

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH NOVEMBER 2018

East DeGroff Water, Sewer and Street Repairs (CONSTRUCTION PHASE)

Milestones This Period

- Restored buried water service to DeGroff residences between Baranof and Sawmill Creek Road (SMC).
- Put 363 linear feet of 12" HDPE water main into service.
- Project shut down for the winter due to soil contamination issues. Work is scheduled resume April 15, 2019.
- Prepared DeGroff Street from Baranof to SMC for winter use and maintenance.

Future Milestones

- Install approximately 400 linear feet of water and sewer main, 13 water and 13 sewer services, and 750 linear feet of storm infrastructure between Baranof and SMC by May 21, 2019.
- Install 750 linear feet of sidewalk, 1,500 linear feet of curb and gutter, and pave DeGroff from Baranof to SMC by June 28, 2019.

Background

The project includes replacement of aging, failing water, sewer and storm drainage infrastructure in DeGroff Street from Hollywood Way to Sawmill Creek Road. The project will replace all pavement, curb, gutter and sidewalk. Scope will also include utility trenching work in Sawmill Creek Road, ahead of an Alaska Department of Transportation project to re-pave SMC in 2019 or 2020. Funding for the project is provided by the following sources: \$2.24 million from FY2015 ADEC Water and Sewer Loans, \$175,000 from the FY17 Water Enterprise Fund and \$45,000 from the FY17 Wastewater Enterprise Fund and \$300,000 from the FY18 General Fund.

Current Contracts:	PND Engineers	\$144,747
	K&E Alaska	\$1,976,544

Nelson Logging Road Upgrades (CONSTRUCTION PHASE)

Milestones This Period

- Placed Type B material on base fill up to 6" below finish grade between beginning of project and bridge.
- Final base fill material placed between bridge and large arch culvert
- Placed Type B material on base fill up to 6" below finish grade between bridge and large arch culvert.
- Hauled debris from burn pile to Granite Creek disposal site and hauling logs out to offsite storage.
- Began constructing ditch and trail between old hatchery parking area and beginning of project.
- Placed log and root bulbs in Starrigavin Creek near muskeg trail.
- Reset culvert near muskeg trail to meet AK Fish & Game requirements.

Future Milestones.

- Grade roadway to subgrade elevation from large arch culvert to end of project, December 14, 2018.

- Build roadway up to finish grade, December 21, 2018.
- Complete trail from beginning of project to Muskeg trail, December 21, 2018.
- Substantial Completion is January 1, 2019.

Background

The project includes replacing both inadequate bridges, realignment at HPR intersection to raise the road elevation out of the stream floodplain, upgrading Nelson Logging Road to include drainage improvements, resurfacing, pedestrian amenities and widening. Funding for the project is provided by a \$2,343,000 State of Alaska Department of Commerce Community and Economic Development Grant.

Current Contracts:	LEI Engineers & Surveying	\$415,390
	K&E Alaska, Inc.	\$1,544,280

O'Connell Lightering Float Pile Replacement (CONSTRUCTION PHASE)

Milestones This Period

- Permitting ongoing:
 - o The NMFS Incidental Harassment Authorization (IHA) application was submitted. The consultant received comments and questions on the document and responded to them two weeks ago.
 - o The NMFS Biological Assessment for the endangered Steller sea lions and humpback whales was submitted, there have been no questions on it.
 - o The Construction Team (Turnagain and SolsticeAK) decided to apply for "take" of sea otters because of the potential for them to be near O'Connell Bridge Float and to shut down construction. An USFWS IHA was submitted at the beginning of this month.
 - o The Construction Team has been corresponding with NMFS and USFWS to ensure that the applications are moving through the process.

Future Milestones

- Procurement of materials by January 31, 2019.
- IHA permitting to be completed April 30, 2019.
- Ship materials to Sitka 4/19, arrival scheduled May 1, 2019
- Mobilize equipment and personnel May 2, 2019.
- Construction 5/3/19 – 5/16/19 and Substantial Completion by June 30, 2019.

Background

With lightering traffic reduced due to cruise ships mooring at Old Sitka Dock, and what lightering remains shifting to the Crescent Lightering Facility near Harrigan Centennial Hall, Harbor Staff have found O'Connell to be a popular moorage location for yacht owners. However, the existing piling at the O'Connell Lightering Float were installed too shallow to support yacht moorage as evidenced by several piles being displaced during a storm event. This project will replace all piling at the facility with new rock-socketed piling specifically designed to support large yachts. The Assembly approved an appropriation of \$280,000 from the Harbor Fund Undesignated Working Capital on September 12, 2017, on 2nd reading. This amount was insufficient given regulatory agency feedback and timeframes. An additional \$290,000 appropriation from the Harbor Fund Undesignated Working Capital was approved by the Assembly on March 27, 2018, on 2nd reading.

Current Contracts: PND Engineers	\$35,380
Turnagain Marine	\$483,800

Sitka Wayfinding Signage (CONSTRUCTION PHASE)

Milestones This Period

- Wayfinding Signage fabrication and installation is complete.
- Project Substantial Completion achieved October 12, 2018.
- Project Physical Completion achieved October 15, 2018.

Future Milestones

- Final Completion and project close out due December 12, 2018.
- One remaining permanent easement to be finalized by December 14, 2018.

Background

Wayfinding signage was identified as one of the key projects in the 2010 Sitka Passenger Fee Fund Implementation Plan. On June 25, 2013, the Assembly approved a request from the Tourism Commission and Destination Sitka Working Group to move the Wayfinding Signage Project forward by funding the project utilizing Commercial Passenger Excise Tax (CPET) proceeds. The Sitka Convention & Visitors Bureau (SCVB) was tasked to manage the project at that time. Later, the Sitka Chamber of Commerce managed the project while the Consultant, Great Destinations Strategies (GDS), completed the design intent drawings and general specifications. With these complete, the project management has shifted to Public Works to oversee the fabrication and installation of the signage. The Assembly approved a budget appropriation of \$282,300 from CPET Funds, General Capital Projects Fund, for the purpose of designing and constructing Wayfinding signs.

Current Contracts: Axia Creative	\$25,910
CBC Construction	\$166,018

Lincoln Street Paving – Harbor Way to Harbor Drive (DESIGN PHASE)

Milestones This Period

Lincoln Street

- 99% plan review in progress.
- Continuing to evaluate bulb-outs at intersection and crosswalks.

Future Milestones

- Final Review of plans and advertise for construction, April 2019.
- Acquire construction easements, February 2019.
- Construction anticipated Fall 2019 – Spring 2020.

Background

The project includes replacing non-ADA compliant curb ramps, failing storm drain, and limited curb, gutter and sidewalk and all asphalt pavement on Lincoln Street from Harbor Way to Harbor Drive. Red concrete crosswalks are planned to be bid as an additive alternate. Currently, funding for the project is provided by:

\$1,760,000 – General Fund
 \$20,000 – Water Fund
 \$20,000 – Sewer Fund
\$105,000 – CPET Funding
 \$1,905,000 – Total Available Project Funding

Current Contracts: Professional and Technical Services, Inc.	\$306,198
(Lincoln & Katlian project combined)	
Anderson Land Planning	\$5,000

Katlian Street (DESIGN PHASE)

Milestones This Period

- Preparing construction-slope-storm drain easements and letters to owners.
- Preparing final review comments

Future Milestones

- Final Review of plans and advertise for construction, January 31, 2019.
- Acquire construction easements, January 15, 2019.
- Construction anticipated Winter 2018 – Spring 2019.

Background

The project includes replacing non-ADA compliant curb ramps, failing storm drain, and limited curb, gutter and sidewalk and all asphalt pavement on Lincoln Street from Harbor Way to Harbor Drive. Red concrete crosswalks are planned to be bid as an additive alternate. Currently, funding for the project is provided by:

Background

The project includes replacing non-ADA compliant curb ramps, failing storm drain, and limited curb, gutter and sidewalk and all asphalt pavement on Katlian Street from Halibut Point Road to Currently, funding for the project is provided by:

Total Available Project Funding: \$747,868 (General Fund)

Current Contracts: Professional and Technical Services, Inc.	\$306,198
(Lincoln & Katlian project combined)	

Wastewater Treatment Plant (WWTP) Rehabilitation (DESIGN PHASE)

Milestones This Period

- The 50% design milestone documents updated with comments/changes from October 'Plans in Hand' on site design review with CBS Staff.
- The updates and changes from the two day 50% design review meetings sent to the cost estimator for a 65% cost estimate.

Future Milestones

- The cost estimate is anticipated early December 2018.
- Bid and begin construction of the WWTP rehabilitation project, assuming sufficient funding is available is anticipated in the late spring of 2019.
- Anticipated project completion late spring 2020.

Background

The Wastewater Treatment Plant was built in the early 1980s and most of the building systems, especially the HVAC (ventilation air) systems have failed or are past their useful life and require replacement. The air quality within the building is inadequate and corrosive and the exposed piping and metal within the building are corroded. The building's envelope leaks air and does not allow for proper pressurization of the office areas and other clean rooms. Corrosive air in these spaces results in electronics regularly becoming dysfunctional within months, in addition to creating an unhealthy air quality for the WWTP operators. It is the intent of Public Works to move this project forward as quickly as possible as there are life safety issues that need to be addressed in the existing facility. It is anticipated that the current project funding will be insufficient to rehabilitate the building, correct the life safety, code compliance and non-functional existing conditions. The preliminary total project cost is estimated at \$10 - \$11 million. Funding for this project is provided by the following sources: \$263,000 in Wastewater fund Working Capital and DEC loans with \$2,832,500 (secured) and \$1,825,000 (approved and pending signed agreement), which totals \$4,920,500, leaving an estimated funding shortfall of roughly \$5 - \$6 million to be funded through a third DEC loan, if approved.

Current Contracts: McCool Carlson Green

\$806,321

Davidoff & Peterson Storm Sewer Rehabilitation (DESIGN PHASE)

Milestones This Period

- Began soliciting bids for construction of Davidoff improvements on November 27, 2018.

Future Milestones

- Award contract for design of Peterson and Wachusett culvert replacements by December 14, 2018.
- Award Davidoff construction contract February 1, 2019.
- Rehabilitate or replace where appropriate Davidoff storm infrastructure Spring 2019 (Substantial Completion date June 3, 2019).
- Bid Peterson construction project August 15, 2019. Complete Peterson construction work March 13, 2020.

Background

The project includes rehabilitation and/or replacement of deteriorated storm drain infrastructure to include: a 60" corrugated metal culvert crossing under Peterson Street, and two 30" and two 36" metal culverts and two metal storm structures adjacent to Davidoff Street, between Charteris and HPR. Funding for the project is provided in the FY18 General Fund at \$350,000, in the FY19 General Fund at \$150,000, and from a \$60,000 grant from the U.S. Fish and Wildlife Service for a total of \$560,000.

Current Contracts: Stephi Engineering (Davidoff design)

\$37,500

Cross Trail (Granite Creek to Ferry) (DESIGN PHASE)

Milestones This Period

- Relocate Harbor Mountain Road trailhead further from the Granite Creek quarry, so as to not restrict potential development adjacent to the quarry.
- Began working with Contract Solutions Group to develop contract for this atypical construction project, which will be built by Sitka Trail Works (STW) via a negotiated contract.

Future Milestones

- Finalize design drawings by February 1, 2019.
- Construction start date pending finalization of design drawings and permitting. Relocation of trailhead will delay start of construction, originally slated for February 2019.
- Construction completion estimated April 2020.

Background

The City and Borough of Sitka was awarded a \$250,000 MAP-21 Federal Lands Access Program (FLAP) Grant for planning, design and permitting of Phase 6 Cross Trail multimodal pathway – a connector from Kramer Drive to Alaska Marine Ferry Terminal – by Western Federal Lands. The Assembly approved submission of the grant in Resolution 2014-06 in April 2014. Sitka Trail Works (STW) is overseeing the design work alongside CBS via a Memorandum of Agreement. Received a \$1.93M construction grant from Western Federal Lands (WFL) in October 2017. STW applied for a grant from Rasmuson Foundation to serve as match for the WFL grant. Assembly approved use of \$50,000 in CPET funding for connector to Old Sitka Dock on FY19 budget.

Airport Terminal Improvements (DESIGN PHASE)

Milestones This Period

- 35% design submittal received. Internal plan review in progress.
- TSA Baggage Screening Upgrades 30% Design documents submitted.

Future Milestones

- Awaiting news from DOT regarding potential FAA AIP funding.
- TSA 30% review consultation tele-com meeting with design team, TSA planners, & staff December 21, 2018.
- Other funding sources for terminal improvements beyond the PFC/Bonding and AIP grant requests are being developed for consideration, including airport terminal user fees and TSA grants for screening/security improvements.
- It is anticipated that the first phase of construction will bid June 2019, but this may be delayed due to funding procurement schedule.
- Phased construction to begin October- April (winter seasons) 2019 through 2022.
- Still anticipating the State of Alaska DOT sending the CBS information about the upcoming parking lot management changes and options.

Background

The Airport Terminal Improvement Project is intended to remedy some of the existing critical problems identified in the Airport Terminal Master Plan 2008-2011, including working conditions in the baggage make-up area and TSA baggage screening area, as well as problems with congested passenger queuing, screening, baggage, fish boxes,

waiting areas and passenger flow. CBS accepted a TSA design grant in the amount of \$158,569.25 to design specific improvements to the TSA Baggage Screening Area. Other areas impacted by these design changes are ineligible for the TSA design funding. The Assembly approved moving forward to the 65% Schematic Design Milestone for the preferred concept plan that was presented in the Assembly work-session August 8, 2017. Passenger Facility Charges (PFC) were applied for and approved by ADOT and FAA. Collection of the PFCs began May 1, 2018 and will. The total anticipated revenue collection over the 20-year period of collection is \$6,840,000.00, which is anticipated to finance the \$4,025,000 revenue bond along with its fees and debt service.

The current estimated cost for the project as identified is approximately \$15-million. The current funding plan outlines the following components:

- | | | |
|-------------------------------------|--------------|--------------------------------|
| • Passenger Facility Charge Revenue | \$4,025,000 | Bond in progress |
| • TSA Funding | \$3,397,500 | Unsecured |
| • Eligible AIP Grant Request | \$10,283,954 | Unsecured |
| • Potential User Fees & Airline | TBD | – dependent on securing grants |

Current contracts: MCG Architects \$449,069

Crescent Harbor Float Replacement – Phase I (DESIGN PHASE)

Milestones This Period

- Received approval to complete the project using the Design-Build project delivery method.
- Received proposals and completed interviews from qualified Design-Build consultants.

Future Milestones

- Select consultant to assist CBS in Design Build procurement process December 14, 2018.
- Advertise for Design-Build Team to construct harbor February 15, 2019.
- Construct Harbor Fall 2019 to Spring 2020.

Background

The physical condition of Crescent Harbor has deteriorated to point where in-house repairs are no longer sufficient to adequately maintain the facility. Harbor Department staff and Public Works Department engineers have determined that the harbor now presents an operational and safety risk due to floats sinking, decay of wooden beams, corrosion of metal fixtures and failure of walk-down ramps to meet ADA accessibility requirements. The project has estimated total cost of \$14,025,000. Of this, the harbor grant will provide \$5,000,000. The Harbor Fund working capital has allocated \$1,000,000 for the project. The remaining \$9,025,000 is planned to be provided with \$8,025,000 in harbor revenue bond proceeds and the use of the Harbor Fund working capital in the amount of \$1,000,000 noted above.

Current Contracts: PND \$73,612.00

Gary Paxton Industrial Park Access Ramp (PLANNING PHASE)

Milestones This Period

- Notified Garry White that the scope of work requested by the GPIIP board to complete the ramp study exceeds the current budget.

Future Milestones

- Receive GPIIP recommendation to either increase the budget or reduce their requested scope.
- If additional funding is recommended by the GPIIP board, a budget adjustment ordinance will go to Assembly for approval.
- Upon clear direction of scope and budget, an updated completion schedule will be provided.

Background

The project includes planning and design for a multipurpose boat ramp for the Gary Paxton Industrial Park. The ramp is to be associated with the new existing barge ramp constructed adjacent to the Boat Building Lot. Project funding of \$40,000 provided in Gary Paxton Industrial Park Budget.

Current Contracts: PND Engineers Inc.

\$18,550

Critical Secondary Water Supply (PLANNING PHASE)

Milestones This Period

- Prepared for December 4 Assembly workshop.

Future Milestones

- Receive and execute \$18 million loan offer from Alaska Department of Environmental Conservation (ADEC) State Revolving Loan Program.
- Host Assembly work session on December 4. Dates below assume Assembly authorizes design and construction of this project at December 11 meeting:
 - o Design complete October 2019.
 - o Construction begins December 2019.
 - o Construction complete December 2020.

Background

The project is for design and construction of a secondary water source, for when the primary water source – Blue Lake water treated with ultraviolet (UV) radiation – is unavailable. Blue Lake water will not be available when the Electric Department inspects and maintains the penstock providing water from the dam to the power plant. Blue Lake water may also require filtration – not just UV treatment – if turbidity levels continue to exceed regulatory thresholds. Total project cost is estimated at \$18 million. The budget presently consists of \$75,000 in working capital. Operating funds have augmented the \$75K in working capital to pay for the consultant's services to date.

Current Contracts: CRW Engineering Group, L.L.C.

\$105,147

Police Station Planning Study (PLANNING PHASE)

Milestones This Period

- Reviewed preliminary report draft submitted by consultant.

Future Milestones

- Staff to compile a list of the amenities and deficiencies of the existing Police Station facility & City/State Building infrastructure and building systems, along with an estimated cost (assumed to exceed \$1 million) to refurbish/replace deficient systems. December 15, 2018.
- Final draft study completion December 31, 2018.
- Completed study to be presented to Assembly in early 2019.

Background

The Sitka Police Department and Jail occupies one-third of the first floor in the City/State Court/Office Building. The Sitka Police Offices and jail do not meet current industry standards. It is nonfunctional, unsafe, and severely inhibits the effective delivery of police service to Sitka. The City/State Building was built in 1974-76 in partnership with the State of Alaska. The City owns the land including the parking lot and is joint owner with the State of the building. Expenses for maintenance and operations per agreement December 1993, are split 34% CBS and 66% State based on the occupancy remaining within the building. Maintenance of the facility and its building systems, along with replacement of non-functional and obsolete infrastructure, has not kept pace with facility needs. Repairs to the facility to address its deferred maintenance are conservatively estimated to exceed \$1 million. How these costs are to be shared is to be determined, and is complicated by the shared ownership of the facility with the State of Alaska. Given Alaska's current fiscal status, reaching a timely cost-sharing agreement is a point of significant concern.

Current Contracts: Stantec

\$57,558

Sitka Seaplane Base (SPB) (PLANNING PHASE)

Milestones This Period

- No work this period

Future Milestones

- Obtain a letter of commitment for the purchase of the property from the State.
- Apply for the formal Planning (Environmental Analysis, permitting, land FMV appraisal, design) AIP grant Spring 2019. NOTE: This is contingent on procurement of land letter of commitment.

Background

Assembly Resolution supporting the acquisition of the preferred location/land parcel for the Seaplane Base, October 9, 2018. The Assembly approved Supplemental Appropriations for FY19, Ordinance 2018-49, for the SPB. Finance Dept. submitted project information to FAA by October 31, 2018 – required step in order to be considered to receive any of the \$1 billion AIP Supplemental funding.

Improvement or replacement of the seaplane base has been discussed on and off for the past two decades. The Assembly has made it a priority to look into the development

of a new seaplane base for the economic development of Sitka, a key component to making this happen is land acquisition. Part of the due diligence that staff is doing for the Assembly is working on what staffing, money, and land acquisition we need for adequate maintenance, operations and reporting. The seaplane base study, which included an Economic Impact Study, showed that property on Japonski Island was the preferred site for the seaplane base. The AIP grants that the CBS submitted the preliminary required FAA paperwork for could help fund planning, design, land acquisition, and construction costs.

\$16 million is the estimated Project Cost submitted to FAA for AIP grant funding, which may require (6.25%) matching funds from CBS unless the project wins a grant from the Supplemental AIP funding, which funds 100% without any required match.

MAINTENANCE ACTIVITIES

STREETS

- Maintenance fixed potholes Graded gravel Rds. Removed Debris and abandoned vehicles
- Repaired Storm Drains received culverts and storm drain freight.
- Turned dump trucks into plow and sand trucks
- Worked on and had training on work order management program

SCRAPYARD

- Processed 255,000 lbs. of scrap in Using 11 Gondolas =127 tons at 11.69 tons per gondola
- Scrapyard personnel have processed 1,272,130 lbs. of scrap in 5 months since CBS has taken over Scrapyard
- Simon Metals has stated Scrapyard loads are the best they have ever seen and are sending us one of our best returns for items processed computers catalytic converters alternators and starters and batteries.

GROUPS MAINTENANCE

- Normal seasonal maintenance rounds
- Ditching and Drainage work around Kimsham Complex
- Kimsham Fence work
- Planting at Senior Center Due to stair removal
- Library landscape project Completed
- Cross trail repairs and vandalism

BUILDING MAINTENANCE

- Normal PM Maintenances Schedule – had to push off work until next rotation to catch up on maintenance priorities and trouble calls.
- Repairs to City/State Men's bathroom
- Senior Center Exterior Painting Project Completed
- Senior Center Interior work due to loosening from stairs to building
- WWTP FU1 motor replacement
- WWTP FU2 failed
- Library Wind Driven Rain Infiltration – investigation and interior repairs
- City Hall pneumatic compressor/air drier – chasing leaks, parts arrived- Repairs Made.
- Fire Hall Gen-Set control board – part on order we may need service contractor due to programming

CENTRAL GARAGE

- Rebuilt Brake System on Case Loader and Replaced U-Joints
- Senior Center Vans had wheel Chair lift Problems and other maintenance issues.
- Changed to Snow Tires on Numerous vehicles.
- Repaired over 35 different vehicles and Equipment

Thomsen Harbor Project: Pump #3

Pump Specs #2 & #3

Year: 1983

Model: Alice Chambers/ITT 400

Size: 8 X 8 X 17

Flow: 3340 GPM @ 80' TDH

Weight: 2,580 LBS

Hours: 22,007

Here is a short summary of how we replaced a huge pump in a tiny room 27' feet underground. (This had never been done here in Sitka)

There were a lot of tasks to do in preparing for the replacement:

- Procuring the funds for 2 pumps (\$49,215.00 + Freight)
- Spec and order pumps. The pumps were ordered 3/14/18 and did not arrive until 8/16/18. These are not off-the-shelf type of pumps and had to be built by the manufacturer.
- Exercising the valves by opening and closing suction and discharge valves to isolate and remove pump safely.
- Bolts were all removed, greased and re-installed one at a time to be sure we were not fighting them during removal.
- Research - Our USEMCO brand Lift stations were shipped completely assembled and installed by a contractor. They were not built with intentions of complete pump replacement, or not easily anyway.
- Measurements, lots and lots of measurements.

While preparing to replace the pump, we found there were going to be a couple major challenges to overcome. Our two biggest challenges were our height restriction and lifting capability.

There are only two picking points in the dry well, designed only to lift each pump vertically. After speaking with a representative from USEMCO I was able to come up with a way to lift up and move the pump safely by building a stationary bridge crane then bolting it to the two picking eyes.

The next biggest challenge was lifting the pump high enough to separate the volute from the motor and impeller. With the crane in place and the trolley assembly on it, we only had 11 inches of room to lift. We also had to be able to reverse the procedure and install the new pump.





Almost every step of the way we encountered a problem that we had to adapt to and overcome without risking damage to ourselves or our equipment.

Once the pump was removed from its base we still had to get the 1,800 lb. motor moved through a bottle neck past #2 pump and under the access hatch to be lifted out by the truck crane. We took an old pump stand we acquired from the pulp mill and welded new wheels on it. Due to space constraints, we were barely able to move the 1,800 lb. motor onto the pump stand and get it up and out of the underground room.



Getting the new pump installed was a lot less time consuming and troublesome than getting the old one out, but there were still a couple more challenges to overcome. In order to move the new motor and impeller assembly safer and easier, I modified our pump stand once again. I cut the legs down to lower the center of gravity and installed larger heavier duty wheels. This made moving the new motor to the



bridge crane so much easier and safer.



It was all downhill after that.... Bolted up the new suction and discharge elbows, installed new seal water plumbing, a new air bleeder, wired up the new motor, opened the valves and fixed a couple tiny leaks, checked rotation of the motor and it test ran perfectly.

Overall we learned a lot together as a team. I don't expect installing the last pump will go flawlessly but I know having all the tools and equipment built and ready to go will streamline it.

Charles Armer
Water/Wastewater Mechanic
City and Borough of Sitka

