A photograph of a road with a yellow center line receding into the distance under a dark sky. The road is paved with dark asphalt, and the yellow line is bright and prominent. The background shows a flat landscape with some vegetation and a dark horizon line.

City of Fort Smith Engineering Department
Streets, Bridges, and Associated Drainage
Capital Improvement Program

Capital Improvements Program (CIP)

Street, bridge, and drainage improvements

Funded by:



Sales Tax

Three 10-year terms

First passed in the fall of 1985

Reaffirmed in 1995, 2005
and 2015 (80% approval rate)

Capital Improvements Program (CIP)



Fund	Year
\$7 million	1986
\$20 million	2014

Miles and Miles of Streets

City of Fort Smith maintains

503 miles of streets

*This figure does **NOT** include state highways in the City*

- Rogers Avenue
- Midland Boulevard
- Towson Avenue
- Garrison Avenue
- Zero Street
- Riverfront Drive
- North A & B Truck Route
- Highways 45, 71 & 271
- I-540

(Total of 80 miles of state highways)



Completed Work

Through 2014 projects

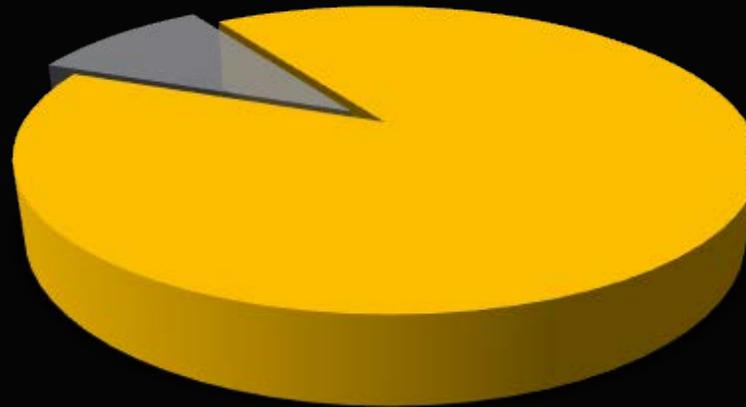
90% of total streets will have been:

- Resurfaced
- Reconstructed
- Or are newly-constructed

This includes major street projects:

- Grand Avenue
- Waldron Road
- Kelley Highway
- Massard Road
- Old Greenwood Road
- Phoenix Avenue
- Chad Colley Boulevard

Through 2014



- Resurfaced or newly constructed
- Untouched

Street Facts

- Asphalt Streets = 95%
- Concrete Streets = 5%
- Streets with Curb and Gutter = 60%
- Estate Type Street (open ditch) = 40%
- Streets with sidewalks (150 miles) = 31%

Street Project Selection Factors

- Pavement Evaluation
 - Considers numerous “technical criteria” for the street surface.
 - Streets are evaluated equally and reduces allegations of personal or political preferences.
- Major Street Projects
 - Considers level of service based on traffic counts, capacity, delays
- Citizen input
 - 12 Town Hall meetings & 4 Ward meetings annually
 - Numerous phone calls, emails, office visits, etc. from citizens.
- Requests from Board of Directors
- Input from Street Maintenance Department and other City departments.
- Economic development

Evaluation of Pavement

Street Rating Factors

Cracking, Faulting, Settlement, Spalling

Alligator Cracking

Rutting

Shoving

Pot Holes

Excess Aggregate

Polished Aggregate

Drainage

Raveling

Ride



What we look for



Longitudinal Cracking



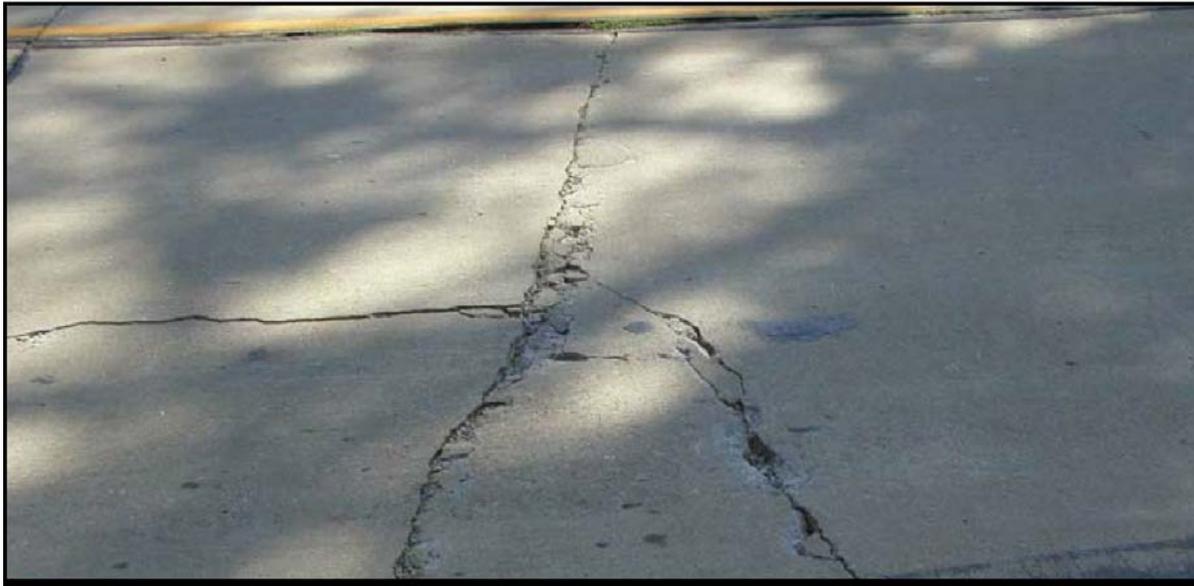
What we look for



Faulting Along Cracks



What we look for



Spalling Along Cracks



What we look for



Rutting and Alligator Cracking



What we look for



Raveling



What we look for



Shoving



What we look for



Beginning of Pothole



What we look for



Indications of Drainage Problems



What we look for



Polished Aggregate

Street Overlay / Reconstruction

BEFORE



AFTER



Major Street Projects

BEFORE



AFTER



Traffic Signals



The City currently has
149 signalized
intersections



Drainage Project Selection

- **Board of Directors Identifies Priorities As:**
 1. Structure and/or building flooding
 2. Street overtopping – hazardous
 3. Nuisance flooding – yard ponding, minor street ponding in gutter

Channel Improvements

BEFORE



AFTER



Bridge Reconstruction

BEFORE



AFTER





Railroad Crossing Panels

- Evaluation of Railroad Crossings within the City in 2014
 - Visual inspection, ridability, daily traffic, speed of crossing, drainage
- Total of 173 crossings
 - 150 of those are crossing streets maintained by the City
 - Approximately one third (46) already have concrete panels
 - Since 2005, we have replaced 9 crossings in conjunction with street improvement projects.
 - 23 of those are crossing streets maintained by the AHTD
 - 6 already have concrete panels



Railroad Crossing Panels

BEFORE



AFTER



End of the Road

QUESTIONS