

Cass County And City Of Peculiar: School Road Project

Completing the School Road corridor has been a long-term goal of Cass County, the cities of Raymore and Peculiar, and the Missouri Department of Transportation (MoDOT), for more than a decade.

From the start of this endeavor in 2004, with the school district's addition of South Middle School; the construction of a new district headquarters on the corner of School Road and Peculiar Way; the growth of the school district; and new subdivisions, heavy traffic was increasing on School Road.

Kaw Valley Engineering was hired by the city of Peculiar in 2006 to perform a corridor study of School Road from 203rd Street to J Highway; and 211th Street from School Road to J Highway. In 2010, Cass County hired Cook, Flatt & Strobel (CFS) Engineers, P.A., to design School Road from Hubach Hill Road in Raymore to 211th Street in Peculiar. The initial total cost estimate of the School Road project from Hubach Hill Road in Raymore to 211th Street in Peculiar, with a three-lane section of road with curb and gutter, was \$6,941,538 (Oct. 2010). The length of the project was three miles.

Project Description

The School Road Project Phase III is located next to the Raymore-Peculiar school campus in a growing area of Cass County, Missouri. Cass County, the city of Peculiar and MoDOT partnered to fund the School Road Project Phase III improved roadway from 203rd Street to Peculiar Way that has allowed the community to have improved access to

the Raymore-Peculiar school campus. The School Road Project improved roadway itself is nearly a one-mile, two-lane collector, with a third lane for left turns. In this configuration, traffic crosses from the right side of the road to the center turn lane at five intersections besides the 15 residential driveways and school campus entrances along the roadway improvement.

The left-turn movements allow for free-flowing left turns before the left-turn movement, and free flowing left turns between the intersections and driveways. This design enhances the safety and capacity of the road improvement. Previously, School Road was extended north from 203rd Street to a signalized intersection at Hubach Hill Road in Raymore an additional two miles with a two-lane and center turn lane at intersections. Lengthening the roadway has improved the access between the southern region of Raymore and the northern region of Peculiar.

CFS Engineers of Kansas City, Missouri, designed the project. Amino Brothers of Kansas City, Kansas, was awarded the contract to build the project and construction began in August 2017. The project involved more than 13,000 cubic yards of excavation; 4,900 lineal feet of storm sewer; 36 curb inlet-catch basins; five improved intersections; 1,557 square yards of sidewalk; 10,718 lineal feet of curb and gutter; and more than 1,700 tons of asphalt surface paving. The project was completed with minimal impact to travelers.

Project Cost

This \$2.1 million project took 10 calendar months to complete, and the community and school district praised the contractor's team for opening the fully functional road before the end of the school year. This new roadway project has improved access and has become the gateway for the northern portion of Peculiar, Missouri.

Cass County funded the engineer's cost of the project. The cost of the construction of the project was a 50/50 split between Cass County and the city of Peculiar. The project was awarded a \$850,000 grant through the Mid-America Regional Council (MARC) Surface Transportation Program. MoDOT administered and distributed the grant funds.

Project Schedule

The initial project schedule was that the contractor would start the day after school was dismissed for the summer on May 24, 2017, and to have the south end of the project completed prior to Aug. 22, 2017, the beginning of the new school year. However, that schedule did not happen. The project began in August 2018 and was completed in May 2018, exactly the same time that school was in session. During the construction process, city staff and the school district coordinated the project with the school campus in session.

One of the greatest challenges for the project was allowing the contractor to remain in active production work and allowing the nearly 5,000 students,

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parents, teachers and staff access to the campus simultaneously.

Work plans and a hazard analysis were completed prior to each major activity. Construction hours were included in the contract to prohibit working either too early or too late. This kept construction traffic off the roadway during peak hours to reduce the possibility of an accident. Lane closures allowed construction to continue alongside moving traffic and temporary barriers were used on School Road, 203rd Street, and 211th Street to keep workers safe in the work area. Signage was used to inform traffic of work zones.

Environmental Awareness

To minimize environmental construction disturbance of the project, the existing storm water detention basin located east of the project; the detention basin pipe outlet was increased from a 42-inch discharge pipe to a 48-inch discharge pipe. The design of the improvement project also included lush grass shoulders to help reduce runoff from the project footprint.

Community Awareness

Before the project began, a public meeting was held to inform residents and get residential feedback. The City

included information in a quarterly newsletter to residents, and three traffic advisories were sent out during the duration of the project. Additional traffic advisories were sent out in advance of traffic pattern changes by the school district.

The contractor, the engineer, city staff and MoDOT personnel kept personal contact with residents and the school district.

Conclusion

The construction of the road improvement project began the first week in August 2017, and the safety of travel on School Road has improved to a higher level of service. The completed improvement project was built with all concrete curb and gutter, and sidewalk concrete pavement. Asphalt was used for the road pavement. The concrete and asphalt pavement will provide sustainable infrastructure for the economically growing Peculiar community.

This project is honored to have been selected by the KC Metro Chapter of APWA to receive the Project of the Year Award for Small Cities/Rural Communities, under Transportation.

Carl Brooks is the city engineer for the city of Peculiar.

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Civil Engineering Design

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