


Memo

To: John Williams, Mayor
From: Gary Davis, Roads Director 
Thru: Mark Fowler, Purchasing and Contracts Manager
CC: Tim Navarre, Chief of Staff
Date: 6/28/2006
Re: Emergency Procurement, Professional Services Agreement

Spruce Creek Bridge, Lowell Point, Seward

This memorandum is to request your approval to assign McLane Consulting Inc. to perform the engineering, design, contract administration, and inspection services for the Spruce Creek Bridge Project in Seward. This bridge project has been declared a top priority by the Road Service Area (RSA) Board, and they have requested it be declared an emergency funded project. They recommend utilizing the entire FY2007 CIP funding to expedite the project. It is expected that grant funds will allow the FY2007 CIP's to continue as usual.

This memorandum is provided per KPB 05.28.290, Emergency Procurement. This emergency status exists in order to complete the project this construction season. To require the RSA to go out for formal competitive proposals would jeopardize the construction this season. Current estimates, with this emergency procurement to McLane Consulting Inc., sets project completion in late October 2006. Competitive proposals would add another two to three months. This project is an approved RSA CIP.

The existing condition of the bridge is a liability to the KPB. The State Department of Transportation and Public Facilities inspected the bridge and found excessive rotting of the deck materials. They directed the RSA to close the bridge. We inspected the bridge and made temporary emergency repairs. This was the second repair we have made to this bridge. Current traffic is restricted to a 10 foot travelway. The bridge is extensively used by motorhomes, boat/trailer traffic and over 90 Lowell Point residents. The 20 ton load limit will not handle emergency fire vehicles. The City of Seward wastewater treatment facility is located across this bridge. The bridge is determined to be threatening the public health, safety, property and welfare of the public and requires the contract for PSA be awarded without delay.

McLane Consulting Inc. is currently under contract to provide these services on RSA CIP projects. They have already provided extensive inspection and emergency engineering on this bridge. The size of this project would normally call for competitive RFP, which could be considered outside the scope of their contract. The fact they are already under contract, have extensive previous involvement in the project, and the need to expedite the project makes this emergency procurement in the best interest of the KPB. The RSA has had an independent bridge consultant provide an initial design and cost estimate. This work, completed by Peratrovich, Nottingham, and Drage (PND), will be incorporated by

McLane Consulting Inc., into this contract. This was a requirement of the RSA board. The estimated cost of the engineering contract is \$88,000. This total includes Survey and Design (including McLane Consulting Inc. and sub-consultants PND) at \$48,000; and Contract Administration, Testing and Inspection at \$40,000. A copy of the McLane Consulting Inc. proposal, timeline, and project cost estimate is included with this memo as an attachment. Minutes indicating the RSA boards discussions are also attached.

Your approval of this request is appreciated.

APPROVED:

John J. Williams, Mayor: T. Navarre / J.W. Date 6-28-06

Timothy Navarre
Chief Administrative Officer

C. Awards for supplies services and construction shall be made by the purchasing officer to the lowest responsive, qualified and responsible bidder. All bids and proposals shall be tabulated and held in the office of the purchasing officer for public inspection for a period of not less than 30 days.

(Ord. No. 87-29, § 1(part), 1987)

5.28.280. Proprietary procurement.

A contract for supplies, services, professional services or construction may be awarded by the purchasing officer or agency head without competition under the following conditions:

- A. Where it is determined by the purchasing officer or agency head that the borough's requirements reasonably limit the procurement to a sole source. The determination will be based on a written justification provided by the requesting agency head;
- B. Where it is determined by the mayor that it is in the best interest of the borough to standardize the procurement in order to maintain compatibility with existing borough requirements.

(Ord. No. 87-29, § 1(part), 1987)

5.28.290. Emergency procurement.

The purchasing officer may award a contract for supplies, services, professional services or construction without competition, formal advertising or other formal procedure where the mayor determines, in writing, that an emergency threatening the public health, safety, property or welfare requires that the contract be awarded without delay. Justification for the emergency will be based on written documentation provided by the requesting agency head, and complete accountability for all obligations incurred during the emergency will be provided to the finance director as soon as practicable.

(Ord. No. 87-29, § 1(part), 1987)

5.28.300. Waiver of formal bidding procedures.

The mayor may waive, in writing, some or all of the formal bidding procedures of this chapter when there is not sufficient time to comply with the waived requirements, or the best interests of the borough will be served by such action.

(Ord. No. 87-29, § 1(part), 1987)

5.28.310. Bonds.

A. The mayor may require in the specifications that persons submitting bids pursuant to this chapter accompany their bids with a bid bond in an amount and in a form acceptable to the purchasing officer. The bond shall be issued by a company qualified by law to do business as a surety in the state, or shall be in the form of a cashier's check, cash deposit or irrevocable letter of credit. A condition of the bond shall be that if the bidder receives the award, he shall enter into a contract therefor with the borough.

PROJECT MEMO No. 1

064004PM1

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Via email

Date: 21 June 2006
To: RSA Attn: Gary Davis
From: Sam McLane
Project: **SPRUCE CREEK BRIDGE**

Re: Design Effort

The subject bridge deck was reported to be in extremely bad condition by ADOT&PF Bridge Section in 2005. We inspected the bridge deck and found many of the deck timbers to be rotten. The steel girders and running planks are in satisfactory condition.

Temporary repairs, including steel decking and timbers were installed last year. These timbers keep traffic over the girders, but create traffic problems, especially with RVs, boat trailers, and other large vehicles.

McLane Consulting Inc. has arranged with Dennis Nottingham of PND, to work with our firm on the design of a replacement bridge. McLane will complete all necessary field work, prepare the bid documents, and provide the RSA with project management.

We can have bid documents ready for advertisement 3 weeks after Notice To Proceed is issued, and anticipate the following schedule:

- NTP June 26, 2006
- Bid Documents Ready July, 17, 2006
- Bid Date August 10, 2006
- Assembly Award August 15, 2006
- Project Completion October 21, 2006

The design team brings lots of experience on similar projects. We offer a very competitive fee for the work. PND brings a patented sheet pile design type that is cost effective to construct.

Spruce Creek Bridge

Project No. E3SPR

2006 CAPITAL IMPROVEMENT PROGRAM

ENGINEER'S ESTIMATED COST

Pay Item No.	Pay Item Description	Pay Unit	Quantity	Unit Bid Price	Amount Bid
BASIC BID					
201(3B)	Clearing and Grubbing	Lump Sum	All Required	(LUMP SUM)	\$ 5,000.00
202(1)	Removal of Structures and Obstructions	Lump Sum	All Required	(LUMP SUM)	\$ 20,000.00
203(3)	Unclassified Excavation	Cubic Yard	2000	\$ 4.00	\$ 8,000.00
203(5)	Borrow, Type A	Cubic Yard	8000	\$ 12.00	\$ 96,000.00
203(9)	Obliteration of Roadway	Lump Sum	All Required	(LUMP SUM)	\$ 3,500.00
501(7)	Concrete, Bridge	Lump Sum	All Required	(LUMP SUM)	\$ 80,000.00
504(1)	Structural Steel, Bridge	Lump Sum	All Required	(LUMP SUM)	\$ 235,000.00
505(9)	Structural Steel Sheet Piles	Lump Sum	All Required	(LUMP SUM)	\$ 125,000.00
507(1)	Steel Bridge Railing	Linear Foot	160	\$ 185.00	\$ 29,600.00
606(1)	W-Beam Guardrail	Linear Foot	500	\$ 30.00	\$ 15,000.00
606(10)	Slotted Rail Terminal (SRT-350)	Each	4	\$ 3,550.00	\$ 14,200.00
606(12)	Guardrail to Bridge Rail Connection	Each	4	\$ 2,500.00	\$ 10,000.00
611(1B)	Riprap, Class II	Cubic Yard	200	\$ 50.00	\$ 10,000.00
615(1)	Standard Sign	Square Yard	54	\$ 150.00	\$ 8,100.00
630(1)	Geotextile, Separation	Square Yard	2000	\$ 1.25	\$ 2,500.00
633(1)	Silt Fence	Linear Foot	300	\$ 5.00	\$ 1,500.00
639(3)	Approach Transitions	Each	3	\$ 1,000.00	\$ 3,000.00
640(1)	Mobilization and Demobilization	Lump Sum	All Required	(LUMP SUM)	\$ 45,000.00
641(1)	Erosion and Pollution Control Administration	Lump Sum	All Required	(LUMP SUM)	\$ 6,000.00

641(2)	Temporary Erosion and Pollution Control	Lump Sum	All Required	(LUMP SUM)	\$ 5,000.00
642(1)	Construction Surveying	Lump Sum	All Required	(LUMP SUM)	\$ 40,000.00
643(2)	Traffic Maintenance	Lump Sum	All Required	(LUMP SUM)	\$ 10,000.00
643(15)	Flagging	Contingent Sum	All Required	(CONTINGENT SUM)	\$ 5,000.00
643(25)	Traffic Control	Contingent Sum	All Required	(CONTINGENT SUM)	\$ 5,000.00
646(1)	CPM Scheduling	Lump Sum	All Required	(LUMP SUM)	\$ 2,500.00
650(1)	Miscellaneous Work	Contingent Sum	All Required	(CONTINGENT SUM)	\$ 10,000.00
680(1)	Utility Conflicts and Coordination	Lump Sum	All Required	(LUMP SUM)	\$ 5,000.00
TOTAL BASIC BID					\$ 799,900.00

BUDGETARY COST ESTIMATE		
Survey and Design	<i>PND - \$25,000</i>	\$ 48,000.00
Construction Cost		\$ 799,900.00
Administration, Testing & Inspection		\$ 40,000.00
Utilities		\$ 12,000.00
Contingency		\$ 80,000.00
TOTAL		\$ 979,900.00

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Kenai Keys Subdivision

Director Davis and Assessor Johnson have measured the road to 9,000 feet long, 1 ¾ mile. It does not meet our width requirements now and it is not pavement ready. Testimony from the president of the Kenai Keys Subdivision Homeowners Association, states that if this project costs homeowners over a \$1000, they would not support it. There are a lot of questions on ditching, sub-base and widening that need to be done for pavement ready. It would cost approximately \$375, 000 a mile to pave. Board Member McLane stated it could cost approximately \$880,000 just for strip paving if it was pavement ready. It would probably be another \$120,000 just in dirt work and ditching. According to the prior minutes, if the project costs over \$350,000 the homeowners would not approve it. We might want to look at how the City of Soldotna funded their road improvement projects. Our RIAD applications are a little misleading. They set up a road list and depending on the funding is for the year, they would pick which projects to fund; not divide all projects by percentages. The City would pay 25% of the project cost and give the homeowners the opportunity to decide if they would pay the remainder of the cost. Board Member Peek thought the percentage we would pay on each project depends on the total cost for the projects we receive. Director Davis stated that we want to promote these projects. He suggests we do the 50% for what we can afford and the next year the others will come be funded if necessary. Board Member Blakeley suggested we look at doing a secondary roads policy with chip-seal instead of paving. **Director Davis suggested we hold the voting until the next meeting to give him a chance to speak to the homeowners and give them a chance to respond. Chairman Wille agreed to have it on the agenda for the next meeting.**

H.5. Engineering quotes for project cost on Road Improvement Assessment Districts

Director Davis solicited bids for the preliminary engineering costs for the RIAD projects. Wm J. Nelson & Associates was the low bidder for four of the RIAD's for a lump sum of \$16,500. **Board Member Peek made a motion award the RIAD engineer's estimate quotes to Nelson & Associates. Board Member Bonk seconded. Roll Call: 7 Yeas, 0 Nays. Motion Passed.**

H.6. Jacob's Ladder Trail Project

Director Davis has a report from the Planning Department as they continue to work on a solution to improve the trail. An oil and gas producer has proposed to build an access to the corridor. The Planning Department feels the builder is ready to move, but this office has not seen any permits. This project will provide an access from the beach to the corridor, but this will not stop the Planning Department continuing plan on surveying Jacob's ladder ROW and continue with the possible approaches to completing Jacob's Ladder. Chairman Wille suggested that somebody from the Planning Department attend the next meeting. Board Member Peek stated that the builder, Mr. White, is going to access his wells this winter down the pipeline instead of the beach. The builder has a problem with the beach because four miles north is a steep hill to come down. He has been recommended not try to come down the bluff, but down the pipeline. Marcus Mueller from the Planning Department has **worked up an agreement with Mr. White to cross borough lands.**

*** H.7. Spruce Creek Bridge**

Director Davis states the State DOT was on their annual inspection of the bridges in Seward. The inspector kicked through the rotted decking on the Spruce Creek Bridge at Lowell Point. The State inspector wanted to shut down the bridge, which is the only access to Lowell Point. Director Davis immediately called the engineering consultants and they went over and made an assessment and a

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recommendation to put up bull rail to keep traffic over on the big center beams temporarily until they had time to review further. On August 9, 2005, we installed 10 foot wide steel decking. We averted a disaster happening, especially with the Silver Salmon Derby beginning this week. While in Anchorage at a meeting, Director Davis spoke to a consultant and he was told that if the DOT declares the project as an emergency, to get a hold of them and explain you have \$5 million and you want to start spending that money to build that new bridge right now. Director Davis tried, but to no success. Chairman Wille stated that is was discussed briefly that the Federal Highway money is one option to fix the bridge. The second option was to actually spend Borough money to build a Borough bridge that does not meet Federal Highway Standards. Chairman Wille asked if we are still pursuing this option. Director Davis stated he directed the consultants to address that in their report. The question posed was "Is it going to be too much time, money and hassle to deal with the Federal Highway dollars and DOT, or should we pursue it with our own dollars?" Director Davis directed to have the engineer's complete their report and will have the report presented at the September RSA meeting. Board Member Mclane stated they had the bull rails put on to divert the traffic over the center beams. This bridge has two heavy steel beams. The wooden deck has been absorbing the water and sand. The bridge at Old Mill that leads to Little Spruce Creek is bad also and will need to be fixed next year. The State inspector wanted to the Lowell Point road closed. Then he agreed to keep it open, but wanted it rated for 3 tons. We made repairs and a 20-ton limit has been set. The temporary repair cost is estimated at \$25,000.

H.9 Financial Report – Director Davis states this financial report does not display the financial activities for the past week. Two additional roads we picked up, Fairway & Moose Range will have some expensive repairs on them.

I. **OTHER**

I.1. Jones Road

Director Davis stated the state legislature, in their capital budget put in \$1 million to upgrade Jones Road. Jones Road is located off Gaswell off K-Beach Rd. There is a new subdivision going in off this State maintained road. The new subdivision is almost fully developed with an expansion plan to be developed soon. This $\frac{3}{4}$ mile road has many frost boils. The State Legislature has granted the \$1 million to the State DOT to upgrade under the condition that the Kenai Peninsula Borough RSA takes it over when it is completed. With the \$1 million, they will upgrade the roadbed to Borough standards and pave it. This will be coming to the board in the future to accept this road into our maintenance system. Director Davis would anticipate recommending this $\frac{3}{4}$ mile road into our system, since our grader already goes down this road.

I.2. 2006 Capital Improvement Project

The North Region priority CIP is Rounds & Koehler. These projects will be expensive projects with over 4000 sq. ft. of road. East Region CIP priority is Grouse Creek Bridge, Raven and Eagle Streets. There is approximately \$900,000, including the carry over remaining funds from FY2005 projects, to spend on CIP's. We might pull Palmer Pines off the list if we cannot obtain ROW. Board Member Bonk pointed out that no roads on Funny River Road are on the CIP list. Director Davis stated the roads that were scratched two years ago in the Funny River Area were completed this year. There are no other roads in the Funny River Road area that are a priority above those listed for 2006. Board Member Mclane would like to pre-qualify contractors that bid on bridgework. He would like to get the projects out a little earlier so we could receive better bids from more experienced contractors.

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than a sign will not be posted. Amy will find wording that states the Roads Director has the only authority to approach the RSA board to request a speed limit sign lower than 25 mph.

H.4.A. Director Davis spoke with the residents on Isbell Street and Sutherlin Road and they came up with a resolution to put up 25 mph signs and stop signs to have the traffic slow down.

H.5. Spruce Creek, Lowell Point Bridge Report

Director Davis solicited bid proposals for engineering quotes. We received one response from Dennis Nottingham from PND, Inc. This company is well known for their bridge design expertise. Dennis Nottingham was going to come down and present their report, but received a call from the governor for assistance. The State DOT project manager was going to join them, but did not want to come down unless Dennis Nottingham was going to be here to present the report. Director Davis summarized the report stating it could be built with less money than initially figured. There is a preliminary NEPA scoping process that has been completed by DOT. It recommends a categorical exclusion, primarily because the stream is non-fish bearing. The flood plain would require some Corp of Engineer permits, but appears a non-problem. Director Davis said we have to put this project out to bid before proceeding. The plan is to build the bridge in the platted ROW. The city sewer line is not a problem for locating it in the ROW. A power line re-location will need to be done. **Paul Paquette, PO Box 413 Seward, AK 99664.** The deterioration of the bridge has lowered the amount of weight allowed to 20 ton. Now the Fire Department is not able to cross the bridge in case of an emergency. He would like to have the project done this winter. Director Davis asked what the weight of a loaded fire truck that could respond to an emergency in Lowell Point. Mr. Paquette replied 60,000 pounds. With the weight restriction, the contractors have had to make two trips when delivering supplies, such as, cement. This has caused price increases for the residents of Lowell Point. The gravel was put on top of the bridge and the gravel has seeped between the cracks, causing large potholes on the bridge. **Linda Paquesste, PO Box 1741 Seward, AK 99664** is a beachfront resident and is only able to get one piece of riprap at a time with the weight restrictions. She can't afford it, but without the material her beachfront will be washed away. Director Davis would like to know the actual tonnage that could be allowed. Two-thirds of the bridge is in good shape where they added the decking and we still are going to make additional improvements prior to the new bridge being done. Board Member McLane stated we could issue special load limits to the Fire Department. The concrete trucks will not be allowed the special load limits. Initially the State wanted to close the bridge, until it was agreed that 3-ton would be the weight restriction. Chairman Wille stated the bridge has been on the agenda for the RSA for a while. There was an appropriation of money that went towards the study of the bridge. The results were that the costs were going to be in excess of \$1 million to replace it, which is why we are looking for a different method. We currently are looking for something more reasonable and timely than the State DOT process. Board Member Blakeley asked if we had a timeline when we might put this out to bid. Director Davis responded we are looking at using some of the federal dollars for this project. We have not gotten the notice to proceed or an appropriating ordinance of those dollars yet. It depends on the RSA board's effort to classify this as an emergency situation. With borough dollars we can put the bid out for design. We could spend other federal money on other projects. We have \$800,000 for CIP funds. Chairman Wille stated the NEPA concerns in the report will need to be done regardless, but if the Borough were to fund it solely and use the anticipated federal funds on other projects, we could make it easier on ourselves without the strict guidelines. Director Davis responded that the PND report indicates we need an Army Corp of Engineer's Permit. The work already done by the State for the NEPA

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process could expedite this permitting. Chairman Wille asked if the FHWA Title 23 and NEPA all refer the federal funding? Director Davis responded, yes. Different permitting process's would need to be followed depending on where the funding came from. Chairman Wille stated he would be in favor of spending borough funds for the project. Board Member McLane asked if the \$5 million federal money is coming, because the Spruce Creek Bridge would take up the entire CIP budget. Board Member Blakeley asked if we could put it out for design and engineers estimate costs. Director Davis responded that with 10% of \$500,000, it would cost approximately \$50,000 - \$70,000 for design and permits. Director Davis recommended the RSA board add Spruce Creek Bridge to the 2006 Capital Improvement Project list before approaching the Assembly. Any expenses that the borough encumbers would not be reimbursable by the federal grant, but it would not be money wasted. Board Member Blakeley asked if the existing bridge sections we have are to be used. Director Davis responded that it is our hope to use these. Director Davis stated it would take further analysis of the bridge sections to make sure we could get a two-lane bridge with these sections. **Board Member Blakeley made a motion to add the Spruce Creek Bridge on the 2006 Capital Improvement Project list for design, permitting and engineer's estimate. John Bonk seconded. Board Member McLane sustained in voting since his firm has the CIP design contract. Roll Call: 4 Yeas, 0 Nays.**

H.6. Paving Criteria Review – Verbal

Chairman Wille gave a verbal report of the sub-committee discussion on Paving Criteria. The members recommended setting the following criteria

1. Road must be classified as either an arterial or collector road, and
2. Average Annual Daily Traffic (AADT) has to exceed 500 cars per day, and
3. The road must within the dedicated contiguous ROW, and
4. Road must be a category IV, with 50 or more lots.
5. Cost benefit ratio. Major reduction in maintenance cost. Determine how much it would cost to bring the road to pavement ready status.
6. Currently meets section 14.06 of road construction standards.
7. Alaska DOT agreements for road swap.

David Johnson, 43335 Rennselear Ln., Soldotna, AK 99669, requests that Community College be paved. They would like to know how the road is classified for paving criteria. Suggests the traffic counts to be done in September, not in July with the tourists here. Director Davis states the average annual daily traffic count considers the seasonal traffic fluctuation. Chairman Wille defined a collector road as a road that provides both land access and carries traffic from local subdivision roads to arterial or major highway systems.

H.7. Finance Report

Director Davis stated the inspectors have been aggressive in having repairs made. Hutler Road had major expenses repairing the fire truck damage. We are in-line with previous years spending. The Assembly did approve the additional supplemental budget to the 1.4 mill rate. Board Member Blakeley said in the West Region Unit 2 it looks like they used up the \$31,260 and wanted to know what it was spent on. West Inspector Koester responded she had several major repairs during break-up that needed repaired.

Director Davis spoke with Jim McCracken in Lowell Point regarding the safety of the bridge with the residents and businesses this bridge serves in the summertime. If the RSA waits for the approval of the Federal Earmark dollars to be approved, then the project will not be done this summer. Director Davis would like to propose using FY2007 CIP budget money to spend on the Spruce Creek Bridge. Director Davis has made State Senator Gary Stevens and the Legislature aware of the deterioration and liability of this bridge. Mr. Casey, Public Works Director for the City of Seward, thanked the RSA board for making this project a top priority. The City of Seward has their wastewater treatment facility on the other side of the bridge. He has received numerous calls from residents that access this road complaining of the deteriorating condition. There are ROW issues with this bridge. During the 1986 flood, there was massive culvert damage and the temporary bridge was built. There are fuel trucks, emergency vehicles and construction vehicles that use this road with out any other access. The City of Seward does not have funds to help fix the bridge, but does support the Borough in finding funds to fix the bridge. Board Member McLane stated Director Davis had authority to have Dennis Nottingham from PND, do a study on Spruce Creek Bridge. Mr. Nottingham stated the steel beams and semi-circle sheet pile abutments on either end would work fine. The bridge he presented had a treated timber decking with a 70' clear span. Board Member McLane contacted them and stated what the cost would be with a concrete deck with steel rails. Mr. Nottingham replied it would be slightly more than a timber bridge. Board Member McLane would like to proceed with that design. He will bill us for the design and the RSA would put out an RFP. A 70' span would fit two lanes. Chairman Wille talked with Todd Van Hove with the State DOT, and he indicated the STIP money is there for the RSA, but is waiting for certain project identification from the Borough. The Borough needs to list the projects and what we want to do on each project, and then the funds can be released accordingly. Chairmen Wille would like to use the FY07 CIP funds to address the Spruce Creek Bridge, and then use the \$5 million earmark on the CIP's. Board Member McLane would like to use the Federal money on Borough roads, and then we can get a categorical exclusion on projects without doing an environmental impact statement. We have spent \$70,000 of the \$230,000 of the Federal Grant toward the scoping of the environmental assessment. Director Davis asked DOT if we use local dollars, would we have to repay the \$70,000. They replied, no. Director Davis needs to ask what the RSA can do with the remaining funds. Board Member McLane would like to have Director Davis pursue using those funds. Board Member McLane stated there is a 60' dedicated ROW. There is also an easement that the landowner gave to the State of Alaska for public purposes, that runs along the base of the ridge. We could ask the landowner for a supplement ROW. Director Davis stated the DOT submitted their list of capital projects that they want considered in the legislative capital budget. DOT was aware of the surplus in Juneau and they spread discretionary dollars around in their budget request. They have requested \$1.5 million for Kenai Borough Roads. \$1 million was scratched from that, which leaves \$500,000 remaining in the capital budget request. This will give the legislature some flexibility. If they keep the DOT's \$500,000, they could use that and give us \$250,000. Chairman Wille would like to prepare a RSA Resolution authorizing using the FY2007 CIP funds on Spruce Creek Bridge. Chairman Wille would like to tell the residents that it will be on the agenda at the next RSA board meeting. The next KPB Assembly is on May 2, 2006 in Seward, where the Seward residents can speak to the Assembly. Board Member McLane would like to have Director Davis be put on the agenda to give a report at the KPB Assembly May 2, 2006 meeting to let them know it is a CIP project and that we are proceeding with engineering. **Board Member Peek made a motion to draft a letter concerning the Spruce Creek Bridge to the Assembly. Board Member Ross seconded.**

agreeing with scaling back the scope of the project. **Board Member Wille made a motion to recommend to the Assembly that Group A CIP's Jim Dahler, Yukon and Saber, Grouse Creek Bridge, Brewer and LaCross be awarded. Board Member Peek seconded. Chairman McLane suggested an amendment to the motion to move Hutler Road from a Group A to a Group B project to allow more time for funding. No objections were made from the RSA board. Roll Call: 6 Yeas, 0 Nays. Motion Passes.**

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H2.B. Spruce Creek Bridge, Lowell Point, Seward

Director Davis presented a drafted letter to the Assembly asking for emergency funding for building Spruce Creek Bridge this summer. Board Member Wille made a verbal request for emergency funding to the Assembly meeting, which as held in Seward. He talked to the Assembly about using Borough funds to fix the bridge. We can do it for a lesser cost than using the Federal funds due to the Federal Highway grant guidelines. We could then use the Federal funds to fix existing roads. The Assembly asked that if all the FY07 CIP funds, \$1 million, is to build the Spruce Creek Bridge than what happens to the CIP's scheduled for next summer? Director Davis stated the Legislature just passed a capital budget that includes \$1.8 million to KPB roads, not project specific. Should the governor not veto, than these funds would be used on our upcoming CIP's. Board Member Blakeley would like to know if we could go back next year to the Legislature and ask for funds to fix the Spruce Creek Bridge, if the project has already been completed with Borough funds? Director Davis visited with Legislatures in Juneau and they did not include the Spruce Creek Bridge on their list because we were already to receive the \$1.8 million. So their feeling is that the Borough does not need State funding if we are already receiving Federal funding. Chairman McLane stated the \$230,000 funding received for this bridge was given the State DOT, the bridge experts. They did the preliminary design that had the bridge built on private property, even further away from the 60' right-of-way (ROW). With this new bridge location, the State DOT spent \$70,000 on an Environmental Assessment. If this bridge is to be relocated other than that location, the Borough then will have to reimburse the State. When we asked the state to upgrade their report to include locating the new bridge in the existing ROW, Judy Dougherty, with the State DOT, indicated it would take eighteen months to do a ROW acquisition. Board Member Wille would like a letter written to Judy Dougherty explaining our ROW issue problem and explain the bridge will need to be built in the ROW. McLane's will come up with preliminary cost estimate for building the bridge in the ROW. State DOT said it would cost another \$50,000 and take another 6 months for the environmental document update for the bridge location in the ROW. Director Davis would like to express to the State the emergency need to build this bridge, within the ROW, and would like them to waive the \$70,000 repayment. The remaining funds from the initial \$230,000 funding received will have to go back to the grantor. Board Member Ross would like to find ways in the RSA budget to fund bridges, for emergency purposes, instead of using CIP funds. Director Davis responded that they are working on that. The Funny River Bridge project had \$5 million Federal Highway Administration (FHWA). The KPB Mayor went to Washington D.C. and said that the Funny River Bridge Project is no longer a project. Congress said the \$5 million is bridge money only and asked the KPB to comprise a list of bridge projects to expend the funds on. Director Davis will review work needed to be done on our bridges and report back to the board. Board Member Wille indicated that Salmon Creek Road Bridge has a hydraulic issue with water flow and flooding. This is a State Bridge. Board Member Peek would like to consider the two or three bridges needed for the North Road Extension.