

Kipnuk: Airport Reconstruction**FY2007 Request: \$2,600,000****Reference No: 39173****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Kipnuk**Contact:** John Torgerson**House District:** Bethel (HD 38)**Contact Phone:** (907)269-0727**Estimated Project Dates:** 07/01/2006 - 06/30/2011**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

This was originally a single phase project but conditions of the site made it unrealistic to accomplish the project in a single phase. The phase II construction will include the following: reshape existing embankments; surface runway, taxiway, and apron; install lighting system; build a snow removal equipment building; and extend utility line. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	Total
Fed Rcpts	\$2,600,000						\$2,600,000
Total:	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$2,600,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" 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:	35,000	0
One-Time Startup:	0	
Totals:	35,000	0

Additional Information / Prior Funding History:

FY2005 - \$2,500,000; FY2004 - \$3,000,000; FY2003 - \$450,000; FY2001 - \$1,600,000.

Project Description/Justification:

Phase I of the relocation project constructed the embankment for the runway, and apron in 2001. The soils used to construct the embankment were ice rich and it was determined that they needed to thaw and settle over several years. The existing airport has a 2,125 ft. X 40 ft. runway with a failing embankment on the southern end of the runway. Erosion on the sides of the runway has created a narrow landing area with a sharp drop-off on both sides. Weather conditions create severe crosswinds. All airport dimensions and facilities are less than current standards for a community class airport. The Airport Master Plan determined a new airport should be constructed on and adjacent to (east of) the existing airport. Relocating the airport will provide adequate separation distance between the apron and the runway and upgrade the airport to standards.

Operating and Maintenance costs are estimated to be \$35,000 per year starting in FY2009.