

LISA MURKOWSKI
ALASKA

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CHAIRMAN

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SUBCOMMITTEE ON INTERIOR,
ENVIRONMENT, AND RELATED AGENCIES
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INDIAN AFFAIRS

United States Senate

WASHINGTON, DC 20510-0203

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November 27, 2018

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851 EAST WESTPOINT DRIVE, SUITE 307
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(907) 376-7665

The Honorable Elaine L. Chao
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express support for three Competitive Highway Bridge Program (CHBP) grant proposals from the Alaska Department of Transportation & Public Facilities (DOT&PF). These proposals target the rehabilitation or replacement of bridges in Alaska which are listed in the National Bridge Inventory as “structurally deficient” or have otherwise outlived their service life. Please see pertinent details on each of the affected bridge projects within the enclosed fact sheets describing each grant proposal.

The CHBP is provided for under Division L of the Consolidated Appropriations Act of 2018 (Public Law 115-141) and intended to assist states with a population density of less than 100 people per square mile. Alaska’s transportation system generally lacks the redundancy which Lower 48 states enjoy and so many of our roadways serve as a “lifelines” in the truest sense. These bridge projects are critical to the transportation infrastructure, as well as the local economies of the Alaskan communities surrounding these vital, often exclusive, transportation links.

Thank you in advance to FHWA staff for their careful consideration of DOT&PF’s CHBP grant proposals. Consistent with all relevant rules, laws, and regulation, I respectfully request that all due consideration be given to all eligible Alaska-based applications. Thank you for the opportunity to bring these applications to your attention.

Sincerely,



Lisa Murkowski
United States Senator

United States Senate

November 30, 2018

The Honorable Elaine Chao
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao,

As you may know, the Alaska Department of Transportation & Public Facilities (DOT&PF) has recently applied for federal grant funding under the Competitive Highway Bridge Program (CHBP). Our nation's transportation infrastructure is critical to this country's economic growth and our way of life, particularly in rural Alaska. The CHBP will provide flexibility from federal one-size-fits all mandates for several proposals put forth by Alaska's DOT&PF.

It is to my understanding that the DOT&PF proposals target the rehabilitation and replacement of bridges in Alaska that the National Bridge Inventory has listed as "structurally deficient." The bridges in need of repairs span from Eastern Alaska, to Ketchikan and to Seward where bridges are vital to connect rural communities.

So many of Alaska's roadways serve as lifelines in the truest sense. These bridge projects are critical to the transportation infrastructure, as well as the local economies of the Alaskan communities surrounding these vital, often exclusive, transportation links. For example, the bridge projects in Eastern Alaska will allow native communities to continue subsistence activities and provide safer travel for those who support the Trans-Alaska Pipeline System. In Seward, modernizing the Seward Highway, a critical transportation corridor, will provide a link for goods shipped from the Port of Alaska located in Anchorage. And in Ketchikan, communities rely on a dependable transit network to support tourism and fishing, which bolster the local economy.

I am honored to represent all Alaskans, and I ask that you give all due consideration to any Alaskan organization being considered for these grants. Thank you for considering funding this project, and consistent with all relevant rules, laws and regulations, I respectfully ask that all due consideration be given to this request.

Sincerely,



Dan Sullivan
United States Senator

DON YOUNG
CONGRESSMAN FOR ALL ALASKA
WASHINGTON OFFICE:
2314 RAYBURN BUILDING
WASHINGTON, DC 20515
202-225-5765



Congress of the United States
House of Representatives
Washington, D.C. 20515
November 27, 2018

COMMITTEE ON
NATURAL RESOURCES
CHAIRMAN EMERITUS

COMMITTEE ON
TRANSPORTATION & INFRASTRUCTURE

REPUBLICAN
POLICY COMMITTEE

CANADA-U.S.
INTER-PARLIAMENTARY GROUP

The Honorable Elaine L. Chao
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

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Thank you in advance to FHWA staff for their careful consideration of DOT&PF's CHBP grant proposals. Consistent with all relevant rules, laws, and regulations, I respectfully request that all due consideration be given to all eligible Alaska-based applications. Thank you for the opportunity to bring these applications to your attention.

Sincerely,


DON YOUNG
Congressman for All Alaska

Enclosures

CC: Sandra Garcia-Aline, Division Administrator, Alaska Division, FHWA
Brandye Hendrickson, Acting Federal Highway Administrator, FHWA
Marc Luiken, Commissioner, DOT&PF

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November 2, 2018

Commissioner Mark Luiken
Alaska Department of Transportation and Public Facilities
3132 Channel Drive
Juneau, AK 99811-2500

Re: FHWA Competitive Bridge Grant for Snow River Bridge and Victor Creek Bridge

Dear Commission Luiken

As Mayor for the City of Seward, I would like to express my support for the Department of Transportation and Public Facilities in applying for a new FHWA Competitive Bridge Grant Program grant. This \$15,880,189 project would rehabilitate two “structurally deficient” bridges on the Seward Highway and replace a 66 year old bridge. This grant is of particular significance to Seward since these structures are critical pieces in Seward’s transportation system.

The grant application includes rehabilitation of the deck on the Snow River Center Channel Bridge (MP. 17.7) and the Snow River West Channel Bridge (MP 17.1). The Snow River bridges were destroyed while under construction during the Great Alaska Earthquake of 1964, but were back in service in 1965. These bridges have been listed in the National Bridge Inventory as “structurally deficient” since 2017 due to the poor conditions of the bridge deck.

The grant also would provide for the replacement of the Victor Creek Bridge (MP. 19.7). This bridge was built in 1952 and while its condition is listed as “fair”, it is a narrow 24.2-foot bridge serving a portion of the Seward Highway that is 28 feet wide and has been programmed for replacement since it does not meet modern standards for high-speed corridors such as the Seward Highway. The antiquated Steel Stringer with Cast-In-Place reinforced concrete bridge deck (50-year design) will be replaced with a low-maintenance “Alaska-style” pre-stressed concrete bulb-tee design.

The Seward Highway is a critical highway link for goods shipped down from the Port of Anchorage (POA), processed fish trucked north to either POA or the Ted Stevens Anchorage International Airport, cruise ship passengers either leaving Alaska or boarding ships, and for independent travelers in-state and out-of-state who enjoy recreational amenities within that corridor. The Seward Highway is classified as a Principal Arterial and uniquely designated as both a National Scenic Byway and a Non-Interstate NHS STRAHNET route by FHWA.

Thank you for your consideration of this grant application for these critical infrastructure improvements.

Sincerely

David Squires

Mayor

Alaska Trucking Association, Inc.

3443 Minnesota Drive · Anchorage, Alaska 99503 · Phone (907) 276-1149 · Fax (907) 274-1946

www.aktrucks.org

The authoritative voice of the trucking industry in Alaska

November 7, 2018

Commissioner Marc Luiken
Alaska Department of Transportation and Public Facilities
3132 Channel Drive #300
Juneau, AK 99801

To Whom it May Concern:

The Alaska Trucking Association (ATA) has served the Alaska trucking industry for over 60 years, and we know that trucking is the lifeblood of Alaska's everyday economy. Whether you are talking about keeping food in grocery stores during the winter or moving seafood inland to customers, commercial highway trucks are a vital link in Alaskan commerce. And commercial trucking depends on safe, unrestricted, and open roads to do our job.

For these reasons and on behalf of the 200 member company ATA, I support the Alaska Department of Transportation and Public Facilities' grant application to the Federal Highway Administration for the South Seward Highway Bridges Project. Like many places in Alaska, Seward has one road, and in these circumstances, it is especially critical to plan improvements rather than wait for emergencies. In addition, including these bridges as one project provides an opportunity to minimize the traffic disruptions freight haulers and others will face.

This grant will allow the Department to look ahead to avoid possible closures and reduce construction delays. I encourage the FHWA to approve your grant application and fund the South Seward Highway Bridges Project.

Sincerely,



Aves Thompson
Executive Director





**Seward Chamber of Commerce
Conference and Visitors Bureau**

November 02, 2018

Alaska Department of Transportation & Public Facilities
Commissioner Marc Luiken
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811-2500

Dear Commissioner Luiken,

The Seward Chamber of Commerce, CVB represents 400 members that account for just under 4,000 employees at peak season. Our mission is to promote and support our members in maintaining a diversified economy and positive business and living environment in the greater Seward area.

The Snow River bridges were destroyed while under construction during the Great Alaska Earthquake of 1964, but were back in service in 1965. These bridges have been listed in the National Bridge Inventory as "structurally deficient" since 2017 due to the poor condition of the bridge deck.

The Victor Creek bridge was built in 1952 and while its condition is listed as "fair," it is a narrow 24.2 feet bridge serving a portion of the Seward Highway that is 28 feet wide and has been programmed for replacement since that does not meet modern standards for a high-speed corridor such as the Seward Highway. The antiquated Steel Stringer with Cast-In-Place reinforced concrete deck bridge (50-year design) will be replaced with a low-maintenance "Alaska-style" prestressed concrete bulb-tee design.

The Seward Highway is a critical highway link for goods shipped down from the Port of Anchorage, processed fish trucked north to either POA or the Ted Stevens Anchorage International Airport, cruise ship passengers either leaving Alaska or boarding ships and for independent travelers in-state and out-of-state who enjoy recreational amenities within that corridor. The Seward Highway is classified as a Principal Arterial and uniquely designated as both a National Scenic Byway and a Non-Interstate NHS STRAHNET route by FHWA. Additionally, despite our best efforts, Seward remains without any commercial air service.

We would like to express enthusiastic support for the Snow River Bridge and the Victor Creek Bridge Rehabilitation and Replacement Project.

Sincerely,

A handwritten signature in cursive script that reads "Cindy Clock".

Cindy Clock, Executive Director
On behalf of the Seward Chamber Board of Directors



Leadership to enhance, foster and promote economic development

October 31, 2018

Alaska Department of Transportation & Public Facilities
P.O. Box 112500
Juneau, AK 99811-2500

*Marc -
I was good to see
you last week. Thank you
for supporting this.
Tim*

Dear Commissioner Luiken,

As the Executive Director of the Kenai Peninsula Economic Development District, I would like to express my personal support for the Department of Transportation and Public Facilities in pursuing a new FHWA Competitive Bridge Grant Program grant of \$15,880,189. This project would rehabilitate two "structurally deficient" bridges on the Seward Highway and replace a 66-year-old bridge. Each of these structures listed below is a critical piece in Seward's transportation system:

- Rehabilitation of the deck on the Snow River Center Channel Bridge (MP.17.7) and the Snow River West Channel Bridge (MP17.1). The Snow River bridges were destroyed while under construction during the Great Alaska Earthquake of 1964, but were back in service in 1965. These bridges have been listed in the National Bridge Inventory as "structurally deficient" since 2017 due to the poor condition of the bridge deck.
- Replacement of the Victor Creek Bridge (MP 19.7). This bridge was built in 1952 and while its condition is listed as "fair," it is a narrow 24.2-foot bridge serving a portion of the Seward Highway that has been programmed for replacement due to unmet modern standards for high-speed corridors such as the Seward Highway. The antiquated Steel Stringer with Cast-In-Place reinforced concrete deck bridge (50-year design) will be replaced with a low-maintenance "Alaska-style" prestressed concrete bulb-tee design.

The Seward Highway is a critical highway link for goods shipped down from the Port of Anchorage, processed fish trucked north to either POA or the Ted Stevens Anchorage International Airport, cruise ship passengers either leaving Alaska or boarding ships, and for independent travelers in-state and out-of-state who enjoy recreational amenities within that corridor. The Seward Highway is classified as a Principal Arterial and is uniquely designated as both a National Scenic Byway and a Non-Interstate NHS STRAHNET route by FHWA. Please do not hesitate to contact me if I can provide additional assistance or information to help move this project forward.

Respectfully,

Tim Dillon
Executive Director





ASSOCIATED GENERAL CONTRACTORS of ALASKA

8005 SCHOON STREET, SUITE 100 • ANCHORAGE, ALASKA 99518
TELEPHONE (907) 561-5354 • FAX (907) 562-6118

November 13, 2018

Commissioner Marc Luiken
Alaska Department of Transportation & Public Facilities
P. O. Box 112500
Juneau, AK 99811-2500

Commissioner Luiken,

The Associated General Contractors (AGC) of Alaska is a construction trade association representing over 640 contractors, specialty contractors, suppliers and manufacturers in Alaska. For seventy years, we have represented the industry through many aspects that help support the overall economy of the State.

Alaska is both blessed and cursed by its geography: blessed by the abundant beauty and natural resources; cursed, because as a young state, our transportation system has many shortcomings. We offer strong support for the Alaska Department of Transportation and Public Facilities' grant application to the Federal Highway Administration for the South Seward Highway Bridges Project.

This important project will preserve access to Seward, AK, and the small surrounding communities. Additionally, this project and the associated work will enhance the economic vitality of the region. As with so many Alaskan towns, there is no alternative road access. In addition, by addressing these structural issues proactively, the Department will avoid the potential for emergency closures.

On behalf of AGC of Alaska, our 640 members and our 70 years representing the industry, we urge the Federal Highway Administration to fully fund the South Seward Highway Bridges Project.

Sincerely,

John MacKinnon, Executive Director
Associated General Contractors of Alaska



KENAI PENINSULA BOROUGH SCHOOL DISTRICT

Office of Superintendent

Sean Dusek, Superintendent of Schools

148 North Binkley Street Soldotna, Alaska 99669-7520

Phone (907) 714-8888 Fax (907) 262-9132

November 5, 2018

Commissioner Marc Luiken
Alaska Department of Transportation and Public Facilities
3132 Channel Drive #300
Juneau, AK 99801

Dear Commissioner Luiken:

The Alaska Department of Transportation and Public Facilities is applying for grant funding to replace and rehabilitate three bridges on the South Seward Highway corridor. The South Seward Highway Bridges project will upgrade the decks of Snow River Center Channel Bridge and the Snow River West Channel Bridge, and it will replace the Victor Creek Bridge.

Three schools serve the Seward students from grades K-12. The attendance area for the middle and high schools extends to milepost 46 of the highway; these students rely on the Snow River and Victor Creek Bridges to get access to the education they will need to succeed. In addition, Seward provides other educational options such as the Alaska Vocational Technical Center, the Alaska SeaLife Center, and the University of Alaska Seward Marine Center.

On behalf of the Kenai Peninsula Borough School District, I completely support improvements to the safety and reliability of these bridges. I strongly encourage the Federal Highway Administration to approve your application for funding of the project.

Sincerely,

Sean Dusek
Superintendent of Schools