Figure 1 - Downtown Smithville

City of Smithville, Missouri

Board of Aldermen - Work Session Agenda

6:00 p.m. Tuesday, January 20, 2026

City Hall Council Chambers

Meetings are live streamed on the City's YouTube page and will be posted to the City's website and FaceBook following the meeting.

1. **Call to Order**

2. **Follow Up Discussion for Alternative Delivery Methods**

3. **Project List for MARC Grants**

4. **Discussion Stormwater Improvements**

5. **Adjourn**

Posted by Linda Drummond, City Clerk January 15, 2026 4:00 p.m. Accommodations Upon Request
107 W. Main St., Smithville, MO 64089

SMITHVILLE missouri **STAFF REPORT**

Date:	January 20, 2026
Prepared By:	Charles F. Soules, P.E. – Director of Public Works Matthew Denton – Parks and Rec. Director
Subject:	Alternative Project Delivery Methods

At the November 18, 2025 Board of Alderman work session staff presented a discussion on alternative construction project delivery methods. The Board directed staff to further review these construction options and bring forward recommended methods for upcoming projects.

As noted in November, over the past few years, the City has experienced several challenges in delivering large capital improvement and infrastructure improvement projects. These challenges include:

- Project schedule delays and equipment procurement issues
- Low-bid contractors lacking capacity or resources to perform
- Unforeseen site conditions resulting in significant change orders

To improve predictability and performance, staff has reviewed alternative project delivery methods as potential options for larger, more complex projects.

The City has historically used the **Design–Bid–Build (DBB)** process for public improvements. Under this method, an engineering firm is first selected to complete design plans, typically taking a year or more. The project is then publicly bid and awarded to the lowest responsible bidder. While this approach ensures competitive pricing, it often results in extended schedules, limited collaboration between designer and contractor, and potential for increased costs due to change orders once construction begins.

Alternative delivery methods integrate design and construction processes and aim to improve project outcomes through collaboration between the owner, engineer, and contractor, improve schedules and manage costs.

The two most commonly used methods for public sector projects are **Design–Build (DB)** and **Construction Manager at Risk (CMAR)**. Both methods have pros and cons and need to be evaluated based on the project and project goals.

Staff has met with firms to gain a better understanding of alternative delivery methods, process and options available. During these discussions, use of a construction advisor/owners' representative was also identified.

Owners Representative acts as the City's advocate and technical resource from project planning through construction. The Advisor does not perform construction work, but instead provides independent expertise to assist staff in navigating project delivery options and evaluating the most appropriate path forward. This includes guidance related to cost estimating, scheduling, constructability, and risk management, as well as assisting with procurement processes and ensuring fiscal accountability. The Advisor would also support collaboration among the City, design professionals, and construction partners while helping protect the City's interests throughout the life of the project.

Given the complexity, scale, and interdependencies of upcoming projects, alternative delivery methods may offer significant benefits. Staff has identified several potential candidate projects for alternative methods and recommend the following delivery methods:

Project	Description	Estimated Cost	Recommended Delivery Method
Wastewater Treatment Plant Expansion	Additional SBR, UV treatment, and electrical upgrades	$7 million	CMAR
Smith Fork Complex	Development of new sports complex	$3 million	Owners Representative
Water Treatment Plant Expansion	New filter building, sedimentation basins, and pumping	> $10 million	CMAR

The 2026 budget includes funding to begin the design for the Smith Fork Park Project in the Parks and Storm Water Sales Tax and the Wastewater Treatment Plant expansion project in the CWWS CIP expenditure budget.

Smith Fork Park Project :

- In 2020 voters approved the Parks & Stormwater Sales Tax and in 2021 the Board adopted the Parks and Recreation Master Plan (2021) establishing long-term funding and priorities for park improvements.

- Smith's Fork Park ballfield restructuring is a key Master Plan project enabling Heritage Park's transition into a community hub.
- With the adoption of the 2026 budget the Board approved splitting Engineering & Design costs across 2026–2027 to allow earlier planning and updated cost estimates.
- Sales tax revenue has been set aside and is expected to have $2.240 Million in 2028 for construction.
- Staff is recommending proceeding with the selection of an owners representative that will assist staff with the development of the project, estimates, contractor selection and work through the various alternative delivery methods and RFQ processes.

Wastewater Treatment Plant Expansion Project:

This project will increase the wastewater treatment plant capacity by constructing a new SBR, UV disinfection and associated electrical upgrades. The estimated cost is upwards of $7 million. For this project staff would recommend the CMAR delivery method. The PW Director would be the Owners representative.

The CMAR process would begin with the selection of an engineer to complete a 20-30% design. A RFQ for a CMAR / Contractor would then be developed and issued. The 20-30% design provides the CMAR an understanding of the project scope and scale. Upon selection of the CMAR, the contractor will work with the engineer and City, reviewing for constructability issues, schedule, and costs. The CMAR would bid project packages, electrical, mechanical, and civil and put together a GMP (Guaranteed Maximum Price) for the project. The bids the CMAR receives from its sub-contractors are all available for the City to review.

The CMAR (contractor) assumes the risk for construction performance by providing a Guaranteed Maximum Price and managing construction.
Advantages include:

- Early collaboration between owner, designer, and contractor
- Improved cost control and schedule management
- CMAR's interests align with the City's goals for budget and performance

Future action of the Board will be necessary to declare which alternative delivery method will be used to complete these projects.

Staff is looking for direction from the Board whether or not the City should move forward with alternative construction project delivery for the Smith Fork Park and the Wastewater Treatment Plant Expansion projects.

SMITHVILLE missouri **STAFF REPORT**

Date:	January 7, 2026
Prepared By:	Mayra Toothman, Asst. to the Public Works Director
Subject:	Discussion of Grant Opportunities

Discussion of Grant Opportunities

Over the last few years the City's staff has been fairly successful in receiving outside funding for several projects. These projects are improvements that the community has already identified in our Comprehensive Plan, Transportation Master Plan, Parks and Recreation Master Plan, Water and Waste Water Master Plans, and Stormwater Plan.

Grant programs are either state or federally funded. These programs typically come with certain requirements, processes, and approvals that can increase the cost of a project. Buy America, additional monitoring and testing, administration and reporting, long term maintenance and usage conditions are a few of the items that add to the costs of a project. However, the funding received outweighs those additional costs.

A general rule of thumb is that state and federally funded projects cost an additional 20-25%. Many of these programs can provide up to 80% funding with a 20% match. The funding is usually for construction so the local municipality will pay for any engineering, study, environmental process, and property acquisition.

Mid-America Regional Council (MARC)

MARC is the Metropolitan Planning Organization (MPO) for the Kansas City Metro Area. MARC provides many services including our Household Hazardous Waste (HHW) Program and is the organization that works between local agencies (cities / counties) and the Missouri Department of Transportation (MODOT).

MARC's federal transportation allocation for the KC Metro area averages around $35 million annually for several programs including:

Surface Transportation Block Grant Program (STBG)	$24 million
Transportation alternative Program (TAP)	$5 million
Congestion Management and Air Quality (CMAQ)	$3 million
Carbon Reduction Program (CRP)	$3 million

These funds are distributed to the Cities and Counties through a competitive application and review process. Typically the needs (applications received) are twice the funding

available. Projects are applied for 2 years in advance. The City has been awarded several projects:

			Construction		
Project	Construction Year	Engineering	City	MARC	Total
Streetscape Phase III	2024 Completed		$300k	$1.3 M	$1.68M
Commercial Sidewalk	2025/2026		$200k	$700k	$900k
Riverwalk Trail	2026	$250k	$1.15M	$900k	1.4M
Second Creek Sidewalk	2026	$150k	$345k	$600k	1.1M
Bridge Street Roundabout	2027	$500k	$2M	$896k	$2.9M
Maple Lane Sidewalk	2027	TBD	$265	$480k	
Wayfinding	2026	TBD	$250	$600k	

Department of Natural Resources

The City has also applied to the Department of Natural Resources (DNR) through programs such as the Recreational Trails Program (RTP) and the Land and Water Conservation Fund (LWCF). The City has submitted and awarded:

Project	Year	Engineering	City	Grant	Total
Main Street Trail	2020		$1.1m	$300	$1.4M
OK Railroad Trail	2026	In house	$103	$201	315

Water Resources Development Act (WRDA)

The City has also received $1.7M in funding through the Water Resources Development Act (WRDA), with support from Representative Sam Graves' office, for the 144th Lift Station and West Bypass project.

MODOT Cost share program

The City of Smithville's cost share application with MODOT was approved to install a new traffic signal at Highway 169 and Richardson Street. Cost share funding is 50 /50 with MODOT for construction costs not to exceed $541,910.

Project	MODOT	City	Developer	Total
Richardson St / 169 improvements	$541,910	$450	$200	$1.2M

The Developers share includes:

- Jolarub – (La Fuente's Owner) and McBee's paid $50,000 each ($100,000 total) in 2023 to record their plat.

- Richardson Street Plaza paid its' $100,000 in December 2025 before getting the plat from the City to record.

Those amounts were based upon the engineer's estimate of cost (by MODOT) which at that time was in the range of $400,000.00. Developers thus were paying half the total estimate. The price estimates have increased, as with other costs. No other businesses have paid because they have been in existence for decades and the light has just recently (due to McBee's and Richardson Street Plaza's developments) met the traffic warrants that MODOT requires.

MARC - Future projects

Over the next few months MARC will be soliciting projects for the Metropolitan Transportation Plan (MTP), Connected KC 2050. This is not an application for specific funding, however inclusion in the MTP is a requirement before a project can be applied for funding. After the first of the year applications for funding for Fiscal Years (FY) 2029/2030 will be requested (Note: this is outside of the City's current Capital Improvement Plan).

Potential projects to be submitted to MARC could include:

Project	Eng/ R/W	Construction		Total	
		City	MARC	City	MARC
Streetscape Phase IV	$100	$300	$1.2M	$400	$800
Commercial St (from Church St to E Meadows) or Church St from Bridge St to E Main St)					
Eagle Pkwy Trail (from 188th St to 180th St)*	$250	$400	$1.6M	$650	$1.6
Pope Lane (Street, Path, Bike, Roundabout)*	$800	$1.4 M	$5.6 M	$2.2 M	$5.6 M
Roundabout At Eagle Pkwy and 180th	$500	$1M	$2.5M	$1.5M	$2.5M

*The City has previously applied for these projects, however these projects were not awarded a grant.

Streetscape Phase IV
The proposed project would extend the existing downtown streetscape theme using a scaled-back version of the streetscape—sidewalks and lighting only, with no brick pavers.

Staff is seeking Board direction on the preferred project location:
• Commercial Street (Church Street to E. Meadows), or
• Church Street (Bridge Street to E. Main Street).

Eagle Parkway Trail Project
The Eagle Parkway Trail project is aimed at establishing a trail network within Smithville's Eagle Parkway area. Spanning a total distance of 2 miles upon completion, the project is divided into two phases. Phase 1 will cover a mile-long segment from 180th Street to 188th Street, while Phase 2 will extend from 188th Street to Little Platte North Park. The construction of a 10-foot-wide multi-use concrete path provides pedestrians and cyclists with a safe and accessible route to navigate the area. This trail will not only connect existing pathways but also facilitate access to key community destinations, including Eagle Heights Elementary School, Wildflower Park, Smithville Lake, and a Paradise golf course

Pope Lane Extension
The extension of Pope Lane / 172nd St to HWY 169 would provide a connection between two major roadways in Smithville and access to Smithville Lake. The construction / extension of 172nd St (Pope Lane) from HWY 169 (Minor Arterial) to 172nd St. (major Collector) will include pavement, sidewalk and multiuse path, curb-gutter, and storm sewer. The project will provide a connection between two major roadways in Smithville and access to the lake. It will also include a roundabout at the intersection of 172nd and

Roundabout At Eagle Pkwy and 180th
This intersection is particularly challenging for drivers traveling on Eagle Parkway and turning onto NE 180th Street. A roundabout would enhance traffic flow and improve safety. This project is identified in the Transportation Master Plan.

Recommendation
Staff is seeking Board direction on which projects should be submitted for future grant opportunities and, if Streetscape Phase IV is advanced, direction on the preferred project location. If the City is successful in obtaining these grants, the projects will need to be incorporated into the CIP and budgeted accordingly.

SMITHVILLE missouri STAFF REPORT

Date:	January 15, 2026
Prepared By:	Mayra Toothman, Asst. to the Public Works Director
Subject:	Dundee Road Improvements Project

Dundee Road Stormwater, Roadway, and Utility Improvements – Project Overview and Options

In 2023, GBA Engineering completed a Stormwater Needs Assessment for the City, which identified several areas requiring stormwater improvements. One of the primary concerns identified was flooding along Dundee Road during heavy rain events.

The south 500 ft of Dundee Road currently does not have curb and gutter, and during significant rainfall the roadway floods and, in some instances, water reaches nearby homes. Several residents have placed sandbags in front of their garage doors to prevent stormwater from entering their homes, as the homes are lower than the existing street surface.

The 2026 budget includes improvements to Dundee Road that encompasses adding curb and gutter and mill and overlay of the street surface.

The City hired BG Consultants to evaluate existing conditions and develop improvement concepts. Through this evaluation, it was found that the existing roadway elevation is higher than many adjacent driveways and properties. As a result, adding curb and gutter to the existing roadway without adjusting its elevation would create additional drainage issues not allowing stormwater to drain to the street.

The original project which included curb and gutter with limited roadway modifications has an estimated cost of $655,682

To fully address the drainage issues, it is recommended to remove the existing pavement, regrade the roadway, and reconstruct it at a lower elevation. Lowering the roadway allows stormwater to drain properly from adjacent properties and driveways into the curb and gutter system and ultimately into the City's storm sewer system.

This option addresses the underlying drainage issue and provides a comprehensive, long-term solution to both roadway and residential flooding concerns. The estimated cost is $850,000

Utility Considerations

Dundee Road has an older 4-inch cast iron water main located primarily along the west side of the street. Although it has experienced few leaks, its age, size, and location beneath the

roadway make replacement a practical consideration if the roadway is reconstructed. Also, if the roadway elevation is lowered, the water main may also need to be adjusted to avoid conflicts.

The proposed improvement would upsize the water main to 8 inches, with approximately 1,000 feet replaced and three fire hydrants upgraded.

Replacement of the waterline could add approximately $100,000 to the project, subject to field verification.

The sanitary sewer main has previously been slip-lined. It is recommended that the sewer be video-inspected to confirm its current condition and determine whether any additional work is necessary.

Recommendation

Based on the engineering evaluation, roadway condition, and long-term infrastructure needs, staff recommends moving forward with full roadway reconstruction of Dundee Road. Staff also recommends replacing the existing water main along Dundee Road as part of this project.

The FY2026 Capital Improvement Program includes a total of $300,000 for the Dundee Road project. Staff recommends using a portion of the FY2026 funding to complete engineering design for both the roadway and water main. Staff proposes deferring construction to 2027, at which time the remaining funds for roadway and utility construction can be budgeted and aligned with the completed design.