

Bristol Bay Borough (BBB) 2018 CIP List

PROJECT DESCRIPTIONS

CATEGORY "A" Priorities

#1 Bristol Bay Borough School Repair and Rehabilitation Project

<u>\$Available</u>	<u>\$ Needed</u>
\$0	\$1,000,000

Installation of a back-up boiler system with associated controls/heat exchanger to replace or assist with the waste heat system currently in use. This waste heat is piped from the electric utility's diesel generation plant to the school for heating. The school has increased in square footage and the original heat system is now insufficient. Green improvements to diesel generation also decreased the amount of waste heat available to the school. The waste heat system is now undersized to fully heat the school. The lack of adequate heat is putting the students/staff at risk and compromising the school structure.

Ranked number one, the most important project for the Borough due to the threat to public safety for the students/school staff and the importance of the facility to the community. The school is the designated emergency shelter for Naknek and is listed as both a shelter and emergency triage center in the BBB Emergency Operations Plan and the Camai Clinic Emergency Plan.

Engineering and Construction

Total Estimated Cost	\$1,000,000	#1
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#2 Phase II King Salmon Sewer Upgrade

<u>\$Available</u>	<u>\$ Needed</u>
\$0	\$5,000,000

The King Salmon Sewer has aged out of service and parts are no longer available for equipment in use. Replacement of all lift station equipment, grinder pumps, improvements to manholes and lines as needed. Expansion of the King Salmon Sewer service area.

Design, Engineering and Construction

Total Estimated Costs:	\$5,000,000	#2
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#3 Naknek Sewer System Upgrade-PHASE II

\$Available \$Needed
\$0 \$12,450,194

Naknek Sewer System Upgrade-PHASE III

\$Available \$Needed
\$0 \$ 6,000,000

Phase II- The BBB owns and operates a community sewer system that is approximately 30+ yrs. old. The system serves residential, commercial and industrial users. Industrial users of the system include the seafood processors operating in the Borough. There has been significant growth in the seafood industry requiring increased capacity in the sewer system. Naknek improvements include funding the additive alternative from Phase I, Peter Pan to Naknek service lines and equipment, also replacing the Port of BBB, lift station and force mains. Leader Creek lift station and force main replacements. Additionally, the repair to sewer lines between Leader Creek and the Port of Bristol Bay lift station, zone 1, 2 and 3 repairs /replacement, to include manhole improvements.

Phase III- includes sewer lagoon maintenance measures and relocation of lagoons away from the erosive bank above the shoreline of the Naknek River. A leak of effluent anywhere near the shoreline of the Naknek River would negatively impact the salmon fishery which is the economic driver of the Bristol Bay Borough.

Design, Engineering and Construction

Total Estimated Cost Phase II \$12,450,194
Total Estimated Cost Phase III \$ 6,000,000 #3

#4 Runway Lighting

Replacement of runway lighting, State of Alaska, Naknek Airfield. The absence of lighting which was removed by the State of Alaska, when it became inoperable is posing a significant public safety hazard at the Naknek Airport. Runway lighting is needed for night landings, often required in emergency medical evacuations, utility emergencies in South Naknek and for travel of school children from South Naknek to attend school in Naknek.

Construction

Total Estimated Cost \$1,100,000 #4

#5 Naknek, King Salmon Pathway Project STIP(7)

Pedestrian and bicycle path along the Alaska Peninsula Highway, Three Phase Project

Phase I - From Downtown Naknek to Donna G Subdivision

Phase II- From Flat Nose Henry Rd. to Downtown King Salmon

Phase II- From Donna G Subdivision to Flat Nose Henry Rd.

\$Available
\$312,500 TTP
\$0
\$0

\$ Needed
\$1,700,000 Phase I
\$1,700,000 Phase II
\$3,466,700 Phase III

This Project currently is on the STIP (State Transportation Improvement Projects) Needs List as Project No. 6879. The Borough nominated it for inclusion on the STIP for 2012-2015. STIP Project description: From downtown Naknek, construct approximately 3.5 miles of pedestrian/bike path in Department of Transportation and Public Facilities Right-of-Way, along the Alaska State Highway, to an end point at Shore Street. From downtown King Salmon, construct approximately 2.5 miles of pedestrian/bike path in DOT&PF Right-of-Way, along the Alaska State Highway, to Flat Nose Henry Road.

This Project is needed for the safety of pedestrians and bicylists, for economic development, and to encourage and provide for non-motorized transportation as well as for recreational use by residents and visitors. Presently, there is a paved shoulder on some sections of the highway for pedestrian and bicycle use. Many sections of the highway do not provide a safe walking biking environment. Pedestrians must either walk on the Alaska Peninsula Highway pavement or a very rutted shoulder area, which is also used heavily by "all-terrain vehicles" (ATV's). This results in a very dangerous situation for pedestrians, as they risk collisions from both ATV's using the shoulder as well as motor vehicles on the highway, including large trucks with heavy commercial loads. Frequent truck traffic generated from the processing industry and construction activities, increases the potential for serious accidents involving vehicles and pedestrians. During the summer fishing season, the local population swells to around 10,000, and many of these people walk on the Alaska Peninsula Highway as they do not have motor vehicles while in the area.

This Project will also significantly enhance the functionality of the Alaska Peninsula Highway by transforming it into a "multi-modal" facility that provides a non-motorized transportation option for persons who do not have a motor vehicle or choose not to drive or cannot drive. The pedestrian path will also support economic development by freeing-up road-way capacity for commercial traffic that is now used by pedestrians who walk on the highway pavement.

Additionally, the pathway will be a new recreational amenity that will attract use by visitors and local residents. According to the National Park Service, an estimated 35,000 people per year visit Katmai National Park. Most of these visitors arrive by air at the King Salmon Airport and pass through King Salmon on their way to the Park; many stay at local lodges. These visitors from outside the local area could enjoy the pathway, which will contribute to longer stays in the area and increased tourism expenditures to the local economy. The pathway will link to the "Sockeye Fitness Trail" on the School Rd. so children and adults can access both trails for a safe route to and from school. Finally, the pathway offers local people new access to services, neighborhoods,

and opportunities for physical activity. Walking and biking contribute to improved health of the users, enjoyment of the outdoors and less environmental pollution from vehicals.

The pathway project has been ranked as fifth, due to the need to improve safety along the highway, where recent pedestrian fatalities have occurred. The pathway will also promote a healthy lifestyle within our community. The project is supported by the Naknek Native Village Council Tribal Transportation Program.

Design, Engineering and Construction

Phase I \$1,700,000

Phase II \$1,700,000

Phase III \$3,466,700

Total Estimated Cost \$6, 866,700

#5

#6 Bristol Bay Borough Bridge / Hydro Project

\$Available

\$ Needed

\$0

\$12,000,000

The Bridge Project would provide a crossing from Naknek to South Naknek to promote regional development to all communities on the Aleutian Chain. This project is discussed in the Southwest Alaska Transportation Plan. In 2004 the SWATP recommended Naknek/South Naknek/King Salmon Road Link. This project is on the current STIP needs list (7/30/2015), as project 19 6239, Naknek River Bridge, program AHS, described as *Construct a bridge over the Naknek River between Naknek and South Naknek, Bridge crossing site and access road location on both sides of the river will be determined during design phase. Includes Bridge No. 1563.* Research will be conducted into the feasibility of incorporating a tidal power generation unit as a component of the bridge structure. A crossing to the south side of the Naknek River would promote economic growth for the Bristol Bay Borough by opening access to additional lands with river access and connections with regional villages.

Design, Engineering and Construction

Total Estimated Costs \$12,000,000

#6

#7 Port of Bristol Bay Dock Expansion/Repair Construction Phase III STIP(8)

\$Available

\$ Needed

\$0

\$6,500,000

Phase III of the Port project includes grading and drainage on the entire dock and the upland container storage areas, asphalt surfacing, relocation of dock service structures, construction of a new boat ramp, and safety fencing. The Port of Bristol Bay provides a hub for freight bound for destinations region wide. Grading, Drainage, Surface Improvements: **\$3,000,000**

Utility upgrades will be made to sewer and water for shore side services to support the fishing industry. Addition of high Mast lighting. Upgrade utilities: **\$1,000,000**

#9 Industrial Park and Small Boat Facility

<u>\$Available</u>	<u>\$ Needed</u>
\$0	\$7,000,000

The Industrial Park for fisheries support business would operate out of a central location to support the small boat facility, fisherman’s dock. The industrial park could also provide an area where independent fishermen can freeze and process their fish. It would also serve as an area to be used by any business needing close access to the port. This would allow for diversification of the local economy, and could potentially open up more land for development.

Design Engineering and Construction
Total Estimated Cost **\$7,000,000**

Construction of a small boat facility, to provide moorage for the commercial fishing fleet. A preferred site would be further upstream, away from the current location to provide separation from barge traffic within the Port of Bristol Bay. This would include land acquisition or long term lease. The facility would be equipped with shore power, the ability to take on fishing gear, fuel, water and ice. This would also include a boat ramp on the down river side of the small boat harbor. The project will include removable floaties for fishermen to tie up fishing boats and accomplish minor repairs and maintenance

Design, Engineering and Construction
Total Estimated Costs: **\$6,000,000**

#9

#10 South Naknek Dock and Road Access Improvements STIP (2)

<u>\$Available</u>	<u>\$ Needed</u>
\$0	\$6,000,000

The South Naknek Dock needs maintenance and repairs in several critical areas. The retaining walls supporting the dock structure are in need of repair, the boat ramp surface, dock surface, piling and ladders also need replacement. Grading and drainage improvements are needed on the road and pedestrian access to the dock and beach areas.

Construction
Total Estimated Costs: **\$6,000,000**

#10

#11 South Naknek Road Improvements STIP (4)

<u>\$ Available</u>	<u>\$ Needed</u>
\$0	\$1,512,000

This project would rehabilitate nine public roads in South Naknek, including regrading and resurfacing with gravel all public roads in South Naknek. The rehabilitation would include placing a base course of approximately six inches of "pit-run" rock, topped with a six inches of "D-1" grade gravel to form a reliable, long lasting driving surface. The public roads in South Naknek are in generally poor condition. They have not been rehabilitated for more than 10 years, and are seriously deteriorated from wear and weather. Most of the surface gravel has eroded away, leaving dirt roads that are dusty in dry weather and muddy in wet weather, with pot-holes, ruts and poor drainage characteristics that leave standing water. In addition to causing poor driving conditions, the deteriorated roads cause increased airborne dust and erosion into surface water, which impacts air and water quality. These roads are vital to Village transportation, including access to jobs, health care, village governmental services, community events, and to the local airport that includes air transportation for children attending school in Naknek. This project is ranked at eleven, due to the urgency in the need for repairs.

<u>Construction</u>		
Total Estimated Costs	\$1,512,000	#11

#12 South Naknek Smelt Hill Access Road STIP (5)

<u>\$ Available</u>	<u>\$ Needed</u>
\$0	\$5,000,000

This project would construct a new road from an existing road to one or more significant gravel resources in the vicinity of Smelt Hill in South Naknek. The length of the new road is estimated to be three to five miles long, depending on the gravel source selected for development. South Naknek does not have a source of construction-grade gravel. There is one pit available for public use that is now largely depleted, and difficult to extract usable material from.

The lack of a gravel source is a significant impediment to economic development in the South Naknek Area. Without a local source of gravel, it must be imported from available pits on the north side of the Naknek River. A local construction contractor has estimated that importing gravel to South Naknek by barge is at least three times more expensive than using a local source. This cost is prohibitively expensive for most projects, especially public projects, such as repairing public roads. These roads are in generally very poor condition. They have not been rehabilitated for more than 10 years, and are seriously deteriorated from wear and weather. Most of the surface gravel has eroded away, leaving dirt roads that are dusty in dry weather and muddy in wet weather, with pot-holes, ruts and poor drainage characteristics. In addition to causing poor driving conditions, the deteriorated roads cause increased airborne dust and erosion into surface water, which impacts air and water quality. These roads are vital to village transportation, including access to jobs, health care, village governmental services, community

#14 Shoulder Improvements to the Alaska Peninsula Highway between Naknek and King Salmon.

\$ Available
\$0

\$ Needed
\$10,000,000

The State of Alaska DOT has completed resurfacing the Alaska Peninsula Highway, a \$10,295,938 project with minimal shoulder improvements,(2010-2013 STIP). This project was omitted from the STIP, when the highway paving project was funded. The pavement project is completed and provided some shoulder improvements. The highway is currently unsafe due to deteriorated shoulders. The road shoulders are continually worn down by All Terrain Vehicle (ATV) traffic and in places are virtually non-existent. The lack of shoulders leaves no margin of error for motorists who may get close to the pavement edge during times of low visibility. A majority of the highway is without street lights, making it difficult to judge where the shoulders are located in times of low visibility. Also a motorist is unable to safely pull over in the event of a vehicle breakdown or accident, which could lead to additional "chain reaction" collisions. The low rutted shoulders contribute to excellerated erosion and an unsafe level of dust. Deterioration of the road surface at the edge of pavement is persistant. The surface cracks and breaks off due to insufficient base material at the edge of the roadway. The hazardous conditions at the shoulder can lead to roll over accidents off the highway. This project is a priority for the Borough due to public safety. This project is ranked at fourteen, due to public safety and volume of traffic use.

Design, Engineering and Construction

Total Estimated Cost \$10,000,000

#14

#15 South Naknek Beach Access Road STIP (1)

\$ Available
\$0

\$ Needed
\$1,000,000

The access route to the commercial fishing grounds in South Naknek currently travels from a Borough maintained road to a narrow gravel road that is not completed to Borough standards. The road is not completed and needs further work to be function as a safe route to the commercial fishing grounds. This funding request would be used to complete that route, bring it up to Borough maintenance standards.

Construction

Total Estimated Costs: \$1,000,000

#15

CATEGORY “B” Priorities

Category B; contains Capitol Improvement Projects of a lower cost, legislative funds are being requested for these projects in the following priority and to assist the citizens of the Bristol Bay Borough.

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| 1. Sand Storage Building | \$250,000 |
| A sand storage building in King Salmon would reduce fuel costs for BBB sanding operations. Sanding provides safe travel in winter road conditions. The Borough currently only has sand storage in Naknek. | |
| 2. Multi Use Community Recreation Center - Teen Center | \$500,000 |
| Build a multi- use community center for recreation, community activities and a teen center. | |
| 3. Acquire and Retrofit KSAFB Gym | \$500,000 |
| The gym on the King Salmon Airforce Base is on the USAF tear down list. This facility could provide a recreation center in King Salmon. | |
| 4. Landfill Expansion Master Plan | \$250,000 |
| Develop a Master Plan for future landfill expansion | |
| 5. Bristol Bay Borough Sewer Lagoon Pump House Improvements | \$300,000 |
| Pump House improvements / modernization measures | |
| 6. Emergency Back- up Generators for Borough Emergency Shelters | \$100,000 |
| Back- up power source for 6 designated Borough Emergency shelters | |