

South coast 2018

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2018</SUBJECT><COMM></COMM></TARGET>



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

OFFICE OF THE COMMISSIONER
Marc Luiken, Commissioner

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March 8, 2018

The Honorable Bert Stedman
Alaska State Senate
State Capitol Building, Room 30
Juneau, Alaska 99801

Dear Senator Stedman:

Thank you for the opportunity to discuss upcoming Southcoast Region construction projects during the February 27, 2018, meeting of the Senate Transportation Committee. In response to questions and requests posed by committee members, I offer the following information:

- ***Provide a statewide perspective of any new center line miles being planned/constructed in the future.***

Southcoast Region:

- Sitka's Katlian Bay Road project consists of 9.3 miles of single lane unpaved roadway.
- King Cove - Cold Bay Road would be 12 miles of single lane unpaved roadway.
- Kake - Petersburg Road is a current project for Southcoast Region, but has been inactive since the project was placed in hold status by the governor in June 2016. This project would include approximately 22 miles of new single lane unpaved road and improvement of approximately 23 miles of existing logging roads.

Northern Region:

- The Kotzebue to Cape Blossom Road is approximately 11 new miles of road which is scheduled to begin construction in 2019.
- The Kivalina Evacuation and School Site Access Road I approximately 8 miles of new road that may begin construction as soon as 2019, if funding is available.

Each of these projects would involve management/maintenance agreements with the communities, so the Department's responsibility will be constructing the new roads, but not maintaining and operating them.

Central Region:

- If approved by the Federal Highway Administration (FHWA), the Juneau Creek Alternative on the Sterling Highway MP 45 - 60 project will build a total of 14 miles of project, with 10 miles on new alignment.

"Keep Alaska Moving through service and infrastructure."

➤ ***Is the Department holding payments due to contractors?***

No, the Department does not hold payment due to contractors. A contractor may have completed all of the construction work on a project, but may not have completed the other contractual requirements such as erosion stabilization, Department of Labor requirements, sources of materials documentation, etc. All of these items are clearly covered in the contract, are items that the contractor has agreed to complete and are items that the Department has agreed to pay for when completed. Once a contractor has completed all of the contractual requirements they are paid within 30 days. Any payment not made within that time period is subject to a 10% interest payment. A request for and payment of this interest amount for late payment is very rare.

➤ ***Does slide 7 of the presentation, a statewide overview of total construction contractor payments, also reflect payments made on AMHS projects?***

Yes, the construction contractor payment slide includes all Department payments to contractors – including payments made to contractors on AMHS vessel and terminal projects.

➤ ***What does Southcoast Region have planned for the materials pile sitting near the Sitka airport on Charcoal Island?***

Southcoast Region plans to use the material for fill in the nearby lagoon. The Department has been working with Federal Bureau of Land Management for many years to acquire the necessary property rights to allow us fill in the lagoon. The Department secured an Army Corps of Engineers (COE) permit to fill in the lagoon in March 2003. The COE permit has been extended numerous times and currently expires on November 30, 2025. Southcoast Region will use the stockpiled material deep in the fill, which they will cap with layers of higher quality material nearer to the surface.

➤ ***Provide the status of our conversations with the Federal Highways Administration (FHWA) regarding the payback of federal construction funds used for AMHS terminals in Coffman Cove and South Mitkof.***

Construction of the Coffman Cove and South Mitkof terminals was borne of the Southeast Alaska Transportation Plan on record at that time. A route between each terminal was operational and served for a few years by the Inter-Island Ferry Authority's (IFA) Northern Route until the IFA discontinued the route due to low ridership. The South Mitkof terminal was also planned to be used for a fast ferry route between Ketchikan and South Mitkof. The passengers would disembark in South Mitkof, drive or shuttle to Petersburg, and then take another fast ferry from Petersburg to Juneau. This envisioned route never came to fruition.

Coffman Cove: \$8.4M in federal funds were used to build this facility. The Department is currently working with FHWA to determine how much, if any, of this \$8.4M would need to be paid back. FHWA D.C. legal team is currently reviewing options for the State of Alaska to absolve stewardship responsibilities at this facility. FHWA is the lead agency and collaborates with the Federal Transit Administration on this issue since both agencies participated in funding the construction. As soon as options have been determined, FHWA will contact the Department. This will be a precedence setting determination under the Fixing America's Surface Transportation Act (FAST Act).

South Mitkof: \$12.9M in federal funds were used to build this facility. After the determination is made by FHWA as discussed under Coffman Cove above, the Department will review the same options for this facility.

The Department is working diligently to be released from its responsibility for these facilities. The time frame depends on how quickly FHWA will make its determination as discussed above.

➤ ***Provide the Department's hard aggregate study referenced during the hearing.***

Hard aggregate material sources are identified and profiled in a 2013 R&M Consultants report at:

http://www.dot.state.ak.us/stwddes/desmaterials/assets/pdf/hard_ashpalt_aggregate_study/hard_aggregate_all.pdf.

➤ ***What criteria was used to determine the Chignik Dock project worthy of an award? Please include the name of the award/awardee.***

The Chignik Dock project received the award from Engineering News Record (ENR) magazine. The name of the award is *ENR Northwest's 2017 Best Projects: Best Highway/Bridge*. The award nomination was generated by the contractor, Pacific Pile and Marine (PPM). The award was given to the owner (DOTPF), the contractor (PPM), and the designer (PND). Mr. Mearig requests a correction to his statement during the February 27th hearing. He erred in attributing the award application to PND.

The project write up can be viewed at: <https://www.enr.com/articles/43562-best-highwaybridge-chignik-public-dock>. The full content of the ENR article can be found at: <https://www.enr.com/articles/43557-top-projects-reflect-innovation-creativity>. The criteria stated in the article reads as follows: "The judges rated the projects based on five criteria: overcoming challenges and teamwork; safety; innovation and contribution to the community; construction quality and craftsmanship; and the function and/or aesthetic quality of the design".

➤ ***Did DOT&PF use the same open-cell sheet pile design for the Chignik Dock as was used at the Port of Anchorage?***

The structure's open-cell sheet pile design is similar in concept to the Port of Anchorage facility (POA), but this design was unique to the site in Chignik, i.e., the number of cells, soils condition, height, footprint, sheet pile thicknesses and length, seismic and other loading conditions, etc., were designed specifically for Chignik. Open cell bulkheads or dock structures have been successfully constructed throughout the State of Alaska including multiuse dock facilities used by the AMHS ferries in Ouzinkie, Port Lions, Sand Point, and Unalaska. According to the designer (PND), this general design concept has been used at more than 100 other facilities built around Alaska over the past 30+ years, and on 100+ other projects in the U.S. and internationally.

- ***Is the Chignik Dock non-galvanized sheet pile “zincd”, or does it use some other type of cathodic protection system?***

The sheet piles are uncoated (bare steel), but protected with numerous aluminum anodes installed for cathodic protection - a passive corrosion protection system. The expected design life of these protective anodes are estimated to be 25 years. If left unprotected by spent anodes, the bare steel will indeed corrode, but it will likely take many years to result in corrosion concerns. Periodic inspection and replacement of the anodes will be needed to maintain this facility over the years.

- ***What is the process of revitalizing the Juneau Access Improvement project?***

The basis to restart this project post the 2018 Final SEIS/Record of Decision delivery is as simple as the Administration deciding to do so. However, by electing to restart the project, the State will need to demonstrate to FHWA it is in a position to commit funds to construct an alternative other than the preferred alternative, since the rationale for the No Action Alternative selected at this time is based on the State’s current fiscal situation. If the State’s change of preferred alternative was evaluated in the 2018 Final SEIS, then 23 CFR 771.127 applies and states “(b) *If the Administration subsequently wishes to approve an alternative which was not identified as the preferred alternative but was fully evaluated in the final EIS, or proposes to make substantial changes to the mitigation measures or findings discussed in the ROD, a revised ROD shall be subject to review by those Administration offices which reviewed the final EIS under § 771.125(c). To the extent practicable the approved revised ROD shall be provided to all persons, organizations, and agencies that received a copy of the final EIS pursuant to § 771.125(g).*”

Within three years of the 2018 Final SEIS/Record of Decision being signed, it is possible that a re-evaluation and/or update of the 2018 Final SEIS, as well as individual studies, may need to occur. After three years, a supplemental environmental document would most likely need to be drafted. If the State has interest in evaluating an additional alternative not part of the eight alternatives evaluated in the 2018 Final SEIS, then a supplemental document would be required.

- ***Do we have enough projects in the que ready to go to construction to ensure we would not lose any federal funding opportunities?***

The Department believes it is developing a sufficient project workload to cover known federal funding allocations, as well as any potential increase in funding. The Department has a track record of not returning unobligated federal funds. If we need to absorb a large amount of federal funding, we can use the conversion of Advance Construction or accelerate projects that are nearly ready to bid.

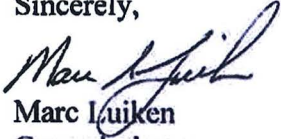
In response to an outstanding committee request made of the Department during our February 15th presentation, I remind you of the questions below and offer the following response to them:

- ***Does the design costs over construction costs at award data include in-house and contracted design work? Provide both in-house and contracted design costs/percentages broken out.***

Yes, slide 6 of the February 15, 2018, Central Region construction presentation does include both in-house and contracted design work. Most projects the Department delivers utilize a mixture of in-house and consultant-provided expertise. While we are currently working on methods to determine these breakdowns, our data does not currently offer the fidelity necessary to determine exact breakdowns of these percentages. This metric we intend to pursue through our Results Based Alignment work.

If you or your committee members have further questions, please feel free to contact Mike Lesmann at (907)465-4772.

Sincerely,



Marc Luijken
Commissioner

Cc: Mike Lesmann, Legislative Liaison, DOT&PF
Darwin Peterson, Legislative Director, Office of the Governor



Alaska Department of Transportation & Public Facilities

Senate Transportation Committee

D. Lance Mearig, P.E., Southcoast Region Director

February 27, 2018

Keep Alaska Moving through service and infrastructure



Southcoast Region

Regional Topics

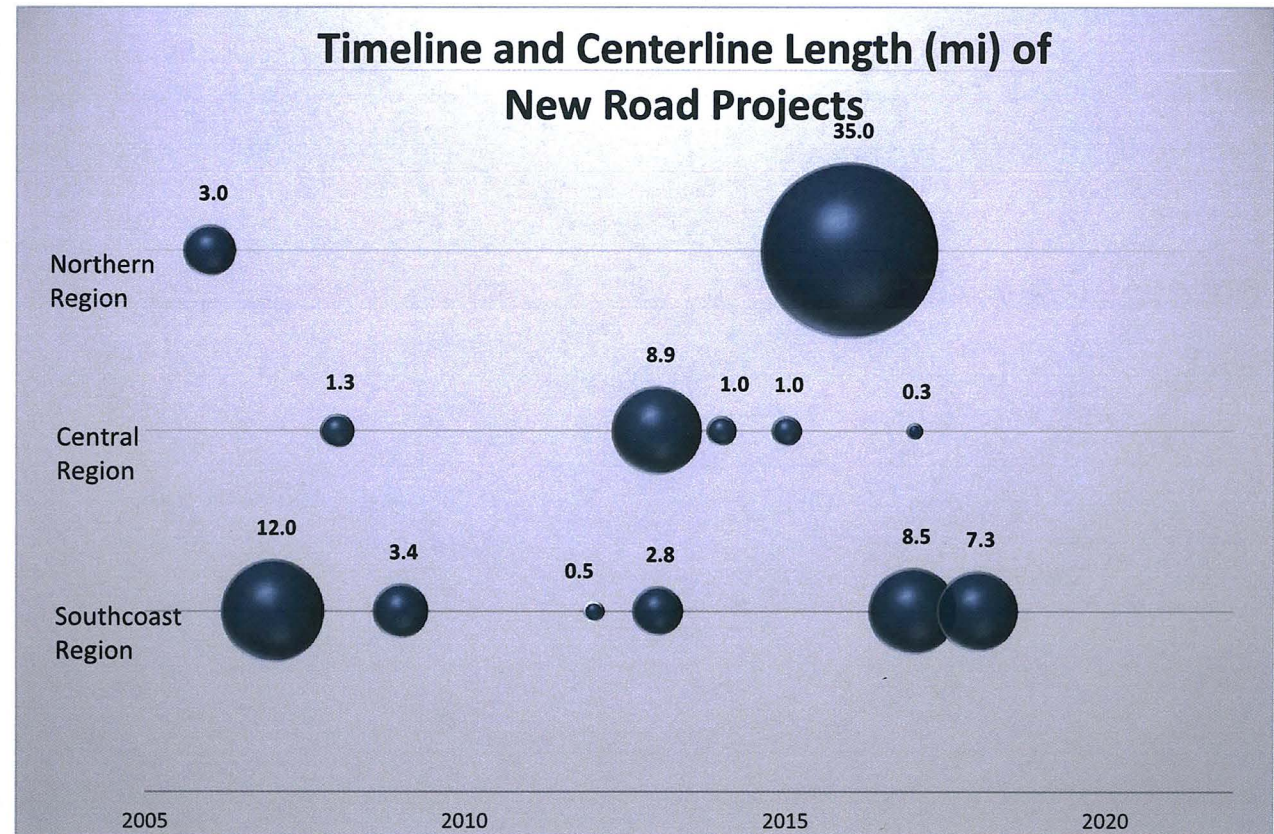
- **Response to Committee Questions**
- **2018 Construction Season**
- **2017 Accomplishments**
- **Marine Design Group**



Statewide Overview

New Centerline Miles Added 2006 to Present

- **85** new centerline (CL) miles of road added, 2006-2018
- **38** CL miles in Northern Region
- **13** CL miles in Central Region
- **35** CL miles in Southcoast Region



Statewide Overview

New Centerline Miles Added 2006 to Present

Central Region	Elmore Drive (between Tudor and 68th, Anchorage)	2008	1.3
Central Region	Trunk Road Extension (Mat-Su)	2013	8.9
Central Region	West Dowling Extension (Anchorage)	2014	1.0
Central Region	Aleknagik Road	2015	1.0
Central Region	92nd Avenue Connector (Anchorage)	2017	0.3
Central Region	Seward Hwy: Lore Extension (Anchorage)	2017	0.3
Northern Region	Glacier Creek Road (Nome)	2006	3.0
Northern Region	Tanana Road	2016	35.0
Southcoast Region	King Cove Road	2007	12.0
Southcoast Region	Gravina Island Highway (Ketchikan)	2009	3.4
Southcoast Region	Akutan Airport Access Road	2012	0.5
Southcoast Region	Glacier Hwy Extension / Cascade Point Road (Juneau)	2013	2.8
Southcoast Region	Vallenar Bay Road (Ketchikan)	2017	8.5
Southcoast Region	Shelter Cove Road (Ketchikan)	2018	7.3

Southcoast Region

Employee Spotlight



King Cove / Cold Bay Reconnaissance Team

Southcoast Region Outstanding Team 2017

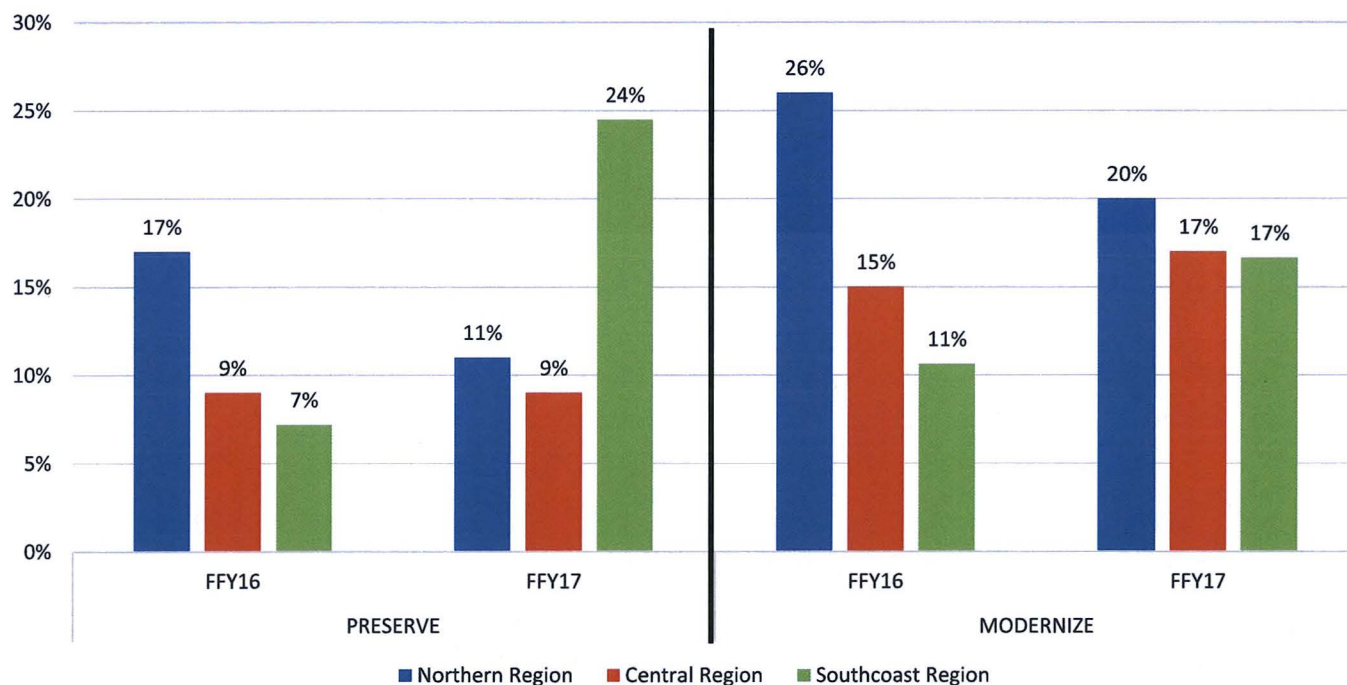
- Field work in extreme conditions
- Mitch McDonald, Martin Larsen, Greg Lockwood (Juneau) and Paul Schaack, Russell Ruta, David Lyons, Harold Kremer (Cold Bay)

King Cove, on the Alaska Peninsula, in 2008 (Paul Dennler / Aleutians East Borough via The New York Times)

Statewide Overview

Results Based Alignment (RBA)

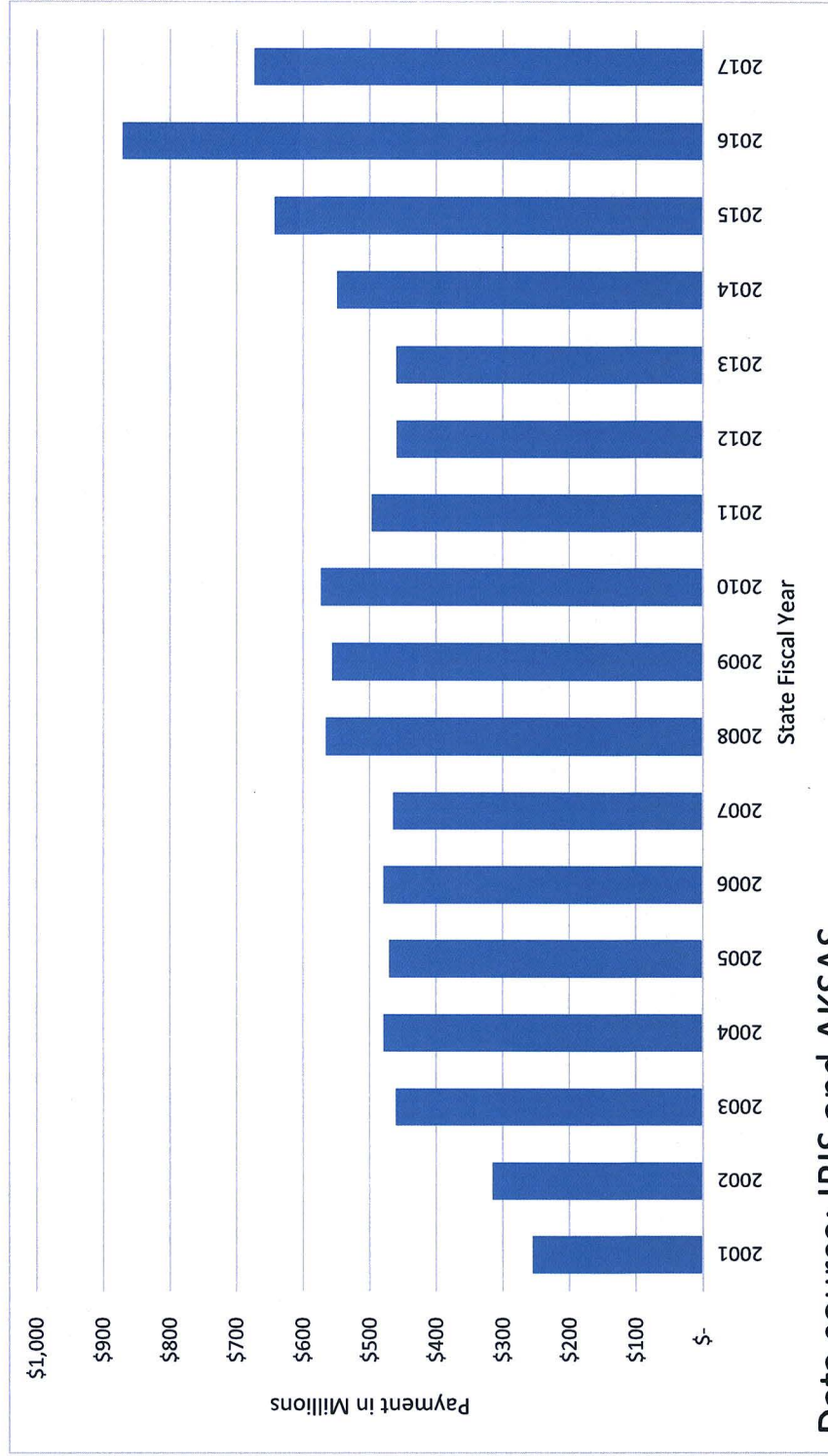
Design/Construction Costs at Award



Data source: IRIS/Alder Reports, construction contract records

Statewide Overview

Total Construction Contractor Payments

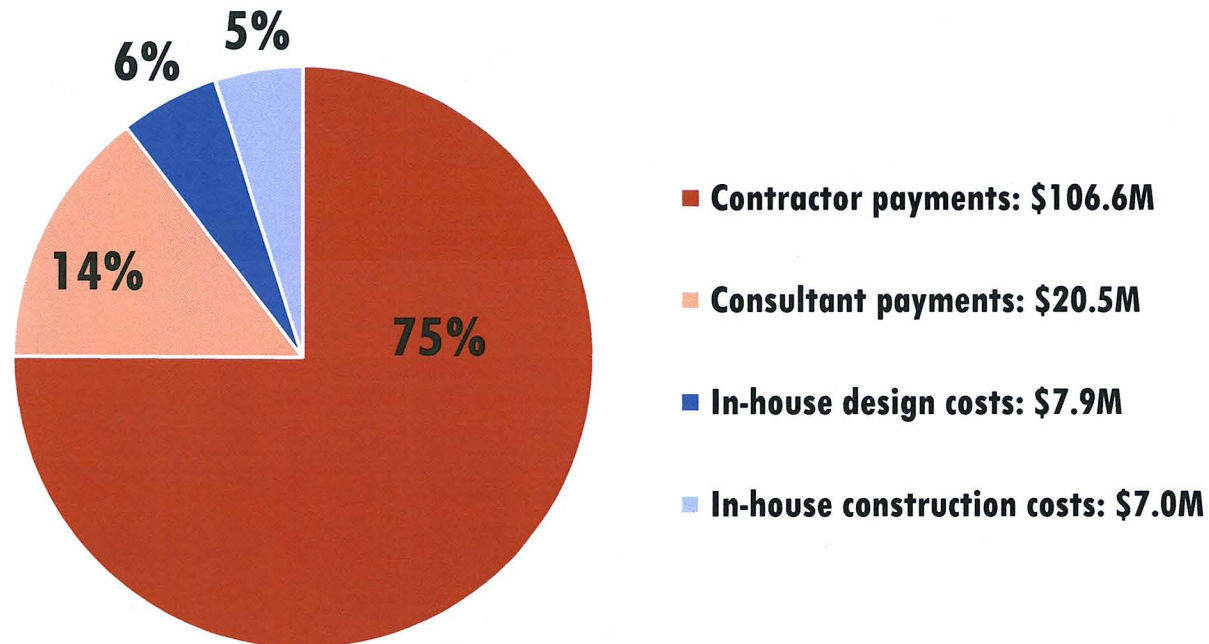


Data source: IRIS and AKSAS

Southcoast Region

Results Based Alignment (RBA)

CIP dollars to contracting versus in-house



Reporting Period: July 1, 2016 – June 30, 2017

Data Source: Alder & ABS

Southcoast Region

Coming soon...2018 Construction Projects

- 32 Southcoast Region projects
- 6 projects continuing into 2nd year of construction
- 5 new projects already bid
- 21 new projects funded and will be ready to bid in time for 2018 construction season





Southcoast Region

2018 Construction – Airports

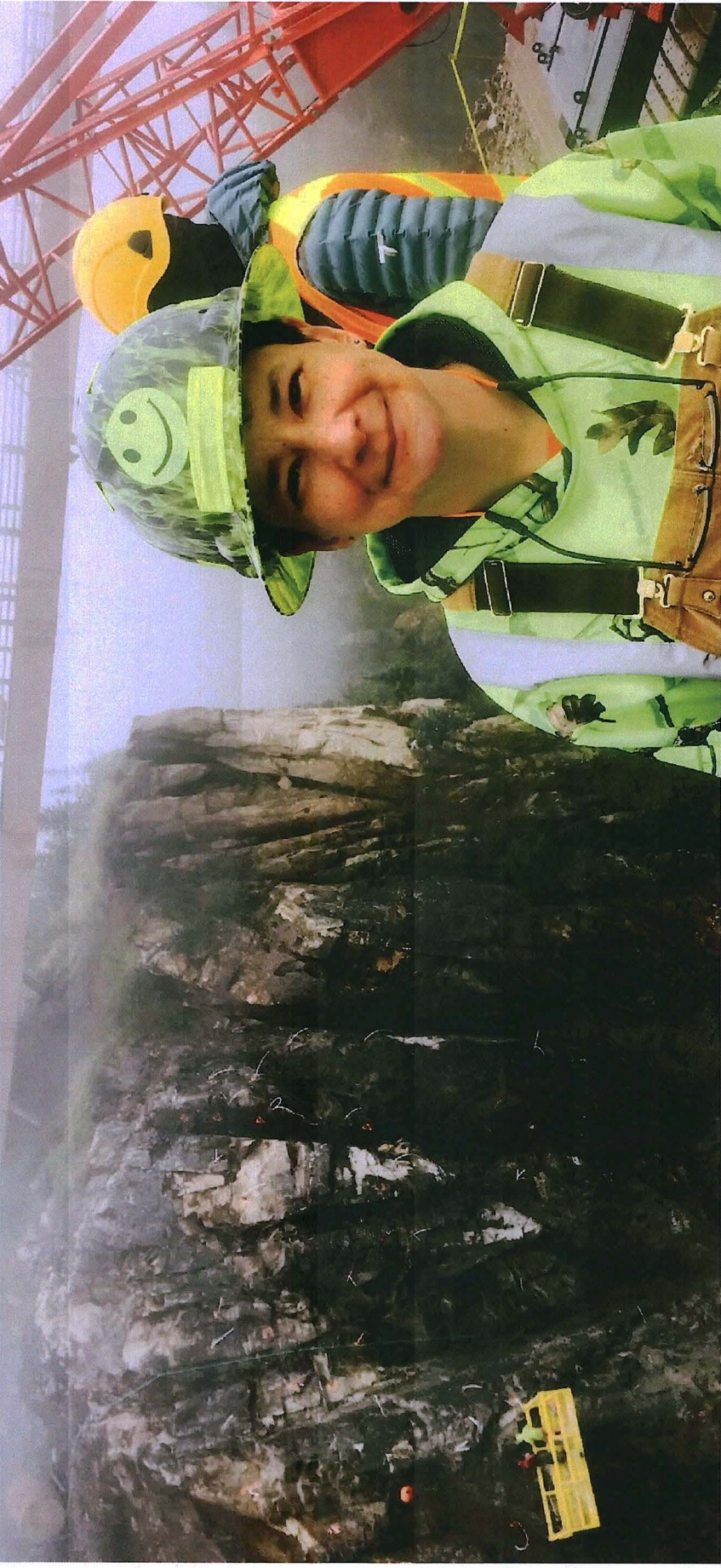


Haines: Airport Drainage Improvements & Pavement Rehabilitation



Southcoast Region

2018 Construction - Bridges



Skagway: Replace Captain William Henry Moore Creek Bridge

Southcoast Region

2018 Construction - Highways



Glacier Highway, Fritz Cove Road to Seaview Drive

Southcoast Region

2018 Construction - Highways

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT
KTN: FRONT, MILL, AND STEDMAN
STREETS RECONSTRUCTION
PROJECT NO. NH-0902(038)/Z681600000
FINAL PS&E

GRADING, DRAINAGE, PAVING, SIDEWALKS, SIGNING, STRIPING, AND
BRIDGE REPAIRS

NO.	DATE	REVISION	STATE	PROJECT DESCRIPTION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0902(038)	2017	A1	140
			CDS ROUTE: 291400		MP 1.985 TO MP 2.60		

PROJECT SUMMARY	
LENGTH OF PROJECT	3.228 MI
LENGTH OF BRIDGE 22K	
LENGTH OF BRIDGE 1000	
LENGTH OF BRIDGE 100A	
LENGTH OF BRIDGE 100B	
LENGTH OF BRIDGE 100C	
LENGTH OF BRIDGE 100D	
LENGTH OF BRIDGE 100E	
LENGTH OF BRIDGE 100F	
LENGTH OF BRIDGE 100G	
LENGTH OF BRIDGE 100H	
LENGTH OF BRIDGE 100I	
LENGTH OF BRIDGE 100J	
LENGTH OF BRIDGE 100K	
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LENGTH OF BRIDGE 100Q	
LENGTH OF BRIDGE 100R	
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LENGTH OF BRIDGE 100U	
LENGTH OF BRIDGE 100V	
LENGTH OF BRIDGE 100W	
LENGTH OF BRIDGE 100X	
LENGTH OF BRIDGE 100Y	
LENGTH OF BRIDGE 100Z	

January 3, 2018

The undersigned certifies that this document is a true and correct copy of the original.

Colin

VICINITY MAP

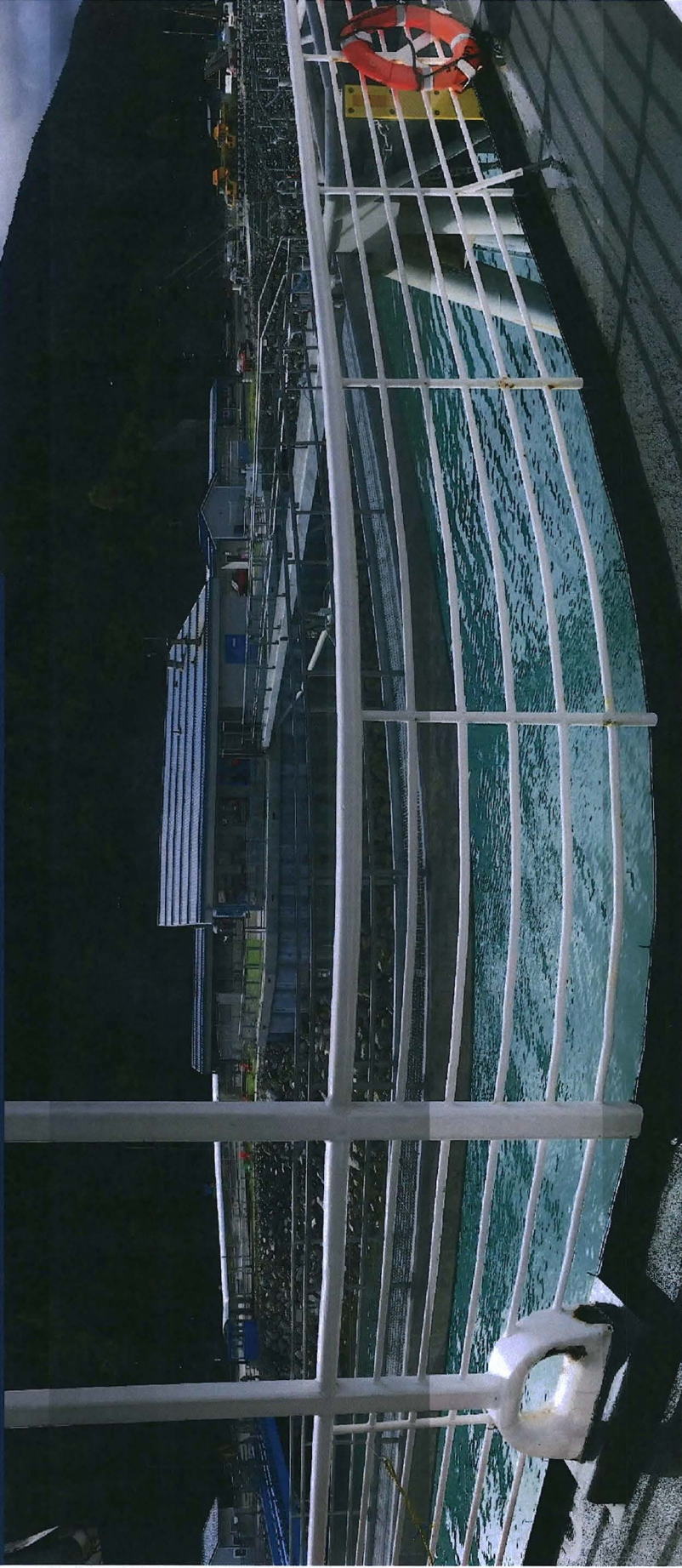
Photo by MARELBU

DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
REGIONAL PROJECT/DESIGN ENGINEER	DATE
L. PAT OBERG, P.E.	8-18-17
REGIONAL DIRECTOR	DATE
REGINA J. TORRES	

Ketchikan: Front Mill Stedman Streets Reconstruction

Southcoast Region

2018 Construction – Docks



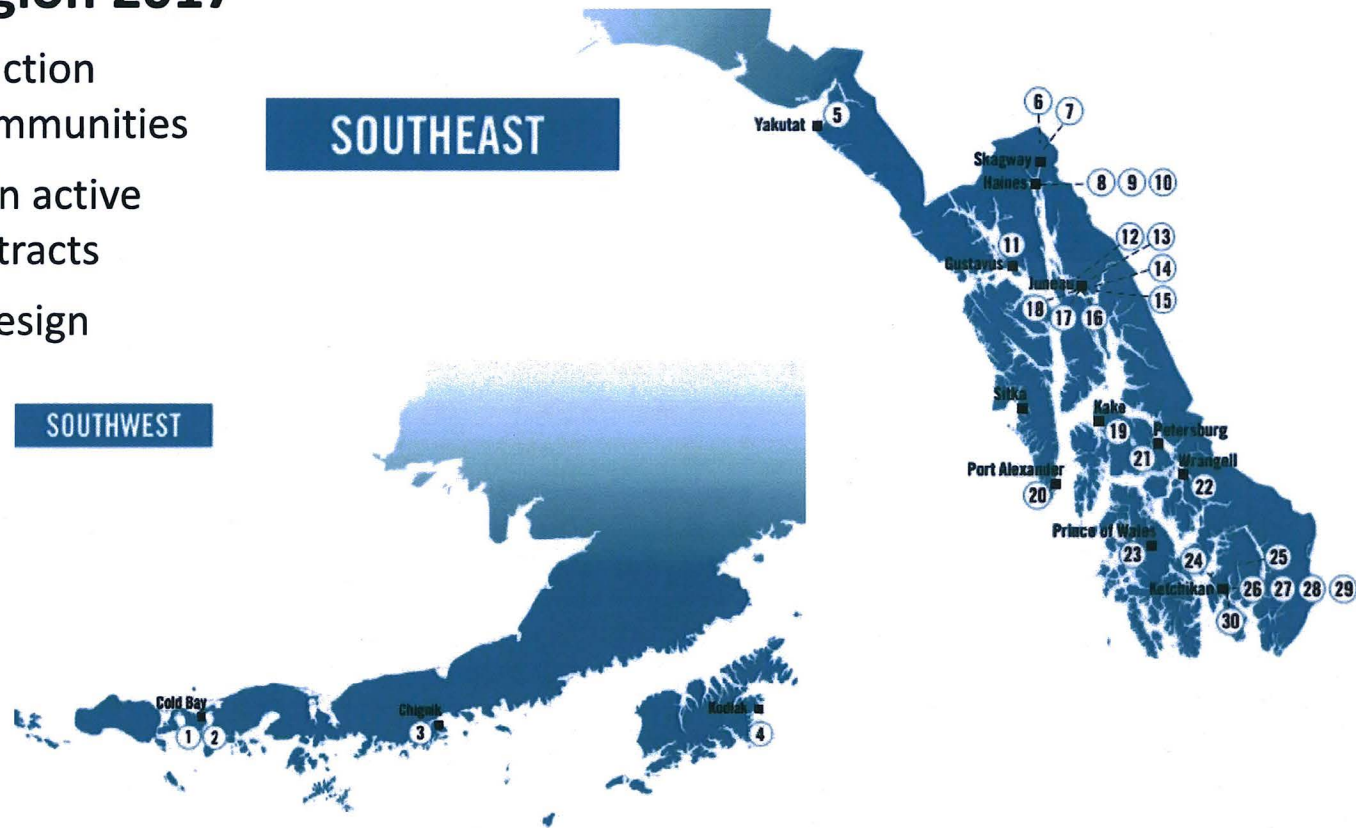
Haines: Ferry Terminal End Berth Facility

Southcoast Region

2017 Construction Season

Southcoast Region 2017

- 39 active construction projects in 12 communities
- Roughly \$200M in active construction contracts
- \$55M in active design contracts



Southcoast Region

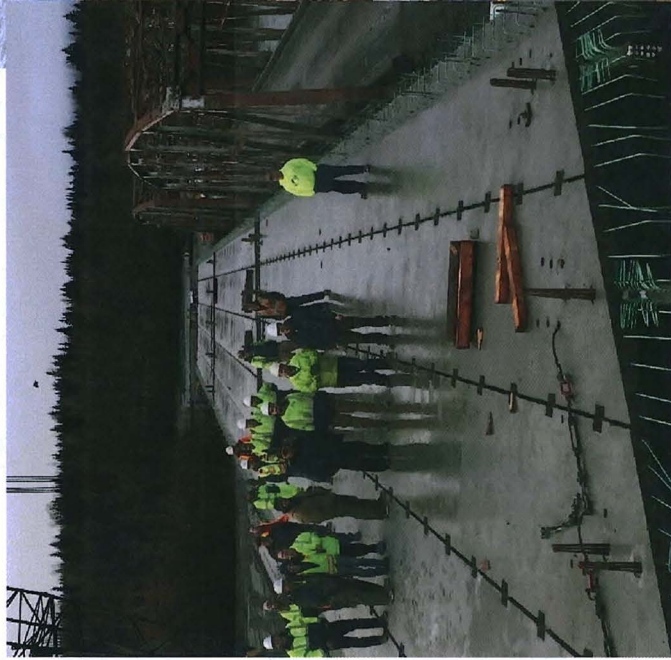
Accomplishments - Airports



Cold Bay Airport: Main & Crosswind Runway Improvements

Southcoast Region

Accomplishments – Bridges



Haines: Klehini River Bridge Replacement

Southcoast Region

Accomplishments - Highways



Kake: Keku Road Rehabilitation

Southcoast Region

Accomplishments - Docks



Chignik: Public Dock

Southcoast Region

Marine Design Group

- Diverse array of coastal and waterfront projects
- New construction and major maintenance projects at the 42 ports served by the AMHS in 37 communities
- Small boat harbors, seaplane facilities and related piers, docks and other coastal structures



