



## CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

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COUNCIL MEMORANDUM NO. 92-20

FROM: Mayor Stein

DATE: February 6, 1992

RE: Proposed Road Projects

A tabulation of recently proposed or otherwise active road projects is attached. I have attempted to roughly describe the scope of work, possible funding, year originally proposed on the CIP list, planning and engineering work completed and status of water and sewer utilities.

There may be projects that have been overlooked and the list should be changed to include them. Some projects may no longer be active and can be dropped.

As you will recall, the legislature provided grants of \$48,000 for Peck Street and \$153,000 for other road and LID projects last year.

This summary may be used by Council to direct efforts toward particular projects for possible construction this summer.

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John C. Stein, Mayor

COMMERCIAL STREETS

<u>Name</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Hallea Lane	Pave, path	MG FDA GF IID	1990	None	New water Sewer in
Dana Avenue	Strip Pave	MG GF IID	1984	Preliminary	Water in Sewer in
Susitna Avenue	Pave, Knik-Goose Bay	MG GF IID	1984	Preliminary	Water in Sewer in
Mt. Village Drive	Strip Pave	MG GF IID	1987	None	Sewer in No water in area
Lakeview Avenue	Strip Pave to Lake St.	MG GF IID	1990	None	Water part in New water loop Sewer in

RESIDENTIAL STREETS

<u>Name</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Naomi Avenue	Widen, Re-pave	LID MG GF	1990	Preliminary	On-site Systems
Shadowood LID (Ref: Nelson Ave.)	Strip Pave Gravbark, Lone Cub, Briar	LID MG	1992	None	On-site Systems
Vaunda Avenue	Strip Pave	LID MG	1992	None	On-site Systems
Selina Lane	Extend to Lucille Lane	LID MG	1990	Preliminary	Sewer in No water
Glenwood Avenue	Pave west of Knik-Goose Bay Road	LID MG GF	1987	Preliminary	Sewer in No water

Funding Code:  
 MG - State Municipal Grant  
 GF - City General Fund  
 LID - Local Improvement District  
 EDA - Economic Development Adm. Grant

PROPOSED WASILLA ROAD PROJECTS  
 February 6, 1992 - John C. Stein

ARTERIAL STREETS

<u>Name</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Peck Street	ROW, Extend to Fishhook, pave, Bike path	MG	1987	Preliminary Cost Est.	Water part in New water loop No sewer demand
Lucille Street	Bike Trail	MG	1987	Preliminary Cost Est.	No water No sewer
Glenwood Avenue	Regrade, pave Old Mat Road to Knik-Goose Bay	MG GF	1987	None	Sewer in No water
Lucille Street	Widen	MG	1992	None	No water No sewer

COLLECTOR STREETS

<u>Name</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Nelson Avenue	Strip Pave	MG GF LID	1984	Preliminary	Water in Sewer Ext.
Crestwood Avenue	Strip Pave to Cache Dr.	MG GF LID	1987	None	No water or sewer demand

Bill Wilbur

RECEIVED  
FEB 10 1992  
City of Wasilla, Alaska

February 6, 1992

City of Wasilla  
290 E. Herning Ave.  
Wasilla, Ak. 99687

Gentlemen:

Over one half of the residents of Naomi Drive met on this date to reaffirm their commitment to improve the condition of Naomi. Many concerns, problems, and solutions were discussed and the residents in attendance unanimously agreed on the following:

Whereas Naomi Drive has deteriorated to a level unacceptable to both its residents and to the City of Wasilla.

Whereas the borough approved Naomi in 1977 and it was annexed into the city without reservation concerning road width or condition of the road bed.

Whereas Naomi has not had the benefit of annual preventative maintenance and general upkeep.

Whereas the city has had benefit of years of tax revenue from the residents (\$8193 in 1991 alone) and state provided maintenance funds.

Whereas the city has enjoyed lower maintenance costs compared to its unpaved streets.

Whereas Naomi acts as a collector street for other subdivisions and local traffic.

Whereas monies are currently available and earmarked for road improvements.

Whereas the residents are concerned enough about the condition of Naomi to offer to pay for a portion of the cost of repairing the road, the following proposals are respectfully submitted to the city for its consideration and action.

PROPOSAL #1

Improvements to Naomi would be those outlined in the April 3, 1991 letter from Robert Harris titled "Preliminary Cost Estimate #2" (see attachment). Additional material is requested for building shoulders that would protect the 16 foot pavement and allow for slopes that could be properly maintained. The residents are willing to help the city with this project by sharing the cost on a 50/50 basis.

PROPOSAL #2

Improvements to Naomi would be those outlined in "Preliminary Cost Estimate #1" (see attachment). These improvements go beyond the needs of the residents and a larger portion of the costs would need to be born by the city. The residents are willing to participate with this project by paying for 1/3 the cost.

It was the consensus of those at the meeting that proposal #1 was preferred, however we would be comfortable allowing the city to choose whichever proposal best suited their needs and budget. In addition to the above proposals, the following suggestions were made.

1) Because of the conflicting use of Naomi for through traffic and residential use there is a need for speed bumps. It is expected that upgrading will exacerbate the conflict and that will justify seasonal speed bumps be installed per recent discussion with Bob Harris.

2) Drainage near the Hiro/Naomi intersection is inadequate and needs to be addressed to insure the integrity of the road bed. This would most likely entail ditching along Hiro to provide a drainage route.

3) The line of sight at the Seward Meridian/Naomi intersection is dangerously limited by the cut bank on the north side of Naomi. Investigation should be made to determine if some barrow could be removed for better visibility and for possible fill for proposed road work.

4) Residents assume their share of the costs can be satisfied by the formation of a local improvement district to assess affected property owners. It is further assumed the assessment will have provisions for a five year payback.

With much work to be done before the coming construction season we would appreciate prompt consideration of these proposals and a timely decision.

Sincerely,  
*Chuck*

Chuck Stielstra  
for the majority of residents of Naomi Drive

cc. Mayor John Stein  
Bob Harris  
Wasilla City Council Members

PAVE TO CITY STANDARDS

Preliminary Cost Estimate #1

Widen Naomi Drive to a 20-foot paved width plus shoulders. Reconstruct 2,470 lineal feet of paved roadway, adjust drainage structures, relocate cluster mail boxes, fences and utilities.

Asphalt pavement depth 2" compacted.

1.	Existing Asphalt Removal	2,000 SY @	\$ 5.25/SY =	\$ 10,500.00
2.	Excavation of Traffic Ways	5,000 SY @	3.75/CY =	18,750.00
3.	Classified Fill Type III	3,500 CY @	4.00/CY =	14,000.00
	Type I	1,400 CY @	4.75/CY =	6,650.00
4.	Leveling Coarse	1,000 CY @	20.00/CY =	20,000.00
5.	Asphaltic Concrete	6,200 SY @	4.50/SY =	27,900.00
6.	Drainage Structures			
	Removal & Replacement	340 LF @	20.00/LF =	6,800.00
	Installation	18 x 40 LF @	24.00/LF =	960.00
7.	Cluster Mail Box			
	Relocation	3 Each @	\$1,000/EA	3,000.00
	Fence Removal & Replacement	240 LF @	20.00/LF	<u>1,400.00</u>
	Preliminary Construction Subtotal			\$209,960.00
	Engineering and Contract Administration			22,000.00
	Contingency			<u>16,500.00</u>
	Subtotal			\$148,460.00
	City Administration			\$ 7,500.00
	Legal Fees and Advertising			4,500.00
	Property Acquisition/Slope Easements			<u>10,000.00</u>
	Recommended CIP Budget Request		\$175,000.00 -	\$185,000.00
	Add-On - Inflation and Bonding Costs			<u>\$ 25,000.00</u>
	Total			\$210,000.00

RESURFACE EXISTING ROADWAY

Preliminary Cost Estimate #2

Minor upgrade of shoulders and ditches, attempt to maintain 16-foot width of pavement. Project will not meet minimum City standards. Asphalt pavement 2" depth compacted.

1. Asphaltic removal	20,000 SY @ \$ 5.25/SY =	\$ 10,000.00
2. Leveling Coarse	300 CY @ 20.00/CY =	6,000.00
3. Asphaltic Concrete	6,200 SY @ 4.50/SY =	<u>27,900.00</u>
Preliminary Construction Subtotal		\$ 44,400.00
Engineering and Construction Administration		9,000.00
Contingency		<u>6,500.00</u>
Subtotal		\$ 59,900.00
City Administration		3,000.00
Legal Fees and Advertising		<u>1,800.00</u>
Recommended CIP Project Funding	\$65,000 -	\$ 75,000.00
Add-On For Inflation/Bonding Costs		<u>25,000.00</u>
Total		\$100,000.00