

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH APRIL 2021

Wastewater Treatment Plant (WWTP) Rehabilitation (CONSTRUCTION PHASE)		
General	Schedule	Budget
Project is Substantially Complete	Ahead of Schedule	Currently within the budget
Key Status Updates: <ul style="list-style-type: none"> • Design & Bidding 100% complete • Consultant Construction Administration 95% complete • Construction Substantially Complete 100% • One-year warranty period 0% complete (begins at Physical Completion) 		
Milestones This Period: <ul style="list-style-type: none"> • Project Substantial Completion one month early. • Mechanical Substantial Completion and Commissioning. • Owner training on building Diamond Digital Control (DDC) system • Commissioning Supervisory Control and Data Acquisition (SCADA) systems 		
Future Milestones: <ul style="list-style-type: none"> • Owner training for remaining mechanical systems, May 2021. • Physical Completion (completion of all remaining punch list items), May 2021. • Final Completion (completion of all paperwork), June 2021 		
Estimated Total Project Cost: \$9,782,000		
Authorized Budget: <ul style="list-style-type: none"> • WW Fund Working Capital \$263,000 • WW Working Capital moved to the SCADA Control Project (\$218,000) • DEC Loans <u>\$9,737,000</u> Total Available Project Funding \$9,782,000 		
Contracts: <ul style="list-style-type: none"> • McCool Carlson Green (design): \$955,284 • MCG Constructors, Inc./DCI Joint Venture (w/CO-1): \$7,432,800 		
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 heating, ventilation and air conditioning (ventilation air) system, failed or were past their useful life and required replacement. The air quality within the building was inadequate and corrosive, which corroded the exposed piping and metal within the building. The rehabilitation of the building addressed and corrected these problems.		

Sitka Seaplane Base (SPB) (PLANNING PHASE)		
General Momentum has slowed	Schedule Running into Agency Delays which may delay completion of the Environmental Assessment & future phases of the project	Budget Funding not yet secured for land acquisition, design, & construction.
Key Status Updates: <ul style="list-style-type: none">Facility Planning and Environmental Assessment (EA) 95% completePermitting 25% completeLand Acquisition 15% completeDesign and Bidding 0% completeConstruction 0% complete		
Milestones This Period: <ul style="list-style-type: none">Revising the DRAFT Environmental Assessment, published January 2021, with Public and Agency Comments. The DRAFT Environmental Assessment is available at www.dowl.com/outreach.Section 106 Consultation with Alaska State Historic Office (SHPO), National Parks Service (NPS), and Sitka Tribe of Alaska (STA).Requested additional Section 106 Consultations with STA for further identification of historic properties of traditional religious and cultural significance.Submitted Section 106 documentation to the Advisory Council on Historic Preservation (ACHP).Submitted Final Airport Layout Plan (ALP) to FAA		
Future Milestones: <ul style="list-style-type: none">Submit Final Environmental Assessment to FAA and receive a ‘Finding of No Significant Impacts’ (FONSI), which is required for the project to move forward: May 2021.Land acquisition and business plans: May 2021.Publish a Request for Qualifications (RFQ) for design services, select consultants, and negotiate fees: May 2021.Prepare and submit Airport Improvement Program grant applications to FAA for next phase. May through June 2021.Assembly update presentation and public meeting for grant application: May 2021.Land acquisition (not funded until Environmental Assessment is completed and receives a Finding of No Significant Impacts (FONSI): Complete Summer 2021.Design (timeline includes grant application, permitting, and bidding) April 2021 – March 2023.Construction: 2023-2025.		
Estimated Total Project Cost: \$19.8 million		
Authorized Budget: This Phase-		
• Federal Aviation Administration Airport Improvement Program Grant	\$842,629	
• General Fund Working Capital (Require CBS Match @ 6.25%)	\$56,176	
o Total Available Project Funding	\$898,805	

Contracts:	
<ul style="list-style-type: none"> DOWL 	\$707,079
Background <p>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.</p> <p>For more information and history on this project, visit www.dowl.com/outreach and look for the Sitka SPB Project or visit the City website at: https://www.cityofsitka.com/government/departments/publicworks/SitkaSeaplaneBaseSitingStudy.html</p>	

Airport Terminal Improvements (DESIGN PHASE)		
General Complicated phasing & funding	Schedule Funding Delays	Budget Additional funding sources required
Key Status Updates: <ul style="list-style-type: none"> 35% design is 93% complete. Permitting, Bidding, and Construction is 0% complete. Received confirmation from the State that the project is in the States FY23 Airport Improvement Program (AIP) Funding Plan for \$7 million. The project is one of the CBS 2021 Legislative Priorities - Request assistance from the State to help fund the project predicted funding shortfall. 		
Milestones This Period: <ul style="list-style-type: none"> Completing 35% design milestone. Drafting Request for Qualifications for Construction Manager/General Contractor (CM/GC) Guaranteed Maximum Price (GMP) for decision point. 		
Future Milestones: <ul style="list-style-type: none"> Complete the 65% design milestone: September 2021. Resolve the remaining 30% TSA design submittal issues for the TSA Baggage Screening Area during the 35% to 65% design phase: September 2021. Bid phase 1 of project: Winter/Spring 2022. Construct phase 1: 2022/2023. Phased construction subject to funding 2022 through 2025. Identify funding sources to fill the predicted funding shortfalls for terminal improvements beyond the Passenger Facility Charges (PFC) & Bonding and Airport Improvement Program (AIP) grant through the State, like airport terminal user fees, parking fees, curbside, and taxi permit fees, which are all typical Airport Revenue sources. 		
Estimated Total Project Cost: \$18.5 - \$20 million.		
Authorized Budget: <ul style="list-style-type: none"> Passenger Facility Charge Revenue 		\$4,025,000 - Bond Secured

<ul style="list-style-type: none"> TSA Design Grant TSA Design Grant Amendment TSA Construction Grant Funding AIP Grant AK-DOT Funding Plan FY23 	\$158,569 - Secured \$86,817 - Secured \$3,397,500 - Unsecured \$7,000,000 - Unsecured
Contracts:	
<ul style="list-style-type: none"> MCG Architects (design) 	\$449,069
Background: The Airport Terminal Improvement Project is intended to remedy 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 the State and Federal Aviation Administration (FAA). Collection of the Passenger Facility Charges (PFC) 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.	

<u>CRITICAL SECONDARY WATER SUPPLY (CONSTRUCTION PHASE)</u>		
General	Schedule	Budget
Key Status Updates: <ul style="list-style-type: none"> Overall project is 60% complete. Construction 10% complete. Permitting 99% complete. Project work north of Sawmill Creek Road will result in closures to public access to Sawmill Creek. 		
Milestones This Period: <ul style="list-style-type: none"> Foundation permits issued. Membrane Filtration Plant building pad completed. 		
Future Milestones: <ul style="list-style-type: none"> Receive Building permit, April 2021. Begin blasting and in-water work north of Sawmill Creek Road, April/May 2021. Substantial construction completion, April 15, 2022. 		
Estimated Total Project Cost: \$18,000,000		
Authorized Budget: <ul style="list-style-type: none"> Working Capital Alaska Clean Water Fund loan Alaska Clean Water Fund loan Total Available Project Funding 		
		\$530,000 \$17,620,000 <u>\$400,000</u> \$18,550,000
Contracts:		
<ul style="list-style-type: none"> PTS, Inc. (project management) CRW Engineering Group (design and construction mgmt) Jacobs (design review, design management) Pall Water (supply filtration equipment) 		\$110,000 \$1,769,046 \$87,000 \$2,341,355

<ul style="list-style-type: none"> McGraw/Dawson JV 	\$10,363,546.38
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 exceed regulatory thresholds. 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 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	

SITKA SEA WALK PHASE 2 (PLANNING & DESIGN PHASE)		
General	Schedule	Budget Budget is tight
Key Status Updates: <ul style="list-style-type: none"> Overall project is 25% complete. Scoping Report 100% complete. Project agreements 75% complete. Design and permitting phase 0% complete. Per the Scoping Report completed in 2020, construction of only a portion of the remaining Sea Walk alignment is expected to fit within the available budget. This portion of the Sea Walk will travel along the outside embankment of O’Connell Bridge and will connect to existing pedestrian facilities on either end. Western Federal Lands has obligated an additional ~\$450,000 in federal funding for which Alaska Department of Transportation (ADOT) will provide the required local match funding of ~\$50,000. Project being delivered by ADOT and Western Federal Lands (WFL). 		
Milestones This Period: <ul style="list-style-type: none"> Draft Maintenance Agreement received from ADOT and under review by CBS. Draft Memorandum of Agreement received from ADOT and initial comments provided. 		
Future Milestones: <ul style="list-style-type: none"> Finalize Memorandum of Agreement between CBS, ADOT and WFL, Spring 2021. Finalize Maintenance Agreement between CBS and ADOT, Spring 2021. Design phase, Summer 2021-Spring 2022. Construction, Summer 2022. 		
Estimated Total Project Cost: \$2,500,000		
Authorized Budget: <ul style="list-style-type: none"> Grants from WFL \$1,896,084 CBS GF and/or Commercial Passenger Excise Tax (CPET) funds for federal match \$153,058 Additional federal funding + ADOT match. <u>\$500,000</u> Total Available Project Funding <u>\$2,549,142</u> 		
Contracts: <ul style="list-style-type: none"> PTS, Inc. (project management) \$50,000 		

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 2021 and construction is expected to begin in 2022. Multiple rounds of public involvement are anticipated throughout the design process.

**PETERSON STREET FISH PASSAGE CULVERT IMPROVEMENTS
(CONSTRUCTION PHASE)**

General	Schedule	Budget														
Key Status Updates: <ul style="list-style-type: none">Overall project is 50% complete.Bidding and award phase 100% complete.Permitting 100% complete.Temporary easement acquisition 99% complete.Construction 5% complete.																
Milestones This Period: <ul style="list-style-type: none">Contract signed by Marble Island, LLC.All permits approved.Clearing activities completed.																
Future Milestones: <ul style="list-style-type: none">Begin culvert replacement, May 2021.Substantial construction completion, August 19, 2021.																
Estimated Total Project Cost: \$1,200,000																
Authorized Budget: <table><tr><td>General Fund Working Capital</td><td>\$1,020,000</td></tr><tr><td>National Fish & Wildlife Foundation design grant</td><td>\$55,000</td></tr><tr><td>U.S. Fish and Wildlife Service (USFWS) Fish Passage construction grant</td><td>\$60,000</td></tr><tr><td>USFWS Fish Passage construction grant</td><td>\$80,000</td></tr><tr><td>USFWS Fish Passage construction grant</td><td>\$40,000</td></tr><tr><td>Alaska Sustainable Salmon Fund (AKSSF) grant</td><td><u>\$125,000</u></td></tr><tr><td>Total Available Project Funding</td><td>\$1,380,000</td></tr></table>			General Fund Working Capital	\$1,020,000	National Fish & Wildlife Foundation design grant	\$55,000	U.S. Fish and Wildlife Service (USFWS) Fish Passage construction grant	\$60,000	USFWS Fish Passage construction grant	\$80,000	USFWS Fish Passage construction grant	\$40,000	Alaska Sustainable Salmon Fund (AKSSF) grant	<u>\$125,000</u>	Total Available Project Funding	\$1,380,000
General Fund Working Capital	\$1,020,000															
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Alaska Sustainable Salmon Fund (AKSSF) grant	<u>\$125,000</u>															
Total Available Project Funding	\$1,380,000															
Contracts: <table><tr><td>DOWL (design)</td><td>\$137,070</td></tr><tr><td>PTS, Inc. (project management)</td><td>\$41,000</td></tr><tr><td>Marble Island, LLC</td><td>\$761,008.11</td></tr></table>			DOWL (design)	\$137,070	PTS, Inc. (project management)	\$41,000	Marble Island, LLC	\$761,008.11								
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PTS, Inc. (project management)	\$41,000															
Marble Island, LLC	\$761,008.11															
Background: <p>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</p>																

a collector street that provides critical access to side streets and local residences as well as to Sitka High School. Remaining funds will be allocated to sister project at Wachusett Street.

BRADY LIFT STATION REHABILITATION (CONSTRUCTION PHASE)

General See schedule notes	Schedule Construction delayed until September 13, 2021 due to delay in receipt of materials from supplier	Budget
Key Status Updates: <ul style="list-style-type: none"> • Overall project 60% complete. • Permitting 100% complete. • Temporary construction easements 99% complete- need to revise dates. • Construction 5% complete. • Commencement of site disturbing activities delayed from Spring 2021 until September 13, 2021 due to delay in receipt of pre-ordered materials. • Temporary sewer bypass to be set up Spring 2021 to mitigate risk of lift station failure during construction delay. 		
Milestones This Period: <ul style="list-style-type: none"> • Permit for temporary sewer bypass plan approved. • Temporary sewer bypass installation underway. 		
Future Milestones: <ul style="list-style-type: none"> • Complete set up of temporary bypass system- April 2021. • Construction phase- September 13, 2021-December 1, 2021. 		
Estimated Total Project Cost: \$1,000,000		
Authorized Budget: <ul style="list-style-type: none"> • Alaska Clean Water Fund (ACWF) loan \$217,400 • Wastewater Fund Working Capital <u>\$828,759</u> Total Available Project Funding \$1,046,159 <ul style="list-style-type: none"> • Remaining funding from Channel/Eagle Way to be allocated to Brady, estimated at ~\$60,000. 		
Contracts: <ul style="list-style-type: none"> • DOWL (Brady portion of bigger design project) \$145,458 • 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 • K&E Alaska (construction) \$557,880 		
Background: <p>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.</p>		

KNUTSON DRIVE EMERGENCY ROAD RECONSTRUCTION (DESIGN PHASE)		
General See schedule and budget notes	Schedule Completion of construction as soon as possible is a high priority due to risk of further slope failure	Budget Budget is tight based on preliminary engineer's estimates
Key Status Updates: <ul style="list-style-type: none"> Overall project is 35% complete. Design study phase is 100% complete. Preliminary design phase is 90% complete. Permitting is 0% complete. Temporary construction easements are 0% complete. Construction bidding is 0% complete. Project funding discussion underway with CBS administration. 		
Milestones This Period: <ul style="list-style-type: none"> Updated 35% design documents received from DOWL. 		
Future Milestones: <ul style="list-style-type: none"> Preliminary design completion, April 2021. Bidding, May-June 2021. Construction, Summer 2021. 		
Estimated Total Project Cost: \$1,000,000		
Authorized Budget: <ul style="list-style-type: none"> General Fund Working Capital \$1,000,000 		
Contracts: <ul style="list-style-type: none"> DOWL (design) \$48,070 PTS, Inc. (project management) \$80,000 		
Background: <p>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 conceptual design of two retaining walls. A design build solicitation is anticipated to facilitate final design and construction in 2021.</p>		

CRESCENT HARBOR HIGH LOAD DOCK AND NET SHED (DESIGN PHASE)

General	Schedule	Budget
See schedule and budget notes	Completion of construction as soon as possible is a high priority due to partial closure of dock	It is likely that some identified repairs will not fit within the current budget
Key Status Updates: <ul style="list-style-type: none">• Overall project is 25% complete.• Design study phase is 100% complete.• Preliminary design phase is 75% complete.• Permitting is 0% complete.• Construction bidding is 0% complete.• Design-build bid solicitation anticipated based on forthcoming preliminary design by Jacobs.		
Milestones This Period: <ul style="list-style-type: none">• Jacobs submitted preliminary design and memorandum.• PTS has provided initial design review comments to Jacobs.		
Future Milestones: <ul style="list-style-type: none">• Preliminary design completion, May 2021.• Bidding, June 2021.• Construction, Summer 2021.		
Estimated Total Project Cost: \$450,000		
Authorized Budget: <ul style="list-style-type: none">• Harbor Fund Working Capital \$450,000		
Contracts: <ul style="list-style-type: none">• Jacobs (design) \$16,100• PTS, Inc. (project management) \$42,000		
Background: <p>This project was developed to assess the condition of the Crescent Harbor High Load Dock and Net Shed. Jacobs Engineering performed a site visit to assess both above water and below water conditions in 2019. Jacobs prepared a report in 2020 which found that several elements of the facility need repairs/maintenance to extend the life of the dock to its design life of 2037. Most notably, 4 piles were severely deteriorated, resulting in closure of a portion of the dock by CBS. Additional design and analysis is underway by Jacobs to design cost effective pile repairs based on the level of pile deterioration observed. The preliminary design and analysis will also prioritize other repairs needed to extend the life of the facility as a whole within the current project budget. A design build solicitation is anticipated to complete repair process and get the dock fully reopened in 2021.</p>		

Sitka Cross Trail Phase 6 (CONSTRUCTION PHASE)		
General	Schedule	Budget
		66% budget expended or \$1,334,037 out of \$2,010,644
Key Status Updates: <ul style="list-style-type: none"> • 522 lineal feet of trail constructed since last report. • 25% of trail base course left to construct as well as the No Name bridge, Sitka Sound Dock connector trail and finishing course of D-1 gravel. • Project restarted March 22 after 7-week shut down for weather. • Sitka Sound dock trailhead parking and staging area complete. 		
Milestones This Period: <ul style="list-style-type: none"> • Sitka Sound Dock connector trail construction initiated. 		
Future Milestones: <ul style="list-style-type: none"> • Installation of bridge of No Name Creek. • Construction completion October 2021. 		
Estimated Total Budget Cost: \$2,347,869		
Authorized Budget: <ul style="list-style-type: none"> • Federal Lands Access Grant from Western Fed. Lands \$2,132,698 • City General Fund and Passenger Tax Funds \$72,575 • Sitka Trail Works contribution <u>\$142,596</u> • Total Available Project Funding \$2,347,869 		
Contracts: <ul style="list-style-type: none"> • Sitka Trail Works, Inc. \$2,010,644 		
Background: <p>The project is being constructed by Sitka Trail Works, who has assisted with the development of the project from start to finish. 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 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.</p>		

Grounds Maintenance

Completed:

- Preventive maintenance schedule – 12 normal operations preventative maintenance (PMs)
- Reactive/requested work orders – 5 (logged)
- Met with user groups interested in Lower Moller, in preparation for a contractor they organized in coming up to look at lower Moller field – update, groups had survey done of lower Moller with funds they raised for Field Turf.
- Moller long jump pit and runway complete – for this season.
- Telspar set up for the track and field, lower Moller shot put and discuss.
- 1st grounds maintenance temporary hire brought on.

Ongoing:

- Having to get the fields preps and yes still dealing with winter.
- Spring turf/lawn and garden prep underway. Raising low spot to help equipment and mitigate tripping hazards, aeration, lime, fertilization key locations (downtown/athletic fields only), seed.
- Athletic groups request and field turn overs as needed.
- Kimsham proposal design for mitigation completed, next steps for Kimsham complex drainage problems Field A. Soft Ball not having regular season. May, team will start stripping sod off Field A.
- Training new Ground Maintenance Specialist.
- Tree's & Landscape Committee (T&L) support in revitalization of Fire Hall beds, addressing weeds and plants that have not done well. New bed design done by CBS Grounds Specialist Connor Dunlap. Plan tentative to plant beds by T&L, CBS, and Fire Hall volunteers first few weekends in May.
- Working on operational comprehensive plan and lifecycle analysis. Update our preventative maintenance electronic program.
- Connected with State Park Service due to rock face sluffing along City Hall back parking lot. Met with State Parks, looking at removing trees under their protocol. CBS will assist with affected area; however, State Parks will be doing more extensive vegetation removal of the whole hillside.



- Goddard Hot Springs; two groups were coordinated and went down to make reported needed repairs. Hired a contractor to do the final time, who found the Rotary group working on the tubs. Materials and supplies have been ordered and a plan to make some changes to the operations of the hot water tank. Contractor down this week 4/25 to finish repairs.
- Families contacting us about use of the old city cemetery. Redirected to them Sitka Cemetery Association, inc. 747-3671 behind the National Cemetery off SMC.
- Had two persons contact us for application of the work done at the Old Sitka Cemetery. This was work done during the CAREs funding and we worked on leveling some the areas that has settled to assist with maintenance. Current mow operation takes a crew of 4, 8 hours to maintain 1 time per growing season month. Terrain is hard on both equipment and crew.
- Dragging fields and track begins.
- Marble construction using Kimsham back lot for staging for Peterson Road Construction. Coordinating with contractor and grounds crew.
- Single track group having more deliveries made. They are using a contractor for deliveries. No contact was made from the group, but the contractor did reach out, which is appreciated. We are going to put additional bollards along the trails (design as an emergency route, but rocks make it tough to get equipment through) two bollards installed at the site.
- City clean up April 24th – May 2nd.
- Track and Field is doing an annual fundraiser and supporting CBS areas.
- Sand for some of the fields, used up most of our stock.
- Amarico volunteers 30 + Jonathan Chris Tompkins group of 16 – worked on Lower Moller & Path of Hope.
- Compost discussion with group looking for MOU/A for city land. Vetted some option only. No action taken.

Building Maintenance

Completed:

- Preventive maintenance schedule – normal operations – 110 PMs
- Work requests 6 (logged).
- Snow Removal and Ice management as needed.
- City Hall office configuration 1st floor PW.
- City Hall, HVAC electronic scan in preparation for RFP on upgrade.
- Wastewater Treatment Plant- training on new building controls system.
- Harrigan Hall and Library, met with Mitsubishi building controls and mechanical systems.
- City Hall conference room, put together replacement furniture.

Ongoing:

- Airport Exterior Painting RFP – met with PTS on scope of work. Hope to have finalized soon. However, maybe too late for this season.
- Replacement of existing faucets with touch less devices will continue throughout all facilities.
- Support to Senior Center Catholic Services for office building out and fireplace removal.
- City/State Law Office – District Attorney’s office paying for the replacement of 7 windows. CBS building maintenance coordinating work. Complaints on damaged windows. Bids in waiting on dates from contractor.
- State DOT/PF requesting City/State to no longer be part of their infrastructure. Discussion on option to proceed with City/State 1967 Agreement.

Monitoring:

- Harrigan Centennial Hall, tile floor cracking in the common areas was found. We are waiting to see if weather changes create more issues.
- Harrigan Centennial Hall additional cracks were discovered under meeting room 5’s carpet tiles. We are waiting to see what happens with weather changes and activate a plan for repairs if required.
- Library’s roof leak – working with PTS on building assessment report/warranty.
- Senior Center’s roof leak
- City/State building’s roof leak

Streets

- Check and clear drains.
- Ditch Donna Dr. and Cascade Creek Rd.
- Sort aggregate for asphalt recycler.
- Grade gravel roads.
- Clean up an avalanche on Blue Lake Road.
- Flush sewers on Monastery and Kinkaid.
- Snow and ice control.
- Fill potholes.
- Grade parking lot Upper Moller.
- Prep and bury bio-solids.
- Start sweeping streets.
- Haul glass to construction debris landfill.
- Use camel to clean out catch basins Tongass Ave and Seward St. by SEARHC Hospital.
- Unload cold patch material.
- Demolish boat for Harbors and haul to CD landfill.
- Build ramp behind Scrapyard tank to gain access to erosion problem Fortress of the Bears.
- Assist Water Department to repair waterline on Monastery St.
- Ditch Monastery St.

- Remove sanders from dump trucks.
- Install water tank in dump truck.
- Start watering roads for dust control.
- Remove fence at Fortress of the Bears and backfill eroded area reinstall fence.
- Remove access ramp to Fortress of the Bears repair.

Central Garage

- Changed tires to all four Senior Center Vans.
- Serviced Senior Center Van and chevy van.
- Road call, repaired vehicle # 472's flat tire.
- Vehicle #458 SUV Ford Escape jumped dead battery, brought to shop replaced battery. Cleaned inside of vehicle.
- Vehicle #405 replaced faulty switch, swapped tires, installed pressure switch front left tire.
- Vehicle #357 swapped tires
- Vehicle #424 repaired faulty door locks remove police package prep vehicle for surplus auction.
- Vehicle #459 replaced tire sensors swapped to summer tires.
- Vehicle #455 swapped tires.
- Vehicle #479 repaired tire replaced lower flashing light.
- Vehicle #488 swapped tires.
- Vehicle #416 replaced register in heater.
- Vehicle #479 repaired rear brakes serviced engine.
- Vehicle #330 roll off replaced speed sensor.
- Vehicle #414 freight liner repaired water tank.
- Vehicle #453 prepped for auction.
- Clean and lubricate sanders for storage.
- Program vehicle #468 activate brake control module.
- Repair hydraulic line vehicle #379 and repaired tires
- Repaired flat tire on vehicle #413.
- Vehicle #443 roll off truck repaired flat tire.
- Vehicle #448 replaced batteries.

Scrapyard

- Processed 239,560 pounds of scrap metal shipped out 13 gondolas averaging 9.21 tons each.
- Prepped for City Clean Up.