



# On Board!

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## ARRC Hires Construction Contractor

The Alaska Railroad Corporation (ARRC) awarded the contract for construction management and general contracting (CMGC) for Phase One of the Northern Rail Extension to Kiewit Pacific Co. of Anchorage, Alaska. Phase One includes the Tanana River bridge and levee near Salcha.

Kiewit Corporation is one of the largest employee-owned construction firms in the nation and has been working in Alaska for more than 60 years. Projects have included the Glen-Parks (highway) interchange in Wasilla and the Whittier Access Tunnel. Kiewit was also responsible for the Tacoma Narrows Bridge in Washington. The 5,413 foot-long Tacoma Narrows Bridge is the first long-span construction bridge to be constructed in the United States since 1964.

“Kiewit Pacific Co. is a local contractor with robust national resources and support,” said ARRC Project Manager Brian Lindamood. “We are confident in Kiewit’s ability to build what will ultimately be the largest bridge in the state.”

Key elements of Phase One include final design, permitting, right-of-way acquisition, material procurement and construction. Funding for this first phase includes \$104 million in Department of Defense appropriations and a \$40 million appropriation in the State’s capital

budget. Phase One of the Northern Rail Extension will create approximately 100 temporary construction jobs, and completion of the entire project is expected to create up to 5 permanent positions in Salcha.

“Hiring Kiewit brings us one step closer to improving transportation options for the United States military, for mass transit, and for freight movement within Alaska. This project will put Alaskans to work and is a win-win for ARRC, the state, and our economy,” concluded Bill O’Leary, ARRC Interim President/CEO and Chief Financial Officer.

Construction is anticipated to begin in late 2010. The ARRC will host a public open house in Salcha later this fall. Visit [www.northern-railextension.com](http://www.northern-railextension.com) for project updates.

**Save the Date--Project Open House**  
**Wednesday, September 8, 2010**  
**5 pm to 8 pm**  
**Presentation: 6 pm**  
**Salcha Elementary School**  
**8530 Richardson Highway, Salcha**





## \$40 Million Approved in Capital Budget

Governor Sean Parnell approved \$40 million for the Tanana River Crossing in the State's FY 2011 Capital Budget. These funds, along with \$104 million appropriated previously by the Department of Defense, will support Phase One activities, including:

- Updating Tom Bear Trail for construction access
- Preparing a construction staging area

- Establishing an on-site project office
- Purchasing construction materials
- Permitting
- Final design of the levee and bridge systems

Funding for Phase Two—connecting the Crossing to the ARRC's current rail terminus in North Pole—has yet to be identified.

## Construction Management—What's Next?

The Construction Manager-General Contractor (CMCG) process is a delivery contracting method that provides the Railroad with additional flexibility in design and problem-solving. Kiewit Pacific Corporation will share offices with ARRC and other design team members, allowing the combined project team to identify opportunities and challenges prior to construction.

Over the coming months, technical discipline teams will look at bridge, levee, and roadway, as well as right-of-way and regulatory (permitting) areas to suggest design refinements and identify schedule constraints. The ARRC anticipates final design approval later this fall.

## FEMA Permit Submitted

The Fairbanks North Star Borough recently approved the ARRC's request to the Federal Emergency Management Agency (FEMA) for a Conditional Letter of Map Revision or CLOMR (pronounced clo-mar). CLOMRs are required when a proposed project, such as the NRE levee, impacts or modifies a FEMA-designated floodplain. The CLOMR signifies that the project is officially recognized by FEMA and allows other state, federal, and local permits to be issued.

Following construction, ARRC will apply to FEMA for a Letter of Map Revision (LOMR), which defines new floodmaps for the community.

The ARRC anticipates FEMA's review of the CLOMR application will take approximately six months. While there is no public review process for the CLOMR, FEMA requires a 90-day public comment period following the application for the LOMR.





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The Newsletter of the  
Northern Rail Extension



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## Frequently Asked Question

**When will construction begin?**

The design team, joined by the construction contractor, is finalizing the design details for Phase One of the Northern Rail Extension. As the team finalizes the design, the ARRC is also working with state and federal agencies to obtain the necessary permits. These permits,

which may require separate public processes, must be approved prior to any on-the-ground construction efforts. Pending permit approval, the ARRC anticipates purchasing construction materials and preparing the Phase One staging area near Salcha by the end of 2010.

General project comments may be mailed to:  
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Thank you for your interest in the Northern Rail Extension.

On Board! is a publication of ARRC and HDR Alaska.  
For up-to-date information about the Northern Rail Extension, visit the project website at [www.northernrailextension.com](http://www.northernrailextension.com)