

H B

2 5 3



Alaska State Legislature

House of Representatives
Community & Regional Affairs

TABLE OF CONTENTS

HOUSE BILL 253

- ITEM 1: SPONSOR MEMO
- ITEM 2: CORRESPONDENCE - CITY OF FAIRBANKS & DOT&PF
- ITEM 3: EXECUTIVE SUMMARY - DOT
- ITEM 4: HB 253

Alaska State Legislature

REPRESENTATIVE
MARK BOYER

VICE-CHAIRMAN, HOUSE
HEALTH, EDUCATION AND
SOCIAL SERVICES COMMITTEE

MEMBER, HOUSE LABOR AND
COMMERCE COMMITTEE

CHAIR, CHILDREN'S CAUCUS

FAIRBANKS

1098 LAKEVIEW TERRACE
FAIRBANKS, ALASKA 99701
(907) 456-6473

JUNEAU

P.O. BOX V
STATE CAPITOL
JUNEAU, ALASKA 99811
(907) 485-3486

House of Representatives

April 4, 1989

MEMORANDUM

TO: Representative Eileen MacLean, chair
House Committee on Community and Regional Affairs

FROM: Representative Mark Boyer *MB*

RE: HB 253

I have introduced legislation that would appropriate \$2 million from the general fund for the replacement of techite sewer pipe to the city of Fairbanks. Federal matching monies have been sought for this badly needed project, however, awards are unlikely due to termination of the 50% matching grants program next year.

As can be seen from the attached back-up information, the DOT is pursuing a major widening project for Peger Road, a major north/south traffic lane in our city. However, until a funding source can be found to remedy the sewer pipe problem, delays in the badly needed widening project will occur. The pipe is in a state of disrepair and is damaged in over a dozen places. This pipe system, located under Peger Road, handles a large volume of Fairbanks' sewage. Pipe failure is expected in the future and the cost of repair then will be more than double the cost of replacement in its existing condition. The replacement of this pipe is the highest capital project request of our city. I would appreciate your scheduling this bill as soon as is practical. Thank you for your consideration.

CITY OF FAIRBANKS

PROGRAMS FOR PROGRESS - 1989

GROUP I - UP TO \$150,000

\$	PROJECT	PRIORITY
\$116,000	FIRE & POLICE TACTICAL FREQUENCY REPEATER	1
\$80,000	WATER MAIN FREEZE PROTECTION - WASTE HEAT PRELIM	2
\$80,000	AMBULANCE REPLACEMENT	3
\$225,500	POLICE EMERGENCY VEHICLE PURCHASE	4
\$150,000	FROTATING SCREENS - CHENA #5 INTAKE	5
\$34,500	EMERGENCY SCENE COMMUNICATIONS	6
\$230,000	PUBLIC WORKS EQUIPMENT	7
\$42,000	INTERACTIVE VIDEO FIREARMS TRAINING SYSTEM	8
\$145,000	SEWAGE INFILTRATION REDUCTION PROGRAM, PH II	9
\$250,000	CITY WIDE SIDEWALK & CURB IMPROVEMENTS	10
\$175,000	WATER PUMP STATION UPGRADE, STATIONS #1, #2, #3	11
\$50,000	WATER PUMP STATION #5 UPGRADE	12
\$42,000	UNINTERRUPTED POWER SOURCE - POLICE/FIRE COMPUTER	13
\$62,500	SOUTH FBKS WATER EXTENSION PRELIM DESIGN	14
\$25,000	STEAM DISTRIBUTION SYSTEM CORROSION STUDY	15
\$75,000	THIRD AVE. STEAM FEEDER UPGRADE PRELIM DESIGN	16
\$32,500	CLAY/WENDELL ST. WATER PRELIM DESIGN	17
\$100,000	FBKS INDUSTRIAL PARK WATER & SEWER FINAL DESIGN	18

GROUP II - OVER \$250,000

\$	PROJECT	PRIORITY
\$2,000,000	TECHITE SEWER PIPE REPLACEMENT - PEGER ROAD	1
\$250,000	EAST SIDE WOOD STAVE WATER MAIN REPLACEMENT	2
\$300,000	BOROUGH WIDE E911 DISPATCH CENTER	3
\$1,511,300	CITY WIDE STREET IMPROVEMENTS (1989)	4
\$375,000	AERIAL FIRE TRUCK REPLACEMENT	5
\$8,400,000	POLICE DEPT. HEADQUARTERS CONSTRUCTION	6
\$300,000	CITY WIDE STREET LIGHTING IMPROVEMENTS	7
\$800,000	DAVIS ROAD SEWER & WATER EXTENSION	8
\$400,000	EM JONES SUBD WATER & SEWER FINAL DESIGN	9
\$440,000	SEWER MAIN INSULATION & REHAB	10
\$390,000	CHENA ELECTRIC SUBSTATION IMPROVEMENTS	11
\$750,000	SEWAGE SYSTEM INFILTRATION & INFLOW REDUCTION	12
\$420,000	SEPTAGE RECEIVING STATION	13
\$1,500,000	FT. WAINWRIGHT SEWER INTERCEPTOR REHAB	14
\$520,000	HANSON ROAD IMPROVEMENTS	15
\$490,000	CONVERSION OF 4 KV ELECTRIC DISTRIBUTION TO 12 KV	16
\$750,000	THIRTIETH AVE STREET/DRAINAGE/UTILITY UPGRADE	17
\$1,250,000	INTERNATIONAL/INDUSTRIAL STREETS SEWER EXTENSION	18
\$9,000,000	EM JONES SUBD WATER & SEWER CONSTRUCTION	19
\$800,000	LOWER SECOND AVE. SEWER INTERCEPTOR REHAB	20
\$1,650,000	NE FBKS STORM DRAINAGE IMPROVEMENTS	21
\$650,000	VAN HORN INDUSTRIAL AREA WATER & SEWER DIST.	22
\$900,000	VAN HORN ROAD & SO. CUSHMAN STREET SEWER CROSSING	23
\$500,000	SALCO & VANHORN INDUSTRIAL PARKS ROAD IMPROVEMENTS	24

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, DESIGN AND CONSTRUCTION

STEVE COWPER, GOVERNOR

#2

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
PHONE: (907) 451-2200

October 28, 1988

RE: Project No. 63219/RF-M-0625(4)
Peger Road Widening

Federal Highway Administration
P. O. Box 21648
Juneau, AK 99802-1648

ATTN: Phill Smith

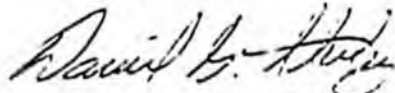
Gentlemen:

Enclosed is a package of correspondence between the City of Fairbanks and the DOT&PF regarding the City's techite sewer interceptor along Peger Road. The gist of the package is that the sewer is in extremely poor condition and needs replacement as soon as possible. Our Peger Road project offers an excellent opportunity to perform this work in an efficient manner normally handled thru execution of a Reciprocal Service Agreement with the City. However, since the City does not presently have funds for this work they have asked me to investigate the possibility of FHWA participation.

The information provided by the City indicates a strong possibility of sewer failure during the construction phase of our project. If the City cannot secure funding for their sewer such that it can be upgraded either prior to or in conjunction with our project, then we are reluctant to go to construction assuming responsibility for a facility in such poor condition. What this means is an indefinite delay in our Peger Road Widening project until such time as the City can fund their sewer reconstruction.

Please advise as to the possibility of FHWA participation in the upgrade of the City's sewer in conjunction with our project.

Sincerely,



Daniel G. Sterley, P.E.
Project Manager
Northern Region

cc

Enclosure



CITY OF FAIRBANKS

410 CUSHMAN ST.

FAIRBANKS, ALASKA 99701



October 10, 1988

State of Alaska
Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Attention: Elizabeth Engle, Director, Design and Construction

Reference: Peger Road Widening Project

Dear Mrs. Engle:

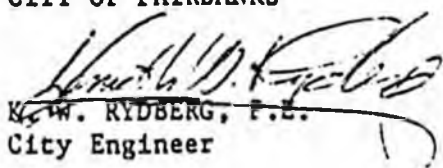
The City of Fairbanks strongly recommends that the Techite sections of the Peger Road interceptor be replaced prior to or concurrently with the Peger Road Widening Project. Attached are the following for your information and use:

- 1) Peger Road Techite Replacement Executive Summary dated 10-10-88.
- 2) FHPM 6-6-3-1-h(3) Utility Relocations, Adjustments, Reimbursement, Credits.
- 3) Construction Guidelines from the City of Fairbanks Wastewater Collection System Section 626 - 2.01 B. Material Standards, Pipe, Revised 1-31-86.
- 4) City letter to DOT/PF January 7, 1987.
- 5) DOT/PF letter to City February 4, 1987.
- 6) City letter to DOT/PF February 20, 1987.
- 7) City letter to DOT/PF September 21, 1988.

Presently, the City does not have funding for either the design or construction of this project, but is pursuing all possible sources. Your help in investigating the Techite replacement's eligibility for federal funding and your assistance in securing this funding is greatly appreciated.

Sincerely,

CITY OF FAIRBANKS


 KENNETH W. RYDBERG, P.E.
 City Engineer

KWR/JSH/ljg
Attachment

- cc: Dan Sterley, Project Manager, AK DOT/PF
 Homer Doty, Utilities Engineer, AK DOT/PF
 B. C. Phillips, City Manager
 V. M. Gillespie, Deputy City Manager
 J. Miko, Water/Wastewater Superintendent
 G. S. Colp, Engineer III

The Golden Heart City



October 11, 1988

RE: Project No. 63219
Peger Road Widening

City of Fairbanks
410 Cushman Street
Fairbanks, AK 99701

ATTN: K. W. Rydberg, P.E.
City Engineer

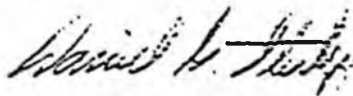
Dear Mr. Rydberg:

I read with interest your letter dated September 21, 1988 regarding our Peger Road Widening Project and your point as to the fragile condition of the City's primary sewer interceptor is well taken. Based on the evidence submitted, I concur with your "strong recommendation that the Techite sections of the Peger Road interceptor be replaced prior to or concurrently with the Peger Road Widening Project".

If the City proposes to accomplish this work prior to the widening of Peger Road, please be advised that our schedule shows advertising in August of 1989. This leaves only the summer of 1989 for the work to be done. If the work is to be done as a part of our project then plans, specifications and estimates must be submitted as soon as possible for incorporation into our contract. Also, a Reimbursable Service Agreement must be executed such that the State of Alaska may receive funds from the City of Fairbanks for the construction of these betterments.

Please call me at 451-2292 if you have any questions.

Sincerely,



Daniel G. Sterley, P.E.
Project Manager
Northern Region

dc

(WAS NOT INCLUDED IN PACKAGE
TO FHWA) DJ



US Department
of Transportation

Federal Highway
Administration

INTERIOR REGION
DIRECTOR D & C
Alaska Division

F 3: 5 C
P.O. Box 21648
Juneau, Alaska 99802-1648

Nov 14 10 09 AM '88

November 9, 1988

Elizabeth Engle, Director
Design and Construction
Alaska DOT&PF
Northern Region

R	C	D & C DIRECTOR
O	O	NORTHERN REGION
U	P	
HE		AK ✓
E		Director
		Tech. Serv.
		Design
		Const.
		ROW
		Proj. Control
		Reg.
		Admin.
		M & O
		Return

Dear Ms. Engle:

Re: Project RS-M-0625(4),
Peger Road Widening

We have received Dan Sterley's letter of October 28, 1988 concerning the City's Techite sewer interceptor along Peger Road. Federal funds are not eligible to participate in costs for utility adjustments that are not required by the highway project. Since adjustment of the City's Techite interceptor is not required for construction of the Peger Road widening project, Federal funds cannot participate in these costs.

We do not recommend proceeding to construction knowing that the City's Techite interceptor is in imminent danger of catastrophic failure, especially since activities on the highway project could conceivably precipitate the failure. If the City is successful in securing funding, we would suggest that they proceed with upgrading their sewer prior to or concurrently with construction of the Peger Road Widening project.

If you have any further questions concerning this matter, please contact me.

Sincerely yours,

Barry F. Morehead
Division Administrator

By: Phillip A. Smith
Area Engineer

Handwritten routing slip with fields for 'TO:', 'DATE:', and 'BY:'. Includes a signature 'S. Sterley' and a date '11/10/88'.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION, REGIONAL DIRECTOR

STEVE COWPER, GOVERNOR

NOV 16 01:14
 2301 PEGER ROAD
 FAIRBANKS, ALASKA 99709-5316
 PHONE (907) 451-2210

November 14, 1988

Re: Peger Road Widening

Mr. Brian Phillips
 City Manager
 City of Fairbanks
 410 Cushman
 Fairbanks, AK 99701

Dear Brian:

As per our telephone conversation of last Thursday, the Department of Transportation and Public Facilities (DOT&PF) will not advertise the Peger Road Widening project until such time that the Techite sanitary sewer pipe has been replaced. As you are aware the Peger Road interceptor parallels the road within the Peger Road right-of-way. Due to the fragile condition of the pipe, we are unwilling to progress with our project for fear of damaging the interceptor.

Our project will continue to be delayed until such time that your pipe has been replaced. Should you have any questions, please do not hesitate to contact me at 451-2210.

Sincerely,

Lynn J. Harnisch
 Lynn J. Harnisch, P.E.

cc: Betsy Engle, Director of Design and Construction
 W. Keith Gerken, Deputy Commissioner for Operations
 John Horn, Director of Maintenance and Operations
 John Martin, Chief of Planning and Research

File

HIGHWAY	
SPEAR	
CIPRA	
PLATZ	
SWARTHOUT	
ELIFF	
T. JOHNSON	
P. MILLER	
BLOOM	
STERBY	
TANNER	
D. JOHNSON	

NOV 28 AM '88

File

CONSTRUCTION	
DESIGN	
PLANNING	
OPERATIONS	
MAINTENANCE	
RIGHT OF WAY	
PROJECT CONTROL	
LAND USE	
ADMIN	

R C O U P Y E	D & C DIRECTOR
	NORTHERN REGION
	Director
	Tech. Serv.
	<input checked="" type="checkbox"/> Design
	Const.
	ROW
	Proj. Control
	Eng. Dir.
	Admin.
M & O	
<input checked="" type="checkbox"/> Return	

INTEIOR REGION
 DIRECTOR D&C
 D.O.T.P.F.

MEMORANDUM


State of Alaska
Department of Transportation & Public Facilities

TO: Betsy Engle, P.E.
Director of Design & Construction
Northern Region

DATE: January 13, 1989

FILE NO:

TELEPHONE NO:

FROM:  John J. Harnisch, P.E.
Regional Director
Northern Region

SUBJECT: City of Fairbanks Sewer
Work, Airport Road

I had a meeting with Brian Phillips, City Manager; Ken Ryberg, City Engineer and Virgil Gillespie, MUS Manager on December 14, 1988. The topics of discussion were as follows:

1. Peger Road Widening: The indication from Mr. Phillips was that the City would be willing to give the Department a "Hold Harmless Agreement" if the City is not successful obtaining funding for the replacement of the Techite pipe. If the City is successful obtaining the funding they will probably want to replace the pipe under the Peger Road Widening contract.
2. Airport Road Resurfacing: The City would like to install a utility sleeve across Airport Road in the vicinity of Conrad Street in conjunction with the resurfacing project. I told the City that the work would have to be done overnight, one side at a time to reduce the amount of time that Airport Road would be closed to the public.
3. Airport Road and Market Street Intersection: The City would like to add two catch basins near this intersection and hook into the storm drain system. I told them that the severity of the ponding problem would have to be observed in the Spring by Department personnel prior to allowance of a hook up. The current policy is no additional hook ups to the Airport Road storm drain system.

The City representatives were asked to work with you and Steve Sisk on all three of these items.

LJH/ljh

cc: John Horn, Director of Maintenance and Operations, Interior
District



P 5: 06

CITY OF FAIRBANKS

Office of City Manager
410 CUSHMAN STREET
FAIRBANKS, ALASKA 99701
907-452-1881

89 FEB 23

Regional Director	
DAC Director	bl
Planning & Research Chief	
Adm. Serv. Officer	
M&C Director	
Legal Officer	
Specialist Dir. Valdez	
Western C. Name	
RETIRE	

DESIGN CHIEF

Checked

Uncheck

RETIRED

NAME

DATE

INITIALS

REMARKS

February 15, 1989

Mr. John Horn, Acting Regional Director
State of Alaska's Department of Transportation
and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709-5316

Subject: State and City Thoroughfares

Dear Mr. Horn:

In response to your letter of January 18, which requests clarification and comment on Mr. Harnisch's January 13 memo of our meeting with him on December 14, 1988, I offer the following comments.

1. Peger Road Widening: A "Hold Harmless Agreement" for damages to the Techite pipe below Peger Road would be impractical since we agree that the Techite pipe is extremely suspect and should be replaced before or concurrently with the Peger Road Widening project. Doing the utilities work (some of which is federally reimbursable and some of which is not) concurrently with the road widening project will obviously save money but it may be difficult to prevent conflicts between two different contractors working in the same area under separate contracts. Hopefully, some of our discussions concerning non-federally reimbursable utility work on the Barnette Street Widening project may be applicable to the Peger Road project also.

* 2. Airport Road Resurfacing: The City of Fairbanks would like to replace approximately 200 feet of 36 inch Techite pipe crossing Airport Road at Conrad Street. Our cost estimates indicate that replacing this pipe by jacking or tunneling would cost more than available funding. We are hopeful that we can work with you to develop a approved traffic and temporary detour plan and install the new Techite pipe immediately before your resurfacing project using conventional open trenching methods. If we cannot agree on a construction schedule, method, traffic plan, the City will be in jeopardy of subsequent pipe failure on a sewer line that carries in excess of fifty (50) of the City's wastewater flows. This pipe replacement is a critical concern to the City.

3. Market Street at Airport Road Intersection: We have a state grant for improvements to our sewer lift station #4 on Market Street. There is sufficient funding in this grant to improve the surface drainage at the Airport Frontage Road and Market Street Intersection which floods badly

with
at to
address
this 7/6

clear

RESPONSE
BEING
DRAFTED
BOB TILLY
WAITING
WILSON

MORE
DETAIL

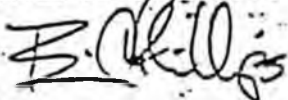
during Spring breakup and also during heavy summer rains. Mr. Harnish wanted to observe the intersection this Spring and I was planning to show him pictures we have of last Fall's flooding. Hopefully, we will be able to work with you to use some of our available funding to eliminate this problem, rather than leaving the drainage in its present hazardous condition. The City requests your concurrence in including storm sewer corrections in the overall lift station rehabilitation project.

BACK HAND

Lynn's leaving DOT/PF was a disappointment for all of us here at the City. We worked well together and I sensed that cooperation and understanding between DOT/PF and the City has been continually improving. I hope the transition has been smooth for you and wish you success in your new position. We should plan on meeting soon to discuss these and other issues important to both the City and the State.

Sincerely,

CITY OF FAIRBANKS



BRIAN C. PHILLIPS,
 City Manager

BCP/KWR/pm
 DOT1/BCP

- cc: V. M. Gillespie, Deputy City Manager - Utilities
 K. W. Rycberg, City Engineer
 J. Miko Jr., Water Resources Superintendent

*Send
 3/2 - prepare
 response -*

C O P Y	D & C DIRECTOR NORTHERN REGION
	Director <i>Ue</i>
	Tech. Serv.
	X Design 2-23-87
	Constr.
	ROW
	Proj. Control
	Reg. Dir.
	Admin.
	M & O
Return	

INTRODUCTION
 DIRECTOR, D&C
 FEB 71 8 39 AM '89

MEMORANDUM

State of Alaska
Department of Transportation and Public Facilities

To: Rod Platzke
Design Group Chief
Northern Region

Date: March 23, 1989

Telephone No:

From: Dan Sterley *DS*
Project Manager
Northern Region

Subject: Project 63219
Peger Road Widening

The City of Fairbanks has a major sewer line running parallel to Peger Road from Airport Road to Van Horn Road. Several sections of this line, totaling nearly 2,000 linear feet, are constructed of Techite Pipe and are, according to the City, on the brink of catastrophic failure. Consequently, we have informed the City (with FHWA's concurrence) that rather than risk our construction activity precipitating failure of their sewer we would not advertise the Peger Road Widening project until such time as the City has the funds to replace those sections of questionable pipe. We have also informed the City that we are unwilling to include their sewer work in our contract due to the size and scope of sewer work involved estimated at \$2,000,000. The upshot is that our \$4,500,000 construction and \$1,000,000 utility relocation project is on hold until the City upgrades their sewer line.

The City has also been informed that we will write our specifications to insure cooperation between two contractors and will attempt to minimize any conflicts in the work zones assuming that both the City and the Department are attempting to accomplish their work simultaneously.

dc

63219D01.DOC

Peger Road Techite Replacement

Executive Summary

1. In our letters to DOT/PF dated January 7 and February 20, 1987, and September 21, 1988, we addressed the issue of Techite portions of the sewer interceptor along Peger Road and advised that the Techite should be replaced prior to or as part of the Peger Road Widening Project.

2. The DOT/PF has replaced Techite on other State projects per FHPM 6-6-3-1-h(3) where the Techite was within their construction limits. In their February 4, 1987, letter to the City, the DOT/PF requested an estimated service life of the Peger Road interceptor and a budget estimate for replacement.

3. If not replaced, it is likely the Techite will suffer catastrophic failure during the construction or design life of the Peger Road Widening Project. The following points support this conclusion:

- a) Large diameter (30 inch) Techite has failed elsewhere in the City.
- b) A TV inspection of the Techite along Peger Road indicates that the conduit suffers breaks, leaks, cracking, and excessive deflections in a number of locations. Eighteen likely collapse sites have been identified.

4. The Peger Road Widening Project may accelerate failure of the interceptor by increasing loading on the buried pipe. Construction loads will include heavy equipment and vibration devices. The embankment will be widened and will also shift traffic loads closer to the buried conduit. Traffic loading will increase as a result of upgrading Peger Road.

5. The Peger Road interceptor carries 75% of the City's wastewater load. Its failure will constitute a city-wide emergency and will require immediate rehabilitation action.

Collapse of the Techite will undercut the new Peger Road sidewalk, curb and road surface, compromise the structural integrity and design life of the road and disrupt traffic flow during repairs. It could cause ground water flooding of the biological Wastewater Treatment Plant and damage to downstream pumps. It could result in backup of the interceptor and mains, upstream flooding, and the filing of property damage claims. It could also result in the contamination of the ground water in an area where there are private wells and the contamination of the City water supply in the event damage occurs to water lines which cross the interceptor and then connect to the water transmission line on the east side of Peger Road.

6. The Peger Road Widening Project will encroach upon the interceptor in such a manner that later excavation for repair or replacement will result in extra costs.

7. It is most cost effective to replace the existing Techite before or concurrently with the Peger Road Widening Project. Each of three alternative approaches is significantly more costly. These alternatives are, a) to repair the interceptor as it fails, b) slipline the existing Techite conduit, and c) replace existing Techite after the Peger Road Widening Project.

<i>Project</i>
<i>Capital Request</i>
<i>Estimated Annual M & O Cost</i>
<i>Project Description & Public Benefit</i>

Techite Sewer Pipe Replacement - Phase II (Peger Road)

\$2,000,000

\$500,000/Year Savings

This project would replace the existing 36", 42" and 48" diameter Techite sanitary sewer interceptor that parallels Peger Road within the limits of the planned Peger Road Widening Project being performed by the State Department of Transportation and Public Facilities. Investigation of the condition of this fiberglass reinforced plastic mortar pipe has indicated that major failure of the pipe is likely to occur in the near future. If the pipe is not replaced prior to construction of the DOT Peger Road Widening Project, it is highly likely that construction activity on the project will accelerate the on-set of failure. Additionally a failure after the widening project has been constructed will cause significant damage and disruption to what will be a brand new roadway.

Collapse of the interceptor would constitute a city-wide emergency and will require immediate rehabilitation. Potential health hazards, public inconvenience and property damage would result. It is estimated that construction costs to repair breaks as they occur would be three to four times as great as the cost to replace the sewer pipe now, prior to failure.

A total replacement of the pipe is the only alternative available which will provide the necessary integrity of the system and preservation of the capacity of this line which transports the majority of sewage from the City of Fairbanks to the Wastewater Treatment Plant. It is imperative that project funds be made available to construct this project in concert with the DOT Peger Road Widening Project. Neither the Federal Highway Administration nor the State DOT will fund the interceptor replacement.

The DOT is currently delaying design and construction of the Peger Road Widening Project until the City has identified funds for Techite sewer pipe replacement. Delay of this priority highway project postpones the vital cross link between the new Geist Road Extension (Johansen Expressway) and the Parks Highway. Construction of lower priority projects outside the City are taking

City of Fairbanks

Program for Progress

<i>Contact Person</i>
<i>Title</i>
<i>Phone</i>

K. W. Rydberg

City Engineer

(907) 459-6740

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION, REGIONAL DIRECTOR

STEVE COWPER, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5318
PHONE: (907) 451-2210

November 11, 1988

NOV 1988

CITY MANAGER

Re: Peger Road Widening

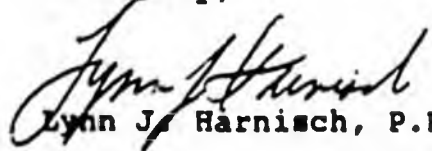
Mr. Brian Phillips
City Manager
City of Fairbanks
410 Cushman
Fairbanks, AK 99701

Dear Brian:

As per our telephone conversation of last Thursday, the Department of Transportation and Public Facilities (DOT&PF) will not advertise the Peger Road Widening project until such time that the Techite sanitary sewer pipe has been replaced. As you are aware the Peger Road interceptor parallels the road within the Peger Road right-of-way. Due to the fragile condition of the pipe, we are unwilling to progress with our project for fear of damaging the interceptor.

Our project will continue to be delayed until such time that your pipe has been replaced. Should you have any questions, please do not hesitate to contact me at 451-2210.

Sincerely,


Lynn J. Harnisch, P.E.

cc: Betsy Engle, Director of Design and Construction
W. Keith Gerken, Deputy Commissioner for Operations
John Horn, Director of Maintenance and Operations
John Martin, Chief of Planning and Research



U.S. Department
of Transportation
Federal Highway
Administration

INTERIOR REGION
DISTRICT OFFICE
Alaska Division

P.O. Box 21648
Juneau, Alaska 99802-1648

Nov 14 10 09 AM '88

November 9, 1988

Elizabeth Engle, Director
Design and Construction
Alaska DOT&PF
Northern Region

Dear Ms. Engle:

Re: Project RS-M-0625(4),
Peger Road Widening

We have received Dan Sterley's letter of October 28, 1988 concerning the City's Techite sewer interceptor along Peger Road. Federal funds are not eligible to participate in costs for utility adjustments that are not required by the highway project. Since adjustment of the City's Techite interceptor is not required for construction of the Peger Road widening project, Federal funds cannot participate in these costs.

We do not recommend proceeding to construction knowing that the City's Techite interceptor is in imminent danger of catastrophic failure, especially since activities on the highway project could conceivably precipitate the failure. If the City is successful in securing funding, we would suggest that they proceed with upgrading their sewer prior to or concurrently with construction of the Peger Road Widening project.

If you have any further questions concerning this matter, please contact me.

Sincerely yours,

Barry F. Morehead
Division Administrator

By: Phillip A. Smith
Area Engineer

R	C	D & C DIRECTOR
O	O	NORTHERN REGION
C	P	
U	P	
M	AK	Director
E		Gen. Serv.
		Design
		Const.
		PLAV
		Prod. Contro.
		Mag. Dir.
		Asst.
		M & O
		Record

Handwritten notes and routing slip area with various lines and markings.



CITY OF FAIRBANKS

Office of City Manager
410 CUSHMAN STREET
FAIRBANKS, ALASKA 99701
907-452-1881

November 28, 1988

State of Alaska
Department of Environmental Conservation
P.O. Box 0
Juneau, Alaska 99811-1800

Attn: Gary L. Hayden, Director
Facility Construction & Operation

Subject: FY90 Capital Budget Request For Information

Dear Mr. Hayden:

A revised list has been compiled of wastewater and drinking water projects for funding consideration during the State's FY90 Capital Budget process. Two projects have been added to the top of this list. The Techite Sewer Pipe Replacement - Phase II (Peger Road) Project is rated by the City as its top priority project. The Davis Road Sewer and Water Extension Project is the City's second priority project. Completed questionnaires addressing these projects are attached. In accordance with the revised summary list, funding is hereby requested for both your Department's 50 percent matching grant and the State funded account of the Alaska Clean Water Fund (revolving loan fund) programs.

Catastrophic failure of the Techite interceptor along Peger Road is likely in the near future. The Peger Road interceptor carries 75 to 100 percent of the City's sewage load to the Wastewater Treatment Plant. Collapse of the interceptor will constitute a city-wide emergency and will require immediate rehabilitation. Potential health hazards, public inconvenience and property damage will result. It is estimated construction costs to repair breaks as they occur would be three to four times as great as the cost to replace the sewer pipe now, prior to failure.

Additionally, the State Department of Transportation and Public Facilities (DOT/PF) will not proceed further with its planned Peger Road Widening Project until the existing Techite is replaced. The Peger Road interceptor is within the limits of the project and the DOT/PF fears construction activity will damage the interceptor. Unfortunately neither the DOT/PF nor the Federal Highway Administration will fund the interceptor replacement. Delay of the priority Peger Road Widening Project postpones the vital cross link between the new Geist Road Extension (Johansen Expressway) and the Parks Highway. Construction of lower priority projects outside the City will take precedence.

The Davis Road Sewer and Water Extension Project became a priority when the DOT/PF elected to proceed with its Davis Road Upgrade Project ahead of the Peger Road project. Protection and/or reconstruction of the upgraded Davis Road will be avoided and significant cost savings will be realized if the Davis Road portions of the E.M. Jones Sewer and Water Extension Project are completed prior to or concurrently with the DOT/PF Davis Road highway project.

The Techite Replacement project was not included as part of our September 14, 1988 submittal because we assumed that the State DOT/PF and the Federal Highway Administration would fund this work as part of the Peger Road highway project. It also was mistakenly assumed that proposed State grant funds could be applied only toward new construction.

Your favorable evaluation of these projects is appreciated.

Sincerely,

CITY OF FAIRBANKS



BRIAN C. PHILLIPS
City Manager

ATTACHMENTS

xc: Interior Delegation
V. M. Gillespie, Deputy City Manager - Utilities
J. Miko, Wastewater Superintendent
M. M. Lanum, Utility Superintendent
K. W. Rydberg, City Engineer

CITY OF FAIRBANKS

FY 90 CAPITAL BUDGET QUESTIONAIRES FOR THE
ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

<u>Project Title By Project</u>	<u>Project Cost</u>	<u>Request</u>	
		<u>50% Grant</u>	<u>Loan Fund*</u>
1. Techite Sewer Pipe Replacement - Phase II (Peger Road)	\$2,000,000	X	X
2. Davis Road Sewer & Water Extension	\$ 800,000	X	X
3. East Side Wood Stave Water - Phase III	\$1,000,000	X	X
4. Old Steese Sewer Extension	600,000	X	
5. Water System Heat Tempering/ Waste Heat Recovery	800,000	X	X
6. Septage Receiving Station	420,000	X	X
7. E.M. Jones Sewer & Water Ext.	9,000,000	X	X
8. Van Horn & S. Cushman Sewer Crossings	900,000	X	X
9. Fairbanks Industrial Park Sewer & Water Extension	1,700,000	X	X
10. Infiltration/Inflow Reduction	750,000	X	X
11. Ft. Wainwright Interceptor Rehabilitation - Phase II	1,500,000	X	X
12. International/Industrial Street Sewer Extension	1,250,000	X	X

* State funded account.

GSC/bc
9-8-88
REV. 9-12-88
REV. 11-22-88

Number _____
(for ADEC use only)

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

FY90 CAPITAL BUDGET QUESTIONNAIRE

Please complete a copy of this questionnaire for each capital project you anticipate requesting water, sewerage, or solid waste grant assistance from the Alaska Department of Environmental Conservation (ADEC). Please indicate from which program you would like to receive funding; either the 50 Percent Matching Grants program or the Alaska Clean Water Fund (the State funded account). This will give us an indication of the potential use of the new Revolving Loan Fund. The loan fund can be used for either wastewater or drinking water projects. You should be aware that any municipal grant project constructed with grant funding available from this program will require you to provide half of the funding from local sources (you can include direct legislative funding or a loan as your half of the funding). Federal funding cannot usually be used as your match money. The information you provide will be used to justify a funding request to the legislature for your project. You should provide all the important information about a project that you can. If you need more space, please use a separate piece of paper.

GENERAL INFORMATION

1. Date: November 22, 1988
2. Your Name: Brian C. Phillips
3. Position or Title: City Manager
4. Phone Number: 459-6772
5. Municipality Represented: City of Fairbanks
6. Address: 410 Cushman Street
7. City: Fairbanks
8. Zip: 99701

GENERAL PROJECT DESCRIPTION

9. Project Title: Techite Sewer Pipe Replacement - Phase II (Peger Road)
10. Project Type: (please check in front of the correct category)
 water only x sewer only water and sewer solid waste
11. What priority does this project have among all of your requests for water, sewer, or solid waste grants and/or loans from ADEC? #1
12. What priority does this project have among the City's capital budget request from the State for FY90? #1

Number
(for AISC use only)

13. Description of Project:

This project would replace 2400 lineal feet of existing
36", 42", and 48" diameter Techite sewer interceptor.

This interceptor parallels Peger Road within the limits
of the planned Peger Road Widening Project to be performed
by the State Department of Transportation and Public
Facilities (DOT/PF). A portion of the interceptor

is within the limits of the planned DOT/PF Davis Road. (over)

14. Why project is needed: Please include a description of what the project will accomplish, how the project will benefit the public, and what needs will be addressed. If a health hazard exists which the project will correct, state that a hazard exists, describe it, and include a letter or memo from a health authority that confirms that a hazard does exist. What would be the consequences of not doing this project?

Investigation of the condition of the Techite pipe
has indicated that major failure of the pipe is likely
to occur in the near future:

1) Large diameter (30 inch) Techite has failed
catastrophically a dozen times elsewhere in the City.

b) A closed circuit television inspection of the Techite
along Peger Road indicates that the conduit suffers (over)

Specific Project Information

15. Please estimate the existing population which will benefit from this project? 56,000 people.

16. Please describe the planning which has taken place, to date, for this project by checking one of the following statements:

- a. Engineering plans and specifications have been prepared.
 x b. A feasibility study which addresses the need for this project
 has been prepared.
 c. A comprehensive study which addresses the need for this
 project has been prepared.
 d. None of the above have been prepared.

13. Continued:

Upgrade Project.

The interceptor to be replaced is a fiberglass plastic mortar pipe (RPMP); Techite is the manufacturer's brand name for the RPMP installed along Peger Road.

14. Continued:

breaks, leaks, cracking, and excessive deflections in a number of locations. Eighteen likely collapse sites have been identified.

Total replacement of the pipe is the only alternative available which will provide the necessary integrity of the system and preservation of the capacity of this line.

The 36" and 42" sections of Techite interceptor carry 75 percent of the City's wastewater load; the 48" section carries 100 percent of the load. Interceptor failure will constitute a city-wide emergency and will require immediate rehabilitation action.

Potential health hazards exist. Failure of the interceptor could cause ground water flooding of the biological Wastewater Treatment Plant and damage to downstream pumps. It could result in backup of the interceptor and mains, upstream flooding, and property damage. It could also result in the contamination of the City water supply in the event damage occurs to water lines which cross the interceptor and then connect to the water transmission line on the east side of Peger Road. This water transmission line circulates water for city-wide distribution.

The DOT/FF will not proceed further with the Peger Road Widening Project until the existing Techite is replaced (see DOT/FF letter to the City dated November 14, 1988). Neither the DOT/FF nor the Federal Highway Administration will fund the interceptor replacement. Delay of the priority Peger Road Widening Project postpones the vital cross link between the new Geist Road Extension (Johansen Expressway) and the Parks Highway. Construction of lower priority projects outside the City will take precedence.

The DOT/FF is proceeding with the Davis Road Upgrade Project. It is imperative that interceptor replacement project funds be made available to construct this project in concert with the Davis Road Upgrade Project. If the pipe is not replaced prior to construction of the DOT/FF Davis Road Project, it is highly likely that Davis Road construction activity could accelerate the on-set of interceptor failure in that area.

It is estimated that to repair breaks as they occur will result in costs three to four times as great as the cost to replace the sewer pipe now, prior to failure.

Number _____
(for ADHC use only)

Comments: Preliminary engineering, survey, and preparation
of plans is under way.

17. If funds were available through this program, when do you estimate construction would begin on this project?

18. Please check which program(s) you would like to receive funding from:

50 Percent Matching Grants

Alaska Clean Water Fund (a revolving loan fund)

19. For 50 percent matching grants projects, please check the item that applies regarding matching funding, then provide the source and the amounts of money:

a. 50 percent matching funds from the local government are not available at this point and are not expected to be.

b. 50 percent matching funds are not currently available to do this project but are expected to be:

From where do you expect to receive matching funds? State
Legislature
Amount \$1,000,000
Date Expected May 89

c. The City currently has on hand 50 percent matching funds to do this project

Source _____
Amount _____

d. The City would like to borrow from the Alaska Clean Water Fund the 50 percent matching funds for the project.

20. Please list the source and amount of any federal funding you expect to use in this project:

a. No federal funds will be used

b. Federal funds are expected to be used

Source _____
Amount _____
Date Received _____

21. How much will your grant request to ADHC be for this project? (No more than 50 percent of the total nonfederal part of the project costs.)

\$ 1,000,000

Number _____
(for ADHC use only)

22. How much will your loan request to ADHC be for this project? (May be up to 100 percent of the total project costs.)

\$ 2,000,000 Max.

23. How much do you estimate the total project costs to be?

\$ 2,000,000

24. Your project may be composed of more than one segment or phase. If so, please check one of the following statements and explain:

a. At least one phase of the project has already been started and this phase is needed to make the project functional. Explain the relationship of this phase to the whole project.

b. This segment is needed to ultimately accomplish the overall project. Explain the relationship of this segment to the whole project.

The entire length of Techite (2.5 miles) on South Cushman Street and Van Horn Road was "sliplined" with ductile iron pipe in 1986 or replaced along with the Parks Highway Project in 1987. Phase I

(over

25. Other projects such as paving or other utility relocations may affect the timing of your project. Please list any other projects that may affect this project and include the construction schedule for such projects.

(over

26. Please check the item that best describes the effect this project will have on annual operation and maintenance costs.

a. The project will not have operational or maintenance costs.

b. The annual operation and maintenance costs have not been estimated.

24.(b) Continued:

addresses 200 lineal feet of 36" diameter Techite which crosses Airport Way at Conrad Street; it is planned to replace this section concurrently with the State DOT/PF Airport Way Resurfacing Project, scheduled to be advertised May, 1989. Phase II would replace the Techite along Peger Road.

25. Continued:

Peger Road Widening Project, State DOT/PF, scheduled to advertise August, 1989 (delayed until Techite interceptor is replaced).

Davis Road Upgrade Project, State DOT/PF, scheduled to advertise August, 1989.

Number _____
(for ADIC use only)

 y c. The annual costs have been estimated as \$ _____ and the
source of funding will be: reduced by up to \$500,000/yr.

<u> </u> y	1. User Fees	- amount	_____
_____	2. City revenues	- amount	_____
_____	3. Sales taxes	- amount	_____
_____	4. Other	- amount	_____

27. Total project costs are estimated as follows:

Administration	\$	<u> 150,000</u>
Engineering and Inspection		<u> 150,000</u>
Construction		<u>1,400,000</u>
Equipment		_____
Other		<u> 300,000</u>
Total	\$	<u>2,000,000</u>

Cost estimated by City of Fairbanks
Name Gerald S. Cole
Title or position Engineer III
Phone 459-6745

Number _____
(for ADEC use only)

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
FY90 CAPITAL BUDGET QUESTIONNAIRE

Please complete a copy of this questionnaire for each capital project you anticipate requesting water, sewerage, or solid waste grant assistance from the Alaska Department of Environmental Conservation (ADEC). Please indicate from which program you would like to receive funding; either the 50 Percent Matching Grants program or the Alaska Clean Water Fund (the State funded account). This will give us an indication of the potential use of the new Revolving Loan Fund. The loan fund can be used for either wastewater or drinking water projects. You should be aware that any municipal grant project constructed with grant funding available from this program will require you to provide half of the funding from local sources (you can include direct legislative funding or a loan as your half of the funding). Federal funding cannot usually be used as your match money. The information you provide will be used to justify a funding request to the legislature for your project. You should provide all the important information about a project that you can. If you need more space, please use a separate piece of paper.

GENERAL INFORMATION

1. Date: November 22, 1988
2. Your Name: Brian C. Phillips
3. Position or Title: City Manager
4. Phone Number: 459-6772
5. Municipality Represented: City of Fairbanks
6. Address: 410 Cushman Street
7. City: Fairbanks
8. Zip: 99701

GENERAL PROJECT INFORMATION

9. Project Title: Davis Road Sewer & Water Extension
10. Project Type: (please check in front of the correct category)
 water only sewer only water and sewer solid waste
11. What priority does this project have among all of your requests for water, sewer, or solid waste grants and/or loans from ADEC? 12
12. What priority does this project have among the City's capital budget request from the State for FY90? 12

13. Description of Project:

Install approximately 1500 LF of sanitary sewer main and approximately 1500 LF of water distribution main, with associated road crossings, manholes, fire hydrants and appurtenances, along Davis Road between Peger Road and Kiana Street. The project constitutes the first phase of the E.M. Jones Sewer & Water Extension Project.

14. Why project is needed: Please include a description of what the project will accomplish, how the project will benefit the public, and what needs will be addressed. If a health hazard exists which the project will correct, state that a hazard exists, describe it, and include a letter or memo from a health authority that confirms that a hazard does exist. What would be the consequences of not doing this project?

The State Department of Transportation and Public Facilities DOT/PP is proceeding with the Davis Road Upgrade Project.

Significant cost savings will be realized if the Davis Road portions of the E.M. Jones Sewer & Water Extension Project are completed prior to or concurrently with the DOT/PP highway project. Excavation, backfill, and traffic control efforts will not be duplicated, and protection (over)

Specific Project Information

15. Please estimate the existing population which will benefit from this project? 1,000 people.
16. Please describe the planning which has taken place, to date, for this project by checking one of the following statements:
- | | |
|---------------|---|
| <u> </u> | a. Engineering plans and specifications have been prepared. |
| <u> y </u> | b. A feasibility study which addresses the need for this project has been prepared. |
| <u> </u> | c. A comprehensive study which addresses the need for this project has been prepared. |
| <u> </u> | d. None of the above have been prepared. |

14. Continued:

and/or reconstruction of the upgraded Davis Road will be avoided.

The project will provide sewer service and will prepare for water service to an established residential and commercial area that was recently annexed into the City. The area is presently served by private on-site septic disposal systems and individual wells. The project will prevent contamination of the individual wells. The project will prevent contamination of the shallow ground water and drinking water supply. If the project is not accomplished, public health hazards would be increased from contamination and potential for disease event exists. The area also lacks adequate water for fire suppression without hydrants.

Number _____
(for ADEC use only)

Comments: Preliminary engineering work is under way.

Surveying is completed. A study level computer network (over)

17. If funds were available through this program, when do you estimate construction would begin on this project? As early as 1989.

18. Please check which program(s) you would like to receive funding from:

 X 50 Percent Matching Grants

 X Alaska Clean Water Fund (a revolving loan fund)

19. For 50 percent matching grants projects, please check the item that applies regarding matching funding, then provide the source and the amounts of money:

 a. 50 percent matching funds from the local government are not available at this point and are not expected to be.

 X b. 50 percent matching funds are not currently available to do this project but are expected to be:

From where do you expect to receive matching funds? State Legislature

Amount \$400,000

Date Expected May 1989

 c. The City currently has on hand 50 percent matching funds to do this project

Source _____

Amount _____

 X d. The City would like to borrow from the Alaska Clean Water Fund the 50 percent matching funds for the project.

20. Please list the source and amount of any federal funding you expect to use in this project:

 X a. No federal funds will be used

 b. Federal funds are expected to be used

Source _____

Amount _____

Date Received _____

21. How much will your grant request to ADEC be for this project? (No more than 50 percent of the total nonfederal part of the project costs.)

\$ 400,000

Comments (Continued):

analysis of the proposed water system has been completed.

Number _____
(for ADHC use only)

22. How much will your loan request to ADHC be for this project? (May be up to 100 percent of the total project costs.)

\$ 800,000 Max.

23. How much do you estimate the total project costs to be?

\$ 800,000

24. Your project may be composed of more than one segment or phase. If so, please check one of the following statements and explain:

 X a. At least one phase of the project has already been started and this phase is needed to make the project functional. Explain the relationship of this phase to the whole project.

The sewer will be extended from the Peger Road

Interceptor sewer that was constructed in 1975.

The ultimate water layout will be extended from

the water transmission line that was constructed (over)

 X b. This segment is needed to ultimately accomplish the overall project. Explain the relationship of this segment to the whole project.

This project will extend City sewer service and prepare

for water service in this vicinity to the limits

of the City's service area according to the APUC

certificate of public convenience and necessity (over)

25. Other projects such as paving or other utility relocations may affect the timing of your project. Please list any other projects that may affect this project and include the construction schedule for such projects. (over)

26. Please check the item that best describes the effect this project will have on annual operation and maintenance costs.

 a. The project will not have operational or maintenance costs.

 X b. The annual operation and maintenance costs have not been estimated.

24.(a) Continued:

also along Peger Road in 1981. The 1988 College Utilities Corporation force main relocation through this area has been incorporated into the design.

24.(b) Continued:

(\$290 and \$118 respectively).

25. (Continued:

Davis Road Upgrade Project, State DOT/PF, scheduled to advertise August, 1989.

Peger Road Widening Project, State DOT/PF, scheduled to advertise August, 1989 (delayed until Techite interceptor is replaced).

3 10/89

Peger Road Interceptor - Techite Replacement
Infiltration/Inflow. EPA Funds

1. It is important to replace the Techite interceptor along Peger Road. *Total project cost \$ 2.1M. Unrequested from State*
2. The primary funding avenues are the City's Programs for Progress and the State grant programs. These should be pursued with vigor.
3. The Engineering Department had hoped the EPA grant funds (maximum of \$550,000) might help to fund the Techite replacement.
4. Even if the EPA grant funds are obtained, it will still be necessary to secure \$450,000 in matching funds prior to June 1, 1989. Funds obtained through Item 2, above, could be used for this purpose.
5. The EPA funds are less attractive at this point, due to a number of newly discovered restrictions and requirements. While the opportunity to obtain \$550,000 should not be neglected, recent developments indicate a) it may be difficult if not impossible to obtain the funds, b) sizable nonreimbursable expenditures will be required just to attempt to comply with the EPA application process and c) the apparent grant conditions are such that it may be advisable not to accept the grant at all, and d) it is possible these funds cannot be applied toward Techite replacement anyway.
6. If the EPA grant funds cannot be obtained, it is even more important to obtain full funding through the primary funding programs (Item 2).

REQUEST \$2M - area wide sewer & water.

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION
FACILITY CONSTRUCTION & OPERATION
P.O. BOX 0, JUNEAU 99811-1800

(907) 465-2611

January 4, 1989

Brian Phillips
City Manager
410 Cushman Street
Fairbanks, AK 99701

*Copy to Vicil 1 1989
J. Miko
K Pyrkov*

Dear Mr. Phillips:

Good News! Your Interceptor I/I Reduction project has been placed on the fundable portion of the 1989 Federal Wastewater Construction Program Priority List.

To receive an EPA grant of up to 55 percent of the eligible construction costs, your completed application must be submitted to us by June 1, 1989. The maximum funding currently available for this project is \$550,000. If the project costs exceed the current estimate, the municipality must provide the additional funding for project completion.

Your facility plan must be completed and approved and the appropriate environmental reviews published prior to completing your application. Please contact Dan Garner in the next few weeks for assistance in completing all the necessary requirements to receive your grant this year.

There is only one more year for this federal grants program. Sufficient funding is not available for all projects on the priority list. Therefore, if your project does not get funded this year, it may never get funding. For that reason I encourage you to contact Mr. Garner soon to enable you to complete the grant application process.

If you have questions about this process, please call Mr. Garner in Juneau at 465-2614, or me.

Sincerely,

Dick Marcum

Dick Marcum, Chief
Municipal Grants

Priority Kan