# Bristol Bay Borough (BBB)
# 2019 CIP List

## PROJECT DESCRIPTIONS

### CATEGORY "A" Priorities

**#1 Naknek Sewer System Upgrade-PHASE II**

| $Available | $ Needed |
|---|---|
| $350,000 | $1,000,000 |

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 seasonal capacity in the sewer system. Naknek improvements include funding the additive alternative from Phase I, Peter Pan to Leader Creek service lines and equipment, also replacing the Naknek Trading lift station, Port of BBB, lift station and force mains. Leader Creek lift station and force main replacements. Zone 1, 2 and 3 repairs /replacement, to include manhole improvements.

Engineering and Construction

**Total Estimated Cost** **$12,100,194** **#1**

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**#2 Naknek Sewer System Upgrade-PHASE III**

| $Available | $Needed |
|---|---|
| $0 | $ 6,000,000 |

**Phase II- 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 III** **$ 6,000,000** **#2**

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**#3 Waste Heat Line Repair**

| $Available | $Needed |
|---|---|
| $0 | $4,000,000 |

**#3**

Replacement of waste heat lines on the BBB facility loop to include the school facilities, with necessary waste heat system upgrades at the Naknek Electric Assoc. power plant.

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**#4 Phase II King Salmon Sewer Upgrade**

| $Available | $ Needed |
|---|---|
| $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** **#4**

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

| $Available | $ Needed | |
|---|---|---|
| $ | $1,700,000 | Phase I |
| $0 | $1,700,000 | Phase II |
| $0 | $3,466,700 | Phase III |

**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.

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 Facilties 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 bicylce 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 vehciles" (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 genereated 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 toursim 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 is critical 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** |

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**#6 Bristol Bay Borough Bridge / Hydro Project**

| **$Available** | **$ Needed** |
|---|---|
| **$0** | **$40,000,000** |

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 $40,000,000** **#6**

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

| $Available | $ Needed |
|---|---|
| $0 | $5,500,000 |

**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**

Expand the dredging footprint to include turn around space in front of the dock to better accommodate 400 foot barge traffic. The Port has applied for dredging approval through the US Army Corps of Engineers under Section 14 of 1946 Flood Control Act to comply with an annual dredging requirement for the Port of Bristol Bay. Federal funds would then pay for ongoing dredge expense. However it could take up to five years for this approval. We will have a minimum of 5 yrs. of dredge expenses until we have this approval. This larger dredging foot print is key to barge access and port expansion. Dredging: **$500,000**

The Port has no facility building to house equipment indoors for maintenance and repair. The expansion project will include property acquisition and construction of a maintenance building. Port Facility Building: **$1,000,000**

Port Construction Phase III is an important capitol improvement project due to the important economic role the Port plays in the Borough and the necessity of the services the Port provides to the industries located in the Borough. The Port supports over 30 communities in the region, failure to advance the Port expansion and repairs in response to the demand placed on the Port of Bristol Bay will result in a reduction in cargo handling capacity, increased costs to operators, and possible inability to accommodate all of the shipping needs of the seafood industry currently located within the Borough. This is a previously funded, ongoing project, that requires completion for the best performance as a Port Facility.

Construction Phase III
**Total Estimated Cost $5,500,000** **#7**

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**#8 Public Safety Building- Fire Department**

| $Available | $ Needed |
|---|---|
| $0 | $5,000,000 |

The Fire Department building in Naknek is currently undersized for the response demands of our community. The department needs to purchase and modernize the fire response equipment but does not have the space to house the additional equipment. In the severe winter weather inside equipment storage, out of the weather is imperative. The current building has a very small administrative space and no rooms for training and volunteer meetings. Currently the Department operates out of two buildings, over 1 mile apart that slows ambulance response times. The Borough needs to purchase land and construct a building that would house the Fire Department, EMS and provide office space for staff. This station building would house all fire, ambulance and EMS equipment for the Naknek response area.

Design, Engineering and Construction

**Total Estimated Costs: $5,000,000 #8**

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**#9 Industrial Park and Small Boat Facility**

| $Available | $ Needed |
|---|---|
| $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 that support the fishing fleet and need close access to the port. This would allow for diversification of the local economy, and provide space for year round industry promoting jobs in the local economy.

Construction of a small boat facility, could 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. The facility would be equipped with shore power, provide support services to the fleet and could have the ability to handle 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 could include removable floating docks for fishermen to tie up fishing boats and accomplish minor repairs and maintenance.

Design Engineering and Construction

**Total Estimated Cost $7,000,000 #9**

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

| $Available | $ Needed |
|---|---|
| $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**

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**#11 South Naknek Road Improvements STIP (4)**

| $Available | $ Needed |
|---|---|
| $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.

Construction

**Total Estimated Costs** **$1,512,000** **#11**

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

| $Available | $ Needed |
|---|---|
| $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 barged 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 events and access to the local airport. Aaccess to the local airport includes air transportation for South Naknek children attending school in Naknek. A local source of gravel is essential for maintaining public roads as well as for making economic development investments feasible in the area.

Design, Engineering and Construction
**Total Estimated Costs: $5,000,000** **#12**

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**#13 Naknek By-Pass Link, Road & Pathway Project STIP(9)**

| $Available | $ Needed |
|---|---|
| $0 | $1,560,000 |

The Naknek By-Pass Link is a concept for an alternate road for emergency access to the Bristol Bay Borough School, Elders Home, and Health Clinic now located on a road with only one outlet on the Alaska Peninsula Highway. This Project would construct a new local two-lane gravel road that is needed to provide an alternate route between the Alaska Peninsula Highway and many important community facilities, that include the Borough school, Elders Home, Health Clinic, Community Swimming Pool, Naknek Electric Associaton, and the U.S. Post Office. All of these facilities are located on School Road, this road is a dead-end road off of the Alaska Peninsula Highway. The concern is that should an emergency occur along the highway, closing the AK Pen. Highway or an amonia leak at one of the many seafood processing facilities also closing AK Pen. Highway that access to the clinic and other facilities on the School Road would be blocked.

The Naknek Electric Association (NEA) administrative offices and electric generation facilities are located on the School Rd. The facility houses large storage tanks holding thousands of gallons of diesel fuel for electric generation. A fuel spill or fire are examples of the type of serious emergencies that could occur, and cause blockage of School Road from its only outlet at the AK. Pen. Highway. A closure of either the School Rd. or the AK Pen Highway would also prevent the evacuation of our school children from the school and our elders from the Elder Home.

The AK. Pen. Highway follows the Naknek River, three large fish processing facilities are located along the highway in the area of the School Road. These facilities have large quantities of hazardous chemicals on-site, such as anhydrous amonia. These chemicals could become airborne during an accident, and cause serious health hazards to the occupants of Naknek particularly, the nearby facilities on School Road. Without an alternative access, the occupants of any of these facilities on School Road could be trapped, without an evacuation route, or the injured could be blocked from accessing treatment at the health clinc also located on the school road. This project is important due to the concern for public health and safety.

Property Acquisition, Design and Construction
**Total Estimated Costs $1,560,000** **#13**

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

| $Available | $ Needed |
|---|---|
| $0 | $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). The shoulder improvments were omitted from the project, when the highway paving project was constructed. The pavement project is completed and provided minimal 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.

Design, Engineering and Construction
**Total Estimated Cost $10,000,000** **#14**

**#15 South Naknek Beach Access Road STIP (1)**

| $Available | $ Needed |
|---|---|
| $0 | $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 road 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.

**1. Bristol Bay Borough Sewer Lagoon Pump House Improvements** **$300,000**
Pump House improvements / modernization measures

**2. Emergency Back- up Generators for Borough Emergency Shelters** **$100,000**
Back- up power source for 6 designated Borough Emergency shelters

**3. 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.

**4. Multi Use Community Recreation Center - Teen Center** **$500,000**
Build a multi- use community center for recreation, community activities and a teen center.

**5. 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.

**6. Landfill Expansion Master Plan** **$250,000**
Develop a Master Plan for future landfill expansion