

Action:  Approved |  Denied |  Other  
 Date Action Taken: 6/23/2021  
 Verified By: [Signature]  
 Clerk's Note: Rauson & Harvey opposed

**City of Wasilla  
 Action Memorandum No. 21-30**

Contract Award To Big Dipper Construction In The Amount Of \$971,273 For The Base Bid For The City's Road Paving Program 2021-2022.

Originator: Public Works Director  
 Date: 6/16/2021

Agenda of: 6/28/2021

Route to:	Department Head	Signature	Date
X	Public Works Director	[Signature]	6/16/21
X	Finance Director	[Signature]	6-14-21
X	Deputy Administrator	[Signature]	6/16/21
X	City Clerk	[Signature]	6/16/21
X	Mayor	[Signature]	6/16/21

**Fiscal Impact:**  yes or  no

**Funds Available:**  yes \$971,273 FY2022

**Account name/number:** Road Paving/160-4320-432.45-21

**Attachments:** Bid Summary Sheet (1 page)  
 CIP Detail Sheet (1 page)  
 Project Description (11 pages)

**Summary Statement:** This contract award is in response to the City's Invitation to Bid No. 0519-0-2021/AG for the City's Road Paving Program 2021-2022. The scope of work for this contract includes drainage improvements, adjusting subgrade, and strip-paving gravel roads to provide a 20-foot wide, paved driving surface with 1-2 foot gravel shoulders. The roads under this contract include Ashford Blvd, Sunday Circle, Ridgewood Drive, Lake Street, Susitna Avenue, Creekside Drive, Creekside Lane, Success Drive, Kimberly Street, and Southway Street.

**Staff Recommendation:** Approve the Action Memorandum.

# BID TOTALS

ITB: 0519-0-2021/AG

Roads Paving 2021 - 2022

June 10, 2021 @ 2:00 pm

BIDDER	Granite Construction	Quality Asphalt	Western Construction	Northstar Excavation	Big Dipper
Base Bid	\$1,236,614.00	\$2,068,765.00	\$1,098,089.70	\$995,153.70	\$971,273.10
Add Alt 1	\$93,085.00	\$110,385.00	\$93,744.50	\$74,314.30	\$69,095.75
Add Alt 2	\$268,070.00	\$309,285.00	\$278,209.00	\$205,777.95	\$209,037.00

BIDDER					
Base Bid					
Add Alt 1					
Add Alt 2					

City Of Wasilla  
Capital Improvement Project Detail  
Fiscal Year 2022  
Through Fiscal Year 2025

Project Title:   
 Project Description:   
 Department/Div.:

Project Number:   
 (Assigned By Finance Department)

Ranking:   
 (Assigned By Administration)

**Project Narrative:**  
 This project improves existing gravel roads for future paving, improves drainage along existing roads, repairs paved road surfaces, and provides new pavement on gravel roads.



**Impact on Operating Budget:**  
 This project provides permanent repairs for drainage and falling pavement thereby eliminating the need for pumping flooded ditches and conducting pothole repairs. New pavement eliminates the need for summer time grading of gravel roads.

**Project Cost Summary**

**Expenditure Category:**

	Prior Budget	Project Expenditures To Date	Project Balance	Additions					Total CIP Cost
				Fiscal YR 2021	Fiscal YR 2022	Fiscal YR 2023	Fiscal YR 2024	Fiscal YR 2025	
Administration/OH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land	-	-	-	-	-	-	-	-	-
Design Services	-	-	-	-	15,000	15,000	15,000	15,000	60,000
Surveying	-	-	-	-	20,000	20,000	20,000	20,000	80,000
Construction	-	-	-	300,000	930,000	930,000	930,000	930,000	4,020,000
Construction Admin.	-	-	-	-	15,000	15,000	15,000	15,000	60,000
Inspections	-	-	-	-	20,000	20,000	20,000	20,000	80,000
Contingency	-	-	-	-	-	-	-	-	-
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 4,300,000</b>

**Funding Source Summary**

**Funding Sources:**

	Prior Budget	Project Revenue To Date	Project Balance	Additions					Total CIP Funding
				Fiscal YR 2021	Fiscal YR 2022	Fiscal YR 2023	Fiscal YR 2024	Fiscal YR 2025	
Local:									
Operating Transfers									
General Fund	\$ -	\$ -	\$ -	300,000	1,000,000	1,000,000	1,000,000	1,000,000	\$ 4,300,000
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 300,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 4,300,000</b>

Cost Beyond 5-Year Program:

**CITY OF WASILLA**  
**BID # ITB 0519-0-2021/AG**

**Paving 2021-22**

Typical structural section is 2" thick of AC and 3" thick of D-1. All asphalt widths are 20 feet wide. Reconditioning width is 26 feet unless different in each individual scope. D-1 quantities are estimated at 24 feet wide for all borrow surfaces to have enough for shouldering. Borrow 3" minus will be placed 6" thick over the reconditioning in locations layout out by the engineer. The resident gravel driveways that will get a two-foot paved wing out. The paved driveways will be cut back to a minimum as needed to facilitate proper tie in agreed upon by the engineer. Existing paved public approaches will be cut, tacked, and matched into. Cul-de-sac will be reconditioned to a 42 foot radius at 2% to drain side to side into the ditches. Repair unsuitable pavement is a few patches within the city limits that need cut & patched. All quantities by the ton are estimated with a 10% contingency. Contractors will be liable for any overruns above the below listed quantities unless added work is directed by the engineer above what is listed in the below scope of work.

Submittals required:

- 1) Asphalt mix design
- 2) D-1 sieve analysis
- 3) Culvert certification
- 4) Borrow IIA 3" minus

Traffic Control will need to be control around work activities and protect the hot mat until temperatures are acceptable to the engineer to allow vehicles on the fresh mat without damaging the new pavement. COW will perform our own striping at a later date. Culvert markers will be installed by COW. Asphalt saw cutting and removal will be incidental to 401(1) & 639 activities unless stated otherwise. Asphalt removal will be taken to an approved ADEC dump site which also includes any asphalt manufacture for recycle and out COW roads shop off E Centaur Avenue where we have a current stockpile. Utilities are present and required to call in locates at 811. Work around all utilities.

Staging of equipment will be within the COW Right of Way and will not block residential driveways. Any other private areas to stage equipment must have an agreement signed by the contractor and property owner to hold harmless any COW liability to damage to that property. Work times will be from 7am-9pm Monday through Saturday.

Contract dates will be from by the fiscal year July 1 until June 30. The contractor's CPM schedule will show a winter shutdown October 15 and restart in the spring after Memorial Day Weekend. These milestones are weather dependent and will be flexible based on climate year by year. Estimated contract amount less than \$1,300,000.

**N. Ashford Blvd & Sunday Cir & W Ridgewood Dr**

N Ashford Blvd is in north Wasilla off W Spruce Ave closest to N Church road. See vicinity and location maps.

This road is classified as residential subdivision sub-collector road. This road has good elevation, some existing ditches and culverts. Reconditioning will be needed to establish a new 2% crown and keep any existing super elevation in the horizontal curves for a total width of 28 feet. Borrow 3" minus will be place at the intersection of Sunday & Ashford to lift that area to create deeper ditches alone

with minor ditching. Two other public approaches will be paved just past the radius returns typical about 40 feet from the edge of Ashford. One concrete mailbox cluster will be lifted and reset to new grade. Ditching will be painted out by the engineer.

Estimated quantities: N. Ashford Blvd

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	250
301(1)	Aggregate Base Course, Grading D-1	Ton	950
303(1)	Reconditioning	Station	19.80
303(2.2)	Ditching (major)	LF	550
303(3)	Existing culvert inlet/outlet	Each	15
401(1)	Asphalt Concrete, Type II, Class B	Ton	560
639(1A)	Gravel Residence Driveway	Each	16
639(1B)	Paved Residence Driveway	Each	4
639(3)	Cul-se-sac	Each	1

Estimated quantities: Sunday Cir

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	265
301(1)	Aggregate Base Course, Grading D-1	Ton	300
303(1)	Reconditioning	Station	6.25
303(2.1)	Ditching (minor)	LF	250
401(1)	Asphalt Concrete, Type II, Class B	Ton	175
603(1-12)	12 Inch CSP	LF	40
639(1A)	Gravel Residence Driveway	Each	7
639(2)	Public Approach	Each	1
639(3)	Cul-se-sac	Each	1

Estimated quantities: W Ridgewood Dr

Spec	Description	Units	Quantity
301(1)	Aggregate Base Course, Grading D-1	Ton	510
303(1)	Reconditioning	Station	10.60
303(2.1)	Ditching (minor)	LF	1,000
303(2.2)	Ditching (major)	LF	175
303(3)	Existing culvert inlet/outlet	Each	16
401(1)	Asphalt Concrete, Type II, Class B	Ton	300
639(1A)	Gravel Residence Driveway	Each	4
639(1B)	Paved Residence Driveway	Each	15
639(2)	Public Approach	Each	1

### **S Lake St & E Susitna Avenue**

S Lake St & E Susitna Avenue is located off the east side of Lucille Lake. See vicinity and location maps.

**S Lakes St:** Reconditioning establish a new 2% crown. Borrow 3" minus will be used in two locations by the COW parking area to the boat launch and by Carter park and E Parks Ave intersection. Public approaches are Lakes & Susitna. Most minor ditching is on the east. Few existing cross pipes need inlet and outlet cleaning and ditching around them. One 10-foot lineal piece of culvert will be removed at intersection of Park & Lakes.

#### **Estimated quantities: S Lake St**

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	850
301(1)	Aggregate Base Course, Grading D-1	Ton	725
303(1)	Reconditioning	Station	14.78
303(2.1)	Ditching (minor)	LF	1,200
303(2.2)	Ditching (major)	LF	550
303(3)	Existing culvert inlet/outlet	Each	7
401(1)	Asphalt Concrete, Type II, Class B	Ton	430
639(1A)	Gravel Residence Driveway	Each	13
639(1B)	Paved Residence Driveway	Each	4
639(2)	Public Approach	Each	2

**E Susitna Avenue:** E Susitna Avenue is an already rap section. Rap is unraveled and can be reconditioned and left in place. Minor ditch will be required down Willow & Knik laid out by the engineer. 18" pipe will be used as cross pipes on Willow & Knik.

#### **Estimated quantities: E Susitna Avenue**

Spec	Description	Units	Quantity
301(1)	Aggregate Base Course, Grading D-1	Ton	540
303(1)	Reconditioning	Station	10.40
303(2.1)	Ditching (minor)	LF	1,340
401(1)	Asphalt Concrete, Type II, Class B	Ton	325
603(1-18)	18 Inch CSP	LF	90
639(1A)	Gravel Residence Driveway	Each	4
639(1B)	Paved Residence Driveway	Each	4
639(2)	Public Approach	Each	5

### **Creekside Dr & Creekside Ln:**

Creekside Dr & Creekside Ln is located south off Glenwood off Palmer-Wasilla Extension near KGB.

This area is a residential subdivision. Borrow 3"minus will be used to lift the road the first ~250 feet. Intersection existing cross pipe will be re-established with major ditching. Excess material will be placed in a berm at the end of Creekside Dr past the cul-de-sac. Minor ditching will need to be re-established to a minimum of 12" deep prior to D-1 & asphalt placement with 2:1 fore slope and 1.5:1 back slopes max or 2:1 if room allows. Foreslopes may be fattened in fill locations to discard waste from ditching activities as long as we can determine ROW lines in the field or get non-objection letters

from residents. Four driveways get culverts and one 12" cross culvert. The cul-de-sac on the back side of Creekside Drive is substandard and treated like an offset T into the existing driveway to the south.

**Estimated quantities: Creekside Drive & Creekside Lane**

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	240
301(1)	Aggregate Base Course, Grading D-1	Ton	1215
303(1)	Reconditioning	Station	25.35
303(2.1)	Ditching (minor)	LF	400
303(2.2)	Ditching (major)	LF	800
303(3)	Existing culvert inlet/outlet	Each	2
401(1)	Asphalt Concrete, Type II, Class B	Ton	790
603(1-12)	12 Inch CSP	LF	122
639(1A)	Gravel Residence Driveway	Each	22
639(1B)	Paved Residence Driveway	Each	3
639(2)	Public Approach	Each	1
639(3)	Cul-se-sac	Each	2

**W Success Dr & N Kimberly St & N Southway St:**

W Success Dr is located off Church just up from Museum. N Kimberly St & Southway St are located off Museum behind NC Cat. See location maps.

W Success Dr and the intersection of Church for the first portion we will be using Borrow 3" minus to lift that section and some minor ditching to help flooding issues there. Some existing culverts have buried ends and about 11 driveways need culverts.

**Estimated quantities: W Success Dr**

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	380
301(1)	Aggregate Base Course, Grading D-1	Ton	725
303(1)	Reconditioning	Station	15.15
303(2.1)	Ditching (minor)	LF	300
303(3)	Existing culvert inlet/outlet	Each	6
401(1)	Asphalt Concrete, Type II, Class B	Ton	430
603(1-12)	12 Inch CSP	LF	270
639(1A)	Gravel Residence Driveway	Each	16
639(1B)	Paved Residence Driveway	Each	8

N Kimberly St has one area for the Borrow 3" minus to be lifted to help create deeper ditches in an existing sag curve. Four driveways get new culverts.

**Estimated quantities: N Kimberly St**

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	100
301(1)	Aggregate Base Course, Grading D-1	Ton	1055
303(1)	Reconditioning	Station	22.05
303(2.1)	Ditching (minor)	LF	200
303(2.2)	Ditching (major)	LF	0
303(3)	Existing culvert inlet/outlet	Each	11
401(1)	Asphalt Concrete, Type II, Class B	Ton	630
603(1-12)	12 Inch CSP	LF	114
603(1-18)	18 Inch CSP	LF	0
603(1-24)	24 Inch CSP	LF	5
639(1A)	Gravel Residence Driveway	Each	30
639(1B)	Paved Residence Driveway	Each	7
639(2)	Public Approach	Each	1
639(3)	Cul-se-sac	Each	0

**N Southway St** a residential road. Four driveway culverts get installed. Two 18" cross culverts.

**Estimated quantities: N Southway St**

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	185
301(1)	Aggregate Base Course, Grading D-1	Ton	755
303(1)	Reconditioning	Station	15.75
303(2.1)	Ditching (minor)	LF	185
303(3)	Existing culvert inlet/outlet	Each	4
401(1)	Asphalt Concrete, Type II, Class B	Ton	450
603(1-12)	12 Inch CSP	LF	144
603(1-18)	18 Inch CSP	LF	80
639(1A)	Gravel Residence Driveway	Each	19
639(1B)	Paved Residence Driveway	Each	1

**Lone Cub – Turk - Somerset**

Lone Cub – Turk – Somerset is located off Lucus & Nelson and loops up and around to Graybark back down to Nelson. See location maps.

Lone Cub gets lifted in two location to help channel flow and create ditches along with minor ditching. The road is a residential through street with Turk and Somerset as dead end culdesacs off of Lone Cub. There was some E-1 placed so reconditioning should be easier on this road.



Estimated quantities: W Lone Cub

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	615
301(1)	Aggregate Base Course, Grading D-1	Ton	1435
303(1)	Reconditioning	Station	30.00
303(2.1)	Ditching (minor)	LF	1,900
303(2.2)	Ditching (major)	LF	400
303(3)	Existing culvert inlet/outlet	Each	4
401(1)	Asphalt Concrete, Type II, Class B	Ton	850
603(1-12)	12 Inch CSP	LF	336
603(1-18)	18 Inch CSP	LF	40
639(1A)	Gravel Residence Driveway	Each	25
639(1B)	Paved Residence Driveway	Each	9

E Somerset Cir gets lifted with Borrow 3" minus to help create deeper ditches with some minor ditching also.

Estimated quantities: E Somerset Cir

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	275
301(1)	Aggregate Base Course, Grading D-1	Ton	155
303(1)	Reconditioning	Station	3.25
303(2.1)	Ditching (minor)	LF	240
303(3)	Existing culvert inlet/outlet	Each	1
401(1)	Asphalt Concrete, Type II, Class B	Ton	95
639(1A)	Gravel Residence Driveway	Each	3
639(1B)	Paved Residence Driveway	Each	2
639(2)	Public Approach	Each	1
639(3)	Cul-se-sac	Each	1

W Turk Cir gets the first part lifted with Borrow 3" minus and some minor ditching to help channelize the water down to Lone Cub. Two driveways get culverts.

Estimated quantities: W Turk Cir

Spec	Description	Units	Quantity
203(18)	Borrow, Type IIA	Ton	165
301(1)	Aggregate Base Course, Grading D-1	Ton	190
303(1)	Reconditioning	Station	4.00
303(2.1)	Ditching (minor)	LF	495
401(1)	Asphalt Concrete, Type II, Class B	Ton	115
603(1-12)	12 Inch CSP	LF	50
603(1-18)	18 Inch CSP	LF	50
639(1A)	Gravel Residence Driveway	Each	5
639(1B)	Paved Residence Driveway	Each	1
639(2)	Public Approach	Each	1
639(3)	Cul-se-sac	Each	1

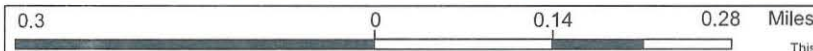


# N Ashford Blvd & Cir & W Ridgewood Dr & Sunday Cir



- Legend**
- Road Mileposts
  - Roads
    - Highway
    - Major Road
    - Medium Road
    - Minor Road
    - Ramp
    - Primitive Road
    - Private Road
  - Alaska Railroad
  - Mat-Su Borough Boundary
  - Incorporated Cities
  - Parcels
  - Government Lot Lines
  - Lakes and Rivers
  - Streams
  - 100 year Flood Zone
  - Section Lines

1:9,028



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**Notes**  
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# S Lake St & E Susitna Ave W of KGB



- Legend**
- Road Mileposts
  - Roads**
    - Highway
    - Major Road
    - Medium Road
    - Minor Road
    - Ramp
    - Primitive Road
    - Private Road
  - + Alaska Railroad
  - ▭ Mat-Su Borough Boundary
  - ▭ Incorporated Cities
  - ▭ Parcels
  - Government Lot Lines
  - Lakes and Rivers
  - Streams
  - 100 year Flood Zone
  - Section Lines

1: 9,028

0.3 0 0.14 0.28 Miles  
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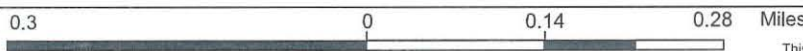


# E Creekside Dr & E Creekside Ln



- Legend**
- Road Mileposts
  - Roads**
    - Highway
    - Major Road
    - Medium Road
    - Minor Road
    - Ramp
    - - Primitive Road
    - - Private Road
  - + Alaska Railroad
  - ▭ Mat-Su Borough Boundary
  - ▭ Incorporated Cities
  - ▭ Parcels
  - ▭ Government Lot Lines
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  - ▭ Streams
  - ▭ 100 year Flood Zone
  - ▭ Section Lines

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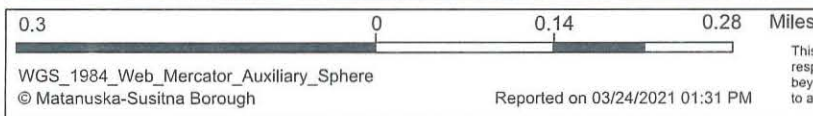
# W Success Dr & N Kimberley St & N Southway St



**Legend**

- Road Mileposts
- Roads**
  - Highway
  - Major Road
  - Medium Road
  - Minor Road
  - Ramp
  - - Primitive Road
  - - Private Road
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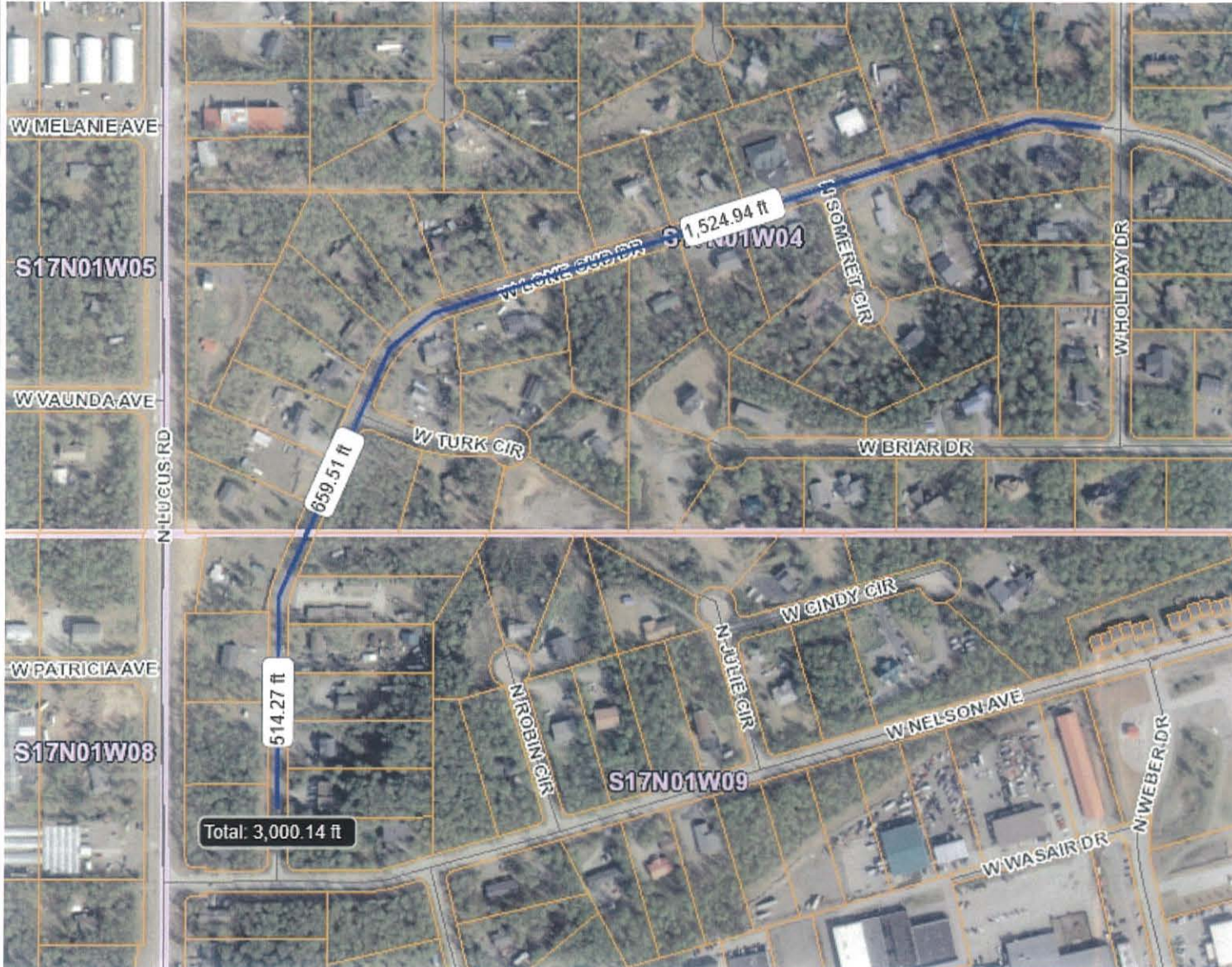
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# W Lone Cub Dr



- Legend**
- Road Mileposts
  - Roads**
    - Highway
    - Major Road
    - Medium Road
    - Minor Road
    - Ramp
    - Primitive Road
    - Private Road
  - + Alaska Railroad
  - ▭ Mat-Su Borough Boundary
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  - ▭ Streams
  - ▭ 100 year Flood Zone
  - ▭ Section Lines

1: 9,028

0.3      0      0.14      0.28      Miles

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