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**CITY OF HOMER
HOMER, ALASKA**

City Manager
Public Works Director

RESOLUTION 23-090

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA APPROVING A TASK ORDER TO KINNEY ENGINEERING, LLC IN THE NOT TO EXCEED AMOUNT OF \$60,000 FOR THE DESIGN OF THE SVEDLUND AVENUE SIDEWALK FROM PIONEER AVENUE TO FAIRVIEW AVENUE AND AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The FY24 Capital Budget includes The FY 24 Capital Budget includes \$75,000 from the HART Roads Fund to design the Svedlund Avenue Sidewalk, which is planned to extend from Pioneer Ave. to Fairview Ave; and

WHEREAS, Kinney Engineering, LLC (Kinney) and HDL Engineering (HDL) were invited to submit proposals for the design work and Kinney's proposal was more highly rated because it:

- a. Comprehensively showcased the firm's familiarity with Svedlund Avenue and the neighborhood it serves;
- b. Clearly demonstrated that the firm had done its homework by offering thoughtful analyses of existing conditions, which will make design and construction of this sidewalk challenging; and
- c. Kinney will perform most of its work with local staff, thereby supporting a local small business and creating efficiencies in the work; and

WHEREAS, Kinney proposed an estimated cost of \$56,339 and HDL proposed an estimated cost of \$52,093, both paid on a time and materials basis; and

WHEREAS, Pursuant to Homer's Procurement Code, procurement of engineering services is not a low bid process; and


WHEREAS, The task order for Kinney Engineering in the amount of \$60,000 includes \$56,339 and a \$3,661 contingency in the event that questions arise during bidding or construction, we can call the firm for guidance.

NOW THEREFORE BE IT RESOLVED that the Homer City Council hereby authorizes issuance of a Task Order to Kinney Engineering, LLC., in the Not to Exceed amount of \$60,000 to design the Svedlund Avenue Sidewalk.

PASSED AND ADOPTED by the Homer City Council this 11th day of September, 2023.

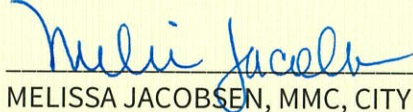
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CITY OF HOMER



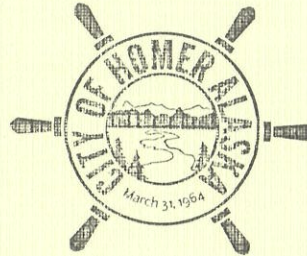
KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: FY24 Capital Budget





MEMORANDUM

Resolution 23-090, A Resolution of the City Council of Homer, Alaska Approving a Task Order with Kinney Engineering, LLC in the Amount of \$60,000 for the Design of Svedlund Avenue Sidewalk from Pioneer Avenue to Fairview Avenue. City Manager/Public Works Director.

Item Type: Backup Memorandum
Prepared For: City Council
Date: August 22, 2023
From: Janette Keiser, PE, Public Works Director/City Engineer
Through: Rob Dumouchel, City Manager

- I. **Issue:** The purpose of this Memorandum is to recommend the award a Task Order to Kinney Engineering, LLC to design the Svedlund Avenue Sidewalk.
- II. **Background:** The FY 24 Capital Budget includes \$75,000 from the HART Roads Fund to design the Svedlund Avenue Sidewalk. The sidewalk would extend from Pioneer Ave. to Fairview Ave.

Kinney Engineering, LLC (Kinney) and HDL Engineering (HDL) were invited to submit proposals for the design work. While both firms are equally qualified, Kinney's proposal was more highly rated because it comprehensively showcased the firm's familiarity with Svedlund Avenue and the neighborhood it serves. It also clearly demonstrated that the firm had done its homework by offering thoughtful analyses of existing conditions, which will make design and construction of this sidewalk challenging. Kinney will perform most of its work with local staff, thereby supporting a local small business and creating efficiencies because the locals can regularly visit the site to verify as-builts, consult with City staff or property owners, and otherwise fine-tune their work in progress.

Kinney and HDL both provided cost proposals. Kinney proposed an estimated cost of \$56,339 and HDL proposed an estimated cost of \$52,093, both paid on a time and materials basis. Pursuant to Homer's Procurement Code, procurement of engineering services is not a low bid process. Kinney's price includes the survey, which will also be performed by a local firm, but not services during bidding or construction. We suggest that a small contingency be added so that if questions arise during bidding or construction, we can call the firm for guidance.

- III. **RECOMMENDATION:** That the City Council award a Task Order to Kinney Engineering, LLC., in the Not To Exceed amount of \$60,000.



August 21, 2023

Janette ("Jan") Keiser, JD, PE
Director of Public Works
City of Homer
3575 Heath Street
Homer, Alaska 99603

Delivered via email to: JKeiser@ci.homer.ak.us

Subject: Svedlund Street Sidewalk Design Fee Proposal

Dear Ms. Keiser:

We at Kinney Engineering are keenly aware of how important trails and walkways are to Homer residents. This knowledge comes from designing several key street projects in Homer that included sidewalks and trails as essential parts of the project design. In addition, we designed the northern part of the Homer Spit Trail and the spur trail to the Cruise Ship dock, both of which are heavily used by walkers and cyclists. However, Homer's non-motorized transportation preferences were evident during our most recent on-going work on the *Homer Master Transportation Plan* in which the Homer community clearly prioritized bicycle/pedestrian mobility and safety solutions to be tantamount with, and perhaps even paramount to motorized vehicle planning elements.

For this project, we understand that the City of Homer (COH) is planning to construct a sidewalk on one side of Svedlund Street, from Pioneer Avenue to Fairview Avenue (approximately 1,100 feet). Additional details of the project are:

- The sidewalk should connect to the traveled way so that the proposed work may be cost effectively built on the existing roadway embankment to minimize drainage, utility, and right of way (ROW) impacts.
- During design, it will be determined which side of the street the sidewalk will be built. Factors to consider will include ROW, utilities, and drainage, as well as pedestrian travel patterns.
- The goal is to design the facility in 2023 with construction following in 2024.

Kinney Engineering (KE) has thoroughly investigated this proposed project and we have prepared the following summary to highlight our understanding of the important project considerations.

Key Objectives

Objective: Improve pedestrian mobility and safety

On a recent site visit, an elderly person using a walker was observed traveling south in the roadway to reach the sidewalk connections on Pioneer Avenue (Figure 1 on page 2). This is a common occurrence on many of Homer's roadways, but especially prevalent on Svedlund Street as it is centrally located and serves several large Homer Senior Citizens Inc. properties. In fact, while attending the Trail Symposium in Homer during October 2022, we noted that a Svedlund pathway received a lot of community support for going forward.

In addition to the senior housing and community center, there are also two neighborhood connecting streets, Herndon Street and Lee Street on the west side. Adding to the pedestrian demand on Svedlund Street are two trail connections on the east side, one at Lee Street and one at Fairview Avenue (shown in Figure 3 on page 3). From our site observations, we expect the greater pedestrian demand to be from the west side of Svedlund Street and this factor should be considered in selecting which side of the roadway to locate the new sidewalk. Pedestrians are most likely traveling to/from the destinations and businesses along Pioneer Avenue and the Sterling Highway.



Figure 1: Svedlund St (east side looking south to Pioneer Ave)



Figure 2: Svedlund Street (west side, looking north)

With senior citizens as a key user, it is essential that the facility conforms to Americans with Disabilities Act standards. This is complicated by the 8+% street grades which, similar to our recent Heath Street project, will require detail grading plans.

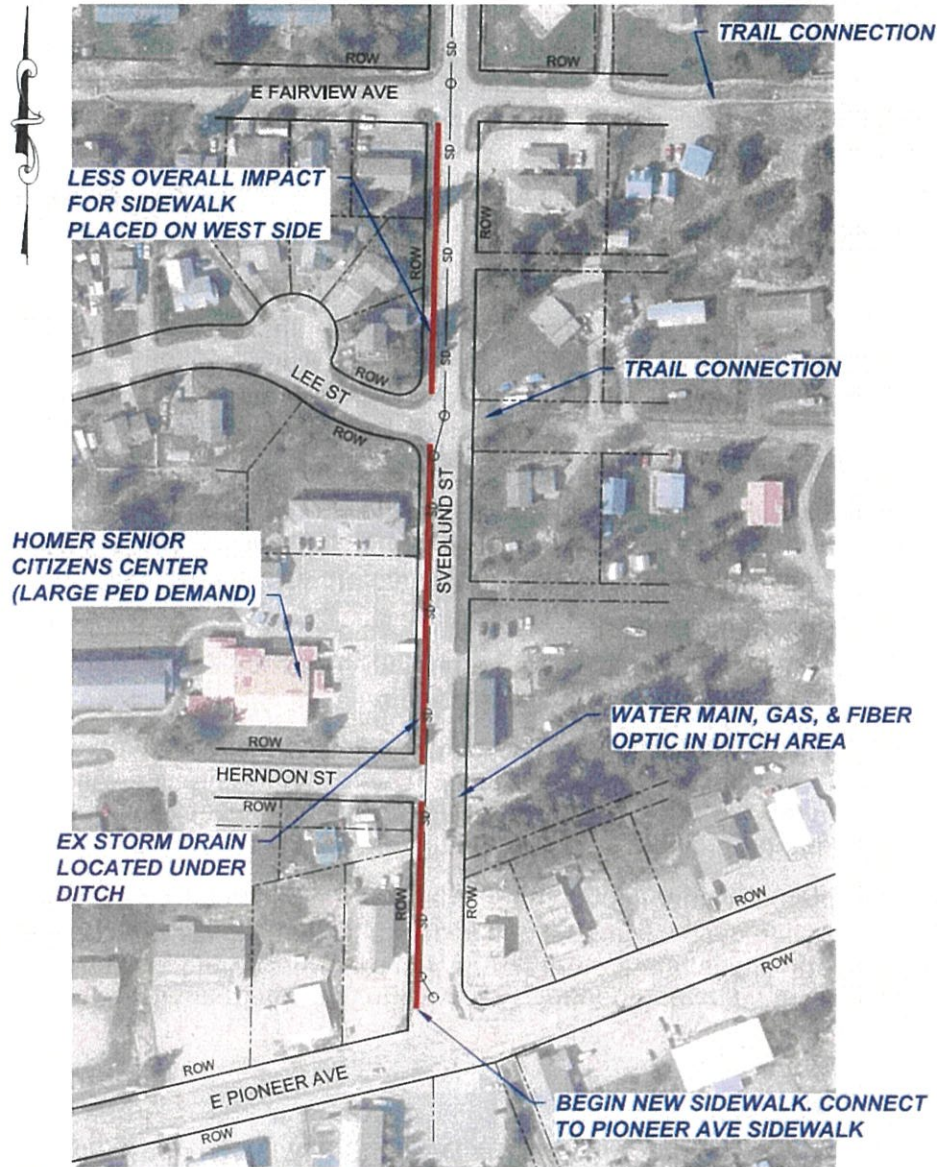


Figure 3: Aerial View of Svedlund Street

Objective: Minimize impacts

The potential impacts of the new sidewalk construction appear to be less on the west side of Svedlund Street because of drainage and utility impacts:

- KE reviewed the Svedlund Street as-builts and they provided insight into the possible drainage impacts of constructing the new sidewalk. There is an existing storm drain main pipe for the entire length of Svedlund (Figure 3). It runs in the middle of the street between Fairview Avenue and Lee Street and then is aligned on the west side ditch for the bottom two-thirds of the street length. This location of the existing storm drain piping lends itself to

more easily constructing a west side sidewalk and tying any new drainage inlet structures into the existing storm drain system with minimal roadway trenching for lead-in pipes. Based on visual observation, the gravel shoulder widths appear wider and ditching foreslopes/backlopes less severe on the west side of the street.

- The east side of Svedlund Street contains several utilities within the shoulder/ditching area including gas, fiber optic, and a water main. There are also overhead electric and communication utility poles with underground connections on the east side to consider. As such, an east side path may require relocation of gas, communication, or electric utility facilities which would be time consuming and costly to the project.
- We have reviewed ROW maps and property plats and there appears to be adequate space for a sidewalk on either side of Svedlund Street.

Objective: Design Cost-Effective improvements

The new sidewalk should be attached to a new curb and gutter section that matches the existing roadway paved surface. This strategy minimizes path width impacts and allows a ditch to be formed outside of the path to reestablish current drainage patterns for the runoff outside of the street ROW. The surface should be asphalt-concrete pavement with a desirable width of 6 feet, though that can be reduced to 5 feet to minimize width impacts and costs.

Construction of curb and gutter will require consideration of several new storm drain inlet structures to intercept gutter flows resulting from roadway drainage. These can be tied into the existing storm drain main pipe at appropriate locations with lead-in pipes tapping into an existing manhole.

At the two west side street approaches there should be ADA compliant curb ramps designed with detectable warnings. New striping should be placed on the Svedlund Street shoulder and side streets, and new signing considered to replace damaged street signs.

Utility access boxes, posts, and cabinets must be worked around or adjusted as necessary, along with manhole frame adjustments as needed. Depending on the side selected for the sidewalk location, we would also consider a curb ramp, striping, and signing for a mid-block pedestrian crossing to accommodate user demand from both sides of Svedlund Street.

Improvements can likely be built with a pavement cut in the middle of the adjacent travel lane to minimize traffic impacts and construction costs. The goal of this design is to minimize both design and construction costs for the City and limit change orders or design revisions during the construction phase. KE can perform a "value engineering" review with the City at any time to make sure we are meeting the needs of this important project.

Scope of Services

Final sidewalk design and alternatives will be developed in the Design Study Memo and Plans, Specifications, and Estimate (PS&E) documents to the City's standards and satisfaction. We know the City's requirements very well because of our long history of providing design for many successful Homer projects over the years, our very recent PS&E design experience on several of Homer's major streets, and of course our local Homer office location and presence.

Our team's professional civil engineering and land survey services will include the following items outlined below.

Land Surveying Services

- Topographic survey of the project area.
- Survey control plan sheet for the bid package.

Civil Engineering Services

- Brief design study memo, including analysis of sidewalk location (to be determined before initiating survey work).
- Design PS&E for new sidewalk construction.
 - 19 total sheets. Cover, Key Map & Notes, Legend & Abbreviations, Survey Control, Estimate of Quantities, Pay Item Summary Tables, Typical Sections, Roadway & Storm Drain Plan/Profile (3), Grading Plans (2), Signing & Striping (2), Sign Summary, Traffic Control Notes, Road & Storm & Sign Details (3).
 - The Grading Plans are necessary on this project due to the steep grades (8.6%) and ADA curb ramp features as seen recently on our Heath Street Rehabilitation project.
- DOT&PF approach permitting for south end of the project at Pioneer Avenue.

Deliverable Products

- Design Study Memo
- 11"x17" PDF file with plan sheets of the 95% and 100% signed drawings level.
- PDF file with cost estimate at the 95% and 100% level.
- PDF/Word file with technical specifications at the 95% and 100% level.
- DOT&PF approach permit.

Project Staff

Our proposed staff members for this project are remarkably familiar with Homer area projects and the City's needs on these types of design contracts. The plurality, if not the major of work hours on this project will be performed by Homer residents.

- **Randy Kinney, PE, PTOE.** Randy will be the Project Manager and main line of communication on the project status and deliverables. He has been involved in all 2022 City of Homer KE term contract projects.
- **Leon Galbraith, PE.** Leon will be the Project Engineer and responsible for development of the project design and deliverables. He has been involved in all 2017 and 2022 City of Homer KE term contract projects, including the recent Bay Avenue Rehab, Heath Street Rehab, and the Transportation Master Plan Updates. Leon has also been the design engineer on numerous recent smaller task orders for the City's various engineering needs. He manages our KE Homer office.
- **Bill Paddock.** Bill will be the Designer and responsible for geometric design and ACAD setup of the project deliverables. He has also been involved in all 2022 City of Homer KE term contract projects, including the recent Bay Avenue Rehab and Heath Street Rehab.
- **Margaret Devlin.** Margaret will be the Technician and responsible for assisting Bill with geometric design and AutoCAD on the project deliverables. As a Homer resident, she will be available to assist with any necessary field work. She has been involved in most 2022 City of Homer KE term contract projects, including the recent small task orders and construction inspection services.

- **Steve Smith, PLS.** Survey will be provided by Steve with the local Homer firm, Geovera, LLC.

Assumptions

In preparing our fee estimate for this project, we assumed the following:

- Erosion and sediment control permit and plans are not required.
- Wetland delineation or permit application will not be required.
- Geotechnical investigation and report are not required.
- The PS&E is considered complete after the final plans are submitted unless there is found to be an error or omission relating to our work. In that case, we will correct the deficiencies. Should assistance during construction be needed, we will negotiate fees for that work at a later date.
- Revisions necessary to the plans as a result of work or errors of others is not included in our fee estimate.
- Bidding support and construction phase support are not included.
- The **complexity of designing ADA facilities on a steep roadway grade** is reflected in the effort we have shown for the grading plans. We want to emphasize this, because just relying on “standard details” for this project may result in non-compliance and consequently removal and replacement by the Construction Contractor.

Schedule

Our team can begin work upon Notice to Proceed (NTP).

We will work with the City of Homer to determine which side of the roadway is preferred for the sidewalk installation prior to providing NTP to the survey crew. We anticipate that survey will take one week for the field activities and one week for office processing.

Upon receipt of the survey deliverables KE will provide 95% design Plans, Specifications and Estimate within 6 weeks.

After review comments are received, we anticipate 100% Plans, Specifications and Estimates will take 4 weeks to deliver.

There is float in the proposed schedule and it can be advanced upon request.

Fee Estimate

Attached, under a separate file, you will find a detailed breakdown of costs for each design item. The above listed scope work items will be provided on a time and expense basis for a total of **\$56,339.00**. Our surveying sub-contractor estimate is included in the total above.

We trust this proposal provides adequate information for you to evaluate the proposed services. Please contact me at (907) 344-7575 if you need clarification or have any questions on our scope or the attached fee estimate. We look forward to collaborating with you on this project and improving pedestrian safety and mobility for the residents of Homer.

Sincerely,

Kinney Engineering, LLC

James R

Digitally signed by James R. Kinney
DN: cn=James R. Kinney, o=Kinney
Engineering, LLC, ou,
email=randy@kinneyeng.co
m, c=US
Date: 2023.08.21 20:25:37 -0800

Kinney

Randy Kinney, PE, PTOE

Member

Attachments: Fee Proposal (Separate File)

PRICE PER TASK SUMMARY

FIRM: Kinney Engineering, LLC		PROJECT TITLE: Svedlund Street Sidewalk				DATE: 8/21/2023		
GROUP	TASK	TASK NAME	LABOR (or FP)	EXPENSES	TOTAL COST	FIRM'S TOTAL PRICE	*SUB-CONTRACTS	PRICE PLUS SUBS
A	1	Survey and Coordination	\$ 2,850.00	\$ 105.00	\$ 2,955.00	\$ 2,955.00	\$8,064	\$ 11,019.00
A	2	Design Study Memo	\$ 6,990.00	\$ 105.00	\$ 7,095.00	\$ 7,095.00	\$ -	\$ 7,095.00
A	3	95% Plans, Cost estimate and Technical Specifications	\$ 27,375.00	\$ 105.00	\$ 27,480.00	\$ 27,480.00	\$ -	\$ 27,480.00
A	4	100% Plans, Cost estimate and Technical Specifications	\$ 10,745.00	\$ -	\$ 10,745.00	\$ 10,745.00	\$ -	\$ 10,745.00
*Subcontractors for negotiated professional or technical services, products, etc. (Commodity items available to the general public at market prices, equipment use, and unit priced items are generally included in estimate as expenses.)								
ESTIMATED TOTALS			LABOR (or FP)	EXPENSES	TOTAL COST	FIRM'S TOTAL PRICE	*SUB-CONTRACTS	PRICE PLUS SUBS
			\$ 47,960.00	\$ 315.00	\$ 48,275.00	\$ 48,275.00	\$ 8,064.00	\$ 56,339.00
FOR FIRM:								

COST ESTIMATE PER TASK

FIRM: Kinney Engineering, LLC		PROJECT TITLE: Svedlund Street Sidewalk		DATE: 21-Aug-23						
TASK NO:	TASK DESCRIPTION:	FP	FPPE	T&E	CPFF	PREPARED BY: Leon Galbraith				
GROUP:	METHOD OF PAYMENT:	Survey and Coordination								
LABOR HOURS PER JOB CLASSIFICATION										
SUB-TASK NO.	SUB-TASK DESCRIPTION	Contract & Project Manager / Princ. Eng.	Senior Professional Engineer / EE	Senior Professional Engineer / CE	Professional Engineer / I/EIT	Engineering Intern EI	Technician - Senior	Admin Assistant - Senior	Environmental Analyst - Senior	Environmental Analyst - Senior
1.1	NO Geotech Investigation									
1.2	NO Geotech Report									
1.3	NO Wetland Delineation									
1.4	Survey Sub Coordination and Support / Review	2			8		8			
TOTAL LABOR HOURS		2	0	0	8	0	8	0	0	0
* LABOR RATES (\$/HR)		\$245.00			\$170.00		\$125.00			
LABOR COSTS (\$)		\$490.00	\$0.00	\$0.00	\$1,360.00	\$0.00	\$1,000.00	\$0.00	\$0.00	\$0.00
EXPENSES							COMMENTS:			
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE						
	Printing and Publishing Costs	1	\$100.00	\$100.00						
	Round Trip Airfare (1 for PM, 1 for Sr. Env. Analyst, 1 for Env. Analyst)	0	\$400.00	\$0.00						
	Rental Car (1 days for Geotech, 1 day for P.L., 1 day for Wetlands)	0	\$100.00	\$0.00						
	Parking at ANC	0	\$25.00	\$0.00						
	Test Pit / Backhoe per hour	0	\$200.00	\$0.00						
	Soil Testing	0	\$2,000.00	\$0.00						
FIRM'S TOTAL COST OF LABOR (or Fixed Price):				\$0.00						
IF CPFF, TOTAL INDIRECT COST @				\$0.00						
FIRM'S TOTAL EXPENSES + 5% Markup:				\$100						
TOTAL EXPENSES:				\$100						
SUB-CONTRACTORS: Firm Initials and Price Per Task										
FIRM:	Surveys									
AMOUNT:	\$7,680									
TOTAL SUBCONTRACTOR PRICES +5% Markup:				\$8,064						

FIRM: Kinney Engineering, LLC		PROJECT TITLE: Svedlund Street Sidewalk		DATE: 8/21/2023																
TASK NO: 3		TASK DESCRIPTION: 95% Plans, Cost estimate and Technical Specifications		PREPARED BY: Leon Galbraith																
GROUP: A		METHOD OF PAYMENT: FP <input type="checkbox"/> FPPB <input type="checkbox"/> T&E <input checked="" type="checkbox"/> CPFF <input type="checkbox"/>																		
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION																		
		Contract & Project Manager / Princ. Eng.	Senior Professional Engineer 4 EE	Senior Professional Engineer 4 CE	Professional Engineer Intern EIT	Technician - Senior	Admin Assistant - Senior	Environmental Analyst 2	Environmental Analyst - Senior											
3.1	Drawings 19 sheets total																			
	Cover Sheet, 1 sheet	4																		
	Key Map & Notes, 1 sheet																			
	Legend / Abbreviations, 1 sheet																			
	Survey Control, 1 sheet																			
	Estimate of Quantities, 1 sheet																			
	Pay Item Summary Tables, 1 sheet																			
	Typical Sections, 1 sheet																			
	Roadway Plan & Profile, 3 sheets																			
	Grading Plans, 2 sheets																			
	Signing & Striping Plan, 2 sheets																			
	Sign Summary, 1 sheet																			
	Traffic Control Notes, 1 sheet																			
	Assemble, review Sid. Dwgs. Details																			
	Road / Storm Drain / Signing Details, 3 sheets																			
3.2	DOT Approach Permit(s)																			
3.3	QA / QC																			
3.4	Technical Specifications																			
3.5	Cost Estimates																			
TOTAL LABOR HOURS		12	0	0	68	0	103	0	103	0	0	0	0	0	0	0	0	0	0	0
* LABOR RATES (\$/HR)		\$245.00			\$170.00		\$125.00		\$125.00											
LABOR COSTS (\$)		\$2,940.00	\$0.00	\$0.00	\$11,560.00	\$0.00	\$12,875.00	\$0.00	\$12,875.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EXPENSES																				
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE																
	Printing and Publishing Costs	1	\$100.00	\$100.00																
	Round Trip Airfare		\$410.00	\$0.00																
	Rental Car		\$60.00	\$0.00																
	Parking at ANC		\$20.00	\$0.00																
				\$0.00																
FIRM'S TOTAL COST OF LABOR (or Fixed Price):				\$0.00																
IF CPFF, TOTAL INDIRECT COST @				\$0.00																
FIRM'S TOTAL EXPENSES + 5% Markup:				\$105																
FIRM'S TOTAL COST (no Subcontracts or Fee)				\$27,480																
TOTAL SUBCONTRACTOR PRICES +5% Markup:				\$0																

COMMENTS:

- Project Length = 1,100'. All Plan views will be 1"=40' on 11 x 17 sheet size to keep plan views at 450' per sheet.
- Storm Drain to be designed on P&P sheets.
- Grading Plans needed to address steep grades and curb ramp layouts.

August 21, 2023

Janette Keiser, PE
Director of Public Works
City of Homer
3575 Heath Street
Homer, AK 99603

Subject: Design Fee Proposal
Svedlund Street Pedestrian Improvements

Civil
Engineering

Geotechnical
Engineering

Transportation
Engineering

Aviation
Engineering

W/WW
Engineering

Environmental
Services

Surveying &
Mapping

Construction
Administration

Material
Testing

Project Background Information

The City of Homer (COH) recently contacted HDL Engineering Consultants, LLC (HDL) to provide a fee proposal for design services for pedestrian improvements within the Svedlund Street corridor from Pioneer Avenue to Fairview Avenue. HDL is excited to propose on this work and assist the COH in developing efficient pedestrian designs again. This fee proposal briefly summarizes our knowledge of the project and the services we can provide.

Svedlund Street is a strip paved road with 10-11 foot lanes, ditching, and 60-feet of Right-of-Way (ROW). The western portion of the roadway appears to have slightly larger ROW limits outside of the roadway footprint. There are both overhead and underground utilities on the east side of the roadway, water/sewer lines within the roadway, and a storm drain system that all need to be considered with the sidewalk design. The Svedlund Street corridor has a mix of residential and commercial lots including the Homer Senior Citizens Center and US Coast Guard (USCG) Housing (both located on the west side of the corridor).

Based on our experience completing the design of the Main Street and nearing completion of the Ben Walters pedestrian improvements, HDL anticipates the following Scope of Services will be necessary to develop the necessary design documentation for pedestrian facility construction in summer 2024.

Scope of Services

Topographic Survey & Coordination

HDL's design staff will perform a site visit with COH staff to identify the optimal side of the roadway, size of the pedestrian improvements, and if they can be separated from the roadway. During this site visit, we will inventory signs, culverts/storm drain features, utilities, and other features that may affect the design. After identifying where the sidewalk/pathway will be located, our team will coordinate the survey effort (limiting survey to what is necessary) with

Geovera, LLC to collect topographic, ROW, and utility features necessary to design the project. For more information regarding the survey, see Geovera's fee proposal.

Design Documentation

After completing the survey, HDL's team will work closely with COH staff to review ROW, utilities, and other project impacts such as locations that may require special designs for curb ramps to meet Americans with Disability Act (ADA) requirements. We will prepare design documents for the proposed sidewalk/pathway improvements on Svedlund Street including Plans, Specifications, and Engineer's Estimate (PS&E) using COH standards. The design improvements will consist of an ADA compliant sidewalk or pathway on one side of the street from Pioneer Avenue to approximately Fairview Avenue. HDL recommends that COH consider extending the sidewalk beyond Fairview Avenue to the USCG Housing facility to provide a multi-modal route into the commercial district on Pioneer Avenue. Improvements may include ADA curb ramps, curb and gutter, paving, signing and striping, and minor drainage.

HDL will develop and submit the 35% and 95% PS&E for formal review, and Final PS&E documents for construction. Submittals will include digital half-size plan sets; specifications (in COH Format); and engineer's estimate using standard bid items. At each milestone deliverable (35%, 95%, and Final PS&E), a meeting will be held virtually with COH personnel to discuss any substantive comments.

Assistance with Bidding and Construction

HDL's design team will be available to assist the COH during bidding and construction with questions, submittal review or other project needs.

Project Considerations

1. On previous COH sidewalk/pathway projects, ROW was a limiting factor for the size and if the feature would be separated from the roadway. In some situations, project improvements or potential construction efforts were anticipated to go slightly outside the existing ROW due to narrowing ROW, steep backslopes, or drainage work. The Svedlund Street corridors ROW is generally consistent and after reviewing the Kenai Peninsula Parcel Viewer map HDL believes that the following easements may be required to complete the construction work:
 - Fairview Ave – Temporary easement to construct curb ramp/drainage in Northwest quad.
 - Herndon Dr – Temporary easement to construct curb ramp/drainage in Southwest quad.

As the design develops, HDL will evaluate each potential ROW need and design/recommend improvements that minimize the overall footprint and reduce ROW needs. We will also ensure that COH staff have ample time to reach out to affected members of the public.

2. Svedlund Street is located on a slope, which creates challenges to develop ADA compliant pedestrian facilities. HDL recently completed the Main Street Pedestrian Improvement project, which also is located on a similar slope. We will use our experience with Main Street, such as

identifying the best location for curb ramps, to ensure that pedestrian visibility/safety and ADA compliancy is met with the Svedlund Street project.

3. The bulk of privately owned utilities in the corridor are located on the East side. It will likely be more cost effective to place the sidewalk on the West side, avoiding utility conflicts. Additionally, placing the pedestrian facility on the west will help facilitate walking to and from the USCG Housing and Homer Senior Citizens property.
4. There are COH owned utilities such water, storm, and sewer within the corridor. The project team needs to closely evaluate the location of the pedestrian facility and any necessary storm drain improvements to avoid impacting utilities. HDL recommends close coordination with COH staff to verify horizontal and vertical locations of the water and sewer systems. On the Main Street project, depths were assumed to be 10 feet deep (which is typical), but during construction, water mains were found much shallower, conflicting with storm drain improvement.
5. HDL will evaluate drainage needs early to ensure storm water is managed within the corridor. Where possible, we will avoid adding or modifying storm drain systems.
6. The curb ramps at Pioneer Avenue were recently reconstructed by DOT&PF in 2020 by HDL's Pioneer Avenue Pavement Preservation project. This project should not impact those curb ramps.

Project Cost Efficiencies

The following list was used to develop a cost effective fee proposal:

- Identify the location for the sidewalk prior to survey to reduce overall survey needs.
- Use existing aerial photography to complete any design necessary beyond survey limits.
- Consolidate project site visits. HDL staff typically go to Homer for both work and personal trips which allow us to complete any other field work without billing travel time.
- Incorporating the additional design beyond Fairview Avenue will incur minimal design costs with this project. HDL recommends that COH consider including this portion of sidewalk in the design as an additive alternate, which will allow the COH to complete this work if construction prices allow the COH to proceed or be removed if not. If this portion of the design is not constructed with this project, the COH will have the design for use when future funding becomes available.
- Early identification of potential underground utility conflicts, and potholing to determine utility depths in design will reduce the potential for costly field changes during construction.
- HDL has recent design experience on this type of project and can efficiently design this project.

Basic Assumptions

The following basic assumptions were used to prepare this estimate:

- HDL will perform one site visit prior to the survey to coordinate the pedestrian facility location, inventory corridor features, and coordinate with COH staff.
- The project design will use COH specifications format and COH standard bid items. Specifications will be prepared and submitted with the 95% review and final documents.

Svedlund Street Sidewalk Improvements
August 21, 2023

- Storm Water Pollution Prevention Plan will be developed with the 100% complete design.
- Utility locates may be based on utility company 500 scale drawings. COH will perform any underground utility potholing work.
- Survey and mapping will be performed in summer conditions.
- Geotechnical investigations and engineering is not included in this contract.
- Electrical engineering, environmental permitting and coordination, and public involvement is not included in this fee, but can be added by amendment.
- Easement or permit acquisition documents are not included, but can be added by amendment.
- Coordination for utility relocations are not included, but can be added by amendment.

Schedule

Upon Notice to Proceed, HDL will begin coordinating the survey and evaluating/inventorying features in the corridor. We anticipate survey to occur fall 2023. Our team will begin the design after receiving the survey basemap and complete the 35% PS&E submittal package within 40 business days.

Fee

HDL will provide the aforementioned basic services on a time and expenses basis at our contract hourly rates for an estimated fee of \$52,093. See the attached fee estimate.

We appreciate the opportunity to provide this proposal and look forward to assisting the COH on this project. If you have any questions, please contact me at 564-2136.

Sincerely,

HDL Engineering Consultants, LLC



Nick M. Oliveira, PE, PTOE

Principal Civil Engineer/Project Manager

e: noliveira@HDLalaska.com | o: 907.564.2136 | d: 907.382.7656

Attach: Fee Estimate Spreadsheet (1 Page)
Geovera, LLC Fee Estimate (1 Page)

Project: Svedlund Street Pedestrian Improvements Design

PERSONNEL DESCRIPTION	Principal Eng	Civil Engr	Eng Ast	Drafter	Enviro Ana	Expenses	Subconsultant
E-Codes	E32	E24	E17	E15	E22		
TASK DESCRIPTION							
Project Management/Coordination	2						
Inventory Review, Compile, Coordinate			12			\$300	
Survey Coordination		2		2			
Compute Political Boundaries/ACAD							\$1,280
Topographic/Planimetric Survey							\$3,200
Post-Process/ACAD Drawing/SCS							\$3,200
Utility As-Built Review		2	4	4			
SWPPP Plan Development		4			20		
1 Cover				1			
1 Legend, Index, Notes			1	1			
1 Survey Control Sheet		2		2			
5 Layout Plans (1"=20')		25	50	50			
1 Typical Sections/Details		4	8	8			
Drainage Improvements		4	8	8			
2 Summary Tables		4	8	8			
1 Sign Summary		2	8	8			
Traffic Control		2	2	4			
35% QA/QC Review	4						
35% Estimate		4	12				
35% Design Review Meeting		2	2				
Site Visit	2						
95% QA/QC Review	4						
95% Estimate		2	8				
95% Design Review Meeting		2	2				
Final QA/QC Review	2						
Final Plan Technical Specifications		16					
Final Estimate		4	8				
*ADD ALTERNATE							
Total Hours	14	81	133	96	20	\$300	\$7,680
Basic Hours	14	81	133	96	20	\$300	\$7,680
ADD ALTERNATE							
BILLING RATE	\$190.00	\$150.00	\$115.00	\$105.00	\$140.00	1.10	1.10
Basic Services	\$2,660.00	\$12,150.00	\$15,295.00	\$10,080.00	\$2,800.00	\$330.00	\$8,448.00
* Add Alternate							
LABOR	Basic						
	\$43,315						
SUBCONSULTANT	\$8,448						
Expenses	\$330						
TOTAL COST	\$52,093						

Geovera, LLC

PO Box 3235 • Homer, Alaska 99603 • (907) 399-4345 • scsmith@gci.net

Svedlund Street Sidewalk Surveying Proposal

August 18, 2023

HDL Engineering Consultants, LLC
Nick Oliveira, P.E.
3335 Arctic Blvd., Suite 100
Anchorage, Alaska 99503

Nick,

This letter is to outline the Geovera, LLC scope and costs for the Svedlund Street Sidewalk design survey.

This proposal includes topographic/planimetric surveying of approximately 1100 feet of the Svedlund Street right-of-way corridor between Pioneer Avenue and Fairview Avenue, deliverable in AutoCad Civil3D. Design survey to include the following:

- Topographic/Planimetric survey to cover the right-of-way corridor from centerline to 15 feet beyond the edge of the right-of-way and driveways to 20 feet (side to be determined)
- Topographic/Planimetric survey of all intersections to 15 feet past the right-of-way to include all existing curb ramps and radii points (as required)
- Roadway, driveways, utilities, culvert inverts/drainage structures, signing
- All inlets and outlets of drainage pipes passing through the roadway and drainages away from the roadway
- Tie existing manhole lids & gate valve covers – Graphic representation of sewer and water lines in AutoCad drawing
- Survey control sheet on Geovera title block

The costs break down as follows:

Compute political boundaries / AutoCad drawing
8 Hours @\$160.00 - \$1,280.00

Topographic/Planimetric/Asbuilt survey
20 Hours @\$160.00- \$3,200.00

Post-Process field data / AutoCad drawing / Survey Control Sheet
20 Hours @\$160.00 - \$3,200.00

Total cost for the items described in this proposal is \$7,680.00

Please let me know if you have any questions or require clarification of any of the items in this proposal.

Stephen C. Smith, P.L.S.