

**Petersburg Airport - Apron and Taxiway Rehabilitation**

**FY2015 Request: \$3,000,000**

**Reference No: 56958**

**AP/AL:** Allocation

**Project Type:** Construction

**Category:** Transportation

**Location:** Petersburg

**House District:** Downtown Juneau (HD 32)

**Impact House District:** Juneau Areawide (HD 31-32)

**Contact:** Steven Hatter

**Estimated Project Dates:** 07/01/2014 - 06/30/2021

**Contact Phone:** (907)269-0730

**Appropriation:** Airport Improvement Program

**Brief Summary and Statement of Need:**

This project will rehabilitate the pavement on Petersburg airport's taxiways and aprons.

<b>Funding:</b>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>Total</u>
Fed Rcpts	\$3,000,000						\$3,000,000
<b>Total:</b>	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000

<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
3% = Minimum State Match % Required		<input 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	0
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Prior Funding History / Additional Information:**

Sec1 Ch16 SLA2013 P84 L9 SB18 \$3,000,000

**Project Description/Justification:**

The existing asphalt in much of the areas that will be addressed will be over 15 years old by the time work begins and the main taxiway is 30 years old. The Pavement Condition Index (PCI) report shows that most of the pavement to be addressed by this project has a PCI indicating it is in need of corrective action or below the threshold at which rehabilitation is recommended.

During an inspection of the pavement for the design process, some areas of the apron were found to have severe cracks that indicate a complete reconstruction will be necessary in those areas. Supplemental authority is needed because, even though much of the apron will still receive a simple overlay, the additional work in the most degraded areas will be considerably more costly. The project will may include additional related work that is determined to be necessary during the design phase.