Agency: Department of Transportation/Public Facilities

Project Title:

Halibut Point Road - Sawmill Creek to Ferry Terminal Pavement Rehabilitation & Drainage Improvements

State Funding Requested: $ 6,500,000 **House District:** 2 - A
One-Time Need

Brief Project Description:

Rehabilitation, paving and accompanying drainage improvements on Halibut Point Road in Sitka, between Sawmill Creek Road and the Ferry Terminal.

Funding Plan:

Total Cost of Project: $6,500,000

Funding Secured		Other Pending Requests		Anticipated Future Need	
Amount	*FY*	*Amount*	*FY*	*Amount*	*FY*

There is no other funding needed

Detailed Project Description and Justification:

Reclaim the aging pavement and resurface for five miles between Cascade Creek Road and the ferry terminal. Paved width will be 40 feet. Address concerns with surface conditions at bus pull-outs. Grind the pavement and resurface to match current elevations between Sawmill Creek Road intersection and Cascade Creek Road (0.7 miles). Improve roadside and cross drainage.

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

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5:23 PM 4/29/2008

drainage to the structural section.

Project Timeline:

Engineering and design is done. Project could begin in FY09 if funds are made available.

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

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