



CITY OF WASILLA

290 E. HERNING AVE.

WASILLA, ALASKA 99654-7091

PHONE: (907) 373-9050

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COUNCIL MEMORANDUM NO. 92-35

FROM: Mayor Stein

DATE: March 5, 1992

RE: 1992 Road Construction Recommendations

At their regular meeting February 25, 1992, the Wasilla Planning and Utilities Commission acted to recommend the following road projects for construction in 1992:

- (1) Utilize the \$48,000 state municipal grant for Peck Street to begin development of Peck Street arterial from Bogard Road to Fishhook Road.
- (2) Utilize the \$182,000 state municipal grant for highly visible projects, particularly the Lucille Street pedestrian/bike path.

Discussion preceding the Commission's action included the notion to use funds for projects with high traffic counts and funding support from local improvement districts.

There are presently two active road L.I.D. projects:

- (1) Naomi Street - Letter of interest received, preliminary engineering estimate = \$210,000.
- (2) Shadowood - Informal canvass complete, engineering in progress

Both the proposed L.I.D.'s would require some City funding. Naomi (residential street), if repaved to City standards, would require \$140,000 if the residents proposal to match 1/3 of the \$210,000 cost is approved. Shadowood includes about 1,000 feet of Nelson Avenue (collector street) requiring about \$50,000 of City participation.

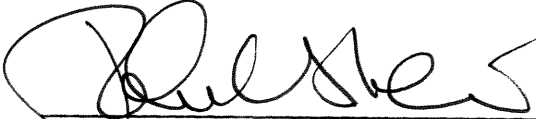
The Lucille Street pedestrian/bike trail was in 1988 estimated to cost \$240,000 for 5,930 feet of separated gravel-surfaced trail. It remains on this years C.I.P. grant request list. There is a question as to the use of the \$182,000 grant for the bike trail because the grant was written specifically for road paving.

Public Works road chief Larry Bridge reports that the highest maintenance gravel roads in descending order are Nelson Avenue, Peck Street, Glenwood Avenue and Crestwood Avenue.

Council has also had an opportunity to consider the list of "proposed Wasilla road projects" dated February 6.

Funding is extremely limited. MG 8/92-050 of \$48,000 is specifically for "Peck Street". MG 8/92-052 of \$182,000 is for "arterial/collector/neighborhood L.I.D." paving projects. It may be possible to use, say, \$100,000, from City fund balance. Additionally, \$30,000 from this years road upgrade budget has been allocated to Nelson Avenue and could be used for paving.

Deputy Administrator Bob Harris will offer a discussion at Monday's meeting. The Administration is seeking direction to proceed on projects for construction this summer.



John C. Stein, Mayor

Further to previously stated, MG 8100-000 of \$48,000 is available for "Peak Street", and 8100-000 of \$187,000 is available for "Arroyo/Arroyo/Arroyo L.I.D." paving projects. It may be possible to use, say, \$100,000, from City Fund Balance. Additionally, \$30,000 from this year's road upgrade budget has been allocated to Nelson Avenue and could be used for paving.

Deputy Administrator Bob Harris will offer a discussion at Monday's meeting. The Administration is seeking direction to proceed on projects for construction this year.



Bob Harris, Mayor

Abbreviations:

- MG - State Municipal Grant
- GF - City General Fund
- LID - Local Improvement District
- EDA - Economic Development Adm. Grant
- AAAT - Annual Average Daily Traffic

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

ARTERIAL STREETS

<u>Name</u>	<u>AAAT</u>	<u>Potential Description</u>	<u>First CIP Funding</u>	<u>Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Peck Street	1143	ROW, Extend to Fishhook, pave, Bike path, 4,400 ft.	MG GF	1987	Preliminary Cost Est.	Water part in New water loop No sewer demand
Glenwood Avenue	704	Regrade, pave Old Mat Road to Knik-Goose Bay 6,000 ft.	MG GF	1987	None	Sewer in No water
Lucille Street	5644	Widen shoulders or 4-lane, 6,000 ft.	MG GF	1992	None	No water No sewer
Lucille Trail		Pedestrian/Bike Trail 6,000 ft.	MG GF	1987	Preliminary Cost Est.	No water No sewer

COLLECTOR STREETS

<u>Name</u>	<u>AAAT</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Nelson Avenue	2648	Strip Pave 5,400 ft.	MG GF LID	1984	Preliminary	Water in Sewer Ext.
Crestwood Avenue		Strip Pave to Cache Dr. 3,500 ft.	MG GF LID	1987	None	No water or sewer demand



COMMERCIAL STREETS

<u>Name</u>	<u>AA/T</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Hallea Lane		Pave, path (hotel) 800 ft.	MG EDA GF LID	1990	None	Water needed Sewer in
Dana Avenue		Strip Pave (Rus Garage) 1,300 ft.	MG GF LID	1984	Preliminary	Water in Sewer in
Susitna Avenue		Pave, Knik-Goose Rav (A & B Tool) 2,500 ft.	MG GF LID	1984	Preliminary	Water in Sewer in
Mt. Village Drive		Strip Pave, 2,300 ft. (E.I. Toro - Nye Ford)	MG GF LID	1987	None	Sewer in NO water in area
Lakeview Avenue		Strip Pave to Lake St. (VFW), 1,300 ft.	MG GF LID	1990	None	Water needed Sewer in

RESIDENTIAL STREETS

<u>Name</u>	<u>AA/T</u>	<u>Description</u>	<u>Potential Funding</u>	<u>First CIP Year</u>	<u>Engineering</u>	<u>Water/Sewer</u>
Naomi Drive (LID) Should be 24 ft.		Widen, Re-pave 2,500 ft.	LID MG GF	1990	Preliminary	On-site Systems
Shadowood LID		Strip Pave Graybark, Lone Cub, Briar, with Nelson Ave. (above) 4,500 ft.	LID MG GF	1992	None	On-site Systems
Vaunda Avenue		Strip Pave, 3,600 ft.	LID MG GF	1992	None	On-site Systems
Selina Lane		Extend to Lucille Lane 1,500 ft.	LID MG GF	1990	Preliminary	Sewer in No water
Glenwood Avenue and Century Circle		Pave west of Knik-Goose Bay Road, 1,100 ft. (Senior Center)	LID MG GF	1987	Preliminary	Sewer in No water



CITY OF WASILLA
 APPROVED CAPITAL PROJECT NOMINATIONS FY92

RESULTED IN
 MG 8/92 052
 \$182,000

PROJECT NAME: Wasilla Paving

DESCRIPTION: Provide strip paving of arterial, collector and neighborhood L.I.D. projects including bike/pedestrian paths.

SKETCH ATTACHED (?)

JUSTIFICATION: Dust, poor road surfaces, high maintenance costs, bad drainage and absence of safe pedestrian routes restrict traffic and reduce quality of life. Road development is well behind traffic growth. Neighborhoods are willing to pay.

ANTICIPATED COSTS (if known)

TOTAL	\$ <u>1,500,000</u>	<u>100%</u>
ENGINEERING/ADMINISTRATION	\$ <u>150,000</u>	<u>10%</u>
LAND	<u>50,000</u>	<u>3%</u>
MATERIALS/LABOR/EQUIPMENT	<u>1,300,000</u>	<u>87%</u>
ANTICIPATED FUNDING, TOTAL	\$ <u>1,500,000</u>	<u>100%</u>
CITY	<u>60,000</u>	<u>4%</u>
MSB	<u>-0-</u>	<u>-</u>
STATE Legislative Grant	<u>990,000</u>	<u>66%</u>
SPECIAL ASSESSMENTS L.I.D.	<u>350,000</u>	<u>23%</u>
OTHER E.D.A. Grant	<u>100,000</u>	<u>7%</u>

ANTICIPATED SCHEDULE	START DATE	FINISH DATE
PLANNING	<u>March, 1991</u>	<u>June, 1991</u>
DESIGN	<u>July, 1991</u>	<u>December, 1991</u>
CONSTRUCTION	<u>June, 1992</u>	<u>October, 1992</u>

ANNUAL M & O COSTS ANTICIPATED \$ 15,000
 TO BE PAID BY: City general fund
 EXPECTED PROJECT LIFE 20 YEARS

NOMINATED BY: Council/Mayor DATE: 2-11-91

JCS/cia

RECEIVED

JUL 29 1991

**STANDARD AGREEMENT FORM
FOR MUNICIPAL GRANTS**

Dept. of Administration
Administrative Services

This agreement is executed between the State of Alaska, Department of Administration (Hereinafter called the "State"), and the City of Wasilla (Hereinafter called the "Grantee");

WITNESSETH that:

Whereas, the Grantee is willing to undertake the performance of this grant under the terms of this agreement;

Whereas, the Grantee has the authority under the State law or local charter to provide the services for which funds were appropriated;

Whereas, the State has the authority to enter into this agreement by AS 37.05.315;

Whereas, unexpended funding for this grant lapses on the five year anniversary date of July 1, 1996 if the project is not substantially underway or upon completion of the project if work is completed prior to the five year anniversary date or if substantial, ongoing work stops after the five year date is reached;

Whereas, the grant number is; 8/92-052

Whereas, the grant amount is; \$182,000.00

Whereas, the grant purpose is; Paving of Arterial/Collector/Neighborhood LID Projects

Whereas, the Grantee intends to use these funds as explained below;

Funds will be used for local road and street improvements including, but not limited to, use as partial matching funds to assist Local Improvement District (LID) street projects.

PROJECT: Lucile Street Pedestrian Pathway

SCOPE: This project shall consist of the construction of 5,930 lineal feet of gravel pathway from Swanson Avenue (downtown Wasilla) north to connect with the pathway constructed by the Matanuska-Susitna Borough in 1988. This project will provide a safer pedestrian walkway along Lucile Street which has become one of Wasilla's major arterial roads. This project shall also include the flattening of backslopes at the Spruce Avenue and Lucile Street Intersection. This intersection has very poor sight distances for traffic turning onto or off Lucile Street.

PRELIMINARY ESTIMATE:

1. Lucile Street Pedestrian Pathway, Gravel Pathway

Excavation and Embankment	\$ 106,000.00
Drainage Structures	6,500.00
Topsoil and Seeding	28,500.00
Illumination	12,000.00

2. Right-of-Way Acquisition

Slope Easements	\$ 5,000.00
Utility Relocation	10,000.00

Subtotal \$ 168,000.00

Engineering	\$ 33,600.00
Contingency	25,200.00
City Administration	8,400.00
Legal Fees	5,000.00

PRELIMINARY PROJECT ESTIMATE \$ 240,200.00

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 16,500.00

Subtotal \$148,460.00

City Administration \$ 7,500.00
Legal Fees and Advertising 4,500.00
Property Acquisition/Slope Easements 10,000.00

Recommended CIP Budget Request \$175,000.00 - \$185,000.00

Add-On - Inflation and Bonding Costs \$ 25,000.00

Total \$210,000.00

1/3 70,000
2/3 140,000

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

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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 Stielstra
for the majority of residents of Naomi Drive

cc. Mayor John Stein
Bob Harris
Wasilla City Council Members

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JUL 29 1991

Dept. of Administration
Administrative Services

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FOR MUNICIPAL GRANTS**

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Whereas, unexpended funding for this grant lapses on the five year anniversary date of July 1, 1996 if the project is not substantially underway or upon completion of the project if work is completed prior to the five year anniversary date or if substantial, ongoing work stops after the five year date is reached;

Whereas, the grant number is; 8/92-050

Whereas, the grant amount is; \$48,000.00

Whereas, the grant purpose is; Peck Street and Subdivision Feeder Roads Paving

Whereas, the Grantee intends to use these funds as explained below;

These funds are to be applied toward improvement to subdivision feeder/collector roads.

Council Comm 424

J



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

Mr. John Stein
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February 3, 1992

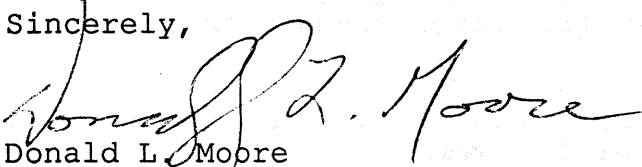
be included in their design.

- 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