Statewide - Community Bridge Rehabilitation/Replacement **FY2013 Request: $3,000,000**
Reference No: 54091

AP/AL: Appropriation
Project Type: Construction
Category: Transportation
Location: Statewide
House District: Statewide (HD 1-40)
Impact House District: Statewide (HD 1-40)
Contact: Pat Kemp
Estimated Project Dates: 07/01/2012 - 06/30/2017
Contact Phone: (907)465-3900

Brief Summary and Statement of Need:
There currently are numerous off-system bridges - those not located on the higher level roads known as the Federal-Aid system - located in Ketchikan and the Matanuska-Susitna, Kenai Peninsula, Fairbanks-North Star, Juneau Boroughs, and other locations that are in poor condition. This funding would work toward correcting or replacing bridges using a priority based on the structural rating and other factors of these bridges.

Funding:	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total
Gen Fund	$3,000,000						$3,000,000
Total:	$3,000,000	$0	$0	$0	$0	$0	$3,000,000

☐ State Match Required ☐ One-Time Project ☐ Phased - new ☐ Phased - underway ☑ On-Going
0% = Minimum State Match % Required ☐ Amendment ☐ Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:
None.

Project Description/Justification:
A large number of “off-system” bridges in Alaska are substandard and need major repairs or replacement. By definition, an off-system bridge is not located on the higher level roads known as the Federal-Aid system. As such they are given far less priority in the allocation of federal-aid highway funds, which programs up to 85% of all bridge funds to bridges that are part of the “On-system”. A typical off-system bridge is owned by the local government or in a few cases no governmental entity has ownership.

Many of the off-system bridges are quite old (some in Ketchikan are over 100 years old), and age related deterioration is a big concern. If made of timber or steel, then rot and rust can lead to structural weakening. Even with bridges overall being given much higher priority than in the recent past, it will be many years before all of the off-system bridges are allocated the limited federal dollars. This is because the on-system bridges are where the majority of traffic and freight movements occur. Without additional financial resources, off-system bridges simply do not warrant earlier funding.

This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods