



CITY & BOROUGH OF WRANGELL SPECIAL ASSEMBLY MEETING AGENDA

**Monday, May 2, 2016
12:00 p.m. (Noon)**

Location: Assembly Chambers, City Hall

1. Call to Order
2. Roll Call
3. Conflict of Interest:
4. Persons to be Heard:
5. Item of Business:
 - a. **Approval of a construction contract for the Wood Street Improvements project**
 - b. **Approval of a contract amendment for construction administration and inspection services to PND Engineers for the Wood Street Improvements project**
 - c. **Approval to Dispose of Remediated soil from the Byford Junkyard property at the Spur Road Rock Pit**
6. Adjournment

Agenda Item 5a

CITY & BOROUGH OF WRANGELL

BOROUGH ASSEMBLY SPECIAL AGENDA ITEM May 2, 2016

INFORMATION:

Approval of a construction contract for the Wood Street Improvements project

Attachments:

1. Memo from Amber Al-Haddad, PW Director
2. Recommendation from PND
3. Rock-N-Road's Successful Bid
4. Preliminary Bid Tab

RECOMMENDED ACTION:

Move to approve a construction contract with Rock-N-Road for the construction of the Wood Street Improvement project in a total contract amount of \$902,745.00, which includes the Base Bid and Alternate A, and a construction contingency of \$45,000. Funding will come from a State of Alaska DCCED grant and from the City & Borough of Wrangell's Sales Tax Street Fund in the amount of \$90,000.

MEMORANDUM

TO: HONORABLE MAYOR AND MEMBERS OF THE ASSEMBLY
CITY AND BOROUGH OF WRANGELL

FROM: AMBER AL-HADDAD, PUBLIC WORKS DIRECTOR

SUBJECT: CONSTRUCTION CONTRACT AWARD TO ROCK-N-ROAD
CONSTRUCTION INC. FOR WOOD STREET IMPROVEMENTS PROJECT

DATE: April 29, 2016

BACKGROUND

The City and Borough of Wrangell received a grant from the State of Alaska DCCED to construct the Wood Street Improvements project. Along with design and bidding assistance from PND Engineers, the City and Borough of Wrangell issued an invitation to bid for the construction of this project, for which bids were due on April 28, 2016.

PND Engineers assisted the City and Borough of Wrangell in a review of the bids, and PND has provided a letter of recommendation to award the project to Rock-N-Road who was the sole responsive and qualified bidder. PND's letter of recommendation and the bid tabulation summary is attached.

Following a review of PND's recommendation and the Borough's project budget, it is the intent of the City and Borough of Wrangell to enter into a contract with Rock-N-Road for construction of the work under the Base Bid (879,980.50) and the Alternate A (22,764.50), for a combined construction cost of \$902,745.00.

Because concrete pavement is more durable than asphalt pavement and concrete pavement's life can range anywhere from 20-40 years, we've included a recommendation to add to the award Alternate A, which involves the added cost to construction the road with concrete instead of asphalt. While a concrete street would need little maintenance over a 30 year period, an asphalt street would require major resurfacing in approximately 15 years. Areas paved with asphalt require more maintenance than those paved with concrete, so when you factor in annual maintenance, asphalt pavement can cost four to six times as much money to maintain. The \$22,764.50 additional cost to replace asphalt paving with concrete paving in this project is of significant value and will add longevity to the roadway and reduce road maintenance costs. Further, the underground water mains within the project limits will be upgraded to an HDPE piping system and will be an added benefit when constructing the roadway with concrete.

Due to the nature of unknown conditions, especially as they relate to excavation, a five percent

(5%) construction contingency, equal to \$45,137.25 is recommended to be set aside to address potential changes in the Contractor's work. Any unused contingency funds would remain in the Borough fund from which we are requesting it. The majority of funds for this project are provided through a State grant issued by the DCCED; however, given the shortfall in grant funds available to make the award for both the Base Bid and the Concrete Additive, staff have identified the additional funds needed to come from the Sales Tax Street Fund. A breakdown of the project's costs and source of funds are summarized below.

Project Costs (approximate figures):

Base Bid	\$880,000.00
Additive Alternate A	23,000.00
5% Construction Contingency	45,000.00
AP&T Telephone relocation	9,000.00
PN&D Contract Admin/Inspection	105,000.00
City Project Manager	<u>6,000.00</u>
Total of Project Costs	\$1,068,000.00

Project Funding Sources:

DCCED Grant Balance	\$978,000.00
Sales Tax Streets Fund	<u>90,000.00</u>
Total of Potential Funding	\$1,068,000.00

If approved by the Borough Assembly, staff will issue a Notice of Intent to Award to Rock-N-Road in order to begin the ten-day protest period and allow the Contractor to begin acquiring the required bonds and certificate submittals.

RECOMMENDATION

Move to approve a construction contract with Rock-N-Road for the construction of the Wood Street Improvement project in a total contract amount of \$902,745.00, which includes the Base Bid and Alternate A, and a construction contingency of \$45,000. Funding will come from a State of Alaska DCCED grant and from the City & Borough of Wrangell's Sales Tax Street Fund in the amount of \$90,000.

ATTACHMENTS

1. Project Bid Tabulation Summary for the Wood Street Improvement project.
2. Rock-N-Road's Bid for the Wood Street Improvement project.
3. PND Engineer's Letter of Recommendation to Award the Wood Street Improvement project to Rock-N-Road.



PND Engineers
1736 4th Ave S
Seattle WA, 98134
Tel. 206.624.1387 | Fax. 206.624.1388
www.pndengineers.com

April 29th 2016

PND 114018

Amber Al-Haddad
Director of Public Works and Capital Projects
City & Borough of Wrangell
P.O. Box 531, Wrangell, AK 99929

RE: Wood Street Improvements Bidding Recommendation

Dear Amber:

One bid was received for construction of the above referenced project on April 28th by the City and Borough of Wrangell (CBW). Schedules of values were included in the bid with one submitted modification. Acknowledgement was given for the bid addendums.


Rock-N-Road was the only bidder and therefore apparent low. They have constructed a variety of roadway and utility projects in southeast Alaska. The quality of their work has found to be satisfactory by PND both and CBW on other projects. Based on our review of the bid information and previous experience, Rock-N-Road meets the bidding requirements, has the necessary experience and a track record of performing satisfactory work on time. The following table summarizes the bid compared with the engineer's estimate:

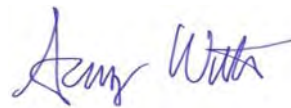
Description	Engineer's Estimate	Rock-N-Road Bid
Base Bid	\$776,265	\$879,981
Add Alt 1	\$-8,500	\$22,765
Add Alt 2	\$65,779	\$80,019

The Rock-N-Road bid is 13% higher than the engineer's estimate. This is in part due to no bidding competition. PND recommends to accept the bid at the May 1, 2016 Borough Assembly for the base bid of \$879,981 plus any Additive Alternatives the CBW chooses. It is our understanding the CBW would like to select Additive Alternative 1, and replace Hot Mix Asphalt with Cement Concrete Pavement for an additional \$22,765 for a total of \$902,746. PND typically recommends a minimum 10% contingency fund is reserved for unforeseen changes.

Please feel free to contact us if you have any questions.

Sincerely,
PND Incorporated | Seattle Office


Steve Robert, P.E.
Senior Engineer


Principal

SECTION 00300 - BID

BID TO: CITY & BOROUGH OF WRANGELL

1. The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with the OWNER on the form included in the Contract Documents (as defined in Article 7 of Section 00500 - Agreement) to perform the WORK as specified or indicated in said Contract Documents entitled:

**WOOD STREET
IMPROVEMENTS**

2. Bidder accepts all of the terms and conditions of the Contract Documents, including without limitation those in the "Notice Inviting Bids" and "Instructions to Bidders," dealing with the disposition of the Bid Security.
3. This Bid will remain open for the period stated in the "Notice Inviting Bids" unless otherwise required by law. Bidder will enter into an Agreement within the time and in the manner required in the "Notice Inviting Bids" and the "Instructions to Bidders," and will furnish insurance certificates, Payment Bond, Performance Bond, and any other documents as may be required by the Contract Documents.
4. Bidder has familiarized itself with the nature and extent of the Contract Documents, WORK, site, locality where the WORK is to be performed, the legal requirements (federal, state and local laws, ordinances, rules, and regulations), and the conditions affecting cost, progress or performance of the WORK and has made such independent investigations as Bidder deems necessary.
5. This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; Bidder has not solicited or induced any person, firm or corporation to refrain from bidding; and Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over OWNER.
6. To all the foregoing, and including all Bid Schedule and information required of Bidder contained in this Bid Form, said Bidder further agrees to complete the WORK required under the Contract Documents within the Contract Time stipulated in said Contract Documents, and to accept in full payment therefor the Contract Price based on the total bid price(s) named in the aforementioned Bid Schedule.
7. Bidder has examined copies of all the Contract Documents including the following Addenda (receipt of all of which is hereby acknowledged by the Undersigned):


Addenda No.	Date Issued	Addenda No.	Date Issued
1	4-14-16		
2	4-22-16		

Give number and date of each Addendum above. Failure to acknowledge receipt of all Addenda will cause the Bid to be non-responsive and shall cause its rejection.

SECTION 00300 - BID

8. The Bidder has read this Bid and agrees to the conditions as stated herein by signing its signature in the space provided below.

Dated:	<u>4-26-16</u>	Bidder:	<u>Rock-N-Road Construction Inc,</u> (Company Name)
Contractor's License No.:	<u>8402</u>	By:	<u>Sig Burrell</u> (Signature in Ink)
Telephone No.:	<u>907-772-3308</u>	Printed Name:	<u>Sig Burrell</u>
Facsimile No.:	<u>907-772-2268</u>	Title:	<u>Vice - President</u>
		Address:	<u>PO Box 1188</u> (Street or P.O. Box)
			<u>Petersburg, AK 99833</u> (City, State, Zip)



9. TO BE CONSIDERED, ALL BIDDERS MUST COMPLETE AND INCLUDE THE FOLLOWING AT THE TIME OF THE BID OPENING:

- Signed Bid, Section 00300 (includes Addenda receipt statement)
- Completed Bid Schedule, Section 00310
- Bid Security (Bid Bond, Section 00320, or by a certified or cashier's check as stipulated in the Notice Inviting Bids, Section 00030)

10. Unless otherwise notified by the Borough Manager, the apparent low Bidder is required to complete and submit the following documents:

- Subcontractor Report, Section 00360

The apparent low Bidder who fails to submit a completed Subcontractor Report within the time specified in Section 00360 – Subcontractor Report will be found to be not a responsible Bidder and may be required to forfeit the Bid security. The OWNER will then consider the next lowest Bidder for award of the contract.

11. The successful Bidder will be required to submit, within ten Days after the date stated in the "Notice of Intent to Award" letter, the following executed documents:

- Alaska Business License
- Agreement Forms, Section 00500
- Performance Bond, Section 00610
- Payment Bond, Section 00620
- Certificates of Contractor Insurance Section 00700 and Section 00800

12. The successful Bidder will be required to submit, within ten Days after the date stated in the "Notice to Proceed" the following executed documents:

- Certificates of Subcontractor Insurance Section 00700 and Section 00800
- One executed copy of each subcontract for WORK that exceeds one half of one percent of the intended contract award amount.

END OF SECTION

SECTION 00310 - BID SCHEDULE

WOOD STREET IMPROVEMENTS BASE BID

Pay Item No.	Pay Item Description	Pay Unit	Approx. Quantity	Unit Price		Amount	
				Dollars	Cents	Dollars	Cents
01505.1	Mobilization	LS	All Req'd	150,000	00	150,000	00
01550.1	Traffic Control	LS	All Req'd	10,000	00	10,000	00
01570.1	Temporary Erosion and Sediment Control	LS	All Req'd	5,000	00	5,000	00
02202.1	Clearing and Grubbing	ACRE	0.5	5,000	00	2,500	00
02202.2	Unsuitable Excavation Including Haul	CY	5,000	12	00	60,000	00
02202.3	Place Embankment	CY	5,000	16	50	82,500	00
02204.1	Base Course	CY	900	50	00	45,000	00
02220.1	Demolition	LS	All Req'd	5,000	00	5,000	00
02501.2	18" Storm Drain Pipe	LF	35	80	00	2,800	00
02501.3	24" Storm Drain Pipe	LF	149	95	00	14,155	00
02501.4	36" Storm Drain Pipe	LF	135	120	00	16,200	00
02502.1	Fish Stream Culvert and Realignment	LS	All Req'd	37,547	00	37,547	00
02601.1	Water Main	LF	900	120	00	108,000	00
02601.2	PRV Vault Relocation	LS	All Req'd	35,000	00	35,000	00
02702.1	Construction Surveys	LS	All Req'd	25,000	00	25,000	00
02743.1	Asphalt Concrete Pavement	SY	1150	72	00	82,800	00
02801.1	Seeding	ACRE	0.25	16,000	00	4,000	00
02910.1	Signage and Striping	LS	All Req'd	10,000	00	10,000	00
03301.1	Concrete Sidewalk	SY	150	160	00	24,000	00
16000.1	Electrical	LS	All Req'd	20,000	00	20,000	00

PAVING ALTERNATE 'A' - CONCRETE PAVING

Pay Item No.	Pay Item Description	Pay Unit	Approx. Quantity	Unit Price		Amount	
				Dollars	Cents	Dollars	Cents
01505.1 A	Mobilization (cost or credit relative to asphalt mobilization included in Item 01505.1 above)	LS	All Req'd	0	00	0	00
02202.3 A	Place Embankment (credit to reflect thicker concrete surfacing)	CY	-100	16	50	-1,650	00
02743.1 A	Asphalt Concrete Pavement (credit for removal of asphalt surfacing)	SY	-1150	72	00	-82,800	00
03301.1 A	Cement Concrete Pavement	SY	1150	117	00	134,550	00

SECTION 00310 - BID SCHEDULE

ADDITIVE ALTERNATE 'B' – STA 1+40 TO STA 4+41 SIDEWALK, CURBS, STORM DRAIN, SEWER

Pay Item No.	Pay Item Description	Pay Unit	Approx. Quantity	Unit Price		Amount	
				Dollars	Cents	Dollars	Cents
01505.1B	Additional Mobilization	LS	All Req'd	5,000	00	5,000	00
02501.1B	12" Storm Drain Pipe	LF	35	110	00	3,850	00
02501.3B	24" Storm Drain Pipe	LF	149	130	00	19,370	00
03301.2B	Concrete Sidewalk	SY	150	160	00	24,000	00
02204.1B	Base Course (Credit for curb quantity)	CY	-40	10	00	-400	00
02401.1B	Gravity Sanitary Sewer	LF	80	90	00	7,200	00

SECTION 00310 - BID SCHEDULE

TOTAL WOOD STREET IMPROVEMENTS BASE BID AMOUNT IN FIGURES: \$ 739,502.00

TOTAL WOOD STREET IMPROVEMENTS BASE BID AMOUNT IN WORDS:

Seven hundred, thirty nine thousand, five hundred and 2 dollars
zero cents

TOTAL WOOD STREET IMPROVEMENTS PAVING ALTERNATE A AMOUNT IN FIGURES:

\$ 50,100.00

TOTAL WOOD STREET IMPROVEMENTS PAVING ALTERNATE A AMOUNT IN WORDS:

Fifty thousand and one hundred dollars zero cents

TOTAL WOOD STREET IMPROVEMENTS ADDITIVE ALTERNATE B AMOUNT IN FIGURES:

\$ 59,020.00

TOTAL WOOD STREET IMPROVEMENTS ADDITIVE ALTERNATE B AMOUNT IN WORDS:

Fifty nine thousand twenty dollars and zero cents

COMPANY NAME: Rock-N-Road Construction Inc.

Po Box 1188 Petersburg, AK 99833

END OF SECTION

Kim Lane

From: Rock-N-Road Construction <rocknrd@ak.net>
Sent: Thursday, April 28, 2016 1:47 PM
To: clerk@wrangell.com
Subject: Bid Modification For Wood Street Improvements
Attachments: Wood Street Modified Bid 4-28-16.pdf

RECEIVED
APR 28 2016
WRANGELL CITY HALL

This email is to modify the bid submitted by Rock-Road Construction Inc, to Wrangell for the Wood Street Improvements.
The bid schedule is attached along with the addenda schedule and signed sheet

Thank you,
Jay Rayborn

Rock-N-Road Construction, Inc.
PO Box 1188
Petersburg, AK 99833
907-772-3308 *Office*
Fax: 907-772-2268
rocknrd@ak.net



Virus-free. www.avast.com

RECEIVED

APR 28 2015

SECTION 00310 - BID SCHEDULE

WRANGELL CITY HALL

Modification to Bid

WOOD STREET IMPROVEMENTS BASE BID

Pay Item No.	Pay Item Description	Pay Unit	Approx. Quantity	Unit Price		Amount		
				Dollars	Cents	Dollars	Cents	
01505.1	Mobilization	LS	All Req'd	25,000	00	25,000	00	Plus
01550.1	Traffic Control	LS	All Req'd					
01570.1	Temporary Erosion and Sediment Control	LS	All Req'd	7,000	00	7,000	00	Plus
02202.1	Clearing and Grubbing	ACRE	0.5					
02202.2	Unsuitable Excavation Including Haul	CY	5,000					
02202.3	Place Embankment	CY	5,000					
02204.1	Base Course	CY	900					
02220.1	Demolition	LS	All Req'd					
02501.2	18" Storm Drain Pipe	LF	35					
02501.3	24" Storm Drain Pipe	LF	149					
02501.4	36" Storm Drain Pipe	LF	135	280	00	37,800	00	Plus
02502.1	Fish Stream Culvert and Realignment	LS	All Req'd					
02601.1	Water Main	LF	900	26	66	23,994	00	Plus
02601.2	PRV Vault Relocation	LS	All Req'd					
02702.1	Construction Surveys	LS	All Req'd	7,000	00	7,000	00	Plus
02743.1	Asphalt Concrete Pavement	SY	1150	16	77	19,285	50	Plus
02801.1	Seeding	ACRE	0.25					
02910.1	Signage and Striping	LS	All Req'd	8,000	00	8,000	00	Plus
03301.1	Concrete Sidewalk	SY	150	82	66	12,399	00	Plus
16000.1	Electrical	LS	All Req'd					

PAVING ALTERNATE 'A' - CONCRETE PAVING

Pay Item No.	Pay Item Description	Pay Unit	Approx. Quantity	Unit Price		Amount		
				Dollars	Cents	Dollars	Cents	
01505.1 A	Mobilization (cost or credit relative to asphalt mobilization included in Item 01505.1 above)	LS	All Req'd					
02202.3 A	Place Embankment (credit to reflect thicker concrete surfacing)	CY	-100					
02743.1 A	Asphalt Concrete Pavement (credit for removal of asphalt surfacing)	SY	-1150	16	77	-19,285	50	Plus
03301.1 A	Cement Concrete Pavement	SY	1150	7	00	8,050	00	minus

WOOD STREET IMPROVEMENTS

BID SCHEDULE Page 00310-1

SECTION 00310 - BID SCHEDULE

ADDITIVE ALTERNATE 'B' - STA 1+40 TO STA 4+41 SIDEWALK, CURBS, STORM DRAIN, SEWER

Pay Item No.	Pay Item Description	Pay Unit	Approx. Quantity	Unit Price		Amount		
				Dollars	Cents	Dollars	Cents	
01505.1B	Additional Mobilization	LS	All Req'd					
02501.1B	12" Storm Drain Pipe	LF	35					
02501.3B	24" Storm Drain Pipe	LF	149					
03301.2B	Concrete Sidewalk	SY	150	+	86 66	+	12,999 00	Plus
02204.1B	Base Course (Credit for curb quantity)	CY	-40					
02401.1B	Gravity Sanitary Sewer	LF	80	+	100 00	+	8,000 00	Plus

SECTION 00310 - BID SCHEDULE

Modification to Bid

TOTAL WOOD STREET IMPROVEMENTS BASE BID AMOUNT IN FIGURES: \$ +140,478.50

TOTAL WOOD STREET IMPROVEMENTS BASE BID AMOUNT IN WORDS:

Plus One hundred and forty thousand, four hundred seventy eight dollars and fifty cents

TOTAL WOOD STREET IMPROVEMENTS PAVING ALTERNATE A AMOUNT IN FIGURES:

\$-27,335.50

TOTAL WOOD STREET IMPROVEMENTS PAVING ALTERNATE A AMOUNT IN WORDS:

Minus Twenty seven thousand, three hundred thirty five dollars and fifty cents

TOTAL WOOD STREET IMPROVEMENTS ADDITIVE ALTERNATE B AMOUNT IN FIGURES:

\$+20,999.00

TOTAL WOOD STREET IMPROVEMENTS ADDITIVE ALTERNATE B AMOUNT IN WORDS:

Plus Twenty thousand, nine hundred and ninety nine dollars

COMPANY NAME: Rock-N-Road Construction Inc.

PO Box 1188, Petersburg, AK 99833

END OF SECTION

Wood Street Improvements
 Bid Opening Checklist and Tabulations

5a-3

Bid Opening Date: April 28, 2016 @ 2:00 p.m. - Assembly Chambers

Preliminary

Bidder's Name	Bid Bond	Signed Bid	Bid Schedule	AK Business License	AK Contractors License	Addenda Acknowledged		Base Bid	Alternate A	Alternate B	Base Bid Modification	Alternate A Modification	Alternate B Modification	Base Bid Total Project	Total A1+A	Total A1+B
						#1	#2									
Rock-N-Road	✓	✓	✓	✓	✓	✓	✓	739,502.00	50,100.00	59,020.00	+140,478.50	-27,335.50	+20,999.00	879,980.50	22,764.50	80,019.00

Verified By: *Rui Lane*

Witnessed By: *Muleq Al-Haddad*

Agenda Item 5b

CITY & BOROUGH OF WRANGELL

**BOROUGH ASSEMBLY
SPECIAL AGENDA ITEM
May 2, 2016**

INFORMATION:

Approval of an contract amendment to PND Engineers for the Wood Street Improvements Project

Attachments:

1. Memo from Amber Al-Haddad, PW Director
2. PND Engineer's Fee Proposal

RECOMMENDED ACTION:

Move to approve the Borough Manager to issue Contract Amendment #9 to PND Engineers, based on Time & Expense and in the amount, not to exceed \$105,860, for the Contract Administration and Inspection services, with funds to be paid from the State of Alaska DCCED project funds for the Wood Street Improvements project.

MEMORANDUM

**TO: HONORABLE MAYOR AND MEMBERS OF THE ASSEMBLY
CITY AND BOROUGH OF WRANGELL**

FROM: AMBER AL-HADDAD, PUBLIC WORKS DIRECTOR

**SUBJECT: CONTRACT AMENDMENT FOR CONSTRUCTION ADMINISTRATION
AND INSPECTION SERVICES TO PND ENGINEERS FOR THE WOOD
STREET IMPROVEMENTS PROJECT**

DATE: April 27, 2016

BACKGROUND:

The City & Borough of Wrangell contracted with PND Engineers to provide professional design services for the Wood Street Improvements project. With the design complete and the project nearing commencement, the level of engineering services for Contract Administration and On-Site Inspection, beyond what City staff will provide, has been identified. These professional services are proposed to be provided by PND Engineers, the engineers of record for this project.

PND Engineer's proposal to perform the additional CA/Inspection work is \$105,860. The work under this amendment includes support with bid phase, submittals, RFIs, change orders, pay request and contractor coordination, weekly meetings with agenda preparation, on-site periodic inspections, four weeks on a resident inspector (during excavation and water main installation tasks), substantial and final completion inspections and closeout.

This services under this amendment, if approved, would be paid from the DCCED grant funds acquired for the Wood Street Improvements project.

RECOMMENDATIONS:

Staff recommends that the Assembly authorize the Borough Manager to issue Contract Amendment #9 to PND Engineers, based on Time & Expense and in the amount not to exceed \$105,860, for the Contract Administration and Inspection services, with funds to be paid from the State of Alaska DCCED project funds for the Wood Street Improvements project.

ATTACHMENTS:

1. PND Engineer's Fee Proposal dated February 10, 2016 (Note that the Final Bid documents portion of this estimate has already been included in the contract by amendment).

WOOD STREET IMPROVEMENT
Construction Assistance
Fee Estimate

Date: 2/10/2016

	Senior Engineer VII	Senior Engineer VI	Senior Engineer III	Staff Engineer III	CAD Technician V	Technician V	Total Hours	Expenses	Total \$
	\$ 180	\$ 165	\$ 135	\$ 100	\$ 100	\$ 110			
Final Bid Documents									
2016 Cost Estimates and Final Bid Documents		6	25		4				\$ 4,765
SUBTOTAL	0	6	25	0	4	0	0	0	\$ 4,765
Construction Assistance									
Administration, Project Management		12	20	10		20	62		\$ 7,880
Bid Support and Bid Addenda		8	20	10	16	4	58		\$ 7,060
Submittal Review, RFIs and Change Orders		12	20	50	4	19	105		\$ 12,170
Pay Request Reviews and Contractor Coordination		8	8	40		20	76		\$ 8,600
Weekly Teleconference Meetings and Agendas (24 Weeks)		12	24	24		24	84		\$ 10,260
Resident Inspection for 4 Weeks*				200			200	\$ 3,000	\$ 23,000
Senior Construction Inspection (four inspection trips, two days each)			80				80	\$ 4,000	\$ 14,800
Per Diem at \$230/day for 36 Days							0	\$ 8,280	\$ 8,280
Haight and Associates Quote +10%							0	\$ 11,440	\$ 11,440
Project Close-Out		2	8		4	4	18	\$ 120	\$ 2,370
SUBTOTAL	0	66	230	334	32	91	683	\$ 26,840	\$ 105,860
TOTAL	0	72	255	334	36	91	683	26840	\$ 110,625

Agenda Item 5c

CITY & BOROUGH OF WRANGELL

**BOROUGH ASSEMBLY
SPECIAL AGENDA ITEM
May 2, 2016**

INFORMATION:

**Approval to Dispose of Remediated soil from the Byford property
at the Spur Road Rock Pit**

Attachments:

1. Memo from Amber Al-Haddad, PW Director
2. Proposal by DEC

RECOMMENDED ACTION:

Move to approve development of the Spur Road Rock Pit by DEC as a Monofill Site for the disposal of remediated soils previously contaminated by lead from the Byford Junkyard at no cost to ADEC and their contractor, NRC.

MEMORANDUM

**TO: HONORABLE MAYOR AND MEMBERS OF THE ASSEMBLY
CITY AND BOROUGH OF WRANGELL**

FROM: AMBER AL-HADDAD, PUBLIC WORKS DIRECTOR

**SUBJECT: APPROVAL TO DISPOSE OF REMEDIATED SOIL FROM THE
BYDFORD JUNKYARD PROPERTY TO THE SPUR ROAD ROCK PIT.**

DATE: April 28, 2016

BACKGROUND

In 2015, the Alaska Department of Environmental Conservation (ADEC) committed to helping the community of Wrangell by cleaning up the property known as the Byford Junkyard, a site deemed by EPA as a super fund site. The eventual goal of the project is to achieve complete cleanup by removing contaminated soil and other hazardous materials from the site to meet residential land use standards.

After two months of work, ADEC and its contractor, NRC Alaska, discovered that soil contamination at the site is more extensive than anticipated. Based on cleanup and excavation work performed to date more than four times the original volume of 4,000 yards is expected. Current estimates are that up to 18,000 cubic yards of material may be contaminated and will require screening and treatment according to the original work plan.

ADEC and NRC have had to adjust the overall project approach to reflect this change. With this adjustment has also come the added expense for treatment and disposal. ADEC and Commissioner Hartig and his staff are committed to cleaning this site to the same residential land use standards, and they have asked the City & Borough of Wrangell if we can help by committing land for disposal of the remediated soil.

Remediation of the soil is being performed through use of a product named ECOBOND®, which will be used throughout the site to treat the lead contaminated soils. The ECOBOND® product is not expected to change the lead concentration of soil, only the leachability of the soil by immobilizing the metals. ECOBOND® treated material will meet RCRA leachability standards, rendering the material non-hazardous.

Borough staff have identified only a small number of Borough-owned property sites that, based on disposal requirements (see attached requirements in March 25, 2016 email from Douglas Buteyn to Sally Schlichting), show potential for being used for the soil disposal. The best alternative identified is the rock pit on Spur Road which was previously used for disposal of both contaminated and non-contaminated soils and capital project excavation and overburden. ADEC and NRC have assessed this site as a possible prospect (photograph, with Lat and Long insert attached). While the approach road would need some work in preparation for the hauling, they believe this land fits the disposal requirements.

ADEC is spending over \$4 million to clean up land that we own, and Borough staff believe that the community should support their efforts where we can, as long as the work can be accomplished in a manner that is sounds to public health and the environment.

Attached as supporting documentation is NRC's *Conceptual Proposal* for MONOFILL DISPOSAL OF TREATED CONTAMINATED SOIL, which provides more detail of this issue.

Sally Schlichting, Unit Manager for Technical Services, Policy & Regulations of the ADEC Contaminated Sites Program, as well as Shane O'Neill, Waste Services Manager of NRC Alaska will be available during the May 2nd special meeting to review the project with the Assembly and answer any questions the Assembly may have about the proposed Wrangell disposal site and the associated work plan.

RECOMMENDATION

Move to approve development of the Spur Road Rock Pit by DEC as a Monofill Site for the disposal of remediated soils previously contaminated by lead from the Byford Junkyard at no cost to ADEC and their contractor, NRC.



CONCEPTUAL PROPOSAL

MONOFILL DISPOSAL OF TREATED CONTAMINATED SOIL FROM THE HAZARDOUS MATERIALS CLEANUP, WRANGELL JUNKYARD WRANGELL, ALASKA

Prepared for:

**STATE OF ALASKA DEPARTMENT OF ENVIRONMENTAL
CONSERVATION – SPAR DIVISION
CONTAMINATED SITES GROUP**

Prepared April 28, 2016

Prepared by:

**NRC Alaska, LLC
619 East Ship Creek Ave Suite 309
Anchorage, Alaska, 99501**



This Conceptual Proposal is intended for submission to the City and Borough of Wrangell (Borough) Assembly by the ADEC/NRC Alaska Team of project experts in order to gain community support, consideration, and eventual approval for Borough-owned land to use for an industrial solid waste landfill. Many non-municipal landfills are sited, engineered, and designed to accept one specific type of waste, typically from a single demolition or cleanup event. As a result, these are often referred to as “monofills”.

The economics of creating a monofill to accept treated soil waste from the Wrangell Junkyard Cleanup are very attractive and advantageous to the State of Alaska and Wrangell community. Without a permitted monofill, this material will have to be shipped a great distance to a properly permitted landfill in the Lower 48, which is expensive. Use of a monofill in Wrangell would significantly reduce the overall transportation and disposal costs, as well as spending more of the construction and transportation dollars in Wrangell.

We are very optimistic that the local monofill concept is a great option for this Project. This conceptual proposal is intended to summarize the history of the site and the applicable requirements for an industrial solid waste monofill for the waste soil from the Wrangell Junkyard. In addition, this will discuss at least one potential Borough-owned property that could be appropriate for this material.

Site Cleanup Plan

NRC Alaska, LLC (NRC Alaska) has been contracted by the Alaska Department of Environmental Conservation (ADEC) for the development of work plans and implementation of soil and groundwater cleanup services at the Wrangell Junkyard Site cleanup located at 4 Mile Zimovia Highway, Wrangell, Alaska. In addition to NRC personnel, the project team is comprised of NORTECH, BW Enterprises, and MT2 personnel working together to eliminate the risks to human health and the environment from the lead contaminated soil at the Wrangell Junkyard.

The Team has prepared, and the ADEC has approved, a Site Cleanup Plan which describes how the overall cleanup of the Wrangell Junkyard site will be conducted. As present on the Site prior to cleanup, the soil was considered a hazardous waste under the EPA RCRA Program and could not be disposed of within the State of Alaska. The Cleanup Plan provides results of a treatability study that showed the lead contaminated soil could be permanently stabilized on site to meet the definition of “non-regulated contaminated soil.” This “treated material” cannot remain on site or be disposed of at the Wrangell Landfill due to the elevated lead concentrations.

The stabilization process approved in the Site Cleanup Plan uses a product called ECOBOND®, which has been previously approved by the US EPA for use at similar contaminated sites. The ECOBOND® product itself is non-hazardous and the treated soils contain stable metal compounds that virtually eliminate the mobility (leaching) of lead to the environment. The stabilization has been verified at many sites using the EPA's TCLP test parameters and the product reduces relative bioavailability of lead by up to 75% (EPA 9200.1-86). Treatability study data in the Site Cleanup Plan confirm that this reduction in mobility is successful for the soils from the Wrangell Junkyard.



The stabilization was originally intended to only allow the material to be shipped and disposed of in the Lower 48 at a much lower cost per ton. The Site Cleanup Plan indicates the treated material will be stored in an on-site stockpile that meets an ADEC requirements for storage of contaminated soil for up to two years. The intent of this effort was to eliminate the risk and allow ADEC to verify the quantity of contaminated soil and procure the transportation and disposal to the Lower 48 in the next two years. After initial consultations with the Borough and the ADEC Solid Waste Program, the potential disposal of this treated soil in a permitted monofill in Wrangell was identified as a potential cost-effective alternative.

Volume of Treated Soil

Excavation of contaminated soil started in February and treatment with ECOBOND is expected to being by May 1. Based on the observations to date, the contaminated soil at the 3.25 acre site is contaminated to average depth of 3.5 feet, totaling approximately 18,350 CY of material. Approximately 20% of this volume is vehicle debris that will be treated and disposed of in the Lower 48 and oversized rocks (greater than 1.5 inches) that can remain on site after stabilization. Based on these calculations, the project will result have approximately 15,000 CY of treated soil that must be removed from the site and disposed of in a permitted location. This is the equivalent of 1,500 standard dump truck loads and would require approximately 1,200 shipping containers for out-of-state disposal.

Monofill Concept and Design Process

An industrial monofill is a one-time landfill intended as a permanent disposal site for a specific non-hazardous waste. Permitting is done through the ADEC Solid Waste Program. Monofills have been used across the state to reduce the expense associated with disposal of non-hazardous waste from building demolitions and environmental cleanup work. The monofill permit process allows the waste owner, the monofill site owner, the state, and other adjacent and nearby property owners to comment on the proposed waste disposal location and controls. The intent is to permanently eliminate the potential risk to human health and the environment through disposal, not just relocation.

In order to provide this long-term safety, the monofill must be designed to meet a number of conditions to reduce the potential for contaminant migration. The manner in which a specific monofill meets these design conditions incorporates site specific details, observed waste conditions, and the long-term requirements of the community. These conditions are listed below for a typical monofill:

Site Conditions

- At least 500 feet from a drinking water well.
- A similar setback from surface water if surface water is a drinking water source.
- Not located in a wetland unless there is no practicable alternative.
- At least 10 feet above the highest measured level of the uppermost aquifer or two or more feet above the natural ground surface

- Not located on a slope with more than a 10% grade
- Secured and/or labelled to limit future development, recreational, and subsistence uses

Liner and Cover

- The soil beneath the liner must have a hydraulic conductivity of no more than 1×10^{-7} cm/sec
- The bottom liner must meet minimum thicknesses depending on the material
- The surface of the landfill cannot be sloped more steeply than 3:1 (H:V)
- The final cover must be at least 2-feet thick, sloped to drain without erosion
- Unless a specific other surface use is approved, the final cover:
 - Must have 6" of material capable of sustaining plant growth
 - Must be revegetated with native vegetation
- Periodic inspection and dewatering may be necessary if water can infiltrate the cover and accumulate in the liner

Long-Term Monitoring

- Maintaining required site controls and/or signage
- A deed notice to alert potential buyers that the property contains a landfill, including a detailed description of:
 - the materials disposed
 - boundaries of the disposal area
 - the final cover material and revegetation requirements
- Periodic inspections and groundwater sampling, if required

Several potential sites, most of them existing rock pits that are out of town, are currently considered potential monofill locations for this material. Initial discussions with ADEC Solid Waste indicate that specific conditions and design parameters may allow for a reduction in long-term monitoring requirements. These include using a sealed "burrito wrap" style of liner to eliminate potential infiltration, the use of bedrock as a liner material, and other factors that may reduce monofill construction costs. In addition, designed conditions are likely to result in a monofill that requires no long-term or short-term monitoring by the Borough.

Roles and Responsibilities

As indicated above, all conditions, waivers, and long-term or short-term monitoring requirements will depend on the final approved design. The roles of each entity involved in finalizing this design are as follows:

ADEC Contaminated Sites

Cost for this design, construction, and building of the monofill will be the responsibility of the State of Alaska. ADEC will also coordinate the permit review process with ADEC Solid Waste for the project.



ADEC Solid Waste

The ADEC Solid Waste Group will review and approve the site-specific monofill design.

CBW's Role

The Borough Assembly is being requested to approve the concept and support the Borough Administrators in working with ADEC and the NRC Team to identify a suitable location of Borough owned land of sufficient size and access to successfully contain the volume estimated to be produced from the cleanup of the former Byford site.

The ideal location will have at least

- One acre or surface for the monofill
- A 500' offset buffer that is part of the same parcel to prevent future concerns about groundwater
- Limited access or the ability to limit easily access

The proposed rock pit on Spur Road may be an acceptable location for the monofill. This Spur Road pit was previously approved by ADEC for petroleum contaminated soil disposal from a different project several years ago. Initial inspections indicate this pit is on the small side and the site-specific design and permitting process will need to be started to evaluate this site further.

NRC Alaska Team Role

The NRC Alaska team is currently under contract with the ADEC Contaminated Sites Program to treat the soil at the Wrangell Junkyard. This process will verify that the soil will meet the definition of non-hazardous waste and can be disposed of in the Lower 48 or within a monofill in Wrangell. In addition, NRC Alaska will conduct initial inspections of potential monofill sites.

The NRC Alaska team has the necessary engineering expertise and experience to undertake the site-specific design process to permit one or more of the potential monofill sites. In addition, the NRC Alaska team can provide the construction, transportation, and revegetation services necessary to complete disposal of the treated soil in an approved monofill. NRC Alaska will work with ADEC Contaminated Sites to approve these tasks once the initial assessment(s) and community support is gathered.



Photo 1: Aerial photo showing Spur Road Rock pit as potential monofill location for treated soil from Wrangell Junkyard. Rock pit is on the ocean side of Spur Road. Fisheye lens is providing some distortion, but overall site layout is basically as shown.



Photo 2: Photo taken as shown above by green arrow. Rock face is to the right, Spur Road to the left. Woody debris piles visible to the left end/corner in the aerial view.