

This matter is part of your consent agenda, if discussion is desired the item should be pulled and a motion made.

POSSIBLE MOTION

I MOVE TO approve the Municipal Administrator to issue a purchase order in the amount of \$72,100 to Troy's Excavation for completion of the Boomer Property Solid Waste Disposal and further authorize a contingency of \$7,500 for disposal costs of scrap materials. Using funds found in Capital Improvement Project No. 90594



Memorandum

March 31, 2015

To: Mark Gorman, Municipal Administrator
From: Christopher Brewton, Utility Director
Subject: **Award of Contract – Boomer¹ Property Solid Waste Disposal**

Request:

I request Assembly approval authorizing the Municipal Administrator to issue Troy's Excavation a Purchase Order in the amount of \$72,100 for completion of the Boomer Property Solid Waste Disposal. I further request a contingency of \$7,500 for disposal costs of the scrap materials. Total cost, including contingency, is \$77,600.00.

Background:

As noted in the Assembly meeting of May 24, 2011, the Assembly authorized the potential transfer of CBS owned property as part of the Prevention, Mitigation, and Enhancement (PM&E) measures for the Blue Lake Hydroelectric Expansion Project (Project). PM&E measures are required as the Project inundated an additional 362 acres of National Forest System (NFS) land.

Analysis:

During negotiations with the Forest Service and stakeholders, the transfer of CBS owned property in the West Chichagof area (Boomer) was identified as a preferred alternative. This is a reasonable and cost effective proposal to compensate for impacts related to Blue Lake inundation. The Boomer property is surrounded by Congressionally designated Wilderness and the inundated land at Blue Lake is within an Inventoried Roadless Area; therefore the land management is similar.

However, prior to any consideration of a property transfer the land in question must meet certain environmental conditions including the assessment and remediation of any potential environmental hazards. The Forest Service completed a Phase I Environmental Site Assessment dated September 21, 2012, with the following conclusions:

1. No recognized environmental conditions were identified in connection with the property.
2. Prior to property transfer, the solid waste on site must be removed.

The purpose of this contract is to remove the solid waste identified in the environmental assessment. Attachment (A) provides photographs of the materials in question; Attachment (B) identifies the scope of work required.

Fiscal Note:

Sufficient funds are available in the Blue Lake Hydroelectric Expansion Project, CIP No. 90594 to complete this work.

¹ U.S. Mineral Survey 1453 & 1587



United States
Department of
Agriculture

Forest
Service

July 2014

Watershed and Soils Trip Report

Boomer Mine

Tongass National Forest
Sitka Ranger District
Sitka, Alaska

/s/ Martin Becker
July 2014

Martin Becker
Watershed Program Coordinator
Sitka Ranger District
204 Signaka Way
Sitka, AK 99835

ATTACHMENT (A)

Introduction

The objectives of this trip report are to summarize the findings of the site visit of the Boomer Mine property and provide recommendations for remediation of roads within the property to restore lands to a more natural appearance and reduce resource damage prior to transfer to Federal ownership. Site visit was conducted on July 1st, 2014 and included myself and Clay Davis (Lands, Minerals and Special Uses). The Boomer Mine property is located near Maud Point in Kinshan Bay, within the West Chichagof Wilderness area of the Tongass National Forest in Southeast Alaska (Figure 1).

Figure 1. Boomer Mine Vicinity Map.



The property contains of approximately 3200 feet of primitive road which was constructed by blading off surface organics and soils until they reached bedrock (Figure 2). Overburdens were deposited in spoil areas or side cast. This type of road construction produced a road profile that is U-shaped and greatly lower than the surrounding terrain (4-6 feet). This subgrade road surface has interrupted natural surface and subsurface drainage within the roaded portions of the property. Consequently, increased and concentrated flows over the fractured bedrock and rubble roadbed surface have prevented fines and organics to accumulate and revegetation to occur over portions of the road system (See red lines on Figure 2). These created 'streams' along the road network would be classified as Class IV stream channels.

Figure 2. Boomer Mine Road Network



Red Lines = Mechanical Treatments
Brown Lines = Handwork Treatments

Watershed Design Criteria

The following design criteria are recommended to minimize or eliminate effects to resources and more quickly allow the road network to revegetate and take on a more natural appearance. Mechanical road work outside the mine camp should take about 4 hours. Hand work with a crew of four should take about two full days:

Hand Work Treatment Areas (Brown Lines)

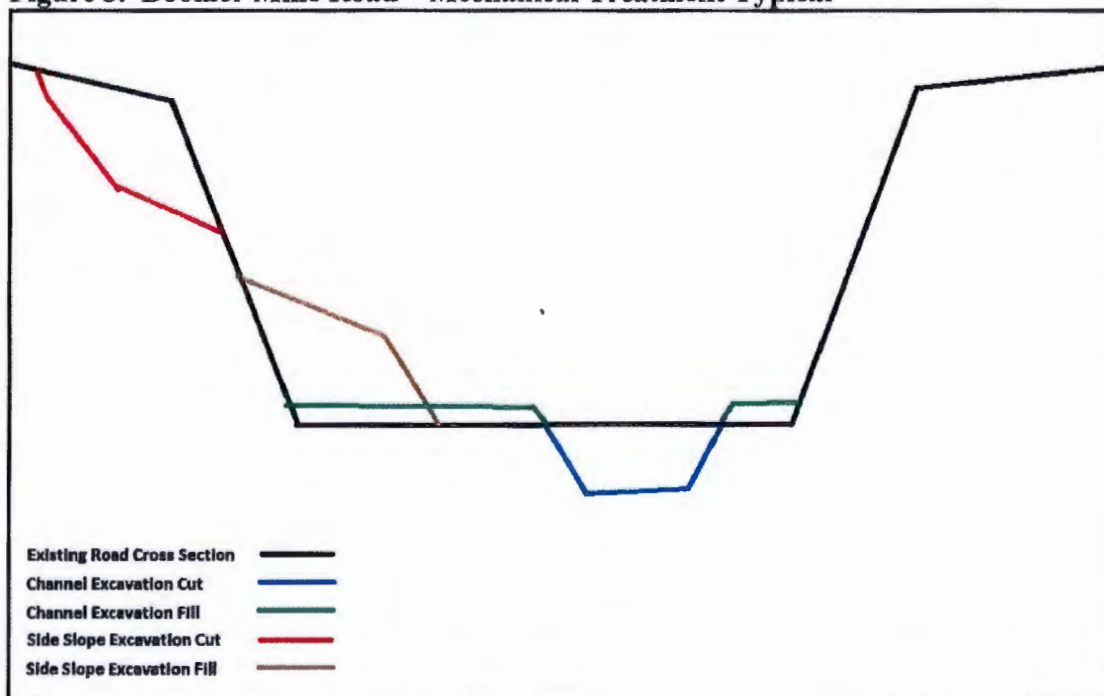
- Use hand tools (shovels, picks, Pulaski, etc.) to spot treat drainage issues, creating water bars, hummocks and out sloping to route water completely off or to one edge of the road surface.
- Use hand tools (shovels, Pulaski, etc.) to cut 'vegetation mats' from surrounding area for transplant to bare rock road surfaces to serve as a seed source or island for future vegetative regrowth.
- Seed and fertilize exposed soils (not bare rock) with an approved weed free native seed mix.

- Use hand crews to drag and throw downed wood and other organic debris onto the road surface to increase roughness, serve as nurse logs and ‘camouflage’ the road. All large wood pieces should lay as flat as possible and in direct contact with the ground to be most effective. Logs should also not completely dam the road and should leave an opening for water to drain.

Mechanical Work Treatment Areas (Red Lines)

- Use backhoe or excavator to create a 2 foot wide by 1 foot deep channel in the road bed to concentrate flows in this area and allow the other portion of the road to dry out, fines and organics to accumulate and vegetation to take hold (Figure 3). Use the existing roadbed shape as a guide, following the lowest elevation. This may switch from side to side over the length of the road.
- Use backhoe or excavator to slump road cut bank sporadically (NOT full recontouring) to further channelize flows, promote organic and fine material deposition, immediately revegetate the road bed and ‘camouflage’ the road (Figure 3). Slumping should be only be done on the forested sides of the road where revegetation of these new cuts will more readily occur. Several areas allow for a whole tree or clump of shrubs to be slumped down onto the road.
- Use backhoe or excavator to grab/drag downed or dead wood material onto the road surface to increase roughness , serve as nurse logs and ‘camouflage’ the road. All large wood pieces should lay as flat as possible and in direct contact with the ground to be most effective. Logs should also not completely dam the road and should leave an opening for water to drain.
- Use backhoe or excavator to break up compacted ground surfaces and spread cleared vegetation and/or trees over the area around the mining camp.
- Seed and fertilize exposed soils (not bare rock) with an approved weed free native seed mix.

Figure 3. Boomer Mine Road – Mechanical Treatment Typical



Appendix A: Photos of Boomer Mine Roads with Notes and Additional Specifications.

Boomer Mine Site Visit Photo Key

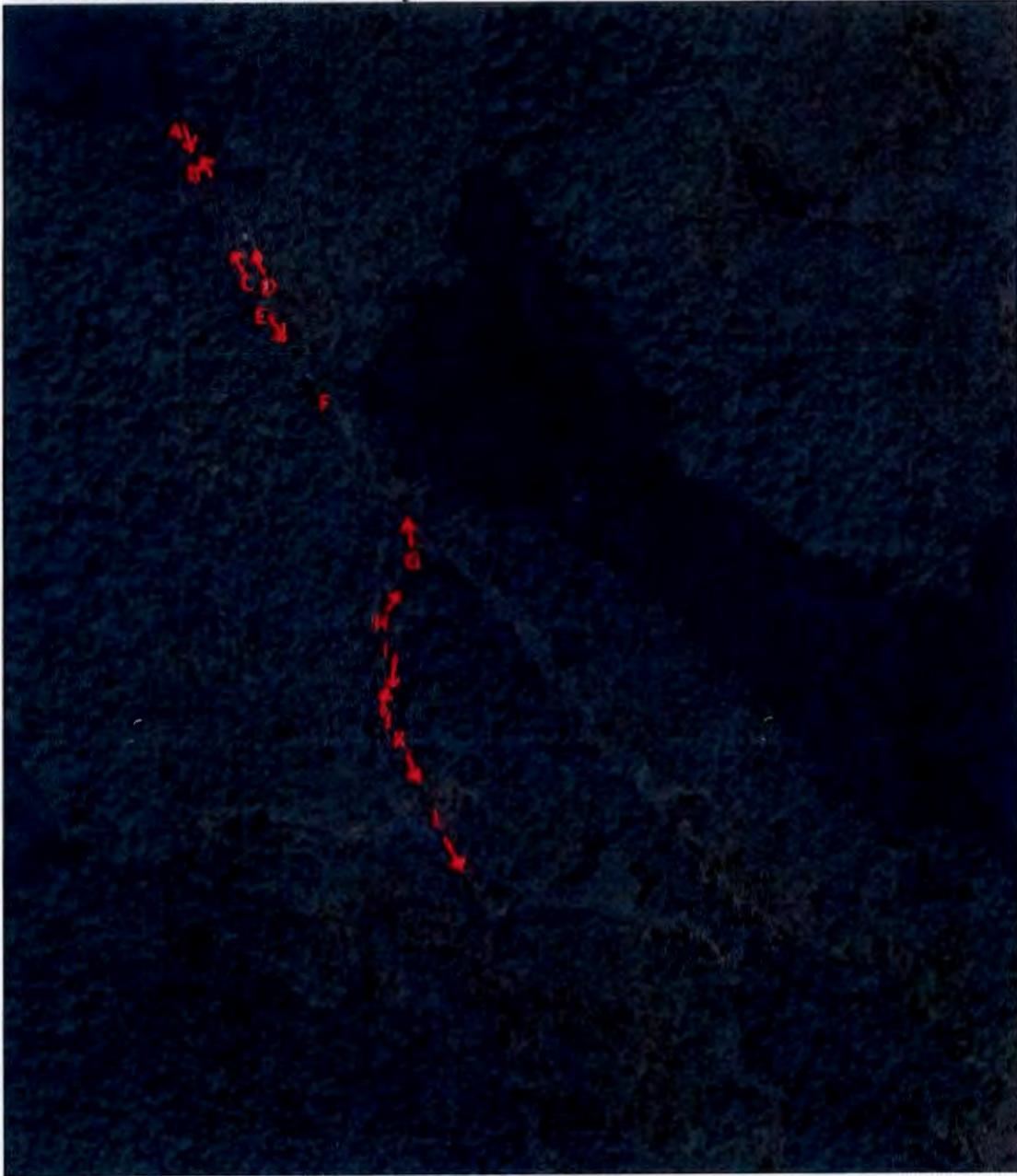


Photo A. Looking up mainline road from beach.



Treatment: Scarify, Reseed and spread woody debris.

Photo B. Looking down mainline road just below camper/shop to beach.



Treatment: scarify, install waterbar draining to left (as looking), reseed and spread woody debris.

Photo C. Looking down mainline road toward beach from bunkhouse.



Treatment: Scarify ground, reseed and spread woody material and trees/brush.

Photo D. Bunkhouse.



Treatment: Scarify ground, reseed and spread woody material and trees/brush.

Photo E. Looking up mainline road from bunkhouse.



Treatment: Scarify ground, reseed and spread woody material and trees/brush.

Photo F. Wet spot on mainline road.



Treatment: Install waterbar to drain and pass water.

Photo G. Looking down spur road #1 across mainline road toward pond.



Treatment: Construct channel as per Mechanical Work Treatments section above. This site is a great typical for creating channel in road elsewhere. Allow for drainage to enter from both directions along mainline road and continue channel across mainline road to connect with vegetation on far side.

Photo H. Looking downhill on spur road #1, 50' above Photo G.



Treatment: Construct channel as per Mechanical Work Treatments section above, diverting all water from this upper channel to the spur road itself.

Photo I. Looking up spur road #1 from same point as Photo H.



Treatment: Construct channel as per Mechanical Work Treatments section above.
Cut/slump banks sporadically on left (as looking).

Photo J. Looking down spur road #1 – Photo I point at furthest distance seen.



Treatment: Construct channel as per Mechanical Work Treatments section above.
Cut/slump banks sporadically on right (as looking).

Photo K. Looking up spur road #1 from same point as Photo J. Spur road #2 can be seen entering on right 60' above.



Treatment: Construct channel as per Mechanical Work Treatments section above. Construct small channel up spur road #2 and connect.

Photo L. Looking up spur road #1 just above junction of spur road #2



Treatment: Construct channel as per Mechanical Work Treatments section above. Cut/slump banks sporadically on left (as looking). Mechanical treatments end above extent seen in this photo.

Troy's Excavation

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troysexcavationsitka@yahoo.com

Boomer Clean-Up Cost Proposal For City of Sitka and USFS

Troy's Excavation proposes to perform the clean-up at the Boomer site as follows:

Mobilization & Demobilization	\$ 9,400-
Camp Cost	\$ 6,900-
Excavator and Equipment Cost	\$20,000-
Barge Cost	\$14,300-
Labor and Supervision	\$17,200-
Incidental Cost	\$ 4,300-
<u>Total Project Cost</u>	<u>\$72,100-</u>

****Exclusions: This proposal does not include the City's Transfer Station and Scrap yard waste fees for any refuse or scrap from the Boomer Clean-up project. The City is to absorb these fees.**

ATTACHMENT (B)

Troy's Excavation

P.O. Box 1541

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Boomer Clean-Up Work Plan For City of Sitka and USFS

List of Equipment

- Kubota K-057 Mini excavator (13,000 lb.) machine.
- 10 Yard Mack Dump truck – For use in transporting scrap iron and debris from Sitka landing site to City's Scrap Yard or Transfer Station.
- 40 ft. Drop-bow boat – Transportation to haul scrap iron and debris from jobsite to town.
- Misc. tools: Cut-off saws, acetylene torch for dismantle of equipment to be removed from site.

Crew Size and Housing

Crew size: 3-4 workers.

Housing will be a temporary wall tent at site and a 22' cabin boat.

Means and Methods of Transporting materials across trespass road

- Corduroy will be used over the trespass road for erosion protection.

- Corduroy and scrap materials will be leap-frogged along the trespass road with the excavator, to minimize the number of trips made. A total of 12 trips on the trespass road, are anticipated to complete this project.
- At project completion, corduroy will be removed and organic material will be placed over the trespass road to promote re-growth of native plants and trees.

Boomer Clean-up Work Plan –

Proposed Work Schedule

- Projected time to complete project is 15 days.

- Day 1 - Mobilization of crew, housing, and tools.
- Day 2 - Set up camp at site. Begin scrap iron demo
- Day 3 - Mobilization of excavator – via drop-bow transportation.
- Day 4 - Load drop-bow with scrap iron to transport back to Sitka. The landing site in Sitka will be at Back Beach on Sawmill Creek Rd.
- Day 5 - Scrap iron demo, burn all burnable debris. Off load of scrap iron in Sitka, will be transported via Troy's Excavation dump truck to the City's scrap iron yard. Some debris materials may go to the Transfer Station.
- Day 6-7 - No work days.
- Day 8 - Load second drop-bow of scrap iron for transport back to Sitka. Address drainage on road system.
- Day 9-10 – Clean-up burn site and final clean-up of existing debris at site.
- Day 11 - Begin Demobilization of camp and equipment.

Day 13-14 - No work days.

Day 15 - Final clean-up of work site, and de-mob of work materials from the jobsite - via 23' work skiff.