



CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

PHONE: (907) 373-9050

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COUNCIL MEMORANDUM NO. 92-22

FROM: Mayor Stein

DATE: February 18, 1992


RE: Proposed Road Projects

CM92-20 and the list of proposed Wasilla road projects was presented to the Planning and Utilities Commission on February 11 and discussed along with the road classification map. Residents of Naomi Drive also presented the Commission their letter proposing upgrade of that street.

The "Proposed Wasilla Road Projects" list has been revised with new information and available traffic counts.

The Administration asks that Council continue to review the list with the goal of selecting projects for the 1992 construction season. Engineering work should be authorized at the March 9 meeting.

As part of the decision making process, the Council may wish to consider the willingness of benefited property owners to contribute to the cost of projects through the L.I.D. process, the city-wide benefit of projects and long-term road network development.



John C. Stein, Mayor

Abbreviations:
 MG - State Municipal Grant
 GF - City General Fund
 LTD - Local Improvement District
 FDA - Economic Development Adm. Grant
 AADT - Annual Average Daily Traffic

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

<u>ARTERIAL STREETS</u>	<u>NAME</u>	<u>AADT</u>	<u>Potential Description</u>	<u>First CIP Funding</u>	<u>Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
	Beck Street	1143	ROW, Extend to Fishhook, pave, Bike path	MG GF	1987	Preliminary Cost Est.	Water part in New water loop No sewer demand
	Lenwood Avenue	704	Regrade, pave Old Mat Road to Knik-Goose Bay	MG GF	1987	None	Sewer in No water
	Mucille Street	5644	Widen shoulders or 4-lane	MG GF	1992	None	No water No sewer
	Mucille Trail		Bike Trail	MG GF	1987	Preliminary Cost Est.	No water No sewer

COLLECTOR STREETS

<u>NAME</u>	<u>AADT</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Elson Avenue	2648	Strip Pave	MG GF LTD	1984	Preliminary	Water in Sewer Ext.
Westwood Avenue		Strip Pave to Cache Dr.	MG GF LTD	1987	None	No water or sewer demand

COMMERCIAL STREETS

<u>Name</u>	<u>ADDT</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Allea Lane		Pave, path (hotel)	MG EDA GF LTD	1990	None	Water needed Sewer in
ana Avenue		Strip Pave (Bus Garage)	MG GF LTD	1984	Preliminary	Water in Sewer in
usitna Avenue		Pave, Knik-Goose Rav (A & R Tool)	MG GF LTD	1984	Preliminary	Water in Sewer in
t, Village Drive		Strip Pave (El Toro - Nve Ford)	MG GF LTD	1987	None	Sewer in No water in area
akeview Avenue		Strip Pave to Lake St. (VFW)	MG GF LTD	1990	None	Water needed Sewer in

RESIDENTIAL STREETS

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

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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

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

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
8.	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



Matanuska-Susitna Borough

P.O. BOX 1608, PALMER, ALASKA 99645 • PHONE 745-4801

PUBLIC WORKS DEPARTMENT

February 3, 1992

RECEIVED

FEB 10 1992

City of Wasilla, Alaska

Mr. John C. Stein, Mayor
City of Wasilla
290 E. Herning Avenue
Wasilla, Alaska 99687

Subj: Proposed Peck Street LID

Dear John:

In your January 17, 1992 letter, you asked if the Borough could join the City in upgrading Peck Street from Bogard Road north to Wasilla-Fishhook Road. The Borough's LID process is currently set so that each lot owner pays one share per lot of the LID cost. From the tax maps, there are four large parcels on the east side of the Peck Street right-of-way that could be included in a LID in comparison with 21 parcels on the City's side (west side of Peck Street right-of-way). For a LID to pass it must have a petition signed by more than 50% of the value of the property adjacent and then have no more than 49% of the total number of properties objecting.

Concerns about the design that have been noted by George Strother, Engineer Division Manager, are as follows:

- 1) There is no section line easement through Viewcrest Subdivision. The east portion of Lots 4 & 5 may need to be purchased for right-of-way. The house on Lot 5 may be in non-compliance with setback requirements if additional right-of-way is acquired, which may require purchase of the entire lot.
- 2) To have a reasonable intersection with Fishhook Road and Spruce Street, Peck Street would have to be radiused for a 90° intersection to Wasilla-Fishhook. The short radius shown on the vicinity map attached to your letter may not be adequate for intersection site distance. The final design may require a realignment of Spruce Street. The Wasilla-Fishhook Realignment public hearings by the State DOT are to be held in the City of Wasilla on March 3rd, and this intersection should

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Mr. John Stein
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be included in their design.

- 3) If Peck Street is to be considered a through collector road, the stop signs on Peck Street should be removed to make this a collector with 35mph traffic flow.
- 4) The separated bike/pedestrian trail may require quite a bit of additional right-of-way through this developed area. Does the City intend to acquire the right-of-way on the east side along the Catholic Church?

Currently, the Borough does not have any funds in its budget that could be used for construction of Peck Street. The Borough's CIP to the 1992 Legislature did include an item for \$1,000,000 of matching paving grants. If this matching fund is approved by the Legislature, the Peck Street project could be rated with other projects that have yet to be nominated to use this fund. The initial intent of this matching fund is that the fund would be used to pay no more than 50% of the cost, and the remaining cost must come from the local property owners or other fund sources.

Does the City have a cost estimate for this project, to include design, right-of-way, and construction? We would be interested in working with the City to improve the network of collector and arterial roads in the Borough.

Sincerely,


Donald L. Moore
Borough Manager

DLM:GS:vr

pw/vr/gs/a:stein

gs/a:stein