



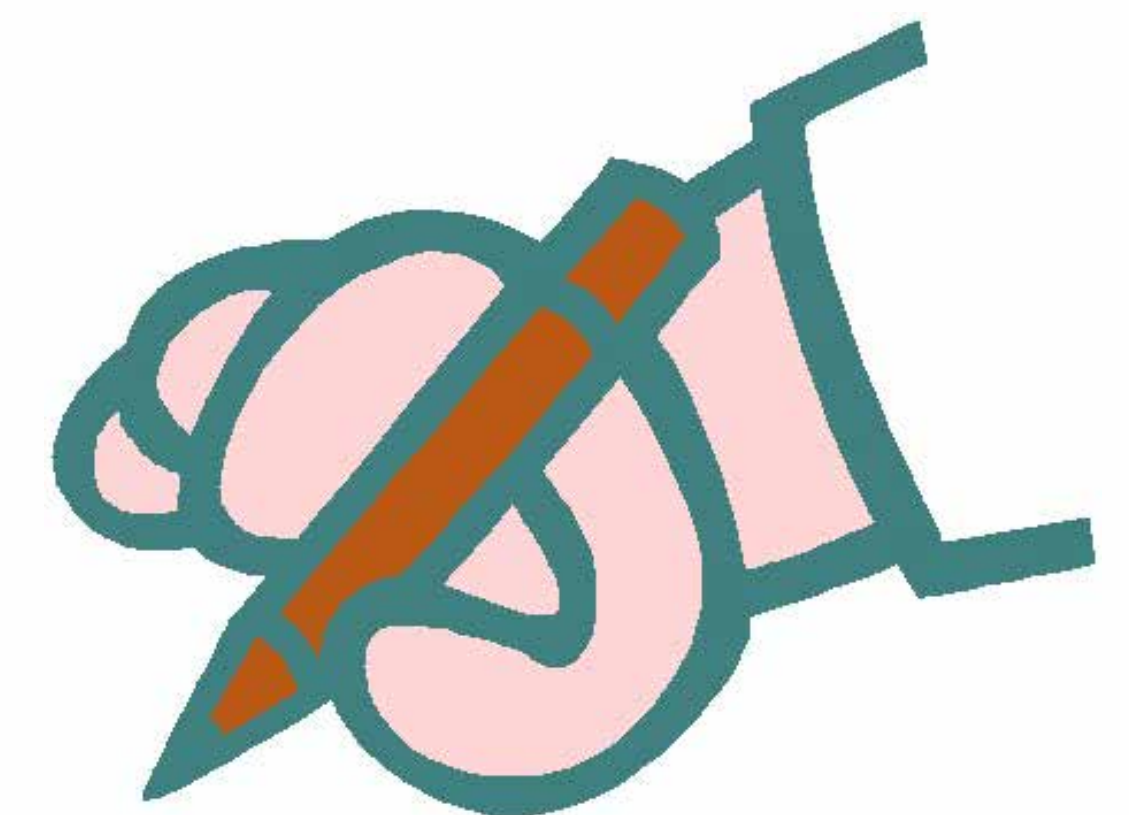
Welcome! Please Sign in

Port MacKenzie Rail Extension Project

Public Open House

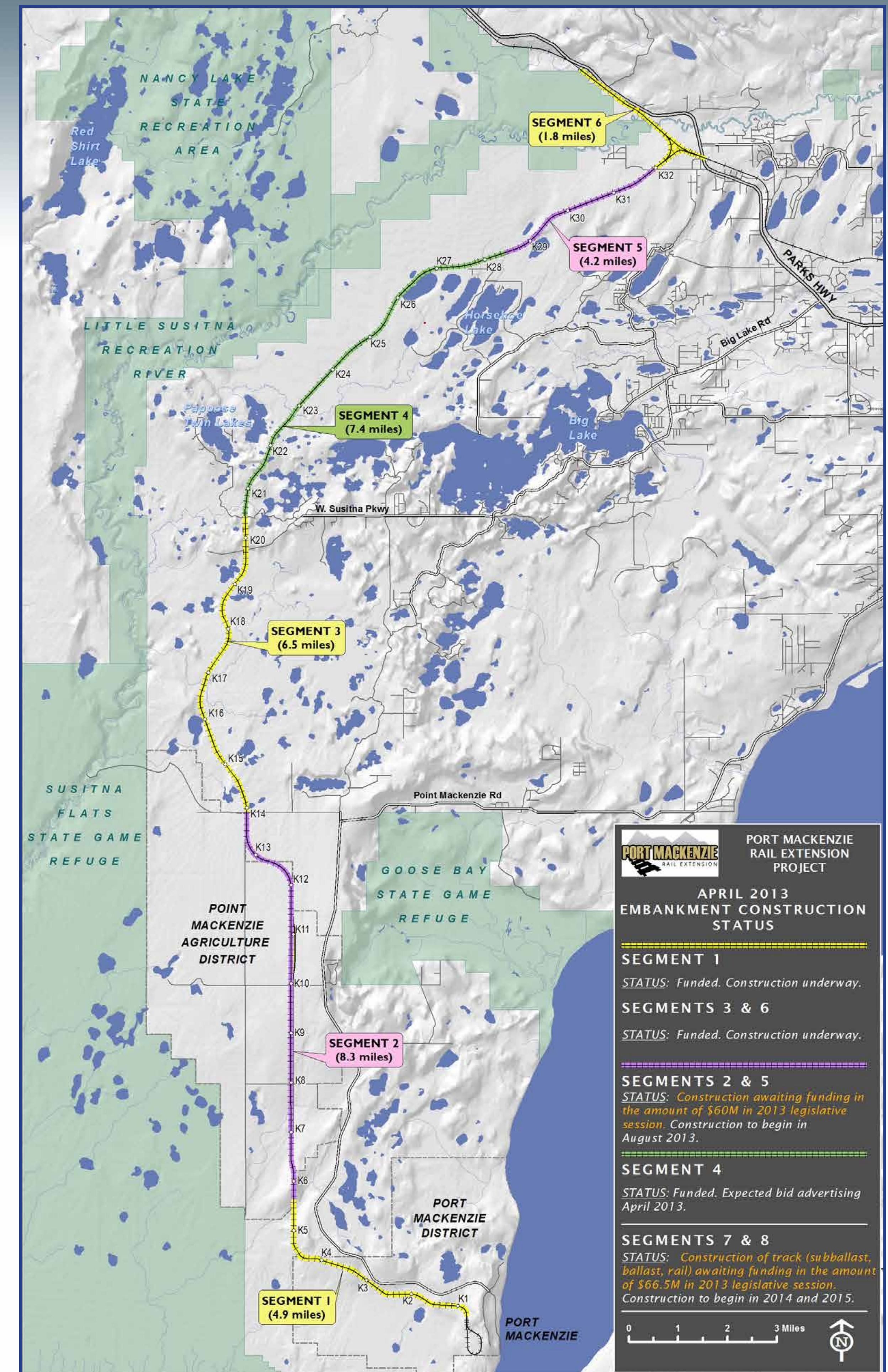
Wednesday, April 24, 2013

Houston Middle School Gym
12801 W. Hawk Lane
Houston, Alaska

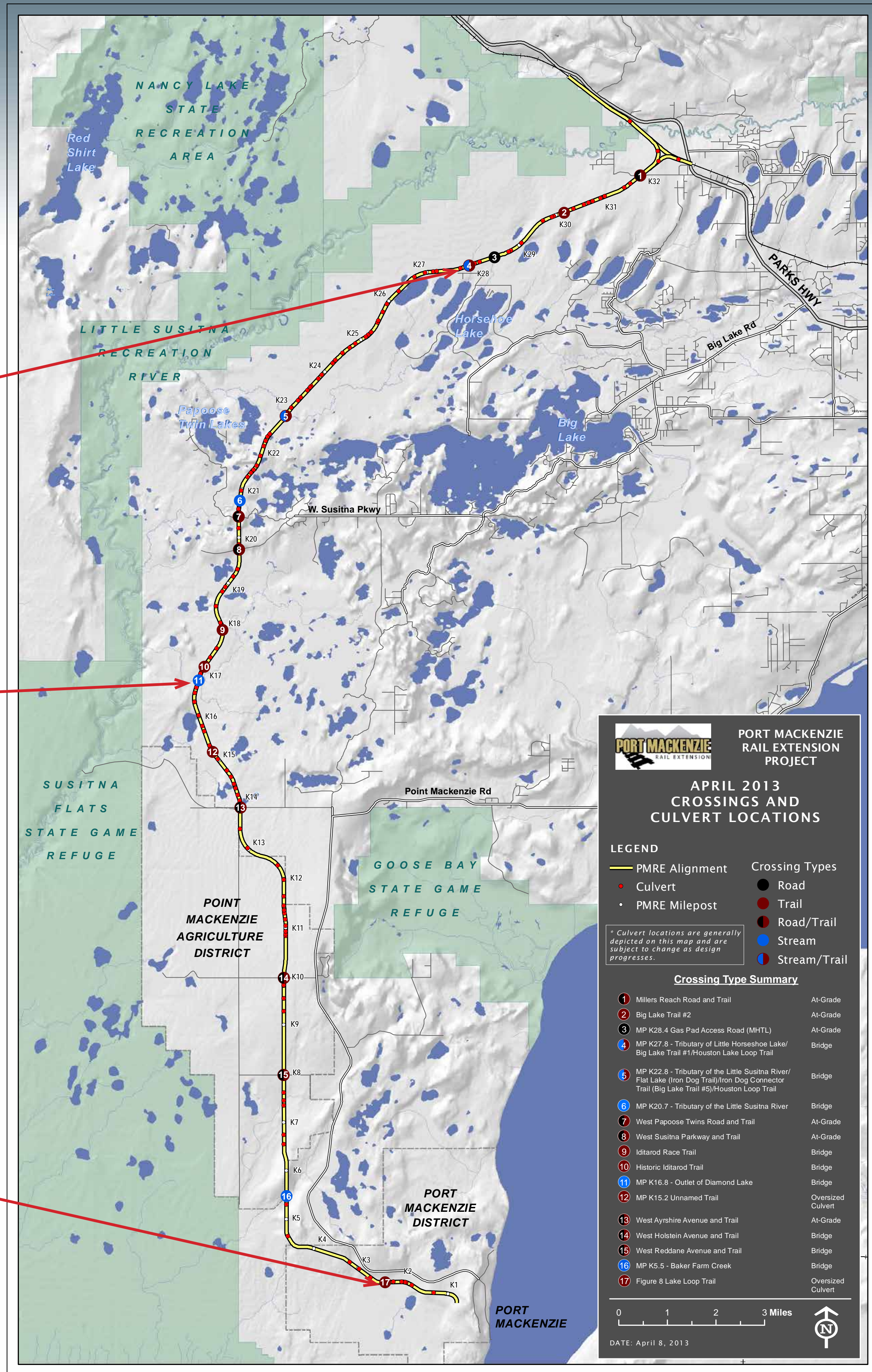
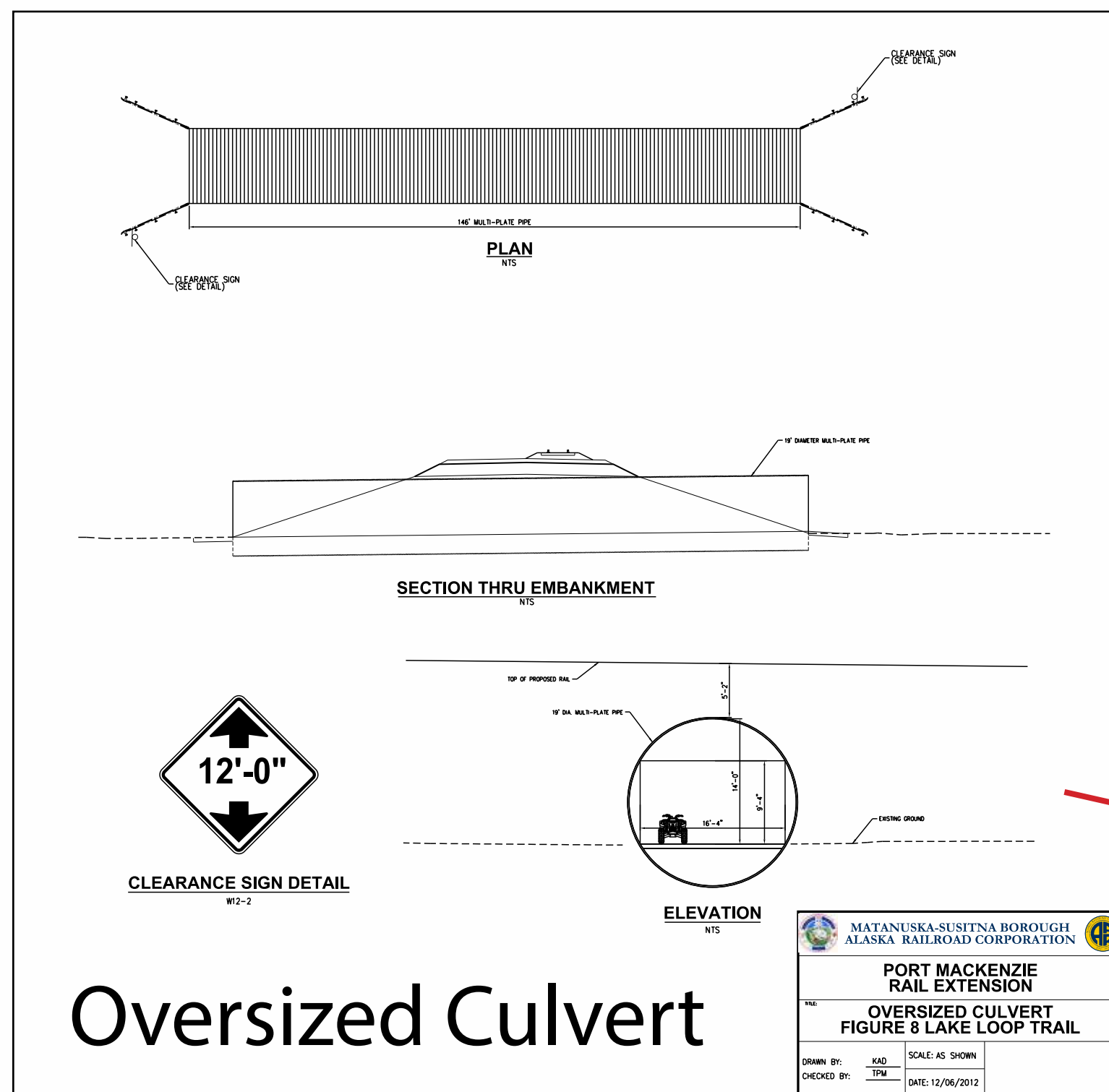
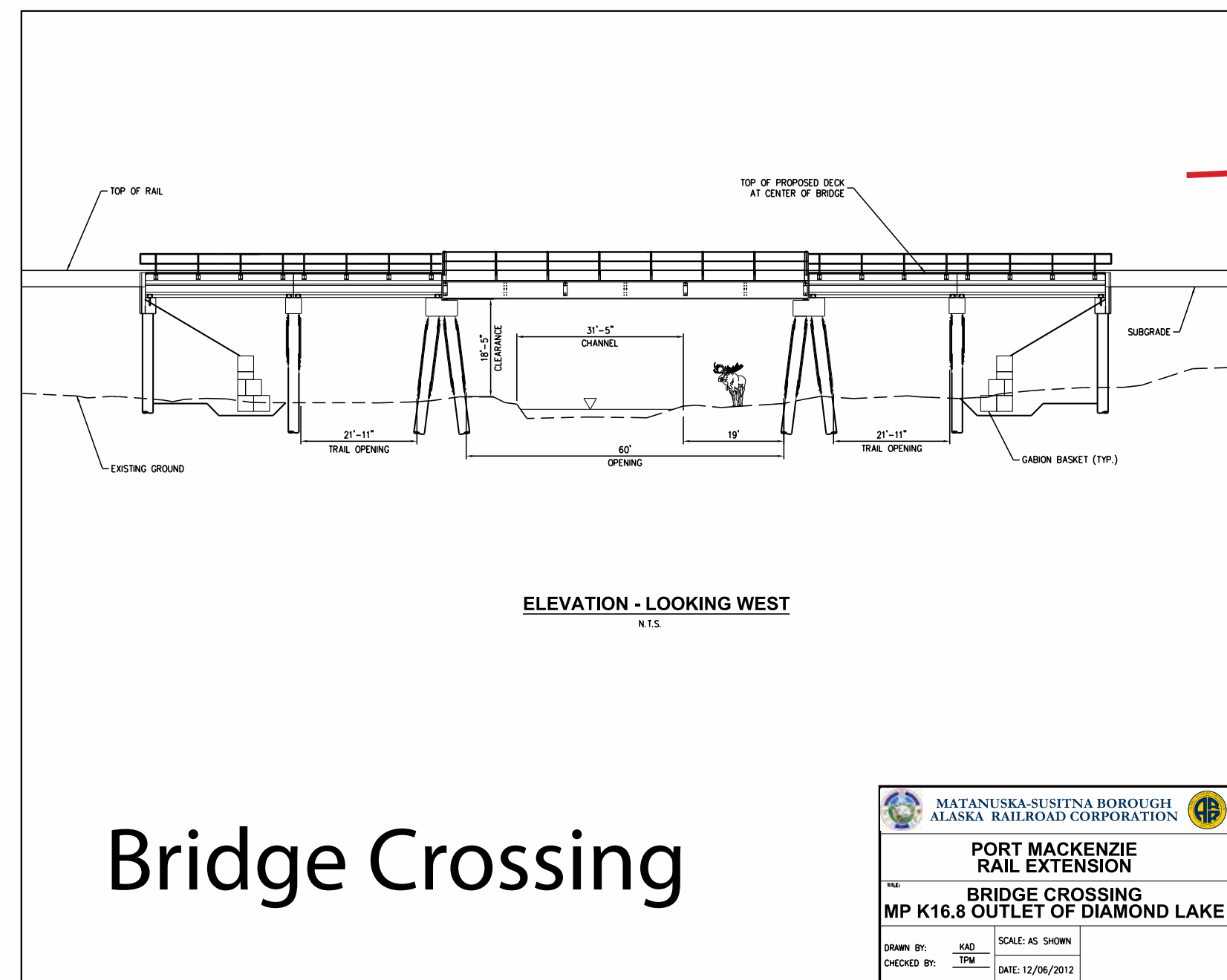
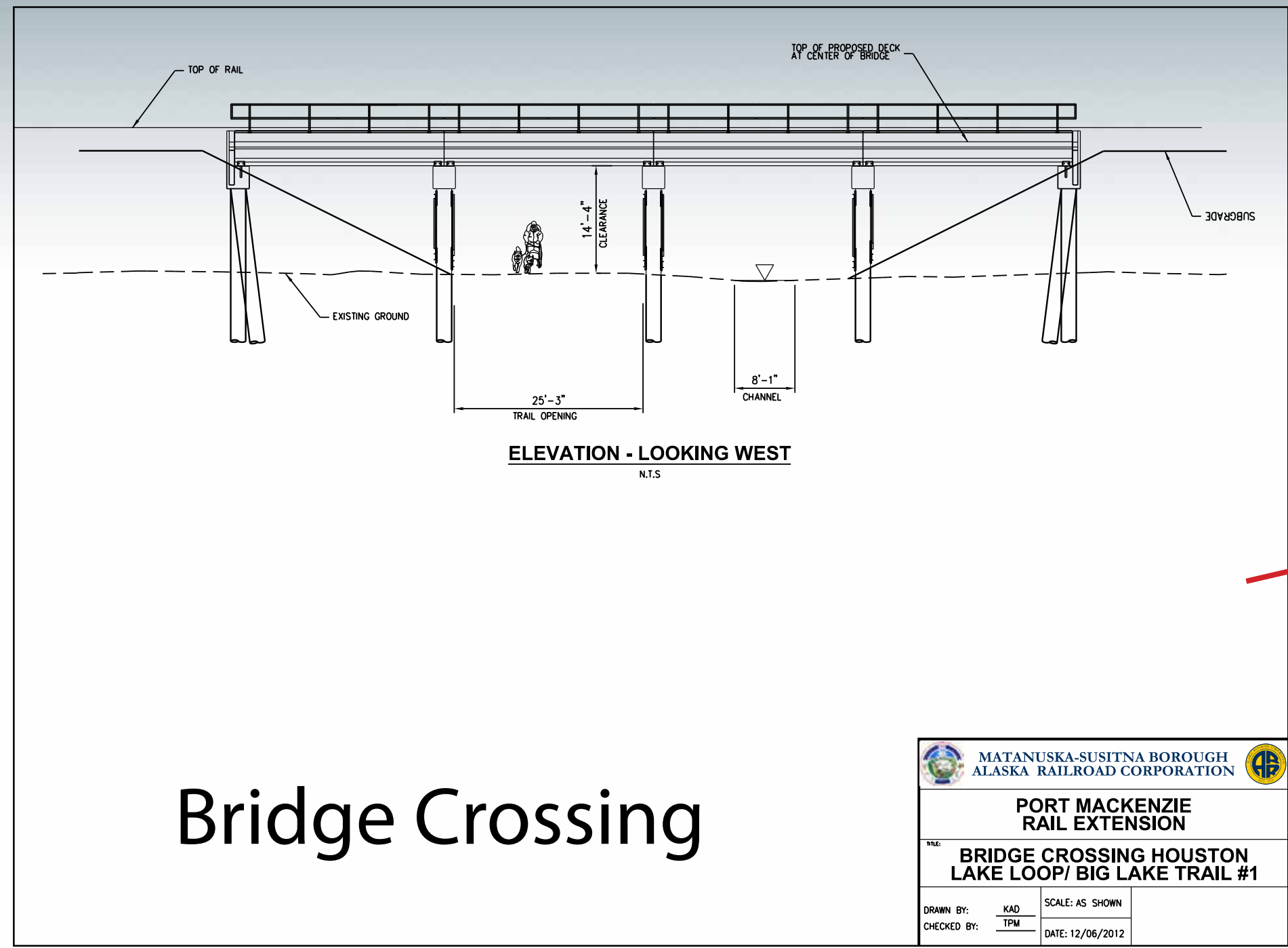


Project Overview

- Port MacKenzie is a deepwater port owned and operated by MSB
- Port planning began in the early 1970s; facilities developed in 1990s
- Three railroad corridor studies explored possibility of rail extension
- In June 2007 MSB and ARRC agreed to pursue jointly federal approval for a new rail line
- *Preliminary Environmental and Alternatives Report* submitted to Surface Transportation Board in January 2008
- *Final Environmental Impact Statement* issued on March 25, 2011
- November 2011 - Record of Decision issued
- Project includes rail line spur and associated rail operation facilities between Port MacKenzie and ARRC's existing main line
- Rail line will cross seven existing roads; five at-grade and two separated-grade crossings are planned
- ARRC proposes clear span bridges over three navigable and two non-navigable waterways



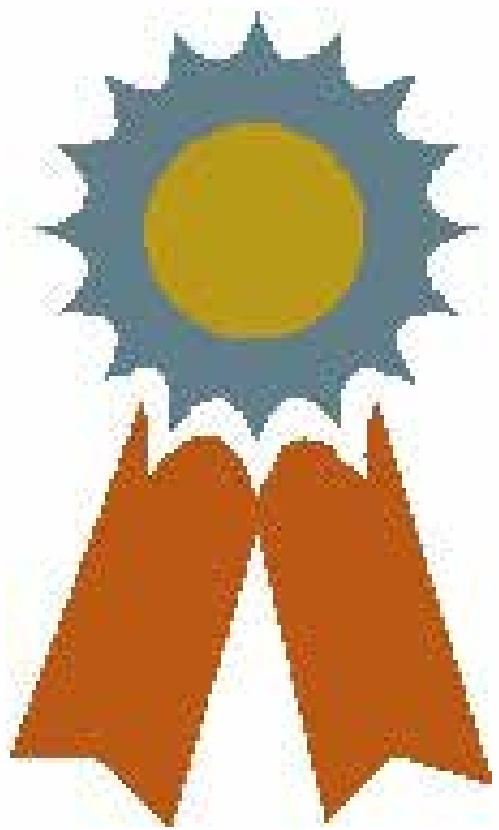
Proposed Crossings and Culverts



- 17 total crossings/culverts
- ARRC and MSB have worked with user groups to identify crossing locations and to develop access plans

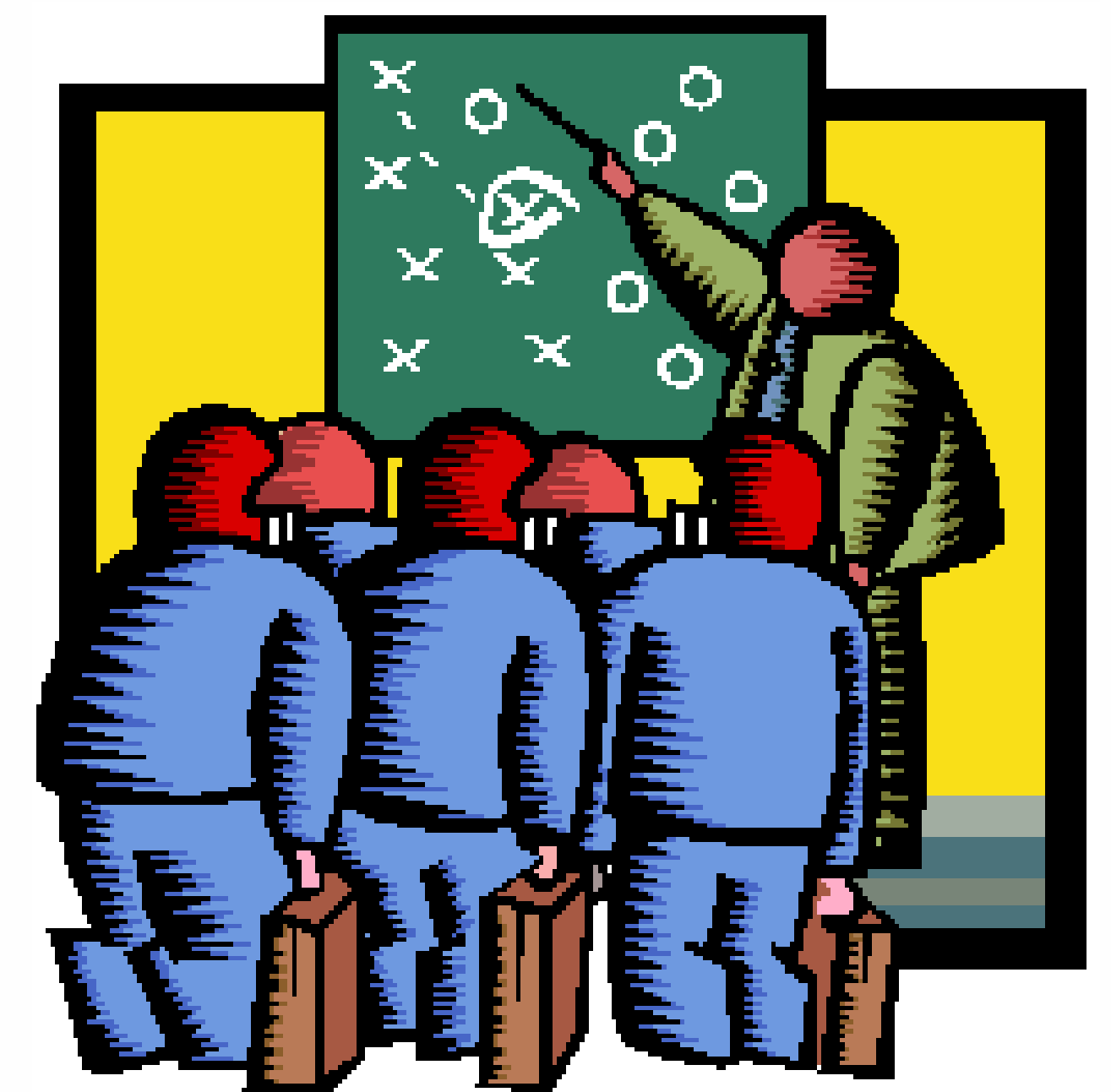
2012 Project Accomplishments

- Project Office in Big Lake opened
- \$88 million in PMRE construction projects began
- Clearing and earthwork began on Segment 1
- More than 2.1 million cubic yards of earth moved



2013 Proposed Benchmarks

- Substantial completion of Segment 3
- Major construction of Segments 1 and 6
- Construct five bridges, including a clear span bridge over the Little Susitna River
- Install a fish passage culvert along the ARRC mainline, enhancing fish passage opportunities along the Little Susitna River
- Continue acquiring project right-of-way in Segments 2, 4, and 5



Being a Good Neighbor

- Final design development reduced wetlands impacts by 48 acres
- Smaller construction segments allows use of multiple local contractors
- Design and construction will maintain natural water flow and drainage patterns
- Nearly all waterway crossings are oversized to exceed 100-year flood event, preserve sensitive fish habitat, and avoid impacts to fish passage
- All crossings are designed to allow continued summer and winter access for pedestrians, boats, and wildlife
- Trail connections and access maintained for mushers and recreational users
- Several thousand cords of low-cost firewood made available
- Long-term reduction of truck traffic on Port MacKenzie roads



Segment 1

HIGHLIGHTS

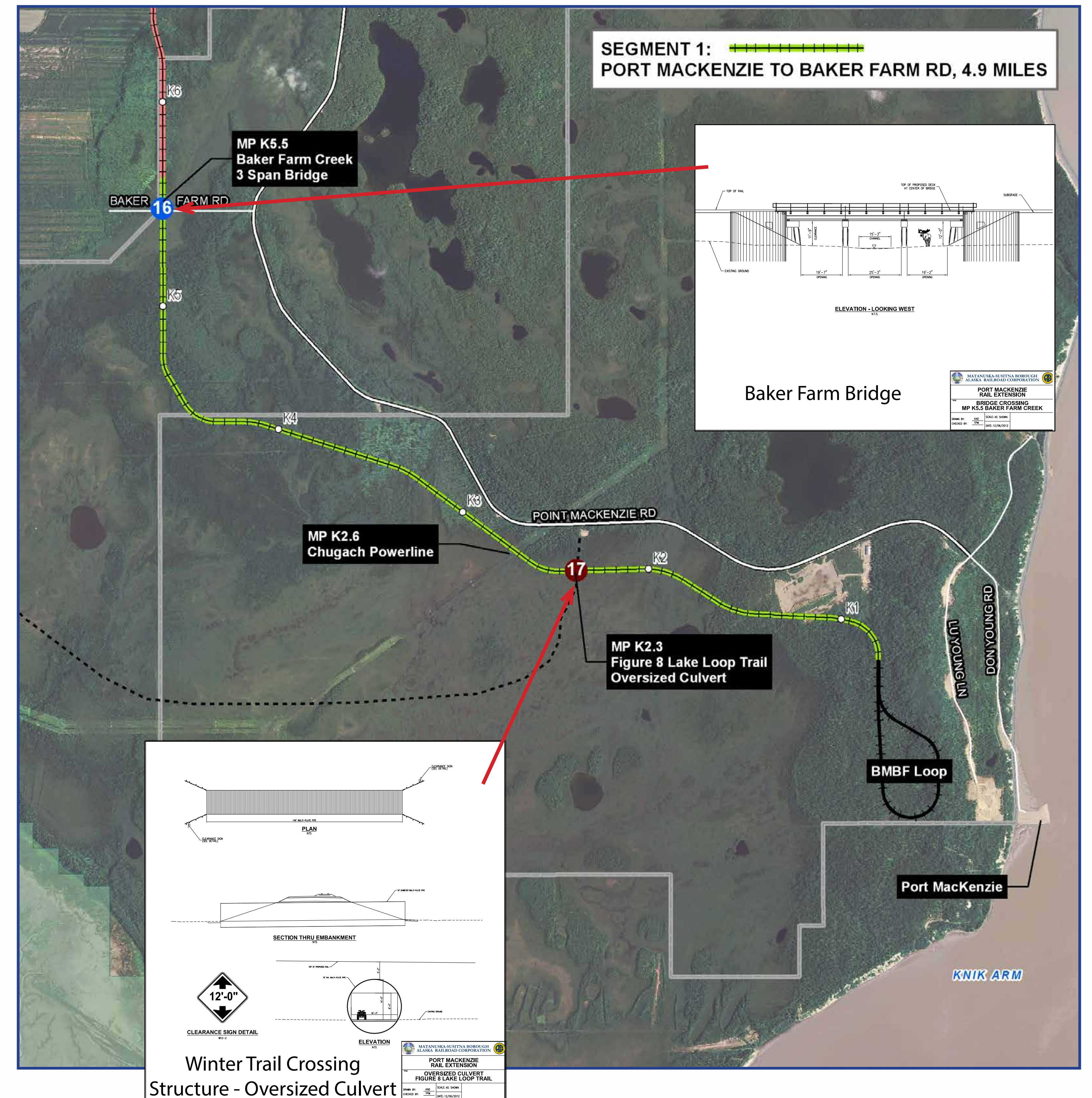
- Length: 4.9 miles
- Approx. 4 million cubic yards of earth to be moved; approx. 2.1 million cubic yards moved to date
- Closest residence: 4,400 feet
- Baker Farm Bridge crossing unnamed stream
 - ◊ Three-span, approx. 84 feet in total length
- Winter trail crossing structure
 - ◊ 19-foot-diameter galvanized steel multi-plate pipe, 146 feet long

Construction Firm: Bristol Construction Services

Contact: Shane Ferrell, Project Manager

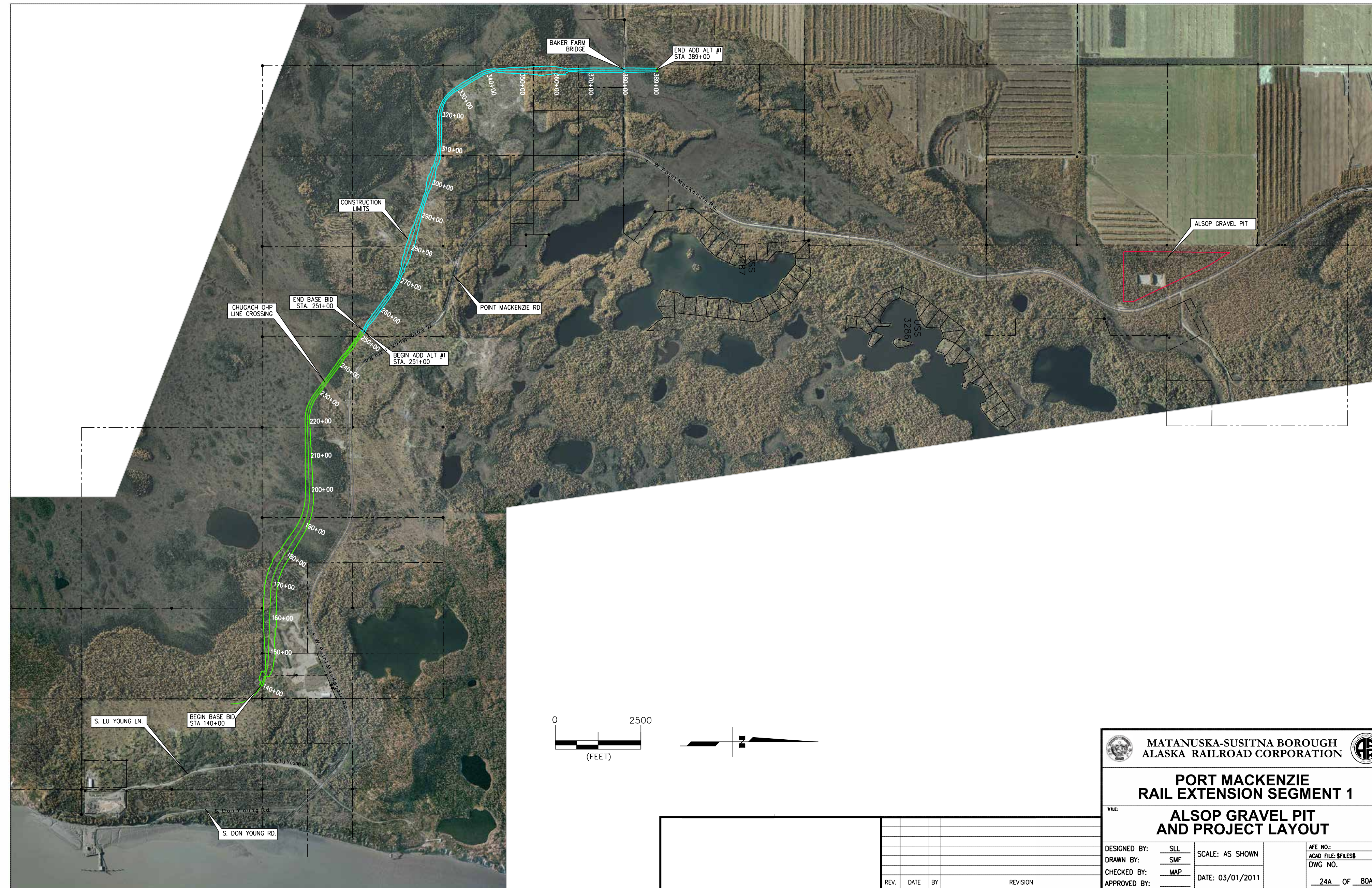
Construction Start: Spring 2012

Final Construction Completion: Fall 2014



Segment 1

What to Expect - Traffic and Access



- Winter trail access to be maintained
- Increased truck traffic on Port MacKenzie Road during construction
- No access to new railroad grade during construction

Segment 1

Anticipated Schedule

- Construction proceeding on schedule
- Winter work completed for the season
- Snow removal in process to speed thawing of embankment
- Earthwork anticipated to resume in May 2013
- Work schedule generally 6 days per week (Mon. – Sat.), 10 hours per day, during May – September (peak construction period)



Ground layer for multi-plate / Photo by Patty Sullivan/MSB

Segment 3

HIGHLIGHTS

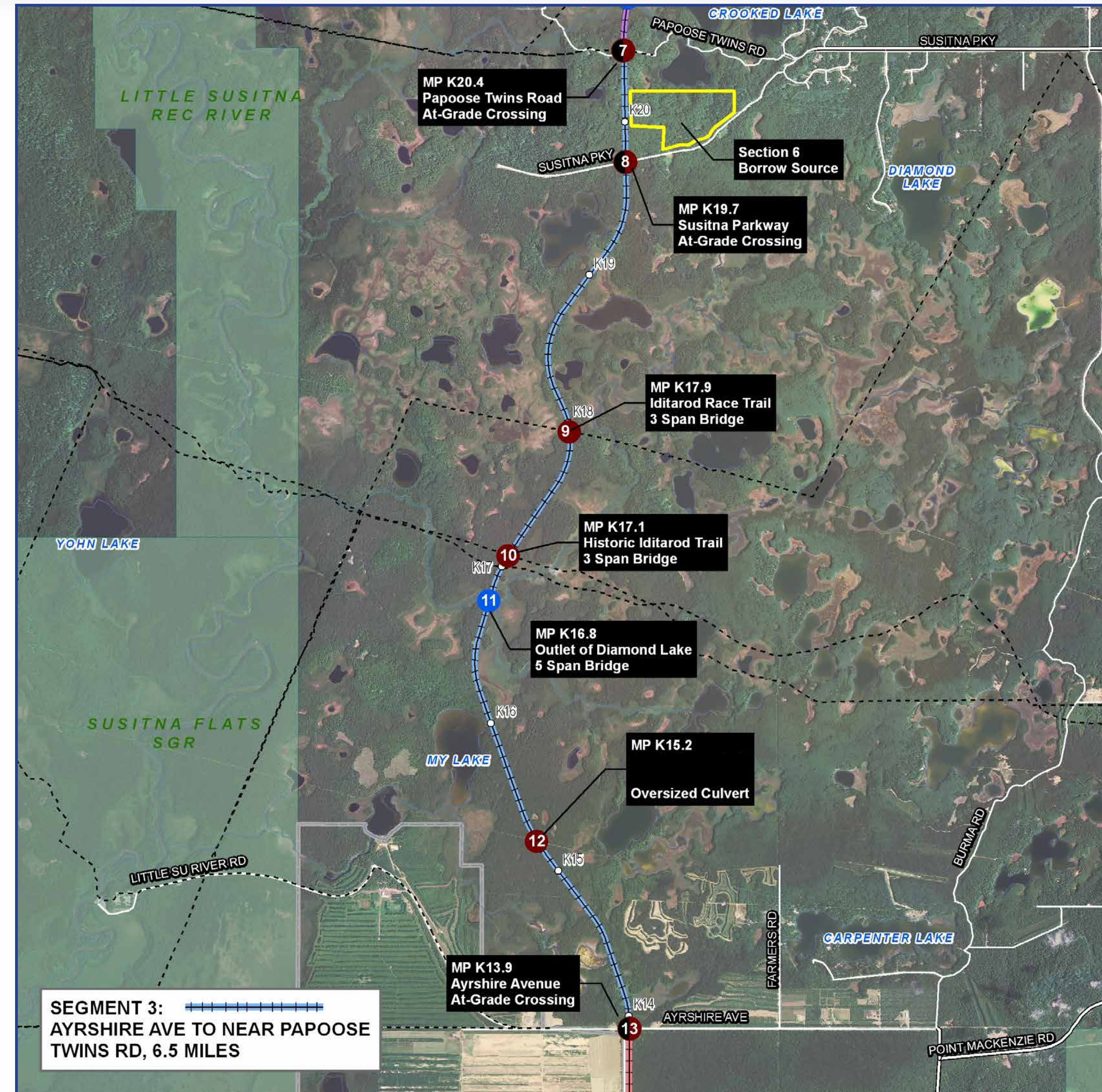
- Length: 6.5 miles
- Closest residence: 1,300 feet
- Approx. 1.1 million cubic yards of earth to be moved
- Clearing has begun
- Includes three bridges
 - ◊ Diamond Lake Outfall (5-span, precast girder and steel beam)
 - ◊ Historic Iditarod Trail (3-span, precast girder)
 - ◊ Iditarod Trail (3-span, precast girder)
- Anticipated winter shutdown: Nov. 2013 – Feb. 2014
- Seeding: Spring 2014

Construction Firm: Quality Asphalt Paving (QAP)

Contact: Steve Spidal

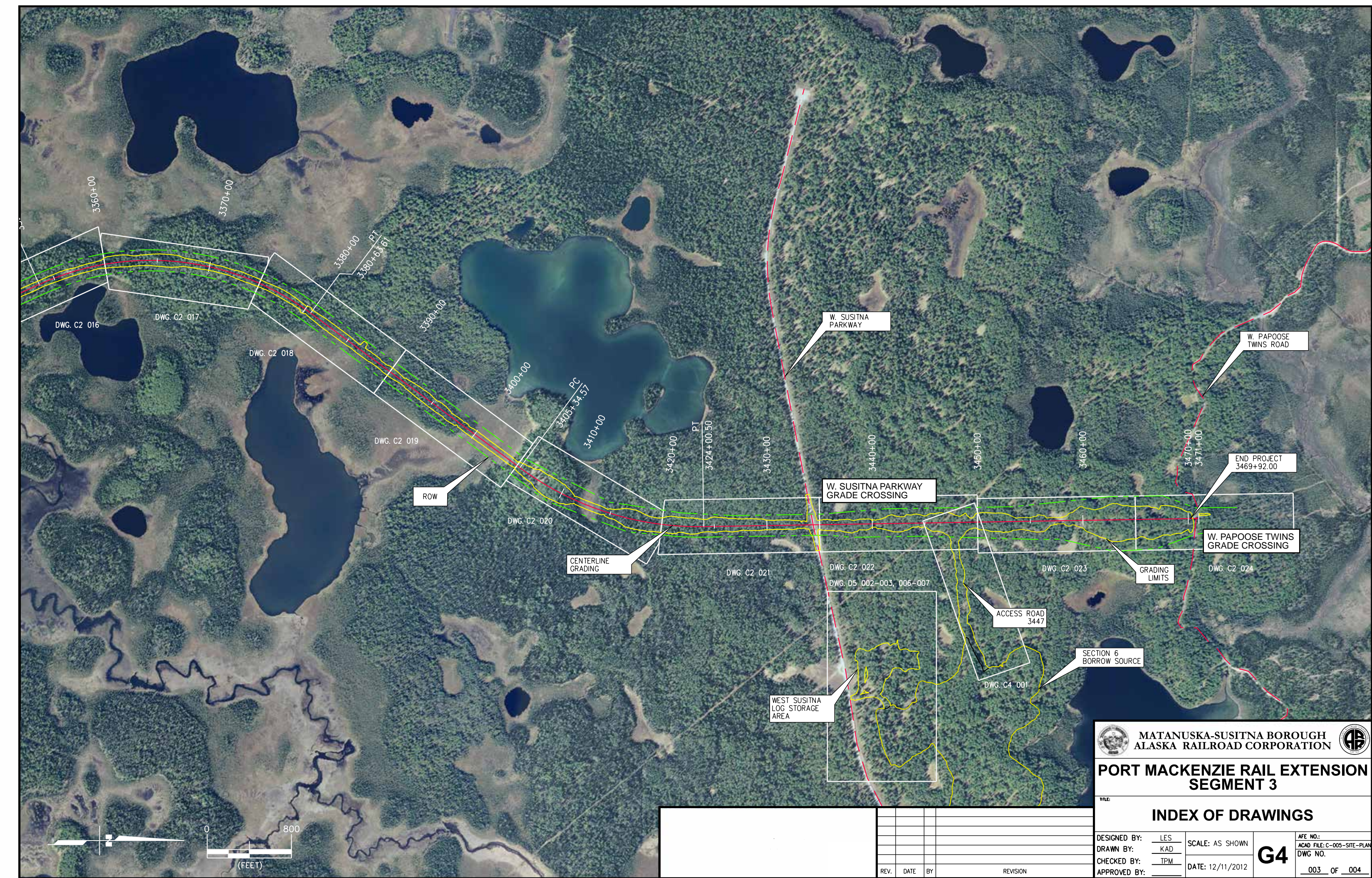
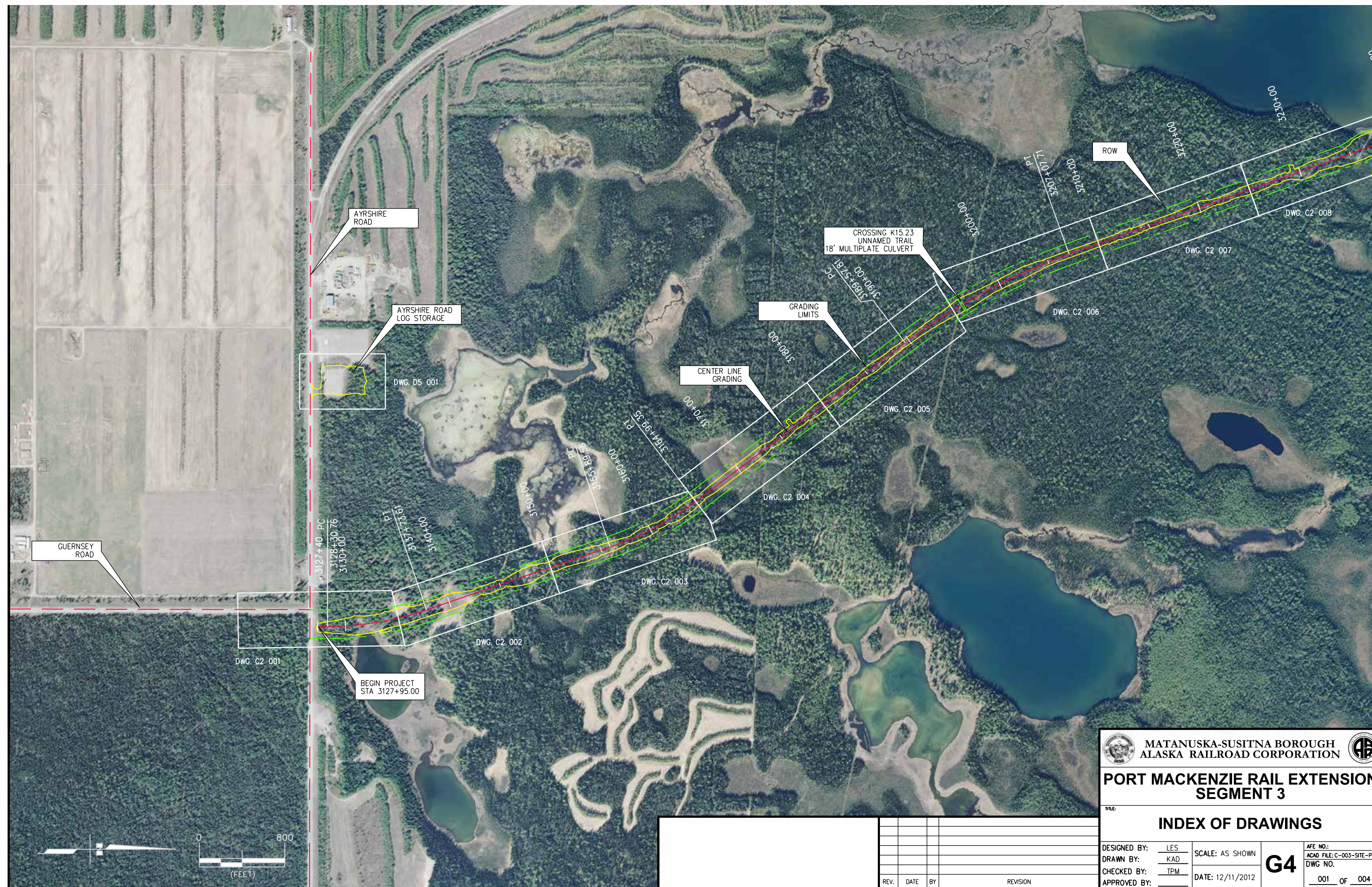
Construction Start: Spring 2013

Final Construction Completion: Spring 2014



Segment 3

What to Expect - Traffic and Access



- West Susitna Parkway closed at Papoose Twins Road junction
- Road can be accessed for local traffic by calling QAP Construction superintendent
- Expect Ayrshire Road to be closed for short periods in late May– early June for natural gas pipeline work

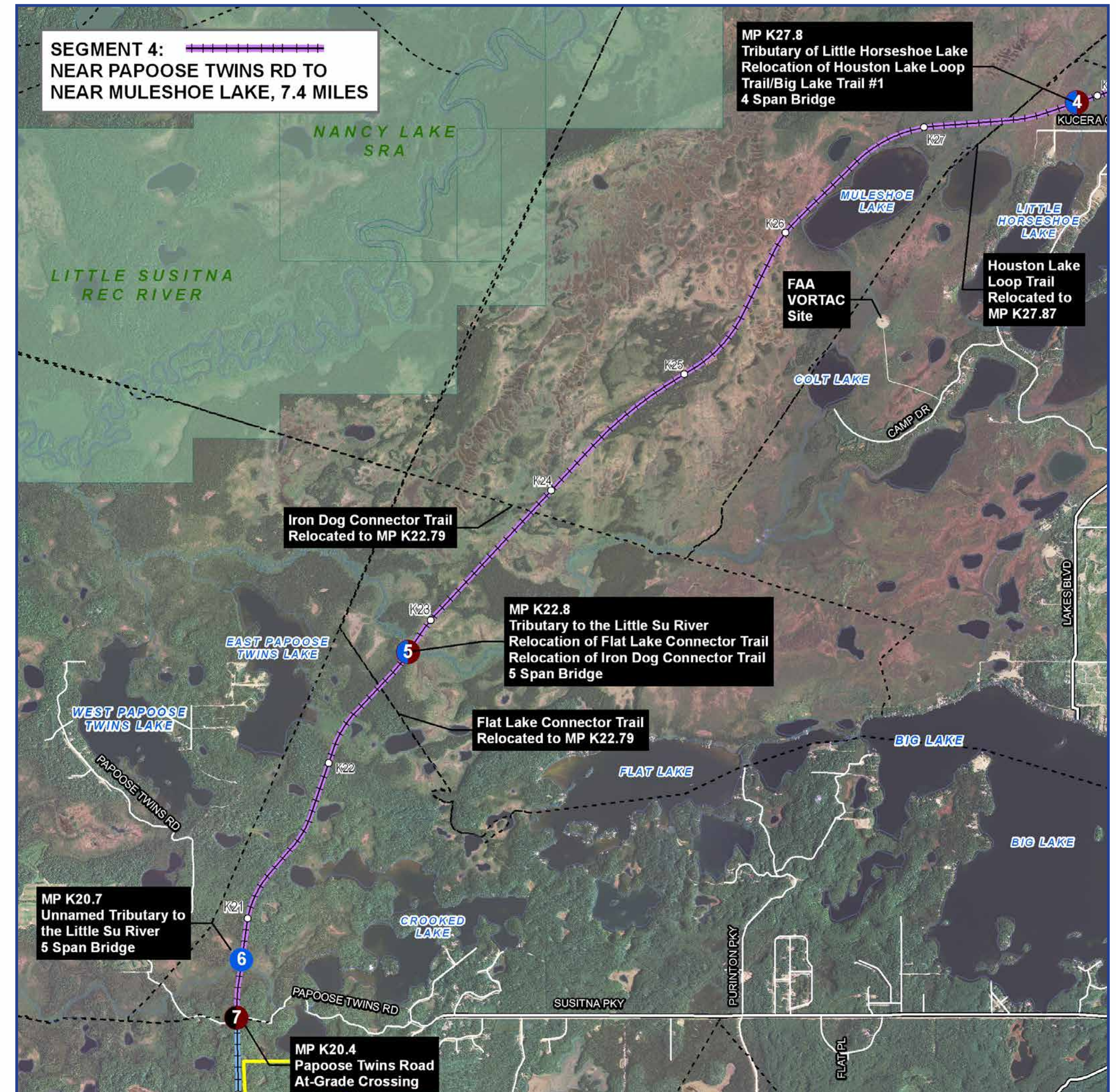
Segment 4

HIGHLIGHTS

- Length: 7.4 miles
- Bid opening scheduled for May 16, 2013
- State general obligation bids recently sold to fund this segment
- Construction work limited until July 15, 2013 due to U.S. Fish and Wildlife bird nesting window
- Closest residence: 970 feet
- Approx. 1 million cubic yards of earth to be moved
- Includes three bridges
 - ◊ Tributary to Little Susitna (140-foot 5-span, concrete girder)
 - ◊ Iron Dog Trail (140-foot 5-span, concrete girder)
 - ◊ Houston Loop Trail (112-foot 4-span, concrete girder)
- **Estimated Start:** Late summer 2013
- **Anticipated Completion:** Fall 2015

Segment out for bid, no contractor selected yet.

(Contractors can visit www.alaskarailroad.com/corporate/contracting/solicitations/tabid/408/Default.aspx for more information.)



Segment 6

HIGHLIGHTS

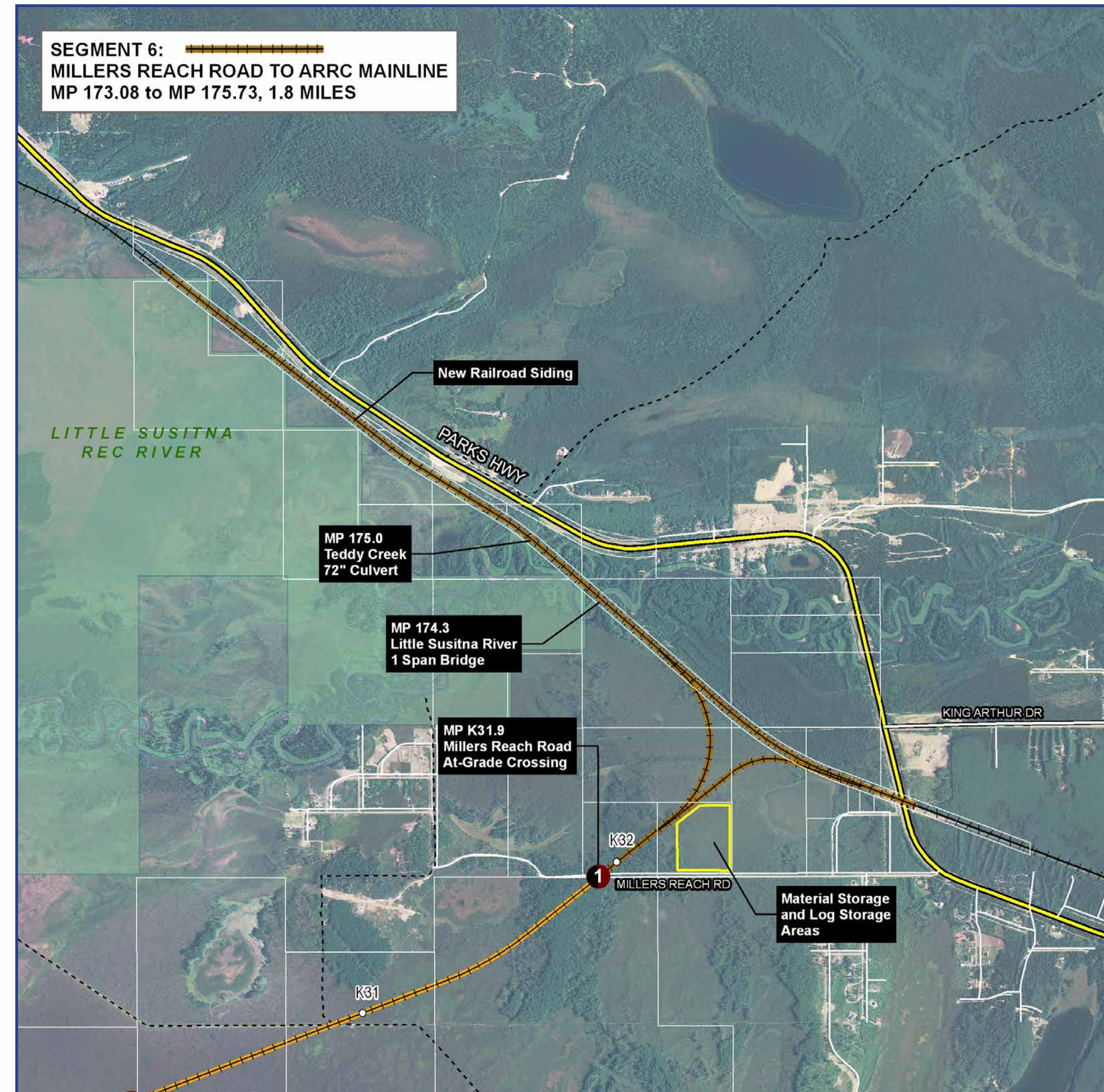
- Length: 5.1 miles
- Proceeding with clearing and working out approach to MP 175 culvert installation
- Closest residence: 762 feet
- Approx. 630,000 cubic yards of earth to be moved
- Will create a new “Y” rail connection on northeastern end of project, plus new siding adjacent to the ARRC mainline to Fairbanks
- “Y” will enable freight service between Port Mac-Fairbanks (north) and Port Mac-Anchorage/Kenai (south)
- Includes new railway bridge over Little Susitna River (120-foot single span, steel girder)
- Includes fish passage culvert at MP 175 (Teddy Creek; 6-foot-diameter steel pipe, 92 feet long)

Construction Firm: Granite Construction

Contact: Ira LeSage

Construction Start: Spring 2013

Final Construction Completion: Spring 2014



Segment 6

What to Expect - Traffic and Access



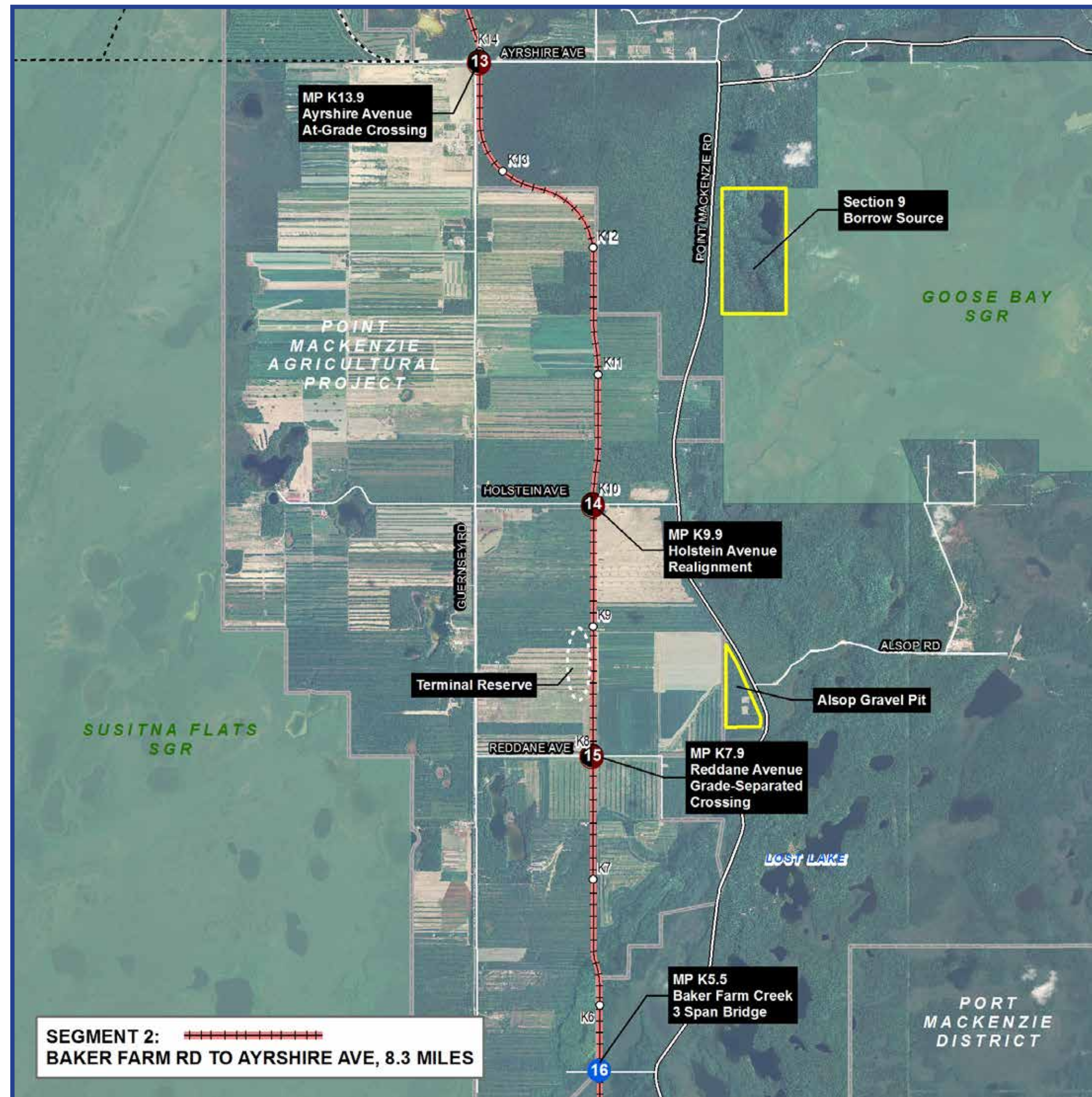
- Use caution on Millers Reach Road

Future Segments

Segment 2

HIGHLIGHTS

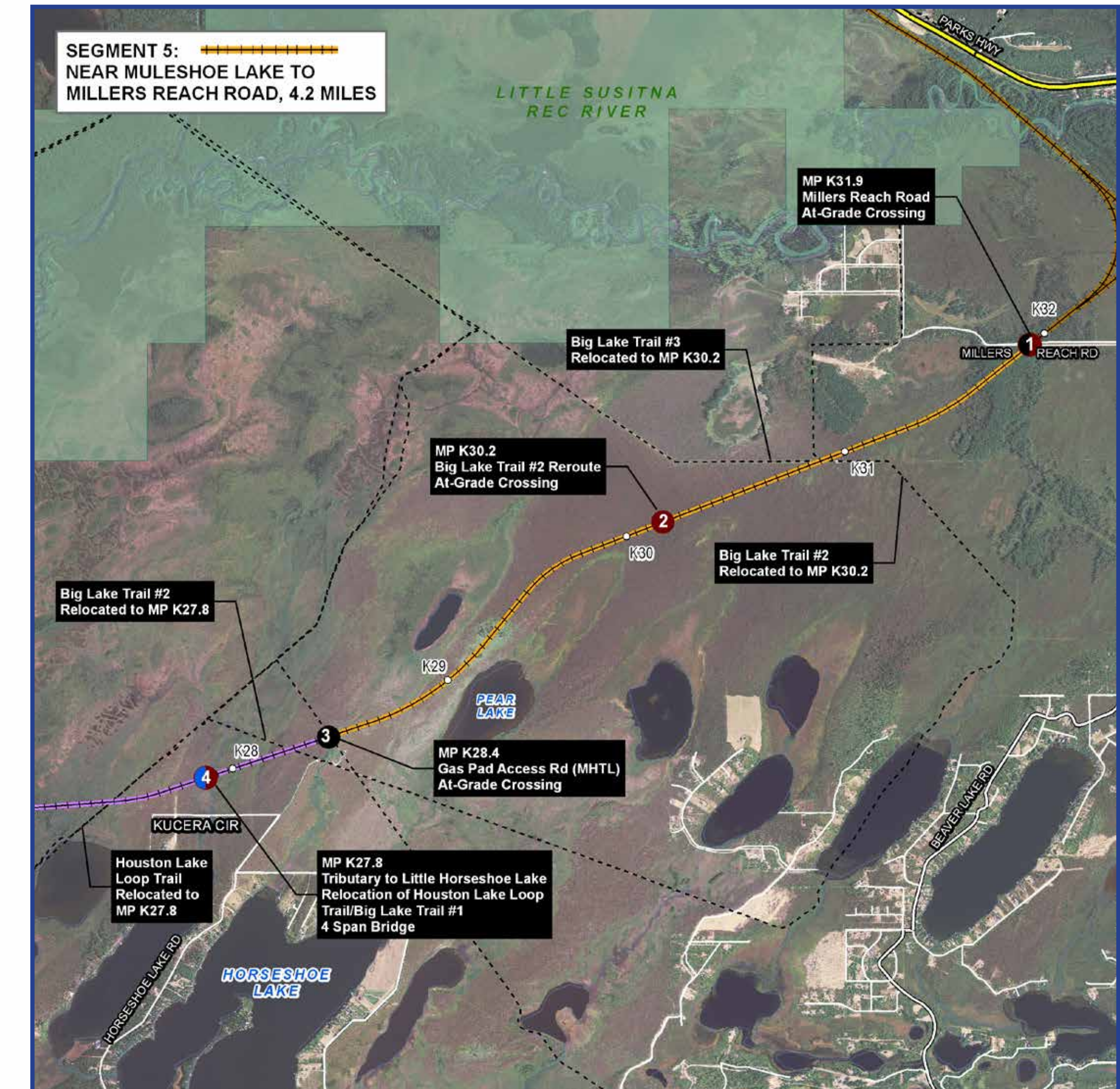
- Length: 8.3 miles
- Within Port MacKenzie Agricultural District
- Closest residence: 399 feet
- Location of ARRC Terminal Reserve
- Includes a road and trail crossing, and a bridge and trail crossing
- Access maintained at all road crossings



Segment 5

HIGHLIGHTS

- Length: 4.2 miles
- Within Millers Reach burn area
- Closest residence: 1,620 feet
- Includes three at-grade crossings



Future Segments

Segment 7

POTENTIAL CONTRACTS

- Communications network
- Railway signaling
- Administration and maintenance building and fueling facility at the Terminal Reserve
- Electrical service installation
- Civil work, Port MacKenzie to Houston
- Moose-related landscaping

Segment 8

HIGHLIGHTS

- Track construction from Millers Reach Road to Port MacKenzie Loop, with associated grade crossing signage and active grade crossing devices (flashing lights and gates)

Right-of-Way

What You Should Know

- The majority of land affected by the rail extension is owned by the MSB, State of Alaska, and Native corporations.
- The MSB and ARRC have minimized impacts to private property as much as practicable.
- MSB is leading the property acquisition efforts.
- All property needed for the project will be appraised by a professional third-party appraiser.
- Property will be purchased at fair market value as established by the appraiser.

Costs and Funding

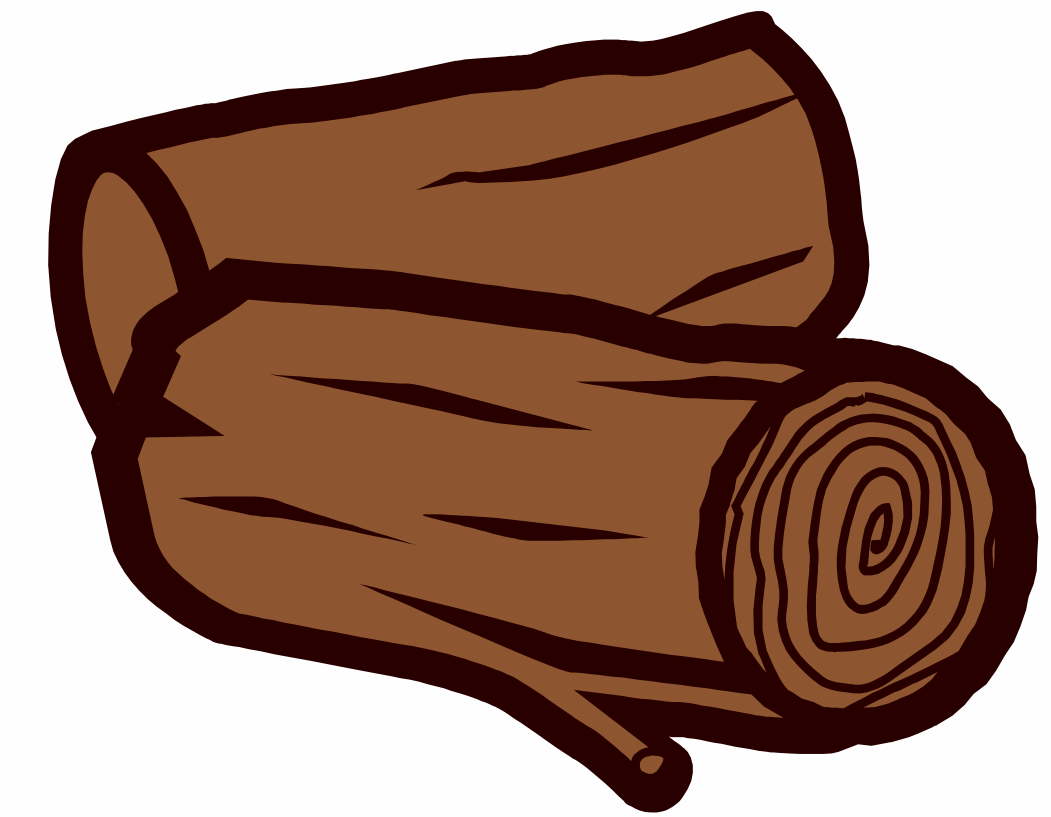
- Total Project Cost: \$272.5 million (2007 dollars)
- MSB has secured \$171 million in state legislative appropriations:
 - ◇ 2008: \$10 million State Grant
 - ◇ 2009: \$17.5 million State Grant
 - ◇ 2011: \$35 million State Grant
 - ◇ 2012: \$30 million State Grant
 - ◇ 2013: \$23.5 million State Grant, \$30 million General Obligation Bond
 - ◇ 2014: \$25 million State Grant
 - ◇ Additional funds required to complete the project: \$101.5 million
- State funding plus construction by segment allows MSB to hire local construction firms
- No federal funds utilized



Susitna Parkway & Millers Reach Road Personal Use Firewood Areas

Firewood is available on a first-come, first-served basis.

- A \$25 permit is required, and can be obtained from:
 - ◇ Land & Resource Management Division
Mat-Su Borough Administration Building
350 E. Dahlia Avenue, Palmer
8am – 5pm, Monday – Friday
 - ◇ Big Lake Library
(907) 892-6475
BigLake.Library@matsugov.us
- The permit must be in your possession during the removal of wood from the site.
- In addition to the permit cost, the cost for each cord of wood is \$25, with a maximum of six cords per household per year.



The permit will expire after all available wood has been removed, but no later than December 31, 2013. Please call the Land & Resource Management Division at 745-9869 if you have any questions.

Your Input is Important!

You are welcome to comment on the project's **construction impacts**.

- Submit a comment form in the box TONIGHT
- Fax comments to: (907) 644-2022
- Mail comments to:
Julie Jessen, Public Involvement Lead
Port MacKenzie Rail Extension Project
12900 West Creek Frontage Road
Wasilla, Alaska 99623
- Email comments to: pmre@akrr.com



COMMENT HERE



For more information

For general project questions:

Patty Sullivan, Public Affairs Director

Matanuska-Susitna Borough, Office of Public Affairs

350 East Dahlia Avenue

Palmer, Alaska 99645

Phone: (907) 745-9577

E-mail: patty.sullivan@matsugov.us

For construction questions:

Cliff Williams, P.E., Resident Engineer

Port MacKenzie Rail Extension Project

12900 West Creek Frontage Road

Wasilla, Alaska 99623

Phone: (907) 892-6000

E-mail: pmre@akrr.com

For ARRC questions:

Stephenie Wheeler, Corporate Communications Officer

Alaska Railroad Corporation

327 West Ship Creek Avenue

Anchorage, Alaska 99501

Phone: (907) 265-2671

E-mail: wheelers@akrr.com



Visit: www.portmacrail.com

