

AP/AL: Allocation **Project Type:** Construction
Category: Transportation
Location: Statewide **House District:** Statewide (HD 1-40)
Impact House District: Statewide (HD 1-40) **Contact:** Dom Pannone
Estimated Project Dates: 07/01/2022 - 06/30/2027 **Contact Phone:** (907)465-2956
Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

Reconstruct airfield pavement, including runways, taxiways, taxilanes, and aircraft parking aprons as it reaches the end of its useful life and perform maintenance work such as crack filling and sealing and spot repairs. The rehabilitation consists of excavating the existing structural section and replacing with a structural section that is designed for the current aircraft mix that use the pavement, including possible widening, as well as disposal of any contaminated soils, repaving, lighting, striping, signage, and storm drainage.

Funding:	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	Total
1002 Fed Rcpts	\$29,084,751						\$29,084,751
Total:	\$29,084,751	\$0	\$0	\$0	\$0	\$0	\$29,084,751

<input 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"/> Ongoing
0% = 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	0
Totals:	0	0

Prior Funding History / Additional Information:
 Sec8 Ch1 SLA2021 P81 L17 HB69 \$28,237,623

Project Description/Justification:

The justification for this project is not a simple cost/benefit analysis as benefits are primarily qualitative. Rehabilitation and maintenance of airfield pavement is critical to providing for the safe operation of the airport and to meet Federal Aviation Administration (FAA) Grant Assurance 19, Operation and Maintenance.

The FAA requires that airports have a pavement management system (AC 150/5380-7) that facilitates identification of expected pavement needs. Anchorage International Airport's (ANC) Pavement Management System identifies pavement condition as a function of the Pavement Condition Index (PCI). The PCI is established through a survey and subsequent software analysis of asphalt and concrete pavement condition. The PCI is a metric value of 0-100, with 100 being the optimum pavement condition. The pavement condition surveys analyze cracks, spalling, rutting, and other pavement conditions that become part of the 0-100 metric.

ANC has a regular program of pavement inspection, crack sealing, and spot repair to extend the life of the pavement, however at some point it is no longer cost effective to maintain the pavement and reconstruction is necessary. A Pavement Condition Index (PCI) below 70 for Runways and below 60 for other airfield surfaces is an indication that a project should be programmed in the short term for reconstruction under the Pavement Management System. Poor pavement conditions result in Foreign Object Debris (FOD) on aprons, runways, and taxiways and are safety concerns for aircraft moving on the airfield. Damage to aircraft and surface transportation vehicles can result from these conditions; therefore, specific Airfield Pavement Reconstruction projects will be programmed for areas with a PCI less than the above minimums.