

To: City Council
 From: City Manager Nathan Cherpeski
 Subject: Friday Update
 Date: January 19, 2018



Calendar

Here is the calendar as provided to me by the Departments.

Date	Time	Event	Location
February 3, 2018	9:00 A.M.	Council Retreat	Oregon Tech Sunset Boardroom
February 5, 2018	6:00 P.M.	Work Session - Automatic Metering Infrastructure for Water and Discussion on Geothermal utility	City Hall Annex- Conference Room
February 5, 2018	7:00 P.M.	City Council	City Hall Annex- Council Chambers
February 19, 2018		Observance of Presidents' Day	Closure of All Non-Emergency City Offices
February 20, 2018	6:00 P.M.	Work Session - Brett Way Project (Confirmed) /Re-codification Project (tentative)	City Hall Annex- Conference Room
February 20, 2018	7:00 P.M.	City Council	City Hall Annex- Council Chambers

City Manager/Administration

Apprenticeship Program – I attended a meeting at KCC this morning to discuss the potential of adding to their teaching program and expanding their apprenticeship programs for carpentry, electrical, and plumbing. The program would be in conjunction with the high schools. City staff have been exploring that idea with the schools, KCC and Oregon Tech for about 18 months, with the idea of locating the facility in the downtown. It is still very preliminary but if it happens we would likely need to be a partner to make it successful. I don't know what that partnership would look like at this time, but it may come back to you in the future.

Railroad Rights-of-Way - Along Lake Ewauna and near the Spring Street industrial area, there are a number of old railroad rights-of-way. In an effort to help develop these properties, the City is working with a title company to determine who owns these rights-of-way and have any been abandoned or could any be considered abandoned. Although the City has a great history of railroad use, the railroad spurs have not been used in quite some time. It can cause issues for the surrounding properties. In this area alone, the railroad rights-of-way are owned by Great Northern Railroad (now known as Burlington Northern Santa Fe or BNSF); Southern Pacific Railroad (now known as Union Pacific); and jointly by Great Northern Railroad and Southern Pacific Railroad (BNSF and Union Pacific). See the attached map for visual depiction of the complexity of a portion of the project.

Klamath County and City Code Enforcement - Staff from Klamath County and the City continue to meet on a regular basis to discuss code enforcement issues. In the future, city staff will be presenting ideas to City Council about how to coordinate efforts to reduce waste accumulation within the City's Urban Growth Area and how to coordinate code enforcement regulations.

Public Works

The following two projects will be proceeding to bid with associated construction schedules as follows:

2017/18 Microsurfacing and Oregon Avenue Bike Lane Project - Last Summer the City tested a new pavement restoration alternative by introducing Microsurfacing as an additional treatment for our pavement management program. The test proved to be successful and the City has prepared a bid package for additional roadway treatment during the summer of 2018. The areas anticipated for treatment generally fall within the President streets, Biehn Street, the corridor along Oregon Avenue and 9th Street, and potentially areas immediately west of this corridor if budget allows. Plans and specifications will be available for bidders on January 22nd with a bid date scheduled for February 8th. The project is anticipated to begin on or about the first of April with a contract completion date scheduled for June 30th.

Packaged with the Microsurfacing project is the Oregon Avenue Separated Bike Lane project. This project will include a separated two-way bike lane along the westerly and southerly side of Oregon Avenue and 9th Street, between Biehn Street and Main Street. This project will provide a safe corridor for bicyclists traveling in the area. The project is anticipated to be phase one of an ultimate project that will connect a designated bicycle route between Moore Park and Downtown.

Eldorado Improvements Project - In cooperation with the Blue Zones Project, community interest, and planned capital roadway improvement need, the City has prepared an extensive multi-modal improvement project along the North Eldorado Avenue corridor, between Dahlia Street and

VanNess Street. The project generally consists of roadway surface repairs, sidewalk connectivity infill, improved bicycle accommodations, and traffic calming measures introduced through curb realignment modifications. Plans and specifications will be available for bidders on January 29th with a bid date scheduled for February 15th. The project is anticipated to begin on or about the first of April followed by a construction duration of 120 calendar days.

Water Resource Recovery Division - That is correct. We have retitled the Wastewater Division to Water Resource Recovery to more appropriately state what they do. They take wastewater and make it useable again. The process often has unseen hazards.



One of the hazards to a wastewater system is hydrogen sulfide gas. H₂S results from the “biological breakdown of sulfates and the decomposition of organic materials.” It is a colorless gas with a distinctive rotten egg smell. While it can be found in all parts of the system, it becomes a concern at higher concentrations. Hydrogen sulfide gas is not only dangerous if inhaled but it is highly corrosive and, under the right set of circumstances, (limited water in the headspace above the wastewater and some sulfur oxidizing bacteria)

can take the H₂S to H₂SO₄ or sulfuric acid. It causes significant damage to the pipes and concrete. High concentrations of H₂S can also pose significant hazards to our employees. As a result, we test for its presence and work to reduce it in the system.

The City is always concerned when it finds that there is a large concentration of hydrogen sulfide (H₂S) gas emanating from a manhole or waste water structure. There is a manhole near the entrance of the treatment plant that is routinely exposed to these corrosive elements. Recently, a portion of the manhole caved in, prompting an immediate fix. Not only was the manhole



seeing extensive corrosion but the first 20-30 feet of ductile iron pipe was rotted away. While this didn't happen overnight, we wanted to share it with Council so you can see some of the challenges we face and how it can impact infrastructure. This was a line we planned to replace with the treatment plant upgrades. Due to the delay caused by the TMDL rules, the pipe had other plans. You can see that the pipe rotted into two pieces. Additionally, you can see the corrosion on the

concrete. We have been working for the last several years to address the problem so it doesn't happen again, but it is always a challenge.



Crater Lake Klamath Regional Airport

Airport staff is preparing to update the Airport's Master Plan. As such, a meeting was held at the airport recently to prepare the scope of the Master Plan Update. To be facilitated by Mead & Hunt, the focus of the 20-year plan update will be to update 1) several Federal Aviation Administration (FAA) items, including the Airport Layout Plan, the Capital Improvement Plan and the Airport's Graphical Information System, 2) expand the Airport's commercial activities, 3) develop passenger air service outlook, 4) optimize aeronautical and non-aeronautical land uses, 5) coordinate with the Air National Guard's mission and plans, 6) identify conflicting off-airport land uses, and 7) plan for self-sufficiency to the greatest extent possible.

Also, at the request of the FAA, Airport staff is working on changing the declination of the airport's east/west "Runway 7/25" to "Runway 8/26" as a result of the earth's magnetic shift (see below). This project, expected to be completed by not later than July 1, 2018, includes changing 7,000 sq. ft. of paint marking and replacing 50 sign panels. The cost of the project is expected to be around \$20,000 - \$25,000.

Additional information regarding the need for a declination changed can be found at https://maps.ngdc.noaa.gov/viewers/historical_declination/. From National and Oceanic Atmosphere Administration's (NOAA's) website, *Magnetic declination* is an important concept for accurate navigation. A compass will always point along the lines of magnetic force (which converge on what are called the magnetic poles). The angle between the direction of force and the direction of the geographic north pole is called the declination. As the earth's magnetic field varies over time, the positions of the north and south magnetic poles gradually change. The magnetic declination at a given location also changes over time.