

**National Highway System and Non-National Highway System Pavement and Bridge Refurbishment**

**FY2006 Request: \$25,000,000**  
**Reference No: 38708**

**AP/AL:** Allocation

**Project Type:** Renewal and Replacement

**Category:** Transportation

**Location:** Statewide

**Contact:** John MacKinnon

**House District:** Statewide (HD 1-40)

**Contact Phone:** (907)465-6973

**Estimated Project Dates:** 07/01/2005 - 06/30/2010

**Appropriation:** Surface Transportation Program

**Brief Summary and Statement of Need:**

Crack sealing, surface treatment, refurbishment to drainage, signage, guardrail, illumination and other improvements that prolong the life of road pavements, embankments and bridges and their safety related features. 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.

<b>Funding:</b>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>Total</u>
Fed Rcpts	\$25,000,000						\$25,000,000
<b>Total:</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
9% = 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
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

FY2005 - \$43,000,000; FY2004 - \$46,000,000.

**Project Description/Justification:**

This is a federally funded project that provides for preventative maintenance activities that demonstrate a cost-effective means for extending the useful life of a Federal-aid highway. Preventive Maintenance is a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without significantly increasing structural capacity.

To meet the growing travel demand and the public's expectations for safety, ride quality, and traffic flow, highway agencies across the country are redefining their objectives to focus on activities and strategies to preserve and maintain existing highway systems, instead of the typical strategy of fixing the worst first. The proactive approach of preventive maintenance cuts the need for costly, time-consuming rehabilitation and reconstruction projects and reduces associated traffic disruptions. As a result, the public will see improved mobility, reduced congestion, and safer, smoother, longer-lasting pavements--the goals of preventative maintenance.

Preventative maintenance includes restoration or rehabilitation of specific elements of a highway facility when it can be demonstrated that such activities are a cost-effective means of extending the pavement life. In general, any work which provides additional pavement structural capacity, prevents the intrusion of water into the pavement or pavement base, provides for removal of water that is in the pavement or pavement base, restores pavement rideability, or prevents the deterioration of bridges are considered to be work which extends the service life of the highway. The Alaska Department of Transportation and Public Facilities utilizes preventative maintenance funding to perform roadway activities such as chip

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sealing, pavement overlays, milling, profiling, and micro-surfacing; seal coats, joint seals, and crack seals; shoulder repair; restoration of drainage systems; and bridge activities such as deck rehabilitation or repair, deck drain cleaning, crack sealing, joint repair, seismic retrofit, scour countermeasures, and painting. Although specifically noting pavement and bridge preservation, this program also allows for the upgrading and replacement of existing drainage systems, guardrail, illumination, and other safety related structures. Highway striping is also funded under this program.

This program is extremely valuable to the Department due to the flexibility it allows in determining project priorities. The program allows considerable flexibility in determining, based on good engineering analysis, the most cost-effective strategies for extending the service life of existing pavements, bridges, and essential highway appurtenances on Federal-aid highways. This flexibility allows the Department to respond to the ever-changing conditions found on our transportation system. As a result, the public is seeing improved mobility, reduced congestion, and safer, smoother, longer-lasting pavements--the goals of pavement preservation.