

**Fairbanks International Airport: Runway 1L-19R
Reconstruction**

**FY2006 Request: \$21,500,000
Reference No: 40293**

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Fairbanks Areawide

Contact: Kip Knudson

House District: Fairbanks Areawide (HD 7-11)

Contact Phone: (907)269-0724

Estimated Project Dates: 07/01/2005 - 06/30/2010

Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

Rehabilitate the primary air carrier runway 1L-19R. This will include the design and construction for replacement of the runway pavement structure, reconstruction of airfield lighting systems as necessary to accommodate pavement replacement, relocation of the airfield lighting regulator building, drainage modifications, safety area upgrades, pavement marking and pavement grooving. The scope of this work includes relocation of the transient heavy aircraft apron and modifications to Taxiway "A" which are both necessary to permit use of Taxiway "A" as a temporary runway while 1L-19R is closed for rehabilitation.

Funding:	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>Total</u>
Fed Rcpts	\$20,400,000						\$20,400,000
IntAptCons	\$1,100,000						\$1,100,000
Total:	\$21,500,000	\$0	\$0	\$0	\$0	\$0	\$21,500,000

<input 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
0% = 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:

None.

Project Description/Justification:

A pavement management plan including a detailed pavement inspection was completed for FAI during March of 2001. This report found that the Pavement Condition Indexes (PCI's) of the pavement on Runway 1L-19R were below desirable levels. A follow up pavement inspection during 2003 found further degradation of the runway pavement surface.

To assist in selection of the best rehabilitation strategy for this critical airfield surface, an engineering firm specializing in pavement evaluation and testing was contracted to perform non-destructive testing and evaluation of the airport pavements. Structural analyses based upon mechanistic design principles, field tests, and the 20- year traffic forecast were used to develop recommendations for reconstruction strategies.

Transient heavy aircraft parking is provided on the apron south of the terminal building. Recent inspections of the pavement in this area determined that the apron has reached the end of its design life and requires rehabilitation or total reconstruction. Heavy aircraft parked on two of the four hardstands located on this apron are penetrations to the runway 1L-19R Federal Aviation Regulation (FAR) Part 77 transition surface. Obtaining federal funds to rehabilitate this apron area will be contingent upon providing a transient heavy aircraft parking area which is compliant with airport design requirements and regulations. Also, due to their proximity to Taxiway "A" these two hardstands could not be used while Taxiway "A" is used as a temporary runway.

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The new heavy apron site is in an un-developed area of the airport and it is anticipated that these improvements will permit the private development of underutilized land by providing access to the airside from these properties. This development will expand the revenue base for the operation of the airport.

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