

Date of Action:	2.9.15	
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By:	T.M. It	

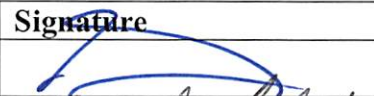
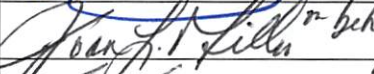


CITY COUNCIL ACTION MEMORANDUM

AM No. 15-08: Contract Amendment to Lounsbury and Associates in the amount of \$50,000 for 2015 Paving Engineering Services.

Originator: Public Works Director

Date: January 28, 2015

Agenda of: February 9, 2015

Route to:	Department Head	Signature	Date
X	Public Works Director		1/28/15
X	Finance Director		1/28/15
X	Deputy Administrator		1/28/15
X	City Clerk		1.28.15

Reviewed by Mayor Bert L. Cottle:

 01:28:2015

Fiscal Impact: yes \$50,000

Funds Available: yes

Account name/number: Road Paving-State/160-4320-432-45-64

Attachments: Lounsbury & Associates Proposal (2 pages)

Summary Statement: This contract amendment is proposed to extend the contract that was awarded in 2014 through AM 14-12 and RFP 0207-0-2014-AG. The administration is proposing the use of approximately \$500,000 of remaining state grant funds to pave additional roads within the city in 2015. Upon adoption of this action memorandum, engineering can get underway for the paving of gravel roads this summer.

Staff Recommendation: Adopt AM No. 15-08.

Lounsbury & Associates, Inc.

ESTABLISHED 1949

City of Wasilla
290 E. Herring Avenue
Wasilla, Alaska, 99654

January 15, 2015

Attention: Archie Giddings, P.E.
City Engineer

Regarding: Capital Improvements Project - Strip Paving
Proposed 2015 Engineering Budget

Dear Archie,

Based on the City's request to cap the engineering and construction budgets at \$500,000, Lounsbury has prepared a series of scenarios and assumptions to provide the City with an engineering budget for the 2015. Our experience in both strip paving of City streets in 2014 and our current designs of local gravel roads for the Borough provides us with an insight into possible construction cost scenarios. However, we must first consider two general scopes of work:

- A. Strip paving construction costs are approximately \$450,000/mile.
- B. Construction costs to upgrade a gravel road and bring it up to Matanuska-Susitna Borough Subdivision Construction Manual (MSB) street standards are approximately \$525,000/mile without paving.

The below descriptions are summarizations, grouping roads which were previously identified by the City as priorities, and their associated scopes with cost based on the above generalizations.

- Centurian Place and Heritage Drive have an approximate combined length of 0.78 miles which equates to a \$410K± construction budget to upgrade to a **MSB gravel street standard without paving**.
- Creekside Drive and Success Drive have an approximate combined length of 0.74 miles which equates to a \$333K± construction budget for a **strip pave surface upgrade** based on 2014 paving cost.
- Ashford Boulevard, Ridgewood Drive and Sunday Circle have an approximate combined length of 0.69 miles which equates to a \$333K± construction budget for a **strip pave surface upgrade**. *The cost of strip paving for these roads may be less due to the condition of the roads; however paving is a low priority until glaciation issues are addressed.*
- Lone Cub Drive, Hjellen Drive and Pioneer Drive have an approximate combined length of 0.84 miles which equates to \$380K± construction budget for a **strip pave surface upgrade**. *The cost to upgrade these roads may be greater due to the number of driveways along Lone Club and the lack of a competent structural section on Pioneer Drive.*



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- Kimberley Street, Melanie Avenue, and Southway Street have an approximate combined length of 1.15 miles which equates to a \$605±K construction budget to upgrade the existing gravel roads without surface paving.

Scenario 1 Centurian and Heritage

Finalize the design and prepare construction documents. I have estimated the engineering and construction oversight would be 8% of the construction cost, approximately \$32.8K±. Therefore, the total engineering and construction budget would be approximately \$442,800, with an 11% contingency to match the \$500,000 budget.

Scenario 2 Creekside and Success

Assembly strip paving plan set and provided construction oversight similar to 2014 work effort. Based on our last year's effort, a budget of \$36.2±K would be adequate. Therefore, the total engineering and construction budget would be approximately \$360,000 with a 28% contingency to match the \$500,000 budget.

Scenario 3 Ashford, Ridgewood and Sunday

Assembly strip paving plan set and provided construction oversight similar to 2014 work effort. Based on our last year's effort, a budget of \$36.2±K would be adequate. Total engineering and construction budget would therefore again be approximately \$360,000 with a 28% contingency to match the \$500,000 budget.

Scenario 4 Lone Cub, Hjellen and Pioneer

The estimated engineering and construction budget would be approximately \$450,000; an 85/15 ratio with construction and engineering, with a 10% contingency to match the \$500,000 budget.

Scenario 5 Kimberley, Melanie, and Southway

Lounsbury has completed the design survey for these three roads, but we have not begun design. The typical design budget for similar roads in the borough is approximately \$35,000/mile for engineering services only. I have eliminated this scenario from discussion.

I also am holding \$1,518.75 from engineering and \$7,155.00 from surveying services performed from last year (\$8,673.75) that I would like to be reimbursed for. This would reduce the 2015 project contingencies by approximately 2%.

Based on an average cost of engineering as outlined under the above scenarios, I believe an engineering budget of \$50,000 would afford us options and, flexibility to pick and choose any of the scenarios and possibly combine parts of several to make complete 2015 project. With the City's concurrence, we can begin to refine the scope of work and include the Contactor, GMG General, Inc. into these discussions so that we may have another successful construction season.

Sincerely,
Lounsbury & Associates, Inc.



C. Peter Curtis, PE
Project Manager