

ALASKA LEGISLATURE COMMITTEE BILL FILES - 1987 - 1988 8879

HB 100 cont. 256

PROPOSED 1987 BASELINE CAPITAL BUDGET  
SUPPLEMENTAL PROJECT INFORMATION SHEET  
(\$000)

- A. PROJECT TITLE: TIE PROGRAM
- B. LOCATION: SYSTEM WIDE
- C. ESTIMATED COST: \$323
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE: COMPLETE
- F. PROJECT DESCRIPTION:

Install 6,000 ties. The tie program will be consist of 3,000 soft-wood and 3,000 hardwood ties.

G. PROJECT JUSTIFICATION:

This is an annual major maintenance program designed to replace old and worn out ties that have exceeded their useful life. The replacement ties will come from existing inventories and will not require a capital outlay.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
SUPPLEMENTAL PROJECT INFORMATION SHEET  
(\$000)

- A. PROJECT TITLE: BALLAST PROGRAM
- B. LOCATION: SYSTEM WIDE
- C. ESTIMATED COST: \$658
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE COMPLETE

F. PROJECT DESCRIPTION:

Replace 60,000 cubic yards of ballast and resurface 300 miles of track.

G. PROJECT JUSTIFICATION:

This is an annual major maintenace program designed to replace ballast that has exceeded its useful life. The replacement ballast will come from existing inventories and will not require a capital outlay.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
SUPPLEMENTAL PROJECT INFORMATION SHEET  
(\$000)

- A. PROJECT TITLE: EIELSON BRANCH REHAB
- B. LOCATION: FAIRBANKS
- C. ESTIMATED COST: \$92
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE COMPLETE
- F. PROJECT DESCRIPTION:

Install 500 second hand ties and spot surface as required. This is a carryover project approved in the 1986 Capital Budget.

G. PROJECT JUSTIFICATION:

The installation of ties and the spot surfacing represents the balance of work for the 1986 Capital Budget item. On the completion of this work AFE 115 Eielson Branch will be complete. Any additional work will be budgeted in future years as new a budget item.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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- A. PROJECT TITLE: BRIDGE PROGRAM
- B. LOCATION: SYSTEM WIDE
- C. ESTIMATED COST: \$575
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE: COMPLETE

F. PROJECT DESCRIPTION

This is an annual program of major maintenance on steel bridges, timber trestles, and culverts. Deteriorated ties, piling, bridge timbers, and culverts are replaced on a programmed basis.

G. PROJECT JUSTIFICATION:

Timber bridge components have an average service life of 30 years. Major rehabilitation work in the 1952 - 1956 period resulted in a significant amount of 30+ year old timber in service. This program is required to replace these bridge members to reduce the risk of failure. Culvert replacements are required to maintain drainage and keep roadbed maintenance costs from increasing. Renewed bridges also reduces the cost of track maintenance at the bridge ends. The replacement and/or upgrade of the substructure of the bridges is required to ensure the load carrying capabilities of the bridge and maintain a safe operating railroad.

The material cost is estimated at \$200 with the majority of the materials coming from existing inventory.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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A PROJECT TITLE: MONTANA CREEK BRIDGE  
B. LOCATION: MONTANA CREEK  
C. ESTIMATED COST: \$361  
D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)  
E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE COMPLETE  
F. PROJECT DESCRIPTION:

Rebuild the Montana Creek Bridge

G. PROJECT JUSTIFICATION:

The October 1986 flood severely damaged this bridge and this project represents the permanent repairs. The FEMA and STATE reimbursement is anticipated to pay for the total cost of repairs.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
SUPPLEMENTAL PROJECT INFORMATION SHEET  
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- A. PROJECT TITLE: RAIL TIE FASTNERS
- B. LOCATION: SYSTEM WIDE
- C. ESTIMATED COST: \$100
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE: COMPLETE

F. PROJECT DESCRIPTION:

Install 150 gage plates and 300 Pandrol tie plates on curves of 6 degrees or greater. This is a carryover project approved in the 1986 Capital Budget.

G. PROJECT JUSTIFICATION:

These devices prevent spreading track gage. Spreading of gage on sharp curves as well as rail rotation under severe lateral loading is a very serious concern for the Railroad. Constant regaging on wooden ties reduces tie service life by an estimated 15%.

The gage plates and Pandrol tie plates are in our current inventory minimizing any capital outlay for materials.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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A PROJECT TITLE: SHEEP CREEK BRIDGE  
B. LOCATION: SHEEP CREEK  
C. ESTIMATED COST: \$193  
D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)  
E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE COMPLETE  
F. PROJECT DESCRIPTION:  
Rebuild the SHEEP Creek Bridge  
G. PROJECT JUSTIFICATION:

The October 1986 flood severely damaged this bridge and this project represents the permanent repairs. The FEMA and STATE reimbursement is anticipated to pay for the total cost of repairs. The permanent repairs were started in November 1986 and will carryover into 1987.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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- A. PROJECT TITLE: FIBER OPTIC CABLE TERMINALS
- B. LOCATION: ANCHORAGE, PORTAGE, & WHITTIER
- C. ESTIMATED COST: \$112
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE: COMPLETE
- F. PROJECT DESCRIPTION:

Install digital fiber optical terminals to replace open wire pole line and marine cable system between Portage and Whittier. This is a carryover project approved in the 1986 Capital Budget.

G. PROJECT JUSTIFICATION:

The pole line cable system to Whittier was built in 1940 and is in need of major overhaul and replacement. The system received major damage during the 1964 earthquake and four sections have been replaced with temporary cable. In the last six years most of the lead splices have badly corroded and are close to failure. A replacement system will cost \$325,000, but an agreement between Anchorage Telephone Utility and the Railroad has enabled us to utilize the fiber optic system between Anchorage and Whittier. This agreement will eliminate the need for replacement of the pole line. Purchasing the fiber optic terminals and connecting them to ATU's fiber optic system will give us full data and telephone service to the Whittier Terminal.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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- A. PROJECT TITLE: REPLACE AND UPGRADE RADIO SYSTEM
- B. LOCATION: SYSTEM WIDE
- C. ESTIMATED COST: \$269
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE COMPLETE
- F. PROJECT DESCRIPTION:

Replace and upgrade radios currently operating in the Federal Government band to operate in the Land Transportation Railroad Band and divide the Maintenance of Way operations into separate channels from train operators. This is a carryover project approved in the 1986 Capital Budget.

G. PROJECT JUSTIFICATION:

The military surplus radios installed in the 40's and the piece-meal modifications since then will no longer meet the needs of the Railroad. An example is the train and portable radios in use cannot operate on both the perviously assigned federal frequencies and the Land Transportation Railroad Band (LTRB). The replacement and upgrade will initially permit the Railroad to use four frequencies operating in the LTRB and permit future expansion within the 99 channels allotted for railroad use.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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- A. PROJECT TITLE: WHITTIER ELECTRIC
- B. LOCATION: WHITTIER TERMINAL
- C. ESTIMATED COST: \$200
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE: REVIEW STATUS
- F. PROJECT DESCRIPTION:

Replacement of existing high voltage distribution system in the Whittier Yard.

G. PROJECT JUSTIFICATION:

The railroad has incurred a PCB contamination problem in the Whittier electrical distribution system. The current system is a non-standard distribution network which is contaminated with PCB's. A replacement system is necessary to eliminate future PCB problems and to minimize clean up costs of the current contaminated system.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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- A. PROJECT TITLE SECURITY FENCE
- B. LOCATION: WEST ANCHORAGE ROW
- C. ESTIMATED COST: \$26
- D. ACCURACY OF COST ESTIMATE: CLASS III (+ OR - 15%)
- E. STATUS OF ENGINEERING DESIGN & COST ESTIMATE: REVIEW STATUS
- F. PROJECT DESCRIPTION:
- Fence the TOFC yard that borders the west Anchorage ROW.
- G. PROJECT JUSTIFICATION:

The TOFC Yard bordered by Post and Whitney Roads is a storage area without a security fence. A number of incidents of vandalism, burglary, and trespass have been reported. These incidents illustrate the importance of security fencing in restricting access to a storage area. Additionally, restricted access will minimize the potential accidents resulting in an injuries to trespassers.

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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A. PROJECT TITLE                      Containerized Baggage

B. LOCATION                            Anchorage

C. ESTIMATED COST

40 Containers @ \$800 each		\$32,000
Fairbanks Forklifts		Already Owned
Anchorage Forklift		20,000
Denali Forklift		<u>20,000</u>
Total Cost		\$72,000

D. ACCURACY OF COST ESTIMATE              Class 3

E. PROJECT DESCRIPTION  
 Purchase containers and forklifts to handle the baggage on the Anchorage via Denali to Fairbanks Express. The containerization will reduce the manual handling of the baggage.

F. PROJECT JUSTIFICATION  
 The ARRC needs to come into the modern ages with baggage handling. The containerized system will reduce staffing at Fairbanks and Anchorage and save layover time at Denali Park.

	Year	Year	Year	Year	Year	Year
	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
Cash Flow	(72)					
Equipment						
Anc/Fbx Labor Savings		24	24	24	24	24
Forklift Maintenance		(2)	(4)	(6)	(8)	(10)
Less 12 Hour Dead Head Trains		<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
	<u>(72)</u>	<u>24</u>	<u>22</u>	<u>20</u>	<u>18</u>	<u>16</u>

Life Expectancy probably 7 years, use 5 to be conservative.

INTERNAL RATE OF RETURN 13.03%

PROPOSED 1987 BASELINE CAPITAL BUDGET  
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A. PROJECT TITLE Denali Depot Refurbishing  
 B. LOCATION Anchorage

C. ESTIMATED COST	<u>MATERIALS</u>	<u>(ARRC or Contract) LABOR</u>
COST		
Electrical	\$ 1,000	\$ 3,000
Plumbing	500	2,000
Roof	500	1,000
Paint Outside	1,000	1,500
Paint Inside	500	1,000
Other Repairs (contingency)	<u>\$ 1,000</u>	<u>\$ 2,000</u>
Subtotal	\$ 4,500	\$10,500

\$15,000 ESTIMATED TOTAL COST

D. ACCURACY OF COST ESTIMATE Class 3

E. PROJECT DESCRIPTION  
 Bring the Denali Depot up to code. This will require work on the electric, plumbing, and heating system.

F. PROJECT JUSTIFICATION  
 Denali is the hub of the northbound traffic so the ARRC needs a Depot at Denali to properly serve the customer's needs. The facility has an appropriate rustic appearance the traveling public appreciates and the facility also serves as a community center of activity.

After to talking to numerous community members, it may be possible to obtain quality volunteer labor to refurbish the Depot if the ARRC supplies the necessary materials.

- G. PROJECT ALTERNATIVES
1. Tear down the current facility and construct a new smaller depot. This alternative costs more than refurbishing and destroys an historic structure.
  2. Tear down and just construct an overhead cover. Unacceptable customer service for the 80,000 riders that travel on the north segment with Denali being that primary stop.
  3. Refurbish existing structure. Cheaper than new facility, supplies adequate customer convenience and saves an historic building.

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- A. PROJECT TITLE                                      Whittier Shuttle Flat Cars
- B. LOCATION    Anchorage
- C. ESTIMATED COST                                    5 @ \$20,000 each = \$100,000  
This project will be funded with State of Alaska Shuttle Funds.
- D. ACCURACY OF COST ESTIMATE                  Class 3
- E. PROJECT DESCRIPTION  
The cost of maintaining the current rail passenger cars used on the Whittier Shuttle was excessive so this equipment has been disposed of. In reviewing the alternatives, it appears that buses on flat cars may be the most cost effective. This requires the purchase of flatcars to place the buses on. The current flatcars are filled to capacity on numerous occasions so putting the buses on these would reduce vehicle capacity too much.
- F. PROJECT ALTERNATIVES FOR WHITTIER PASSENGER EQUIPMENT
1. Rental Buses on Flatcars.
  2. Purchased Buses on Flatcars.
  3. Lease of Rail Passenger Equipment.
- The cost of these three alternatives will be analyzed extensively prior to the actual purchase decision.