

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

**FY2009 Request: \$18,250,000
Reference No: AMD 40293**

AP/AL: Allocation

Project Type: Construction

Category: Transportation

Location: Fairbanks Areawide

Contact: Christine Klein

House District: Fairbanks Areawide (HD 7-11)

Contact Phone: (907)269-0724

Estimated Project Dates: 04/19/2009 - 06/30/2014

Appropriation: Airport Improvement Program

Brief Summary and Statement of Need:

This amendment to the FY09 Governor's Supplemental Budget adds \$3,000,000 Federal Funds for a new FY09 total of \$21,250,000. Funding to complete the reconstruction of runway 1L-19R, including replacement of the runway pavement structure, reconstruction of airfield lighting systems as necessary to accommodate pavement replacement, drainage modifications, safety area upgrades, pavement marking, and pavement grooving. 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:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
Fed Rcpts	\$17,337,500						\$17,337,500
IntAptCons	\$912,500						\$912,500
Total:	\$18,250,000	\$0	\$0	\$0	\$0	\$0	\$18,250,000

<input 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
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	
Totals:	0	0

Additional Information / Prior Funding History:

FY2007 - \$30,250,000; FY2006 - \$21,500,000.

Project Description/Justification:

A pavement management plan including a detailed pavement inspection was completed for the Fairbanks International Airport (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

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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.

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 exceeded its originally approved budget by over 10% due to unanticipated and significant asphalt and aggregate price increases, unanticipated permafrost, increased need for borrow, and additional federal requirements associated with moving the regulator and Approach Lighting System with Sequenced Flashers (ALSF) buildings.