



## **Progress and Schedule Update for Bucoda S. Main St. Reconstruction Project**

May 17, 2016

### Progress:

- Continuing to make progress on the 30 percent Design.
- We are coordinating with a culvert materials supplier to obtain culvert parts list and pricing.
- Continuing to make progress on the Design Memorandum, establishing the parameters which will go into it.
- Meetings and coordination with the Town of Bucoda.
- Survey on private properties where owners have allowed access to perform that function.
- Preparing for the public meeting scheduled for May 19, 2016.

### Schedule Issues:

At this time the project is behind the originally anticipated schedule. On the original schedule the project would be on track for completing property acquisitions looking forward to preparing earthwork quantities. However, there are a number of factors that have limited and impeded progress to date:

- Only 15 property owners out of 41 have granted access onto their properties. These properties were identified early on as properties where topographic data collection of existing improvements would be needed.
- We need to obtain topographic survey on those private properties which are in the flow path of the Skookumchuck overflow channel.
- Preliminary hydraulic modeling results have now demonstrated that the previously-proposed opening area will be inadequate to convey the 100-year event without adverse effects on upstream properties.
- The initial project assumptions included two 75 FT bridge designs (see feasibility report prepared by HDR consultants in August 2014). One 75 FT wide bridge was proposed to cross 11th Street with a second 75 FT wide bridge crossing Main Street. Hydraulic modeling of the HDR scenario demonstrated that the backwater effects upstream of the bridges created flood levels that would not be acceptable using that design approach. The analysis of other scenarios led the design toward a multiple box culvert bridge design with a single crossing at the

intersection and an alignment closer to existing flow path conditions. That option was selected by the Town to move the design forward. The current design uses a 150 FT wide opening which still needs to be verified by final modeling.

Budget Issues:

- Transitioning from the 75 FT opening width to 150 FT will have significant implications to the cost. Subsequent hydraulic modeling scenarios were required to provide for a workable solution, the results of which will be a significant increase in the amount of culvert materials required and the need to further evaluate overall project cost. (Currently there is insufficient data to prepare preliminary project construction cost estimate or provide an estimated project completion date).

END