

Northern Region: National Highway System and Non-National Highway System Pavement and Bridge Refurbishment

FY2007 Request: \$42,200,000
Reference No: 41700

AP/AL: Allocation **Project Type:** Construction
Category: Transportation **Contact:** John MacKinnon
Location: Interior Areawide **Contact Phone:** (907)465-6973
House District: Interior Villages (HD 6)
Estimated Project Dates: 07/01/2006 - 06/30/2011
Appropriation: Surface Transportation Program

Brief Summary and Statement of Need:

Crack sealing, surface treatment drainage, signage, guardrail, illumination and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. 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	\$42,200,000						\$42,200,000
Total:	\$42,200,000	\$0	\$0	\$0	\$0	\$0	\$42,200,000

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

Additional Information / Prior Funding History:

Was a statewide allocation last year

Project Description/Justification:

This is a federally-funded project that provides for preventive maintenance activities that demonstrate a cost-effective means of extending the useful life of a federal-aid highway. Preventive maintenance is a planned strategy of cost-effective treatments to an existing roadway system 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 preventive maintenance.

Preventive 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 is considered to be work which extends the service life of the highway. The Alaska Department of Transportation and Public Facilities uses preventive maintenance funding to perform roadway activities such as chip sealing, pavement overlays, milling, profiling, and micro-surfacing; seal coats, joint seals, and crack seals; shoulder

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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.