

Unalaska: South Channel Bridge Construction**FY2006 Request: \$3,500,000****Reference No: 34684****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Unalaska**Contact:** John MacKinnon**House District:** Bristol Bay/Aleutians (HD 37)**Contact Phone:** (907)465-6973**Estimated Project Dates:** 07/01/2005 - 06/30/2010**Appropriation:** Surface Transportation Program**Brief Summary and Statement of Need:**

Replace the existing bridge with a concrete deck bridge on a parallel alignment. Bridge design is to be sufficient so as to permit pedestrian use. Construction of roadway approaches will be included. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Fed Rcpts	\$3,500,000						\$3,500,000
Total:	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input checked="" type="checkbox"/> Phased Project	<input type="checkbox"/> On-Going
20% = 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:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

FY2005 - \$7,500,000; FY2002 - \$2,200,000; FY2000 - \$2,300,000; FY1999 - \$2,800,000.

Project Description/Justification:

The existing bridge is over 20 years old and was originally designed to accommodate an Annual Average Daily Traffic (AADT) of 100 vehicles. It is founded on liquifiable soils, rather than bedrock. Today, this bridge provides a critical link on the Unalaska road network for the movement of fish products and freight, has an AADT approaching 5000, is seismically vulnerable and is very expensive to maintain. There are several deficiencies: the steel box girders have been overstressed; the webs are deformed; and the historical settlement problems on the west end have required the bridge to be shimmed over one foot; the piers are on piles; and the abutments are on spread footings; and, the paint system has failed. Even if the bridge were rehabilitated rather than replaced, the bridge would have a very high seismic vulnerability and would continue to be very expensive to maintain. During an earthquake for which the new bridge is designed, the ground near the existing bridge site would liquefy and the roadway approach would likely slide into the channel, completely collapsing the bridge.