

FMATS 2015 – 2018 Transportation Improvement Program Project Nomination Form

Project nominations are accepted from the public and are scored based on the adopted Project Scoring Criteria. These criteria assign weight based on the project's impact on the following:

1. Health and Quality of Life
2. Safety Improvements
3. Public Support
4. Project Cost/ Project Length (\$/miles)
5. Road Functional Class
6. Road Maintenance and Condition
7. Other Considerations (economic development, security, utility conflict resolution, etc.)

The score the project receives will be used to determine the project's eligibility for funding in the Transportation Improvement Program, or TIP. The TIP identifies, prioritizes and allocates anticipated funding for transportation improvements over a 4 year period.

<p>NAME: Brian Lindamood, Alaska Railroad Corporation_____</p> <p>ADDRESS: 327 W. Ship Creek Avenue, Anchorage AK, 99501 _____</p> <p>PHONE: Office 907-265-3095, Cell 907-441-6088 _____</p> <p>EMAIL: Lindamoodb@akrr.com_____</p>
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Name of Proposed Project: Phillips Field Guardrail Installation

Project Scope/ Description: Install approximately 1,000 feet of guardrail along Phillips Field Road to prevent errant vehicles from accessing the train tracks in the vicinity.

Is there a commitment from a public organization to maintain this project if build? If so please identify that organization below.

Yes.

DOT Northern Region, M&O is in support of a project to install approximately 1100' of guard rail along the north side of Phillips Field road. M&O agrees to work with the Rail Road to finalize a maintenance agreement that would allow the State of Alaska to maintain the new section of guard rail.

See attached email from Steve Potter with DOT Northern Region M&O.

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Has an organization agreed to pay the non-federal funding match for this project? If so please identify the organization that has committed to pay the non-federal share.

Yes.

DOT Estimate is for \$192,000. 20% match is \$38,400 Match will be paid according to the Master Agreement between DOT and ARRC dated 2012.

Does this project support all or some of the four goals of FMATS? The four goals are listed below please explain the relationship between these goals and this project.

1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.
2. Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users.
3. Protect the environment, improve air quality, promote energy efficiency, and enhance regional quality of life.
4. Optimize the utility and lifespan of the existing transportation system.

Yes.

1. This project supports a coordinated planning effort to provide an integrated transportation and land use system in that it will provide a reliable environment free of commercial vehicle accidents and incidents
2. This project supports the safe operation of a roadway and to ensure a high level of safety for all road users
3. This project supports protection of the environment by reducing the number of accidents and incidents at this location that contribute to environmental spills that can potentially impact ground water contamination.
4. This project supports the increase lifespan of the utility in that it provides a safe environment for the traveling public and the safe operation of trains without the two systems mixing.

1) Does this project improve community health and/or quality of life? *For example: improve air and water quality, enhance intermodal connectedness, reduce congestion, etc.*

Yes.

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Phillips Field Road supports the intermodal connectivity between the local business, trucking companies and the railroad. This project will reduce congestion in that it will reduce the amount of incidents and accidents and improve safety for the traveling public.

This impacts intermodal activity as a whole, traveling public, trucks and train switching come to a halt until the situation clean up.

2) Is safety a factor? For example, is there a history of accidents or safety complaints?

There have been several incidents and accidents at this location in the past several years that have caused the Phillips Field Road and the railroad to be shut down until the scene is cleared. (approximately 7 over the last year, see attached)

This affects the daily rail switching for Aurora Energy in the area. ARRC crews are exposed to the potential of being hit by vehicle running off the roadway and colliding with train crew and maintenance crews.

3) Would you describe the public support for this project as broad-based, localized, or limited? Please provide a justification for this level of public support.

The public support for this project is broad based in that it has the support of the Alaska Railroad, Alaska DOT Traffic and Safety and DOT M&O.

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4) Please provide a cost estimate for each phase of this project if available. For example: design, right-of-way, utilities, and construction

The attached cost estimate is \$50,000 for preliminary engineering and \$142,000 for construction. Project estimate total is \$192,000.

5) If this is a road project please provide the functional classification of the road or roads. For example: *arterial, urban collector, or local road.*

The road classification for this section of the Phillips Field Road is an arterial. Phillips Field Road acts as an arterial to allow traffic to travel east and west to access Peger Road and Illinois Street.

6) Will this project improve drainage, decrease operating cost, promote efficient system management or improve overall facility condition? *Please explain:*

This project will improve the safe operation of a roadway facility and to ensure a high level of safety for roadway and railway users.

7) Are there other benefits of this project? *For example: national security, community development or otherwise economic benefits.*

The only other alternative available would be reducing the speed limit, resulting in potential of vehicles.

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8) Please address other issues that have not been addressed concerning this project.
(Attach additional pages and/or photos as necessary)

From your letter to DOT:

Over the past year, there seems to have been an inordinate number of vehicular accidents on the Department of Transportation's (DOT's) Phillips Field Road facility between Fox Avenue and Pioneer Road in Fairbanks. A number of these incidents (approximately 7) have resulted in damage to ARRC facilities, or vehicles coming to rest within the operational envelope of the railroad. Some of these incidents include:

- Phillips Field Rd: On 12/27/14 a mini-van slid off the road and landed on the tracks. Rail operations had to cease until the vehicle was removed from the tracks. No damage to the rails, the vehicle was damaged. (See photos)



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- *Phillips Field Rd: On 12/1/14 a red pick-up truck slid off the road and landed on the tracks. Rail operations had to cease until the vehicle was removed from the tracks. Damage to switch stand, Maintenance had to replace the switch stand before rail operations could resume. The vehicle was damaged. (See photos)*



- *Phillips Field Road: On 11/18/14 a vehicle hit a power pole and ended up near a switch - no damage to rails, the vehicle was damaged (see photos)*



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- *Phillips Field Road: On 11/13/14 a small red sedan slid off the road and hit a power pole and came to rest on the tracks near a switch stand.*

Based upon this series of events, it seems clear that there is a safety issue with this section of your roadway, and that it further represents a risk to ARRC property and the safety of ARRC personnel in the operation of the railroad.

For more information, please contact:

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Please submit completed form and attachments to the MPO Coordinator via mail, fax or email.

Guard Rail project

Potter, Steve B (DOT) [steve.potter@alaska.gov]

Sent: Thursday, January 22, 2015 4:25 PM

To: Chapman, Judy (DOT) [judy.chapman@alaska.gov]

Cc: Carpenter, Margaret (DOT) [margaret.carpenter@alaska.gov]; Mahlen, Linda S (DOT) [linda.mahlen@alaska.gov]; Miller, David J (DOT) [david.miller@alaska.gov]

M&O is in support of a project to install approximately 1100' of guard rail along the north side of Phillips Field road. M&O agrees to work with the Rail Road to finalize a maintenance agreement that would allow the State of Alaska to maintain the new section of guard rail.

Steve Potter

Northern Region Maintenance Manager

State of Alaska Department of Transportation

(907)451-2926 Office

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“Keep Alaska Moving through service and infrastructure”

STIP
SCOPE, SCHEDULE & ESTIMATE
CONFIRMATION
Date Entered: January 26, 2015

Project Name: Phillips Field Guardrail Installation

Project Need ID:

Project Nomination Scope: Install approximately 1000 feet of guardrail along Phillips Field Road to prevent errant vehicles from accessing the train tracks in the vicinity.

Project Nomination Estimate:	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	TOTAL
Preliminary Engineering	50,000						50,000
Utilities							0
Right of Way							0
Construction		142,000					142,000
Total	50,000	142,000	0	0	0	0	192,000

Confirmed scope: Install approximately 1000 feet of guardrail along Phillips Field Road to prevent errant vehicles from accessing the train tracks in the vicinity.

Confirmed Project Estimate:	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	TOTAL
Preliminary Engineering	50,000						50,000
Utilities							0
Right of Way							0
Construction		142,000					142,000
Total	50,000	142,000	0	0	0	0	192,000

Estimates are based on year 2014 dollars.

- Estimate based on: System Averages Itemized Approximation Detailed Estimate
- Includes field review: Yes No
- One-Step process: (See 420.1.2 of the AHPM for guidance) Yes No
- Special traffic data needs required: (Describe the type of traffic data reports you may need.)

• Environmental considerations:

- Type of document anticipated: PCE CE EA EIS Re-Eval
- 4(f) Involvement: Yes No
- Time to prepare environmental document: 2-weeks
- Permits required: none

• Right of Way considerations: none

• Utility considerations: none

Confirmed Scope, Schedule & Estimate prepared by: _____

Confirmed Scope, Schedule & Estimate approved by: _____

Preconstruction Engineer