



**MEETING OF OCTOBER 17, 2023**

**TO:** Mayor Jordan and City Council

**THRU:** Chris Brown, Public Works Director  
Susan Norton, Chief of Staff

**FROM:** Matt Casey, Engineering Design Manager

**DATE:**

**SUBJECT: Approval of a Budget Adjustment for the Midtown Corridor Project Phase 2**

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**RECOMMENDATION:**

Staff recommends approval of budget adjustment for the Midtown Corridor Project Phase 2.

**BACKGROUND:**

The Midtown Corridor is a project in the 2019 Transportation Bond Program and includes several different components. The corridor is 2.3 miles in length and runs in an east-west direction through a flat part of the middle of the city from I-49 at Porter to College Avenue at Poplar Street. The project includes vehicular improvements along Stephen Carr Blvd. and Deane Street from the interstate to Garland Avenue the project includes street improvements with new turn lanes and drainage as well as separated pedestrian and bicycle facilities. The street, drainage pedestrian, and bicycle improvements will continue along Sycamore Street from Garland Avenue to the Razorback Greenway. From the Greenway to College Avenue, the project will include multi-use trail construction along the Poplar Street alignment. Finally, a connection to the south from Poplar Street to Gregory Park was included in the design.

The first phase of this corridor included the improvements to Stephen Carr Blvd. and Deane Street from I-49 to the east side of the new fire station. Construction is complete for this phase.

In August of 2022, the City Council approved a contract with Crossland Heavy Contractors, Inc. to provide construction manager at risk pre-bidding services for the second phase of this project. This phase includes the remainder of the overall project scope.

On September 19, 2023, the City Council approved a change order to the contract with Crossland Heavy Contractors as well as a budget adjustment. The change order was for the construction phase of the contract.

**DISCUSSION:**

The budget adjustment approved along with the construction change order included the entire Guaranteed Maximum Price for the construction of the project plus the contingency to be funded from the Transportation Bond Fund. This budget adjustment was intended to include a portion of the funding to be paid for from the Trail Bond Program. Staff has prepared a budget adjustment to correct the previous budget adjustment and provide the proper funding sources for the project.

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**BUDGET/STAFF IMPACT:**

The corridor improvements are funded by the Transportation Bond Program and the Trail Bond Program.

**PURCHASE ORDER**

**DETAILS**

<b>G/L ACCT</b>	<b>PROJECT</b>	<b>AMOUNT</b>
4702.860.7218-5809.00	46020.7218.1020	13,600,772.00
4703.860.7218-5814.05	46030.7218.1020	1,600,000.00
<b>TOTAL</b>		<b>14,600,772.00</b>

**ATTACHMENTS:** SRF (#3), BA (#4)