



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99654-7091
PHONE: (907) 373-9050
FAX: (907) 373-9085

COUNCIL MEMORANDUM NO. 95-18

From: Mayor Stein
Date: February 8, 1995
Subject: One Time FY95 Budget Adjustment - Sales Tax Revenue


As auditor Mike Cook advised at the presentation of the FY94 audit, the City must make a one-time FY95 budget adjustment to account for one month of sales tax revenue. Finance estimates the amount of the adjustment to sales tax revenue as a positive \$340,000.

Administration has reviewed current operations and expenditures and respectfully requests that Council consider proposed Ordinance 95-11 which would appropriate the additional revenue to the ten accounts listed.

- (1) IM 95-08 attached explains the request for \$20,000 to offset extraordinary charges to the economic development account.
- (2) Because of the higher than normal snowfall, Public Works asks for \$12,000 to cover extra contract road sanding.
- (3) High snowfall has required additional loading and trucking of snow from the downtown area. \$10,000 is requested for contract snow removal.
- (4) The old Wasilla airport will come into City ownership this spring. Parks and Recreation staff asks for \$10,000 to provide limited facility development at the old airport site and at Wasilla Lake Park. \$10,000 is also requested as a contribution toward the proposed \$100,000 community playground project.
- (5) Exceptional snowfall has had an impact on airport operations as well. \$8,000 is requested for additional contract snow removal.
- (6) Although we have asked for a legislative grant to complete the Peck/Fishhook intersection, it likely will not be timely for summer 1995 construction. We respectfully ask for \$100,000 to be allocated to the CIP fund as a partial contribution to this \$320,000 phase of Peck Street (see Alaska Rim letter attached).
- (7) Bike paths have been proposed for Hallea Lane, the extension of the Lucille bike path from Nelson Avenue to the sidewalk at Swanson Avenue, Peck Street and Glenwood Avenue. \$75,000 would be allocated to bike paths in the CIP fund.

- (8) Glenwood Avenue collector improvements are expected to cost about \$500,000. A State grant of \$140,000 has been approved. Another grant of \$140,000 has been requested for FY96. City has allocated some \$70,000 in FY95. We ask that this additional \$50,000 be allocated to the CIP fund for Glenwood Avenue.
- (9) Design changes involving the retaining wall and unanticipated poor soil conditions caused cost overruns on the Nelson Avenue project. We ask that \$30,000 be allocated to cover these costs.
- (10) Ordinance No. 95-04 (hearing February 13, 1995) proposes a budget amendment for comprehensive planning contract services. We ask that \$15,000 from this sales tax adjustment fund that work rather than taking money from general fund fund balance.

Staff will be pleased to detail these adjustments at the hearing and during Council discussion.



John C. Stein, Mayor

Memorandum

DATE: December 15, 1994
TO: Mayor John Stein
FROM: Erling P. Nelson, Finance Director *EN*
RE: Extra Sales Tax Revenue, FY95
CC: Lee Wyatt; Dean Baugh

Per the FY94 Management Letter comment from our auditors, there is going to be a change in the way Sales Tax revenue is accounted for by generally accepted accounting standards effective for FY95. Through FY94, Sales tax revenue was accounted for on a cash basis, or put another way, as it was received. Now we will have to accrue the Sales Tax revenue through the end of June each year. The effect of this is that we will have one extra month of Sales Tax Revenue in FY95.

By averaging the months of June 1993 & 1994 we estimate the amount to be \$340,000.00. When we receive direction from your office as to how much you would like to appropriate to the FY95 Budget and for what purpose, we will prepare an appropriation ordinance for introduction at the next available City Council meeting.



CITY OF WASILLA

290 E. HERNING AVE.
WASILLA, ALASKA 99654-7091

Area Code (907)

Administration
Ph: 373-9055
Fx: 373-9085

Clerks Office
Ph: 373-9065
Fx: 373-9085

Finance
Ph: 373-9070
Fx: 373-9085

Library
Ph: 376-5913
Fx: 376-2347

Museum
Ph: 373-9071
Fx: 373-9072

Planning
Ph: 373-9074
Fx: 373-9085

Police
Ph: 373-9077
Fx: 373-9051

Public Works
Ph: 373-9095
Fx: 373-9085

Ph: _____
Fx: _____

INTERNAL MEMORANDUM

TO: Erling Nelson, Finance director
FROM: John C. Stein, Mayor
DATE: February 7, 1995

SUBJ: APPROPRIATION ORDINANCE - ONE-MONTH SALES TAX FOR FY95 -
APPROXIMATELY \$340,000 - ORDINANCE 95-11

Per your Memorandum of December 15, 1994, and the FY94 Management Letter, Administration recommends appropriation of the estimated one-month sales tax revenue of \$340,000 to the following accounts and projects:

- 1) 01.410.3401 \$20,000 Economic Development
Replenish Capital Move expenditures, allow for Iditarod support services, and publish Wasilla maps and brochures.
- 2) 01.431.2905 \$12,000 Contract Sanding - Roads
Unanticipated Winter Conditions
- 3) 01.431.2906 \$10,000 Contract Snow Removal - Roads
Unanticipated Winter Conditions
- 4) 01.450.3508 \$20,000 Playground equipment
Expanded recreational opportunities - Old Airport, Wasilla Wayside Park, Community Playground project contribution.
- 5) 19.465.2910 \$8,000 Contract Snow Removal - Airport
Unanticipated Winter Conditions
- 6) CIP Fund 02.405.9206 \$100,000 Peck St./Fishhook intersection
Fishhook Road/Spruce Street realignment (partial funding)
- 7) CIP Fund 02.405.9210 \$75,000 Bikepaths (design changes)
Hallea Lane, Lucille St./Nelson Ave., Peck St., Glenwood Ave.
- 8) CIP Fund 02.405.9214 \$50,000 Glenwood Avenue
Design/Construction upgrades
- 9) CIP Fund 02.405.9306 \$30,000 Nelson Avenue Paving/Bikepath
Unanticipated Engineering/Construction costs as a result of unfavorable soils conditions and engineering design changes.
- 10) CIP Fund 02.405.9325 \$15,000 Comp Plan upgrade additions

Please prepare an Appropriation Ordinance for the February 27, 1995 Council meeting.

8 February, 1995

Lee Wyatt, Deputy Administrator
City of Wasilla
290 E. Herning Avenue
Wasilla, AK 99654

Re: Cost Estimate for Peck / Fishhook Intersection

Dear Lee

Attached is the cost estimate for the Peck - Fishhook intersection as you had requested.

Prices are generally higher than those normally seen in your LID projects. That is because I am assuming that we will have to design and construct per ADOT standards. I have tried to keep the numbers reasonable, but I am making many assumptions. In general I am assuming that ADOT will take into consideration that Fishhook does not presently meet all of ADOT standards, and therefore it would not make sense to construct a 1000-foot stretch of 50 mph highway. On the other hand, I am assuming that they will be looking for a typical section similar to that proposed in their proposed "Project RS-0525(9)/53150." The estimates are based on those sections (which I will copy to you under separate cover), reasonably modified.

There are two construction prices which need to be considered:

1. following existing Fishhook alignment; and,
2. following the new proposed ADOT alignment.

ADOT comments for the Peck Street upgrade included a rough sketch from ADOT showing Fishhook upgraded along the existing alignment. Upgrading requires widening and flattening the superelevation. ADOT right of way is from "ditch to ditch." In other words, widening the road, even along the existing alignment, will require additional right of way. I do not know if ADOT considered that flattening the superelevation may change the acceptable speed around the curve. In other words, I do not yet know if we even can construct along the existing right of way as sketched by ADOT. For purposes of this estimate, I will assume that we can construct along the alignment as shown, but that does need to be confirmed. The ADOT sketch appears to imply that the road is to be widened on both sides of the centerline. I think that the intent would be best achieved by widening only to the North of the existing alignment, and that is how the cost estimate is based.

Since you would be spending a substantial sum of money on this project, we may want to look at the option of relocating the intersection north to match the proposed new ADOT alignment. That would allow the Peck intersection to be constructed in near-final form now, instead of having to rebuild it in a few years when Fishhook is realigned.

Both options will require property takes. If we should widen the existing alignment and not follow the new proposed ADOT alignment, then ADOT will need additional property when their project is constructed. We should at least identify the total take which will ultimately be needed.

In the estimates, I have assumed the following:

- ◆ no curb and gutter
- ◆ no drainage structures except culverts
- ◆ no sidewalks
- ◆ no lighting or signals
- ◆ no relocated underground utilities
- ◆ contingent sum for overhead electric relocate
- ◆ no budget for extending Peck to Fishhook

I was forced to guess at the cross sections which I used for quantity takeoffs. We do not have surveyed field data for Fishhook except at the proposed Peck street crossing. I'll transmit copies of those worksheets under separate cover.

There are two items in the estimates which will need to be verified. It is late in the evening, and I cannot document the guardrail unit price. I'll verify that tomorrow. The right of way acquisition cost is also undocumented. You probably have a better feel for that than I do. The two estimates that I included are based on 1.0 and 1.3 acres, Fishhook frontage.

Finally, there is a chance that we could save significant costs if ADOT would approve a design which generally follows the design criteria used for the existing Fishhook construction. In other words, if we could simply widen Fishhook at the existing outer edge elevation without regard to grade changes and without regard to providing standard shoulders and with a minimum foundation design, I think I could pare between 20 and 40 percent from the "Existing Alignment" option. I do not recommend that we attempt to do this unless and until we obtain a written commitment from ADOT that such a project would be acceptable.

I'm faxing the estimate as it stands because you indicated that you needed it soon. Call me after you have reviewed this and let me know how you want me to proceed.

Very truly yours,


Dick Lowman, p.e.
Principal Engineer

Peck - Fishhook Intersection Cost Estimate

2/8/95

Alaska Rim Engineering

No.	Item	Unit	U. price	Exist. Alignment		ADOT Alignment	
				Quantity	T. Cost	Quantity	T. Cost
20.02	Clear and grub	AC	6000.00	1	6,000	1	7,800
20.04	Usable excavation	CY	4.00	0	0	400	1,600
20.04	Unusable excavation	CY	4.00	2643	10,572	3317	13,268
20.05	Type II classified fill	ton	4.00	10700	42,800	14500	58,000
20.05	Type Ila classified fill	ton	6.00	2000	12,000	2000	12,000
20.06	F&I D1	ton	11.00	1780	19,580	1780	19,580
40.02	F&I AC, class C	ton	55.00	890	48,950	890	48,950
55.12	F&I 24" CMP, 16 ga	LF	30.00	100	3,000	100	3,000
70.15	Guardrail	LF	25.00	200	5,000	500	12,500
70.20	Traffic markings	LS		1	5,000	1	5,000
70.21	F&I standard signs	SF	60.00	50	3,000	50	3,000
70.50	Remove Guardrail	LS		1	2,500	1	2,500
90.10	Traffic maintenance	LS		1	10,000	1	10,000
90.20	Utility relocations (contingent)	LS		1	10,000	1	10,000
90.40	Material testing	LS		1	7,500	1	7,500
90.50	Construction surveying	LS		1	8,000	1	8,000
90.60	Mobilization	LS		1	10,000	1	10,000
	Subtotal construction				203,902		232,698
	Constr. contingency (@ %)	10			20,390		23,270
	Design (@ %)	7			14,273		16,289
	Contract Administration (@ %)	9			18,351		20,943
	City Admin. Expenses	2			4,078		4,654
	ROW Acquisition	LS			20,000		25,000
	Total project cost (rounded)				\$280,000		\$320,000