PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH JUNE 2020

Wastewater Treatment Plant (WWTP) Rehabilitation (CONSTRUCTION PHASE)

Milestones This Period

- Installation of building felt and hat-channel for new siding.
- New interior partition sheetrock and wall closure.
- Window Installation.
- Installation of new transformer by CBS PW & Electric Dept.
- Completion of significant portions of the installation of the new mechanical and electrical systems.
- Structural steel received on site.

Future Milestones

- Roof installation of structural steel supporting new exhaust fans (requires a crane), July 2020.
- Reconstruction of all building siding, doors, and windows, Summer/Fall 2020.
- Completion of installation of new mechanical, electrical, and SCADA building systems, Winter 2021.
- Substantial Completion required May 20, 2021.

Background

The Wastewater Treatment Plant was built in the early 1980's and many of the building systems, including the building envelope (exterior siding, windows and doors), electrical, plumbing and mechanical, including the HVAC (ventilation air) system, have failed or are past their useful life and require replacement. The air quality within the building is inadequate and corrosive, and as a result the exposed piping and metal within the building have corroded.

Total project cost is currently estimated at $9,782,000. Funding for this project is provided by the following sources:

$263,000	– WW Fund Working Capital
($218,000)	– WW Working Capital moved to the SCADA Control Project
$9,737,000	– DEC Loans
$9,782,000	– Total Available Project Funding

Current Contracts:	McCool Carlson Green (design)	$898,284
	MCG Constructors, Inc./DCI Joint Venture (w/CO-1)	$7,432,800

Critical Secondary Water Supply (DESIGN PHASE)

For more information and history on this project, visit the City website at: www.cityofsitka.com > Public Works Department > Public Works Projects > Critical Secondary Water Supply – or go directly to:
https://www.cityofsitka.com/government/departments/publicworks/projects.html

Milestones This Period

- All future milestones are in progress.

Future Milestones

- Facilitate discussion between NSRAA and CBS Administration to establish a project cost sharing structure for potential EDA grant: July 2020.
- Solicit construction bids for Sawmill Creek intake and filter plant: February 2021.
- Award construction contract: April 2021.
- Substantial Completion for secondary water source project anticipated in October 2021.

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. Funding for the project is provided by:

$530,000 – Working Capital
$17,620,000 – Alaska Clean Water Fund loan
$18,150,000 – Total Available Project Funding

Current Contracts:	CRW Engineering Group (design)	$1,104,291
	Jacobs (design review, design management)	$87,000
	Pall Water (supply filtration equipment)	$2,339,350

Crescent Harbor Float Replacement – Phase I (CONSTRUCTION PHASE)

Milestones This Period

- All future milestones are in progress.

Future Milestones

- Electrical subcontractor to install substations, June & July 2020. This will provide power to the electrical equipment adjacent to the slips. Schedule subject to supply-chain delays due to COVID-19.
- Project Substantial Completion date is July 18, 2020. Schedule subject to supply-chain delays due to COVID-19, and will likely need to be extended to late July via change order.

Background

The physical condition of Crescent Harbor had deteriorated to point where in-house repairs are no longer sufficient to adequately maintain the facility. Harbor Department staff and Public Works Department engineers determined 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 an estimated total cost of $13 million for design and construction. Funding for this project is provided by the following sources:

$1,000,000 – Harbor Fund Working Capital
$5,000,000 – AK DOT Harbor Matching Grant
$8,025,000 – Harbor Revenue Bonds
$14,025,000 – Total Available Project Funding

Current Contracts:	Jacobs (project administrative support)	$315,905
	Turnagain Marine Design-Build Contract	$13,149,652

Sitka Cross Trail Phase 6 (CONSTRUCTION PHASE)

Milestones This Period

- 5,320 feet (of 14,000 feet total) of rough trail constructed through June 19, including 730 feet topped with surface course (D-1 gravel).

Future Milestones

- Complete rough trail construction, Winter 2020-21.
- Construction of No Name Creek bridge, Spring 2021.
- Construction of Harbor Mountain Road trailhead parking area, Summer 2021.
- Construction of Old Sitka Rocks connector, Summer 2021.
- Substantial Completion, September 2021.
- Open for recreational trail use, October 2021.

Background

The project includes extending the Sitka Cross Trail from Harbor Mountain Road north to the Starrigavan Boat Launch overflow parking lot, adjacent to the USFS Forest & Muskeg trailhead. A small parking lot will be constructed at the Harbor Mountain Trailhead. The project also includes a connector trail in the vicinity of No Name Mountain for users to access the Cross Trail from the Old Sitka cruise ship dock. The total length of new trail to be constructed is 14,000 feet (2.6 miles), increasing the total length of the Sitka Cross Trail system to over 7 miles, including multiple access points throughout.

The project is being constructed by Sitka Trail Works, who has assisted with the development of the project from start to finish. The current funding plan is as follows:

$ 2,132,698 – Grant from Western Federal Lands
$ 72,575 – CBS GF and/or CPET Funds
$ 142,596 – STW contribution
$ 2,347,869 – Total Available Project Funding

Current Contracts:	Sitka Trail Works, Inc.	$2,010,644

Thomsen Harbor Anode Replacement (DESIGN PHASE)

Milestones This Period

- All future milestones are in progress.

Future Milestones

- Advertise for construction bids, July 2020.
- Construction planned for October 2020. Substantial Completion, February 2021.

Background
Old Thomsen Harbor was originally built in 1976. In 2006, the CBS replaced the Old Thomsen Harbor floats with new timber floats as part of a comprehensive capital improvement program. At the time of construction, a cathodic protection system was considered to prevent future corrosion, but not installed due to financial considerations. Some of the existing steel piles are already showing signs of mild corrosion. This project will install cathodic protection on all of the steel pipe piles in Thomsen Harbor in the form of sacrificial anodes welded to the piles. The new anodes are designed to protect the piles for 20 years, thereby extending the life of this important and expensive harbor facility.

The project currently has an estimated total cost of $450,000. Total available funding for this project is $406,000. Funding for this project is provided by the following sources:

$203,000 – Harbor Fund Working Capital
$203,000 – AK DOT Harbor Matching Grant
$406,000 – Total Available Project Funding

If necessary, additional working capital – approximately $44,000 – from the nearly completed Crescent Harbor Phase 1 project may be transferred to fully fund this project prior to an award of a construction contract.

Current Contracts: PND Engineers, Inc. $17,870

Sitka Seaplane Base (SPB) (PLANNING PHASE)
For more information and history on this project, visit the City website at: www.cityofsitka.com > Public Works Department > Public Works Projects > New Sitka Seaplane Base – or go directly to: https://www.cityofsitka.com/government/departments/publicworks/SitkaSeaplaneBaseSitingStudy.htm

Milestones This Period
- Pilot Stakeholder Virtual Meeting for planning level pilot input on facility size, amenities, and priorities.

Future Milestones
- Prepare revised Planning Level Facility Concepts based on information collected in the Pilot Meeting and the Pilot Survey, July 2020.
- Review revised facility concepts with Pilot Stakeholders and FAA, July 2020.
- Completion of the Intertidal Habitat and Marine Life Surveys. These studies will impact and influence the final preliminary facility layout, July/August 2020.
- Permitting: DRAFT NEPA Environmental Assessment (EA) prepared and ready for Public Review: September/October 2020.
- Planning for land acquisition and business plan: October/November 2020.
- Assembly update presentation and public meeting for input on drafts EA, facility layout, and business plan: October/November 2020.

- Prepare and submit AIP grant applications to FAA for next phase Design/Land Acquisition: Spring/Summer 2021 (depends on federal funding cycle).

Background

The existing Seaplane Base has been operating for 65 years and is at the end of its useful life. The Assembly passed an action plan to construct a new facility just inside the breakwater on Japonski Island (end of Seward Street) making this a top priority to secure Federal Funding, land, and ultimately construction. Federal funding is anticipated to cover 93.75% of the cost of construction and another $150k per year in operational maintenance. For this reason, it is essential for the project development to follow the required Federal funding process anticipated to span four years.

There are 5 main phases required to complete to be eligible to proceed to the next stage and receive Federal funding:

1. Planning and Environmental Review (current funded stage): Complete early 2021
2. Planning Level Layout plan (current funded stage): Complete early 2021
3. Land acquisition (not funded until EA is completed and approved): Complete Summer 2022
4. Design/Final Permitting (must build or give back FAA funds): Complete Summer 2022
5. Construction: 2023-2024

We understand there are concerns over the length of the process especially as it relates to these initial grant phases of work for the Environmental Assessment and completed a kickoff meeting to help clarify and brainstorm options in navigating the required federal process as well as to provide an opportunity to give comments and ask questions, before the project proceeds into the permitting phase.

For detailed meeting notes and presentation materials, visit the project web page at the link above.

The preliminary total project cost is estimated at $16 million. Funding for this project is provided by the following sources:

$842,629 – FAA AIP Grant (E/A & Planning Grant)
$56,176 – General Fund Working Capital (Req'd CBS Match @ 6.25%)
$898,805 – Total Available Project Funding

Current Contracts: DOWL (E/A & Aviation Planning) $707,079

Sitka Sea Walk Phase 2 (PLANNING & DESIGN PHASE)

Milestones This Period

- All future milestones are in progress.

Future Milestones

- Additional scoping effort to be performed to explore more affordable alternatives, July 2020. (Route described in Background section below deemed too expensive to fit within existing funding.)
- Design phase to kick off in late 2020 with plans for multiple meetings throughout the process.
- Construction is estimated to begin Spring 2021.

Background

The project includes extending the Sitka Sea Walk from the Sitka Public Library toward (and under) O'Connell Bridge and terminating at the west end of Lincoln Street at its intersection with Harbor Way. Phase 2 of the Sea Walk, an 8-foot wide handicap accessible multi-use path, will continue the same theme as the first phase of the Sea Walk that extends from Harrigan Centennial Hall East through Crescent Harbor Park toward Sitka National Historical Park. The project is being delivered (managed) by Western Federal Lands (WFL), will be designed in 2020 and construction is expected to begin Summer 2021. Multiple rounds of public involvement are anticipated throughout the design process. The current funding plan is as follows:

$ 1,674,713 – Grant from Western Federal Lands
$158,060 – CBS GF and/or CPET Funds
$1,832,773 – Total Available Project Funding

Current Contracts: No CBS contracts at this time.

Peterson Storm Sewer Rehabilitation (DESIGN PHASE)

Milestones This Period

- Applied for Alaska Sustainable Salmon Fund grant. The list of projects selected for funding will be released in December 2020.

Future Milestones

- Complete design, July 2020.
- Project to be bid in Fall 2020 and constructed in Summer 2021 when public schools are not in session. The closure of Peterson Street would cause major school-bus delays.

Background

The project includes replacement of deteriorated 60" corrugated metal culvert crossing under Peterson Street with a 15' wide plate arch culvert, allowing for fish passage. Peterson Street is a collector street that provides critical access to side streets and local residences as well as to Sitka High School.

Total project cost is estimated at $1,215,000. Funding for the project is provided by:

$1,020,000 – General Fund Working Capital
$55,000 – National Fish & Wildlife Foundation design grant
$60,000 – U.S. Fish and Wildlife Service Fish Passage construction grant
$80,000 – U.S. Fish & Wildlife Service Fish Passage construction grant

$1,215,000 – Total Available Project Funding

Current Contracts: DOWL (design) $116,070

Channel and Eagle Way Lift Station Rehabilitation (CONSTRUCTION PHASE)

Milestones This Period

- All future milestones are in progress.

Future Milestones

- Rehabilitate Channel and Eagle Way lift stations:
  - Eagle Way construction startup: July 13, 2020.
  - Channel construction startup: August 6, 2020.
  - Substantial Completion (both sites): October 23, 2020.
  - Physical Completion (both sites): November 23, 2020.

Background

Eagle Way Lift Station is responsible for pumping all sewage east of Eagle Way toward the Wastewater Treatment Plant. Channel Lift Station is responsible for an apartment complex and one private residence on Halibut Point Road. Both lift stations require excess maintenance due to corrosion and/or outdated pumping equipment. Project will rehabilitate lift stations, re-using existing infrastructure to the extent feasible.

The estimated construction cost for the project is approximately $1.2 million. Funding for the project is provided by:

$250,000 – DCCED grant (Eagle Way Lift Station)
$530,000 – Wastewater Fund Working Capital (Eagle Way Lift Station)
$108,266 – Wastewater Fund Working Capital (Channel Lift Station)
$371,109 – ACWF loan (Channel Lift Station)
$1,259,375 – Total Available Project Funding

Current Contracts:	DOWL (C-EW portion of bigger design project)	$100,975
	DXPE (Eagle Way portion of pump supply contract)	$56,714
	Boreal Control (C-EW portion of control equipment supply contract)	$97,200
	Marble Construction (construction)	$829,238

Brady Lift Station Rehabilitation (DESIGN PHASE)

Milestones This Period

- All future milestones are in progress.

Future Milestones

- Complete design and bid out project: July 2020.
- Request supplemental appropriation for approximately $250K. This was missed during the FY21 budget process: August 2020 (after we open bids).
- Issue Notice to Proceed to low bidder: August 2020.
- Construct Brady Lift Station improvements:
  - Start construction: November 2020.

- Substantial Completion: February 2021.
- Physical Completion: March 2021.

Background

Brady Lift Station is responsible for pumping all sewage generated north of Brady Street to the Wastewater Treatment Plant. A plug valve in the lift station has failed, making it impossible to isolate one of the three pumps for maintenance. Equipment is outdated and requires excessive maintenance. Project will rehabilitate lift station, re-using existing infrastructure to the extent feasible. Work is scheduled to minimize impacts to True Value. The project will require use of part of their parking lot.

The estimated construction cost for the project is approximately $900K. Funding for the project is provided by:

$217,400 – ACWF loan
$428,759 – Wastewater Fund Working Capital
$646,159 – Total Available Project Funding

A supplemental budget request for $250K will be needed to fully fund the project.

Current Contracts:	DOWL (Brady portion of bigger design project)	$115,467
	DXPE (Brady portion of pump supply contract)	$53,730
	Boreal Control (Brady portion of control equipment supply contract)	$97,700

Airport Terminal Improvements (DESIGN PHASE)

Milestones This Period

- Execution of the TSA grant amendment offer for additional funding for the Design of the TSA Baggage Screening Area.
- Assembly approval of appropriation (first reading) to spend additional TSA grant funds.

Future Milestones

- Complete the 35% design milestone for the rest of the terminal improvements, August/September, 2020.
- Complete the 65% design milestone, February/March 2021.
- Resolve the remaining 30% TSA design submittal issues for the TSA Baggage Screening Area during the 35% to 65% design phase, February/March 2021.
- AK DOT involvement during 65% design milestone regarding potential FAA AIP funding & Improvement phasing Fall/Winter 2020/2021.
- Bid phase 1 of project, Fall 2021.
- Construct phase1, 2021/2022.
- Phased construction **subject to funding 2021 through 2024**.
- Identify funding sources for terminal improvements beyond the PFC/Bonding and AIP grant request to AK DOT, like airport terminal user fees, parking fees, curbside and taxi permit fees, which are all typical Airport Revenue sources.

- Phased construction has been delayed to at least 2021 through 2023, due to the Federal Government shutdown at the end of 2018 and difficulties with the completion and approval of the 30% TSA Baggage Screening Area/Equipment design.

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. The total anticipated revenue collection over the 20-year period of collection is $6,840,000.00, which will finance the $4,025,000 revenue bond along with its fees and debt service.

The 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 Secured
• TSA OTA Grant	$158,569	Secured
• TSA Funding	$3,397,500	Unsecured
• Eligible AIP Grant Request through AK-DOT	$10,283,954	Unsecured

Current contracts: MCG Architects (design) $449,069

<u>Maintenance Activities</u>

Streets

- Cleaned out the ditch around Monastery Street Area.
- Excavated an area approximately 100 ft long and the width of the road, approximately 3ft deep on Etolin St. to allow water drainage to prevent reoccurring potholes.
- Removed trees behind the High School.
- Graded gravel roads.
- Did storm drain maintenance on Indian River Road.
- Cleaned the ditches on Rands Drive.
- Better defined the ditch bottom of Davidoff Street.
- Took recycled glass to the Construction Debris landfill.
- Clean out catch basins on Indian River Road.
- Changed manhole lids on Somer Drive and Patterson Way.
- Upgraded a crosswalk on Siginaka Way, by painting it. Put no parking signs and established a handicap parking spot by installing with proper signage.

- Placed water on the gravel roads to control the dust.
- Excavated and graded around lower Moller Field.
- Graded Kimsham Field parking lot.
- Swept the streets.
- Filled the potholes on the City/State building back parking lot and around town.
- Excavated a ditch and transformer base for Electric Dept. at the Wastewater Plant.
- Assisted the Water Department in repairing a waterline on Baranof St.
- Accepted a boat at Construction Debris landfill.
- Buried approximately 80 yards of bio solid material at the Bio Solid Landfill.

Central Garage

- Repair an ignition switch in the Senior Center van.
- Swapped out a mower deck with another walker mower.
- Replaced a CV axle and ball joints in a Police Vehicle, Unit 424.
- Serviced equipment at the scrapyard to get ready for City clean up.
- Replaced wear shoes and broom on the street sweeper as well as repaired the hydraulic hose.
- Repaired brakes on Ford Ranger, Unit 362.
- Inspected welds on our F350 Flatbed, Unit 478 due to factory warning stating we may have a defect.
- Completed numerous other repairs from fixing a flat tire to changing windshield wipers.

Scrapyard

- Processed 215,240 pounds of scrap metal. Shipped 10 Gondolas averaging 10.7 tons a gondola.
- Total gondolas for the fiscal year was 90, which is a total of 1,789,310 pounds of scrap metal.
- Shipped out (8) 55-gallon drums of waste gasoline.

Grounds Maintenance

Completed

- Preventive maintenance schedule – Normal operations 84 preventative maintenance (PMs)
- Reactive/Requested Work Orders – 12PMs

Ongoing

- Sports programs starting to operate following state mandates for COVID. Grounds team providing support for field use and groups operations.
- Temp Attendant positions continue to touch point sanitization for restrooms facilities and once a day custodial cleaning services for all recreation and grounds sites. Also providing support services to public harbors restrooms. Harbors assisting with locking specific sites at night shift.
- Providing support, continuing maintenance and repairs as required pertaining to COVID-19.

- Lower Moller East Playground – work has continued on the playground as time allows base off crew and time resources available.
- Sitka Community Playground warranty work underway. 5 phase of work each closing off small section allowing the majority of the playground to remain open during replacement of surfacing tiles. Phase four almost complete.
- Approved by parks and recreation committee, pickle ball courts set up in the tennis courts. Streets crew will help ground maintenance with volunteer group on lining the courts.

Building Maintenance

Completed

- Preventive maintenance schedule – Normal Operations – 209 PMs.
- Roof patches at City bailer building in scrap yard.
- Deep cleaning of the library tile floor and bathrooms utilizing contractor
- Provide report requested by Airport TSA on building maintenance records required by TSA OSHA for COVID.
- Repaired a water supply leak at the Sitka Airport main terminal, in the overhead heating supply.

Ongoing

- Touch point sanitization of selected public city buildings. Airport, City Hall, Library, City/State (Public spaces & Courts as needed).
- City/State office complaints on damaged window with cold weather. Provided estimated cost to replace based off other windows. Reached out to contractor for proposal. State would need to pay for replacing.
- State DOT/PF requesting City/State to no longer be part of their infrastructure. Discussion on option to proceed with City/State 1967 Agreement.
- Centennial Hall – Gutter membrane installation, product has arrived and contractor will be installing when weather is conducive.
- Tom Young Cabin Heater Problems- Someone tried to fix the carbonator- crew went done and replaced the carbonator unit. Still having issue and unit ware. New unit system ordered.

Monitoring

- Harrigan Centennial Hall – tile floor cracking common areas, waiting to see if weather changes creates more issues.
- Harrigan Centennial Hall additional cracks discovered under meeting room 5 carpet tiles. Waiting to see what happens with weather changes and activate on plan for repairs if required.

Water/Wastewater

A water leak on Baranof Street was discovered by using leak detection and correlation equipment. The leak was on the chlorination tap (photo). Crews were able to cut out the tap and install a compression fitting and cap.

Significant progress has been made on the wastewater treatment plant rehabilitation project.

Hat channel and felt paper installed. Preparing for new windows.


New louvers installed

New windows installed


Conduit installation


Sheetrock installation