS-4.3.1 PFS-5

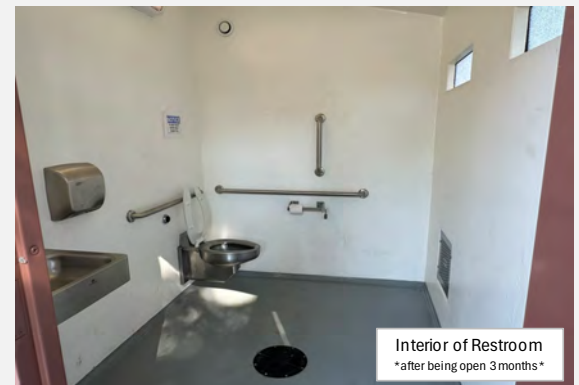
**Map/Photo:**



Installation Process



Woodlawn Park Restroom



Interior of Restroom  
\*after being open 3 months\*

**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 7,402	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,402
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 192,458	\$ 100,000	\$ 625,000	\$ -	\$ -	\$ -	\$ 917,458
							\$ -
							\$ -
<b>Total</b>	<b>\$ 199,860</b>	<b>\$ 100,000</b>	<b>\$ 625,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 924,860</b>

Project Title: **Outdoor Park Pavilions/Shade**

Project Number: N/A

**Category:**

- ☒ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Complete

**Location:**

Multiple Locations

**Scope of Work:**

Most of our parks have outdoor pavilions, both large and small. The wooden pavilions with shingle roofs are deteriorating and need to be replaced with the more durable steel beams and metal roofs. Some have the newer powder coated metal picnic tables while others have the dated concrete picnic tables. The allocation for these improvements will be used to replace outdated/deteriorating wood pavilions, including picnic tables and seating, and add shade throughout our parks.

Parks Staff will evaluate and prioritize the pavilions in need of replacement during FY26. This will allow for smaller pavilions to be replaced in earlier years should funds be available to proceed with such.

**Future Fort Smith Goals:**

FLU-1.4

**Map/Photo:**

Examples of outdoor pavilions in need of replacement.



Recommended to, at a minimum, replace roof shingles with ribbed

**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>

Project Title: Creekmore Park Parking Lot, Sidewalks, and Drainage

Project Number: 6200230018

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☒ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☒ Preliminary Design  
☐ Final Design ☒ Under Construction

**Location:**

Creekmore Park (3301 South M Street)

**Scope of Work:**

The parking lots adjacent to the tennis center and in front of the pool were resurfaced in 2019. A new 8ft wide concrete walking path was built around the park during 2022. This project also included the installation of chases beneath the walking trail to accommodate the significant number of extensions cords for our annual holiday light displays.

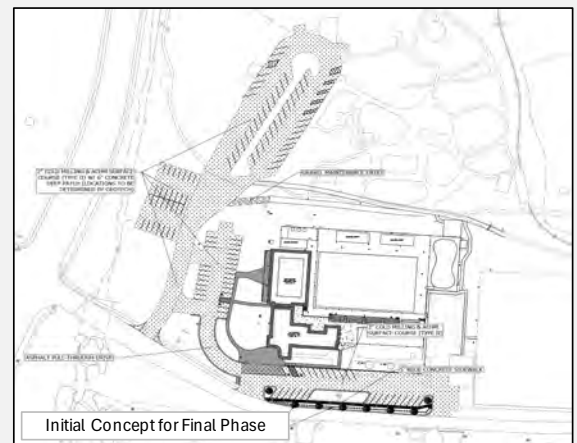
Currently in progress is the removal and replacement the remaining sidewalks interior to the park. Several portions of these sidewalks have experienced cracking and shifting that has become more pronounced over the past few years. Additionally, the 30" storm drainage pipe to the north of the inclusive playground will be replaced and concrete inlets with beehive grates installed to mitigate the pooling of stormwater in heavily utilized areas of the park. This project will be complete later this month.

Engineering design plans are currently being prepared to complete the rehabilitation and reconfiguration of the remaining parking areas within the park. It is recommended to take advantage of the TIPS purchasing cooperative program to complete this project (authorized by Ordinance No. 93-05), as it overlaps with the bathhouse and diving well enclosure project. Beshears Construction holds a current TIPS Contract (#24010401). Beshears has demonstrated their competitive pricing, have a proven work history in all construction fields, and is already mobilized onsite with their work at the pool.

**Future Fort Smith Goals:**

PFS-5.2 PFS-3.2.3 PFS-2.3 NCR-1.5 FLU-1.2 FLU-1.4

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ 71,304	\$ 22,350	\$ -	\$ -	\$ -	\$ -	\$ 93,654
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 440,281	\$ 177,650	\$ -	\$ -	\$ -	\$ -	\$ 617,931
							\$ -
							\$ -
<b>Total</b>	<b>\$ 511,585</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 711,585</b>

Project Title: **Kelley Park Ballfields Improvements**

Project Number: N/A

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☒ Public-Private Partnership

**Type:**

- ☐ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☒ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☐ Preliminary Design  
☒ Final Design ☐ Under Construction

**Location:**

Kelley Park Ballfields (1823 South 31st Street)

**Scope of Work:**

Initial improvements to this facility consisted of the installation of artificial turf on four (4) fields: Skokos, Higgins, Kuykendal, and Flocks. Installation of the artificial turf included the demolition of natural materials, drainage base, sand and rubber infill, and field markings. The total development cost of this project was \$654,516.88. The private sector contributed \$275,000 towards the project.

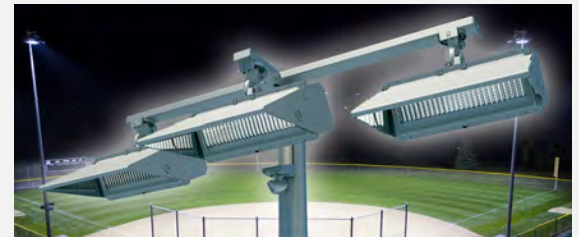
FY25: Replace/retrofit sports field lighting with LED fixtures. The City will utilize the state cooperative purchase program to partner with Musco to perform this work. In addition to being a well-established sports lighting provider, the Musco system also integrates with our new booking software. This will allow for the lights to remain on only during times of use versus a set schedule when users may or may not be present. The conversion to LED fixtures is also expected to result in a cost savings in utilities costs for this park.

Please note the renovation/replacement of the restroom off Old Greenwood Road is scheduled for FY26. This project is included under the Outdoor Restrooms CIP allocation.

**Future Fort Smith Goals:**

PFS-4.3.1 PFS-5

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 350,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 350,000</b>

Project Title: **Neighborhood Park Improvements**

Project Number: 6200230017

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☒ Trails and Greenways  
☒ Infrastructure Improvement ☒ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☐ Not Started ☒ Preliminary Design  
☒ Final Design ☒ Under Construction

**Location:**

Multiple Locations

**Scope of Work:**

This allocation is set aside for existing parks in need of updates. The focus of these updates will be on ADA compliance, addressing dilapidated infrastructure, and other site improvements. Following an inventory and evaluation of existing neighborhood parks, individual parks will be identified, and a general plan established for each in future CIPs. The current prioritized improvements include:

Riley Farm Park – Removal and replacement of existing wooden pedestrian bridges (~320 LF) along the walking path. Due to this being a swamp-like area, treated lumber is not the ideal choice for sustainability. Reconfiguration of the existing walking path and alternative bridge materials are currently under design.

Woodlawn Park – Improvements to the existing basketball court and drainage improvements were completed earlier this year. Improvements still in progress include replacement of the standalone play amenities that have exhausted their useful life.

Hillcrest Park – A neighborhood meeting was held with Hillcrest residents in February 2024. The purpose of this meeting was to determine the types of improvements residents desired to allow our department to identify next steps. A summary of these improvements is provided to the right. Following this meeting, a site survey was completed and staff worked to prepare a final site plan. A neighborhood meeting was held September 30th to review the proposed improvements. Those present were unanimously in support of the proposal.

**Future Fort Smith Goals:**

NCR-1.1 PFS-3.2.2 PFS-5

**Map/Photo:**



Woodlawn Park Basketball Court, Drainage Improvements, and Restroom.



Example of play amenities in need of replacement. The Smart Play Centre by Landscape Structures has been ordered to replace these toddler spring toys.

**Input from Hillcrest Park Neighborhood Meeting**



Examples of Riley Farm Park Bridges

**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 751,580	\$ -	\$ 325,000	\$ -	\$ 545,000	\$ 345,000	\$ 1,966,580
							\$ -
							\$ -
<b>Total</b>	<b>\$ 751,580</b>	<b>\$ -</b>	<b>\$ 325,000</b>	<b>\$ -</b>	<b>\$ 545,000</b>	<b>\$ 345,000</b>	<b>\$ 1,966,580</b>

Project Title: **Outdoor Exercise & Fitness Centers**

Project Number: N/A

**Category:**

- ☒ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☐ Trails and Greenways  
☐ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Multiple Locations

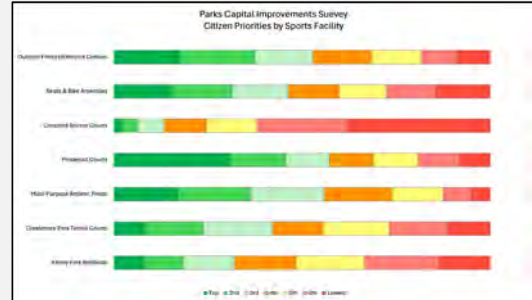
**Scope of Work:**

Earlier this year, citizens were asked to complete a capital improvement survey to help guide the Parks Department in the development of the FY25-FY29 CIP. One of the questions asked citizens to prioritize various sports amenities. The results from this question are provided to the right. Outdoor fitness/exercise courts were ranked as one of the highest priorities by citizens. Since this allocation is not until FY26-FY27, the specific locations have not been identified. Instead, Parks Staff plan to prepare and distribute a survey asking citizens to prioritize what parks they would like these amenities installed.

**Future Fort Smith Goals:**

PFS-5.2 PFS-3.2.3 PFS-2.3 NCR-1.5

**Map/Photo:**



Example of centralized fitness center.



Example of fitness equipment along walking path.

**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 400,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400,000</b>

Project Title: **Community Center Improvements**

Project Number: N/A

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Multiple Locations

**Scope of Work:**

Creekmore Community Center was constructed in 1984. While improvements have been made to the facility, i.e., addition of the Administrative Office, there have been no significant improvements made to the community center itself. Over the past few years, this has become the most heavily utilized rental facility in our parks system for traditional citizen bookings. Priority improvements include upgrading the kitchen area and lowering the ceiling to become more energy efficient.

The River Park Events Building is heavily utilized by entities for large events, such as concerts, festivals, and the Mayor's 4th of July. While improvements are currently being made through the Riverfront/Downtown Operating Budget, there are capital items that will need to be addressed in the next few years, such as the Amphitheater steps.

Given the CIP allocation for this project is not until FY28-FY29, the specific improvements have not been identified.

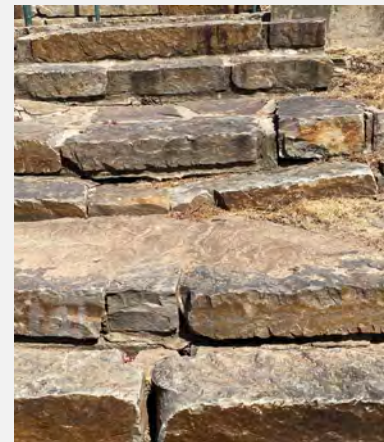
**Future Fort Smith Goals:**

FLU-1.4

**Map/Photo:**



Photos of ceiling to be lowered to become more energy efficient.



Example of stones separation along the Amphitheater steps. Repairs are made as needed, but a complete rehabilitation will be needed within the next few years.

**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 1,000,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 500,000</b>	<b>\$ 1,000,000</b>

Project Title: **Tennis Court Resurfacing**

Project Number: N/A

**Category:**

- ☐ New Development ☒ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☐ New Construction ☐ Trails and Greenways  
☒ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

Creekmore Park (3301 South M Street) and Tilles Park (3700 Grand Avenue)

**Scope of Work:**

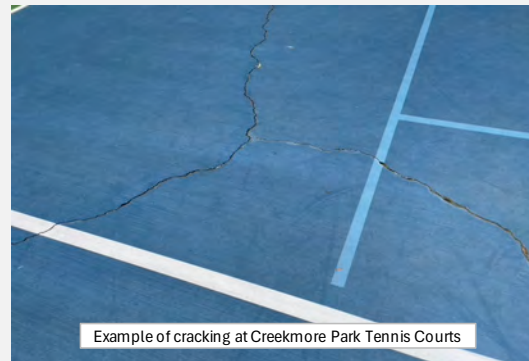
Phase I (FY16) consisted of the complete resurfacing of the bottom four (4) courts at Creekmore Park. The courts at Tilles Park were also improved during this phase by filling in the large cracks throughout the surface, surface painting, and new striping. Our department has worked with the Western Arkansas Tennis Association for the past several years. WATA helped advance these improvements by applying for and being awarded \$15,000 in grant funds for this project.

Phase II (FY27): In talking with WATA, it was determined the rubber surface matting used at Creekmore for Phase I is not a sustainable option, nor is it the preferred surface choice due to the frequent rainfall in our area. WATA and Parks Administration agree it is best to remove the matting from the bottom courts and opt for a traditional hard court surfacing with an acrylic coating. This will be applied to all eight (8) tennis courts at Creekmore Park. Installing a "crack membrane system" as part of the resurfacing will be evaluated (process photos to the right). This process uses a flexible micro sealant tape over the crack, which is then strengthened by a fiberglass membrane (Lower Bros Tennis Courts). This project will also address drainage issues within the playing surface as funding allows.

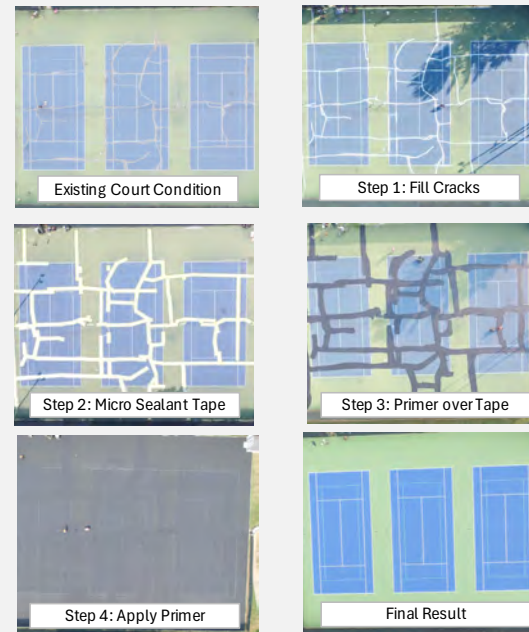
**Future Fort Smith Goals:**

PFS-5 NCR-1.3 FLU-1.4

**Map/Photo:**



**Crack Membrane System Process**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 800,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 800,000</b>

Project Title: **Development of Former ACME Property**

Project Number: N/A

**Category:**

- ☒ New Development ☐ Improvement to Existing  
☐ Public-Private Partnership

**Type:**

- ☒ New Construction ☐ Trails and Greenways  
☐ Infrastructure Improvement ☐ Playground Amenity

**Funding:**

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution  
☐ Grant ☐ Other:

If Other:

**Status:**

- ☒ Not Started ☐ Preliminary Design  
☐ Final Design ☐ Under Construction

**Location:**

**Scope of Work:**

The City purchased approximately 111 acres of land previously owned by the ACME Brick Company. This property is centrally located, setting on both side of Old Greenwood Road. While the leading priority for this property is for flood mitigation, the majority of the property is well-suited for park amenities, such as mountain biking trails, green infrastructure, and both active and passive recreation. Following a nationwide advertisement for Request for Qualifications for park master planning, the City selected RDG Planning & Design based out of Des Moines, Iowa. The Board of Directors were presented an agreement with RDG during their October 8, 2024 Regular Meeting for consideration. The Board **did not approve** this agreement.

Recognizing the potential development of this property to include park amenities is forthcoming, a placeholder line is included in the CIP.

**Future Fort Smith Goals:**

CCD-1 HN-1.6 NCR-1 NCR-2 TI-1 TI-3 PFS-2.1 PFS-4.2 PFS-5

**Map/Photo:**



**Cost Summary**

Category	Est. 2024	2025	2026	2027	2028	2029	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
							\$ -
							\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**CC:** Maggie Rice, Deputy City Administrator  
**FROM:** Jeff Dingman, Deputy City Administrator  
**DATE:** 10/24/2024  
**SUBJECT:** Ten-year CIP for the Solid Waste Services Department

### **SUMMARY**

Attached is the proposed Solid Waste Services Department's (SWS) Capital Improvement Plan for 2025 – 2034 based off of the plan developed in the 2018 rate study/equipment replacement project. Since 2018 we have instituted an equipment/vehicle replacement schedule at the recommendation of the rate study. Included are purchases for collection vehicles, support trucks, commercial trash and recycling containers, compactors, compactor boxes, open-top industrial containers, a forklift, lawn mowers, a star screener, side by sides, and a backhoe.

The Residential Collections Division (6302) for 2025 is requesting a replacement of one (1) Cart Delivery vehicle and one (1) ½ Ton Four-Wheel Drive Pickup vehicle. The new cart delivery vehicle will support the existing cart delivery and maintenance program as the department continues to repair or replace damaged or lost carts and will replace asset #118, a 2015 Hino with 139,226 miles that will be utilized as a reserve/backup unit. The new pickup truck will serve as the Residential Collection Manager vehicle and will replace asset #218 a 2015 Dodge Ram with 79,000 miles. Our maintenance challenge is to keep the residential collections fleet in good working order and it should be noted that these two (2) new vehicles will be evaluated for CNG or Electric equipment if available.

The Commercial/Industrial Collections Division (6303/6307) for 2025 requests replacement of two (2) Commercial Front Loaders and to purchase Commercial Trash and Recycling Containers, Compactors, Compactor Boxes, and Open-Top Industrial Containers.

Commercial Front Loaders: We (6303) are scheduled to replace two commercial front loaders, assets 506 and 84. Asset 506 is a 2015-year model with 131,069 miles and a lifetime repair cost of \$210,476. Asset 84 is a 2013-year model with 161,364 miles and a lifetime repair cost of \$180,728. With the purchase of these replacement collection vehicles, we'll place asset 272 and 857 on our spare or backup list and can use them whenever we have a main line truck down for service. If we're able to complete this purchase, we can auction or otherwise sell assets 506 and 84 as they are in poor condition and no longer reliable. If assets 506 and 84 are left on the line, they will require repairs including: walking beam bushing replacement, slides-pins-bushing replacement for packer system, major electrical problems, steering issues, front suspension issues, PTO problems, worn out packer bodies, and weak

hydraulics. The total cost for both vehicles is estimated at \$1,013,450 and this funding is available in the replacement fund.

Commercial Trash and Recycling Containers: We (6303) are requesting to purchase commercial trash and recycling containers. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal. The old units are scrapped and recycled.

Compactors, Compactor Boxes, and Open-Top Industrial Containers: We (6307) are requesting to purchase compactors, compactor boxes, and open-top industrial containers. Industrial containers are utilized in demanding atmospheres such as construction sites and are often loaded with debris by machinery. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal. Compactors and compactor boxes are purchased upon demand through service agreements. Funds for these purchases are recovered through leases and usage fees.

The Fleet and Grounds Maintenance Division (6304) for 2025 is requesting to purchase a Forklift, two (2) Lawn Mowers, and a 1½ Ton 4X4 Service Truck.

Forklift: We are requesting the purchase of an 8000 lb. forklift to replace our current 5000 lb. forklift. The current forklift is a 2006 model with 3500 hrs. The new forklift will be bigger and have the capability to go across rough terrain. It will be more versatile and will benefit the whole department instead of only the maintenance division. The cost for this forklift will be approximately \$123,000 and funds are available in the replacement account.

Lawn Mowers: We are requesting to purchase two lawn mowers to replace 2 older models. We are currently using a 2014 & 2019 model grasshopper. The 2014 grasshopper has 1700 hrs. and the 2019 has 600 hrs. These mowers are used 5 days a week to mow approximately 25 acres during the warm months of the year. The 2014 mower is well past its useful life. The 2019 mower is due to be replaced in 2025. Both machines are in need of major repair due to worn mower decks and weak hydrostatic motors. The purchase price for both mowers is approximately \$50,000.

Service Truck: We are requesting the replacement of a 2009 1-ton service truck with a 1½ ton service truck. The truck primarily is used as a service truck to respond to field maintenance issues with collection vehicles and/or heavy equipment on the landfill. We would like to replace it with a 1½ ton truck equipped with a service body, an air compressor, a welder, a crane and a tommy lift. The service body will be used to keep tools and repair equipment for field maintenance, using the crane for heavy lifting, such as removing cylinders, and the tommy lift will be used to put a truck tire and jack in the bed of the truck to replace tires in the field. The truck has 60,000 miles and is beyond the life expectancy according to the depreciation schedule. The approximate cost of this truck is \$211,000 and funds are available in the replacement fund.

The Landfill Operations Division (6305) for 2025 is requesting a new Star Screener, two (2) Side by Sides, a Haul Truck, a Backhoe replacement, and a Crew Cab Truck replacement. All of the requested equipment will add net assets to the Division in order to maintain an adequate

backup system and ensure preparedness when regulations cause an operational shift to encompass a larger area of quarterly site maintenance.

**Star Screener:** We are requesting to replace asset 82, which is a 1998-year model star screener with 4,082 hours and is well past its useful life of 17 years. This screener is imperative to the successful operation of our compost program. Consistent, variable output is necessary to compost screening. This machine efficiently separates most all organic waste materials into 2-or 3- fractions with minimal fuel consumption, improves throughput production, and prevents high-moisture content from delaying the process to ensure our marketable product is of excellent quality. It is a critical component in the process of reducing organic material into compost. If we're able to complete this purchase, we can auction or otherwise sell asset 82 as it's in poor condition and is no longer reliable. The total cost for this machine is estimated to be \$787,273.

**Side by Sides:** The original 2018 equipment study listed 6 pickup trucks to be purchased in rotation for the landfill division, but it was decided that reducing the pickup truck number to 3 and increasing the side by sides on the plan to a total of 4 would be much more practical. This will lead to cost savings while continuing to fulfill the need of on-site transportation for landfill employees and temporary workers. The first two 2 side by sides were purchased in 2021 and purchasing the remaining 2 side by sides in 2025 would complete the replacement process. With the purchase of these 2 side by sides they would be replacing a 2003 Ford 150 with 116,000 miles that has become inoperable and a 2006 GMC Sierra 2500 that has multiple mechanical issues including a digital odometer that no longer functions. The cost for each side by side is estimated at \$31,457.

**Haul Truck:** We are requesting to purchase an additional haul truck as part of our replacement schedule. In 2024 we rented a haul truck for 8 months at a cost of \$10,325 per month to assist with various maintenance projects throughout the landfill. The benefit of this additional truck allowed the landfill operation to gain ground on maintenance projects such as clearing the compost facility, cleaning the sediment pond and addressing major erosion issues on slopes. Being able to address these issues in a timely manner without interrupting daily cover being delivered to the working face helped the landfill to remain in compliance with State regulations. The additional haul truck was also smaller, so it allowed easier and safer access to areas that are much more difficult for the larger trucks. All of the aforementioned projects are ongoing and in addition to the increased volume that the landfill is now accepting and the additional areas that are required to be maintained for gas inspections, an additional haul truck is imperative for an efficient daily operation. The landfill division currently has \$100,000 budgeted for the rental of a haul truck in 2025 that could be reallocated with the purchase of a machine. The estimated cost for a small articulated haul truck is \$570,582.

**Backhoe:** We are requesting to replace asset 1032, which is a 2005-year model New Holland backhoe with 3,277 hours and is well past its useful life of 8 years. The backhoe is an integral part of landfill operations as it is mainly utilized to assist customers with offloading material that is difficult to get off of a truck or out of a container. It is also used in maintenance projects such as cleaning culverts or repairing outfalls to ensure the City remains in compliance with State and Federal regulations. The total cost for this machine is estimated at \$135,680.

**Crew Cab Truck:** We are requesting to replace a 2004 Dodge 2500 (asset #224) with 106,501 miles. With the purchase of this new vehicle, asset #224 will remain in program 6305 and the landfill can utilize it as a backup for their growing operation.

The cost for the replacement vehicle is slated at \$60,000 and the crew cab is desirable as a main function will be moving staff around the facility. Thank you for your review and consideration of our requests. We look forward to answering any questions you may have.

**ATTACHMENTS**

1. [20241104\\_Resolution\\_-\\_Solid\\_Waste\\_CIP\\_for\\_2025.pdf](#)
2. [20241031\\_-\\_Solid\\_Waste\\_CIP\\_backup\\_for\\_1104\\_board\\_packet.pdf](#)

RESOLUTION NO. \_\_\_\_\_

RESOLUTION APPROVING AND AUTHORIZING IMPLEMENTATION OF  
THE TEN-YEAR (2025-2034) CAPITAL IMPROVEMENT PLAN FOR THE  
SOLID WASTE SERVICES DEPARTMENT

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

SECTION 1: The Ten-Year (2025-2034) Capital Improvement Plan for the Solid Waste  
Services Department as identified and specified in the attachment hereto is hereby approved.

SECTION 2: The staff is directed to proceed with implementation of the 2025 Capital  
Improvement Plan for the Solid Waste Services Department.

This Resolution adopted this \_\_\_\_ day of November, 2024.

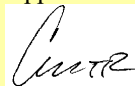
APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to form:



\_\_\_\_\_  
City Attorney

NPR





Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

## MEMORANDUM

To: Jeff Dingman, Deputy City Administrator

From: Dustin Bradshaw, Commercial/Industrial Collections Manager

Subject: 2025 Budget/CIP – Capital Outlay Request/Equipment Replacement

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Attached to this memo is the proposed Solid Waste Services Department's Capital Improvement Plan for 2025 based off the plan developed in the 2018 rate study.

The Residential Collections Division (6302) is requesting replacement of one (1) cart delivery vehicle and one (1) four-wheel drive pickup. The cart delivery vehicle will be replacing asset #118, a 2015 Hino with 139,226 miles at a cost of \$149,628. The pickup will be replacing asset #218, a 2015 Dodge Ram with 79,000 miles at a cost of \$60,000.

The Commercial Collections Division (6303) is requesting replacement of two (2) front load collection vehicles. Asset #84 is a 2013 Mack with 161,364 miles and asset #506 is a 2015 Mack with 131,069 miles. The replacement cost for both vehicles is \$1,013,450.

The Fleet and Grounds Maintenance Division (6304) is requesting replacement of one (1) forklift, two (2) lawn mowers, and one (1) 1.5-ton service truck. The forklift will be replacing asset #4033, a 2006 model with 3,500 hours at a cost of \$123,000. The mowers will be replacing asset #4005, a 2019 Grasshopper 900D with 600 hours and asset #4032, a 2014 Grasshopper 725 DT with 1700 hours. The replacement cost for both mowers is \$50,000. The service truck will be replacing asset #129, a 2009 1-ton service truck with 60,000 miles at a cost of \$211,000.

The Landfill Operations Division (6305) is requesting replacement or addition of one (1) star screener, two (2) side by sides, one (1) small articulated haul truck, one (1) backhoe, and one (1) four-wheel drive pickup. The star screener will be replacing asset #82, a 1998 model with 4,082 hours at a cost of \$787,273. The side by sides will be replacing asset #971, a 2006 GMC Sierra that no longer functions and asset #330, a 2006 Ford F-150 with 116,000 miles that no longer functions. The cost of the side by sides combined is \$62,914. The haul truck is a new addition that will allow us to stop renting an extra haul truck and is necessary as we expand. The cost of this vehicle is \$570,582. The backhoe will be replacing asset #1032, a 2005 New Holland with 3,277 hours at a cost of \$135,680. The pickup will be replacing asset #224, a 2004 Dodge Ram with 106,501 miles at a cost of \$60,000.

Fort Smith Solid Waste Services  
2025 Capital Equipment Replacement

Division	Asset Replacement	Year	Mileage/Hours	Cost (\$)
Residential Collections (6302)	Cart Delivery Vehicle #118	2015	139,226 miles	149,628
	Four-Wheel Drive Pickup #218	2015	79,000 miles	60,000
Commercial Collections (6303)	Front Load Collection #84	2013	161,364 miles	1,013,450
	Front Load Collection #506	2015	131,069 miles	
Fleet & Grounds Maintenance (6304)	Forklift #4033	2006	3,500 hours	123,000
	Lawn Mower #4005	2019	600 hours	25,000
	Lawn Mower #4033	2014	1,700 hours	25,000
	Service Truck #129	2009	60,000 miles	211,000
Landfill Operations (6305)	Star Screener #82	1998	4,082 hours	787,273
	Side by Side - Replacing #971 pickup	2006	No odometer	31,457
	Side by Side - Replacing #330 pickup	2006	116000 miles	31,457
replaces rental equipment/operating cost---->	Small Articulated Haul Truck	N/A	N/A	570,582
	Backhoe #1032	2005	3,277 hours	135,680
	Four-Wheel Drive Pickup #224	2004	106,501 miles	60,000

### Summary Totals

**Total Cost for Residential Collections:** \$209,628  
**Total Cost for Commercial Collections:** \$1,013,450  
**Total Cost for Fleet & Grounds Maintenance:** \$384,000  
**Total Cost for Landfill Operations:** \$1,615,449

### Grand Total Cost:

**Total Cost:** \$3,222,527



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Nicole R. Riley, Solid Waste Services Director  
**DATE:** 10/24/2024  
**SUBJECT:** Ten-year CIP for the Solid Waste Services Department

### SUMMARY

Attached to this memo is the proposed Solid Waste Services Department's (SWS) Capital Improvement Plan for 2025 – 2034 based off of the plan developed in the 2018 rate study. Since 2018 we have instituted a vehicle replacement schedule at the recommendation of the rate study. Included are purchases for trucks, commercial trash and recycling containers, compactors, compactor boxes, open-top industrial containers, a forklift, lawn mowers, a star screener, side by sides, and backhoe.

The Residential Collections Division (6302) for 2025 is requesting a replacement of one (1) Cart Delivery vehicle and one (1) ½ Ton Four-Wheel Drive Pickup vehicle. The new cart delivery vehicle will be utilized to support the existing cart delivery and maintenance program as the department continue to repair or replace damage or lost carts and will replace asset #118, a 2015 Hino with 139,226 miles that will be utilized as a backup to delivering and repairing carts. The new pickup truck will serve as the Residential Collection Manager vehicle and will replace asset # 218 a 2015 Dodge Ram with 79,000 miles Our maintenance challenge is to keep the residential collections fleet in good working order and should be noted that these two (2) new vehicles would be equipment with CNG or Electric if available.

The Commercial/Industrial Collections Division (6303/6307) for 2025 is requesting to replace two (2) Commercial Front Loaders and to purchase Commercial Trash and Recycling Containers, Compactors, Compactor Boxes, and Open-Top Industrial Containers.

Commercial Front Loaders: We (6303) are requesting to replace two commercial front loaders, assets 506 and 84. Asset 506 is a 2015-year model with 131,069 miles and a lifetime repair cost of \$210,476. Asset 84 is a 2013-year model with 161,3645 miles and a lifetime repair cost of \$180,728. With the purchase of these new collection vehicles, we'll be able to place asset 272 and 857 on our spare or backup list and can use them whenever we have a main line truck that's inoperable. If we're able to complete this purchase, we can auction or otherwise sell assets 506 and 84 as they're in poor condition and no longer reliable. If assets 506 and 84 are left on the line, they will require repairs including: walking beam bushing replacement, slides-pins-bushing replacement for packer system, major electrical problems, steering issues, front suspension issues, PTO problems, worn out packer bodies, and weak hydraulics. The total cost for both vehicles is estimated at \$1,013,450.

Commercial Trash and Recycling Containers: We (6303) are requesting to purchase commercial trash and recycling containers. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal.

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The Fleet and Grounds Maintenance Division (6304) for 2025 is requesting to purchase a Forklift, two (2) Lawn Mowers, and a 1½ Ton 4X4 Service Truck.

Forklift: We are requesting the purchase of an 8000 lb. forklift to replace our current 5000 lb. forklift. The current forklift is a 2006 model with 3500 hrs. The new forklift will be bigger and have the capability to go across rough terrain. It will be more versatile and will benefit the whole department instead of only the maintenance division. The cost for this forklift will be approximately \$123,000.

Lawn Mowers: We are requesting to purchase two lawn mowers to replace 2 older models. We are currently using a 2014 & 2019 model grasshopper. The 2014 grasshopper has 1700 hrs. and the 2019 has 600 hrs. These mowers are used 5 days a week to mow approximately 25 acres during the warm months of the year. The 2014 mower is well past its useful life. The 2019 mower is due to be replaced in 2025. Both machines are in need of major repair due to the mower decks worn and the hydrostatic motors are weak. The purchase price for both mowers is approximately \$50,000.

Service Truck: We are requesting the replacement of a 2009 1-ton service truck with a 1½ ton service truck. The truck primarily is used as a service truck to respond to field maintenance issues with collection vehicles and/or heavy equipment on the landfill. We would like to replace it with a 1½ ton truck equipped with a service body, an air compressor, a welder, a crane and a tommy lift. The service body will be used to keep tools and repair equipment for field maintenance, using the crane for heavy lifting, such as removing cylinders, and the tommy lift will be used to put a truck tire and jack in the bed of the truck to replace tires in the field. The truck has 60,000 miles and is beyond the life expectancy according to the depreciation schedule. The approximate cost of this truck is \$211,000.

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**Star Screener:** We are requesting to replace asset 82, which is a 1998-year model star screener with 4,082 hours and is well past its useful life of 17 years. This screener is imperative to the successful operation of our compost program. Consistent, variable output is necessary to compost screening. This machine efficiently separates most all organic waste materials into 2-or 3- fractions with minimal fuel consumption, improves throughput production, and prevents high-moisture content from delaying the process to ensure our marketable product is of excellent quality. If we're able to complete this purchase, we can auction or otherwise sell asset 82 as it's in poor condition and is no longer reliable. The total cost for this machine is estimated to be \$787,273.

**Side by Sides:** The original study listed 6 pickup trucks to be purchased in rotation for the landfill division, but it was decided that reducing the pickup truck number to 3 and increasing the side by sides on the plan to a total of 4 would be much more practical. This will lead to cost savings while continuing to fulfill the need of on-site transportation for landfill employees and temporary workers. The first two 2 side by sides were purchased in 2021 and purchasing the remaining 2 side by sides in 2025 would complete the replacement process. With the purchase of these 2 side by sides they would be replacing a 2003 Ford 150 with 116,000 miles that has become inoperable and a 2006 GMC Sierra 2500 that has multiple mechanical issues including a digital odometer that no longer functions. The cost for each side by side is estimated at \$31,457.

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**Backhoe:** We are requesting to replace asset 1032, which is a 2005-year model New Holland backhoe with 3,277 hours and is well past its useful life of 8 years. The backhoe is an integral part of landfill operations as it is mainly utilized to assist customers with offloading material that is difficult to get off of a truck or out of a container. It is also used in maintenance projects such as cleaning culverts or repairing outfalls to ensure the City remains in compliance with State and Federal regulations. The total cost for this machine is estimated at \$135,680.

**Crew Cab Truck:** We are requesting to replace a 2004 Dodge 2500 (asset #224) with 106,501 miles. With the purchase of this new vehicle, asset #224 will remain in program 6305 and the landfill can utilize it as a backup for their growing operation. The cost for the replacement vehicle is slated at \$60,000.

Thank you for your review and consideration of our requests. We look forward to answering any questions you may have.



## MEMORANDUM

July 23, 2024

To: Nicole Riley - Director of Solid Waste Services

From: Mitchell Parker - Residential Division Manager

Subject: Capital Improvement Plan 2025

---

The Residential Collections Division (6302) includes a replacement of one (1) Cart Delivery vehicle and one (1) ½ ton four-wheel drive pickup vehicle. The new Cart Delivery vehicle will be utilized to support the existing cart delivery and maintenance program as the department continues to repair or replace damaged or lost carts and will replace asset #118, a 2015 Hino with 139,226 miles that will be utilized as a backup to delivering and repairing carts. The new pickup truck will serve as the Residential Collection Manager vehicle and will replace asset # 218 a 2015 Dodge Ram with 79,000 miles. Our maintenance challenge is to keep the residential collections fleet in good working order and should be noted that these two (2) new vehicles would be equipped with CNG or Electric if available.



1023 N GARNETT RD  
TULSA, OK 74116  
PHONE #: 918-438-2000  
STATE DEALER #: D03398

DATE:  
DEAL #:  
SALES REP:  
  
PO #:

**QUOTE**  
JUL 25, 2024  
31203-01  
JAMES PATCHEN  
918-284-2297

**BILL TO**

City of Fort Smith-Waste& Recycling  
5900 Commerce  
Fort Smith, AR 72916  
Terry Rankin • 479-739-5843

QTY	PURCHASING	UNIT PRICE	TOTAL
1	2025 BATTLE MOTORS LET-2	\$126,542.00	\$126,542.00
		\$0.00	\$0.00
	Morgan 16ft Dry Van	\$13,116.00	\$13,116.00
	Morgan Rail Lift	\$10,000.00	\$10,000.00
	<i>TOTAL</i>	<i>\$149,658.00</i>	<i>\$149,658.00</i>

<b>TOTAL SALES PRICE</b>	<b>\$149,658.00</b>	<b>\$149,658.00</b>
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QTY	TRADES	ALLOWANCE
	<b>TOTAL TRADES</b>	<b>\$0.00</b>
	SUB TOTAL	\$149,658.00
	NO TAXES	\$0.00
	DEPOSITS	\$0.00
	<b>AMOUNT DUE</b>	<b>\$149,658.00</b>



1023 N GARNETT RD  
TULSA, OK 74116  
PHONE #: 918-438-2000  
STATE DEALER #: D03398

DATE:  
DEAL #:  
SALES REP:  
  
PO #:

**QUOTE**  
JUL 25, 2024  
31203-01  
JAMES PATCHEN  
918-284-2297



DN-0830079-1

Quoted By: David Gore

Created: 7/25/2024

Revised: 7/25/2024

• , • Phone: • Fax: • www.morgancorp.com

Configuration: GVSD9116102 No Railgate  
Reference:Regional Sales Manager:  
Technical Service Rep:DAVID GORE  
MARTHA BRENEISER**Customer**HOLT TRUCK CENTERS - OKLAHOMA CITY  
1735 W RENO AVE

OKLAHOMA CITY, OK 73106

Customer Number: 316739  
Terms: N30**Contacts**Quote: Jim Patchen  
p.Ship to:  
p.**Ship To**HOLT TRUCK CENTERS - OKLAHOMA CITY  
1735 W RENO AVE

OKLAHOMA CITY, OK 73106

Shipping Method: Delivery/Driveaway

**Model**

GVSD09116096

**Description**

DRY FREIGHT VAN BODY 16FT NOMINAL

**Plant**

TX - Corsicana

**Body Dimensional Information**Inside Height: 91.12  
Inside Length: 191.63  
Inside Width: 92.88  
Rear Door Opening (W x H): 88Wx85.25H**Chassis Information**Make: BATTLE MOTORS  
Model: LNT  
Expected Date:  
Color: WHITE  
Rear Axle: Single (1)  
Air Horns on Cab Roof.: NoYear: 2025  
WB: 163  
FW: 34  
CA:  
Vert. Exh.: No**Chassis Pickup? No**

FOB: 128

Note: Body dimensional information above for reference only. These dimensions may change based on any special pricing items included in this quotation.

**Specifications**

\*\*\* Special Pricing items included shown in italics below \*\*\*

[ DN-0830079-1 ]

OPTION	DESCRIPTION	QTY	Weight**
MBB Assembly	DRY FREIGHT VAN BODY 16FT NOMINAL	1	0.001
CHASSISINFO		1	TBD
Note User Defined Chassis Entries	USER-DEFINED CHASSIS: BATTLE MOTORS LNT; 163" WHEELBASE; 128" FOB; FUEL NOT SPECIFIED	1	TBD
SUBFRAME	3" I BEAM CROSSMEMBERS ON 16" CENTERS WITH 4" LONGRAIL W/O WHEELPANS	1	380.69
	MYLAR TAPE IS APPLIED BETWEEN ALL STEEL SUBFRAME COMPONENTS AND EXTRUDED ALUMINUM LOWER BOTTOM RAILS TO PREVENT CORROSION	1	0.17
MOUNTING	FULL MOUNT-U BOLT	1	89.86
	MUDFLAPS-MORGAN 24" X 36" BLACK	1	17.62
FLOOR	1 1/8 IN. LAMINATED HARDWOOD FASTENED TO SUBFRAME. FLOOR BOARDS ARE SHIP LAPPED AND PRE-UNDERCOATED FOR PROTECTION FROM ELEMENTS.	1	544.3
MOUNTING	UNDERCOATING WATER BASED UNDERCOATING APPLIED TO ROADSIDE AND CURBSIDE EXTERIOR AND INTERIOR OF LONG RAILS AND WHEEL PANS, AS APPLICABLE, EXCLUDING ALL OTHER FLOOR AND SUBFRAME EXTERIOR COMPONENTS	16	6.56
THRESHOLD	STEEL GALVANIZED ANGLE FLUSH TO REAR	1	7.18
REAR DOOR	MORGAN STANDARD REAR OVERHEAD DOOR	1	290.32
	SPACER KIT FOR REAR DOOR INSTALLATION	1	1.64
	VINYL SEAL KIT WITH MONOBOLTED OVERHEAD DOOR	1	3.93
REAR FRAME	HEADER SUB-COMPONENT GALVANNEALED WITH STANDARD LIGHTS	1	57.03
	POST SUB-COMPONENT GALVANNEALED FOR OVERHEAD DOOR	1	68.72

Quotation Number: QN-0727087-1

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Quoted By: David Gore

Created: 7/25/2024

Revised: 7/25/2024

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	ENDPLATE SUB-COMPONENT FOR DRY FREIGHT FOR OVERHEAD DOOR V-GROOVE ENDPLATE FOR 1 4.12" AND 4.38" V-GROOVE ENDPLATE.	1	77.03
SKINS-SIDES	.040 ALUMINUM PREPAINTED WHITE	1	123.84
	RIVETS FOR FRONT AND SIDEWALLS-16 BODY	1	3.15
SIDE WALL	MORGAN STANDARD SIDE WALL WITH LIGHT WEIGHT ALUMINUM HAT POSTS ON 16"CENTERS 1 CURBSIDE	1	89.783
	MORGAN STANDARD SIDE WALL WITH LIGHT WEIGHT ALUMINUM HAT POSTS ON 16"CENTERS 1 ROADSIDE	1	89.783
LINER-SIDE	CUSTOMER HAS DECLINED THE SIDE LINER OPTION ON THIS ORDER	1	TBD
INTERIOR TIES	SIDE SERIES E-TRACK, POST MOUNTED	4	125.32
	LOCATE POST MOUNTED ROW AT 30 IN. FROM TOP OF FLOOR TO CENTER OF TRACK	1	0.001
	LOCATE POST MOUNTED ROW AT 60 IN. FROM TOP OF FLOOR TO CENTER OF TRACK	1	0.001
FRONT END	MORGAN STANDARD FRONT WALL WITH LIGHT WEIGHT ALUMINUM HAT POSTS & AERODYNAMIC ALUMINUM RADII	1	46.379
SKINS-FRONT	.040 ALUMINUM PREPAINTED WHITE	1	25.64
LINER-FRONT	CUSTOMER HAS DECLINED THE FRONT LINER OPTION ON THIS ORDER	1	TBD
ROOF	.032 ONE PIECE ALUMINUM SHEET WITH ANTI-SNAG ROOF BOWS ON 24 IN. CENTERS WITH CROWNED 1 ROOF DESIGN WHICH PREVENTS WATER/ICE POOLING	1	104.53
	AERODYNAMIC ALUMINUM RADIUS AND POLY-TUFF CORNER CAPS	1	27.62
INTERIOR LIGHTS	ONE INTERIOR LED DOME LAMP	1	1.19
	TOTAL DOMELIGHT(S) = 1;	1	0.001
	SWITCH WITH INDICATOR MOUNTED IN CAB DASH	1	6.45
	SWITCH FOR DOMELIGHT CIRCUIT	1	0.001
	NOTE: MORGAN SWITCH CHOSEN. MORGAN WILL NOT USE CHASSIS OEM SWITCH.	1	0.001
UNDERRIDE	4" SQUARE ANTI-SKID TUBE WITH 24" UPRIGHTS/30.5" SPREAD	1	84.6
EXTERIOR LIGHTS	TECNIQ S37 LED SEALED CLEARANCE LIGHT, PER FMVSS-108 INSTALLED IN FRONT CORNER CAPS, 1 SIDE TOP RAILS AND FIVE ACROSS REAR HEADER.	1	5.83
	COMPONENTS USED FOR CHASSIS WIRING AND LIGHTS INT/GRND	1	7.53
PAINT	REAR FRAME STEEL WHITE IMRON	1	0.001
DECALS	MORGAN LOGO AND SAFETY DECALS-FULL MOUNT	1	0.11
	DCL WRNG NO FRKLFT PLT MTD	1	0
SAFETY ITEMS	ALUMINUM 12" GRAB HANDLE-BOLTED	2	1.02
	GRAB HANDLE MOUNTED ON CURBSIDE AND ROADSIDE REAR	1	0.001
	CONSPICUITY TAPE INSTALLATION	1	0.41
	BOTH SIDES OF BODY, ACROSS BOTTOM OF REAR DOOR, UNDERRIDE PROTECTOR, AND TWO 1 INVERTED L's ON THE UPPER OUTBOARD CORNERS. PER DRAWING CONSP00	1	0.001
	CUSTOMER HAS DECLINED SIDE GUARD OPTION ON THIS ORDER	1	0.001



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NOTE: MORGAN OFFERS A SIDE-GUARD SAFETY OPTION FOR THIS VEHICLE CONFIGURATION. IT IS 1 0.001  
RECOMMENDED THAT YOU VERIFY LOCAL ORDINANCES REGARDING SIDE GUARDS ON TRUCK BODIES  
IN LOCATIONS WHERE YOUR VEHICLE(S) MAY BE OPERATING. ASK YOUR MORGAN SALESPERSON FOR  
MORE INFORMATION RELATED TO SIDE-GUARD PROTECTION.

CHASSIS FRAME CHASSIS FRAME EXTENSION  
EXTENSION

1 TBD

Special Engineering SPR341707 CUSTOMER IS REQUESTING A WALTCO MDL/HP-16 RAILGATE WITH 89X48 ALUMINUM 1  
Item PLATFORM. ALL STANDARD OPTIONS.

Total Body Weight: TBD

CONTACT MORGAN FACTORY REP FOR TOTAL BODY WEIGHT

## NOTES TO CUSTOMER:

As a condition of sale, Morgan may require an up-front deposit representing up to 50% of the purchase price listed on this Quote for material or component(s) that are "special order" or "unique" (e.g., items not readily transferrable by Morgan for other use), due and payable to Morgan prior to processing Customer's order. Customer shall not have the right of cancellation, except upon the written consent of Morgan. Material or components considered "special order" or "unique" (e.g., items not readily transferable by Morgan for other use), are not cancellable. If a cancellation of any order is accepted by Morgan, Morgan reserves the right to assess a cancellation fee of up to 50% of the price set forth on the Quote / Sales Agreement. Deposits are not refundable.

Production dates for all orders requiring a chassis are subject to change at Morgan's sole discretion if full and accurate chassis Vehicle Identification Number(s) ("V.I.N.") and their matching Purchase Order number are not received by Morgan at least thirty (30) days prior to an originally scheduled production date.

**DIMENSIONAL DATA:** All dimensions, weights, and measurements specified herein are estimates and are subject to Morgan's manufacturing tolerances, may change without notice, and may vary depending on options selected. Please contact Morgan for dimension, weights, and measurements for your particular truck body and chassis.

**NOTICE:** Morgan Truck Body, LLC manufactures all vehicles to conform to applicable U.S. Federal Motor Vehicle Safety Standards (FMVSS) in effect at time of manufacture. Buyer/end-user is responsible for ensuring this vehicle, when operated, meets all applicable federal, state and local rules, regulations and statutes, including, but not limited to, those governing safety equipment, cargo securement, and accessories.

Morgan will give Customer a notice of release ("Release Notice") of their completed truck body units ("Vehicles") and Customer will remove, or authorize Morgan to remove, the Vehicles from Morgan's lot within five (5) days of the date thereof. After which time, and pursuant to Morgan's Standard Sales Agreement, Morgan shall not be responsible for any loss or damage thereto, for any reason, including, but not limited to, such loss or damage caused by fire, flood, storm, act of God, vandalism, accident, explosion, war, strike, civil or military authority, or any other similar causes.

In addition, Customer agrees to reimburse Morgan's then current lot lease expenses for every month past fourteen (14) days of the date of the Release Notice that the Vehicles remain on Morgan's lot. Customer also agrees to pay Morgan for all costs incurred, after fourteen (14) days of the date of the Release Notice, to maintain the Vehicles in satisfactory (road-worthy) working order.

Morgan shall not be responsible nor otherwise be held liable for cargo loss, loss of use, property damage, commercial (economic) loss, or other direct, indirect, incidental, consequential, or special damages alleged to have been caused by any Morgan product, or any delay in delivery of such product.

Morgan reserves the right to increase the quoted prices based on increases in prices charged to Morgan by its suppliers as of the date of Morgan's receipt of the chassis and all customer supplied material (if any). In the occurrence of Goods ordered without chassis (i.e., flat-bed pick-ups/deliveries), Morgan reserves the right to increase the quoted prices based on increases in prices charged to Morgan by its suppliers anytime up to start of production of the Goods.

Morgan's Sales Agreement Terms and Conditions apply to this quote. Morgan's Sales Agreement Terms and Conditions are available via the following hyperlink: [Morgan's Sales Agreement Terms and Conditions](#) and upon request. Any additional or different terms proposed by Buyer, including but not limited to any that may appear on Buyer's Purchase Order, are objected to and hereby rejected.

Prices in \$USD

Unit Price:	\$ 13,116.00
X QTY	1
Total Quote Price:	\$ 13,116.00



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Quoted By: David Gore

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Quote is valid for 60 days and is subject to the terms and conditions of this Quote and Morgan's Sales Agreement Terms and Conditions. In the event customer receives written consent from Morgan to cancel any order. Morgan reserves the right to assess a cancellation fee of up to 50% of the prices set forth on the Quote / Sales Agreement.

**Price quoted does not include applicable taxes.  
Applicable taxes will be added at time of invoice.**

Customer Acceptance of Quote - The pricing, specifications, and conditions of this quotation are satisfactory and are hereby accepted. We authorize Morgan to perform the work as specified. However, if full, 17 digit VIN (Vehicle Identification Number) is not provided to Morgan before at least 60 days of estimated chassis arrival date, Morgan reserves the right to delay the processing of this order. We (Customer) authorize and agree to allow Morgan to send email communication to us regarding chassis status and updates.

Customer Signature:	Date of Acceptance:
---------------------	---------------------

**PO and Chassis Details:**

\* Chassis Expected Date:

#	* PO #	* Chassis VIN	Customer Unit #	Chassis Factory #
1				

\* PO #, Chassis VIN #, and Chassis Expected Date are required when placing an order with Morgan Corporation. Please provide if not listed above.

## 2025 VEHICLE PRICING

Description	Model	Price
Small P/u Truck Extended	DISCONTINUED	DISCONTINUED
Small Pickup Truck Crew	Ford Maverick	\$30,400.00
1/2T Full Size 4x4 Crew Cab	RAM Crew Cab Classic 4X4	\$44,200.00
1/2T Full Size; 4x2 Reg. Cab	DISCONTINUED	DISCONTINUED
1/2T Full Size; 4x2 Ext-Cab Medium Duty	Ram Quad Cab Classic 4X2	\$36,800.00
1/2T Full Size; 4x2 Crew-Cab Medium Duty	RAM Crew Cab Classic 4X2	\$40,100.00
1/2T Full Size 4x4 Ex-Cab; Short Bed	Ram 1500 Quad Cab Classic 4X4	\$44,500.00
1/2T Full Size 4x4; Crew-Cab; Short Bed	Ram 1500 Crew Cab Classic 4X4	\$47,200.00
3/4T HD; 4x2 Reg. Cab Long Bed *	Ford F-250	\$52,100.00
3/4T HD; 4x2 Ex-Cab Long Bed *	Ford F-250 Extended Cab 4x2	\$53,900.00
3/4T HD; 4x2 Crew-Cab Long Bed *	Ford F-250	\$55,400.00
3/4T HD; 4x4 Reg. Cab Long Bed *	Ford F-250	\$54,200.00
3/4T HD; 4x4 Ex-Cab Long Bed *	Ford F-250	\$56,800.00
3/4T HD; 4x4 Crew-Cab Long Bed *	Ford F-250	\$58,500.00
1T 4x2 Reg. Cab Dually Long Bed Gas Eng. *	Ford F-350	\$53,900.00
1T 4x2 Chassis/Cab Single-Wheel, Crew Cab *	Ford F-350 CC SRW	\$57,600.00
1T 4x2 Chassis/Cab Dually, Crew Cab Gas Eng. *	Ford F-350 CC	\$58,800.00
1T 4x2 Reg. Cab Dually Long Bed Diesel Eng.	Ford F-350	\$63,800.00
1T 4x2 Chassis/Cab Crew Cab SRW Diesel Eng.	Ford F-350	\$67,400.00
1T 4x2 Chassis/Cab Reg. Cab Dually, Diesel Eng.	Ford F-350 CC	\$65,200.00
1T Chassis/Cab Crew-Cab Dually, Diesel Eng.	Ford F-350	\$68,700.00
VANS & SUV's		
1/2T Full Size Utility Van;	Ford Transit	\$51,200.00
3/4T Full Size Utility Van;	Ford Transit	\$52,200.00
1T Full Size Utility Van;	Ford Transit LR Utility Van	\$54,100.00
1T 12-Passenger Van;	Ford Transit	\$59,900.00
1T 15-Passenger Van;	Ford Transit	\$61,400.00
Compact Utility Mini-Van 2-Passenger	DISCONTINUED	DISCONTINUED
Compact Utility Mini-Van 5-Passenger Wagon	DISCONTINUED	DISCONTINUED
Compact 7-Pass Mini-Van	DISCONTINUED	DISCONTINUED
2WD 5-Passenger Small Sport Utility Vehicle	DISCONTINUED	DISCONTINUED
4WD 5-Passenger Small Sport Utility Vehicle	DISCONTINUED	DISCONTINUED
2WD 5-Passenger Small Sport Utility Vehicle	Jeep Grand Cherokee 4X2	\$41,500.00
4WD 5-Passenger Small SUV	DISCONTINUED	DISCONTINUED

## 2025 VEHICLE PRICING

Description	Model	Price
2WD 7-Passenger SUV	DISCONTINUED	DISCONTINUED
4WD 7-Pass SUV	DISCONTINUED	DISCONTINUED
<b>HYBRID / ALTERNATIVE VEHICLES</b>		
Chrysler Pacifica Mini-Van	Chrysler Pacifica Hybrid	\$59,400.00
<b>POLICE VEHICLES</b>		
Ram 1500 SSV Crew Cab 4WD NOT HIGH SPEED	RAM SSV Crew Cab Classic 4X4	\$44,900.00
Ford Hybrid Police SUV HIGH SPEED	Ford Hybrid Police SUV - Interceptor	\$55,800.00
Ford F-150 Crew Cab SSV, 4x2 NOT HIGH SPEED	Ford F-150 SSV	\$51,800.00
Durango Pursuit, AWD HIGH SPEED PURSUIT	DISCONTINUED	DISCONTINUED
Ram 2500 SSV Crew Cab 4WD NOT HIGH SPEED **	RAM 2500 Crew Cab SSV	\$57,100.00
Ram 3500 SSV Crew Cab 4WD NOT HIGH SPEED **	RAM 3500 Crew Cab SSV	\$53,800.00
Ford F-150 Super Crew SSV, Police Pursuit 4x2	F-150 Police Responder	\$56,600.00

\* Diesel Engine: Add \$11,500

\*\* Diesel Engine: Add \$10,000



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

To: Nicole Riley, Director of Sanitation

From: Dustin Bradshaw, Commercial/Industrial Manager

Subject: 2025 Budget – Request for Commercial Front Loaders for Program 6303

---

Since 2018 we have instituted a vehicle replacement schedule in our Commercial Collections Division (program 6303) at the recommendation of the rate study. For 2025, we are requesting to replace two of these trucks, assets 506 and 84. Asset 506 is a 2015-year model with 131,069 miles and a lifetime repair cost of \$210,476. Asset 84 is a 2013-year model with 161,3645 miles and a lifetime repair cost of \$180,728. With the purchase of these new collection vehicles, we'll be able to place asset 272 and 857 on our spare or backup list and can use them whenever we have a main line truck that's inoperable. If we're able to complete this purchase, we can auction or otherwise sell assets 506 and 84 as they're in poor condition and no longer reliable.

If assets 506 and 84 are left on the line, they will require repairs including: walking beam bushing replacement, slides-pins-bushing replacement for packer system, major electrical problems, steering issues, front suspension issues, PTO problems, worn out packer bodies, and weak hydraulics.

The total cost for both vehicles is estimated at \$1,013,450

Please contact me should you have any questions or would like additional information regarding this request.



Seller

**Labrie Environmental Group**  
**175-B Rte Marie Victorin**  
**Lévis, Québec**  
**Canada**  
**G7A 2T3**



Phone : 418-831-8250  
Toll-Free : 1-800-463-6638  
Website : [www.labriegrup.com](http://www.labriegrup.com)

## QUOTE FORM

Quote # / Rev. #	Reference #	Quoted Date
5412 / 0		2024-07-26
Price List / Currency	Last Revision Date	Quote Valid Until
2025-A / USD	2024-07-26	2024-10-09
Regional Sales Manager	Customer Service Rep.	Product Specialist
Steve DeGeorge	Tracie Mauthe	Francois Leblond
Opportunity Type	Carrier	Departure Region
SW End Client	Customer Pickup	San Luis, AZ, US

SOLD TO	SHIP TO	END CLIENT
J & R Equipment LLC 8800 SW 8th St dba J&R Environmental Trucks Oklahoma City, OK 73128 United States  Email : Phone : 405-495-5110	J & R Equipment LLC 8800 SW 8th St dba J&R Environmental Trucks Oklahoma City, OK 73128 United States  Email : Phone :	City of Fort Smith 623 Garrison Ave Room 101 Fort Smith, AR 72901 United States  Email : Phone : 479-784-2262

## CHASSIS INFORMATION

Chassis Provided By : Supplied by Customer	Engine Make : Cummins
Chassis Manufacturer : Battle Motors	Engine Model : ISX12N
Chassis Model : LET2	Engine Power : Engine HP NOT Required
Cab Style : Cab Over	Engine Torque : Engine Torque NOT Required
Drivetrain : 6X4	Transmission Make : Allison
Auxiliary Axle : Without Auxiliary Axle	Transmission Model : RDS 4000 Series WTEC 4 & 5
CNG System Upon Arrival : CNG Management Module Only	Transmission Type : Automatic Transmission
Driving Configuration at Delivery : Sit-Down from Company on Streetside Only	
Chassis Delivery Address : Mexico: 919 Urtuzuastegui St., San Luis, AZ 85349	

## COLOR INFORMATION

Cab Color : Blue from Factory	Cab Color Code : To Be Confirmed
Body Color : Blue	Body Color Code : To Be Confirmed
Chassis Color : Black from Factory	Chassis Color Code : Color Code NOT Required
Paint Scheme Number : Without	Match Cab : Yes

## CARTS INFORMATION

Cart Make : Without or NOT Required	Cart Type : Without or NOT Required
Cart Capacity : Without or NOT Required	

## BODY CONFIGURATION

Body Model : WITTK	Total Capacity : 34yd <sup>3</sup> (34+0)
Arm Model : SuperDuty	Body Capacity : 34yd <sup>3</sup>
Body Type : Factory Mounted	Tailgate Capacity : 0yd <sup>3</sup>
Body Division : Without Division	

**BASE PRICE** 149,120.00\$

## OPTIONS

#	Category	Option   Description	Price
1	CNG	CCNG-0020   CNG System Tailgate Mounted - 2 Tanks 86DGE	49,690.00 \$
2	CNG	CNGP-0050   CNG Filling Port on Front Bumper Streetside	1,730.00 \$
3	CNG	CNGA-0000   In-cab CNG Alarm	2,540.00 \$



Seller

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Regional Sales Manager	Customer Service Rep.	Product Specialist
Steve DeGeorge	Tracie Mauthe	Francois Leblond
Opportunity Type	Carrier	Departure Region
SW End Client	Customer Pickup	San Luis, AZ, US

#	Category	Option   Description	Price
5	Lifting	AALC-0050   Arm Lifting Capacity: 10,000 lbs	1,450.00 \$
6	Lifting	ADVD-STD01   Deceleration Valve on Arms Up Movement	0.00 \$
7	Lifting	BBCS-0000   Canopy Sweeper	900.00 \$
8	Lifting	AFST-STD02   Forks Thickness 1-1/2"	0.00 \$
#	Category	Option   Description	Price
9	Hopper Area	BSWS-0030   Chromium Carbide Packer Shoes and Rails	1,850.00 \$
10	Hopper Area	BSHD-STD01   10 Ga Steel Reinforced Sliding Top Door	0.00 \$
11	Hopper Area	BBEH-6760   Heavy Duty 3/16" Thick Extended Hopper Wind Flanges	1,130.00 \$
#	Category	Option   Description	Price
12	Consoles & Controls	AAJC-0091   Pneumatic Control with 1 handle (Arms & Forks)	0.00 \$
#	Category	Option   Description	Price
13	Hydraulic	HPSO-7330   Automatic Pump shutoff at 40 km/h- 25 mph	370.00 \$
14	Hydraulic	HCON-STD01   JIC	0.00 \$
15	Hydraulic	HHSP-STD01   Nylon Protective Sleeves on all Hydraulic Hoses	0.00 \$
16	Hydraulic	CCPM-0091   Single Pump Denison T6D (Front)	370.00 \$
17	Hydraulic	CHFT-STD02   Hydraulic Tank Mounted on Chassis	0.00 \$
18	Hydraulic	HBCV-STD01   Body Valve on Body Streetside Wall	0.00 \$
19	Hydraulic	EBCV-STD01   Pneumatic Over Hydraulic Body Main Valve	0.00 \$
#	Category	Option   Description	Price
20	Accessories	BSAD-6004   Access Door with Hinges (Streetside)	2,040.00 \$
21	Accessories	BCOT-STD01   Broom and Shovel Behind Packer	0.00 \$
22	Accessories	BBTS-STD01   Standard Tailgate Seal	0.00 \$
#	Category	Option   Description	Price
23	Lighting	LLPA-0010   Add. Lights on Tg.: 2/3 Lightbar + Central Brake Light + Multifunctions Lights (4) (X Pattern)	1,290.00 \$
24	Lighting	LBLF-0010   Work Light under Canopy - LED (2)	860.00 \$
25	Lighting	LBLH-0005   Work Light Hopper Streetside - LED (1)	620.00 \$
26	Lighting	LSLA-0020   Strobe Light Beacon Style on Tg. over Upper S/T/T Lights (If Appl.) Centered - Whelen L10HAP (1)	620.00 \$
#	Category	Option   Description	Price
27	Electronic	CCCC-0029   3X Renegade Camera(s) - 3X Standard Position(s) With Heater/Without Shutter	3,470.00 \$
28	Electronic	CL01-0000   Tailgate Center 2/3 (1) - Pointing Back	0.00 \$
29	Electronic	CL11-0000   Tailgate Streetside 2/3 (11) - Pointing Streetside Alley	0.00 \$
30	Electronic	CL12-0000   Tailgate Curbside 2/3 (12) - Pointing Curbside Alley	0.00 \$
31	Electronic	CCCM-0022   Renegade 9" Color HD Monitor (4 Channels)	170.00 \$
32	Electronic	CCML-INC01   On Ceiling, Centered, Near the Windshield (If Possible)	0.00 \$
33	Electronic	CCMM-STD01   Monitor Mounting Brackets for Labrie Standard Installation	0.00 \$
34	Electronic	EICB-0000   Autopack	590.00 \$



Seller

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Steve DeGeorge	Tracie Mauthe	Francois Leblond
Opportunity Type	Carrier	Departure Region
SW End Client	Customer Pickup	San Luis, AZ, US

#	Category	Option	Description	Price
35	Electrical	ESYV-STD01	12V Body Electrical System	0.00 \$
#	Category	Option	Description	Price
36	Service & Maintenance	BPGB-0020	Ground Level Grease Point for Packer Cylinders - Body Front Wall Side (Centralized)	210.00 \$
37	Service & Maintenance	BCGB-0000	Ground Level Grease Points for Packer Cylinders - Packer Side (Centralized)	210.00 \$
38	Service & Maintenance	BALS-0020	Ground Level Grease Point for Tailgate (Centralized)	1,440.00 \$
39	Service & Maintenance	BMLS-0050	Body Service Hoist	5,730.00 \$
#	Category	Option	Description	Price
40	Structure, Liners & Materials	BSDF-STD01	Superduty Floor	0.00 \$
#	Category	Option	Description	Price
41	Unit Appearance	PCBP-0000	Base Coat/Clear Coat Body Paint	2,570.00 \$
42	Unit Appearance	UAPP-STD01	One (1) Coat of Urethane Primer	0.00 \$
43	Unit Appearance	BASA-STD01	Rubber Mud Guards - Rear of Rear Axle	0.00 \$
44	Unit Appearance	BASN-STD02	Mud Guards with Wittke Logo	0.00 \$
45	Unit Appearance	BODL-STD01	Informative Decals English	0.00 \$
#	Category	Option	Description	Price
46	Chassis	CFTD-STD01	Diesel Tank from Company or CNG/Electric	0.00 \$
SUBTOTAL OPTIONS :				79,850.00\$
NON-STANDARD OPTIONS				
SUBTOTAL NON-STANDARD OPTIONS :				0.00\$
COMMENTS				



Seller

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## QUOTE FORM

Quote # / Rev. #	Reference #	Quoted Date
5412 / 0		2024-07-26
Price List / Currency	Last Revision Date	Quote Valid Until
2025-A / USD	2024-07-26	2024-10-09
Regional Sales Manager	Customer Service Rep.	Product Specialist
Steve DeGeorge	Tracie Mauthe	Francois Leblond
Opportunity Type	Carrier	Departure Region
SW End Client	Customer Pickup	San Luis, AZ, US

<b>Expected Delivery Date :</b>	<b>Subtotal Base Price and Options :</b>	<b>228,970.00\$</b>
	<b>Discount (2.00%) :</b>	<b>4,579.40\$</b>
	<b>Subtotal Base Price and Options (Net) :</b>	<b>224,390.60\$</b>
<b>Chassis Terms (if applicable) :</b> Net on delivery for release of MSO.	<b>Body Miscellaneous Charge #1 :</b>	<b>0.00 \$</b>
<b>Weight Distribution:</b> Quotes and pricing are subject to changes according to WD analysis which can alter specs. Upon receipt of PO and chassis specs, WD will be conducted and a confirmation of acceptance will be issued.	<b>Body Miscellaneous Charge #2 :</b>	<b>0.00 \$</b>
<b>Taxes :</b> Not Included.	<b>Body Miscellaneous Charge #3 :</b>	<b>0.00 \$</b>
<b>Disclaimer :</b> It is the quoting distributor's responsibility to verify the accuracy of this quote versus the specifications for the body and chassis. Labrie Environmental Group will not be responsible for any price differential between this quotation and what is required by the provided specifications. Interest fees on past due account of 1.5% per month (18% annual). Price list subject to change at all time due to the steel price index.  Labrie Environmental Group (LEG) does not accept floorplan charges, back charges, liquidated damages or third-party claims for any reason or cause, whether expressed or implied by specifications or other form of communication, including purchase order terms and conditions unless approved in writing by CEO or CFO at time of quotation.  Labrie Environmental Group (LEG) and/or seller shall not be responsible for any failure to perform, or delay in performance of, its obligations resulting from the COVID-19 pandemic or any future epidemic.	<b>Sourcewell Fee :</b>	<b>0.00 \$</b>
	<b>Material Surcharge :</b>	<b>0.00 \$</b>
	<b>Extended Warranty :</b>	<b>0.00 \$</b>
	<b>Extended Warranty Other :</b>	<b>0.00 \$</b>
	<b>Additional Trade Discount :</b>	<b>0.00 \$</b>
	<b>Subtotal Body (Net) :</b>	<b>224,390.60\$</b>
	<b>Chassis Price :</b>	<b>221,876.00\$</b>
	<b>Subtotal Unit (Net) :</b>	<b>446,266.60\$</b>
	<b>FET (12%) :</b>	<b>0.00 \$</b>
	<b>Change Fee #1 :</b>	<b>0.00 \$</b>
	<b>Change Fee #2 :</b>	<b>0.00 \$</b>
	<b>EV Fee :</b>	<b>0.00 \$</b>
	<b>Miscellaneous Charge #1 :</b>	<b>0.00 \$</b>
	<b>Miscellaneous Charge #2 :</b>	<b>0.00 \$</b>
	<b>Miscellaneous Charge #3 :</b>	<b>0.00 \$</b>
	<b>Freight Charges :</b>	<b>7,500.00\$</b>
	<b>Total Unit (Net) :</b>	<b>453,766.60\$</b>
	<b>Number of Units :</b>	<b>1</b>
	<b>Grand Total :</b>	<b>453,766.60\$</b>
	<b>Currency :</b>	<b>USD</b>

Labrie Representative :

Customer : J & R Equipment LLC



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

#### INTEROFFICE MEMORANDUM

To: Nicole Riley, Director of Solid Waste Services

From: Dustin Bradshaw, Commercial/Industrial Collections Supervisor

Subject: 2025 Budget – 6303 Capital Outlay Request

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Our 2025 budget includes the request to purchase commercial trash and recycling containers. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal.

Please contact me should you have any questions or would like additional information regarding this request.



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

#### INTEROFFICE MEMORANDUM

To: Nicole Riley, Director of Solid Waste Services

From: Dustin Bradshaw, Commercial/Industrial Collections Manager

Subject: 2025 Budget – 6307 Capital Outlay Request

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Our 2025 budget includes the request to purchase compactors, compactor boxes, and open-top industrial containers. Industrial containers are utilized in demanding atmospheres such as construction sites and are often loaded with debris by machinery. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal.

Compactors and compactor boxes are purchased upon demand through service agreements. Funds for these purchases are recovered through leases and usage fees.

Please contact me should you have any questions or would like additional information regarding this request.



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72916

## MEMORANDUM

October 10, 2024

To: Nicole Riley, Solid Waste Director

From: Terry Rankin, Fleet and Grounds Maintenance Manager

Subject: 2025 Budget –Forklift

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The Fleet and Grounds Maintenance Division of the Department of Solid Waste Services is requesting the purchase of an 8000 lb. forklift to replace our current 5000 lb. forklift. The current forklift is a 2006 model with 3500 hrs. The new forklift will be bigger and have the capability to go across rough terrain. It will be more versatile and will benefit the whole department instead of only the maintenance division. The cost for this forklift will be approximately \$123,000.

Please contact me should you have any questions or would like additional information regarding this request.



# PROPOSAL

Quote Ref: SJ843TH New Factory Order

Date: 07/23/2024

Customer Name: The City Of Fort Smith

ATTN: Mr. Terry Rankin

Blytheville (870) 763-2803  
Broussard (337) 837-2880  
Camden (870) 862-1262  
Conway (501) 450-9500  
El Dorado (870) 881-4370  
Fort Smith (479) 648-3322  
Jonesboro (870) 931-1262  
Little Rock (501) 562-1262  
Lufkin (936) 633-7575  
Oklahoma City (405) 670-4343  
Springdale (479) 361-1262  
Texarkana (870) 773-1262  
Tulsa (918) 438-7800

## One (1) New SkyJack Telehandler 8K

Model.....SJ843TH/Diesel powered  
Capacity.....8,000Lbs basic @ a 24" load center  
Lift Height.....43'4"  
Forward Reach.....28'7"  
Forks.....60" with a standard taper  
Carriage Width.....60"  
Cab.....Open Cab Rops  
Tires.....Solid Rubber Tires  
Work Lights..... 2 LED forward facing & 2 LED rear facing work lights  
Strobe.....Amber cab mounted strobe light  
Blue Lights.....Rear and forward facing blue safety light key on activated.  
Backup Alarm..... Rear mounted backup alarm with guard  
Machine Weight.....21,980 Lbs

Cost of stated equipment.....\$122,555.00

Delivered plus applicable taxes.

Thank you for this opportunity.

Jason Henson

This quote is subject to acceptance by buyer and seller within 15 days from the date hereof and only in accordance with the terms here and on following page(s). Buyer grants to seller a security interest in equipment described herein until payment has been made in full.

Seller Acceptance

Buyer Acceptance

Sign here and initial where indicated below

NAME

TITLE

(This quotation shall become a contract only upon signature by  
President or Sales Manager of Seller at its Business offices.)

NAME

TITLE

(Signature of authorized Officer or Representative required)

## TERMS

1. **ACCEPTANCE.** The quotation is an invitation for an offer by Buyer subject to acceptance by Seller. It shall become binding

**PARTICULAR PURPOSE,** and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale

contract only when accepted by the President or General Sales Manager at the offices of Sellers sales and service branch stated herein. Upon said acceptance, the contract shall be effective after and shall survive (i) delivery of the equipment ordered hereunder and (ii) the signing of any additional agreement relating to said equipment. If the terms hereof conflict with any such security agreement, the terms of the latter shall control.

2. **SHIPMENT.** Unless otherwise specifically agreed, all prices are for material packed for domestic shipping and for delivery F.O.B. factory of point of shipment. Shipping date are approximate and based on prompt receipt of all necessary information. All risk of loss shall be upon the Buyer from the point of shipment. Buyer shall pay all transportation and delivery charges to final destination.

3. **PRICES.** Prices quoted herein are based on present costs. Such prices are subject to increase by Seller at any time prior to delivery in respect of all or any portion of the equipment to the extent necessary to cover Sellers increased costs applicable thereto.

4. **PAYMENT.** Partial shipments may be made and payments therefore shall become due in accordance with the terms hereof. Finance charges are subject to rates in effect at time of delivery of equipment herein described. The terms of sale herein are subject to credit approval and Seller may at any time prior to delivery modify the terms of payment originally specified to assure prompt payment for the equipment ordered.

5. **TAXES.** The amount of taxes stated on the reverse side hereof, if any, is approximate only. **In the event that any taxing authority (federal, state or local) determines there is any additional tax due,** Buyer is liable for the full amount of all taxes applicable to or as a result of the transaction, exclusive of franchise taxes and taxes measured by the net income of Seller. Buyer shall pay **the full** amount of all such **additional** taxes at any time requested by Seller as if originally **included** in the prices. If Seller pays such taxes, Buyer shall reimburse Seller therefore.

6. **SECURITY INTEREST AND DEFAULT.** Seller shall retain a security interest in the equipment delivered hereunder until the total selling price, including taxes, delivery and other charges, is paid in full by Buyer. Buyer agrees to sign and deliver to Seller an additional security agreement required by Seller to secure the amount owed.

7. **DISCLAIMER OF WARRANTIES.** The only warranties applying to this product(s) are those which may be offered by the manufacturer. The Seller, HUGG & HALL EQUIPMENT, hereby EXPRESSLY DISCLAIM ALL WARRANTIES, EITHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANT ABILITY OR FITNESS FOR A

of this product, part(s), and/or service. Buyer shall not be entitled to recover from HUGG & HALL EQUIPMENT, any damages to property, damages for loss of use, loss of time, loss of profits or income, or any other incidental or consequential damages.

8. **DELAYS.** Seller shall not be liable for loss or damage due to delay in delivery or manufacture, resulting from any cause beyond Sellers reasonable control, including but not limited to, compliance with any regulations, orders, or instructions of any federal, state or municipal government or any department or agency thereof, acts of God, acts of omissions of the Buyer, acts of civil or military authority, fires, strikes, factory shutdowns or alterations, embargoes, war, riot, delays in transportation, or inability due to causes beyond the Sellers reasonable control to obtain necessary labor, manufacturing facilities or materials from the Sellers usual sources; and any delays resulting from any such cause shall constitute a waiver of all claims for damages. In no event shall Buyer or Seller be liable for special or consequential damages.

9. **CANCELLATION.** Buyer may cancel its order, reduce quantities, revise specifications or extend schedules only by mutual agreements as to reasonable and proper cancellation charges which shall take into account expenses incurred and commitments made by Seller and Buyer shall indemnify Seller against any loss resulting therefrom.

10. **PATENTS.** Seller shall defend, or in its sole discretion, effect settlement of any litigation of claim brought against Buyer so far as based on a contention that any product of Sellers design furnished hereunder constitutes an infringement of any United States patent, if noticed promptly in writing and given authority, information and assistance (at Sellers expense) for the defense settlement of same, and in such event Seller shall pay the judgment and any costs awarded against Buyer in any such litigation. The foregoing states the entire liability of Seller for patent infringement by said product.

11. **ARBITRATION.** Any controversy or claim arising out of or relating to this agreement, or any breach thereof, shall be settled in accordance with the Rules of the American Arbitration Association, and judgment upon the award may be entered in any Court having jurisdiction thereof.

12. **ENTIRE AGREEMENT AND APPLICABLE LAW.** The rights and obligations of Seller and Buyer under any other place pursuant hereto shall be governed by the laws of the state where accepted by Seller. No waiver, modification or addition to any of the provisions on the fact hereof shall be binding on Seller unless made in writing by the Branch Manager or the General Sales Manager at Sellers branch office as stated herein. In the event of conflict between Buyers purchase order and the terms hereof, the latter shall control.

X \_\_\_\_\_ Initial here



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72916

## MEMORANDUM

October 10, 2024

To: Nicole Riley, Sanitation Director  
From: Terry Rankin, Fleet and Grounds Maintenance Manager  
Subject: Lawn Mowers for Grounds Maintenance

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The Fleet and Grounds Division of the Department of Solid Waste Services Department is requesting the approval to purchase two lawn mowers to replace 2 older models.

We are currently using a 2014 & 2019 model grasshopper. The 2014 grasshopper has 1700 hrs. and the 2019 has 600 hrs. These mowers are used 5 days a week to mow approximately 25 acres during the warm months of the year. The 2014 mower is well past its useful life. The 2019 mower is due to be replaced in 2025. Both machines are in need of major repair due to the mower decks worn and the hydrostatic motors are weak. The purchase price for both mowers is approximately \$50,000.

Please contact me should you have any questions or would like additional information regarding this request.

# Grasshopper QuikQuote #47538N00034



**Vendor:**  
**Moridge Mfg. Inc.**  
105 Old Highway 82 S.  
P.O. Box 810  
Moundridge, KS 67107

**Contact:**  
**Brent Dobson**  
bdobson@grasshoppermower.com

**Quoted by**  
**The Mower Shop**  
3700 Towson Ave  
Fort Smith, AR 72901  
P: (479) 646-5102

**Jennifer Ames**  
**Manager**  
E: [jennifer@the-mower-shop-inc.com](mailto:jennifer@the-mower-shop-inc.com)  
P: 4796465102

**Quoted for**



*Models may be shown with optional equipment that may or may not appear on your specific quote*

**Model 900D-1.3L with 3472PF**

**Quoted: Oct 10, 2024**

**GovMVT**

**Contract ID: #C-2023-000000066**

**Contract Period:**  
09/01/2023-08/31/2028



## Power Unit & Deck

**Model 900D-1.3L (532165)**

1.3L MaxTorque Diesel engine; "no-gears" G3 pump-and-wheel-motor transmission; integrated multi-point suspension; Premier Suspension Seat and shock-absorbing footrest

**3472PF - 72" w/ PowerFold & pneumatic tires standard (532979)**      \$5,165.00      \$4,028.70

List	Contract
\$22,310.00	\$17,401.80

**List Total: \$28,715.00**

**Contract: \$22,460.35**

## Additional Pricing Adjustments

+ Sales Tax      \$2,133.73  
(9.50%)

## Wholegoods

	List	Contract
<b>503218+503220 - Counterweight Kit - 50 lb. with mount kit (One 50-lb. weight included)</b>	\$345.00	\$269.10
<b>503188 - Canopy, Aluminum, for OPS and ROPS</b>	\$550.00	\$467.50
<b>533507 - Tweels Airless Deck Tires - 13 x 6.5-6 - Set of 2 (in lieu)</b>	\$345.00	\$293.25

**Grand Total: \$24,594.08**

**Make PO to: Moridge Mfg. Inc.**

**Fax PO to:**

**Email PO to:**

bdobson@grasshoppermower.com

**PO #:** \_\_\_\_\_

**Approved by:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72916

## MEMORANDUM

October 10, 2024

To: Nicole Riley, Solid Waste Director

From: Terry Rankin, Fleet and Grounds Maintenance Manager

Subject: 2025 Budget – 1½ Ton 4X4 Service Truck

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The Fleet and Grounds Maintenance Division of the Department of Solid Waste Services is requesting the replacement of a 2009 1 ton service truck with a 1½ ton service truck. The truck primarily is used as a service truck to respond to field maintenance issues with collection vehicles and/or heavy equipment on the landfill. We would like to replace it with a 1½ ton truck equipped with a service body, an air compressor, a welder, a crane and a tommy lift. The service body will be used to keep tools and repair equipment for field maintenance, using the crane for heavy lifting, such as removing cylinders, and the tommy lift will be used to put a truck tire and jack in the bed of the truck to replace tires in the field.

The truck has 60,000 miles and is beyond the life expectancy according to the depreciation schedule. The approximate cost of this truck is \$211,000

Please contact me should you have any questions or would like additional information regarding this request.



Mailing: P. O. Box 470795, Tulsa, OK 74147 – 816-665-3394 – pcarrott@gmail.com

## BUDGET ESTIMATE

July 29, 2024

TO: Terry Rankin  
City of Ft. Smith Sanitation  
5900 Commerce Rd  
Fort Smith, AR, 72916

PH: 479-784-2350

From: Phil Carrott

RE: Maintainer Service Body, Crane & Truck  
Body Type: H7024ST-1-84

Quote #: Q14620-1  
Expiration Date: 8/24/2024

### Service Body

Cost Variance Modifier (CVM), meaning that if high-inflation is incurred from our vendors-suppliers from the time of order to our unit build, we will have no choice but to requote prior to unit production; if multi-orders units are spread-out pricing could vary depending on timing. Please initial upon acceptance of order \_\_\_\_\_

Delivery of service body units and lube units (installed on chassis or ship-out body) are to be arranged by the selling dealer; Maintainer does not arrange shipping of complete units.

Chassis Disclaimer: All information and quote pricing shown with this proposal is based on a design utilizing the chassis make and model along with the specific features and options with the chassis as noted below. If any changes are made to the chassis type or options, the proposal must be updated as they could change available unit features and options along with quote pricing. Any changes made without updating the quote will void this proposal.

Ex-factory delivery: 360-450 days after receipt of order with full order information subject to prior sales and chassis availability.

The body configuration below is based on these chassis' selections (Chassis included): Ford F550 regular cab, 4x4, TorqShift 10-Speed Automatic 84" CA, 6.7L Diesel, BU camera, spring suspension, single fuel tank.



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### **Maintainer Body**

Service Body - 1-Ton, 11ft x 52" tall compartments. 44" x 21" wheel well opening with skirting, front body bulkhead, body access grab handles, painted safety yellow (locations and number to vary with design).

52" tall galvanized compartments with reinforced floors, clean out drains, 3/16" aluminum doors with automotive door seals, three-point D-ring door latches and gas spring door holders with 12-gauge compartment tops and backs.

Factory installation of body on a chassis.

Note: On 2-ton chassis, we will no longer be modifying the dash for lights or switches. Will use OEM switches where applicable. Any additional Maintainer switches will be on a bracket/panel mounted in separate location.

Short tower crane reinforcement for MTS 1 service body (up to 45,100 ft\*Lbs.).

Crane Location: Curb Side

### **Chassis Equipment & Accessories**

Spring or spacer leveling package added to one side of chassis suspension (1-Ton).

Electronic engine speed control - computer set - electronic engine.

2.5 lb. ABC fire extinguisher and hazard reflectors.

Back-up alarm - 97 dB at 1 meter.

Camera, relocate existing chassis camera to rear of body.

Note: Requires factory installed monitor.

Strobe Lighthead Low Profile LED, Rectangular, Amber/Clear, External Mount, Whelen TLMI2F 3.34" x 1.5" (Pair) • Fuel fill recessed into side rail.

### **Hydraulic Power Package**

Open Center hydraulic power package with high pressure filter.

NOTE: The Open Center hydraulic system allows operation of only a single hydraulic component at a time. Multi-component operation requires a Closed Center system and is not available on some chassis configurations.

Open center hydraulic system pump (Chelsea) includes pressure reducer.

Oil reservoir - complete, 28 gallons capacity (#028013). Composite tank only, excluding oil.

(28) Standard hydraulic oil (per gallon). Oil good for -25° F startup and 9° F to 187° F operating temperature. • No Reservoir Heater was Selected.



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PTO for electric-over-hydraulic required on chassis with automatic transmission  
(Ford F450-F550-F600, F650-F750 & Ram 4500-5500).

#### **Welder / Inverter / Jump Start**

Welder mounting brackets. Includes mounting holes for common accessories.

Inverter-Light Duty-2000W Sensata CSW2012, Pure Sine Wave. NOTE: Wired to chassis batteries. Customer to verify compatibility with electronic items.

Inverter mounted front of body.

Welder / Generator/ Inverter

Note: Mount Inverter in SS 1 to the rear side wall

#### **Air Compressor Equipment & Accessories**

VMAC H40 rotary screw hydraulic driven air compressor w/ black cover (Open Center).

40 CFM @ 150 PSI with integral hydraulic oil cooler. Includes control panel, mounted near body's switch panel & Hydraulic Soft Start.

Note: Hydraulic requirement = 14 GPM (May require large pump kit, not included).

Cold weather package included (cooler bypass), additional oil warming valve available (open center only) (24"L x 16.5"W x 18"H) 162 Lbs.

Mounting brackets for air compressor.

Air tank - 17 gallon - Pressure rating of 200 PSI with 16" diameter. Includes moisture drain, painted black.

Air accessory package - 1/2" X 50', spring rewind reel, hose & ball stop.

1/2" filter, regulator and lubricator (FRL).

Fiber box; hose reel access. Limit 1 reel per fiber box.

Air Note: air reel out SS rear

#### **Outriggers & Accessories**

Outriggers for cranes up to 45,100 Ft\*Lbs. Hydraulic up/down rear outriggers (2) with hydraulic extend in/out on crane side (30" extend).

Outrigger pads, permanent (welded-on).

#### **Compartment Equipment & Accessories**

Pressurized Storage System (PSS), 2-blowers with filters.



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MasterLock system includes feet of master compartment locking system for service body.  
Spring loaded with padlock guards for both side packs.

***Street Side Vertical Compartment #1 - 52" Tall X24" Wide X23" Deep***

Strip light, 12V LED.

Door, single, vertical hinged.

(2) Shelf, aluminum adjustable compartment (250 Lbs. capacity) - Installed.

Tool storage rack for (3x) M18 or D20 and (2x) M12 or D12 cordless power tools (each).

Mounts to a compartment shelf (shelf not included)(027211).

Battery storage bracket (027057) for Milwaukee & Dewalt cordless power tool batteries.

Mounts to shelf channels. Fits (5) DeWalt 20V or (5) Milwaukee M18 batteries and  
(4) M12 Milwaukee batteries.

***Street Side Vertical Compartment #2 - 52" Tall X35" Wide X23" Deep***

Strip light, 12V LED.

Door, single, vertical hinged, reverse opening.

DuaLock or Bolt Bin - See configuration details and price below

***Street Side Overwheel Compartment - 31" Tall X44" Wide X23" Deep***

Strip light, 12V LED.

Door, double, vertical-hinged.

Shelf, aluminum adjustable compartment (250 Lbs. capacity) - Installed.

***Street Side Rear Vertical Compartment - 52" Tall X30" Wide X23" Deep***

Strip light, 12V LED.

Door, single, vertical hinged.

DuaLock or Bolt Bin - See configuration details and price below

***Curb Side Vertical Compartment #1 - 59" Tall X24" Wide X23" Deep***

Above standard compartment height

Door, single, vertical hinged.

Strip light, 12V LED.



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2 Oxy/Act Bottle Storage Kit, contains ratchet strap, vents in door, (2) J-Hooks, reinforced floor (protective spray coated) and mounting side brackets.

***Curb Side Vertical Compartment #2 - 52" Tall X35" Wide X23" Deep***

Strip light, 12V LED.

Door, single, vertical hinged, reverse opening.

(2) Shelf, aluminum adjustable compartment (250 Lbs. capacity) - Installed.

***Curb Side Overwheel Compartment - 31" Tall X44" Wide X23" Deep***

Strip light, 12V LED.

Door, double, vertical-hinged.

Shelf, aluminum adjustable compartment (250 Lbs. capacity) - Installed.

***Curb Side Crane Pedestal - 47" Tall X30" Wide X23" Deep***

Strip light, 12V LED.

Door, single, vertical hinged.

Shelf, aluminum adjustable compartment (250 Lbs. capacity) - Installed.

Body switch panel located in this compartment.

Air compressor switch panel located in this compartment.

**Lighting / Electrical Equipment & Accessories**

Base electrical components - CAN system.

Includes wiring harnesses, power distribution module & main body controller. • 4.3" display CAN switch panel.

Grote FMVSS 108 LED lighting/reflector kit: includes (2) oval S/T/T/R, (2) oval S/T/T, (5) red 3/4" marker and (2) amber 3/4" marker lights.

(6) Exterior 12V LED flood lights-2,100 lumens (022232).

Exterior Lighting Note: 2- flood lights each side & rear

**Paint, Undercoating, & Protective Spray Coating (PSC)**

Paint, Custom Color, PPG Code: Color Match Required, #010695 (Body)

Unit painted urethane "Base Coat/Clear Coat - Metallic", Due to variations in OEM paint



Mailing: P. O. Box 470795, Tulsa, OK 74147 – 816-665-3394 – pcarrott@gmail.com

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products and applications methods Maintainer cannot guarantee a perfect paint match with color.

**\*\*NOTE:** Pricing may change, requires factory approval of paint code prior to Maintainer booking the order\*\*

Body primed with splatter coating on interior of compartments.

Body undercoated.

PSC- Level 30 •Compartment fronts •Bottoms of door frames •Outside area of wheel wells •Outer vertical outrigger tubes •Bumper sides & step (face & top) •Bumper top surface •Bumper vertical surface •Centerdeck floor, including welder deck •Cargo side walls, including bulkhead •Compartment tops, including welded on brackets/guards. • Paint/PSC/Decal

Note: Body to be painted HX - Antimatter Blue Metallic to match the cab & the Crane is to be painted standard white.

#### **Center Deck Equipment & Accessories**

Center Deck Dimensions: 124"Long" 49" Wide X 1/8" Thickness

1/8" cargo floor (deck plate)

10" tall hinge-down "Slam Latch" aluminum tailgate (12" total height, 10" tall above deck), protective spray front, paint on rear.

(6) Flush mount D-ring tie downs in bed floor (003217) each.

#### **Rear Bumper & Accessories**

Lift gate, step bumper, 9" deep, specifically designed for a customer-installed lift gate.

Note: Hitch and trailer plug to be quoted separately. Includes lift gate reinforcements, lift gate bracketry is not predrilled. Only compatible with Tommy Gate G2 series lift gates.

Customer to provide lift gate model number and width. Maintainer is not responsible for final lift gate height/reach issues that relate to the varying chassis frame heights and Maintainer subframe heights.

Class IV hitch - 2" receiver - rated at 1,500 Lbs. vert. 10,000 Lbs. Includes safety chain loops.

MGTW note: customer is responsible to verify tow rating of chassis and available

GVWR/GCWR remaining after loading of body and all other items.

Strobe Lightheads, LED, oval, amber/clear split, recessed, (pair), Buyers SL66AC.

Trailer plug, 7-prong flat blade (RV style).



Mailing: P. O. Box 470795, Tulsa, OK 74147 – 816-665-3394 – pcarrott@gmail.com

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### **Miscellaneous Equipment & Accessories**

Mud flaps, 1-ton, "Maintainer".

Parts and service manual (online & condensed paper version).

### **Maintainer Crane**

H7024ST Crane 7,000 Lbs. max capacity (45,100 ft.\*Lbs.) hydraulic extend hex-boom 11'-24'.

Note: Max capacity listed is for 2-part line, for single-part line max capacity is 4,300 Lbs.

Crane includes A2B, overload system and holding valves. ACC 2.1 (crane lifting weight display, capacity & speed limiting, stability monitoring and warn/stop feature).

MIN GVW REQUIRED: 19,500.

Install hydraulic crane on body, includes boom saddle.

Load block (no live swivel) H6-H10.

Planetary crane winch (H6-H7).

Crane remote, wireless, push button (H6-H14) with true independent proportional control.

Includes holder with storage sensor & indicator light, hour meter and engine start/stop.

Backup cable for wireless crane remote, 35ft.

12V LED flood lights on crane boom tip (2-Lights, Ecco E92006, 1365 Lumens) on pivot bracket.

Annual crane inspection (initial inspection).

Paint crane different color than service body.

### ***Street Side Vertical #2 Dualock -***

(7) drawer set #028096 (29" wide) - 41.5" Tall, 29" Wide, 18" Deep

Top Shelf is Standard, Drawers Listed from Top to Bottom

Drawer #	Height	Dividers
Drawer 1	3"	Adjustable
Drawer 2	3"	Adjustable
Drawer 3	3"	Adjustable
Drawer 4	5"	Adjustable
Drawer 5	5"	Adjustable
Drawer 6	5"	Adjustable
Drawer 7	7"	Adjustable
BOTTOM SPACE: 7.0 Inches Tall		



Mailing: P. O. Box 470795, Tulsa, OK 74147 – 816-665-3394 – pcarrott@gmail.com

Page 8 – City of Ft Smith Sanitation - Quote #: Q14620-1

*Street Side Rear Vertical Dualock*

(5) drawer set #028097 (24" wide) - 30" Tall, 24" Wide, 18" Deep

Top Shelf is Standard, Drawers Listed from Top to Bottom

Drawer #	Height	Dividers
Drawer 1	4"	Adjustable
Drawer 2	4"	Adjustable
Drawer 3	4"	Adjustable
Drawer 4	4"	Adjustable
Drawer 5	4"	Adjustable
BOTTOM SPACE: 7.0 Inches Tall		

**Liftgate**

Tommy liftgate - G2 x 42" platform, 1600lb. gate

Platform size 49" x 42"

Model #: G2-54-1642 TP42

Painted to match truck

NOTE: Tommy Gate installed FOB Tulsa, OK

TOTAL INSTALLED FOB: Tulsa, OK	\$135,614.00
2024 Ford F550 cab & chassis to spec attached	\$ 73,710.00
Delivery to Ft Smith, AR	\$ 1,000.00
 TOTAL PACKAGE FOB: Ft Smith, AR	 \$210,324.00



Mailing: P. O. Box 470795, Tulsa, OK 74147 – 816-665-3394 – pcarrott@gmail.com

Page 9 – City of Ft Smith Sanitation - Quote #: Q14620-1

### **Maintainer Terms and Conditions**

All prices are F.O.B. Ft Smith, AR and in USD; Delivery of service and lube units are the dealer's responsibility. This quote does not include any applicable local, state or (F.E.T) federal taxes.

Payment in full is required on delivery unless other terms are agreed upon prior to sale. Orders that are cancelled after booking will be subject to a \$500 cancellation processing fee, in addition to any restocking or costs for parts purchased for the cancelled unit. The fee will cover our incurred costs to process the order, plan production and released purchasing commitments.

Orders are considered firm upon chassis confirmation, units are committed to a build slot, and serial numbers are assigned. Changes to booked orders are subject to change order fees. We have historically allowed flexibility on rearranging your builds order prior to week 10, if the swap is without changes to either spec. Units already released for production (weeks 8-10) will be reviewed on a case-by-case basis, but generally it is too late. It is possible they could be reassigned to the offline upfit department, and you can get a quote for the changes.

Maintainer reserves the right to make changes and/or substitute components and product is subject to change without notice; Maintainer is not responsible for any Local, State, Federal or other regulations that maybe pertinent to quote/order.

The information contained in this quote, and all supporting documentation is confidential and may only be used by Maintainer, our dealer and/or the customer listed on this quote.

We assume no liability for damage due to theft, vandalism, fire, weather, disaster, or damage due to gradual deterioration or inherent defect in such property. We assume no liability for damage of any kind during the storage of your chassis or parts on our premises while awaiting modification or installation. The storage location of the property shall be determined by Maintainer at its discretion.

Exception to above is when directly attributable to our own gross negligence in moving or modifying chassis or parts, and in that event only to the extent of the wholesale used value of the chassis or parts as of the date of storage.



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

To: Nicole Riley, Director of Sanitation

From: Torrey Lougin, Landfill Manager

Subject: 2025 Budget – Request for Star Screener for Program 6305

---

Since 2018 we have instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study. For 2025, we are requesting to replace asset 82, which is a 1998-year model star screener with 4,082 hours and is well past its useful life of 17 years. This screener is imperative to the successful operation of our compost program. Consistent, variable output is necessary to compost screening. This machine efficiently separates most all organic waste materials into 2-or 3- fractions with minimal fuel consumption, improves throughput production, and prevents high-moisture content from delaying the process to ensure our marketable product is of excellent quality.

If we're able to complete this purchase, we can auction or otherwise sell asset 82 as it's in poor condition and is no longer reliable.

The total cost for this machine is estimated to be \$787,273.00.

Please contact me should you have any questions or would like additional information regarding this request.

QUOTATION NO EQT000138	DATE 07/08/2024
PAYMENT TERMS CASH ON DELIVERY	

Powerscreen Texas  
5680 W State Highway 71  
La Grange TX 78945-2383

CUSTOMER NO TBD
CUST REF

EQUIPMENT SALES QUOTATION

INVOICE TO:  
  
Fort Smith  
Attn: Terry Rankin

SHIP TO:  
  
Fort Smith  
Attn: Terry Rankin

SALESMAN	: BARRY O'REILLY	DELIVERY TERMS	:
QUOTATION GOOD THRU	: 01/31/2025		

UNIT	QTY	UNIT PRICE	TOTAL
MULTISTAR XL3 Komptech MODEL:MULTISTAR XL3 S/N:489120	1	787,273.00	787,273.00
		SUB TOTAL:	787,273.00

TOTAL PURCHASE	787,273.00
SALES TAX	TBD
TOTAL AMOUNT (USD)	787,273.00

Powerscreen Texas

CUSTOMER ACCEPTANCE

CUSTOMER PO



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

To: Nicole Riley, Director of Solid Waste Services

From: Torrey Lougin, Landfill Manager

Subject: 2025 Budget – Request for 2 Side by Sides for 6305

---

We instituted a vehicle replacement schedule in the Landfill Operations Division (program 6305) at the recommendation of the rate study, beginning in 2018. The original study listed 6 pickup trucks to be purchased in rotation for the landfill division but it was decided that reducing the pickup truck number to 3 and increasing the side by sides on the plan to a total of 4 would be much more practical. This will lead to cost savings while continuing to fulfill the need of on-site transportation for landfill employees and temporary workers. The first two 2 side by sides were purchased in 2021 and purchasing the remaining 2 side by sides in 2025 would complete the replacement process.

With the purchase of these 2 side by sides they would be replacing a 2003 Ford 150 with 116,000 miles that has become inoperable and a 2006 GMC Sierra 2500 that has multiple mechanical issues including a digital odometer that no longer functions.

The cost for each side by side is estimated at \$31,457.

Please contact me should you have any questions or would like additional information regarding this request.



901 NORTH 11TH STREET, FORT SMITH, AR 72901

PHONE 479/783-5822 FAX 815/366-7447

### Purchase Order

07/24/2024

Buyer's Orders Prepared for: THE CITY OF FORT SMITH

2025 POLARIS RANGER XP 1000 PREM.

MODEL# R25RSU99AP

PRICE: \$32,594

THEFT: \$159.00

DOC FEES: \$129.00

SETUP: \$487.00

DISCOUNT: -\$1,912

TOTAL: \$31,457

Salesperson: LINDSEY NEEL



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

To: Nicole Riley, Director of Solid Waste Services

From: Torrey Lougin, Landfill Manager

Subject: 2025 Budget – Request for Haul Truck in Program 6305

---

We instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study, beginning in 2018. In 2025, we are requesting to purchase an additional haul truck as part of our replacement schedule.

In 2024 we rented a haul truck for 8 months at a cost of \$10,325 per month to assist with various maintenance projects throughout the landfill. The benefit of this additional truck allowed the landfill operation to gain ground on maintenance projects such as clearing the compost facility, cleaning the sediment pond and addressing major erosion issues on slopes. Being able to address these issues in a timely manner without interrupting daily cover being delivered to the working face helped the landfill to remain in compliance with State regulations. The additional haul truck was also smaller so it allowed easier and safer access to areas that are much more difficult for the larger trucks.

All of the aforementioned projects are ongoing and in addition to the increased volume that the landfill is now accepting and the additional areas that are required to be maintained for gas inspections, an additional haul truck is imperative for an efficient daily operation. The landfill division currently has \$100,000 budgeted for the rental of a haul truck in 2025 that could be reallocated with the purchase of a machine.

The estimated cost for a small articulated haul truck is \$570,582.

Please contact me should you have any questions or would like additional information regarding this request.

**Riggs****CAT**

Jul 09, 2024

**SOURCEWELL QUOTE – New 730 Articulated Truck**

CITY OF FORT SMITH  
 SANITATION DEPARTMENT  
 5900 COMMERCE RD  
 FORT SMITH, Arkansas 72916-8370

Dear Terry Rankin,  
 We are pleased to quote the following for your purchase consideration.

One (1) New Caterpillar Model: 730 Truck with all standard equipment in addition to the additional specifications listed below:

STOCK NUMBER:	SERIAL NUMBER:	YEAR:	SMU:
SELL PRICE			\$570,582.53
EXT WARRANTY			Included
NET BALANCE DUE			\$570,582.53
BEFORE TAX BALANCE			\$570,582.53

**ADDITIONAL CONSIDERATIONS**

- Quoted pricing and finance terms are based on current available market pricing and are subject to change.
- Machine pricing is not guaranteed until Purchase Order is signed and accepted. Purchase Order will be available within 120 days of the scheduled machine ship date from manufacturer.
- Financing terms, including interest rates, residuals, and other associated items will not be guaranteed until finance documents are generated at time of machine delivery to customer.
- By signing this quote, Riggs will initiate the machine ordering process for the equipment quoted.

**F.O.B./TERMS:** Fort Smith, AR

**WARRANTY**

Standard Warranty:	12 Month/Unlimited Hours Full Machine
Extended Warranty:	730-60 MO/4000 HR PREMIER

**MACHINE SPECIFICATIONS**

730 ARTICULATED TRUCK	320-5940 FUEL ADDITIVE, ANTI WAX
380-3580 TIRES, 23.5R25 GY TL-3A+ E-3	485-0331 SEAT, DELUXE
481-8888 PRODUCT LINK, CELLULAR PLE641	500-5946 MIRROR, STANDARD
571-8585 BODY, STANDARD	381-0092 ANTIFREEZE, -36C (-33F)
503-2045 TANK, STANDARD FUEL	480-1980 AM/FM RADIO (BLUETOOTH READY)
381-0102 HEATER, ENGINE COOLANT, 120V	455-3503 NO TAILGATE

Thank you for your interest in Riggs CAT and Caterpillar products for your business needs. If there are any questions, please do not hesitate to contact me.

Sincerely,

*James Carter*

James Carter  
Machine Sales Representative Riggs CAT  
CarterJ@jariggs.com  
+1 (479) 259-5374

Accepted by \_\_\_\_\_ on \_\_\_\_\_

\_\_\_\_\_  
Signature



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

To: Nicole Riley, Director of Sanitation

From: Torrey Lougin, Landfill Manager

Subject: 2025 Budget – Request for Replacement Backhoe for Program 6305

---

Since 2018 we have instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study. For 2025, we are requesting to replace asset 1032, which is a 2005-year model New Holland backhoe with 3,277 hours and is well past its useful life of 8 years.

The backhoe is an integral part of landfill operations as it is mainly utilized to assist customers with offloading material that is difficult to get off of a truck or out of a container. It is also used in maintenance projects such as cleaning culverts or repairing outfalls to ensure the City remains in compliance with State and Federal regulations.

The total cost for this machine is estimated at \$135,680.

If we're able to complete this purchase, we can auction or otherwise sell asset 1032 as it's in poor condition and is no longer reliable.

Please contact me should you have any questions or would like additional information regarding this request.

**Riggs****CAT**

Jul 09, 2024

**SOURCEWELL QUOTE – New 420 Backhoe**

CITY OF FORT SMITH  
 SANITATION DEPARTMENT  
 5900 COMMERCE RD  
 FORT SMITH, Arkansas 72916-8370

Dear Terry Rankin,  
 We are pleased to quote the following for your purchase consideration.

One (1) New Caterpillar Model: 420 Backhoe Loaders with all standard equipment in addition to the additional specifications listed below:

STOCK NUMBER:	SERIAL NUMBER:	YEAR:	SMU:
SELL PRICE			\$135,680.38
EXT WARRANTY			Included
NET BALANCE DUE			\$135,680.38
BEFORE TAX BALANCE			\$135,680.38

**ADDITIONAL CONSIDERATIONS**

- Quoted pricing and finance terms are based on current available market pricing and are subject to change.
- Machine pricing is not guaranteed until Purchase Order is signed and accepted. Purchase Order will be available within 120 days of the scheduled machine ship date from manufacturer.
- Financing terms, including interest rates, residuals, and other associated items will not be guaranteed until finance documents are generated at time of machine delivery to customer.
- By signing this quote, Riggs will initiate the machine ordering process for the equipment quoted.

**F.O.B/TERMS:** Fort Smith, AR

**WARRANTY**

Standard Warranty:	12 Month/Unlimited Hours Full Machine
Extended Warranty:	420-60 MO/4000 HR PREMIER

**MACHINE SPECIFICATIONS**

420 BACKHOE LOADER	548-1231 LINES, COMBINED AUX, E-STICK
337-9696 COUNTERWEIGHT, 460 KGS (1015 LBS)	551-6453 RIDE CONTROL
491-6734 WORKLIGHTS (8) HALOGEN LAMPS	551-6940 COLD WEATHER PACKAGE, 120V
541-9540 ENGINE, 74.5KW, C3.6 DITA, S5 (T4F)	567-5090 AUTO-UP STABILIZERS
542-7774 HYDRAULICS, MP, 6FCN/8BNK, ST	611-0339 SEAT, DELUXE FABRIC
542-7810 AIR CONDITIONER, S5 (T4F)	BUCKET-GP, 1.3 YD3, PO
543-4284 STICK, EXTENDABLE, 4.3M (14FT)	CUTTING EDGE, TWO PIECE
544-0883 CAB, DELUXE	TIRES, 340 80-18/500 70-24, MX
544-0930 PT, 4WD/2WS AUTOSHIFT	BELT, SEAT, 2" SUSPENSION
545-5047 DISPLAY, STANDARD	STABILIZER PADS, FLIP-OVER
545-8548 LOADER BUCKET PINS	BUCKET-HD, 24", 6.2 FT3

Thank you for your interest in Riggs CAT and Caterpillar products for your business needs. If there are any questions, please do not hesitate to contact me.

Sincerely,

*James Carter*

James Carter  
Machine Sales Representative Riggs CAT  
CarterJ@jariggs.com  
+1 (479) 259-5374

Accepted by \_\_\_\_\_ on \_\_\_\_\_

\_\_\_\_\_  
Signature



Department of Sanitation  
5900 Commerce Road  
P.O. Box 1908  
Fort Smith, AR 72902

To: Nicole Riley, Director of Solid Waste Services

From: Torrey Lougin, Landfill Manager

Subject: 2025 Budget – Request for Replacement Crew Cab Truck in Program 6305

---

We instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study, beginning in 2018. For 2025, we are requesting to replace one of those trucks, a 2004 Dodge 2500 (asset #224) with 106,501 miles. With the purchase of this new vehicle, asset #224 will remain in program 6305 and the landfill can utilize it as a backup for their growing operation. The cost for the replacement vehicle is slated at \$60,000.

Please contact me should you have any questions or would like additional information regarding this request.

## 2025 VEHICLE PRICING

Description	Model	Price
Small P/u Truck Extended	DISCONTINUED	DISCONTINUED
Small Pickup Truck Crew	Ford Maverick	\$30,400.00
1/2T Full Size 4x4 Crew Cab	RAM Crew Cab Classic 4X4	\$44,200.00
1/2T Full Size; 4x2 Reg. Cab	DISCONTINUED	DISCONTINUED
1/2T Full Size; 4x2 Ext-Cab Medium Duty	Ram Quad Cab Classic 4X2	\$36,800.00
1/2T Full Size; 4x2 Crew-Cab Medium Duty	RAM Crew Cab Classic 4X2	\$40,100.00
1/2T Full Size 4x4 Ex-Cab; Short Bed	Ram 1500 Quad Cab Classic 4X4	\$44,500.00
1/2T Full Size 4x4; Crew-Cab; Short Bed	Ram 1500 Crew Cab Classic 4X4	\$47,200.00
3/4T HD; 4x2 Reg. Cab Long Bed *	Ford F-250	\$52,100.00
3/4T HD; 4x2 Ex-Cab Long Bed *	Ford F-250 Extended Cab 4x2	\$53,900.00
3/4T HD; 4x2 Crew-Cab Long Bed *	Ford F-250	\$55,400.00
3/4T HD; 4x4 Reg. Cab Long Bed *	Ford F-250	\$54,200.00
3/4T HD; 4x4 Ex-Cab Long Bed *	Ford F-250	\$56,800.00
3/4T HD; 4x4 Crew-Cab Long Bed *	Ford F-250	\$58,500.00
1T 4x2 Reg. Cab Dually Long Bed Gas Eng. *	Ford F-350	\$53,900.00
1T 4x2 Chassis/Cab Single-Wheel, Crew Cab *	Ford F-350 CC SRW	\$57,600.00
1T 4x2 Chassis/Cab Dually, Crew Cab Gas Eng. *	Ford F-350 CC	\$58,800.00
1T 4x2 Reg. Cab Dually Long Bed Diesel Eng.	Ford F-350	\$63,800.00
1T 4x2 Chassis/Cab Crew Cab SRW Diesel Eng.	Ford F-350	\$67,400.00
1T 4x2 Chassis/Cab Reg. Cab Dually, Diesel Eng.	Ford F-350 CC	\$65,200.00
1T Chassis/Cab Crew-Cab Dually, Diesel Eng.	Ford F-350	\$68,700.00
<b>VANS &amp; SUV's</b>		
1/2T Full Size Utility Van;	Ford Transit	\$51,200.00
3/4T Full Size Utility Van;	Ford Transit	\$52,200.00
1T Full Size Utility Van;	Ford Transit LR Utility Van	\$54,100.00
1T 12-Passenger Van;	Ford Transit	\$59,900.00
1T 15-Passenger Van;	Ford Transit	\$61,400.00
Compact Utility Mini-Van 2-Passenger	DISCONTINUED	DISCONTINUED
Compact Utility Mini-Van 5-Passenger Wagon	DISCONTINUED	DISCONTINUED
Compact 7-Pass Mini-Van	DISCONTINUED	DISCONTINUED
2WD 5-Passenger Small Sport Utility Vehicle	DISCONTINUED	DISCONTINUED
4WD 5-Passenger Small Sport Utility Vehicle	DISCONTINUED	DISCONTINUED
2WD 5-Passenger Small Sport Utility Vehicle	Jeep Grand Cherokee 4X2	\$41,500.00
4WD 5-Passenger Small SUV	DISCONTINUED	DISCONTINUED

## 2025 VEHICLE PRICING

Description	Model	Price
2WD 7-Passenger SUV	DISCONTINUED	DISCONTINUED
4WD 7-Pass SUV	DISCONTINUED	DISCONTINUED
<b>HYBRID / ALTERNATIVE VEHICLES</b>		
Chrysler Pacifica Mini-Van	Chrysler Pacifica Hybrid	\$59,400.00
<b>POLICE VEHICLES</b>		
Ram 1500 SSV Crew Cab 4WD NOT HIGH SPEED	RAM SSV Crew Cab Classic 4X4	\$44,900.00
Ford Hybrid Police SUV HIGH SPEED	Ford Hybrid Police SUV - Interceptor	\$55,800.00
Ford F-150 Crew Cab SSV, 4x2 NOT HIGH SPEED	Ford F-150 SSV	\$51,800.00
Durango Pursuit, AWD HIGH SPEED PURSUIT	DISCONTINUED	DISCONTINUED
Ram 2500 SSV Crew Cab 4WD NOT HIGH SPEED **	RAM 2500 Crew Cab SSV	\$57,100.00
Ram 3500 SSV Crew Cab 4WD NOT HIGH SPEED **	RAM 3500 Crew Cab SSV	\$53,800.00
Ford F-150 Super Crew SSV, Police Pursuit 4x2	F-150 Police Responder	\$56,600.00

\* Diesel Engine: Add \$11,500

\*\* Diesel Engine: Add \$10,000



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Ken Savage, Transit Director  
**DATE:** October 4, 2024  
**SUBJECT:** Transit Asset Management Plan 2024 Revision

### **SUMMARY**

Enclosed is the revised Transit Asset Management Plan (TAM) for 2024 as discussed during the October 15th Study Session. The Federal Transit Administration requires the adoption of TAM plan targets each year as a condition of grant funding. The plan includes an investment and maintenance strategy relating to revenue vehicle assets, transit facilities and non-revenue vehicles and equipment greater than \$50,000.

The plan also provides an outline of how the department will assess, monitor and report the physical condition of assets used in the operations of public transportation. Measurements such as age, condition and mileage are used to score the overall evaluation of each asset to ensure it remains in a state of good repair.

TAM plans address investments over a five (5) year period. The department's buses travel approximately 450,000 total revenue miles per year. The plan's cumulative approach provides staff with a more defined method of determining asset replacements or repairs. The executive summary outlines approximately \$8.9 million in asset investments over the next five (5) years with a local impact of roughly \$1.6 million after grant reimbursements are applied. Enclosed is a summary of active grants totaling nearly \$8.7 million in federal funds that are available to-date. The transit department receives an annual apportionment of approximately \$2.4 million per year to address operations and capital needs.

The current overall condition of the department's vehicles, equipment and facilities meets or exceeds the minimum standards established by the Federal Transit Administration. While the transit department is pleased to be in compliance according to federal standards, it is important to continue investing in infrastructure so as not to fall below normal operational standards. Please contact me for questions or additional information relating to this matter.

### **ATTACHMENTS**

1. [11-4-24\\_\\_Item\\_1377\\_\\_Resolution\\_Adopting\\_TAM\\_plan\\_2024.pdf](#)
2. [Active Grant Status.pdf](#)
3. [Fort Smith Transit TAM Plan Scanned & Rotated.pdf](#)

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION ADOPTING THE 2024 TRANSIT ASSET MANAGEMENT PLAN FOR  
THE FORT SMITH TRANSIT DEPARTMENT**

---

**WHEREAS**, the Board of Directors of the City of Fort Smith, Arkansas is committed to maintaining vehicles, equipment and facilities in a state of good repair; and

**WHEREAS**, the Board of Directors of the City of Fort Smith, Arkansas intends to comply with the transit asset management requirements as mandated by the U.S. Department of Transportation and other Federal and State laws and regulations.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Fort Smith, Arkansas, that:

**SECTION 1:** The Transit Asset Management Plan, approved by resolution (R-199-23) on November 7, 2023, is hereby repealed. The revised Fort Smith 2024 Transit Asset Management Plan attached hereto is hereby adopted.

**SECTION 2:** The Fort Smith 2024 Transit Asset Management Plan shall be in full force and effect from and after the date of this approval.

PASSED AND APPROVED this \_\_\_\_ day of November 2024.

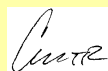
APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to form:



**ACTIVE GRANT STATUS**  
**9-30-2024**

	YEAR	REMAINING	
	APPROPRIATED	\$\$\$	SUBTOTALS
<b>SECTION 5307 GRANTS:</b>			
AR-2019-014 (So. 28th Street - Phase I)	2019	744,205	
AR-2021-001	2020	529,138	
AR-2022-003 ((So. 28th Street - Phase II)	2021	1,356,111	
AR-2022-013	2022	75,811	
AR2023-013 (CNG Slow Fuel \$750,000)	2023	1,959,430	
FY2024 Pending Grant (2 Vans \$230,000)	2024	2,501,508	7,166,203
<b>SECTION 5339 GRANTS:</b>			
AR-2019-011 (So. 28th Street - Phase I)	2019-2021	939,149	
2022 Appropriation	2022	219,463	
2023 Appropriation	2023	188,389	
2024 Appropriation	2024	196,120	1,543,121
<b>TOTAL AVAILABLE GRANT FUNDS</b>			8,709,324



# **FORT SMITH TRANSIT**

## **2024 TRANSIT ASSET MANAGEMENT PLAN**

## Approval Page

(Insert Resolution)

## Acknowledgements

### TAM Plan Development:

- *Carl Geffken, City Administrator*
- *Jeff Dingman, Deputy City Administrator*
- *Maggie Rice, Deputy City Administrator*
- *Fort Smith Transit staff for their assistance during the asset inventory and data acquisition stages and overall plan development*
- *Latina Sisco, ArDOT Public Transportation Administrator*
- *Danny Chidester, ArDOT Transportation Specialist*
- *Ken Savage, Transit Director*
- *Lori Carr, Transit Superintendent*
- *Jeff Turrentine, Maintenance Supervisor*

### City of Fort Smith Board of Directors:

- *George McGill, Mayor/At-Large*
- *Jarred Rego, Vice Mayor/Ward 1*
- *André Good, Ward 2*
- *Lavon Morton, Ward 3*
- *George Catsavis, Ward 4*
- *Christina Catsavis, Position 5 At-Large*
- *Kevin Settle, Position 6 At-Large*
- *Neal Martin, Position 7 At-Large*

Prepared by:

Ken Savage  
Transit Director

## Revision History

Date	Activity	Signature Authorizing Changes	Comments
9/3/19	Revision # 1		Revised by Transit Department Staff
9/15/2020	Revision # 2		Revised by Transit Department Staff
10/5/2021	Revision # 3		Revised by Transit Department Staff
11/15/2022	Revision # 4		Revised by Transit Department Staff
11/7/2023	Revision # 5		Revised by Transit Department Staff

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## Acronyms and Definitions

ArDOT	Arkansas Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
MAP-21	Moving Ahead for Progress in the 21st Century
SGR	State of Good Repair
TAM	Transit Asset Management
TAMP	Transit Asset Management Plan
TERM	Transit Economics Requirements Model

**Accountable Executive:** A single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

**Asset Category:** A grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

**Asset Class:** A subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

**Asset Inventory:** A register of capital assets, and information about those assets.

**Capital Asset:** A unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

**Decision Support Tool:** An analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

**Direct Recipient:** An entity that receives Federal financial assistance directly from FTA.

**Equipment:** An article of nonexpendable, tangible property having a useful life of at least one year.

**Exclusive-Use Maintenance Facility:** A maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

**Facility:** A building or structure that is used in providing public transportation.

**Full Level of Performance:** The objective standard established by FTA for determining whether a capital asset is in a state of good repair.

**Horizon Period:** The fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four (4) years. FST's current plan has a horizon period of five (5) years.

**Implementation Strategy:** A transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

**Infrastructure:** The underlying framework or structures that support a public transportation system.

**Investment Prioritization:** A transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

**Key Asset Management Activities:** A list of activities that a transit provider determines are critical to achieving its TAM goals.

**Life-Cycle Cost:** The cost of managing an asset over its whole life.

**Participant:** A Tier II provider that participates in a group TAM plan.

**Performance Measure:** An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

**Performance Target:** A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

**Public Transportation System:** The entirety of a transit provider's operations, including the services provided through contractors.

**Recipient:** An entity that receives federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

**Rolling Stock:** A revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

**Service Vehicle:** A unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

**State of Good Repair (SGR):** The condition in which a capital asset is able to operate at a full level of performance.

**Subrecipient:** An entity that receives federal transit grant funds indirectly through a State or a direct recipient.

**TERM Scale:** The five (5) category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0-Excellent, 4.0-Good; 3.0-Adequate, 2.0-Marginal, and 1.0-Poor.

**Tier I Provider:** A recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

**Tier II Provider:** A recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

**Transit Asset Management (TAM):** The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

**Transit Asset Management (TAM) Plan:** A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transit Asset Management (TAM) Policy:** A transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

**Transit Asset Management (TAM) Strategy:** The approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

**Transit Asset Management (TAM) System:** A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

**Transit Provider (provider):** A recipient or subrecipient of federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

**Useful Life:** Either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

**Useful Life Benchmark (ULB):** The expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

## Executive Summary

A Transit Asset Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). By implementing a TAMP, the benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven maintenance decisions; and
- System safety and performance outcomes.

The consequences of an asset not being in a SGR include:

- Safety risks (crashes per 100,000 revenue miles);
- Decreased system reliability (on-time performance);
- Higher maintenance costs; and/or
- Lower system performance (missed runs due to breakdown).

## Transit Asset Management Plan (TAMP) Policy

Fort Smith Transit (FST) has developed this TAMP to aid in: (1) assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a SGR); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a SGR; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means. As a Tier II public transportation provider, FST has developed and implemented a TAMP containing the following elements which are detailed in the following sections of the TAMP:

### **Section 1. TAM Overview**

**Section 2. Asset Inventory:** An inventory of the number and type of capital assets to include: rolling stock, facilities, and equipment.

**Section 3. Asset Condition Assessment:** A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.

**Section 4. Decision Support Tools:** A description of the analytical processes and decision-support tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization.

**Section 5. Investment Prioritization:** The Agency's project-based prioritization of investments, developed in accordance with §625.33.

## Asset Information

The three components of the asset inventory required as part of the TAMP are:

- **Rolling Stock:** All owned and operated revenue service vehicles used in the provision of public transportation. FST currently utilizes sixteen (16) revenue vehicles in its public transportation program. These vehicles are necessary to serve ten (10) daily routes, accommodate change outs due to maintenance activities, and facilitate cleaning and inspections. The department operates seven (7) large low floor Gillig buses, funded primarily through the Cares Act, in late 2022 and early 2023. The department also maintains a renovated trolley to serve as a back-up bus and public transportation during special events and training vehicle. Cutaway vans are used for demand response service and the department ordered two (2) high top conversion vans in June of 2024 to serve as replacement vehicles for revenue operations. Two (2) additional like-kind vans as well as one (1) large low floor bus are included in the 2025 budget as replacements for revenue vehicles with approximately 200,000 miles each.
- **Equipment:** Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any Fort Smith owned equipment with a cost of over \$50,000 in acquisition value. FST currently utilizes seven (7) support vehicles, which are necessary for shift change, training, installation and servicing of passenger amenities and maintenance of the fleet, equipment and facilities. Other uses include outreach activities and deliveries of tickets and passes to local organizations. Staff recognized the need to upgrade support vehicles as a condition of the TAM Plan in order to meet the replacement criteria established by FTA. The half-ton four-wheel drive pickups work well for the department's support needs. Keeping a similar vehicle type is more economical from a maintenance standpoint. A half-ton four-wheel drive pickup has been placed in the 2025 budget to replace a 2009 SUV with approximately 100,000 miles. The department acquired and incorporated a new Forklift in the Equipment category for 2024.
- **Facilities:** Facilities are any structure used in providing public transportation where FST owns and has a direct capital responsibility. Facilities utilized by FST include: maintenance buildings, administrative buildings, and passenger stations that have an acquisition cost greater than \$50,000. FST owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, bus awning, transfer station, CNG fueling station, transfer station awning and emergency generator. An access road from South 28<sup>th</sup> Street to the transit facility complex is under design and staff is currently working to achieve the appropriate roadway easement. The access road will enhance safety for transit staff, pedestrians, vehicles and equipment.

- **SGR Summary:** FST has implemented several performance measures as part of this TAMP to ensure that a State of Good Repair (SGR) is obtained and maintained, in order to continue to provide safe and efficient transportation services. Below are the performance measures and table illustrating the planned investment and level of SGR achieved for each category.

1. Revenue Vehicles

- Age – Staff adjusted the Useful Life Benchmark (ULB) age category for the trolley to seventeen (17) years in 2023 following the engine replacement and interior renovation (exceeds benchmark by 1%). Currently, no other revenue vehicles within a particular asset class have exceeded their age ULB
- Mileage – currently, no revenue vehicles within a particular asset class have exceeded their mileage ULB, however four (4) vehicles are greater than 80% ULB.
- Cumulative Condition Score – currently, no revenue vehicles within a particular asset class have scored below 2.0 on the TERM Scale

2. Equipment

- Age - Non-Revenue Vehicles - There is one (1) vehicle in the Truck/SUV category and one (1) vehicle in the Automobile category, that have exceeded their ULB on age. Efforts are underway to renew the support fleet over time as seen in the investment strategy.
- Mileage - Non-Revenue Vehicles - currently, none of the department's non-revenue vehicles exceeded their ULB on mileage.
- Cumulative Condition Score - Non-Revenue Vehicles – currently, none of the department's non-revenue vehicles scored below 2.0 on the TERM Scale for cumulative condition.

3. Facilities

- Condition Score – currently, no facilities have scored below 2.0 on the TERM Scale

*Executive Summary: Asset Replacement Summary by Asset Category with SGR*

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %
FY2024	\$230,000	\$108,000	\$2,960,000	100%
FY2025	\$1,040,000	\$52,000	\$0	100%
FY2026	\$855,000	\$95,000	\$1,900,000	100%
FY2027	\$766,500	\$58,000	\$0	100%
FY2028	\$805,000	\$0	\$0	100%
Total:	\$3,696,500	\$313,000	\$4,860,000	100% \$8,869,500

FST is currently in a SGR. A combination of funding revenues from all sources will insure FST remains in a SGR through the investments outlined in this plan. FST receives an allocation of approximately \$2.4 million per year in Section 5307 funds, \$250,000 per year in Section 5339 funds as well as other program specific or unspent grant funding.

## Section I: TAM Overview

### I.1 TAM Origins

FST is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. TAM is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a SGR.

FST is currently operating as a FTA-defined *Tier II* transit operator in compliance with (49 CFR § 625.45 (b)(1)). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAMP provides an outline of how FST will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. FST's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets. FST will focus on both engineering and economic analysis, based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions. These efforts will achieve and sustain a desired SGR over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2024 to 12/31/2028). This TAMP shall be amended annually or when there is a significant change to staff, assets, and/or operations occurring at FST. The TAMP was last revised in 2023.

The requirement for TAM originated on July 6, 2012 upon signing the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal transportation bill into law. The law provided over \$105 Billion at that time with approximately \$140 Billion in the current surface transportation programs through the Bipartisan Infrastructure Law. On September 30, 2015, FTA published the TAM Notice of Proposed Rulemaking, which ultimately, led to agencies being required to submit TAMP by October 1, 2018. FST met the requirement for the original submission deadline. Staff continues to update future related asset changes and planned acquisitions.

## 1.2 TAMP Elements

As a Tier II public transportation provider, FST has developed and implemented a TAMP containing the following elements which are detailed in the following sections:

### **Section 1. TAM Overview**

**Section 2. Asset Inventory:** An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.

**Section 3. Asset Condition Assessment:** A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.

**Section 4. Decision Support Tools:** A description of the analytical processes and decision-support tools that the Agency uses to estimate capital investment needs over time, and develop its investment prioritization.

**Section 5. Investment Prioritization:** The Agency's project-based prioritization of investments, developed in accordance with §625.33.

## 1.3 Agency Overview and Service Area

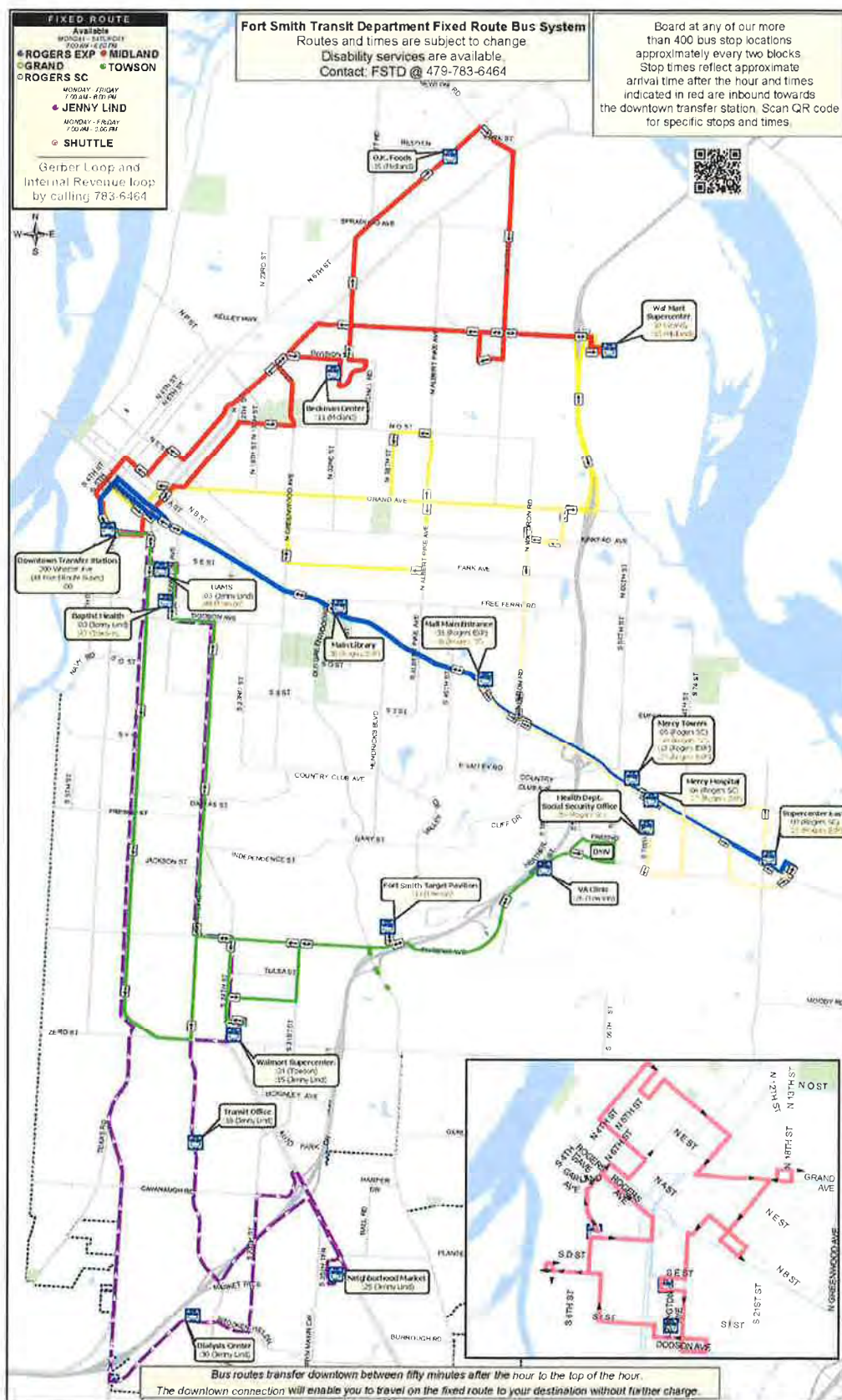
FST provides transportation open to the general public within the city limits of Fort Smith. FST performs fixed route and origin to destination transportation services as well as a limited charter service by advance request. The fixed route service consists of a network of six (6) core routes that travel the major avenues and some residential areas within the city. All fixed route buses are equipped with lifts for mobility devices and most routes traverse toward the downtown area once per hour to accommodate transfers as needed. The base fare for a one-way trip is \$1.25 with tickets and monthly passes available. The fixed routes operate from 7:00 a.m. to 6:00 p.m., Monday through Saturday, with the exception of one route that operates Monday through Friday. Information on the fixed route system is available at <https://www.fortsmithar.gov> See Figure 1.1 page 10 where it shows the system map.

Fort Smith Transit provides curbside service for passengers with qualifying disabilities (Paratransit) and/or passengers travelling outside the fixed route coverage area (Demand/Response). Demand Response and Paratransit services are available from 5:30 a.m. to 7:00 p.m., Monday through Friday and from 7:00 a.m. to 7:00 p.m., on Saturday. The base fare (fixed route hours) for a one-way trip is \$2.50 for paratransit and demand response. Information on the paratransit and demand response system is available at <https://www.fortsmithar.gov>

*Table 1.1 Fort Smith Transit Ridership (Un-linked to include transfers)*

Year	Fixed Route Ridership U/L	Demand Response Ridership	Total Ridership
2022	189,249	16,212	205,461
2023	223,715	18,461	242,176

Figure 1.1 Fort Smith Transit System Map



#### I.4 Accountable Executive

As part of the TAMP process, each agency must designate an "Accountable Executive." The role of the Accountable Executive is defined as:

"A single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326."

In addition, the TAM Rule requires that the transit provider's accountable executive approve its TAMP, which includes the performance measure targets.

FST has designated Ken Savage, Transit Director to be the Accountable Executive.

## Section 2: Asset Inventory

Asset inventory is defined as a register of capital assets and information about those assets. The following capital asset items that FST owns, operates, and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of rolling stock, equipment, and facilities.

### 2.1 Data Collection

Throughout the months of June - August 2024, transit staff performed on-site inspections, inventory and condition assessments on all TAM related assets described in the previous subsection. TranSystems provided the initial assessment in 2018. The three components of the asset inventory required as part of the TAM Plan are:

- **Rolling Stock:** All owned and operated revenue service vehicles used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. The TAM rule also stipulates that any leased vehicles used in the provision of providing public transportation must also be inventoried (not part of the condition assessment), but FST has full ownership of all of their vehicles.
- **Equipment:** Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any Fort Smith owned equipment with a cost of over \$50,000 in acquisition value. FST currently utilizes a fork lift acquired in 2024 and seven (7) support vehicles for shift change, training, installation and servicing of passenger amenities and maintenance of the fleet, equipment and facilities.
- **Facilities:** Facilities are any structure used in providing public transportation where FST owns and has a direct capital responsibility. Facilities utilized, owned and operated, by FST include: maintenance buildings, administrative buildings, and passenger stations that have an acquisition cost greater than \$50,000.

### 2.2.1 Asset Inventory Information

Table 2.1: Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value
<b>Revenue Vehicles</b>	<b>16</b>	<b>4.3</b>	<b>131,018</b>	<b>\$222,321</b>
Large Bus	7	1.5	64,177	\$469,559
CU - Cutaway Bus	8	5.2	184,013	\$21,644
RT - Rubber-Tired Vintage Trolley	1	17.1	174,950	\$97,078
<b>Equipment (Fork Lift exception)</b>	<b>8</b>	<b>7.0</b>	<b>70,834</b>	<b>\$31,414</b>
Non-Revenue/Service Vehicles	1	8.6	38,617	\$20,791
Non-Revenue/Service Trucks/SUV	6	6.8	77,277	\$33,184
Fork Lift (not calculated in overall value) *	1	0 months	6 hours	\$67,000
<b>Facilities*</b>	<b>7</b>	<b>14.29</b>	<b>N/A</b>	<b>\$919,756</b>
Administration	1	36	N/A	\$1,649,621
Maintenance	1	36	N/A	\$729,556
Transfer Station	1	14	N/A	\$1,211,541
Bus Awning	1	14	N/A	\$569,849
CNG Station	1	3	N/A	\$1,519,837
Transfer Station Awning	1	2	N/A	\$456,540
Emergency Generator	1	2	N/A	\$301,350

\*Values are based on purchase price and/or cost of construction.

### 2.2.2 Rolling Stock Inventory

Rolling stock is a Fort Smith Transit owned and operated revenue service vehicle used in the provision of providing public transportation and includes vehicles used to primarily transport passengers. Fort Smith Transit does not utilize or operate any third-party rolling stock assets.

Table 2.2: Rolling Stock Inventory

Year	Date in Service	Months in Service as of 7/18/2024	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage 7/18/2024	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use
2023	3/27/2023	15	BU	Gillig G31B102H4	15GGB3110P3198498	73	29,236	35	CNG	WC	FR-Revenue
2022	11/28/2022	19	BU	Gillig G31B102H4	15GGB3118N3197595	72	77,506	35	CNG	WC	FR-Revenue
2022	11/28/2022	17	BU	Gillig G31B102H4	15GGB3116N3197594	71	82,050	35	CNG	WC	FR-Revenue
2022	11/28/2022	19	BU	Gillig G31D102H4	15GGD3111N3197593	70	71,509	40	CNG	WC	FR-Revenue
2022	11/28/2022	19	BU	Gillig G31D102H4	15GGD311XN3197592	69	60,134	40	CNG	WC	FR-Revenue
2022	11/28/2022	19	BU	Gillig G31D102H4	15GGD3118N3197591	68	63,161	40	CNG	WC	FR-Revenue
2022	11/28/2022	19	BU	Gillig G31D102H4	15GGD3116N3197590	67	65,641	40	CNG	WC	FR-Revenue
2019	9/23/2019	55	CU	Starcraft/Allstar	1FDFE4F32KDC46826	66	129,440	21	H- G/CNG	WC	DR-Revenue
2019	12/13/2019	55	CU	Starcraft/Allstar	1FDFE4F30KDC46825	65	172,039	21	H- G/CNG	WC	DR-Revenue
2019	10/12/2019	57	CU	Starcraft/Allstar	1FDFE4F39KDC46824	64	157,938	21	H- G/CNG	WC	DR-Revenue
2019	9/23/2019	57	CU	Starcraft/Allstar	1FDFE4F37KDC46823	63	191,010	26	H- G/CNG	WC	FR-Revenue
2018	9/19/2018	69	CU	Starcraft/Allstar	1FDFE4F3JDC28138	62	206,825	26	H- G/CNG	WC	FR-Revenue
2018	9/11/2018	70	CU	Starcraft/Allstar	1FDFE4F3JDC31314	61	197,631	26	H- G/CNG	WC	FR-Revenue
2018	8/24/2018	70	CU	Starcraft/Allstar	1FDEE3F3JDC27982	60	206,172	20	H- G/CNG	WC	DR-Revenue
2018	9/26/2018	69	CU	Starcraft/Allstar	1FDEE3F3JDC27981	59	211,052	20	H- G/CNG	WC	DR-Revenue
2007	5/1/2007	206	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	174,950	30	D	WC	FR-Revenue

☐ Vehicles inactive or disposed after last TAMP adoption.


### 2.2.3 Equipment Inventory – Non-Revenue Vehicles

Equipment evaluated per FTA requirements in this TAMP is all non-revenue service vehicles regardless of value and any Fort Smith Transit owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Fort Smith Transit does not utilize or operate any third-party non-revenue service vehicle equipment assets.

Table 2.3: Equipment Inventory

Year	Date in Service	Months in Service as of: 7/18/2024	Asset Class	Make / Model	VIN / Serial Number	Agency Vehicle Number / Asset Tag	Mileage 7/18/2024	Fuel Type	Vehicle Use
2024	9/10/2024	0	CE	Forklift TBD	FGB0T-4420-01686	TBD	6 hours	LP	Maintenance
2024	7/3/2024	1	TR	Dodge/Ram	1C6RR7XT9RS149537	655	206	G	Transfer
2023	12/23/2023	7	TR	Dodge/Ram	1C6RR7XT9PS598035	530	2,996	G	Leads
2222	6/12/2022	13	TR	Dodge/Ram	1C6RR7XT3NS163251	871	16,440	G	Leads/Transfer
2020	5/8/2020	38	TR	Dodge/Ram	1C6RR7XT7LS131531	620	25,624	G	Maintenance
2015	12/1/2014	103	AO	Ford/Fusion S Hybrid	3FA6POUU2FR199263	444	42,866	H-G/E	Staff/Transfer
2009	6/1/2009	169	TR	Ford/Expedition	1FMFK15569EB04339	108	94,823	G	Staff/Transfer
2001	10/1/2001*	261	TR	Dodge/Service Truck*	3B6MF36681M563801	164	132,010	D	Maintenance

\* Vehicles were transferred from other departments within the City of Fort Smith.

 Vehicles inactive or disposed after last TAMP adoption.

#### 2.2.4 Facility Inventory

Facilities are any structure used in providing public transportation where Fort Smith Transit owns and has a direct capital responsibility. Facilities utilized by Fort Smith Transit include: maintenance, administrative buildings, and passenger facilities as seen in Table 2.4. Of the facilities listed in Table 2.4, all are 100% the capital responsibility of Fort Smith Transit.

Table 2.4: Facility Inventory

Facility Description	Asset Classification	Location	Year Built	Lot Size (Acres)	Building Size (Sq. Ft.)	Primary Mode Served	Owner	Capital Responsibility
Administrative Office	Administrative Facility	6821 Jenny Lind Road Fort Smith, AR 72908	1988	19+	9,600	Fixed Route and Paratransit	Fort Smith Transit	100%
Maintenance Garage	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	1988	N/A	11,588	Fixed Route and Paratransit	Fort Smith Transit	100%
Bus Awning	Maintenance Facility	6821 Jenny Lind Road Fort Smith, AR 72908	2010	N/A	15,000	Fixed Route and Paratransit	Fort Smith Transit	100%
Transfer Station	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2010	N/A	1,200	Fixed Route	Fort Smith Transit	100%
CNG Fuel Station	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2021	N/A	1,600	Fixed Route and Paratransit	Fort Smith Transit	100%
Transfer Station Awning	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2022	N/A	5,000	Fixed Route	Fort Smith Transit	100%
Emergency Generator	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2022	N/A	200	Fixed Route and Paratransit	Fort Smith Transit	100%

## Section 3: Asset Condition Assessment

### 3.1 Asset Condition Assessment Overview

Fort Smith Transit assesses the condition of its assets on an annual basis by utilizing the FTA TERM (Transit Economic Requirements Model) condition rating assessment scale (see Table 3.1 below). This rating scale assigned a numerical value or rank based on the physical condition(s) presented by each individual asset throughout its life cycle. The rating scale is based on numbers 1.0 to 5.0, with five being new and one being poor. Assets with a rating of 2.0 or higher are considered to be in a State of Good Repair. All completed asset inspection forms are documented in the data set of Appendices A - C.

### 3.2 State of Good Repair (SGR)

State of Good Repair (SGR) is defined as the condition in which a capital asset is able to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR. Due to this, each asset is individually conditionally assessed. The SGR policy for Fort Smith Transit has determined that an asset is operating at full level of performance if the asset can answer YES to the questions below:

1. Is the asset able to perform its designed function?
2. Does the asset operate without any known unacceptable safety risk?
3. Does the asset have remaining Useful Life (as determined in Section 5 of this plan)?

The TAM Final Rule established three performance measures which are a minimum national standard for transit operators. These performance measures are:

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- Facilities: The percentage of facilities (by group) that are rated less than 2.0 on the Transit Economic Requirements Model (TERM) Scale

The purpose of the FST TAM Plan is to keep assets in a SGR through setting these targets, and optimizing the capital investment plan to achieve these targets. Failure to achieve or maintain a SGR leads to:

- Safety risks for the users of public transit
- Decreased system reliability, more road calls, and shorter distances between failures
- Higher maintenance costs
- Lower system performance and eventually lower customer satisfaction

Table 3.1: FTA TERM Rating Scale

FTA TERM Rating Scale		
Rank	Category	Description
4.8 – 5.0	Excellent	New asset; no visible defects.
4.0 – 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 – 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 – 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 – 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

### 3.3 Condition Assessment by Asset Category

#### 3.3.1 Rolling Stock Condition Assessment

FST staff completed the assessments for the current plan. The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which FST owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAMP for rolling stock assets for which FST does not own the rolling stock asset, the rolling stock asset is owned by a third party, and/or where FST does not have a direct capital responsibility for the rolling stock asset.


However, for the purposes of NTD reporting (Inventory and Condition Submittal), all FST owned and third party owned rolling stock assets (regardless of direct capital responsibility) are assigned an asset condition rating. At the time of this report, FST owns and operates all fixed route and paratransit rolling stock (revenue vehicles). The Rolling Stock Condition Assessment Tables can be found in Table 3.2.

Table 3.2 Rolling Stock Condition Assessment

Year	Date in Service	Months in Service 7/18/2024	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage 7/18/2024	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2023	3/27/2023	15	BU	Gillig G31B1C2H4	15GGB3110P3198498	73	29,236	35	CNG	WC	FR-Revenue	5
2022	11/28/2022	19	BU	Gillig G31B1C2H4	15GGB3118N3197595	72	77,506	35	CNG	WC	FR-Revenue	5
2022	11/28/2022	17	BU	Gillig G31B1C2H4	15GGB3116N3197594	71	82,050	35	CNG	WC	FR-Revenue	5
2022	11/28/2022	19	BU	Gillig G31D1C2H4	15GGD3111N3197593	70	71,509	40	CNG	WC	FR-Revenue	5
2022	11/28/2022	19	BU	Gillig G31D1C2H4	15GGD311XN3197592	69	60,134	40	CNG	WC	FR-Revenue	5
2022	11/28/2022	19	BU	Gillig G31D1C2H4	15GGD3118N3197591	68	63,161	40	CNG	WC	FR-Revenue	5
2022	11/28/2022	19	BU	Gillig G31D1C2H4	15GGD3116N3197590	67	65,641	40	CNG	WC	FR-Revenue	5
2019	9/23/2019	55	CU	Starcraft/Allstar	1FDFF4FS2KDC46826	66	129,440	21	H- G/CNG	WC	DR-Revenue	3.2
2019	12/13/2019	55	CU	Starcraft/Allstar	1FDFF4FS0KDC46825	65	172,039	21	H- G/CNG	WC	DR-Revenue	2.9
2019	10/12/2019	57	CU	Starcraft/Allstar	1FDFF4FS9KDC46823	64	157,938	21	H- G/CNG	WC	DR-Revenue	3.0
2019	9/23/2019	57	CU	Starcraft/Allstar	1FDFF4FS7KDC46823	63	191,010	26	H- G/CNG	WC	FR-Revenue	2.3
2018	9/19/2018	69	CU	Starcraft/Allstar	1FDFF4FS3JDC28138	62	206,825	26	H- G/CNG	WC	FR-Revenue	2.3
2018	9/11/2018	70	CU	Starcraft/Allstar	1FDFF4FS1JDC31314	61	197,631	26	H- G/CNG	WC	FR-Revenue	2.0
2018	8/24/2018	70	CU	Starcraft/Allstar	1FDFF4FS3JDC27982	60	206,172	20	H- G/CNG	WC	DR-Revenue	1.9
2018	9/26/2018	69	CU	Starcraft/Allstar	1FDFF4FS1JDC27981	59	211,052	20	H- G/CNG	WC	DR-Revenue	1.9
2007	5/1/2007	206	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	174,950	30	D	WC	FR-Revenue	3.1

 Vehicles inactive or disposed after last TAMP adoption.

Figure 3.1: Sample Revenue Vehicle Inventory and Condition Form Front



## Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: \_\_\_\_\_

Inventory Date: \_\_\_\_\_

Make: \_\_\_\_\_

Model: \_\_\_\_\_

Year: \_\_\_\_\_

ID/Serial Number/VIN: \_\_\_\_\_

Mileage: \_\_\_\_\_

Date in Service: \_\_\_\_\_

Vehicle Location: \_\_\_\_\_

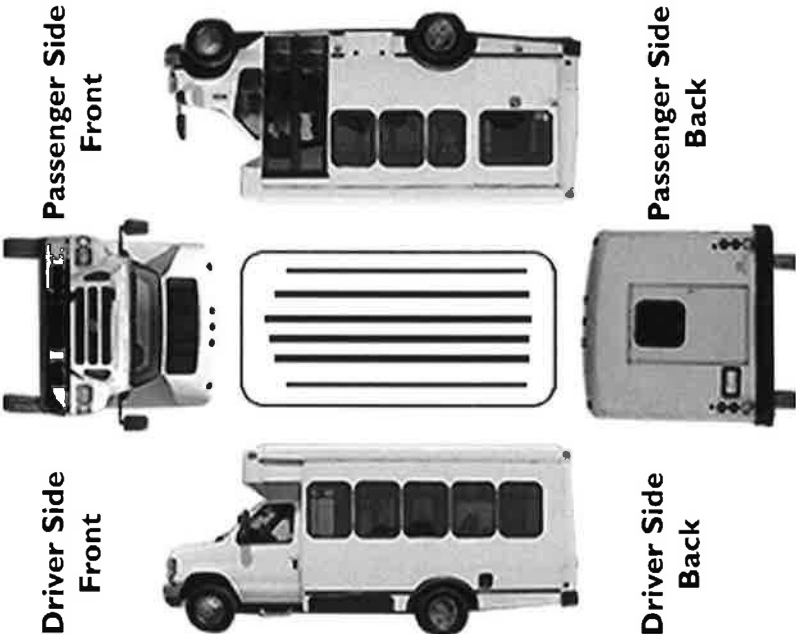
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: \_\_\_\_\_

Additional Vehicle Comments: \_\_\_\_\_

Figure 3.2: Sample Revenue Vehicle Inventory and Condition Form Back



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

### 3.3.2 Equipment Condition Assessment

The TAMP Equipment condition assessment consists of assigning a TERM physical condition rating to equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition value of \$50,000 or more (individual line item or group). Furthermore, the equipment condition assessment contains only assets for which FST owns and has a direct capital responsibility.

A condition assessment ranking is not conducted in the TAMP for equipment assets for which FST does not own, is owned by a third party, the equipment has an acquisition cost below \$50,000 (individual line item or group), or where FST does not have a direct capital responsibility.

Table 3.3 Equipment Condition Assessment

Item #	Classification	Item	Service Start Year	Age Months	Quantity	Status	Replacement Cost*	Condition Rating
655	Transfer Vehicle	Dodge/Ram	7/3/2024	1	1	In-Service	\$41,000	5
530	Leads Vehicle	Dodge/Ram	12/23/2023	7	1	In-Service	\$43,000	4.9
871	Lead/Transfer Vehicle	Dodge/Ram	6/12/2022	13	1	In-Service	\$35,000	4.8
620	Maintenance Vehicle	Dodge/Ram	5/8/2020	38	1	In-Service	\$35,000	4.5
444	Staff/Transfer Vehicle	Ford/Fusion S Hybrid	12/1/2014	103	1	In-Service	\$28,000	3.6
108	Staff/Transfer Vehicle	Ford/Expedition	6/1/2009	169	1	In-Service	\$55,000	2.8
164	Maintenance Vehicle	Dodge/Service Truck	10/1/2001	261	1	In-Service	\$60,000	2.2

 Vehicles inactive or disposed after last TAMP adoption.

It should be noted Asset #164 is a specialized truck containing a boom lift that is used infrequently and this same support vehicle received extensive repairs and refurbishment maintaining its conditional value for use.

### 3.3.3 *Facilities Condition Assessment*

The TAMP Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale (Table 3.1), to all facility assets for which FST owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which FST does not own the asset, the facility asset is owned by a third party, and/or where Fort Smith Transit does not have a direct capital responsibility for the facility asset.

However, for the purposes of NTD reporting (Inventory and Condition Submittal), all FST owned and third party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (see Table 2.2.4). Only FST owned facility assets with a direct capital responsibility are assigned a facility asset condition rating.

At the time of this report, Fort Smith Transit only owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, CNG fueling station, bus awning, transfer station facility, transfer station awning and generator.


Each condition assessment inspection will typically take place in July/August of each calendar year. The inspection of major facility components and subcomponents will be conducted by the FST Maintenance Supervisor or designated FST staff member, with results and data reported to FST's Accountable Executive.

The Facilities Condition Assessment can be found in Table 3.4.

Table 3.4 Facilities Condition Assessment

Facility Description	Asset Classification	Location	Year Built	Lot Size (Acre:)	Building Size (Sq. Ft.)	Primary Mode Served	Owner	Capital Responsibility	Condition Rating
Administrative Office	Administrative Facility	6821 Jenny Lind Road Fort Smith, AR 72908	1988	19+	9,600	Fixed Route and Paratransit	Fort Smith Transit	100%	4.1
Maintenance Garage	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	1988	N/A	11,588	Fixed Route and Paratransit	Fort Smith Transit	100%	4.1
Bus Awning	Maintenance Facility	6821 Jenny Lind Road Fort Smith, AR 72908	2010	N/A	60,000	Fixed Route and Paratransit	Fort Smith Transit	100%	4.3
Transfer Station	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2010	N/A	1,200	Fixed Route	Fort Smith Transit	100%	3.5
CNG Fuel Station	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2021	N/A	1,600	Fixed Route and Paratransit	Fort Smith Transit	100%	4.5
Transfer Station Awning	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2022	N/A	5,000	Fixed Route	Fort Smith Transit	100%	5.0
Emergency Generator	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2022	N/A	200	Fixed Route and Paratransit	Fort Smith Transit	100%	5.0

Figure 3.3: Sample Facility Inventory and Condition Form Front



## Facility Inventory & Condition Assessment Form

Agency Name: \_\_\_\_\_  
 Inventory Date: \_\_\_\_\_  
 Facility Address: \_\_\_\_\_  
 Facility Name: \_\_\_\_\_  
 Year Built or Replaced: \_\_\_\_\_  
 Primary Mode Served: \_\_\_\_\_  
 Square Feet: \_\_\_\_\_  
 Percent Capital Responsibility: \_\_\_\_\_  
 Section of Larger Facility? ☐ Yes ☐ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Figure 3.4: Sample Facility Inventory and Condition Form Back

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation		
	Basement		
Shell	Superstructure/structural frame, including columns, pillars, and walls		
	Roof, gutters, eaves, skylights, pillars, and walls		
	Exterior windows, doors, and all finishes (paint and masonry)		
	Balconies, fire escapes, gutters, and downspouts		
Interiors	Partitions: walls, interior doors, fittings, and signage		
	Interior stairs and landings		
	Finishes: materials used on walls, floors, and ceilings		
Conveyance	Elevators and escalators		
	Fixed apparatuses for the movement of goods or people		
Plumbing	Fixtures		
	Water supply		
	Sanitary waste		
	Rain water drainage		
HVAC	Energy supply		
	Heating/cooling generation and distribution systems		
	Testing, balancing, controls, and instrumentation		
	Chimneys and vents		
Fire Protection	Sprinklers		
	Standpipes		
	Hydrants and other fire protection specialties		
Electrical	Electrical service and distribution		
	Lighting and branch wiring (interior and exterior)		
	Communications and security		
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting		
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement		
Site	Pedestrian areas and associated signage, marking, and equipment		
	Site development, such as: fences, walls, and miscellaneous structures		
	Landscaping and irrigation		
	Site utilities		

Cumulative Primary Level Score (CPLS): \_\_\_\_\_

Final Term Rating (CPLS/10): \_\_\_\_\_

### 3.4 Asset Condition Assessment Results

The remaining section includes a breakdown of the asset condition assessment results for each asset category: revenue vehicles, equipment, and facilities.

#### 3.4.1 Revenue Vehicle Condition Assessment Results

To determine the revenue vehicle condition, FST is using a three factor score to determine the total vehicle condition based on the:

Table 3.5 Age and Mileage Condition Assessment Scoring Ratios

Percentage of UL Used	Score
0.0% to 25.0%	5
25.1% to 50.0%	4
50.1% to 75.0%	3
75.1 to 100.0%	2
Over 100.1%	1

The breakdown for each of the assessment categories is below.

- **Condition**

The condition score is the most subjective of the three benchmarks but is still useful to use in providing a full picture of the assets overall condition. According to Table 3.2 Rolling Stock Condition Assessment, fourteen (14) vehicles (87.5%) have a condition rating of 2 or higher. Two (2) vehicles score below a 2 rating.

The target for a condition evaluation is 80% with a condition rating of 2 or higher. The trolley received a new engine and renovation of the interior elevating its overall scoring, safety and condition for use.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the ULB for the asset class. Each asset class for revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.6.

Table 3.6 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	Months in Service	# of Vehicles	# of Vehicles Exceeding ULB	% Exceeding ULB
Large Bus	14 Years	18	7	0	0%
Cutaway	10 Years	502	8	0	0%
Rubber-Tired Vintage Trolley	17 Years	206	1	1	100%
<b>Totals:</b>			16	1	6.25%

The target for an age evaluation is 90% of the cut-away and large bus asset class with remaining useful life. The target for an age evaluation is 80% with useful life remaining for the trolley. As seen in Table 3.2, the trolley exceeds the ULB for age, however there are no other revenue vehicles exceeding the ULB pertaining to the age of the vehicles. The SGR is 93% for this category.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that FST has for the lifecycle of the asset class.

Table 3.7 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# of Vehicles Exceeding ULB	% Exceeding ULB
Large Bus	500,000 miles	7	0	0%
Cutaway	250,000 miles	8	0	0%
Rubber-Tired Vintage Trolley	350,000 miles	1	0	0%
<b>Totals:</b>		16	0	0%

The mileage score will be developed based off of the ULB using the percentages of life of the asset used. As seen in Table 3.7, there are no revenue vehicles exceeding the ULB pertaining to the mileage of the vehicles. FST meets the benchmark mileage target of 80% of the asset class with remaining useful life.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale will be averaged to determine a cumulative score for each asset. The target for the cumulative score is 80% of the asset class with a score 2 or higher (max score of 5). As seen in Table 3.9, there are no revenue vehicles with a cumulative score below a 2.0.

#### 3.4.2 Revenue Vehicle State of Good Repair Summary

The Table 3.8 shows the SGR for each asset class based on the cumulative score detailed in 3.4.1 of this document. A detailed table of the cumulative scoring can be found in Table 3.9.

Table 3.8 Revenue Vehicle SGR by Asset Class

Asset Class	SGR Minimum Score	# of Vehicles	# of Vehicles Exceeding ULB	% Exceeding SGR
Large Bus	2.0	7	0	0%
Cutaway	2.0	8	0	0%
Rubber-Tired Vintage Trolley	2.0	1	0	0%
<b>Totals:</b>		16	0	0%

Table 3.9 Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 7/18/24	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage 7/18/24	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
BU	Gillig G31B102H4	73	5	2023	3/27/2023	15	14	8.9%	5.00	29,236	500,000	5.8%	470,764	5.00	5.0
BU	Gillig G31B102H4	72	5	2022	11/28/2022	19	14	11.3%	5.00	77,506	500,000	15.5%	422,494	5.00	5.0
BU	Gillig G31B102H4	71	5	2022	11/28/2022	17	14	10.1%	5.00	82,050	500,000	16.4%	417,950	5.00	5.0
BU	Gillig G31D102H4	70	5	2022	11/28/2022	19	14	11.3%	5.00	71,509	500,000	14.3%	428,491	5.00	5.0
BU	Gillig G31D102H4	69	5	2022	11/28/2022	19	14	11.3%	5.00	60,134	500,000	12.0%	439,866	5.00	5.0
BU	Gillig G31D102H4	68	5	2022	11/28/2022	19	14	11.3%	5.00	63,161	500,000	12.6%	436,839	5.00	5.0
BU	Gillig G31D102H4	67	5	2022	11/28/2022	19	14	11.3%	5.00	65,641	500,000	13.1%	434,359	5.00	5.0
CU	Starcraft/Allstar	66	3.2	2019	10/8/2019	55	10	45.8%	4.00	129,440	250,000	51.8%	120,560	3.00	3.4
CU	Starcraft/Allstar	65	2.9	2019	12/13/2019	55	10	45.8%	4.00	172,039	250,000	68.8%	77,961	3.00	3.3
CU	Starcraft/Allstar	64	3.0	2019	10/12/2019	57	10	47.5%	4.00	157,938	250,000	63.2%	92,062	3.00	3.3
CU	Starcraft/Allstar	63	2.3	2019	9/23/2019	57	10	47.5%	4.00	191,010	250,000	76.4%	58,990	2.00	2.8
CU	Starcraft/Allstar	62	2.3	2018	9/19/2018	69	10	57.5%	3.00	206,825	250,000	82.7%	43,175	2.00	2.4
CU	Starcraft/Allstar	61	2.0	2018	9/11/2018	70	10	58.3%	3.00	197,631	250,000	79.1%	52,369	2.00	2.3
CU	Starcraft/Allstar	60	1.9	2018	8/24/2018	70	10	58.3%	3.00	206,172	250,000	82.5%	43,828	2.00	2.3
CU	Starcraft/Allstar	59	1.9	2018	9/26/2018	69	10	57.5%	3.00	211,052	250,000	84.4%	38,948	2.00	2.3
RT	Freightliner/Trolley	6	3.1	2007	5/1/2007	206	17	101%	1.00	174,950	425,000	41.2%	250,050	4.00	2.7

Vehicles inactive or disposed after last TAMP adoption.

### 3.4.3 Equipment Condition Assessment Results

Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value and any FST owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools.

For the purpose of the condition assessment, the asset category for equipment is split into two sections: non-revenue vehicles regardless of cost and equipment with an acquisition value over \$50,000.

#### 3.4.3.1 Non-Revenue Vehicles

The non-revenue vehicles are scored in the same manner as the revenue vehicles. The target is 20% for 2024. FST currently has an active fleet of seven (7) staff/maintenance vehicles.

To determine the non-revenue vehicle condition, FST is using a three factor score:

- **Condition**

The condition score is the most subjective of the three benchmarks but is still useful to use in providing a full picture of the assets overall condition. According to Table 3.3 Equipment Condition Assessment, seven (7) support vehicles have a condition rating of 2 or higher.

The benchmark for a condition evaluation is 20% meaning 80% with a condition rating of 2 or higher. The fleet currently meets this benchmark.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the ULB for the asset class. Each asset class for non-revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.10.

Table 3.10 FTA TAM Established Useful Life Benchmarks for Age of Asset Class - Non Revenue

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Automobile	8 Years	1	1	100%
Truck / SUV	14 Years	5	1	20%
Boom Truck	23 Years	1	0	0%
<b>Totals:</b>		7	2	28%

As seen in Table 3.10, two (2) of the seven (7) vehicles or 28% have exceeded their useful life in the non-revenue age category. The strategy for compliance will be addressed in the investment prioritization section. It should be noted the City of Fort Smith has made considerable investments over the past few years in acquiring new support vehicles to be more in line with FTA's published condition ratings.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use for FST.

Table 3.11 TAM Useful Life Benchmarks for Mileage of Asset Class – Non Revenue

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Automobile	150,000 miles	1	0	0.0%
Truck / SUV	200,000 miles	6	0	0.0%
<b>Totals:</b>		7	0	0%

According to table 3.11, all seven (7) vehicles have remaining mileage ULB.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale are averaged to determine a cumulative score for each asset. The target for the cumulative score in 2024 is 20% meaning 80% of the asset class with a score 2 or higher. The fleet currently meets this benchmark. See Table 3.12. The investment prioritization schedule includes replacements to improve the overall SGR strategy.

Table 3.12 Non-Revenue Vehicle Cumulative Condition, Age, and Mileage Scores (Active Support Fleet)

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 7/18/24	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Concition Rating	Cumulative Condition Rating
TR	Dodge/Ram	655	5	2024	7/3/2024	1	14	.6%	5.00	204	200,000	.1%	199,794	5.00	5.0
TR	Dodge/Ram	530	4.9	2023	12/23/2023	7	14	4.2%	5.00	2,956	200,000	1.5%	197,004	5.00	5.0
TR	Dodge/Ram	871	4.8	2022	6/12/2022	13	14	7.7%	5.00	8,307	200,000	4.2%	191,693	5.00	5.0
TR	Dodge/Ram	620	4.6	2020	10/1/1998	38	14	22.8%	5.00	20,456	200,000	10.2%	179,534	5.00	4.9
AO	Ford/Fusion S Hybrid	444	3.6	2015	12/1/2014	103	8	107.3%	2.00	38,617	150,000	25.7%	111,383	4.00	2.9
TR	Ford/Expedition	108	2.8	2009	6/1/2009	169	14	100.6%	1.00	89,634	200,000	44.8%	110,316	4.00	2.6
TR	Dodge/Service Truck	164	2.2	2001	10/1/2001	261	23	94.6%	1.00	131,698	200,000	65.8%	68,302	3.00	2.4

#### 3.4.3.2 Other Equipment

Fort Smith Transit does not own any equipment asset item (single line item or group) with a cost at or over \$50,000 in acquisition value.

#### 3.4.4 Facility Condition Assessment Results

The TAM Plan Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale, to all facility assets for which FST owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which FST does not own the asset, the facility asset is owned by a third party, and/or where FST does not have a direct capital responsibility for the facility asset (the asset is included in the Asset Inventory, but not in the Condition Assessment).

Only FST owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. At the time of this report, FST owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, bus awning, transfer station, CNG fueling station, passenger awning and generator.

Each condition assessment inspection will take place in June/August of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Maintenance Supervisor of FST with results and data reported to the Accountable Executive.

The target for the facility evaluation for 2024 is 90% of the asset class with a condition score over 2.0. The facilities currently meets this benchmark. Of the seven (7) facilities, 100% of them are scoring above a 2.0 (see Table 3.4 Facilities Condition Assessment for details).

Table 3.13 Facility Condition Assessment Summary

Facility Description	Asset Classification	Condition Rating
Administrative Office	Administrative Facility	4.1
Maintenance Garage	Maintenance Facility	4.1
Bus Awning	Maintenance Facility	4.3
Transfer Station	Passenger Facility	3.5
CNG Fueling Station	Maintenance Facility	4.5
Transfer Station Awning	Passenger Facility	5.0
Emergency Generator	Maintenance Facility	5.0

## Section 4: Decision Support Tools

Sections 4 and 5 of this document are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transportation assets. FST staff within the maintenance, finance/grants, compliance, operations and safety, and executive departments utilizes a variety of management practices, policies, and technology to manage, maintain, and plan throughout the life cycle of an asset. Table 4.1 shows the typical Fort Smith Transit Decision Support and Capital Asset Investment Planning Process.

*Table 4.1 Decision Support and Capital Asset Investment Planning Process*

Step	Process Description
1	Bi-annual management meeting to review asset performance and set goals
2	Development of or update to department policies, procedures, and SOPs.
3	Creation or update of: Operations Plan, Facility and Equipment Maintenance Plan, Procurement Manual, Fleet Maintenance Plan, TAMP and Finance Capital Plan
4	Data collection, analysis and review
5	Update, record and report data: ArDOT, NTD, TAMP
6	Department management meetings, assess asset and transit system capital investment needs based on: safety deficiencies, ADA accessibility, agency capacity, consumer demand, maintenance needs, data, and available funding.
7	Development of or update to Asset Improvement Priority List of Projects and Programs. Placement in TIP/STIP.
8	Contract advertising – RFP (BID) and Award Process
9	Project/Program implementation and monitoring

Beyond the planning process outlined above, there are several other documents that provide additional decision support including:

- Facility and Maintenance Plan
- Fleet Management and Maintenance Manual
- Procurement Manual
- TAM Plan
- MPO TIP

#### 4.1 Management Approach to Asset Management

The primary management approach utilized to maintain an SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective and a safety and accessibility perspective.

Throughout each asset's life cycle, FST shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When FST encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. FST's risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in the remainder of this section.

Performing an analysis of the asset life cycle at the individual asset level is just one management approach FST uses to maintain a SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed. The analysis is a snapshot of each asset's current status. The asset lifecycle stages consist of the following strategies:

##### *4.1.1 Acquisition Strategy (Design/Procurement)*

Each year the transit department budgets for replacement vehicles during the budget preparation cycle in July with anticipation of delivery by December the following year. Forecasting have historically been done to ensure the buses meet their useful life at the time of delivery. Staff currently uses the TAMP cumulative values less than a rating of 3.0 as a guide for replacement considering the excessive amount of time between ordering and delivery. As of 2019 the transit department applies for Section 5339 capital funds to use for rolling stock replacement and/or facility improvements. ArDOT conveyed the grant funding application process to urban transit systems in late 2018. The Fort Smith Board of Directors considers rolling stock purchases and/or facility improvements during the annual budget approval process.

#### 4.1.2 Maintenance Strategy (Operate/Maintain/Monitor)

The maintenance plan is developed as a guide to ensure all vehicles are kept in top performing condition with a pleasing appearance at the lowest possible cost. This will be achieved by adherence to the following:

1. Each day the Maintenance Supervisor checks for concerns on the Operational Data Sheet (ODS) and monitors the radio to document maintenance issues.
2. A list of issues is compiled and secondary concerns form the repair orders for the next business day.
3. Primary maintenance concerns are resolved immediately or are prioritized based upon the nature of the complaint.
4. Scheduling of preventive maintenance inspections are reviewed through a computer file in which the mileage is entered every day and automatically marks or flags when a particular bus is close or due for service intervals. Cut-a-way PM's shall be performed every 5,000 miles as indicated on the appropriate PM inspection sheet. A Level 2 PM Service will be completed between 45,000 and 55,000 miles.
5. Staff will service all CNG and diesel bus PM's every 10,000 miles as indicated on the appropriate PM inspection sheet.
6. A comprehensive check of the entire vehicle and its components shall be completed with each PM.
7. Maintenance department maintains two separate communication systems including destination signs and the automatic vehicle annunciator systems. Both systems are repaired as needs occur as communicated through the operational data sheet.
8. Prior to revenue vehicles leaving transit grounds, drivers must perform pre-trip inspections as outlined in the department's PTASP and employee manual. Drivers are to note any defects via driver's tablet/trip sheet functions and sign off on pre-trip inspections.
9. At the end of revenue service, drivers shall perform post-trip inspections, as outlined in the department PTASP and employee manual, to ensure buses are safe and ready for the next service day. Drivers are to note any defects via driver's tablet/trip sheet functions and sign off on post-trip inspections. Any defects that would prevent a vehicle from operating the next service day, maintenance and dispatch must be notified via email.
10. Service mechanics shall preserve the condition of the buses as per schedule, as well as maintain all fluid levels.
11. Maintenance personnel shall wash the outside of each bus and mop the interior floors as per schedule.
12. Maintenance personnel will remain on duty from 8:00 a.m. until 5:00 p.m., Monday through Friday and rotate on call assignments for weekends and holidays.
13. Each mechanic will be asked to attend specialized training classes periodically to ensure they are familiar with the latest technology and current updates on equipment, as well as on-site training as needed.

#### *4.1.3 Disposal Strategy*

Vehicles will be disposed of according to their replacement priority in this TAMP. The TAMP allows FST to prioritize when and which vehicles will be replaced as seen in the next section. Once a vehicle has reached its useful life in age, mileage, or has a cumulative condition score below 3.0, a vehicle will be eligible for disposition and replacement.

## Section 5: Investment Prioritization

This section details the investment prioritization based on the results from the condition assessment and the SGR benchmarks. The investment prioritization shows the capital investment that will take place over a five (5) year period (2024-2028).

### 5.1 Investment Prioritization Process

FST has performed an investment prioritization in order to determine what capital investments are needed and when they are needed in order to achieve and/or maintain SGR and to rate and rank the assets in order of replacement/implementation.

#### 5.1.1 Replacement Cost Summary

Table 5.1 shows the replacement costs for each asset class that will need to be replaced over the next five years.

Table 5.1 Replacement Cost Amounts by Asset Class

Asset Class	FTA Age ULB	Mileage ULB	Replacement Cost
Cutaway	10 Years	250,000	\$82,000
Rubber-Tired Vintage Trolley CNG	17 Years	200,000	\$600,000
Large Bus CNG	14 Years	500,000	\$600,000

The information in the table will be used to determine the investment prioritization for each asset.

#### 5.1.2 Capital Budget

FST is committed to using the funds received in the most efficient manner to maintain and improve the safe operation of its system. FST receives operating and capital funds from Sections 5307 of approximately \$2.4 million annually and 5339 of approximately \$250,000 annually. Other sources such as local funds and donations serve as match to leverage project funds.

#### 5.1.3 Revenue Vehicle Replacement Prioritization

Table 5.2 details the replacement of FST assets by year in order to achieve a minimum SGR. The current revenue vehicle fleet SGR is 100%.

Table 5.2 Revenue Vehicle Replacement Prioritization

Year	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage 7/18/2024	Cumulative Condition Rating	Purchase Price	2024 Investment Delivery	2025 Investment Delivery	2026 Investment Delivery	2027 Investment Delivery	2028 Investment Delivery	Vehicle Number & Total Investment
2023	BU	Gillig G31B102H4	15GGB3110P3198498	73	29,236	5	\$571,500	\$0	\$0	\$0	\$0	\$0	Vehicle 1
2022	BU	Gillig G31B102H4	15GGB3118N3197595	72	77,506	5	\$528,700	\$0	\$0	\$0	\$0	\$0	Vehicle 2
2022	BU	Gillig G31B102H4	15GGB3116N3197594	71	82,050	5	\$528,700	\$0	\$0	\$0	\$0	\$0	Vehicle 3
2022	BU	Gillig G31D102H4	15GGD3111N3197593	70	71,509	5	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 4
2022	BU	Gillig G31D102H4	15GGD311XN3197592	69	60,134	5	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 5
2022	BU	Gillig G31D102H4	15GGD3118N3197591	68	63,161	5	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 6
2022	BU	Gillig G31D102H4	15GGD3116N3197590	67	65,641	5	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 7
2019	CU	Starcraft/Allstar	1FD4E4FS2KDC46826	66	129,440	3.4	\$82,000	\$0	\$0	\$125,000	\$0	\$0	Vehicle 8
2019	CU	Starcraft/Allstar	1FD4E4FS0KDC46825	65	172,039	3.3	\$82,000	\$0	\$695,000	\$0	\$0	\$0	Vehicle 9
2019	CU	Starcraft/Allstar	1FD4E4FS9KDC46823	64	157,938	3.3	\$82,000	\$0	\$115,000	\$0	\$0	\$0	Vehicle 10
2019	CU	Starcraft/Allstar	1FD4E4FS7KDC46823	63	191,010	2.8	\$82,000	\$0	\$115,000	\$0	\$0	\$0	Vehicle 11
2018	CU	Starcraft/Allstar	1FD4E4FS3JDC28138	62	206,825	2.4	\$82,000	\$0	\$115,000	\$0	\$0	\$0	Vehicle 12
2018	CU	Starcraft/Allstar	1FD4E4FS1JDC31314	61	197,631	2.3	\$82,000	\$0	\$0	\$730,000	\$0	\$0	Vehicle 13
2018	CU	Starcraft/Allstar	1FDEE3FS3JDC27982	60	206,172	2.3	\$82,000	\$115,000	\$0	\$0	\$0	\$0	Vehicle 14
2018	CU	Starcraft/Allstar	1FDEE3FS1JDC27981	59	211,052	2.3	\$82,000	\$115,000	\$0	\$0	\$0	\$0	Vehicle 15
2007	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	174,950	2.7	\$165,000	\$0	\$0	\$0	\$766,500	\$0	Vehicle 16
2028	BU	Gillig	TBD	TBD	TBD	TBD	\$805,000	\$0	\$0	\$0	\$0	\$805,000	Vehicle 17
							Total Project	\$230,000	\$1,040,000	\$855,000	\$766,500	\$805,000	\$3,696,500
							Local	\$46,000	\$173,250	\$134,500	\$114,975	\$120,750	\$589,475
							FTA	\$184,000	\$866,750	\$720,500	\$651,525	\$684,250	\$3,107,025

 Vehicles inactive or disposed after last TAMP adoption.

Table 5.3 Revenue Vehicle Replacement Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2024	\$230,000	\$230,000	100%
FY2025	\$1,040,000	\$1,040,000	100%
FY2026	\$855,000	\$855,000	100%
FY2027	\$766,500	\$766,500	100%
FY2028	\$805,000	\$805,000	100%

#### 5.1.4 Equipment Replacement Prioritization, Non – Revenue Vehicles

Table 5.4 shows the replacement of FST equipment assets by year in order to achieve a minimum SGR.

Table 5.4 Equipment Replacement Prioritization, Non – Revenue Vehicles

Year	Asset Class	Make /Model	Serial ID/VIN	Agency Vehicle Number	Mileage 7/18/2024	Cumulative Condition Rating	Purchase Cost	2024 Investment	2025 Investment	2026 Investment	2027 Investment	2028 Investment	Total Investment
2024	CE	Forklift	FGBOT-4420-01686	TBD	6 Hrs.	5	\$67,000	\$67,000	\$0	\$0	\$0	\$0	
2024	TR	Dodge/Ram	1C6RR7XT9RS149537	655	206	5	\$41,000	\$41,000	\$0	\$0	\$0	\$0	Vehicle 1
2023	TR	Dodge/Ram	1C6RR7XT9PS598035	530	2,996	5	\$43,000	\$0	\$0	\$0	\$0	\$0	Vehicle 2
2022	TR	Dodge/Ram	1C6RR7XT3NS163251	871	16,440	4.9	\$35,000	\$0	\$0	\$0	\$0	\$0	Vehicle 3
2020	TR	Dodge/Ram	1C6RR7XT7LS131531	620	25,624	4.8	\$35,000	\$0	\$0	\$0	\$0	\$0	Vehicle 4
2015	AO	Ford/Fusion S Hybrid	3FA6P0UU2FR199263	444	42,866	2.9	\$28,000	\$0	\$0	\$0	\$58,000	\$0	Vehicle 5
2009	TR	Ford/Expedition	1FMFK15569EB04339	108	94,823	2.6	\$55,000	\$0	\$52,000	\$0	\$0	\$0	Vehicle 6
2001	TR	Dodge/Service Truck	3B6MF36681M563801	164	132,010	2.4	\$60,000	\$0	\$0	\$95,000	\$0	\$0	Vehicle 7
							Total Project	\$108,000	\$52,000	\$95,000	\$58,000	\$0	\$313,000
							Local	\$21,600	\$10,400	\$19,000	\$11,600	\$0	\$62,600
							FTA	\$86,400	\$41,600	\$76,000	\$46,400	\$0	\$250,400

Asset 164 is a specialty vehicle equipped with a crane and used minimally, however necessary to install bus stop shelter amenities. A like kind vehicle is planned for 2026 to serve as a replacement.

**Table 5.5 Equipment Replacement Prioritization Summary**

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2024	\$108,000	\$108,000	100%
FY2025	\$52,000	\$52,000	100%
FY2026	\$95,000	\$95,000	100%
FY2027	\$58,000	\$58,000	100%
FY2028	\$0	\$0	100%
Total:	\$313,000	\$313,000	100%

#### 5.1.5 Facility Replacement Prioritization

Table 5.6 details the improvements/replacements of FST facility assets by year in order to achieve a minimum SGR. The current facility SGR is 100%. The access road and CNG slow fill expansion are the major investments planned over the five (5) year period, however the plan involves expansion and improvements not likely to affect the SGR.

**Table 5.6 Facility Investment Prioritization**

Facility Description	Asset Classification	Year Built	Condition Rating	2024 Investment	2025 Investment	2026 Investment	2027 Investment	2028 Investment	Total Investment
Maintenance Garage	Maintenance Facility	1988	4.1	\$0	\$0	\$0	\$0	\$0	\$0
Administrative Office	Administrative Facility	1988	4.1	\$0	\$0	\$0	\$0	\$0	\$0
Transfer Station	Passenger Facility	2010	3.5	\$0	\$0	\$200,000	\$0	\$0	\$0
Bus Awning	Maintenance Facility	2010	4.3	\$0	\$0	\$0	\$0	\$0	\$0
CNG Station	Maintenance Facility	2021	4.5	\$750,000	\$0	\$0	\$0	\$0	\$0
Transfer Station Awning	Passenger Facility	2022	5.0	\$0	\$0	\$0	\$0	\$0	\$0
Emergency Generator	Maintenance Facility	2022	5.0	\$0	\$0	\$0	\$0	\$0	\$0
Access Road	Administrative Facility	2023 est.	N/A	\$2,210,000	\$0	\$1,700,000	\$0	\$0	\$0
Total Project				\$2,960,000	\$0	\$1,900,000	\$0	\$0	\$4,860,000
Local				\$517,000	\$0	\$380,000	\$0	\$0	\$897,000
FTA				\$2,443,000	\$0	\$1,520,000	\$0	\$0	\$3,963,000

Table 5.7 Facility Investment Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2024	\$2,960,000	\$2,960,000	100%
FY2025	\$0	\$0	100%
FY2026	\$1,900,000	\$1,900,000	100%
FY2027	\$0	\$0	100%
FY2028	\$0	\$0	100%
Total:	\$4,860,000	\$4,860,000	100%

#### 5.1.6 Asset Replacement Prioritization Summary

FST plans to make an investment of \$8,869,000 over the next five (5) year period in order to obtain and maintain a SGR. Table 5.8 summarizes the overall investment made by asset category that keeps Fort Smith Transit in SGR. Table 5.9 provides greater detail by showing the investment made by asset class for each year.

Table 5.8 Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %
FY2024	\$230,000	\$108,000	\$2,960,000	100%
FY2025	\$1,040,000	\$52,000	\$0	100%
FY2026	\$855,000	\$95,000	\$1,900,000	100%
FY2027	\$766,500	\$58,000	\$0	100%
FY2028	\$805,000	\$0	\$0	100%
Total:	\$3,696,500	\$313,000	\$4,860,000	100% \$8,869,500

Table 5.9 Asset Replacement Summary Costs by Asset Class

<b>Funding Expenditures</b>	<b>\$3,298,000</b>	<b>\$1,092,000</b>	<b>\$2,850,000</b>	<b>\$824,500</b>	<b>\$805,000</b>
<b>Asset Category</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>
<b>Revenue Vehicles</b>	<b>\$230,000</b>	<b>\$1,040,000</b>	<b>\$855,000</b>	<b>\$766,500</b>	<b>\$805,000</b>
<i>CU - Cutaway Bus</i>	\$230,000	\$345,000	\$125,000	\$0	\$0
<i>Large Transit Bus</i>	\$0	\$695,000	\$730,000	\$0	\$805,000
<i>RT - Rubber-tire Vintage Trolley</i>	\$0	\$0	\$0	\$766,500	\$0
<b>Equipment</b>	<b>\$108,000</b>	<b>\$52,000</b>	<b>\$95,000</b>	<b>\$58,000</b>	<b>\$0</b>
<i>Non-Revenue/Service Automobile</i>	\$0	\$0	\$0	\$0	\$0
<i>Trucks and other Rubber Tire Vehicles</i>	\$108,000	\$52,000	\$95,000	\$58,000	\$0
<b>Facilities</b>	<b>\$2,960,000</b>	<b>\$0</b>	<b>\$1,900,000</b>	<b>\$0</b>	<b>\$0</b>
<i>Administration</i>	\$2,210,000	\$0	\$1,700,000	\$0	\$0
<i>Maintenance</i>	\$750,000	\$0	\$0	\$0	\$0
<i>Passenger Facilities</i>	\$0	\$0	\$200,000	\$0	\$0
<b>Total</b>	<b>\$3,298,000</b>	<b>\$1,092,000</b>	<b>\$2,850,000</b>	<b>\$824,500</b>	<b>\$805,000</b>

## Section 6: Annual Performance Targets

This section lists the process, data sources, and methodology used in the development of the FTA requirement for FST to set annual SGR performance targets. As stated in Section 3.2 of this plan, a SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR. Due to this, each asset is individually conditionally assessed. The SGR policy for FST has determined that an asset is operating at full level of performance if the asset can answer YES to the questions below:

1. Is the asset able to perform its designed function?
2. Does the asset operate without any known unacceptable safety risk?
3. Does the asset have remaining Useful Life (as determined in Section 5 of this plan)?

FST shall establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets and measures are as follows:

*Within three months before the effective date of October 1<sup>st</sup> FST shall review/set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the October meeting of FST Board of Directors. TAMP updates and adjusted targets shall be established with annual NTD reporting and approved by the Accountable Executive.*

SGR performance targets are based on realistic expectations derived from the most recent available data compiled through the three-tier condition assessment for revenue vehicles and non-revenue vehicles and the condition assessment score for equipment and facilities. In addition, FST also used the FTA performance measure criteria, and the financial resources from all sources FST reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD. Table 6.1 shows the annual SGR performance targets for each asset type.

Table 6.1 Annual State of Good Repair Performance Targets

Asset Category		FY2024	FY2025	FY2026	FY2027	FY2028
Revenue Vehicles						
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	CU - Cutaway Bus Large Bus	10%	10%	10%	10%	10%
	RT - Rubber-tire Vintage Trolley	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	CU - Cutaway Bus Large Bus	20%	20%	20%	20%	20%
	RT - Rubber-tire Vintage Trolley	20%	20%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	CU - Cutaway Bus Large Bus	20%	20%	20%	20%	20%
	RT - Rubber-tire Vintage Trolley	20%	20%	20%	20%	20%
Equipment						
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	Non-Revenue/Service Vehicle	20%	20%	20%	20%	20%
Facilities						
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	10%	10%	10%	10%	10%
	Maintenance	10%	10%	10%	10%	10%
	Passenger Facilities	10%	10%	10%	10%	10%

## **Section 7: National Transit Database (NTD) Reporting**

FST will report annually to the FTA's NTD the following information:

- Inventory of assets
- SGR performance targets for the next fiscal year
- Condition inspection assessments and performance measures of capital assets
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of FST's transit system or operations from the previous year and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

FST fiscal year ends on December 31<sup>st</sup> of each year. Per NTD requirements, annual TAM reporting to NTD must be completed by the last business day of April of each calendar year. The Grants Manager has been designated by the Accountable Executive to complete the NTD reporting.

As part of the NTD reporting process, FST will maintain all supporting TAM Plan records and documents and will make available all TAM Plan records to the federal (FTA), state (ArDOT) and MPO's entities that provide funding to FST to aid in the planning process.

## **Section 8: Plan Updates**

While NTD reporting is performed annually, the TAM Plan should be reviewed quarterly and be incorporated into all capital, budget and procurement planning. With the implementation of this Plan, this document will serve as the baseline measure of asset performance management. As more data is collected, targets and benchmarks will be adjusted to accurately reflect the condition of the system.

In addition to the annual updates required for NTD Reporting, according to the FTA TAM Rule, the TAM Plan must be updated in its entirety at least every four (4) years. This document covers a horizon period of five years, from October 1, 2024 to September 30, 2028. Each of the tables and information in the plan will be updated annually to reflect the addition and removal of assets as well as any funding or performance changes.

## **Appendix A: Rolling Stock Inspection Forms**

(Insert your individual condition ratings/inventory forms if needed)



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 73 Asset # 254

**Inventory Date:** Date Inspected 7/18/24

**Make:** Gillig

**Model:** G31B102H4

**Year:** 2023

**ID/Serial Number/VIN:** 15GGB3110P3198498

**Mileage:** 29,236

**Date in Service:** March 2015

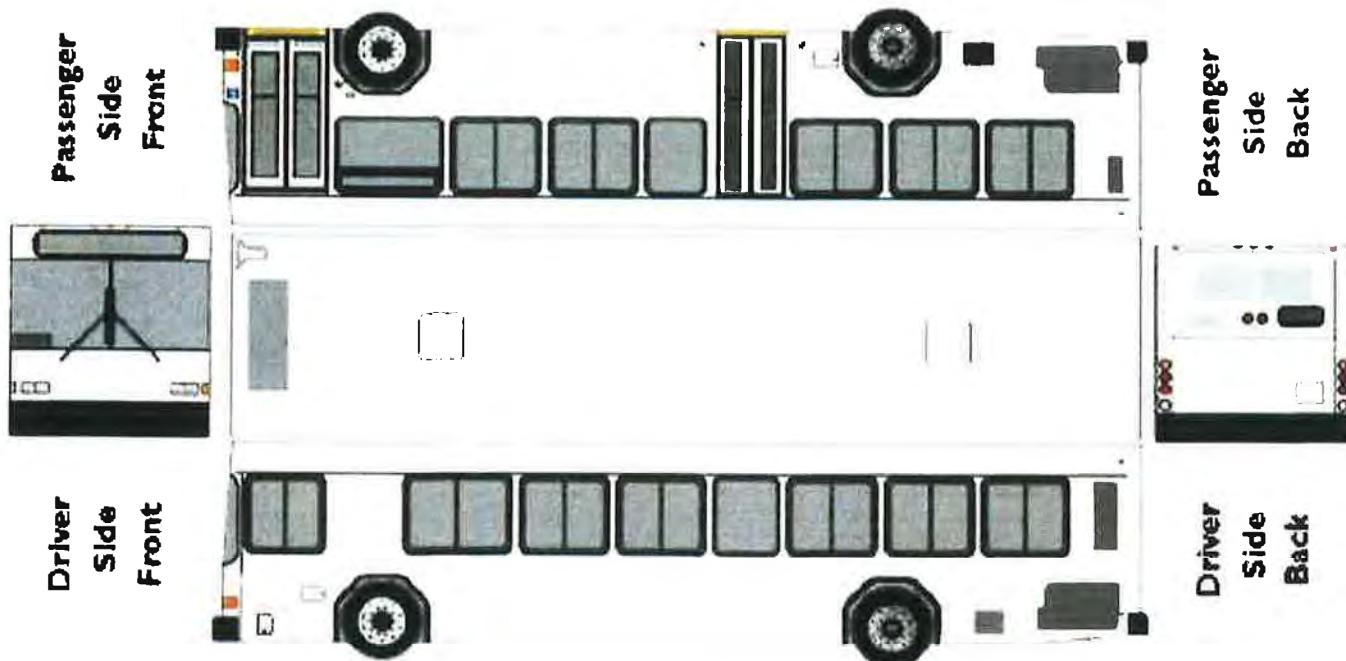
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

#### Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 72 Asset # 168

**Inventory Date:** Date Inspected 7/13/24

**Make:** Gillig

**Model:** G31B102H4

**Year:** 2022

**ID/Serial Number/VIN:** 15GGB3118N3197595

**Mileage:** 77,506

**Date in Service:** November 28/2022

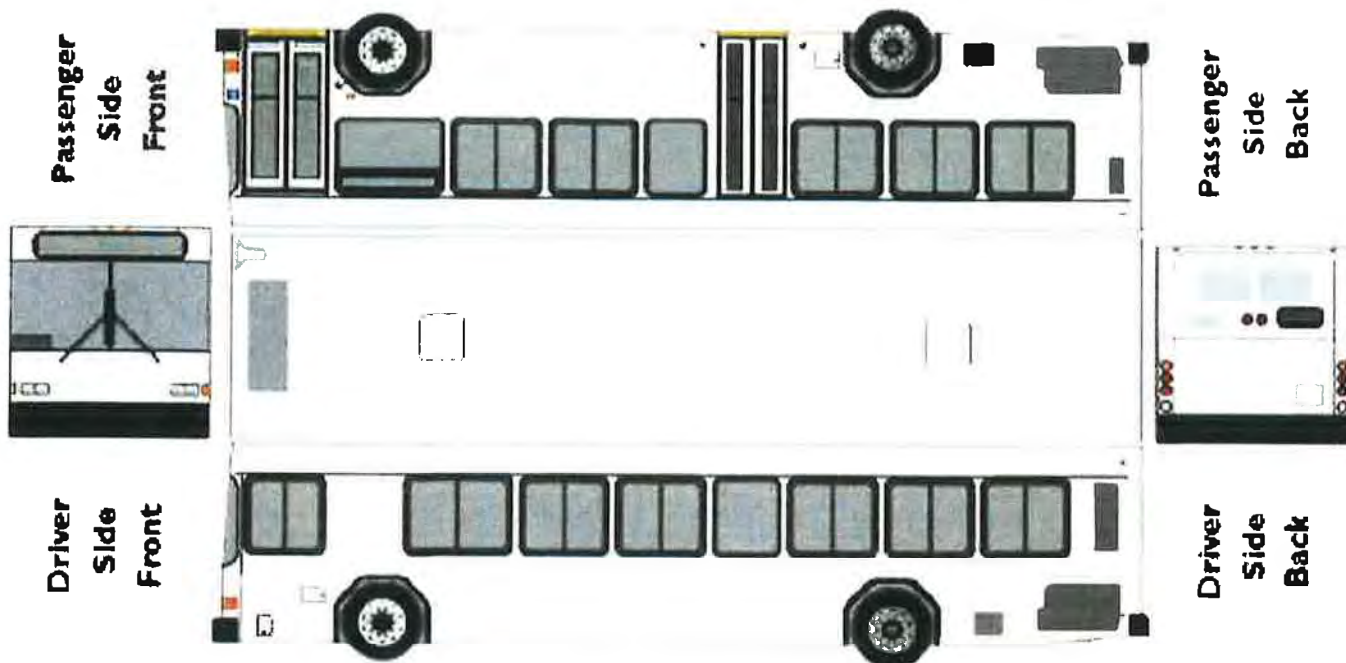
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

#### Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 71 Asset # 139

**Inventory Date:** Date Inspected 7/18/24

**Make:** Gillig

**Model:** G31B102H4

**Year:** 2022

**ID/Serial Number/VIN:** 15GGB3116N3197594

**Mileage:** 82,050

**Date in Service:** November 28/2022

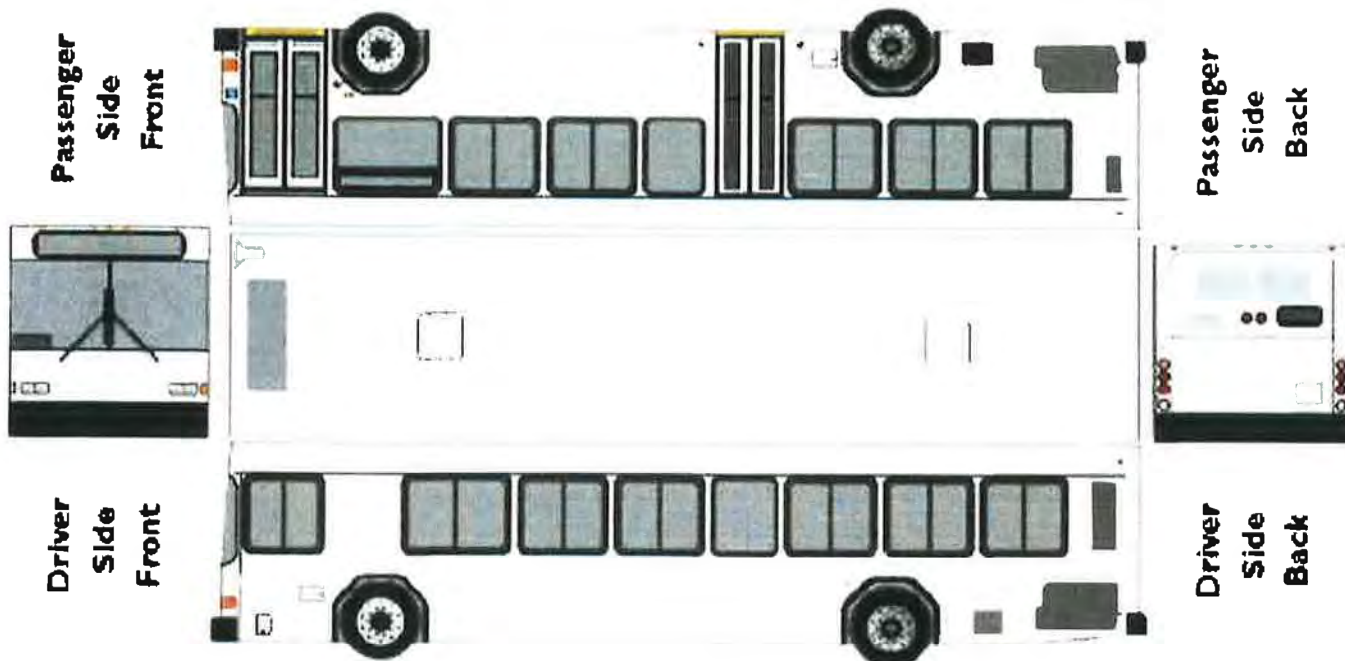
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

#### Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 70 Asset # 113

**Inventory Date:** Date Inspected 7/18/24

**Make:** Gillig

**Model:** G31B102H4

**Year:** 2022

**ID/Serial Number/VIN:** 15GGD3111N3197593

**Mileage:** 71,509

**Date in Service:** November 28/2022

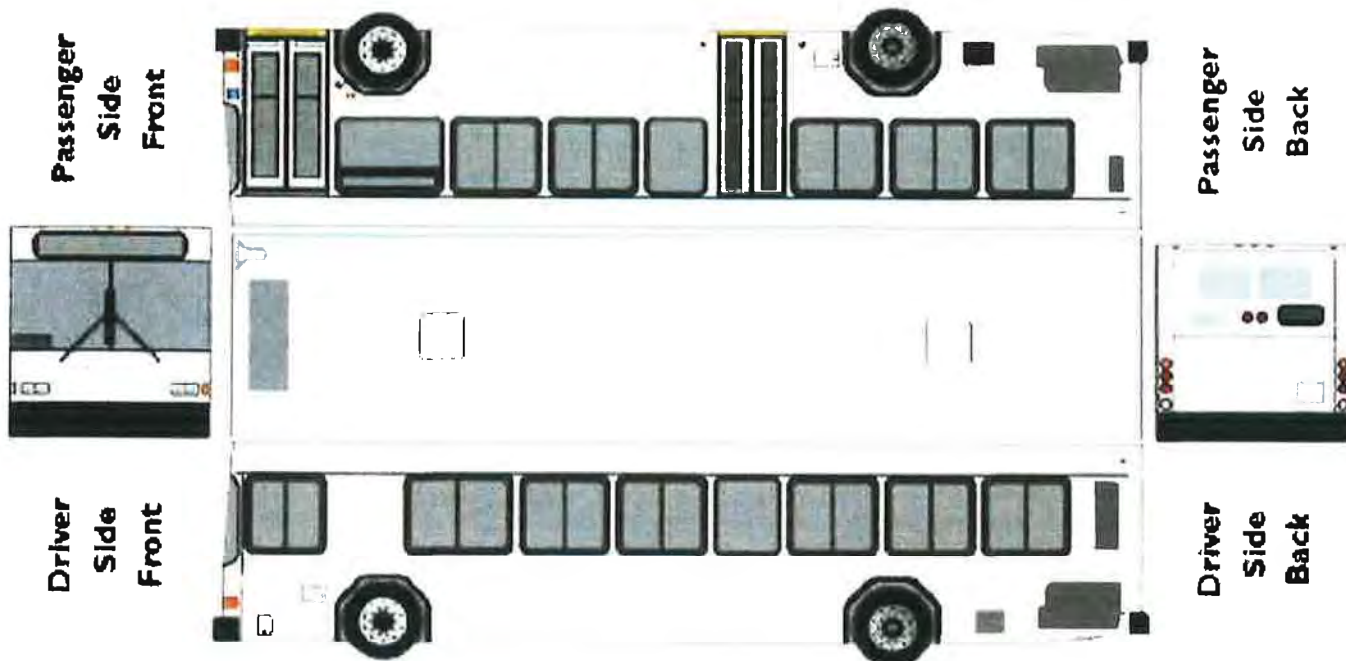
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 69 Asset # 208

**Inventory Date:** Date Inspected 7/18/24

**Make:** Gillig

**Model:** G31D102H4

**Year:** 2022

**ID/Serial Number/VIN:** 15GGD311XN3197592

**Mileage:** 60,134

**Date in Service:** November 28/2022

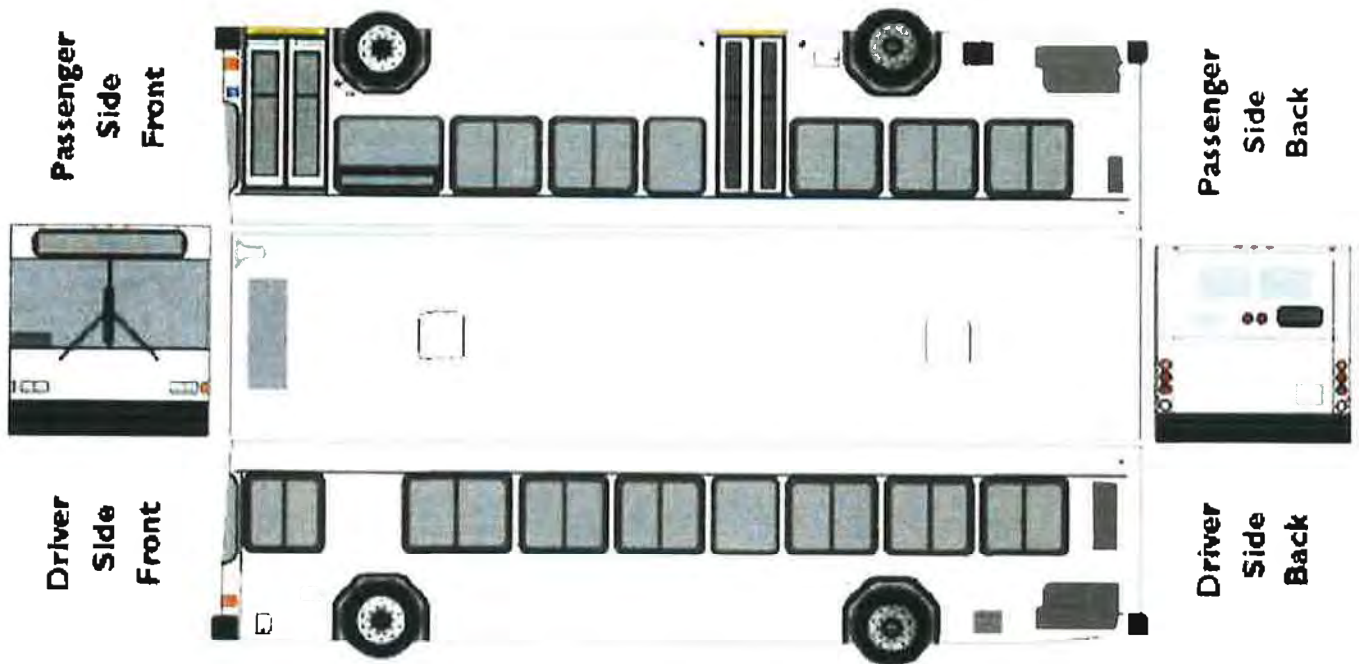
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

#### Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 68 Asset # 112

**Inventory Date:** Date Inspected 7/13/24

**Make:** Gillig

**Model:** G31D102H4

**Year:** 2022

**ID/Serial Number/VIN:** 15GGD3118N3197591

**Mileage:** 63,161

**Date in Service:** November 28/2022

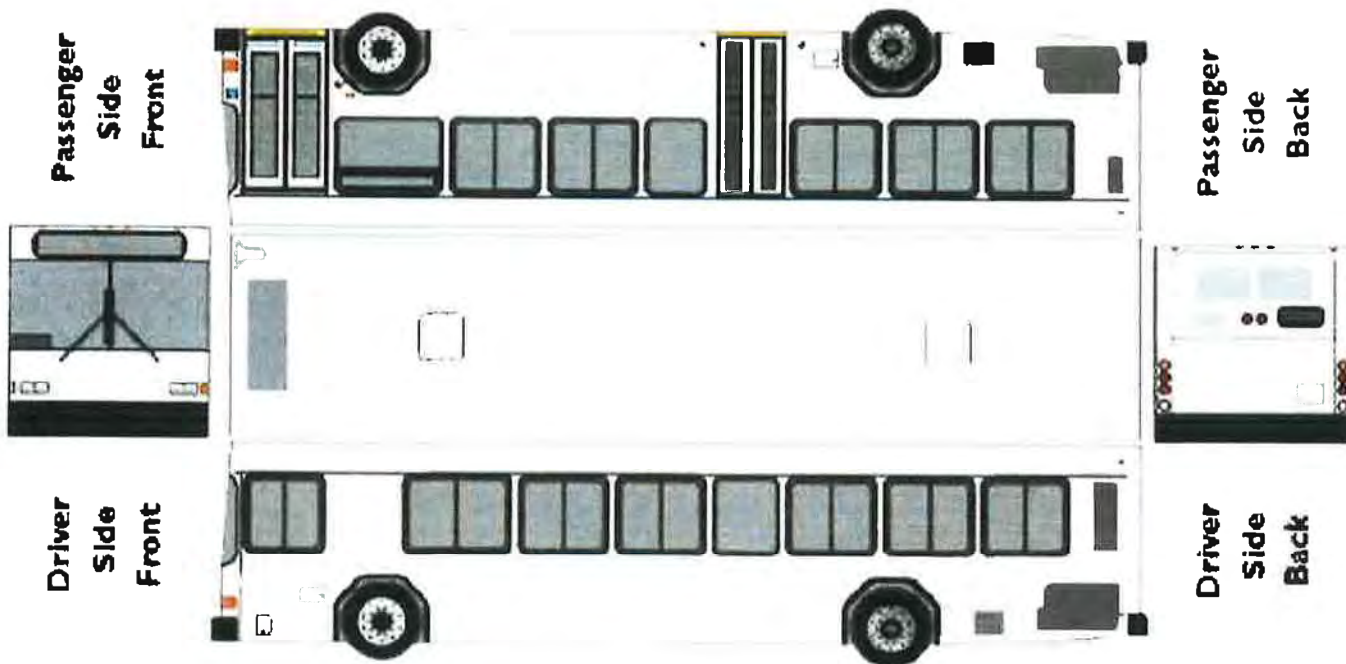
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

#### Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

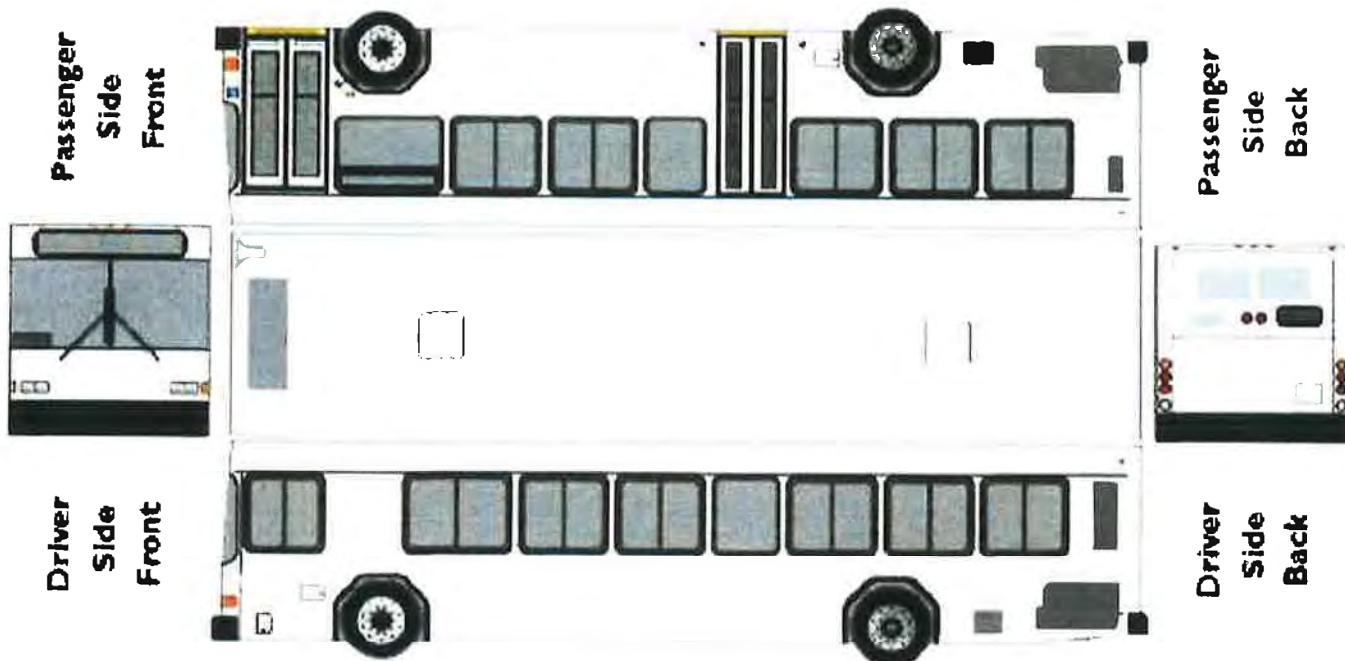
**Agency Name:** Fort Smith Transit Unit 67 Asset # 969  
**Inventory Date:** Date Inspected 7/18/24  
**Make:** Gillig  
**Model:** G31D102H4  
**Year:** 2022  
**ID/Serial Number/VIN:** 15GGD3116N3197590  
**Mileage:** 65,641  
**Date in Service:** November 28/2022  
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input checked="" type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 5.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

#### Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 66 Asset # 991

**Inventory Date:** August 2019 Date Inspected 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2019

**ID/Serial Number/VIN:** 1FDFE4FS2KDC46826

**Mileage:** 129,440

**Date in Service:** September 2019

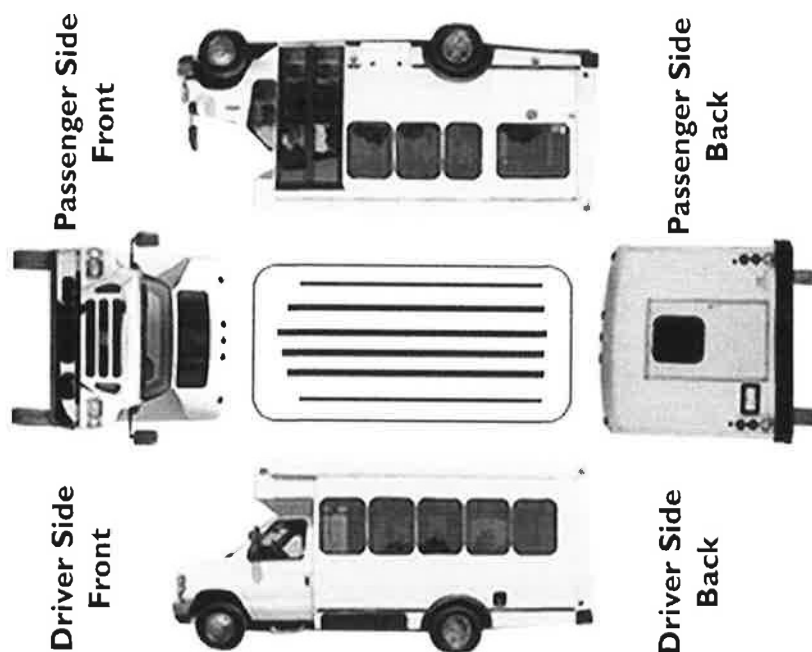
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 3.2

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 65 Asset # 992

**Inventory Date:** August 2019 Date Inspected 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2019

**ID/Serial Number/VIN:** 1FDFE4FS0KDC46825

**Mileage:** 172,039

**Date in Service:** December 2019

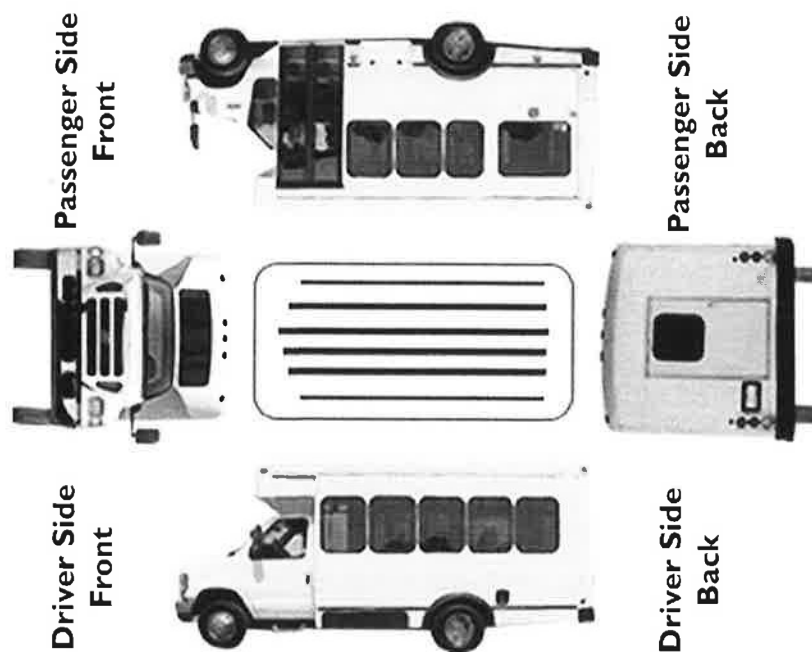
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 2.9

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 64 Asset # 993

**Inventory Date:** August 2019 Date **Inspected** 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2019

**ID/Serial Number/VIN:** 1FDFE4FS9KDC46824

**Mileage:** 157,938

**Date in Service:** October 2019

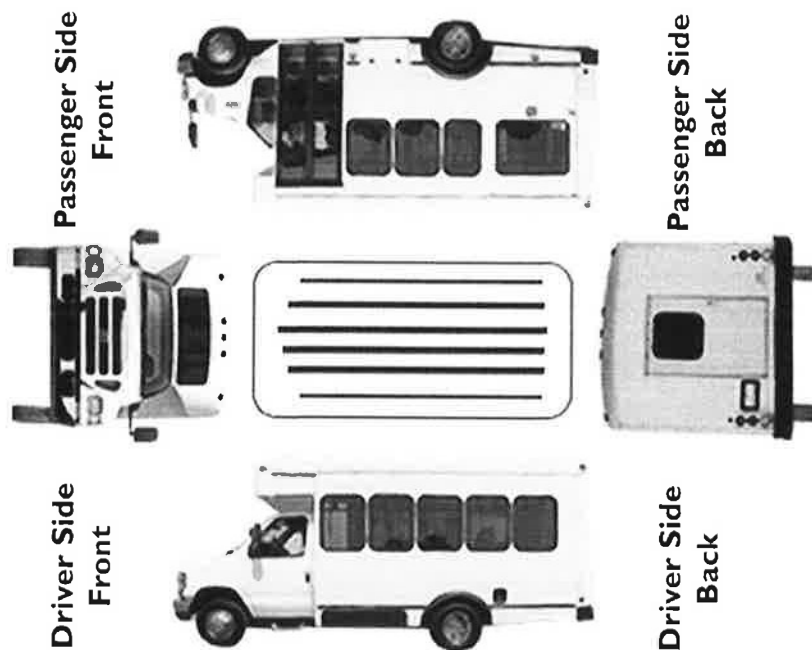
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 3.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 63 Asset # 997

**Inventory Date:** August 2019 Date Inspected 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2019

**ID/Serial Number/VIN:** 1FDFE4FS7KDC46823

**Mileage:** 191,010

**Date in Service:** September 2019

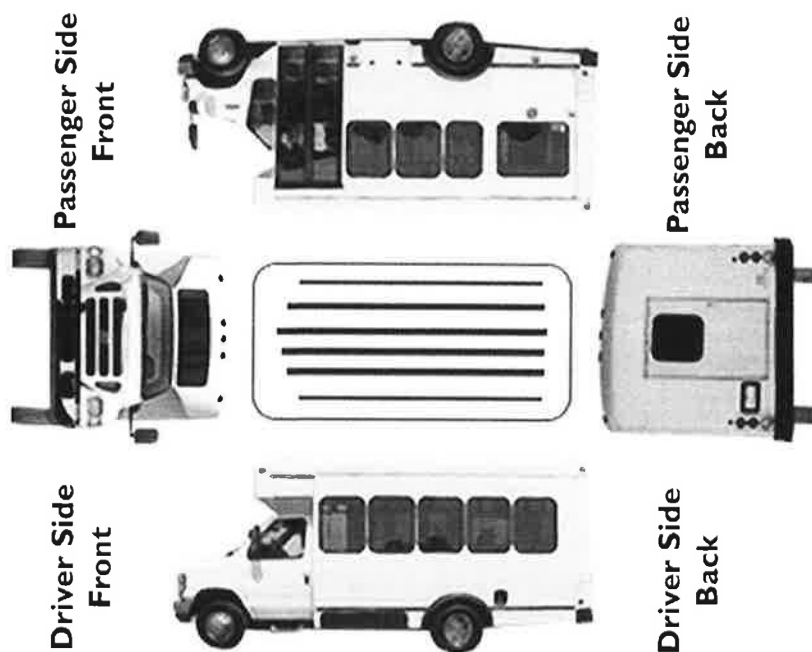
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 2.3

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

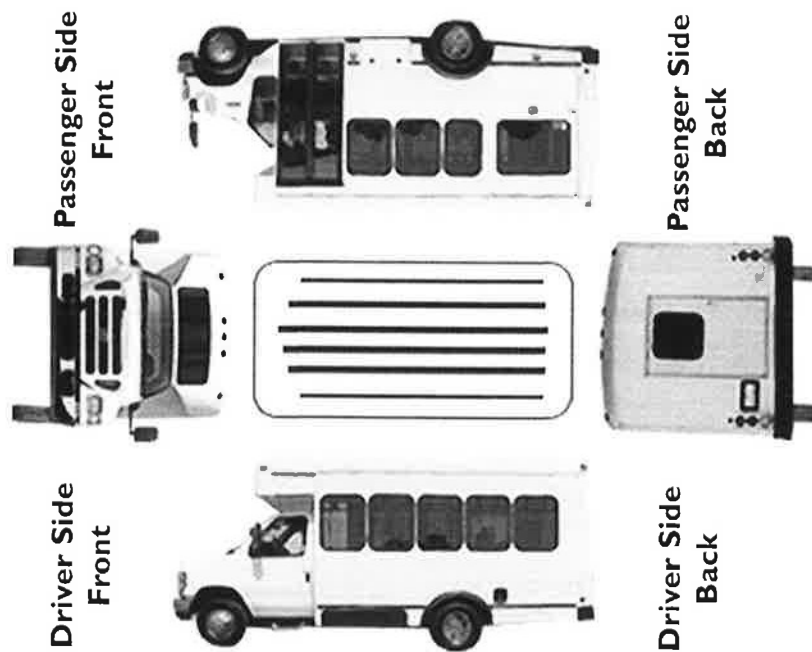
**Agency Name:** Fort Smith Transit Unit 62 Asset # 666  
**Inventory Date:** June 2018 Date Inspected 7/18/24  
**Make:** Ford  
**Model:** Starcraft Allstar  
**Year:** 2018  
**ID/Serial Number/VIN:** 1FDFE4F53JDC28138  
**Mileage:** 206,825  
**Date in Service:** June 2018  
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 2.3

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit # 61 Asset # 668

**Inventory Date:** June 2018 **Date Inspected** 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2018

**ID/Serial Number/VIN:** 1FDFE4FS1JDC31314

**Mileage:** 197,631

**Date in Service:** June 2018

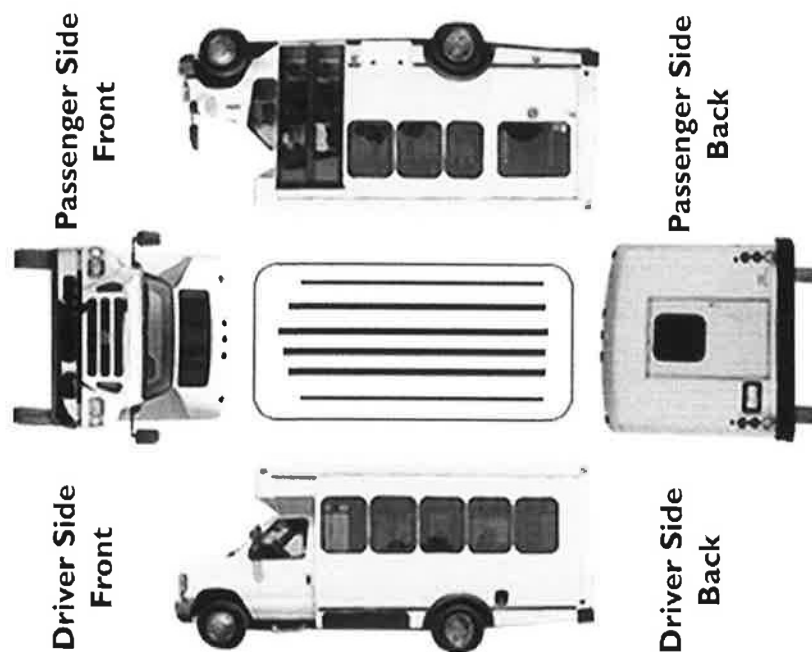
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 2.0

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 60 Asset # 663

**Inventory Date:** June 2018 Date Inspected 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2018

**ID/Serial Number/VIN:** 1FDFE3F53JDC27982

**Mileage:** 206,172

**Date in Service:** June 2018

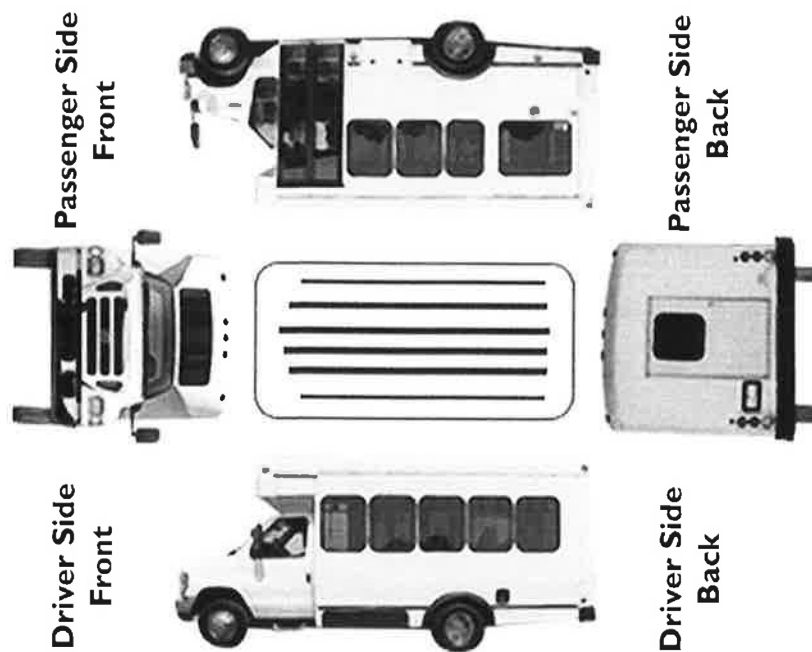
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 1.9

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 59 Asset # 671

**Inventory Date:** June 2018 Date Inspected 7/18/24

**Make:** Ford

**Model:** Starcraft Allstar

**Year:** 2018

**ID/Serial Number/VIN:** 1FDEE3FS1JDC27981

**Mileage:** 211,052

**Date in Service:** June 2018

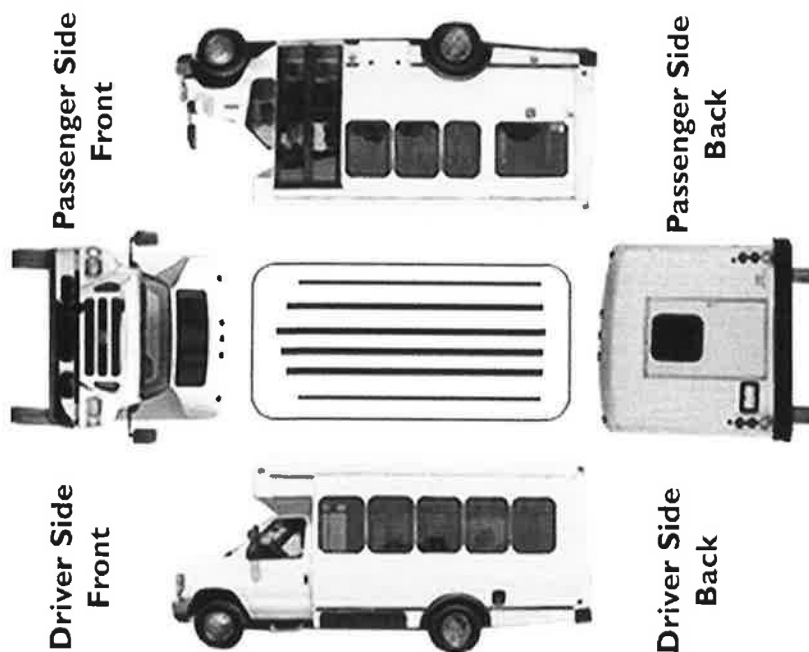
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 1.9

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

Minor Scratches



## Revenue Vehicle Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit Unit 6 Asset # 199

**Inventory Date:** May 2007 **Date Inspected:** 7/18/24

**Make:** Freightliner

**Model:** MB 19 FD

**Year:** 2007

**ID/Serial Number/VIN:** 4UZAACBV17CY15789

**Mileage:** 174,950

**Date in Service:** May 2007

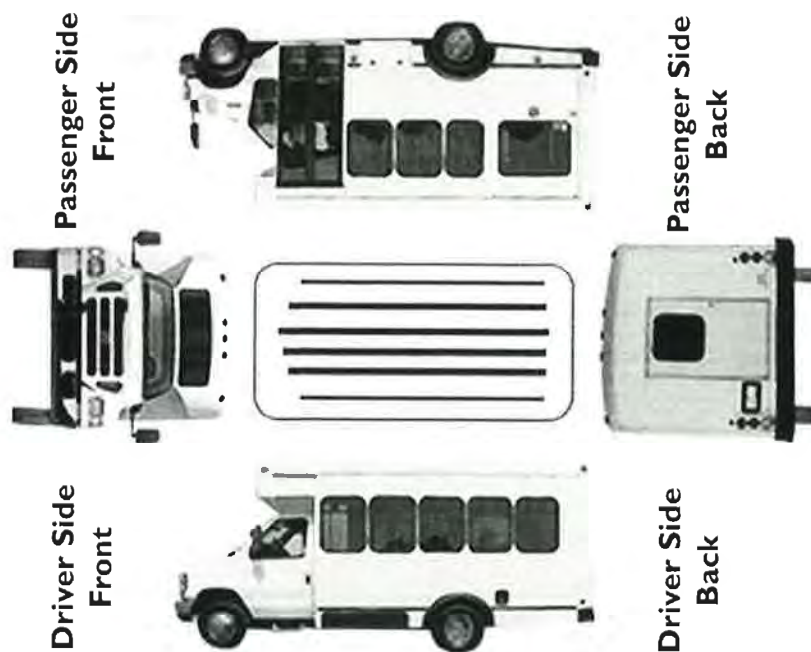
**Vehicle Location:** 6821 Jenny Lind Road, Fort Smith, AR 72908

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

**Vehicle Condition Score:** 3.1

**Additional Vehicle Comments:**



*Note: Provide photographs of all damage or physical issue noted*

**Vehicle Subsystems Review Items:**

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

**Scratches**

## **Appendix B: Facility Inspection Forms**

(Insert your individual condition ratings/inventory forms if needed)



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 6821 Jenny Lind Road  
**Facility Name:** Administration Office Facility  
**Year Built or Replaced:** 1988  
**Primary Mode Served:** Fixed Route / Demand Response / Passenger  
**Square Feet:** 9,600  
**Percent Capital Responsibility:** 100%

**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input checked="" type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4	4
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4	3.3
	Roof, gutters, eaves, skylights, pillars, and walls	2	
	Exterior windows, doors, and all finishes (paint and masonry)	4	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4	3.9
	Interior stairs and landings	4	
	Finishes: materials used on walls, floors, and ceilings	3.7	
Conveyance	Elevators and escalators	4	4
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4	4
	Water supply	4	
	Sanitary waste	N/A	
	Rain water drainage	4	
HVAC	Energy supply	5	4.5
	Heating/cooling generation and distribution systems	5	
	Testing, balancing, controls, and instrumentation	4	
	Chimneys and vents	4	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4	3.9
	Lighting and branch wiring (interior and exterior)	3.5	
	Communications and security	4	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	4	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	N/A
Site	Pedestrian areas and associated signage, marking, and equipment	5	4.8
	Site development, such as: fences, walls, and miscellaneous structures	N/A	
	Landscaping and irrigation	N/A	
	Site utilities	4.5	

Cumulative Primary Level Score (CPLS): 32.5

Final Term Rating (CPLS/10): 4.1

## **Administration Facility Narrative**

Some of the light fixtures are in need of replacement.

Most toilet fixtures have been replaced; a review of the records will reveal which units remain in need of repair or replacement.

Roof needs attention, covering is fine however the seals between overlaps need to be replaced as it leaks during heavy rains or snow melt events.

Ceiling tiles need to be replaced.

Awning near driver entrance needs attention.

Parking lot needs to be replaced.

Some leakage has been detected on some of the windows.

Consider an additional fire hydrant.

In need of some flooring repair near the upstairs entrance.



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 6827 Jenny Lind Road  
**Facility Name:** Maintenance Garage (Renovated in 2010 and CNG Retro in 2019)  
**Year Built or Replaced:** 1988  
**Primary Mode Served:** Fixed Route / Demand Response  
**Square Feet:** 11,588  
**Percent Capital Responsibility:** 100%  
**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input checked="" type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input checked="" type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4	4
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4	3.66
	Roof, gutters, eaves, skylights, pillars, and walls	2.8	
	Exterior windows, doors, and all finishes (paint and masonry)	3.8	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4	4.03
	Interior stairs and landings	4	
	Finishes: materials used on walls, floors, and ceilings	4.1	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4.4	4.22
	Water supply	4.4	
	Sanitary waste	4	
	Rain water drainage	4.1	
HVAC	Energy supply	4.5	4.47
	Heating/cooling generation and distribution systems	4.6	
	Testing, balancing, controls, and instrumentation	4.5	
	Chimneys and vents	4.3	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4	3.93
	Lighting and branch wiring (interior and exterior)	3.8	
	Communications and security	4	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	N/A	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	N/A
Site	Pedestrian areas and associated signage, marking, and equipment	4.6	4.45
	Site development, such as: fences, walls, and miscellaneous structures	N/A	
	Landscaping and irrigation	N/A	
	Site utilities	4.3	

Cumulative Primary Level Score (CPLS): 28.6

Final Term Rating (CPLS/10): 4.08

## **Maintenance Garage Facility Narrative**

The tire machine and a/c recycling machine received considerable damage during a power surge.

Some thought for consideration includes a fenced in area for retired buses pending disposition.

Other needs include a lean-to canopy to park the tractor and associated equipment.



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 6821 Jenny Lind Road  
**Facility Name:** Bus Awning  
**Year Built or Replaced:** 2010  
**Primary Mode Served:** Fixed Route / Demand Response  
**Square Feet:** 60,000  
**Percent Capital Responsibility:** 100%  
**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input checked="" type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.5	4.5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4.5	4.5
	Roof, gutters, eaves, skylights, pillars, and walls	4.5	
	Exterior windows, doors, and all finishes (paint and masonry)	None	
	Balconies, fire escapes, gutters, and downspouts	None	
Interiors	Partitions: walls, interior doors, fittings, and signage	4.5	4.5
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	4.5	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	3.9	4.15
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	4.4	
HVAC	Energy supply	4.4	4.4
	Heating/cooling generation and distribution systems	N/A	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	4
	Standpipes	N/A	
	Hydrants and other fire protection specialties	4	
Electrical	Electrical service and distribution	4.5	4.3
	Lighting and branch wiring (interior and exterior)	4.6	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	3.9	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	N/A	4.4
	Site development, such as: fences, walls, and miscellaneous structures	4.4	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 34.75

Final Term Rating (CPLS/10): 4.34

## **Bus Awning Facility Narrative**

Consider changing security camera locations to better accommodate needs associated with the placement of CNG slow fill amenities.



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 200 Wheeler Avenue, Fort Smith, AR 72901  
**Facility Name:** Transfer Station  
**Year Built or Replaced:** 2010  
**Primary Mode Served:** Fixed Route  
**Square Feet:** 1200  
**Percent Capital Responsibility:** 100%  
**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input checked="" type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4	4
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4	3.75
	Roof, gutters, eaves, skylights, pillars, and walls	4	
	Exterior windows, doors, and all finishes (paint and masonry)	4	
	Balconies, fire escapes, gutters, and downspouts	3	
Interiors	Partitions: walls, interior doors, fittings, and signage	3.75	3.38
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	3	
Conveyance	Elevators and escalators	N/A	3
	Fixed apparatuses for the movement of goods or people	3	
Plumbing	Fixtures	3	3.5
	Water supply	4	
	Sanitary waste	3	
	Rain water drainage	4	
HVAC	Energy supply	4	3.81
	Heating/cooling generation and distribution systems	4	
	Testing, balancing, controls, and instrumentation	4.25	
	Chimneys and vents	3	
Fire Protection	Sprinklers	3	3.5
	Standpipes	N/A	
	Hydrants and other fire protection specialties	4	
Electrical	Electrical service and distribution	4	2.75
	Lighting and branch wiring (interior and exterior)	3	
	Communications and security	1	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	3	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	3.5	3.5
Site	Pedestrian areas and associated signage, marking, and equipment	4	3.31
	Site development, such as: fences, walls, and miscellaneous structures	4	
	Landscaping and Irrigation	2.25	
	Site utilities	3	

**Cumulative Primary Level Score (CPLS):** 34.5

**Final Term Rating (CPLS/10):** 3.45

## **Transfer Station Facility Narrative**

Bus staging lines were painted for orientation.

Landscaping is undergoing the bid process for improvement.

Facility continues to need an additional room to be constructed for passenger events which includes additional staff restrooms.

Door sensor to the men's room has been repaired repeatedly.

Staff could use more camera locations for investigations.

A PA system is desired.

Some cracking of concrete is being noticed near the bus staging areas.



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 6827 Jenny Lind Road  
**Facility Name:** CNG Fueling Station  
**Year Built or Replaced:** 2021  
**Primary Mode Served:** Fixed Route / Demand Response  
**Square Feet:** 1,600  
**Percent Capital Responsibility:** 100%  
**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input checked="" type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	5	5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	5	5
	Roof, gutters, eaves, skylights, pillars, and walls	N/A	
	Exterior windows, doors, and all finishes (paint and masonry)	N/A	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	N/A	
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	N/A	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	N/A	
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	N/A	
HVAC	Energy supply	N/A	
	Heating/cooling generation and distribution systems	N/A	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	5	4
	Lighting and branch wiring (interior and exterior)	5	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	4	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	5	4
	Site development, such as: fences, walls, and miscellaneous structures	5	
	Landscaping and irrigation	N/A	
	Site utilities	4	

Cumulative Primary Level Score (CPLS): 18.00

Final Term Rating (CPLS/10): 4.5

## **CNG Fueling Station Facility Narrative**

More CNG fueling capacity is desired on the fast fill system.

The CNG fueling station canopy could use one more camera for improved investigation of concerns.



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 6821 Jenny Lind Road  
**Facility Name:** Passenger Awning (Transfer Station)  
**Year Built or Replaced:** 2022  
**Primary Mode Served:** Fixed Route  
**Square Feet:** 5,500  
**Percent Capital Responsibility:** 100%  
**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input checked="" type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	5.0	5.0
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	5.0	4.75
	Roof, gutters, eaves, skylights, pillars, and walls	4.5	
	Exterior windows, doors, and all finishes (paint and masonry)	None	
	Balconies, fire escapes, gutters, and downspouts	None	
Interiors	Partitions: walls, interior doors, fittings, and signage	5.0	5.0
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	5.0	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	5.0	5.0
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	5.0	
HVAC	Energy supply	5.0	5.0
	Heating/cooling generation and distribution systems	N/A	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	5.0
	Standpipes	N/A	
	Hydrants and other fire protection specialties	5.0	
Electrical	Electrical service and distribution	5.0	5.0
	Lighting and branch wiring (interior and exterior)	5.0	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	5.0	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	N/A	5.0
	Site development, such as: fences, walls, and miscellaneous structures	5.0	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 39.75

Final Term Rating (CPLS/10): 4.97

## **Passenger Awning Facility Narrative**

A thought would be to include some enclosure between the facility and awning for weather relief.



## Facility Inventory & Condition Assessment Form

**Agency Name:** Fort Smith Transit  
**Inventory Date:** 7/18/24 (Inspected)  
**Facility Address:** 6827 Jenny Lind Road  
**Facility Name:** Emergency Generator  
**Year Built or Replaced:** 2022  
**Primary Mode Served:** Fixed Route / Demand Response  
**Square Feet:** 200  
**Percent Capital Responsibility:** 100%  
**Section of Larger Facility?** ☐ Yes ☒ No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, trolley car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input checked="" type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	5	5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	5	5
	Roof, gutters, eaves, skylights, pillars, and walls	N/A	
	Exterior windows, doors, and all finishes (paint and masonry)	N/A	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	N/A	
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	N/A	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	N/A	
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	N/A	
HVAC	Energy supply	N/A	
	Heating/cooling generation and distribution systems	N/A	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	5	5
	Lighting and branch wiring (Interior and exterior)	N/A	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	5	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	5	5
	Site development, such as: fences, walls, and miscellaneous structures	5	
	Landscaping and irrigation	N/A	
	Site utilities	5	

Cumulative Primary Level Score (CPLS): 20.00

Final Term Rating (CPLS/10): 5

## **Emergency Generator Narrative**

A thought for consideration includes installing a roof over the emergency generator area.

## **Appendix C: Site Visit Photos**



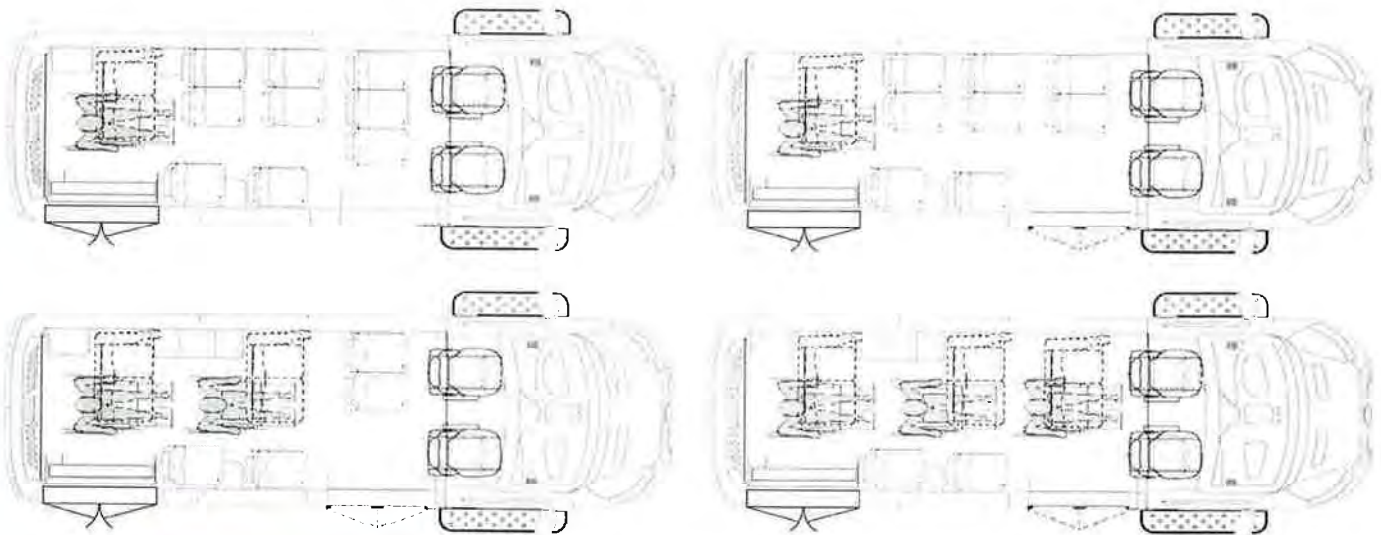
# MobilityTRANS



- Available On Gasoline And Electric Powertrains
- 800 or 1000 lb. capacity ADA wheel chair lifts. Wide variety of tie-downs
- Ford, Freedman or AMF-Bruns seats.
- Multiple seating and wheelchair configurations available

## MULTIPLE CONFIGURATIONS

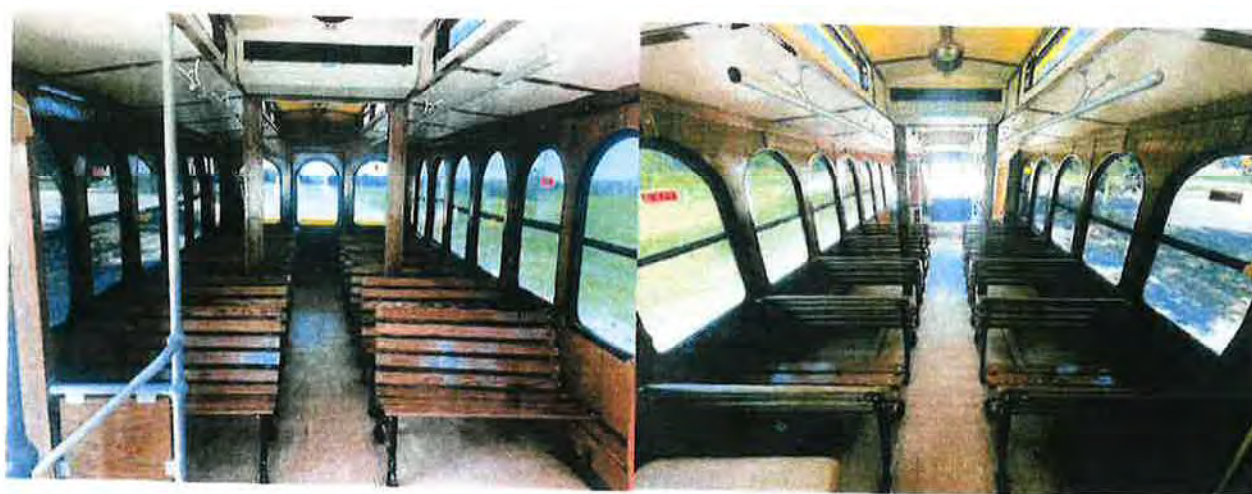
MobilityTRANS offers a variety of seating configurations to customize the Ford Transit to meet your transportation needs.



## About MobilityTRANS

Founded in 1992, MobilityTRANS is a minority owned company providing a one-stop shop for all commercial passenger transportation needs. MobilityTRANS is a manufacturer small buses, ADA Paratransit, vans, passenger shuttles, and prisoner transportation vans. All vehicles we provide meet and exceed NHTSA, FMVSS, NMEDA, ADA, and our own tough standards. We have the largest facility in the U.S. dedicated solely upfitting vans for commercial passenger transport.













Fort Smith Transit CNG Fueling Station





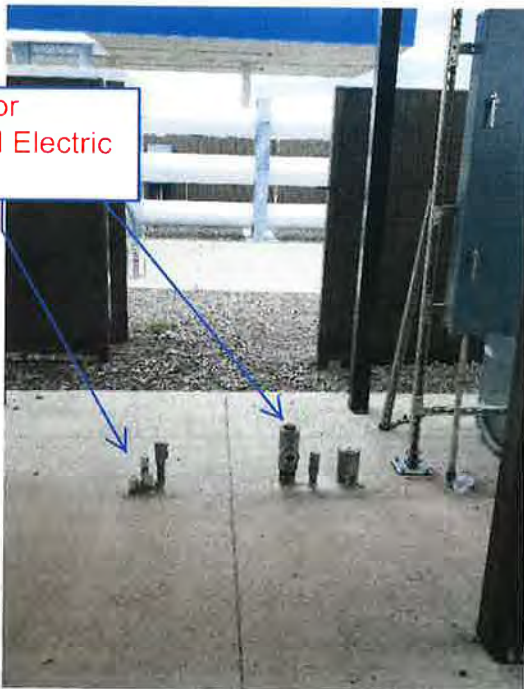
## CNG Infrastructure



CNG Future Expansion Infrastructure



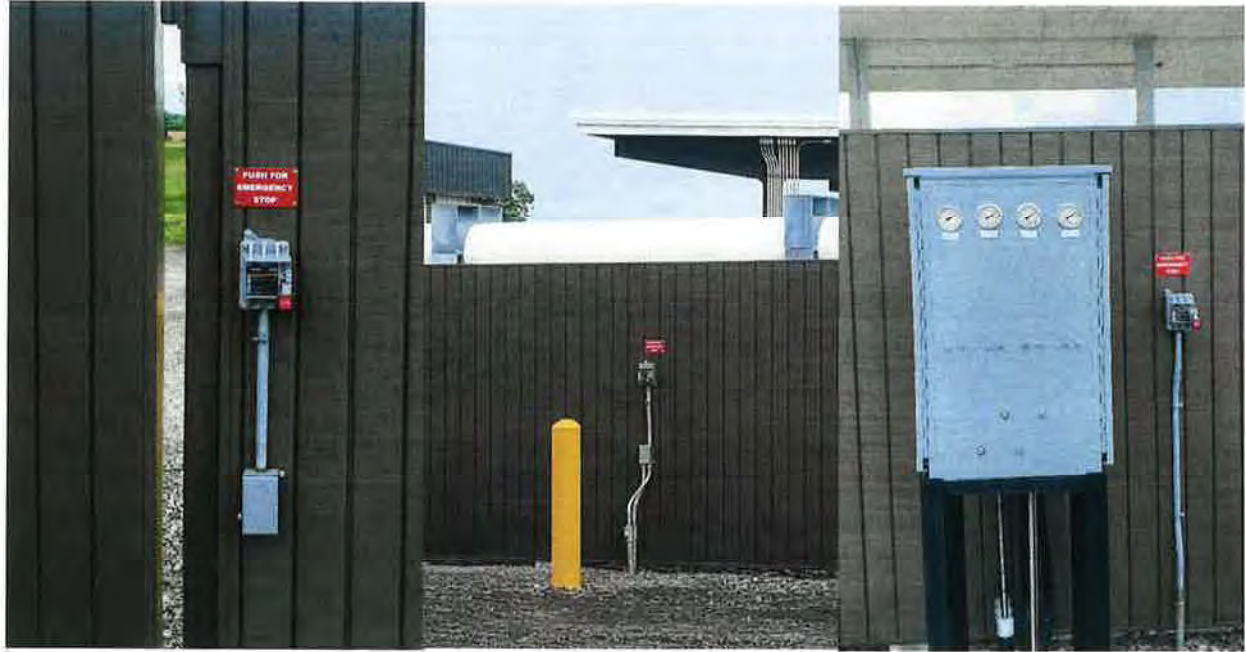
Conduit for Additional Electric Panel



Storage Vessel Pad and Tubing for Additional Storage and Slow Fill Connection



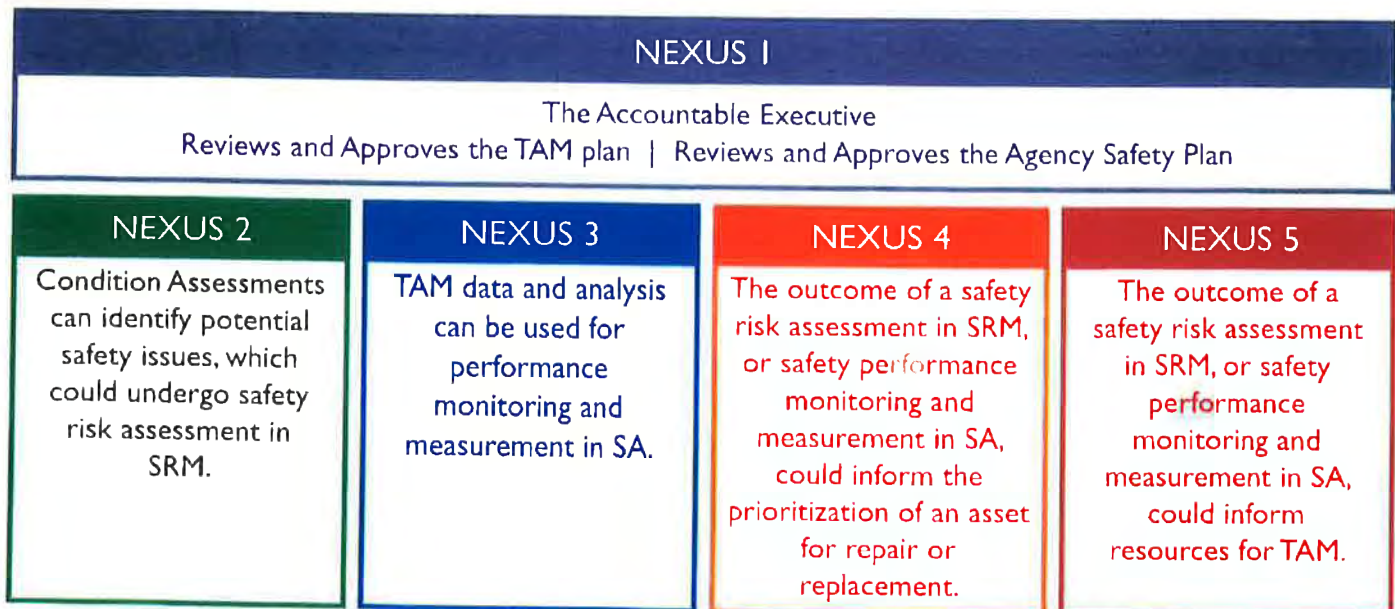
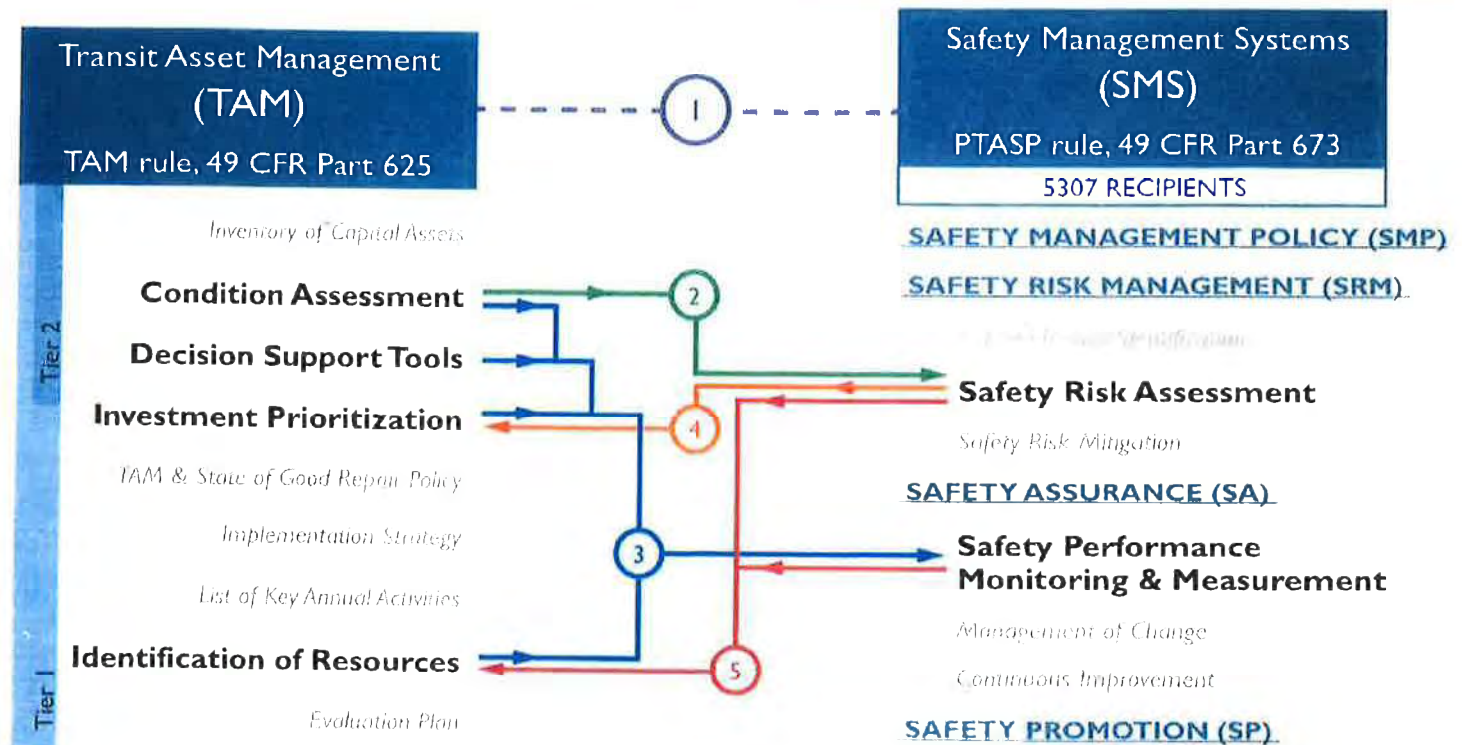
## CNG Safety Stop Switches



# Nexus of Transit Asset Management & Safety Management Systems



U.S. Department of Transportation  
Federal Transit Administration



While there are no formal requirements linking TAM and SMS, there are many opportunities to share information and analysis between the two processes, thus improving actions and decision making agency wide.



3F



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**FROM:** Danny Baker, Chief of Police  
**DATE:** October 24th, 2024  
**SUBJECT:** Police Department Personnel and Capital Improvement Plan

### **SUMMARY**

Included with this memo is the Police Department's new 5-Year Personnel and Capital Improvement plan presented using the Gravity template. This plan incorporates anticipated use of the 1/8% Sales and Use Tax but also relies on \$1,000,000 of General Fund money generated in part by the collection of business license fees, potential grant funding, and other funding streams. Per a previous agreement with Administration and Finance, use of the 1/8% Sales and Use tax for sworn personnel raises will be capped at \$2,800,000 each year. We are anticipating a cost estimate of \$1,250,000 to renovate the Training Center portion of the Crain Kia property and will need an appropriation from the General Fund to accomplish this in 2025. It is our hope to secure grant funding to complete or aid in the completion of the second precinct in 2026. Vehicle needs are difficult to accurately anticipate given the high-use and high-risk nature of police vehicle operations. Ideally, we should be replacing all primary police vehicles at 100,000 miles of service. This plan does not accomplish that. However, PD staff is comfortable at this time with the replacement schedule possible with this plan.

### **ATTACHMENTS**

1. [Resolution \(20\).pdf](#)
2. [2025-2029 Police Personnel and CIP.pdf](#)

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION APPROVING AND AUTHORIZING IMPLEMENTATION  
OF THE FIVE-YEAR (2025-2029) PERSONNEL AND CAPITAL  
IMPROVEMENT PLAN  
FOR THE FORT SMITH POLICE DEPARTMENT**

---

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

SECTION 1: The Five-Year (2025-2029) Personnel and Capital Improvement Plan for the Fort Smith Police Department as identified and specified in the attachment hereto is hereby approved.

SECTION 2: The staff is directed to proceed with implementation of the 2025 Personnel and Capital Improvement Plan for the Fort Smith Police Department approved by Section 1.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

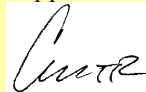
APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

*Approved as to Form*



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



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name 2023 Sworn Pay Raise

**Category**

Sworn Personnel

**Project Description**

Annual cost of 23.87% raise for all sworn personnel in 2023.

**Project Justification**

Necessary for the hiring and retention of qualified police officers in a highly-competitive state and national job market.

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 2,868,203	\$ 3,060,391	\$ 3,239,177	\$ 3,701,947	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,669,718

**Comments**

Amount paid by Sales Tax to be capped at \$2.8 million in accordance with 2023 agreement.

**Expense Itemization**

2025			
Cost	\$ 2,577,803	\$ 290,400	
Funding Source	Sales Tax	Bus. Lic. Fees	
Number of Pers.	163		
Category 3			
Category 4			
Category 5			
Total Cost	\$	2,868,203	

2026			
Cost	\$ 2,749,991	\$ 310,400	
Funding Source	Sales Tax	Bus. Lic. Fees	
Number of Pers.	163		
Category 3			
Category 4			
Category 5			
Total Cost	\$	3,060,391	

2027			
Cost	\$ 2,800,000	\$ 400,000	\$ 39,177
Funding Source	Sales Tax	Bus. Lic. Fees	GF
Number of Pers.	163		
Category 3			
Category 4			
Category 5			
Total Cost	\$	3,239,177	

2028			
Cost	\$ 2,701,947	\$ 1,000,000	
Funding Source	Sales Tax	Bus. Lic. Fees	
Number of Pers.	168		
Category 3			
Category 4			
Category 5			
Total Cost	\$	3,701,947	

2029			
Cost	\$ 2,800,000	\$ 1,000,000	
Funding Source	Sales Tax	Bus. Lic. Fees	
Number of Pers.			
Category 3			
Category 4			
Category 5			
Total Cost	\$	3,800,000	

2030			
Cost			
Funding Source			
Number of Pers.			
Category 3			
Category 4			
Category 5			
Total Cost	\$	-	

2031			
Cost			

2032			
Cost			

2033			
Cost			



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name **Accountability**

**Category**

Technology / Equipment

**Project Description**

The Axon Enterprise, Inc contract and annual payment includes: Body Worn Cameras, In-Car Cameras, Storage and Axon Performance (recommended by Internal Audit), and Tasers.

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
<b>Total Cost</b>	\$ 716,333	\$ 716,333	\$ 716,333	\$ 726,333	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,625,332

**Comments**

**Expense Itemization**

2025				
<b>Cost</b>	\$ 716,333			
<b>Funding Source</b>	Sales Tax			
Category 2				
Category 3				
Category 4				
Category 5				
<b>Total Cost</b>	\$	716,333		

2026				
<b>Cost</b>	\$ 716,333			
<b>Funding Source</b>	Sales Tax			
Category 2				
Category 3				
Category 4				
Category 5				
<b>Total Cost</b>	\$	716,333		

2027				
<b>Cost</b>	\$ 716,333			
<b>Funding Source</b>	Sales Tax			
Category 2				
Category 3				
Category 4				
Category 5				
<b>Total Cost</b>	\$	716,333		

2028				
<b>Cost</b>	\$ 726,333			
<b>Funding Source</b>	Sales Tax			
Category 2				
Category 3				
Category 4				
Category 5				
<b>Total Cost</b>	\$	726,333		

2029				
<b>Cost</b>	\$ 750,000			
<b>Funding Source</b>	Sales Tax			
Category 2				
Category 3				
Category 4				
Category 5				
<b>Total Cost</b>	\$	750,000		

2030				
<b>Cost</b>				
<b>Funding Source</b>	Sales Tax			
Category 2				
Category 3				
Category 4				
Category 5				
<b>Total Cost</b>	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name **Crime Prev/Det/Inv**

**Category**

Technology / Equipment

**Project Description**

Additional Flock Automatic License Plate Readers in 2025 (from 21 to 31). Additional video cameras and DFR technology (Drone First Response) throughout the city in 2027-2028..

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
<b>Total Cost</b>	\$ 100,000	\$ 100,000	\$ 150,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,000

**Comments**

**Expense Itemization**

2025				
<b>Cost</b>	\$ 100,000			
Sales Tax				
Bus. Lic. Fee	Flock LPRs			
Grant				
General Fund				
Category 5				
<b>Total Cost</b>	\$	100,000		

2026				
<b>Cost</b>	\$ 100,000			
Sales Tax				
Bus. Lic. Fee	Cameras			
Grant				
General Fund				
Category 5				
<b>Total Cost</b>	\$	100,000		

2027				
<b>Cost</b>	\$ 150,000			
Sales Tax	DFR			
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
<b>Total Cost</b>	\$	150,000		

2028				
<b>Cost</b>	\$ 120,000			
Sales Tax	GSD			
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
<b>Total Cost</b>	\$	120,000		

2029				
<b>Cost</b>				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
<b>Total Cost</b>	\$	-		

2030				
<b>Cost</b>				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
<b>Total Cost</b>	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name Officer Safety/Equipment

**Category**

Technology / Equipment

**Project Description**

Regular replacement of officer service pistols, replacement of aging rifles, and purchase of optical sights for patrol rifles. Criminal Investigations has 2 assigned drones. In order to comply with State Law they will need to be replaced with an American made product by the end of 2027. Criminal Investigations plans to buy and replace 2 drones in 2027.

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 64,600	\$ 64,600	\$ 64,600	\$ 64,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,400

**Comments**

**Expense Itemization**

2025				
Cost	\$ 64,600			
Sales Tax				
Bus. Lic. Fees	Guns/Optics			
Grant				
General Fund				
Total Cost	\$	64,600		

2026				
Cost	\$ 64,600			
Sales Tax				
Bus. Lic. Fees	Guns/Optics			
Grant				
General Fund				
Total Cost	\$	64,600		

2027				
Cost	\$ 64,600			
Sales Tax	Drone repl.			
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	64,600		

2028				
Cost	\$ 64,600			
Sales Tax	Equipment			
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	64,600		

2029				
Cost				
Sales Tax				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	-		

2030				
Cost				
Sales Tax				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name Primary Patrol Vehicles

**Category**

Mobility

**Project Description**

Yearly replacement of Primary Patrol Vehicles.

**Project Justification**

An aging fleet results in greater maintenance expenses, lowered delivery of services, and lower officer effectiveness and morale. Replacement should occur at 100,000 miles on most police service vehicles due to heavy use. Longer vehicle life is expected as a result of the Patrol Take-home Vehicle program.

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 400,000	\$ 260,000	\$ 400,000	\$ 260,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,520,000

**Comments**

**Expense Itemization**

2025				
Cost	\$ 400,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	\$400,000			
Grant				
General Fund				
Total Cost	\$	400,000		

2026				
Cost	\$ 260,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	\$260,000			
Grant				
General Fund				
Total Cost	\$	260,000		

2027				
Cost	\$ 400,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	\$400,000			
Grant				
General Fund				
Total Cost	\$	400,000		

2028				
Cost	\$ 260,000			
Sales Tax	\$260,000			
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	260,000		

2029				
Cost	\$ 200,000			
Sales Tax				
Court Fees	\$200,000			
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	200,000		

2030				
Cost				
Sales Tax				
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name CID Vehicles

**Funding Source**

Mobility

**Project Description**

Yearly replacement of Criminal Investigation Division vehicles.

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ -	\$ 150,000	\$ 200,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000

**Comments**

**Expense Itemization**

2025				
Cost	\$ -			
Sales Tax				
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$ -			

2026				
Cost	\$ 150,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	\$150,000			
Grant				
General Fund				
Total Cost	\$ 150,000			

2027				
Cost	\$ 200,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	\$200,000			
Grant				
General Fund				
Total Cost	\$ 200,000			

2028				
Cost	\$ 150,000			
Sales Tax	\$150,000			
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$ 150,000			

2029				
Cost				
Sales Tax				
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$ -			

2030				
Cost				
Sales Tax				
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$ -			



FY 2025 - 2034  
Police Department Capital Improvement Project



Project Name Other (Motors/Bikes/etc)

Funding Source

Mobility

Project Description

Replacement of existing and additional specialized vehicles such as: Animal Services (ASU), Motorcycles, Bicycles, Ambassadors, etc.

Project Justification

Cost Summary

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 60,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000

Comments

Expense Itemization

2025				
Cost	\$ 60,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	Motorcycle			
Grant				
General Fund				
Total Cost	\$	60,000		

2026				
Cost	\$ 40,000			
Sales Tax				
Court Fees				
Bus. Lic. Fees	Add bicycles			
Grant				
General Fund				
Total Cost	\$	40,000		

2027				
Cost	\$ 40,000			
Sales Tax	ASU veh repl			
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	40,000		

2028				
Cost	\$ 40,000			
Sales Tax	ASU veh repl			
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	40,000		

2029				
Cost				
Sales Tax				
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	-		

2030				
Cost				
Sales Tax				
Court Fees				
Bus. Lic. Fees				
Grant				
General Fund				
Total Cost	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name 2nd Precinct/Training Facility

**Funding Source**

Facilities

**Project Description**

Land purchase (2024), building renovation and expansion to improve and increase police presence on the southeast portion of the city. A city-owned training facility to house the FSPD training function and Basic Police Academy as well as host regional Law Enforcement training courses attracting outside agencies to Fort Smith (economic impact).

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 1,250,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,250,000

**Comments**

**Expense Itemization**

2025				
Cost	\$ 1,250,000			
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund	Train Fac			
Category 5				
Total Cost	\$	1,250,000		

2026				
Cost	\$ 4,000,000			
Sales Tax				
Bus. Lic. Fee				
Grant	2nd Precinct			
General Fund				
Category 5				
Total Cost	\$	4,000,000		

2027				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2028				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2029				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2030				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name **Firing Range**

**Funding Source**

Facilities

**Project Description**

Funds to be used to develop and improve the FSPD firing range at the FS landfill. Planned improvements include shooting area concrete work and a covered student/instructor area. Utility improvements such as electric and water also to be included.

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000

**Comments**

**Expense Itemization**

2025				
Cost	\$ 75,000			
Sales Tax				
Bus. Lic. Fee	\$75,000			
Grant				
General Fund				
Category 5				
Total Cost	\$	75,000		

2026				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2027				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2028				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2029				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2030				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		



**FY 2025 - 2034**  
**Police Department Capital Improvement Project**



Project Name **Downtown Renovations**

**Category**

Facilities

**Project Description**

Projects to modernize and improve functionality of the downtown police headquarters building. This will include HVAC/Boiler replacement (2024), Bartlett Community Room remodeling, and exterior improvements.

**Project Justification**

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 30,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,000

**Comments**

**Expense Itemization**

2025				
Cost	\$ 30,000			
Sales Tax				
Bus. Lic. Fee	\$30,000			
Grant				
General Fund				
Category 5				
Total Cost	\$	30,000		

2026				
Cost	\$ 75,000			
Sales Tax				
Bus. Lic. Fee	\$75,000			
Grant				
General Fund				
Category 5				
Total Cost	\$	75,000		

2027				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2028				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2029				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		

2030				
Cost				
Sales Tax				
Bus. Lic. Fee				
Grant				
General Fund				
Category 5				
Total Cost	\$	-		



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**FROM:** Boyd Waters, Fire Chief  
**DATE:** October 1, 2024  
**SUBJECT:** Five-year CIP for the Fire Department (1/8% Sales and Use Tax)

### **SUMMARY**

Attached is the 5 year Capital Improvement Plan for the Fire Department. This plan will serve as an outline for fire apparatus replacements, staff vehicle replacements, fire station repairs/upgrades, and major equipment purchases. Fire suppression apparatus purchases are included in this memo using the fire department's portion of the ¼% Sales and Use Tax for Fire and Parks. This plan will be adjusted in the future as department needs or priorities change. Also included on the last sheet are the historical figures and the projections for the Sales and Use tax for the fire department.

In continuing our apparatus replacement program, the following apparatus will need replacing in the following next 5 years:

- 2024 – Order Ladder-3 and Refurb old P-5 (\$542,000)
- 2025 – Order Ladder-9 and Refurb old P-10 (\$542,000)
- 2026 – Order Rescue-1
- 2027 – Pay \$2,200,000 for Ladder-3 and order Pumper-4 (or refurb) and order Ladder-7
- 2028 – Pay \$2,400,000 for Ladder-9 and order Pumper-7
- 2029 – Pay \$2,000,000 for Rescue-1 and order Pumper-6

\*All prices are estimated increases of 5% annually

Additionally, there are other necessities that require attention in the immediate or near future.

\$4,000,000 is the estimated cost of a training facility complete with a large lecture classroom, small breakout classrooms, offices for the Fire Training Division, public restroom facilities, men's toilet-shower-locker rooms, women's toilet-shower-locker rooms, and shared functional/support areas. This would be located at the current Fire Training Facility located at 5901 Commerce Road. Currently, classroom portions of training for Fire are held at either Station 1 (downtown) or Station 11 (Chaffee Crossing), both classrooms are limited to 25 persons max. With a training center classroom located on premises of our training facility, academic to practical hands-on training would be streamlined, resulting in better consistency of training evolutions. With a large lecture style classroom we could host regional, or even

national training courses. These type of courses are paid for by visiting departments, resulting in a small return on investment for each class held plus the addition of tax dollar revenues by each firefighter visiting Fort Smith. While this is a major investment in our public safety departments, the benefit of this type of center would serve for decades to come.

We will need to remodel the fire stations in the next few years. The last remodel occurred in 2013 so it is time to consider updating them. Our firefighters are on shift for 24 hours at a time so we need to make sure they have up to date stations. We also need to make sure everything is the most energy efficient to help reduce utility bills.

Every 5 years our tablets for our apparatus need to be upgraded. This is to keep up with the current technology and have reliable equipment for our personnel. Having up to date computers on the apparatus helps supply the crews with crucial information including directions, hydrant location, building information, etc.

A forklift is needed for moving heavier objects at the maintenance facility. \$50,000.00 based off of quote. A generator is needed in case of power failure at the maintenance facility. \$110,000.00 based off of quote. We are in need of a new Zodiac boat to replace asset number 1118. \$31,000.00 based off of quote.

We would like to build our own driving course for training and testing purposes at the maintenance facility. Not only could we use it testing and training, it would aid the maintenance technicians when working on apparatus. Whenever they do front end work there are adjustments that need to be made in conjunction with driving the apparatus utilizing turns and then having to re-check alignments. This would keep them from having to do these tests on public streets. The estimated cost of this is \$600,000.00.

Another Fire Station will be needed if annexation continues to expand to the south and/or east, or when development exceeds our current fire suppression coverage requirements to stay in line with ISO standards. Estimated personnel costs include all salaries, fringe benefits, and LOPFI, with 3% increase each year.

Year to date the ¼ Sales and Use tax for Fire and Parks has brought in \$68,999,163.00 with roughly \$34,500,000.00 being the fire department's portion. Historically this has generated enough to cover the expenses for Station 11 and keep our apparatus replacement schedule up to date. As you can see by the chart for 4803, this account will be in the red beginning in 2029. We have begun to stretch out the expected life on our apparatus even though we are running more calls than ever. We are also coming up with other ideas to lengthen the lifespan of our apparatus. Even with those plans in place we will need to look at further funding in the short future due to rising costs of equipment.

## **ATTACHMENTS**

1. [Resolution\\_2025-2029.pdf](#)
2. [Apparatus Cost - Fire Department CIP.pdf](#)
3. [Training Classroom - Fire Department CIP.pdf](#)
4. [Station Renovations - Fire Department CIP.pdf](#)
5. [MDT\\_Tablet Updates - Fire Department CIP.pdf](#)
6. [Capital Projects - Fire Department CIP.pdf](#)
7. [Motorola Radios - Fire Department CIP.pdf](#)
8. [Driving Course - Fire Department CIP.pdf](#)
9. [Driving Course Layout.pdf](#)
10. [Fire Station 12 - Fire Department CIP.pdf](#)
11. [Station 12 Personnel - Fire Department CIP.pdf](#)
12. [Station 12 Apparatus - Fire Department CIP.pdf](#)
13. [Copy\\_of\\_4803\\_\\_\\_Apparatus\\_Fund\\_-\\_2024.pdf](#)
14. [Fire\\_Department\\_Summary\\_2025.pdf](#)
15. [Staff Vehicles - Fire Department CIP.pdf](#)

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING AND AUTHORIZING IMPLEMENTATION  
OF THE FIVE YEAR (2025-2029) SALES AND USE TAX PROGRAM FOR FIRE  
DEPARTMENT CAPITAL IMPROVEMENTS**

---

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

SECTION 1: The Five Year (2025-2029) Sales and Use Tax Program for Fire Department Capital Improvements as identified and specified in the attachment hereto is hereby approved.

SECTION 2: The staff is directed to proceed with implementation of the 2025 Sales and Use Tax Program for Fire Department Capital Improvements.

This Resolution adopted this 4<sup>th</sup> day of November, 2024.

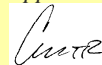
APPROVED:

ATTEST:

\_\_\_\_\_  
Mayor

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

*Approved as to Form:*



*No Publication Required*



**FY 2025 - 2034**  
**Fire Department Capital Improvement Project**



**Project Name**      **Apparatus Cost**

**Funding Source**

Option 1/8% Sales Tax

**Total Tax FY 2025**

Current Year Tax 1/8%      \$3,639,651  
Total Tax 1/8%      \$39,126,796

**Project Description**

The Fort Smith Fire Department seeks to modernize its fleet through the Apparatus Upgrade CIP. This project will procure advanced firefighting vehicles, including pumper and ladder trucks, to replace aging equipment, meet NFPA standards, and accommodate the growing needs of the city.

**Project Justification**

Upgrading the fleet is crucial for improved emergency responses, firefighter safety, and lower maintenance costs. New apparatus will ensure efficient operations, enhance public safety, and could contribute to reduced insurance premiums for the Fort Smith community.

**Cost Summary**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
<b>Total Cost</b>	<b>\$ 542,000</b>	<b>\$ -</b>	<b>\$ 2,172,069</b>	<b>\$ 2,400,000</b>	<b>\$ 3,300,000</b>	<b>\$ 1,400,000</b>	<b>\$ 2,700,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,575,000</b>	<b>\$ 1,650,000</b>	<b>\$ 17,239,069</b>

**Comments**

Based on 5% increase per year

**Expense Itemization**

2025				
<b>Cost</b>		\$ 542,000		
Unit Being Replaced	Pumper 5	Pumper 10		
Asset Number				
Age of Apparatus				
Category 4				
Category 5				
<b>Total Cost</b>			\$542,000	

2026				
<b>Cost</b>				
Unit Being Replaced				
Asset Number				
Age of Apparatus				
Category 4				
Category 5				
<b>Total Cost</b>			\$0	

2027				
<b>Cost</b>	\$2,172,069			
Unit Being Replaced	Ladder 3			
Asset Number	964			
Age of Apparatus	14			
Category 4				
Category 5				
<b>Total Cost</b>		\$2,172,069		

2028				
<b>Cost</b>	\$2,400,000			
Unit Being Replaced	Ladder 4			
Asset Number	151			
Age of Apparatus	26			
Category 4				
Category 5				
<b>Total Cost</b>		\$2,400,000		

2029				
<b>Cost</b>	\$1,300,000	\$ 2,000,000		
Unit Being Replaced	Pumper 4	Rescue 1		
Asset Number	183	403		
Age of Apparatus	23	14		
Category 4				
Category 5				
<b>Total Cost</b>		\$3,300,000		

2030				
<b>Cost</b>	\$1,400,000			
Unit Being Replaced	Pumper 6			
Asset Number	235			
Age of Apparatus	25			
Category 4				
Category 5				
<b>Total Cost</b>		\$1,400,000		

2031				
Cost	\$2,700,000			
Unit Being Replaced	Ladder 7			
Asset Number	965			
Age of Apparatus	18			
Category 4				
Category 5				
Total Cost				\$2,700,000

2032				
Cost	\$1,500,000			
Unit Being Replaced	Pumper 7			
Asset Number	181			
Age of Apparatus	25			
Category 4				
Category 5				
Total Cost				\$1,500,000

2033				
Cost	\$1,575,000			
Unit Being Replaced	Pumper 1			
Asset Number	227			
Age of Apparatus	24			
Category 4				
Category 5				
Total Cost				\$1,575,000

2034				
Cost	\$1,650,000			
Unit Being Replaced	Pumper 2			
Asset Number	967			
Age of Apparatus	21			
Category 4				
Category 5				
Total Cost				\$1,650,000



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name Training Classroom

Funding Source  
General Funds

Project Description

Project Justification  
\$4,000,000 is the estimated cost of a training facility complete with a large lecture classroom, small breakout classrooms, offices for the Fire Training Division, public restroom facilities, men's toilet-shower-locker rooms, women's toilet-shower-locker rooms, and shared functional/support areas. This would be located at the current Fire Training Facility located at 5901 Commerce Road. Currently, classroom portions of training for Fire are held at either Station 1 (downtown) or Station 11 (Chaffee Crossing), both classrooms are limited to 25 persons max. With a training center classroom located on premises of our training facility, academic to practical hands-on training would be streamlined, resulting in better consistency of training evolutions. With a large lecture style classroom we could host regional, or even national training courses. These type of courses are paid for by visiting departments, resulting in a small return on investment for each class held plus the addition of tax dollar revenues by each firefighter visiting Fort Smith. While this is a major investment in our public safety departments, the benefit of this type of center would serve for decades to come.

Cost Summary	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost				\$ 4,000,000							\$ 4,000,000

Comments

Expense Itemization (Expand if needed)

2025				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2028				
Cost	\$ 4,000,000			
Category 1	Classroom			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		4,000,000	

2026				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2029				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2027				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2030				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2031				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2032				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2033				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2034				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-



FY 2025 - 2034  
Fire Department Capital Improvement Project



**Project Name** Station Renovations

**Funding Source**  
General Funds

**Project Description**

**Project Justification**  
We will need to remodel the fire stations in the next few years. The last remodel occurred in 2013 so it is time to consider updating them. Our firefighters are on shift for 24 hours at a time so we need to make sure they have up to date stations. Not to mention making sure everything is the most energy efficient to help reduce utility bills.

Cost Summary											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost				\$ 2,000,000							\$ 2,000,000

**Comments**

Expense Itemization (Expand if needed)

2025				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2026				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2027				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2028				
Cost	\$ 2,000,000			
Category 1	Renovations			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		2,000,000	

2029				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2030				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2031				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2032				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2033				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2034				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name MDT / Tablet Updates

Funding Source  
General Funds

Project Description

Project Justification  
Every 5 years our tablets for our apparatus need to be upgraded. This is to keep up with the current technology and have reliable equipment for our personnel. Having up to date computers on the apparatus helps supply the crews with crucial information including directions, hydrant location, building information, etc.

Cost Summary												
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total	
Total Cost	\$ 40,000					\$ 100,000					\$ 140,000	

Comments

Expense Itemization (Expand if needed)

2025				
Cost	\$ 40,000			
Category 1	MDT Tablets			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	40,000		

2026				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2027				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2028				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2029				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2030				
Cost	\$ 100,000			
Category 1	MDT Tablets			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	100,000		

2031				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2032				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2033				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2034				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-



FY 2025 - 2034  
Fire Department Capital Improvement Project



Funding Source

General Funds

Project Description

Project Justification

A forklift is needed for moving heavier objects at the maintenance facility. \$50,000.00 based off of quote. A generator is needed in csae of power failure at the maintenance facility. \$110,000.00 based off of quote. A fence is needed to secure the rest of the land at the maintenance facility for security reasons. \$45,000.00 based off of quote. We are in need of a new Zodiac boat to replace asset number 1118. \$31,000.00 based off of quote.

Cost Summary

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ 191,000										\$ 191,000

Comments

Expense Itemization (Expand if needed)

2025				
Cost	\$ 50,000	\$ 110,000	\$ 31,000	
Category 1	Forklift			
Category 2	Generator			
Category 3	Zodiak Boat			
Category 4				
Category 5				
Total Cost	\$			191,000

2026				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2027				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2028				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				

2029				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				

2030				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name **Motorola Radios**

Funding Source  
General Funds

Project Description  
The Fort Smith Fire Department's Communications Enhancement Project seeks to replace and upgrade its current inventory with advanced Motorola radios. This upgrade ensures firefighters are equipped with robust, clear, and reliable communication devices critical for emergency and non-emergency operations.

Project Justification  
Effective communication is a lifeline for fire service operations. The new Motorola radios will provide enhanced features, improved signal strength, and greater durability. This investment is essential for operational coordination, firefighter safety, and aligns with the latest standards in emergency communication technology, significantly improving incident response across Fort Smith.

Cost Summary											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$180,500	\$180,500	\$45,125								\$ 406,125

Comments

Expense Itemization (Expand if needed)

2025				
Cost	\$ 180,500			
Category 1	Radios			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	180,500		

2026				
Cost	\$ 180,500			
Category 1	Radios			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	180,500		

2027				
Cost	\$ 45,125			
Category 1	Radios			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	45,125		

2028				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2029				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2030				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$	-		

2031				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2032				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2033				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2034				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name **Driving Course**

Funding Source  
General Funds

Project Description

**Project Justification**  
We would like to build our own driving course for training and testing purposes at the maintenance facility. Not only could we use it testing and training, it would aid the maintenance technicians when working on apparatus. Whenever they do front end work there are adjustments that need to be made in conjunction with driving the apparatus utilizing turns and then having to re-check alignments. This would keep them from having to do these tests on public streets.

Cost Summary	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost				\$ 600,000							\$ 600,000

Comments

Expense Itemization (Expand if needed)

2025					2026					2027				
Cost					Cost					Cost				
Category 1					Category 1					Category 1				
Category 2					Category 2					Category 2				
Category 3					Category 3					Category 3				
Category 4					Category 4					Category 4				
Category 5					Category 5					Category 5				
Total Cost	\$			-	Total Cost	\$			-	Total Cost	\$			-

2028					2029					2030				
Cost	\$ 600,000				Cost					Cost				
Category 1	Driving Course				Category 1					Category 1				
Category 2					Category 2					Category 2				
Category 3					Category 3					Category 3				
Category 4					Category 4					Category 4				
Category 5					Category 5					Category 5				
Total Cost	\$			600,000	Total Cost	\$			-	Total Cost	\$			-

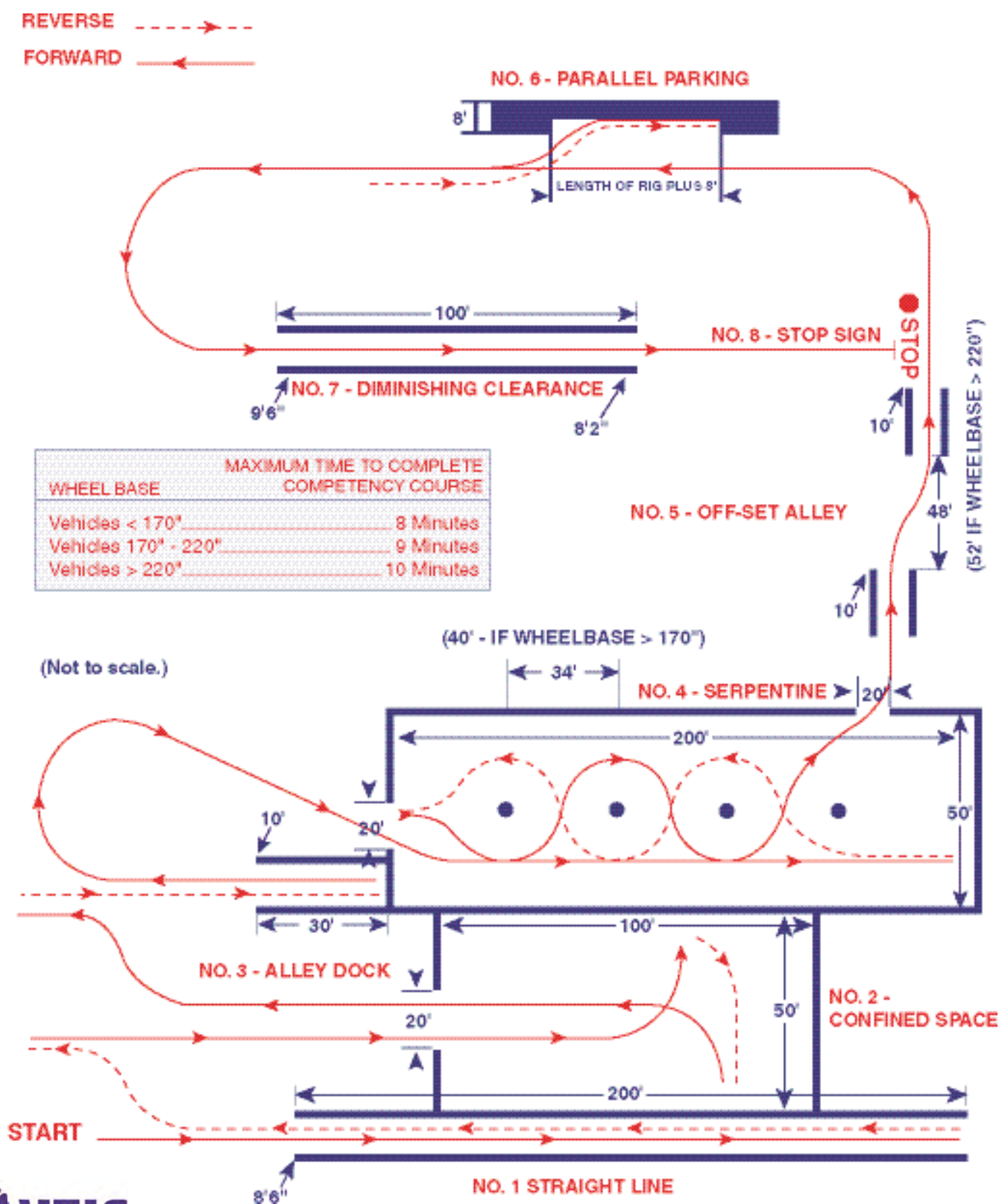
2031				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2032				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2033				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2034				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

# Driving Course Layout





FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name Fire Station 12

Funding Source  
General Funds

Project Description

Project Justification

Cost Summary											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost			\$ 4,000,000								\$ 4,000,000

Comments

Expense Itemization (Expand if needed)

2025				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2026				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2027				
Cost	\$ 4,000,000			
Category 1	Station 12			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			4,000,000

2028				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2029				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2030				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2031				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2032				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2033				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-

2034				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			-



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name Station 12 Personnel

Funding Source  
General Funds

Project Description

Project Justification

Cost Summary											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost				\$1,000,000	\$1,030,000	\$1,060,000	\$1,093,000	\$1,126,000	\$1,160,000	\$1,195,000	\$ 7,664,000

Comments  
Based on 3% increase per year

Expense Itemization (Expand if needed)

2025				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		-	

2026				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		-	

2027				
Cost				
Category 1				
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		-	

2028				
Cost	\$ 1,000,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		1,000,000	

2029				
Cost	\$ 1,030,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		1,030,000	

2030				
Cost	\$ 1,060,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$		1,060,000	

2031				
Cost	\$ 1,093,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			1,093,000

2032				
Cost	\$ 1,125,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			1,125,000

2033				
Cost	\$ 1,160,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			1,160,000

2034				
Cost	\$ 1,195,000			
Category 1	Personnel			
Category 2				
Category 3				
Category 4				
Category 5				
Total Cost	\$			1,195,000



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name      Station 12 Apparatus

Funding Source  
General Funds

Project Description

Project Justification

Cost Summary											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost				\$ 1,200,000							\$ 1,200,000

Comments

Expense Itemization (Expand if needed)

<b>4803 Revenue</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
		533.57%	3.24%	1.40%	3.81%	0.22%	1.41%	1.06%
January	\$ -	\$ 482,187	\$ 471,450	\$ 505,898	\$ 519,443	\$ 537,014	\$ 517,493	3.8% \$ 537,323
February	\$ -	\$ 374,352	\$ 364,104	\$ 394,680	\$ 390,987	\$ 394,556	\$ 388,064	2.4% \$ 397,202
March	\$ -	\$ 403,642	\$ 408,645	\$ 408,629	\$ 452,618	\$ 419,159	\$ 417,625	-2.5% \$ 407,335
April	\$ -	\$ 411,662	\$ 425,583	\$ 463,074	\$ 430,035	\$ 465,417	\$ 468,119	-1.8% \$ 459,820
May	\$ -	\$ 395,957	\$ 375,590	\$ 419,389	\$ 394,371	\$ 427,242	\$ 428,805	3.2% \$ 442,466
June	\$ -	\$ 402,136	\$ 461,402	\$ 436,168	\$ 438,035	\$ 440,721	\$ 454,142	-3.7% \$ 437,244
July	\$ -	\$ 403,615	\$ 408,688	\$ 452,566	\$ 472,821	\$ 462,228	\$ 466,254	-1.3% \$ 460,354
August	\$ -	\$ 410,280	\$ 413,328	\$ 422,794	\$ 463,667	\$ 449,532	\$ 449,924	2.5% \$ 461,123
September	\$ -	\$ 405,559	\$ 431,999	\$ 425,933	\$ 430,004	\$ 409,392	\$ 452,299	1.4% \$ 458,559
October	\$ -	\$ 401,371	\$ 420,481	\$ 306,780	\$ 443,007	\$ 436,440	\$ 439,214	1.8% \$ 447,202
November	\$ 378,118	\$ 377,576	\$ 427,760	\$ 428,956	\$ 420,353	\$ 416,178	\$ 434,683	2.5% \$ 445,591
December	\$ 390,106	\$ 398,907	\$ 415,723	\$ 430,169	\$ 433,810	\$ 443,158	\$ 459,217	4.2% \$ 478,346
<b>Total</b>	<b>\$ 768,224</b>	<b>\$ 4,867,244</b>	<b>\$ 5,024,753</b>	<b>\$ 5,095,039</b>	<b>\$ 5,289,152</b>	<b>\$ 5,301,036</b>	<b>\$ 5,375,839</b>	<b>\$ 5,432,565</b>
<b>1/8% Revenue</b>	<b>\$ 384,112</b>	<b>\$ 2,433,622</b>	<b>\$ 2,512,377</b>	<b>\$ 2,547,147</b>	<b>\$ 2,644,576</b>	<b>\$ 2,650,518</b>	<b>\$ 2,687,920</b>	<b>\$ 2,716,283</b>
Add. Revenue, sale of reserve apparatus							\$ 15,026	
	<b>\$ 384,112</b>	<b>\$ 2,433,622</b>	<b>\$ 2,512,377</b>	<b>\$ 2,547,147</b>	<b>\$ 2,644,576</b>	<b>\$ 2,650,518</b>	<b>\$ 2,702,946</b>	<b>\$ 2,716,283</b>
Previous Year Carry Fwd		\$ 171,980	\$ 433,020	\$ 236,061	\$ 235,605	\$ 972,183	\$ 157,596	\$ 264,799
<b>Total revenue</b>	<b>\$ 384,112</b>	<b>\$ 2,605,602</b>	<b>\$ 2,945,396</b>	<b>\$ 2,783,208</b>	<b>\$ 2,880,181</b>	<b>\$ 3,622,701</b>	<b>\$ 2,860,541</b>	<b>\$ 2,981,082</b>

<b>4803 Expenses</b>								
Personnel & Operating	\$ 212,132	\$ 1,447,095	\$ 2,009,738	\$ 2,101,239	\$ 1,907,998	\$ 1,862,653	\$ 2,026,219	\$ 1,906,604
Capital		\$ 725,487	\$ 699,597	\$ 170,000		\$ 88,020	\$ 569,523	\$ 579,885
				\$ 40,129		\$ 961,292		\$ 31,538
				\$ 179,684		\$ 553,140		
				\$ 56,551				
	<b>\$ 212,132</b>	<b>\$ 2,172,582</b>	<b>\$ 2,709,335</b>	<b>\$ 2,547,603</b>	<b>\$ 1,907,998</b>	<b>\$ 3,465,105</b>	<b>\$ 2,595,742</b>	<b>\$ 2,518,027</b>
CY Rev/Exp	\$ 171,980	\$ 261,040	\$ (196,958)	\$ (456)	\$ 736,578	\$ (814,587)	\$ 107,203	\$ 198,256
<b>CY Fund Balance</b>	<b>\$ 171,980</b>	<b>\$ 433,020</b>	<b>\$ 236,061</b>	<b>\$ 235,605</b>	<b>\$ 972,183</b>	<b>\$ 157,596</b>	<b>\$ 264,799</b>	<b>\$ 463,055</b>

Training Tower

R-1

Brush Beds,  
L-7, P-6

P-4

P-7, FM-3

<b>4803 Revenue</b>		<b>2020</b>		<b>2021</b>		<b>2022</b>		<b>2023</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>
		<b>4.29%</b>		<b>15.32%</b>		<b>10.39%</b>		<b>3.72%</b>		<b>-1.81%</b>		<b>1.01%</b>		<b>0.94%</b>
January	-2.4%	\$ 524,264	10.6%	\$ 579,680	\$ 676,530	\$ 703,398	\$ 709,540	\$ 703,454	\$ 712,519					
February	7.6%	\$ 427,210	15.1%	\$ 491,663	\$ 518,802	\$ 562,609	\$ 535,932	\$ 544,505	\$ 553,159					
March	5.9%	\$ 431,362	0.7%	\$ 434,480	\$ 504,806	\$ 573,409	\$ 577,658	\$ 557,477	\$ 575,210					
April	-3.4%	\$ 444,121	37.3%	\$ 609,631	\$ 610,951	\$ 651,704	\$ 635,178	\$ 638,937	\$ 648,359					
May	-4.3%	\$ 423,409	30.2%	\$ 551,405	\$ 583,383	\$ 622,828	\$ 612,843	\$ 612,415	\$ 622,189					
June	9.1%	\$ 477,148	14.0%	\$ 544,022	\$ 626,348	\$ 635,450	\$ 622,162	\$ 634,267	\$ 636,932					
July	10.1%	\$ 507,006	9.9%	\$ 557,210	\$ 627,001	\$ 642,521	\$ 644,449	\$ 644,370	\$ 650,218					
August	8.4%	\$ 500,069	11.6%	\$ 557,840	\$ 620,124	\$ 632,142	\$ 614,634	\$ 628,523	\$ 631,351					
September	3.6%	\$ 475,184	14.7%	\$ 544,981	\$ 613,610	\$ 630,968	\$ 602,485	\$ 621,844	\$ 624,617					
October	7.7%	\$ 481,764	13.2%	\$ 545,541	\$ 613,672	\$ 610,437	\$ 595,782	\$ 612,697	\$ 612,369					
November	7.8%	\$ 480,437	14.5%	\$ 550,056	\$ 597,001	\$ 603,888	\$ 589,485	\$ 602,759	\$ 604,698					
December	3.3%	\$ 493,896	14.8%	\$ 567,114	\$ 620,234	\$ 611,606	\$ 605,648	\$ 618,621	\$ 618,078					
<b>Total</b>		<b>\$ 5,665,870</b>		<b>\$ 6,533,623</b>	<b>\$ 7,212,462</b>	<b>\$ 7,480,961</b>	<b>\$ 7,345,796</b>	<b>\$ 7,419,870</b>	<b>\$ 7,489,698</b>					
<b>1/8% Revenue</b>		<b>\$ 2,832,935</b>		<b>\$ 3,266,812</b>	<b>\$ 3,606,231</b>	<b>\$ 3,740,480</b>	<b>\$ 3,672,898</b>	<b>\$ 3,709,935</b>	<b>\$ 3,744,849</b>					
Add. Revenue, sale of reserve apparatus				\$ 620,426										
		<b>\$ 2,832,935</b>		<b>\$ 3,887,238</b>	<b>\$ 3,606,231</b>	<b>\$ 3,740,480</b>	<b>\$ 3,672,898</b>	<b>\$ 3,709,935</b>	<b>\$ 3,744,849</b>					
Previous Year Carry Fwd		\$ 463,055		\$ 586,300	\$ 1,163,231	\$ 1,470,596	\$ 2,084,880	\$ 2,775,766	\$ 3,430,488					
<b>Total revenue</b>		<b>\$ 3,295,990</b>		<b>\$ 4,473,538</b>	<b>\$ 4,769,462</b>	<b>\$ 5,211,076</b>	<b>\$ 5,757,778</b>	<b>\$ 6,485,701</b>	<b>\$ 7,175,337</b>					

<b>4803 Expenses</b>														
Personnel & Operating	\$	2,098,058	\$	2,059,881	\$	2,148,869	\$	2,368,944	\$	2,440,012	\$	2,513,213	\$	2,588,609
Capital	\$	611,632	\$	630,000	\$	1,149,997	\$	757,252	\$	542,000	\$	542,000		
			\$	620,426										
		<b>\$ 2,709,690</b>		<b>\$ 3,310,307</b>	<b>\$ 3,298,866</b>	<b>\$ 3,126,196</b>	<b>\$ 2,982,012</b>	<b>\$ 3,055,213</b>	<b>\$ 2,588,609</b>					
CY Rev/Exp	\$	123,245	\$	576,931	\$	307,365	\$	614,284	\$	690,886	\$	654,722	\$	1,156,240
<b>CY Fund Balance</b>	<b>\$</b>	<b>586,300</b>	<b>\$</b>	<b>1,163,231</b>	<b>\$</b>	<b>1,470,596</b>	<b>\$</b>	<b>2,084,880</b>	<b>\$</b>	<b>2,775,766</b>	<b>\$</b>	<b>3,430,488</b>	<b>\$</b>	<b>4,586,728</b>

P1

P-2, P-11

L-1

P-8

P-5

P-10

<b>4803 Revenue</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>
	0.66%	0.55%	0.42%	0.54%	0.50%	0.49%	0.51%
January	\$ 715,589	\$ 717,626	\$ 722,397	\$ 725,723	\$ 729,134	\$ 733,009	\$ 736,582
February	\$ 549,977	\$ 554,706	\$ 558,140	\$ 559,817	\$ 563,130	\$ 565,966	\$ 568,601
March	\$ 575,816	\$ 575,196	\$ 581,161	\$ 583,165	\$ 585,639	\$ 589,155	\$ 591,846
April	\$ 647,233	\$ 651,291	\$ 655,451	\$ 657,838	\$ 661,409	\$ 664,815	\$ 667,968
May	\$ 621,974	\$ 625,048	\$ 629,301	\$ 631,695	\$ 634,968	\$ 638,308	\$ 641,340
June	\$ 637,432	\$ 642,572	\$ 645,369	\$ 648,209	\$ 651,837	\$ 654,956	\$ 658,184
July	\$ 652,809	\$ 655,624	\$ 659,412	\$ 662,508	\$ 665,773	\$ 669,190	\$ 672,482
August	\$ 631,084	\$ 636,622	\$ 639,349	\$ 642,042	\$ 645,731	\$ 648,798	\$ 651,979
September	\$ 622,479	\$ 629,210	\$ 631,689	\$ 634,070	\$ 637,973	\$ 640,923	\$ 644,032
October	\$ 613,019	\$ 618,822	\$ 620,884	\$ 623,750	\$ 627,364	\$ 630,239	\$ 633,389
November	\$ 604,970	\$ 610,184	\$ 612,684	\$ 615,372	\$ 618,874	\$ 621,800	\$ 624,869
December	\$ 620,257	\$ 625,175	\$ 627,382	\$ 630,514	\$ 633,967	\$ 636,927	\$ 640,141
<b>Total</b>	<b>\$ 7,492,639</b>	<b>\$ 7,542,076</b>	<b>\$ 7,583,219</b>	<b>\$ 7,614,705</b>	<b>\$ 7,655,800</b>	<b>\$ 7,694,087</b>	<b>\$ 7,731,413</b>
<b>1/8% Revenue</b>	<b>\$ 3,746,320</b>	<b>\$ 3,771,038</b>	<b>\$ 3,791,610</b>	<b>\$ 3,807,352</b>	<b>\$ 3,827,900</b>	<b>\$ 3,847,044</b>	<b>\$ 3,865,706</b>
Add. Revenue, sale of reserve apparatus							
	<b>\$ 3,746,320</b>	<b>\$ 3,771,038</b>	<b>\$ 3,791,610</b>	<b>\$ 3,807,352</b>	<b>\$ 3,827,900</b>	<b>\$ 3,847,044</b>	<b>\$ 3,865,706</b>
Previous Year Carry Fwd	\$ 4,586,728	\$ 3,493,712	\$ 2,118,494	\$ (218,539)	\$ (724,689)	\$ (2,597,696)	\$ (3,391,587)
<b>Total revenue</b>	<b>\$ 8,333,048</b>	<b>\$ 7,264,750</b>	<b>\$ 5,910,104</b>	<b>\$ 3,588,813</b>	<b>\$ 3,103,211</b>	<b>\$ 1,249,347</b>	<b>\$ 474,119</b>

<b>4803 Expenses</b>							
Personnel & Operating	\$ 2,666,267	\$ 2,746,255	\$ 2,828,643	\$ 2,913,502	\$ 3,000,907	\$ 3,090,935	\$ 3,183,663
Capital	\$ 2,173,069	\$ 2,400,000	\$ 1,300,000	\$ 1,400,000	\$ 2,700,000	\$ 1,550,000	\$ 1,903,330
			\$ 2,000,000				
	<b>\$ 4,839,336</b>	<b>\$ 5,146,255</b>	<b>\$ 6,128,643</b>	<b>\$ 4,313,502</b>	<b>\$ 5,700,907</b>	<b>\$ 4,640,935</b>	<b>\$ 5,086,993</b>
CY Rev/Exp	\$ (1,093,017)	\$ (1,375,217)	\$ (2,337,033)	\$ (506,150)	\$ (1,873,007)	\$ (793,891)	\$ (1,221,286)
<b>CY Fund Balance</b>	<b>\$ 3,493,712</b>	<b>\$ 2,118,494</b>	<b>\$ (218,539)</b>	<b>\$ (724,689)</b>	<b>\$ (2,597,696)</b>	<b>\$ (3,391,587)</b>	<b>\$ (4,612,874)</b>

L-3

L-4

P-4, R-1

P-6

Ladder 7

Pumper 7

Pumper 1

2034
1%
\$ 740,237
\$ 571,558
\$ 594,769
\$ 671,378
\$ 644,587
\$ 661,542
\$ 675,840
\$ 655,325
\$ 647,386
\$ 636,634
\$ 628,066
\$ 643,382
<hr/>
\$ 7,770,704
<hr/>
\$ 3,885,352
<hr/>
\$ 3,885,352
\$ (4,612,874)
\$ (727,521)

\$ 3,279,173
\$ 2,100,000
<hr/>
\$ 5,379,173
<hr/>
\$ (1,493,820)
\$ (6,106,694)

Pumper 2



**FY 2025 - 2034**  
**Fire Department Capital Improvement Project**



Department	Program	Category	Fiscal Year									
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Fire Department												
	<b>General Funds</b>	Driving Course				\$600,000						
		Fire Station 12			\$4,000,000							
		MDT / Tablet Updates	\$40,000					\$100,000				
		Motorola Radios	\$180,500	\$180,500	\$45,125							
		Staff Vehicles		\$120,000	\$125,000		\$130,000	\$70,000		\$140,000		\$130,000
		Station 12 Apparatus				\$1,200,000						
		Station 12 Personnel				\$1,000,000	\$1,030,000	\$1,060,000	\$1,093,000	\$1,126,000	\$1,160,000	\$1,195,000
		Station Renovations				\$2,000,000						
		Training Classroom				\$4,000,000						
		Capital Projects	\$191,000									
	<b>General Funds Total</b>		<b>\$411,500</b>	<b>\$300,500</b>	<b>\$4,170,125</b>	<b>\$8,600,000</b>	<b>\$1,160,000</b>	<b>\$1,230,000</b>	<b>\$1,093,000</b>	<b>\$3,266,000</b>	<b>\$1,160,000</b>	<b>\$1,325,000</b>
	<b>Option 1/8% Sale</b>	Apparatus Cost	\$542,000		\$2,172,069	\$2,400,000	\$3,300,000	\$1,400,000	\$2,700,000	\$1,500,000	\$1,575,000	\$1,650,000
	<b>Option 1/8% Sales Tax Total</b>		<b>\$542,000</b>		<b>\$2,172,069</b>	<b>\$2,400,000</b>	<b>\$3,300,000</b>	<b>\$1,400,000</b>	<b>\$2,700,000</b>	<b>\$1,500,000</b>	<b>\$1,575,000</b>	<b>\$1,650,000</b>
<b>Grand Total</b>			<b>\$953,500</b>	<b>\$300,500</b>	<b>\$6,342,194</b>	<b>\$11,000,000</b>	<b>\$4,460,000</b>	<b>\$2,630,000</b>	<b>\$3,793,000</b>	<b>\$4,766,000</b>	<b>\$2,735,000</b>	<b>\$2,975,000</b>



FY 2025 - 2034  
Fire Department Capital Improvement Project



Project Name      Staff Vehicles

Funding Source  
General Funds

Project Description  
The Staff Vehicles Upgrade initiative for the Fort Smith Fire Department aims to renew its administrative and operational fleet. This includes the acquisition of command units, quick response vehicles, and support SUVs essential for non-emergency tasks and on-scene coordination.

Project Justification  
Modernizing the staff vehicle fleet is vital for maintaining day-to-day operations and effective on-scene command presence. New vehicles will provide reliable transportation, reduce repair costs, and ensure that leadership and support staff can perform their roles efficiently, ultimately contributing to a more effective fire service for the community.

Cost Summary											
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Total Cost	\$ -	\$ 120,000	\$ 125,000	\$ -	\$ 130,000	\$ 70,000	\$ -	\$ 140,000	\$ -	\$ 130,000	\$ 715,000

Comments

Expense Itemization

2025				
Cost				
Unit Being Replaced #1				
Unit Being Replaced #2				
Age of Vehicle #1				
Age of Vehicle #2				
Category 5				
Total Cost				\$0

2026				
Cost	\$120,000			
Unit Being Replaced #1	766			
Unit Being Replaced #2	131			
Age of Vehicle #1	20			
Age of Vehicle #2	18			
Category 5				
Total Cost				\$120,000

2027				
Cost	\$125,000			
Unit Being Replaced #1	295			
Unit Being Replaced #2	273			
Age of Vehicle #1	15			
Age of Vehicle #2	16			
Category 5				
Total Cost				\$125,000

2028				
Cost				
Unit Being Replaced #1				
Unit Being Replaced #2				
Age of Vehicle #1				
Age of Vehicle #2				
Category 5				
Total Cost				\$0

2029				
Cost	\$130,000			
Unit Being Replaced #1	211			
Unit Being Replaced #2	213			
Age of Vehicle #1	15			
Age of Vehicle #2	15			
Category 5				
Total Cost				\$130,000

2030				
Cost	\$70,000			
Unit Being Replaced #1	747			
Unit Being Replaced #2				
Age of Vehicle #1	15			
Age of Vehicle #2				
Category 5				
Total Cost				\$70,000

2031				
Cost				
Unit Being Replaced #1				
Unit Being Replaced #2				
Age of Vehicle #1				
Age of Vehicle #2				
Category 5				
Total Cost				\$0

2032				
Cost	\$140,000			
Unit Being Replaced #1	649			
Unit Being Replaced #2	650			
Age of Vehicle #1	15			
Age of Vehicle #2	15			
Category 5				
Total Cost				\$140,000

2033				
Cost				
Unit Being Replaced #1				
Unit Being Replaced #2				
Age of Vehicle #1				
Age of Vehicle #2				
Category 5				
Total Cost	\$			-

2034				
Cost	\$130,000			
Unit Being Replaced #1	704			
Unit Being Replaced #2	736			
Age of Vehicle #1	15			
Age of Vehicle #2	15			
Category 5				
Total Cost				\$130,000



## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator

**CC:** Jeff Dingman, Deputy City Administrator; Maggie Rice, Deputy City Administrator

**FROM:** Lance A. McAvoy, Director of Water Utilities

**DATE:** October 31, 2024

**SUBJECT:** CIP for Water Systems Maintenance and Improvements

### **SUMMARY**

The 2025-Critical Water Project Capital Improvement Plan (CIP) and Water Projects Future CIP was presented at the October 29, 2024, Board of Directors' Study Session.. The change in the way the CIPs for water projects is be presented is due to the insufficient funding sources for these projects.

Water Utilities management have listened to the past comments from the Board of Directors and are presenting a realistic 2025-Critical Water Project (CIP). This is a need immediately list and includes projects that are already funded, as well as three (3) projects where immediate funding is needed. This included the 36-inch water transmission line on the I-49 Arkansas River Bridge, compliance with the Lead & Copper Rule revisions, and a casting for the Phase-3 water transmission line. The additional funds needed for the 2025-Critical Water Project (CIP) is \$16,500,000. City Administration is working with ARDoT to determine the possibility of utilizing ARDoT reimbursable funds to help offset the cost of the 36-inch water transmission line on the I-49 Arkansas River Bridge. The total cost for the 2025-Critical Water Project (CIP) is estimated to be \$41,494,800. While the source of \$25,494,800 of the need has been identified, the remaining \$16,500,000 has not.

Subsequently, Water Utilities staff also reviewed current and additional unfunded projects, many of which are multigenerational projects, and and have provided a list and potential time line for other needed projects. These include watershed and source water protection for our drinking water lakes, work on the Lee Creek hydroelectric generator, increased capacity of the Lake Fort Smith Water Treatment Plant, completion of the 48-inch water transmission line, distribution system rehabilitation, water storage and pressure control stations, Towson, Meter and AMI implementation, water tank painting and maintenance, replacement of equipment (rolling stock and pumps), and potential economic development. Some of these projects range from large maintenance projects, system upgrades, and required projects from the USEPA and Arkansas Department of Health.

As with many cities in Arkansas, Fort Smith is also looking at the current water rate structure to ensure the revenues are sufficient to operate and maintain the system, as well as borrow money through the use of revenue bonds when needed to fund major, multigenerational projects such as water plant upgrades, transmission lines, etc.

Water Utilities staff and Administration are also working to secure additional grant funding, Congressionally Directed Spending, and other sources of revenue to help fund these projects.

The Water Project Future CIP totals \$497,570,560 for the next ten years.

Attached is a resolution approving and authorizing implementation of the 2025 Capital Improvement Plan for Water.

Please contact me should you or members of the Board have any questions or need additional information.

**ATTACHMENTS**

1. [Resolution\\_2025\\_CIP-Final\\_WATER.pdf](#)
2. [Water-2025.pdf](#)

RESOLUTION NO. \_\_\_\_\_

RESOLUTION ACCEPTING AND AUTHORIZING IMPLEMENTATION  
OF THE 2025 CAPITAL IMPROVEMENT PLAN FOR WATER

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

ARKANSAS, that:

SECTION 1: The 2025 Capital Improvement Plan-Water, as identified and  
 summarized in the attachment hereto, is hereby accepted.

SECTION 2: The staff is directed to proceed with implementation of the 2025  
 Capital Improvement Plan-Water approved by Section 1 as funding is available.

This Resolution adopted this \_\_\_\_\_ day of November 2024.

APPROVED:

\_\_\_\_\_  
 Mayor

ATTEST:

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

APPROVED AS TO FORM:



\_\_\_\_\_  
 npr

## 2025-Critical Water Project Capital Improvement Plan

Project Title	2025 Funded	2025 Priority Needs Funding
Midland Bridge Transmission Line Repair	\$ 300,000	\$ -
LFS 48 inch Transmission Line Phase 2 (Environmental Assessment)	\$ 250,000	\$ -
LFS 48 inch Transmission Line Phase 2a - 1 Construction (\$12 Million CDS)	\$ 3,000,000	\$ -
LFS 48 inch Transmission Line Phase 3 (Design)	\$ 900,000	\$ -
LFS 48 inch Transmission Line Phase 4 (Design)	\$ 200,000	\$ -
LFS 48 inch Transmission Line Phase 4a (Bridge Construction)	\$ -	\$ 12,000,000
LFS 48 inch Transmission Line Phase 5 (Design)	\$ 1,500,000	\$ -
Lead & Copper Rule Compliance	\$ -	\$ 1,500,000
ARDoT Phase 3 Transmission Line Casing Design & Construction (Reimbursable)	\$ -	\$ 3,000,000
ARDoT Hwy 22 (Rogers Ave) Water Line Project Design (Reimbursable)	\$ 344,800	\$ -
ARDoT Hwy 255 Water Line Project (Additional Work)(85% Reimbursable)	\$ 1,000,000	\$ -
Hwy 45 Utility Water Line Relocation (94% Reimbursable)	\$ 16,000,000	\$ -
Water Tank Painting (Luce Reservoir)	\$ 2,000,000	\$ -
<b>Total Cost</b>	<b>\$ 25,494,800</b>	<b>\$ 16,500,000</b>

LFS 48 inch Transmission Line Phase 4a (Bridge Construction) could be funded by requesting reimbursement from the Hwy 45 Project be held to cover the cost.

# Water Projects Future Capital Improvement Plan

Remaining Project Titles Waiting on Funding	Estimated Project Cost*	Desired Year Start	Desired Year Complete
Frog Bayou/ Stream Bank Restoration - Frog Bayou Watershed (Murdoch/Pense Phase1)	\$ 290,000	2026	2026
Stream Bank Restoration - Cedar Flat Stream Bank Restoration - Lee Creek Watershed	\$ 300,000	2027	2027
Mt. Fork/Brown Stream Bank Restoration - Lee Creek Watershed	\$ 300,000	2028	2028
Frog Bayou Stream Bank Restoration - Frog Bayou Watershed (Upper Pense Property)	\$ 300,000	2028	2028
Source Water Protection/Watershed Management	\$ 3,025,000	2028	2033
Lee Creek Hydroelectric Generator Repair/Upgrades (FERC Requirement)	\$ 4,650,000	2026	2027
Lee Creek Water Filling Station	\$ 200,000	2027	2027
LFS Increase Treatment Capacity from 40 to 55 MGD (Design and Construction)	\$ 66,000,000	2026	2029
Lake Fort Smith & Lee Creek Plant Optimization Study	\$ 2,000,000	2029	2030
LFS Increase Treatment Capacity from 55 to 70 MGD (Design and Construction) Pending Determination of needed expansion	\$ 72,600,000	2030	2033
Replacement Back-up Power Generator for the Lake Fort Smith Water Treatment Plant	\$ 4,000,000	2028	2028
LFS 48 inch Transmission Line Phase 2a - 2 Construction	\$ 15,000,000	2026	2027
LFS 48 inch Transmission Line Phase 2b Construction	\$ 28,446,000	2026	2027
LFS 48 inch Transmission Line Phase 3 (Environmental Assessment)	\$ 250,000	2026	2026
LFS 48 inch Transmission Line Phase 3 (Construction)	\$ 41,653,120	2027	2028
LFS 48 inch Transmission Line Phase 4 (Design under the River)	\$ 1,500,000	2026	2027
LFS 48 inch Transmission Line Phase 4b (River Tunnel Environmental Assessment)	\$ 400,000	2026	2027
LFS 48 inch Transmission Line Phase 4b (River Tunnel Construction)	\$ 21,000,000	2028	2029
LFS 48 inch Transmission Line Phase 5 (Environmental Assessment)	\$ 250,000	2026	2026
LFS 48 inch Transmission Line Phase 5 (Construction)	\$ 27,209,440	2027	2028
Chaffee Crossing Pressure Reducing Station (Design and Construction)	\$ 3,800,000	2026	2028

# Water Projects Future Capital Improvement Plan

Remaining Project Titles Waiting on Funding	Esitmed Project Cost*	Desired Year Start	Desired Year Complete
Chaffee Crossing, Relocate 5100 ft. of 18 in Line (Design and Construction)	\$ 4,000,000	2029	2030
Rehabilitation of I-540 Water Line Crossing	\$ 700,000	2026	2026
Neighborhood Water System Improvements/Water Line Replacement - 1	\$ 6,902,000	2028	2029
Neighborhood Water System Improvements/Water Line Replacement - 2a	\$ 3,750,000	2026	2027
Neighborhood Water System Improvements/Water Line Replacement - 2b	\$ 4,400,000	2028	2029
Replace Approx. 300 Sub-standard Fire Hydrants	\$ 2,500,000	2026	2029
Neighborhood Water System Improvements/Water Line Replacement	\$ 20,000,000	2027	2034
Lead & Copper Rule Compliance	\$ 40,000,000	2026	2036
Replace 12 in Line Tennessee Road (Design and Construction)	\$ 6,810,000	2029	2031
Downtown Pressure Reducing Station (Design and Construction)	\$ 1,650,000	2032	2033
Howard Hill Ground Storage and Transmission Line Ext (Design and Cost)	\$ 11,503,000	2029	2031
Replace Stateline Road Booster Pump Station	\$ 3,960,000	2031	2032
Replace 24 in Line N. M St to Towson and S. I St. (Design and Construction)	\$ 5,000,000	2026	2026
Towson Relocation Overlay Project	\$ 12,222,000	2026	2027
Advanced Meter Infrastructure Phase I	\$ 2,500,000		
Advanced Meter Infrastructure Phase 2	\$ 2,500,000		
Advanced Meter Infrastructure Phase 3	\$ 2,500,000		
Advanced Meter Infrastructure Phase 4	\$ 2,500,000		
Advanced Meter Infrastructure Phase 5	\$ 2,500,000		
New Meter Replacement Phase I	\$ 1,650,000		
New Meter Replacement Phase 2	\$ 1,650,000		
New Meter Replacement Phase 3	\$ 1,650,000		

# Water Projects Future Capital Improvement Plan

Remaining Project Titles Waiting on Funding	Esitimated Project Cost*	Desired Year Start	Desired Year Complete
New Meter Replacement Phase 4	\$ 1,650,000		
New Meter Replacement Phase 5	\$ 1,650,000		
Water Tank Painting (Country Club Tank)	\$ 500,000	2026	2026
Water Tank Painting (Pense Tank)	\$ 250,000	2026	2026
Water Tank Painting (Howard Hill Elv Tank)	\$ 750,000	2027	2027
Water Tank Painting (Wildcat Mountain-Standpipe)	\$ 750,000	2028	2028
Water Tank Painting (Wildcat Mountain-Reservoir)	\$ 2,250,000	2028	2028
Water Tank Painting (Crowe Hill Tank)	\$ 500,000	2029	2029
Water Tank Painting (Crowe Hill Reservoir)	\$ 2,250,000	2029	2029
Water Tank Painting (Fianna Hills Elv Tank)	\$ 500,000	2030	2030
Water Tank Painting (Haven Hill Reservoir)	\$ 2,250,000	2031	2031
Water Tank Painting (Jack Freeze Reservoir)	\$ 1,000,000	2032	2032
Water Tank Painting (Chaffee Crossing Reservoir)	\$ 2,250,000	2033	2033
Water Tank Painting (Woods Elv Tank)	\$ 500,000	2034	2034
Equipment Replacement (Cost Spread shown is for an 8 year period)	\$ 36,500,000	2026	On-going
Economic Development (\$1 million/Year)	\$ 10,000,000	2026	On-going
<b>Total Cost</b>	<b>\$ 497,570,560</b>		

\*Engineers estimate



## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator

**CC:** Jeff Dingman, Deputy City Administrator; Maggie Rice, Deputy City Administrator

**FROM:** Lance A. McAvoy, Director of Water Utilities

**DATE:** October 31, 2024

**SUBJECT:** CIP for Wastewater Systems Maintenance and Improvements (Non-Consent Decree)

### SUMMARY

The 2025-Critical Non-Consent Decree Wastewater Project Capital Improvement Plan (CIP) and Non-Consent Decree Wastewater Projects Future CIP were presented at the October 29, 2024, Board of Directors' Study Session. The change in the way the CIPs for non-consent decree wastewater projects is presented is due to the insufficient funding sources for these projects.

Water Utilities management have listened to the past comments from the Board of Directors and are presenting a realistic 2025-Critical Non-Consent Decree Wastewater Project (CIP).

This is a need immediately list and includes projects that are already funded. The total cost for the 2025-Critical Water Project (CIP) is estimated to be \$695,000.

Subsequently, Water Utilities staff also reviewed current and additional unfunded projects, many of which are multigenerational projects, and have provided a list and potential time line for other needed projects. These include Towson, pump station upgrades and additions, plant security and automation upgrades, P Street Treatment plant maintenance and upgrades, the Massard aeration basin additions as part of the Arkansas Consent Administrative Order, Massard plant upgrades and phasing improvements from the Massard Master Plan, and replacement of equipment (rolling stock and pumps). Some of these projects range from large maintenance projects, system upgrades, and required projects from the USEPA and Arkansas Division of Environmental Quality (DEQ).

As with many cities in Arkansas, Fort Smith is also looking at the current sewer rate structure to ensure the revenues are sufficient to operate and maintain the system, as well as borrow money through the use of revenue bonds when needed to fund major, multigenerational projects such as wastewater plant upgrades, pump stations, etc. The City is allowed to raise sewer rates beginning in 2025 by 3.5%, as to comply with the Sales and Use Tax vote by the residents

Water Utilities staff and Administration are also working to secure additional grant funding, Congressionally Directed Spending, and other sources of funding to help fund these projects.

The Non-Consent Decree Wastewater Future CIP totals \$204,627,800 for the next ten years.

Attached is a resolution approving and authorizing implementation of the 2025 Capital Improvement Plan for Non-Consent Decree Wastewater.

Please contact me should you or members of the Board have any questions or need additional information.

**ATTACHMENTS**

1. [Resolution\\_2025\\_CIP-Final\\_Non-CD\\_WW.pdf](#)
2. [Non-CD WW.pdf](#)

RESOLUTION NO. \_\_\_\_\_

RESOLUTION ACCEPTING AND AUTHORIZING IMPLEMENTATION OF THE 2025  
CAPITAL IMPROVEMENT PLAN FOR NON-CONSENT DECREE WASTEWATER

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

ARKANSAS, that:

SECTION 1: The 2025 Capital Improvement Plan-Non-Consent Decree  
Wastewater, as identified and summarized in the attachment hereto, is hereby  
accepted.

SECTION 2: The staff is directed to proceed with implementation of the 2025  
Capital Improvement Plan-Non-Consent Decree Wastewater approved by Section 1 as  
funding is available.

This Resolution adopted this \_\_\_\_\_ day of November 2024.

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

APPROVED AS TO FORM:



\_\_\_\_\_  
npr

2025-Critical Non-Consent Decree Wastewater Capital Improvement Plan

Project Title	2025 Funded	2025 Priority Needs Funding
Hwy 45 Utility Sewer Line Relocation (94% Reimbursable)(Bond)	\$ 610,000	\$ -
23-18 Massard Treatment Plant System Assessment	\$ 85,000	\$ -
<b>Annual Total</b>	<b>\$ 695,000</b>	<b>\$ -</b>

Non-Consent Decree Projects Future Capital Improvement Plan

Remaining Project Titles Waiting on Funding	Estimated Project Cost*	Desired Year Start	Desired Year Complete
Towson Sewer Line Relocation Overlay Project	\$ 3,308,000	2026	2027
Pump Station #27 Repairs/Upgrades	\$ 180,000	2027	2027
Pump Station #19 Repairs/Upgrades	\$ 2,310,000	2027	2029
Pump Station #26 Repairs/Upgrades	\$ 2,000,000	2028	2028
Sewer Station & Force Main Chaffee Crossing Design/Construction	\$ 8,400,000	2033	2034
Sewer Station & Force Main Roberts Blvd Design/Construction	\$ 4,800,000	2033	2034
Treatment Plant Security Upgrades	\$ 2,300,000	2026	2027
Automated Compliance Sampling (P Street & Massard Plants)	\$ 396,000	2026	2027
P Street Grit System Rebuild and Upgrade	\$ 3,600,000	2028	2029
P Street Plant Blower System	\$ 2,940,000	2030	2031
P Street AC Repl Op Bldg	\$ 84,000	2031	2031
P Street Tractor Shed	\$ 28,800	2026	2026
P Street Plant Optimization Study	\$ 2,200,000	2028	2029
P Street RAS PS Rehab	\$ 950,000	2028	2029
P Street Stab. Basin Diffuser Repl.	\$ 72,000	2026	2026
P Street Mechanical Mixer	\$ 250,000	2029	2029

Non-Consent Decree Projects Future Capital Improvement Plan

Remaining Project Titles Waiting on Funding	Estimated Project Cost*	Desired Year Start	Desired Year Complete
P Street Mixed Liquor PS upgrade	\$ 950,000	2028	2029
Massard Improvements Aeration Basin (Package A from Massard Master Plan)	\$ 27,575,000	2026	2028
Massard Plant sludge transfer PS	\$ 360,000	2026	2027
Massard Plant Belt Press	\$ 1,200,000	2027	2027
Massard Plant Grit Classifier	\$ 720,000	2027	2027
Massard Roof Replacement	\$ 420,000	2026	2026
Massard Plant Belt Press macerator	\$ 84,000	2027	2027
Massard Plant Upgrade (Package D from Massard Master Plan)	\$ 15,000,000	2028	2030
Massard Plant Upgrade (Package C from Massard Master Plan)	\$ 42,000,000	2030	2033
Massard Plant Upgrade (Package E from Massard Master Plan)	\$ 40,000,000	2034	2036
Sunnymede Upgrade to Direct Discharge to Arkansas River (Wet Weather Only)	\$ 6,000,000	2026	2027
Equipment Replacement (Cost Spread shown is for an 9 year period)	\$ 36,500,000	2026	On-Going
<b>Annual Total</b>	<b>\$ 204,627,800</b>		

\*Engineers estimate



## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator

**CC:** Jeff Dingman, Deputy City Administrator; Maggie Rice, Deputy City Administrator

**FROM:** Lance A. McAvoy, Director of Water Utilities

**DATE:** October 31, 2024

**SUBJECT:** CIP for Wastewater Systems Maintenance and Improvements (Consent Decree)

### SUMMARY

The City has been working since 2015 to comply with and complete the required work for the Federal Consent Decree. This has included work on the ongoing Capacity Management Operations Maintenance (CMOM) program, Sanitary Sewer Assessment (SSA), development and approval of the SSA Remedial Measures Plans, Capacity Remedial Measures Plan projects, as well as other projects required by the Consent Decree.

The City had hit every milestone and was in compliance with the Consent Decree until 2019, when resources to complete projects required for compliance were shifted to recovering from the historic 2019 Flood. The City fell further behind in meeting the requirements of the Consent Decree during 2020 and 2021 due the Covid-19 pandemic which slowed some work and completely stopped other work from being completed.

During this time, the City filed Force Majeures for additional time for compliance, and even proved the burden of the Consent Decree compliance was onerous and warranted the additional five (5) years as allowed by the financial reopen clause of the Consent Decree. However, it was evident even then that the additional five (5) years would not be enough to complete the work due to the 2019 Flood and Covid-19 delays. As such, the City has continued to negotiate with EPA, DOJ, and the State for additional time. A red-line version of the proposed modification was provided to the aforementioned parties in early October 2024, for an additional ten (10) years and to supply a financial plan for compliance with the Consent Decree by the end of 2036.

The Consent Decree Capital Improvement Plan (CIP) for 2025 through 2036 was presented at the October 29, 2024, Board of Directors' Study Session. This plan allows for compliance with the milestones required by the redline version of the proposed modifications. The Board of Directors have also voiced their desire to address and eliminate Sanitary Sewer Overflows (SSOs) as expediently as possible. As such, the attached CIP includes several large capacity projects, the ability to complete the required 50,000 linear feet of pipe remediation and remediate 167 manholes a year, rehabilitate or replace pump stations, complete the work required in Basin 12, and provide the other needed resources to comply with the Consent

Decree.

In 2022, the citizens of Fort Smith approved a 5/8% sales and use tax (SUT) to fund pay-as-you-go Consent Decree projects. Due to the delay and overall cost of the Consent Decree, the funding needed to achieve the milestones, and address and eliminate SSOs is not obtainable using the current method of funding. In September 2024, a plan was put forth to reallocate 3/8% of the current SUT for bridges, streets, and drainage, and to levy the 3/8% SUT for bonding purposes. The amount of funds provided would be used to fund Consent Decree and specific high priority wastewater projects from the end of 2025 through 2030. This funding would also reduce the need for future large rate increases to fund the Consent Decree. If this funding source or a funding source that equals the same amount of funds is not obtained, there is no way to meet the required milestones of the Consent Decree until such time as rates may be raised above the 3.5% threshold as set by the current SUT as approved by the citizens of Fort Smith. Additional funding will be need to be secured for the remainder of the Consent Decree after 2030.

Many of the ongoing projects listed in 2025 have been funded, and the remaining projects will be funded as SUT funds and potential bonds are issued. Although the CIP is presented, the projects for 2024 are the only ones the Department is or will be seeking funding approval. It is important to note there are multiple year projects that funding in 2025 may be for a project that began in 2024 or extends to 2026 or beyond. Projects listed that may be approved by the Board of Directors for 2024 and may not have funds available for implementation will be moved to future years accordingly. Moving projects back will have impacts on compliance and may result in stipulated penalties.

The Consent Decree CIP allocates projects over the entire proposed period and prioritizes the projects by achieving compliance with the Consent Decree and addresses and eliminates SSOs. Projects are grouped by type to make it easier to understand the needs for a certain project that may be built or designed in multiple phases or under multiple contracts. An example of this is the Basin 12 Remedial Measures.

The total 2025 CIP value is \$56,492,546, with \$23,500,00 left to be funded utilizing the current 5/8% SUT and any bond proceeds that may be approved and acquired in 2025.

The total CIP cost (uninflated) for compliance with the proposed revisions of the Consent Decree is \$677,766,546, with \$644,774,000 requiring funding.

Attached is a resolution approving and authorizing implementation of the eleven-year (2025-2036) Capital Improvement Plan for Consent Decree Wastewater.

Please contact me should you or members of the Board have any questions or need additional information.

#### **ATTACHMENTS**

1. [Resolution\\_12\\_Year\\_CIP-Final\\_Consent\\_Decree \(2\).pdf](#)
2. [CD CIP.pdf](#)

RESOLUTION NO. \_\_\_\_\_

RESOLUTION ACCEPTING THE TWELVE YEAR (2025-2036) CAPITAL  
IMPROVEMENT PLAN FOR CONSENT DECREE WASTEWATER AND  
AUTHORIZING IMPLEMENTATION OF THE 2025  
CAPITAL IMPROVEMENT PLAN FOR CONSENT DECREE WASTEWATER

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

ARKANSAS, that:

SECTION 1: The Twelve Year (2025-2036) Capital Improvement Plan-Consent  
Decree Wastewater as identified, and summarized in the attachment hereto is hereby  
approved.

SECTION 2: The staff is directed to proceed with implementation of the Capital  
Improvement Plan-Consent Decree Wastewater for 2025 approved by Section 1 as  
funding is available.

This Resolution adopted this \_\_\_\_\_ day of November 2024.

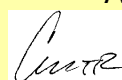
APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

APPROVED AS TO FORM:



\_\_\_\_\_  
npr

Project Title	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
23-19-C1: SSA Remedial Repairs/Replacement S006, P004, MC07, 2001, SK-01 Capacity†	\$ 7,915,157	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23-19-C2: SSA Remedial Repairs/Replacement S006, P004, MC07, 2001, SK-01 Capacity†	\$ 4,401,883	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23-19-C3: SSA Remedial Repairs/Replacement S006, P004, MC07, 2001, SK-01 Capacity†	\$ 3,527,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23-19-C4: SSA Remedial Repairs/Replacement S006, P004, MC07, 2001, SK-01 Capacity†	\$ 1,020,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23-19-C5: SSA Remedial Repairs/Replacement S006, P004, MC07, 2001, SK-01 Capacity†	\$ 867,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19-17-C1: SSA Remedial Repairs/Replacement MC08†	\$ 32,041,654	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17-12-C1: SSA Remedial Repairs/Replacement S007†	\$ 8,350,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17-09-C1: SSA Remedial Repairs/Replacement P005 (Design)†	\$ 278,365											
17-09-C1: SSA Remedial Repairs/Replacement P005	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19-19-C1: SSA Remedial Repairs/Replacement Capacity Project FL02	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19-18-C1: SSA Remedial Repairs/Replacement P009	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19-15-C1: SSA Remedial Repairs/Replacement MC06	\$ -	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17-13-C1: SSA Remedial Repairs/Replacement P008	\$ -	\$ 16,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
21-17-C1: SSA Remedial Repairs/Replacement D001, HL01, HR01, M003, M005, RF01, WL01	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2027: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2027: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
2032: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
2032: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -
2033: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -
2033: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -
2034: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -
2034: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -
2035: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -
2035: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -

Project Title	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
2036: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -
2036: 50,000 Feet & 167 Manholes: SSA Remedial Repairs/Replacement Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000
2029 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2030 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2031 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
2032 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
2033 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -
2034 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -
2035 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -
2033 CSSA Work	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
2029 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
2030 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -
2031 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,000,000	\$ -	\$ -	\$ -
2032 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,000,000	\$ -	\$ -
2033 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,000,000	\$ -
2034 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 3,000,000
2035 CSSA Remedial Measures (Design & Const)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Contract Sewer Line/Televising/CIPP	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Consent Decree Program Management	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Pump Station #9 Design/Construction	\$ -	\$ -	\$ -	\$ 74,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pump Station #18 Design/Construction	\$ -	\$ -	\$ -	\$ 400,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pump Station #22 Repairs/Upgrades	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pump Station #5 Rehabilitation	\$ -	\$ 1,200,000	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Continuing Pump Station & Force Main Evaluation	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -
Continuing Capacity Assurance Evaluation	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -
Basin 12 Remedial Measures Phase 4 (Design & Construction)	\$ 500,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Basin 12 Remedial Measures Phase 5 (Design & Construction)	\$ -	\$ -	\$ 500,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Basin 12 Remedial Measures Phase 6 (Design & Construction)	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Basin 12 Remedial Measures Phase 7 (Design & Construction)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -
Basin 12 Remedial Measures Phase 8 (Design & Construction)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 5,000,000	\$ -	\$ -
Basin 12 Remedial Measures Phase 9 (Design & Construction)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 5,000,000
Basin 10 & 14 Construction Phase 2 (Construction)	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Consent Decree CIP 2024 to 2035  
In Compliance with Proposed Consent Decree Milestones for Completion by 2036 and Reduction of SSOs

Project Title	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Basin 10 & 14 Construction Phase 3 (Construction)†	\$ 3,426,143	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Basin FLO1 Capacity Improvements (5-Year LOS in EJ Area)(Design & Construction)	\$ -	\$ -	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Skyline Estates Capacity Improvements (Included in Project 23-19-C5)†	Approved in 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Massard Wastewater Pump Station & Wet Weather Treatment (Design and Construction) (Package B from Massard Master Plan)	\$ -	\$ 9,000,000	\$ 45,000,000	\$ 45,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Basin P004 Capacity Improvements (5-Year LOS in EJ Area)(Design & Construction)	\$ -	\$ -	\$ 300,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Basin 12 Capacity Improvements Phase I (5-Year LOS in EJ Area)(Design & Construction)	\$ -	\$ -	\$ 400,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Funded Projects†</b>	<b>\$ 32,992,546</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Unfunded/Projects to be Contracted</b>	<b>\$ 23,500,000</b>	<b>\$ 66,500,000</b>	<b>\$ 101,700,000</b>	<b>\$ 106,474,000</b>	<b>\$ 44,500,000</b>	<b>\$ 42,300,000</b>	<b>\$ 40,800,000</b>	<b>\$ 45,300,000</b>	<b>\$ 42,800,000</b>	<b>\$ 47,300,000</b>	<b>\$ 40,800,000</b>	<b>\$ 42,800,000</b>
<b>Annual Total</b>	<b>\$ 56,492,546</b>	<b>\$ 66,500,000</b>	<b>\$ 101,700,000</b>	<b>\$ 106,474,000</b>	<b>\$ 44,500,000</b>	<b>\$ 42,300,000</b>	<b>\$ 40,800,000</b>	<b>\$ 45,300,000</b>	<b>\$ 42,800,000</b>	<b>\$ 47,300,000</b>	<b>\$ 40,800,000</b>	<b>\$ 42,800,000</b>

Note: All associated cost are based on best current engineering construction estimates

Total Funded	\$ 23,992,546	Total Funding Needed (Uninflated)	\$ 644,774,000	Total (Uninflated)	\$ 677,766,546
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## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Lance A. McAvoy, Director of Water Utilities  
**DATE:** October 15, 2024  
**SUBJECT:** 2016 SSA Remedial Measures, Sub-Basin S007, Project No. 17-12-C1

### SUMMARY

Project 17-12-C1 is a Consent Decree sanitary sewer remedial measures project. The project consists of the remediation of approximately 3,794 linear feet of 8-inch and 200 linear feet of 12-inch diameter sanitary sewer line replacement by open cut methods; 5,548 linear feet of 8-inch sanitary sewer line replacement by pipe burst methods; 2,331 linear feet of 8-inch and 603 linear feet of 12-inch remediation by CIPP; installation of 73 clean outs; replacement of 27 48-inch diameter manholes; lining of 38 manholes; and replacement of 17 manhole frame and covers. All together over 12,000 linear feet of pipe will be replaced and/or remediated. A map showing the location of the project is attached.

The low bid for the project was submitted by Royal Ridge Construction LLC, in the amount of \$4,530,534.00. The bid tab is attached for reference.

Royal Ridge asked to pull their bid on Tuesday, October 22, 2024, due to an error they made during the bid process. This error was in the amount of \$520,000. Royal Ridge has communicated that if this error is rectified by allowing a change order for the contract, they would be able to complete the project of \$5,050,534.00.

As this item was tabled, the original resolution authorizing the Mayor to execute a Contract with Royal Ridge Construction, LLC, in the amount of \$4,530,534.00, is attached, and if approved as is, a change order would be brought back to the Board of Directors at the next meeting. An alternative to this is a resolution prepared by Daily & Woods that would allow the bid amount to be amended and for the Board of Directors to approve the amended bid for \$5,050,534.00.

The funding for this project is available through 5/8% sales tax dedicated to Consent Decree projects.

Please contact me should you or members of the Board have any questions or desire additional information.

## **ATTACHMENTS**

1. [10-22-24\\_Item\\_ID\\_1325\\_Utilitys\\_Resolution.pdf](#)
2. [10-22-24 Item ID 1325 Utilitys Attachments.pdf](#)
3. [20241030\\_letter to Geffken and McAvoy.pdf](#)
4. [11-4-24 Item 1345 Optional Resolution As Revised.pdf](#)

*FISCAL IMPACT:* \$4,530,534.00

*BUDGET INFORMATION:* Budgeted / Water Utilitys - 5/8% Sales Tax

## CONSENT DECREE

RESOLUTION NO. \_\_\_\_\_

RESOLUTION ACCEPTING THE BID OF AN AUTHORIZING THE MAYOR TO  
EXECUTE A CONTRACT WITH ROYAL RIDGE CONSTRUCTION, LLC FOR THE  
2016 SSA REMEDIAL MEASURES, SUB-BASIN S007 PROJECT 17-12-C1

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

SECTION 1: The bid of Royal Ridge Construction, LLC for the construction of the  
2016 SSA Remedial Measures, Sub-Basin S007, Project No. 17-12-Construction (C1), is  
hereby approved.

SECTION 2: The Mayor, his signature being attested by the City Clerk, is hereby  
authorized to execute a contract with Royal Ridge Construction, LLC in the amount of  
\$4,530,534.00 and for performing the construction approved by Section 1 during a  
contract period reaching substantial completion by December 31, 2025.

This Resolution adopted this \_\_\_\_\_ day of October 2024.

APPROVED:

\_\_\_\_\_  
Mayor

Attest:

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

APPROVED AS TO FORM:



\_\_\_\_\_  
npr

## Bid Tabulation Sheet

### **Project Name**

2016 SSA Remedial Measures – Sub-Basin S007  
17-12-C1

### **Bid Opening**

October 11, 2024  
9:00 AM

### **Bids Received**

Royal Ridge Construction, LLC  
Fort Smith, AR

\$ 4,530,534.00

Forsgren, Inc  
Fort Smith, AR

\$ 8,231,278.00

Crawford Construction Company  
Van Buren, AR

\$ 8,531,698.00

Krapff-Reynolds Construction Company  
Oklahoma City, OK

\$ 9,282,305.00

October 14, 2024

Mr. Lance McAvoy  
Director  
Fort Smith Water Utilities  
801 Carnall Avenue  
Fort Smith, AR 72901

RE: 2016 SSA Remedial Measures, Sub-Basin S007  
Project No. 17-12-C1

Dear Mr. McAvoy,

On October 11, 2024, we opened bids on the 2016 SSA Remedial Measures, Sub-Basin S007 project and we received four responsive bids. Royal Ridge Construction, LLC from Fort Smith, Arkansas is the low bidder with a bid in the amount of \$4,530,534.00. The certified bid tabulation is attached for reference.

We have reviewed the bid and have reached out to other City departments for references including work at Tilles Park for Fort Smith Parks & Recreations, and Fort Smith Engineering. All had positive remarks on the contractor's work; therefore, we recommend awarding the bid to Royal Ridge Construction, LLC in the amount of \$4,530,534.00.

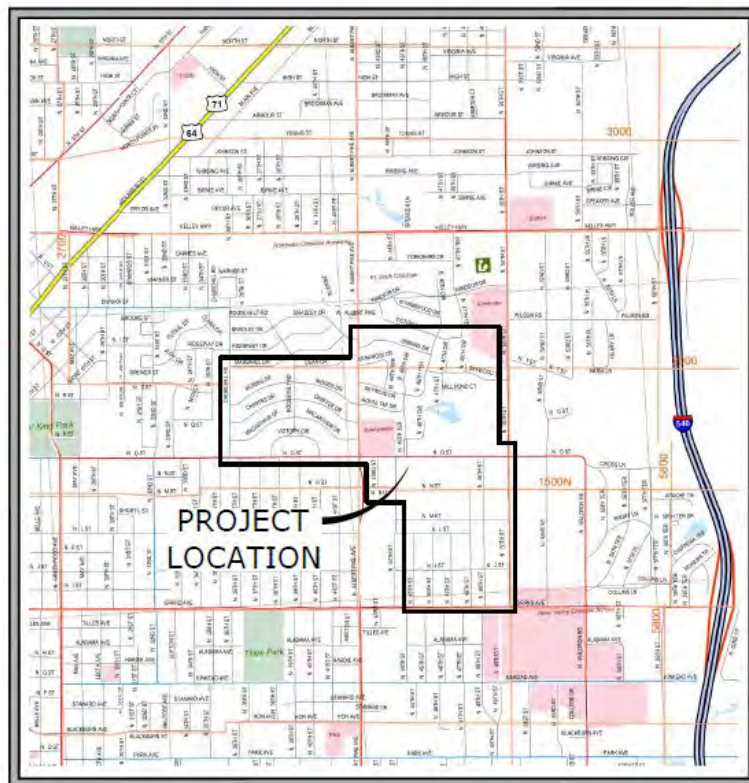
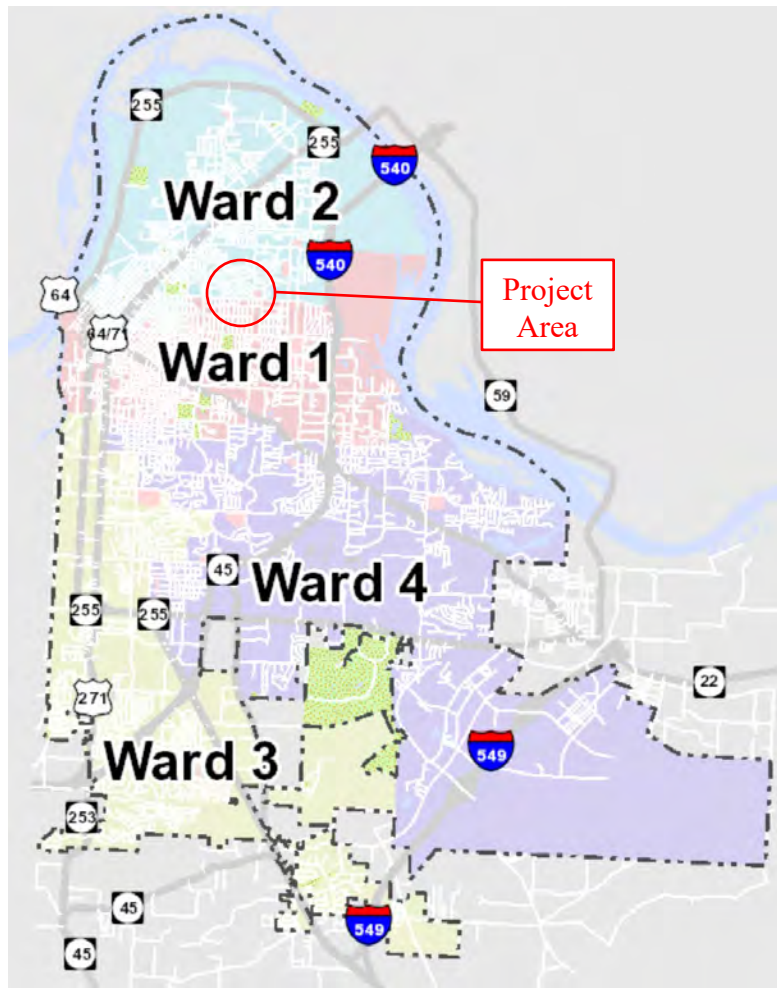
Please do not hesitate to call should you have any questions and as always, thank you for allowing us to be of service.

Sincerely,  
McClelland Consulting Engineers, Inc.



James A. Hanna, P.E.

enclosure: Certified Bid Tabulation



VICINITY MAP

# DAILY & WOODS

A PROFESSIONAL LIMITED LIABILITY COMPANY  
ATTORNEYS AT LAW

KMW BUILDING  
58 SOUTH SIXTH STREET  
P.O. BOX 1446  
FORT SMITH, AR 72902  
TELEPHONE (479) 782-0361  
FAX (479) 782-6160

[www.dailywoods.com](http://www.dailywoods.com)

HARRY P. DAILY (1886-1965)  
JOHN P. WOODS (1886-1976)  
JOHN S. DAILY (1912-1987)  
BEN CORE (1924-2007)

WRITER'S E-MAIL ADDRESS  
[CRoe@DailyWoods.com](mailto:CRoe@DailyWoods.com)

JERRY L. CANFIELD, P.A.  
THOMAS A. DAILY, P.A.  
WYMAN R. WADE, JR., P.A.  
DOUGLAS M. CARSON, P.A.  
C. MICHAEL DAILY, P.A. †  
COLBY T. ROE, P.A. ●  
ETHAN M. BRIDGFORTH

† Also Licensed in Oklahoma, Wyoming &  
North Dakota  
● Also Licensed in Texas

October 30, 2024

Carl E. Geffken  
City Administrator  
City of Fort Smith, Arkansas  
[cgeffken@fortsmithar.gov](mailto:cgeffken@fortsmithar.gov)

**Via Email Only**

Lance McAvoy  
Director of Water Utilities  
City of Fort Smith  
[lmcavoy@fortsmithar.gov](mailto:lmcavoy@fortsmithar.gov)

**Via Email Only**

Re: 2016 SSA Remedial Measures, Sub-Basin S007, Project No. 17-12-C1;  
Bid of Royal Ridge Construction, LLC

Dear Mr. Geffken and Mr. McAvoy:

We understand that Royal Ridge Construction, LLC submitted the low bid on the above-referenced project in the amount of \$4,530,534.00. After the bids were opened, Royal Ridge advised that it had made a scrivener's error in one of the work line items in its bid, such that its bid was \$520,000.00 lower than it would have been but for the error. Royal Ridge advises that if it is permitted to revise its bid by increasing the same \$520,000.00 (with the revised bid being in the amount of \$5,050,534.00), it will agree to complete the project for such revised bid amount (subject to any additional claim for compensation under the typical change order process). We understand that proposed revised bid of Royal Ridge remains the low bid on the project.

We believe the request of Royal Ridge is within the City's discretion. We enclose a resolution by which the Board may approve Royal Ridge's request to revise its bid, accept the revised bid, and authorize the execution of a contract in the amount of the revised bid.

Thank you for your attention to this matter.

Very truly yours,



Colby T. Roe  
CTR/cmm

RESOLUTION NO. \_\_\_\_\_

RESOLUTION AUTHORIZING REVISION OF BID OF, ACCEPTING THE REVISED BID  
OF AND AUTHORIZING THE MAYOR TO EXECUTE A CONTRACT WITH ROYAL  
RIDGE CONSTRUCTION, LLC FOR THE 2016 SSA REMEDIAL MEASURES, SUB-BASIN  
S007 PROJECT 17-12-C1

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WHEREAS, on September 22, 2024, the City published an advertisement for bids relative to the 2016 SSA Remedial Measures, Sub-Basin S2007 Project 17-12-Construction (C1) (“the Project”);

WHEREAS, the City received bids from multiple contractors, including Royal Ridge Construction, LLC (“Royal Ridge Construction”), for the Project and those bids were opened on October 11, 2024;

WHEREAS, the lowest bid for the Project, in the amount of \$4,530,534.00, was submitted by Royal Ridge Construction and the second lowest bid submitted for the Project was in the amount of \$8,231,278.00;

WHEREAS, on October 22, 2024, Royal Ridge Construction informed the City that it had made a scrivener’s error in one of the work line items in its bid schedule and its bid was \$520,000.00 lower than it would have been but for the error;

WHEREAS, as a result of the above-referenced error, Royal Ridge Construction requests that its bid be revised to \$5,050,534.00, an increase of \$520,000.00 from its original bid, and advises that it can perform the work for the Project if such revision to its bid is permitted;

WHEREAS, the requested revised bid of Royal Ridge Construction, LLC remains the lowest bid on the Project.

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

SECTION 1: Royal Ridge Construction’s requested revision of its bid to the amount of \$5,050,534.00 is hereby approved.

SECTION 2: The revised bid of Royal Ridge Construction approved by Section 1 for the construction of the Project is hereby approved.

SECTION 3: The Mayor, his signature being attested by the City Clerk, is hereby authorized to execute a contract with Royal Ridge Construction, LLC in the amount of

\$5,050,534.00 and for the performing the construction approved by Section 2 during a contract period reaching substantial completion by December 31, 2025.

THIS RESOLUTION ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2024.

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_ npr  
City Attorney



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**CC:** Maggie Rice, Deputy City Administrator  
**FROM:** Jeff Dingman, Deputy City Administrator  
**DATE:** October 30, 2024  
**SUBJECT:** Amendment to OVG Facilities' management agreement regarding off-site catering services

### **SUMMARY**

The City of Fort Smith entered into a Management Agreement with OVG Facilities, LLC for the operation and maintenance of the Fort Smith Convention Center as authorized by Resolution No. R-143-20 dated November 10, 2020. Incorporated into the agreement were provisions for establishing a commercial kitchen and full-scale on-site Food & Beverage/catering services. As an extension of services offered to customers of the Fort Smith Convention Center, OVG Facilities, LLC finds it desirable to offer off-site catering services to its clients when requested.

OVG Facilities, LLC is experienced and equipped to manage off-site catering, although some additional equipment may be needed. This subject was discussed at the October 29 study session with the Board, and it was clarified that the amendment document has been reviewed and approved by legal departments on both sides. A healthy discussion occurred and two directors asked that the agreement be placed on the next regular agenda for consideration. The proposed First Amendment agreement and an adopting resolution are attached for the Board's consideration at the November 4, 2024 regular meeting.

Please contact Administration if you have questions regarding this agenda item.

### **ATTACHMENTS**

1. [20241104\\_Resolution\\_-\\_Authorizing\\_OVG\\_Agreement\\_Amendment.pdf](#)
2. [20241104 OVG Agreement Amendment - Offsite catering.pdf](#)

## RESOLUTION NO. \_\_\_\_\_

RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE THE FIRST  
AMENDMENT TO THE MANAGEMENT AGREEMENT WITH OVG  
FACILITIES, LLC REGARDING OFF-SITE CATERING SERVICES

WHEREAS, the City of Fort Smith entered into a Management Agreement with OVG Facilities, LLC on December 1, 2020, as authorized by Resolution No. R-143-20 approved November 10, 2020, to which the City granted OVG Facilities, LLC the exclusive right to manage and operate the Fort Smith Convention Center; and

WHEREAS, in addition to the on-site food & beverage program OVG Facilities, LLC has incorporated into the facility, the City and OVG Facilities, LLC desire that OVG be permitted to offer off-site catering services in connection with its provision of services under the Management Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS, that:

SECTION 1: The First Amendment to the Management Agreement with OVG Facilities, LLC regarding off-site catering services, as attached hereto and incorporated herein, is hereby approved.

SECTION 2: The Mayor, his signature being attested by the City Clerk, is hereby authorized to execute such First Amendment referenced in Section 1.

This Resolution adopted this \_\_\_\_ day of November, 2024.

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to form:



\_\_\_\_\_  
City Attorney

NPR

## FIRST AMENDMENT TO THE MANAGEMENT AGREEMENT

This First Amendment to the Management Agreement (this “**First Amendment**”) is effective as of July 1, 2024 (the “**First Amendment Effective Date**”) between OVG Facilities, LLC d/b/a Oak View Group (“**Manager**”), and (ii) City of Fort Smith, Arkansas (“**Client**”).

### RECITALS

1. Manager and Client are parties to that certain Management Agreement dated as of December 1, 2020, (the “**Agreement**”) pursuant to which the Client granted to Manager the exclusive right to manage and operate the Facility, including the provision of food and beverage services at the Facility (as defined in the Agreement).

2. Client has determined that Manager shall be permitted to perform certain off-site catering services in connection with its provision of services under the Agreement.

3. Client and Manager desire to incorporate terms applicable to such off-site catering services, and otherwise amend the Agreement, as described pursuant to the terms hereof.

**NOW THEREFORE, FOR VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH IS HEREBY ACKNOWLEDGED, IT IS AGREED AS FOLLOWS:**

1. **Definitions.** All of the defined terms and definitions set forth in the Agreement shall apply to and are incorporated into this First Amendment, except that any modifications thereto and/or all other defined terms and definitions set forth in this First Amendment shall apply.

2. **New Section 2.3 Regarding Off-Site Catering Services.** The parties have agreed to incorporate terms applicable to the desired off-site catering services, by including a new Section 2.3 of the Agreement as set forth below:

“Section 2.3 Off-Site Catering. Client grants Manager the right to provide its food and beverage catering in connection with certain off-site events (the “**Off-Site Catering Events**”), subject to the following terms. All Off-Site Catering Events shall be performed using Facility materials, including on-site food and beverage inventory and equipment, with costs thereof to be Food and Beverage Expenses, and all revenue generated from such Off-Site Catering Events shall be considered Gross Food and Beverage Revenue. Manager shall develop a form agreement for all Off-Site Catering Events which shall be subject to Client’s review and approval.”

3. **Modification of Section 17.7 of the Agreement.** The notice addresses provided for in Section 17.7 of the Agreement shall be amended and modified to read as follows:

If to Client:  City of Fort Smith City Administrator PO Box 1908 Fort Smith, AR 72902	If to Manager:  Oak View Group 5050 S. Syracuse Street, Suite 800 Denver, CO 80237 Attn: President, OVG360 Venue Management
<i>With a copy to:</i>	<i>With a copy to:</i>

Colby Roe Daily & Woods, PLLC P.O. Box 1446 Fort Smith, AR 72902	Oak View Group – OVG360 5050 S. Syracuse Street, Suite 800 Denver, CO 80237 Attn: OVG360 Legal Department Email: <a href="mailto:OVG360Legal@oakviewgroup.com">OVG360Legal@oakviewgroup.com</a>
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4. **Modification of Section 17.5 of the Agreement.** The parties have agreed to modify the assignment provision in the Agreement. Accordingly, Section 17.5 of the Agreement shall be deleted in its entirety and replaced with the following:

“Section 17.5 Assignment. Neither party may assign this Agreement without the prior written consent of the other, which consent shall not be unreasonably withheld or delayed; however, Manager or Client may, without the prior written consent of the other, assign this Agreement and/or its rights and obligations hereunder (i) to any person or entity who succeeds (whether by merger, consolidation or sale of assets or equity or the like) to all or substantially all of the business and properties of such party, or (ii) in connection with a corporate restructuring, to any person who is an owner, parent, subsidiary or affiliate of such party, and who carries on the business of such party in substantially the same manner. Any assignee of Manager or Client pursuant to the preceding sentence must agree in writing to assume the assignor’s obligations hereunder, in whole or in part (as applicable), in order for such assignment to become effective. This Agreement shall be binding on the parties’ successors and permitted assigns.”

5. **Modification of Exhibit C of the Agreement.** The parties have agreed to add the off-site catering services as part of the term “Services” as defined in Section 2.1 of the Agreement. Accordingly, Exhibit C of the Agreement is hereby amended to add the following new subsection (y):

“y) Subject to the terms and conditions set forth herein, manage the Off-Site Catering Events, including but not limited to food preparation and service.”

6. **Incorporation of Agreement.** The modifications, amendments and additions to the Agreement described herein, and the defined terms set forth in this First Amendment, shall be incorporated into the Agreement as of the First Amendment Effective Date.

7. **Continuation of Terms of Agreement.** This First Amendment and the Agreement are to be read together and *in pari materia* but to the extent of any inconsistency between any term of this First Amendment and any term of the Agreement, the terms of this First Amendment shall control and prevail. Except as otherwise specifically modified and amended by this First Amendment as of the First Amendment Effective Date, all of the terms and conditions of the Agreement shall continue to be binding and effective.

8. **Counterparts.** This First Amendment may be executed in two or more counterparts, each of which shall be considered an original.

9. **Entire Agreement.** This First Amendment constitutes the entire understanding of the parties with respect to modifications and amendments described herein.

10. **Applicable Law.** This First Amendment shall be construed and interpreted in accordance with the laws of the State of Arkansas, without regard to conflict of laws.

11. **Authority.** The parties acknowledge, warrant and represent that each has the full right, authority and power to enter into this First Amendment. The parties further acknowledge, warrant and represent that the execution by the individuals noted below for such party, and the delivery and performance by the parties of this First Amendment has been and/or shall be duly authorized by all necessary action of the parties and no other action on the part of the respective parties is required in connection therewith and that this First Amendment and each agreement, document and instrument executed and delivered pursuant to this First Amendment constitutes, or when executed and delivered will constitute, valid and binding obligations of the respective parties enforceable in accordance with their terms.

*[Signature Page Follows]*

**IN WITNESS WHEREOF**, the parties have caused this First Amendment to be executed as of the First Amendment Effective Date.

**CITY OF FORT SMITH**

**OVG FACILITIES, LLC**

By: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Name: Brian Rothenberg

Print Title: \_\_\_\_\_

Print Title: President & Secretary



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Stan Snodgrass, Director of Engineering  
**DATE:** October 30, 2024  
**SUBJECT:** Change Order No. 1 with Van Horn Construction, Inc.  
 Construction Manager/General Contractor (CM/GC) Agreement  
 May Branch Outfall Culvert Remediation, Project No. 21-06-E  
 Repairs to P Street Storm Water Pump Station Piping

### **SUMMARY**

The P Street Storm Water Pump Station was constructed approximately 80 years ago in the 1940s as part of the City's flood protection levee system. This pump station is only utilized when the Arkansas River level is in a high flood stage and the May Branch outfall storm drain culvert (12' wide by 10' tall) cannot gravity flow to the river. During the 2015 and 2019 Arkansas River flooding events this flood pump station was utilized extensively. The pump station contains five pumps. The pump station has a total capacity of 180,000 gallons per minute (260 MGD) with three pumps having a capacity of 50,000 GPM and two pumps having a capacity of 15,000 GPM each. A cut-away drawing showing the pump station and an overall location map are attached.

During the construction of the subject May Branch Outfall Culvert Remediation project, failures of the cast iron intake lines to two of the pumps were observed. (See attached photographs) As can be seen on the photographs, the two 30" diameter 90 degree bends and associated piping have completely corroded through and the bend/bell fittings have fallen to the floor of the pump station. The additional piping in the pump station was inspected and no other major defects were found to warrant further repair at this time. In 1990 these pumps were removed/rebuilt and the pump motors were replaced in 2014.

This repair work needs to occur now as the storm water is already being bypass pumped for the May Branch Culvert project. Under normal conditions, this area is either partially or fully submerged depending on the level of the Arkansas River. This area is in a confined space environment approximately 25 feet below grade with very limited access.

The repairs will include cutting and demolishing the pump station concrete wall around the existing pipe penetrations, installation of access hatches in the floor of the pump station, replacing the two 30-inch pipe spools with new flanged ductile iron pipe, recasting the concrete walls, and installing two new 30-inch ductile iron bends and flare fittings. Due to the lead time to obtain the pipe fittings, the storm water bypass pumping system is anticipated to remain in place for approximately 4.5 additional months. The estimated cost for this work is \$692,441.00

and includes 60 additional calendar days. A detailed breakdown of the cost is included with the Change Order.

A Resolution authorizing the Mayor to execute Change Order No. 1 with Van Horn Construction is attached. I recommend that the Resolution be accepted by the Board at the next regular meeting.

**ATTACHMENTS**

1. [11042024\\_ENGR\\_Item\\_ID\\_\\_1360\\_Resolution.pdf](#)
2. [11042024 ENGR Item ID #1360 PS Drawing and Location Map.pdf](#)
3. [11042024 ENGR Item ID #1360 Photographs.pdf](#)
4. [11042024 ENGR Item ID #1360 CO 1 with letter.pdf](#)

<i>FISCAL IMPACT:</i>	<i>\$692,441.00 and additional 60 days</i>
<i>BUDGET INFORMATION:</i>	<i>Budgeted / Engineering - Sales Tax Program</i>

## RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION AUTHORIZING CHANGE ORDER NUMBER 1 TO THE  
AGREEMENT WITH VAN HORN CONSTRUCTION, INC. FOR PROVIDING  
CONSTRUCTION MANAGEMENT SERVICES FOR THE  
MAY BRANCH OUTFALL CULVERT REMEDIATION  
PROJECT NO. 21-06-E**

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

SECTION 1: Change Order No. 1 with Van Horn Construction, Inc., for providing construction management services associated with the May Branch Outfall Culvert Remediation, Project No. 21-06-E, which increases the contract amount by \$692,441.00 to a total amount of \$13,771,630.00 and increases the contract time by 60 calendar days to a total amount of 470 calendar days, is hereby approved.

SECTION 2: The Mayor, his signature being attested by the City Clerk, is authorized to execute Change Order No. 1 with Van Horn Construction, Inc. subject to the terms set forth in Section 1 above.

SECTION 3: Payment for Change Order No. 1 authorized by Section 1 is hereby authorized from the Sales Tax Fund (1105).

This resolution adopted this \_\_\_\_\_ day of November, 2024.

APPROVED:

\_\_\_\_\_  
Mayor

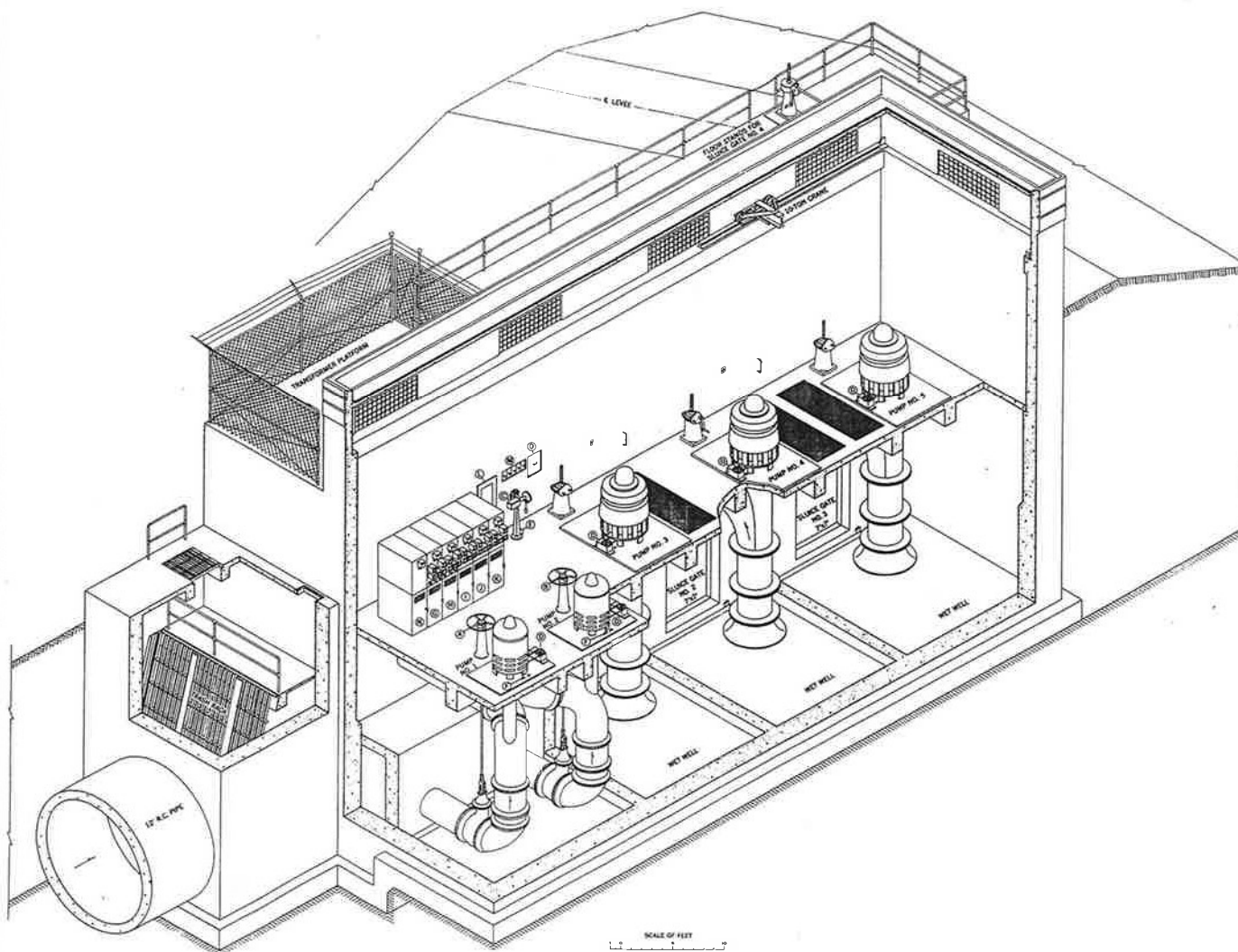
ATTEST:

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

Approved as to Form



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



- ITEM DESCRIPTION
- (A) Valve on suction line, Pump No. 1
  - (B) Valve on suction line, Pump No. 2
  - (C) Float switch
  - (D) Automatic oiler
  - (E) Float well cover
  - (F) Zerk grease fittings
  - (G) Control unit, Pump No. 1
  - (H) Control unit, Pump No. 2
  - (I) Control unit, Pump No. 3
  - (J) Control unit, Pump No. 4
  - (K) Control unit, Pump No. 5
  - (L) Panel, station lights and receptacles
  - (M) Indicator lights for motor heaters
  - (N) Instrument and bus entrance cabinet
  - (O) Circuit breaker for sluice gate in gravity outlet

## MAJOR ITEMS IN PLANT OPERATION

## A. PREPARING PLANT FOR OPERATION

1. Stand on insulated stool and close the primary air-break switch
2. Check the bus voltage
3. Check lubrication systems of pumps and motors
4. Close gate on gravity outlet
5. Open valves A and B
6. Test run Pump No. 1, control unit G, for two minutes, then place on automatic control
7. Repeat step 6 for Pump No. 2, control unit H
8. Open gate No. 1
9. Test run Pump No. 3, control unit I, for two minutes
10. Open gate No. 2
11. Repeat step 9 for Pump No. 4, control unit J
12. Open gate No. 3
13. Repeat step 9 for Pump No. 5, control unit K

## B. OPERATING PLANT

1. Pump Nos. 1 & 2 will operate automatically with switches in AUTOMATIC position. Pump Nos. 3, 4 & 5 manual start, automatic stop
2. Pumps may be operated manually. In an emergency, by following the procedure given in the manual

## C. CLOSING PLANT AFTER OPERATION

1. All selector and instrument switches shall be placed in OFF position
2. Open gate on gravity outlet
3. Close gate Nos. 1, 2, and 3
4. Drain pumps and close valves A and B
5. Clean up plant and store equipment
6. Stand on insulated stool and open the primary air-break switch

FLOOD CONTROL PROJECT  
ARKANSAS RIVER  
FORT SMITH, ARKANSAS  
P STREET PUMPING STATION

SCALE AS SHOWN

CORPS OF ENGINEERS, U. S. ARMY, LITTLE ROCK DISTRICT  
LITTLE ROCK, ARKANSAS

PUMP AND MOTOR DATA										DO NOT OPERATE PUMPS BELOW THESE ELEVATIONS EXCEPT WHEN TESTING			
PUMP NO.	PUMP MAKE	TYPIC IMPELLER	RATED CAP. G.P.M.	RATED H.P.	BREAKER TYPE & SIZE	RELAYS TYPE & SETTING	DIAL HOCL.	START EL.	DIAL HOCL.	STOP EL.	DIAL HOCL.	ELEVATION	ELEVATION
1	FAIRBANKS-MORSE MIXED FLOW	15,000	100	100	ROULEX	UNDERVOLTAGE	8.0	400.0	4.5	295.5	4.5	300.0	300.0
2	FAIRBANKS-MORSE MIXED FLOW	15,000	100	100	SMITH	O.C. CO. 100.0	8.0	400.0	4.5	297.5	4.5	300.0	300.0
3	FAIRBANKS-MORSE AXIAL FLOW	30,000	300	300	O.C.R.	OVERLOAD	11.0	400.0	7.0	299.0	6.5	300.0	300.0
4	FAIRBANKS-MORSE AXIAL FLOW	30,000	300	300	TYPIC M.C.	W.E. COMP. 100.0	11.0	400.0	7.0	299.0	6.5	300.0	300.0
5	FAIRBANKS-MORSE AXIAL FLOW	30,000	300	300	600A	O.C. CO. 100.0	11.0	400.0	7.0	299.0	6.5	300.0	300.0

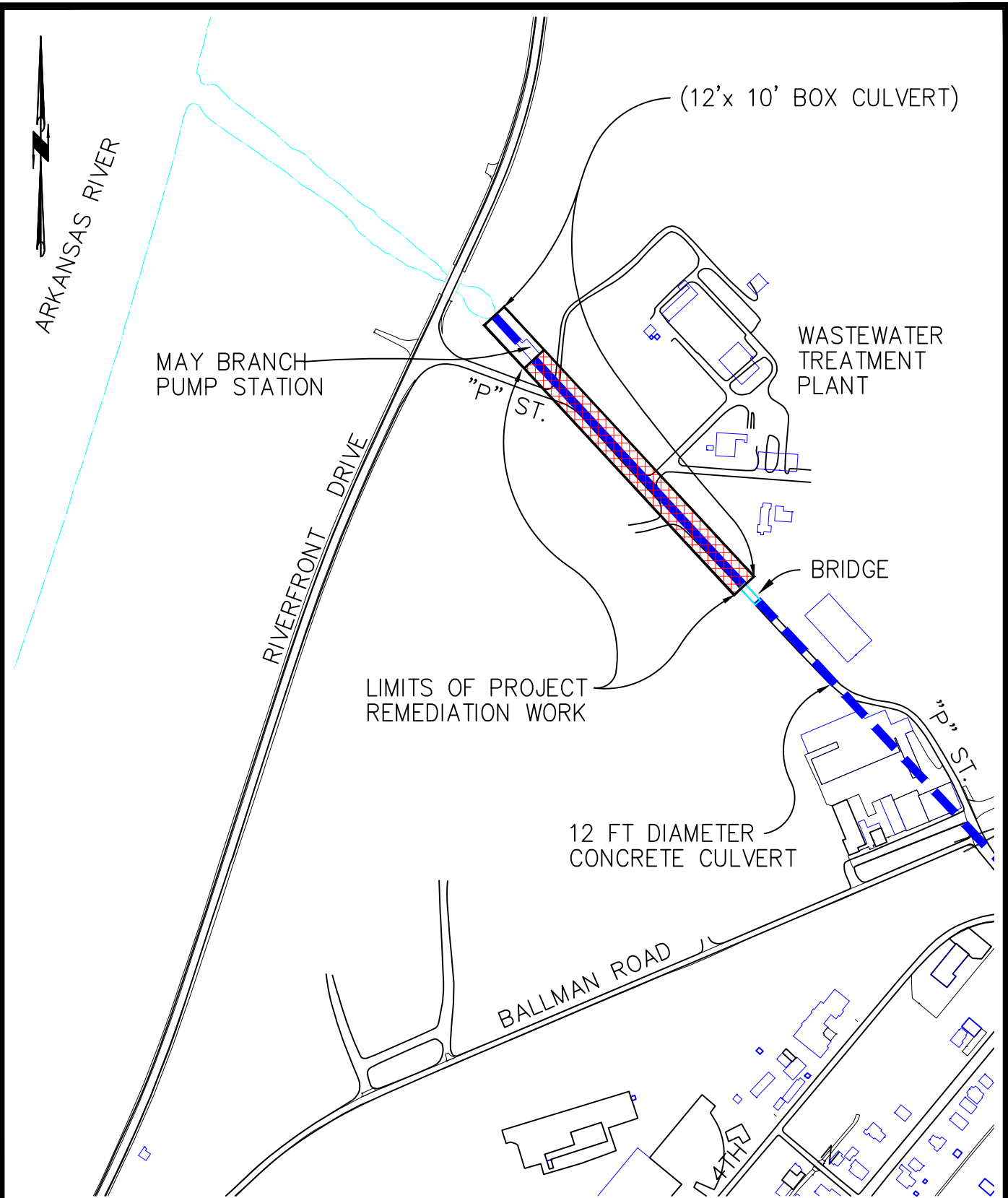
SERIAL 5832

168/153

EXHIBIT NO 2

SHEET 8 OF 8

G:\DRAWINGS\CIP\00-00 CIPALL\2021\ 2021 P ST DRAIN REPAIR.dwg 02/27/23-10:51 RBR



2021 CAPITAL IMPROVEMENTS PROGRAM  
MAY BRANCH OUTFALL CULVERT REMEDIATION



Project:	
Date:	FEB. 2023
Scale:	NONE
Drawn By:	RBR









October 30, 2024

Mr. Stan Snodgrass, P.E.  
Director of Engineering, City of Fort Smith  
623 Garrison Avenue, Room 409  
Fort Smith, Arkansas 72901

Re: Proposed Change Order No. 1  
May Branch Outfall Culvert Remediation  
FS Project No. 21-06-E

Dear Mr. Snodgrass:

Enclosed for your review and consideration is a proposed Change Order No. 1 for piping repairs for two (2) flood pumps in the P Street Flood Pump Station. During the construction of storm drainage improvements on the referenced project, we identified the failure of pump suction fittings in the drainage channel beneath the flood pump station.

Please note that the attached change order, prepared by Van Horn Construction, Inc. (the Contractor) references an increase in their contract Amendment No. 2 from \$12,924,243 to \$13,616,684. Please note that Amendment No. 2 is part of the overall contract between the City of Fort Smith and the Contractor, which is detailed as follows:

Initial Contract for Preconstruction Services	May 29, 2023	\$62,000.00
Amendment 1 - Electrical Improvements	August 15, 2023	\$92,946.00
Amendment 2 - Construction Management	December 19, 2023	\$12,924,243.00
Total Contract including Amendments		\$13,079,189.00
Proposed Change Order No. 1	October 29, 2024	\$692,441.00
<b>Total Adjusted Contract Price</b>		<b>\$13,771,630.00</b>

It is our recommendation that the City of Fort Smith approve Change Order No. 1 and authorize the Contractor to proceed with making the repairs. If you have any questions or require any additional information, please do not hesitate to contact us.

Sincerely,

HAWKINS-WEIR ENGINEERS, INC.

  
Barry K. McCormick, P.E.

BKM/mcw

Enclosures: Change Order No. 1 (7 pages)



790 TYLER ROAD  
RUSSELLVILLE, AR 72802  
Ph : (479)968-2514

## Change Order

**Project:**

24-101 Ft Smith May Branch Outfall  
Van Horn Construction, Inc.  
Fort Smith, AR 72901

**Change Order: 1**

Date: 10/29/2024

**Architect's Project:****To Contractor:**

VAN HORN CONSTRUCTION INC  
790 TYLER ROAD  
RUSSELLVILLE, AR 72802

**The Contract is changed as follows:**

Replace Flood Pump Station Intake Suction Piping

5 Replace Flood Pump	\$692,441.00
Intake Piping and Suction Fittings	

The original Contract Amount was	\$12,924,243.00
Net change by previously authorized Change Orders	\$0.00
The Contract Amount prior to this Change Order was	\$12,924,243.00
The Contract will be increased by this Change Order in the amount of	\$692,441.00
The new Contract Amount including this Change Order will be	\$13,616,684.00
The Contract Time will be increased by 60 days.	
The date of Substantial Completion as of the date of this Change Order therefore is 7/3/2025	

**NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACT AND OWNER.**

Hawkins-Weir  
ARCHITECT

VAN HORN CONSTRUCTION INC  
CONTRACTOR  
790 TYLER ROAD  
RUSSELLVILLE, AR 72802

City of Fort Smith  
OWNER

  
(Signature)

Barry K. McCormick, P.E.

By  
10/30/2024

Date

(Signature)



By

Date

Digitally signed by John Sausier  
Date: 2024.10.30 10:25:44 -0500  
Location: Van Horn Construction, Inc.  
Contact Info: jsausier@vanhornconstruction.com

(Signature)

By

Date

14.9 COUNTERPARTS AND ELECTRONIC SIGNATURES This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. The facsimile, email or other electronically delivered signatures of the parties shall be deemed to constitute original signatures, and facsimile or electronic copies hereof shall be deemed to constitute duplicate originals. Signatures delivered by facsimile, email or other electronic means shall bind the signatory notwithstanding any subsequent failure or refusal to deliver an original signature signed in ink.



790 TYLER ROAD  
RUSSELLVILLE, AR 72802  
Ph : (479)968-2514

## Change Request

**To:** Hawkins-Weir  
PO Box 648  
Van Buren, AR 72957  
Ph: (479)474-1227 Fax: (479)474-8531

**Number:** 5  
**Date:** 10/29/24  
**Job:** 24-101 Ft Smith May Branch Outfall  
**Phone:** 479-968-2514

**Description:** Replace Flood Pump  
Intake Piping and Suction Fittings  
**Source:** RFP

We are pleased to offer the following pricing for the changes and/or modifications listed below:

Change request proposal based on Hawkins-Weir Request for Proposal #3 and coordinated revisions.

### Proposal Includes:

- Permitted confined space tenant and provisions.
- Bypass Pumping
  - (4.5) Months Continued Bypass Pumping System
- Remove and replace (2) DI Pipes and fittings from existing valve to suction end including suction bell.
  - Includes (2) 30" Concrete Lined DI Pipes with wall collar.
  - Includes (2) 30" Flanged Coupling Adapters.
  - Includes (2) 30" Concrete Lined DI 90's.
  - Includes (2) 30" Concrete Lined DI Bell Ends.
  - New S/S bolts for all new piping components and connections.
  - Apply Tnemec 69 coatings on exterior of DI Pipe and fittings exposed in the culvert
- Concrete Demolition & Disposal
  - Wall Saw, demo, and dispose of (2) 4'x4'x18" concrete openings around existing 30" pipe.
  - Saw, demo, and dispose of (2) 4'x4'x6" floor slab openings for 30" Pipe removal and replacement.
  - Core drill corners.
  - Apply Tnemec 69 coatings at 6" elevated slab sawcut edges of openings.
  - Provide and install (2) Halliday X1SA46E47EHABB attached to S2R046047 access hatches at each of the (2) new 48"x48" elevated concrete slab openings.
- Form and pour back (2) concrete wall openings around new 30" DI Piping
  - Type C Reinforced Concrete with Expansive Water Stop per Exhibit Detail "B".
- Clarifications
  - The Bypass Pumping System is to remain in service and piping is to remain as currently installed until no longer needed.
  - Excludes any relocation or modification to the current Bypass Pumping System.
  - The Low & High Mobility Grouting scope to continue and be completed as scheduled.
  - The Low Mobility Grouting hole layout to be coordinated with the engineers to not conflict with the current piping.
  - Excludes any Low & High Mobility Grouting delays or remobilizations due to RFP3 work or conflicts.
  - Excludes any Painting or Coating not listed above.
  - Excludes the removal and/or replacement of any valves.



790 TYLER ROAD  
RUSSELLVILLE, AR 72802  
Ph : (479)968-2514

## Change Request

**To:** Hawkins-Weir  
PO Box 648  
Van Buren, AR 72957  
Ph: (479)474-1227 Fax: (479)474-8531

**Number:** 5  
**Date:** 10/29/24  
**Job:** 24-101 Ft Smith May Branch Outfall  
**Phone:** 479-968-2514

Description	Labor	Material	Equipment	Subcontract	Other	Price
RFP-3 Flood PS Piping and Accessories	\$108,990.00	\$138,340.00	\$20,430.00	\$320,000.00	\$26,200.00	\$613,960.00
					Subtotal:	\$613,960.00
			Sales Tax			\$13,142.00
			CM Fee			\$56,439.00
			Misc Insurance			\$2,322.00
			Bonds			\$6,578.00
					<b>Total:</b>	<b>\$692,441.00</b>

Please note that VAN HORN CONSTRUCTION INC will require an extra 60 days to complete this work.

If you have any questions, please contact me at .



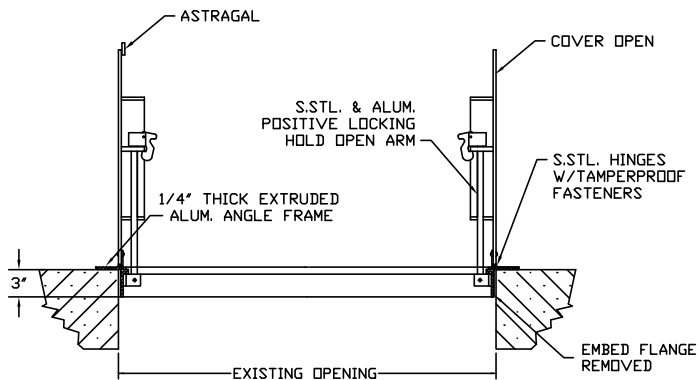
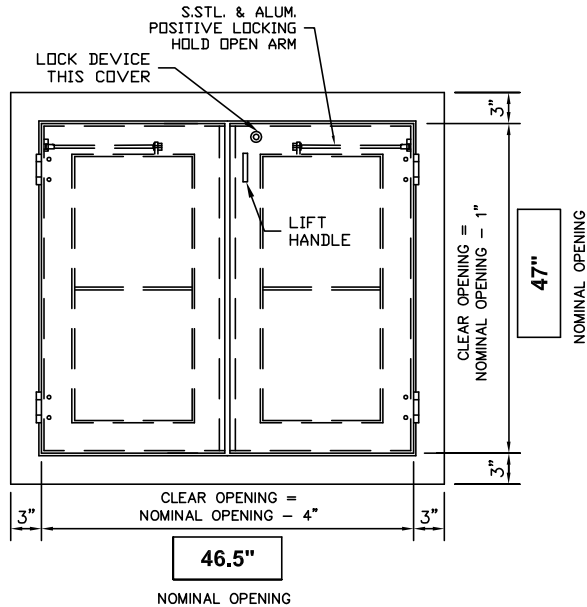
MAY BRANCH OUTFALL CULVERT REMEDIATION		
CHANGE ORDER 1 COST BREAKDOWN		
		10/29/2024
Reference #	Discription	Cost
1	<b>General Conditions</b>	<b>\$27,600</b>
2	Submittal Review & Project Management	\$8,800
3	On-Site Supervision	\$17,600
4	Builder Risk Insurance	\$1,200
5	<b>Sitework</b>	<b>\$266,030</b>
6	Bypass Pumping	\$175,000
7	Bypass Pumping - Suction 90's & Bell	\$50,000
8	Bypass Pumping Fuel	\$5,000
9	Dewatering	\$36,030
10	<b>Demolition</b>	<b>\$44,870</b>
11	Saw Cut & Remove (2) 18" Walls Openings	\$20,750
12	Saw Cut & Remove (6) 6" Slab Openings	\$13,800
13	Pipe Vault Silt Cleanup & Disposal	\$4,820
14	Dumpster Rental & Hauling	\$3,500
15	Transfer Cart and Equipment in Culvert	\$2,000
16	<b>Concrete</b>	<b>\$25,000</b>
17	Form and Pour (2) 48" (Pipe Openings	\$25,000
18	<b>Metals</b>	<b>\$6,500</b>
19	(2) 4"x48" Halliday Access Hatches w/Safety Grating Accessories	\$6,500
20	<b>Finishes</b>	<b>\$10,000</b>
21	Painting Piping Exterior Exposed in Culvert	\$10,000
22	<b>Mechanical</b>	<b>\$233,960</b>
23	Construction Equipment/Crane/Fuel	\$26,000
24	Confined Space Entry & Safety	\$20,160
25	Piping Tools & Expendables	\$5,600
26	Remove and Replace (2) 30" Pipes and Accessories	8-Week Estimated Delivery \$115,400
27	Remove and Replace (2) 30" Suction 90's & Bells	16/18-Week Estimated Delivery \$66,800
28	<b>Sub Total</b>	<b>\$613,960</b>
29	<b>Sales Tax @ 9.5% on Material</b>	<b>\$13,142</b>
30	<b>Contractor's Construction Management Fee @ 9%</b>	<b>\$56,439</b>
31	<b>Misc. and Subcontractor Insurance @ .37%</b>	<b>\$2,322</b>
32	<b>Bonds @ .95%</b>	<b>\$6,578</b>
33	<b>Total</b>	<b>\$692,441</b>



HALLIDAY PRODUCTS, INC.  
ORLANDO, FL  
<http://www.hallidayproducts.com>



MODEL NO. S2R046047B--XD---H  
QUANTITY: 2  
DOCUMENT NO. Q82876  
DATE: 10/15/24  
LOCATION/TAG:



NOTE: CUSTOMER TO VERIFY  
EXISTING OPENING OF  
48" X 48"

#### STANDARD FEATURES:

1/4 ALUMINUM TREAD PLATE COVER  
1/4 THICK ALUMINUM FRAME EXTRUSION  
T-316 STAINLESS STEEL HARDWARE  
S.STL. & ALUM. HOLD OPEN ARM  
RECESSED LIFT HANDLE  
LIFETIME GUARANTEE  
300 LB. PER SQ. FT. LOAD RATING

☒ ASTRAGAL: FLAT BAR WELDED  
TO R.H. COVER

#### OPTIONS/FEATURES:

<input checked="" type="checkbox"/>	PADLOCK BAR
<input type="checkbox"/>	S.STL. SLAM LOCK W/ KEY
<input type="checkbox"/>	RECESSED LOCK BOX
<input type="checkbox"/>	KEYED CYLINDER LOCK
<input type="checkbox"/>	SPRING ASSIST
<input type="checkbox"/>	EPDM GASKET/CUSHION
<input type="checkbox"/>	BITUMINOUS COATING
<input type="checkbox"/>	PVC PROTECTIVE FILM
<input type="checkbox"/>	SLAB SKIRT HEIGHT (INCLUDING FRAME)
<input type="checkbox"/>	CLEAR ANODIZED FINISH
<input type="checkbox"/>	SAFETY CHAIN
<input type="checkbox"/>	SAFETY CABLE
<input checked="" type="checkbox"/>	EMBED FLANGE REMOVED
<input type="checkbox"/>	2" INSULATION W/ CAPTIVE PAN
<input type="checkbox"/>	NUTRAIL - SPECIFY LENGTH & LOCATION
<input checked="" type="checkbox"/>	RETRO-GRATE (SEE ATTACHED DETAIL)
<input type="checkbox"/>	BOLT DOWN COVER
<input type="checkbox"/>	INSPECTION DOOR
<input type="checkbox"/>	MODULAR DESIGN
<input type="checkbox"/>	MISCELLANEOUS

NOTE: UNITS LARGER THAN 84" X 84" WILL REQUIRE SPLICE JOINTS  
FOR SHIPPING PURPOSES. FIELD ASSEMBLY WILL BE REQUIRED.

NOTE: STANDARD PRODUCT WARRANTY DOES NOT COVER CORROSION FROM CHLORINE CONTACT.

S1\_STD 9/30/05

HALLIDAY PRODUCTS, INC.  
 ORLANDO, FL  
<http://www.hallidayproducts.com>

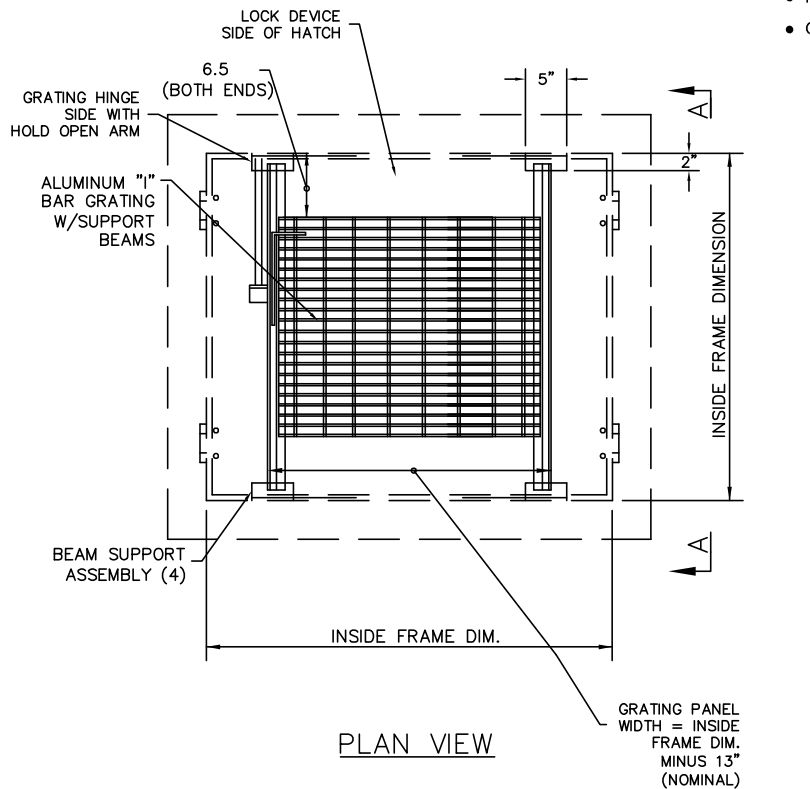


MODEL NO: X1SA46E47EHABB  
 ATTACHED TO S2R046047  
 QUANTITY: 2  
 DOCUMENT NO. Q82876  
 DATE: 10/15/24

NOTE: COVERS NOT SHOWN FOR CLARITY

STANDARD FEATURES:

- HINGED ALUMINUM "I" BAR GRATING PANEL
- T-316 STAINLESS STEEL HARDWARE AND HOLD-OPEN ARM
- SPRING LOADED LIFT HANDLE
- 300 LB. PER SQ. FT. LOAD RATING
- 3 YEAR GUARANTEE
- PAD LOCK TAB
- GRATING PANEL (POWDER COATED, SAFETY ORANGE COLOR)



7-17-14



## MEMORANDUM

**TO:** Carl Geffken, City Administrator  
**CC:** Jeff Dingman, Deputy City Administrator  
**FROM:** Charity Gregory, Purchasing Manager  
**DATE:** 10/25/24  
**SUBJECT:** Resolution accepting bid for the purchase of City owned real property known as 724 Garrison Avenue

### **SUMMARY**

Pursuant to Resolution R-101-24 the City of Fort Smith gave notice that the City would receive competitive bids for the purchase of the parking lot at 724 Garrison Avenue.

This property was published for bids in the Legal Notices section of the NWA Democrat Gazette on September 29, 2024. Bids were accepted until 5 p.m. on October 24, 2024 and were opened at 8:30 a.m. on October 25, 2024. Two bids were received which are summarized as follows:

Name	Amount
Christopher M. Whitt	\$150,100.00
Vasiliki Investments/Effie Drosopoulos	\$65,656.56

I recommend that the highest bid be accepted and awarded to Christopher M. Whitt in the amount listed above. Attached is a Resolution to accomplish the above recommendation.

### **ATTACHMENTS**

1. [11-4-24\\_\\_Item\\_1355\\_\\_Garrison\\_Property\\_Purchase.pdf](#)
2. [Item 1355 Attachments.pdf](#)

## RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ACCEPTING BID FOR THE PURCHASE OF CITY OWNED REAL  
PROPERTY KNOWN AS 724 GARRISON AVENUE

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

SECTION 1: The bid of Christopher M. Whitt submitted on October 23, 2024, in response to Resolution No. R-101-24 and the City's Notice published September 29, 2024, for the purchase of City owned real property known as Southside Garrison Avenue Lot 22 and as 724 Garrison Avenue (Tax Parcel 17332-0022-00000-00) in the amount of \$150,100.00 is hereby accepted.

SECTION 2: The Mayor, his signature being attested by the City Clerk, is hereby authorized to execute in favor of Christopher M. Whitt a quitclaim deed conveying the City's ownership interest in the described real property subject to the encumbrances identified in the City's Notice published on September 29, 2024. The City Administrator and City Attorney are hereby authorized to take all actions necessary to complete the sale/purchase authorized by Section 1.

This Resolution adopted this \_\_\_\_ day of November, 2024.

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to form:



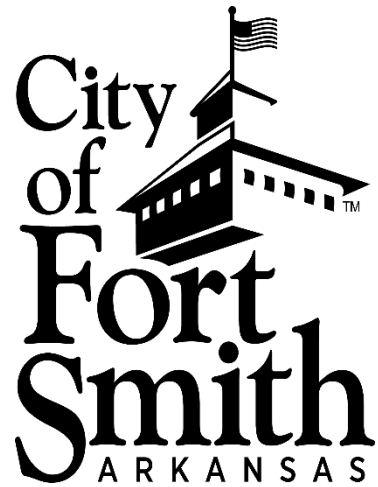
\_\_\_\_\_  
City Attorney

NPR

## **Interoffice Memorandum**

**TO:** Carl Geffken, City Administrator  
**COPY TO:** Jeff Dingman, Deputy City Administrator  
**FROM:** Charity Gregory, Purchasing Manager  
**SUBJECT:** Bid Tabulation-724 Garrison Avenue Property  
**DATE:** October 24, 2024

---



You will find below the bid tabulation for the sale of property at 724 Garrison Avenue. This bid requires Board approval.

<b>Name</b>	<b>BID</b>
Christopher M. Whitt	\$150,100.00
Vasiliki Investments Effie Drosopoulos	\$65,656.56

**Christopher M. Whitt**  
8904 Moody Rd, Fort Smith, AR

---

October 23, 2024

City of Fort Smith  
Purchasing Office  
Attn: Charity Gregory  
623 Garrison Ave., Room 512  
Fort Smith, AR 72901

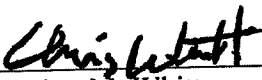
RE: 724 Garrison Avenue, Fort Smith, Arkansas  
Lot 22, Southside Garrison Avenue, an Addition to the City of Fort Smith,  
Sebastian County, Arkansas  
Parcel: 17332-0022-000000-00

Dear City Administrator:

Please accept this letter as the bid of Christopher M. Whitt, or assigns, to purchase the above-referenced property for the amount of \$150,100.00. I am prepared to close on the property within thirty (30) days, or earlier, as required by the City.

Thank you for your consideration.

Sincerely,

  
\_\_\_\_\_  
Christopher M. Whitt

TO CITY OF FORT SMITH PURCHASING DEPT

I EFFIE DROSOPOULOS ON BEHALF OF VASILIKI INVESTMENTS BID THE AMOUNT 65,656.56 (SIXTY THOUSAND SIX HUNDRED FIFTY SIX DOLLARS AND 56 CENTSS FOR THE FOLLOWING REAL PROPERTY

PROPERTY LOCATION: 724 Garrison Avenue, Fort Smith

LEGAL DESCRIPTION: Lot 22, Southside Garrison A venue, an Addition to the City of Fort Smith, Sebastian County, Arkansas.

TAX PARCEL# 17332-0022-000000-00

THANK YOU

EFFIE DROSOPOULOS

A handwritten signature in black ink, appearing to be 'E. Drosopoulos', written over the printed name.

4792213332



## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Sara Deuster, Director of Parks and Recreation  
**DATE:** October 29, 2024  
**SUBJECT:** Tilles Park Inclusive Playground & Site Improvements

### **SUMMARY**

Included in the FY24-FY28 Parks Capital Improvement Plan is the purchase and installation of an inclusive playground and additional site improvements at Tilles Park. This project is funded through a voter-approved 1/8% Sales and Use Tax that is to be used solely for parks capital projects. This project comes following improvements to the park completed earlier this year. Those improvements included the paving of the walking path around the park, conversion of two tennis courts to basketball courts, drainage improvements along the walking path, and updates to the disc golf course.

Per Ordinance No. 93-05, the City is authorized to participate in the State Cooperative Purchasing program. One of these contracts is Sourcewell, a national municipal contracting agency offering national contract purchasing solutions by facilitating and awarding nationally competitively bid contracts. Landscape Structures, Inc. holds a current contract with Sourcewell (Contract No. 010521-LSI). ACS Playground Adventures, Inc. is the area representative for Landscape Structures.

Parks Staff and ACS Playground Adventures, Inc. have spent over eight (8) months designing this amenity with an emphasis on accommodating varying abilities and considering feedback from citizens. The chosen site for this project preserves all trees, increases green space, and takes advantage of the existing tree canopy to provide natural shade. The final project features designated play areas for different ages separated by a curved multi-swing bay. Additionally, spectator seating is incorporated within and outside the play area, as well as a shaded picnic area to the west of the toddler play area. As an added safety barrier, bollards will be placed on the east of the toddler area (adjacent to the parking lot) as well as fencing installed around this area. Artificial turf surfacing will be installed throughout the play area.

The toddler play area features the [Hedra Scout](#) as the main play structure and incorporates various climbing, balancing, and calming amenities. In listening to citizen feedback, Parks Staff and ACS Playgrounds worked to determine a play structure that can accommodate older youth. The [Quantis 8.2](#) achieves this by featuring ninja warrior-like obstacles, transfer platforms, balancing obstacles, passive recreation spaces, and more. The installation of the Quantis 8.2 will make Fort Smith one of only four locations to feature this structure.

Engineering services for this project revealed the same poor soil conditions found in other areas throughout the park. To ensure a solid foundation, thus increasing the longevity of the project, it is necessary to perform a deeper undercut and backfill with oversize rock in certain areas. This is the same process used by the Water Utilities Department as part of their project that went through Tilles Park in 2018 due to similar soil conditions.

Additional site improvements included in this project address accessibility to the play area and align with public input. A repeat comment from citizens is the desire for a perimeter walking path around the play area for parents/guardians. The proposed project includes such around the entire play area, adding just under 0.2 miles of walking path within the park. While this walking path is around the inclusive playground, it also allows park users who cannot walk the full 0.6-mile walking path around the park a shorter alternative. Lastly, there is currently no accessible path to the play amenities or the large picnic pavilion. To further support the City's commitment to providing access to and use of park amenities, a 5ft sidewalk branching from the existing walking paths will be installed, providing access from both the east and west.

The project being present to the Board of Directors for consideration reflects a complete project versus the process used for past projects, such as Creekmore Park and Martin Luther King, Jr. Park. Rather than separate these improvements into multiple projects and because funds are available, it is recommended to forgo a phased approach and deliver a complete project.

This project was presented to the Parks and Recreation Commission during their August 14, 2024 meeting. The Commission unanimously approved a motion to recommend the project to the Board of Directors for approval. Attached is a resolution accepting the bid and authorizing the purchase and installation of an inclusive playground and site improvements at Tilles Park for an amount of \$1,357,892.61. If approved, the equipment will be ordered this month and installation begin in late Spring 2025.

This project is in alignment with the goals of the Comprehensive Plan policy PFS-3.2.3 (Transition from ADA accessibility to inclusion for individuals of all abilities in the renovation and development of all facilities, parks, and trails), PFS-5 (Improve the health and well-being of Fort Smith residents), NCR-4.1 (Increase the use of parks, open space, and recreational programming to improve the health of Fort Smith residents), and FLU-14. (Ensure adequate, well-maintained infrastructure...).

Please contact me should you have any questions or require additional information.

#### **ATTACHMENTS**

1. [11-4-24\\_Item\\_Id\\_1291\\_Resolution.pdf](#)
2. [11-4-24 Item ID 1291 Quote.pdf](#)
3. [11-4-24 Item ID 1291 Site Map.pdf](#)
4. [11-4-24 Item ID 1291 Renderings.pdf](#)

*FISCAL IMPACT:* *\$1,357,892.61*

*BUDGET INFORMATION:* *Budgeted / Parks and Recreation - 1/8% Sales and Use Tax*

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ACCEPTING BID AUTHORIZING THE PURCHASE AND  
INSTALLATION OF AN INCLUSIVE PLAYGROUND AND SITE IMPROVEMENTS AT  
TILLES PARK

---

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

The bid, as indicated by the enclosure, for the purchase and installation of an inclusive  
playground and site improvements at Tilles Park, in the sum of \$1,357,892.61, is hereby  
accepted.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

APPROVED:

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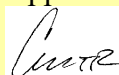
Mayor

ATTEST:

---

City Clerk

Approved as to form:



---

City Attorney



ALL PURCHASE ORDERS, CONTRACTS, AND  
CHECKS TO BE MADE OUT TO:  
LANDSCAPE STRUCTURES, INC.  
601 7TH STREET SOUTH  
DELANO, MN 55328 U.S.A.  
763-972-3391 800-328-0035  
Fax: 763-972-3185

## Proposal

October 24, 2024  
DATE

CONTACT: Sara Deuster  
ORGANIZATION: Fort Smith Parks and Recreation  
EMAIL: [sdeuster@fortsmithar.gov](mailto:sdeuster@fortsmithar.gov)  
PHONE: 479-784-1009

Destination: Fort Smith, AR 72903  
F.O.B.

SHIP TO: Carol Ann Cross Park  
1601 S 74th St, Fort Smith, AR 72903


PO / Credit Card / net 30  
TERMS (Subject To Credit Approval By ACS)

BILL TO: Invoice will be emailed to email address above  
unless another email address or mailing address is provided

TBD  
SHIPPING TIME

Equipment Pricing Good for 30 days  
All Other Pricing Good for 30 Days from Date of Proposal

We are pleased to submit this proposal to supply the following items:

QTY	ITEM NO.	DESCRIPTION	UNIT WT	UNIT PRICE	WEIGHT	EXTENDED AMT
Project Name: Tilles Park						
Play						
1	1187849-01-02	LSI Playbooster, Quantis, Hedra, and Freestanding 		\$ 500,690.00		\$ 500,690.00
Site Work						
1	Site Work	Site Work Including: Undercut Excavation & Back Fill -Big Rock Undercut Excavation & Back Select Material 15" RCP Class III Drain Pipe 15" Flared End Section for RCP 3' Concrete Sidewalks around Play Ground East/West 5' Connecting Sidewalks Mobilize Equipment/Stay		\$ 344,359.68		\$ 344,359.68
1	Fencing	187' of 4' Commercial Grade Black Vinyl Fence Including West Opening To match John B Junior		\$ 12,139.14		\$ 12,139.14
Surfacing						
1	Play Surfacing	Approx. 11,000 sf of Turf Surfacing Including: Berm with Tunnel GeoTech Nailer Board Play Pad Custom Color Turf Various Colors Infill		\$ 203,280.00		\$ 203,280.00
1	ADJ	Sourcewell Purchase Contract #010521-LSI		\$ (40,055.20)		\$ (40,055.20)
Notes						
Site Work QTY's and Specs Provided by Hawkins Weir						
Exclusions Unless Agreed Upon						
Demo, Permits, Inspections, Electrical, Plumbing, & Site Restoration						

SIGNATURE BELOW ACCEPTING THIS PROPOSAL WILL CONSTITUTE A PURCHASE

ORDER ONLY UPON APPROVAL BY ACS PLAYGROUND ADV.

**ALL ORDERS ARE TAXABLE UNLESS A SALES TAX EXEMPTION IS PROVIDED. AGENT LETTER  
MUST ALSO BE PROVIDED WITH ACS PLAYGROUND ADVENTURES AS AUTHORIZED USER  
OF THE SALES TAX EXEMPTION. IF NO AGENT LETTER IS PROVIDED SALES TAX FOR MATERIALS  
MAY BE CHARGED BACK TO THE CUSTOMER.**

AN APPROVED PURCHASE ORDER IS ACCEPTED IN LEIU OF A SIGNATURE

ACCEPTED BY CUSTOMER or APPROVED PO #	DATE
PRINT NAME Rob Green 479-305-5050   <a href="mailto:robg@acsplay.com">robg@acsplay.com</a>	10/24/2024
PROPOSED BY ACS REPRESENTATIVE	DATE

Total Weight

SUBTOTAL MATERIAL \$ 1,020,413.62

INSTALLATION OF PLAY/TURF \$ 232,217.70

FREIGHT \$ 7,600.00

Sales Tax Rate	Taxable
9.500%	\$ 97,661.29

TOTAL \$ 1,357,892.61

## Tilles Park Improvements Site Map



# Tilles Park Inclusive Playground



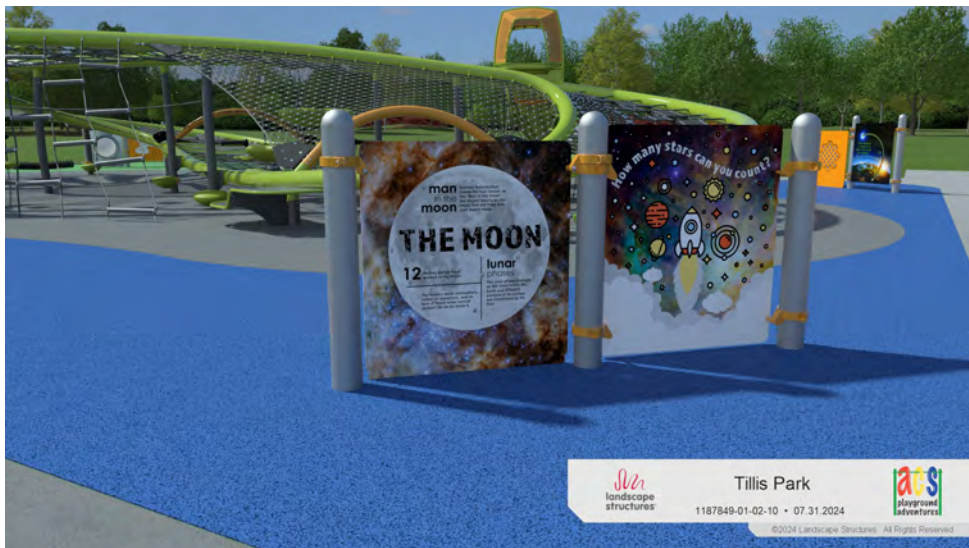
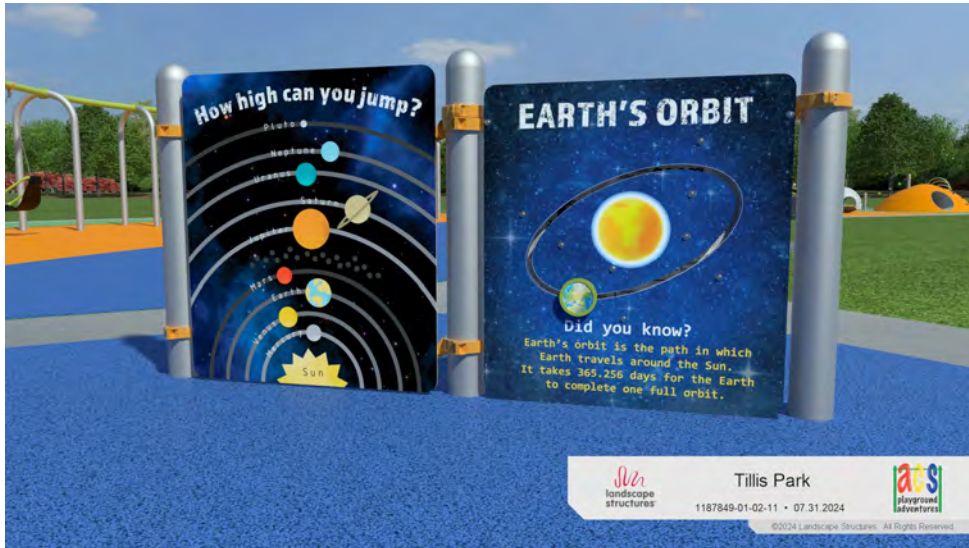
## Tillies Park Inclusive Playground Toddler Play Area & Picnic Pavilion



## Tillis Park Inclusive Playground Multi-Swing Bay & Older Youth Area



## Tillis Park Inclusive Playground Ground-Level Educational & Interactive Panels





## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Sara Deuster, Director of Parks and Recreation  
**DATE:** October 29, 2024  
**SUBJECT:** Change Order No. 1 for Maybranch Greenway Phase IA

### **SUMMARY**

Attached for consideration is Change Order No. 1 for construction of Maybranch Greenway Phase IA, which currently terminates at North Greenwood Avenue. The design for the complete ~4-mile, 10ft-wide greenway continues along Martin Luther King, Jr. Park and crosses North Greenwood just south of North P Street. This crossing and subsequent section of greenway will provide users a single, signalized crossing at the intersection of North Greenwood Avenue and North O Street to continue east along North O Street. This is achieved through connecting to the existing sidewalk along North O Street the Street Department completed last year. The existing sidewalk continues past the abandoned railway the design of Maybranch Greenway follows. Completing this connection now versus waiting until 2026 will provide users paved access to the abandoned railway path. While not paved, there is a "desire path" for users to continue on and connect to Grand Avenue.

Also included in Change Order No. 1 is the installation of rectangular rapid flashing beacons (RRFBs) and a stamped concrete crossing where the greenway crosses North Greenwood Avenue. The lead time for the RRFBs is 16-18 weeks, which is typical for this item. Due to the lead time, it is necessary to increase the contract time by 130 calendar days. As you will recall, the original contract includes the installation of a high-intensity activated crosswalk beacon (HAWK) for the crossing at Midland Boulevard. Because this amenity is custom built for the crossing at Midland, the HAWK signal is not expected to arrive until early February and subsequently installed. The addition of 130 calendar days as part of Change Order No. 1 results in a completion date of March 26, 2024. Due to the lead time for the HAWK beacon included in the original contract, the 130 calendar day time extension included in Change Order No. 1 does not significantly impact the final completion time for this project.

The attached Resolution accepts Change Order No. 1 for the construction of Maybranch Greenway Phase IA increasing the contract amount by \$211,093.00 and increasing the time by 130 calendar days.

This project is in alignment with the comprehensive plan policies FLU-3.4.2 (Build Maybranch bike trail for connectivity), HN-1.6 (Provide convenient, safe connections between neighborhoods and important destinations...), NCR-1.4 (Develop greenways and trails that serve to connect to the City), and TI-1 (Improve access and connectivity through enhancements of all modes of transportation).

Please contact me should you have any questions.

**ATTACHMENTS**

1. [11-4-24\\_Item\\_ID\\_1351\\_Resolution.pdf](#)
2. [11-4-24\\_Item\\_ID\\_1351\\_Change\\_Order\\_No.\\_1.pdf](#)
3. [11-4-24\\_Item\\_ID\\_1351\\_Change\\_Order\\_No.\\_1\\_Cost\\_Breakdown.pdf](#)
4. [11-4-24\\_Item\\_ID\\_1351\\_Site\\_Map.pdf](#)
5. [11-4-24\\_Item\\_ID\\_1351\\_Engineer\\_Drawing.pdf](#)
6. [11-4-24\\_Item\\_ID\\_1351\\_Maybranch\\_Greenway\\_Overview.pdf](#)

*FISCAL IMPACT: \$211,093.00 and additional 130 days*

*BUDGET INFORMATION: Budgeted / Parks and Recreation - 1/8% Sales and Use Tax*

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ACCEPTING CHANGE ORDER NUMBER ONE WITH  
STEVE BEAM CONSTRUCTION, INC. FOR CONSTRUCTION OF  
MAYBRANCH GREENWAY PHASE IA

---

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

The Mayor, his signature being attested by the City Clerk, is hereby authorized to execute  
Change Order No. 1 with Steve Beam Construction, Inc. increasing the contract amount by  
\$211,093.00 and increasing the contract time by 130 Calendar Days.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

APPROVED:

---

Mayor

ATTEST:

---

City Clerk

Approved as to form:



---

City Attorney



5704 Euper Lane, Ste 200  
Fort Smith, AR 72903

### CHANGE ORDER 1

Date:

10/30/2024

Halff Project No.:

57546.001

Location:

Fort Smith, Arkansas

To (Contractor)

Steve Beam Cosntruction  
7201 S 28th Street  
Fort Smith, AR 72908

Job Description:

May Branch Greenway Phase IA

Change Order No.: 1


Original Contract Price:

\$1,264,762.10

You are hereby requested to comply with the following changes from the contract plans and specifications:

Bid Item No.	Description of changes – quantities, units, Unit price, change in completion schedule, etc.	Decrease in Contract price	Increase in Contract price
See Attached	<b>ADD</b> for increase of scope. Adding approximately <b>1300 LF</b> of greenway, extending the route to connection with O Street.		\$211,093.00
	Total Decrease:	\$0.00	
	Total Increase:		\$211,093.00
	<b>Net INCREASE in Contract Price:</b>		<b>\$211,093.00</b>

The sum of \$211,093 is hereby ADDED to the total contract price, and the total adjusted contract price to date thereby is \$1,475,855.10. The contract time shall be extended **130 DAYS** due to lead time on RRFB. This document shall become an amendment to the contract and all provisions of the contract will apply hereto.

Recommended by  (Engineer) Halff Associates, Inc. — Allen Deaver, PE	10/30/2024
Accepted by _____ (Contractor) Steve Beam Construction — Laramie Defries	_____
Approved by _____ (Owner) Fort Smith Parks Department - Sara Deuster	_____

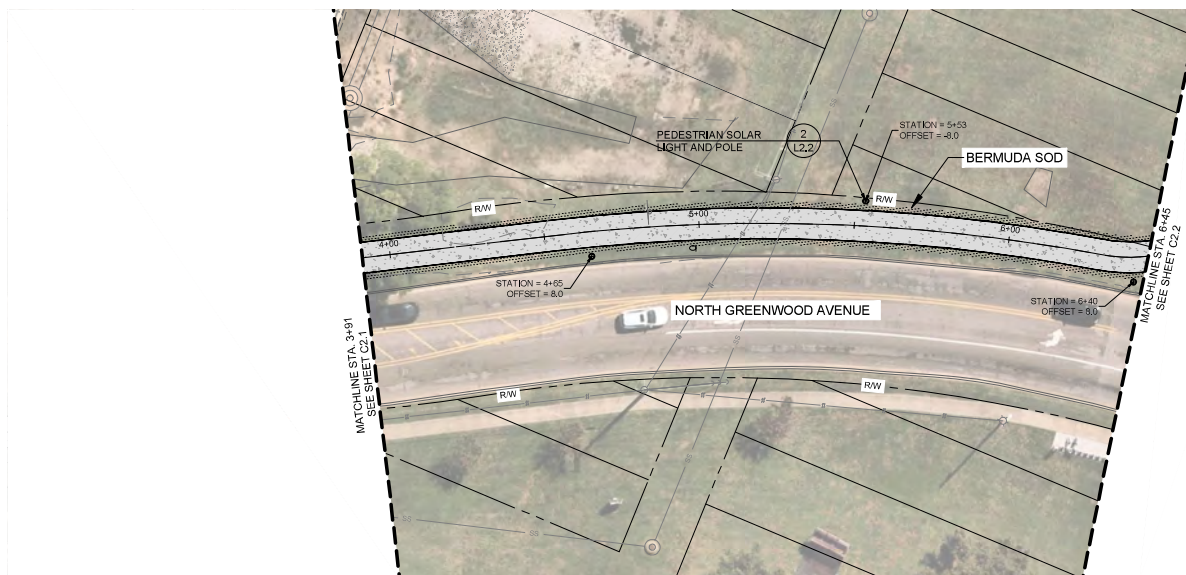
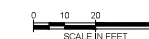
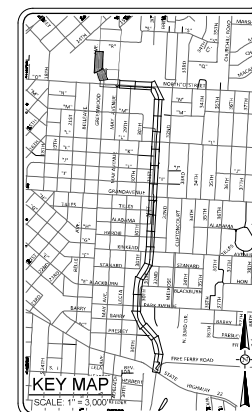
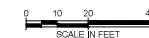
**May Branch Greenway - Phase IA Field Change**  
**Scope Add - Approx 1300 LF of Greenway**

ITEM	SPEC. NO.	DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
1	120.01	Maintenance of Traffic and Traffic Control	LS	1	\$ 5,600.00	\$ 5,600.00
2	141.00	Construction Erosion Control	LS	1	\$ 3,300.00	\$ 3,300.00
3	200.00	Site Preparation	LS	1	\$ 15,450.00	\$ 15,450.00
4	201.00	R&D Existing Sidewalk	SY	185	\$ 27.00	\$ 4,995.00
5	203.05	Undercut Excavation and Backfill (Select Material)	CY	350	\$ 44.00	\$ 15,400.00
6	203.20	Select Material	CY	5	\$ 29.00	\$ 145.00
7	290.04	Solid Sodding	SY	100	\$ 11.00	\$ 1,100.00
8	305.02	Aggregate Base Course	CY	110	\$ 107.00	\$ 11,770.00
9	440.02	Conc. Sidewalk (5" thickness)	SY	740	\$ 65.30	\$ 48,322.00
10	440.050	Handicap Ramps	EA	1	\$ 300.00	\$ 300.00
11	440 SPC	Greenway Approach Handicap Ramp	EA	3	\$ 1,176.00	\$ 3,528.00
12	840.10	Traffic Paint Pavement Markings (Yellow 4")	LF	180	\$ 3.85	\$ 693.00
13	860.01	Traffic Signs	SF	10	\$ 22.00	\$ 220.00
14	860.10	Sign Posts	EA	2	\$ 275.00	\$ 550.00
15	SP-1	Stamped Concrete Crosswalk	SF	350	\$ 48.00	\$ 16,800.00
16	SP-2	Solar Pedestrian Light and Pole	EA	8	\$ 4,125.00	\$ 33,000.00
17	SP-3	Bermuda Sod	SY	285	\$ 20.00	\$ 5,700.00
18	SP-4	Rectangle Rapid Flashing Beacon (RRFB)	EA	2	\$ 22,110.00	\$ 44,220.00

**TOTAL COSTS ADD :                   \$    211,093.00**

## Maybranch Greenway Phase IA - Change Order No. 1 Site Map



[illegible]

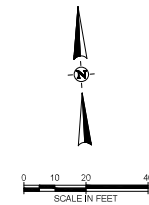
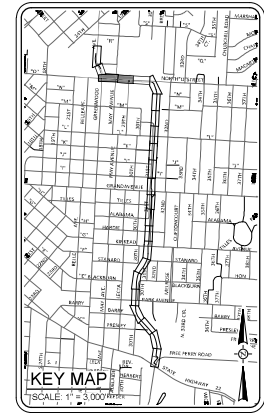
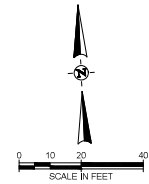
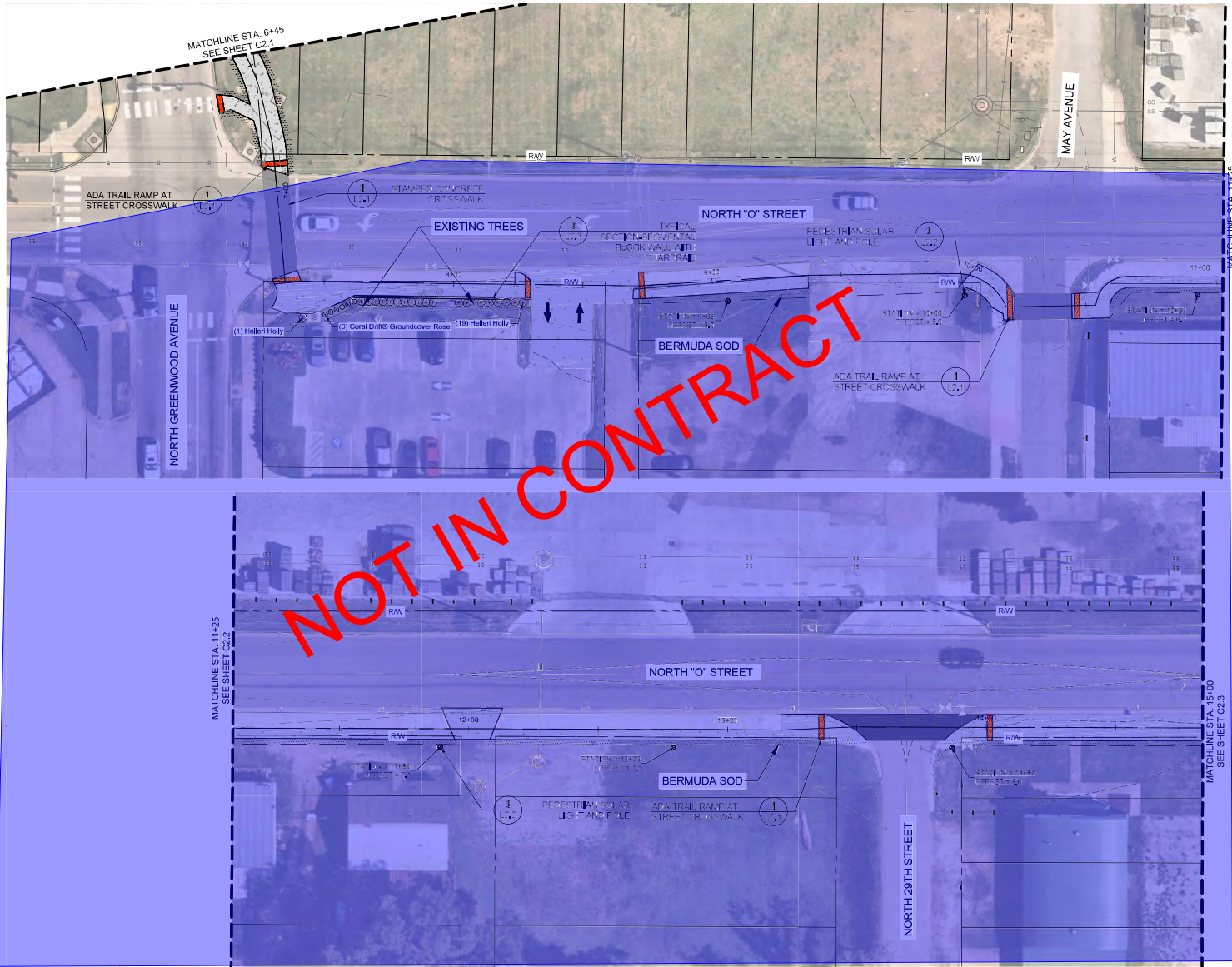
5704 EUPER LN., SUITE 200  
FORT SMITH, ARKANSAS 72903  
TEL. (479) 452-1933



GREENWAY LANDSCAPE PLAN  
(STA. 0+00 TO 6+45)

PROJECT NO.: 56557.001
ISSUED: SEPTEMBER 2024
SCALE: 1" = 20'
L1.1
PAGE NUMBER L1.2 OF L1.13

FILE NAME: A:\660557\001\LANDSCAPE\Sheet\_L1\A-SITE\_LAND-66557-001.dwg DATE: September 13, 2024, TIME: 3:53 PM USER: ah5279



REVISION		
NO.	DATE	DESCRIPTION

DESIGNED BY:  
RJC  
DRAWN BY:  
RJC  
CHECKED BY:  
MDT



PRELIMINARY  
FOR INTERIM REVIEW ONLY  
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR  
REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES.  
THEY HAVE BEEN PREPARED BY OR UNDER THE SUPERVISION OF:  
NAME: M. OPEX THEODORE  
DATE: 09/09/2024  
FIRM / BUSINESS NO.:  
LICENSE NO.:  
AR STATE:

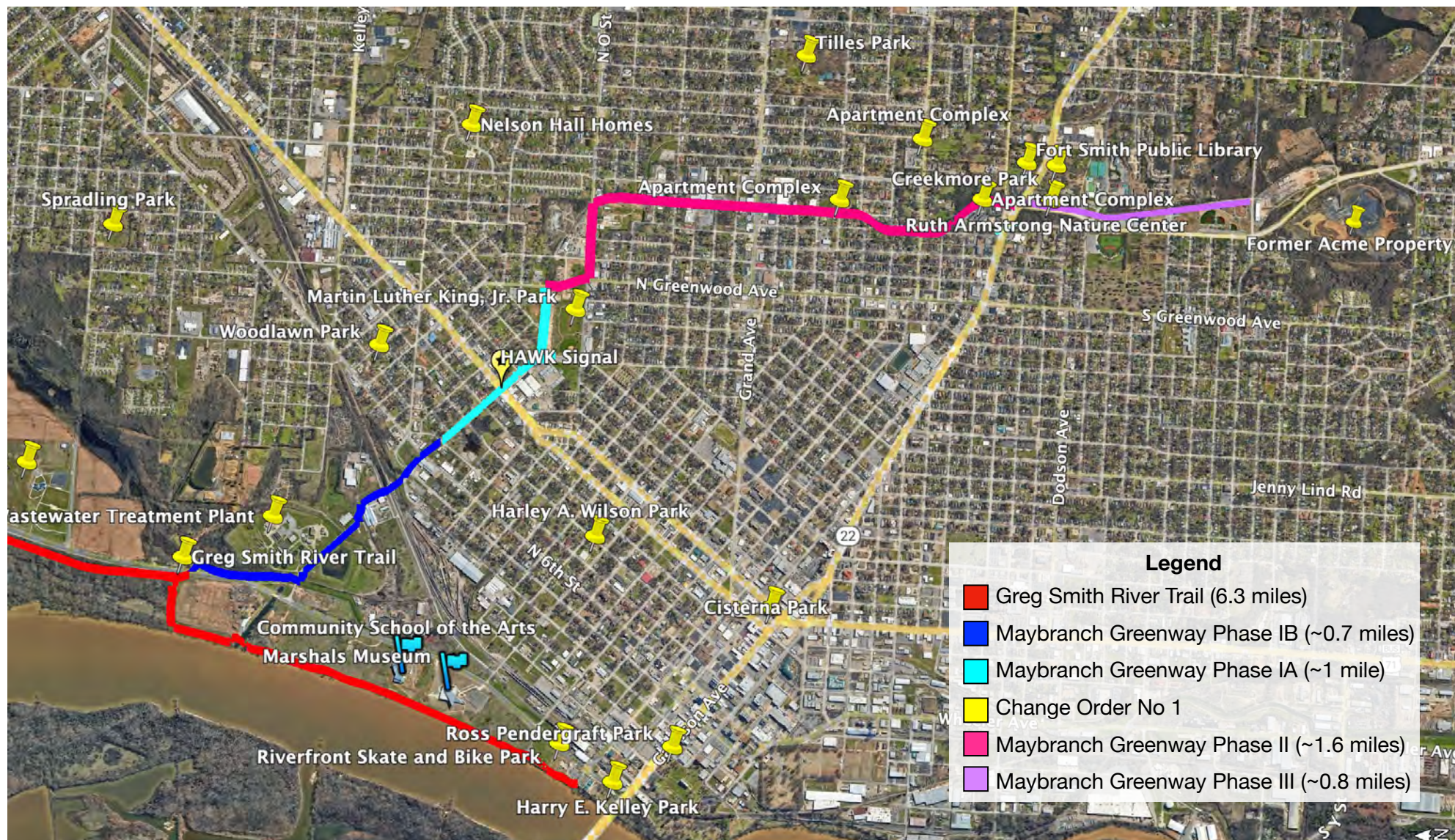


PRELIMINARY PLANS  
FOR  
MAY BRANCH GREENWAY  
PHASE II  
PROJECT NO. 56557.001

GREENWAY LANDSCAPE PLAN  
(STA. 6+45 TO 15+00)

PROJECT NO.: 56557.001  
ISSUED: SEPTEMBER 2024  
SCALE: 1" = 20'  
L1.2  
PAGE NUMBER: L1.3 OF L1.13

## Maybranch Greenway Overview





## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Sara Deuster, Director of Parks and Recreation  
**DATE:** October 29, 2024  
**SUBJECT:** Reconciliation Change Order No. 1 for Creekmore Park Sidewalks and Drainage Improvements

### **SUMMARY**

The Board of Directors approved a contract with Crawford Construction Company for construction of sidewalks and drainage improvements at Creekmore Park at their March 26, 2024 Regular Meeting. During construction, certain adjustments were made to accommodate site conditions and improve the overall quality and functionality of the project. These changes included compliance with ADA requirements, relocating electrical conduit discovered to lie within a storm drainage pipe, correcting a stormwater drainage culvert connection, installing concrete curb and gutter in lieu of replacing concrete parking blocks, and additional solid sodding. The attached letter from the engineer details these necessary changes.

The attached Resolution authorizes Reconciliation Change Order No. 1 with Crawford Construction Company for the construction of Creekmore Park sidewalks and drainage improvements. This Change Order increases the contract amount by \$39,441.00. This change brings the total contract amount to \$439,184.00.

Please contact me should you have any questions or require additional information.

### **ATTACHMENTS**

1. [11-4-24\\_Item\\_ID\\_1352\\_Resolution.pdf](#)
2. [11-4-24 Item ID 1352 Reconciliation Change Order No. 1.pdf](#)
3. [11-4-24 Item ID 1352 Engineer Letter.pdf](#)
4. [11-4-24 Item ID 1352 RCO1 Photos.pdf](#)

**FISCAL IMPACT:** \$39,441.00

**BUDGET INFORMATION:** Budgeted / Parks and Recreation - 1/8% Sales and Use Tax

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ACCEPTING RECONCILIATION CHANGE ORDER NUMBER ONE  
WITH CRAWFORD CONSTRUCTION COMPANY FOR CONSTRUCTION OF  
CREEKMORE PARK PATIO AND SIDEWALK AND DRAINAGE IMPROVEMENTS

---

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

The Mayor is hereby authorized to execute Reconciliation Change Order No. 1 with  
Crawford Construction Company increasing the contract amount by \$39,441.00.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

APPROVED:

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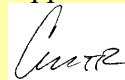
Mayor

ATTEST:

---

City Clerk

Approved as to form:



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City Attorney

**Reconciliation Change Order****No. 1**Date of Issuance: October 29<sup>th</sup>, 2024Effective Date: November 6<sup>th</sup>, 2024Project: Creekmore Park Drainage & Sidewalk ImprovementsOwner: Parks & Recreation Dept, City of Fort Smith, Arkansas

Owner's Contract No.: \_\_\_\_\_

Contract: \_\_\_\_\_

Date of Contract: April 11<sup>th</sup>, 2024Contractor: Crawford Construction CompanyEngineer's Project No.: 23-8118**The Contract Documents are modified as follows upon execution of this Change Order:**Description: Reconciliation Change Order

**ADD:** FCO #1 – Electrical to Golf Building (1 LS @ \$11,312.00), FCO #2 - Additional Work for Depot Area & Miscellaneous Items (1 LS @ \$15,200), Select Fill (122 CY @ \$47/CY), Aggregate Base Course, 4" Depth (10 SY @ \$18/SY), Concrete Curb & Gutter (124 LF @ \$62/LF), Concrete Sidewalk (4" Thickness) (11 SY @ \$85/SY), 18" RCP Class III (5 LF @ \$105/LF), Solid Sodding (195 SY @ \$12/SY), and Asphalt Street Repair (21 SY @ \$67/SY).

**REMOVE:** 12" RCP Class III (30 LF @ \$100/LF) and 3" Electrical Conduit (80 LF @ \$36/LF).

**Attachments (list documents supporting change):**238118 Pay Application #4 - Final**CHANGE IN CONTRACT PRICE:****CHANGE IN CONTRACT TIMES:**

Original Contract Price:

\$399,743.00Original Contract Times: ☐ Working days ☒ Calendar daysSubstantial completion (days or date): 120

Ready for final payment (days or date): \_\_\_\_\_

[Increase] [Decrease] from previously approved  
Change Orders No. \_\_\_\_\_ to No. \_\_\_\_\_:

\$ \_\_\_\_\_

Contract Price prior to this Change Order:

\$399,743.00

[Increase] [Decrease] from previously approved Change Orders  
No. \_\_\_\_\_ to No. \_\_\_\_\_:

Substantial completion (days): \_\_\_\_\_

Ready for final payment (days): \_\_\_\_\_

Contract Times prior to this Change Order:

Substantial completion (days or date): 120

Ready for final payment (days or date): \_\_\_\_\_

[Increase] [Decrease] of this Change Order:

\$39,441.00

[Increase] [Decrease] of this Change Order:

Substantial completion (days or date): \_\_\_\_\_

Ready for final payment (days or date): \_\_\_\_\_

Contract Price incorporating this Change Order:

\$439,184.00

Contract Times with all approved Change Orders:

Substantial completion (days or date): 120

Ready for final payment (days or date): \_\_\_\_\_

RECOMMENDED:

By: \_\_\_\_\_

Engineer (Authorized Signature)

Date: \_\_\_\_\_

Approved by Funding Agency (if applicable): \_\_\_\_\_

ACCEPTED:

By: \_\_\_\_\_

Owner (Authorized Signature)

Date: \_\_\_\_\_

ACCEPTED:

By: \_\_\_\_\_

Contractor (Authorized Signature)

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**A. GENERAL INFORMATION**

This document was developed to provide a uniform format for handling contract changes that affect Contract Price or Contract Times. Changes that have been initiated by a Work Change Directive must be incorporated into a subsequent Change Order if they affect Price or Times.

Changes that affect Contract Price or Contract Times should be promptly covered by a Change Order. The practice of accumulating Change Orders to reduce the administrative burden may lead to unnecessary disputes.

If Milestones have been listed in the Agreement, any effect of a Change Order thereon should be addressed.

For supplemental instructions and minor changes not involving a change in the Contract Price or Contract Times, a Field Order should be used.

**B. COMPLETING THE CHANGE ORDER FORM**

Engineer normally initiates the form, including a description of the changes involved and attachments based upon documents and proposals submitted by Contractor, or requests from Owner, or both.

Once Engineer has completed and signed the form, all copies should be sent to Owner or Contractor for approval, depending on whether the Change Order is a true order to the Contractor or the formalization of a negotiated agreement for a previously performed change. After approval by one contracting party, all copies should be sent to the other party for approval. Engineer should make distribution of executed copies after approval by both parties.

If a change only applies to price or to times, cross out the part of the tabulation that does not apply.

October 29, 2024

Sara Deuster, Director  
City of Fort Smith, Parks & Recreation Dept.  
3301 South M Street  
Fort Smith, AR 72903

Re: Creekmore Park Sidewalks & Drainage Improvements  
Change Order #1 – Reconciliation Change Order

Dear Ms. Deuster,

On Friday, September 13<sup>th</sup>, Crawford Construction Company, Inc. (CCC), MCE, and the Parks & Recreation Department conducted a final walk-through of Creemore Park. We came to the concluded that the project was substantially complete, with no outstanding punch list items to address by CCC. The project was not able to finalize until the chain link fencing was installed; due to the playground construction for the new swing sets (Fencing completed Friday, October 4<sup>th</sup>). After completing the final pay application, our contracted amount was overrun by \$39,441.00, making our total amount \$439,184.00. The reconciliation items are as described below in detail:

- **FCO #1 – Electrical to Golf Building:** Relocation of existing electrical service to concession building at putt-putt course near the parks administration building. Conduit was initially located within the 30" RCP underneath the roadway. During replacement of the RCP, the electrical conduit would be relocated outside the drainage pipe. Attached is a picture showing the conduit within the RCP.
- **FCO #2 – Additional Work for Depot Area & Miscellaneous Items:** The waiting area for the train depot required additional work due to being out of ADA compliance. This work included replacing the concrete sidewalk, and providing a smooth transition when crossing the train tracks. Other items of work included addressing a drainage issue, involving area inlets at the train depot, replacing the majority of 12" RCP with sidewalk underdrains, and correcting a drainage culvert connection at the Eastern most storm inlet, which was unknown until the contractor began replacing the existing inlet (Picture provided in attachments).
- **Item #5 – Select Fill:** Additional fill and grading was required due to unforeseen field conditions, specifically near proposed swales for drainage.
- **Item #6 – Aggregate Base Course, 4" Depth:** The decision was made to increase the grade of an area of sidewalk near the octagonal pavilion and sidewalk underdrain near the Parks Administration building. Due to this area having a history of holding water, the decision was made to use additional base course to increase the grade of concrete sidewalk. This will provide improved filtration for storm runoff.
- **Item #7 – Concrete Curb & Gutter:** Concerns arose about park goers potentially pulling too far forward over the new sidewalk and driving off into the new drainage swale near the parking lot. After discussing with the City and contractor, the best course of action was to raise the sidewalk grade connected to the parking lot by 6 inches and install curb & gutter.

- **Item #8 – Concrete Sidewalk (4" Thickness):** During construction, additional areas of sidewalk had to be replaced due to not being in ADA compliance, specifically near the new recreation area that was completed recently.
- **Item #11 – 12" RCP Class III:** This item was reduced, due to the onsite grades not allowing proper coverage and flow for storm water to safely cross underneath new sidewalk. As stated in FCO #2, the 12" RCP was replaced with sidewalk underdrain as this was more practical.
- **Item #12 – 18" RCP Class III:** Due to an unknown gas line near the area of the proposed beehive inlet, the decision was made to shift the inlet further South to avoid hitting the utility.
- **Item #14 – 3" Electrical Conduit:** This item was removed per the City. The 4" conduit shown on the plans was enough to run electrical for Christmas lighting.
- **Item #20 – Solid Sodding:** Per Ms. Deuster additional sodding was installed in various areas around the park since grass is difficult to keep established due to the existing soil properties.
- **Item #24 – Asphalt Street Repair:** Pairing with Item #7, due to the additional curb & gutter, the contractor needed 18 inches of space in to the parking lot to form and install curb & gutter. Therefore, additional pavement repair was needed.

I have attached the reconciliation change order that breaks down the cost of the above revised items. If you have any questions, please contact me by email ([ahanna@mce.us.com](mailto:ahanna@mce.us.com)) or by calling my office at (479)-434-5333.

Respectfully,



Andy Hanna, PE

Attachments: Pay Application No. 4  
Reconciliation Change Order  
Photos

Electric to miniature golf building



Eastern drainage culvert connection



## Reconciliation Change Order No. 1 Photos



FCO #1  
Existing electrical conduit for the miniature golf building within the storm drainage pipe.

New electrical conduit relocated outside the drainage pipe.



FCO #2  
Drainage culvert connection found during construction. Contractor was instructed to correct this issue, as the site was already prepped for the work.

FCO #2  
Matching grade to the sidewalk west of the train depot was not ADA compliant. This section was removed and a new, ADA compliant section was poured.



Existing Slope at 3.1°



FCO #2  
Improved entrance to Creekmore Express to comply with ADA requirements, reconfiguration of the drain system to mitigate pooling of stormwater at the entrance and around the train depot, and installation of electric conduit to eliminate the need to run extension cords on the ground and/or through trees for holiday displays.

## Concrete Curb and Gutter Photos



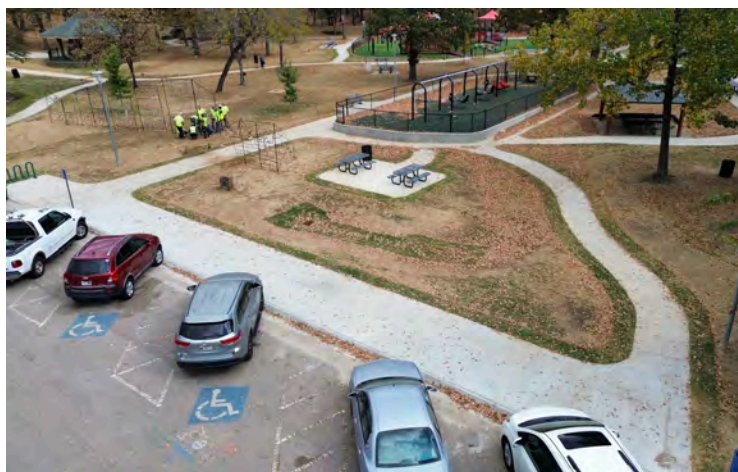
Area Prior to Start of Project



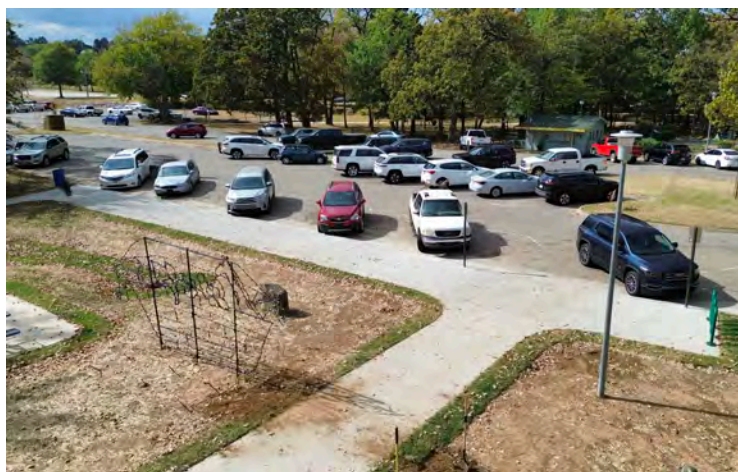
Mix of Whole and Fragmented Brick Subbase



Completed project with curb and gutter in lieu of reinstalling concrete parking blocks.



Northeast View



Southwest View



## MEMORANDUM



**TO:** Carl E. Geffken, City Administrator  
**CC:** Jeff Dingman and Maggie Rice, Deputy City Administrators  
**FROM:** Sara Deuster, Director of Parks and Recreation  
**DATE:** October 29, 2024  
**SUBJECT:** Final Pay for Creekmore Park Sidewalks and Drainage Improvements

### **SUMMARY**

The above referenced project consisted of the removal and replacement of the remaining sidewalks interior to Creekmore Park. Several portions of these sidewalks had experienced cracking and shifting that continued to deteriorate over the past few years. In total, approximately 0.4 miles of walking path central to the train depot, picnic patio, and play amenities was completed under this project. The completion of this project also ensures ADA compliance for all walking paths throughout the park. Additionally, the 30" storm drainage pipe to the north of the inclusive playground was replaced and concrete inlets with beehive grates installed to mitigate the pooling of stormwater in heavily utilized areas of the park. The final cost of this project came in at \$439,184.00.

The attached resolution accepts the project as complete and authorizes final payment to Crawford Construction Company, Inc. in the amount of \$133,998.64.

This project is in alignment with comprehensive plan policies FLU-1.4 (Ensure adequate, well-maintained infrastructure, public safety, and public facilities....), NCR-4.1 (Increase the use of parks, open space, and recreational programming to improve the health of Fort Smith residents), PFS-3.2.3 (Transition from ADA accessibility to inclusion for individuals of all abilities...), and PFS-5 (Improve the health and well-being of Fort Smith residents).

Please contact me should you have any questions or need further information.

### **ATTACHMENTS**

1. [11-4-24\\_Item\\_ID\\_1353\\_Resolution.pdf](#)
2. [11-4-24 Item ID 1353 Project Photos.pdf](#)

**FISCAL IMPACT:** \$133,998.64  
**BUDGET INFORMATION:** Budgeted / Parks and Recreation - 1/8% Sales and Use Tax

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ACCEPTING COMPLETION AND AUTHORIZING  
FINAL PAYMENT TO CRAWFORD CONSTRUCTION COMPANY FOR CONSTRUCTION  
OF CREEKMORE PARK SIDEWALKS AND DRAINAGE IMPROVEMENTS

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

SECTION 1: The City of Fort Smith hereby accepts the construction of the above  
captioned project as complete.

SECTION 2: Final payment is hereby authorized in the amount of \$133,998.64 to  
Crawford Construction Company for the above captioned project.

This Resolution adopted this \_\_\_\_\_ day of November, 2024.

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

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

Approved as to form:



\_\_\_\_\_  
City Attorney

## Creekmore Park Sidewalks & Drainage Improvements Project Completion Photos





## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**FROM:** Sherri Gard, City Clerk  
**DATE:** November 4, 2024  
**SUBJECT:** Cancellation and Rescheduling of the November 4, 2024 Regular Meeting to November 6, 2024

### **SUMMARY**

Due to approaching inclement weather and as authorized per Ordinance No. 97-23, Director Jarred Rego contacted the City Clerk at approximately 3:00 p.m. on November 4, 2024 and requested the November 4, 2024 regular meeting be canceled and rescheduled to 6:00 p.m., Wednesday, November 6, 2024 at the Blue Lion, 101 North 2nd Street. All remaining directors were contacted whereby Directors Andre' Good, Lavon Morton, and Kevin Settle concurred with the above request. Although such only requires the concurrence of four (4) directors, Director Neal Martin also conveyed concurrence with the request. Directors George Catsavis and Christina Catsavis did not concur.

Regular meeting dates are set by ordinance; therefore, the proposed ordinance ratifies and confirms the aforementioned action to cancel and reschedule the November 4, 2024 regular meeting to November 6, 2024 at the same time and location.

In order for the existing regular meeting items to retain their original agenda numbers, the proposed ordinance has been added as the last item the agenda. As permitted by the Fort Smith Municipal Code, it's requested that the proposed ordinance be presented as the first item for Board consideration.

### **ATTACHMENTS**

1. [Ordinance\\_-\\_Change\\_Meeting\\_Date\\_\\_ratify\\_confirm.pdf](#)
2. [MEDIA NOTIFICATION November 4 2024 RM rescheduled to November 6 2024.pdf](#)

# ORDINANCE NO. \_\_\_\_\_

## AN ORDINANCE TO RATIFY AND CONFIRM THE CANCELATION AND RESCHEDULING OF THE NOVEMBER 4, 2024 BOARD OF DIRECTORS REGULAR MEETING

**WHEREAS**, the first regular meeting of the Board of Directors in November 2024 was scheduled to occur at 6:00 p.m., Monday, November 4, 2024 at the Blue Lion, 101 North 2<sup>nd</sup> Street; and,

**WHEREAS**, on Monday, November 4, 2024 at approximately 3:00 p.m., Director Jarred Rego contacted the City Clerk and, due to approaching inclement weather, requested the November 4, 2024 regular meeting be canceled and rescheduled to 6:00 p.m., Wednesday, November 6, 2024 at the Blue Lion, 101 North 2<sup>nd</sup> Street, and,

**WHEREAS**, Directors Andre' Good, Lavon Morton, and Kevin Settle concurred with the request; and,

**WHEREAS**, as required, Notification of the cancelation and rescheduling of the November 4, 2024 regular meeting to November 6, 2024 at the same time and location was extended to all interested parties on November 4, 2024 at 3:21 p.m.;

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED BY THE BOARD OF DIRECTORS OF THE CITY OF FORT SMITH, ARKANSAS, THAT:**

The cancelation and rescheduling of the November 4, 2024 regular meeting of the Board of Directors to 6:00 p.m., Wednesday, November 6, 2024 at the Blue Lion, 101 North 2<sup>nd</sup> Street is hereby ratified and confirmed.

**THIS ORDINANCE ADOPTED** this 6<sup>th</sup> day of November, 2024.

**APPROVED:**

\_\_\_\_\_  
**MAYOR**

**ATTEST:**

\_\_\_\_\_  
**CITY CLERK**


*Approved as to Form:*



\_\_\_\_\_  
*Publish One Time*

**City of Fort Smith Board of Directors Regular Meeting - Monday, November 4, 2024  
CANCELED DUE TO INCLEMENT WEATHER & RESCHEDULED TO WEDNESDAY,  
NOVEMBER 6, 2024**

*Fort Smith, Arkansas sent this bulletin at 11/04/2024 03:21 PM CST*



**Board of Directors Regular Meeting - Monday, November 4, 2024  
CANCELED & RESCHEDULED**

Due to inclement weather and as authorized per Ordinance No. 97-23, Director Jarred Rego contacted the City Clerk and requested the above noted regular meeting be canceled and rescheduled to 6:00 p.m., Wednesday, November 6, 2024 at the Blue Lion, 101 North 2nd Street.

All remaining directors were contacted whereby Directors Andre' Good, Lavon Morton, and Kevin Settle concurred with the above request. Although such only requires the concurrence of four (4) directors, Director Neal Martin also conveyed concurrence with the request. Directors George Catsavis and Christina Catsavis did not concur.

Due to the concurrence of four (4) directors, i.e. Directors Jarred Rego, Andre' Good, Lavon Morton, and Kevin Settle, the City of Fort Smith Board of Directors regular meeting scheduled for 6:00 p.m., Monday, November 4, 2024 has been canceled and rescheduled to 6:00 p.m., Wednesday, November 6, 2024 at the Blue Lion, 101 North 2nd Street.

Sherri Gard, MMC  
City Clerk  
479-784-2207  
sgard@fortsmithar.gov



## MEMORANDUM

**TO:** Carl E. Geffken, City Administrator  
**FROM:** Sherri Gard, City Clerk  
**DATE:** October 31, 2024  
**SUBJECT:** Voting Delegates to National League of Cities (NLC) City Summit  
November 13 - 16, 2024 / Tampa, Florida

### **SUMMARY**

Voting delegates must attend the Annual Business Meeting (Saturday, November 16, 2024) in person to cast the City's votes. Per the NLC, each member city is allowed ONE voting delegate with an option to designate an alternate. Once the delegate, and alternate if necessary, are determined, I will complete the required online Voting Delegate Form on the NLC website, which must be submitted by November 15, 2024.

Selection of a voting delegate was presented at the October 22, 2024 regular meeting; however, no voting delegate was selected as it was determined that no City representative would be attending the noted NLC City Summit. Since that time, Mayor George McGill has conveyed his intent to attend; therefore, such is again presented to formally designate Mayor McGill as the NLC voting delegate.

Fort Smith, Arkansas sent this bulletin at 10/30/2024 04:11 PM CDT

[View as a webpage/Share](#)



**Board of Directors Regular Meeting  
Monday, November 4, 2024**

**MEDIA NOTIFICATION  
October 30, 2024**

The City of Fort Smith Board of Directors will not have a regular meeting on its typically scheduled date of Tuesday, November 5, 2024. Instead and as authorized per Ordinance No. 97-23, which set the City of Fort Smith Board of Directors regular meeting dates for 2024, the first regular meeting of the Board of Directors in November is scheduled for Monday, November 4, 2024.

Due to the above and for convenience, November 2024 regularly scheduled meeting dates of the City of Fort Smith Board of Directors are provided as follows:

BOARD OF DIRECTORS - NOVEMBER 2024	
Monday, November 4, 2024	Regular Meeting
Tuesday, November 12, 2024	Study Session
Tuesday, November 19, 2024	Regular Meeting
<i>Tuesday, November 26, 2024</i>	<i>No Meeting (week of Thanksgiving)</i>

All regularly scheduled meetings of the Board of Directors are set for 6:00 p.m. and held at the Blue Lion, 101 North 2nd Street.

The Agenda Board Packet for the November 4, 2024 regular meeting will be uploaded to the City of Fort Smith website and Notice of same will be distributed to all interested parties on Thursday, October 31, 2024.

For more information, please contact the City Clerk's Office at 479-784-2208.

Sherri Gard, MMC  
City Clerk

