

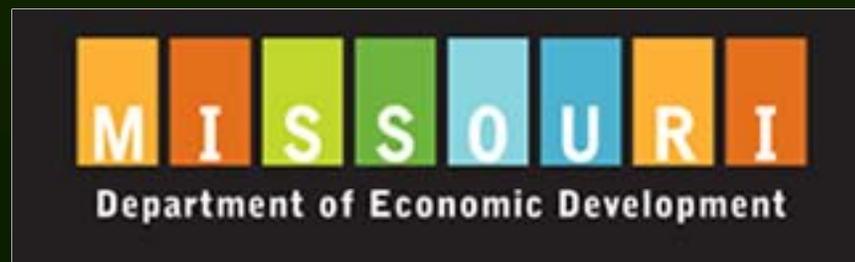


DOWNTOWN CONSTRUCTION ISSUES

November 5, 2009
Jefferson City, Missouri

PGAV**URBAN**CONSULTING

INTRODUCTION



PURPOSE



PROJECTS

Buildings

Private or Public

New

Infill

Alteration

Rehabilitation

Public Right-Of-Way (ROW)



DOWNTOWN

PRIVATE PROPERTY

(Buildings, lots, driveways,
walks, etc.)

PUBLIC PROPERTY

Right-Of-Way
(streets, sidewalks,
utilities, etc.)

Buildings
(city hall,
courthouse,
police & fire,
colleges,
libraries, etc.)

New or Alteration
(Infill or Rehabilitation)



PUBLIC RIGHT-OF-WAY (ROW)

Projects

- New
- Alterations of Existing
- Maintenance of Existing

Public Policy

- Input
- Efficient Use of Resources

City Staff

- Training



PLANNING & DESIGN

Information

- Below-Grade
(utilities, soils, hidden features)
- At-Grade Inventory
(building data, features, issues)
- ROW Dimensions
(easements)
- Codes
(local, state, federal, conditional)
- Public Input



PLANNING & DESIGN

People

- City Staff
(code officials, inspectors, engineers, planners, attorneys, development professionals – grantwriter NOT in a lead role)
- Consultants
(planners, engineers, architects, attorneys)
- Construction Firms
- Inspections



PLANNING & DESIGN

Olive Boulevard TDD

In March, 2004, the City of Creve Coeur formed a TDD to finance and construct over \$5 million of traffic improvements along the Olive Boulevard/Highway 340 corridor in Creve Coeur's Central Business District.

The improvements were designed to do the following:

- ✓ Improve the flow of vehicular traffic along the Olive corridor
- ✓ Foster a pedestrian-friendly environment in the CBD
- ✓ Improve the aesthetics of Creve Coeur's main thoroughfare



PLANNING & DESIGN

Olive Boulevard TDD

Specific planned improvements to the Olive corridor included:

- Burying of all overhead utility lines
- Adding three new traffic signals to improve intersections
- Improving existing traffic signals
- Improving pedestrian access through improved sidewalks and crossings
- Constructing streetlights, streetscapes, signage and tree grates
- Widening Olive Boulevard and installing medians
- Completing parallel street connections





PLANNING & DESIGN

Olive Boulevard TDD

In 2006, the TDD Board reported new budget requirements of over \$10 million – project stalled
In 2007, project was reduced in scope and split into phases, with only Phase 1 being funded

LESSONS

- Third party to manage the project
- Anticipate multiple agencies / jurisdictions
- Plan for maintaining operating systems
- Budget for outages / stoppages
- Allow for contingencies (review time, material costs)
- Require annual review



ADA IN PUBLIC PROJECTS

Public Buildings

- U.S. DOJ Administers (1992 Law)
- 50+ Transition Plan (1993, construction by 1995)
- Similar to Private Building Requirements
 - No leeway for new construction
 - Some flexibility in alterations
 - Existing not required to be altered, but programming must be made available
- Improvements are not required if they will DESTROY OR THREATEN TO DESTROY historical significance of the structure
- Project Civic Access (PCA) reviews driven by complaints and census data
- Recent cases have found the network of pedestrian routes within a city are a “program” of the city’s government, therefore require full accessibility



ADA IN PUBLIC PROJECTS

Public ROW

- U.S. Access Board provides accessibility guidance and Federal Building Accessibility
- They draft guidelines, other agencies adopt them as standards
- It is illegal to construct inaccessible features so there is no flexibility and no cost consideration
- Alterations must be accessible to the maximum extent feasible
 - Road resurfacing is an alteration
- Existing facilities must not exclude
- Improvements are not required if they will DESTROY OR THREATEN TO DESTROY historical significance of the structure
- Maintenance is required



ADA IN PUBLIC PROJECTS

Tips

- Undergo a self evaluation and develop a transition plan regardless of size
- Maintain via a triage public works team to ensure accessibility is addressed
- Ensure consultants are ADA experienced, not just good at putting in curb cuts
- Draft guidelines are called PROWAG 2005
- Federal Highway Administration has accepted
- PROWAG replaces right-of-way section in ADAAG and allows more flexibility
- MUTCD amendments is in accordance with
- Websites:

www.ada.gov

www.access-board.gov



ADA IN PUBLIC PROJECTS

Some Specific Issues:

- Pedestrian Access Route (PAR)
 - No more than 2% cross slope
 - Running slope no more than 5%, can match roadway with use of landing areas
 - 4' width, 5' at 200' intervals for passing
 - Back from curb
 - Protruding objects less than 4"
 - Remedy other obstructions
- Curb ramps
 - 4' wide
 - 1:12 max grade on ramp
 - Landing area
 - 2' Detectable warning strip at toe of ramp
 - Can use blended transitions



ADA IN PUBLIC PROJECTS

Some Specific Issues:

- Accessible Pedestrian Signals (APS)
- Public Transportation
- Temporary Pedestrian Access Routes
- Accessible Parallel Parking Program and land use driven



ADA IN PUBLIC PROJECTS



THANK YOU



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CLOSING COMMENTS



CONSTRUCTION AND FUNDING MECHANISMS

Adhering to Other Federal Acts

(Drug Free, Women & Minority, Prevailing Wage, etc.)

State Interagency Approvals

(SHPO, EPA, FEMA, DNR, Dept. of AG, etc.)

Coordination and Communication

It NEVER hurts to ask for funding!

Often the applicant is not the local jurisdiction

Clearly planned roles



CONSTRUCTION AND FUNDING MECHANISMS

Administering Funding

(Qualified Costs, Recordkeeping, Audits, Notices)

The burden is on the city to address all requirements

Foundation Requirements

(Signage, Publicity, etc.)



OTHER CONSTRUCTION ISSUES

National Flood Insurance Program (NFIP)
Flood Insurance Rate Maps
NFIP Coordinator

Air / Water Quality

Department of Transportation
Know your Local District Engineer

Specialty Assessments
Aging Population Assessments
Recreational Opportunities
Strategic Plan & Comprehensive Plan





DOWNTOWN CONSTRUCTION ISSUES

THANK YOU!

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