

**ASSEMBLY STANDING COMMITTEE  
PUBLIC WORKS AND FACILITIES COMMITTEE  
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

September 18, 2017 12:00 PM  
Municipal Building - Assembly Chambers

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**I. CALL TO ORDER**

**II. APPROVAL OF MINUTES**

- A. August 7, 2017 - Regular Meeting

**III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS**

**IV. ITEMS FOR ACTION**

- A. West Douglas Road Supplemental Agreement
- B. Salmon Creek Filtration Transfer Request
- C. Maier Drive Forcemain Repair Transfer Request

**V. INFORMATION ITEMS**

- A. Update on Downtown Traffic Flow & Visitor Service Funding
- B. Snow Storage
- C. Proposed Regulation Change-Onsite Wastewater Treatment and Disposal Systems

**VI. CONTRACTS DIVISION ACTIVITY REPORT**

- A. August 8, 2017 to September 13, 2017

**VII. ADJOURNMENT**

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: [city.clerk@juneau.org](mailto:city.clerk@juneau.org)

**DRAFT**  
**PUBLIC WORKS & FACILITIES COMMITTEE**  
**Regular Meeting – August 7, 2017**  
**12:00 PM – City Hall Assembly Chambers**  
**MINUTES**

**I. ROLL CALL**

Meeting was called to order at 12:00 p.m.

Members Present: Ms. Becker (Chair), Ms. Gladziszewski

Planning Commission: Carl Greene

Staff Present: Roger Healy, Tina Brown, Greg Smith, John Bohan, Greg Chaney, Rob Steedle

**II. APPROVAL OF AGENDA**

Approved.

**III. APPROVAL OF MINUTES**

June 12, 2017 – Approved

July 13, 2017 - Approved

**IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

None.

**V. ITEMS FOR ACTION**

**A. Glacier Valley Rotary Donation to Rotary Park Project Appropriation**

Mr. Healy discussed the FY17 CIP voter approved 1% Sales Tax of \$250,000 to perform improvements and upgrades to the Riverside Rotary Park. The improvements include renovation and improving the playground and creating a new masterplan for the entire park space. The Glacier Valley Rotary Club raised \$10k towards the project to complete a new park master plan, which needs to be forward as an Appropriation Ordinance to the Full Assembly.

Ms. Gladziszewski moved to forward an Appropriation Ordinance to the Full Assembly accepting \$10k raised by the Glacier Valley Rotary Club to complete a new park master plan for the Riverside Rotary Park and appropriating the funds into the Rotary Park CIP.

No objections. Motion passed.

B. CIP Closeout – Transfer to Pederson Hill Subdivision CIP

Mr. Healy advised the committee that the Pederson Hill Subdivision project is moving forward with the first phase of the construction expected to take place this fall. Provided in the memo are project closeout funds requested in the amount of \$82k to be transferred into the Pederson Hill Subdivision CIP to provide a total balance for the amount of the Central Treasury loan required as the financial guarantee for the construction project to allow the recording of the final Plat for the entire subdivision.

Ms. Gladyszewski moved to forward the request in the amount of \$82k to be transferred into the Pederson Hill Subdivision CIP to the full Assembly for approval.

No objections. Motion passed.

**VI. INFORMATION ITEMS**

None

**VII. CONTRACTS DIVISION ACTIVITY REPORT**

No questions.

**VIII. ADJOURNMENT - Meeting adjourned at 12:15 PM.**

**Engineering & Public Works Department**

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: September 13, 2017

TO: Mary Becker, Chair  
Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

SUBJECT: West Douglas Road Extension Supplemental \$500k Agreement

CBJ received exceptional bids for the construction of the West Douglas Road construction project about a year ago. The low bidder, ENCO, was \$500k below the engineer's estimate of \$2.0 million. The project constructed a 2.3 mile pioneer road from the end of North Douglas Highway around the back side of Douglas Island toward Middle Creek. The work is nearly complete on the original project and approximately \$750k remains.

This project is funded by a \$3 million Legislative Grant through the Department of Commerce, Community and Economic Development (DCCED) that is specific to this project only, extension of the West Douglas pioneer road. Unexpended funds are required surrendered back to the DCCED, they cannot be used for another purpose. These funds are set to expire in June of 2018.

The requested Supplemental Agreement with ENCO for \$600,000 will extend the pioneer road along the back side of Douglas Island another 1.1 miles to Middle Creek. This will leave approximately \$130k in reserve for inspection costs and contingency (unforeseen construction issues) to complete the project.

Supplemental Agreement Policy requires the Assembly approval on amounts greater than \$500,000 or greater than 25% of the original contract value. The Supplemental Agreement Policy and Public Interest finding are attached.

**Recommendation**

Staff requests the above \$600,000 Supplemental Agreement request and Public Interest Finding for West Douglas Road Extension be forwarded to the Full Assembly for approval.

**Supplemental Agreement Public Interest Finding -** West Douglas Pioneer Road Project, Contract BE17-039 - Supplemental Agreement for 1.1 miles of additional pioneer road construction.

**Background:**

The first phase of construction of the West Douglas Pioneer road is nearly complete. The initial 2.3 miles of the the West Douglas Pioneer Road (original contract) was selected and permitted based on the engineer's estimated construction cost. The project was bid in September 2016 with ENCO as the successful low bidder, approximately \$500k below the engineer's estimate.

This project is fully funded by a \$3 million Legislative Grant through the Department of Commerce, Community and Economic Development (DCCED) that is specific to this project only, the extension of the West Douglas pioneer road. Unexpended funds are required surrendered back to the DCCED, they cannot be used for another purpose. These funds are set to expire in June of 2018.

With the 2.3 mile road almost complete, it was deemed that the available \$730k of remaining funds were sufficient pay for additional road construction to reach the next major control point along the West Douglas Road route, Middle Creek, an additional 1.1 miles of pioneer road. The Wetlands permit from the US Army CORPS of Engineer has been received, the Alaska Department of Fish and Game stream crossing permits have verbally been approved and are awaiting formal documentation and the Planning Commission has provided concurrence with the extension of the pioneer road. The extension of the pioneer road is 1.1 miles and will cost \$600,000.

The benefits of awarding additional pioneer road construction work to the existing construction contract with ENCO through the Supplemental Agreement mechanism are as follows:

**Public Interest Finding Considerations:**

Bid preparation Costs to bid the work separately: There will be no bid preparation costs if the Supplemental Agreement is authorized to proceed. The contractor will proceed with the work upon execution of the Supplemental Agreement. The estimated costs to prepare a new set of bid documents and bid the work as a separate contract are estimated between \$25,000-\$40,000.

Cost and Schedule Benefits from bidding the work separately: NONE.

- **Cost:** The original bids were low and competitive. Preparing a competitive bid for the work will likely result in similar bid prices or higher given the recent increase in fuel prices and potential price increase and availability uncertainty for materials (culvert pipe) due to Hurricane Harvey and Irma.
- **Schedule:** The time required to bid and issue a new contract for the work is as follows would be 9 to 12 weeks: 4 weeks to prepare the documents for bidding, 3 weeks for the bid advertisement and 2-3 weeks to issue notice to proceed, moving the construction start date into mid-December (from late October through the Supplemental Agreement), which would realistically push the start of work into late February, early March 2018 due to short daylight hours and adverse winter weather conditions. This delay would push the construction completion into mid-summer (July, August) which exceeds the DCCED Grant completion deadline of June. An earlier construction completion date could be mandated as part of the new bid documents, however, adding this requirement would increase bid prices to compensate for reduced production of working during the low light winter months, and the mandated completion date would not likely be met. Authorization of the Supplemental Agreement would allow an end of May, 2018 completion date which meets the DCCED deadline.

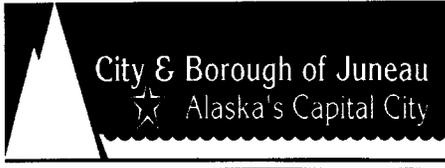
**Similarity of Work:** The work is identical to the work in the original contract. The additional work is to extend the pioneer road another 1.1 miles to Middle Creek on the back side of Douglas Island.

**Mobilization and Proximity:** ENCO, the contractor for the original contract is currently mobilized and occupying the project site while they are completing their final work. Given the timeline necessary if the extension project were to be bid, ENCO would be demobilized from the site and would not have a bidding advantage. If approved, ENCO would not have to demobilize the remaining equipment; it could remain on the project and be utilized to continue the work, saving partial mobilization costs.

**Schedule Impacts:** The additional work included in this Supplemental Agreement has already received the wetlands permits required by the US Army Corps of Engineers. The fish stream crossing permits have been verbally approved by ADF&G and are expected to be received before the October 16<sup>th</sup> Assembly meeting where this Supplemental Agreement request would be heard. The work could begin shortly after that date. If this additional work were required to be bid, the successful bidder could not be able to start until a formal notice to proceed was given, which is likely mid-December, at which time, short days and winter weather will delay their start into late February or early March when daylight hours are longer and winter weather is likely to start breaking. The delay in the start of the project would delay the completion date to mid-summer 2018 which is after the DCCED Grant expiration date in June 2018.

**Site Constraints:** ENCO is already familiar with the existing site conditions, construction standards and expectations of constructing the pioneer road and fish passage culverts. ENCO has already developed a routine and level of trust with the CBJ Project Engineer and Inspector that is effective and minimizes the time required for meeting expectations, inspection, questions and answers that would significantly increase administration and inspection costs if not established. Bringing in a potentially new contractor by bidding the project would require this level of trust to be re-established, costing additional man hours explaining expectations, answering questions, and gaining the trust of the new contractor to the level already achieved with ENCO.

**Inspection and Administrative Efficiencies:** Wilson Engineering, the Construction Administration and Inspection (CA&I) consultant currently engaged for the original contract would continue to work on the work proposed for the Supplemental Agreement. A good line of communication, working relationship and level of trust has already established between CBJ, ENCO and Wilson that reduces the amount of inspection and staff time to ensure the work is being completed to the expected construction standards. Bringing a new contractor into the project would require a significant amount of additional staff time (as was already completed during the original contract between CBJ, ENCO and Wilson) to reach the same comfort level with the adherence to the expected construction standards and procedures needed to successfully complete the project.



ENGINEERING DEPARTMENT  
155 S. Seward Street  
Juneau, Alaska 99801

## Policy and Procedures Manual

<b>Policy #: C - 2</b>	<b>Date:</b>	<b>Subject: Construction Contract Supplemental Agreement Approval Policy</b>
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### **Definitions:**

**Change Order** – A written amendment to the contract covering a modification that is within the scope of the original contract.

**Supplemental Agreement** – A written amendment to the contract covering a modification to the contract that is outside of the scope of the original contract. Supplemental agreements are typically for owner requested changes that are considered in the public's best interests.

**Public Interest Finding** – A written narrative authored by the Engineering Department and approved by authority as identified in this policy that clearly addresses the following benefits to be derived from issuing a supplemental agreement. The narrative shall recommend an action based on the relative benefits of these issues.

- Bid Preparation Costs to bid the work separately.
- Cost and Schedule benefits anticipated from bidding the work separately.
- Similarity of Work – are the trades, materials, and equipment needed to complete the work similar?
- Mobilization costs and Proximity – does one contractor's proximity give them an unfair advantage for which the bid price may exceed a negotiated price?
- Schedule Impacts – comparative schedule risks of bidding the work to awarding the work without schedule delays. Identify any weather, permit conditions, or environmental impacts. Identify any increased risks from a compressed construction schedule if bid.
- Site Constraints – will award of additional work to another contractor result in potential schedule and cost delay claims from either contractor that would be in excess of those same claims if awarded to the original

contractor.

- Inspection and Administrative Efficiencies – discuss relative efficiencies of office and field personnel if authorizing one contract or two.

**Background:**

Owner requests for work outside of the scope of the original contract arise from time to time. Typically, these requests result from bids lower than expected, newly identified needs, maintenance needs, public safety concerns, proximity, public desire, use of opportunity, and documented savings in mobilization and materials.

The intent of this policy is to provide a mechanism to complete such work, if it is determined that is in the public's best interests.

**Policy:**

The project manager is responsible for project budget accounting. Engineering Department personnel may authorize or recommend supplemental agreements to the following amounts:

Chief Architect/Engineer	Items up to \$10,000 or up to 5% of the original contract amount, whichever is less.
City Manager	Items larger than Chief Architect/Engineer level and up to \$500,000 or up to 25% of the original contract amount, whichever is greater.
CBJ Assembly	Supplemental agreement items over the City Manager level.

**Implementation:**

The Chief Architect/Engineer may authorize, or may authorize project inspectors, to have the contractor proceed with supplemental agreement work to the amounts specified above. Project inspectors or Project Managers will conclude the scope, schedule, and estimated amount of authorized work in writing on the attached electronic form as soon as possible and acquire signatures from:

The Contractor's Representative;  
Project Manager  
Chief Architect/Engineer  
Chief Contracts Engineer.

The City Manager and Engineering Director will authorize all supplemental agreement work as specified above. The Project Manager is responsible for concluding the supplemental agreement scope, schedule, and budget amount in writing and acquiring signatures from:

The Contractor's Representative  
The Chief Engineer/Architect  
The Contracts Engineer  
Client Department Representative  
Engineering Director  
City Manager

as soon as possible.

The Assembly will approve all supplemental agreements over those specified above. The Project Manager is responsible for concluding the scope, schedule, and estimated budget of the work in a memo for inclusion in consent agenda of the CBJ Assembly's packet.

**Distribution:** Contracts Division  
Architectural Division  
Engineering Division  
General Engineering Division  
Public Works Director  
Finance Director

**Engineering & Public Works Department**

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

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DATE: September 13, 2017

TO: Mary Becker, Chair  
Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

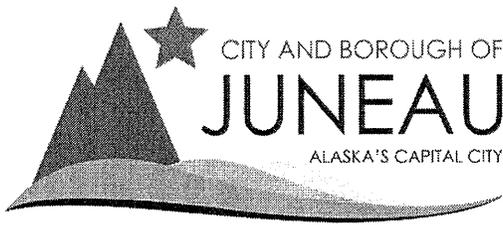
SUBJECT: Transfer Request: Salmon Creek Water Plant Improvements

The Salmon Creek Filtration project was a successful installation. The plant is producing drinking water continuously and Water Staff have noticed some related equipment needing upgrades and replacement. These work items were not completed during the original project due to funding concerns since the majority of the ADEC Grant funding was received after the project was bid. The Salmon Creek Filtration Project also has almost \$1 million in remaining ADEC Grant funding that has been requested to be utilized for these related upgrades and improvements. The project is estimated to cost approximately \$750k. Attached is the request to ADEC outlining the scope of the work requested.

The ADEC Grant requires a 40% local match to expend these funds, which equates to \$300k. We are currently requesting to transfer the matching funds from the Douglas Highway Waterline Replacement CIP which was the recipient of a very low bid, over \$800k below the engineers estimate and \$500k below the next bidder. This transfer of \$300k will leave greater than \$1million remaining in the Douglas Highway Waterline Replacement CIP to cover inspection and construction contingency for any unforeseen conditions.

**Recommendation**

Staff requests the above transfer be forwarded to the Full Assembly for approval.



Ms. Beth Verrelli, Project Engineer  
ADEC MG&L  
555 Cordova St  
Anchorage, AK 99501

August 21, 2017

Re: MMG# 44593 Salmon Creek Filtration

Dear Beth,

Thank you for providing the funding assistance to construct the Salmon Creek Filtration facility, it is an operational success. This success has allowed this facility to provide clean water to the residents of the CBJ full time instead of being a part time, seasonal water source, and remove some of the burden from our Last Chance Basin Wellfield. As such, we have identified some additional necessary operational and infrastructure improvements related to the full time operation of the Salmon Creek Water Source, allowed by the new filter plant, that were either unforeseen or left out of the original project due to budgetary constraints at the time of scoping the project. We request permission to utilize the \$1million remaining on our existing Municipal Grant #44593 to complete the work

The CBJ approached this project with limited funding and applied for Municipal Grants and Loans in order to meet the LT2 requirements. At the bid time, in an attempt to meet the February 2014, COBC (for delayed completion of the LT2 requirements) we had secured a significant ADEC Loan (~\$5.2 million) and only \$1.6 million in grant funding (\$1million in ADEC MMG #44593 and \$0.6million from Alaska DCCED). Fortunately, an additional \$3million in ADEC MMG funding was received FY16, however, unfortunately after the project scope had been finalized and advertised for bid.

The following list of items were not pursued due to budgetary constraints during the Salmon Creek Filtration Plant installation project or not discovered as problems until full time operation of Salmon Creek.

**Replace Flow Control valves on outlet piping**

- Old... existing flow control valve is on its last legs... sometimes locks shut with no warning and for no rhyme or reason.
- The PLC control unit for the flow control valve is failing also and is no longer supported by the manufacturer.
- The second, redundant line has been blind flanged out in order to provide space to maintain existing larger flow control valve (parallel pipes, 12" and 16" in an extremely limited space).
- Replace entire pipe runs with HDPE, make redundant system with 12" and 16" both operating and both accessible for maintenance or repairs without having to decommission adjacent line.
- Replace all outdated senders / flow meters / pressure gauges etc.
- Desire to restore redundancy and configure to be able to work on units while still being able to provide water from SC.

**Retrofit / Replace Soda Ash Injection Unit**

- Unit old, clogs, and requires significant maintenance to keep operational
- Difficult to control as programming changes are required to modulate any settings or dosage changes.

- Dust control is needed when Soda Ash powder elevator batch filling hopper or, when the powder elevator with bags. (appears the dust control mechanism was removed at some point prior to the experience of any of the current operators, given there is a spot labeled for it in the old electric panel)

#### **Update meters and flow control sensors / senders on lines from Clearwell to the Tank**

- Update meters etc. with digital / new technology as installed during the Filtration project to be able to better communicate with the new system.

#### **Electrical Panel Upgrades**

- The Current electrical Panels have been added on to since the 1994 Reservoir project. Never upgraded this panel but continued to add more inputs into it, including some of the electrical components from the Filter Plant project.
- Has original generator switch gear& load center (generator was removed some time ago), Chlorine system, battery charger, dust control system (removed at some point...)
- Most likely can be simplified and cleaned up or built new and brought to current code compliance.

#### **Pump 3 VFD (clearwell to tank) and integrate into system for use**

- Pump 3 is new (2000's) but soft start is original 1980's vintage... was left in service without upgrade or changes due to scope and uncertain funding questions
- Pump 3 has severe water hammer problem because of soft start and piping configuration with only a spring check valve stopping back flow upon pump ramp down and antiquated 1980's soft start technology only ramping pump flow down to a point during shut down.
- Pump 3 is a steady state pump with the and not sync'd with the Chlorine injection system. Use of pump 3 requires manual operation of Chlorine system to ensure proper dosing.

#### **Install Motor Operated Valve at Hospital Vault (if remaining funding allow)**

- Hospital vault, directly adjacent to the Salmon Creek Filter Plant partly controls the distribution of flow coming from the Salmon Creek Filtration plant and currently requires manual operation to change settings of two Pressure Regulating Valves (PRVs) for adjustment of flow distribution between the Hospital supply loop, Glacier highway (out the road) and the North Douglas Crossing (feed to Douglas Island across Gastineau Channel).
- Providing the ability to control the flow rate by utilizing an MOV would provide operator safety and efficiency due to not needing to enter the underground vault in order to adjust flows, bring it into consistency with the other MOVs we currently utilize to control flows to/from other locations within the distribution system and simplify the functional operation this portion of the distribution system.

We have recently identified Water Reserve funds available to provide the required matching funds to complete the work. Please let us know so we may begin the process to implement these repairs in the timeframe remaining prior to the expiration of the grant funds.

Thank you for your consideration;

John Bohan, P.E.  
CBJ Chief Engineer and Water Superintendent

**Engineering & Public Works Department**

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: September 13, 2017

TO: Mary Becker, Chair  
Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Maier Drive Forcemain Repair Transfer Request

The Maier Drive Forcemain conveys wastewater from the west side of the Mendenhall River (Industrial Boulevard area, Pederson Hill, Wildmeadow etc.) to the Mendenhall Waste Water Treatment Plant (MWWTP). The forcemain across the Mendenhall River to the MWWTP broke on Saturday, September 2 due to high flows. This pipe was installed in 2007, 3' below the river bottom. The forcemain had been recently exposed and undermined by flooding and significant down-cutting of the river caused by the Jökulhlaups from the Mendenhall Glacier over the past 6 years. Fortunately, the break was caught immediately by Wastewater staff with minimal wastewater release (if any) occurring into the Mendenhall River. As an interim measure to maintain service to the area, Wastewater staff are currently trucking wastewater from the Maier Drive Pump Station to the MWWTP, an activity that is labor intensive, but doesn't impact the users.

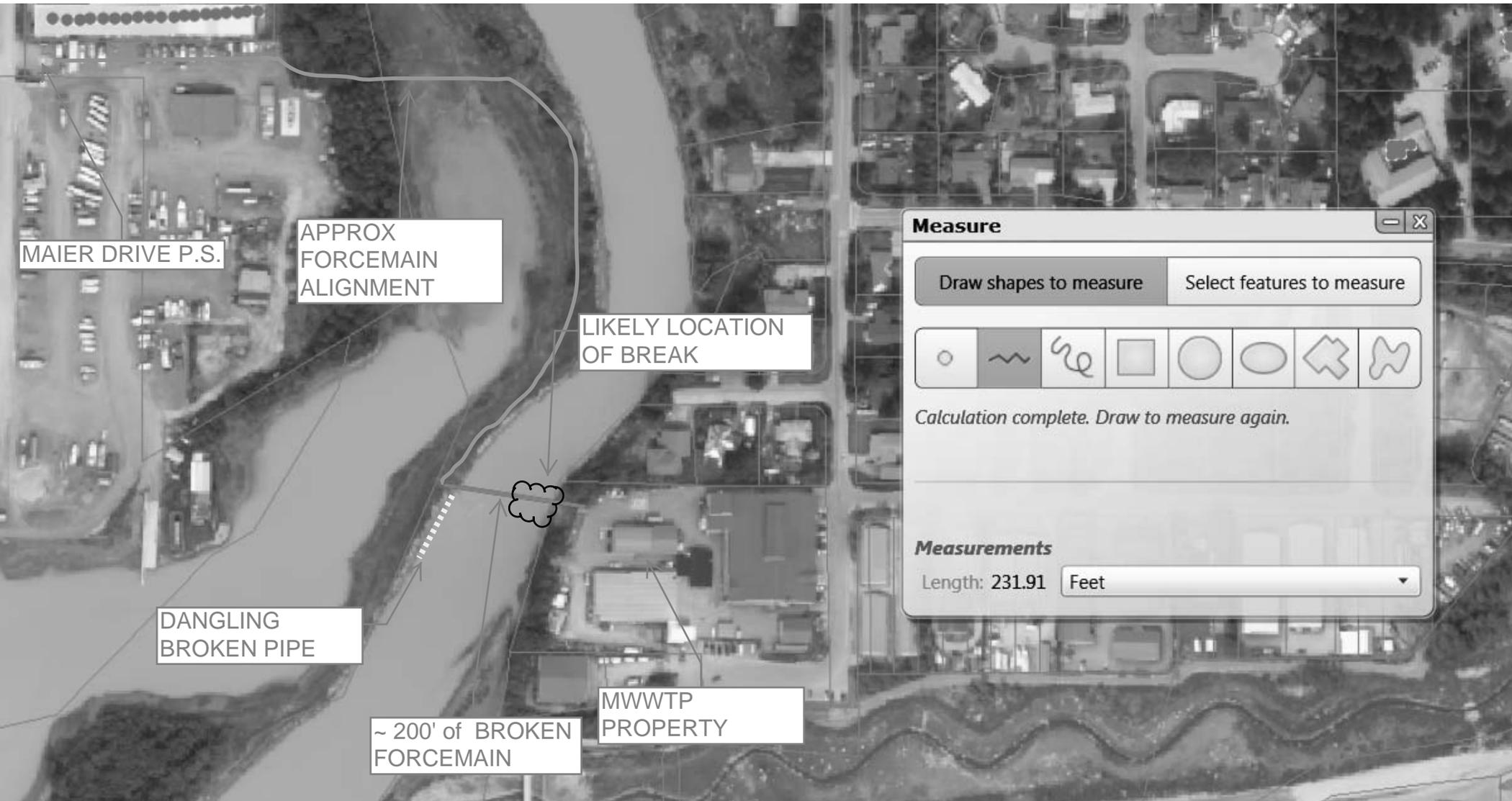
CBJ Risk Management Staff are currently in discussions with our insurance carrier with optimistic hopes of this repair being covered by insurance. Design work needs to begin immediately to implement a new river crossing repair as soon as possible.

In the event of the repair not being covered by insurance, staff requests a transfer of \$100,000 from the Wastewater SCADA (Supervisory Control and Data Acquisition) CIP to a new CIP to fund the design of the work for the Maier Drive Forcemain repair. SCADA upgrades and improvements are an important priority to the Wastewater Utility and significant funding remains (~\$700k) in the SCADA CIP to continue working on the improvements.

If Insurance will cover this work, the funding will be returned to the Wastewater SCADA Improvements CIP.

**Recommendation**

Staff requests the above transfer be forwarded to the Full Assembly for approval.



MAIER DRIVE P.S.

APPROX  
FORCEMAIN  
ALIGNMENT

LIKELY LOCATION  
OF BREAK

DANGLING  
BROKEN PIPE

~ 200' of BROKEN  
FORCEMAIN

MWWTP  
PROPERTY

**Measure** - X

Draw shapes to measure    Select features to measure

*Calculation complete. Draw to measure again.*

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**Measurements**

Length: 231.91    Feet ▼

**Engineering & Public Works Department**

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: September 13, 2017

TO: Mary Becker, Chair  
Public Works and Facilities Committee

FROM: Michele Elfers, Chief Landscape Architect

SUBJECT: Update on Downtown Traffic Flow and Visitor Service Funding

At the May 18, 2015 Assembly meeting, Resolution 2713(d), the Capital budget was amended to fund \$150,000 for Downtown Improvements Related to Traffic Flow and Visitor Service, the source of funding is Marine Passenger Fees. The amendment called for use of the funds for:

1. Feasibility of a circular transit system in Downtown Juneau
2. Develop a plan for improved pedestrian networks and visitor pathways
3. Develop a plan for public spaces and restrooms
4. Develop a plan for enhanced wayfinding and interpretive signage throughout the waterfront area
5. Related uplands planning
6. Planning necessary for electric charging stations downtown

Work has been done on many of these items through other related projects. The Downtown Streets Improvement Project studied and analyzed pedestrian networks, pathways, public spaces and restrooms as part of the street reconstruction project. The FY18 CIP includes \$25,000 for electric charging stations in Juneau, public outreach is being done to identify priorities and a master plan for charging station locations. It is likely that some of this funding will be used for a charging station in the downtown area.

There is a private business that has invested in electric circulators for the downtown and has told staff that they will begin operating next year.

Throughout the Downtown Streets Improvement process, public comment has indicated a desire for better wayfinding and interpretive signage in the waterfront and downtown area. Many of the existing signs are outdated and have incorrect information on them or are not located correctly. Staff plans to move forward with the research, evaluation, planning and cost estimating for replacement and improvement of the downtown signage system. The existing funding will not be enough to fund the fabrication and installation of signage. Staff will work with the public and Assembly to scope an appropriate project that could be a candidate for funding in the FY19 budget.



## Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: September 18, 2017

TO: Mary Becker, Chair  
Public Works and Facilities Committee

FROM: Roger Healy, PE, Director  
Engineering and Public Works

SUBJECT: Snow Storage

In the March 20, 2017 PWFC meeting, private snow haulers, represented by Jerry Godkin and Karl Reese, requested that the CBJ open the Downtown Snow Dump behind the Juneau Douglas Treatment Plant (JDTP) to accept snow from private haulers. The demand for private snow storage increased last year when CBJ Docks and Harbors ceased private snow storage at the Juneau Yacht Club over concerns of impacting Yacht Club and D&H's operations. For reasons explained below, it is not a recommended action to open the JDTP site to private haulers; the JDTP site was sized for CBJ street clearing operations and reducing available volumes will increase costs to the CBJ and the public.

CBJ staff have researched other downtown area sites and there may be opportunities for private haulers to pursue snow storage sites other than those previously utilized. These discussions are on-going.

Prior to 2012, snow hauled from CBJ, State, and private roads and parking lots was dumped into the Gastineau Channel. Due to more stringent federal and state regulations, the CBJ appropriated monies in FY09 and FY10 to identify snow storage sites and construct facilities for snow from CBJ Right of Ways. In 2013, snow storage and treatment sites were constructed at the US Forest Service bus parking lot for the Mendenhall Glacier Visitor center and the JD Wastewater Treatment Plant (JDTP). The valley facility is operated under a 5 year permit through the USFS and operation rights cannot be transferred to others. The USFS is undergoing a master planning process for this area and long term use of the site for snow storage may not be compatible with future plans. The CBJ may have to identify, design, and construct a new snow storage site in the Mendenhall Valley area.

The downtown JDTP storage and treatment facility was designed and constructed for snow removed from downtown CBJ Right of Way and sized for a volume of 30,000 cubic yards of snow storage. This volume would accommodate CBJ's Streets snow removal for approximately 80% of Juneau's winters over the last 25 years. Any volumes over these amounts (i.e., 2006-2007 and other winters) would require the CBJ to truck snow to dumps in Lemon Creek or near the Airport, resulting in greatly increased trucking costs. Reducing CBJ's available volumes by allowing private haulers to dump at the JDTP site would increase the likelihood that removal of snow from CBJ's public roads would be of greater expense to the CBJ and the public.

The CBJ's Snow Management Study may be found at:

[http://www.juneau.org/engineering/Snow\\_Storage/Snow\\_Storage.php](http://www.juneau.org/engineering/Snow_Storage/Snow_Storage.php)

Operationally, the allowance of private operators into the JDTP site would increase CBJ costs and risks, unless those costs were completely passed through to the private haulers. Hauling schedules of CBJ Streets and private haulers do not usually coincide; with CBJ Streets centered on clearing roads while private haulers are typically hauling parking lot snow to storage sites. CBJ Streets addresses hauling after hours when available personnel and equipment is finished with snow plowing operations. If open to private haulers, the CBJ would require a CBJ operator on site to bulldoze snow and check that haulers are approved in regards to insurance requirements, prior payments to the CBJ, and acceptance of CBJ agreement conditions. If private haulers were allowed to dump in the JDTP site, an approval and billing system similar to the CBJ rock and sand quarries would have to be set up. To distribute costs accordingly, private haulers would have to absorb costs for CBJ equipment operators, equipment rental costs, contract review and approval staff time needed to solicit, review, approve, and sign CBJ/hauler agreements, enforcement activities when appropriate, and billing and accounting costs. It is expected that these costs will not be competitive with costs currently borne by private haulers hauling to private sites.

In summary, allowance of private snow haulers into the CBJ's snow storage sites is not recommended. Due to regulatory changes, the CBJ has had to plan, design, permit, and construct snow storage facilities at considerable costs (~\$1.6 million) to the public. Reducing available storage by allowing private snow haulers could result in increased CBJ costs to haul snow or would increase CBJ capital costs to increase snow storage capacity at other locations.

cc: Rorie Watt, City Manager  
Ed Foster, CBJ Streets Superintendent  
Michele Elfers, Chief Landscape Architect

**Engineering & Public Works Department**

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: September 18, 2017

TO: Mary Becker, Chair  
Public Works and Facilities Committee

FROM: Roger Healy, PE, Director  
Engineering and Public Works

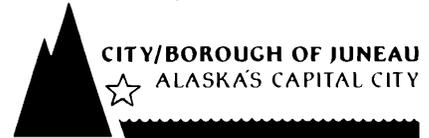
A handwritten signature in blue ink, appearing to be "R. Healy", written over the "FROM:" line of the email header.

SUBJECT: Proposed Regulation Change – Onsite Wastewater Treatment and Disposal Systems

CBJ Assembly Ordinance 2005-17(b) allowed major subdivisions not connected to the CBJ's wastewater system to be constructed by allowing the use of Onsite Wastewater Treatment and Disposal (OWTDS) systems. Regulations were approved in 2005 that regulated the home owner's design, operations, and maintenance responsibilities for the OWTDS. Changes in Juneau's OWTDS market have necessitated changes in the OWTDS regulations. Specifically, the regulation requirement that a 'Service Contractor' be approved by the OWTDS system manufacturer has placed many homeowners in a position of not having approved service contractors able to provide the pumping service. The home owners' regulatory alternative is to contract with the CBJ to provide this service, typically through contract with a local pumping service. This requirement to contract through the CBJ is neither efficient nor convenient for the CBJ or the homeowners.

The Engineering and Public Works Department will initiate a change in the OWTDS regulations that allow homeowners to contract directly with Department approved service providers. After required legal review, public notice, and consideration of comments, the Department will request the CBJ Assembly's concurrence with the regulation changes.

cc: Rorie Watt, City Manager  
Amy Mead, City Attorney

**MEMORANDUM**

TO: Roger Healy, P.E.  
Engineering & Public Works Director

FROM: Greg Smith  
Contract Administrator

Date: September 13, 2017

SUBJECT: Contracts Division Activity  
August 8, 2017 to September 13, 2017

**Current Bids – Construction Projects >\$50,000**

BE17-133	MWWTP Biosolids Dryer Facility	Estimate 14.8 million. Bids due 7/13/17. 2 Bids received. Dawson Construction, low bidder, \$16,040,000. NTP issued 8/29/17.
BE17-215	F Street Reconstruction	Estimate \$450,000. Bids due 8/9/17. 7 bids received. Southeast Earthmovers, successful bidder, \$360,695. Award in progress.
BE17-207	Douglas Highway Water Main Replacement	Estimate \$2,416,260. Bids due 7/26/17. 4 bids received. Miller Construction apparent low bidder, \$1,694,125. Assembly Approval 9/11/17.
BE17-252	Downtown Fire Station Apparatus Bay Reroof	Estimate \$303,000. Bids due 7/18/17. 8 bids received. A & A Roofing Co., Inc. low bidder \$303,500. Processing.
BE18-033	JNU Gate 2 Passenger Boarding Bridge	Estimate \$2.16 mil. Bids due 2/6/18.
BE17-110	North Lemon Creek Material Source Road Improvements	Estimate \$260,000. Bids due 9/21/17.
BE18-025	Pederson Hill Subdivision, Phase 1	Estimate \$3 mil. Bids due 10/12/17.
DH18-001	Statter Harbor Breakwater Safety Improvements	Estimate \$123,000. 7 Bids received. Silver Bow Construction low bidder \$73,500. Processing 9/12/17.
BE18-052	JNU RSA Safety Area Improvements, Phase 2C	Estimate 10 Million. Bids due 9/12/17. Under Review.
E18-093	Treadwell Mine Office Building Rehabilitation – Phase II	Estimate \$52,000. Bids due 9/19/17.
BE17-244	Jensen-Olson Arboretum Sunroom Renovation	Estimate 60,000. Bids due 9/20/17.
BE17-254	Retaining Wall Cleaning and Sealing 2017	Estimate \$80,000. Bids due 9/22/17.
BE18-077	Jensen-Olson Arboretum Parking Lot	Estimate \$116,000. Bids due 9/26/17.

**Current RFP's – Services**

RFP E18-051	Design Services for Project Playground Rebuild	Proposals due 8/7/17. 2 responses received. Corvus Design selected, Play by Design was deemed non-responsive. Under protest.
RFP E18-062	Contract Administration and Inspection Services for Douglas Highway Water Main Replacement	Proposals due 8/11/17. 3 proposals received. PDC Engineers, successful proposer. Under negotiations.
RFP E18-089	Seawalk Design Services Franklin Dock to AJ Dock	Proposals due 9/11/17. 3 proposals received. Under evaluation.

**Other Projects – Professional Services – Contracts, Amendments & MR's >\$20,000**

MRE17-166 (Engineering)	CA & Insp. for Dunn Street Paving	PDC Engineers, \$32,810. NTP issued 8/8/17.
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## Contracts Division Activity

August 8, 2017 to September 13, 2017

RFP E16-154.2	A8 & A9 – Design Construction Admin & Inspection Services for JNU Snow Removal & Equipment Facilities (SREF) – Equipment Garage	ECI, \$141,377. NTP issued 8/15/17.
MR E17-166 (Civil or Architectural)	CBJ Facility Fall Restraint Design	Estimate \$45,000. Solicitation to design fall restraint devices on the outside of several CBJ buildings. Responses due 8/8/17.
MR E17-166 (Architectural)	Design Services for Glacier Fire Station Dorm Renovations	Jensen Yorba Lott, \$49,955. NTP issued 9/8/17.
MR E17-166 (Architecture)	Design Services for Douglas Library Wood Shingle Roof Replacement	Estimate \$20,000. Responses due 7/18/17. 1 response received. Negotiations underway.
MR E17-166 (Civil and Land Surveying)	Contract Administration and Inspection Services for Merritt Subdivision Construction	Responses due 8/10/17.
MR E17-166 (HNS)	PA 2 – Contract Administration and Inspection Services for West Eighth Street Reconstruction	proHNS, \$45,092. NTP issued August 4, 2017.
RFP E15-143	PA 8 - BRH Oncology Pharmacy Remodel Phase I	Wilson Engineering, \$33,177. NTP issued 8/3/17.
MRE17-166(WEI)	PA4 – MWWTP Biosolids Dryer Facility – Special Inspection – Architectural	Wilson Engineering, \$44,250. NTP issued 9/7/17.
RFP E17-180	CA & Insp. Services for CBJ Headworks Improvements	DOWL, \$145,947. NTP issued 9/8/17.

**Term Contract – Downtown Stairs Rehabilitation (between \$20,000-\$50,000)**

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**Term Contracts – Painting (between \$20,000-\$50,000)**

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**Term Contracts – Construction Work (between \$20,000-\$50,000)**


**Term Contracts – Electrical Work (between \$20,000-\$50,000)**

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**Construction Change Orders (>\$20,000)**

BE17-033	CO1 – CBJ Headworks Improvements	Carver Construction \$46,323.85. Routing for signatures.
BE17-165	CO 1 – Aspen Aven. Paving and Drainage Improvements	SECON, \$41,419.80. Routing for signatures.8/7/17.
BE16-254	CO 2 - JNU Snow Removal Equipment Building	F & W Construction, \$149,296.35. Bonding letter issued 9/7/17.
E16-127	CO4 – Seawalk – Bridge to Gold Creek, Phase 2	North Pacific Erectors, \$117,516.94. Bonding letter issued 9/5/17.

Contracts Division Activity  
August 8, 2017 to September 13, 2017

MR E17-166 – Term Contract for Professional Services. This solicitation is open for the next three years. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

<b>A</b>	Amendment to PA or Professional Services Contract
<b>CA</b>	Contract Administration
<b>CO</b>	Change Order to construction contract or RFQ
<b>MR</b>	Modification Request – for exceptions to competitive procurement procedures
<b>NTE</b>	Not-to-exceed
<b>NTP</b>	Notice to Proceed
<b>PA</b>	Project Agreement - to either term contracts or utility agreements
<b>RFP</b>	Request for Proposals, solicitation for professional services
<b>RFQ</b>	Request for Quotes (for construction projects <\$50,000)
<b>RSA</b>	Reimbursable Services Agreement
<b>SA</b>	Supplemental Agreement