

Public Safety
Fire Department
Ambulance

This capital improvement request is for the purchase of an ambulance. This unit is used to treat and transport patients. The department operates two frontline ambulances and two back-up units. Our ambulances currently respond to over 3500 calls annually. The new unit requested will be placed in service as Rescue 2 and located at the Western Avenue station, hopefully, by January of 2016. The current unit at that station will be placed in reserve and our 2004 model year ambulance will be traded.

The unit being traded has over 10,729 hours on the engine and it has had the engine taken out and worked on three times. It has over 82,000 miles on the truck and has been less than reliable in recent years. Many days now we are placing a third ambulance in service due to staffing and call volumes and having reliable back up units is critical to the success of our EMS providers. The past unit purchased was on a joint bid with Portland and I anticipate we can participate again to gain the multi unit discounts.



Project Cost:	\$210,000
Funding Source:	\$25,000 Prior years' CIP balance
	\$50,000 Fire Truck Reserve
	\$135,000 Fund Balance
Source of Cost Estimate:	Autotronics / Bid price with Portland
Projected Useful Life:	8 years

This page intentionally left blank

Public Safety
Fire Department
Willard Station Renovation – Phase I

The Fire Department is bringing forward a project through the CIP process to begin the renovation of the Willard Hose House on Pillsbury Street. This project has been on the table in one form or another since 1997 and is in line with the recommendations made in the 1997 MMA Consulting Group study. The final recommended station alignment for the City made in 1997 calls for a four station configuration, with Western Ave, Cash Corner, Central on Broadway and the Willard station on the east end of the City. As you are aware, we built and opened the Western Ave station in 2004. This station has been everything we had hoped for by increasing our capacity and a reduction in response times. The Willard project is more about modernization, safety and supporting our current call company employees working out of that station rather than building new staffing capacity. The current station does not have many of the required safety features now required and expected in fire stations such as proper resting areas during storm coverage, ventilation, modern bath and shower facilities, and a clean room for training.

The City Council signed a long term lease on the property in 2012 and we understand the limitations in funding currently facing the City; however I feel an investment in our call companies will provide long term value to our community. I have been meeting with the company for the past six months and we have a conservative plan to help renovate the station for a minimal cost. We began this past year with the removal of our 1950's oil fired boiler and replaced it with a more efficient natural gas unit. The next step is to replace some windows and renovate the interior to provide a training room, office and a few areas to rest. We also hope to renovate the bathrooms and possibly the kitchen if funding allows. The membership will be assisting in this construction in an attempt to keep costs manageable. We would like to return in two years for the additional funding for an additional garage bay.



Project Cost:	\$30,000
Funding Source:	\$10,000 City Building Reserve \$20,000 Fund Balance
Source of Cost Estimate:	Local contractors / Home Depot for supplies
Projected Useful Life:	30 years

This page intentionally left blank

Public Safety
Police Department
Evidence Van

This capital improvement request is for the purchase of a new evidence van for the Police Department. The present truck, a 2002 GMC Savana Van, has reached a point in which it is no longer dependable due to electrical and mechanical problems. The truck currently has 22,000 miles on it.

The new vehicle, like the old one, should last at least 10 years and the outfitting of the vehicle can be done in-house for the most part. The sticker cost of the vehicle with options for use as an evidence van is approximately \$50,000. We expect this amount will be reduced during the RFP process and after an allowance is made for the trade-in of the old truck. The CIP request is for \$35,000.

Project Cost:	\$35,000
Funding Source:	\$15,000 Police Vehicle Reserve \$20,000 Fund Balance
Source of Cost Estimate:	Prime Motors
Projected Useful Life:	10 to 15 years



Dealer Information	Vehicle Information
PRIME MOTOR CARS	2015 M2CA144
137 U.S. ROUTE ONE	Region : Northeast
SCARBOROUGH,ME 04074	VPC :

Code	Description	Price
	Model: M2CA144	\$ 35,995
	Paint 1: Jet Black	\$ 990
	Uph.: Tunja Black Upholstery	
	***** STANDARD ACCESSORIES *****	
BB9	Electronic Stability Program (ESP9i)	
CF2	Suspension w/Front & Rear Stabilizers	
CL1	Adjustable Steering Wheel	
C38	Rear spring for 8,550 lbs GVWR model	
C42	Stabilizer Bar, Rear Axle	
C45	Stabilizer Bar - Reinforced Front	
C47	Shock Absorbers Reinforce	
ED8	Parametric Special Module (PSM) Preparation	
EE8	Battery 100 AMP/12V	
EK1	Body Builder Connector Under Driver Seat	
EL8	Radio Speakers, 5 Front	
ES0	Battery Positive Contact	
E07	Hill Start Assist	
E30	Starter Battery Disconnect	
FF5	Shelf Above Windshield	
FI1	Remote Key Fob - 315 MHZ	
F61	Rear View Mirror	
HH2	Heater- Aux. Electric HotAir	
HH9	Air Conditioning - Front	
IG3	Sprinter Sales Designation	
JA8	Crosswind Assist	
J11	Tachometer in Miles	
J58	Warning System-Driver Seatbelt	
J65	Outside Temperature Gauge	
KB0	Fuel Tank- 26.4 Gallon/100 Liters	
KL1	Aux.Fuel Sending Unit	
KL5	Fuel Filter w/Water Separator	
K60	Exhaust Straight to Rear	
LB5	3rd LED Break Lamp Hi-Mounted	



LG6	Daytime driving lights	
LX7	North and South America	
L94	No Parking Lamps	
MH5	SCR emissions with 4.75 gal DEF tank	
MZ0	Blue-Efficiency Badge	
P47	Front Mud Flaps	
P48	Rear Mudflaps	
Q67	Tow Hook Rear	
RH0	Tire Brand - KUMHO	
RH8	Tires LT245/75 R16	
RM0	Tires All Season	
RM9	Specially Requested Tires	
RS3	Wheel Steel 6.5 X 16	
RY2	Tire Pressure Monitor Lamp	
R65	Spare Tire Carrier below Frame	
R87	Spare Wheel - Steel	
SA5	Air Bag- Driver	
SA6	Air Bag- Passenger	
S22	Armrest for Driver Seat	
S25	Armrest for Passenger Seat	
T09	Sliding Door Ext Track	
V85	Ashtrays - Front	
W54	Rear Doors 270 Degree Opening	
XC8	VIN# Visible from Outside	
XL8	GVWR 8,550 lbs	
XM0	Facelift	
XQ1	VIN Encoded vehicle data with check digit	
XY5	Model Year 2015	
XZ1	Model Generation 1	
X42	Literature English	
Y43	Hydraulic Jack	
ZB6	Vehicle dismantle/re-assembly	
ZU8	Country Code - USA	
ZZ4	MB North America Execution	
Z44	Vehicle Registration NAFTA	
Z90	Deletion, Underfloor Preservation	
	***** OPTIONAL ACCESSORIES *****	
6CE	6-Cylinder Engine	\$ 985
	G40 : Transmission - 5 Speed Auto	
	MG5 : Engine-3.0 Turbo Diesel BlueTEC	



	M46 : Alternator 14 V/220 A	
	MV6 : V6 Badge on Right Rear Cargo Door	
X16	Parktronic Package	\$ 1,035
	EZ8 : Parking Aid System FRT&RR	
	F68 : Exterior Mirror - Power/Heated	
X11	Rear Roof Air Conditioning Package	\$ 3,620
	ED4 : AGM Battery 12V 95 Ah	
	HH0 : High Performance Air Conditioning Kit	
	HH5 : High Performance Air Conditioning Prep.	
X14	Mobility Prep Package	\$ 5,695
	D03 : Roof - High	
	ED5 : Parametric Special Module	
	ES2 : 12V Power Outlet Rear Compartment	
	E28 : Auxiliary Battery 100 Amp	
	E36 : Cutoff Relay for Auxiliary Battery	
	E46 : 12V Power Outlet- Driver Seat Base	
	H00 : Warm/cool air duct to rear compartment	
	H22 : Defroster - Rear Window	
	VA1 : Side Wall Panel - Waist High PVC	
	VA7 : Storage Net in Hinged RR Doors	
	V31 : Window Pillar Trim	
	V36 : Rear Roof Trim	
	W02 : Windows All Around - Cargo van	
	W16 : Fixed Window, Left Side Front	
	W17 : Fixed Window, Right Side Front	
	W27 : Window Left Rear Fixed	
	W28 : Window Right Rear Fixed	
	W61 : Windows in Tailgate/Rear Door	
AR2	Axle Ratio 3.92	
CT1	Rear Spring Vibration Absorbers	\$ 121
D93	Deletion of Cargo Partition (Standard)	
EN7	Audio 15 (Standard)	
FR8	Rear View Camera	\$ 647
H21	Windshield - W/Filter Band	\$ 50
R98	Rims painted Jet Black	\$ 70
S04	Front Passenger Seat (Standard)	
T16	Sliding Door- Right Side (Standard)	
V43	Cargo Van Wood Floor (Standard)	
X90	Deletion of Sales Designation "Sprinter"	
X93	Deletion of rear BLUETEC badge	



Subtotal	\$ 49,208
Destination & Delivery	\$ 995
Total	\$ 50,203

Pricing is subject to change. Mercedes-Benz reserves the right to make changes without notification.

This page intentionally left blank

Public Safety
Police Department
Regional Crime Lab

On October 2, 2006 the City Council passed RESOLVE #2-07/08 joining the Metro Regional Coalition. This group, formed in April of 2006, consists of officials from several municipalities with the mission to study ways in which various municipal departments could be combined regionally as a cost savings measure, as well as provide improved services to the public.

One aspect of this undertaking was to research the creation of a regional crime lab. Since inception, member law enforcement agencies have worked collaboratively on this effort. Currently, Portland, Scarborough, Westbrook, Falmouth, Cape Elizabeth, Yarmouth, South Portland and Cumberland County share in this endeavor.

Each of the joining municipalities will pay a proportionate share (based on population) of the cost of renovations to the City of Portland's Public Safety building located at 109 Middle Street. South Portland's share is estimated at \$15,987 per year for 20 years, totaling \$319,740. Additionally, each municipality will contribute yearly for equipment purchase and replacement. South Portland's share is estimated at \$2,062 per year for 10 years, totaling \$20,620. The 2016 Capital Improvement Plan request is for \$12,000 to fund this project.

Project Cost:	\$12,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Inter-local Agreement
Projected Useful Life:	20 years



This page intentionally left blank

Public Safety
Police Department
Retaining Wall Repairs

This capital improvement request is to repair the front retaining wall at the Public Safety Complex on Anthoine Street, which is out of alignment and leaning toward the sidewalk. Sebago Technics has evaluated the problem recommends digging behind the wall and installing a mesh to hold the wall in place and to prevent the wall from leaning in the future. The estimated cost for this repair is approximately \$14,500. The attached memo prepared by Sebago Technics provides more detail regarding this request.

Project Cost:	\$14,500
Funding Source:	Fund Balance
Source of Cost Estimate:	Sebago Technics
Projected Useful Life:	50 years

Memorandum

To: Chief Edward Googins, City of South Portland Police Department
Cc: File 14372
From: Richard Meek, P.E.
Date: December 11, 2014
Subject: Retaining Wall Repair at Anthoine Street

This memorandum has been prepared to present options for repair of the failing retaining wall in front of police headquarters along Anthoine Street.

HISTORY AND ISSUES

It is our understanding that an approximately three foot high retaining wall, approximately 125 feet long was constructed simultaneously with the parking lot in front of the police headquarters. This initial wall construction extended from the northerly exit of the parking lot to approximately the southern end of the parking lot. It is assumed that the retaining wall was constructed with geotextile reinforcing grid to help maintain the structural integrity of the wall.

Approximately 55 linear feet of retaining wall was added to the southern end, extending the wall to the southern entrance of the parking lot. It is assumed that geotextile reinforcing grid was not incorporated into this extension of the wall, given the height of the wall and that no vehicular loads were anticipated on top of this portion of wall.

It has been noted that the southern end of the retaining wall (at the interface of the original wall and extended wall) appears to have been displaced in reaction to the force of the retained soil. It has also been noted that the southern end of the parking lot has settled in relation to an existing catch basin at this location, which is likely directing stormwater runoff to the soil behind the wall. The freeze/thaw cycle of any saturated soil behind the wall is likely contributing to the displacement of the wall at this location.

There is an approximately 42 foot long retaining wall located on the southern side of the southern entrance of the parking lot, which is showing signs of similar displacement.

The following are two alternatives for consideration which will address the retaining wall displacement:

Option 1- Disassemble, repair and reconstruct failing sections of Retaining Wall

Option 1 includes disassembly of the existing 55 feet of retaining wall at the southern end of the parking lot and disassembly of the 42 feet of retaining wall on the southern side of the southern entrance of the parking lot. The existing soil behind the wall (approximately five to six feet) shall be removed and replaced with free draining fill. The free draining fill may include crushed stone and underdrain pipe. The retaining wall will be reassembled with the addition of geotextile reinforcing grid. All disturbed areas will be revegetated.

The estimated cost of Option 1 is **\$14,500**

Option 2- Remove failing sections of Retaining Wall, grade areas and reestablish vegetation

Option 2 includes removal of the existing 55 feet of retaining wall at the southern end of the parking lot and removal of the 42 feet of retaining wall on the southern side of the southern entrance of the parking lot. The area will be graded to provide a gentle slope within the existing landscape areas. This option may impact the existing tree within the landscape area on the southern side of the parking lot entrance. All disturbed areas will be revegetated.

The estimated cost of Option 2 is: **\$4,000**

CONCLUSION

This memorandum presents two alternatives which will address the retaining wall displacement. Please contact me if you have any questions or require additional information.

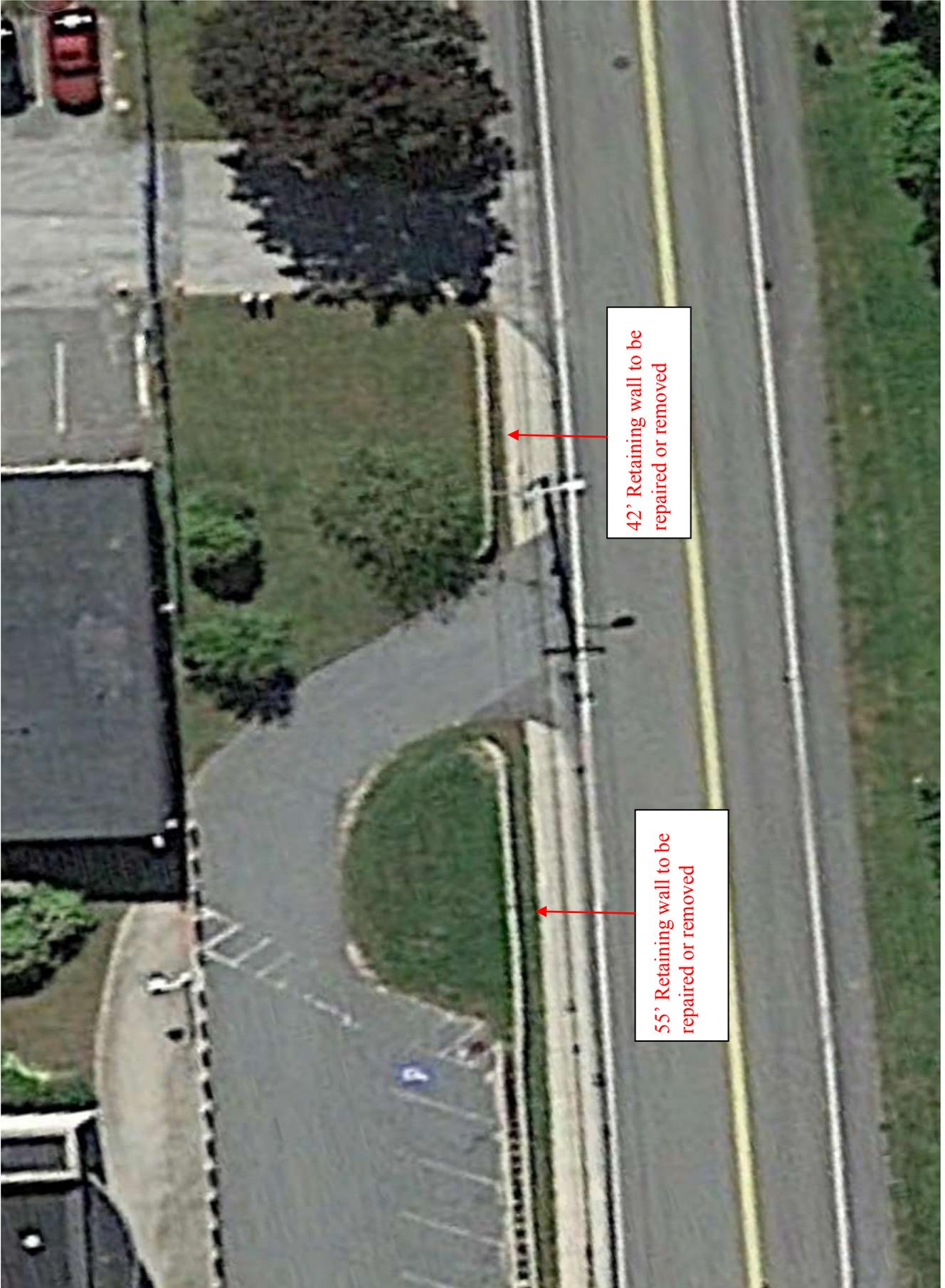
Sincerely,

SEBAGO TECHNICS, INC



Richard Meek, P.E.
Senior Project Engineer

RLM:rlm/jag



SEBAGO TECHNICS INC.
 75 John Roberts Rd
 Suite 1A
 South Portland, ME 04106
 (207)200-2100 Fax (207)856-2206

JOB 14372
 SHEET NO. 1 OF 1
 CALCULATED BY RLM DATE 12/11/2014
 CHECKED BY DLR DATE 12/11/2014
 FILE NAME 14320.Cost Estimate.Retaining Wall

**South Portland Police Department
 Engineer's Preliminary Opinion of Probable Cost
 Retaining Wall Repair**

BID ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	AMOUNT
	OPTION 1:				
1	COMMON EXCAVATION	CY	\$30.00	65	\$1,950.00
2	GRANULAR BORROW	CY	\$30.00	45	\$1,350.00
3	CRUSHED STONE FILL	CY	\$50.00	20	\$1,000.00
4	UNDERDRAIN	LF	\$25.00	100	\$2,500.00
5	GEOTEXTILE REINFORCING GRID	SY	\$10.00	100	\$1,000.00
6	MULCH	UN	\$30.00	1	\$30.00
7	LOAM & SEEDING METHOD NO.1	CY	\$55.00	16	\$880.00
8	RECONSTRUCT WALL	HR	\$50.00	80	\$4,000.00
9	EROSION CONTROL	LS	\$500.00	1	\$500.00

SITE WORK SUBTOTAL=	\$13,210.00
10% CONTINGENCY=	\$1,321.00
TOTAL=	\$14,531.00

	OPTION 2:				
1	COMMON EXCAVATION	CY	\$30.00	65	\$1,950.00
2	MULCH	UN	\$30.00	1.5	\$45.00
3	LOAM & SEEDING METHOD NO.1	CY	\$55.00	20	\$1,100.00
4	EROSION CONTROL	LS	\$500.00	1	\$500.00
5					
6					
7					
8					

SITE WORK SUBTOTAL=	\$3,595.00
10% CONTINGENCY=	\$359.50
TOTAL=	\$3,954.50

NOTES

1. THE OPINION OF PROBABLE CONSTRUCTION COST IS BASED UPON SEBAGO TECHNICS, INC. UNDERSTANDING OF THE PROJECT. THIS OPINION OF COST IS IN NO WAY, IMPLIED OR EXPRESSED OTHERWISE, AS A WARRANTEE THAT THE PROJECT CAN BE CONSTRUCTED FOR THE ABOVE COSTS. CONTRACTOR WORKLOAD, LABOR AVAILABILITY, AND MARKET CLIMATE ARE FACTORS THAT THIS OPINION OF COST CANNOT AND DOES NOT ATTEMPT TO QUANTIFY. THIS OPINION OF PROBABLE CONSTRUCTION COST IS LIMITED TO THE WORK INVOLVED TO CONSTRUCT THE PROJECT AND DOES NOT INCLUDE COST ASSOCIATED WITH THE ENGINEERING DESIGN FEES, LAND ACQUISITION, LEGAL FEES, PERMITTING FEES, TESTING SERVICES OR CONSTRUCTION PHASE SERVICES.

2. THE ESTIMATE DOES NOT INCLUDE THE FOLLOWING ITEMS:

- INSTALLATION OF UNDERGROUND UTILITIES
- INSTALLATION OF LANDSCAPE MATERIALS, EXCEPT LOAM AND SEED.
- INSTALLATION OF ANY SPECIAL SITE AMENITIES SUCH AS BENCHES, FENCES, ETC.

This page intentionally left blank