

NPAEN-DB-AR (5 Jan 70) 1st Ind
SUBJECT: Repair of Haines-Fairbanks Pipeline

DA, Alaska District, Corps of Engineers, PO Box 7002, Anchorage, Alaska
99501 21 January 1970

TO: Commanding Officer, USARAL Support Command, ATTN: ARCL-F, U.S. Army
Forces, Alaska, APO 98749

1. On 19 January 1970 Mr. Herrle, of this office, at the request of ALCOM attended a conference at ALCOM. At this conference Alaska District was asked to prepare an estimate of the cost to rehabilitate the total of the Haines-Fairbanks Pipeline exclusive of the work already under Contract DACA85-70-C-0018. The guides furnished by ALCOM were that the contemplated repairs would upgrade the pipeline to the proposed standards of the Department of Transportation regulations for transportation of hazardous material by pipelines. The proposed regulations were published by DOT in January 1969. The formal regulations have not been issued.
2. There are two requirements in the proposed DOT regulations, which if not amended or waived will have a major impact on our previous estimate and design documents. These requirements are that all pipelines be buried in areas where they are accessible to the public and the requirement that if corrosion of the original pipe material exceeds 10% the pipe will be replaced with new pipe. This office is currently trying to obtain guidance from OCE on these two stipulations.
3. In response to the questions raised in the basic the following information is supplied:
 - a. Of the \$155,000 furnished this office for the design of the repairs to the Haines-Fairbanks Pipeline from Haines to the North Canadian border, approximately \$130,000 has been expended to date.
 - b. The original instructions were to design repairs for the line from Haines to the North Canadian border. On 26 May 1969, this action was stopped and we were instructed to design the repairs to the Dezadeash Lake section of the line which resulted in award of Contract DACA85-70-C-0018.
4. How much of this work previously accomplished would be salvageable is dependent upon redirection by your office as to how the balance of the line is to be repaired, i.e., are the DOT regulations to be followed or waived? Also, the communication problem between Haines and the border stations will have to be resolved and if the DOT requirement for burial is waived an evaluation will be required to determine if the surface laid line is to be wrapped.
5. This office has held off (until this time), accomplishment of any further design action because of lack of knowledge of how the future repairs were to be funded. Information from your office at one time

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indicated that additional repairs would be accomplished in two million dollar increments. Latest word in November and December 1969 was that you were attempting to program the repairs to the balance of the line from Haines to the North Canadian border as a single project. It is recommended that a conference be held at the earliest possible date to resolve the above questions.

FOR THE DISTRICT ENGINEER:

WARREN GEORGE
Chief, Engineering Division

21 Jan 70
Henry G. Gkson
George

cc: PEAR

Mr Herrle/nw/4-5188
OREC: Engr Div