

MEMORANDUM

TO: Board of Trustees

THROUGH: Indra Winqest
District General Manager

FROM: Brad Underwood, P.E.
Director of Public Works

SUBJECT: Review, discuss and possibly authorize Staff to modify the scope of the Mountain Golf Course Cart Path Rehabilitation - Phase 2 Project and design the Mountain Golf Course Cart Recirculation Phase 3 – Project #3241LI1903 - Fund: Community Services; Division: Mountain Golf

DATE: August 31, 2022

I. RECOMMENDATION

That the Board of Trustees makes a motion to authorize Staff to modify the Scope of the Mountain Golf Course Cart Path Rehabilitation Phase 2 and design the Mountain Golf Course Cart Recirculation Phase 3.

II. DISTRICT STRATEGIC PLAN

Long Range Principal #1 Service

Long Term Initiative 6 - Execute the short and long term strategy as they relate to various district venue and facility master plans and studies as the roadmap for the future.

Long Range Principal # 5 Assets & Infrastructure

Long term Initiative 2 - Continue to review and potentially implement priorities identified in the various district venue and facility master plans and studies as defined by the Board of Trustees.

III. BACKGROUND

This project is a Fiscal Year 2021/2022 Capital Improvement Project consisting of replacement of the Mountain Golf Course Cart Paths. The Mountain Golf Course has approximately 14,440 linear feet (LF) of cart pathway, which equates to approximately 115,500 (SF) square feet of pavement. In addition, there is approximately 5,000 LF of asphalt curb. It was previously recommended that the entire path be reconstructed. Phase 1 of the Mountain Golf Course Cart Path was constructed during the fall of 2021 and was reconstructed in several areas where the subgrade was failing.

On August 21, 2020, IVGID contracted with Lumos and Associates (Lumos) to evaluate the pathways and bridges, conduct a geotechnical investigation, and provide a design memorandum with a preliminary cost estimate. In their design memorandum, Lumos presented two (2) alternatives for pathway reconstruction either spot repair or full cart path replacement. The Board of Trustees moved forward with full cart path replacement with a phased approach to design and construction, based on Staff's recommendation at that time. Current Public Works Staff is recommending that the Board of Trustees reevaluate this approach.

Removal and replacement of the cart path is necessary where the subgrade is failing as indicated by apparent and excessive pavement surface cracking. A field investigation identified approximately 500 LF of the remaining cart path where the subgrade is failing. At these locations, the existing asphalt and supporting aggregate is recommended to be removed and the native subgrade assessed. Once the subgrade is suitably prepared, the full pavement section will be reconstructed.

There are also a number of locations, approximately 100 LF of cart path, where tree roots are upheaving the cart path. Staff is working with TRPA's forester to develop a tree removal plan. In locations where roots are damaging the cart path, whether the trees are removed or not, the roots will be cut and the cart path reconstructed in the same manner as above.

Staff recommends that Phase 2 of the project scope be reduced to include removal and replacement of approximately 600 LF of cart path, tree root removal, crack sealing and slurry sealing the entire length of the path. The estimated construction cost is \$293,300. The current project scope calls for complete removal and replacement of 10,281 LF, or approximately 82,248 SF of cart path with an estimated construction cost of \$2,463,800. Authorizing this modification to the scope of the project will provide substantial savings to the District.

Phase 3 of the project would consist of the two sections of the cart path that require realignment due to safety concerns; the first is located between the green of Hole #2 and the Tee Box of Hole #3; the second is located at the crossing of Golfer's Pass Road from Hole #11 to the Tee Box of Hole #12. These two realignments require a Washoe County Grading Permit as well as a TRPA permit and lend themselves to being a separate project. The realignments would require the removal of approximately 250 cubic yards (CY) of material. The cost estimate for this phase of the project is \$150,000.

IV. BID RESULTS

There are no bid results associated with this item.

FINANCIAL IMPACT AND BUDGET

The Mountain Golf Cart Path Rehabilitation Phase II and the Mountain Golf Cart Path Recirculation Phase III (CIP #3241LI1903) are included in the FY 2021-22 CIP Budget, with a total project budget of \$1,158,000 (Attachment B).

The table below presents the estimated cost for the original scope of work for the Mountain Golf Cart Path Reconstruction Phase II, the value engineered scope Mountain Golf Cart Path Rehabilitation Phase II, and the Mountain Golf Cart Recirculation Phase III engineer's estimate.

Original Scope: Phase 2 - Reconstruction	Cost
Phase 2 - Design/Permitting/Construction Management	\$295,700
Phase 2 – Construction	\$1,971,000
Phase 2 - Construction Reserves (~10%)	\$197,100
Reconstruction Phase II Total	\$2,463,800
Phase 3	
Phase 3 - Design /Construction Management	\$24,500
Phase 3 – Permitting	\$10,000
Phase 3 – Construction	\$105,000
Phase 3 – Construction Reserves (~10%)	\$10,500
Phase III Total	\$150,000
Phase II Reconstruction & Phase III Total	\$2,613,800
New Scope: Phase 2 - Rehabilitation	
Phase 2 - Design/Permitting/Construction Management	\$35,200
Phase 2 – Construction	\$234,600
Phase 2 - Construction Reserves (~10%)	\$23,500
Rehabilitation Phase II Total	\$293,300
Phase 3	
Phase 3 - Design /Construction Management	\$24,500
Phase 3 – Permitting	\$10,000
Phase 3 – Construction	\$105,000
Phase 3 – Construction Reserves (~10%)	\$10,500
Phase III Total	\$150,000
Phase II Rehabilitation & Phase III Total	\$443,300

Construction reserves are listed at 10% to account for unforeseen conditions during construction such as needing to increase the length of asphalt curb that requires replacement, as an example.

V. ALTERNATIVES

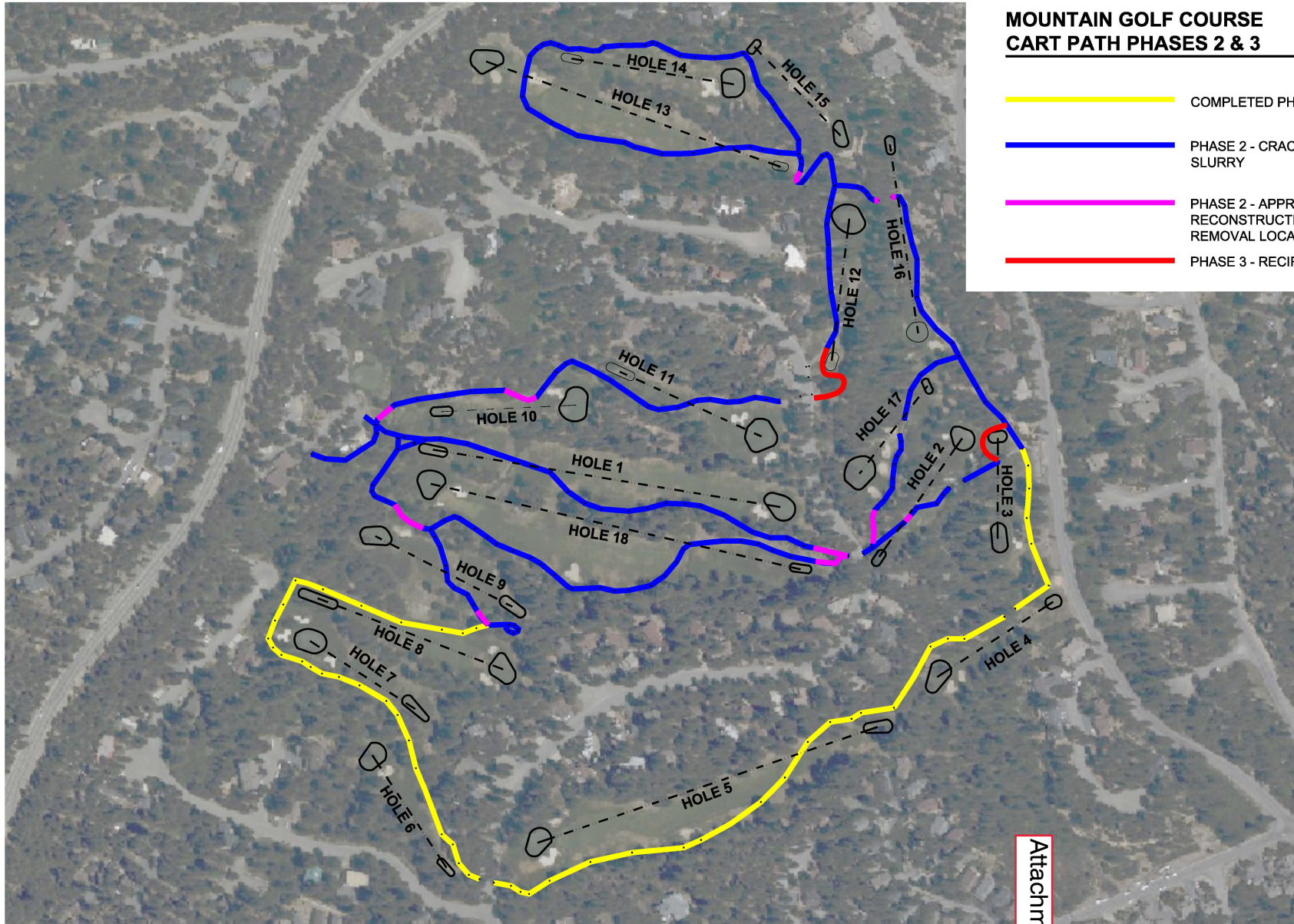
Not authorize the change in scope of the Mountain Golf Cart Path Rehabilitation Phase II and authorize the total reconstruction of the cart path for a greater cost.

VI. BUSINESS IMPACT

This item is not a "rule" within the meaning of Nevada Revised Statutes, Chapter 237, and does not require a Business Impact Statement.

Attachments:

- A – Mountain Golf Cart Path Phasing Exhibit
- B – Engineer's Cost Estimate
- C – CIP 3241LI2001 Data Sheet



**MOUNTAIN GOLF COURSE
CART PATH PHASES 2 & 3**

- COMPLETED PHASE 1
- PHASE 2 - CRACK SEALING & SLURRY
- PHASE 2 - APPROXIMATE REMOVAL AND RECONSTRUCTION LOCATIONS. TREE REMOVAL LOCATIONS NOT INDICATED.
- PHASE 3 - RECIRCULATION

Attachment A



Incline Village General Improvement District
2022 Mt. Course Cart Path
New Scope
Phase II - Rehabilitation & Phase III - Recirculation

Estimate of Costs

Prepared on: 8/16/22

Bid Item	Description	Quantity	Unit	Unit Price	Total
Phase II - Rehabilitation					
1	Mobilization/Demobilization	1	LS	\$ 11,172	\$ 11,172
2	Temporary Erosion Control/Tree Protection	1	LS	\$ 3,500	\$ 3,500
3	Full Path Replacement	4,000	SF	\$ 22	\$ 86,400
4	AC Curb	150	LF	\$ 26	\$ 3,888
5	Crack Sealing	30,870	LF	\$ 1.65	\$ 50,936
6	Slurry Seal	82,320	SF	\$ 0.44	\$ 36,221
7	Rock Slope Protection	250	SF	\$ 100	\$ 25,000
8	Tree Root Removal & Full Path Replacement	1	LS	\$ 17,500	\$ 17,500
Phase II Sub-Total					\$ 234,617
10% Contingency					\$ 23,462
Eng/Insp.					\$ 35,192
Phase II Total					\$ 293,271
Phase III - Recirculation					
1	Tee Box #3 Rerouting	1	LS	\$ 45,000	\$ 45,000
2	Tee Box #12 Rerouting	1	LS	\$ 60,000	\$ 60,000
Phase III Sub-Total					\$ 105,000
10% Contingency					\$ 10,500
Permitting					\$ 10,000
Eng/Insp					\$ 24,500
Phase III Total					\$ 150,000
Phase II & III Total					\$ 443,271

Incline Village General Improvement District
2022 Mt. Course Cart Path
Original Scope
Phase II - Reconstruction & Phase III - Realignment

Estimate of Costs

Prepared on: 8/16/22

Bid Item	Description	Quan.	Unit	Unit Price	Total
Phase II - Reconstruction					
1	Mobilization/Demobilization	1	LS	\$ 93,860	\$ 93,860
2	Temporary Erosion Control/Tree Protector	1	LS	\$ 10,000	\$ 10,000
3	Full Path Replacement	82,248	SF	\$ 22	\$ 1,809,456
4	AC Curb	836	LF	\$ 26	\$ 21,736
5	Rock Slope Protection	360	SF	\$ 100	\$ 36,000
Phase II Sub-Total					\$ 1,971,052
10% Contingency					\$ 197,105
Eng/Insp.					\$ 295,658
Phase II Total					\$ 2,463,815
Phase III - Recirculation					
1	Tee Box #3 Rerouting	1	LS	\$ 45,000	\$ 45,000
2	Tee Box #12 Rerouting	1	LS	\$ 60,000	\$ 60,000
Phase III Sub-Total					\$ 105,000
10% Contingency					\$ 10,500
Permitting					\$ 10,000
Eng/Insp					\$ 24,500
Phase III Total					\$150,000
Phase II & III Total					\$2,613,815



Project Summary

Project Number:	3241LI2001
Title:	Mountain Golf Cart Path Replacement Rehabilitation
Project Type:	D - Capital Improvement - Existing Facilities
Division:	41 - Mountain Operations
Budget Year:	2023
Finance Options:	
Asset Type:	LI - Land Improvements
Active:	Yes

Project Description

The Mountain Golf Course has approximately 14,440 linear feet of cart pathways and approximately 5,000 linear feet of asphalt curb. Approximately 4,200 lineal feet of the cart path was replaced in the fall of 2021.

Phase 2 includes repair and **rehabilitation** of the remaining cart path not replaced in 2021; **Phase 2 will include the removal of 600 (LF) of cart path, tree root removal, crack sealing and slurry sealing the entire length of the cart path.** the path will be reconstructed in a multi-phase manner to minimize impacts to users of the facility. Phase 3 includes circulation improvements that propose to realign portions of the path to reduce health and safety concerns for cart path users.

Project Internal Staff

Engineering staff will provide internal project management, bidding and construction management services and contract with outside civil and geotechnical engineering firms to provide support as necessary throughout the construction phase. The project will be publically bid and constructed by a licensed contractor.

Project Justification

A design consultant has completed a review of the cart paths and provided recommendations for **spot repair or full cart path** replacement. ~~General deterioration within the structural base material, overgrowth of sod, and intrusion by tree roots and other material is observed and an assessment of the condition of the paths suggests substantial remediation and reconstruction is needed. Cart paths are to the point where yearly replacement of faulty areas is no longer financially sustainable. Condition of paths has become a nuisance for golfers and IVGID maintenance staff and they do not meet the level of service appropriate to satisfy District standards. The District will practice asset renewal, replacement, and improvement to provide safe and superior long term utility services and recreation activities.~~

Forecast

Budget Year	Total Expense	Total Revenue	Difference
2023			
Construction	920,000	0	920,000
Construction Reserves	80,000	0	80,000
External Construction Inspection & Testing	25,000	0	25,000
External Design & Permit Fees	30,000	0	30,000
Internal Inspection & Construction Management	45,000	0	45,000
Year Total	1,100,000	0	1,100,000
	1,100,000	0	1,100,000

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Carry-over = \$58,000

Year Total = \$1,158,000

Year Identified	Start Date	Est. Completion Date	Manager	Project Partner
2020	Jul 1, 2020	Jun 30, 2023	Director of Golf/Community Services	