

Dragnet Drive Closure and Rehab Report

Road Closure Start Date: 5/05/2023 at 9:30pm

On Friday May 5, 2023 I received a phone call in the evening asking if a Permit can be issued to work on the City of Dillingham Roads. After a short phone call with Justin, Plant Operations Manager for OBI, I went to look at the road myself, which then determined the road was completely unsafe and needed to be corrected, and a few pictures were taken. I notified Acting City Manger Lori Goodell of the situation and now the state of the road is not passable by any first responder equipment and recommended a road closure to prevent further damage to the road. A phone call between the Acting City Manager, Lori Goodell, Public Works Foreman, Billy Noonkesser and myself. An action plan was created and set to start on the following day, Saturday May 6, 2023.



Figure 2 Initial Road closure



1Road with some shot rock

Billy and I met with DOT Station Manager John Taylor on site, and several workers from OBI as they initialed the call for the Permit to work on the road. OBI does have an interest in the road to be corrected as their fish processing plant is located at the end of the road beyond the section of the road that became impassable, and they currently have approximately 30 workers on-site with a barge set to arrive in Dillingham on May 15, 2023 with additional supplies for their operations at the Woodriver Fish Plant. They also need to road to be open to bring local contractors to the Fish Plant to ready their operations (welding repairs, Pumper truck to pump their full septic [which has not been utilized since it was discovered the tanks were full], and use of the road for their housekeeping/janitorial staff).



3Road with additional fill

A plan was formulated to run alongside the road and gather up the saturated material and push back into the center of the road to help build the crown (which will help with future drainage) continue to run the larger shot rock down the middle of the road on the lane, then top with the smaller reject material which will help with the settling and final placement of the shot rock. It was agreed that pulling the material back into the center would assist with the crown, and eliminating excess waste of material while rehabbing the road.

Billy worked with his crew the remainder of Saturday to deliver both types of materials to Dragnet Drive as there was not enough on site by Friday afternoon/evening. Smaller sized loads had to be delivered due to the current weight restrictions applied by State of Alaska DOT standards on all public roads. Patty worked on applying for the permit for oversized/overweight permit through the State of Alaska DOT.

On Monday late morning, Patty called and worked directly with the State of Alaska DOT for the permit since nothing was received in the email, however truck-trailer length, truck tire size, axle size and weight standards are needed to be able to apply for the permit. The actual length could not be determined due to a last minute truck change due to needed tire changes by L&M Enterprises who were the only contractors that had access to their trucks and trailers due to snow and ice issues and digging out trucks. After communicating with the State of Alaska DOT specialist, she stated since it was an emergency due to no access for emergency vehicles to preform the transport and complete the permit afterward and to work directly with her. Patty worked with L&M Enterprises to get the truck, trailer, and dozer on site without issue as no active permit was in place at the time of transport.



Billy and his crew worked on the rock placement on Tuesday and Wednesday with placement of the finer material being completed on Thursday. Some noted items with the road repair completed today:

- The road is wider than initially planned
- The vegetation in the ditch is preventing drainage on either side of the road
- The shoulder of the road now has a large berm that prevents drainage
- The road beyond the current repair does not have proper drainage due to the growth and fill that has spilled over into the ditching area. There is notable road wash occurring at the bottom of the hill of Dragnet Drive with the water runoff. The ditching on the bay side needs to be reestablished with run off occurring over the edge of the hill well before the guard rail posts to prevent future loss of the rail due to possible erosion

Thursday night I spoke to Justin, OBI's Plant Operations Lead, who has been the point of contact as this road has been repaired as this is his only way to access the plant below Dragnet Drive.

Suggestions and recommendations:

Initially I reached out to others on how to proceed with the failed road so reached out to others for their construction or experience with failed roads. As a potential road opening I did the same process to get additional feed back and have all the information moving forward.

Public Works: Billy suggested a 24 hour wait to open the road to regular vehicle traffic. The state of Alaska weight restrictions would continue to be in place, currently at the 50% axle load per Gravel Road requirements.

State of Alaska DOT: Wait till Friday morning, reevaluate then determine if additional fill is necessary. John did not make a sight assessment, only reviewed pictures of the road.

L&M Enterprises: Since this company will be hauling trucks and trailers over the road, I thought it pertinent to gather information from them with their knowledge of trucking, weights, and road capabilities.

JJC Enterprises: Have not heard back on this from Chris Meng.

Planning Department: I recommend building the center of the road to a higher crown while filling in the low spots. Eliminate the excess wasted material that has caused a dam that will prevent drainage. Increase the drainage by clearing and improving the ditching on either side of the road. Create a ditch that drains over the hill but before the guard rail to improve drainage and prevent road wash. Once these items are completed, we should open the road (weight restrictions will still apply by SOA).



6 Minimal top and widened road



5 Minimal material as top



10 Eliminate berm add fines



7 Road wash occurring at bottom of hill



9 Reestablish ditching



8 Road wash/erosion