



<b>TRANSMITTAL MEMORANDUM</b>
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TO: The Honorable Mayor and City Council

FROM: Karl R. Amylon, City Manager

DATE: January 22, 2021

RE: **Contract No. 20-28 Update – Schoenbar Culvert Temporary Stabilization, Log Jam Construction**

At its meeting of November 5, 2020, the City Council adopted a motion accepting the bid of Log Jam Construction in the amount of \$191,054.50 for Contract No. 20-28, Schoenbar Culvert Temporary Stabilization. The motion adopted by the City Council also established a ten percent contingency in the amount of \$19,105, bringing the total project cost to \$213,159.50.

Attached for City Council review is a memorandum from Acting Port & Harbors Director Mark Hilson, which provides a status update for the project. While Log Jam Construction was able to successfully fill most of the voids identified, the Acting Port & Harbors Director anticipates that another interim repair contract will likely be required in the second half of 2021 with permanent repairs to follow in 2022 at an estimated cost of \$2.5 million.

Mr. Hilson will attend the City Council meeting of February 4, 2021, in order to address any questions and/or concerns that Councilmembers may have.

## **MEMORANDUM**

**TO:** Karl Amylon, City Manager  
**CC:** Lacey Simpson, Assistant City Manager  
**FROM:** Mark Hilson, P.E., Public Works Director, Acting Port & Harbors Director  
**DATE:** January 21, 2021  
**SUBJECT:** **Schoenbar Culvert Temporary Stabilization**

At its regular meeting of November 05, 2020, City Council awarded Contract 20-28 to Log Jam Construction for the temporary stabilization of the Schoenbar Culvert. As of the writing of this memo, the work to temporarily stabilize the bottom is nearly complete. The contractor had to contend with significant groundwater infiltrating up from the bottom and through the sides of the culvert in addition to bypassing flows from upstream through the work area. During the last week of December, Log Jam Construction successfully filled most of the larger voids with concrete over the course of two days. The contractor will be moving the operation to a large void under the last 15 feet of the culvert. An access ramp was constructed to gain access to the area. Stabilization will be completed by the end of January if the weather cooperates and high creek levels recede. The Borough's parking area for the skate park will be restored after the stabilization is complete. The project is on budget (approximately \$190,000).

Staff fully expects that the bottom of the culvert will continue to wash away, most likely in areas adjacent to the concrete that was just placed. Therefore, a second round of temporary repairs is tentatively planned for this year, potentially in June or July, or possibly at the end of the year again. Installation of a permanent liner continues to look like a promising solution with construction in 2022 and a very preliminary rough order of magnitude cost of \$2.5 million.



informed of the COVID Clean Program that Ms. Schofield has put together which she is more than willing to share with the cruise lines. He felt it was in the best interest of the community to move ahead and get the COVID Clean Program to the cruise lines for their review to actively engage them. He said we need to also have the EOC and the Port Director start the framework of what the plan would look like for COVID infected passengers to be moved out of the community. He felt there should be a high level of urgency as we move through this to come up with concrete ideas, engage the lines and get their feedback, and at the same time engage the community as to their concerns and suggestions.

Mayor Sivertsen said if it is appropriate and your group agrees, we could have a report in every Council packet under FYI.

Councilmember Flora said the community would like to have all viewpoints heard, and the earlier the better so they can be addressed.

**Ongoing Review and Discussion of State of Alaska COVID-19 Health Mandates – Councilmember Bergeron**

Councilmember Bergeron said mandate 10, lowers the quarantine requirements, and he felt that was the wrong thing to do at this point in time.

**Discussion of Signing and Joining a Public Letter on Behalf of Municipal Leaders Urging Members of Congress to Pass Federal Nondiscrimination Legislation – Councilmember Gage**

Councilmember Gage said she had received an email and a phone call from this group “Freedom for All Americans”. She indicated it was a by-partisan campaign for comprehensive nondiscrimination laws for the LGBTQ Americans. She said it is asking Council for support since we passed nondiscrimination ordinance to join with 27 other groups to ask the Federal Government to pass laws for these Americans. She encouraged the Council to support sending this letter in order for people to feel safe within our Country.

Councilmember Gass questioned exactly what we would be asking for.

Councilmember Gage clarified we would be sending the letter that was attached in this agenda item. She said it would be unifying non-discrimination laws, and asking the Federal Government to sign the current bills on the floor.

**Award of Contract No. 20-28 – Schoenbar Culvert Temporary Stabilization – Log Jam Construction**

**Moved by Bradberry, seconded by Zenge the City Council accept the bid of Log Jam Construction in the amount of \$191,054.50 for Contract No. 20-28, Schoenbar Culvert Temporary Stabilization; establish a ten percent contingency in the amount of \$19,105, bringing the total project cost to \$213,159.50; authorize funding from the Streets Division’s 2020 Schoenbar Creek Culvert Repair Capital Account; and direct the city manager to execute the contract documents on behalf of the City Council.**

**Councilmember Bradberry felt this is a good temporary fix, but we need to find a long term fix.**

November 5, 2020

Manager Amylon stated this has become a pressing priority, and the temporary fix is to avoid what would otherwise be a difficult situation. He said he agreed with Public Works Director Hilson's recommendation.

Councilmember Bradberry stated it seems we have enough evidence to show use by cruise passengers in this area, and felt we should start a conversation with CLIA for use of Commercial Passenger Vessel (CPV) funds for some amount of the cost of repairs.

Mayor Sivertsen stated he would be fairly cautious in the fact that we have would have to tie this directly to the docks, and he understands there will be future project discussions. He felt this may be a stretch for use of CPV funds.

Councilmember Bergeron thanked Councilmember Bradberry for bringing this up as part of negotiating is you have to ask, and we need to step out there and start talking about these projects with CLIA. He stated those passengers use our facilities throughout Ketchikan. He felt we need to be less conservative on how we approach industry with these projects, and we may need to expand the Port, as the Port is all of Ketchikan.

Manager Amylon said he didn't disagree with the suggestion, but he would like to bring the constraints the City is facing to the table. He said the General Government budget will be out next week and in there is a discussion of the decline of Port revenues that the City experienced this year, and realistically we may be looking at another two to three year recovery of cruise. He informed the City did not receive any CPV funds this year, and in 2021 we are likely to receive significantly less than we received in 2019. He said one thing we have that will not go away is the Berth III debt service and the Berth IV lease payments. He indicated staff has tried to set up the budget as such if we do experience a delayed return to cruise we are going to need those CPV funds as a reserve to have them available for our Port obligations. He felt we may not have CPV funds to even ask cruise if we could use them for the Schoenbar culvert given the immediate financial realities and obligations of the Port.

Councilmember Bradberry said if we did get some cruise next year, could we start a fund for this particular project.

Manager Amylon said he doesn't disagree and has already had conversations with CLIA, and given the condition of the culvert he didn't know if the City had two or three years.

Public Works Director Hilson informed three years would be problematic. He said the long term fix is scheduled for 2021. He felt the short-term fix may add a little time, but he didn't see adding three years at this point.

Manager Amylon said he was not adverse to doing that, and would discuss it with CLIA. He stated he wanted to make sure the Council understood the financial constraints the City is operating under.

Public Works Director Hilson answered questions from the Council in regards to the Culvert project itself.

Motion passed with Bergeron, Flora, Bradberry, Zenge, Gage, Kiffer and Gass voting yea.