

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH DECEMBER 2020

CARES ACT- City Hall Lobby Tenant Improvements and Hands-free Devices
(BIDDING AND CONSTRUCTION PHASE)

Milestones This Period

- Construction is nearly complete.
- All future milestones are in progress.

Future Milestones

- Substantial completion is planned for 12/21.
- City Hall to reopen 12/21.
- Some minor change items are still in progress and will be completed upon receipt of materials.

Background

The project has been initiated with Federal CARES Act funding intended to address issues incurred due to the COVID-19 public health emergency. Key improvements to City Hall are focused on improving customer service and safety via social distancing and installation of hands-free devices. Reconfiguration of the first-floor lobby area, featuring the installation of banker's windows, will allow customer service activities to be conducted more efficiently and more safely. Hands-free devices, such as soap/sanitizer dispensers, paper towel dispensers, faucets, flushers and hydration stations will be installed at various public locations throughout Sitka.

\$350,000 – City Hall Improvements

\$205,000 – Hands-free devices

\$555,000 – Total Available Project Funding

Contracts:	PTS, Inc (project management)	\$50,000
	CBC Construction, Inc	\$93,490

Wastewater Treatment Plant (WWTP) Rehabilitation (CONSTRUCTION PHASE)

Milestones This Period

- Architectural and Electrical Substantial Completion Inspections.
- Completion of architectural and electrical punch list items.
- Building mechanical, electrical, and life safety systems startup.
- Owner training.

Future Milestones

- Mechanical Substantial Completion Inspection, January 2021.
- Commissioning of mechanical systems and building Diamond Digital Control (DDC) system, January/February 2021.
- Owner training for DDC system, January/February 2021.
- Commissioning SCADA systems, January/February 2021.
- Contract requires Substantial Completion 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

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

- Agency consultations with FAA for Draft Environmental Assessment.
- SPB planning level facility concept plan.

Future Milestones

- Draft Environmental Assessment (EA) prepared and ready for Public Review: January 2020.
- Planning for land acquisition and business plan: January/February 2021.
- Assembly update presentation and public meeting for input on drafts EA, facility layout, and business plan: February 2021.
- 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 annual entitlements for the Airport Capital Improvements Program (ACIP) for long term major maintenance or expansion projects. Developing the SPB ACIP (5-year plan) along with an airport operation plan for airport sustainability are tasks included in the project planning and design development of the project.

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
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

The preliminary ROM project cost for project without wave attenuators is estimated at \$19 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

Airport Terminal Improvements (DESIGN PHASE)

Milestones This Period

- 35% design submittal revisions and updates.
- Discussions with ADOT regarding AIP funding.

Future Milestones

- Complete the 65% design milestone, March/April 2021.
- Resolve the remaining 30% TSA design submittal issues for the TSA Baggage Screening Area during the 35% to 65% design phase, March/April 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 and a recent

grant amendment totaling \$245,385.95 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 OTA Grant Amendment	\$ 86,817	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

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

- Projects released for bidding.
- All future milestones are in progress.

Future Milestones

- Complete Economic Development Administration grant process to support construction of CBS and NSRAA Sawmill Creek water intake.
- Finalize two agreements with NSRAA: the first agreement will detail cost sharing for design and construction; and the second will detail ownership, operations and maintenance after construction: January 2020.
- Bids open January 12, 2021.
- Substantial Completion for secondary water source project anticipated in April 2022.

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
\$400,000 – Alaska Clean Water Fund loan
 \$18,550,000 – 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)	\$2,341,355

Crescent Harbor Float Replacement – Phase I (CONSTRUCTION PHASE)

Milestones This Period

- The Turnagain Marine Design Build contract was closed out.
- Island Enterprises began work on the install marine sewage pump-out project. This work is partially funded under an Alaska Department of Fish and Game grant.
- All future milestones are in progress.

Future Milestones

- Final Completion is required by December 31, 2020.

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. Installation of a new sewer pump-out station on the dock was funded separately under an ADF&G grant. This work follows the main float replacement work.

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
\$39,000 – AK Dept of Fish and Game
 \$14,064,000 – Total Available Project Funding

Current Contracts:	Jacobs (project administrative support)	\$315,905
	Island Enterprises	\$18,100

Sitka Cross Trail Phase 6 (CONSTRUCTION PHASE)

Milestones This Period

- 8,797 feet (of 14,000 feet total) of rough trail constructed through December 17, including 730 feet topped with surface course (D-1 gravel).
- Approximately .4 mile plus the No Name Bridge left to complete before main line Cross Trail is finished.

- .6 mile connector to Sitka Rock docks to begin with clearing the staging area
- Bridge for No Name Creek crossing purchased locally and is being modified for reuse.

Future Milestones

- Complete rough trail construction, Winter 2020-21, weather permitting.
- Construction of No Name Creek bridge, Spring 2021.
- Finish Harbor Mountain Road connector, Summer 2021.
- Construction of Old Sitka Rocks trailhead 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. The project also includes a connector trail and small parking lot 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 8 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
<u>\$ 142,596 – STW contribution</u>
\$ 2,347,869 – Total Available Project Funding

Current Contracts: Sitka Trail Works, Inc.

\$2,010,644

Sitka Sea Walk Phase 2 (PLANNING & DESIGN PHASE)

Milestones This Period

- Federal funding secured for design phase of project.
- Additional scoping effort has been performed to explore reducing costs estimated for preferred alternatives. (Route described in Background section below is likely too expensive to fit within existing funding. Project may look to build a portion of the route only.)
- Revised scoping has resulted in cost estimate reductions for Segment 2 of the alignment described below (adjacent to O'Connell Bridge).
- All future milestones are in progress.

Future Milestones

- A Memorandum of Agreement between CBS, ADOT and Western Federal Lands (WFL) is being finalized to delineate final project scope, funding, ownership and maintenance responsibilities for new facilities and roles of project delivery team.
- Design phase to kick off in 2021 with plans for multiple meetings throughout the process.
- Construction is estimated to begin 2022.

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 ADOT and WFL in coordination with CBS. The project will be designed in 2020-2021 and construction is expected to begin in 2022. Multiple rounds of public involvement are anticipated throughout the design process. The current funding plan is as follows:

\$ 1,896,084 – Grant from Western Federal Lands
\$158,060 – CBS GF and/or CPET Funds
\$2,054,143 – Total Available Project Funding

Current Contracts: PTS, Inc (project management) \$50,000

Peterson Storm Sewer Rehabilitation (DESIGN PHASE)

Milestones This Period

- 99% design documents have been reviewed.
- All future milestones are in progress.

Future Milestones

- Complete design, December 2020.
- Project to be bid in January 2021 for construction 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.

Construction cost is estimated at \$900k. 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
PTS, Inc. (project management) \$ 41,000

Channel and Eagle Way Lift Station Rehabilitation (CONSTRUCTION PHASE)

Milestones This Period

- Construction is nearly complete. Substantial completion delayed due to complications with installation of new generator at Eagle Way.
- Both Channel and Eagle Way lift stations are operational.
- Channel lift station has passed final inspection.
- All future milestones in progress.

Future Milestones

- Complete installation of new backup generator at Eagle Way.
- Perform final inspections for Eagle Way lift station.
- Complete close out work such as paving and seeding in Spring 2021.

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.

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)	\$107,984
	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)	\$841,836
	PTS, Inc (C-EW project management)	\$ 49,000

Brady Lift Station Rehabilitation (DESIGN PHASE)

Milestones This Period

- Assembly approved additional \$400,000 in Wastewater Funds to fully fund project.
- Notice of Intent to Award has been issued to K&E Alaska.
- All future milestones are in progress.

Future Milestones

- Construct Brady Lift Station improvements:
 - Start construction: January 2021.
 - Substantial Completion: May 1, 2021.
 - Physical Completion: June 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 \$640K. Funding for the project is provided by:

\$217,400 – ACWF loan

\$828,759 – Wastewater Fund Working Capital

\$1,046,159 – Total Available Project Funding

Current Contracts:	DOWL (Brady portion of bigger design project)	\$128,458
	DXPE (Brady portion of pump supply contract)	\$ 53,730
	Boreal Control (Brady portion of control equipment supply contract)	\$ 78,192
	PTS, Inc (project management)	\$ 37,000

Knutson Drive Emergency Road Reconstruction (DESIGN PHASE)

Milestones This Period

- Contract awarded to DOWL to complete design.
- All future milestones in progress.

Future Milestones

- Preliminary project memorandum and design due January 2021.
- Project to be bid this Winter/Spring 2021 for construction in Summer 2021.

Background

The project was developed to study embankment stabilization and road repairs necessary due to the gradual subsidence of the slope on the downhill side of Knutson Drive in two locations. The slope failures have required the closure of 1 lane of Knutson Drive in two locations. CBS previously contracted with DOWL to perform geotechnical explorations and a report analyzing the Knutson Drive embankment. The report recommended slope reinforcement and retaining wall construction. CBS has executed a follow up contract with DOWL to perform design of two retaining walls.

Construction cost is estimated at \$775k. Funding for the project is provided by:

\$1,000,000 – General Fund Working Capital

Current Contracts:	DOWL (design)	\$ 48,070
	PTS, Inc. (project management)	\$ 80,000

Maintenance Activities

Streets

- Ditched South Kramer
- Ditched Granite Creek
- Ditched Shot Gun Alley
- Ditched Green Lake Road
- Ditched Erler, Hemlock and Spruce
- Ditched and opened a culvert on Toivo Circle
- Did drain checks
- Repaired a culvert and ditched Osprey
- Repaired pothole at Thompson Harbor
- Repaired signs
- Graded gravel roads
- Cap construction debris materials at the landfill
- Buried bio solids
- Hauled glass to the landfill
- Opened a culvert on Blue Lake Road
- Filled potholes
- Lined a ditch on Toivo Circle with A-rock
- Built a French drain and fixed potholes on Monastery
- Spread sand and De Icer for ice control

Central Garage

- Repaired the Senior Center Vans
- Repaired a heavy equipment lift in Central Garage
- Repaired a transmission lock on the bucket truck
- Replaced a battery on Unit 446
- Replaced front axle seals on Unit 405
- Changed to winter tires on several vehicles
- Repaired the clutch on the Bobcat, Unit 442
- Replaced brakes and vehicle decals on Unit 455
- Replaced rear springs on the sand truck, Unit 379
- Serviced and replaced the wear pads on the grader, Unit 423
- Wired a new saddle tank for fueling on Unit 468
- Repaired boom controls on the camel truck, Unit 457

Scrapyard

- Processed 64,440 pounds of scrap material which equals 32.22 tons and filled 3 Gondolas @ 10.74 tons a Gondola

Water/Wastewater

The water and wastewater divisions are a team of highly skilled individuals. It's because of this that we are able to complete most of our repairs and rehabs in-house. Most of the projects are to replace obsolete equipment and often require fabrication, welding, masonry, carpentry, electrical, and most importantly, ingenuity. Some of the special projects that were completed in 2020 include:

Pump bearing replacement at the Old Sitka Rocks Lift Station
Blower replacement at the Thomsen Harbor Lift Station
Pump seal replacement at Lift Station #6
Knife valve replacement at the Granite Creek Lift Station
Check valve replacements at the Halibut Point Lift Station
Construction of a valve insulation box at the Blue Lake Water Plant
Rebuild rag catchers at the wastewater treatment plant
Backflow preventer replacement at the Thomsen Harbor Lift Station
Weather wall replacement at the Peace Lane Lift Station
Backflow preventer repair at various locations
Louver trip and bolt install at Sandy Beach Lift Station
Water shut-offs installed at Halibut Point and Sandy Beach Lift Stations
Installation of an online analyzer panel at the Corrosion Control Facility
Installation of a new turbidimeter at the Blue Lake Water Treatment Plant

Throughout the year the Water Division repaired 15 water leaks. Corrosion was the common theme amongst the leaks.

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

The Water Division spent the last quarter of 2020 dealing with elevated water turbidity (cloudiness of the water) in Blue Lake. The turbidity appears to be caused by suspended glacier silt. Many sleepless nights were spent monitoring turbidity and water tank levels in an effort to try to maintain the filtration avoidance waiver. A big thanks to the community for their water conservation efforts during those times.

The wastewater treatment plant rehabilitation project occurred throughout 2020. The building envelope was corroded on the outside due to age and the salty environment and the building's mechanical, electrical and plumbing systems were corroded from the inside due to the gases contained in wastewater. The wastewater treatment plant remained functional during the project. This required significant coordination with the contractors. A big thanks to UAS for allowing us to use their lab during construction.