

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH OCTOBER 2018

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

Milestones This Period

- Installed 400 linear feet of water main.
- Paved DeGroff Street from Lake Street to Baranof, including approaches at Hollywood, Monastery, Highland and Baranof.
- Paved excavations Sawmill Creek Road at Park-DeGroff intersection and in front of Baranof Elementary School.

Future Milestones

- Provide all DeGroff Street homes currently being served with temporary aboveground water hoses with buried water services for the winter.
- A future change order will further extend the Substantial Completion date to Spring 2019 to allow completion of water and sewer utility installation between Baranof Street and 613 DeGroff, paving of DeGroff from Baranof Street to SMC, and project clean-up activities.

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.

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

Nelson Logging Road Upgrades

Milestones This Period

- All culverts installed
- Clearing and grubbing continuing
- Continue chipping rock wall at rock removal at intersection with HPR
- Hauling and placing rock from rock removal area to area between bridge and arch culvert

Future Milestones.

- Resetting culvert near muskeg trail to meet Fish and Game requirements, November 15, 2018.
- Place tree and root bulbs into Stargavin Creek near muskeg trail, November 20, 2018
- Grade roadway to subgrade elevation, November 30, 2018
- Build roadway up to finish grade, December 20, 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.

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| Current Contracts: | LEI Engineers & Surveying | \$463,405 |
| | K&E Alaska, Inc. | \$1,544,280 |

O'Connell Lightering Float Pile Replacement

Milestones This Period

- USF&W permit application submitted October 31, 2018.

Future Milestones

- Permitting to be completed winter 2018.
- Construction to begin June 2019.
- Substantial Completion anticipated by July 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.

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| 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 10/12/18.
- Project Physical Completion achieved 10/15/18.

Future Milestones

- Final Completion and project close out due 12/12/18.

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.

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

Lincoln Street 2018 & Katlian Sitka Paving 2016

Milestones This Period

Lincoln Street

- Continuing to evaluate bulb-outs at intersection and crosswalks
- Prepared final review comments
- Received DEC Waiver Request permit.

Katlän Street

- Project design complete 99% plans.
- Received DEC Waiver Request Permit.
- Prepared final review comments

Future Milestones

Lincoln Street

- Acquire construction easements, January 2019
- Complete final plans and bid project April 2019
- Construction anticipated fall 2019 – spring 2020.

Katlän Street

- Acquire construction easements, December 2018
- Complete final plans and bid project December 15, 2018
- Construction anticipated February 2019 – Summer 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:

Lincoln Street

\$950,000 – General Fund
 \$1,300,000 – 2019 General Fund Budget Allocation
 \$20,000 – Water Fund
\$20,000 – Sewer Fund
 \$2,290,000 – total available project funding

Katlän Street

\$747,870 2016 – General Fund budget Sitka Paving 2016 – 2017

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| Current Contracts: | Professional and Technical Services, Inc. | \$306,198 |
| | Anderson Land Planning | \$5,000 |

Wastewater Treatment Plant (WWTP) Rehabilitation (DESIGN PHASE)

Milestones This Period

- The design team met with CBS staff to review the 50% design milestone.
- The information collected and decisions made during the two day 50% design review meetings with the Consultants in Sitka, are being incorporated into the design documents prior to sending the set to the cost estimator for a better and more accurate identification of project scope and cost estimate.

Future Milestones

- The cost estimate is anticipated in November 2018.
- Bid and begin construction of the WWTP rehabilitation project, assuming sufficient funding is available is anticipated in the Spring of 2019.
- Estimated project completion by 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. The total project cost is estimated at \$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). The existing budget will be insufficient to rehabilitate the building, correct the life safety, code compliance and non-functional existing conditions. It is anticipated that an additional DEC loan will fund the shortfall,

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| Current Contracts: | McCool Carlson Green | \$806,321 |
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Davidoff & Peterson Storm Sewer Rehabilitation (DESIGN PHASE)

Milestones This Period

- Performed final review on Davidoff design drawings and specifications
- Solicited design proposal for Peterson culvert replacement from DOWL

Future Milestones

- Issue bid package for Davidoff improvements November 28, 2018.
- Award Davidoff construction contract February 1, 2019.
- Rehabilitate or replace where appropriate Davidoff storm infrastructure Spring 2019 (Substantial Completion date June 3, 2019).
- Award contract for Peterson culvert replacement design January 18, 2019.

- Bid Peterson construction project Fall 2019. Complete Peterson construction work Spring 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: Steph Engineering

\$37,500

Eagle Way Lift Station Rehabilitation (DESIGN PHASE)

Milestones This Period

- Worked on 65 percent design package. Civil design to be performed by CBS Engineering staff with AutoCAD support and electrical design provided by Boreal Controls, Inc.

Future Milestones

- Issue bid package for Eagle Way improvements December 19, 2018.
- CBS to procure pumps and control/electrical equipment, January 2019.
- Award construction contract February 28, 2019.
- Complete construction Spring 2019 (Substantial Completion date May 29, 2019).

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 \$250,000 remains. DCCED approved these remaining funds being used for the lift station rehabilitation work. This funding was combined with \$135,000 in FY2018 working capital and \$85,000 in FY2019 working capital for a total project budget of \$470,000.

Current Contracts: Boreal Controls, Inc.

\$87,700

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

Milestones This Period

- none

Future Milestones

- Finalize design drawings by November 6, 2018.
- Construction anticipated in early 2019, provided CBS has secured sufficient funds to match 9.03% of the construction fund grant amount. Rasmuson Foundation to consider STW grant request in November 2018.
- 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 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.

Airport Terminal Improvements (DESIGN PHASE)

Milestones This Period

- The SIT Terminal Improvements Project was reviewed at the State of Alaska 'Aviation Projects Evaluation Board' (APEB) meeting 10/24/18 for AIP Grant Funding for the eligible portions of the SIT Terminal Improvements Projects. PFC funds count as matching funds for AIP Grants.
- 35% design completed in October 2018. Internal plan review in progress.

Future Milestones

- AIP grant application materials to be submitted to ADOT-PF by Oct. 31, 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.
- Construction to begin October 2019 and be completed in 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:

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|-------------------------------------|--------------|--------------------------------|
| • 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

Milestones This Period

- Contacted potential consultants for Design Build procurement process assistance
- Received qualifications from consultants

Future Milestones

- Select consultant to assist CBS in Design Build procurement process, November 2018.
- Advertise for Design Build Team to construct harbor, February 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

Milestones This Period

- Consultant proposal submitted to complete project scoping study final report and related preliminary design – October 2018.

Future Milestones

- GPIB board to review proposal and consider budget increase to complete this Final Report – November 2018.
- Determine future schedule and funding requirements for Ramp construction.

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

- Draft FAQ/ Fact Sheet prepared in October 2018. Final review to be completed prior to sharing with public in November 2018.

- Awaiting ADEC loan offer in response to CBS application submitted in September.
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Future Milestones

- Once ADEC loan is received, Public Works to request Assembly approval to proceed with the project.
- Design complete October 2019.
- Construction begins November 2019.
- Construction complete November 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. Early estimates project a total project cost of \$18 million. This depends greatly on the project scope. 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

- The top three potential siting locations were selected during the September workshop with the consultant for further development of space adjacencies and site access diagrams, which have been drafted this month.

Future Milestones

- The consultant is working on the 70% draft report, which is anticipated next month.
- 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 study completion anticipated 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

- 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.
- Assisted Finance Dept. with submitting 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.

Future Milestones

- Obtain a letter of commitment for the purchase of the property from the State.

Background

Improvement or replacement of the seaplane base has been discussed on and off for the past two decades. Beginning with this funding cycle, more FAA funding in the form of Airport Improvement Project (AIP) grants (traditional and Supplemental AIP funding) has been made available through FY2020 than has been in a long time, *if project information is filed with FAA by the deadlines*. As 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 upcoming AIP grants could help fund planning, design, land acquisition, and construction costs.

MAINTENANCE ACTIVITIES

STREETS

- Road Maintenance – fixing potholes, grading gravel roads, dust control, picking up abandoned vehicles, vegetation clearing. 57.1% of work
- Storm Drains- checking and clearing. 16.3% of work
- Solid Waste – bio solid pit, transfer station operations, receiving materials at the construction debris pit. 18.7% of work
- Miscellaneous maintenance 7.9% of work
- Starting winter preparations.

SCRAPYARD

- Shipped out (2) 20ft containers filled with computers, car batteries, catalytic converters alternators and starter motors.
- 187,820 pounds of Scrap metal processed
- 17,430 pounds of other material copper aluminum processed.

GROUNDS MAINTENANCE

- Working on retraction plan.
- Cut back asphalt overgrowth.
- Moving items such as rocks and trees that slow down mowing operations.
- Normal seasonal maintenance rounds.
- Moller dugout gates being fabricated in house for seasonal operation efficiency and to lessen vandalism and security of backstop padding and net.
- Preparation for winter.
- CBS is addressing maintenance around the schools during their school closures.
- Cross Trails – 3 trees are down due to erosion on the Baranof trail area.

BUILDING MAINTENANCE

- Sitka High School is starting a building for our new scale shack building at the Transfer Station.
- WWTP boiler supply line, CP-1 Heating Circulation pump replacement. Schmolck Mechanical has ordered prepress value to replace the ball valves that are not holding. They will assist with collecting glycol out of the 3" lines. They will make and assist with the valve replacements. CBS will replace the pump and refill the system. Replacement is scheduled for early November.
- Motor has failed with the WWTP FU-1 inspecting fan unity 1. A replacement motor is on order. CBS is scheduled to replace the motor mid-November.
- City/State first floor restroom has a clogged line that has been unsuccessful at clearing. The 2" drain line is pinched down to approximately 1". The wall in the men's restroom has been opened up to allow the line to be scoped.
- City Hall – changing leaks on the pneumatic compressor/air drier. Parts have been ordered.
- Fire Panels – Panels are still not making connection due to issues with ACS long distance service. Notices of the problem have been sent to some tenants. If problem continues CBS might need to do weekend inspections of sites.
- Due to unanticipated repairs CBS is falling behind on the preventative maintenance (PM) work orders.
- Asset Essentials (Dudes) was been uploaded with PMs. CBS will start implementing the system and get the checks and balances before cancelling Maintenance Connection.

- Harrigan Centennial Hall freezer unit has failed. Working on warranty with supplier for replacement.
- Senior Center – waiting for window order to finish out project.
- Scrap Yard Fence – a bear was recently spotted in the scrap yard site. A large section of the fence is missing.
- Preparing for winter.

CENTRAL GARAGE

- Repaired or Serviced 38 Vehicles or Equipment including scheduled maintenance, a few major breakdowns, rebuilt a front end, major brake overhaul, fabrication of brackets and gates for Grounds.
- Ordering new vehicles budgeted in FY19 operating budget.

WATER AND WASTEWATER

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 valves.

The Water/Wastewater division 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 beginning phases 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 understanding 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 takes 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.

Water operators flush the water distribution system on an annual basis. In preparation for the annual flushing the main line valve boxes were cleaned and valves are verified to be operable. The flushing took about two weeks. During the flushing, water mains are isolated a section at a time and the water is flushed out via hydrants and water blow-offs. By isolating water mains a section at a time, the velocity in the pipe increases

which allows a scouring action to take place that removes sediment and film that may have accumulated in the pipes.

Power outages have a significant impact on water and wastewater infrastructure. During power outages a team of water and wastewater operators are dispatched to operate and monitor equipment and to make sure water and wastewater continue to flow in the proper directions. Due to our geography and geology, pump stations are required to pump the wastewater from both ends of the road to the wastewater treatment plant. When the power goes out, generators are needed to keep the pumps pumping. Our generators are at or beyond their useful lives. Most require the manual transfer of power in and out and require more babysitting than should be necessary. Replacement generators are budgeted and the first two are scheduled to arrive in early 2019.

The wastewater division completed the annual cleaning of the lift station wet wells. The Camel (vacuum truck) is used to remove grease, grit, sludge and debris.