The Honorable
Eddie Baza Calvo
Governor

The Honorable
Ray Tenorio
Lieutenant Governor

public works
DIPATTAMENTON CHE'CHO PUPBLEKO
Glenn Leon Guerrero
Director
Andrew S. Leon Guerrero
Deputy Director

November 13, 2018

Vice Speaker Therese M. Terlaje
34GL-18-2557
NOV 14 2018
Time: 9:55
Received by:

The Honorable Therese M. Terlaje
Acting Speaker
Committee on Culture and Justice
163 Chalan Santa Papa
Hagatna, Guam 96910

RE: AN ACT RELATIVE TO APPROVING THE ARCHITECTURAL AND ENGINEERING DESIGN FOR THE REHABILITATION AND IMPROVEMENT OF THE HARMON INDUSTRIAL PARK ROADWAY, PER ARTICLE 7 OF CHAPTER 77, TITLE 12, GUAM CODE ANNOTATED.

Buena Yan Hafa Adai Vice-Speaker Therese M. Terlaje!

I am pleased to recommend that the Harmon Industrial Park Roadway Rehabilitation and Improvement Project (HIPRRI) be advanced by the Harmon Industrial Park Association (HIPA) under Bill 331-34.

The public-private partnership established by the Government of Guam and the Harmon Industrial Park Association (HIPA) for the rehabilitation and improvement of the Harmon Industrial Park roadway is necessary to repair the roads, to address the significant flooding issues during the rainy season, and to address the deteriorated roadway surfaces that contribute to vehicle damage and unsafe driving conditions within Harmon Industrial Park.

The Department of Public Works (DPW) agrees with the goals of the project to improve Ilipog Drive and (HIPRRI) which includes rehabilitating the pavement and improving traffic operations within the area. DPW has reviewed the design plans produced by TG Engineers prepared on behalf of HIPA for the (HIPRRI). DPW provided comments on the 35% and pre-final plans. The main concern was the design did not appear to be based on site specific engineering data and had no basis. The majority of the comments on the earlier submittals related to the fact that geotechnical investigation had not been performed and traffic counts had not been collected to support the analysis of the proposed pavement design, and without the traffic analysis there was no basis for analyzing the proposed roadway capacity and traffic operations. Also, hydraulic analysis had not been performed for the project and there was no plan to address the roadway drainage as part of the project. Without an analysis of the pavement design and the project not addressing roadway drainage, DPW had a concern about how long the new roadway would last. DPW was concerned that the $4 million would be spent on constructing a new road that would not

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last as long as planned.

Subsequent to our initial review and after discussing with design consultant, TG Engineers plan to address DPW's concerns. They intend to perform geotechnical investigation, collect traffic counts, and perform a traffic analysis to provide engineering data to support the final design. Once the design is finalized incorporating the results of the additional technical analysis, the design will be based on sound engineering. This will lead to the roadway project being more robust and having a higher chance of lasting a longer period of time.

One remaining concern is a hydrologic and hydraulic analysis of the roadway rainfall runoff is not part of TG Engineers design scope and the proposed roadway does not address drainage or flooding as part of the project. DPW understands HIPA's cost constraints of including a drainage solution as part of the project. It would push the project costs beyond HIPA's initial budget and would involve further design effort. How the area's flooding can be effectively addressed as part of this project requires further discussion between DPW and HIPA. DPW is committed to addressing the flooding issues in this area and will assist in addressing this issue. Despite the drainage issue being unresolved, DPW readily supports the project moving forward.

If you have any questions, please call me at (671) 646-3131 or Brady Nadell at (671) 646-6872.

Sincerely,

GLENN LEON GUERRERO
Director

cc: Honorable Senator Frank Aguon
Joaquin Blaz, Acting Highway Administrator

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