



City Manager/General Manager | 334 Front Street, Ketchikan AK 99901 | (907)228-5603

TRANSMITTAL MEMORANDUM

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TO: The Honorable Mayor and City Council

FROM: Delilah A. Walsh, City Manager

Initials:

DATE: May 27, 2024

File # MGR24-342

RE: **Public Works Director's Project Status Report – May 2024**

Attached for City Council review is the May 2024 Project Status Report from the Public Works Director. Should the City Council have questions regarding the Public Works Director's report, staff can respond accordingly.

PUBLIC WORKS DIRECTOR'S REPORT MAY 2024

ENGINEERING DIVISION STAFFING LEVELS

POSITION	DURATION VACANT
Sr. Project Engineer	5 years
Engineering Tech	4 years

Project:	KETCHIKAN GENERAL HOSPITAL ADDITION & ALTERATION
Project Cost:	\$45,207,269
Completion Date:	2016

PROJECT SUMMARY & BACKGROUND

In October of 2013, Ketchikan voters passed a \$43M Bond Referendum to fund the first phase of the expansion and alteration project. Principal funding will consist of the \$43M in bonds, \$15M from a legislative grant, and \$8M from PeaceHealth. On September 4, 2014, Council action finalized the Phase I Guaranteed Maximum Price of \$45,935,018. NAC Architecture has been issued a contract amendment bringing the total A/E contract to an amount not to exceed \$1,221,616. The DOWL HKM Contract Amendment has been approved for Phase I project management, bringing the contract total to \$1,801,000.

UPDATE

Phase I construction was observed to be substantially complete on June 24, 2016. The contractor continues to work on a short list of lingering items. LDC and the City continue to meet bi-weekly to discuss and work through obstacles to wrapping the work up. Meanwhile, LDC and Marble Construction finished the locker room finishes and temporary door infill (near the ER entrance) on August 17, removing the last outstanding item on the Phase I final Certificate of Occupancy. An issue with an occasional exceedance of the OR relative humidity requirements has been raised by PeaceHealth. The project's mechanical engineer has been tasked with offering HVAC operational suggestions (within the context and cost of the existing professional services agreement). PeaceHealth has also engaged a mechanical engineer to review the matter at their cost. PeaceHealth's stated goal is to have this resolved for the summer of 2019.

Phase II - T- Phase II-T is complete. The contractor has finished all items and final paperwork is complete. All items addressed in the settlement between the City and Layton Dawson are complete and final payment has been issued.

STREETS DIVISION (Capital Improvement Projects)

Project:	TRANSPORTATION INFRASTRUCTURE (Annual CIP)
Capital Budget:	\$800,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

This overarching project covers Safer Streets & Sidewalks, Staircase & Boardwalk Repair, Pavement Overlay-Surface Repair, Concrete Road Repair, Bridge Repair, Stormwater Infrastructure, ROW Maintenance, and Wall & Abutment Repair line items of historical budgets.

Bids for the 2024 Road Surfacing Improvements contract were opened on April 4th. One bid was received, and exceeded the engineer's estimate. Staff worked with the sole bidder to reduce the scope of the project and thus reducing the contract total. The project will surface Don Finney Lane with hot mix asphalt, and repair asphalt surfacing to South Yorktown, and reconfigure Ramp 4. This contract was approved by the City Council at the May 2nd meeting.

UPDATE

A separate contract for surfacing of Valley Court is being compiled so that paving can occur after the underground electrical is installed, and the building development is completed. This is a requirement of previous legal settlement that requires pavement installation upon the completion of the building development on the road.

Given a water main break on Hillside Road in February that caused a significant amount of asphalt paving damage on Heckman Street, a change order has been drafted that would authorize Secon to remove the damaged asphalt and install new asphalt paving. This change order (CO #1) will be submitted for City Council approval at the June 6th meeting.

Various other repairs and maintenance to asphalt and concrete roads, sidewalk and pedestrian ramp replacements and storm drains are also being prioritized for the upcoming construction season.

Project:	SCHOENBAR CULVERT REHABILITATION
Capital Budget:	\$2,500,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

This project will rehabilitate and repair an existing 12-foot wide corrugated metal plate arch culvert located in Schoenbar Creek, adjacent to Schoenbar Road.

In 2018 Mill Creek Management Technologies, a trenchless rehabilitation specialty firm, performed a condition assessment report with recommendations. The report found that the culvert is salvageable and trenchless rehabilitation of the bottom is feasible. During Phase I of the project in 2019, it was discovered that there is a tremendous amount of groundwater flowing around, under and ultimately into the culvert through its rotted bottom. The groundwater was problematic in the 2019 project area; however, the amount of water intrusion in the remaining sections of culvert will make rehabilitation using concrete nearly impossible. An investigation into possible sources for the water intrusion was not fruitful.

Heavy rains during the summer of 2020 accelerated the culverts deterioration and prompted a temporary stabilization project to buy time to determine a long-term solution. This project was designed in-house and completed in January 2021.

Staff then prepared preliminary cost estimates for the long-term solution for this nearly 500-foot long culvert. Staff considered the dig and replace option, however rough order of magnitude estimates for dig and replace were \$8M. As an alternative to the dig and replace option, staff completed an evaluation of 13 long-term rehabilitation options for the culvert and narrowed the field to a few options that underwent hydraulic and hydrologic analysis. One of the remaining options had better hydraulic conveyance than the others; as such FEMA permitting, consisting of a flood analysis and associated flood map revisions was submitted for this rehab option. The Ketchikan Gateway Borough Planning department reviewed the submittal and offered its concurrence.

In late 2021 Staff received concurrence from ADF&G on the request for installation of fish baffles to improve fish passage in the culvert, as the culvert conveys a fish bearing stream. An innovative baffle system had been evaluated in trials and tests by staff. This dynamic baffle is flexible in that it stands up in low flows to provide for fish passage and also folds down in high flows to allow for improved hydraulic conveyance (compared to traditional baffles & weirs) during storm conditions.

March 2022, Schoenbar Culvert Rehabilitation project received partial funding through Congressional directed spending allocations in the amount of \$1.25 million. Staff spent many months working with EPA Region 10 in order to receive the funding, which was received in the form of a grant agreement in August 2023.

The project was awarded to Dawson Construction, LLC in early February 2024 and Notice to Proceed was issued on February 20th.

UPDATE

Dawson plans to mobilize to the site the week of May 27th. They intend to set up the bypass pump, install the temporary bypass piping, and start dewatering the Schoenbar culvert using bypass

pumping during the week of June 3rd, coinciding with the last day of school at Schoenbar Middle School on June 4th.



Project:	BAR HARBOR RAMP 4 PARKING LOT
Capital Budget:	\$ 180,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

This capital project will address the issue of on-street parking being eliminated close to the hospital as a result of the Tongass Avenue Improvements project by the State of Alaska Department of Transportation and Public Facilities (ADOT). The project will result in the loss of four on-street parking spaces; however staff prepared a reconfiguration of the City lot at Bar Harbor Ramp 4 to restore those spaces by creating a more effective arrangement.

This project will include new asphalt, asphalt milling, and curb and gutter. A portion of this project has been funded through an Administrative Settlement with the ADOT.

UPDATE

The project was combined with the 2024 Road Surfacing Improvements contract and was approved by the City Council at the May 2nd City Council meeting.



Ramp 4 Parking Lot Reconfiguration Concept

WASTEWATER DIVISION (Capital Improvement Projects)

Project:	TONGASS AVE SEWER FORCE MAIN REHAB PHASE II
Project Cost:	\$1,580,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

Phase II involves rehabilitating 1,250-linear feet of the City's sewer force main. This project is critical in order to reduce the amount of exfiltrated sewage that does not make it to the treatment plant. The design was completed by Steph Engineering, a firm specializing in the use of trenchless technologies such as sliplining, which is the rehabilitation method chosen for this project. Sliplining greatly reduces the cost of construction as well as the disruption to the community versus the traditional open cut method of pipe replacement.

In early 2021 Staff submitted a request to Congressman Don Young for potential funding and on May 3, it was announced that Don Young has selected the project as part of his Community Project Funding request. In March 2022 Mr. Young's office advised that Tongass Ave Force Main project received partial funding through a Congressional directed spending allocation in the amount of \$1.25 million. The City received the grant funds in the fall of 2023.

The project was awarded to Dawson Construction, LLC on December 12th, 2023 and Notice to Proceed was issued on December 26th.

To date we have processed one change order resulting in a small credit to the City. On February 15th, the City Council approved a variance from the noise ordinance so that some construction activities may be performed at night to reduce impacts to traffic. Staff is coordinating with ADOT regarding their Tongass Avenue Improvements project to ensure our two projects don't conflict with each other.

City Council approved a variance from the Noise Ordinance for night work for the duration of the project to reduce impacts to traffic. Night work will be intermittent based on construction activities on any given day.

Staff, Dawson and ADOT are working through the temporary traffic control plans and their impacts to the traffic lights at Jefferson and Washington Streets. In a March 20th meeting all parties agreed that ADOT's traffic engineer will be required to travel to Ketchikan three times, each for a few days, in order to make modifications to the traffic lights required to perform the work. This will require a change order and ADOT is preparing a cost estimate for the travel and work in Ketchikan.

UPDATE

Traffic control plans that were originally sent from Dawson to ADOT on February 23rd were finally approved, and Dawson started setting up traffic control on May 8th. Next, they started installing the temporary sewer bypass line. The City Wastewater division, along with assistance from the Streets division completed a sewer bypass on May 22 that allowed for Dawson to make the bypass connection and route sewage through the temporary bypass line.



Tongass Ave Sewer Replacement

Project:	WATER ST SEWER FORCE MAIN REHAB & GRAVITY SEWER REPLACEMENT
Project Cost:	\$7,000,000
Completion Date:	2025/2026 – Pending Funding

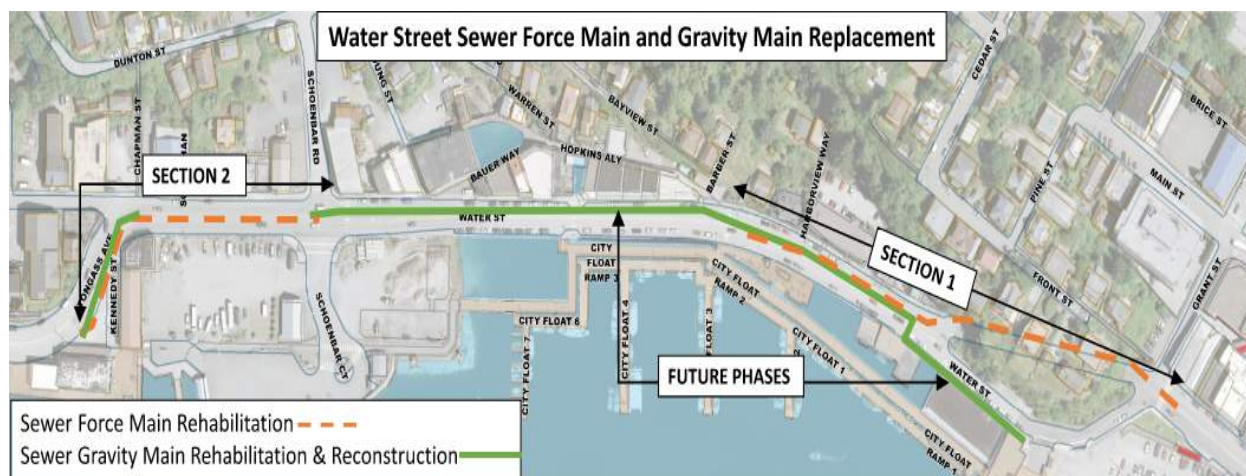
PROJECT SUMMARY & BACKGROUND

This project involves rehabilitating the City's remaining 1,500-linear feet of sewer force main and 1,700-linear feet of sewer gravity mains. This section of gravity sewer is known to be a major contributor to the sewer system's inflow and infiltration. On June 15, 2017 the City Council approved this project's nomination for the National Infrastructure Program. At the same meeting, the City Council approved an amendment adding funds to a contract with Stephl Engineering to fast track design of this project. This project is critical in order to reduce the amount of infiltration and inflow coming to the wastewater treatment plant. High peak flows in August and October 2022, during heavy rain events that also corresponded to high tides, resulted in bypassing at pump stations. Based on historical infiltration and inflow studies, it is envisioned that this project will take a significant step towards muting those peak flows. Value engineering is complete. As such, the project design will incorporate portions of trenchless technology to help mitigate high cost, elevated risk and potential impacts to residents and businesses along the project corridor. The design is at 95%.

UPDATE

Staff received a Categorical Exclusion determination from the environmental review process.

On April 23, 2024 Staff will meet with ADOT to discuss the possibility of entering into a Reimbursable Services Agreement where ADOT would incorporate the City's sewer project into their viaduct project. This could reduce construction fatigue to the public by reducing the duration of construction from 3 years to 2.



Updated Sections of Water Street Sewer Replacement

Project:	PUMP STATIONS GENERATOR REPLACEMENT
Project Cost:	\$130,000 per year
Completion Date:	2023

PROJECT SUMMARY & BACKGROUND

In adopting the 2018 General Government Operating and Capital Budget, the City Council appropriated money to large and small pump station upgrades for replacement of the aged generators and components at each of the seven pump stations. Electrical engineering company Haight & Associates was hired to design a year by year phased set of construction documents that will go out to bid beginning in 2019.

On September 17, 2020, the City Council approved a contract to procure the 150kW Generator Set. Staff moved forward with that purchase and the 150KW Cummins/Onan Generator set was ordered and received in 2022.

Staff is working on plans to keep sewage moving, while working on Pump Station 2 which will include removal of the old gen-set and automatic transfer switch, installation of the new gen-set and new automatic transfer switch, replacement of three 10" plug valves, cleaning of the wet well and installation of a dual auger wipe removal machine.

The work is on hold until the Wastewater Division Supervisor position is filled and/or progress is made on filling Public Works Engineering vacancies.

UPDATE

No Update

Wastewater Division is exceptionally short staffed, but has been able to make some progress on this project. Staff is doing a good job trying to advance this project when they can find time to do so.

Project:	BELT FILTER PRESS REPLACEMENT
Project Cost:	\$500,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

The approximately 35 year old belt filter press, located in Treatment Plant B, is an integral part of the division's treatment process as it dewateres the removed sludge. This press is showing signs of aging and parts are hard to source or cost prohibitive to custom build. It will be scheduled for replacement with an upgraded and efficient version. At the meeting on March 14, 2024 Council approved the purchase of the new belt filter press from Charter Machine Company for a total cost of \$367,125.

UPDATE

Charter Machine Company is in the beginning stages of manufacturing and shop drawings are being submitted, reviewed and approved. Delivery of the press is expected in late October of this year.

Project:	TREATMENT PLANT A & B BUILDING IMPROVEMENTS
Project Cost:	\$160,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

This project will provide design and construction for wall finish replacement, concrete curb containment, and other improvements at Treatment Plant A due to mold and water damage. It will also replace an existing window in Treatment Plant B with a new window and coiling door to allow the crew to forklift chemicals to the second floor. The addition of the door will allow for easier replacement of the Belt Filter.

UPDATE

Welsh Whiteley Architects has completed the plans for the Treatment plant B door installation. Staff will put this portion of the project out for quotes soon in order for the door to be installed prior to the new belt filter press' arrival. Improvement work for Treatment Plant A will be bid later this summer.

WASTEWATER DIVISION (Operations)

In addition to the routine work performed on a regular basis, the Wastewater Division performed the following work during the past month:

- To date we are compliant with our treatment plant limits. We are still putting in some overtime in order to stay compliant.
- Still having SCADA issues at Stations. An upgraded system is needed.
- We are continuing to work with Jacob's to finish paperwork for the new NPDES permit that is under review by the Alaska DEC and Region 10 EPA.
- The wastewater and streets crew worked on an emergency replacement of a broken force main wye at 1421 Ketchikan Lakes Road.
- Station 4 has only one pump working. Working with RMC engineering and electricians to get part for the VFD/SCADA system.
- Working with DEC and the homeowner at 3347 First Street to clean up diesel from fuel tank leaking into sewer line. This is the 4th heating fuel tank leak this year.

SOLID WASTE DIVISION (Capital Improvement Projects)

Project:	TRUCK SCALE REPLACEMENT
Project Cost:	\$250,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

The inbound and outbound in-ground “pit” truck scales were installed in 1999 and are over twenty-three years old. Internal structures are metal and are deteriorating due to wear and weather and need to be replaced. This project will replace both scales at the same time for efficiency and cost savings.

Staff met with a vendor who supplies two different brands of truck scales. The purpose of the meeting was to discuss the pros and cons of above ground scales versus pit scales, which is what is currently in place. Staff also learned about what types of plans and specs would be necessary to request bids for these types of scales because no current staff members were here in 1999 and those procurement documents cannot be found.

Public Works Staff did test the series of catch basins within and around the scales and was able to map this important storm drain system and found the outlet that has been unknown for at least 15 years. Once the system was located and mapped the Street's Division assisted with their vector truck and cleared the plugged pipes. This was an important step toward the continued use of pit scales.

UPDATE

Public Works Engineering put the project out to bid with a bid opening scheduled for June 6th..

Project:	TRANSFER STATION FLOOR REPLACEMENT
Project Cost:	\$90,000
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

Due to the acidic nature of the material we receive, a 36' x 41' section of concrete needs replaced on the transfer station floor. Currently about 5" of the floor has eroded, and rebar is now exposed. This section of floor is only 10-years old.

Considering the high cost of replacement and disruption of operations, Staff has concluded that this is an undesirable life-cycle to cost ratio (life-cycle costing). In an effort to improve the life-cycle costing, Staff is in the research phase with goals to make improvements to the concrete mix design, use non-corrodible reinforcement, decide the applicability of surface densifiers/sealers and explore the use of a sacrificial surface wear course.

UPDATE

Staff would like to use a specialized product made for overlaying existing concrete in solid waste transfer stations. We are actively working to get pricing for this product but have experienced difficulty connecting with the manufacturer. The manufacturer appears to only sell product to certified installers; as such Staff has reached out to a local contractor to see if they can become certified. Staff is moving forward with design of a conventional remove and replacement of the concrete floor in the event the overlay material can't move forward or is too expensive.



Solid Waste Tipping Floor – Exposed Rebar

GARAGE DIVISION (Capital Improvement Projects)

Project:	OIL-WATER SEPARATOR & WASH STATION
Project Cost:	\$235,575
Completion Date:	2024

PROJECT SUMMARY & BACKGROUND

This project will install a new oil-water separator outside the Garage/Streets warehouse. Additionally there will be storm drain installation and the creation of a designated vehicle washing station that will accommodate use of the portable vehicle lifts. The oil-water separator will prevent discharge of hazardous substances to the Tongass Narrows in the event of a spill/leak in or around the warehouse. This greatly reduces the City’s risk of potential fines and litigation that could occur if a spill/leak were to happen. The project also provides the Garage Division a place to wash the undercarriage of vehicles while capturing the oil, grease and fluids that are in the wash water runoff.

Staff has calculated storm water flow rates and sized the oil-water separator.

UPDATE

On Hold.

STREETS DIVISION (Operations)

In addition to the routine work performed on a regular basis, the Streets Division performed the following work during the past month:

- Added 3" minus to Cambria and ditching
- Replaced curb and gutter on Forrest and Pine street
- Reclaimed Pine street, dock street, 2 ½ alley and Hill road
- Started Cemetery project
- Sweeping and flushing
- Ditched an area on Lund Street and Jackson Heights
- Added D1 behind Totem Heritage Center to stop puddling
- Fixed pot holes with Aquaphalt
- Fixed Bollard and added concrete on Front Street Extension



Forest/Pine Catch basin Curb and Gutter Repair



Forest/Pine



Lund Street Ditch



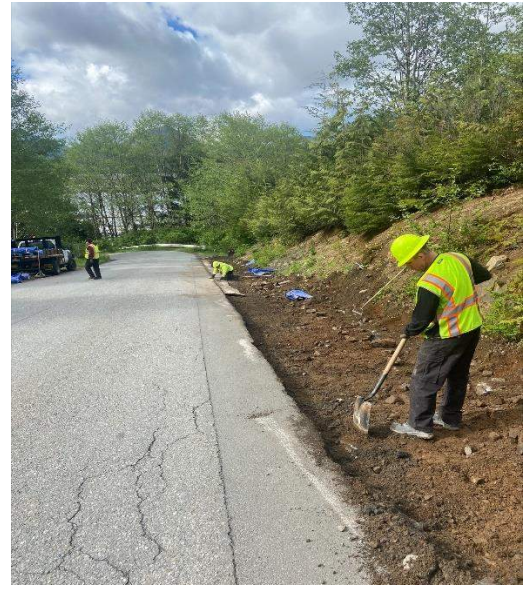
Lund Street Ditch



Cambria Ditching



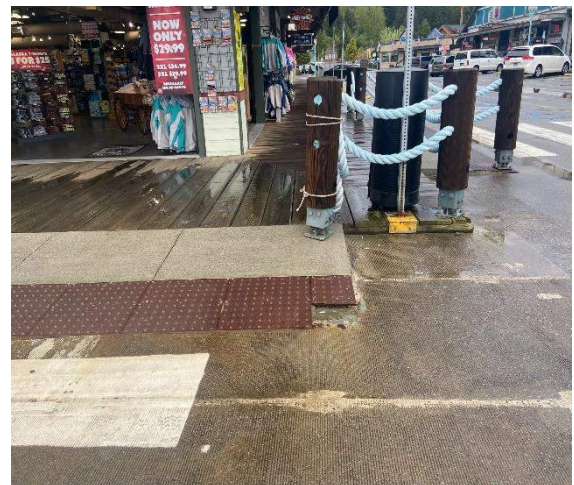
Cambria 3" Minus



Cambria 3" Minus



Front Street Extension New Curb



Front Street Extension New Curb

GARAGE DIVISION (Operations)

In addition to the routine work performed on a regular basis, the Garage Division performed the following work during the past month:

- Stud removal season- for all departments removed any studded tires and installed the summer tires. We have about 70+ vehicles that this gets done every April and October. This includes all Fire, Police, Streets, Wastewater, Building Maintenance, & Engineering.
- 52 771 KFD Engine 1 – intermittently had a check engine light, upon completion of diagnosis, we found a bad DEF tank which is part of the emission system for the Engine. Emission systems are very important to take care of right away because some of those faults can cause the Engine to shut down and go into derate mode, & not be able to be used for anything until repaired.
- 52 509 – Ports and Harbor’s Oil truck. The truck had bad tank springs and axle seals, and ABS module. Brought in to complete all repairs, perform annual inspection and get it ready for the upcoming season. They use this truck to pump out all the used oil tanks that they have at every harbor. They are used by all the harbor boats, charter boats, and all incoming fishing vessels.
- 52 809 – KPD new cruiser arrived. We performed our PDI (Post Delivery Inspection) and confirmed everything looked good. Dropped off at Sign Pro to have it stickered and now it is in service within 2 days of arriving in town.
- 52 515 – Wastewater had a valve that needed to be replaced at their pump station 5. They were having issues with trying to get the two valve halves put together. As a joint effort between Wastewater and the Garage we were able to assist in getting them together and installing them at the station. It was an all-hands-on deck to make sure Wastewater can stay on track for the estimated time they were allotted to be on bypass.



52 809 KPD



52 765 Ambulance Summer Tires



52 771 DEF Tank replacement



52 509 P/H Oil Truck

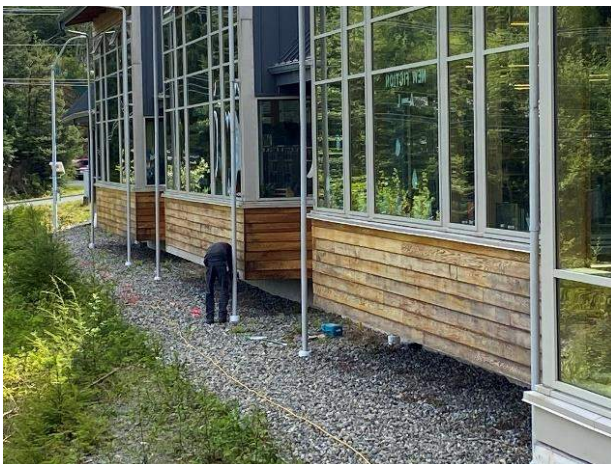


Wastewater/Garage Valve Repair/Install

BUILDING MAINTENANCE DIVISION (Operations)

Building Maintenance accomplishments summary:

- City wide: lighting, toilet, faucets, gutters, air compressors, mechanical rooms walkthrough inspections. Power outage resets.
- City Hall: Install new Unistrut on penthouse for new IT equipment. Help install new antenna on roof. Repair bullnose transition on stairs . Hang new corkboard for HR.
- THC: Start display case. Clean out gutters around entire building.
- Museum: Replaced broken roof shingles.
- FS#1; Install 2 tv's. Replace balancing valve for domestic hot water. Prep and paint interior stair risers.
- Library: Interior lighting replacements. Bird deterrent measures. Order new air actuator. Exterior sanding and teak oil for finish. Presure wash front entry and viewing area.
- Admin. Install new tv in assistant directors office.
- FS#2 , Coordinate with Steelhead electric on new outside lighting and position. Hose reel plumbing leaking , ordered replacement.
- Streets: Install new wireless remote controls on doors in garage.
- Solid Waste: Ordered new man basket for IR.
- Shoreline: Install 2 exterior lights. Mow lawn.
- Waste Water: recaulking of sky lights.



Library Exterior Maintenance



City Hall Antenna Install



Fire Station 2 Exterior



Police Station Repair



Lighting Replacement

BUILDING INSPECTION DIVISION

PERMITS

UPDATED: 5/24/2024		
PERMITS ISSUED	2023 TOTALS	2024 YTD
Traffic Control Permits:	55	25
Permits to Excavate:	67	35
Side Sewer Permits:	22	8
Site Development Permits:	22	10
Building Permits:	104	51
Total Permits:	270	129

ADOT&PF PROJECTS

These are State of Alaska projects within Ketchikan's City limits. As a project stakeholder, Public Works Staff is intimately involved in these projects from pre-design planning, plan reviews, permitting, utility work planning and overall project coordination.

Project:	WOLFE POINT SLOPE STABILITY IMPROVEMENTS
Project Cost:	\$2.5-5M
Construction Timeline:	2024

PROJECT SUMMARY & BACKGROUND

The cut rock slope inland from Wolfe Point has become increasingly unstable in the past few years and has experienced several rock falls. This project seeks to stabilize the slope and prevent future rock falls, improving public safety.

The CMGC contract has been awarded to SECON.

UPDATE

No update

Project:	TONGASS AVENUE IMPROVEMENTS
Project Cost:	\$ 10-20M
Construction Timeline:	2024-2025

PROJECT SUMMARY & BACKGROUND

This project includes resurfacing pavement and making improvements along Tongass Avenue between Hoadley Creek and Elliot Street. The project includes various lane reconfigurations and adds bike lanes.

In early March, the State awarded the project to SECON. SECON is preparing to begin construction in April, beginning with the northern half of the project. The remainder of the project will be completed in 2025.

UPDATE

Secon has mobilized to the site, set up traffic control, and started demolition of the existing sidewalk on the ocean side of Tongass Avenue starting at the Hoadley Creek Bridge and continuing south to the intersection with Third Avenue.

Project:	N. TONGASS HWY RESURFACING
Project Cost:	\$ 10-20M
Construction Timeline:	2024-2026

PROJECT SUMMARY & BACKGROUND

This project includes resurfacing pavement and making improvements along North Tongass Highway from Wolfe Point to Ward Creek.

UPDATE

Staff is reviewing and preparing comments on the Local Concurrence package of plans and specifications.

Project:	SAYLES - GORGE BRIDGE
Project Cost:	\$5-10M
Completion Date:	2025-2026

PROJECT SUMMARY & BACKGROUND

The Public Works Department is working in support of the Alaska Department of Transportation and Public Facilities for design and complete replacement of the Sayles-Gorge Bridge. The two projects are included in the Statewide Transportation Improvement Plan. ADOT permitting and design is ongoing. R&M Engineering-Anchorage was awarded the design by ADOT. Streets Division cleaned the underside of the structure to allow R&M to use scanning technology to survey the structure.

Public Works designed and installed an interim abutment to support the structure until the ADOT construction project begins.

Staff met with the ADOT bridge design team to evaluate design criteria and design concept options. Two bridge design concepts were chosen for further vetting. Eliminating the bridge and constructing a fill section for Sayles Gorge was evaluated and ruled out. ADOT&PF's consultant completed a bridge selection report. The consultant evaluated a fill section along with steel and concrete structure. The steel and concrete structure was recommended.

Staff has had several meetings with ADOT & their design team: Bridge Type Selection Meeting, 25% Design Review, 65% Design Review.

According to ADOT the project will be substantially more expensive than previously estimated due to relocation costs for residents in the area and construction costs and could be a year out from starting due to long lead times on bridge structure fabrication.

Staff reviewed and commented on ADEC Waste Water and Storm Drain submittals.

UPDATE

No update.

Design is progressing. Rights-of-way acquisition is underway.

Project:	WATER ST BRIDGE STRENGTHENING
Project Cost:	\$1M
Construction Timeline:	2024

PROJECT SUMMARY & BACKGROUND

This project will repair and strengthen a section of the Water St viaduct in front of Berth IV and near the tunnel. The repairs are necessary to remove the current weight restrictions on the superstructure and return it to good working condition and extend its lifespan.

UPDATE

The ADOT&PF design team is currently finalizing the plans. This work is planned for 2024.

The Geotechnical Contractor is going to conduct borings from *June* through August. They would like to conduct this work at night to reduce impacts to traffic. To that end *the City Council approved* a variance from the Noise Ordinance for the geotechnical drilling work.

Staff is working with ADOT ROW agents on finalizing the temporary traffic control plans. Staff received Right Of Entry documents from ADOT and they are under review.

Project:	TONGASS AVE & WATER ST VIADUCT
Project Cost:	\$50-60M
Completion Date:	2027-2029

PROJECT SUMMARY & BACKGROUND

Sections of the Tongass Ave and Water St viaducts are experiencing decay of their superstructure. Major repairs are needed to avoid future weight restrictions. This project focuses on three areas of these viaducts: Tremont St to 1471 Tongass Ave, Chapman St to Bauer Way, and Berth III Pavilion to Front St. Construction is anticipated to last three years.

The CMGC contract has been awarded to Dawson Construction. Additionally ADOT&PF has assembled a design team consisting of utility engineers, geotechnical engineers, bridge engineers, Rights-of-Way specialists and project management engineers. Public Works Staff attended a three-day conference with this team in December 2023. The purpose of the conference was to jump start the design process as the nature of this project is becoming critical and cannot sustain any further delays in planning and design. The geotechnical firm will begin drilling bore holes May through August 2024.

Staff has concluded that a section of gravity sewer main through the Water St portion cannot be raised in elevation.

Public Works Engineering teamed with the City Manager to prepare a letter of support to the U.S. Secretary of Transportation to assist ADOT in procuring funding for the project.

UPDATE

Public Works Staff attends a bi-weekly design meeting and is working with the utility engineers to move the utility design forward. ADOT does not intend to replace the gravity sewer mains throughout the project despite Staff's rejection of the idea of leaving old sewer pipe beneath a new viaduct/road.

To that end, Staff and ADOT are exploring a possible partnership to replace the sewer and a cost estimate is in preparation.

Staff also continues working with ADOT ROW Agents on various issues.

On April 23, 2024 Staff will meet with ADOT to discuss the possibility of entering into a Reimbursable Services Agreement where ADOT would incorporate the City's sewer project into their viaduct project. This could reduce construction fatigue to the public by reducing the duration of construction from 3 years to 2.