

Dalton Highway: Milepost 267 Holden Creek Bridge Repair or Replacement **FY2012 Request: \$5,000,000**
Reference No: AMD 51553

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Chandalar Lake **House District:** Interior Villages (HD 6)
Impact House District: Interior Villages (HD 6) **Contact:** Pat Kemp
Estimated Project Dates: 07/01/2011 - 06/30/2018 **Contact Phone:** (907)465-3900
Appropriation: Surface Transportation Program

Brief Summary and Statement of Need:

This amendment to the Governor's FY12 capital budget adds \$2,800,000 federal funds for a new requested total of \$5,000,000 due to cost estimate increases. Repair or replace the Holden Creek Bridge at MP 267 of the Dalton Highway. The bridge experiences a high percentage of truck traffic and is the only highway route to the North Slope oil fields. The Holden Creek Bridge is a gluelam structure supported by timber bin walls and blocks. The bin walls are failing on the near end due to scour. 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:	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Fed Rcpts	\$5,000,000						\$5,000,000
Total:	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" 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 checked="" 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	
Totals:	0	0

Additional Information / Prior Funding History:

None.

Project Description/Justification:

An inspection in July 2008 determined that this bridge has the following deficiencies: Lower face of upstream exterior beam has several gouges, most near midspan. All beams have gouges in the upstream lower corners near center span and binwalls. Near end top of binwall crushed below beams from about 4 to 10 inches. Temporary sill has been installed. Blocking and shims support the original sill. Several blocks have fallen over. Shims no longer provide load path between the original and temporary sill. Approach roadways are so low that the top of the railing is not within the required height specification.