

Emergency and Non-Routine Repairs**FY2005 Request: \$1,631,400****Reference No: AMD 40523****AP/AL:** Appropriation
Category: Transportation**Project Type:** Health and Safety**Location:** Statewide**Contact:** John MacKinnon**House District:** Statewide (HD 1-40)**Contact Phone:** (907)465-6973**Estimated Project Dates:** 03/31/2005 - 06/30/2009**Brief Summary and Statement of Need:**

Unanticipated repairs to transportation facilities due to damage from natural disasters. Ineligible for federal reimbursement.

Funding:	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	Total
Gen Fund	\$1,631,400						\$1,631,400
Total:	\$1,631,400	\$0	\$0	\$0	\$0	\$0	\$1,631,400

<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 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:

None.

Project Description/Justification:

The department must repair damages caused during natural disasters, including these projects.

Alaska Railroad Failed Crossings - \$305.0: Because of DOT's long standing agreement with the Alaska Railroad, it is the department's responsibility to repair/maintain failed railroad crossings. The department has not budgeted and has not been funded for this work and the issue of crossings needing maintenance/repairs became apparent in early FY 05. During the fall of 2004 we repaired Hurricane and South Denali Crossings on the Parks Highway and will be repairing the University Avenue Crossing in May of 2005 which is becoming quite hazardous. The department has incurred approximately \$180.0 in costs to date for the first two crossings and estimate a cost of \$125.0 for the University Crossing. This obligation was known during the summer of 2004 but the cost or extent of the damage was not known until recently.

Winter 2004/2005 Ice Storms and Avalanches - \$50.0: The department has incurred significant increased overtime, equipment usage, additional blades, chains, and salt and sand. These costs exceed our budgeted overtime and we are only asking for supplemental funding for the increased cost of commodity purchases due to these severe and dangerous conditions on our major highways, the Parks, Richardson, and Alaska Highways. Crews are continuing their efforts to break up ice buildup on these major roadways. Extra blade and chain orders have been placed and salt and sand stockpiles are being replaced for continued winter maintenance.

Johnson River Bridge - \$218.4: The Johnson River Bridge on the Alaska Highway near Delta was damaged in August of 2004 when a vehicle of excessive height hit cross members causing extensive damage. Our bridge crews have performed temporary repairs in the amount of \$218.4 for labor, equipment, and steel. More extensive permanent repairs will be made in the future with capital bridge funding. This was an unexpected cost to our GF budget, which was unbudgeted and no emergency and non routine funding is available in FY 05 to cover these costs.

Wolverine Road on Lazy Mountain - \$170.0: Emergency supplemental fundind is needed to repair a section of Wolverine

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Road on Lazy Mountain near the north side of Wolverine Canyon. The section climbs steeply along the side of the hill and is formed on steep embankments. Due to spring thaw and water erosion, a portion of the road embankment has slid down the hill. Repair of this section is significantly greater than a typical maintenance project. Engineers have inspected the site and the department is prepared to begin repairs as soon as funding is approved.

Tok Cutoff - \$402.0: On April 27, 2005 a large sinkhole developed at Mile 13 on the Tok Cutoff resulting in the loss of 2/3 of the driving surface. The sudden subsidence and pavement failure was the result of a failed culvert located at the base of a deep fill (38'-48' deep). The highway was completely closed for several hours until maintenance crews could construct a detour.

Repairs that are currently underway include the excavation of the deep fill in order to remove and replace 200' of 48" culvert and to install an additional 200' of 36" overflow culvert. Additional work required includes replacing the excavated fill material (20,000 CY), the removal and replacement of approximately 1,500 feet of guardrail, replacement of approximately 2,000 feet of base course material, and the hard surfacing of 2,000 feet of roadway that was damaged by the subsidence and repair activities. Miscellaneous construction items include erosion control measures, surveying, traffic control, and traffic markings.

Susitna River Road - \$486.0: Sometimes called East Petersville Road, this road has had severe flooding caused by spring runoff. This winter's heavy snowfall and the warm temperatures recently are responsible for the high volume of runoff and subsequent flooding.

The damage to the road is primarily erosion of the road embankment for the first mile of the road between the Parks Hwy and an unnamed slough. Additionally the water has topped the road in areas and cut channels in the roadway. Additionally the high water has resulted in soft areas and potholes in the road surface.

Placement of geotextile and three feet of new gravel on the road surface is needed. Additionally 17 new culverts and 3 replacement culverts will be placed in the road. The new material will prevent the water from overtopping the road and will correct the potholing and soft spots that have developed. The culverts will allow the water to pass from one side of the road to the other more easily reducing the saturation of the road embankment. School buses will not travel Susitna River Road because they are unable to see the edge of the road and are afraid they may slide down the embankment.