



What's changed since the last open house?



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AT THE LAST OPEN HOUSE WE...

Met with members of the Ketchikan community to discuss the needs of the Tongass Avenue and Water Street corridor and share initial improvement concepts. At that time, the overall concept included near-term repairs and eventual replacement of both the Water Street and Tongass Avenue viaducts as one project.

We displayed information about existing conditions, potential improvements, project phasing, right-of-way and access, and the environmental review process.

Visit our website to view last year's display boards.

SINCE THEN WE ...

Found a path forward that allows the most urgent improvements to the corridor to move forward with existing funding. The previously presented work has been separated into:

1. Three near-term, funded projects that will maintain the roadway and extend the service life of the existing viaduct structures.
2. A proposed full replacement of the Water Street Viaduct, which is not currently approved but is being evaluated for funding through the STIP.

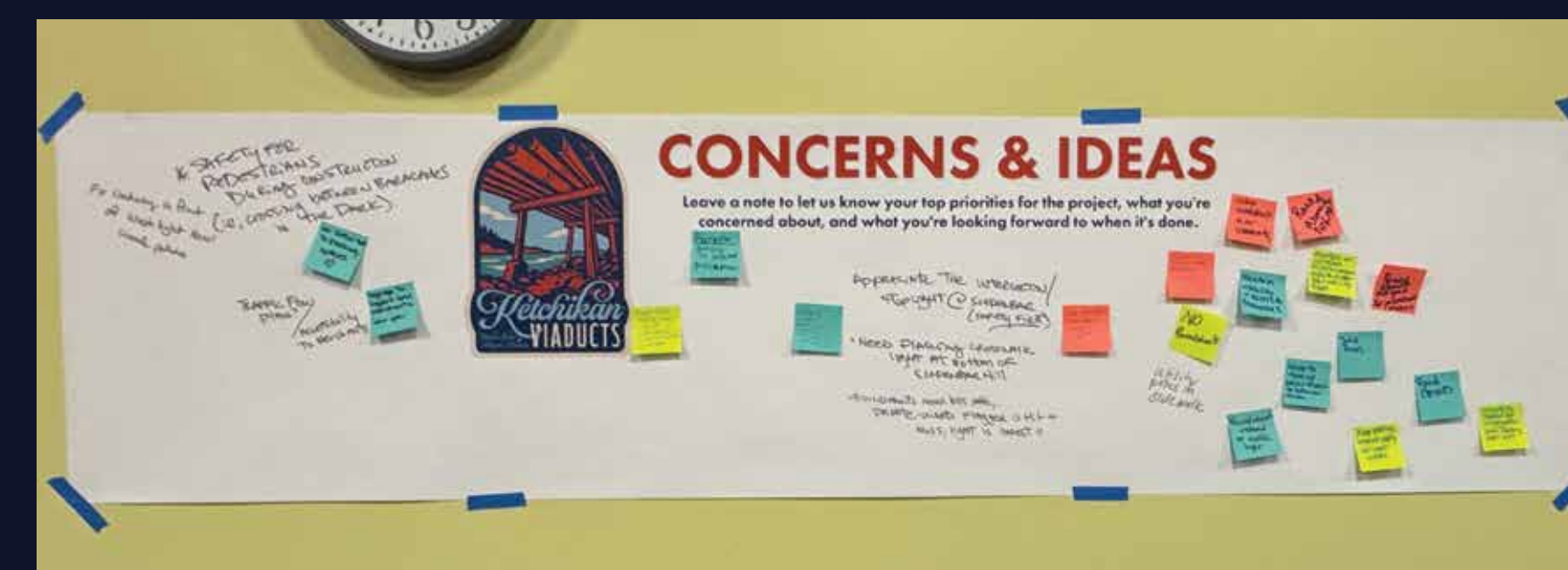
This open house focuses on the three near-term projects: pavement repairs, structure repairs, and S-curve reconstruction.

OUR COMMITMENT TO YOU REMAINS UNCHANGED

This project will bring meaningful and lasting improvements to the Ketchikan community. We know that achieving these changes will take several years and that construction will create unavoidable impacts for residents, businesses, and visitors. While some disruptions are inevitable, our commitment is to work closely with the community to reduce them as much as we can. We will listen, adapt, and coordinate throughout the process to ease effects on traffic, pedestrians, and local businesses.

We strive to...

- Be honest, transparent, and consistent in our communications
- Involve local municipalities and tribes in monthly meetings
- Send project updates through the email listserv at least every three months
- Respond to your feedback/questions within five business days
- Maintain open, two-way communication and request your feedback at key project decision points
- Integrate construction impacts into project decision-making from the start
- We will avoid and minimize environmental impacts through informed decisions and meaningful community input.





Viaduct Conditions and Needs



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TONGASS AVE VIADUCT

WATER ST VIADUCT

CURRENT CONDITIONS

History

BUILT IN 1956
REHAB IN 1999
REHAB IN 2009

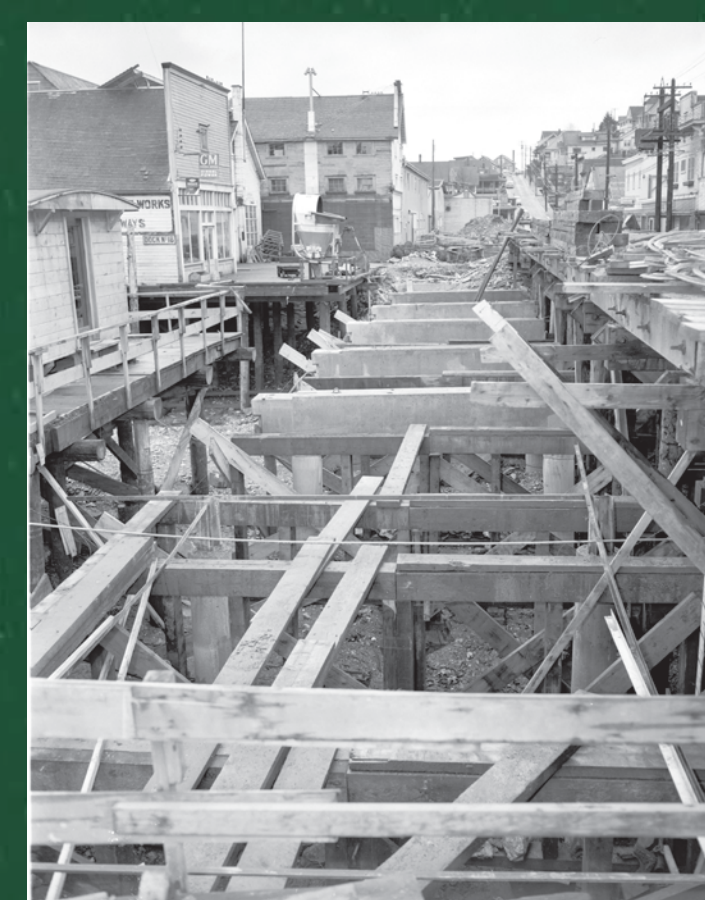


Tongass Ave Sept. 6, 1954

Ketchikan Museums: Paulu T. Saari image, KM 2003.2.63.653

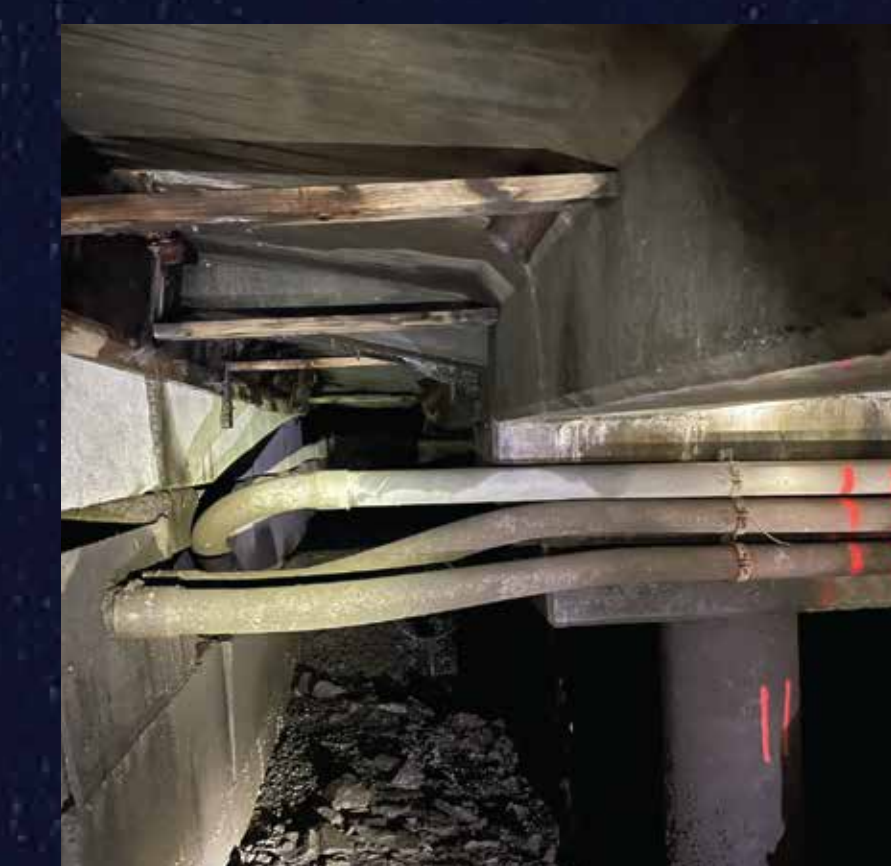
History

BUILT IN 1955
REHAB IN 1999
REHAB IN 2009
EMERGENCY REPAIR - 2024



Water St on April 19, 1954

Ketchikan Museums: Paulu T. Saari image, KM 2003.2.63.621

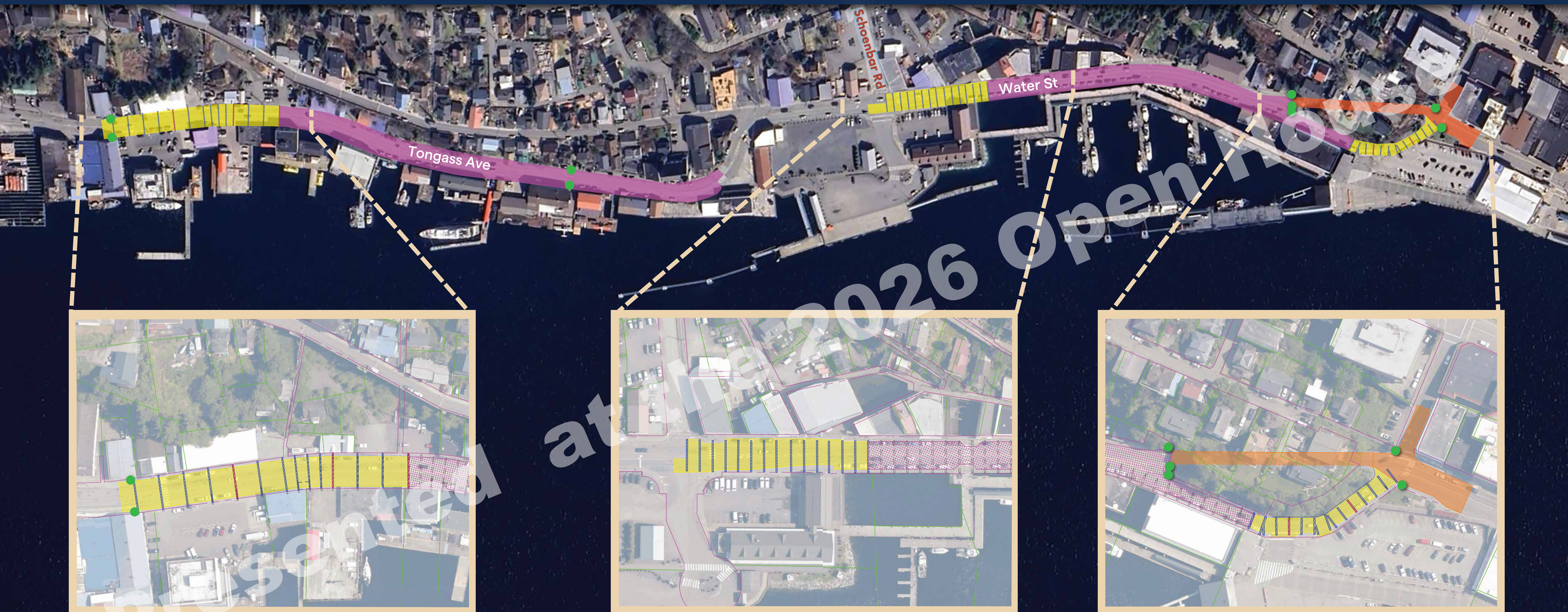




Project 1: Pavement Repairs



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Key

- Expansion Joint Repair
More Work Intensive
- Expansion Joint Repair
Less Work Intensive

- Pavement Removal & Replacement
Over Structure
- Crack Sealing &
Minor Patching

- Pavement Resurfacing
Over Ground
- Curb Ramp Upgrade
Over Ground



Project 2: Structure Repairs

Most work will occur beneath the roadway



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Did you know?

- Some parts of the road are on ground
- Some parts of the road are on a bridge structure



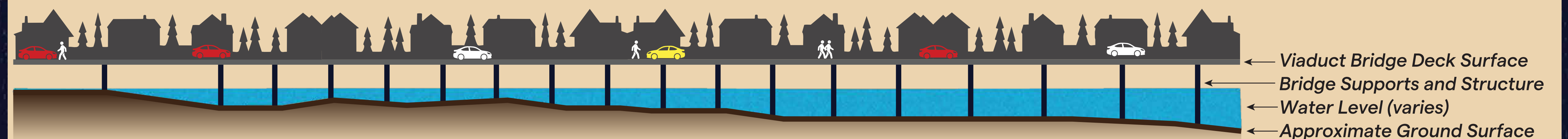
Key

- █ Structural Repair Under Structure
- █ Cathodic Protection (Corrosion Control)

Project 2 will repair and protect the existing Tongass Avenue and Water Street viaduct structures to extend their service life.

It will not replace the viaducts.

Example Profile View (Conceptual)



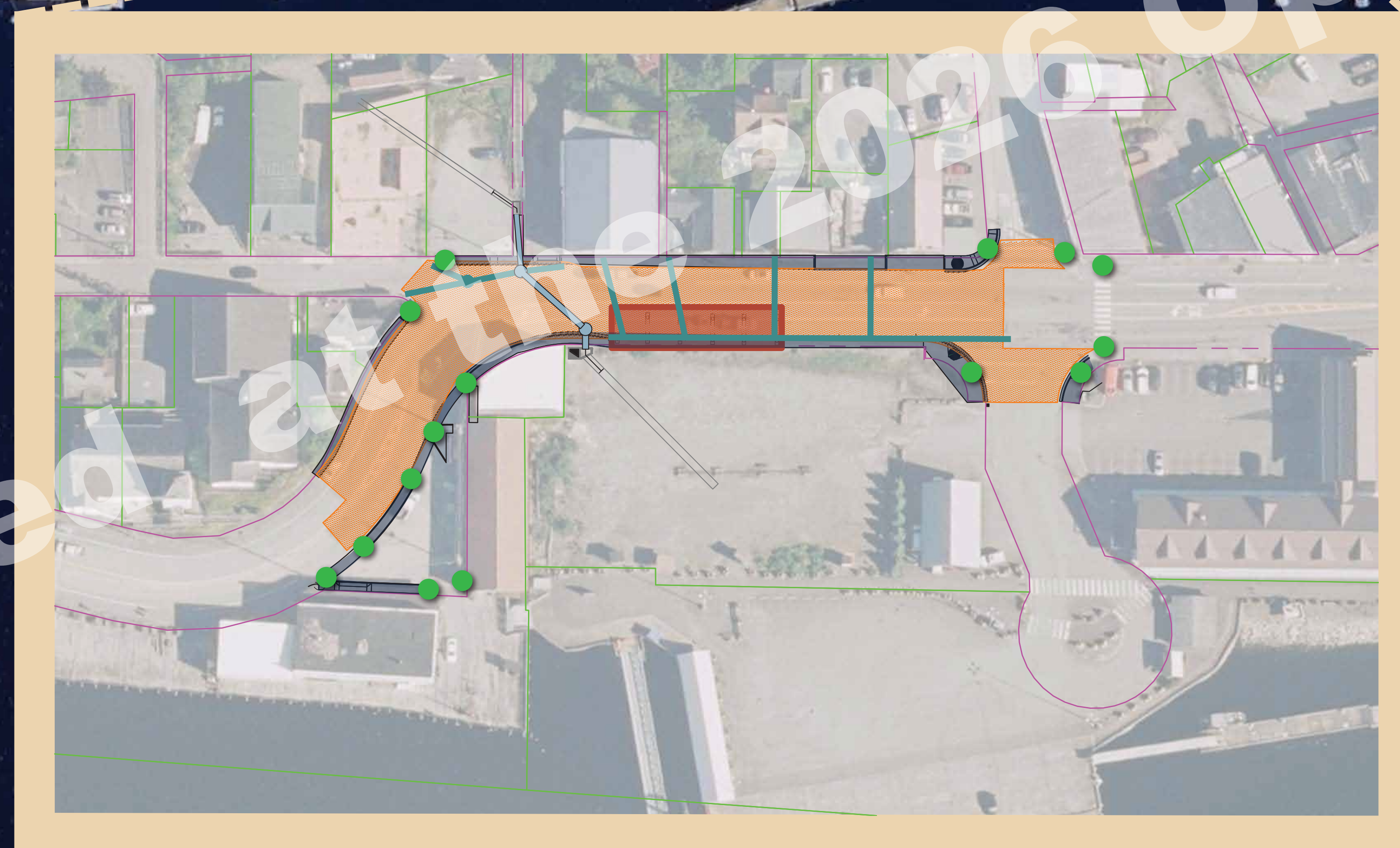


Project 3: S-Curve Reconstruction

Jim Creek Culvert Replacement, Abandoned Bridge Structure Removal, and Roadway Reconstruction

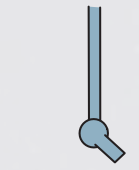
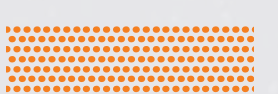


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Presented at the 2026 Open House

Key

- | | | |
|---|---|--|
|  Jim Creek Culvert Replacement |  Buried Abandoned Bridge Structure Removal |  Curb-Ramp & Accessibility Improvements |
|  Stormwater Drainage Conveyance Upgrades |  Full-Depth Roadway Reconstruction |  Sidewalk Improvements |

Project 3 will reconstruct the S-curve roadway between the Tongass Avenue and Water Street viaducts. The project will replace deteriorated pavement and drainage infrastructure and improve sidewalks and curb ramps throughout the project area.



Right-of-Way & Property Access Considerations



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WHAT IS RIGHT-OF-WAY?

Right-of-way in the context of a road is a strip of land reserved for transportation and transportation improvements. A road's right-of-way typically extends beyond the edge of the pavement or sidewalk.

A property owner may have an easement for right-of-way on their property. An easement is a dominant real property right that enables an entity, or owner, use of a specific area for a specific purpose. Real property rights can be temporary or permanent in nature.

WHAT DOES RIGHT-OF-WAY HAVE TO DO WITH THIS PROJECT?

The right-of-way along Tongass Avenue and Water Street is very narrow. That means DOT&PF's right-of-way team may need to purchase temporary and/or permanent real property rights from property owners along the corridor in order to construct this project and operate the transportation corridor. Such construction and operation activities include active construction workspace, access needs, and the installation/placement of infrastructure.

IDENTIFYING IMPACTED PROPERTIES

The design and right-of-way teams identify which properties may be impacted by the project. They work together to minimize the impacts on property owners while meeting the needs of the project.

Examples of things we may be able to do to minimize impacts to property owners:

- Shifting the time of year the project is constructed to avoid tourism-related population increases or certain weather conditions
- Constructing the project in phases that either consolidate impacts or spread them out over time
- Finding alternative ways to maintain access to properties during construction

WE COMPLY WITH THE LAW

State agencies must comply with the Uniform Act, which provides a set of rules, policies, and procedures for the acquisition of property for federally funded projects.

The goal of the Uniform Act (codified in 49 CFR Part 24) is to establish consistent land acquisition policies so that property owners are treated fairly and equitably.

PUBLIC INVOLVEMENT IS KEY

WE WANT TO HEAR FROM YOU

Property owners can help us by sharing information! You are most familiar with your property—how it is used, how you access it, how construction may impact you, and other special considerations.

DOT&PF aims to minimize impacts to property owners.

YOU ARE WELCOME TO CONTACT US ANY TIME

Kaden Phillips, DOT&PF Southcoast Right-of-Way
kaden.phillips@alaska.gov or 907-465-4428



Future Improvements: Working to Secure Funding



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TONGASS AVENUE VIADUCT REPLACEMENT

WATER STREET VIADUCT REPLACEMENT

Remove and replace structure with walls and backfill

Reconstruct the entire viaduct structure

Remove and replace structure with walls and backfill on the hill-side of the road to the centerline. Reconstruct viaduct on the water-side of the road.

Remove and replace structure with walls and backfill

Remove and replace structure with walls and backfill

Reconstruct the entire viaduct structure

Remove and replace structure with walls and backfill on the hill-side of the road to the centerline. Reconstruct viaduct on the water-side of the road.

Remove and replace structure with walls and backfill

DOT&PF is pursuing funding for the long-term replacement of the Tongass Avenue and Water Street Viaducts as separate future projects