

**Crooked Creek: Airport Improvements****FY2010 Request: \$20,000,000****Reference No: 47753****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Crooked Creek**Contact:** Christine Klein**House District:** Interior Villages (HD 6)**Contact Phone:** (907)269-0724**Estimated Project Dates:** 07/01/2009 - 06/30/2014**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

Project includes runway extension and possible realignment, new taxiway and apron, new access roads, medium intensity runway lighting, a double-bay snow removal equipment building, and other related improvements to the Crooked Creek Airport. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

<b>Funding:</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>	<b>Total</b>
Fed Rcpts	\$20,000,000						\$20,000,000
<b>Total:</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input checked="" type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = Minimum State Match % Required	<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill		

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	33,000	0
One-Time Startup:	0	
<b>Totals:</b>	<b>33,000</b>	<b>0</b>

**Additional Information / Prior Funding History:**

None.

**Project Description/Justification:**

In 2001 an Airport Master Plan (AMP) project was initiated by the department to analyze the community of Crooked Creek's long term aviation needs as well as safety and capacity deficiencies. This study proposes reconstruction of the Crooked Creek airport and runway at its current location. The AMP identified a number of deficiencies including: (1) the apron and airport access road do not meet Federal Aviation Administration (FAA) setback requirements; (2) the runway ends have settled from permafrost thawing and have become soft due to poor drainage; (3) there are no runway, taxiway, or apron lights or navigational aids and; (4) the snow removal equipment building is in poor condition, unheated and penetrates the transitional surface of the FAA required obstruction free zone.

Operating and maintenance costs are expected to increase by approximately \$33,000 per year beginning in FY2012.