UNALASKA CITY COUNCIL
Unalaska, Alaska

Regular Meeting
Tuesday, July 10, 2018
6:00 p.m.

AGENDA

Unalaska City Hall
Council Chambers
43 Raven Way

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1. Call to order
2. Roll call
3. Pledge of allegiance
4. Recognition of visitors
5. Adoption of agenda
6. Awards / Presentations: GFOA Certificate of Achievement for Excellence in Financial Reporting
7. Approve minutes of previous meeting, June 26, 2018
8. Reports
    a. City Manager
    b. Financials (none)
    c. Board / Commission Minutes (none)
9. Community Input / Announcements
10. Public testimony on agenda items
11. Legislative: Oath of Office for Police Officer Liviu Balaceanu
12. Public hearings (none)
13. Work session
    a. Discussion: Ordinance banning distribution of plastic shopping bags
    b. Discussion: Funding request from the SE Alaska Regional Development Organization for the Alaska Marine Highway System Reform Project
    c. Discussion: Sponsorship Request from Institute of the North for the Arctic Council's "Conservation of Arctic Flora and Fauna" working group meeting to be held in Unalaska September 5-7, 2018
14. Consent agenda
15. Regular agenda
    a. Unfinished Business
    b. New Business
        i. Resolution 2018-44: A Resolution of the Unalaska City Council renewing the City's policy on participation in funding electric primary and secondary utility line extensions for Fiscal Year 2019
        ii. Resolution 2018-45: A Resolution of the Unalaska City Council renewing the City's policy on participation in funding water and sewer utility extension costs for primary and secondary line extensions for Fiscal Year 2019
        iii. Ordinance 2018-08: Creating Budget Amendment #1 to the Fiscal Year 2019 Budget, increasing General Fund transfers to fund FY19 capital project expenditures for the Captains Bay Road Project, and recognizing transfers in and increasing expenditures in the project fund
        iv. Resolution 2018-48: A Resolution of the Unalaska City Council authorizing the City Manager to enter into an agreement with HDL Engineering Consultants, LLC to perform Phase 1A Task 1 and 20% of Phase 1A Tasks 2, 3 and 5 Design for the Captains Bay Road and Utilities Improvements Project in the amount of $195,868
        v. Resolution 2018-49: A Resolution of the Unalaska City Council authorizing the City Manager to enter into an Agreement with Northern Alaska Contractors, LLC for the construction of Sewer Lift Stations 2 & 5 Discharge Pipe Project for $338,000
        vi. Council Sponsorship: Funding request from the SE Alaska Regional Development Organization for the Alaska Marine Highway System Reform Project
        vii. Council Sponsorship: Sponsorship Request from Institute of the North for the Arctic Council's "Conservation of Arctic Flora and Fauna" working group meeting to be held in Unalaska September 5-7, 2018
        viii. Travel Approval: Mayor and/or Council Members to attend the Summer Legislative Conference of the Alaska Municipal League and a meeting of the Alaska Conference of Mayors, August 22-23, 2018, hosted by the Denali Borough
16. Council Directives to City Manager
17. Community Input / Announcements
18. Adjournment

GOVERNMENT FINANCE OFFICERS ASSOCIATION

NEWS RELEASE

FOR IMMEDIATE RELEASE

06/26/2018

For more information contact:
Michele Mark Levine, Director/TSC
Phone: (312) 977-9700
Fax: (312) 977-4806
E-mail: mlevine@gfoa.org

(Chicago, Illinois)--The Certificate of Achievement for Excellence in Financial Reporting has been awarded to **City of Unalaska** by Government Finance Officers Association of the United States and Canada (GFOA) for its comprehensive annual financial report (CAFR). The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

An Award of Financial Reporting Achievement has been awarded to the individual(s) or department designated by the government as primarily responsible for preparing the award-winning CAFR.

The CAFR has been judged by an impartial panel to meet the high standards of the program, which includes demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story and motivate potential users and user groups to read the CAFR.

Government Finance Officers Association is a major professional association servicing the needs of nearly 19,000 appointed and elected local, state, and provincial-level government officials and other finance practitioners. It provides top quality publications, training programs, services, and products designed to enhance the skills and performance of those responsible for government finance policy and management. The association is headquartered in Chicago, Illinois, with offices in Washington, D.C.

Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 *fax:* 312.977.4806

June 26, 2018

The Honorable Frank Kelty
Mayor
City of Unalaska
PO Box 610
Unalaska, AK 99685-0610

Dear Mayor Kelty:

We are pleased to notify you that your comprehensive annual financial report (CAFR) for the fiscal year ended 2017 qualifies for GFOA's Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

When a Certificate of Achievement is awarded to a government, an Award of Financial Reporting Achievement (AFRA) is also presented to the individual(s) or department designated by the government as primarily responsible for its having earned the Certificate. This award has been sent to the submitter as designated on the application.

We hope that you will arrange for a formal presentation of the Certificate and Award of Financial Reporting Achievement, and that appropriate publicity will be given to this notable achievement. A sample news release is enclosed to assist with this effort.

We hope that your example will encourage other government officials in their efforts to achieve and maintain an appropriate standard of excellence in financial reporting.

Sincerely,

Michele Mark Levine

Michele Mark Levine
Director, Technical Services Center

UNALASKA CITY COUNCIL

Unalaska, Alaska

Regular Meeting
Tuesday, June 26, 2018
6:00 p.m.

MINUTES

Unalaska City Hall
Council Chambers
43 Raven Way

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1. Call to order. The regular meeting of the Unalaska City Council came to order at 6:00pm, on June 26, 2018, in the Unalaska City council chambers.

2. Roll call

   Present:
   Frank Kelty, Mayor
   Dennis Robinson, Vice Mayor
   Roger Rowland (Telephonic)
   James Fitch
   Alejandro Tungul (Telephonic)
   David Gregory
   Shari Coleman

   Absent:
   None

3. Pledge of Allegiance. Council Member Coleman led the Pledge of Allegiance

4. Recognition of visitors: Trish Johnson, BIA; Donna Kerrigan, BIA

5. Adoption of agenda. Robinson made a motion to adopt agenda; Gregory seconded. Motion passed by consensus.

6. Awards / Presentations:
   a. Peter Galaktionoff: 12 years of service with the City of Unalaska (February 6, 2006 – February 6, 2018)
   b. Gilbert Chavarria: 20 years of service with the City of Unalaska (June 11, 1998 – June 11, 2018)
   c. Brian Rankin: 20 years of service with the City of Unalaska (July 20, 1998 – July 20,2018)
   d. John Warden: 10 years of service with the City of Unalaska (May 9, 2008 – May 9, 2018)
   e. Marilou Bautista: 10 years of service with the City of Unalaska (June 9, 2008 – June 9, 2018)

7. Minutes of previous meeting, June 12, 2018, were in the packet.
   Robinson made a motion to approve June 12, 2018 meeting minutes; Gregory seconded.
   Motion passed by consensus.

8. Reports
   a. City Manager (report in the council packet)
   b. Financials (report in the council packet)
   c. Board / Commission Minutes (in the packet): Planning Commission and Platting Board; Historic Preservation Commission May 17, 2018

9. Community Input / Announcements
   - PCR: 4th of July Parade, Hot Dog eating contest, Ballyhoo Lions Duck Races (Tickets available), Tutiakoff Field - 4Th of July activities
   - Ports – Ferry Schedule

10. Public testimony on agenda items (none)

11. Legislative: Police Officer oath of office. Clerk administered Police Officer oath of office to Officer Richard Pechin

12. Public Hearing: An appeal of Planning Commission Resolution 2018-07, denying the request from Joel Collins for approval of a rear yard setback variance to three (3) feet and a side yard setback variance to three (3) feet, for a temporary hot tub gazebo structure located on lot 2A of 1995 and 1996 Broadway Right-of-way Acquisitions, Plat 97-7 at 226 West Broadway Avenue

    - Chairperson opened Public Hearing on appeal of Planning Commission Resolution 2018-07
    - Chairperson stated quorum present
    - Board Members affirmed:
        - Capable of rendering an unbiased decision in the matter set before them; and
        - No ex-parte communications in the matter set before them

    - Bil Homka, Planning Director, presented a brief overview of events leading to the denial of Planning Resolution 2018-07 and answered council questions
    - Joel Collins, Appellant, provided testimony in support of his appeal and answered council questions
    - Clerk read letters submitted by the public supporting the denial of Planning Resolution 2018-07
    - Donna Kerrigan provided testimony

13. Legislative: Deliberation by Council as quasi-judicial board

    Summary:
    - Board Member Rowland:
        - (2) issues: a variance issue and a trespass issue
        - Supports Planning Commission ruling on Planning Resolution 2018-07
    - Board Member Robinson:
        - Deck can be moved to property setbacks
        - Does not intend to deal with encroachment issues
        - Supports Planning Commission ruling on Planning Resolution 2018-07
    - Board Member Fitch:
        - (2) issues: a zoning issue and a civil issue
        - Supports Planning Commission ruling on Planning Resolution 2018-07
    - Board Member Gregory:
        - Supports Planning Commission ruling on Planning Resolution 2018-07
        - Deck can be moved easily
        - Trespass issued to be dealt as a separate issue
    - Board Member Coleman:
        - Supports Planning Commission ruling on Resolution 2018-07
    - Board Member Tungul:
        - Supports Planning Commission ruling on Planning Resolution 2018-07
        - Trespass is a separate issue

    Robinson made a motion to uphold Planning Commission decision on Planning Resolution 2018-07, denying the request from Joel Collins for approval of a rear yard setback variance to three (3) feet and a side yard setback variance to three (3) feet, for a temporary hot tub gazebo structure located on lot 2A of 1995 and 1996 Broadway Right-of-way Acquisitions, Plat 97-7 at 226 West Broadway Avenue and a written decision to be prepared by City Attorney; Fitch seconded.

    Roll Call Vote: Gregory – yes; Fitch – yes; Coleman – yes; Rowland – yes; Robinson – yes; Tungul – yes. Motion passed 6-0.

Chairperson closed Public Hearing on Planning Commission Resolution 2018-07.

14. Public hearings. Mayor Kelty opened Public Hearing on Ordinance 2018-07.

    a. Ordinance 2018-07 (Second Reading): An Ordinance of the Unalaska City Council creating Budget Amendment #6 to the Fiscal Year 2018 Budget, recognize Grant Revenue of $42,360 in the Ports & Harbors Capital Projects Fund and increase Capital Project Expenditures in the Ports & Harbors UMC Fencing Project

Mayor Kelty, hearing no testimony, closed Public Hearing.

15. Work session

    a. Presentation: Keri Boyd and Cheri Johansen from APIA to promote the new APIA & EATs Intensive Outpatient Substance Abuse Treatment Program
    b. Resolution 2018-43: A Resolution of the Unalaska City Council denying a request for a waiver for failure to file a timely application for the Senior Citizen Sales Tax Refund for Theresa A. Warren

16. Consent agenda (none)

17. Regular agenda

    a. Unfinished Business
        i. Resolution 2018-43: A Resolution of the Unalaska City Council denying a request for a waiver for failure to file a timely application for the Senior Citizen Sales Tax Refund for Theresa A. Warren

           Robinson made a motion to adopt Resolution 2018-43; Gregory seconded.
           Fitch made a motion to postpone indefinitely; Gregory seconded.
           Roll Call Vote: Coleman – yes; Rowland – yes; Robinson – yes; Tungul – yes; Gregory – yes; Fitch – yes.
           Motion to postpone indefinitely passed 6-0.

        ii. Ordinance 2018-07 (Second Reading): An Ordinance of the Unalaska City Council creating Budget Amendment #6 to the Fiscal Year 2018 Budget, recognize Grant Revenue of $42,360 in the Ports & Harbors Capital Projects Fund and increase Capital Project Expenditures in the Ports & Harbors UMC Fencing Project

           Robinson made a motion to adopt Ordinance 2018-07; Fitch seconded.
           Coleman made a motion to amend Ordinance 2018-07 to delete $42,360 and insert $43,718.18; Robinson seconded.
           Motion passed by consensus.
           Roll Call Vote on main motion as amended: Gregory – yes; Fitch – yes; Coleman – yes; Rowland – yes; Robinson – yes; Tungul – yes.
           Motion passed 6-0.

    b. New Business (none)

18. Executive Session: To Discuss Litigation

7:42pm: Coleman made a motion to adjourn to Executive Session to discuss litigation, which discussed in public might negatively impact the interest of the City; Robinson seconded.

Motion passed by consensus.

8:09pm: Adjourned into Regular Session

Robinson made a motion to direct the City Manager to offer to pay Appraisal Company of Alaska $9000 in reimbursement in case 3UN-17-00006CI; Fitch seconded.

Roll Call Vote: Rowland – yes; Robinson – yes; Gregory – yes; Fitch – yes; Coleman – yes.
Motion passed 5-0.

19. Council Directives to City Manager (none)

20. Community Input / Announcements
    - Fireworks – July 3rd at 11:59 pm
    - Dan Winters ordained Permanent Deacon with Archdiocese of Anchorage and first deacon assigned to St. Christopher by the Sea.
    - Thomas Thomas, City Manager, commended staff for work on budget amendment.

21. Adjournment
    Robinson made a motion to adjourn; Fitch seconded.
    Motion passed by consensus.
    The meeting adjourned at 8:24pm.

_____
Marjie Veeder
City Clerk

rfw

TO: Mayor and Council

FROM: Thomas Thomas, City Manager

SUBJECT: City Manager's Report

DATE: July 10, 2018

Retirement and Benefits: The State of Alaska Department of Administration, Division of Retirement and Benefits recently notified the City we will receive a $290,600 credit for Defined Contribution Retirement (DCR) forfeitures against our FY2019 employer match contributions. DCR employer forfeiture funds are created when a non-vested or partially vested employee terminates employment from the Public Employees' Retirement System and refunds a portion or all their DCR account. The forfeited amount is determined by the years of service with all system participating employers that the employee has worked in the PERS system according to the vesting statutes.

4th of July Parade: Attended 4th of July Parade. We had a total of 19 groups/floats in the parade. The estimated attendance along the route was around 350+ community members. Before the Parade the Hotdog Eating Contest. There were 5 participants who ate a total of 39 hot dogs in a 10 minute contest. It ended in a tie between Christian Schmidt and Thomas Piecuch eating 10 hot dogs a piece. They had a 1 dog eat off with Thomas Piecuch taking the title.

Public Announcement from Department of Corrections: The Department of Corrections Commissioner Dean Williams is coming to Dutch Harbor/Akutan on July 16-18, 2018 to tour Unisea, Westward Seafoods and Trident Seafoods facilities and meet with their management teams. The purpose of this trip is to talk about our Transitional Work Opportunities (TWO) program. TWO allows inmates that are at the end of their sentence to secure a full-time job as part of their successful reentry into our communities. The TWO program began in 2012 by partnering with local canneries in Kenai and recently Cordova and has been highly successful. Our goal is to expand this program to fish processing facilities in Dutch Harbor and Akutan.

CITY OF UNALASKA
P.O. BOX 610
UNALASKA, ALASKA 99685-0610
(907) 581-1251 FAX (907) 581-1417

POLICE OFFICER'S OATH OF OFFICE

I ***DO*** SOLEMNLY SWEAR TO OBEY THE LAWFUL ORDERS OF MY SUPERIOR OFFICER, TO ABIDE BY THE LAW ENFORCEMENT PROFESSIONAL CODE OF ETHICS, TO SUPPORT AND DEFEND THE CONSTITUTION OF THE UNITED STATES AND THE STATE OF ALASKA; AND TO OBSERVE AND UPHOLD THE LAWS OF THE UNITED STATES, THE STATE OF ALASKA, AND THE CITY OF UNALASKA.

I ***ACCEPT*** AS A CONDITION OF CONTINUED EMPLOYMENT AS A POLICE OFFICER THE REQUIREMENT TO AT ALL TIMES ABIDE BY THE RULES AND REGULATIONS OF THE CITY OF UNALASKA AND THE UNALASKA DEPARTMENT OF PUBLIC SAFETY.

I ***AFFIRM*** MY ALLEGIANCE TO THE PEOPLE OF THE CITY OF UNALASKA WHO HAVE APPOINTED ME AS GUARDIAN OF THEIR LIVES AND PROPERTY.

I ***TAKE*** THIS OATH KNOWING FULL WELL THE RESPONSIBILITY OF MY OFFICE, AND I PROMISE TO ACT AT ALL TIMES WITH INTEGRITY, HONESTY, AND HONOR, AS A LAW ENFORCEMENT OFFICER, SO HELP ME GOD.

_____ _____

LIVIU BALACEANU DATE

ATTEST:

_____

CITY CLERK

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Erin Reinders, Assistant City Manager
Through: Thomas Thomas, City Manager
Date: July 10, 2018
Re: Ordinance 2018-09, an Ordinance of the Unalaska City Council amending Chapter 11.16 to Prohibit the Use of Disposable Plastic Shopping Bags

SUMMARY: City Council directed the City Manager to develop an ordinance banning the use of plastic grocery bags at the April 10, 2018 Council meeting. A draft ordinance has been developed and is being presented to Council for discussion purposes.

PREVIOUS COUNCIL ACTION: Members of the Unalaska Community Task Force to Ban Single-Use Plastics shared a presentation on single use plastics with City Council at the April 10, 2018 Council meeting. At the end of the meeting, the City Council directed the City Manager to move toward developing an ordinance banning the use of plastic grocery bags.

BACKGROUND: A community grassroots effort led to the creation of the Unalaska Community Task Force to Ban Single-Use Plastics. The group's initial focus is on reducing the use of single use plastic shopping bags in our community.

DISCUSSION: The City Manager and Assistant City Manager met with members of the Unalaska Community Task Force to Ban Single-Use Plastics following the Council meeting to discuss the issue in more detail.

The City Manager and Assistant City Manager then met with Safeway's store manager to discuss potential local implications of a plastic grocery bag ban. The conversation mainly focused on the increased need for storage and shipping space associated with paper bags if they were replaced plastic bags, bag for bag.

Staff had a follow up teleconference with Safeway's Director of Public and Government Affairs in Seattle, Sara Osborne. The discussion focused on what Safeway has done in other communities who banned the distribution of single use plastic grocery bags. The primary example was a reusable bag give away for a limited time to help with the transition away from the single use plastic grocery bags. Although City Staff requested follow up figures and program statistics from Safeway, no additional details have been provided to date.

Wishing to keep this issue moving forward, the City Manager proceeded to ask the City Attorney's office to develop an ordinance banning the use of plastic shopping grocery bags. The City Attorney's office then drafted an ordinance that amends Title 11 and 1 of City Code to prohibit sellers from distributing disposable plastic shopping bags. The draft ordinance also defines seller, buyer and disposable plastic shopping bags for future clarification. The draft ordinance defines a violation as a minor offense and sets the fine at $100 for each violation. As written, the ordinance would become effective on January 1, 2019. The draft ordinance is presented this evening for discussion purposes.

FINANCIAL IMPLICATIONS: Implementing this ordinance results in no significant financial impact to the City of Unalaska.

LEGAL: The City Attorney prepared the ordinance.

STAFF RECOMMENDATION: Staff has no recommendations at this point. The draft ordinance is presented this evening for discussion purposes only.

PROPOSED MOTION: No motion is required at this point. The draft ordinance is presented this evening for discussion purposes only.

CITY MANAGER'S COMMENTS: This draft ordinance is intended to begin the conversation regarding reducing disposable plastic waste. The City understands that banning disposable plastic shopping bags will be the first step in reducing disposable plastic waste in our community.

ATTACHMENT: Draft ordinance amending Chapter 11.16.

CITY OF UNALASKA
UNALASKA, ALASKA

ORDINANCE 2018-09

AN ORDINANCE OF THE UNALASKA CITY COUNCIL AMENDING CHAPTER 11.16 TO PROHIBIT THE USE OF DISPOSABLE PLASTIC SHOPPING BAGS

WHEREAS, disposable plastic shopping bags burden the City's solid waste disposal facility, sewer and natural drainage systems, and degrade the environment; and

WHEREAS, it is in the best interest of the City of Unalaska and its residents to reduce the use of disposable plastic shopping bags;

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF UNALASKA, as follows:

Section 1: **Form.** This is a Code ordinance.

Section 2: **Amendment of UCO §11.16.** Chapter 11.16 Litter; Sanitation Measures of the Unalaska Code of Ordinances is hereby amended by the addition of a new Section 11.16.040 to read as follows:

11.16.40 Disposable Plastic Shopping Bags.

(A) Sellers are prohibited from distributing disposable plastic shopping bags to buyers.

(B) As used in this section:

(1) "Buyer" means a person who is a purchaser of goods or services;

(2) "Disposable plastic shopping bag" means a bag made from plastic, including plastic marketed or labeled as "biodegradable" or "compostable", that is not suitable for repeated reuse if made of or containing plastic that is less than 4 millimeters thick, is unable to be cleaned and disinfected regularly, and is designed to carry buyer purchases from a seller's premises. "Disposable plastic shopping bag" does not include bags used by buyers inside stores to package bulk items such as fruit, vegetables, nuts, grains, candy, or small hardware items, such as washers and bolts; bags used to contain dampness or leaks from items such as frozen foods, meat or fish, flowers or potted plants; bags used to protect prepared foods or bakery goods; bags provided by pharmacists to contain prescription drugs; laundry or dry cleaning bags; bags sold for buyer's use off a seller's premises for such purposes as the collection and disposal of garbage, pet waste, or yard waste, or newspaper bags;

(3) "Seller" means every entity or person, whether acting as principal, agent, broker, or lessor, making sales at retail or rental of property to a consumer and who is required and responsible to collect and remit sales taxes levied by the City of Unalaska.

(C) Any person or entity violating this section is guilty of a minor offense and shall be subject to a penalty of $100 per violation.

Section 3: Amendment of UCO §1.24.040. Section 1.24.040 of the Unalaska Code of Ordinances is hereby amended to read as follows: [new language is underlined]:

Code Section	Offense Description	Fine Amount
11.16.040(A)	Unlawful distribution of plastic shopping bags	100

Section 4: Effective Date: This ordinance shall be effective as of January 1, 2019.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on the _____ day of _____ 2018.

_____
Frank Kelty
Mayor

ATTEST:

_____
Marjie Veeder
City Clerk

Memorandum

To: Unalaska City Council,

CC: City Manager Thomas, City Clerk Veeder,

From: Mayor Frank Kelty,

Date: July 6, 2018

Subject: Funding Sponsorship to the Alaska Marine Highway System Reform Project

I'm writing to you today in strong support of providing funding for this project in the Silver or Bronze categories ($1,500-$2,500) from Council Contingency. The Southeast Conference has taken the lead for many years in trying to improve Alaska Marine Highway System (AMHS) and is now working to help re-create the ferry system into and organization that can continue to provide vital transportation services to the many user groups on the system. In Unalaska we know firsthand the issues we have had to face for many years with poor service or the total lack of service. I believe it is in our best interest to provide some level of sponsorship to this organization.

(/annual)

Please use the following button to make your donation to the work being done by the Southeast Conference.

Donate

Membership (/membership)

Sponsorship (/become-sponsor)

Annual Meeting (/annual)

In this section

Southeast Economic Plan (/strategy)

Maritime Industry (/maritime-economy-southeast-alaska)

Energy (/energy)

Forest Management (/timber-development-sustainability)

Transportation Issues (/transportation-issues)

Scholarships (/scholarship)

Resolutions and Letters (/resolutions-and-letters)

Biomass (/biomass)

Transportation Issues

Southeast Conference Transportation Committee

Chair Dennis Watson, Co-chair Chelsea Goucher

Next Scheduled Meeting

January 29, 2018
11 am, January 29 at the Willoughby Ave office and online (1-877-378-0449 code # 8249 4332).

Agenda:

Call to Order: Chair Dennis Watson
Roll Call
Approval of Agenda

New Business:
AKDOT&PF Southcoast Region updates from Lance Mearig, Regional Director for the Southcoast region joining us in the JEDC conference room along with Verne Skagerberg, Southcoast Region Planning Chief.
Aviation issues and updates
Mid-Session Summit, February 13-14 in Juneau
Good of the Order
Adjourn

Transportation Goal Statement

Support a consistent, reliable regional transportation system that enables predictable, financially sustainable, efficient transportation for a prosperous regional economy and access to medical care and cultural events.

SWOT Analysis

Strengths	Weaknesses
• We are experienced with integrated multimodal transportation and partnerships. • We have an emerging shipyard and skilled workforce.	• High transportation costs and aging infrastructure. • Small populations spread out across long geographic distances.
Opportunities	**Threats**
• Depoliticize transportation (funding and regulatory) while developing collaboration and partnerships. • Develop new vessel classes for the Alaska Marine Highway System.	• State budget crisis. • Demographics: population losses, loss of political power, economic center moving away from region.

Transportation Priority Objectives

Priority Objective #1: Minimize Impacts of Budget Cuts to AMHS, and Develop a Sustainable, Long-term Operational Model for AMHS

The Alaska Marine Highway System is at a critical juncture. To weather this storm of low oil prices, declining oil production and budget pressure it will need a carefully thought-out strategy that will provide essential transportation services to coastal communities. Since its first port of call, the Alaska Marine Highway has provided access to rural communities and generated substantial economic growth and improved quality of life for Alaskans. It has become a vital socio-economic engine even more now than when it was conceived half a century ago. Southeast Conference is actively taking steps to update the system into a responsive and predictable marine highway that will transcend political and administration shifts, a system that will partner with communities and have shared responsibility and accountability for the success of that system. This transportation corridor for Alaska operates in an environment with market, political and operational challenges unlike anywhere else in the world. Its service mandate is broad; its markets are small and diverse. Success over the long-term will require a carefully crafted combination of management, operations and funding strategies. Elements of this objective include:

- Design a new strategic operating plan for AMHS
- Lower State's general fund subsidy percentage
- Fleet Renewal Plan
- Empowerment of the Marine Transportation Advisory Board
- AMHS Value Outreach

Other Transportation Objectives:

Objective #2: Road Development

Expand use of the existing road network. The region has the same transportation options that were available in the late '60s, and roads are difficult and
costly to build in the region. Several roads in the region are not being used in an intermodal fashion, and other roads are under utilized. We need to improve utilization of existing road systems while maximizing use of ferries.

Develop new roads and expanded access. This includes "roads to resources" that will provide access to resources that are important for economic development. Continue and complete design on access corridor.

Objective #3: Move freight to and from markets more efficiently.

Freight barges are critical to the regional economy, supplying the region with 90 to 95% of its freight. Determine best way to move perishables to and from markets in Southeast Alaska. Includes moving fish to markets outside Alaska more quickly, and moving perishable groceries to regional stores. Reduce the cost of transporting goods into, out of and within the region. In the Southeast Alaska Business Climate Survey, four out of five respondents identified the cost of freight as a barrier or a significant barrier to their business operations, and prices are increasing. Work with the transportation industry to find creative ways to reduce the costs for the transportation of goods, especially for less-than-container loads. Explore freight forwarding at the international border.

Objective #4: Ensure the stability of the existing regional transportation services outside of AMHS.

Support transportation services in the region. Water and air transportation are vital to the lives of most residents and to commerce between communities in and beyond the region. Only three communities (Haines, Skagway and Hyder) are directly connected to highways outside of the region. Alaska and Delta Airlines provide jet service to the region, and many smaller airlines provide connectivity and passenger service between the communities. The Inter-Island Ferry Authority is a public ferry system that provides daily service between Prince of Wales Island and Ketchikan. These transportation networks are an economic engine for the region, generating jobs, commerce, and tourism - while also increasing community wellbeing.

About Us

Southeast Conference was formed in 1958 as an association of communities joined to advocate for the establishment of the Alaska Marine Highway System.

Today, Southeast Conference is a regional, not-for-profit corporation that advances the collective interests of the people, communities, and businesses in Southeast Alaska.

Contact Us

612 Willoughby Ave.,
Suite B
Juneau, Alaska 99801

P.O. Box 21989
Juneau, Alaska 99801

SOUTHEAST CONFERENCE

Alaska Marine Highway System Reform Sponsorship Program

We invite you to be a sponsor of Alaska Marine Highway System Reform Project. Our mission to support activities that promote strong economies, healthy communities, and a quality environment in Alaska aligns directly with the AMHS Reform.

Annual sponsors receive recognition at both the Mid-Session Summit and the Annual Meeting, as well as on our website. Sponsorships not only move this project forward they are also opportunities to advertise and build name recognition for your business or organization. Be sure to send us your logo.

If you would like to participate, call SEC at (907) 523-4360 or complete the form below and fax it to SEC at (907)463-5670, or email to info@seconference.org.

Legacy	$10,000
Benefactor	$5,000
Gold	$3,500
Silver	$2,500
Bronze	$1,500

No amount is too big or too small, any amount is welcome there is great value in user group contribution.

Other amount **$**_____

Name: _____

Community/Organization: _____

Address: _____ City: _____ State & Zip: _____

Phone: _____ Fax: _____

Email: _____

Payment Options:
Charge to Credit Card: ☐ Check enclosed ☐

Card Number: _____ Exp. Date: _____

Name as it appear on the card: _____

3-4 Digit Identifiers: _____ Statement Zip Code: _____

Signature: _____

612 W Willoughby Ave, Suite B P.O. Box 21989 Juneau, AK 99802 PHONE 907.586.4360 EMAIL info@seconference.org www.seconference.org

Latest News

For the latest news on this effort, please visit http://www.AMHSreform.com (http://www.amhsreform.com/)

Southeast Conference is excited to partner with the State of Alaska to reform and revitalize the state's ferry system. Governor Bill Walker signed the attached **memorandum of understanding (/sites/default/files/Transportation%20SEC_AMHS%20MOU.pdf)** to formally recognize and kick off the project. "For over 50 years, the Alaska Marine Highway System has served as a critical transportation link for Alaska's coastal communities," said Governor Walker. "The ferries are a lifeline in many communities, and the economic benefits are felt throughout the state."

The Conference was formed in 1958 with the goal of establishing the Alaska Marine Highway System, and today, the marine highway system extends across 3,500 miles of scenic coastline and provides service to over 30 communities. But due to many factors, and exacerbated by the state's fiscal crisis, the Alaska Marine Highway System is at a critical juncture and at risk of failure. Once again, Southeast Conference is leading the effort to "re-create" the ferry system into an organization that can continue to provide vital transportation services to the many user groups and industries that rely on it daily.

Become a Marine Highway Project Reform Sponsor

Southeast Conference is asking for your contribution and support to help move the Alaska Marine Highway System Reform Project forward. (/sites/default/files/Sponsorship%20Letter.pdf)

We invite you to be a sponsor of Alaska Marine Highway System Reform Project. Our mission to support activities that promote strong economies, healthy communities, and a quality environment in Alaska aligns directly with the AMHS Reform. Download the Alaska Marine Highway System Reform Sponsorship Program application (/sites/default/files/AMHS%20Reform%20Sponsorship.doc.pdf)

Look who is Contributing to the Alaska Marine Highway Reform Project

LEGACY CONTRIBUTORS

- City of Ketchikan
- City of Valdez
- First Bank
- Haines Borough
- Ketchikan Gateway Borough
- State of Alaska

BENEFACTORS

- Alaska Committee
- City and Borough of Sitka
- Lynden Inc.

SILVER SPONSORS

- City of Kodiak
- Ketchikan Marine Industry Council
- Municipality of Skagway

- Prince William Sound Economic Development District
- Vigor, Ketchikan Alaska

BRONZE SPONSORS

- Central Council Tlingit Haida Indian Tribes of Alaska
- City and Borough of Wrangell
- City of Cordova
- City of Pelican
- City of Thorne Bay
- City of Unalaska
- Cordova Chamber
- Greater Sitka Chamber
- Hyder Community Association
- Huna Totem
- Inter-Island Ferry Authority
- Madison Lumber & Hardware
- Marine Engineers
- Masters Mates and Pilots Union
- Petersburg Chamber of Commerce
- Petersburg Economic Development Council
- Sitka Tribes of Alaska
- SouthWest Alaska Municipal Conference (SWAMC)
- The Landing Plus Hotel
- Travel Juneau
- Wrangell Convention and Visitors Bureau

About Us

Southeast Conference was formed in 1958 as an association of communities joined to advocate for the establishment of the Alaska Marine Highway System.

Today, Southeast Conference is a regional, not-for-profit corporation that advances the collective interests of the people, communities, and businesses in Southeast Alaska.

Contact Us

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info@seconference.org (mailto:info@seconference.org)

(https://www.facebook.com/southeastconferencealaska?ref=aymt_homepage_panel)

Newsletter Signup (https://visitor.r20.constantcontact.com/d.jsp?llr=svlnhgcab&p=oi&m=1101868215986&sit=6mmfxiycb&f=a44de179-da53-48a2-9397-035a1be3179a)

For Email Marketing you can trust.

Southeast Conference

Building Regional Prosperity

Memorandum

To: Unalaska City Council,

CC: City Manager Thomas, City Clerk Veeder,

From: Mayor Frank Kelty

Date: July 6, 2018

Subject: Funding Sponsorship for the Arctic Council Working Group on Conservation of Arctic Flora and Fauna

I'm writing to you today in support of providing funding for the Arctic Council working group on Conservation of Arctic Flora and Fauna (CAFF) this working group has chosen Unalaska for their next meeting September 5-7 2018 at the Grand Aleutian Hotel. The working group will be hosting and estimate group of 45 scientists from all over the Arctic region at this meeting. This working group serves as a vehicle for cooperation on species and habitat management, and utilization, to share information management techniques and regulatory regimes and to facilitate more knowledgeable decision-making. This will be a great opportunity for Unalaska to showcase this beautiful Island, and show this community's great hospitality. I would ask that the Council consider a contribution in the $3,000 range this would help the CAFF with the costs of their hospitality events and we could also discuss if the Council wanted to sponsor a welcoming reception as well. Thank you for consideration of this request.

Nils Andreassen <nandreassen@institutenorth.org> Jun 4

to me, Marjorie

Dear Mayor Kelty,

The Institute of the North is helping to coordinate an international meetings that will take place in Unalaska in September 2018. The Conservation of Arctic Flora and Fauna (CAFF), a Working Group of the Arctic Council, will meet from September 5-7.

The meetings in Unalaska are important opportunities for companies and community organizations that work on economic development or environmental conservation – or who strive to meet high standards of both. Attending these meetings will be national agency staff, potential international partners, and organizations that influence decision-making. One of the most critical opportunities for Alaskans will be to demonstrate Alaska hospitality and as hosts to educate those visiting.

With that in mind, we would ask you to consider helping to sponsor the hospitality events associated with these meetings. These include a welcome dinner and a reception, to which we would invite community and regional partners. Your sponsorship will be recognized at those events.

I know these issues may seem distant, but I'm also confident that Alaskans understand the implications of these international conversations, where decisions about future development, food security, environmental stewardship, and the role of northern peoples will be front and center. I hope you'll contribute at a level meaningful for you – sponsorship levels range from $500-$5,000, with greater recognition accruing to the higher level of sponsorship, and are tax-deductible.

Please let me know if you have any questions or if you would like to make a contribution. A separate invitation to the receptions and roundtable will be forthcoming, with the chance to RSVP.

Nils Andreassen
Institute of the North

CAFF – Conservation of Arctic Flora and Fauna (CAFF) is a working group of the Arctic Council. CAFF serves as a vehicle to cooperate on species and habitat management and utilization, to share information on management techniques and regulatory regimes, and to facilitate more knowledgeable decision-making. It provides a mechanism to develop common responses on issues of importance for the Arctic ecosystem such as development and economic pressures, conservation opportunities and political commitments.

Conservation of Arctic Flora and Fauna (CAFF) (/index.php/en/about-us/working-groups/caff)

21 May 2015 Last Updated: 10 September 2015

About CAFF

CAFF is the biodiversity working group of the Arctic Council (http://www.caff.is/arcticcouncil) and consists of National Representatives assigned by each of the eight Arctic Council Member States, representatives of Indigenous Peoples' organizations that are Permanent Participants to the Council, and Arctic Council observer countries and organizations. The CAFF Working Group operates by the Arctic Council Rules of Procedures.

CAFF serves as a vehicle to cooperate on species and habitat management and utilization, to share information on management techniques and regulatory regimes, and to facilitate more knowledgeable decision-making. It provides a mechanism to develop common responses on issues of importance for the Arctic ecosystem such as development and economic pressures, conservation opportunities and political commitments.

CAFF is governed by a Chair and Management Board (http://www.caff.is/management-board), and supported and coordinated by the International CAFF Secretariat (http://www.caff.is/secretariat).

What does CAFF do?

CAFF's mandate is to address the conservation of Arctic biodiversity, and to communicate its findings to the governments and residents of the Arctic, helping to promote practices which ensure the sustainability of the Arctic's living resources. It does so through various monitoring (http://www.caff.is/monitoring), assessment (http://www.caff.is/assessments) and expert group (http://www.caff.is/expert-group) activities.

CAFF's projects provide data for informed decision making to resolve challenges arising from trying to conserve the natural environment and permit regional growth. This work is based upon cooperation between all Arctic countries, indigenous organizations, international conventions and organizations, and is guided by the CAFF Strategic Plan for the Conservation of Arctic Biological Diversity and biennial Work Plans.

To successfully conserve the natural environment and allow for economic development, comprehensive baseline data is require, including the status and trends of Arctic biodiversity, habitats and ecosystem health. CAFF is developing the framework and tools necessary to create a baseline of current knowledge, and to provide dynamic assessments over time. This evolving, sustainable and responsive approach can produce more regular, timely and flexible analyses.

Share (http://www.facebook.com/sharer.php?u=http%3A%2F%2Farctic-council.org%2Findex.php%2Fen%2Fabout-us%2Fworking-groups%2Fcaff)

CAFF Conservation of Arctic Flora and Fauna (http://www.caff.is/)

CAFF Website
www.caff.is (http://www.caff.is/)

Current Chairmanship

United States

Contact:

Chair

Cynthia Jacobson

cynthia_jacobson@fws.gov (mailto:cynthia_jacobson@fws.gov)

Executive Secretary

Tom Barry

AC Working Group: Conservation of Arctic Flora and Fauna (CAFF)

AC Working Group: Conservation of Arctic Flora and Fauna (CAFF)

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Conservation of Arctic Flora and Fauna

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Website: www.caff.is (http://www.caff.is)

Sub-communities within this community

Administrative Series (/handle/11374/377)
Reports and Assessments from the CAFF Administrative Series

Assessment Series (/handle/11374/131)
Report and Assessments from the Assessment Series

Educational Series (/handle/11374/1323)
Educational tool kits exploring major ecosystems and processes of the Arctic.

Expert Groups (/handle/11374/145)
Reports and Assessments from the CAFF Expert Groups

Monitoring Series (/handle/11374/129)
Reports and Assessment from the Monitoring Series

Strategies Series (/handle/11374/130)
Reports and Assessments from the Strategies Series

Recent Submissions

A Global Audit of the Status and Trends of Arctic and Northern Hemisphere Goose Populations (/handle/11374/2124)

CAFF (CAFF, 2018)

This report attempts to review the abundance, status and distribution of natural wild goose populations in the northern hemisphere. The report comprises three parts that 1) summarise key findings from the study and the ...

Circumpolar Biodiversity Monitoring Programme: Coastal Expert Workshop Report, Anchorage, Alaska, October 11-13, 2017 (/handle/11374/2123)

Behe, C.; Jones, T.; McLennan, D.; Chambers, N.; Price, C.; Coastal Expert Monitoring Group Workshop attendees (CAFF, 2017)

The second Coastal Expert Workshop took place in Anchorage, Alaska from October 11 – 13, 2017. Participants included Arctic Council State and Permanent Participant representatives, Indigenous Knowledge experts, scientists, ...

Arctic Freshwater Biodiversity Monitoring Plan: Annual Report 2017 and Work Plan 2018. CAFF Monitoring Report No. 26 (/handle/11374/2122)

Lento, J.; Culp, J.; Goedkoop, W.; Christoffersen, K.; Guðbergsson, G.; Liljaniemi, P.; Sandøy, S.; Whitman, M.; Zimmerman, C. (CAFF, 2018)

The CBMP-Freshwater Plan, developed by the Freshwater Expert Monitoring Group (FEMG) of the CBMP, is the result of work undertaken during workshops held in Uppsala, Sweden (2010) and Fredericton, New Brunswick, Canada ...

Arctic Migratory Birds Initiative (AMBI): Revised Workplan 2015-2019. CAFF Strategies Series No. 6 (/handle/11374/2121)

Syroechkovskiy, E.; Provencher; Johnston, J. V.; Crockford, N.; Lanctot, R. B.; Millington, S.; Clay, R.; Donaldson, G.; Ekker, M.; Gilchrist, G.; Black, A.; Crawford, R.; Price, C.; Barry, T. (CAFF, 2018)

The East Asian-Australasian Flyway (EAAF) is a migratory corridor that stretches from the Russian Far East and Alaska, southwards through East Asia and Southeast Asia, to Australia and New Zealand, encompassing 22 countries ...

Circumpolar Biodiversity Monitoring Program Strategic Plan: 2018-2021 (/handle/11374/2118)

Logan, S.; Christensen, T.; Barry, T.; Price, C.; Lárussoon, K.F. (Conservation of Arctic Flora and Fauna, 2018)

The Circumpolar Biodiversity Monitoring Program (CBMP) is the biodiversity monitoring program of the Conservation of Arctic Flora and Fauna (CAFF1), the biodiversity Working Group of the Arctic Council. The CBMP coordinates, ...

Marine Fishes of the Arctic Region Volume 2 (/handle/11374/2117)

Mecklenburg, Catherine W.; Lynghammar, Arve; Johannesen, Edda; Byrkjedal, Ingvar; Christiansen, Jørgen S.; Dolgov, Andrey V.; Karamushko, Oleg V.; Møller, Peter R.; Steinke, Dirk; Wienerroither, Rupert M. (Conservation of Arctic Flora and Fauna, 2018)

This atlas provides information on geographic distributions, habitat, taxonomy, and morphological identification characteristics for 205 of the marine fish species occurring in the Arctic Region, including maps showing ...

Marine Fishes of the Arctic Region Volume 1 (/handle/11374/2116)

Mecklenburg, Catherine W.; Lynghammar, Arve; Johansen, Edda; Byrkjedal, Ingvar; Dolgov, Andrey V.; Kaamushko, Oleg V.; Mecklenburg, T. Anthony; Møller, Peter R.; Steinke, Dirk; Wienerroither, Rupert M.; Christiansen, Jørgen S. (Conservation of Arctic Flora and Fauna, 2018)

This atlas provides information on geographic distributions, habitat, taxonomy, and morphological identification characteristics for 205 of the marine fish species occurring in the Arctic Region, including maps showing ...

State of the Arctic Marine Biodiversity; Key Findings and Advice for Monitoring (/handle/11374/1955)

Conservation of Arctic Flora and Fauna (CAFF) (Conservation of Arctic Flora and Fauna, 2017-05-11)

The State of the Arctic Marine Biodiversity Report (SAMBR), is a product of the Circumpolar Biodiversity Monitoring Program (CMBP) of the Arctic Council's Conservation of Arctic Flora and Fauna (CAFF) Working Group. The ...

State of the Arctic Marine Biodiversity Report (/handle/11374/1945)

Conservation of Arctic Flora and Fauna (CAFF) (Conservation of Arctic Flora and Fauna, 2017-05-11)

This State of the Arctic Marine Biodiversity Report (SAMBR) is the first integrated reporting outcome from the Circumpolar Biodiversity Monitoring Program (CBMP). The Arctic Biodiversity Assessment (ABA) (Meltofte 2013) ...

Arctic Protected Areas; Indicator Report, 2017 (/handle/11374/1944)

Protection of the Arctic Marine Environment (PAME); Conservation of Arctic Flora and Fauna (CAFF) (Conservation of Arctic Flora and Fauna and Protection of the Arctic Marine Environment, 2017-05-11)

CAFF and PAME Working Groups of the Arctic Council developed this indicator report. It provides an overview of the status and trends of protected areas in the Arctic.

Arctic Invasive Alien Species: Strategy and Action Plan 2017 (/handle/11374/1929)

Conservation of Arctic Flora and Fauna (CAFF); Protection of the Arctic Marine Environment (PAME) (Conservation of Arctic Flora and Fauna and Protection of the Arctic Marine Environment, 2017-05-11)
Globally, invasive alien species are among the most significant drivers of biodiversity loss (McNeely et al. 2001, Bellard et al. 2016) and, in some ecosystems, they are clearly the primary contributors to species endangerment ...

CAFF Workshop on Conservation of Migratory Arctic Birds, Songli, Norway, 10-11 September 2000 (/handle/11374/1841)

Conservation of Arctic Flora and Fauna (CAFF) (CAFF International Secretariat, Akureyri, Iceland, 2000)
The theme of the Workshop was 'Conservation of Migratory Arctic Birds'. The goal of the workshop was to facilitate improved co-ordination and collaboration among Arctic countries sharing migratory bird species and/or ...

CAFF / AMAP Workshop on a Circumpolar Biodiversity Monitoring Program (/handle/11374/1839)

Conservation of Arctic Flora and Fauna (CAFF); Arctic Monitoring and Assessment Programme (AMAP) (CAFF International Secretariat, Iceland / AMAP Secretariat, Norway., 2000-02)
This Report provides a summary of the presentations and discussions at the workshop with full presentations attached as appendices.

Arctic Migratory Birds Initiative: 북극 철새 이니셔티브 동아시아 - 대양주 (Korean version) (/handle/11374/1775)

Conservation of Arctic Flora and Fauna (CAFF) (CAFF International Secretariat, 2015)
A one page description of the priority species, actions and activities of the Arctic Migratory Birds Initiative (AMBI): East Asian-Australasian Flyway. (in Korean)

2013-2021 북극 생물다양성을 위한 행동계획 북극 생물다양성 평가 권고안 이행방안 (Korean version) (/handle/11374/1774)

Conservation of Arctic Flora and Fauna (CAFF) (CAFF International Secretariat, 2015)
This document, Actions for Biodiversity 2013- 2021: implementing the recommendations of the Arctic Biodiversity Assessment, comprises the implementation plan for the 17 recommendations of the Arctic Biodiversity Assessment ...

Pacific Arctic Marine Fishes (/handle/11374/1773)

Mecklenburg, Catherine W.; Mecklenburg, Anthony T.; Sheiko, Boris A.; Steinke, Dirk (CAFF International Secretariat, 2016-05-10)
This atlas and guide presents results of the Russian American Long-Term Census of the Arctic (RUSALCA) fish investigations conducted by bottom trawl in the Pacific Arctic region northward from Bering Strait. Species accounts ...

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Eamer Science & Policy (Conservation of Arctic Flora and Fauna (CAFF), 2015)
The tundra supports such amazing animals and plants! Print out and put together this pocket guide to help you explore this environment: see if you can spot birds and caribou! (size letter North American)

ᐃᓄᓕᖅ ᐊᑕᐊᖅ ᓄᓇᒧᑦ ᓇᐸᑐᖅᑲᓐᓂᖅᓯᒧᑦ (A4 international) (/handle/11374/1699)

Eamer Science & Policy (Conservation of Arctic Flora and Fauna (CAFF), 2015)
The tundra supports such amazing animals and plants! Print out and put together this pocket guide to help you explore this environment: see if you can spot birds and caribou! (size A4 international)

ᐃᓄᓕᖅ ᐊᒃᑐᐊᕐᓂᖅ ᐅᐱᖏᓪᓗᓯᒧᑦ (North American letter size) (/handle/11374/1698)

Eamer Science & Policy (Conservation of Arctic Flora and Fauna (CAFF), 2015)
What makes spring such a special time of year? The sun is shining, birds are chirping, plants are blooming. Print out and put together this pocket guide to help you explore what happens during spring in your area! (North ...

ᐃᓄᓕᖅ ᐊᒃᑐᐊᕐᓂᖅ ᐅᐱᖏᓪᓗᓯᒧᑦ (A4 international) (/handle/11374/1697)

Eamer Science & Policy (Conservation of Arctic Flora and Fauna (CAFF), 2015)
What makes spring such a special time of year? The sun is shining, birds are chirping, plants are blooming. Print out and put together this pocket guide to help you explore what happens during spring in your area! (In ...

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CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION NO. 2018-44

A RESOLUTION OF THE UNALASKA CITY COUNCIL RENEWING THE CITY'S POLICY ON PARTICIPATION IN FUNDING ELECTRIC PRIMARY AND SECONDARY UTILITY LINE EXTENSIONS FOR FISCAL YEAR 2019.

WHEREAS, there exists in the community the need for industrial, commercial, and residential construction; and

WHEREAS, the costs of extension of electric utilities is often the deciding factor when determining the feasibility of a construction project; and

WHEREAS, the Unalaska City Council wishes to provide financial participation for each customer class at a level that makes the extension affordable for the customer, but also allows a reasonable return on investment for the utility; and

WHEREAS, the Unalaska City Council wishes to participate in funding of Industrial, Large General and Small General primary electrical line extensions; and

WHEREAS, the Unalaska City Council wishes to participate in funding of Residential primary and secondary electrical line extensions; and

WHEREAS, it is reasonable for the electric utility to invest in a service if the annual revenue raised from that service is equal to or greater than the City's investment; and

WHEREAS, the Unalaska City Council has determined that City funding shall be on a case by case basis and City funding shall not, in any event, exceed seventy-five percent (75%) of the cost of extension of primary and secondary electric lines and shall not exceed the following:

Industrial Primary Line Extension:	$90,000.00
Large General Primary Line Extension:	$36,000.00
Small General Primary Line Extension:	$5,300.00
Residential Primary and Secondary Line Extension:	$14,000.00
Subdivisions and Line Extensions:	Provide section cans and transformers free of charge.

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council approves the renewal of City's policy on participation in funding electric primary and secondary utility line extensions for Fiscal Year 2019; and

BE IT FURTHER RESOLVED that this policy of funding utility extensions will continue until June 30, 2019, at which time the Unalaska City Council will reconsider whether to continue such funding.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on July 10, 2018.

_____
Frank Kelty
Mayor

ATTEST:

_____
Marjie Veeder
City Clerk

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION NO. 2018-45

A RESOLUTION OF THE UNALASKA CITY COUNCIL RENEWING THE CITY'S POLICY ON PARTICIPATION IN FUNDING WATER AND SEWER UTILITY EXTENSION COSTS FOR PRIMARY AND SECONDARY LINE EXTENSIONS FOR FISCAL YEAR 2019

WHEREAS, there exists in the community the need for residential construction; and

WHEREAS, the costs of extension of water and sewer utilities is often the deciding factor when determining the feasibility of a residential construction project; and

WHEREAS, the Unalaska City Council wishes to participate in funding of Industrial, Large General, and Small General primary water and sewer utility line extensions; and

WHEREAS, the Unalaska City Council wishes to participate in funding of Residential primary and secondary water and sewer utility line extensions; and

WHEREAS, the Unalaska City Council has determined that City funding shall be on a case by case basis and City funding shall not, in any event, exceed seventy five percent (75%) of the cost of extension of water and sewer utility line extensions and shall not exceed $75.00 per linear foot of each water and sewer utility line extension.

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council approves renewal of the City's policy on participation in funding water and sewer utility extension costs for primary and secondary line extensions for Fiscal Year 2019; and

BE IT FURTHER RESOLVED that this policy of funding water and sewer utility extensions will continue until June 30, 2019, at which time the Unalaska City Council will reconsider whether to continue such funding.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on July 10, 2018.

_____
Frank Kelty
Mayor

ATTEST:

_____
Marjie Veeder
City Clerk

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Dan Winters, Director of Public Utilities
Through: Thomas Thomas, City Manager
Date: July 10, 2018

Re: Resolution No. 2018-44: A Resolution of the Unalaska City Council renewing the City's policy on participation in funding electric primary and secondary utility line extensions for Fiscal Year 2019

Resolution No. 2018-45: A Resolution of the Unalaska City Council renewing the City's policy on participation in funding water and sewer utility extension costs for primary and secondary line extension for Fiscal Year 2019

SUMMARY: Resolutions 2018-44 and 2018-45 authorize continuation of the City's policy of financial participation in Utility service extensions. The resolutions define the City's policy on participation in the cost of the extension of primary Electric, Water and Sewer services for Industrial ratepayers, and for the extension of primary and secondary Electric, Water and Sewer lines for Residential ratepayers. In FY 2018, the City reimbursed four residential customers for utility line installations for a total amount of $5,917.22.

PREVIOUS COUNCIL ACTION: Council first enacted the policy of financial participation in Water and Wastewater primary lines in FY1991.

In FY2000, Council expanded the policy to include Residential, Small General, Large General, and Industrial Electric primary line extensions.

Each year since their inception, Council has approved resolutions allowing the City to participate financially in Utility line extension.

BACKGROUND: The City recognized that the extensions of primary line utilities are very expensive for property owners in Unalaska. These programs were designed to help defray these costs.

DISCUSSION: These resolutions are brought forward for Council's consideration each Fiscal Year to identify the City's policy on financial participation in Water, Sewer and Electric utility extension costs. These resolutions, if approved, will expire June 30, 2019.

Through these resolutions, Council is approving financial participation in the funding of Electric, Water and Wastewater utilities extension costs for primary lines for Industrial, Large General, and Small General ratepayers, and primary and secondary electrical service line extensions, for Residential ratepayers, and for Water and Wastewater primary and secondary services.

ALTERNATIVES: Council could choose to not renew either or both of the policies, and allow them to expire on June 30, 2018.

FINANCIAL IMPLICATIONS: In Fiscal Year 2018, the City reimbursed customers for four Residential extensions and one Small General customer for the cost of installing utilities. The total cost of FY2018 reimbursements for utility installation is $5,917.22, as Table 1 below depicts.

Table 1

FY2018 Utility Reimbursements		
Customer Name	Reimbursement Amount	Utility Dept.
Killian Baker	$ 805.32	Water
Enkhbat Purevsuren	$ 458.11	Water
Pete Doctor	$ 575.55	Water
Rod Hester	$ 1,316.24	Electric
Blain Shaishnikoff	$ 724.52	Water
Jamie Stippel	$ 653.22	Water
Jamie Stippel	$ 671.94	Electric
Rod Hester	$ 712.32	Water
Total	$ 5,917.22	

LEGAL: The City Manager will determine whether a legal opinion is required.

STAFF RECOMMENDATION: Staff recommends adopting Resolutions 2018-44 and 2018-45.

PROPOSED MOTION: Move to adopt Resolution 2018-44 and Resolution 2018-45.

CITY MANAGER'S COMMENTS: The City Manager recommends Council approval of these resolutions.

CITY OF UNALASKA
UNALASKA, ALASKA

ORDINANCE 2018-08

CREATING BUDGET AMENDMENT #1 TO THE FISCAL YEAR 2019 BUDGET, INCREASING GENERAL FUND TRANSFERS TO FUND FY19 CAPITAL PROJECT EXPENDITURES FOR THE CAPTAINS BAY ROAD PROJECT, AND RECOGNIZING TRANSFERS IN AND INCREASING EXPENDITURES IN THE PROJECT FUND

BE IT ENACTED BY THE UNALASKA CITY COUNCIL

Section 1. Classification: This is a non-code ordinance.
Section 2. Effective Date: This ordinance becomes effective upon adoption.
Section 3. Content: The City of Unalaska FY19 Budget is amended as follows:

A. That the following sums of money are hereby accepted and the following sums of money are hereby authorized for expenditure.

B. The following are the changes by account line item:

Amendment No. 1 to Ordinance #2018-04

			Current	Requested	Revised
I. OPERATING BUDGETS					
A. General Fund					
Sources					
	Current year budget remaining surplus		1,805,054	1,000,000	805,054
Uses					-
	Transfers out - Capital Projects Gen Gov		1,401,665	1,000,000	2,401,665
II. CAPITAL BUDGETS					
B. Public Works - Project Budget					
Sources					
	Transfers in - General fund	PW19A	250,000	1,000,000	1,250,000
Uses					-
	Captains Bay Road & Utility Improvements	PW19A	250,000	1,000,000	1,250,000

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL ON JULY 25, 2018.

_____
Frank Kelty
Mayor

ATTEST:

_____
Marjie Veeder
City Clerk

Fiscal Year 2019 Budget Amendment 1
Schedule of Proposed Accounts

	Org	Object	Project	Current	Requested	Revised
1) General Fund - Operating Budget						
Sources:						
Current Year Budgeted Surplus				1,805,054.00	(1,000,000.00)	805,054.00
Uses:						
Transfer to Gen Gov Capital Projects Fund	01029854	59920		1,401,665.00	1,000,000.00	2,401,665.00
2) Public Works - Capital Budget						
Sources:						
Transfers in - General Fund	31019848	49100	PW19A	(250,000.00)	(1,000,000.00)	(1,250,000.00)
Uses:						
Captains Bay Road - Engineering	31021553	53240	PW19A	250,000.00	1,000,000.00	1,250,000.00

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Lori Gregory, DPW/DPU Office Manager
Through: Dan Winters, Acting Director, Department of Public Works
Through: Thomas Thomas, City Manager
Date: July 10, 2018
Re: Ordinance 2018-08, Budget Amendment Request for Captains Bay Road & Utility Improvements Project in the amount of $1,000,000 to fund Phased Design work

SUMMARY: Captains Bay Road is the most likely area to have industrial development, which will have a positive economic impact to the City. Adding utilities and paving to this road will insure this growth. Staff let an open Request for Qualifications for the Captains Bay Road & Utility Improvements Project (PW19A), and three proposals for the work were received. HDL Engineering Consultants, LLC (HDL) was selected by a team of City Staff to perform the Phase 1 design for this project; however, the cost for all phases of the work set forth in the RFQ exceeds the Project's FY19 budget. This Budget Amendment Ordinance will move $1,000,000 in funding slated for FY20 and FY21 from the General Fund into the Project's Budget in order to fund Phase 1 Design.

PREVIOUS COUNCIL ACTION: During the Fiscal Year 2019 CMMP discussion with Council, a directive was given to the City Manager to move the Captains Bay Road and Utilities Improvement Project to the F19 CMMP. Council also conveyed that they wanted the project "shovel ready" so the project would be ready for application for grants. Council funded this project via the FY2019-2023 CMMP and the FY19 Operating & Capital Budget Ordinance 2018-04, approved and adopted on May 22, 2018. That Ordinance provided $250,000 in initial funding for the work. Council approved Resolution 2018-48 earlier this evening, awarding portions of the Phase 1 of the design work to HDL for $195,868.

BACKGROUND: A Request for Qualifications for design services for the project was sent directly to certain engineering firms and advertised on the City website for 30 days. Three proposals were received, a team of City Staff scored them, interviews were held with the proposers and then a second round of scoring was conducted. HDL Engineering Consultants received the highest overall score.

DISCUSSION: The first portion of the requested scope of services was awarded earlier this evening for $195,868, leaving a project balance of $54,132. Staff requests $1,000,000 in funding that has been scheduled via the CMMP for FY20 and FY21 be added to the current Project budget in order to continue moving forward to the next phases of design. Staff will return to Council for a Contract Addendum to award the remaining phases of the work requested in the RFQ once funding is secured.

ALTERNATIVES: Council has asked the City Manager to fast track the design of this project. In order to accomplish this goal, the funding set for later years needs to be available now. Therefore, Staff sees no alternative to approving the fast tracking of the budget to keep the project on Council's timeframe.

FINANCIAL IMPLICATIONS:

G/L CODE	DESCRIPTION	ORIGINAL BUDGET (FY19)	EXPENSED or ENCUMBERED	CURRENT BUDGET	THIS REQUEST	REVISED BUDGET
3102-1553-53240 PW19A	Engineering & Architectural	$208,500	$ 195,868	$ 12,632	$ 1,000,000	$ 1,012,632
3102-1553-53300 PW19A	Other Professional	$ 10,000	$ -	$ 10,000	$ -	$ 10,000
3102-1553-53430 PW19A	Survey Services	$ 10,000	$ -	$ 10,000	$ -	$ 10,000
3102-1553-55310 PW19A	Telephone	$ 1,000	$ -	$ 1,000	$ -	$ 1,000
3102-1553-55901 PW19A	Advertising	$ 500	$ -	$ 500	$ -	$ 500
3102-1553-55907 PW19A	Permit Fees	$ 20,000	$ -	$ 20,000	$ -	$ 20,000
		$250,000	$ 195,868	$ 54,132	$ 1,000,000	$ 1,054,132

LEGAL: Not Applicable

STAFF RECOMMENDATION: Staff recommends Council adopt Ordinance 2018-08.

PROPOSED MOTION: I move to approve Ordinance 2018-08 and schedule it for second reading and public hearing on July 24, 2018.

CITY MANAGER COMMENTS: I recommend approval of Ordinance 2018-08 and setting it for second reading and public hearing on July 24, 2018.

ATTACHMENTS: None.

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2018-48

A RESOLUTION OF THE UNALASKA CITY COUNCIL AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH HDL ENGINEERING CONSULTANTS, LLC TO AWARD PHASE 1A TASK 1 AND 20% OF PHASE 1A TASKS 2, 3 AND 5 DESIGN FOR THE CAPTAINS BAY ROAD AND UTILITIES IMPROVEMENTS PROJECT IN THE AMOUNT OF $195,868

WHEREAS, the Captains Bay Road and Utilities Improvements Project is an approved component of the City of Unalaska Capital & Major Maintenance Program; and

WHEREAS, Staff publicly advertised a Request for Qualifications to perform the Design of the Project and received three (3) proposals; and

WHEREAS, HDL ENGINEERING CONSULTANTS, LLC, an experienced design firm, was determined through an extensive scoring process to be the most qualified firm to perform the work; and

WHEREAS, funding is available in the Capital Project budget to award Phase 1A Task 1 and 20% of Phase 1A Tasks 2, 3 and 5 of the scope of services for the work.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Unalaska, Alaska, authorizes the City Manager to enter into an Agreement with HDL ENGINEERING CONSULTANTS, LLC, to perform Phase 1A Task 1 and 20% of Phase 1A Tasks 2, 3 and 5 Design for the Captain's Bay Road and Utilities Improvements Project for $195,868.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on July 10, 2018.

_____
Frank Kelty
Mayor

ATTEST:

_____
Marjie Veeder
City Clerk

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Dan Winters, Acting Director, Department of Public Works
Through: Thomas Thomas, City Manager
Date: July 10, 2018
Re: Resolution 2018-48, a Resolution of the Unalaska City Council authorizing the City Manager to enter into an agreement with HDL Engineering Consultants, LLC to perform Phase 1A Task 1 and 20% of Phase 1A Tasks 2, 3 and 5 Design for the Captains Bay Road and Utilities Improvements Project in the amount of $195,868

SUMMARY: In May 2018 Staff let an open public Request for Qualifications for the Captains Bay Road Paving & Utility Extension Project, and three proposals for the work were received. Resolution 2018-48 will award the Phase 1A Task 1 and 20% of Phase 1A Tasks 2, 3 and 5 Design to HDL Engineering Consultants, LLC (HDL) for $195,868.

PREVIOUS COUNCIL ACTION: During the FY 2019 CMMP discussion with Council, a directive was given to the City Manager to move the Captains Bay Road and Utilities Improvement Project to the FY 2019 CMMP. Council also conveyed that they wanted the project "shovel ready" so the project would be ready for application for grants. Council funded this project via the FY2019-2023 CMMP and the FY19 Operating & Capital Budget Ordinance 2018-04, approved and adopted on May 22, 2018. That Ordinance provided $250,000 in initial funding for the work. The CMMP calls for $500,000 in additional funding in FY20 and $750,000 in FY21, however, Staff has been asked to step up the development time frame for this project. To that end, a Budget Amendment Ordinance will come before Council which will request the $1,000,000 in funding set for FY20 and FY21 be brought forward in order to award further phased Project design work to HDL.

BACKGROUND: The Captains Bay Road & Utility Improvements Project consists of approximately 7,000 feet of paving and other improvements from the intersection of Captains Bay Road with Airport Beach Road past the end of the Westward Seafoods facility. 6,696 feet of utility upgrades, utility extension and other improvements will be installed along Captains Bay Road from the Westward facility near the Pyramid Road intersection to the entrance of the Offshore Systems facility where the City Right-of-Way ends.

DISCUSSION: Approval of this resolution is the first step in preparing this project to be shovel ready, which will increase the probability of receiving grants. A Request for Qualifications for design services for the project was sent directly to the major civil engineering firms in Alaska, advertised on the Plans Room and Builders Exchange of Washington and advertised on the City website for 30 days. Three proposals were

received, and a team of City Staff scored them. Interviews were then held with the proposers and a second round of scoring was conducted.

HDL Engineering Consultants, LLC received the highest overall score in both rounds. The other proposers were Jacobs Engineering (CH2MHill) & PND Engineers, Inc. HDL is subcontract Electric Power Systems (EPS), Boreal Controls, Inc. (BCI) and Regan Engineering, and will perform the remainder of the work in-house.

The project design has been phased as follows:

Phase 1A – Scoping, Mapping and other Investigations
Phase 1B – Design
Phase 2 – Construction Services

Phase 1A is broken out as follows:

Task 1 Topo Surveying	$154,478
Task 2 Geotechnical Evaluation	$ 45,522
Task 3 Utility Mapping	$ 68,951
Task 4 Preliminary Permitting	$ 10,100
Task 5 Preliminary Design Survey Support	$ 92,475
Total	$371,526

Staff requested and negotiated pricing from HDL for Phase 1A of the requested scope of services, and the subject Resolution will partially award this Phase 1A work including all of Task 1 and 20% of Tasks 2, 3, and 5 to HDL Engineering Consultants, LLC (HDL) for $195,868 so that work can begin July 2018. Staff is requesting a Budget Amendment to pull forward funding that was set for future years in order to move the project forward to the next phases of design so that construction could begin in 2019. Staff will award the additional phases of the work once funding is secured.

Phase 1A for initial award is broken out as follows:

Task 1 Topo Surveying – 100%	$154,478
Task 2 Geotechnical Evaluation – 20%	$ 9,105
Task 3 20% Utility Mapping – 20%	$ 13,790
Task 4 Preliminary Permitting – 0%	$ 0
Task 5 Preliminary Design Survey Support – 20%	$ 18,495
Total	$195,868

Pricing is not currently available for Phase 1B – Design and Phase II Construction Services as the project is not fully scoped at this time. The expected total of all three phases is approximately $1,250,000.

ALTERNATIVES: The design has been phased in order to control spending and scope creep. Funding for Phase 1 is $250,000 total, with $208,500 budgeted for Engineering Services. Pricing was not requested from the other proposers; however, Staff feels HDL's costs are typical and fair. In addition; each of the proposers provided billing rate tables of which HDL was the lowest.

Council could elect to negotiate with another of the three respondents.

FINANCIAL IMPLICATIONS: The Agreement will pull $195,868 from the Project's budget, leaving a balance of $54,102. A pending Budget Amendment will provide more robust funding, slated for FY20 and FY21, in order to progress from Phase 1A and Phase 1B and move forward.

LEGAL: Not Applicable

STAFF RECOMMENDATION: Staff recommends Council adopt Resolution 2018-48 and award the Phase 1A - Tasks 1 and 20% of Tasks 2, 3, and 5 Design to HDL for $195,868.

PROPOSED MOTION: I move to approve Resolution 2018-48.

CITY MANAGER COMMENTS: I recommend Council approve Resolution 2018-48.

ATTACHMENTS: RFQ, SOQs, Scoring Sheet Summary, HDL Phase 1A Price Proposal, Form of Agreement

Request for Qualifications

Captains Bay Road Paving and Utility Extension

DPU Project No. 19201

Prepared by:

City of Unalaska
Department of Public Works

PO Box 610
Unalaska, Alaska 99685

April 25, 2018

TABLE OF CONTENTS

LIST OF ATTACHMENTS

Attachment A	Site Plan
Attachment B	DRAFT Consulting Services Agreement
Attachment C	Evaluation Score Sheet
Attachment D	Link to References

LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADEC	Alaska Department of Environmental Conservation
ADOT	Alaska Department of Transportation
AKZ10	Alaska State Plane Zone 10
ARV	Air Release Valve
ASCE	American Society of Civil Engineers
CAD	Computer Aided Drafting
GPR	Ground Penetrating Radar
HP	Horsepower
KV	Kilovolt
MASS	Municipality of Anchorage Standard Specifications
MLW	Mean Low Water
NAD83	North American Datum of 1983
NGVD29	National Geodetic Vertical Datum of 1929
NOAA	National Oceanic and Atmospheric Administration
PDF	Portable Document Format
RFQ	Request for Qualifications
ROW	Right of Way
SCADA	Supervisory Control and Data Acquisition

1.0 INTRODUCTION

This is a RFQ by the City of Unalaska Department of Public Works for design services for the Captains Bay Road realignments, asphalt paving, walkways, street lighting, primary electrical extension, communications extension, sanitary sewer extension, potable water extension, drainage and auxiliary work (the Project).

All questions about this RFQ are to be directed only to the Public Works Director and the City Engineer:

City of Unalaska - Department of Public Works
Tom Cohenour, Public Works Director
tcohenour@ci.unalaska.ak.us
907-581-1260

City of Unalaska - Department of Public Works
Robert Lund, P.E. City Engineer
rlund@ci.unalaska.ak.us
907-581-1260

Interpretations or clarifications considered necessary by the City of Unalaska in response to such questions will be issued by Addenda. Addenda will be emailed to all registered potential Respondents and also posted on the City of Unalaska website:

http://www.ci.unalaska.ak.us/rfps

To be added to the registration list published on the City of Unalaska website send an email to:

lgregory@ci.unalaska.ak.us

1.1 PROJECT BACKGROUND AND SCOPE

The following is not intended to be a comprehensive scope or to limit design including innovative and alternative considerations. Rather it is intended to communicate the City of Unalaska's understanding of the Project at this early phase.

The City of Unalaska has about 4,500 permanent residents and supports the largest seafood industry in the U.S. in terms of tonnage. During various seafood processing seasons, the total population may swell to more than 8,000 due to an influx of transient employees hired to work for the seafood processors.

Captains Bay Road is a narrow coastal road that was originally constructed by the U.S. military. It is relatively flat gravel surfaced road with shot rock sub-base from the adjoining cliffs and, in general, is adjoined by shot rock cliff on the inland side and armor stone clad coastline on the shore side. The shot rock sub-base is underlain with bedrock, very shallow in some locations, and there is a shallow bed rock shelf beneath the road at the former coastline or cliff line. Various locations may be underlain with other native soils common to Unalaska some of which can be unsuitable for backfill.

At intervals the terrain opens up at the outlets of various creeks and drainages into wider and flatter areas of which the largest are developed. Captains Bay Road serves as a primary transportation route for Westward Seafoods, North Pacific Fuel, Northland Services, Offshore Systems, and several smaller businesses as well as residential concerns. The section of ROW making up this project is a relatively heavy truck traffic area used by the fishing and support industries. Many of the employees of the industries do not own vehicles and regularly walk along the road shoulder. ADOT traffic counts measured average daily traffic of 1,057 and 2,100 daily vehicle miles traveled in 2013.

The extent of the Project is in Unalaska, Alaska from the intersection of Captains Bay Road with Airport Beach Road to the entrance to the Offshore Systems facility about 13,696 feet southwest of Airport Beach Road. See **Attachment A** Site Plan.

In general, the Project consists of 7,000 feet of paving and other improvements from the intersection of Captains Bay Road with Airport Beach Road past the end of the Westward Facility. 6,696 feet of utility upgrades, utility extensions and other improvements will be installed along Captains Bay Road from the Westward Facility near the Pyramid Road intersection to the entrance to the Offshore Systems facility where the ROW ends.

1.2 STANDARDS

Road geometry is per AASHTO and ADOT. The bid tabs and specifications should be an ADOT format, with Project specific modifications, enclosed within the City of Unalaska's standard bid documents which are based on the ASCE standard construction contracts.

Building codes are the same codes adopted by the State of Alaska. Alaska Administrative Code governs some utilities augmented by Unalaska Code of Ordinance Title 10.

The City of Unalaska has some published standard utility details and strong unpublished preferences from within the individual utilities who will participate in design review. Elsewhere, follow the ADOT standard details or the MASS standards if the City of Unalaska does not have a standard or a preference or cannot provide relevant details from a previous project they prefer incorporated.

Federal grant conditions will be incorporated into the construction contracts in anticipation of additional funding. The City of Unalaska has incorporated these conditions into a specification for inclusion in the supplementary conditions of the construction contract.

1.3 INTERSECTION OF CAPTAINS BAY ROAD AND AIRPORT BEACH ROAD

The intersection of Airport Beach Road and Captains Bay Road is a heavily traveled intersection commonly known as Agnes Beach. The intersection needs to be milled 2" and repaved, and the pedestrian access updated to accommodate an awkward transition from the shore side of Captains Bay Road walkway to the walkway on the opposite side of Airport Beach Road leading west to the South Channel Bridge and Amaknak Island. A right hand turn lane onto Captains Bay Road is desirable if space and topography allow.

1.4 AGNES BEACH TO PYRAMID VALLEY ROAD

Captains Bay Road from Agnes Beach to Westward Seafoods had 35 KV electrical power installed in 2017. There is a 15 KV service extension to the North Pacific Fuel facility, the present termination of electrical services. The 35 KV line installed in 2013 also branches to feed Pyramid Creek Road. Above ground electrical gear is predominantly installed on the coastal side of the ROW and all electrical conductors are below ground.

Communications spares were installed with both the 2013 and 2017 35 KV upgrades. They are City of Unalaska owned. Local telephone and cable TV provider TelAlaska, Inc installed fiber optics cable in their existing conduits in 2017 whose route closely follows the City of Unalaska's electrical conduits.

The work will include paving this section. Anticipate milling the top 12" to 18" of surface course material out and recycling what can't be used as shouldering material and fill elsewhere. The existing sub-base is largely shot rock fill and the remaining surface course material remaining below the milling depth. This material has performed satisfactorily elsewhere, and is analogous to the subsurface conditions on Ballyhoo Road paved in 2013, where no structural failures are evident to this date except noticeable surface wear. Overlay the sub-base with geogrid and 6" to 8" of base course overlain with 4"-6" of Type II Class A asphalt. All joints including the centerline joint are cut joints treated with a penetrating sealer. Return and seal the entire road with a polymer modified fog seal after one year of oxidation.

The asphalt section should be designed for 40 mph traffic; however, local speed limits are unlikely to exceed 30 mph. Provide minimum 12' wide lanes with a 3% cross-slope and 3' shoulders with rumble strips.

Walkways will be installed on the shore side. Walkways will either be curb and gutter with a 2" thick by 6' wide asphalt walkway, or a separated 2" thick by 6' wide asphalt path with the separation made by a 6' +/- wide vegetated drainage swale. 5' concrete walkways will be an additive alternate. Existing above ground or flush electrical and communication utilities will either be relocated or the walkways will meander behind them but these utilities will not be located in the travel or walkways.

30' streetlights will be installed at 200' intervals on 4 bolt pile bases on the shore side. Locate load centers near existing above ground utilities.

The existing drainage structures are a mixture of pipe type culverts which must be replaced. A catch basin is desired at most catches on the cliff side so those areas can also be used as vehicle pullouts or parking for subsistence activities. It is likely that most culverts were threaded through the sewer and water lines; therefore, many are shallow and will likely be replaced at the same diameter with SCH40 steel pipe.

Provide a general straightening and widening realignment of the ROW on the last third of the way to Westward Seafoods.

The sanitary sewer is a 6" diameter ductile iron force main installed in 1989 along the cliff side. There are numerous cleanouts that must be located and raised which is generally done with 24" grade rings and a standard frame and cover. The ARV requires a condition assessment as it may have been installed with galvanized steel pipe.

The water main is 24" Class 52 ductile iron installed in 1989. Numerous fire hydrants and valve boxes need to be raised to grade along the route. One hydrant needs to be checked for leaks and the leak repaired. The ARVs require re-plumbing as they were originally installed with galvanized steel pipe. A blow-off needs to be located then reconfigured with an extension and a Tideflex valve on the discharge. The water main was originally installed with cathodic test stations that have been disconnected and needs to be re-evaluated and abandoned or replaced.

1.5 PYRAMID CREEK ROAD INTERSECTION THROUGH WESTWARD FACILITY TO END OF PAVING

A 500' approach will be paved up Pyramid Creek Road without walkways.

There are numerous private utilities in the Westward Seafoods Facility following and crossing the ROW. It may be necessary to either cut paving short at the facility entrance or provide structure Westward Seafoods can cross in the future such as utilidors or pipe sleeves.

The 35 KV electrical power installed in 2017 ends at the Westward Seafoods Powerhouse at the entrance to the facility. From here, continue a 15 KV electrical

primary in 6" diameter conduit, sized to a future 35 KV system, with one spare. This will replace the current North Pacific Fuel 15 KV service. A retaining structure and guardrail is need above the Westward Seafoods electrical gear on the coastal side near the entrance to the facility.

Continue the communications spares installed with the 2017 35 KV upgrades. They remain City of Unalaska owned. Coordination will be required with TelAlaska and the City of Unalaska, and other providers, as to the preservation and continuation of their service.

The work may include paving this section. Anticipate milling the top 12" to 18" of surface course material out as frost susceptible and recycling what can't be used as shouldering or fill material elsewhere. The existing sub-base is either shot rock fill, alluvial talus or remaining road base remaining beneath the milling which has performed satisfactorily elsewhere as noted previously. Overlay the sub-base with geogrid and 6" to 8" of base course overlain with 4"-6" of Type II Class A asphalt. All joints including the centerline joint are cut joints treated with a penetrating sealer. Return and seal the entire road with a polymer modified fog seal after one year of oxidation.

The asphalt section should be designed for 40 mph traffic; however, local speed limits are unlikely to exceed 20 mph within the Westward Seafoods Facility. Provide minimum 12' wide lanes with a 3% cross-slope and 3' shoulders with rumble strips.

If paved, walkways will be installed on the shore side. Walkways will be roll curb and gutter with a 2" thick by 6' wide asphalt path. 5' walkways would be an additive alternate.

30' streetlights will be installed at 200' intervals on 4 bolt 18" diameter concrete pillar bases set in CEME tube on the ocean side but not in locations that would hinder Westward Seafoods plant activities. Locate load centers near existing above ground utilities. Street lighting terminates at the end of paving.

The City of Unalaska does not have drainage easements within the facility. Drainage pipes would be 18" minimum CPEP. The culvert that Westward Creek crosses through requires evaluation.

The sanitary sewer is the 6" diameter ductile iron force main installed in 1989 and terminating in a lift station located on an easement within the Westwards Seafoods facility. Continue the force main in 6" to 8" ductile iron pipe. Continue a gravity main to the end of pavement to accommodate future development and install service stubs. Service stubs will be typical in developed or developable areas identified by the City of Unalaska. While this Project may tie into the Westward Seafoods existing gravity system, condition assessments are needed, and it may be bypassed.

The lift station valve vault needs to be rehabbed. Valves and check valves are deteriorating. This valve vault is in a manhole but one can't stand up straight in it and maintenance is difficult. The City of Unalaska would prefer a new vault installed but there may not be room for it. During the processing season, this is a busy lift station and with increased flow from North Pacific Fuel and Offshore Systems as well so consider upgrading the pumps from 10 HP to 15 HP.

The water main installed in 1989 terminates in the Westward Seafoods facility near the entrance and becomes a private main. Continue 16" to 18" Class 52 ductile iron from the termination so that the private Westward Seafoods lines become services, and correct any deficiencies in the services identified by the City of Unalaska. Coordinate pipe diameter with the City of Unalaska regarding future development. Adjust all fire hydrants and valve boxes located in the ROW to grade and add new hydrants as necessary.

1.6 END OF PAVING THROUGH NORTH PACIFIC FUEL

There are numerous private utilities in the North Pacific Fuel Facility crossing the ROW.

Continue a 15 KV electrical primary in 6" diameter conduit, sized to a future 35 KV, with one spare. Continue to replace the current 15 KV primary.

Continue the communications spares installed with the 2017 35 KV upgrades. They remain City of Unalaska owned. Coordination will be required with TelAlaska and the City of Unalaska, and other providers, as to the preservation and continuation of their service.

Walkways will be the gravel shoulder. Midway, there is a tight convex corner against a particularly high cliff overhanging the ROW known as "Deadman's Curve". This curve will be improved with a combination of cliff scaling and coastal fill and guardrail.

Provide a general straightening and widening realignment of the ROW between Deadman's Curve and the North Pacific Fuel entrance.

The City of Unalaska has some drainage easements within the North Pacific Fuel facility. Below ground drainage pipes are minimum 18" CPEP. The bridge over Pyramid Creek bears consideration for utility crossings but is fairly new and should not need replacement but could be widened. Evaluate and replace existing culverts as necessary. They will be much more difficult to replace after utilities are installed.

Continue the sanitary sewer force main in 6" to 8" Class 52 ductile iron pipe. Install a new lift station and a parallel gravity system to accommodate the North Pacific Fuel facility and outlying buildings.

Continue 16" to 18" Class 52 ductile iron water pipe and install services. The existing North Pacific Fuel service from Lower Pyramid Creek Road (above) will be abandoned. Install new fire hydrants, valve boxes and ARVs in the ROW as necessary.

1.7 NORTH PACIFIC FUEL TO OFFSHORE SYSTEMS

Terminate all utilities at the entrance to the Offshore Systems facility where the City of Unalaska ROW ends. It is possible that the City of Unalaska elects to make this termination at the end of the North Pacific Fuel facility instead depending on cost and budget.

Continue a 15 KV electrical primary in 6" diameter conduit, sized to a future 35 KV, with one spare. There is an unmarked 4" electrical conduit from North Pacific Fuel to Offshore Systems that the utility may ask to be tied in as a spare.

Continue the communications spares installed with the 2017 35 KV upgrades. They remain City of Unalaska owned. Coordination will be required with TelAlaska and the City of Unalaska, and other providers, as to the preservation and continuation of their service which also ends at Offshore Systems.

Walkways will be the existing gravel shoulder.

Evaluate and replace existing culverts as necessary. They will be much more difficult to replace after utilities are installed.

Continue the force main in 6" to 8" Class 52 ductile iron pipe. Install a new lift station and an influent manhole at the entrance to Offshore Systems to accommodate the facility and nearby residential.

Continue 16" to 18" Class 52 ductile iron water pipe and install services. Install new fire hydrants, valve boxes and ARVs in the ROW as necessary. Provide a new end of the main chlorine residual test station in a heated insulated fiberglass hut. Provide a blow-off at the end of the main.

2.0 SCOPE OF SERVICES

The requested services are as outlined below. The Project is intended to be designed and bid ready before January 1, 2019. Construction will be phased over 2 years.

2.1 PHASE IA – SCOPING, MAPPING AND OTHER INVESTIGATIONS

Perform initial Project scoping and work planning with the City of Unalaska. Enumerate and identify the permits required to execute the Project. The City of Unalaska is not the authority having jurisdiction for any permitting and will apply for and close necessary permits only through the Consultant.

Work with the City of Unalaska to identify and engage the various facility owners and TelAlaska or other potential communication utilities throughout the Project. Property access for utility easements can be difficult, while the City Unalaska is prepared for some acquisitions, they should largely be avoided.

Work with the City of Unalaska to define the standards to be used in the Project for each design element. The purpose is to minimize rework.

Some evaluation of existing pavement in Unalaska is expected at its current state of wear versus the intended asphalt mix.

The existing mapping of the Project limits is cut up and there is not a single base map of the entire Project extent the City of Unalaska can provide. The provided ARC-GIS map is not survey grade, it is incomplete, contains numerous inaccuracies and is absolutely not to be used for any other purpose than preliminary scoping. The City of Unalaska expects to have a 2017 georeferenced high resolution drone aerial survey of the Project limits by July 2018.

Mapping is a function of resolving the existing as-builts into a single map with field surveys of utilities and other features.

1. Survey control is NAD83 AKZ10 Unalaska Survey Control 1994-1995 by Integrity Surveys and NOAA Tidal NGVD29 MLW.

2. Utility mapping will be difficult. There are known utilities we cannot locate in the field without potholing, and coordination will be required with both the public utilities and the private facilities. Condition assessments may need to be performed in the field by various utilities for existing equipment. Recommend sending a field engineer with the survey crew who is experienced in geophysical

surveys and involved in the design to coordinate and interact with the utilities and facility owners directly.

3. Unknowns cost the City of Unalaska in contractor change orders and late delivery of projects. Expect to employ back office research, potholing and GPR to provide an accurate and reliable map. A good example would be running a GPR transect along culvert replacements. If we do not know at bid, then tell the contractor in plain language there is an unknown.

4. Limited bathymetric survey of areas where fill is required for the purposes of fill quantity estimations and permitting.

The soils investigation has three primary concerns. The first is the suitability of the subgrade for paving, the second is the location of bedrock and the third is evaluation of cliffs for scaling.

1. Historically, geotechnical investigations have run from Agnes Beach to the entrance to the Westward Seafoods facility. Test pits were installed in 1982 and again in 2016.

2. The sub-grade in the paved area is expected to be analogous with Ballyhoo Road and the City of Unalaska does not expect to replace the sub-grade material. Some evaluation of the soft cliff side shoulder is warranted. Provide a good and fair way to handle intermittent reconstructions in the bid.

3. In locations where cliff scaling is expected, evaluate the slopes for scaling and stabilization. The rock is not high quality, is frost susceptible and is backed by private property.

4. Excavate test pits to the full depth of utilities on the closest planned pipe to the cliff side where we are most likely to encounter bedrock. From the end of paving to the termination of utilities; the focus of a soils investigation is identifying and communicating depth to bedrock, and identifying suitable backfill and the level of effort required trenching through the material. Avoid contract language that unfairly attempts to cover up deficiencies in the information provided or conversely overthinking the level of information needed.

   Preferable that the individual sent to log pits is an engineer involved in the design so that they can spend time on grade learning the site in more detail than they otherwise could on a site walk. Consider reducing the number of test pits only if GPR calibrated to test pits can reasonably determine the depth to bedrock through shot rock fill.

2.2 PHASE IB – DESIGN

Expect 2 to 3 weeks review periods during Design. The cost estimate should be an ADOT style bid form and be updated continuously.

- Pre-design scope and work plan
- 35% plans, specifications, cost estimate and City of Unalaska review
- 65% plans, specifications, cost estimate and City of Unalaska review
- 95% plans, specifications, cost estimate and City of Unalaska review
- Finalized permits
- Bid plans, specifications, project manual and bid services through award
- Conformed drawings

Limit the number of sheets for clarity, and prepare plans that could be constructed without access to the AutoCAD file.

2.3 PHASE III – CONSTRUCTION SERVICES (OUT OF SCOPE - NEGOTIATED WITH PHASE IA AND IB CONSULTANT OR REBID)

The nature of the consultant services through construction contracting has not been determined. The following roles may be utilized with some combinations of consultants the City of Unalaska deems most favorable to its own interests:

- Construction management
- Construction administration
- Construction back office support
- Construction inspection

2.4 PROJECT TEAM

The City of Unalaska anticipates the following technical support services throughout the Project:

- Single point of contact project management
- Civil engineering
- Surveying
- Pavement specialist
- Electrical engineering
- Powerhouse and process SCADA link controls
- Mechanical process (lift stations and chlorine residual test station)
- Geotechnical engineering
- Permitting
- Inspector

3.0 DELIVERABLES

Anticipate scoping, 35%, 65% and 95% level reviews by the City of Unalaska addressed in the previous section. Written review responses will be provided and review teleconferences held after each iteration as needed. Employ a methodology for checking of City of Unalaska comments and indicating they were addressed or cannot be addressed.

Communication will be primarily through the Public Works Director and the City Engineer who will also facilitate communication with the various utility divisions and private entities.

3.1 DOCUMENTS

Provide a PDF copy of draft documents, four bound hardcopies of the final documents, and one PDF copy provided on CD or flash drive. All drawing files must also be provided in AutoCAD or ARC-GIS and PDF format.

Provide cost estimates in spreadsheet format.

4.0 SELECTION PROCESS

Only one Statement of Qualifications from any individual, firm, partnership, or corporation, under the same or different names, will be considered. Should it appear to the City of Unalaska that any Respondent is interested in more than one Statement of Qualifications for the work contemplated, then all Statements of Qualifications in which such Respondent is interested will be rejected.

This does not preclude a subcontractor from appearing in more than one Statement of Qualifications.

4.1 EVALUATION AND AWARD PROCESS

The Evaluation Team will be appointed by the Public Works Director and City Engineer from among City of Unalaska staff. The entire scoring procedure, including Evaluation Team meetings and scoring materials, will be held strictly confidential until after negotiations are concluded.

All Evaluation Team members will be required to certify that they have no conflicts of interest and that they will strictly adhere to the procedures herein described.

- The City of Unalaska receives the Statements of Qualifications.
- Evaluation Team evaluates the Statements of Qualifications according to established criteria.
- The Evaluation Team will schedule and conduct a brief one hour phone interview with at least the two highest scored Respondents.
- The Evaluation Team re-evaluates the interviewed Respondents according to the established criteria.
- City Engineer reviews final scores and forwards evaluation results to the Director of Public Works.
- Negotiation with the Respondent with the highest scored Statement of Qualifications or, if necessary, the next lower scored responsive Respondent and so on. The Contract will be the Engineering and Related Services Agreement, **Attachment B**. The City of Unalaska will be inflexible with regards to the Contract language. The Scope of Services, Schedule and Fee for Services are negotiable.

- Director of Public Works forwards evaluation results and the Contract to the City Manager.

- City Manager makes their recommendation to the City Council for Contract award.

The City of Unalaska and the successful Respondent execute the Contract and a purchase order. The purchase order serves as Notice to Proceed.

4.2 CONDITIONS

The City of Unalaska reserves the right to reject any and all Statements of Qualifications and/or to waive any informality in procedures.

This RFQ does not commit the City of Unalaska to award a Contract, or procure or Contract for any services of any kind whatsoever.

The selection of a successful Respondent shall be at the sole discretion of the City of Unalaska. No agreement between the City of Unalaska and any Respondent is effective until the contract is approved by the City Council of the City of Unalaska, signed by the City Manager, and a purchase order completed.

The City of Unalaska is not liable for any costs incurred by Respondents in preparing or submitting Statements of Qualifications.

In submitting a Statement of Qualifications, each Respondent acknowledges that the City of Unalaska is not liable to any entity for any costs incurred therewith or in connection with costs incurred by any respondent in anticipation of City of Unalaska City Council action approving or disapproving any agreement without limitation.

Any perception of a conflict of interest is grounds for rejections of any Statement of Qualifications. In submitting a Statement of Qualifications, each Respondent certifies that they have not and will not create and/or be party to conflicts of interest with any City of Unalaska official or employee, including but not limited to any direct or indirect financial gain and/or gratuity or kickback or through unauthorized communication with City employees or officials not listed in this RFQ before the selection process is complete.

Nothing in this RFQ or in subsequent negotiations creates any vested rights in any person or entity.

4.3 SOQ DUE DATE AND TRANSMITTAL REQUIREMENTS

Statements of Qualifications must be delivered to the email addresses below by **2:00 p.m., local time, on May 30, 2018**.

mveeder@ci.unalaska.ak.us; rwinters@ci.unalaska.ak.us

Statements of Qualifications will be accepted before and on the published date, and until the time specified.

Statements of Qualifications must be submitted in a single email no larger than **5 megabytes**. The email header must clearly identify the Project and the Respondent e.g.

Name of Consulting Firm – Statement of Qualifications for City of Unalaska Captains Bay Road Paving and Utility Extension

4.4 DOCUMENT REQUIREMENTS

Our intent is that the preparation and review of an RFQ is not an onerous task. The recommended size of the Statement of Qualifications is about 5-10 pages not including resumes.

One (1) copy of the Statement of Qualifications must be submitted in an electronic PDF file organized with bookmarks and be printable to standard 8.5" x 11" or 11"x17" paper.

5.0 EVALUATION FACTORS

The purpose of the Statement of Qualifications is to evaluate each Respondent's capabilities for efficient execution of the Project. Evaluation criteria and weight are as follows.

Major Factor	Weight
1. Professional Qualifications	[40]
2. Experience and References	[30]
3. Narrative	[30]
Total	**[100]**

The Evaluation Team will rank each Respondent using a successive integer ranking system for each major factor. An Evaluator Score for each Respondent will be calculated.

$100 - ((Ranking_1 \times \%\ Weight_1 + Ranking_2 \times \%\ Weight_2 + Ranking_3 \times \%\ Weight_3)-1) \times 5$

The Total Score for each Respondent is an average of all of the Evaluator Scores.

The *Evaluation Score Sheet* will be used by the Evaluation Team to score each Statement of Qualifications; **Attachment C**.

5.1 PROFESSIONAL QUALIFICATIONS

The Professional Qualifications section should include:

- A brief description of the number, qualifications and types of key personnel who would serve on this Project including employees and potential subcontractors.
- Identify and furnish resumes of up to four key personnel and subcontractors who will serve in key positions for this project, including specific experience for each person on similar or related projects.
- Billing rates of key personnel in tabular format.

- The location of the home office and the scope of services offered there.
- Any additional information reflecting on the Respondents ability to perform on this Project.

5.2 EXPERIENCE AND REFERENCES

The satisfactory completion of similar projects of equal size and complexity will be an important element in the evaluation.

- Provide information for three (3) projects for which the Respondent has provided services most related to this Project.
- Provide a reference from the above projects that can comment on the firm's professional capabilities and experience. Names, email addresses, and phone numbers of individuals to contact must be included.
- Describe a situation where you provided the best design although it was not what you (or your client) initially wanted to design.
- Describe your best contractor and engineer relationship on a past project, the contracting mechanism and how that relationship benefited the owner.
- Provide a sealed sample Plan and Profile sheet and a sheet of details similar to this project that was prepared before 2018.

5.3 NARRATIVE WORK PLAN

Describe the methodology the Respondent will use to complete this Project for the City of Unalaska. The Narrative Work Plan will later become the basis of the Scope of Services referenced within the Agreement Exhibit "A", **Attachment B**. However; at this stage the City of Unalaska is most interested in each Respondent's methodology and a synopsis of the Plan to demonstrate understanding of local conditions, rather than a comprehensive work plan.

The Narrative Work Plan must not conflict with or supersede the Agreement; however, the Respondent should note any potential conflicts they would prefer to negotiate.

Provide information about the Respondent's availability and challenges associated with completing the work by end of 2018.

6.0 REFERENCES

The information and descriptions provided are for general informational purposes only and are not a substitute for industry knowledge, site inspection and completion of other necessary due diligence by interested Respondents. Respondents must make their own independent assessment of the conditions and may not rely entirely on any representation, description, or diagram provided by the City of Unalaska in preparing their Statement of Qualifications. Various references are provided for informational purposes only at the below hyperlink as **Attachment D**.

References

6.1 REFERENCES INCLUDED

- ADOT Traffic Counts – Traffic count summaries from 2000-2013
- ARC GIS – Current City of Unalaska map of the project extents
- Bid Tabs – Historical bid tab information from the City of Unalaska
- Geotechnical – 1982 geotechnical report and 2016 test pit reports from Agnes Beach to Westward Seafoods facility
- Photographs – Various photographs of Captains Bay Road including a recent drive through video
- 1988 North Pacific Fuel Utility Map – Facility plan including utilities
- 1989 Westward Utilities – Utilities in Westward Seafoods facility
- 1989 Wood Stave Water Line Replacement Drawings – Record drawings for installation of current 24" ductile iron water main
- 1992 Sewer Force Main Drawings – Record drawings for the 6" sanitary sewer force main installation
- 1995 Topography – Aeromap topography from 1995 in AutoCAD format
- 1999 Captains Bay Road Improvements – Fill and realignment project

- 1999 Deadman's Curve Profiles – AutoCAD file with various profiles. Unknown if work was performed.
- 2000 Westward Seafood Fuel Plans – Fuel lines within the Westward Seafoods facility and other utilities
- 2000s Westward Seafoods Utility Photos – Various photographs of open utilities near Westward Seafoods Powerhouse
- 2001 Pyramid Creek Bridge – Pyramid Creek Bridge plans
- 2006 South Channel Bridge Construction – Includes information about utilities in the vicinity of Agnes Beach
- 2011 Paving Planning – Reports with recommendations for paving in Unalaska
- 2013 Pyramid Valley 3-Phase Extension – 35 KV electrical upgrade up Pyramid Valley Road
- 2017 35 KV Upgrade – Plans and surveyed as-builts of the road originally by PND Engineers and modified by contractor from Agnes Beach to the Westward Seafoods facility
- 2017 Paving Estimates – Spreadsheet with some assumed costs
- 2017 TelAlaska Cable Replacement – Information of TelAlaska's communication utility
- 2017 Unalaska Paving Lifecycle Analysis – Paving report with some assumed costs
- 2017 Electric Master Plan – Electrical utility master plan including some information about this project
- 2018 Draft Water Master Plan – Water system master plan including some information on this project
- 2018 Wastewater Master Plan – Sanitary sewer master plan including some information on this project
- 2018 City Standards – Standard details, lift station standard, survey control and construction contract forms
- 2018 Electrical Single Line – Single line diagram of the electrical utility

Request for Qualifications

Captains Bay Road Paving and Utility Extension

DPU Project No. 19201

May 30, 2018

HDL ENGINEERING Consultants LLC

David W. Lundin, PE | Principal Civil & Environmental Engineer
301 West Elmwood Avenue | Palmer, Alaska 99645
907.746.5230 (P) | 907.746.5231 (F) | dlundin@hdlalaska.com

HDL Engineering Consultants, LLC (HDL) is pleased to provide this proposal to the City of Unalaska (the City) for design services to upgrade Captains Bay Road. The planned upgrades require a diverse, multidiscipline team that can help the City refine the scope, address the significant project challenges, and develop a quality set of construction documents. HDL is committed to providing the City with the highest quality work product and is best suited to assist the City for the following distinctive qualifications:

PROVEN TEAM: HDL is a diverse, multidisciplinary firm with the majority of the required key technical personnel in-house. In addition, we have a great relationship with our key specialty subcontractors. This will allow us to deliver a seamless, high quality design for the City.

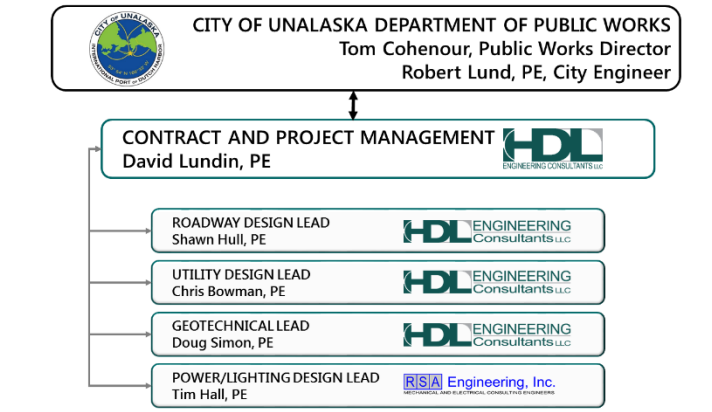
SITE KNOWLEDGE: HDL has conducted significant research on the proposed project. We understand the specific challenges that this project will present. Because of our research and site visit, we will be able to "hit the ground running" on the design, greatly improving the initial deliverables, and identifying key design issues upfront, saving the City time and money.

FLEXIBILITY: HDL works for a variety of government and private clients. We understand that one size does not fit all and collaborate with clients to deliver technically sound designs while considering local preferences, conditions, and resources. This flexibility allows us to incorporate the City's preferences while still offering new perspectives and options.

Professional Qualifications

The proposed project will require a diverse team of professionals to deliver a successful design. Each member of our team is committed to collaborating with the City on the project and acting as an extension of your staff. The HDL team has the right experience and expertise for this project.

The HDL team is prepared to collaborate and accomplish the roadway and utilities designs in tandem. To ensure that we can meet the proposed schedule, we have built our team around a strong contract and project manager and qualified technical leads. The organization chart to the right shows our key personnel and the key specialty team members that will support them. The chart also shows the anticipated lines of communication and authority. Brief overviews of the key specialty team members are included in the organizational chart. Bios for our contract/project manager and key technical personnel follow. Additional information regarding our four key team lead qualifications are included within the resume tab.



KEY SPECIALTY TEAM MEMBERS

ENVIRONMENTAL PERMITTING
Heather Campfield

- More than 16 years of environmental experience, specializing in NEPA documentation
- Works with federal, state, local governments in satisfying environmental permitting, & ecological & biological assessments
- Experienced in coordinating public outreach/scoping, & making presentations to public entities

SURVEY & MAPPING
Gene LeQuire, PLS

- More than 30 years of topographic mapping, ROW surveys, & platting
- Survey Project Manager for ROW mapping of Unalaska South Channel Bridge project
- Project Field Surveyor for Unalaska East Point/Ballyhoo Road Rehabilitation project

ROW ACQUISITION
David Heier

- More than 30 years' experience in real estate, appraisal & ROW
- Licensed Real Estate Salesperson in Alaska (RECS18875); Bachelor degrees in Real Estate & Construction Management
- Served as ROW Agent for DOT&PF & Chief of Land & Resource Management for Matanuska-Susitna Borough

SLOPE STABILITY/ROCKFALL HAZARDS
Benjamin George, PE, CEG

- 13 years designing slope stability & rockfall mitigations
- Manages rope access team of engineers & geologists evaluating conditions & hazards, & observing rockfall mitigation construction
- Providing slope stabilization in Ketchikan for DOT&PF Southcoast Region

WATER/WASTEWATER SCADA
Greg Smith, PE

- More than 25 years' experience in control systems, system integration, & general electrical engineering
- Provided SCADA integration/implementation on +40 water/wastewater treatment plants, & ~300 sewer lift stations & water pump stations
- In-depth knowledge of all water/wastewater site in Unalaska

INSPECTOR
Tom Regan, PE
Regan Engineering, PC

- 37 years' experience including more than sixty projects in Unalaska/Dutch Harbor
- Provided inspection for Captains Bay Road electrical intertie

CONTRACT AND PROJECT MANAGEMENT
DAVID LUNDIN, PE

David brings 25 years of engineering experience to his role as Contract/Project Manager on this project. For the past 18 years, he has led and managed design and construction phase services throughout Alaska, primarily in the Matanuska-Susitna Borough (Borough). David is the President of HDL and Principal-in-Charge of Water/Wastewater, and Mat-Su Transportation, Civil and Site Development, Geotechnical, and Construction Testing services. David will have overall technical and financial responsibility for HDL's performance, and will be in responsible charge of civil engineering. He will be responsible for project oversight, schedule and budget management, and contract conformance. David will provide quality control reviews and serve as the principal point of contact between the City and the project team. With assistance from Shawn Hull, PE and Chris Bowman, PE, David will coordinate and supervise staff and subconsultant efforts, and manage day-to-day activities. David is a working principal, who enjoys project management and assuring delivery of high-quality engineering documents.

Relevant Experience: David has assisted clients with the delivery of over $80 million of capital projects as varied as water storage and distribution, sewer collection and treatment, roadway and airport

development and improvement, and public and private site development. Notable and relevant project management experience includes Phase II of the Southwest Utility System Extension in Palmer. This project included multiple bid packages and projects to construct the 1-million-gallon reservoir, booster pump station, and more than 11,000-feet of water system. David also managed design and construction administration of the City of Wasilla's 2.1-mile Mack Drive Extension/Clapp Street Improvements, which included realignment of an Alaska Department of Transportation and Public Facilities (DOT&PF) road, an anadromous stream crossing, and a new signalized intersection on Knik Goose Bay Road. David also has 12 years managing the design and construction of projects for the City of Palmer's Steel Water Main Replacement Program, totaling over 35,000-feet of water main replacement and more than 6 miles of street improvements at a cost of $26 million.

ROADWAY DESIGN LEAD: SHAWN HULL, PE

Shawn will lead the effort for the roadway design, and has 19 years' experience with the design and management of transportation projects. **Relevant Experience:** Shawn was the Project Manager and transportation design lead for the Seldon Road and Lucille Street upgrades project for the Borough that reconstructed an intersection and approximately 1.25 miles of roadway. He was responsible for the management of several disciplines: survey, civil design, geotechnical, hydrology, electrical, environmental, and Right-of-Way (ROW). Shawn was also the project engineer for DOT&PF's Fairview Loop Realignment and Signal at Knik Goose Bay Road project currently under construction.

UTILITY DESIGN LEAD: CHRIS BOWMAN, PE

Chris will lead the design of water and wastewater utility systems. He has 11 years' experience with development of all manner of water and wastewater utility infrastructure. **Relevant Experience:** Chris has led the design effort on a variety of utility extension projects including large diameter water pipelines, sanitary sewer force mains and lift stations. He has also performed construction inspections for water and wastewater systems, water reservoirs, sanitary sewer rehabilitation, and water and wastewater treatment plants. Chris is familiar with Unalaska's attention to detail and "hands on" project reviews when it comes to their utility systems from his work as project manager for the Chlorine Contact/Storage Tank #2 preliminary design.

GEOTECHNICAL LEAD: DOUG P. SIMON, PE

Doug will lead the geotechnical reconnaissance and evaluation to support the design effort. He has 17 years' experience providing geotechnical design on roadway projects. **Relevant Experience:** Doug has conducted geotechnical evaluations for a large variety of roadway and utility projects. Doug's experience includes ground penetration radar (GPR) evaluations, providing rock slope evaluation and design, and design of retaining structures. He was the lead geotechnical engineer for the Knik River Road, and Seldon and Lucille Road projects mentioned in this proposal.

POWER/LIGHTING DESIGN LEAD: TIM HALL, PE

Tim will lead the electrical design for the project. He has 31 years' experience in planning, design, and construction of electrical infrastructure. He is also a journeyman electrician having worked in the construction field while earning his degree. **Relevant Experience:** Tim has provided electrical design and support on projects throughout the state. He has lead the electrical design effort for several Unalaska projects including Ballyhoo Road Capital Improvements, Unalaska Airport Improvements, APL Dutch Harbor New Crane Power, and Carl E. Moses Boat Harbor Access Road and Utilities. This direct experience provides Tim insight into the challenges the City faces with electrical utilities and the preferred solutions.

ADDITIONAL RESOURCES: HDL has more than 70 professional and technical staff, including 24 licensed professional engineers, 10 engineers-in-training, 7 licensed land surveyors, and numerous engineering, survey, and drafting technicians, certified professional geologists, civil designers, environmental analysts, and administrative support personnel. We will leverage these resources and the depth of our subcontractors to deliver a successful project.

▶ BILLING RATES

The billing rates of the key team members and the staff that will support them is in the table below.

PROJECT TEAM MEMBERS	BILLING RATE
HDL Engineering Consultants, LLC	
David Lundin, PE	$175
Shawn Hull, PE	$155
Matt Coburn, PE	$120
Tim Creary	$110
Chris Bowman, PE	$135
Nicole Yount, PE	$120
Doug Simon, PE	$160
Jeremy Dvorak, EIT	$100
Heather Campfield	$160
Brooke Therrien	$95
Gene LeQuire, PLS	$165
Joseph Zych, LSIT	$95
Bryce Meyer, LSIT	$100
David Heier	$160
Amber Lindstrom	$75
RSA Engineering, Inc.	
Tim Hall, PE	$210
Davin Blubaugh, PE	$150
Frank Silberer	$110
Other Subcontractors	
Ben George, PE	$180
Greg Smith, PE	$175
Tom Regan, PE	$140

▶ LOCATION & SCOPE OF SERVICES OFFERED AT HOME OFFICE

HDL's Palmer office will manage the project. Most of HDL's key personnel/services for this project are in Palmer including the contract and project management, roadway and water/wastewater utility design, and environmental permitting. HDL's Anchorage office will provide geotechnical design and survey services.

▶ DISTINCTIVE PROFESSIONAL QUALIFICATIONS

HDL is a multidisciplinary firm with significant expertise in infrastructure projects similar to this project. Our in-house expertise and relationship with our specialty subcontractors will assure a seamless project.

Experience and References

HDL is proud to provide the following three project examples with similar scope and technical complexity. In addition, we are proud to include Robert Lund and Tom Cohenour as City of Unalaska references. Robert Lund worked with HDL on the Chlorine Contact/Storage Tank #2 preliminary design, and Tom Cohenour worked with HDL while employed by the City of Palmer. They can provide additional information regarding our ability to collaborate successfully with clients.

KNIK RIVER ROAD IMPROVEMENTS

Client:	Matanuska-Susitna Borough
Reference:	Brad Sworts, Capital Projects Division 907.861.7715 / brad.sworts@matsugov.us

Knik River Road (KRR) is 8 miles south of Palmer and pressed between the base of steep mountains and the Knik River. The road provides the only road access to the South Knik River community and lodges at the terminus of the road. The purpose of this project was to address safety and maintenance deficiencies along the roadway with limited funding. HDL worked closely with the Matanuska-Susitna Borough (Borough) staff and stakeholders to evaluate the 11.2-mile corridor prioritized improvement locations.

(1) Bingham Hill (MP 1.9) Reconstruct the horizontal curve to correct insufficient superelevation. Widening the shoulder and side slopes provided adequate clear zone width. The design required careful evaluation of the shallow bedrock below the road and along the side slopes.

(2) Tempra Street (MP 3.7) A rock face near Tempra Street extended to the road shoulder and created rockfall and site distance challenges. The slope was evaluated, cut back, and a rockfall catchment area constructed between the road and slope to alleviate hazards to vehicles.

(3) Scenic Overlook (MP 6.8 to MP 6.9) KRR is used by the tour bus industry to provide tourists a view of the Knik Glacier. They often stop between MP 6.8 and MP 6.9 to view the glacier and scenery. Construction of a scenic overlook area allows buses to stop safely outside the traveled way. This work included gabion walls up to 13.5-feet high to keep the improvements within the existing ROW.

(4) Fire Service Pull-Out (MP 8.0) The Butte Fire Department utilizes a surface water source at MP 8.0 to refill fire trucks. Trucks were traveling 2-miles out of their way to turn around safely. Constructing the pullout enabled the trucks to safely turnaround without significant additional travel and without creating a traffic hazard.

(5) Surfacing (MP 9.7 to MP 11.2) DOT&PF identified the need for the surfacing improvement along the last 1.5 miles or roadway in order to reduce maintenance time and costs. The majority of KRR is a paved roadway; however, the last 1.5 miles was gravel. A 40-mile roundtrip was required for DOT&PF's Palmer maintenance crews and equipment to maintain the gravel portion of this roadway. Surfacing the last 1.5 miles of road reduces maintenance costs and allows a plow truck to provide winter service.

HDL was responsible for management, survey, geotechnical, environmental, preparation of a Design Study Report (DSR), hydrologic and hydraulic design, utility coordination, plans, specifications and estimate (PS&E) documents, and support during construction. Specific services similar to the Captains Bay Road project are surveying a roadway with rock faces along one side, retaining wall design, geotechnical investigation and pavement design, sight distance improvements such as rock cuts and intersection realignments, culvert replacements, wetlands delineation, and roadway realignments.

SOUTHWEST UTILITY SYSTEM EXTENSION, PH I & II

Client:	City of Palmer
Reference:	Greg Wickham, Public Works Superintendent 907.745.3400 / gwickham@palmerak.org

In 2003, HDL helped the City of Palmer develop a wild idea. *With a new regional hospital proposed six miles from the nearest municipal utility, could Palmer extend their water and wastewater systems to serve this large customer?* Over the next 12 years, HDL provided planning and routing analysis, assisted with obtaining funding, surveyed the selected routes, led the ROW acquisition, and performed environmental studies and obtained permits. We designed more than 18-miles of water and sewer pipelines, three sewer lift stations, a water storage reservoir and booster station. The HDL team coordinated the designs with the Alaska Railroad Corporation, DOT&PF, and the University of Alaska. HDL obtained 18 permits and four Alaska Department of Environmental Conservation waivers that reduced the project construction cost to within the available funding. We also negotiated permanent utility easements from 17 landowners without using condemnation. Additional services included providing construction administration, inspection, and material testing without any claims to help bring this wild idea to reality.

During the early stages of the project, the scope of work increased from serving just the new hospital to serving an entire, largely undeveloped region near Palmer with water and wastewater utilities. HDL performed preliminary engineering on two alternate routing options, ultimately selecting a route that was not the City's anticipated route. Overall, Phase I consisted of 6.4 miles of 18-inch water main, 10 total miles of gravity and force main sewer, three sewer lift stations, and an inverted siphon system, which eliminated a lift station. The project timeline was severely constrained because the new hospital needed to be served immediately upon opening. Design of Phase I improvements was completed in just eight months. Construction began in July 2005 and completed in just 15 months including significant portions during the winter. HDL provided construction administration and full-time inspection services.

Shortly after completion of Phase I, HDL continued providing professional services for design of a new water storage reservoir to provide system redundancy to the hospital, and open up additional areas for water service. After reservoir site selection, HDL provided a fast-track design of a 2-mile water pipeline extension and assisted the City of Palmer during negotiations with DOT&PF to add construction of the pipeline into an adjacent roadway project already under construction.

Concurrently with construction of the new pipeline, HDL worked toward design of the new reservoir on land owned by the University of Alaska at their Mat-Su College campus. Because the selected site straddled a section line easement, which typically take up to 5 years to vacate, widening a natural hill was needed to accommodate the tank footprint. HDL performed the complex geotechnical analysis necessary to ensure that the slope would remain stable and support the 1-million gallon reservoir during a large earthquake. HDL's surveyors also assisted by performing a control and boundary survey, topographic mapping, and recording of easements necessary for land conveyance.

As part of the land purchase agreement, the City of Palmer was required to construct an access road and extend the water system to supply the college with water. To facilitate contracting, the final portion of Phase II was divided into two bid packages:

Bid Package 1—Site Preparation and Water Main Extension, which moved more than 225,000 cubic yards of material and constructed 2,200 linear feet of new roadway and 3,600 linear feet of 12- and 18-inch water mains.

Bid Package 2—Reservoir and Booster Station, which constructed the reservoir, booster station, and connecting the college to City water.

When HDL completed construction administration for the reservoir and booster station project, it was the culmination of 12 years of work with a final project cost of nearly $23 million.

SELDON ROAD & LUCILLE STREET IMPROVEMENTS

Client:	Matanuska-Susitna Borough
Reference:	Bob Walden, PE, Capital Projects Division
	907.861.7726 / robert.walden@matsugov.us

In 2014, the Borough completed upgrades and improvements to portions of Seldon Road and Lucille Street north of the City of Wasilla. HDL worked closely with Borough staff through the scoping process to determine the extent of improvements based on the available funding. Major objectives of this project were to upgrade the Seldon/Lucille intersection due to a high crash rate and upgrading Seldon Road to minor arterial standards to meet long-range objectives of becoming an alternative corridor between the cities of Wasilla and Palmer. Funding for the project was through a combination of state grants and Borough general obligation bonds. Total project cost was just under $10 million.

Major upgrades included converting the Seldon Road and Lucille Street intersection from a two-way stop controlled intersection into a modern roundabout, lowering the hill to the south of the intersection on Lucille Street for improved sight distance, and widening roadways to include 12-foot travel lanes and 8-foot paved shoulders along the approaches to the Seldon/Lucille intersection. Seldon Road, from Wards Road to Sweetdream Lane, was upgraded to 12-foot travel lanes and 4-foot paved shoulders and widened ditches. Other improvements included adding a separated, paved pathway along the south side of Seldon Road, new intersection lighting at side street intersections, drainage improvements, gabion retaining walls, and utility relocations. Lucille Street, from Spruce Avenue to Luther Avenue was milled, regraded, and repaved and widened ditches added.

HDL was responsible for management, survey, geotechnical investigation and pavement design, environmental evaluation and permitting, preparation of a Preliminary Engineering Report (PER) and DSR, hydrologic and hydraulic design, ROW acquisition and mapping, extensive utility coordination and preparation of utility agreements, and PS&E design.

▶ COLLABORATING WITH CLIENTS FOR A WIN-WIN DESIGN

The cities of Unalaska and Palmer are similar, in that they spend considerable time studying their problems and determining the best solution based on available information and in-house expertise. Oftentimes, consultants simply design the chosen solution. For the Southwest Utilities Extension project, the City of Palmer staff used their knowledge of engineering design and construction, considered the distance, terrain, and initial construction and operating cost estimates, and determined that a direct route, with nearly 5 miles of water and sewer piping and four lift stations was feasible, and the solution to their problem.

In our response to the City of Palmer's Request for Proposal, HDL identified the need to complete a Preliminary Engineering Report (PER) to satisfy US Department of Agriculture (USDA) Rural Utilities Service funding requirements. We proposed to evaluate briefly three alternative routes to satisfy USDA requirements, and then intended to move forward with the chosen route. However, once work commenced, a different picture unfolded.

The initial route had several technical, environmental, and economic obstacles, including land use restrictions on large parcels of University of Alaska land, Land and Water Conservation Fund, conversion-of-use issues from lift stations within an Alaska State Park, and shallow groundwater table and land use incompatibility associated with crossing commercial gravel mining operations.

The final PER dismissed the "chosen route"; but identified and fully evaluated two feasible routes. The final route was approximately 2.7 miles longer than the initial route, and had technical challenges as described previously. Although the final design was initially not what was anticipated by HDL or by Palmer, the $13.5 million project was designed, permitted, and completed in time for the opening of a new hospital and has been operating relatively problem-free for 12 years.

▶ BUILDING SUCCESSFUL CLIENT RELATIONSHIPS

HDL's business model includes placing young engineers in construction administration and inspection roles. Although they may experience only a few seasons, the education and training they receive and the relationships they build benefit the engineers and clients. One such engineer and contractor relationship is between David Lundin and Matt Ketchum.

David and Matt first worked together in 2003 on a City of Palmer project replacing the water system on Evergreen Avenue between the Glenn Highway and Alaska Street—the busiest segment in Palmer's road system. For construction of this traditional bid-build project, David—who had recently joined HDL—was our Project Engineer and Matt was Wilder Construction's Project Manager. This project was high-pressure, high profile, and fast-tracked. Construction closed Evergreen Avenue during the Alaska State Fair, during the wettest time of the year, and disrupted access to many businesses. Matt and David worked together on issues identified during construction and built a relationship of mutual respect. The $500,000 project was completed on time and for less than the original contract with no major disputes.

The next year, Matt and David had an opportunity to work together on another City of Palmer project, this time to construct two taxiway segments and expand an apron on the Palmer Municipal Airport. A month into construction, several buried drums were encountered during excavation for a taxiway. The drums appeared to be leaking a petroleum product. For many contractors, this would be seen as a "blank check." However, due to the relationship and trust between Matt and David, they were able to work together and minimize the disruption and cost to the project. David was onsite within 10 minutes and provided a time-and-expenses directive to construct a storage site and excavate the 50 drums of road asphalt and approximately 200 cubic yards of contaminated soil. Matt immediately directed all unnecessary personnel and equipment to work in other parts of the project and worked closely with David to limit costs. After receiving three bids for the haul-off and disposal, the total cost of the contamination cleanup was only $43,000.

David and Matt have continued their relationship. At one time, when David was notifying contractors of a project advertisement, Matt asked David who would be the project engineer. When David responded that he would, Matt said, "Ok, then I'll submit a bid." Over the years, David has called on Matt to lend his construction expertise during design development. This collaboration has ensured constructible designs and value-added benefits for the client.

▶ PLAN AND PROFILE EXAMPLE

Attached are examples of plan and profile and detail sheets.

Narrative

HDL has reviewed carefully the detailed list of potential project components, and understands the full scope will be defined after selection of the consultant. Potential challenges anticipated, potential project components, and our general approach to address the challenges are detailed within this narrative section.

▶ GENERAL PROJECT CHALLENGES/APPROACH

Each portion of the project has distinct challenges; however, some items are common to each portion. The following describes those common items and our general approach to addressing them.

SURVEYING & RIGHT-OF-WAY

SURVEY FOR DESIGN: We understand the City's preference to utilize the existing 2017 georeferenced high resolution drone aerial mapping as much as possible. At a minimum, we anticipate the aerial mapping being used in the 35 percent drawings and using some areas for final design. We understand this relativity new process and realize the importance of the ground survey needed to complement the drone and provide quality base mapping. HDL will establish primary horizontal and vertical control using static GPS and differential leveling techniques to tie to the georeferenced aerial mapping. We will establish this permanent control along the entire project corridor and develop a survey control diagram useful throughout the life of the project. We will verify the aerial mapping by performing a GPS survey of the centerline profile for the length of the corridor and cross-sections at half-mile intervals. A ground survey in areas of thick vegetation will be needed to locate buried utilities and densify the mapping in drainage areas.

HYDROGRAPHIC SURVEY: The Request for Qualifications (RFQ) identified two areas where the road will be realigned and the new embankment may extend into the water. These areas will require hydrographic survey for design. Using the existing control, we will use single beam sonar interfaced with RTK GPS to map the ocean bottom for the purposes of fill quantity estimations and to aid in permitting. The data will be checked intermittently using conventional survey techniques. The checked data will be complied with software that accounts for the yawl of the boat and incorporates an electronic tide gauge.

UTILITY MAPPING: Utility mapping is a challenge HDL's survey group has encountered on many design projects. It has been our experience that developing a good relationship with the utility owners and the individuals that provide locates will go a long way. We will meet with each utility at their office and gather any useful utility drawings. We will coordinate with our engineers, the utility locaters, and the potholing crew to locate and survey any unmapped utilities. We will supply a one-man survey crew for this work to save costs. Additionally, we will communicate with the City on a regular basis to report our utility mapping progress or any problems we are experiencing.

RIGHT-OF-WAY SURVEY & ACQUISITION: HDL surveyors will gather all available federal and state land status, tideland, and title information. Our preliminary research identified that Plats 94-34 and 91-22 and US Survey 3588 created most of the road ROW. Review of the documents and aerial imagery show varying ROW widths, adjacent tideland surveys, and possible encroachments into the ROW. Our ROW mapping will identify these factors for consideration in the final design. The final design of the road improvements and the realigned areas in the waterways may require ROW acquisition plats, tideland surveys, parcel plats, temporary construction easements, and legal descriptions.

To realign the road, the roadway will either need to encroach on the ocean or the cliffs. If the roadway is shifted to the cliff side, ROW acquisition will be required. HDL understands that one Native Corporation privately holds most of the property along the proposed realignment, which should simplify acquisition, if needed.

The roadway goes through active industrial facilities. Currently, the location of private utilities through the alignment is not known. Typically, state and federal funding requires all encroachments be permitted and the location documented. The lack of properly permitted and documented encroachments could cause challenges in receiving state and/or federal funding for this portion of the project.

ROW acquisition plats/drawings may be needed for appraisal and acquisition. However, no relocations are anticipated as only vacant land is anticipated to be acquired. HDL generally follows the State of Alaska Right of Way Manual, and recommends the City consider following the manual for potential ROW acquisition.

GEOTECHNICAL INVESTIGATIONS

Our team will use a combination of test pits and GPR to evaluate subsurface conditions along Captains Bay Road, Pyramid Creek Road, and the area of the proposed turn lane on Airport Beach Road. We expect shallow bedrock to have the greatest impact to construction. Test pits will be conducted along the cliff side of the roadway near the proposed vault locations and regular intervals in between. The design of the test pit and GPR program will maximize the information regarding the depth to bedrock.

Using a hand-held Dynamic Cone Penetrometer, we will evaluate the relative strength of the surface course and base course. Samples of the surface course will be collected and laboratory tests performed to confirm the frost susceptibility of the materials. The RFQ has a detailed description of the preferred typical section. Based on our observations, the section is performing well along Ballyhoo Road. HDL will conduct a more thorough inspection of the performance on existing roadways and offer potential cost effective modifications as appropriate.

HDL will evaluate the rock slopes that may be scaled/removed for road realignment. The nature of the fracture patterns will be mapped and recommendations for reducing the potential for falling rocks to affect safety or the roadway. Catchment basins, sloping, benching, or stabilization like rock bolting could be used. If needed, Landslide Technology is available to provide specialty consultation on stabilizing rock slopes.

A Geotechnical Data Report (GDR) will summarize the results of the geotechnical evaluation. The report will include the boring logs, rock fracture mapping, and geophysical results. The GDR will not include recommendations but will be made available as part of the design package so that the contractor is provided all of the available data and the potential for change orders is reduced.

HDL will evaluate the results of the geotechnical evaluation and develop recommendations for the roadway embankment fills, retaining structures, rock slopes, and pavement alternatives. The RFQ provided examples of typical pavement sections that have performed well in the past. If appropriate, HDL will provide alternatives that could improve pavement performance. The selected recommendations will be incorporated into the design but the recommendations memorandum will not be provided with the bid documents.

WATER/WASTEWATER

Locating existing public and private utilities will be a key challenge along the project corridor. Based on the RFQ information, as-built drawings are limited and may not be accurate. Diligence in locating the existing infrastructure will limit the potential for change orders during construction. During potholing operations, HDL will uncover the pipelines and perform a visual inspection. City Water/Sewer personnel indicated that polyethylene encasement is generally all that is required for pipeline corrosion protection. During potholing, we will expose the existing pipelines. If pipes were installed with polyethylene encasement, we will make a small slit in the existing encasement to inspect the pipe visually to ensure that significant corrosion has not occurred. We will repair the breach in the encasement and backfill the pothole. If significant corrosion is found or the pipeline was installed without polyethylene encasement, we will utilize resistance based corrosion indicators to assess the level of possible corrosion on the pipelines. HDL can also employ hydrosonic, leak correlation devices to check electronically for leaks in water pipes/hydrants, if necessary.

ELECTRICAL ENGINEERING

RSA Engineering (RSA) will provide electrical engineering design for roadway lighting, power, and communications utility extensions. RSA will utilize Davin Blubaugh, PE as the Lead Designer and Timothy Hall, PE as the Project Manager, and will assign an in-house peer reviewer as the project progresses.

Additional roadway lighting will be along the road from the intersection at Airport Beach Road to the end of paving. We anticipate that the lighting will consist of 30-foot poles supported by pile foundations similar to the Ballyhoo Road project. The poles will generally be located on the ocean side of the road to avoid problems with shallow bedrock. Poles will be spaced at approximately 200-foot centers and moved as necessary to avoid other utilities. We understand that the City prefers LED cobra-head style roadway lighting luminaires, similar to the Cooper Lighting Streetworks fixtures used on the Ballyhoo Road project, which RSA will utilize as the basis of design. Similar City projects have involved concerns with connections between poles and pole base pile caps, especially concerning substitute connection bolts manufactured in China. RSA will work with the project team to specify the light poles, pole bases and anchor bolts suitable for the project site. In addition, the anchor bolts will be tested and certified to ASTM standards.

The electrical upgrades will include replacing the existing 15kV underground feeder to the North Pacific Fuel facility with a new underground feeder in a 6-inch conduit sized to accommodate a future upgrade to 35kV. New conduits will be run in a common trench with City communications and TelAlaska conduits to facilitate telecommunication upgrades. We understand the City prefers to utilize molded multi-point junctions in below grade vaults for cable connections with a maximum spacing of 1,000-feet or less between vaults. We are also aware the City prefers schedule 40 PVC or HDPE rated for 90° Celsius cable with TRXLP Cable manufactured by Hendrix Wire and Cable for underground systems. These preferences along with other preferences will be the basis of design for the utility extension. The current scope calls for the upgrades to continue from the North Pacific Fuel facility to Offshore Systems facility entrance but is contingent upon cost and budget.

ENVIRONMENTAL

The required environmental permits are not clear since the project has not been defined fully; however, we anticipate the following challenges and approaches.

AGENCY SCOPING: Early coordination is key to avoiding delays due to permitting. Our team will draft an Agency Scoping Plan (Plan) outlining our outreach approach to involving the general public, businesses, and resource agencies throughout project design. The Plan will identify a list of project stakeholders for City review and approval; project description, and purpose and need statement. Informal scoping will be conducted with the agencies that have jurisdiction over natural resources within and adjacent to the project corridor. A scoping letter with a 30-day response timeline will be drafted and mailed to the resource agencies. HDL will collect all comments received and distribute among the team. Early coordination is instrumental in understanding the level of permitting requirements needed later in the project. This approach is strategic in avoiding unnecessary delays to permitting requirements and agency review timelines.

ENVIRONMENTAL PERMITTING: HDL's Environmental Services Group has reviewed the preliminary scope and determined that the following permits may be required: US Army Corps of Engineers Section 404/10 for impacts to wetlands and waters of the US, the Alaska Department of Fish and Game Title 16 Fish Habitat, and the Alaska Department of Natural Resources Temporary Water Use Permit. In addition to permitting, the following agency consultation may be required:

- National Marine Fisheries Service regarding work that has the potential to involve waters within Captains Bay
- The US Fish and Wildlife Service regarding endangered species
- The Alaska Department of Natural Resource regarding Section 106 of the National Historic Preservation Act and potential impacts to known historic resources
- The Alaska Department of Environmental Conservation regarding known contaminated sites in the area of proposed roadway improvements
- Multiagency consultation regarding involvement of potentially navigable waters.

Specialty studies that may be required during preliminary design include Phase I Environmental Site Assessment; desktop review of known cultural/archaeological resources, Essential Fish Habitat Assessment for review by the National Marine Fisheries Service, and wetlands delineation to determine impacts to wetlands and waters of the US.

NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTATION: Projects receiving federal funds will be required to assess, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with environmental protection goals. Should the project receive grant funding through Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program, a full suite of environmental investigations, reviews, and consultations will be required to satisfy National Environmental Policy Act (NEPA) requirements per the Federal Highway Administration (the lead federal agency).

HDL's environmental team will work with the City to ensure the environmental documentation is in accordance with any potential federal funding agencies NEPA guidance. The strategy behind this approach is that the documentation could be used for future NEPA analysis, should federal funding be obtained for the project. We understand that it is up to the federal agency whether to adopt environmental analyses and documentation produced outside of a

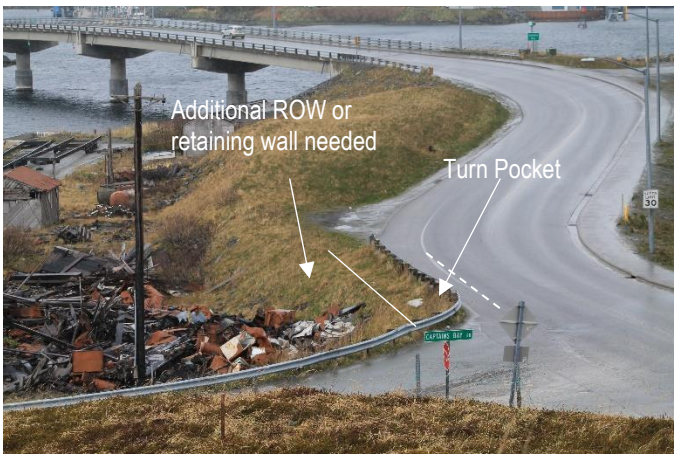
formal NEPA process. It will be to the City's advantage to coordinate early in the design process with any potential funding agencies to outline the project funding approach and define documentation requirements.

▶ LOCATION SPECIFIC CHALLENGES

The following sections describe those challenges that are specific to portions of the proposed project.

AGNES BEACH INTERSECTION

The City desires pedestrian walkway and turn pockets improvements at the intersection of Airport Beach Road and Captains Bay Road. The property where the right-hand turn pocket would be located has multiple owners, which could make ROW acquisition challenging. A retaining structure or steepened and armored slopes could minimize the required width. In addition, a slight realignment of Airport Beach Road through the intersection could develop more room for a turn pocket. There also appears to be a need for either adding a left-turn lane on the westbound approach of Airport Beach Road, or possibly raising the grade of the intersection to lessen the slope.



AGNES BEACH TO PYRAMID CREEK ROAD

This portion of the project could include walkways, realignment, paving, and water and wastewater upgrades. Realignment of the road will generally require either cutting back the rock slopes and/or filling along the ocean side of the road. Challenges with cutting the slopes back will include ROW acquisition, slope stabilization, and potentially bird nesting. If placement of fill is used to realign the road on the ocean side, an Environmental Impact Assessment could be required depending on the funding source. ROW acquisition and permitting have the potential to affect the project schedule. HDL will develop options, fully define the challenges, and design the best option based on collaboration with the City.

Many of the culverts through this section are damaged, blocked, or otherwise in need of replacement or repair. Survey of the ditch and culvert invert will be required to reestablish proper drainage during replacement, particularly in consideration of potential conflicts with existing utilities.

Water and wastewater related work along this section generally consists of assessing, repairing, and upgrading existing features. The key challenge will be locating the existing infrastructure, air relief valves (ARVs), and blowouts. HDL's methodology to address that challenge is on page 6.

The ARVs will be located and exposed along the alignment to determine the condition and functionality. We anticipate the design will include replacing galvanized pipes with stainless steel.

PYRAMID CREEK ROAD THROUGH WESTWARD FACILITY TO END OF PAVING

This portion includes a few key challenges, mostly associated with utility, traffic, and pedestrian congestion. Based on our project reconnaissance, the sight distance to the south is poor for traffic on Pyramid Creek Road trying to enter Captains Bay Road. We believe the Pyramid Road intersection can be upgraded by slight realignment so it intersects more perpendicular to the Captains Bay Road and raising the grade of the intersection. It also appears that the intersection could be adjusted west to assist with the site distance and Pyramid Road grade.

The existing road alignment encroaches on the electrical gear at the entrance to Westward Seafoods. The roadway embankment can be stabilized with a steepened slope that is reinforced and armored or a relatively short retaining wall. A gabion basket retaining wall—similar to those in other areas of Unalaska—could be used.

There is a significant volume of 'uncontrolled' cross traffic along the roadway through the Westward Seafoods facility including trucks backing across the road, forklifts, pedestrians, and carts. Furthermore, roadway improvements should not create shoulders or grade breaks that would limit cross traffic access. Despite not being able to add significant ditching, the roadway will still need to be designed to promote drainage by using features such as shallow drainage swales and flush stormwater intakes.

Water and wastewater extensions will consist of new construction; however, it will not be without its challenges. Locating existing private utilities within the Westward Seafoods area will likely prove difficult without institutional knowledge of the facility, as record drawings are not readily available. During our site visit, City staff indicated that they have a good relationship with Westward's utilities maintenance foreman. HDL's survey and utility locating crew will utilize this institutional knowledge, coupled with a GPR locating system to identify utilities in this area. HDL anticipates running three parallel GPR surveys (one at centerline and each edge) along this portion of the road alignment to assist in locating existing or abandoned utilities. The location and depth of each utility will be confirmed with at least one

test pit per crossing. HDL will work with the City and Westward Seafoods to determine which ones should be connected to the water main extension, or left in-place.

The RFQ anticipates that structural improvements to the roadway section will include digging out 12- to 18-inches of material. This could affect some of the numerous private utility lines that cross the road. Depending on the extent of conflicts, a modified, thinner structural section may be warranted through the facility.

High/fluctuating groundwater levels will also present a significant challenge to constructing the sewer lift stations. The City has expressed a desire to replace the existing valve vault in the first part of this project with something that will provide additional headroom. While we intend to utilize Boreal Controls' standardized lift station enclosure/layout, the location of these facilities in the intertidal groundwater zone vaults may require that they be installed above the finished grade, or utilize extreme waterproofing/anti-floatation measures. These factors will be taken into account during the design phase with ample consultation with the City prior to implementing a proposed design.

END OF PAVING THROUGH NORTH PACIFIC FUEL

The key challenges along this section include realignment and utility crossing of Pyramid Creek. It also includes Deadman's Curve and a general straightening of the road between the curve and North Pacific Fuel.

As discussed previously, the realignment may consist of cutting back the slopes or filling on the ocean side. The conceptual sketch above depicts two options at Deadman's Curve that meet the desired 40 mph rating.

Contaminated soils may be encountered near the North Pacific Fuel facility during the geotechnical evaluation or construction. The subsurface exploration plan and design will include instructions for that contingency.

Utilities will be required to cross Pyramid Creek. Because boring under the creek presents a significant cost, and significant unknowns, we will utilize either a site-built utilidor structure or arctic piping and hang water and sewer utilities on the underside of the existing Pyramid Creek Bridge.

NORTH PACIFIC FUEL TO OFFSHORE SYSTEMS

This portion consists mainly of utility extensions; however, if the estimated cost exceeds the budget, it may not be constructed. HDL can include this design portion as an additive alternative to provide the City with the option to construct as funds allow. We anticipate implementing Boreal Controls' standard chlorine residual test station at the end of the water pipeline, regardless of where it ends up.

▶ TEAM AVAILABILITY

The following table outlines the availability of the team members to work on this project.

PROJECT TEAM MEMBERS	PERCENT AVAILABLE
HDL Engineering Consultants, LLC	
David Lundin, PE	50%
Shawn Hull, PE	50%
Matt Coburn, PE	85%
Tim Creary	60%
Chris Bowman, PE	50%
Nicole Yount, PE	90%
Doug Simon, PE	60%
Jeremy Dvorak, EIT	75%
Heather Campfield	70%
Brooke Therrien	75%
Gene LeQuire, PLS	50%
Joseph Zych, LSIT	65%
Bryce Meyer, LSIT	50%
David Heier	80%
Amber Lindstrom	60%
RSA Engineering, Inc.	
Tim Hall, PE	25%
Davin Blubaugh, PE	40%
Frank Silberer	40%
Other Subcontractors	
Ben George, PE	50%
Greg Smith, PE	60%
Tom Regan, PE	75%

▶ SCHEDULE CHALLENGES

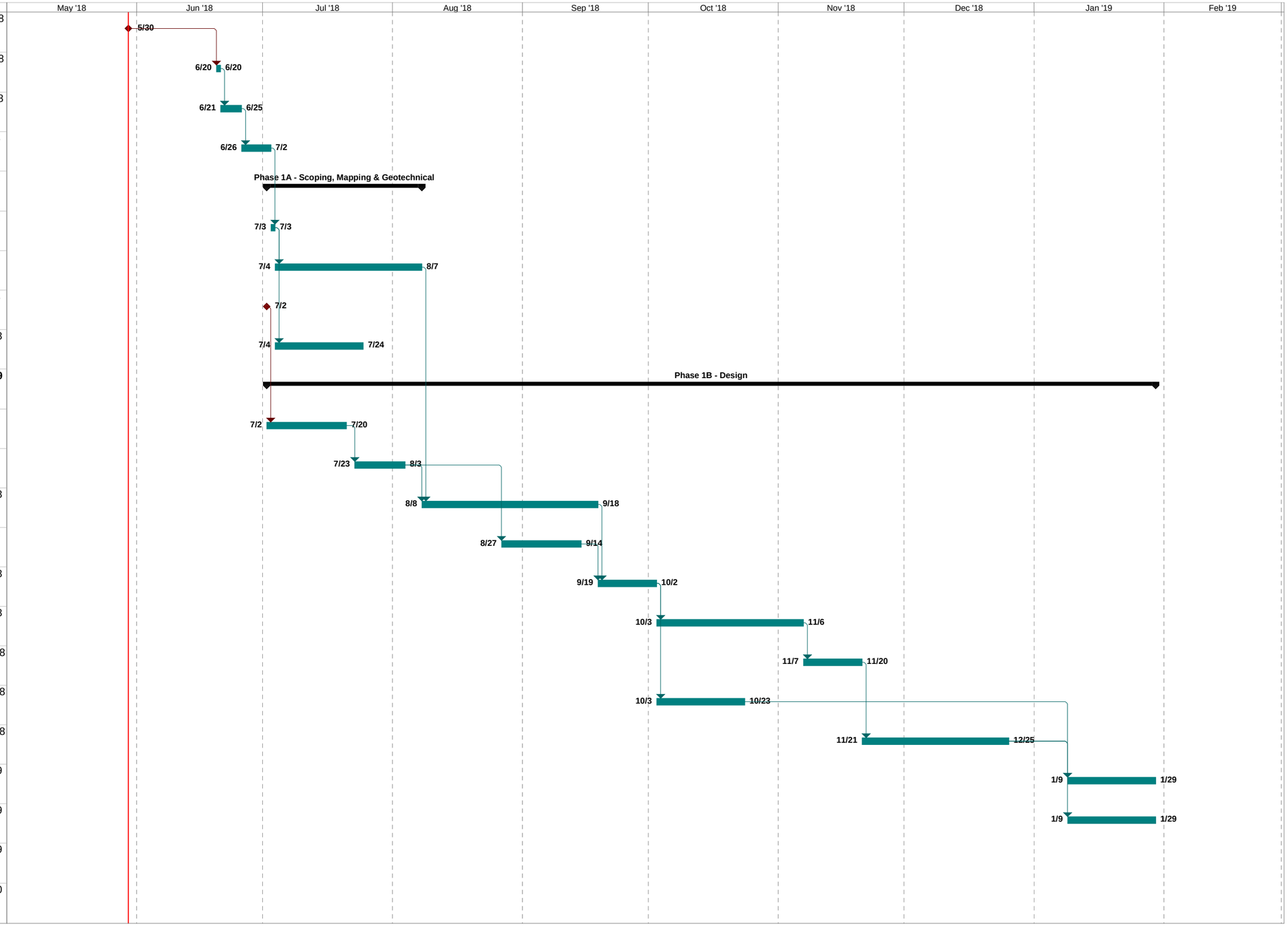
The schedule proposed by the City is aggressive given that the full scope of services is yet to be defined and there could be delays caused by permitting or ROW acquisition. However, HDL has a history of delivering projects on tight timelines. We have developed a schedule (on the following page) to show how we would achieve the desired delivery date. Important keys to design development in the requested timeline are:

- The drone survey is provided no later than July 15 and will be adequate for development of the 35 percent plans.
- The City's review will be limited to two weeks at each deliverable stage.
- Environmental scoping and permitting do not affect the schedule.
- Any ROW can be obtained successfully between the 35 percent and 95 percent design submittals.

Costs savings and efficiencies can be realized for the City if there is flexibility in the required project delivery schedule.

Captains Bay Road Paving and Utility Extension

ID	Task Name	Duration	Start	Finish
1	**Proposal Due**	0 days	Wed 5/30/18	Wed 5/30/18
2	**Notice-to-Proceed**	1 day	Wed 6/20/18	Wed 6/20/18
3	Project Scoping & Work Plan	3 days	Thu 6/21/18	Mon 6/25/18
4	City Review	5 days	Tue 6/26/18	Mon 7/2/18
5	**Phase 1A - Scoping, Mapping & Geotechnical**	**27 days**	**Mon 7/2/18**	**Tue 8/7/18**
6	Kick-Off Meeting	1 day	Tue 7/3/18	Tue 7/3/18
7	Topo Survey & Design Basemap Prep	25 days	Wed 7/4/18	Tue 8/7/18
8	Receive LiDAR From City	0 days	Mon 7/2/18	Mon 7/2/18
9	Geotechnical Fieldwork & Reporting	15 days	Wed 7/4/18	Tue 7/24/18
10	**Phase 1B - Design**	**152 days**	**Mon 7/2/18**	**Tue 1/29/19**
11	35% PS&E	15 days	Mon 7/2/18	Fri 7/20/18
12	City Review	10 days	Mon 7/23/18	Fri 8/3/18
13	65% PS&E/Draft Permits	30 days	Wed 8/8/18	Tue 9/18/18
14	Draft Permits	15 days	Mon 8/27/18	Fri 9/14/18
15	City Review	10 days	Wed 9/19/18	Tue 10/2/18
16	95% PS&E	25 days	Wed 10/3/18	Tue 11/6/18
17	City Review	10 days	Wed 11/7/18	Tue 11/20/18
18	Finalize Permits	15 days	Wed 10/3/18	Tue 10/23/18
19	Final PS&E	25 days	Wed 11/21/18	Tue 12/25/18
20	Advertisement	15 days	Wed 1/9/19	Tue 1/29/19
21	Assistance During Bidding	15 days	Wed 1/9/19	Tue 1/29/19
22	**Construction - Year One**	145 days	Mon 4/1/19	Fri 10/18/19
23	**Construction - Year Two**	130 days	Mon 4/20/20	Fri 10/16/20



Resumes

Shawn M. Hull, PE

Senior Civil Engineer

Shawn has more than 19 years of experience with transportation engineering projects ranging from rehabilitation to full reconstruction. Working closely with clients, Shawn ensures deliverables are submitted on time, and design and construction schedules are met.

Relevant Projects

Seldon Road and Lucille Street Upgrades, Wasilla. Project Manager/Lead Civil Engineer for the coordination and development of the plans, specification, and estimate (PS&E). Served as the point of contact for the Borough Project Manager and had overall responsibility of coordinating tasks between HDL staff and subconsultants. Worked closely with the Borough's construction management consultant assisting with questions and submittal reviews.

Knik River Road, Butte. Assisted the design engineer with design questions and completed Quality Control reviews at the 65, 95 and 100 percent levels. The project included roadway realignment and intersection design for sight distance issues, culvert design, design of a scenic overlook, and geotechnical design of rock cuts and retaining structures.

Fairview Loop Realignment and Signalization at Knik-Goose Bay Road, Wasilla. Assistant Project Manager responsible for coordinating the PS&E design efforts for the realignment of Fairview Loop and signalized intersection and approaches along Knik-Goose Bay Road to connect to the realigned Clapp Street. Prepared a design study report and special provisions for the project. Also assisted in the quality control of the plans, specifications, and estimate documents for the 65, 95, and 100 percent design submittals.

Engineering and Survey Term Contract, Matanuska-Susitna Borough. Project Manager/Project Engineer on assigned project. Currently managing six small roadway projects under this term contract. The status of these projects range from 35 percent design to 95 percent design. The scope of work includes road designs for upgrades to existing roads to improve alignment, drainage, the roadway structural section, and substandard width.

Forest Highway 43, Prince of Wales Island. Shawn helped prepare a Civil Alignment Study in cooperation with a separate geotechnical task order for a 12-mile stretch of Forest Highway 43 located on North Prince of Wales Island. The project objective was to upgrade the existing gravel-surfaced road—originally built in the 1970s for timber resource development—to meet current design standards for geometric alignment. The design upgraded Forest Highway 43 from a 24-foot wide, two-lane road to current highway standards for a 35 mile per hour, 24-foot wide paved roadway with 3-inches of asphalt surfacing. A Value Analysis of the design, and incorporating of approved results, was also included in the contract. Shawn was primarily responsible for the design of the roadway, which included preparation of all the earthwork quantities and estimate and assisting with the preparation of the project specifications.

Sandy Beach Road and Multipurpose Trail, Thorne Bay. Project Engineer for the design a 6-mile stretch of a one-lane gravel logging road into a two-lane, paved road that met design standards for 35 mile per hour. Shawn was responsible for the preliminary investigation research, site visits, roadway and trail design, and preparation of the final documents. He also provided support on the environmental permitting and hydrological analyses that included the preliminary design of 14 fish stream culverts.

Registration

Civil Engineer
Alaska (AELC10903)

Education

BS, Civil Engineering
University of Alaska Anchorage

HDL ENGINEERING CONSULTANTS LLC

Christopher J. Bowman, PE

Senior Civil Engineer—Water/Wastewater

Chris has nearly twelve years' experience with water and sewer design projects including water and sewer mains, treatment facilities, pump stations, and water/sewer system rehabilitation. He has also performed construction inspections for water and sewer mains, water storage reservoirs, facility rehabilitations, and water and wastewater treatment plants. Chris is experienced in the preparation of bid-ready plans and specifications, and coordinating project schedules with contractors and local municipal governments.

Relevant Projects

Southwest Utility System Extension, Phase IIA, Palmer. Lead designer for development and design of a multiple alternative 18-inch water main extension and 1-million gallon at-grade water storage reservoir. Preliminary work included writing a preliminary engineering report, selection of alignments for the transmission main, site selection for the at-grade water reservoir, and operation and maintenance cost estimates for the proposed improvements. Upon receipt of funding, the project was broken into three parts for the transmission main, site preparation of the reservoir/booster station site, and construction of the reservoir and booster station.

Chlorine Contact/Storage Tank, Unalaska. Project Engineer for the preliminary design package of a new 2.6 million gallon welded steel chlorine contact/storage tank and constant pressure booster station to provide Crowley Petroleum Distribution with water during periods of high demand and low storage tank levels. The scope of work included an evaluation of the City of Unalaska's operational data from previous years to establish average potable water demands during the year. A base map was compiled with existing improvements, property information and topographical information.

East Susitna Well Connection, Wasilla. Project manager/engineer of record for a project to connect a new 8-inch water well into the City of Wasilla's distribution system. Chris managed the exploration and well drilling program, which successfully found a high-quality water source. After the drilling program was complete, the City requested that HDL design a water main connection and access/maintenance road to the new water well. Chris managed the design and stayed on during construction to provide engineering services to the City.

Alaska State Fair Sewer Extension, Palmer. Project manager/engineer of record for design and construction of an approximately 5,000 linear-foot-long, 12- and 18-inch diameter gravity sewer main extension to bypass the existing sanitary sewer lift station. Preliminary work included an assessment of the existing lift station and local gravity, sewer pipe network to determine if the fairgrounds could be served by a new large-diameter, gravity sewer main. After preliminary evaluations, Chris oversaw the design of the project, which included a preliminary engineering technical memorandum; design progress submittals; and final bid-ready plans, specifications and an estimate. Construction phase tasks included periodic site inspections, coordination of construction activities between resident inspector, contractor and the Alaska State Fair, preparation of change orders, request for proposals, progress payment reviews and other administrative items.

Sherrod Area Water and Street Improvements, Phases 3 and 4, Palmer. Lead Engineer for the final two phases of Palmer's Steel Water Main Replacement Program. Both phases had very short design schedules and in total, they replaced over 5,000 linear feet of pipe, and upgraded a similar amount of roadway to improve drainage and prepare for future pavement (dependent on funding.) Chris was also the project engineer during construction of Phase 4 of the project.

Registration

Civil Engineer
Alaska (AELC13377)

Certification

Alaska Certified Erosion and Sediment Control Lead

Water Treatment Operator, Level 1

Education

BS, Civil and Environmental Science
Southern Illinois University—Carbondale

HDL ENGINEERING CONSULTANTS LLC

Doug P. Simon, PE

Geotechnical Services Manager

Doug Simon has a broad background in geotechnical engineering and hydrogeology. He has conducted many investigations for roadways, buildings, dams, airports, bridge structures, tunnels, landfills, deep excavations and other civil works projects. His experience includes subsurface characterization for geotechnical and environmental projects including roadways, drainage design, utility construction including water and wastewater, dam safety inspections, geotechnical design of shallow and deep foundations, mines, and geotechnical instrumentation. Doug has significant experience tackling difficult geotechnical problems with innovative and cost effective solutions.

Registration

Civil Engineer
- Alaska (AELC13943)
- Wisconsin (37343)
- Illinois (062-064060)

Education

MS, Geological Engineering
University of Wisconsin Madison

BS, Geological Engineering
University of Wisconsin Madison

BS, Geology
University of Wisconsin Madison

Relevant Projects

Knik River Road, Butte. Managed the geotechnical investigation and development of recommendations for reconstruction of portions of Knik River Road. The project included recommendations for two rock cuts, a gabion wall supported scenic overlook, structural section, pavement, and chip seal design.

Seldon Road and Lucille Street, Palmer. Managed the geotechnical investigation and development of recommendations for reconstruction of Seldon Avenue and Lucille Road. Designed a tiered slope that included gabion baskets and geosynthetic reinforcement to support the roadway embankment without needing to purchase additional right of way and relocate a septic field. The project consisted of approximately 2 miles of roadway and the associated interchange. Nineteen borings were conducted to supplement work that had been done previously.

Sullivan Avenue and Caudill Road Improvements, Butte. Provided geotechnical design of the roadway structural sections for reconstruction of Sullivan Avenue and Caudill Road, and recommendations for surfacing of the pathway along 2-miles of Old Glenn Highway. The project included 27 borings along approximately 2.5 miles of roadway and 9 borings along 2 miles of the Old Glenn Highway near Butte. A sheet pile retaining wall was designed to support the roadway embankment along Bodenburg Creek and resist potential erosion in the future.

Road Armoring Projects, Matanuska-Susitna Borough. Doug is project manager for designing armoring along three roadways in the Matanuska-Susitna Borough. The project teams included surveyors, geotechnical engineers, drafting staff, and environmental scientists. The projects, which are near completion, required coordination between the client, staff, subcontractors, permitting agencies, and stakeholders.

Vallenar Bay Road, Ketchikan. Lead geotechnical engineer for the evaluation of the Vallenar Bay Road project on Gravina Island for the Alaska Department of Natural Resources Division of Forestry. The road consisted of approximately 8.5 miles of forestry road constructed through rock, existing soil and boulder slopes steeper than 1H:1V, and landslides. Provided geotechnical recommendations for stabilizing the roadway through landslides, rock cut relationships, and riprap retaining structures to stabilize steep soil slopes.

Bering Straits Regional Housing Authority Term Services, Savoonga and Gambell. Geotechnical Task Manager and overall Contract Manager led the geotechnical evaluation in Savoonga and Gambell to support design services for fifteen homes and water and sewer utilities for the new housing subdivisions. The geotechnical evaluation included soil borings, laboratory testing of soils, and monitoring subsurface temperatures. Provided recommendations for pad development, and foundation, utility, and lift station design

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Timothy E. Hall, PE

Principal Electrical Engineer

Tim has more than 31 years of hands-on experience in the electrical construction field. He is a journeyman electrician and worked extensively in the construction field while obtaining his electrical engineering degree. Tim is responsible for all project phases from predesign meetings with the owner through final construction phase services. He is experienced in planning, design, specification writing, construction administration, and troubleshooting for a wide variety of projects throughout urban and rural Alaska. Tim has provided exterior lighting designs for projects such as roads, airports, power plants, docks, and buildings of all sizes.

Relevant Projects

Ballyhoo Road Capital Improvements, Unalaska. Tim provided electrical engineering and construction administration services for the design of a new roadway lighting layout for Ballyhoo Road from Tundra Drive to the UMC Dock. The specified light fixtures match roadway light fixtures installed on the Carl E. Moses Boat Harbor Access Road project. In addition, a change to the contract was included at the 65 percent design to replace the existing 35kV underground electrical distribution lines from existing sectionalizing vault A1 so padmount switch S1 including new sectionalizing vault A2 and the replacement of switch S1.

Unalaska Airport Improvements, Unalaska. Tim provided electrical design services for rerouting the Ballyhoo Road and relocation of utilities off airport property to accommodate a runway extension. The electrical design included demolition and replacement of existing underground electrical and telecommunications facilities from padmount switch S1 to sectionalizing vault S2, including the addition of a new sectionalizing vault, a new telecom handhole and several telecom pedestals. Electrical distribution relocation was coordinated with the City's Electrical Department, and telecommunications relocations were coordinated with Telalaska.

APL Dutch Harbor New Crane Power, Unalaska. Tim provided electrical design assistance for the replacement of a diesel powered container crane with a new electrically powered crane. Electrical scope included the extension of a 35kV electrical feeder, a new unit substation, and connection for a 100-gauge crane. The project was designed for phased construction. Phase I included the design of a line extension from the existing 4-way switch that serves APL, the design of a new primary metering cabinet for APL's service, reconnection of the existing 3,500kVA transformer serving APL's power plant, a 35kV line extension to the new APL crane substation and extension of a 3.3kV line from the crane substation to the new crane cable splice box. Phase II design included metering equipment and a recloser to separate APL from the City grid during an event when the crane was providing reverse power to the grid.

Carl E. Moses Boat Harbor Access Road and Utilities, Unalaska. Tim provided electrical design services for lighting the new road to the boat harbor as well as extending power and telecommunications to the new harbor site. The project consisted of providing roadway lighting from the intersection of Henry Swanson Drive and Airport Beach Road to the new harbor site, as well as extending the 35kV underground distribution system and the existing telecommunications systems to the new harbor site. In addition, the electrical design was to size transformers and provide electrical service connections to three switchboards serving harbor float ramps A, B, and C and a new lift sewage lift station. Provisions were designed for future utility extensions to uplands facilities.

Additional roadway extension projects include the Unalaska Marine Facilities Lighting Replacement, King Cove Downtown Loop Design, Eagle River Loop Road Improvements, Anchorage West Dowling Road Phase I and II Upgrades, Glenn Highway Gambell to airport Heights Road Improvements, and Valdez Container Terminal Upgrades.

Registration

Electrical Engineer
Alaska (AELE9131)

Education

BS, Electrical Engineering
University of Alaska Fairbanks

RSA Engineering, Inc.
MECHANICAL AND ELECTRICAL CONSULTING ENGINEERS

P&P Example

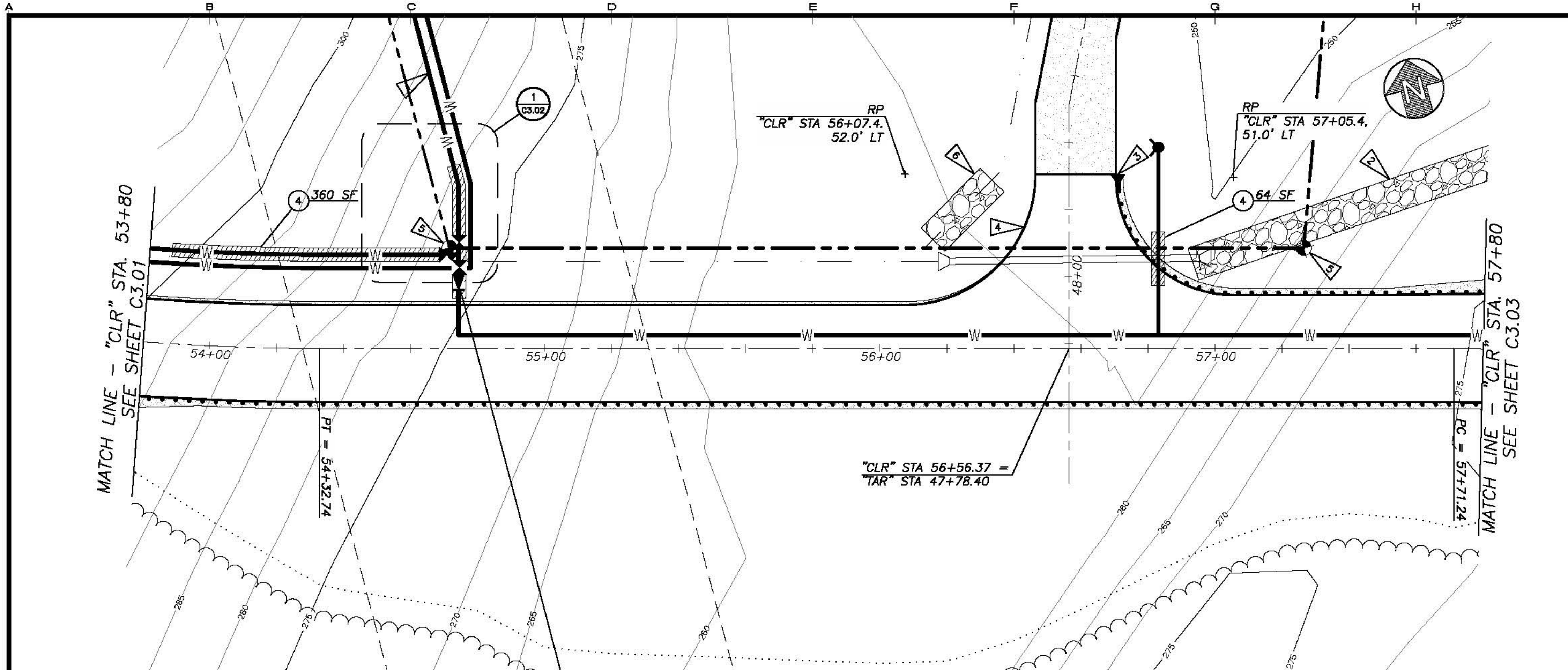
NOTES

A. SEE SHEET G1.02 FOR PROJECT NOTES, LEGEND, MISCELLANEOUS WORK ITEMS AND ABBREVIATIONS, SHEET G1.05 FOR WATER SYSTEM DETAILS, AND SHEET S1.01 FOR SURVEY CONTROL INFORMATION.

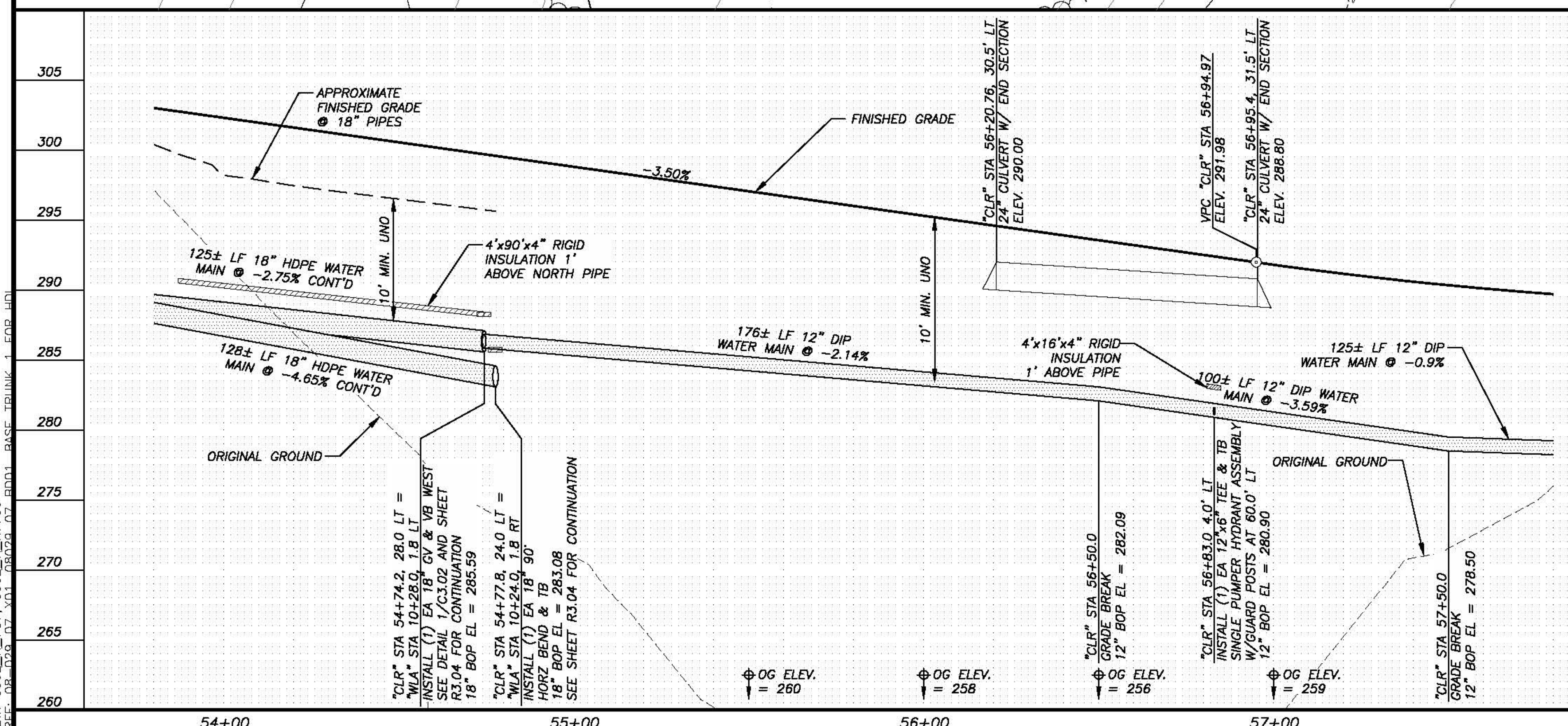
B. STATIONING IS ROAD CENTERLINE ALIGNMENT UNLESS NOTED OTHERWISE.

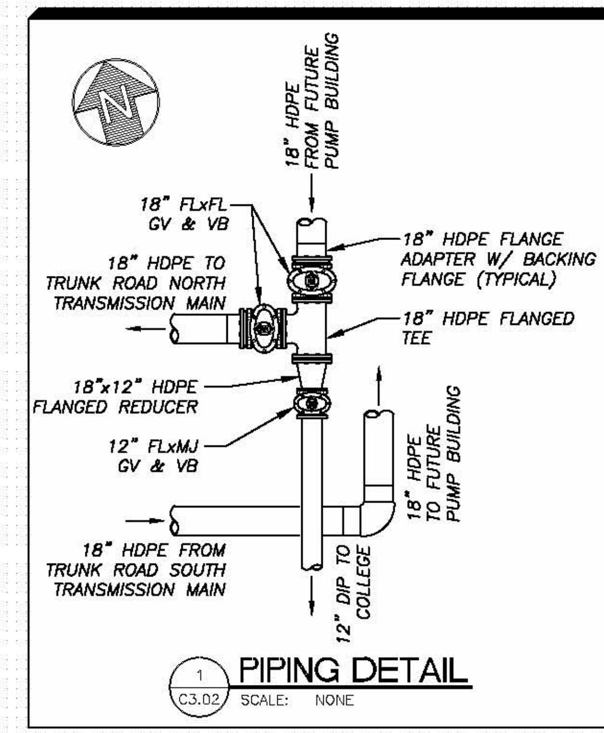
C. THE CONTRACTOR SHALL VERIFY AND FIELD LOCATE ALL BURIED AND OVERHEAD UTILITIES FROM THE APPROPRIATE UTILITY COMPANIES OR AUTHORITIES PRIOR TO COMMENCING WORK.

1. 18" HDPE TRANSMISSION MAINS, SEE SHEETS R3.04 & R3.05.
2. 112 LF DITCH LINING, 12" THICK.
3. BEGIN GUARD RAIL STA 56+70.4, 52.0' LT, W/ ET2000 END TERMINATION.
4. SEE SHEET R3.01 FOR DRIVEWAY PROFILE.
5. RESET MONUMENT.
6. DITCH LINING, SEE R3.01



COLLEGE LOOP ROAD





1 C3.02 PIPING DETAIL
SCALE: NONE

REVISIONS: MARK / DATE / DESCRIPTION — 1, 2, 3, 4, 5

STATE OF ALASKA — 49th — DAVID W. LUNDIN — No. CE 10127 — REGISTERED PROFESSIONAL ENGINEER

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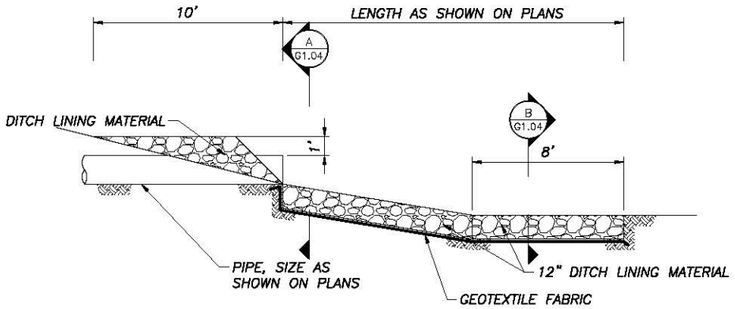
PALMER SOUTHWEST UTILITY EXTENSION PHASE IIa
SITE PREPARATION AND WATER SYSTEM EXTENSION
PALMER, ALASKA

SHEET TITLE: COLLEGE LOOP PLAN & PROFILE STA 53+80 TO STA 57+80

SHEET: C3.02

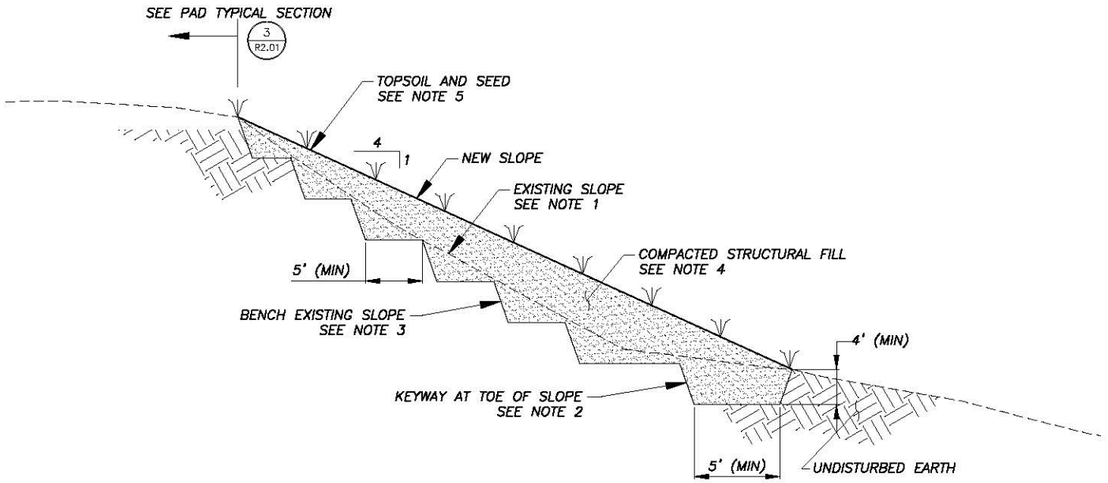
DRAWN BY:	CHECKED BY:
TLC/CAB	DWL
DATE: JAN. 2012	SCALE: 1" = 20'
JOB NUMBER: 08-029	

H:\Jobs\08-029 Palmer Southwest Utility Ext. Ph. II\08-029-07 Final Design\Site Prep\CAD\Drawings\08029_07_C301-306, 1=1, 01/30/12 at 17:20 by tlc
LAYOUT: C3.01 thru C3.08
VIEW: C302_H_PDF, C302_H_X7700
XREF: 08-029_07_X01, 08029_07_RD01, BASE, TRUNK_1, FOR HDL



1 G1.04 DITCH LINING DETAIL

SCALE: NONE

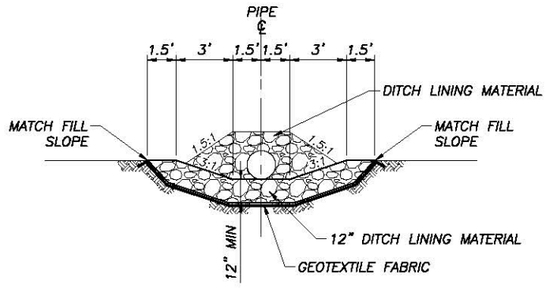


NOTES

1. REMOVE ALL VEGETATION AND ORGANICS FROM EXISTING SLOPE.
2. CONSTRUCT KEYWAY ALONG TOE PRIOR TO CONSTRUCTION OF NEW SLOPE (APPROXIMATELY 4-FEET DEEP BY 5-FEET WIDE).
3. EXISTING SLOPE SHALL BE BENCHED WITH 5-FEET (MIN) HORIZONTAL BENCHES ALONG THE ENTIRE SLOPE.
4. COMPACT IN ACCORDANCE WITH SPECIFICATION SECTION 02300, ARTICLE 3.7, BACKFILL FOR STRUCTURES.
5. INSTALL 4" TOPSOIL AND SEED ON ALL DISTURBED AREAS THAT ARE NOT SURFACED WITH GRAVEL OR PAVEMENT

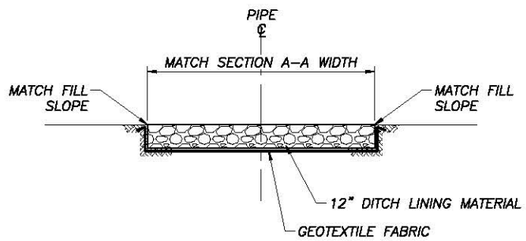
2 G1.04 ENGINEERED SLOPE DETAIL

SCALE: NONE



A G1.04 SECTION

SCALE: NONE



B G1.04 SECTION

SCALE: NONE

REVISIONS		
MARK	DATE	DESCRIPTION
1	2/22/12	ADDENDUM 1
2		
3		
4		
5		

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PALMER SOUTHWEST UTILITY EXTENSION PHASE IIa

SITE PREPARATION AND WATER SYSTEM EXTENSION

PALMER, ALASKA

SHEET TITLE: DETAILS

SHEET: G1.04

DRAWN BY:	CHECKED BY:
TLC	DWL
DATE: FEB. 2012	SCALE: AS SHOWN
JOB NUMBER: 08-029	

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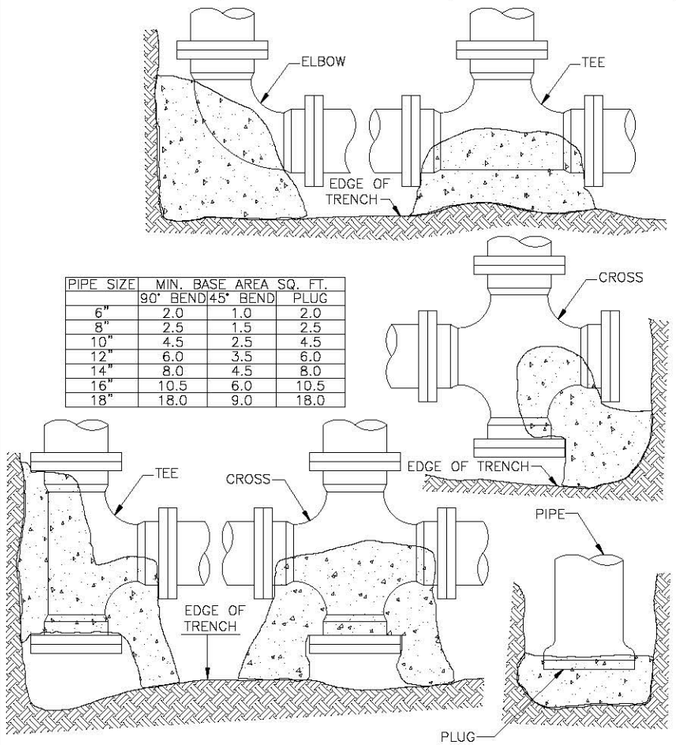
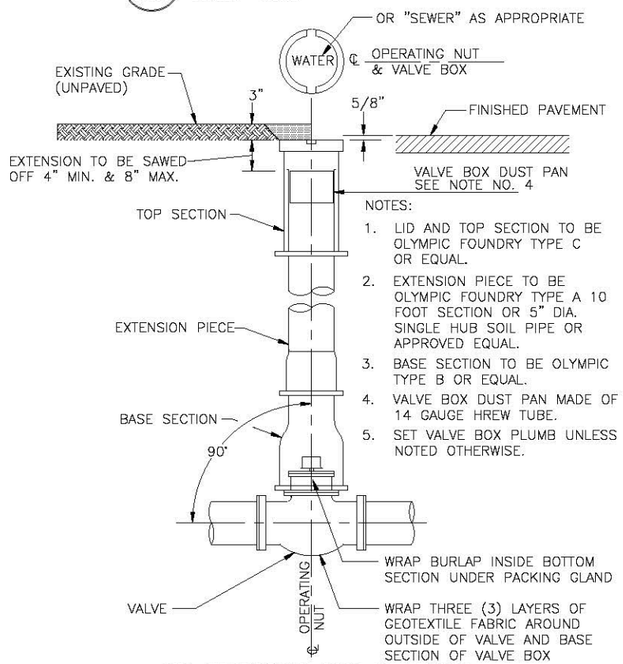
LAYOUT: G1.05



PIPE SIZE	MIN. BASE AREA SQ. FT.		
	90° BEND	45° BEND	PLUG
6"	2.0	1.0	2.0
8"	2.5	1.5	2.5
10"	4.5	2.5	4.5
12"	6.0	3.5	6.0
14"	8.0	4.5	8.0
16"	10.5	6.0	10.5
18"	18.0	9.0	18.0

1 G1.05 THRUST BLOCK DETAILS

SCALE: NONE

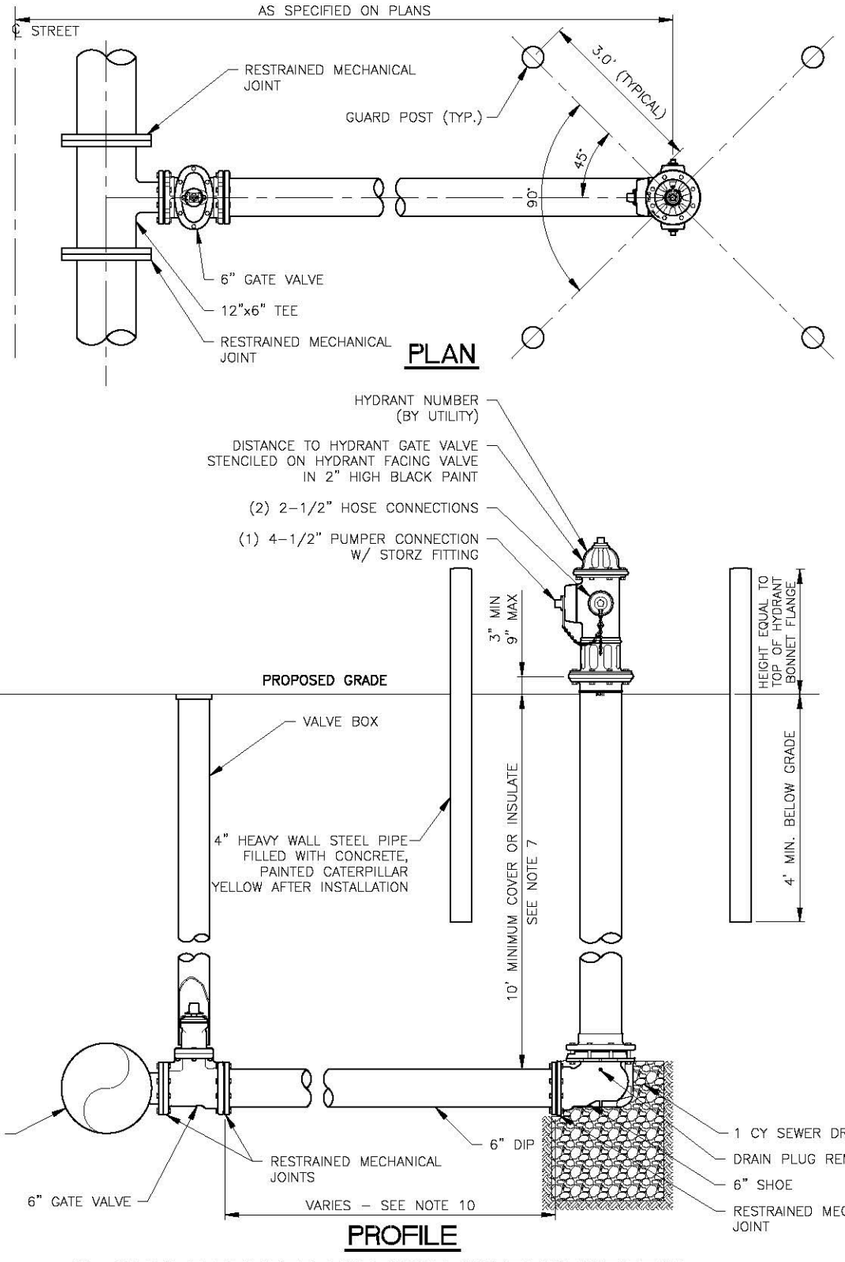


NOTES:

1. LID AND TOP SECTION TO BE OLYMPIC FOUNDRY TYPE C OR EQUAL.
2. EXTENSION PIECE TO BE OLYMPIC FOUNDRY TYPE A 10 FOOT SECTION OR 5" DIA. SINGLE HUB SOIL PIPE OR APPROVED EQUAL.
3. BASE SECTION TO BE OLYMPIC TYPE B OR EQUAL.
4. VALVE BOX DUST PAN MADE OF 14 GAUGE HREW TUBE.
5. SET VALVE BOX PLUMB UNLESS NOTED OTHERWISE.

3 G1.05 TYPICAL VALVE BOX

SCALE: NONE

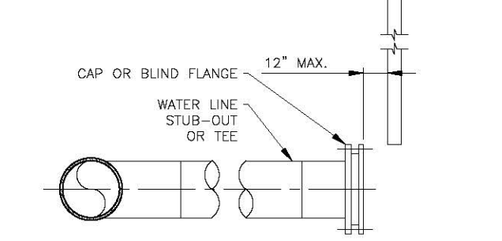


2 G1.05 SINGLE PUMPER HYDRANT ASSEMBLY DETAIL

SCALE: NONE

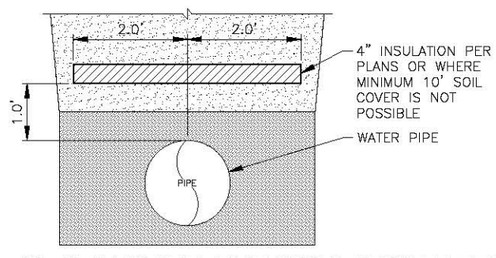
HYDRANT INSTALLATION NOTES

1. HYDRANT BARREL MUST BE INSTALLED PLUMB AND THE LEG MUST BE INSTALLED LEVEL.
2. DRAIN PLUG TO BE REMOVED BY CONTRACTOR.
3. LOCATION SHALL BE SHOWN ON PLANS.
4. ALL HYDRANTS SHALL BE PAINTED CATERPILLAR YELLOW.
5. AUXILIARY GATE VALVE BOX TO BE INSTALLED ACCORDING TO DETAIL FOR TYPICAL VALVE BOX.
6. ALL JOINTS SHALL BE RESTRAINED.
7. PROVIDE 4" x 4.0' WIDE RIGID INSULATION 1' ABOVE TOP OF PIPE WHERE LESS THAN 10' BUT MORE THAN 8' OF COVER IS ACHIEVED. CONTACT ENGINEER FOR DIRECTION IF LESS THAN 8' OF COVER.
8. HYDRANTS SHALL BE LEFT-HAND (COUNTERCLOCKWISE) OPENING.
9. ADJUSTMENT OF HYDRANT TO REQUIRED ELEVATION SHALL BE BY CONTRACTOR AT NO ADDITIONAL COST, INCLUDING BARREL EXTENSIONS AS NECESSARY.
10. COORDINATE AUXILIARY VALVE LOCATION TO ENSURE VALVE BOX IS NOT IN CURB, GUTTER OR CONCRETE SIDEWALK.
11. GUARD POSTS SHALL BE FURNISHED & INSTALLED BY THE CONTRACTOR.
12. GUARD POSTS SHALL BE LOCATED TO ALLOW UNRESTRICTED ACCESS TO PUMPER AND HOSE CONNECTIONS.



5 G1.05 END OF PIPE MARKER DETAIL

SCALE: NONE



4 G1.05 STANDARD PIPE INSULATION DETAIL

SCALE: NONE

REVISIONS		
MARK	DATE	DESCRIPTION
1		
2		
3		
4		
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PALMER SOUTHWEST UTILITY EXTENSION PHASE IIa

SITE PREPARATION AND WATER SYSTEM EXTENSION

PALMER, ALASKA

SHEET TITLE: DETAILS

SHEET: G1.05

DRAWN BY:	CHECKED BY:
TLC	DWL
DATE: JAN. 2012	SCALE: AS NOTED

JOB NUMBER: 08-029

H:\jobs\08-029 Palmer Southwest Utility Ext. Ph. I\08-029-07 Final Design\Site Prep\CAD\Drawings\08029_07_G105, 1=1, 01/30/12 at 14:49 by tlc
LAYOUT: G1.05
XREF: 08029_00_B001


HDL
ENGINEERING CONSULTANTS LLC

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

Technical Attributes	***Weight***	***%***	HDL	Jacobs	PND			
Professional Qualifications	*40*	*40.0%*	96.9	94.4	93.8			
Experiences and References	*30*	*30.0%*	96.9	94.4	95.6			
Narrative	*30*	*30.0%*	98.1	95.0	91.9			
Technical Proposal Raw Score	*100*	–	97.3	94.6	93.8			
Technical Proposal Adjusted Score	–	*100%*	97.3%	94.6%	93.8%			

Enter the Price Proposal (if any) in USD

Cost Attributes	***Weight***	***%***	HDL	Jacobs	PND			
Cost USD	*0*	–						
Price Proposal Score	–	*0%*	0.0%	0.0%	0.0%			
Total Score			**97.3%**	**94.6%**	**93.8%**			
Ranking			**1**	**2**	**3**			

6/15/18

6/15/2018

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%	1	3	2			
Experiences and References	30	30.0%	1	3	2			
Narrative	30	30.0%	1	3	2			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%						
Experiences and References	30	30.0%						
Narrative	30	30.0%						
Total Weight	100	100.0%						
Ranking								

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature:

Date:

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	*40*	*40.0%*	1	2	3			
Experiences and References	*30*	*30.0%*	1	2	3			
Narrative	*30*	*30.0%*	1	2	3			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	*40*	*40.0%*	100.0	95.0	90.0			
Experiences and References	*30*	*30.0%*	100.0	95.0	90.0			
Narrative	*30*	*30.0%*	100.0	95.0	90.0			
Total Weight	*100*	*100.0%*	100.0	95.0	90.0			
Ranking			1	2	3			

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature: Tom Cohenour

Date: 6-15-18

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	***Weight***	***%***	**HDL**	**Jacobs**	**PND**			
Professional Qualifications	*40*	*40.0%*	2	1	3			
Experiences and References	*30*	*30.0%*	3	2	1			
Narrative	*30*	*30.0%*	1	2	3			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	***Weight***	***%***	**HDL**	**Jacobs**	**PND**			
Professional Qualifications	*40*	*40.0%*						
Experiences and References	*30*	*30.0%*						
Narrative	*30*	*30.0%*						
Total Weight	*100*	*100.0%*						
Ranking								

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature: JRP

Date: 6/14/2018

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%	2	3	1			
Experiences and References	30	30.0%	2	3	1			
Narrative	30	30.0%	1	2	3			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%						
Experiences and References	30	30.0%						
Narrative	30	30.0%						
Total Weight	100	100.0%						
Ranking								

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature:

Date: 6/15/18

Scoring numbers were adjusted from original... (interpolated)

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	*40*	*40.0%*	1	3	2			
Experiences and References	*30*	*30.0%*	1	1	1			
Narrative	*30*	*30.0%*	1	2	3			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	*40*	*40.0%*	100.0	90.0	95.0			
Experiences and References	*30*	*30.0%*	100.0	100.0	100.0			
Narrative	*30*	*30.0%*	100.0	95.0	90.0			
Total Weight	*100*	*100.0%*	100.0	94.5	95.0			
Ranking			1	3	2			

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature: Thomas Thomas by Tom Cohenour

Date: 6-15-18

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc. Do not skip or repeat numbers.

Attributes	Weight	%	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%	40	35	38			
Experiences and References	30	30.0%	25	25	25			
Narrative	30	30.0%	25	23	22			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%

Attributes	Weight	%	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%						
Experiences and References	30	30.0%						
Narrative	30	30.0%						
Total Weight Ranking	100	100.0%						

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications

Evaluator Signature: Thomas Thomas

Date: 6-15-18

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	***Weight***	***%***	**HDL**	**Jacobs**	**PND**			
Professional Qualifications	*40*	*40.0%*	1	2	3			
Experiences and References	*30*	*30.0%*	1	2	3			
Narrative	*30*	*30.0%*	2	1	3			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	***Weight***	***%***	**HDL**	**Jacobs**	**PND**			
Professional Qualifications	*40*	*40.0%*						
Experiences and References	*30*	*30.0%*						
Narrative	*30*	*30.0%*						
Total Weight	*100*	*100.0%*						
Ranking								

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature:

Date: 6/15/18

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

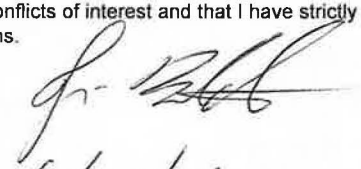
For each Technical Attribute rank each Respondent starting with 1,2,3,4,5 and 6 and so forth. 1 is best, 2 is next best, 3 is third best, etc.. Do not skip or repeat numbers.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%	2	1	3			
Experiences and References	30	30.0%	1	2	3			
Narrative	30	30.0%	1	2	3			

Do not edit. The below calculates the rankings you entered above as a percentage. Each successive rank is a difference of 5%.

Attributes	*Weight*	*%*	HDL	Jacobs	PND			
Professional Qualifications	40	40.0%						
Experiences and References	30	30.0%						
Narrative	30	30.0%						
Total Weight	100	100.0%						
Ranking								

I certify that I have no conflicts of interest and that I have strictly adhered to the procedures described in the Request for Qualifications.

Evaluator Signature: 

Date: 6/15/18

Qualifications Evaluation
Capt. Bay Road Paving and Utility Extension

Technical Attributes	***Weight***	***%***	HDL	Jacobs	PND			
Professional Qualifications	*40*	*40.0%*	3	2	1			
Experiences and References	*30*	*30.0%*	3	2	1			
Narrative	*30*	*30.0%*	3	2	1			
Technical Proposal Raw Score	*100*	–	#DIV/0!	#DIV/0!	#DIV/0!			
Technical Proposal Adjusted Score	–	*100%*	#DIV/0!	#DIV/0!	#DIV/0!			

Enter the Price Proposal (if any) in USD

Cost Attributes	***Weight***	***%***	HDL	Jacobs	PND			
Cost USD	*0*	–						
Price Proposal Score	–	*0%*	0.0%	0.0%	0.0%			
Total Score			**#DIV/0!**	**#DIV/0!**	**#DIV/0!**			
Ranking			**#DIV/0!**	**#DIV/0!**	**#DIV/0!**			

6-15-12

HDL ENGINEERING Consultants LLC

July 3, 2018

Robert Lund, P.E., City Engineer
City of Unalaska
P.O. Box 610
Unalaska, AK 99685

RE: Proposed Scope and Cost
DPU Project No. 19201 - Captains Bay Road Paving & Utility Extension

Dear Mr. Lund:

HDL Engineering Consultants, LLC (HDL) is pleased to present this scope and cost proposal to the City of Unalaska for engineering services for paving and utility extensions on Captains Bay Road, in accordance with the Request for Qualifications dated April 25, 2018.

CIVIL ENGINEERING

GEOTECHNICAL ENGINEERING

TRANSPORTATION ENGINEERING

ENVIRONMENTAL SERVICES

PLANNING

SURVEYING & MAPPING

CONSTRUCTION ADMINISTRATION

MATERIAL TESTING

REAL ESTATE SERVICES

SCOPE OF WORK

TASK 1—TOPOGRAPHIC SURVEYING

HDL's survey group will create a topographic base map identifying the existing conditions within the project area. The drawing will include ground features, improvements, and right-of-way (ROW). Above and below-ground utilities will be added in Task 3.

Survey Control: HDL received the control network prepared by Integrity Surveys from the City Engineer. The existing network is comprehensive and will be the basis of our survey. We will tie the seven monuments located within the project area. The basis of horizontal coordinates will be NAD83 Alaska State Plane Zone 10 in survey feet. Note that HDL will create a local grid coordinate system that resembles Alaska State Plane for design with translation parameters to true Alaska State Plane. The vertical datum will be NOAA Tidal NGVD29 MLW from published Bench Mark Sheet 9462620.

Research: HDL will work closely with the Planning Department to obtain plats, easement documents, and other relevant information. This will reduce our research effort. HDL will check with the Department of Natural Resources (DNR) to ensure we have all property records that are available on the internet. A title report will not be obtained for any parcel during this phase of the survey.

Topographic Survey: The survey limits for this project are nominally from ROW to ROW plus one shot approximately 25 feet beyond to identify adjacent topography. Topographic data will be gathered sufficient to develop 1-foot contour mapping. The mapping will locate topographic features, the road prism, and improvements. We will also survey significant topographic features or improvements outside the limits that may impact design. We will again work closely with the City staff and our engineers to refine our survey limits in areas near the water and areas of steep terrain. We will use a reflectorless total station in steep unstable areas to ensure the safety of our crew. Cross sections will be surveyed at not less than 50-

foot spacing for both tangents and curves. ROW monuments will be recovered concurrent with the topographic survey.

The survey data will be reduced and a best-fit ROW solution will be determined. Additional ROW surveying will be necessary for platting, easements, or certification of the ROW.

Survey Quality Control/Quality Assurance. All survey work products will receive internal independent quality control reviews and quality assurance checks. Upon completion of the draft work product, a second licensed surveyor will review the survey calculations and data prior to a final quality assurance review. A survey field report and electronic check of all the data will be prepared.

Final Survey Deliverables. Final deliverables to our in-house designers will include a base drawing, survey check report, copies of the field notes, indexed photographs, and a survey report. If requested, copies will also be provided to City staff.

Assumptions. The following assumptions were used in developing the scope and cost for this task:

1. The field survey will be performed during the summer of 2018.
2. GPS survey methods will be used where possible and supplemented by conventional survey techniques where needed.
3. Lost days due to weather will be billed as an 8-hour day and are not included in this estimate.
4. ROW survey and mapping for platting, easement, or ROW-certification purposes is not included in this estimate.
5. Bathymetric surveys are not included in this estimate, but are anticipated in a future phase as the proposed roadway realignment is better defined. We will contact Scott Brown with the City of Unalaska Ports to gather existing bathymetric survey data that may be useful in this phase.

TASK 2—GEOTECHNICAL INVESTIGATION

A geotechnical evaluation will be conducted to explore the subsurface conditions along the proposed utility and roadway alignments. The goal of the geotechnical evaluation will be to reduce the potential unknowns during construction and develop parameters for design of the roadway surfacing, cuts and fills, utilities, and structures. The exploration will include test pits and bedrock mapping. Existing test pit logs and photos from previous construction efforts will be reviewed prior to selecting the test pit locations.

Geotechnical Exploration.

Agnes Beach to Pyramid Creek Road

Improvements along this portion of the project include upgrading/replacing the air relief valves (ARVs) and raising cleanouts, hydrants, and valve boxes to grade, adding street lighting, and paving. Approximately eleven (11) shallow test pits will be conducted along the roadway at approximately 500-foot intervals. The actual locations will be shifted to compliment the location of previous test pits and trenches. Test pits will be dug to a maximum of 2 feet below

existing ground surface (bgs) to evaluate the thickness and condition of the surface and base course materials.

Pyramid Creek Road and Intersection

Improvements for this portion of the project consist of paving a 500-foot approach and possible realignment/sight distance improvements at the intersection. Three shallow test pits will be conducted along the roadway to evaluate the thickness and condition of the surface and base course materials to a maximum depth of 3 feet bgs. A test pit will be conducted to a maximum depth of 5 feet where the roadway may be realigned.

Pyramid Creek Road Through Westward Seafoods to End of Paving

There are several underground utilities through this portion of the project and we anticipate potholing will be needed to confirm their locations. Therefore, we do not anticipate conducting shallow test pits for the sole purpose of evaluating the materials for use in the roadway structural section. Samples of the existing roadway section will be collected during utility potholing. Depending on the space available between utilities and surface obstructions, a test pit will be conducted near the retaining structure needed at the entrance of the Westward Facility.

End of Paving through North Pacific Fuel

Utility extensions are expected through this portion of the project. Test pits will be conducted along the roadway at approximately 500-foot intervals resulting in approximately eight (8) test pits for this portion of the project. The actual locations will be shifted to maximize sight distances and minimize the impacts to traffic. Test pits will be dug on the cliff side of the roadway to the depth of bedrock or a maximum depth of 8 feet.

North Pacific Fuel to Offshore Systems

Utility extensions are expected through this portion of the project. Test pits will be conducted along the roadway at approximately 500-foot intervals resulting in approximately five (5) test pits for this portion of the project. The actual locations will be shifted to maximize sight distances and minimize the impacts to traffic. Test pits will be dug on the cliff side of the roadway to the depth of bedrock or a maximum depth of 8 feet.

An experienced HDL engineering assistant will be present during test pitting to evaluate subsurface conditions, collect samples, and conduct field tests. Laboratory tests will be conducted on samples to evaluate the grain size distribution and moisture content of the materials.

Rock Cut Mapping. HDL will evaluate the location, density, and orientation of fractures on the exposed face of existing rock cuts that may be removed during roadway realignment. The rock cut evaluation will determine if patterns of adverse joints or fractures are present. The rock cut mapping will be used to evaluate the potential cut slopes and need for additional bedrock drilling as the potential roadway alignments are evaluated.

Geotechnical Data Report and Recommendations. We will prepare a geotechnical data report presenting the results of the field investigation and laboratory testing. The report will

detail the test pit results (including photos of each test pit and spoils pile), the location and depth of bedrock encountered, the results of laboratory testing, and the results of the bedrock mapping. The report will provide geotechnical data that can be included in the bid documents but will not include the geotechnical recommendations that will be incorporated into the design.

The geotechnical options and recommendations for utility construction, retaining structures, pavement design, and preliminary rock slopes/benching will be provided in a separate letter. If additional investigation is needed for bedrock slopes or road realignment into the ocean, the results of those evaluations will be provided in a separate memo.

Assumptions. The following assumptions were used in developing the scope and cost:

1. Soil borings or detailed subsurface evaluations in the ocean and potential rock cuts are not included in this scope of services. Additional geotechnical evaluation may be needed as the road alignment is refined.
2. The City of Unalaska will directly hire an experienced local contractor to conduct the test pits and provide traffic control.
3. Geotechnical test pits will be completed in three (3) days.
4. Mapping of the bedrock face will be limited to that which can be accomplished from the ground surface, a man-lift, and by photography. Climbing or scaling of the rock will not be conducted.

TASK 3—UTILITY MAPPING

Utility mapping will consist of a staged process of working from known to unknown conditions. First, HDL will request record drawings from the utilities and adjacent private facility-owners. We will review the drawings to identify data gaps and coordinate with the utilities and various facility-owners to attempt to fill in the gaps based on their extensive local knowledge. Using recent survey work to be provided by the City, our surveyors will stake and paint the location of the water and sewer utilities from Agnes Beach to Westward Seafoods. Utility locates will then be requested for below-ground utilities. Our surveyors will locate the paint marks on the ground, as field-marked by the utility companies, and will also locate the aboveground utilities. The data collected will then be added to the base map.

To locate utilities that could not be found using field locates and record drawings, and where depth of critical utilities is unknown, we will use a combination of ground-penetrating radar (GPR) and potholing. In these areas, GPR profiles will be conducted parallel and transverse to the roadway. GPR signatures that appear to indicate utilities will be confirmed with potholes. The location of found utilities will then be recorded and their condition will be documented.

Assumptions. The following assumptions were used in developing the scope and cost:

1. The City of Unalaska will directly hire an experienced local contractor to conduct the test pits and provide traffic control.
2. The GPR and potholing efforts onsite will be limited to eight (8) days.

TASK 4—PRELIMINARY PERMITTING

HDL will coordinate with the City to identify permits necessary to execute the project. A project stakeholder list will be developed, outlining contact information for facility owners along the corridor, and resource agencies that may require coordination throughout the project.

HDL will develop reference figures using ARC-GIS and the 2017 georeferenced high resolution drone aerial survey of the project limits recently provided by the City.

HDL's environmental staff will research readily available information regarding existing environmental resources located within and adjacent to the project corridor. A preliminary environmental overview will be drafted documenting which environmental resources are present. A preliminary scoping letter will then be drafted to each resource agency with jurisdiction over sensitive resources documented during the development of the environmental overview. The preliminary scoping letter, environmental overview, and reference figures will be used during preliminary scoping to determine permitting requirements for the proposed improvements.

Deliverables associated with this task will include:

- Project stakeholder list
- Preliminary environmental overview
- Agency outreach letter
- Record of agency feedback regarding level of permitting required

Assumptions. The following assumptions were used in developing the scope and cost:

1. Environmental field work will not be necessary during this phase of the project.
2. Draft permit applications will not be developed during this phase of the project.
3. No meeting with agencies – agency coordination will take place via email and phone conversations.

TASK 5—PRELIMINARY DESIGN

The purpose of the preliminary design submittal will be to establish the basis for design and present a concept-level plan set. During this phase, we will develop preliminary plans, a series of technical memoranda with supporting calculations and references to design standards, and a preliminary rough-order-of-magnitude construction cost estimate for the proposed project. We anticipate the following major items under this task:

Preliminary Project Plans. HDL will prepare a set of preliminary project drawings for the roadway portion of the proposed project from the Agnes Beach intersection through to Offshore Systems, Inc. facility. These drawings will present the proposed improvements in a conceptual format, showing only a plan view with horizontal curves appropriate for the design criteria. We do not anticipate providing profile views at this time. These plans will be useful for discussion and reference as the project moves into the next phase.

Roadway Design Technical Memo. HDL will use the scoping material in the RFQ and work with City staff to prepare a technical memo that includes preliminary design criteria for the roadway design features. Items will include horizontal and vertical alignment requirements,

slope requirements, functional classification, average annual daily traffic (present and design year), percentage of heavy truck traffic, design speed, intersection requirements, and pedestrian facility requirements.

Electrical Design Technical Memo. Our electrical engineering subconsultant, Electric Power Systems, Inc. (EPS), will use the scoping material in the RFQ and work with HDL and City staff to prepare a technical memo for the electrical upgrades and lighting, as described in the attached EPS proposal. Items included will be conduit sizes, estimated trench depth, light pole spacing and design criteria, and load center and panel information. HDL will provide coordination and quality assurance review prior to submitting the technical memo to the City for review and approval.

Water/Wastewater Technical Memos. Our water/wastewater design subconsultant, Regan Engineering, P.C. (Regan), will work with City staff to forecast flows and size the proposed lift station(s), force main, water main, and other required improvements, as described in the attached Regan proposal. He will engage with the various facility owners, review water/sewer master plan documents, and utilize his existing water/sewer flow models for these purposes. Regan will work directly with our SCADA subconsultant, Boreal Controls, Inc. (BCI), to coordinate controls integration with the new facilities. BCI's scope of work is described in their attached proposal. SCADA design parameters will be included in the Water/Wastewater memoranda or, if warranted, in a standalone memo. HDL will provide coordination, attend review meetings, and perform quality assurance reviews of the technical memos prior to submitting them to the City for review and approval.

Preliminary Cost Estimate. HDL and our subconsultants will prepare a preliminary rough-order-of-magnitude estimate of construction costs based on the plans and design criteria established during this preliminary design phase. Because we anticipate that this estimate may be used for project phasing, we will break the overall project into segments as established in the RFQ. This will allow City staff to prioritize the improvements that are most critical, and give a greater sense of the overall cost of each phase.

SCHEDULE

As identified in the schedule provided in the RFQ response, completion of this Phase IA will take a minimum of approximately six weeks. Assuming award of the contract on July 10, 2018, and allowing one week for processing of a contract, we should be able to complete this scope of work about September 1, 2018. However, this schedule allows no time for delays due to weather, coordinating with adjacent facilities, availability of excavators, availability of lodging, or any of the many additional potential causes for delay that are outside of our control.

COST

We propose to provide the aforementioned services on a time and expenses basis for a cost not to exceed **$371,526** as detailed on the attached worksheet. We anticipate that the award of this work will be in two steps as follows:

	WORK	TOTAL	APPROVAL DATE
Step 1	Task 1 and 20% each of Tasks 2, 3 and 5	$195,868	July 10, 2018
Step 2	Task 4 and remaining 80% of Tasks 2, 3, and 5	$175,658	July 24, 2018

We acknowledge that award of the contract and Step 1 is no guarantee of award of Step 2.

Thank you for your confidence and we look forward to working with you on another important project. Please contact me if you have any questions.

Sincerely,

HDL ENGINEERING CONSULTANTS, LLC

David Lundin, P.E.
Principal / Civil & Environmental Engineer

attach: Cost Worksheet, dated 7/3/18 (7 pages)
EPS proposal
Regan proposal
BCI proposal

FIRM: HDL Engineering Consultants, LLC	PROJECT TITLE: Captains Bay Road Paving & Utility Extension	DATE: 7/3/2018

TIME AND EXPENSES

TASK	TASK No.	LABOR (or FP)	INDIRECT COST	EXPENSES	TOTAL COST		FIRM'S TOTAL PRICE	*SUB-CONTRACTS	PRICE PLUS SUBS
Topo Surveying	1	$125,570	$0	$28,908	$154,478		$154,478	$0	$154,478
Geotech Evaluation	2	$31,670	$0	$10,552	$42,222		$42,222	$3,300	$45,522
Utility Mapping	3	$53,490	$0	$15,461	$68,951		$68,951	$0	$68,951
Prelim. Permitting	4	$10,100	$0	$0	$10,100		$10,100	$0	$10,100
Prelim. Design	5	$39,565	$0	$0	$39,565		$39,565	$52,910	$92,475

*Subcontractors for negotiated professional or technical services, products, etc. (Commodity items available to the general public at market prices, equipment use, and unit priced items are generally included in estimate as expenses.)

ESTIMATED TOTALS	LABOR (or FP)	INDIRECT COST	EXPENSES	TOTAL COST	FEE	FIRM'S TOTAL PRICE	*SUB-CONTRACTS	PRICE PLUS SUBS
FOR FIRM:	**$260,395**	**$0**	**$54,921**	**$315,316**	**$0**	**$315,316**	**$56,210**	**$371,526**

COST ESTIMATE PER TASK

FIRM: HDL Engineering Consultants, LLC		**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension	
TASK NO: 1	**TASK DESCRIPTION:** Topographic Base Map		**DATE:** 7/3/2018
GROUP:	**METHOD OF PAYMENT:** **FP** ☐ **FPPE** ☐ **T&E** ☑ **CPFF** ☐	**PREPARED BY:** Brad Rinckey	

SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager	Survey Manager	Senior Surveyor	PLS Surveyor	PLS Surv. (OT)	Survey Tech.	Survey Tech. (OT)	2-Man Crew	2-Man Crew (OT)	Clerical	
	Management & Coordination	4	4	2							2	
	Mob/Demob				32	32					4	
	Research		1		24		4				1	
	Horizontal Control		1	1	24		4		32	16		
	Vertical Control		1	1	16		4		24	12		
	Topographic Survey		4	2		24		8	80	88		
	ROW Survey		2	6	40				24	12		
	Quality Control	2	4	24								
	Survey Base Map Drawing		2	2	160		16					
TOTAL LABOR HOURS		6	19	38	296	56	28	8	160	128	7	
*** LABOR RATES ($/HR)**		$175.00	$160.00	$160.00	$115.00	$155.00	$100.00	$135.00	$210.00	$275.00	$80.00	
LABOR COSTS ($)		$1,050	$3,040	$6,080	$34,040	$8,680	$2,800	$1,080	$33,600	$35,200	$560	

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
	Airfare	4	$1,220.00	$4,880.00
	Freight	1	$1,000.00	$1,000.00
	Lodging (2 ea, 2-person crews=2-rooms for 24 nights)	48	$185.00	$8,880.00
	Per diem (2 ea, 2-person crews for 24 days)	96	$60.00	$5,760.00
	Vehicle (per day for ea of 2 crew vehicles)	48	$120.00	$5,760.00
	Markup at 10%			$2,628.00
		TOTAL EXPENSES:		**$28,908**

COMMENTS: Estimate is for scope and assumptions in the attached letter of the same date.

FIRM'S TOTAL COST OF LABOR (or Fixed Price):	**$125,570**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$28,908**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$154,478**
TOTAL SUBCONTRACTOR PRICES:	**$0**

SUB-CONTRACTORS: Firm Initials and Price Per Task

						Subtotal	10% Markup
FIRM:							
AMOUNT:						$0	$0

* Labor Rates shall be direct labor (base pay) only if Method of Payment is CPFF; otherwise, Labor Rates shall be total rates (i.e. base pay + benefits + overhead + profit.)

COST ESTIMATE PER TASK

FIRM: HDL Engineering Consultants, LLC				**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension			
TASK NO: 2	**TASK DESCRIPTION:** Geotechnical Evaluation					**DATE:** 7/3/2018	
GROUP:	**METHOD OF PAYMENT:**	**FP** ☐	**FPPE** ☐	**T&E** ☑	**CPFF** ☐	**PREPARED BY:** Doug Simon	

SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager	Geotech. Engineer	Geotech. Eng. Asst.	Eng. Asst. OT	Drafter	Clerical					
	Management & Coordination	2	4				2					
	Geotechnical Exploration											
	Right-of Entry/Utility Locate			4								
	Review Existing Logs/Photos		2	4								
	Mobilization/Demobilization		16	16	4							
	Fieldwork		30	24	6							
	Geotechnical Data Report	2	24	60		4						
	Recommendations	4	16	24		4						
TOTAL LABOR HOURS		8	92	132	10	8	2	0	0	0	0	0
*** LABOR RATES ($/HR)**		$175.00	$160.00	$100.00	$135.00	$105.00	$80.00					
LABOR COSTS ($)		$1,400.00	$14,720.00	$13,200.00	$1,350.00	$840.00	$160.00	$0.00	$0.00	$0.00	$0.00	$0.00

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
	Miscellaneous Field Equipment	1	$500.00	$500.00
	Vehicle	5	$120.00	$600.00
	Airfare	2	$1,220.00	$2,440.00
	Lodging	8	$185.00	$1,480.00
	Per diem	10	$60.00	$600.00
	Freight (samples)	1	$1,000.00	$1,000.00
	Lift Rental	1	$1,000.00	$1,000.00
	Markup at 10%			$762.00
	Laboratory Testing	1	$2,170.00	$2,170.00
		TOTAL EXPENSES:		**$10,552**

COMMENTS: Estimate is for scope and assumptions in the attached letter of the same date. Includes total 28 test pits as detailed in the proposal. No borings in the ocean or in the rock faces to be cut. The City will hire the excavator under separate contract.

*HMA is an allowance for any consulting fees charged by local pavement experts

FIRM'S TOTAL COST OF LABOR (or Fixed Price):	**$31,670**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$10,552**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$42,222**
TOTAL SUBCONTRACTOR PRICES:	**$3,300**

SUB-CONTRACTORS: Firm Initials and Price Per Task

FIRM:	HMA*					Subtotal	10% Markup
AMOUNT:	$3,000					$3,000	$300

* Labor Rates shall be direct labor (base pay) only if Method of Payment is CPFF; otherwise, Labor Rates shall be total rates (i.e. base pay + benefits + overhead + profit.)

COST ESTIMATE PER TASK

FIRM: HDL Engineering Consultants, LLC		**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension	
TASK NO: 2a	**TASK DESCRIPTION:** Laboratory Testing		**DATE:** 7/3/2018
GROUP:	**METHOD OF PAYMENT:**	**FP** ☐ **FPPE** ☐ **T&E** ☑ **CPFF** ☐	**PREPARED BY:** Doug Simon

	LAB TEST	# OF TESTS	COST PER TEST	SUBTOTAL
	P200	14	$40.00	$560.00
	Sieve	14	$75.00	$1,050.00
	Moisture Content	56	$10.00	$560.00
TOTAL NUMBER OF TESTS		84		
LABORATORY COSTS ($)				$2,170.00

COST PER TESTING ITEM

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
				$0.00
				$0.00
				$0.00
				$0.00
				$0.00
				$0.00
	Markup at 10%			$0.00
		TOTAL EXPENSES:		**$0**

SUB-CONTRACTORS: Firm Initials and Price Per Task

						Subtotal	10% Markup
FIRM:							
AMOUNT:						$0	$0

COMMENTS:

FIRM'S TOTAL COST OF TESTING (or Fixed Price):	**$2,170**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$0**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$2,170**
TOTAL SUBCONTRACTOR PRICES:	**$0**

COST ESTIMATE PER TASK

FIRM: HDL Engineering Consultants, LLC		**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension	
TASK NO: 3	**TASK DESCRIPTION:** Utility Mapping		**DATE:** 7/3/2018
GROUP:	**METHOD OF PAYMENT:** FP ☐ FPPE ☐ T&E ☑ CPFF ☐	**PREPARED BY:** David Lundin	

SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager	Survey Manager	Sr Civil Eng	Civil Eng	PLS Surveyor	Survey Tech.	1-Man Crew	1-Man Crew (OT)	Geotech Engineer	Geotech. Eng. Asst.	Clerical
	Management & Coordination	8	4									4
	Coordination with Utilities & Facilities			2	8	8				2		
	Record drawing review & analysis			4	16	4						
	Mobilization/Demobilization				16		8			4	4	
	Surveying for Utilities							32	16			
	Staking Water & Sewer							16	8			
	GPR and potholing for utilities				80					88		
	Add utilities to base map			4	8	8	40					
TOTAL LABOR HOURS		8	4	10	128	20	48	48	24	94	4	4
*** LABOR RATES ($/HR)**		$175.00	$160.00	$135.00	$120.00	$115.00	$100.00	$150.00	$195.00	$160.00	$100.00	$80.00
LABOR COSTS ($)		$1,400.00	$640.00	$1,350.00	$15,360.00	$2,300.00	$4,800.00	$7,200.00	$4,680.00	$15,040.00	$400.00	$320.00

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
	Miscellaneous Field Equipment	1	$500.00	$500.00
	GPR Rental	1	$4,000.00	$4,000.00
	Airfare	2	$1,220.00	$2,440.00
	Lodging	19	$185.00	$3,515.00
	Per diem	22	$60.00	$1,320.00
	Vehicle	19	$120.00	$2,280.00
	Markup at 10%			$1,405.50
				$0.00
		TOTAL EXPENSES:		**$15,461**

SUB-CONTRACTORS: Firm Initials and Price Per Task

FIRM:						Subtotal	10% Markup
AMOUNT:						$0	$0

COMMENTS: Estimate is for scope and assumptions in the attached letter of the same date. The City will hire the excavator under separate contract.

FIRM'S TOTAL COST OF LABOR (or Fixed Price):	**$53,490**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$15,461**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$68,951**
TOTAL SUBCONTRACTOR PRICES:	**$0**

* Labor Rates shall be direct labor (base pay) only if Method of Payment is CPFF; otherwise, Labor Rates shall be total rates (i.e. base pay + benefits + overhead + profit.)

COST ESTIMATE PER TASK

FIRM: HDL Engineering Consultants, LLC		**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension	
TASK NO: 4	**TASK DESCRIPTION:** Preliminary Permitting		**DATE:** 7/3/2018
GROUP:	**METHOD OF PAYMENT:** **FP** ☐ **FPPE** ☐ **T&E** ☑ **CPFF** ☐	**PREPARED BY:** Heather Campfield	

SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager	Env Manager	Env Specialist	GIS Specialist							
	Management & Coordination	2	8									
	Preliminary Env Overview Memo	2	4	12								
	Project Stakeholder List		2	8								
	Agency Outreach Letter		2	8	4							
	Agency Coordination		4	16								
	Document Agency Feedback		2	8								
TOTAL LABOR HOURS		4	22	52	4	0	0	0	0	0	0	0
*** LABOR RATES ($/HR)**		$175.00	$160.00	$105.00	$105.00							
LABOR COSTS ($)		$700.00	$3,520.00	$5,460.00	$420.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
				$0.00
				$0.00
	Markup at 10%			$0.00
				$0.00
				$0.00
				$0.00
		TOTAL EXPENSES:		**$0**

SUB-CONTRACTORS: Firm Initials and Price Per Task

						Subtotal	10% Markup
FIRM:							
AMOUNT:						$0	$0

COMMENTS: Assumes no environmental field work will be required at this phase of the project. Assumes identification of permits necessary for project completion. Draft permits will not be developed during this phase of the project. No meeting with agencies - agency coordination will take place via email and phone conversations.

FIRM'S TOTAL COST OF LABOR (or Fixed Price):	**$10,100**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$0**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$10,100**
TOTAL SUBCONTRACTOR PRICES:	**$0**

* Labor Rates shall be direct labor (base pay) only if Method of Payment is CPFF; otherwise, Labor Rates shall be total rates (i.e. base pay + benefits + overhead + profit.)

COST ESTIMATE PER TASK

FIRM: HDL Engineering Consultants, LLC		**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension	
TASK NO: 5	**TASK DESCRIPTION:** Preliminary Design		**DATE:** 7/3/2018
GROUP:	**METHOD OF PAYMENT:** **FP** ☐ **FPPE** ☐ **T&E** ☑ **CPFF** ☐	**PREPARED BY:** David Lundin	

SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager	Sr Civil Eng (Road)	Civil Eng (Road)	Sr Civil Eng (W/WW)	Civil Eng (W/WW)	Drafter	Clerical				
	Management & Coordination	16	8		8			2				
	Roadway Design-											
	Plans (15%)	2	26	54			50					
	Tech Memo	4	8	16								
	Electrical Design -											
	Tech Memo	1	4		2							
	Water/Wastewater Design -	6										
	Tech Memo-Water Main				4	2						
	Tech Memo-Wastewater				4	2						
	Tech Memo-Condition Assessment				8							
	Tech Memo-Standards for Design				2	2						
	Tech Memo-Chlorine Monitoring				2							
	Tech Memo-SCADA				4							
	Preliminary Cost Estimate	2	4	16	4	16	24					
TOTAL LABOR HOURS		31	50	86	38	22	74	2	0	0	0	0
*** LABOR RATES ($/HR)**		$175.00	$155.00	$120.00	$135.00	$120.00	$110.00	$80.00				
LABOR COSTS ($)		$5,425.00	$7,750.00	$10,320.00	$5,130.00	$2,640.00	$8,140.00	$160.00	$0.00	$0.00	$0.00	$0.00

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
				$0.00
				$0.00
	Markup at 10%			$0.00
				$0.00
				$0.00
				$0.00
	TOTAL EXPENSES:			**$0**

COMMENTS: Estimate is for scope and assumptions in the attached letter of the same date.
Plans will be approximately 15% design level with Title Sheet, Typical Section, and Plan sheets of a roadway alignment over the base map. Electrical Tech Memo per EPS proposal; W/WW Tech Memos per Regan and BCI proposals.

FIRM'S TOTAL COST OF LABOR (or Fixed Price):	**$39,565**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$0**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$39,565**

SUB-CONTRACTORS: Firm Initials and Price Per Task

FIRM:	EPS	Regan	BCI			Subtotal	10% Markup
AMOUNT:	$9,680	$28,240	$10,180			$48,100	$4,810

TOTAL SUBCONTRACTOR PRICES: **$52,910**

* Labor Rates shall be direct labor (base pay) only if Method of Payment is CPFF; otherwise, Labor Rates shall be total rates (i.e. base pay + benefits + overhead + profit.)

Electric Power Systems inc.
Consulting Engineers

David Lundin, PE
Principal/Civil & Environmental Engineer
HDL Engineering Consultants

July 2, 2018

Subject: Price Proposal for Captains Bay Road Paving and Utilities Extension Electrical Design Memo

David,

You recently requested a price estimate to provide engineering services to provide the Captains Bay Road (CBR) Paving and Utilities Extension project Electrical Design Memorandum. This memo is the first phase of the overall project design. The remainder of the design will be performed under a subsequent proposal and estimate.

Below you'll find a Scope of Work and Deliverables, Assumptions, Key Personnel, and Price to provide all materials and labor to accomplish the work as we understand it. All necessary project management, engineering, drawings, and client correspondence are included and itemized below.

Scope of Work and Deliverables (SOW/D)

EPS will provide the electrical portion of the design memorandum and will include the following subjects:

1. Medium voltage design criteria for the 15 kV line extension starting at Pyramid Valley Rd. It is anticipated that this project will generally follow the same design criteria as the 2017 CBR 35 kV project. This task will also include transformers, conduit, conductor, services and other distribution equipment as required.

2. Communications infrastructure including City owned communications conduits and coordination with TelAlaska. The City existing communications conduits along CBR are spare. Design is assumed to be limited to continuation of spares for future use.

3. Street lighting design including preliminary lighting calculations

4. Preliminary cost estimate for electrical construction labor and materials.

5. Discussion of possible construction phasing options, including outage requirements, temporary power requirements and considerations.

6. Summary of any potential unique design issues that are identified during the work on the memorandum.

7. Listing of the electrical codes and standards which will be applicable to the project.

Assumptions

Below is a list of assumptions for this proposal. These assumptions are only intended to clarify our understanding of the scope and where the engineering effort boundaries exist.

1. EPS will provide the electrical design memo. This will be submitted by HDL along with the remainder of the design memos to the City.

2. EPS has only included the memorandum; preliminary design drawings can be added if requested

3. Travel to Unalaska has not been included, but can be added if requested.

4. The remainder of the project design scope and associated costs will be covered in a later proposal.

Key Personnel

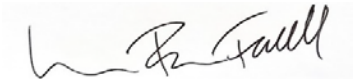
It is expected that electrical engineers David Harr, AK PE (Engineer X) and Bill Farrell, AK PE (Engineer VII) will provide these services. David and Bill will draw upon necessary support staff.

Price

The total estimate is $9,680 for this project and will be billed on regular monthly intervals on a Time and Expenses basis per our standard 2018 fee schedule. This price is valid through 12/31/18.

If you have questions or require additional information, feel free to contact me at 907-523-3104.

Thank you,



William Brown-Farrell, PE, PMP
Electrical Engineer
Electric Power Systems, Inc.

Electric Power Systems, Inc. Fee Schedule

Valid through 12/31/2018

Testimony, deposition/expert witness	$426.00
Engineer XII	$227.00
Engineer XI	$210.00
Engineer X	$195.00
Engineer IX	$178.00
Engineer VIII	$171.00
Engineer VII	$164.00
Engineer VI	$158.00
Engineer V	$152.00
Engineer IV	$142.00
Engineer III	$127.00
Engineer II	$114.00
Engineer I	$106.00
Project Manager VI	$210.00
Project Manager V	$195.00
Project Manager IV	$178.00
Project Manager III	$171.00
Project Manager II	$164.00
Project Manager I	$158.00
Engineer Tech VI	$171.00
Engineer Tech V	$158.00
Engineer Tech IV	$136.00
Engineer Tech III	$118.00
Engineer Tech II	$104.00
Engineer Tech I	$88.00
ROW Manager	$174.00
ROW Senior Agent	$151.00
ROW Agent	$109.00
ROW Assistant	$80.00
Professional Land Surveyor	$163.00
Expeditor	$88.00 ST / $116.00 OT
Clerical	$60.00
Office Manager	$75.00

1. The above listed rates are per hour.
2. The fee schedule is subject to review on January 1, 2019, and on January 1 of each year thereafter.
3. Expenses incurred, as necessary part of engineering services under this contract will be billed at cost plus 10%. Incidental expenses, such as computer usage, local phone service, and copying are included in the above rates. If Per Diem is utilized (vs. expenses and markup), it will be at the Federal Rates.
4. Services and materials purchased by Electric Power Systems, Inc. at the request of the owner will be billed at cost plus 10%.
5. Services and materials provided by other Engineered Solutions Group, Inc. companies will not be subject to intra-company markup, and are subject to the above fee schedule.
6. Interest at the rate of 1.5% per month (less, if restricted by law) may be charged for invoices greater than 60 days past due.

Electric Power Systems, Inc.
A division of Engineered Solutions Group, Inc.
3305 Arctic Blvd., Suite 201, Anchorage, AK 99503
Phone (907) 522-1953, Fax (907) 522-1182, www.esgrp.net

COST ESTIMATE PER TASK

FIRM: EPS				**PROJECT TITLE:** Captains Bay Road Paving & Utility Extension			
TASK NO: 5	**TASK DESCRIPTION:** Preliminary Design (Electrical)					**DATE:** 7/3/2018	
GROUP:	**METHOD OF PAYMENT:**	**FP** ☐	**FPPE** ☐	**T&E** ☑	**CPFF** ☐	**PREPARED BY:** Bill Farrell	

SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Eng. X	Eng. VII		Drafter	Clerical						
1	Medium Voltage	4	8									
2	Communications	1	2									
3	Street Lighting	2	8									
4	ROM Cost Estimate	1	4									
5	Phasing	2	4									
6	Summary of Issues	1	2									
7	Codes	1	2									
	Coordination & Management	2	4									
	Contigency	2	6									
TOTAL LABOR HOURS		16	40	0	0	0	0	0	0	0	0	0
*** LABOR RATES ($/HR)**		$195.00	$164.00									
LABOR COSTS ($)		$3,120.00	$6,560.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

EXPENSES

SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE
				$0.00
				$0.00
	Markup at 10%			$0.00
				$0.00
				$0.00
				$0.00
		TOTAL EXPENSES:		**$0**

SUB-CONTRACTORS: Firm Initials and Price Per Task

						Subtotal	10% Markup
FIRM:							
AMOUNT:						$0	$0

COMMENTS:

FIRM'S TOTAL COST OF LABOR (or Fixed Price):	**$9,680**
***IF CPFF*, TOTAL INDIRECT COST @ 0.00%**	**$0**
FIRM'S TOTAL EXPENSES	**$0**
FIRM'S TOTAL COST (no Subcontracts or Fee)	**$9,680**
TOTAL SUBCONTRACTOR PRICES:	**$0**

* Labor Rates shall be direct labor (base pay) only if Method of Payment is CPFF; otherwise, Labor Rates shall be total rates (i.e. base pay + benefits + overhead + profit.)

Captains Bay Road Paving

Task 1A Scope and Engineering Fee Estimate

Regan Engineering

No.	Task	Projected Time (hrs)	Rate	Cost
1	Model Water System, Determine/Verify Capacities for Different Size Pipes w/appropriate Residual Pressure. Model for Pyramid or Well source supply. Consider current and future flow rates. Interview OSI, NPF, WSI and AML for current and Projected uses. Develop Tech Memo - Water Main Size(s).	24	$140	$3,360
2	Estimate Sewage Flows from Task 1, Determine Wet Well Sizes, Force Main Lengths and Sizes, Pump Station Locations, Estimated Pump Sizes, Identify Issues. Obtain and review Crowley/NPF infrastructure as-builts and plat(s)/ROW plans. Site and plan review, 2-days in field. Develop Tech Memo - Pump Station Locations, Sizes, Force Main Sizes (1)(2)	40	$140	$5,600
3	Condition Assessment for Pump Station #9, Westward Water and Wastewater Utilities, Exisitng Pipes and Appurtenances, Estimated 1-day research, 3+ days in Field. Meet with COU Water/Wastewater Divisions and review sites. Develop Tech Memo - Existing Utilities Condition Assessment	76	$140	$10,640
4	Expenses (Airfare, Per Diem, Ground Transportation, etc.); 1-Trip to Unalaska	-	-	$3,600
5	Produce Tech Memo with Standards to be used During Design.	8	$140	$1,120
6	Water EOD/Chlorine Monitoring Facility, Field Assessment of Existing Facility, Meet with Water Division, Research Structure Options, Research and determine Field Location of New Facility and Blow-off Pipe. Develop Tech Memo - Water EOD Cl2 Monitoring Facility (1)	16	$140	$2,240
7	15% Plan ROM Cost Estimate for Water and Sewer Pipe, Pump Stations, Cl2 Building, PS #9 Upgrades, Misc. Improvements.	12	$140	$1,680
	TOTAL			**$28,240**

(1) Excludes SCADA Assessment

(2) Need for Air/Vac relief valves TBD after road/pipe profiles available

Scope includes attendence of meetings with City to review and discuss memorandums.

July 2, 2018

HDL Engineering Consultants, LLC
3335 Arctic Boulevard, Suite 100
Anchorage, AK 99503

BOREAL CONTROLS INC.
JUNEAU, ALASKA

As requested by HDL, Boreal Controls Inc. is pleased to provide their fee schedule for Phase 1A of the Unalaska Captains Bay Road Paving and Utility Extension project. This a revised proposal, as the initial request was misinterpreted.

Scope of Work

Site Visits

No site visits are expected for Phase 1A of the project.

Meeting Participation

BCI staff will participate in the necessary design team meetings to coordinate efforts. Participation will be through teleconference. BCI expects the following meetings for Phase 1A:

1. General Project Coordination Teleconferences
2. Water Coordination Teleconference
   - A. End of Distribution Reporting Requirements
   - B. End of Distribution Programming Requirements
   - C. End of Distribution Communication (IT/IS)
3. Wastewater Coordination Teleconference
   - A. Existing Westward Lift Station Pump Size to be Increased
   - B. New Lift Stations Design Requirements
   - C. New Lift Stations Communications (IT/IS)

Scope, Investigation & Document Preparation

Formal bid documents are not necessary for Phase 1A of the project.

BCI provided the Electrical and Controls Systems Engineering for Unalaska's other Water and Wastewater stations. BCI will review their previous projects and deliver Unalaska's Water and Wastewater design standards to the engineering team.

BCI has programmed and standardized all of the Water and Wastewater PLCs and communication between them. Programming is not included as part of Phase 1A, but will part of Phase IB as the design requirements are made clear.

Cost Estimation

As part of the work for Phase 1A, BCI will provide a 15% level cost estimate for the water and wastewater stations.

Cost Proposal Phase 1A

We propose to undertake the foregoing scope of work on a time and expense basis with a not-to-exceed cost of **$10,200** per the attached cost spreadsheet. Below is BCI's general fee schedule for reference.

Position / Role	Rate
• Principal Engineer	$175/hr
• Project Manager	$160/hr
• Professional Engineer	$155/hr
• Staff Engineer	$140/hr
• Clerical	$75/hr
• Travel	$50/hr
• Travel Expenses	Billed at cost

Closure

Thank you for the opportunity to propose to work on this project. Please contact me if you have any questions or suggestions.

Sincerely,

Gregory S. Smith, P.E.
President
Boreal Controls Inc.

		ITEMS & DESCRIPTIONS	MATERIALS & EXPENSES QTY	UNITS	COST EACH	ITEM COST	LABOR QTY	UNITS	RATE	ITEM COST	COSTS MATERIAL MARKUP	MATERIAL SUBTOTAL	LABOR CONTINGENCY	LABOR SUBTOTAL	SUBTOTAL
1	**Phase IA : Scoping, Mapping, & Other Investigations**														**$10,180**
	A	Project Management				$0				$5,700	0.00%	$0	0.00%	$5,700	$5,700
		1 Project Management				$0	16	HOURS	$160	$2,560					
		2 W & WW Station Electrical Standards				$0	4	HOURS	$160	$640					
		3 W & WW Station Electrical Control Standards				$0	4	HOURS	$160	$640					
		4 Class 3 - 15% Cost Estimate				$0	12	HOURS	$155	$1,860					
		5				$0		HOURS		$0					
	B	Water				$0				$1,280	15.00%	$0	0.00%	$1,280	$1,280
		1 Coordination w/ Design Team & City				$0	8	HOURS	$160	$1,280					
		End Of Distribution Requirements				$0		HOURS		$0					
		Programming & Reporting				$0		HOURS		$0					
						$0		HOURS		$0					
						$0		HOURS		$0					
	C	Wastewater				$0				$2,560	0.00%	$0	0.00%	$2,560	$2,560
		1 Coordination w/ Design Team & City				$0	8	HOURS	$160	$1,280					
		Westward Lift Station Starter Size				$0		HOURS		$0					
		Programming Design				$0		HOURS		$0					
						$0		HOURS		$0					
	D	IT/IS Communications				$0				$640	0.00%	$0	0.00%	$640	$640
		1 Coordination w/ Design Team & City				$0	4	HOURS	$160	$640					
		Necessary Hardware				$0		HOURS		$0					
						$0		HOURS		$0					
						$0		HOURS		$0					
2	**Phase IB : Design**														**$0**
	A	Pre-design scope & work plan				$0				$0	0.00%	$0	0.00%	$0	$0
		1				$0		HOURS		$0					
		2				$0		HOURS		$0					
		3				$0		HOURS		$0					
	B	35% Plans & Specs				$0				$0	0.00%	$0	0.00%	$0	$0
		1				$0		HOURS		$0					
		2				$0		HOURS		$0					
		3				$0		HOURS		$0					
	C	65% Plans & Specs				$0				$0	0.00%	$0	0.00%	$0	$0
		1				$0		HOURS		$0					
		2				$0		HOURS		$0					
		3				$0		HOURS		$0					
	D	95% Plans & Specs				$0				$0	0.00%	$0	0.00%	$0	$0
		1				$0		HOURS		$0					
		2				$0		HOURS		$0					
		3				$0		HOURS		$0					
	E	Finalized Permits				$0				$0	0.00%	$0	0.00%	$0	$0
		1				$0		HOURS		$0					
		2				$0		HOURS		$0					
		3				$0		HOURS		$0					
	F	Bid Plans, Specs, & Services				$0				$0	0.00%	$0	0.00%	$0	$0
		1				$0		HOURS		$0					
		2				$0		HOURS		$0					

		ITEMS & DESCRIPTIONS	MATERIALS & EXPENSES QTY	UNITS	COST EACH	ITEM COST	LABOR QTY	UNITS	RATE	ITEM COST	COSTS MATERIAL MARKUP	MATERIAL SUBTOTAL	LABOR CONTINGENCY	LABOR SUBTOTAL	SUBTOTAL
	3					$0		HOURS		$0					
	4					$0		HOURS		$0					
	5					$0		HOURS		$0					
G		Conformed Drawings				$0				$0	0.00%	$0	0.00%	$0	$0
	1					$0		HOURS		$0					
	2					$0		HOURS		$0					
	3					$0		HOURS		$0					
3		**Phase II : Construction Services (Out of Scope)**													**$0**
A						$0				$0	0.00%	$0	0.00%	$0	$0
	1					$0		HOURS		$0					
	2					$0		HOURS		$0					
	3					$0		HOURS		$0					
B						$0				$0	0.00%	$0	0.00%	$0	$0
	1					$0		HOURS		$0					
	2					$0		HOURS		$0					
	3					$0		HOURS							

TOTAL **$10,180**

CITY OF UNALASKA

Consultant Agreement

Captains Bay Road and Utility Upgrades Project

FILE NO. 19201

Prepared By:

City of Unalaska
P.O. Box 610
Unalaska, Alaska 99685
907.581.1260

TABLE OF CONTENTS

AGREEMENT FOR CONSULTING
AND RELATED SERVICES

THIS AGREEMENT is entered into this _____ day of _____**, 2018** by and between **HDL ENGINEERING CONSULTANTS, LLC** (hereinafter called "Consultant"), and the **CITY OF UNALASKA** (hereinafter called "City").

WITNESSETH THAT:

WHEREAS City desires to engage Consultant to render consulting and related services for the performance of the **Captains Bay Road and Utility Upgrades Project**, and

WHEREAS Consultant represents that it has the experience and ability to perform such services; and

WHEREAS the parties hereto desire to enter into a basic agreement setting forth the terms under which Consultant will, as requested, perform such work;

NOW THEREFORE the parties hereto do mutually agree as follows:

1. Employment of Consultant

   Consultant agrees to provide professional services in accordance with the provisions of this Agreement. A written description of the work to be performed, schedule and compensation is set out in **Exhibits A-C** of this Agreement.

2. Performance

   Consultant agrees to perform the work described in **Exhibit A- Scope of Services**; however, the Consultant is not authorized to perform any work or incur any expense which would cause the amount for which he is entitled to be paid under this Agreement to exceed the amount set forth in **Exhibit C – Fee Proposal** without the prior written approval of the City. All services shall be rendered in accordance with the schedule set forth in **Exhibit B – Contract Schedule**.

   The work shall include but not be limited to the following: furnishing all equipment, transportation, per diem, travel, and supplies to perform all scopes of work that are authorized under the State of Alaska's Professional Engineering License, in connection with the **Captains Bay Road and Utility Upgrades Project**.

3. Fee

   After receipt of a periodic billing for said services, the City agrees to pay Consultant as compensation for the services under this Agreement such sums of money as set forth in **Exhibit C** of this Agreement. The amount payable to the Consultant shall not exceed the amount specified in **Exhibit C**.

4. Payments

   City agrees to make monthly payments to Consultant as services are performed and costs are incurred, provided Consultant submits a proper invoice for each payment, in such form accompanied by such evidence in support thereof as may be reasonably required by the City. City may, at its option, withhold ten percent (10%) from each

monthly payment pending satisfactory completion of the work by Consultant. All invoices are otherwise due and payable within thirty (30) days of receipt by City. City shall pay Consultant for the services identified in **Exhibit A** the **Not to Exceed Total Fee of One Hundred Ninety Five Thousand, Eight Hundred Sixty Eight Dollars ($195,868).** The Not to Exceed Total Fee is based on the distribution of the Not to Exceed Total Fee **for Tasks 1 and 5A** as set forth in **Exhibit A.** The portion of the Not to Exceed Total Fee billed and paid for Consultant's services shall be equal to the proportion of services actually completed for each task set forth in **Exhibit A** during the billing period to the fee total specified for that task.

5. Personnel

Consultant agrees to furnish all personnel necessary for expeditious and satisfactory performance of this Agreement, each to be competent, experienced, and well qualified for the work assigned. No person objected to by the City shall be employed by Consultant for work hereunder.

6. Independent Contractor Status

In performing under this Agreement, Consultant acts as an independent contractor and shall have responsibility for and control over the details and means for performing the consulting services required hereunder.

7. Indemnification

Consultant shall defend and save harmless City or any employee, officer, insurer, or elected official thereof from and against losses, damages, liabilities, expenses, claims, and demands but only to the extent arising out of any negligent act or negligent omission of Consultant while performing under the terms of this contract.

City shall defend and save harmless Consultant or any employee, officer, or insurer thereof from and against losses, damages, liabilities, expenses, claims, and demands but only to the extent arising out of any negligent act or negligent omission of City while performing under the terms of this contract.

8. Assignment

Consultant shall not assign this Agreement or any of the monies due or to become due hereunder without the prior written consent of City.

9. Subcontracting

Consultant may not subcontract its performance under this Agreement without prior written consent of City. Any subcontractor must agree to be bound by terms of this Agreement.

10. Designation of Representatives

The Parties agree, for the purposes of this Agreement, the City shall be represented by and may act only through the Deputy Director of Public Utilities or such other person as he may designate in writing. Consultant shall advise City in writing of the name of its representative in charge of the administration of this Agreement, who shall have authority to act for and bind Consultant in connection with this Agreement.

11. Termination

Either party shall have the right to terminate this Agreement in whole or in part at any time and for reasonable cause, by delivery of thirty (30) days written notice, specifying the extent and effective date thereof. After receipt of such notice, Consultant shall stop work hereunder to the extent and on the date specified in such notice, terminate all subcontracts and other commitments to the extent they relate to the work terminated, and deliver to City all designs, computations, drawings, specifications and other material and information prepared or developed hereunder in connection with the work terminated.

In the event of any termination pursuant to this clause, Consultant shall be entitled to be paid as provided herein for direct labor hours expended and reimbursable costs incurred prior to the termination pursuant to Section 3 hereof, and for such direct labor hours and reimbursable costs as may be expended or incurred thereafter with City's approval in concluding the work terminated, it being understood that Consultant shall not be entitled to any anticipated profit on services not performed. Except as provided in this clause, any such termination shall not alter or affect the rights or obligations of the parties under this Agreement.

12. Ownership and Use of Documents

Consultant agrees that all original design reproducible drawings, all pertinent calculations, specifications, reports, data and other documents prepared for the City hereunder are the property of the City and the City shall have the right, without payment of additional compensation, to disclose, reproduce and use such documents for this project

13. Insurance

A. During the term of the contract, the Contractor shall obtain and maintain in force the insurance coverage specified in these requirements. Such coverage shall be with an insurance company rated “Excellent” or “Superior” by A. M. Best Company, or a company specifically approved by the City.

B. The contractor shall carry and maintain throughout the life of this contract, at its own expense, insurance not less than the amounts and coverage herein specified, and the City of Unalaska, its employees and agents shall be named as additional insured under the insurance coverage so specified and where allowed, with respect to the performance of the work. There shall be no right of subrogation against the City or its agents performing work in connection with the work, and this waiver of subrogation shall be endorsed upon the policies. Insurance shall be placed with companies acceptable to the City of Unalaska; and these policies providing coverage thereunder shall contain provisions that no cancellation or material changes in the policy relative to this project shall become effective except upon *30* days prior *written* notice thereof to the City of Unalaska.

C. Prior to commencement of the work, the contractor shall furnish certificates to the City of Unalaska, in duplicate, evidencing that the Insurance policy provisions required hereunder are in force. Acceptance by the City of Unalaska of deficient evidence does not constitute a waiver of contract requirements.

D. The contractor shall furnish the City of Unalaska with certified copies of policies upon request. The minimum coverages and limits required are as follows:

1. Workers' Compensation insurance in accordance with the statutory coverages required by the State of Alaska and Employers Liability insurance with limits not less than $1,000,000 and, where applicable, insurance in compliance with any other statutory obligations, whether State or Federal, pertaining to the compensation of injured employees assigned to the work, including but not limited to Voluntary Compensation, Federal Longshoremen and Harbor Workers Act, Maritime and the Outer Continental Shelf's Land Act.

2. Commercial General Liability with limits not less than $1,000,000 per Occurrence and $2,000,000 Aggregate for Bodily Injury and Property Damage, including coverage for Premises and Operations Liability, Products and Completed Operations Liability, Contractual Liability, Broad Form Property Damage Liability and Personal Injury Liability.

3. Commercial Automobile Liability on all owned, non-owned, hired and rented vehicles with limits of liability of not less than $1,000,000 Combined Single Limit for Bodily Injury and Property Damage per each accident or loss.

4. Umbrella/Excess Liability insurance coverage of not less than $1,000,000 per occurrence and annual aggregate providing coverage in excess of General Liability, Auto Liability, and Employers Liability.

5. If work involves use of aircraft, Aircraft Liability insurance covering all owned and non-owned aircraft with a per occurrence limit of not less that $1,000,000.

6. If work involves use of watercraft, Protection and Indemnity insurance with limits not less than $1,000,000 per occurrence.

7. Professional Liability insurance with limits of not less than $1,000,000 per claim and $1,000,000 aggregate,

subject to a maximum deductible $10,000 per claim. The City of Unalaska has the right to negotiate increase of deductibles subject to acceptable financial information of the policyholder.

E. Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expense.

F. All insurance policies as described above are required to be written on an "occurrence" basis. In the event occurrence coverage is not available, the contractor agrees to maintain "claims made" coverage for a minimum of two years after project completion.

G. If the contractor employs subcontractors to perform any work hereunder, the contractor agrees to require such subcontractors to obtain, carry, maintain, and keep in force during the time in which they are engaged in performing any work hereunder, policies of insurance which comply with the requirements as set forth in this section and to furnish copies thereof to the City of Unalaska. This requirement is applicable to subcontractors of any tier.

14. Claims Recovery

Claims by City resulting from Consultant's failure to comply with the terms of and specifications of this contract and/or default hereunder may be recovered by City by withholding the amount of such claims from compensation otherwise due Consultant for work performed or to be performed. City shall notify Consultant of any such failure, default or damage therefrom as soon as practicable and no later than 10 days after discovery of such event by written notice. Nothing provided herein shall be deemed as constituting an exclusive remedy on behalf of City, nor a waiver of any other rights hereunder at law or in equity. Design changes required as a result of failure to comply with the applicable standard of care shall be performed by the Consultant without additional compensation.

15. Performance Standard

Services performed under this Agreement will be performed with reasonable care or the ordinary skill of the profession practicing in the same or similar location and under similar circumstances and shall comply with all applicable codes and standards.

16. Compliance with Applicable Laws

Consultant shall in the performance of this Agreement comply with all applicable federal, state, and local laws, ordinances, orders, rules, and regulations applicable to its performance hereunder, including without limitation, all such legal provisions pertaining to social security, income tax withholding, medical aid, industrial insurance, workers' compensation, and other employee benefit laws. Consultant also agrees to comply with

all contract provisions pertaining to grant or other funding assistance which City may choose to utilize to perform work under this Agreement. The Consultant and all subcontractors must comply with state laws related to local hire and prevailing wages.

17. Records and Audit

Consultant agrees to maintain sufficient and accurate records and books of account, including detailed time records, showing all direct labor hours expended and all reimbursable costs incurred and the same shall be subject to inspection and audit by City at all reasonable times. All such records and books of account pertaining to any work performed hereunder shall be retained for a period of not less than six (6) years from the date of completion of the improvements to which the consulting services of this Agreement relate.

18. Reporting of Progress and Inspection

Consultant agrees to keep City informed as to progress of the work under this Agreement by providing monthly written progress reports, and shall permit City to have reasonable access to the work performed or being performed, for the purpose of any inspection City may desire to undertake.

19. Form of City Approval

Except as otherwise provided in this Agreement, City's requests and approvals, and Consultant's cost estimates and descriptions of work to be performed, may be made orally where necessary, provided that the oral communication is confirmed immediately thereafter in writing.

20. Duration of Agreement

This agreement is effective for a period of three (3) years from the date first shown above. The agreement may be extended by the mutual written agreement of City and Consultant.

21. Inspections by City

The City has the right, but not the duty, to inspect, in the manner and at reasonable times it considers appropriate during the period of this Agreement, all facilities and activities of the Consultant as may be engaged in the performance of this Agreement.

22. Endorsements on Documents

Endorsements and professional seals, if applicable, must be included on all final plans, specifications, estimates, and reports prepared by the Consultant. Preliminary copies of such documents submitted for review must have seals affixed without endorsement (signature).

23. Notices

Any official notice that either party hereto desires to give the other shall be delivered through the United States mail by certified mail, return receipt requested, with postage thereon fully prepaid and addressed as follows:

To City:	To Consultant:
Tom Cohenour, DPW Director City of Unalaska Box 610 Unalaska, Alaska 99685	David W. Lundin, P.E., President HDL Engineering Consultants, LLC 301 West Elmwood Avenue Palmer, Alaska 99645

The addresses hereinabove specified may be changed by either party by giving written notice thereof to the other party pursuant to this paragraph.

24. Venue/Applicable Law

The venue of any legal action between the parties arising as a result of this Agreement shall be laid in the Third Judicial District of the Superior Court of the State of Alaska and this contract shall be interpreted in accordance with the laws of the State of Alaska.

25. Attorney's Fees

In the event either party institutes any suit or action to enforce its right hereunder, the prevailing party shall be entitled to recover from the other party its reasonable attorney's fees and costs in such suit or action and on any appeal therefrom.

26. Waiver

No failure on the part of City to enforce any covenant or provisions herein contained, nor any waiver of any right hereunder by City, unless in writing and signed by the parties sought to be bound, shall discharge or invalidate such covenants or provisions or affect the right of City to enforce the same or any other provision in the event of any subsequent breach or default.

27. Binding Effect

The terms, conditions and covenants contained in this Agreement shall apply to, inure to the benefit of, and bind the parties and their respective successors.

28. Entire Agreement/Modification

This agreement, including **Exhibits A-C**, and the Consultant's proposal dated July 3, 2018, constitutes the entire Agreement between the parties with respect to the subject matter hereof, and all prior negotiations and understandings are superseded and replaced by this Agreement and shall be of no further force and effect. No modification of this Agreement shall be of any force or effect unless reduced to writing, signed by both parties and expressly made a part of this Agreement.

In witness whereof, the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in duplicate on the respective date indicated below.

HDL ENGINEERING CONSULTANTS, LLC

By:_____
David W. Lundin, President

State of Alaska)
) ss.
Third Judicial District)

The foregoing instrument was acknowledged before me on the ____ day of July, 2018, by David W. Lundin, P.E., President of HDL Engineering Consultants, LLC, an Alaska Corporation, on behalf of the corporation.

_____
Notary Public, State of Alaska
My Commission Expires _____

CITY OF UNALASKA, ALASKA

By:_____
Thomas Thomas, City Manager

State of Alaska)
) ss.
Third Judicial District)

The foregoing instrument was acknowledged before me on the ____ day of July, 2018, by Thomas Thomas, City Manager for the City of Unalaska, a First Class Alaska Municipal Corporation, on behalf of the City of Unalaska.

_____
Notary Public, State of Alaska
My Commission Expires _____

CITY OF UNALASKA

EXHIBIT "A"
SCOPE OF SERVICES

The Consultant will work with the City to complete the **Captains Bay Road and Utility Upgrades Project** per the Consultant's Proposal dated July 3, 2018 attached. Tasks awarded under this Agreement are Tasks 1 and Task 5A.

CITY OF UNALASKA

EXHIBIT “B”

CONTRACT SCHEDULE

Schedule dated July 3, 2018 attached.

CITY OF UNALASKA

EXHIBIT "C"
FEE PROPOSAL

Fee Proposal dated July 3, 2018 attached.

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2018-49

A RESOLUTION OF THE UNALASKA CITY COUNCIL AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH NORTHERN ALASKA CONTRACTORS, LLC TO CONSTRUCT THE SEWER LIFT STATIONS #2 & #5 DISCHARGE PIPE REPLACEMENT PROJECT IN THE AMOUNT OF $338,000

WHEREAS, the Sewer Lift Stations #2 & #5 Discharge Pipe Replacement Project is an approved component of the City of Unalaska Capital & Major Maintenance Program; and

WHEREAS, Staff advertised for bids to construct the Project and received one bid; and

WHEREAS, Northern Alaska Contractors, LLC, an experienced construction firm, submitted a bid for the work that has been deemed fair and reasonable; and

WHEREAS, funding is available in the Capital Project budget to award the work.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Unalaska, Alaska, authorizes the City Manager to enter into an Agreement with NORTHERN ALASKA CONTRACTORS, LLC, to construct the Sewer Lift Stations #2 & #5 Discharge Pipe Replacement Project for $338,000.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on July 10, 2018.

_____
Frank Kelty
Mayor

ATTEST:

_____
Marjie Veeder
City Clerk

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Dan Winters, Director of Public Utilities
Through: Thomas Thomas, City Manager
Date: July 10, 2018
Re: Resolution 2018-49, a Resolution of the Unalaska City Council Authorizing the City Manager to enter into an Agreement with Northern Alaska Contractors, LLC for the construction of Sewer Lift Stations 2 & 5 Discharge Pipe Project for $338,000

SUMMARY: Resolution 2018-49 will authorize the City Manager to enter into an Agreement with Northern Alaska Contractors, LLC for the construction of Sewer Lift Stations 2 & 5 Discharge Pipe Project for $338,000.

PREVIOUS COUNCIL ACTION: This project was originally funded via the FY2017 Capital Budget Ordinance 2016-12, adopted May 24, 2016, at $122,250. Additional funding in the amount of $300,000 was provided via the FY2019 Capital Budget Ordinance 2018-04, adopted May 22, 2018.

BACKGROUND: The discharge piping and valves at Sewer Lift Stations #2 and #5 have been exposed to extremely harsh environmental conditions for almost 30 years. Routine maintenance has discovered corrosion problems that will lead to major fail events if not addressed soon. Staff proposed a Capital Project to correct the deficiencies, prepared bid ready documents and advertised the work for thirty days. One bid was received for the work, from Northern Alaska Contractors, LLC (NAC) but the bid exceeded the available budget. Additional funding was requested and received via the FY19 CMMP, and NAC has agreed to honor their bid of $338,000 dated June 13, 2017, for the work.

DISCUSSION: This project has been postponed while additional funding was obtained and fortunately no major maintenance issues have come up during this time. Now that funding is in place and the contractor has agreed to honor their original bid, we are ready to award the construction and fix the issues at these Sewer Lift Stations before we do experience a failure event. Staff believes the bid for the work is fair and reasonable, and the contractor is very familiar with working on the Collection System.

ALTERNATIVES: Council could direct Staff to re-bid the work. Staff does not believe this would be of benefit to the City as the likelihood of both a failure event and increased costs for the work are great.

FINANCIAL IMPLICATIONS: The Project's budget, MUNIS Project WW17C, is funded at $417,242 and is able to support the work.

LEGAL: N/A

STAFF RECOMMENDATION: Staff recommends awarding the work to NAC for $338,000.

PROPOSED MOTION: I move to approve Resolution 2018-49.

CITY MANAGER COMMENTS:

ATTACHMENTS: Bid Tabulation, Form of Agreement

BID PROPOSAL
City of Unalaska
SEWAGE LIFT STATIONS 2 & 5 DISCHARGE PIPE REPLACEMENT

ITEM NO.	EST. QUANT.	DESCRIPTION (Write Unit Bid Price in Words)	UNIT PRICE
1	All	Replace Piping and Valves, Pump Station 2 ONE HUNDRED SIXTY-NINE THOUSAND DOLLARS per lump sum	$169,000
2	All	Replace Piping and Valves, Pump Station 5 ONE HUNDRED SIXTY-NINE THOUSAND DOLLARS per lump sum	$169,000

Total Bid Price: $338,000

Total Bid Price (in words): THREE HUNDRED THIRTY-EIGHT THOUSAND DOLLARS

Bidding Company: NORTHERN ALASKA CONTRACTORS, LLC

Name (Printed): GLENN OLSON

Signature:  Date: 06/13/2017

Contractors License No. CONE30560 Business License No. STATE: 307254, COU: 1676

Section 00300
BID FORM

To:	**City of Unalaska, Department of Public Works**
Address:	**P.O. Box 610, Unalaska, Alaska 99685**
Project Identification:	**City of Unalaska LIFT STATIONS 2 AND 5 DISCHARGE PIPE REPLACEMENT**

DEFINITIONS

The terms used in this Bid which are defined in the General Conditions and Instructions to Bidders included as part of the Contract Documents are used with the same meaning in this Bid.

BIDDERS DECLARATION AND UNDERSTANDING

This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization, or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; Bidder has not solicited or induced any person, firm, or corporation to refrain from bidding; and Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over the City.

In submitting this Bid, Bidder represents, as more fully set forth in the Agreement, that Bidder has examined copies of all the Bidding Documents.

Bidder has familiarized itself with the nature and extent of the Contract Documents, work, site, locality, general nature of work to be performed by Owner or others at the site that relates to work for which this Bid is submitted as indicated in the Contract Documents, and all local conditions and all federal, state, and local Laws and Regulations that in any manner may affect cost, progress, performance, or furnishing of the work.

Bidder has reviewed and checked all information and data shown or indicated in the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, or similar information or data in respect of said Underground Facilities are or will be required by Bidder in order to perform and furnish the work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.3 of the General Conditions.

Bidder has correlated information known to Bidder and the results of all such observations, examinations, investigations, explorations, tests, and studies with the Contract Documents.

Bidder has given the City written notice of all conflicts, errors, ambiguities or discrepancies that it has discovered in the Contract Documents and the written resolution thereof by the City is acceptable to Bidder, and the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performing and furnishing the work for which this Bid is submitted.

CONTRACT EXECUTION AND BONDS

The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an agreement with the City in the form included in the Contract Documents to perform and furnish all work as specified or indicated in the Contract Documents for the Contract price and within the Contract Time indicated in this Bid and in accordance with the other terms and conditions of the Contract Documents.

Bidder accepts all of the terms and conditions of the Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. This Bid will remain subject to acceptance for 60 days after the day of Bid opening. Bidder will sign and deliver the required number of counterparts of the Agreement with the Bonds and City of Unalaska business license and other documents required by the Bidding Requirements within 10 days after the date of Owner's Notice of Award.

CERTIFICATE OF INSURANCE

Bidder agrees to furnish the City, before commencing any Physical Work related to this Contract and as required elsewhere, the certificates of insurance as specified in these Documents.

Bidder further agrees that the amount stated herein includes specific consideration for the insurance coverages, including contractual liability, specified in the Contract Documents.

CONTRACT COMPLETION TIME

Bidder agrees that the work will be completed and ready for final payment in accordance with the number of calendar days or completion date indicated in the Agreement.

LIQUIDATED DAMAGES

Bidder accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the work within the times specified in the Agreement.

ADDENDA

The Bidder hereby acknowledges that it has received Addenda No's _____, _____, _____, _____, _____, _____ (Bidder shall insert No. of each Addendum received) and agrees that all addenda issued are hereby made part of the Contract Documents, and the Bidder further agrees that its Bid(s) includes all impacts resulting from said addenda.

SALES AND USE TAXES

The Bidder agrees that all sales and use taxes are included in the stated bid prices for the work, unless provision is made herein for the Bidder to separately itemize the estimated amount of sales tax.

SUBCONTRACTORS

The Bidder further agrees that if the bid is the apparent low bid, he shall submit, within 5 days after the bid opening, a listing of subcontracting firms or businesses that will be awarded subcontracts for work in excess of $5,000 and a copy of the City of Unalaska business license for the Contractor and each Subcontractor.

BID TABULATION AND SUMMARY

The Bidder further proposes to accept, as full payment for work proposed herein, the amount computed under provisions of the Contract Documents and based on the following Bid amounts, it being expressly understood that the unit quantities of work shown on the plans is independent of the exact quantities involved. The Bidder agrees that the bid amount represent(s) a true measure of the labor and materials required to furnish, install, or provide the item of Work, including all allowances for overhead and profit. The amount shall be shown in both words and figures. In case of a discrepancy, the amount shown in words shall govern.

Bidder agrees to perform all of the work described in the Documents including the specifications, special provisions, and as generally shown on the plans for the prices stated in the Bid Schedules. Bidder understands that the Owner reserves the right to reject any or all bids and to waive any informalities in the bidding. Bidder understands that the Owner reserves the right to pick and choose what bid items will be constructed as part of this work, recognizing that Mobilization and Demobilization will be common to the remaining items of Work.

City of Unalaska
LIFT STATIONS 2 AND 5 DISCHARGE PIPE REPLACEMENT

BIDDER

If the Bidder is awarded a construction Contract on this Proposal, the surety who provides the Performance Bond and Payment Bond will be HARTFORD FIRE INSURANCE COMPANY _____ whose address is _____

2233 112TH AVE NE , BELLEVUE ,

Street City

WA 98004 .

State Zip

BIDDER

An Individual

By

_____(SEAL)

(Individual's name)

doing business as

_____

Business address:_____

_____

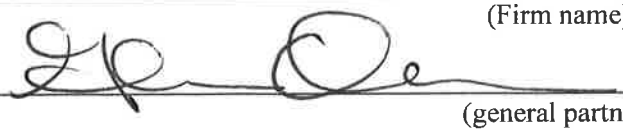
Phone No.:_____

Fax No.:_____

Email address:_____

A Partnership

By NORTHERN ALASKA CONTRACTORS, LLC (SEAL)
(Firm name)



(general partner)

Business address: PO BOX 810, UNALASKA, AK 99685

Phone No.: (907) 581-1512

Fax No.: (907) 581-4671

Email address: NORTHERNMECHANICAL@GMAIL.COM

A Corporation

By _____
(Corporation name)

_____
(state of incorporation)

By _____
(name of person authorized to sign)

_____
(Title)

(Corporate Seal)

Attest _____
(Secretary)

Business address: _____

_____

Phone No.: _____

Fax No.: _____

Email address: _____

A Joint Venture

By _____
(Name)

_____
(Address)

By _____
(Name)

_____
(Address)

Phone Number and Address for receipt of official communications

Business address: _____

_____

Phone No.: _____

Fax No.: _____

Email address: _____

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.)

SUBMITTED on MAY 2, 2017.

License #: CONE30560
Effective: 02/22/2017
Expires: 12/31/2018

STATE OF ALASKA

Department of Commerce, Community, and Economic Development

Division of Corporations, Business, and Professional Licensing

Regulation of Construction Contractors and Home Inspectors

Licensee: **NORTHERN ALASKA CONTRACTORS LLC**

License Type: **General Contractor Without Residential Contractor Endorsement**

Status: **Active**

Doing Business As: **NORTHERN ALASKA CONTRACTORS LLC**

Commissioner: Chris Hladick

Relationships

RelationType	License #	LicenseType	Owners/Entities	Names/DBA

No relationships found

Designations

Type	Group

No designations found

Wallet Card

State of Alaska
Department of Commerce, Community, and Economic Development
Division of Corporations, Business, and Professional Licensing
Regulation of Construction Contractors and Home Inspectors
NORTHERN ALASKA CONTRACTORS LLC
DBA: NORTHERN ALASKA CONTRACTORS LLC
As
General Contractor Without Residential Contractor Endorsement

License	Effective	Expires
CONE30560	02/22/2017	12/31/2018

NORTHERN ALASKA CONTRACTORS LLC
3610 MERE CIRCLE
ANCHORAGE, AK 99502

Alaska Business License # **307254**

Alaska Department of Commerce, Community, and Economic Development
Division of Corporations, Business and Professional Licensing
P.O. Box 110806, Juneau, Alaska 99811-0806

This is to certify that

NORTHERN ALASKA CONTRACTORS, LLC

3610 MERE CIR. ANCHORAGE AK 99502

owned by

NORTHERN ALASKA CONTRACTORS, LLC

is licensed by the department to conduct business for the period

December 13, 2016 through December 31, 2018
for the following line of business:

23 - Construction

This license shall not be taken as permission to do business in the state without having complied with the other requirements of the laws of the State or of the United States.

This license must be posted in a conspicuous place at the business location.
It is not transferable or assignable.

Chris Hladick

CITY OF UNALASKA

P.O. BOX 610 UNALASKA, ALASKA 99685 (907)581-1251

No: 1676

Municipal Business License

Pursuant to Unalaska City Code Section 9.04.010 this authorizes

NORTHERN ALASKA CONTRACTORS, LLC

3610 MERE CIRCLE

ANCHORAGE AK 99502

to operate a business in Unalaska, Alaska for 2017

Issuance of a Municipal Business License does not imply expertise or qualifications to conduct a trade or business, nor imply compliance with Federal or State licensing requirements

K.W.B.

City Clerk's Office

1/24/2017

Date

BID BOND

KNOW ALL MEN BY THESE PRESENTS: that

Northern Alaska Contractors, LLC
(Name of Contractor)

P.O. Box 810, Unalaska, AK 99685
(Address of Contractor)

as Principal, hereinafter called Principal, and

Hartford Fire Insurance Company
(Name of Surety)

2233 112th Avenue NE, Bellevue, WA 98004
(Address of Surety)

a corporation duly organized under the laws of the State of ~~Alaska~~ Connecticut as Surety, hereinafter called Surety, are held and firmly bound unto

City of Unalaska
(Name of Owner)

PO Box 610, Unalaska, Alaska 99685
(Address of Owner)

as Obligee, hereinafter called Obligee, in the sum of Five Percent (5%) of Total Amount Bid---------- Dollars, ($ ------ 5% ------) for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for the City of Unalaska **LIFT STATIONS 2 AND 5 DISCHARGE PIPE REPLACEMENT** located in Unalaska, Alaska.

NOW THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and Sealed this 13th day of June 2017

(Witness)

Northern Alaska Contractors, LLC
(Principal) Seal

MEMBER (Title) Seal

(Witness)

Hartford Fire Insurance Company
(Surety) Seal

(Title) Seal

Christin M. Hubble, Attorney-in-Fact

POWER OF ATTORNEY

Direct Inquiries/Claims to:
THE HARTFORD
Bond T-4
One Hartford Plaza
Hartford, Connecticut 06155
call: **888-266-3488** *or fax:* **860-757-5835)**

KNOW ALL PERSONS BY THESE PRESENTS THAT: **Agency Code:** 52-815037

- [X] **Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- [X] **Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- [X] **Hartford Accident and Indemnity Company**, a corporation duly organized under the laws of the State of Connecticut
- [ ] **Hartford Underwriters Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- [ ] **Twin City Fire Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- [ ] **Hartford Insurance Company of Illinois**, a corporation duly organized under the laws of the State of Illinois
- [ ] **Hartford Insurance Company of the Midwest**, a corporation duly organized under the laws of the State of Indiana
- [ ] **Hartford Insurance Company of the Southeast,** a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, ***up to the amount of*** Unlimited :

Christin M. Hubble, David L. Eckroth, Marie I. Matetich, Hillary A. Jacques, Sandy L. Boswell, Jennifer L. Schultz of Anchorage AK, Jill A. Boyle, John R. Claeys, Scott Fisher, Deanna M. French, Elizabeth R. Hahn, Roger Kaltenbach, Ronald J. Lange, Susan B. Larson, Scott McGilvray, Mindee Rankin, Jana M. Roy, Guy P. Armfield of BELLEVUE, Washington

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on August 1, 2009, the Companies have caused these presents to be signed by its Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.

John Gray, Assistant Secretary

M. Ross Fisher, Vice President

STATE OF CONNECTICUT }
COUNTY OF HARTFORD } ss. Hartford

On this 12th day of July, 2012, before me personally came M. Ross Fisher, to me known, who being by me duly sworn, did depose and say: that he resides in the County of Hartford, State of Connecticut; that he is the Vice President of the Companies, the corporations described in and which executed the above instrument; that he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that he signed his name thereto by like authority.

Kathleen T. Maynard
Notary Public
My Commission Expires July 31, 2016

CERTIFICATE

I, the undersigned, Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of June 13, 2017.

Signed and sealed at the City of Hartford.

Kevin Heckman, Assistant Vice President

STANDARD FORM OF AGREEMENT
BETWEEN THE OWNER AND CONTRACTOR

THIS AGREEMENT is dated as of the _____ day of _____ in the year 2018, by and between the **CITY OF UNALASKA** (hereinafter called "OWNER") and **NORTHERN ALASKA CONTRACTORS, LLC** (hereinafter called "CONTRACTOR").

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

Article 1. WORK

CONTRACTOR shall complete all work as specified or indicated in the Contract Documents. The work is generally described as follows:

> The work will include, but not be limited to, furnishing all plant, labor, tools, equipment, and materials and performing all operations in connection with the **Sewer Lift Stations #2 & #5 Discharge Pipe Replacement Project.** The work consists of replacing the piping, valves and appurtenances inside two wastewater pump station wet wells as detailed in the plan sheets issued for bid.
>
> 1. Project Location: Delta Way, City of Unalaska
> 2. Owner: City of Unalaska, Department of Public Utilities

The Contract Documents, which comprise the entire agreement between OWNER and CONTRACTOR concerning the WORK, consist of the following:

- Construction Drawings (Plan Sheets)
- Technical Specifications
- Agreement
- Invitation to Bid
- Instructions to Bidders
- Bid Forms
- Performance Bond
- Payment Bond
- General Conditions
- Supplementary Conditions
- Change Orders which may be delivered or issued after the Effective Date of the Agreement and not attached hereto.

Article 2. CONTRACT TIME

2.1 The CONTRACTOR is allowed **90 calendar days** from the date indicated in the Notice to Proceed for final completion of this project.

2.2 Liquidated Damages. The OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that the OWNER will suffer financial loss if the work is not completed within the times specified above, plus any extensions thereof allowed in accordance with Article 11 of the General Conditions. These types of losses are difficult to quantify. They include, but are not limited to, increased expenses associated with management, contract administration, maintaining utility service, lost efficiency in the movement of City employees and materials, impacts to public health associated with

sewage, loss of efficiency and impacts to local businesses, and general inconvenience to the public. They also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by the OWNER if the work is not completed on time. Accordingly, instead of requiring any such proof, the OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay the OWNER Two Hundred Fifty Dollars ($250.00) for each day that expires after the time specified above for completion and readiness for final payment.

Article 3. CONTRACT PRICE

3.1 The OWNER shall pay CONTRACTOR for completion of the work in accordance with the Contract Documents an amount equal to the sum of the Lump Sum prices for each separately identified and selected bid item (herein referred to as the "Contract Sum").

3.2 The Contract sum is based upon the Bid Items which are set forth in the Contract Documents and which are hereby accepted by the OWNER. The Contract Sum is agreed to be $338,000 (Three Hundred Thirty Eight Thousand Dollars).

Article 4. PAYMENT PROCEDURES

CONTRACTOR shall submit Applications for Payment in accordance with Article 13 of the General Conditions. Applications for Payment will be processed by the OWNER as provided in the General Conditions.

4.1 Progress Payments. The OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR's Applications for Payment on or about a day of the month mutually agreeable to the OWNER and CONTRACTOR as agreed to at the preconstruction conference. All progress payments will be on the basis of the progress of the work measured by the actual installed quantity of items, plus allowances for stockpiled materials.

4.1.1 Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below, but, in each case, less the aggregate of payments previously made and less such amounts as the OWNER shall determine, or the OWNER may withhold, in accordance with Article 13 (paragraph 13.8) of the General Conditions and the Supplemental Conditions.

a. Ninety percent of work completed.

b. Once 50 percent of the work is complete as determined by the OWNER, and if the character and progress of the work have been satisfactory to the OWNER, the OWNER, may determine that, as long as the character and progress of the work remain satisfactory to them, there will be no additional retainage on account of work completed; in which case, the remaining progress payments prior to Substantial Completion will be in an amount equal to 100 percent of the work completed.

4.1.2 Upon Substantial Completion, in an amount sufficient to increase total payments to CONTRACTOR to 95 percent of the Contract Price, less such amounts as the OWNER shall determine, or the OWNER may withhold, in accordance with Article 13 of the General Conditions.

4.2 Final Payment. Upon final completion and acceptance of the work in accordance with the General Conditions; Affidavit of Payment of Debts and Claims; Affidavit of Release of Liens; and Receipt of Consent of Surety Company to Final Payment, the OWNER shall pay the remainder of the Contract Price as provided in said Article 13.

4.2.1 Deductions. The City may deduct from the amount of any payment made to Contractor any sums owed to City by Contractor including, but not limited to, past due sales tax, port and harbor fees, property tax, or rent. Before making any such deduction the City shall have provided Contractor written notice of the amount claimed by City to be due and owing from Contractor.

Article 5. INTEREST ON RETAINAGE

All retainage shall bear interest at the rate required by AS 36.90.250, if applicable.

Article 6. CONTRACTOR'S REPRESENTATIONS

In order to induce the OWNER to enter into this agreement, CONTRACTOR makes the following representations:

6.1 CONTRACTOR has familiarized itself with the nature and extent of the Contract Documents, work, site, locality, and all local conditions and Laws and Regulations that in any manner may affect cost, progress, performance, or furnishing of the work.

6.2 CONTRACTOR has obtained and carefully studied (or assumes responsibility for obtaining and carefully studying) all such examinations, investigations, explorations, tests, reports, and studies which pertain to the subsurface or physical conditions at or contiguous to the site or which otherwise may affect the cost, progress, performance, or furnishing of the work as CONTRACTOR considers necessary for the performance or furnishing of the work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.2 of the General Conditions; and no additional examinations, investigations, explorations, tests, reports, studies, or similar information or data are or will be required by CONTRACTOR for such purposes.

6.3 CONTRACTOR has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, studies, or similar information or data in respect of said Underground Facilities are or will be required by CONTRACTOR in order to perform and furnish the work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.4 of the General Conditions.

6.4 CONTRACTOR has correlated the results of all such observations, examinations, investigations, explorations, tests, reports, and studies with the terms and conditions of the Contract Documents.

6.5 CONTRACTOR has given the OWNER written notice of all conflicts, errors, or discrepancies that it has discovered in the Contract Documents and the written resolution thereof by the OWNER is acceptable to CONTRACTOR.

Article 7. MISCELLANEOUS

7.1 Terms used in this Agreement which are defined in Article 1 of the General Conditions will have the meanings indicated in the General Conditions.

7.2 The CONTRACTOR shall submit the Performance Bond, Labor and Material Payment Bonds, and Certification of Insurance and City of Unalaska business licenses and all Subcontractor City of Unalaska business licenses as required by the Contract Documents, prior to commencement of the Work. The Performance and Material Payment Bonds shall be in the amount of 100% of the contract bid price. **All Work shall be performed in accordance with the Laborers' and Mechanics' Minimum Rates of Pay as required by Title 36 AS 36.05 & AS 36.10 published by the Alaska Department of Labor.**

7.3 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation monies that may become due and monies that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

7.4 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect of all covenants, agreements, and obligations contained in the Contract Documents.

IN WITNESS WHEREOF, The OWNER and CONTRACTOR have signed all counterparts of this Agreement. All portions of the Contract Documents have been signed or identified by the OWNER and CONTRACTOR.

CONTRACTOR

By:_____
Glenn Olson, Member & General Partner

State of Alaska)
) ss.
Third Judicial District)

The foregoing instrument was acknowledged before me on the ____ day of _____, 2018, by Glenn Olson, Member and General Partner of Northern Alaska Contractors, LLC, an Alaska Corporation, on behalf of the corporation.

_____
Notary Public, State of Alaska
My Commission Expires _____

CITY OF UNALASKA, ALASKA

By:_____
Thomas Thomas, City Manager

State of Alaska)
) ss.
Third Judicial District)

The foregoing instrument was acknowledged before me on the ____ day of _____, 2018, by Thomas Thomas, City Manager for the City of Unalaska, a First Class Alaska Municipal Corporation, on behalf of the City of Unalaska.

_____
Notary Public, State of Alaska
My Commission Expires _____

ALASKA MUNICIPAL LEAGUE
Alaska Conference of Mayors

One Sealaska Plaza, Suite 200 ◆ Juneau, Alaska 99801
Tel (907) 586-1325 ◆ Fax (907) 463-5480 ◆ www.akml.org

DRAFT

Alaska Municipal League Summer Legislative Conference

Denali, Alaska ~ August 21-24, 2018

Tuesday, August 21, 2018
Travel Day

Wednesday, August 22, 2018
8:30 a.m. – 4:00 p.m. **Alaska Conference of Mayors Meeting**

8:00 a.m. – 5:00 p.m. **Alaska Municipal Management Association Meeting**

5:00 p.m. – 7:00 p.m. **Denali Borough** – Welcome Reception – TBA

Thursday, August 23, 2018
AML Legislative Conference

7:30 a.m. – 8:30 a.m.	Position Committee Meeting
8:00 a.m.	Breakfast - Included
8:30 a.m. – 8:45 a.m.	**Welcome and Introductions** – **Pat Branson,** AML President
8:45 a.m. – 9:45 a.m.	Legislative Update
9:45 a.m. – 10:00 a.m.	Break
10:00 a.m. – 11:45 a.m.	Legislative Issues Discussion
12:00 p.m. – 1:00 p.m.	**Luncheon Guest Speaker (Lunch Included)**
1:15 p.m. – 4:30 p.m.	FY18 Legislative Issues Discussion/Plan
5:00 p.m.	**AML Board of Directors Meeting**

Friday, August 24, 2018
Travel Day or
Optional Park Tour offered by the Denali Borough (Saturday travel day)
Please contact Sherry Shorey at sshorey@denaliborough.com to rsvp for the Park Tour.

Marjorie Veeder

From: Betty Svensson <Betty@akml.org>
Sent: Tuesday, June 12, 2018 10:02 AM
Subject: AML Summer Legislative Conference Denali Borough
Attachments: 2018 Summer Registration.pdf; DraftAMLSummer2018-2.pdf

Reminder: Mark your calendar and make your hotel reservations NOW! **Hotel rooms will go FAST!**

AML Summer Legislative Conference
The Denli Borough will be hosting the AML Summer Conference August 22-23, 2018. The AML Board of Directors, Alaska Conference of Mayors, Alaska Municipal Management Association and AML Members will meet during this time. Meetings will take place at the Grande Denali Lodge.

In order to make travel arrangements the Mayors and Managers will meet all day Wednesday, August 22, the AML Legislative Conference will be all day Thursday, August 23 and the AML Board of Directors will meet Thursday evening. Please use Tuesday and Friday as travel days unless you plan to stay for the Park Tour on Friday. See below. A draft agenda for travel planning is attached.

The Denali Borough will be offering an optional tour on Friday, August 24th. If you plan to stay for this event, you will need stay Friday night as well.
Here are the details:

> The Park Concessionaire (Doyon/Aramark JV) has generously donated buses and drivers for a full 8 hour trip to Eielson Visitor Center, which is located at Park Road milepost 66. The buses will pick up at the hotels Friday, August 24th at 8:30 am, with an expected return around 4:30 or 5 pm. All conference attendees plus significant others are invited. A snack lunch will be provided as well as drinking water. Attendees should feel free to bring any additional food and drink they may want, as there is only water available at Eielson. On that note, we are planning to provide all attendees with a reusable water bottle, which they can bring on the trip. Other items to pack will be a camera, binoculars and, of course, a jacket. Overhead storage racks are available on the buses for small backpacks and such. Those who may remember the rickety old school buses traveling that beautiful route will be pleasantly surprised by the latest buses. And we will have the latest.
>
> We'll need a head count in advance, so please email rsvps to Sherry Shorey at sshorey@denaliborough.com.

HOTEL ROOMS: We have room blocks at two hotels. If you plan on attending, please make your hotel reservations NOW. Summer is a busy time of the year. We have a limited number of rooms available. You must book your room before July 7, 2018. Any rooms in our room block not booked by July 6th will released to the general public. These rooms will go fast.

For both hotels, you must mention "The Alaska Municipal League Group Rate".
Denali Bluffs Hotel or Grande Denali Lodge call 907-257-1830 to make reservations.
Rates/night: Double $239.00, Triple $264.00 and Quad $289.00 Does not include 7% bed tax. Transportation will be provided to and from the meeting space, hotels, train station and any Denali Borough events. You must pay for hotel at time of booking. Any cancellations must be made by July 6th for a refund.

How to get there:
You can rent a car and drive from Anchorage or Fairbanks or you can take the Alaska Railroad.
The Alaska Railroad is offering 20% off transportation onboard their regularly scheduled trains for conference attendees AND travel companions. It's a wonderful way to travel and explore the beauty of Alaska, especially to those who are new to our beautiful home State. To get this discount you must call 1-800-544-0552 for reservations. Be sure to mention the code: DENALI18 at the time of booking to receive this special rate. This offer is valid for direct bookings only and is not available online.

AGAIN, MAKE YOUR HOTEL RESERVATION TODAY!

For more information and to register, visit our website at http://www.akml.org/conferences/summer-legislative-conference/ . If you want to register early but not pay until FY18, select "please invoice" on the registration form and then email Shawn at shawn@akml.org or call the office, and he will wait until after June 30th to invoice you.

If you have any questions, please contact me anytime.

Thank you,
Betty

Betty Svensson, Deputy Director
Alaska Municipal League
One Sealaska Plaza, Suite 200
Juneau, AK 99801
Phone: 907-586-1325
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