
GRANDVIEW REALIZES IMPROVED SAFETY AND EFFICIENCY THROUGH TWO PROJECTS

by Dennis A. Randolph

MAIN STREET IMPROVEMENTS

With the start of construction on Main Street between the Kansas City Southern Railroad crossing and 10th Street, the city of Grandview kicks off work to rebuild and enhance one of its most important corridors.

Over the next several years, Grandview will continue working its way from west to east along Main Street to make the street safer, more attractive, and better to drive on. Grandview plans these improvements in five phases:

Construction on Phase 1 started in mid-March. This segment extends from east of the Kansas City Southern Railroad crossing to just east of 10th Street. This area includes the historic Grandview downtown.

- Phase 2 continues from east of 10th Street through the intersection at 13th Street. This segment includes the area adjacent to Grandview's municipal building.
- Phase 3 picks-up east of 13th Street to the intersection of 15th Street including the area in front of the United States Post Office.
- Phase 4 is the portion of Main Street from 15th Street to the West Frontage Road of 71 Highway.
- Phase 5 is the newest phase of work envisioned. This phase includes improvements to the overpass of Main Street over 71 Highway (future I-49) to better accommodate pedestrian traffic across the highway and improve safety at its two frontage road intersections.

The City has planned improvements for Main Street for many years, and work over the next four to five years will see these improvements done. Engineering of Phase 2 by the City's consulting team of BHC Rhodes and

Ochsner Hare & Hare started early in 2011. In the meantime, city staff is meeting with property owners individually and in public meetings to gather input and address concerns and comments, and be ready to let the Phase 2 construction job this fall.

Engineering for Phases 3 and 4 will begin by midyear 2011 and again, the City will have individual and public meetings to gather input and concerns, as well as work out details of the street design and street side enhancements. Grandview plans a construction start for phase 3 in the summer of 2012 and for Phase 4 in the fall of 2013.

The Main Street projects are intended to improve driving conditions, make pedestrian traffic safer, and improve the entire road right-of-way. Items of work along Main Street include:

Mill the old street surface, repair the concrete base and resurface the street with new bituminous.

Rebuild the major intersections with new concrete pavement. Finished concrete will have stamped patterns and various colored concrete insets.

Upgrade the traffic signals to meet today's standards and provide wireless interconnect and camera detectors.

Replace streetlights with modern energy-efficient fixtures and new decorative poles. The new street lighting plan includes poles on both sides of Main Street.

Building new curbs and gutters with improved drainage. Drainage will provide irrigation to street plantings and be one of the key "green" aspects of the Main Street improvements.

Building new, wider sidewalks incorporating decorative patterns and colored concrete accents.

Building new sidewalk ramps and other improvements to meet ADA requirements.

Planting new trees and landscaping materials that include native species.

Installing new traffic signs and pavement markings.

Placing new street furniture, including benches and trash receptacles along the street.

The basic theme for concrete work and landscaping features will reflect the historic nature of the downtown area and its railroad history. However, the final design of each phase will reflect the unique nature of the development along its length. This context sensitive approach also is consistent with "greening" and road diet features that designers are incorporating in the Main Street designs.

The start of construction kicks-off a significant improvement project for the City. The improvements will not only allow traffic to flow smoother and safer, but greatly improve safety for pedestrians and bicyclists. Most importantly, the work will provide a much-improved gateway into the City and its historic and municipal features.

Funds for improvements to Main Street come from the City's recently renewed transportation sales tax. In addition, the City has obtained several federal highway grants to leverage the City's funds. The current estimate of cost for the Main Street work is \$5,706,480; with federal aid that will cover approximately 27 percent of the cost, or \$1,556,000.

Recently, city staff has also started meetings with MoDOT to discuss the Phase 5 project. This phase includes the portion of Main Street from the west side of the 71 Highway West Frontage Road to the east side of the East Frontage Road. The purpose of this phase is to improve pedestrian safety on the bridge across the 71 Highway, improve safety at the intersections and make the bridge look better. With the conversion

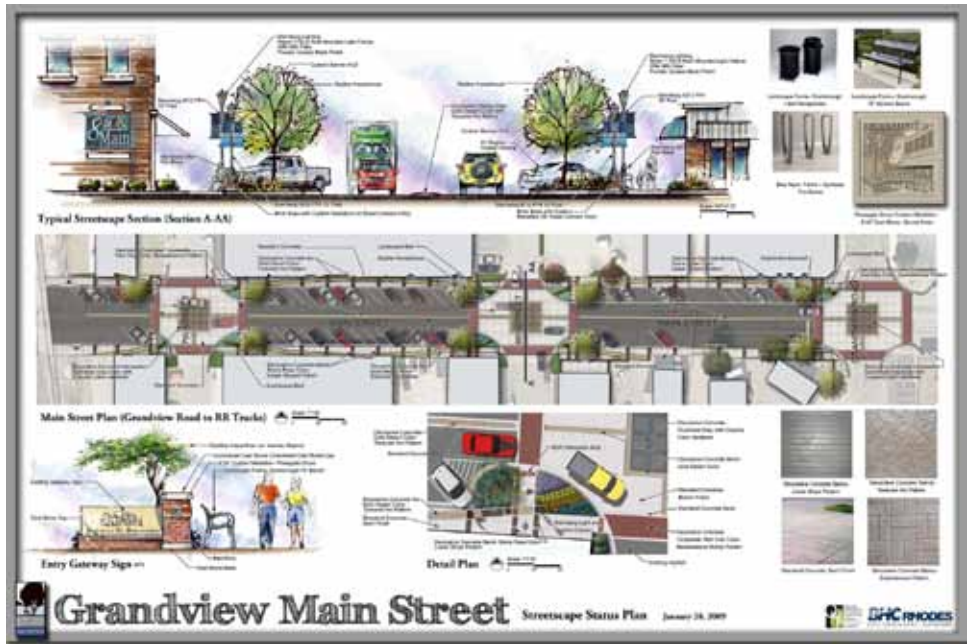
of 71 Highway to I-49, these improvements are critical to what will be a major entrance to the city of Grandview.

Besides the Main Street work, the City also has a Federal Transportation Enhancement Grant to do improvements at the Farmer's Market site found at Main Street and 8th Street, adjacent to the Phase 1 project area. Construction will start in the summer of 2012 and planners intend the work to provide a "place" along Main Street for pedestrians to gather and for community activities.

Altogether, the result of all this work should be an upgraded street that is safer for vehicles and pedestrians and a roadside that is aesthetically pleasing and attractive for residents and visitors. A key feature will be improved pedestrian facilities that will encourage pedestrian use of Main Street and provide good connections between businesses, community facilities such as City Hall and the U.S. Post Office, educational facilities, and the bordering residential neighborhoods.

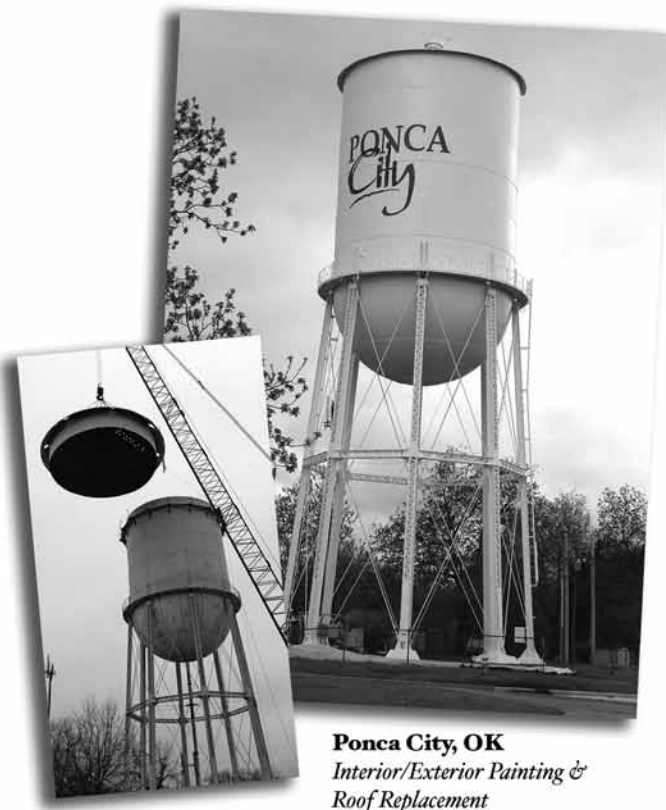
PARKS AND PUBLIC WORKS FACILITY

The city of Grandview is starting construction on new parks and public works maintenance facility (PPW).



Working with SFS Architecture, Inc., the City's project team developed a functional, energy efficient design for a new maintenance complex. The new PPW facility will replace two, inefficient and obsolete facilities used by the parks department and public works department staff and equipment.

The PPW facility will be located at the corner of 139th Street and Winchester Avenue, the site of the existing public works complex. Once construction is completed, the parks department will relocate to the new buildings and share the facility with the public works department.



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Grandview Parks & Public Works Maintenance Facility



The PPW facility will consist of three new buildings: the existing public works building, which will be refurbished and reused. An administration building will be located at the south-

west corner of the site, while a new work/shop building will extend to the north, paralleling Winchester Avenue. To the east of the refurbished public works building, which will be used for warm vehicle storage, will be a new vehicle maintenance facility. An existing salt storage dome and fueling facility will remain in their present locations.



Grandview Parks & Public Works Maintenance Facility



west corner of the site, while a new work/shop building will extend to the north, paralleling Winchester Avenue. To the east of the refurbished public works building, which will be used for warm vehicle storage, will be a new vehicle maintenance facility. An existing salt storage dome and fueling facility will remain in their present locations.

Because there is parkland and a residential neighborhood abutting the project site, the project team gave a lot of consideration to the appearance of the new facility. The extra thought

resulted in design of a facility that presents a pleasant, finished appearance to the park and residential areas, with a safe functional workspace on the interior. The new administration building includes offices, meeting and file storage rooms, as well as locker room and lunchroom facilities. While each department's offices and crew workrooms are clustered together, there is a physical separation between department areas so that they can maintain a sense of identity. Wherever possible SFS designed shared use features including locker rooms, lunchroom/meeting rooms and mudrooms to eliminate any need to provide duplicate features.

SFS also divided the new shop

building into two general areas, one for each department. However, the architect's team configured the building so that departments can share equipment, tools and space as needed. In developing the shop areas, the project team made every effort to eliminate duplicate equipment and in particular SFS's sub consultant maintenance design group used their expertise in maintenance to conduct a thorough analysis of what equipment and space workers need to accomplish their department's work.

Adjacent and connected to the shop building is the refurbished public works building. This building has housed public work department's offices and shop areas, including vehicle repair and maintenance facilities for years. The contractor will gut and repaint the building and install new vehicle access doors so that it can accommodate the storage of vehicles that need to be kept warm during winter months.

The departments will use a new, 4-bay, drive-through vehicle maintenance building for vehicle maintenance and repair. This building in particular will allow the departments to work closer together on fleet repair and maintenance. The vehicle maintenance building will feature portable vehicle lifts and built-in air and lubrication systems. A vehicle wash bay is located on the south exterior wall of the building, and on the north end will be inventory and storage areas.

The shop, heated storage, and fleet maintenance buildings are all connected so that workers can move from building-to-building without going outside in inclement weather. Together with the administration building, fueling station and the salt-storage building, the various structures form a convenient compound that provides a far higher level of security for the site than has existed.

SFS designed the rest of the PPW site for future improvements and more efficient use of the limited space available, and in particular to better accommodate winter maintenance operations and the spring and fall community-wide clean-ups. One of the difficult tasks the project team needed to overcome in developing the entire site was to accommodate the City's existing fueling station and salt storage building. Both of these facilities are fairly new and needed to be kept in use.

The facilities' designers have emphasized building efficiency begin-



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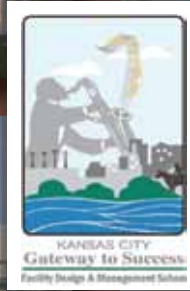


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ning with the shape and orientation of buildings, to the major mechanical systems (heating, cooling, lighting) used. They have worked to design-in efficiency, starting with a shed roof and clerestory configuration that will provide natural lighting to all of the work areas, as well as cisterns that will collect rainwater for use in the vehicle wash area. The shed-type roof designs mean low maintenance for many years, and their white finish will reflect the sun's energy to make cooling the buildings cheaper. From the earliest stages of design, the building was targeted to achieve a LEED Silver level.

Plans call for occupancy of the new administration building in early 2012. The project team plan to have all work completed on the entire site in mid-2012.

This construction is the culmination of a year-long process to plan and design the facility. Taking advantage of the competitive bidding situation resulting from a long-deep recession, Grandview has been able to plan its

facility for the long-term, and build much of what it needs for the future. Bids received in March 2011 showed a low base bid of \$2,590,000. Funds for the work come from the 2009 General Obligation Bond Fund.

Because there was a firm, fixed maximum amount of funds available for construction of the PPW facility, several specific guiding strategies were followed during the design process. First, the project team took time at the beginning of the design process to design the entire site for its maximum future use. While funds were not available to build the entire future plan, the planning work allows staged, informed implementation and development of the site.

The second strategy came at the end of the design process as the bid specifications and proposal documents were developed. In this step, SFS developed a bid proposal that incorporated not only a base bid, but also a number of alternatives including add-on's and deducts. This process allowed the City

to utilize all the funds available to build and enhance the facility, while clearly working within the funding limitations.

Altogether, the city of Grandview stands to benefit in several ways with the construction of its new PPW building. Besides expected energy savings, there are likely work efficiency improvements resulting from modern workspaces. Finally, there are many benefits expected from having two major departments being able to work together. □

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