



## MEMORANDUM

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CC-24-016

**Resolution 24-008, A Resolution of the City Council of Homer, Alaska Authorizing a Change Order in the Amount of \$25,000 to Kinney Engineering, LLC's Task Order No. 22-04 for the Heath Street Pavement Restoration Project and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Public Works Director.**

**Item Type:** Backup Memorandum  
**Prepared For:** City Council  
**Date:** November 16, 2023  
**From:** Janette Keiser, PE, Public Works Director/City Engineer  
**Through:** Rob Dumouchel, City Manager

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### I. Issue:

The purpose of this Memorandum is to request authorization to issue a change order to Kinney Engineering's Task Order 22-04, relating to the Heath Street Pavement Reconstruction Project, for increased costs to design a specialized pedestrian crossing.

### II. Background:

Resolution 22-073 authorized a Task Order to Kinney Engineering, LLC ("Kinney") to design the Heath Street Pavement Restoration Project. The scope of work was confined to the existing geometry of the road; that is, we did not contemplate changing the existing road grade or alignment. However, one day we participated in a walk-around with folks from the Independent Living Center ("ILC"). This walk took us from the ILF office on Pioneer Avenue through the Poopdeck Trail system to the sidewalk on Hazel Avenue, which ends at the intersection of Heath Street. The ILC folks opined that the intersection of Hazel Avenue with Heath Street is not only non-compliant with ADA requirements, it is dangerous for pedestrians because the sidewalk ends abruptly, vehicles speed around the smoothly curved corner from Heath Street onto Hazel Avenue, and there is no ramp that allows wheelchairs or strollers to safely cross Heath Street to the Post Office. We realized this important pedestrian crossing point needed to be remedied.

I worked with Kinney to research possible solutions. Engineering a solution was challenging because it is a mid-block crossing, which sits at one of the steeper portions of the road, and ties into an existing sidewalk on the east side of Heath Street. We needed to balance issues relating to visibility, slope, and

other geometrical constraints. We eventually settled on a design, which would make the following improvements:

- a. Provide an ADA-compliant “landing” for the Hazel Avenue sidewalk where it meets Heath Street. This will give pedestrians, wheelchairs and strollers a safe place to cross.
- b. Reduce the radius of the curve that flows south from Heath Street to Hazel Avenue. This will require drivers to reduce speed as they go around the curve.
- c. Install a painted mid-block crosswalk from the modified sidewalk on the east side of Heath Street. This will give pedestrians a safe space in which to cross the street and provide for ADA-compliant ramps from the sidewalks to the streets.
- d. Install a Rectangular Rapid Flashing Beacon (“RRFB”) at the crosswalk. This will increase the visibility of the crosswalk. One of the primary comments about crosswalks from motorists during the Transportation Outreach, was that the crosswalks needed to be more visible. The flasher on the beacon will be activated by a controller mounted at the beginning of the crosswalk on both sides of the street.

These improvements will be made at the time the Heath Street Pavement Reconstruction Project is constructed, hopefully within the next couple of years. They will substantially increase pedestrian safety at that location. Further, the engineering solutions developed for this intersection can be replicated at other locations. This is one reason a line item for “ADA Upgrades to Existing Sidewalks” was inserted into the Road Financial Plan, the HART Fund’s budget planning document.

We also asked Kinney to do a closer inspection, including taking video camera images of the interior of the existing Heath Street storm drain. This was important because it helped us understand the condition of the storm drain and make a decision about whether it needed to be replaced.

Kinney’s itemized costs for this extra work, which is outside of the company’s original scope, is \$10,751.25 for the intersection/crosswalk modifications and \$5,430 for the storm drain inspection, for a total of \$16,181.25. We are asking for a small contingency to cover other unforeseen circumstances.

Ordinance 23-62 appropriated \$25,000 from the HART Roads Fund to complete the design of the Heath Street Pavement Restoration Project.

**III. RECOMMENDATION:** That the City Council authorize a change order to Kinney Engineering’s Task Order No. 22-04, related to the Heath Street Pavement Restoration Project, in the amount of \$25,000.