Statewide - Trenchless Culvert Construction Research

FY2014 Request: $2,000,000

Reference No: 57063

AP/AL: Allocation
Category: Transportation
Location: Statewide
Impact House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2013 - 06/30/2020
Appropriation: Surface Transportation Program

Project Type: Construction
House District: Statewide (HD 1-40)
Contact: Pat Kemp
Contact Phone: (907)465-3900

### Brief Summary and Statement of Need:
To assess the advantages and disadvantages of trenchless versus open-cut construction methods when planning culvert rehabilitation or replacement with respect to Alaska's conditions. The work should conclude with a final report that takes into account several factors, some of which are unique to the State of Alaska.

### Funding:

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018</th>
<th>FY2019</th>
<th>Total</th>
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<tbody>
<tr>
<td>Fed Rcpts</td>
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- ✔ State Match Required
- ✔ One-Time Project
- □ Phased - new
- □ Phased - underway
- □ On-Going
- 9% = Minimum State Match % Required
- □ Amendment
- □ Mental Health Bill

### Operating & Maintenance Costs:

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<tr>
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<th>Amount</th>
<th>Staff</th>
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<tbody>
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<tr>
<td>Ongoing Operating</td>
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<td>One-Time Startup</td>
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<tr>
<td>Totals</td>
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### Prior Funding History / Additional Information:

No prior funding history

### Project Description/Justification:
A study like this will provide a baseline to evaluate potentially innovative products and technologies using a multi-criteria decision analysis to evaluate deployment decisions on future projects. The goal is identification of “Innovative Construction Techniques, Products, and Methods” that leverage investment strategies to achieve our Mobility Commitments during construction. The work will include a final report that will provide a mechanism for Value-Focused-Thinking, beginning with Project Identification and Development, all the way through Design, and finally Construction Administration. The deployment of innovative construction techniques and methods designed specifically to reduce, or eliminate, lane occupancy during culvert repair or rehabilitation should be considered an investment in mobility during construction. The department currently invests in mobility by using nighttime/off peak hours for construction activities.