



Lift Station 87

Dec. 5, 2019 Community Meeting
Meeting & Comment Form Summary

Date: Thursday, Dec. 5, 2019

Time: 6:00 – 6:25 p.m. – Presentation
6:25 – 7:00 p.m. – Questions and Answers

Location: Waldemere Fire Station Conference Room

Residents in Attendance: 26 signed in

Presentation Summary

Anthony Centurione, City of Sarasota project manager, welcomed residents to the meeting. He said the purpose of the meeting is give a brief history of the project, discuss construction progress to date, then present plans for the upcoming construction. Tony stated that Lift Station 87 is being built to replace Lift Station 7. He discussed Phase 1, which was successfully completed, and included micro-tunnels under Hudson Bayou and Luke Wood Park. Phase 2, the Lift Station 87 structure, is currently under construction. Phase 3 is open cut of gravity sewer mains to convey wastewater to Lift Station 87. He also discussed the overall construction budget for the project.

Tony then turned the presentation over to Robert Garland, McKim & Creed project manager, who presented the maintenance of traffic plan and highlighted construction needs and considerations for Phase 3. He said that before Osprey Avenue was closed during Phase 1, the team held a public meeting to obtain input, and a lot of what will be shown for the upcoming closure is based on that input. He told residents that the team wants their input once again to help minimize inconvenience to residents. He showed several slides depicting pipeline installation routes and plans for Osprey Avenue, Alta Vista, Pomelo Avenue and Pomelo Place. He said Osprey Avenue will be closed only once as phases 2 and 3 overlap. Maintenance of traffic for this closure will be the same as with the Phase 1 closure and will direct traffic to Mound Street and US 41. Detours and signage will direct traffic to businesses. The project team will try to keep the sidewalk on Osprey Avenue open for pedestrians and bicyclists, but whether that happens depends on the contractors' plans and the ability to ensure resident and worker safety. There are no guarantees. Traffic plans will direct traffic away from neighborhoods. Temporary speed tables will be used to deter motorists from cutting through neighborhood roads. The police department will also monitor traffic.

Regarding Phase 3 construction, Robert said the construction is significant and will impact residents, but the team would like resident input to help minimize those impacts. The sewer installation will start on Osprey Avenue, then proceed down Alta Vista, down Pomelo Avenue and around Pomelo Place. Water main replacements are also included. Robert discussed the depth of construction, and the need to excavate from curb to curb and perhaps from right-of-way to right-of-way. Whatever is in the City right-of-way will be disturbed, including landscaping, driveways

and mailboxes. The entire area will be restored in-kind. He said if residents are considering a new driveway, they might want to wait. He then discussed construction options, such as closing an entire road to do installation all at once, doing construction from manhole to manhole, or restricting construction to a limited number of driveways at a time. There are tradeoffs with all options. Restricting construction will take longer, but will impact only a few homes at a time. An aggressive schedule will be faster, but will impact more residences at once. He discussed ways to provide temporary access to residents, include off-site parking, shuttle service and valet service for mail, trash and deliveries.

Robert explained that construction will include dewatering. Wells will be set along the route to pump shallow groundwater out to enable excavation. He said there will be some disruption of water and wastewater service while improvements are being installed. These impacts will be temporary and residents will receive advance notice of the day and timeframe. Other impacts include dust, noise and truck traffic. He reviewed construction renderings from a similar City of Tampa job, indicating how the right-of-way will be affected. He said the contractor and the city will have arborists on site to oversee tree trimming to ensure protection of trees. Brad Wheless, field inspector, will be onsite to help residents with any issues.

Robert then reviewed the scheduled, pointing out that two of the three phases of the overall project are nearly done.

The presenters then took questions and answers from the audience.

The following is a summary of questions asked and answers given during the meeting:

Q: The last closure was pretty effective, but it seemed to tunnel traffic onto Orange from all the way down to Siesta, which created a problem at the intersection of Orange and 41. Is it possible for the state to add time to the traffic signal at Orange and 41 to prevent the backups that occurred in Phase 1?

A: In Phase 1, it was suggested that we put a message board at Siesta and Osprey to deter traffic; it was somewhat effective and we can do that again. We will meet with FDOT to make the request regarding the signal, but we can't promise what FDOT will do.

Q: Will speed bump placement be the same as the Phase 1 placement? Our street had to petition for a speed bump in the Phase 1 closure. Will we have to petition again?

A: No. We will mimic what was successful in Phase 1. We will make sure that the contract documents reflect that. And if we need to revise what we're doing, we can be responsive to resident feedback.

Q: Will pedestrians and bicyclists have access to the bridge?

A: We know that residents would like the bridge to remain open to pedestrians and bicyclists, and we'll try to accommodate that request, if possible. However, this depends on the contractor's ability to provide a safe environment for workers and a safe corridor for residents.

Q: What will happen to the intersection of Osprey and Lincoln?

A: That intersection is scheduled to be re-aligned so Lincoln will go into Osprey perpendicularly. That will occur as part of the stormwater improvements.

Q: Where will we park our cars? And will the shuttle service be 24 hours a day, seven days a week? How will the shuttle service work? Will there be a number to call?

A: We don't know where parking will be yet, but we would expect that shuttle service will be continuous. Your input will help us shape this requirement. In other cities with remote, secure parking, residents call a number to receive shuttle service. Typically, the shuttles are all-terrain golf carts to easily navigate the construction area. We can specify a not-to-exceed wait time to minimize impacts to residents, and we welcome resident input on that.

Q: How will cars be protected from temporary pipes near our driveways?

A: Ramps will be built to allow vehicles to drive over any temporary pipes that are needed.

Q: Can you provide us with timeframes for what is meant by an accelerated schedule versus a restricted schedule versus manhole to manhole? How long will you be in front of each home?

A: We will provide some estimated timeframes, so those living along the pipeline route have a better understanding of potential timeframes and can provide input on those options.

Q: Will construction be coordinated with residents' private construction?

A: Yes. The city is tracking building permits in the area and will work closely with those residents that are building or renovating along the pipeline route.

Q: How large is the right-of-way?

A: The city right-of-way ranges from five to 10 feet outside the pavement. The power lines are a good guide, but may not be exact. We can point that out when we meet one-on-one with residents.

Q: How will the contractor deal with anything that is damaged outside the right-of-way?

A: To protect property owners, properties will be photographed and video recorded before construction begins. The city will handle any claims that arise, and anything that is damaged by the contractor will be replaced. Claims can be made through the city's risk management office.

Q: Will there be vibration and will you monitor for vibration? How will you protect property from vibration damage?

A: There may be some vibration as the trenches are being backfilled and the dirt is being compacted. The contractor will do pre- and post- construction photos and videos, and is required to have vibration monitors strategically located for the duration of the project. Those monitors send real-time alerts if vibration exceeds a certain level. Additionally, a professional engineer must sign and seal weekly vibration report that are submitted to the city. The city is also considering requiring that the contractor bring in clean fill, which is easier to compact, thereby reducing vibration. If construction damages homes, the city has an established claims process for residents.

Q: Will there be service interruptions outside of the immediate construction area?

A: We only anticipate temporary, pre-planned service interruptions for those along the pipeline route. Those interruptions will occur as construction is directly in front of homes, when it is necessary to re-route water and wastewater service lines to the new lines.

Q: Will you reimburse residents for service outages?

A: Residents will receive advance notices of any temporary service outages, so they can plan for the few hours that water or wastewater service will be interrupted. These outages will be limited to 1-3 hours. In return for a couple of hours of inconvenience, residents will receive upgraded infrastructure for a more reliable, resilient wastewater system that protects the environment. And we're replacing old water lines so water service is improved as well.

Q: How will you ensure safety around the deep trenches that are being excavated?

A: Access to construction areas will be restricted with signage, safety fences and barricades. Additionally, no trenches will remain open at night. The contract will require that trenches be secured at night.

Q: Will there be odor?

A: There may be some odor as the project is rerouting wastewater, so odors can may escape. However, the new manholes will feature tight-fitting lids, and the city is looking into adding gas traps to service laterals. Advance notice will be given if there is an anticipated odor event.

Q: In the 2005, the previous contractor installed P-traps at the end of our property. Will they be removed?

A: The city is looking at adding P-traps to the sewer laterals, so if they are already in place, they will be left.

Q: What about the old lift station/structure that was at the end of Pomelo?

A: The project team will review the historic records to understand what is still in place.

Q: How will you prevent settling or subsidence at Lift Station 7 due to deterioration over time of any pipes or structures left in the ground?

A: Some of the pipes at Lift Station 7 will be completely removed. Anything underground that is abandoned in place will be cleaned, then filled with a lightweight, cement-like flowable fill to prevent collapse.

Q: Where will construction start? At the shallow end or the deep end?

A: Construction will start at the deep end, at Osprey and Alta Vista.

Q: Once the contractor's requirements are known, will that information be provided to the public?

A: Yes. We will have another community meeting right before construction begins to keep residents informed. McKim & Creed's inspector and the City will closely monitor the contractor's requirements.

Comment Form Summary

Residents in attendance were encouraged to complete a comment form to provide their opinions on the meeting and rank their concerns about the project. Thirteen completed, or partially completed, comment forms were received through Dec. 12, 2019.

Residents were asked to read statements regarding the Maintenance of Traffic Plan for the Osprey Avenue closure and indicate whether they Strongly Disagree, Disagree, Agree, Strongly Agree or are Neutral on the statement. Following are the results for those respondents that completed this question:

- ***The Maintenance of Traffic Plan will keep motorists moving safely through the area:*** 3 of 9 strongly disagree, 4 of 9 were neutral on this point, and 2 of 9 respondents agree.
- ***The Maintenance of Traffic Plan will route drivers away from the neighborhoods:*** 5 of 9 either strongly disagree or disagree, 3 of 9 were neutral on this point, and 1 respondent agrees.
- ***The Maintenance of Traffic Plan will keep pedestrians and bicyclists moving safely through the area:*** 3 of 9 strongly disagree, 5 of 9 were neutral on this point, and 1 respondent agrees.

Residents were also asked to indicate which Phase 3 construction matters concern them by indicating whether they are Most, Somewhat or Least Concerned about a particular construction issue.

Following are tallies for each concern:

| | Most Concerned | Somewhat Concerned | Least Concerned |
|--|----------------|--------------------|-----------------|
| Access to my home | 8 | 2 | 1 |
| Parking during construction | 7 | 1 | 1 |
| Duration of construction in front of my home | 9 | 2 | 1 |
| Impacts to the right-of-way due to construction | 6 | 4 | 1 |
| Restoration of the streets after construction | 6 | 4 | 1 |
| Impacts to trees | 4 | 5 | 1 |
| Night work/construction lighting | 4 | 3 | 3 |
| Advance notice of service interruptions | 8 | 3 | 1 |
| Impacts to trash, mail or package delivery | 6 | 1 | 2 |
| Noise and dust | 8 | 1 | 2 |
| Write ins: smell, damage to historic home, overall schedule delays homes/vibration | 1 each | | |

Note: Not all comment forms were fully completed for this question.

Other comments:

- I live on Alta Vista, and my house is the eighth Rigby house. There are three Rigby houses on Alta Vista and one on Osprey and we're all on the National Historic Register. They all have plaster interiors, so I'm concerned that they are susceptible to vibration
- Orange Avenue was seriously impacted with the previous MOT. Trucks were not diverted. Commercial trucks, governmental vehicles, and cut-through traffic on Orange was not regulated. Law enforcement was punitive to impacted community and not at all helpful.
- Empty lot at Tuttle and Bahia Vista may be suitable for offsite parking.
- Ensure that Brad is easily identifiable for residents.
- We would prefer to be able to access our driveway with our own cars. Shuttle service is not acceptable.
- Please do continuous construction. Will new sidewalks be installed on Alta Vista? It will take longer than planned.
- Drivers will use Citrus as a shortcut from Orange to Alta Vista across Citrus to Bahia Vista Ave. A speedbump on Citrus will be needed.
- Would like specific timing of the project in front of our house (will be building new construction in 2020).
- Possibility of adding a children's playground to the new park at LS 7.
- Don't trust. City should compensate us for disruption of services which we are paying for.