

Agency: Department of Transportation/Public Facilities

Project Title:

North Tongass Highway - Ward Cove to Refuge Cove - Pavement Rehabilitation and Drainage Improvements

State Funding Requested: \$ 8,900,000
One-Time Need

House District: 1 - A

Brief Project Description:

Resurface, shoulder and drainage improvements needed on North Tongass Highway between Ward Cove and Refuge Cove.

Funding Plan:

Total Cost of Project: \$8,900,000

<u>Funding Secured</u>		<u>Other Pending Requests</u>		<u>Anticipated Future Need</u>	
<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>
There is no other funding needed					

Detailed Project Description and Justification:

Resurface, shoulder and drainage improvements needed on North Tongass Highway between Ward Cove and Refuge Cove.

Funding is needed to replace failing sections of pavement and provide ancillary shoulder and drainage improvements. Pavement age and failure rates are exceeding the ability of maintenance and deferred maintenance programs to keep pace. Without this funding, these pavement surfaces will not be maintainable.

DOT&PF is committed to designing and constructing pavements with a long life and has made significant changes in our procedures and design philosophy to achieve this goal. Designing and constructing paved roads in Southeast Alaska is an engineering challenge. This is due primarily to the cool, moist environment, the multiple freeze-thaw cycles that occur throughout the typical winter, and the high percentage of studded tire use. Water, freeze-thaw action and studded tire use are a pavement's worst enemies. In the past the department has experienced shortened pavement life due to the use of relatively thin (2") pavement sections. Thin pavements have a limited fatigue life and studded tires erode the pavement surface resulting in rutting. The rutting reduces pavement thickness which ultimately leads to potholes. Over the past 10 years, the department has instituted several actions to increase and improve pavement life. We are now designing thicker pavement sections to improve fatigue life and are now using constituents within the surface pavement mix to resist studded tire wear. These include the use of hard aggregates, or asphalt rubber as well as incorporating modified asphalt cements to improve pavement response to traffic loading and resist thermal cracking. We have also implemented a "stabilized base" policy where underlying crushed aggregate bases will be locked up and strengthened with either an asphalt emulsion or foamed asphalt. All new projects have this additional strength feature incorporated to over come thaw weakening and to supplement the pavement performance. We are employing geosynthetic fabrics in our design to give more strength and drainage to the structural section.

For use by Co-chair Staff Only:

5:23 PM 4/29/2008

Project Timeline:

Design and engineering is complete. Construction work could begin FY09.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

DOT&PF

Grant Recipient Contact Information:

Contact Name: Andy Hughes, Planning Chief, SE Reg

Phone Number: (907) 465-1776

Address: 6860 Glacier Hgwy, Juneau, AK 99811

Email: andy.hughes@alaska.gov

Has this project been through a public review process at the local level and is it a community priority? Yes No



KETCHIKAN GATEWAY BOROUGH

344 FRONT STREET • KETCHIKAN, ALASKA 99901

OFFICE OF THE BOROUGH MANAGER

April 24, 2008

The Honorable Sarah Palin
Governor
State of Alaska
P.O. Box 110001
Juneau, AK 99811-0001

Re: Ketchikan-Area Projects in the FY 2009 State Capital Budget

Dear Governor Palin:

As you review Ketchikan-area projects in the State Capital Budget, please keep in mind the following:

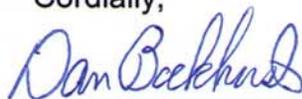
1. Ketchikan projects underwent a careful local review: For 30 years, it has been the custom in Ketchikan that proposals for legislative funding of projects must undergo a rigorous local review. For FY 2009, a coalition of more than 25 local organizations including the Ketchikan Gateway Borough, City of Ketchikan, City of Saxman, and others such as the Planning Commission, School Board, Native organizations, Chamber of Commerce, and seniors met on five occasions to review and ultimately endorse the projects proposed for funding through the FY 2009 State Capital Budget.
2. Ketchikan projects were also subject to independent review at the State level: Ketchikan projects included in the FY 2009 State Capital Budget have been independently reviewed by State officials. For example, funding for major maintenance on the Schoenbar School was ranked by the Alaska Department of Education and Early Development as the most needy major maintenance school project in all of Alaska. In every case, Senator Stedman and Representative Johansen endorsed the projects included in the FY 2009 Capital Budget only after they independently determined that the projects served a vital public purpose.
3. Ketchikan projects focus on critical needs, particularly with respect to education, health, public safety, and economic development: Ketchikan projects included in the State Capital Budget relate to essential public services or to efforts to rebuild an economy that was dealt a terrible blow with the significant decline of the timber industry. In most cases, the tie between each capital project and core

services or economic development is evident (e.g., fire stations, school projects, shipyard development, and hospital expansion). In a few cases, the link may be less evident to those not well acquainted with the proposal. For example, the Capital Budget includes funds to complete the Fawn Mountain sports field. That facility adjoins our Fawn Mountain School and serves the physical education needs of students in the Ketchikan Gateway Borough School District. It also promotes general health among other users of the facility.

4. Ketchikan has committed local funds to proposed capital projects: Ketchikan has committed a significant level of local funding for projects included in the State Capital Budget. Additionally, as you weigh the level of local support for projects in the Capital Budget, please consider the fiscal burden already in place on the taxpayers of Ketchikan. For example, the cost of unfunded-State mandates imposed on the Ketchikan Gateway Borough government will amount to nearly \$11 million in FY 2009 (details are available upon request).
5. While the Legislature has been generous in terms of capital funding for FY 2009, it certainly has not been irresponsible: Many capital project needs in the Ketchikan were deferred during the lean years that Alaska faced since the mid-1980s. This year, however, the resources of the Alaska state government allow a responsible effort to address those deferred capital needs. While the Capital Budget amounts to some \$3 billion, the Legislature has also managed to save \$5 billion. In your State-of-the-State Address in January of this year, you emphasized the importance of sharing the State's wealth with communities. In the context of deferred capital needs and the \$5 billion in savings for FY 2009, the Capital Budget is a responsible action by the Legislature.

If you desire clarification of any of the points raised above, or if you would like additional information concerning any Ketchikan area project included in the FY 2009 State Capital Budget, please feel free to contact me.

Cordially,



Dan Bockhorst
Borough Manager

cc: Karen Rehfeld, Director, Office of Management and Budget
The Honorable Bert Stedman, State Senator, District A
The Honorable Kyle Johansen, State Representative, District 1