

Kipnuk: Airport Reconstruction**FY2010 Request: \$2,000,000****Reference No: AMD 39173****AP/AL:** Allocation**Project Type:** Construction**Category:** Transportation**Location:** Kipnuk**Contact:** Christine Klein**House District:** Bethel (HD 38)**Contact Phone:** (907)269-0724**Estimated Project Dates:** 04/13/2008 - 06/30/2013**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

This is a new FY10 Capital Request. Project will provide surfacing for new realigned runway and connecting taxiway. Also includes runway lighting and snow removal equipment building. 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:	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>Total</u>
Fed Rcpts	\$2,000,000						\$2,000,000
Total:	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = 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:

FY2008 Supplemental - \$9,000,000; FY2007 - \$2,600,000; FY2005 - \$2,500,000; FY2004 - \$3,000,000; FY2003 - \$450,000; FY2001 - \$1,600,000.

Project Description/Justification:

Phase I of the relocation project constructed the embankment for the runway and apron in 2001. The soils used to construct the embankment were ice rich and it was determined that they needed to thaw and settle over several years. The existing airport has a 2,125 foot X 40 foot runway with a failing embankment on the southern end of the runway. Erosion on the sides of the runway has created a narrow landing area with a sharp drop-off on both sides. Weather conditions create severe crosswinds. All airport dimensions and facilities are less than current standards for a community class airport. The Airport Master Plan determined a new airport should be constructed on, and adjacent to (east of) the existing airport. Relocating the airport will provide adequate separation distance between the apron and the runway and upgrade the airport to standards.

The engineer's estimate have been increased in response to recent project bids showing a dramatic increase in the cost of remote construction and in the cost of the construction materials required for the project. The limited number of contractors bidding on projects has created a 'supply and demand' shortfall of qualified bidders, which is also having an adverse effect on the costs of remote airport construction. Supplemental funding is being requested to support the Federal Aviation Administration's (FAA) request for timely expenditure of grant funding. Funding delayed to July would

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delay significant draw down of the grant until the following construction season. FAA is requiring early fiscal year delivery dates for environmental documentation to ensure that projects are developed and bid early enough to take advantage of the construction season in the year the grant is issued.