Statewide - Trenchless Culvert Construction Research **FY2014 Request: $2,000,000**
Reference No: 57063

AP/AL: Allocation
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: 07/01/2013 - 06/30/2020
Contact Phone: (907)465-3900
Appropriation: Surface Transportation Program

Brief Summary and Statement of Need:
To assess the advantages and disadvantages of trenchless versus open-cut construction methods when planning culvert rehabilitation or replacement with respect to Alaska's conditions. The work should conclude with a final report that takes into account several factors, some of which are unique to the State of Alaska.

Funding:	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	Total
Fed Rcpts	$2,000,000						$2,000,000
Total:	$2,000,000	$0	$0	$0	$0	$0	$2,000,000

☑ State Match Required ☑ One-Time Project ☐ Phased - new ☐ Phased - underway ☐ On-Going
9% = 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

Prior Funding History / Additional Information:

No prior funding history

Project Description/Justification:
A study like this will provide a baseline to evaluate potentially innovative products and technologies using a multi-criteria decision analysis to evaluate deployment decisions on future projects. The goal is identification of “Innovative Construction Techniques, Products, and Methods” that leverage investment strategies to achieve our Mobility Commitments during construction. The work will include a final report that will provide a mechanism for Value-Focused-Thinking, beginning with Project Identification and Development, all the way through Design, and finally Construction Administration. The deployment of innovative construction techniques and methods designed specifically to reduce, or eliminate, lane occupancy during culvert repair or rehabilitation should be considered an investment in mobility during construction. The department currently invests in mobility by using nighttime/off peak hours for construction activities.