

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH APRIL 2018

Wastewater Treatment Plant (WWTP) Rehabilitation:

Milestones This Period

- The WWTP Needs Assessment was completed in April 2018. This document identifies issues with the facility and prioritizes them into tiers with associated cost estimates to assist with fully scoping the project. Numerous previously unidentified issues with the building have been discovered through this effort. The preliminary cost estimate for the first tier (most critical) improvements exceeds the current budget.
- **Future Milestones**
- WWTP Rehabilitation Design is anticipated to begin in June 2018 and be completed in the spring 2019.
- Refine the cost estimates as the design is developed and identify the funding source that will fund the budget gap that is anticipated to complete the work that will be required in order to rehabilitate the building correcting the life safety, code compliance, and non-functional existing conditions.
- Spring 2019 – bid and begin construction of the WWTP Rehabilitation Project.

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 envelop leaks air and does not allow for proper pressurization of the office areas and other clean rooms. Corrosive air in these areas results in electronics regularly become 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. 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).

Current Contracts: McCool Carlson Green

\$96,144.00

Nelson Logging Road Upgrades:

Milestones This Period

- Contract with K&E Alaska, Inc. signed and Notice to Proceed issued April 20, 2018.

Future Milestones.

- Working with Contractor on Value Engineering to reduce project costs in order to have sufficient contingency funds and allow award of Additive Alternate #1, Additional Roadway Width.
- Installation of storm water best management practices (BMPs) and clearing and grubbing beginning May 7, 2018.
- Bridge construction planned June 18 – July 18, 2018

- Substantial Completion is January 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.	\$444,945

Lincoln Street 2018:

Milestones This Period

- Design development to include storm drains, sidewalks and curb ramps
- Developed concepts for pedestrian enhancements near St. Michael's Cathedral in response to comments received at project public meetings.

Future Milestones

- 65% Lincoln Street plans due May 2018.
- Complete additional storm drain pipe CCTV investigation to determine condition and confirm whether replacement is required.
- Construction anticipated fall 2018 – spring 2019 dependent on additional funds in FY19 budget.

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. Additional funds are budgeted for FY19 and are required to complete this basic scope of work. Currently, funding for the project is provided by:

\$950,000 General Fund \$20,000 Water Fund

\$20,000 Sewer Fund

\$990,000 Total Available Project Funding

\$1,300,000 2019 General Fund Budget Recommendation Additional Funding

Current Contracts:	Professional and Technical Services, Inc.	\$225,978
	Anderson Land Planning	\$5,000

East DeGroff Water, Sewer and Street Repairs:

Milestones This Period

- Hosted public briefing on April 5 at Harrigan Centennial Hall. Attended by 20 members of the public.
- Construction started April 30, 2018.

Future Milestones

- Phase I (Hollywood to Baranof) utility construction complete mid-June 2018.
- Phase II (Baranof to SMC) construction to begin late June 2018.
- Substantial Completion date is October 1.

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 as it will be demolished during the utility replacement. Scope will also include utility trenching work in Sawmill Creek Road, ahead of Alaska Department of Transportation project to re-pave SMC in 2019. 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	\$1,780,167

South Lake – West DeGroff (SLWD) Water, Sewer and Street Repairs:

Milestones This Period

- Removed the paving of DeGroff Street from Lake Street to Hollywood Way from the SLWD contract, and added it to the East DeGroff contract. This will delay the paving of this short stretch of road until Fall 2018, but will result in a better end product for CBS by minimizing cold asphalt joints and paving after the heavy construction equipment has demobilized from the site.
- Agreed on a plan with contractor to repair out-of-spec pavement work on Lake Street. Repair will be at no cost to CBS.

Future Milestones

- Repair pavement as discussed above, and complete landscaping in May 2018.

Background

The project includes replacement of aging, failing water, sewer and storm drainage infrastructure in Lake Street from the roundabout to DeGroff Street, and DeGroff Street from Lake Street to Hollywood Way. The project will also replace pavement, curb, gutter and sidewalk, which will be demolished during the utility replacement. Funding for the project is provided by the following sources; \$1,000,000 FY2017 ADEC Grant, \$575,800 FY2015 ADEC Water and Sewer Loans, \$200,000 from FY2017 General Fund, \$50,000 from the 2017 Water Enterprise Fund and \$50,000 from the 2017 Wastewater Enterprise Fund.

Current Contracts:	PND Engineers	\$232,526
	K&E Alaska	\$1,446,690

Gary Paxton Industrial Park Dock:

Milestones this Period

- Final Completion attained and final payment issued to Design-Builder.
- Dock open to public.

- CBS IS, Electric, PW Departments and ACS collaboration on camera and phone systems for new dock.

Future Milestones

- Camera and phone installation anticipated May 2018 dependent on ACS availability.

Background

The project is funded by a designated Legislative Grant, administered by the State of Alaska, Dept. of Commerce, Community & Economic Development, and Division of Community & Regional Affairs. The project is administered by Public Works and the GPIIP Director, Garry White. The total amount of the grant is \$7.5 million. A Design-Build contract was awarded to Turnagain Marine Construction on November 22, 2016. The Assembly approved establishing a project contingency of \$250,000 utilizing \$125,000 from the Bulk Water Fund and \$125,000 from the GPIIP Enterprise Fund on December 13, 2016 for a total project budget of \$7,775,000. The Assembly approved increasing the project scope to include development of a tariff schedule and camera system to assist with dock management on December 26, 2017.

Current Contracts: Turnagain Marine Construction \$6,935,356

O'Connell Lightering Float Pile Replacement:

Milestones This Period

- Pre-Bid Conference held April 5, 2018.
- Bid Opening April 29, 2018.
- Bid Evaluation completed and Notice of Intent to Award issued.

Future Milestones

- Award construction contract May 2018.
- Permitting summer/fall 2018.
- Substantial Completion by May 31, 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

Sitka Wayfinding Signage

Milestones This Period

- Substantial Completion of the installation of sign footings was achieved in early May.
- Production of shop drawings is in progress.

Future Milestones

- Fabrication of signs is anticipated in June 2018
- Substantial Completion of signage installation anticipated mid-summer 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
CBC Construction

\$25,910
\$191,561

Police Station Planning Study

Milestones This Period

- Police Department Staff answered the 'Space Study Questionnaire' developed by the Architect as part of the information gathering portion of the planning study.

Future Milestones

- Discussion and Completion of Questionnaire late May 2018.
- Develop potential site matrix to be used during the active selection anticipated in July/August 2018.
- Consultant to develop 'Space Standards and Space Needs Assessment draft and bubble diagram – May/June 2018.
- Core stakeholder meetings anticipated to begin July/August 2018.
- Public/Assembly meetings anticipated August/September 2018.
- Final report and study completion anticipated December 2018.

Background

The Sitka Police Department and Jail occupies 1/3 of the first floor in the City/State Court/Office Building. As stated by the Chief of Police, 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 to be split 34% CBS and 66% State

based on the occupancy remaining within the building. The building is roughly 40 years old and over this time period maintenance of the facility and its building systems, along with replacement of non-functional and obsolete infrastructure has not kept pace resulting in significant deferred maintenance and critical needs. It is known that repairs to the facility to address its deferred maintenance will have significant costs. The order of magnitude of these costs 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. These estimated costs do not include any physical or design improvements to the Police Department.

Current Contracts: Stantec

\$57,558.00

Airport Terminal Improvements:

Milestones This Period

- Meeting with TSA regarding preliminary the Baggage Screening Area and Equipment Design for the TSA design grant.
- Collection of Passenger Facility Charges (PFC) began May 1, 2018. Total revenue collection over the twenty year period of collection is \$6,840,000.00.

Future Milestones

- The State of Alaska DOT will be sending information about the upcoming parking lot management changes and options.
- 35% design milestone delayed for PFC funding approval and other project priorities. Assembly presentation and public process anticipated fall 2018.
- It is anticipated that the Terminal Improvements design and funding plan will continue to be developed through 2019 with bidding and construction to begin in 2020.

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. The project is funded from prior PFCs collected for terminal improvements.

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.

Current contracts: MCG Architects

\$229,776

Cross Trail (Granite Creek to Ferry):

Milestones This Period

- Reviewed 95 percent design drawings. Met with Sitka Trail Works and their design consultant to discuss the proposed alignment.

Future Milestones

- Select final alignment and finalize design drawings by August 2018.
- Sitka Trail Works to submit Letter of Inquiry for Rasmuson Foundation grant to meet our Western Federal Lands grant match requirements in May 2018.
- Construction anticipated in early 2019, provided CBS has secured sufficient funds to match 9.03% of the construction fund grant amount.

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 is overseeing the design work alongside CBS via a Memorandum of Agreement. Received a \$1.93M construction grant from Western Federal Lands in October 2017, which cannot be spent until CBS and Sitka Trail Works secure the required match funding.

Current Contracts: none (LEI is performing design work for Sitka Trail Works)

Harrigan Centennial Hall (HCH) Renewal:

Milestones This Period

- Warranty Items/issues addressed.
- FF&E Procurement is ongoing.

Future Milestones

- Complete the FF&E procurement. Expected to be completed by the end of year 2018.
- Support operations and address warranty items that occur during the warranty periods.
- Engineering for building signage under entry canopies anticipated to be completed in May 2018.

Background

The project funding includes four State grants totaling \$11,500,000; a \$1,991,271 FY10 Legislative Grant designated for a lightering facility visitor's center (previously planned for under the O'Connell Bridge), \$1,180,000 FY11 CPET Head Tax grant, \$1,400,000 Marine Passenger Funds, \$232,620 heat pump grant, and \$66,000 from the Sitka Historical Society for a total project budget/funds of \$16.4 million.

Current Contracts:	MCG Architects	\$1,553,024
	McG Constructors/DCI Inc. – Joint Venture	\$13,625,793

Davidoff & Peterson Storm Sewer Rehabilitation:
Milestones This Period

- none

Future Milestones

- Finalize design and bid package for Davidoff improvements, May 2018.
- Award Davidoff construction contract, June 2018.
- Rehabilitate or replace where appropriate Davidoff storm infrastructure, Summer 2018.
- Apply for matching grant funds to support Peterson Street culvert replacement. Continuing to work with United States Fish and Wildlife Service to identify potential funding sources.

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.

Current Contracts: StephI Engineering

\$37,500

Eagle Way Lift Station Rehabilitation:
Milestones This Period

- Finalized cost estimate to rehabilitate lift station. Assembled FY2019 budget request based on estimate.

Future Milestones

- Design lift station upgrade to convert existing wet well/dry well scheme to submersible lift station with a valve vault, July 2018.
- Procure construction contractor, August 2018.
- Procure pumps and control/electrical equipment, August 2018.
- Rehabilitate lift station, October 2018.

Background

The original Eagle Way – Old Harbor Mountain Road project included new pavement, storm drainage, water main and services, and a pedestrian pathway within Eagle Way, and new pavement and storm drain improvements within Old Harbor Mountain Road. Funding for the project consists of a \$1,500,000 State of Alaska Department of Commerce Community and Economic Development Grant, of which approximately \$250,000 remains. DCCED approved these remaining funds being used for the lift station rehabilitation work.

Current Contracts: none

Water and Wastewater Highlights

Operators have performed a number of water and sewer locates for residents and contractors. Property valves are often buried, landscaped or paved over, and a significant amount of time is spent helping the property owner find their valve. A number of water leaks have been reported which have turned out to be on the homeowner side of the valves.

The Water/Wastewater Department is making a concerted effort to implement a geographic information system (GIS). GIS is a system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data. GIS analyzes spatial location and organizes layers of information using maps which will reveal a deeper insight into data, such as patterns, relationships, and situations which will help us make smarter decisions. We are in the first phase of the implementation process and that is to gather data points (valves, manholes, hydrants, etc.) with the help of an iPad and GPS antenna. If you see a city worker on the side of the road with an iPad and antenna on their head you'll have a better idea of what they are doing out there!

Despite outreach efforts, the wastewater division continues to be plagued with lift station pump problems due to wipes and grease. Wipes are often marketed as "flushable", however they do not break down in water like toilet paper. The wipes get intertwined with grease and other items such as tampons and condoms and create big "fatbergs" that cause pump failures and clogs. Pulling a pump out of service, cleaning, and repairing take a substantial amount of time (and money) and takes away from the routine operations thus putting us at risk for other failures. Wipes and other non-flushable items are a world-wide issue. Continued public outreach will occur to try to reduce the impact on our infrastructure.