

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Kenai****Federal Tax ID: 92-6001599****Project Title:****Project Type: Remodel, Reconstruction and Upgrades**

Kenai - City Streets Paving Improvements

State Funding Requested: \$1,000,000**House District: 33 / Q**

One-Time Need

Brief Project Description:

Improve existing City gravel surfaced roadways to paved standards. Improve air-quality standards & protect surrounding habitat.

Funding Plan:

Total Project Cost:	\$2,000,000
Funding Already Secured:	(\$1,000,000)
FY2012 State Funding Request:	<u>(\$1,000,000)</u>
Project Deficit:	\$0

Funding Details:

The City of Kenai has an ongoing program to pave existing gravel standard roadways through an Local Improvement District (LID) process in which 50% of the cost of the improvements are paid by benefitting property owners through assessments.

Detailed Project Description and Justification:

The City of Kenai owns and maintains over 64 miles of municipal roadways. Over 15 miles of these roadways are constructed only to improved gravel standards. Over the past four years the City has undertaken projects to improve approximately four miles of gravel roadways to a paved standard affecting over 300 properties. These projects include pavement, drainage, safety, and signage improvements.

Funding for these projects have been accomplished through local improvement districts (LID's), where the City, using City/State funding has funded 100% of the up-front costs of the improvements with assessments being levied upon properties in the LID for 50% of the project costs, resulting in shared 50/50 projects.

The city desires to continue this program of LID improvements, the benefits include but are not limited to:

1. Improving air quality
2. Improving the quality of storm water run-off
3. Decreasing maintenance costs
4. Improving safety
5. Increasing property values
6. Creation of local employment

Based on historical data, and contingent upon the condition of specific existing gravel roadways, \$1 million of funding will improve one mile to two miles of roadways to paved standards.

Project Timeline:

Design would be accomplished through the fall winter of 2011-2012 and projects bid and constructed during 2012-2013.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Kenai

Grant Recipient Contact Information:

Name: Rick Koch
Title: Kenai City Manager
Address: 210 Fidalgo Avenue
Kenai, Alaska 99611
Phone Number: 283-8222
Email: rkoch@ci.kenai.ak.us

Has this project been through a public review process at the local level and is it a community priority? Yes No



"Village with a Past, City with a Future"

210 Fidalgo Avenue, Kenai, Alaska 99611-7794
Telephone: 907-283-7535 / Fax: 907-283-3014
www.ci.kenai.ak.us

Paving Improvements to City Streets

The City of Kenai owns and maintains over 64 miles of municipal roadways. Over 15 miles of these roadways are constructed only to improved gravel standards. Over the past three years the City has undertaken projects to improve approximately three miles of gravel roadways to a paved standard affecting over 300 properties. These projects include pavement, drainage, safety, and signage improvements.

Funding for these projects have been accomplished through local improvement districts (LID's), where the City, using City/State funding has funded 100% of the up-front costs of the improvements with assessments being levied upon properties in the LID for 50% of the project costs, resulting in shared 50/50 projects.

The city desires to continue this program of LID improvements, the benefits include but are not limited to:

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5. Increasing property values
6. Creation of local employment

Based on historical data, and contingent upon the condition of specific existing gravel roadways, \$1 million of funding will improve one mile to two miles of roadways to paved standards.

Roadway Designation	Beginning (Street)	Ending (Street)	Year	Length (LF)	Width (LF)	Roadway Classification	Roadway Material	Roadway Surface Condition	Crack Seal (Y/N)	Curb & Gutter (Y/N)	Type Curb & Gutter (Y/N)	Sidewalk (Y/N)	Type Sidewalk	Sidewalk Condition (Y/N)	U/G Storm Drain System (Y/N)	Ditch Storm Drain System (Y/N)	Storm Drain System Condition (Y/N)	Catch Basins (Y/N)	Catch Basins Conditions	Comment
ALENE WY (Winter)				900	22	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	FAIR	N	N/A	Needs building footspots, discontrolling
AMES RD (North)			1987	1,241	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Needs grading, has dust control
ASPEN ST			< 1979	215	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	GOOD	N	N/A	Eqg. Maintenance required
BAYVIEW ST	Colwell	Lawton	< 1979	500	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	FAIR	N	N/A	Bladed & Dust control
BALEEN AVE			< 1979	2,482	34	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Needs blading, has dust control
BARBARA DR			< 1979	1,733	24	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Needs blading, has dust control
BLARNEY CT			1985	150	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	GOOD	N	N/A	w/eed wacked; ditches 2009
BOAT LAUNCH RD			< 1979	2,640	30	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	
BOWPICKER LN			< 1979	883	34	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	
BOWPICKER LN	Old Cannery Rd.	Seat Catch	< 1979	2,640	34	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Flat; no ditches
BRANNIGAN CI			1985	170	24	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Low spots, needs build up
BUMBLEBEE AVE			1986	715	26	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	FAIR	N	N/A	Needs crown, had dust control
CHINOOK CT			1995	425	25	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	FAIR	N	N/A	Bladed & Dust control
CHSIK ST			< 1979	1,610	26	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Bladed & Dust control
CHINGERELLA ST			1986	1,363	26	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	w/eed wacked; ditches 2009
CINDY CI			1985	175	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	FAIR	N	N/A	32' Roadside ft.-base.
CLIPPER CI			< 1979	250	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Needs grading, dust controlled
COMBE AVE			1989	727	26	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	Y	GOOD	basin needs brushing annually
COLONIAL DR			< 1979	1,028	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Culverts w/ Slump	Y	GOOD	Y	GOOD	needs regular maintenance
COLONIAL DR	East	East	1984	418	24	3	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	Y	GOOD	
COOK	West	Marin	1987	1,082	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Flat, low lying
CORAL ST			1989	1,210	26	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	Y	GOOD	basin needs brushing annually
COTTAGE CI (behind)			2001	183	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	FAIR	N	N/A	needs regular maintenance
DAVIDSON ST			< 1979	721	21	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Ditch system.
DEWAR ST			< 1979	1,280	12	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	2009 New ditches.
DOGWOOD RD - NORTH			1983	2,886	30	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Bladed & Dust control
DOLLY VARDEN ST			< 1979	580	20	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Culverts w/ Slump	Y	GOOD	N	N/A	Bladed & Dust control
DORENOA CT			1995	150	22	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	POOR	N	N/A	w/eed wacked; ditches 2009
FIFTH AVE			< 1979	442	20	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	POOR	N	N/A	On ROW Needs improvement
FOX AVE			1986	590	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	No Drainage
FRIBUSH LN (Winter)	Lawton	to North	1986	582	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	FAIR	N	N/A	w/eed wacked; ditches 2009
HUTTO ST			1986	755	22	3	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	N	GOOD	N	N/A	Not Maintained; plow in winter
ILIANA RD (NOT IN SERVICE)			< 1979	233	23	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	GOOD	N	N/A	w/eed wacked 2009
JULIUSSEN ST			1987	621	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	FAIR	N	N/A	PLATTED; NOT IN SERVICE
KEWAI AVE			1999	2,880	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	GOOD	N	N/A	Low spots, needs grading.
KEMATZE CT			< 1979	722	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Gravel & sand
KIANA LN			1983	630	23	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Needs grading, dust controlled
KITTAWAKE CT	Deby	Linwood	< 1979	450	36	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	W/eed wacked 2009
KULLA PI			< 1979	551	22	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Ditched in 2009.
LANTERN CI			1985	210	22	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	w/eed wacked; ditches 2009
LINWOOD LN (North)	Skur	North	1985	967	30	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	w/eed wacked; ditches 2009
LUPINE DR - NORTH			1983	1,284	30	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	graded with dust control
MAGIC AVE			1986	2,600	26	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	w/eed wacked; ditches 2009
MINK			< 1979	266	22	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	FAIR	N	N/A	Bladed & Dust control
MISSION AVE (built closed)			Closed	240		4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	N	POOR	N	N/A	Not Maintained; plow in winter
MOCKINGBIRD LN (Winter)				305	21	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	POOR	N	N/A	Sand, no ditches, bladed & dust control
MUSKRAT WY (Winter)			< 1979	1,051	21	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	FAIR	N	N/A	High & low spots, needs
NIGHTHAWK LN				1,245	24	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	FAIR	N	N/A	blading, bladed, dust control
OBRIEN CT			1983	177	20	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	Slump	Y	Not Good	Y	GOOD	high out banks, catch basins
OLD CANNERY RD				1,340	30	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	maintained
PARKSIDE DRIVE				965	14	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	No Drainage	Y	GOOD	N	N/A	Ditches only.
PHILLIPS DR			1983	3,016	30	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Ditches only.
PRINCESS ST			1986	1,450	24	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Bladed & Dust control
RANCE CT			1982	480	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	Bladed & Dust control
RICHFIELD DR			1985	1,788	26	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	Only Culverts	Y	GOOD	N	N/A	w/eed wacked; ditches 2009
RIVERVIEW DR			1987	730	20	4	Gravel	2-POOR	N/A	N/A	N/A	N/A	N/A	N/A	Gravel Drain	Y	FAIR	N	N/A	graded with dust control

Roadway Designation	Beginning (Street)	Ending (Street)	Year	Length (LF)	Width (LF)	Roadway Classification	Roadway Surface Material	Roadway Surface Condition	Crack Seal (Y/N)	Curb & Gutter (Y/N)	Type Curb & Gutter	Curb & Gutter Condition	Sidewalk (Y/N)	Type Sidewalk	Sidewalk Condition	U/G Storm Drain System (Y/N)	Ditch Storm Drain System (Y/N)	Storm Drain System Condition (Y/N)	Catch Basins (Y/N)	Catch Basins Conditions	Comment
ROBIN DR			1986	630	30	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Very Hard, Dust Controlled
ROSS ST			1982	640	30	3	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Ditched in 2009.
ROY WY			1984	457	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Weed washed, ditches 2009
SALMON CT			< 1979	320	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	FAIR	N	N/A	Needs grading, dust controlled
SALMON RUN DR			< 1979	1,520	24	3	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	FAIR	N	N/A	Low traffic
SAND DOLLAR DR			< 1979	1,438	24	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	Y	GOOD	Bladed & Dust control
SANDPAPER LN			1986	537	30	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SCHOENER CI			< 1979	178	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SEA CATCH DR			< 1979	622	30	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SECOND AVE	Peaplane Forest	Spence East	1983	1,150	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SECOND AVE			1983	408	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SEINE ST			< 1979	400	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SEINE ST			< 1979	1,200	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SHANE CT			1982	480	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
SHILLEAN CI			< 1979	150	24	4	Gravel	4-Good	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Weed washed, ditches 2009
SHOTGUN DR			< 1979	880	26	4	Gravel	4-Good	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	FAIR	N	N/A	Bladed & Dust control
SPRUCE ST - NORTH	Spur	to North	1983	1,855	30	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	Y	GOOD	basin needs brushing annually needs regular maintenance
STANDARD DR			1985	1,860	26	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	graded with dust control
STEELHEAD CT (Winter)			1980	580	30	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Not Maintained, plow in winter
STRAWBERRY RD			1986	425	36	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Needs Blading, Dust controlled
SUNSET BLVD (Winter)				822	18	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	FAIR	N	N/A	Needs Blading, Dust controlled
SWALLOW DR			1979	621	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	POOR	N	N/A	Poor drainage, Needs backup & culverts, bladed & dust controlled
SWIRES RD EAST				500	30	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Weed washed, ditches 2009
THIRD AVE	Forest Drive	to East	1983	446	24	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	Y	GOOD	basin needs brushing annually needs regular maintenance
THIRD AVE	Peaplane	Spence	1983	1,153	30	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	Y	GOOD	basin needs brushing annually needs regular maintenance
THOMPSON PL			1985	722	27	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	FAIR	N	N/A	Needs grading, dust controlled
VIP DR	Lara	to North	< 1979	571	24	2	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	Y	GOOD	
WATERGATE WY	Ketch	to End	< 1979	200	24	3	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	
WATERGATE WY	Lara	to End	< 1979	360	24	2	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	
WILLOW ST - NORTH			1,483	26	2	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	graded with dust control
WINDHAMMER CI			< 1979	470	24	4	Gravel	4-GOOD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	Bladed & Dust control
WOLPE ST			1982	960	24	3	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	New ditches in 2009.
WORTHAM AVE			1982	2,250	30	3	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	New ditches in 2009.
WYATT WY (Winter)				624	4	4	Gravel	3-FAIR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y	GOOD	N	N/A	NO MAINTENANCE



Suggested by: Administration

CITY OF KENAI

RESOLUTION NO. 2010-57

A RESOLUTION OF THE COUNCIL OF THE CITY OF KENAI, ALASKA, ADOPTING THE CITY OF KENAI CAPITAL IMPROVEMENTS PLAN PRIORITY LIST FOR STATE AND FEDERAL FUNDING REQUESTS FOR THE FISCAL YEAR 2012.

WHEREAS, the Capital Improvements Plan (CIP) is a guide for capital expenditures; and,

WHEREAS, the City of Kenai CIP process has involved consideration of existing plans, programmatic needs and public input; and,

WHEREAS, the CIP compliments the legislative priorities, City Budget and Comprehensive Plan; and,

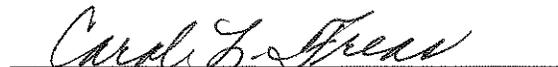
WHEREAS, the Kenai City Council held a public hearing on the Capital Improvements Program adoption on October 6, 2010.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, the City of Kenai Capital Improvements Plan Priority List for State and Federal Funding Requests for the Fiscal Year 2012, as provided in the attached Exhibit A, is adopted.

PASSED BY THE COUNCIL OF THE CITY OF KENAI, ALASKA, this sixth day of October, 2010.


PAT PORTER, MAYOR

ATTEST:


Carol L. Freas, City Clerk

CITY OF KENAI CAPITAL IMPROVEMENTS PROGRAM (CIP) PRIORITIES FOR STATE & FEDERAL FUNDING REQUESTS FOR FY 2012

PRIORITY NUMBER	PROJECT TITLE	DESCRIPTION	REQUIRED FUNDING	NOTES/COMMENTS
1	Kenai River Bluff Erosion/Stabilization	<p>Approximately one-mile of the bluff along the Kenai River is exhibiting substantial erosion. Several hundred feet of the original townsite have been lost over the last century. The U.S. Corp of Engineers estimates the rate of erosion to be 3 feet per year. Over the next 50 years, in excess of \$ 50 million (in 2006 dollars) of property and improvements will be lost, without the construction of stabilization improvements. The total cost estimate for the project is \$ 20 million. Approximately \$ 1.5 million has been spent to date on preliminary engineering & studies. Kenai voters approved a \$ 2 million bond sale at the October 2007 election. Recently the Kenai Peninsula Borough Assembly passed a resolution to provide the quarry rock for the project at no cost. The value of the rock is estimated at \$ 4.8 million. Total funding in-hand and in-kind is approximately \$ 10.2 million.</p>	<p>Additional \$ 2,000,000 from the State of Alaska, and \$ 17,000,000 from the Federal Government through the US Corps of Engineers</p>	<p>The bluff erosion project has been the City of Kenai's number one Federal and State funding priority for at least the previous three years. Administration is requesting funding from the Governor and area Legislators. To date, funding of approximately \$ 1.5 million has been appropriated by Alaska's congressional delegation, but the outlook for additional federal funding is not good. The citizens of Kenai approved a G.O. bond proposition in the amount of \$ 2,000,000 in 2007. Given the State of Alaska's present financial condition the opportunity to receive funding is as good as it has been in some years.</p>
2	New Water Transmission mains (Phase III)	<p>1. Replace approximately 3,200 lf of asbestos cement (AC) water main which is presently the sole connection from the City's water production facilities and the distribution grid. Any failure of the AC piping would constitute a catastrophic failure of the City of Kenai's municipal water supply utility. 2. Construction of 2,500 lf of new water main along Swires Road between the Kenai Spur Highway & Lawton Drive. This will provide a cross-connection between an existing water transmission main and the new water transmission main being constructed on Lawton Drive. These improvements will increase system reliance, and increase both operating pressures and flow volumes.</p>	<p>\$ 1,557,000.00</p>	<p>A grant application for this project has been submitted under the State of Alaska, Department of Environmental Conservation (ADEC) Municipal matching Grant Program (MMG). We have received the scoring and this project has scored well enough to probably be included in the Governor's FY 2012 capital budget. The City Council passed Resolution No. 2012-46 identifying this project as the number one ADEC MMG priority.</p>
3	Paving & Improvements to City Streets	<p>The City of Kenai maintains approximately 20 miles of gravel surfaced roadways within it's municipal boundaries. The cost of maintenance of gravel roadways is high, dust from gravel roadways is a health issue for the elderly & young.</p>	<p>\$ 1,000,000.00</p>	<p>Administration recommends that a project of this type be perpetually included in capital project requests to the State of Alaska.</p>

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4	Construct New City Light/Heavy Equipment Maintenance Shop	This project would construct a 20,000 sq maintenance shop to replace the existing shop. The existing shop is a collection of buildings and conexs that lacks the room to perform maintenance on the City's equipment fleet, and also lacks engineered ventilation systems as well as other improvements found in designed facilities.	\$ 3,500,000.00	Shop facilities to support operations and maintenance activities are always difficult projects to move forward. The present facility was never designed to facilitate the support maintenance activities which are being accomplished. There may be an opportunity for Federal participation, specifically FAA funding in an amount commensurate with Airport use of the facility.
5	Vehicle Storage Facility for Kenai Senior Center Vehicles	This project would construct a six-bay vehicle storage facility at the City maintenance yard. At present the vehicles are stored outside the center. During the winter this results in vehicles running to maintain heat for trips for the senior clients, and also results in increased mechanical difficulties.	\$ 400,000.00	
6	City Hall HVAC & Energy Conservation Improvements	The current system does not provide uniform heat in the winter and does not include air conditioning (cooling) in the summer. The present system also does not provide an adequate number of air changes to meet current code requirements. The copy room which contains the computer servers is consistently at a significantly elevated temperature. Improvements would include the removal/replacement of the exterior building panels, replacement/addition of insulation in the walls and roof, removal and replacement of the roof mounted air-handling system with a ground-level HVAC/air handling system, and replacement of the existing roof.	\$ 400,000.00	This project could also be a candidate for the DOE competitive grant program.
7	Capital Improvements to Support State Personal Use Fishery	This project would construct three Fish Cleaning/Waste Transfer & Enforcement/Data Collection Stations. The three stations would be located at the North Beach, South Beach, and City Boat Launch.	\$ 300,000.00	In a recent candidates forum Governor Parnell stated that his administration is willing to invest State resources to mitigate the impact of the personal use fishery on the City of Kenai and the Kenai Peninsula.

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8	City of Kenai Recreation Center - Energy Upgrades/Improvements	This project would replace the major components of the heating ventilation system, replace wall coverings, replace/increase insulation in exterior walls and ceiling, replace the existing roof, and construct a new entrance.	\$ 500,000.00	
9	City of Kenai Wastewater Treatment Plant Upgrades & Renovations	This project would construct improvements to the City of Kenai's WWTP which would increase volume, decrease operating expenses and increase the quality of the effluent.	\$ 1,800,000.00	This is the first phase of a three phase project to construct improvements to the WWTP ans identified in the WWTP Master Plan prepared by CH2MHill in 2003.
10	Bridge Access Road, Pedestrian Pathway	This project would construct a pedestrian pathway from the Kenai Spur Highway to Kalifornsky Beach Road along Bridge Access Road. This area is heavily traveled by pedestrians, sight seer's, bicyclists, etc. This project is approximately 2 miles long and would complete the 24 mile Unity Trail that connects Kenai and Soldotna, along both the Spur Highway and Kalifornsky Beach Road.	\$ 2,000,000.00	I am not aware of any sources of funding that are available for this project, and several regulatory agencies (EPA, USDF&W) have expressed significant opposition to the project.

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OTHER PROJECTS WHICH WERE CONSIDERED

	Garages (5) for Vintage Pointe Congregate Housing	This project would construct a building five garages for rent to residents of Vintage Pointe. Each garage would be 15'x20', heated, with an electrically actuated O/H garage door and a 3'0" personnel door.	\$ 125,000.00	Demand for garages at Vintage Pointe is questionable. The Council on Aging discussed this issue at several meetings and the Administration met with them and presented the results of a resident poll. Following Administration's meeting with the Council on Aging the Administration met with the residents of Vintage Pointe and it appeared support for paying \$200 a month for a garage was even less than the previous poll results.
	Momsen Subdivision, First Street Reconstruction	This project would re-construct First Street from California Avenue to Florida Avenue. This roadway exhibits differential movement of the curb & gutter and asphalt. Further the asphalt has and is failing.	\$ 360,000.00	Administration believes this project would best be funded from a State/Federal appropriation(s) such as priority #3, above.
	Central Heights Roadways, Street Lighting System Reconstruction/Replacement & Construction of a Storm water System	1. Replace the existing street lighting system 2. Replace the existing asphalt surfaced roadways and install new base material as needed 3. Install curb & gutter and a piped storm water collection system 4. Construct sidewalks	\$ 1,360,000.00	The cost estimate for specific components of this project is included in the attached information. The most practical project is probably to replace the lighting and asphalt (est. cost \$332,000). A storm water system is challenging as the subdivision was not originally designed taking into account surface/piped drainage. Curb & gutter is very expensive and it's installation would mandate the construction of a storm water drainage system.
	New Fire Engine	This new fire engine would replace an existing 26 year old fire engine. Our 1982 fire engine is the oldest equipment presently in use at the Fire Department, and was one of the last years in which "open jump seat" fire engines were allowed by code. The old engine has reached the end of it's useful life and should be replaced.	\$ 500,000.00	

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	City of Kenai Indoor Turf Field Facility	This project would construct a 100'x200' indoor turf field, possibly as an addition to the existing Kenai Multi-Purpose Facility. The facility would be used by area schools, pre-schools, soccer and other organizations.	\$ 5,000,000.00	This project has been discussed by the parks & Recreation Commission and it is my understanding they wish to continue discussion on the subject. This project is certainly worthy of discussion but significant work needs to be accomplished to determine its feasibility.
	City of Kenai Campground for Tent/Vehicle	Project would construct a tent/vehicle campground located at the Kenai Sports Complex(?) located at Section 36	\$ 250,000.00	
	Lower Kenai River Drift Boat Pull-Out	Project would provide lower river access point for pull-out of drift boats only.	Unknown	ADNR is accomplishing a "Needs Assessment Study" scheduled to be finished in 2011. It's doubtful any funding would be available for this project in advance of the completion of the study, and that State/federal funding would be appropriated to a State Agency that would be responsible for the construction and operation of the facility.
	Kenai Spur Highway - Upgrade Five Intersections	This project is proposed to provide safety improvements to Beaver Loop, Thompson Park, Strawberry Road, Silver Salmon, and TBD to include turn lanes and lighting. Traffic accidents at these intersections usually involve at least one vehicle traveling at a high rate of speed, and are of significant severity.	\$ 3,000,000.00	This project has ranked high on the 2010-2013 STIP and funding is proposed in SFY 2011 for conceptual design, and ROW acquisition.
	Kenai Spur Highway - Upgrade to Five Lane configuration Between Soldotna and Kenai	Conflicting traffic patterns (through traffic vs business/residential traffic) and increased traffic counts have increased the number and severity of accidents between Kenai & Soldotna. Planned commercial developments will significantly increase traffic in the near future	\$ 30,000,000.00	This project has not ranked high on the 2010-2013 STIP. A predecessor project, the improvement of five intersections of this roadway has ranked well on the STIP and funding for conceptual study & ROW acquisition is proposed to begin in SFY 2011. The full five-lane project will not be considered for funding until the intersection project is through design, or possibly during construction.
	New Soccer Fields Irrigation	Project would design and install irrigation system for four soccer fields	\$ 250,000.00	



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MEMO:

M
TO: City Council

FROM: Rick Koch

DATE: September 30, 2010

SUBJECT: Resolution No. 2010-57, State & Federal Capital Funding Requests
for SFY12 & FFY 13

The purpose of this correspondence is to recommend Council approval of the above referenced resolution.

Council met in a work session on September 28, 2010 to review Administration's recommendations and to establish a priority listing for State & Federal capital funding request. The attached list and supporting information reflect the direction of Council.

Thank you for your attention in this matter.





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Kenai River Bluff Erosion/Stabilization

The U.S. Army Corp of Engineers (COE) has determined that a project to halt the ongoing erosion is feasible. To date the COE has accomplished design to an 80% level, and over fifty-percent of the required NEPA documentation has been accomplished.

This important project can only be undertaken with the assistance of the State and Federal Governments. The congressional delegation has been able to appropriate approximately \$ 1.5 million over the preceding four years to forward the project through project scoping, planning, preliminary design and NEPA documentation, and another \$2 million is presently included in a Senate appropriations bill..

The latest project cost estimate accomplished by the U.S. Corp of Engineers for this project is approximately \$ 29 million.

A commitment to the project was made by the Kenai Peninsula Borough. The Borough Assembly adopted a resolution (attached) to provide Armor Rock, B-Rock, and Filter Rock for the project at no cost. The value of the Kenai Peninsula Borough commitment is approximately \$ 4,800,000.

The construction of this project will result in substantial investment and the creation of new and expanded businesses located on the bluffs above the mouth of the Kenai River.



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New Water Transmission Mains (Phase III)

This project will replace approximately 3,200 lf of an asbestos cement piped water main, which is presently the sole connection from our water production facilities. The piping is approximately 40 years old and failures have become more frequent. Any failure of this transmission main is catastrophic to supplying water to the distribution grid.

This project will also construct approximately 2,500 lf of new distribution grid to create a connection with the transmission mains located in Lawton Drive and the Kenai Spur Highway.



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Paving Improvements to City Streets

The City of Kenai owns and maintains over 64 miles of municipal roadways. Over 15 miles of these roadways are constructed only to improved gravel standards. Over the past three years the City has undertaken projects to improve approximately three miles of gravel roadways to a paved standard affecting over 300 properties. These projects include pavement, drainage, safety, and signage improvements.

Funding for these projects have been accomplished through local improvement districts (LID's), where the City, using City/State funding has funded 100% of the up-front costs of the improvements with assessments being levied upon properties in the LID for 50% of the project costs, resulting in shared 50/50 projects.

The city desires to continue this program of LID improvements, the benefits include but are not limited to:

1. Improving air quality
2. Improving the quality of storm water run-off
3. Decreasing maintenance costs
4. Improving safety
5. Increasing property values
6. Creation of local employment

Based on historical data, and contingent upon the condition of specific existing gravel roadways, \$1 million of funding will improve one mile to two miles of roadways to paved standards.



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Construct New City Light/Heavy Equipment Maintenance Shop

The City of Kenai's Equipment Maintenance Shop provides services to the Public Works, Streets, Parks & Recreation, Fire, Police, and Senior Center Departments. It maintains over 400 pieces of City equipment.

The existing shop is over 30 years old, undersized, and not conducive to an efficient maintenance program. The size of the existing shop does not allow for the storage of equipment which is being worked and waiting for parts, resulting in the equipment being towed outside to make room for other maintenance work. Several pieces of equipment are too large for the existing shop, which is really only several connected large garages. When large equipment requires maintenance the work must be conducted outside. There is not a comprehensive ventilation system, nor is there separation between the welding area and the remainder of the shop. We use an adequate system of individual ventilators, but it is not an effective system. The parts room is a conex which has been connected to the shop. Bathroom/wash facilities are minimal, and the shop does not have a shower, other than in an emergency station.

The cost estimate for a new shop is as follows:

Sitework	\$ 100,000
Building Construction 150'x100'=15,000 s.f.	2,250,000
Fixtures & Equipment	500,000
Design, Administration & Contingency	<u>650,000</u>
Total	\$ 3,500,000



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Kenai Senior Center Vehicle Storage

The City of Kenai owns and operates a Senior Center which provides a wide range of senior services including transportation and meal delivery. At present the Senior Center operates one fifteen-passenger bus, one ADA equipped van, two eight-passenger transportation vans, and two meal transport mini-vans. The amount of time it takes to adequately warm-up the vans during the winter months impacts the time available for senior transportation (especially in the larger vans) and meal delivery.

Maintenance and operations costs are also increased by the vehicles being stored outside. This project would provide for the construction of an 8 bay facility to accommodate present and future needs.

The cost estimate for the project is as follows:

Site Development	\$ 50,000
Utilities	25,000
Building (25'x100'=2,500sf @ \$100/sf)	250,000
Engineering & Contingency	<u>75,000</u>
Total	\$400,000



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City Hall Heating Ventilation & Air Conditioning (HVAC) & Energy Conservation Improvements

The central administration building was constructed in 1980, when the cost of energy was a substantially lower percentage of overall building operation costs than it is today. The City had an energy audit of its buildings accomplished in 2007 which identified the City hall Building as having significant energy costs.

A cost estimate for the replacement of the HVAC System and Energy Conservation Improvements is as follows:

Demolition	\$ 40,000
Installation of new boilers (2 @ \$20,000)	40,000
Installation of new control system	50,000
Installation of new ventilation/air conditioning system	70,000
Installation of new insulated ducting system	20,000
Repair/Re-installation of Roof	40,000
Siding removal, insulation & siding replacement	90,000
Design & Admin	<u>50,000</u>
Total	\$400,000



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State Personal Use Fishery, Capital Improvements

The State of Alaska Personal Use Fishery is both a positive and a negative for the City of Kenai. We welcome our Alaskan neighbors to take part in this fishery, however the activity has grown to such a level that the existing resources which the City provides are not adequate to respond to the crowds.

There are a number of issues which need to be addressed, these include enforcement, data collection, and State funding for capital projects to assist the City in providing a parking and camping area for the up to 15,000 individuals which participate in the fishery on a daily basis.

Our residential subdivisions near the beach are being over-run with vehicles/campers as they simply do not have alternative places to park. On one day during the last year's season an estimated 15,000 people were participating in the fishery at the mouth of the Kenai River, and 10,000 participants is commonplace.

One specific issue is the amount of fish waste that is deposited on tidelands owned by the City. When participants clean fish the fish waste is often thrown into the river/ocean where it ends up being washed up to the tideline. The City attempts to remove the decomposing fish wastes each evening by utilizing a tractor with a rake to transport fish wastes.

The City recommends that fish cleaning stations be constructed in three locations, (North Beach, Boat Launch and South Beach) and that disposal of fish waste from the personal use fishery into the Kenai River be prohibited by regulation.

Estimated costs for the construction of three fish cleaning stations, is as follows:

Water Systems	\$100,000
Site Preparation	30,000
Wastewater Disposal Systems	60,000
Cleaning Facilities & Appurtenances	75,000
Design, Administration & Contingency	<u>35,000</u>
Total	\$300,000

The fish cleaning stations could also be used as data collection, and enforcement stations for ADF&G and AST Brownshirts.



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City of Kenai Recreation Center Energy Conservation Upgrades

The City of Kenai Recreation Center was constructed in 1982 when the cost of energy was a significantly less costly component of overall building operation. This project will replace the existing heating system, replace lighting systems, replace building control systems, and increase insulation in selected areas of the building.

Estimated Costs are as follows:

Demolition	\$ 40,000
Roof Insulation & EPDM	80,000
Replace Boilers (2)	50,000
Replace Control, Systems	75,000
Replace Exterior Windows & Doors	25,000
Replace Lighting Fixtures & Controls	40,000
Replace HVAC System	100,000
Design, Administration & Contingency	<u>90,000</u>
Total	\$500,000



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City of Kenai Wastewater Treatment Plant Upgrade & Renovations

The City of Kenai's Wastewater Treatment Plant (WWTP) was constructed in 1982. It was sized to accommodate a population of 11,650 people and an average wastewater flow of 1.3 million gallons per day (mgd). The present population of Kenai is approximately 8,000 and average wastewater flow is 0.90 mgd, or 70% of the plant design capacity.

A Wastewater Facility Master Plan was completed in March 2004 by CH2MHill. The cost estimate for recommended improvements totaled \$ 5,198,000 (in 2004 dollars) and were identified as being accomplished in four phases. Estimated costs have been increased by 32% to account for construction inflation. These four phases were as follows:

<u>Phase</u>	<u>Description</u>	<u>Cost Estimate</u>
1	Activated Sludge System Improvements	\$ 3,040,000
2	Suction/Jetter (Vactor) Truck*	-0-
3	Pretreatment Process Improvements	1,450,000
4	Aerobic Digester Solids Handling Systems	<u>1,850,000</u>
TOTAL		\$ 6,340,000

*Phase 2 shows a \$ -0- cost estimate as this equipment was already purchased by the City of Kenai in 2008.

This grant application encompasses improvements identified, in part, in Phase 1 of Capital Improvements Summary in the Master Plan, the installation of a second sludge belt press, and a 1,000 s.f. addition to the WWTP Control Building.

Below I will discuss each of the Phases identified in the Capital Improvements Summary, the second sludge belt press and how the City proposes to phase the WWTP Upgrades.

City of Kenai Wastewater Treatment Plant Upgrades – Phase I

Sludge Belt Press - \$ 485,804

The existing sludge belt press is 25 years old, and while not functionally obsolescent, it requires major maintenance/upgrades in the near future to maintain system reliability and compatibility with control systems.

The installation of a second sludge belt press will provide system redundancy and allow for the existing sludge belt press to be taken out of service for an extended period (4-6 months) while major maintenance upgrades can be accomplished.

Activated Sludge System Improvements - \$ 880,000

1. Upgrade Fine Bubble Aeration - \$ 380,000
Upgrade Aerobic Digester Blower System - \$ 270,000

The blowers currently provide three to four times the necessary oxygen concentration to the aeration basins and there is no way to efficiently control this with the existing equipment. The installation of one small blower with a variable speed motor, the installation of variable speed motors on the existing blowers, the installation of a new control system, and replacing the coarse bubble diffusers with fine bubble diffusers will result in improved treatment and a significant drop in power consumption.

2. Upgrade Waste Activated Sludge (WAS) System - \$ 200,000
Upgrade Return Activated Sludge (RAS) System - \$ 30,000

The activated sludge treatment process works best when a steady low flow of sludge is returned to the aeration basin (RAS). The pumps currently in use return too much sludge in too short a time to the aeration basin resulting in system failures, increased maintenance and increased energy consumption.

The WAS pumps currently in service are a progressive cavity type that requires frequent service. Replacement with a simple centrifugal pump system would lower maintenance costs and improve treatment efficiency by allowing a steady flow of sludge to the aerobic digestion tank rather than large intermittent flows.

The upgrades to the RAS & WAS Systems, and the upgrades to the aeration system will significantly improve the performance of the WWTP in terms of decreasing the costs of aeration, improving the settleability of the sludge, and minimizing/eliminating permit non-compliance incidents.

WWTP Control Building Expansion (+/- 1,000 s.f.) - \$ 301,950

The addition of a second sludge belt press will require the re-location of the WWTP laboratory. There is not sufficient space anywhere within the existing building to accommodate laboratory

operations. The construction of a 1,000 s.f. addition to the WWTP Control Building will provide the room necessary for a fully functioning laboratory sufficient to support the operations of the WWTP.

FUTURE PHASES OF THE CITY OF KENAI WWTP UPGRADES NOT SUBMITTED UNDER THIS ADEC MUNICIPAL MATCHING GRANT APPLICATION AT THIS TIME

City of Kenai Wastewater Treatment Plant Upgrades – Phase II

Filament Control System Improvements - \$ 2,100,000

The City of Kenai's WWTP periodically encounters problems with a floating sludge blanket. This is caused by the predominance of filamentous organisms in the activated sludge. The aeration basins will be modified to a plug flow regime and provide an anoxic zone in the first third of each aeration basin. This will improve activated sludge settling by minimizing filamentous organisms in the activated sludge. As a result the City will no longer need to operate both secondary clarifiers. This will reduce energy consumption and provide redundancy in the system.

City of Kenai Wastewater Treatment Plant Upgrades – Phase III

Pretreatment Process Improvements - \$ 1,455,000

1. New Pump House - \$ 435,000

The existing pump house is undersized and is nearing the end of its useful life. The addition of sophisticated control systems and other improvements requires additional space in order to maintain system integrity and reliability.

2. Influent Manhole Modifications - \$ 60,000

Grease accumulates in the existing influent manhole. At times this grease layer will be as much as five-feet thick. Presently the vactor truck is used to remove grease from the influent manhole and transport to the WWTP. This modification would provide a system to pump the grease from the influent manhole to the aerobic digester for treatment.

3. Grit Removal Cyclone - \$ 120,000

This would provide for grit removal in the pretreatment process. The system currently includes two rotary screens, a by-pass screen, and screenings conveyor. They are not used because they are quickly overloaded by the material entering the plant during peak flows. This improvement would allow provide for washing, and compacting the collected screenings as is required.

4. Bar Screens/Grinder Station - \$ 840,000

There are several areas in the wastewater collection system in which pretreatment of wastewater through screening and grinding would be beneficial. Wildwood Prison and future services comprised of fish processing plants. This will require further engineering review prior to a specific scope of work being identified.

City of Kenai Wastewater Treatment Plant Upgrades – Phase IV

Aerobic Digester Solids Handling - \$ 1,840,000

These improvements include, mechanical improvements for the aerobic digester, an upgraded solids handling system, and re-coating the aerobic digester. Obtaining a sufficiently high concentration of solids is difficult. A higher concentration of solids will mean lower influent flow and longer residence time within the digestion tank. Twelve to eighteen days residence is typically required for adequate digestion of sludge when there is no primary settling in the WWTP process. Presently there is only eight days digester residence time.

To increase the solids concentration entering the sludge digestion tank, a gravity belt thickener will be installed. This will increase the capacity of the existing aerobic digestion tank to meet the projected waste loads for at least the next twenty years, and minimize/eliminate permit non-compliance incidents.

Re-coating of the 423,000 gallon aerobic digestion tank may move up to a higher priority based on inspections that will be accomplished this year. The purpose of the tank is to hold waste sludge, and through aeration inactivate any harmful microorganisms. The City of Kenai's WWTP does not have a redundant component for this process. Since the tank's construction in 1982 it has not been re-coated. If this aerobic digester tank were out of service for any extended period, the WWTP process would be severely impacted.



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Bridge Access Road Pedestrian Pathway

The Kenai-Soldotna Unity Trail is designed to make an approximate 20 mile loop from Kenai to Soldotna on the Kenai Spur Highway. Then through Soldotna along the Sterling Highway to Kalifornsky Beach Road, then along Kalifornsky Beach Road to Bridge Access Road, then along Bridge Access Road to its intersection with Kenai Spur Highway, the beginning of the trail.

The trail is fully constructed with the exception of the approximately 3 mile long section along Bridge Access Road.

The cost estimate to construct the pedestrian pathway is as follows:

Paved Pedestrian Pathway (8' wide) 16,000 l.f.	\$1,600,000
Design, Administration & Contingency	<u>400,000</u>
Total	\$2,000,000