

Bristol Bay Borough 2014 CIP List

PROJECT DESCRIPTIONS

CATEGORY "A" Priorities

Naknek Sewer System Upgrades

| <u>\$Available</u> | <u>\$ Needed</u> |
|--------------------|--------------------|
| \$100,000 | \$3,312,000 |

The Bristol Bay Borough (BBB) has secured funding to complete a Master Plan (\$100,000) to address the sewer system deficiencies. The BBB is working with the Naknek Native Village Council (NNVC) and the Alaska Native Health Consortium (ANTHC). A draft Sewer Feasibility Report has been completed by ANTHC. The report identifies the need to improve the sewer system capacity and address the existing deficiencies. ANTHC identifies three levels of projects: emergency, short-term and long-term. The emergency measures have been accomplished by the BBB and the current request is for the short-term needs (\$3,312,000). The long term project would relocate the sewer lagoons away from the eroding river banks.

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. In 2007 the BBB experienced a major break in a force main. The force main is located below the river bluff along the shoreline of the Naknek River. Had this event occurred during our peak fishing season, the impact to the economic base of the community would have been extremely detrimental. A discharge of untreated sewage into the bay could impair the fishery and the economy of the Borough for years to come. The relocation and replacement of the sewage line off the beach along a route of higher ground to the sewage lagoons is an urgent and immediate need.

Lift station #1 and force main replacement **\$2,490,000**

Replace/Relocate "Peter Pan" Lift Station

Replace/re-route existing 8" force main

Upgrade SCADA System

Capacity Upgrade for Lift Station #2 **\$291,000**

Capacity Upgrade for Lift Station #3 **\$291,000**

Sewage lagoons cleaning and desludging **\$240,000**

\$3,312,000

The BBB has identified the force main repair as the first and most urgent capitol improvement project due to the threat posed to the health and safety of the community and the potential economic damage that would follow a system failure in close proximity to the Naknek River environment.

Lift Station Repairs, Capacity Upgrades, Lagoon Maintenance

| | | |
|-----------------------------|--------------------|-----------|
| Total Estimated Cost | \$3,312,000 | #1 |
|-----------------------------|--------------------|-----------|

Bristol Bay Borough School Repair and Rehabilitation Project

\$ Available
\$0

\$ Needed
\$15,000,000

The Bristol Bay Borough School Rehabilitation Project entails the replacement of numerous structural and mechanical components that have reached the end of their useful life. The project incorporates building envelope improvements to increase the energy efficiency of the facility that will reduce the operations and maintenance costs of the school. The school houses grades K-12 and is the community disaster shelter in the event of a large disaster. This project has been elevated to the Borough's second most critical need as we want to insure a healthy learning environment for our children, the school functions as the main gathering place for community events and most importantly we must guarantee that we can keep community members warm and safe in the event of a natural disaster or other type of emergency.

- The project includes the replacement of a 45 year old flat roof with a low pitch EPDM membrane structure. The replacement of wood siding which has reached the end of its useful life with new siding and building wrap to prevent the infiltration of cold air. Complete window replacement and several doors around the perimeter of the facility.
- A back-up boiler system with associated controls as the school is currently heated with waste heat from diesel generation via the town's power utility. Replacement of the main heat exchanger which has corroded to a point that the temperature delta of water leaving the heating system is only 2 degrees cooler than that entering the heat exchanger.
- The installation of a security system complete with a keyless entry for each exterior door.
- HVAC mechanical system repairs, component replacements, and required upgrades.
- A water treatment system as the well water used at the facility corrodes fixtures to the point that many have become non-functional.
- Plumbing fixture upgrades and replacements where necessary and complete replacement in the locker rooms.
- Main power distribution transformer replacement as the existing transformer is over 40-years in age and is at its maximum capacity.
- Lighting retrofit and replacement as the fixtures are original construction and do not use the more energy efficient LED bulbs.

This project is ranked as the second most important project for the Borough due to the importance of the facility to the community and the role the building plays in our emergency response plan as a designated Emergency Shelter.

Design, Engineering and Construction

Total Estimated Cost

\$15,000,000

#2

Port of Bristol Bay Expansion and Pile Dock Replacement– Phase II & Phase III

\$Available
\$2,000,000

\$ Needed
\$6,500,000

Phase II of the Pile Dock Replacement Project is the construction of a second open cell sheet pile dock to replace of the existing pile supported platform dock built in 1982. The available funds are budgeted toward the replacement of the existing pile dock with an “open cell“ high capacity fill platform dock to be completed by the Fall of 2014. The Borough currently has \$7,200,000 with \$5,200,000 encumbered for ongoing construction and land acquisition, \$2,000,000 remaining for completion of Phase II.

Phase III of the project now requires 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.

Grading, Drainage, Surface Improvements: **\$3,000,000**

The shore power and utilities are scheduled for major upgrades to accommodate the storage of freezer container vans utilized by the seafood processing industry. Phase III will upgrade all existing utilities to accommodate increased user demands for electrical shore power. The seafood processing industry is a major consumer of Port Services and they present a significant demand for freezer vans to store frozen seafood products. Additionally utility upgrades will be made to sewer and water for shore side services to support the fishing industry. Additional high mast light poles are needed for the expanded dock area.

Upgrade shore power and utilities: **\$1,000,000**

Included in the scope of work is the expansion of the dredging footprint to include turn around space in front of the dock to better accommodate 400 feet barge traffic. The majority of the dredging has been accomplished. 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 footprint is key to barge access and port expansion.

Dredging: **\$500,000**

Port Expansion will require additional property acquisition. It is necessary for the expansion of the Port of Bristol Bay’s upland storage area. Presently containers are stored on three separate levels that require forklifts to travel up and down steep grades transporting container vans, which is very damaging to the expensive port equipment and maintenance down time due to wear on the equipment drivetrains. This operation is not efficient and requires more additional manpower

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to make it function properly. An additional access road to the dock is needed to allow improved user access and direct traffic away from freight operations. Great demand exists for boat hauling, handling and storage of freight and increasing regional commerce necessitates a larger storage area for container traffic and storage. The Port of Bristol Bay provides a hub for freight bound for destinations region wide.

Property Acquisition and Dock Access Road: \$1,000,000

The Port currently has no facility building to house equipment indoors for maintenance and repair. The expansion project will include property acquisition and construction of a facility maintenance building.

Port Facility Building: \$1,000,000

This project has been listed as the third most 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 seafood 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 ability, 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 an ongoing project, previously funded, that requires completion for the best performance as a Port Facility.

Phase III Port Improvements

Total Estimated Cost \$6,500,000 #3

Three (3) Bridge Replacement

| <u>\$Available</u> | <u>\$ Needed</u> |
|---------------------------|-------------------------|
| \$0 | \$30,000,000 |

The replacement of Leader Creek Bridge, Paul's Creek Bridge, and King Salmon Creek Bridge located on the Alaska Peninsula Highway, connecting the towns of King Salmon and Naknek within the Bristol Bay Borough. The project would include the replacement of all three bridges as well as constructing pedestrian pathways alongside of each bridge.

The bridges are structurally deteriorating, and they are critical to the integrity of the Alaska Peninsula Highway as the only connection between the two communities. The bridges were scheduled to be reconstructed in 1995 when the Alaska Peninsula Highway was resurfaced, however the State of AK removed the bridge replacement from the project due to a lack of funding. The highway is again scheduled to be resurfaced in 2014 and bridge replacement was changed to bridge repair, only temporarily addressing the problem of bridge failure.

The school children living in King Salmon and along the highway use this route to reach the school located in Naknek. They cross the now dangerous three bridges twice a day. The police department is located in King Salmon, the medical clinic is located in Naknek and both communities support ambulance and fire response. All emergency response and medivac's require the use of the three bridges. Many of the residents of the Borough live in one community

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Naknek/King Salmon but work in the other community requiring a daily commute over the three bridges.

The bridges currently support fuel transport to four major federal facilities in King Salmon, two state agencies, as well as the airlines located in King Salmon. The bridges must support the heavy loads produced by commerce in the area. Large shipping containers loaded with seafood products travel from Naknek across all three bridges to reach the airport in King Salmon. The 40 ft. flatbed trucks used in to haul the products of the seafood industry can weigh up to 50 tons. Most construction work performed within the Borough requires the hauling of gravel materials from King Salmon across the three bridges to Naknek and the surrounding area. The link between the communities and the airport is vital for receiving goods and services in our communities. The only bank in our area is located in King Salmon and access to their services is very important to businesses and residents.

The replacement of the three bridges is absolutely vital to the economy and well being of the communities they provide access to, as well as approximately 30 outlying communities that receive cargo through the Airport or Port of Bristol Bay. If the highway or bridges are impassable, it would seriously impact health and safety, commerce and the livelihoods of many people in the Bristol Bay Borough as well as outlying areas. The isolation that a bridge failure could cause and the emanate threat of that occurring due to the structural failure of the bridges justifies the placement of this project as the fourth most important CIP project.

Three Bridge Replacement Project

Total Estimated Cost \$30,000,000 #4

South Naknek Road Improvements (STIP).

| <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 fifth due to the urgency in the need for repairs.

South Naknek Road Improvements Construction

Total Estimated Costs \$1,512,000 #5

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.

| <u>\$Available</u> | <u>\$ Needed</u> |
|--------------------|-----------------------|
| \$12,500 | \$1,700,000 Phase I |
| \$0 | \$1,700,000 Phase II |
| \$0 | \$3,466,700 Phase III |

This Project is currently on the STIP Needs List as Project No. 6879. The Borough nominates it for inclusion on the STIP for 2012-2015. On the Needs List, the Project has the following 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 bicyclists, 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. As an example, the local contractor hauling jet fuel to the Airforce base from the Port makes about 50 trips annually, with each truckload weighing 55 tons. Additionally, over several hundred trips of fresh iced fish are transported annually on this highway in 40' flatbed trucks, with each truck weighing up to 50 tons. Heavy truck traffic is generated from construction and other commercial activities. This frequent truck traffic 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.

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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 vehicles.

The pathway project has been ranked as Sixth most important project, due to the need to improve safety along the highway and to promote a healthy lifestyle within our community. The project is supported by the Naknek Native Village Council Transportation Program and grant funding to contribute to the costs of the project has been requested through the Tribal Transportation Program for Phase I.

Pedestrian and bicycle path along the Alaska Peninsula Highway

Phase I \$1,700,000

Phase II \$1,700,000

Phase III \$3,466,700

Total Estimated Cost \$6, 866,700

#6

Retrofit Building #300 KSAFB For Public Safety Building

\$ Available

\$ Needed

\$0

\$1,000,000

The Borough would like to retrofit King Salmon Air Force Base Fire Station Building #300 in order to accommodate in the Borough Fire Department and Police Department. The Air Force will donate the building to the Borough. This retrofit requires the movement of the entire 911 communication system from the current Police Station located in building #150 to building #300. All radio and telecommunications equipment must be relocated and functional.

The retrofit will also require the movement of the steel prisoner cells to building 300. This will encompass moving walls and installation of plumbing and electrical work. Building 300 is on a concrete slab so the plumbing work could be time consuming and expensive.

The Police Department and the Alaska State Troopers would be located on the South side of Building 300 and the Fire Department would be located on the North side of 300. The fire department would need additional training space and that would require the retrofit of training

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rooms and restrooms in the bay next to the Fire Department side of the building. This project is ranked as seventh most important, it is resource being provided to the BBB by the USAF.

Retrofit Building #300 Design and Construction

| | | |
|------------------------------|--------------------|-----------|
| Total Estimated Costs | \$1,000,000 | #7 |
|------------------------------|--------------------|-----------|

Naknek Emergency By-Pass Link an alternate road for emergency access to the Bristol Bay Borough School, Elders Home, and Health Clinic (STIP)

| | |
|----------------------------|-------------------------|
| <u>\$ Available</u> | <u>\$ Needed</u> |
| \$0 | \$1,560,000 |

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 Association, 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 ammonia 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 ammonia compounds used in chilling units. 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 the health clinic to receive aid.

This project is ranked eighth most important due to the concern for public health and safety.

Naknek Emergency By-Pass Link Property Acquisition, Design and Construction

| | | |
|------------------------------|--------------------|-----------|
| Total Estimated Costs | \$1,560,000 | #8 |
|------------------------------|--------------------|-----------|

South Naknek Smelt Hill Access Road (STIP Needs List).

| | |
|----------------------------|-------------------------|
| <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 available pit 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 basically 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 access to the local airport. Access to the local airport includes air transportation for South Naknek’ children attending school in Naknek.

This project is ranked tenth in importance as a local source of gravel is essential for maintaining public roads as well as for making economic development investments feasible in the area.

South Naknek Smelt Hill Access Road Design and Construction

Total Estimated Costs: \$5,000,000 #10

Pederson Point Road Extension and upgrade

| | |
|----------------------------|-------------------------|
| <u>\$ Available</u> | <u>\$ Needed</u> |
| \$0 | \$1,600,000 |

Road realignments and improvements to design and road bed conditions. The road begins at Second Ave. and travels West to the beach that is used to travel to Pederson Point. Many local residents commercial fish in this area and travel this route day and night during the fishing season. It is currently unsafe and needs surfacing improvements. The road location and alignment may need to be changed to accommodate future improvements at the Borough Sewer Lagoon Facility/ Naknek.

Pederson Point Road Extension and Upgrade - Design and Construction

Total Estimated Costs \$1,600,000 #11

Naknek Sewer Extension Phase III A, Donna G to Wolverine Drive (Naknek River Sub.)

| | |
|----------------------------|-------------------------|
| <u>\$ Available</u> | <u>\$ Needed</u> |
| \$0 | \$8,230,000 |

This project will provide sewer services from the current end of service at Donna G Subdivision to the east, along the AK Pen. Highway, encompassing the Borough owned, Naknek River Subdivision, where many homes are located and the Borough continues to sell lots for development. The sewer line would be available to other properties along the route. This cost estimate is based on \$1,000,000 per mile.

Naknek Sewer Extension Phase III A

| | | |
|------------------------------|--------------------|------------|
| Total Estimated Costs | \$8,230,000 | #12 |
|------------------------------|--------------------|------------|

Industrial Park

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

The proposal is to develop an area for independent fishermen to lease lots or buy lots to freeze and process their fish. It would also serve as an area to be used by any business needing the close access to the port. This would allow for diversification of the local economy, and open up more land for development.

Industrial Park

| | | |
|-----------------------------|--------------------|------------|
| Total Estimated Cost | \$1,000,000 | #13 |
|-----------------------------|--------------------|------------|

Small Boat Facility

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

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 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. This facility could be contract operated or operated by the Borough.

Small Boat Facility Property Acquisition, Design and Construction

| | | |
|-------------------------------|--------------------|------------|
| Total Estimated Costs: | \$6,000,000 | #14 |
|-------------------------------|--------------------|------------|

South Naknek Dock Improvements with Improved Road Access

| <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, as is the boat ramp, dock surface, ladders and road/ trail access to the dock and beach areas.

South Naknek Dock Improvements- Construction

Total Estimated Costs: \$6,000,000 #15

Beach Access Road to Commercial Fishing Grounds in South Naknek

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

The access route to the commercial fishing grounds in South Naknek currently travels from a Borough maintained road to a newly constructed road that terminates at the location of the old Diamond M cannery. 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.

Beach Access Road to Commercial Fishing Grounds SNN- Construction and Maintenance

Total Estimated Costs: \$1,000,000 #16

King Salmon Road Improvements

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

General construction and maintenance needs for the roadways in King Salmon.

KS Road Improvements- Construction and Maintenance

Total Estimated Costs: \$1,000,000 #17

Naknek Road Improvements

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

General construction and maintenance needs for the roadways in Naknek.

Naknek Road Improvements- Construction and Maintenance

Total Estimated Costs: \$1,000,000 #18

Public Safety Building Fire Department

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

The Fire Department building in Naknek is currently undersized for the response demands of our growing community. The department needs to purchase and modernize the fire response equipment but does not have the space to house the additional equipment that is needed. The current building has a very small administrative space and no rooms for training and volunteer meetings. The King Salmon Squad would operate out of building #300 on the KSAFB when retrofitted, but the need listed here is for the Naknek Response Squad and the office of the Fire Chief.

Public Safety Building Fire Department-Naknek- Design and Construction

Total Estimated Costs: \$5,000,000 #19

CATEGORY “B” Priorites

Category B contains the highest priority Capitol Improvement Projects that are of lower cost category but the assistance of legislative funds will assist the citizens of the Bristol Bay Borough.

Ice Machine – delivery system for the Port of Bristol Bay \$300,000

Purchase an ice machine and delivery system to provide ice to the commercial fishing fleet. Urgently needed to support quality in Bristol Bay seafood products.

Sand Storage Building \$250,000

A sand storage building in King Salmon would reduce fuel costs for Borough sanding operations that provide safe travel in winter road conditions. The Borough currently has only one sand storage in Naknek.

Energy Conservation upgrades for all Borough Facility Buildings

Provide insulation, lighting improvements to LED bulbs, heating and other energy conservation upgrades as required per building.

Public Works Buildings \$500,000

Municipal Offices \$250,000

Port Offices \$250,000

Fire Halls (2) \$500,000

Police Department \$500,000

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