



## Summary of Emergency High-Water Expenditures

As of August 16, 2016

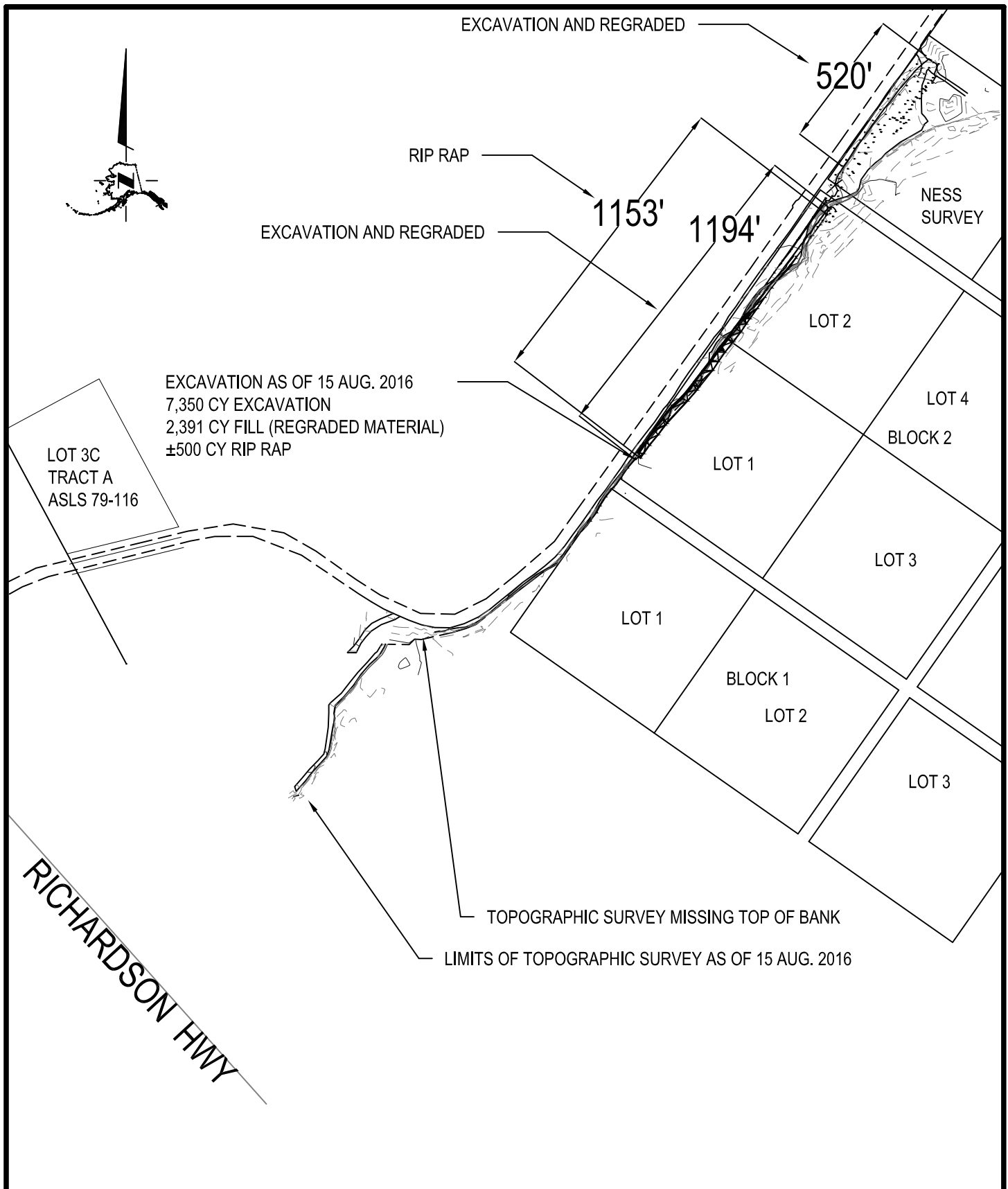
<u>Declaration</u>	<u>Contractor</u>	<u>Description</u>	<u>Contracted</u>	<u>Expended</u>	<u>Remaining</u>
23-Jun-16	Nordic Village	Lowe River	80,000	78,879	closed
30-Jun-16	Nordic Village	Lowe River	180,000	158,300	21,700
21-Jul-16	Harris Sand and Gravel	Glacier Stream	1,180,130	-	1,180,130

### Notes:

The July 21 work session and resulting budget resolution re-allocated \$2.5m to current-year high water maintenance. This was an initial high estimate of possible costs, and staff anticipates that the remaining \$1.32m in excess of the Harris contract will be re-allocated back to unspecified Project Planning Reserve fund 350) and Project Contingencies (fund 310).

The Harris contract, executed within the emergency declaration parameters, is for \$1,026,200, based on \$366.50 per lineal foot, plus a 15% contingency of \$153,950.

Staff anticipates HS&G invoices on Monday, Aug 22, and will provide a verbal update to Council.



## WEEKLY PROGRESS REPORT

LEGAL DESCRIPTION: GLACIER HAUL ROAD  
RIP RAP PROJECT  
VALDEZ, ALASKA

STREET ADDRESS: GLACIER HAUL ROAD

PREPARED FOR: HARRIS SAND AND GRAVEL

## Wrangell Mountain Technical Services

P.O. BOX 118, CHITINA, ALASKA 99566  
(907) 823-2280

DATE: 8/15/16	DRAWN: MINISH	CHECK: MINISH	SCALE: 1" = 500'	REV#: 0
JOB#: 16015	DRAWING #: 16015 VALDEZ GHR RR 160816B	SHEET: 1 OF 1		

Glacier Haul Road bank armoring



Earthwork started to slope bank and excavate toe at BOP.



The existing bank was sloped at 2:1. Excavation of the toe continuing from BOP. The final slope will be 3:1 when riprap is placed.



Looking downstream towards bridge as work continues to slope existing bank.





08/09/2016 03:55PM

Looking towards BOP. Apron out in front of toe being levelled out.



Looking towards the bridge. Work continues to slope existing bank to 2:1.





Looking back towards BOP. The contractor constructed a gravel berm to keep the flowing water out of the work area.





08/10/2016 09:48AM

Looking back towards BOP after apron was graded out flat.



Looking towards bridge as the Hitachi 470 excavator works to slope the existing bank.





Ground water can be seen in the toe at the BOP.





Looking towards bridge. Placement of class 5 riprap started along section that will be most impacted by the river should it rise during construction.



Spot checking one of many areas on the slope. Due to the roughness of the gravel surface, finding an area smooth enough for the level to obtain an accurate reading was a bit of a challenge. This location is just a hair away from being a perfect 2:1.





Looking back towards BOP, no new activity has occurred.





Looking towards bridge, the Hitachi 470 excavator working to place class 3 riprap.



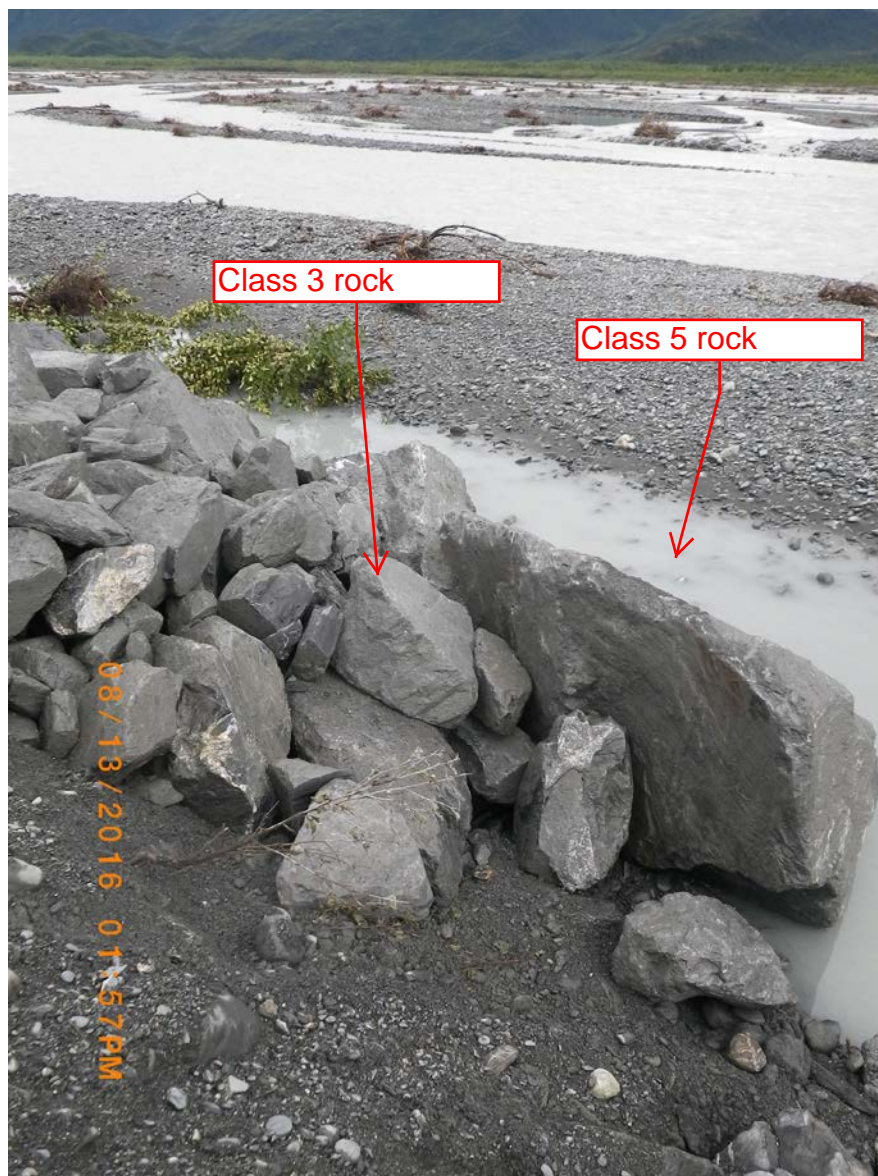


Looking back towards BOP with class 5 riprap placed at the toe of the slope.



A rock truck delivers a load of class 3 riprap. The excavator has placed and sloped the class 3 riprap at 3:1.





This location is approximately 3/4 of the way down the road from the BOP. The differences in the sizes of riprap can be seen as well as the thickness of the riprap on the slope.



Looking towards the bridge at a section of the existing bank that has not yet been sloped.

Excavator working to place and slope class 3 material.

08/1

