



April 31, 2014

To: David Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, D.C. 20423-0012

From: Brian Lindamood, Alaska Railroad Corporation

Subject: Port MacKenzie Rail Extension (STB Docket No. FD 35095)
Quarterly Report No. 8, January 2014 through March 2014

This quarterly progress report is submitted in accordance with Mitigation Measure #98 of the November 21, 2011 Surface Transportation Board (STB) final decision (Docket No. FD 35095) authorizing the Alaska Railroad Corporation (ARRC) to construct and operate approximately 35 miles of new rail line connecting Port MacKenzie to ARRC's existing main line near Houston, Alaska. This is the first quarterly report for 2014, covering the period from January 2014 through March 2014.

PROJECT PROGRESS

Key activities/milestones conducted during the reporting period are summarized below.

General

- Maintained a Community Liaison and Project Office in Big Lake, Alaska (**Mitigation Measure No. 57, 65, 81, 90**):
Cliff Williams, Community Liaison (Segments 2-8)
David Kabella, Community Liaison (Segment 1)
Port MacKenzie Rail Extension Project
129000 West Creek Frontage Road, Suite 100
Wasilla, Alaska 99623
Phone: 907.892.6000
Email: pmre@akrr.com
- Maintained and updated project website with current information: <http://www.portmacrail.com/> (**Mitigation Measure No. 72**)
- An updated Construction Status exhibit is attached that shows the current status of each segment.
- Construction is underway for Segments 1, 3, 4 and 6.
- All necessary project right-of-way for Segment 1, 3, 4, and 6 has been secured. Right-of-way negotiations for Segments 2 and 5 are on-going.
- ARRC and the Matanuska-Susitna Borough (MSB) is pursuing FY 2015 funding from the State of Alaska for Segments 2, 7, and 8 during the Second Session of the 28th Legislature. The session is

scheduled to end April 20, 2014. As part of the FY 2015 Governor's budget (published December 12, 2012), Governor Sean Parnell proposed a \$5 million grant to fund the project.

- A public open house event was held on March 19, 2014 in Houston, Alaska. Announcement postcards for the event were mailed to approximately 5,230 property owners and stakeholders. Advertisements for the event were also published in three local newspapers.
- On October 5, 2012, Cook Inlet Keeper, Sierra Club, and Alaska Survival filed a legal challenge in the U.S. District Court for the District of Alaska against the U.S. Army Corps of Engineers (USACE) for issuing a Section 404 permit (POA 2007-1586) for the Port MacKenzie Rail Extension Project. A decision on cross-motions for summary judgment was published by the Court on March 4, 2014. The Court upheld the USACE's permitting decision, but requested additional research and response from the USACE, ARRC, and the MSB regarding the wetlands functional assessment for the project. Outcome of the response filing and a final court decision is pending.

Cultural Resources

- In accordance with the PMRE Programmatic Agreement developed during the NEPA process, ARRC facilitated annual Section 106/Cultural Resource trainings for Segment 1, 3, 4, and 6 contractors and construction management personnel at the Big Lake project office on March 18 and 19, 2014. All required staff is trained for the upcoming 2014 construction season.
- In accordance with the PMRE Programmatic Agreement, a 2013 Annual Report on Historic Resources was submitted to STB and the State Historic Preservation Office (SHPO) on January 31, 2014.
- ARRC has completed a draft of the Iditarod Dog Sledding Multiple Property document for the Working Group review. ARRC will work to finalize this document in early 2014.
- In accordance with ARRC's right-of-entry agreement (Permit 2013-051) for Cook Inlet Region, Inc. (CIRI) properties, the Segment 2 Cultural Resources Survey Report was transmitted to CIRI on January 27, 2014.

Permitting (See attached permit list)

- A third Section 404 permit modification (POA-2007-1586-M3) was authorized by USACE on February 3, 2014. This modification authorizes ARRC's Segment 4 Contractor (Bristol Environmental Remediation Services (BERS)) to place temporary fill and culverts at three separate stream crossings (Mileposts (MP) K20.76, K22.79, and K27.88) within Segment 4. A copy of this modification is attached to this Quarterly Report (**Mitigation Measure No. 3**).
- Over the last quarter the following Title 16 fish habitat permit amendments from the Alaska Department of Fish and Game (ADF&G) have been issued to ARRC and its contractors (**Mitigation Measures No. 3 and 33**):
 - Permit No. FH-13-IV-0899 issued to BERS on January 13, 2014 authorizes a temporary winter stream crossing of the Diamond Lake outlet stream (MP K16.8; Segment 3).
 - Permit N. FH-IV-0854 Amendment I issued to BERS on March 21, 2014 authorizes the installation of temporary culverts within an unnamed tributary of the Little Susitna River (MP K20.7; Segment 4).
 - Permit N. FH-IV-0856 Amendment I issued to BERS on March 21, 2014 authorizes the installation of temporary culverts within an unnamed tributary of the Little Susitna River (MP K27.9; Segment 4).
 - Permit N. FH-IV-0080 Amendment II issued to ARRC on March 21, 2014 authorizes the installation of a 84-inch fish passage culvert within the inlet stream of East Papoose Twins Lake (MP K22.2; Segment 4).
 - Permit N. FH-IV-0238 issued to BERS on March 27, 2014 authorizes the installation of a temporary culvert within the inlet stream of East Papoose Twins Lake (MP K22.2; Segment 4).
- In association with Segment 4 construction, on March 28, 2014 BERS applied for an Alaska Department of Natural Resources Division of Mining, Land & Water (ADNR-DMLW) temporary

water use permit for three water withdrawal sites. Water from these sources would be used for dust control and compaction of Segment 4. A permit decision by DNR-DMLW is pending.

- ARRC has applied for an eagle nest take permit from U.S. Fish and Wildlife (USFWS) to remove the Segment 6 eagle nest; draft permit conditions were sent to ARRC for review and comment on September 23, 2013. ARRC is still seeking to amend the permit to allow for removal of the nest tree. A decision on the amended permit is pending (**Mitigation Measure No. 36**).
- Vegetation clearing associated with Segments 3 and 4 and several proposed trail realignment routes is underway and will be completed before the USFWS bird nesting window (May 1 to July 15) (**Mitigation Measure No. 35**).

Planned activities – Next Reporting Period

- Continued construction of Segments 1, 3, 4 and 6.
- A helicopter supported eagle nest survey on the entire PMRE project area is planned for April 21, 2014.
- In early April 2014, ARRC submitted permit modification requests to ADF&G for three existing Segment 4 Title 16 permits (FH-11-IV-0288, FH-11-IV-0289, and FH-11-IV-0291). The purpose for these modifications is to update each permit with the current engineering design for three anadromous fish stream crossings.
- In early April 2014, ARRC submitted a permit modification request to ADNDR-DMLW to amend existing Temporary Water Use Permits for two water withdrawal sites located along Segment 4. BERS has requested ARRC modify each permit to satisfy the water needs for Segment 4 construction activities (dust control and compaction).
- The northernmost portion of Segment 2 situated outside of the Point MacKenzie Agricultural District is being added to the Segment 3 construction contract. This action will expedite the construction of the approximately 1.2-mile segment that falls outside of restrictive State of Alaska agricultural covenants.

DISCUSSION

- In cooperation with the Matanuska-Susitna Borough, local trails groups, and the Alaska Mental Health Trust Land Office, ARRC awarded a contract for vegetation clearing and signage related to trail realignments along the new rail line. Vegetation clearing is complete for early 2014 and will reconvene in fall 2014.
- A binder containing copies of all projects permits is available for public review at the ARRC General Office Building, 327 West Ship Creek Avenue, Anchorage, AK 99504.
- ARRC's construction manager, resident engineer, and environmental site officers for Segments 2-8 will be located at the Big Lake Project Office. Segment 1 personnel are located near the Port MacKenzie Ferry Terminal offices.

SCHEDULE

- Segment 1: This 4.7-mile segment begins at the embankment of the Bi-Modal Bulk Facility and related port trackage and proceeds northwest, crossing under the Chugach Power transmission lines (where the ARRC right-of-way will begin) to a quarter mile south of Baker Farm Road, where it turns and heads directly north. It stops shortly after crossing the Baker Farm Creek 3-span bridge at MP (Milepost) K5.48.
 - Bristol Construction Services (Shane Ferrell, Project Manager) is under contract for Segment 1.
 - Construction for this segment is expected to be completed during the second or third quarter of 2014. Construction has been on hold during the last period for winter shutdown.
- Segment 3: This 7.7-mile segment begins southeast of the intersection of Ayrshire Avenue and

Guernsey Road. This segment crosses Ayrshire Avenue and continues northwest around the northeast end of My Lake, then curves back northeast, crossing the 5-span bridge at the outflow of Diamond Lake and the historic Iditarod Trail 3-span bridge. It intersects the Iditarod Race Trail 3-span bridge at MP K17.95, loop northwest and then northeast before heading straight north across the Susitna Parkway at grade crossing, ending near Papoose Twins Road.

- o Quality Asphalt Paving (Steve Spidal, Project Manager) is under contract for Segment 3.
 - o Construction for this segment is expected to be completed during the second or third quarter of 2014. Construction has been on hold during the last period for winter shutdown.
- Segment 4: This 7.4-mile segment begins at Papoose-Twins Road and continues northeasterly, ending northeast of Little Horseshoe Lake.
 - o BERS (Shane Ferrell, Project Manager) is under contract for Segment 4.
 - o Construction and vegetation clearing is underway. BERS initiated winter construction in February 2014 and is developing a portion of the embankment for access purposes along the length of the route. Installation of temporary culverts and fill has been completed for four fish stream crossings.
- Segment 6: This segment begins at Miller's Reach Road and ties into the ARRC Mainline near Houston without crossing the Parks Highway. This connection will facilitate the movement of trains both northbound and southbound in a Y configuration. Proposed work involves construction of approximately 1 mile of new track, installation of a new bridge over the Little Susitna River, a fish passage culvert extension at Teddy Creek, and several drainage structures within the existing right-of-way.
 - o Granite Construction (Ira LeSage, Project Manager) is under contract for Segment 6.
 - o Construction has been underway since spring 2013 and is proceeding on schedule. This segment is nearing completion; most work has been on hold for winter except for work associated with the Little Susitna bridge, signaling, and site work associated with a communications tower.
- Segment 5: This 4.5 mile segment connects segments 4 and 6 between Little Horseshoe Lake and Millers Reach Road. This segment has been funded through a FY2014 state capital appropriation. Solicitation for construction is expected to be advertised in 2014.
- Segments 2, 7, and 8: The construction and schedule for these segments is dependent on future funding from the State of Alaska.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
1: The Applicant shall design project-related rail line and associated facilities in accordance with engineering criteria related to permafrost, seismic events, and other geologic hazards to comply with applicable design codes. For example, the Applicant shall design the project in accordance with the latest applicable seismic codes taking into account the region's potential for earthquake activity to mitigate potential damage to bridges and tracks. (V)	Review design criteria	Before construction	No permafrost has been found in the project area. Project has been designed to meet applicable standards and recommended practice of various organizations were applicable, to include: AREMA, AASHTO, AKDOT&PF, FEMA, and the Alaska Railroad
2: The Applicant shall be subject to Alaska Department of Environmental Conservation (ADEC) jurisdiction under the Alaska Pollutant Discharge Elimination System (APDES) for storm water discharges resulting from project-related construction activities. Requirements that are commonly part of a Stormwater Pollution Prevention Plan associated with a APDES Stormwater Construction Permit include the following: - Ground disturbance shall be limited to only the areas necessary for project-related construction activities. - During earthmoving activities, topsoil shall be reused wherever practicable and stockpiled for later application during reclamation of disturbed areas. - Appropriate erosion control measures shall be employed to minimize the potential for erosion of soil stockpiles until they are removed and the area is restored. - Disturbed areas shall be restored as soon as practicable after construction ends along a particular stretch of rail line, and the goal of restoration shall be the rapid and permanent reestablishment of native ground cover on disturbed areas to prevent soil erosion. - The bottom and sides of drainage ditches shall be revegetated using natural recruitment from the native seed sources in the stockpiled topsoil or a seed mix free of invasive plant species. - If weather or season precludes the prompt reestablishment of vegetation, temporary erosion control measures shall be implemented. (V)	SWPPP approval by ADEC	Before construction	Each contractor awarded work will be responsible for preparing a SWPPP and submitting it to ADEC. To date, Bristol Construction Services (Segment 1 and 4), Quality Asphalt Paving (Segment 3), and Granite Construction (Segment 6) have submitted a SWPPP's to ADEC, along with a notice of intent for coverage under the ACGP. These documents are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK), Big Lake Project Office, and at the construction site.
3: The Applicant shall obtain Federal permits required by section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act from the U.S. Army Corps of Engineers (USACE) prior to initiation of project-related construction activities in wetlands and waterbodies. The Applicant also agrees to obtain necessary state permits and authorizations (e.g., Alaska Department of Fish and Game (ADF&G) Fish Habitat Permit, Alaska Department of Natural Resources (ADNR) Land Use Permit, and an Alaska Department of Environmental Conservation section 401 water quality certification). The Applicant shall incorporate stipulations into construction contract specifications. (V)	Permits issued; stipulations added to contract specifications	Before construction	A permit status list is attached to this report.
4: The Applicant shall avoid and minimize impacts to waters of the U.S., including wetlands, to the extent practicable. The Applicant shall provide compensatory mitigation for unavoidable impacts to wetlands as part of the USACE section 404 permit, to the extent practicable in accordance with the reasonable requirements of the Clean Water Act. (V)	Section 404 Permit is issued	Before construction	A Section 404 permit application (POA-2007-1586) was issued for the project on September 10, 2012; subsequent modifications to that permit have been issued (POA-2007-1586-M1, M2, and M3). A copy of the permit is available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
5: The Applicant shall design and construct the proposed rail line in such a way as to maintain natural water flow and drainage patterns to the extent practicable. This shall include installing bridges or placing equalization culverts through the embankment as necessary, preventing impoundment of water or excessive drainage, and maintaining the connectivity of floodplains and wetlands. (V)	Review design criteria and Section 404 permit	Before construction	Condition conforms to project design standards and permit requirements. Specifically, as mandated in Special Condition No. 3 of the PMRE Section 404 Permit (POA-2007-1586): <i>Natural wetland drainage and inundation patterns shall be maintained through the incorporation of adequately sized (diameter and length), sloped and spaced culverts and/or bridges. The ARRC shall be responsible for annual monitoring, maintenance, and/or repair, and/or replacement of all culverts and bridges for the life of the project to insure that natural wetland drainages and inundation patterns are maintained. The presence of upslope ponding, erosion, flooding scour, obstruction to aquatic organisms, as a result of failing or poorly installed culverts, shall be evidence of non-compliance with this condition. ARRC shall immediately notify the Corps of any non-compliance with this special condition. Obstruction caused by beaver dams or debris, and their removal does not require notification to the Corps. The notification shall include for Corps review and approval ARRC plans for restoration of the natural drainage.</i>
6: The Applicant shall disturb the smallest area practicable around any streams and, as soon as practicable following project-related construction activities, revegetate disturbed areas using native vegetation.	Review design criteria and Section 404 permit	Before, during, and after construction	Condition conforms to project design standards and permit requirements. Specifically, as mandated in Special Condition No. 5 of the PMRE Section 404 Permit (POA-2007-1586): <i>All riparian areas disturbed during construction, must be restored to pre-project conditions as soon as possible. If construction is not complete prior to the end the same growing season, all disturbed riparian areas shall be stabilized appropriately and effectively, such as with jute matting, to satisfactorily withstand erosion from heavy rain during the fall and the next year's spring breakup. Site shall be restored to pre-project conditions during the growing season following construction (year immediately following disturbance). Revegetation shall be considered successful when percent live cover of native wetland vegetation is similar to adjacent wetlands. Evidence of erosion and sloughing from disturbed areas will be considered non-compliance with this condition.</i>
7: The Applicant shall minimize the number of temporary stream crossings constructed to provide access for contractors, work crews, and heavy equipment to the extent practicable. Where needed, temporary structures shall be placed to avoid overly constricting active channels and shall be removed as soon as practicable after the crossing is no longer needed. (V)	Review design criteria, Section 404, and Title 16 permits	Before and during construction	Condition conforms to project design standards and permit requirements.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
8: The Applicant shall coordinate with the Matanuska-Susitna Borough (MSB) Floodplain Administrator to ensure that new project-related stream and floodplain crossings are appropriately designed. For crossings within the mapped 100-year floodplain, drainage crossing structures shall be designed to pass a 100-year flood. (V)	Permit Issued	Before construction	A MSB Floodplain Development Permit has been issued for the Project. The permit was extended by MSB until June 21, 2014. A copy of the permit is available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
9: The Applicant shall evaluate project-related construction water needs in relation to stream flow rates and groundwater recharge rates, as appropriate, and shall minimize effects on surface water and groundwater. Water withdrawals shall be subject to prior written approval by the ADNR Division of Mining, Land and Water, and also from the ADF&G Division of Habitat for withdrawals from fish-bearing waters. (V)	Permit Issued	Before construction	Temporary Water Use Permits have been authorized for the project. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
10: For all project-related crossings of fish-bearing waters that incorporate bridges or culverts, the Applicant shall design, construct, and maintain the conveyance structures in accordance with the National Marine Fisheries Service (NMFS) 2008 publication, “Anadromous Salmonid Passage Facility Design” (National Marine Fisheries Service. 2008. Anadromous Salmonid Passage Facility Design. NMFS, Northwest Region, Portland, Oregon) or equivalent and reasonable requirements. (V)	Review design criteria and Title 16 permits	Before construction	All ADF&G Title 16 Fish Habitat permits have been acquired and are in accordance with this measure. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Future ADF&G permit actions will be done as amendments to the currently held permits.
11: The Applicant shall time project-related construction in anadromous streams to minimize adverse effects to salmon during critical life stages when practicable. The Applicant shall incorporate timing windows (i.e., those time periods when salmon are least vulnerable to disturbances) as specified by the ADF&G Division of Habitat, into construction contract specifications for in-stream work. The Applicant shall design and construct stream crossings so as not to impede fish passage or impair the hydrologic functioning of the water body. (V)	Review design criteria and Title 16 permits	Before construction	All ADF&G Title 16 Fish Habitat permits have been acquired. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Future ADF&G permit actions will be done as amendments to the currently held permits.
12: When project-related activities, such as culvert and bridge construction, require work in stream beds, the Applicant shall conduct activities, to the extent practicable, during either summer or winter low-flow conditions. (V)	Review Title 16 permits	During construction	All ADF&G Title 16 Fish Habitat permits have been acquired and are in accordance with this measure. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Future ADF&G permit actions will be done as amendments to the currently held permits.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
13: The Applicant shall design, construct, and operate the rail line and associated facilities, including bridge abutments, to maintain existing water patterns and flow conditions and provide long-term hydrologic stability by conforming to natural stream gradients and stream channel alignment and avoiding altered subsurface flow to the extent practicable. Project-related supporting structures (e.g., bridge piers) shall be designed to minimize scour and increased flow velocity, to the extent practicable.	Review design criteria	Before construction	Condition conforms to project design standards and permit requirements. Specifically, as mandated in Special Condition No. 3 of the PMRE Section 404 Permit (POA-2007-1586): <i>Natural wetland drainage and inundation patterns shall be maintained through the incorporation of adequately sized (diameter and length), sloped and spaced culverts and/or bridges. The ARRC shall be responsible for annual monitoring, maintenance, and/or repair, and/or replacement of all culverts and bridges for the life of the project to insure that natural wetland drainages and inundation patterns are maintained. The presence of upslope ponding, erosion, flooding scour, obstruction to aquatic organisms, as a result of failing or poorly installed culverts, shall be evidence of non-compliance with this condition. ARRC shall immediately notify the Corps of any non-compliance with this special condition. Obstruction caused by beaver dams or debris, and their removal does not require notification to the Corps. The notification shall include for Corps review and approval ARRC plans for restoration of the natural drainage.</i>
14: Prior to project-related construction, the Applicant shall complete jurisdictional delineations of wetlands and other surface waters that are subject to section 404 of the Clean Water Act for all associated facilities proposed outside of the right-of-way.	Review 2010 Wetland Report	Before construction	Permit-level wetland and waterbody delineations are complete and have been submitted to the USACE. This 2010 delineation served as the basis for the Section 404 permit (POA-2007-1586), issued for the project on September 10, 2012.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
15: The Applicant shall implement all reasonable best management practices imposed by the USACE under section 404 of the Clean Water Act to minimize project-related impacts to waters of the U.S., including wetlands. Standard best management practices are specified in the USACE Alaska District's Nationwide Permits General Best Management Practice Guide (U.S. Army Corps of Engineers, 2007. "Nationwide Permits: General Best Management Practice." Alaska District, Regulatory Program. Online at: http://www.poa.usace.army.mil/reg/NWPs.htm) and could include the following: • Containing sediment and turbidity at the work site by installing diversion or containment structures. • Disposing of dredge spoils or unusable excavated material not used as backfill at upland disposal sites in a manner that minimizes impacts to wetlands. • Revegetating wetlands as soon as possible, preferably in the same growing season, by systematically removing vegetation, storing it in a manner to retain viability, and replacing it after construction to restore the site. • Using fill materials that is free from fine material. • Stockpiling topsoil and organic surface material, such as root mats, separately from overburden and returning it to the surface of the restored site. • Dispersing the load of heavy equipment such that the bearing strength of the soil (the maximum load the soil can sustain) would not be exceeded. Suitable methods could include, but are not limited to, working in frozen or dry ground conditions, employing mats when working in wetlands or mudflats, and using tracked rather than wheeled vehicles. • Using techniques such as brush layering, brush matting, live siltation (a revegetation technique used to trap sediment), jute matting, and coir logs to stabilize soil and reestablish native vegetation	Permit Issued	Before, during, and after construction	A Section 404 permit (POA-2007-1586) was issued for the project on September 10, 2012. The permit complies with this measure. A copy of the permit is available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
16: Prior to initiating project-related construction activities, the Applicant shall mark all stream channels and existing culvert locations in the project construction area before snowfall obscures their location to avoid damage to these areas.	Review design criteria, Section 404, and Title 16 permits	Before and during construction	This measure has been completed for Segments 1, 3, 4, and 6.
17: During project-related design, the Applicant shall align road and track crossings of water bodies perpendicular or near perpendicular to water bodies, where practicable, to minimize crossing length and potential bank disturbance.	Review design criteria, Section 404, and Title 16 permits	Before construction	Condition conforms to project design
18: During project-related construction, the Applicant shall remove all project-related construction debris (including construction materials, soil, or woody debris) from water bodies, including wetlands, as soon as practicable during the open-water period, or prior to break-up for debris on top of or within ice or snow crossings.	Review contract specifications	Before, during, and after construction	Condition conforms to contract stipulations and permit requirements
19: The Applicant shall construct project-related water crossings in a manner that minimizes disturbances to stream beds, stream banks, and flow. Measures to meet these goals could include installing bridge piers during the winter, and initially constructing permanent project-related crossing structures, when practicable, to avoid the need to construct both temporary and permanent crossing structures.	Review design criteria, Section 404, and Title 16 permits	Before and during construction	Condition conforms to project design

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
20: During project-related construction, the Applicant shall perform all off-road travel and clearing in a manner that maintains existing surface and subsurface hydrology and water quality, to the extent practicable. Project-related off-road construction activities beyond the 200-foot right-of-way shall be approved by the land owner. Project-related wintertime off-road travel beyond the right-of-way shall be limited to areas where snow and ice depth are sufficient to protect the ground surface and vegetation. Summertime off-road travel beyond the right-of-way shall occur only if it can be accomplished without damaging vegetation or the ground surface, including stream banks that may be crossed.	Review design criteria, ADNR overland land use permit, Section 404, and Title 16 permits	Before and during construction	Condition conforms to stipulations under the ADNR overland land use permit, Section 404 permit and ADF&G Title 16 Fish Habitat permits. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
21: The Applicant shall design, construct, and use winter roads in performing project-related construction so as to avoid degradation of water quality and to protect the road bed from significant rutting, ground disturbance, or thermal erosion of permafrost areas.	None at this time	Before and during construction	The measure has been adhered to during project development. Additional approval will be sought as winter roads are necessary.
22: The Applicant shall not mine gravel required for project-related construction within the limits of ordinary high water of water bodies unless otherwise authorized by the ADNR, Division of Mining, Land, and Water, and the ADF&G. The Applicant also shall consult with the USACE prior to conducting these activities. Mine-site development and restoration within the limits of ordinary high water of waterbodies shall be performed in accordance with the reasonable requirements of the ADNR, ADF&G, and USACE.	None at this time	Before construction	Project will not mine gravel in water bodies.
23: The Applicant shall abandon project-related geotechnical boreholes in compliance with the reasonable requirements of ADEC requirements (Alaska Administrative Code 18 § 80.015(e), Well protection, source water protection, and well decommissioning).	Review geotechnical reports and permit conditions	Before, during, and after construction	Condition conforms to geotechnical drilling standards, contract specifications, and permit stipulations
24: The Applicant shall follow all applicable Federal regulations and standard protocols for transporting hazardous substances and other deleterious compounds to minimize the potential for a spill occurrence.	SWPPP approval by ADEC	Before construction	Each contractor awarded work will be responsible for preparing a SWPPP and submitting it to ADEC. To date, Bristol Construction Services (Segment 1 and 4), Quality Asphalt Paving (Segment 3), and Granite Construction (Segment 6) have submitted a SWPPP's to ADEC, along with a notice of intent for coverage under the ACGP. These documents are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK), Big Lake Project Office, and at the construction site.
25: The Applicant shall comply with the reasonable requirements of the ADEC in the design, construction, operation, and maintenance of project-related tank storage facilities.	None at this time	Before and during construction	Any storage tanks required by contractors during construction will be permitted according to this measure.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
26: The Applicant shall direct the operators of project-related construction vehicles not to drive in or cross streams other than at crossing points reasonably established by the ADEC and USACE and, in the case of fish-bearing streams, the ADF&G.	Review contract specifications, Section 404, and Title 16 permits	Before and during construction	Required under the projects ADF&G Title 16 Fish Habitat permits. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
27: During project-related construction, the Applicant shall minimize to the extent practicable, the duration and extent of activity at temporary construction facilities, such as staging areas, and provide surface treatments to minimize soil compaction (e.g., break up compacted soils during reclamation to promote infiltration) and promote vegetation regrowth after the facilities are no longer needed to support construction.	Review contract specifications, Section 404, and Title 16 permits	During and after construction	Required under the projects ADF&G Title 16 Fish Habitat permits. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
28: The Applicant shall ensure that all project-related culverts and bridges are sufficiently clear of debris to avoid blockages to free-fish passage (where applicable), stream-flow alteration, and increased flooding. The Applicant shall inspect all project-related bridges and culverts semi-annually (or more frequently, as seasonal flows dictate) for debris accumulation and remove and properly dispose of debris promptly.	Review inspection reports as necessary	After construction	ARRC will conduct routine maintenance inspections of all culverts and bridges once installed
29: The Applicant shall use contaminant-free embankment and surface materials in project-related construction.	Review design criteria	During construction	Condition conforms to project design standards
30: The Applicant shall return all project-related stream crossing points to their preconstruction contours to the extent practicable.	Review contract specifications, Section 404, and Title 16 permits	During and after construction	Required under the projects ADF&G Title 16 Fish Habitat permits. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
31: During project-related construction, the Applicant shall use temporary barricades, fencing, and/or flagging in sensitive habitats to contain project-related impacts to the construction area. The Applicant shall locate staging areas in previously disturbed sites to the extent practicable, rather than in sensitive habitat areas.	Review contract specifications, Section 404, and Title 16 permits	During construction	Required under the Section 404 permit and ADF&G Title 16 Fish Habitat permits. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Specifically, as mandated in Special Condition No. 7 of the PMRE Section 404 Permit (POA-2007-1586): <i>The limits of clearing, within wetlands, shall be staked and flagged on the ground prior to any work. No ground disturbing activities shall occur in WOUS, including wetlands, beyond limits of clearing or temporary impacts identified on project plans.</i>
32: The Applicant shall restrict its project-related workers from (1) hunting or fishing while stationed at work camps; (2) harassing wildlife, including winter or calving concentrations of moose (cows with yearling calves can be particularly defensive); (3) approaching known occupied bear dens; and (4) feeding wildlife. (V)	Review contract specifications	During construction	This measure will be included in the construction contract specifications.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
33: The Applicant shall obtain project-related state permits and authorizations, including the ADF&G Fish Habitat Permit. (V)	Permit Issued	Before construction	All ADF&G Title 16 Fish Habitat permits have been acquired. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Future ADF&G permit actions will be done as amendments to the currently held permits.
34: The Applicant shall implement Essential Fish Habitat (EFH) conservation measures as agreed upon with the NMFS during the EFH consultation process for this project. (V)	Permit Issued	Before and during construction	Completed under the Section 404 permit decision and consultation process.
35: The Applicant shall clear vegetation in preparation for project-related construction before or after the typical migratory bird nesting season as identified by the U.S. Fish and Wildlife Service (USFWS) (typically May 1 to July 15), to the extent possible to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during the nesting season, the Applicant shall conduct a nest survey and consult with the USFWS, prior to clearing the vegetation, to identify additional appropriate compliance measures. (V)	Review contract specifications	During construction	Clearing for Segment 1 was completed during early April 2012, outside of U.S. Fish and Wildlife's (USFWS) recommended time period from avoiding vegetation clearing (May 1-July 15). Clearing for Segment 3 and 6 was completed prior to the USFWS bird nesting window in 2013. Clearing for Segment 4 and portions of several trail realignment routes is complete and was done prior to the USFWS bird nesting window in 2014. ARRC will continue to work with the contractors and set bid dates to try and avoid the bird nesting window; however, as the funding schedule for the project is largely unknown, an exact construction schedule cannot be set and certain project activities may interfere with the bird nesting window. ARRC recognizes this and is ready take the necessary precautions to avoid impacts to nesting birds.
36: During the bald eagle nesting season (typically March through August), the Applicant and its contractor(s) shall use their best efforts to avoid bald eagle disturbance during project-related construction. Nests shall be protected in accordance with USFWS guidelines.	Review contract specifications	During construction	A raptor nest survey was conducted for the entire project alignment on March 15, 2013 by an ARRC consultant. A 2014 nest survey is tentatively planned for April 21, 2014. In 2013 a pair of eagles constructed a new nest immediately adjacent to Segment 6. An eagle nest take permit has been applied for and is being processed by USFWS; a permit decision is pending. The nest will be resurveyed and monitored for nesting activity in 2014.
37: Subject to consultation with the ADF&G and ADNR, the Applicant shall work with adjacent land managers to develop alternative preferred habitat away from the proposed rail line and construct a widened embankment to allow moose a place to retreat on one side when a train passes in an effort to reduce the potential for moose strikes. (V)	None at this time	After construction	Ongoing consultation with State and Federal resource agencies is underway.
38: The Applicant shall use appropriate methods to handle, store, and dispose of waste generated during project-related construction activities. Food and garbage shall be secured and disposed in a manner to prevent bears from gaining access to such materials and in accordance with applicable and reasonable Federal, state, and local regulations.	Review Plan	During construction	A Bear Interaction Plan has been submitted to STB, DNR, and ADF&G. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.

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39: In conjunction with developing a final engineering design for the project, the Applicant shall consult with the USFWS and the ADF&G to locate project-related facilities to minimize the size and degree of impacts to highly sensitive habitat areas. Disturbed areas shall be restored in accordance with a reclamation plan developed by the Applicant in cooperation with the USFWS, ADF&G, and/or other appropriate agency staff. The Applicant shall submit the reclamation plan for areas to be disturbed by project construction to the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA), USFWS, and ADF&G. The reclamation plan shall be developed in conjunction with final engineering design and clearly designate: (1) areas to be reclaimed; (2) reclamation materials, methods, and timing; and (3) monitoring schedule and contingency plans.	Review Plan and reclamation activities as necessary	During and after construction	A Reclamation Plan has been submitted to STB, DNR, USFWS, and ADF&G. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.
40: To reduce potential collision and electrocution impacts to birds resulting from project-related power lines and communication towers, the Applicant shall: • Consult with the U.S. Fish and Wildlife Service for current guidelines on tower siting, marking, and guy lines. • Incorporate standard, raptor-proof designs, as outlined in "Suggested Practice for Avian Protection on Power Lines: The State of the Art in 2006" (Avian Power Line Interaction Committee. 2006. Edison Electric Institute, APLIC, and the California Energy Commission. Washington, DC, and Sacramento, CA. Online at http://www.aplic.org/), into the design of electrical distribution lines in areas of identified bird concerns to avoid electrocution of eagles, owls, and other smaller raptors, including: • Use of marking techniques such as balls or flappers to increase transmission line visibility, especially in areas where sandhill cranes and bald eagles are likely to roost, forage, or nest. • Maintain a minimum 60-inch separation between conductors and/or grounded hardware and potentially use insulation materials and other applicable measures, depending on line configuration. • Incorporate standard raptor-proof designs (as outlined in "Avian Protection Plan Guidelines." Avian Power Line Interaction Committee and U.S. Fish and Wildlife Service. 2005. Online at http://www.aplic.org) into the design of the electrical distribution lines to reduce bird collisions.	Review design criteria	Before and during construction	New power lines will be placed underground where practicable. Communication towers will be constructed in accordance to the measure.
41: To the extent practicable, the Applicant shall minimize project-related ground disturbance, clearing of established vegetation, and removal of wildlife habitats and riparian vegetation during project-related construction. The Applicant shall also minimize the reestablishment of vegetation near the rail bed that would be attractive to moose.	Review contract specifications, Section 404, and Title 16 permits	During construction	Required under the Section 404 permit, Title 16 Fish Habitat Permits, and agreed upon in the agency consultation process and the Moose Mitigation Plan. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
42: Prior to any project-related construction, the Applicant shall consult with the ADNR and develop and implement a mitigation plan to address the spread and control of nonnative invasive plants during project-related construction. The Applicant shall submit this plan to OEA and ADNR. This plan shall designate appropriate: (1) planned seed mixes; (2) weed prevention and eradication procedures; (3) equipment cleaning protocols; (4) revegetation methods; and (5) protocols for monitoring revegetation.	Review Plan and monitor revegetation as necessary	During and after construction	An Invasive Species Control and Management Plan has been submitted to STB, DNR, USFWS, and ADF&G. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.

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43: Unless otherwise approved by the Alaska Department of Fish and Game, project-related detonation of explosives within, beneath, or in proximity to fish-bearing waters shall not result in overpressures exceeding 2.7 pounds per square inch unless the waterbody, including its substrate, is frozen solid. Peak particle velocity stemming from explosive detonation shall not exceed 0.5 inch per second during the early stages of egg incubation.	None at this time	During construction	Explosives will not be used in or near water bodies.
44: The Applicant shall comply with the reasonable requirements of Alaska Statutes (Alaska Stat. § 16.05.841, Fishway Required, and Alaska Stat. § 16.05.871, Protection of Fish and Game) regarding project-related winter ice bridge crossings and summer ford crossings of all anadromous and resident fish streams. If necessary for winter ice bridge crossings, natural ice thickness could be augmented (through snow removal and water to increase ice thickness, or other techniques) if site-specific conditions, including water depth, are suitable for a crossing that would protect fish habitat and maintain fish passage.	Review design criteria and Title 16 permits	During construction	All ADF&G Title 16 Fish Habitat permits have been acquired and are in accordance with this measure. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Future ADF&G permit actions will be done as amendments to the currently held permits. Specifically, as mandated in Special Condition No. 4 of the PMRE Section 404 Permit (POA-2007-1586): <i>All culverts and bridges shall be designed, installed, and maintained so they do not interfere with free and unobstructed passage of all life states of fish (both anadromous and resident) present in the stream under reasonably expected flow levels.</i>
45: The Applicant shall not narrow an anadromous waterbody between its mean high water lines for the project, unless authorized in writing by the ADF&G prior to project-related construction.	Review design criteria and Title 16 permits	During construction	All ADF&G Title 16 Fish Habitat permits have been acquired and are in accordance with this measure. Copies of these permits are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK). Future ADF&G permit actions will be done as amendments to the currently held permits.
46: The Applicant shall ensure that project-related culverts in fish-bearing waters (as identified at the time of final design) function properly and continue to accommodate fish passage. The Applicant shall inspect all project-related culverts on fish-bearing waters annually for perched, submerged, or other conditions that could prevent fish passage. A wetland scientist, fisheries biologist, or other qualified individual shall perform the inspections. If perched, submerged, or other conditions that prevent fish passage are identified, the Applicant shall notify the ADNIR and ADF&G, and develop and implement a correction action plan in consultation with ADNIR and ADF&G.	Review inspection reports as necessary	After construction	ARRC will conduct routine maintenance inspections of all culverts and bridges once installed. Specifically, as mandated in Special Condition No. 4 of the PMRE Section 404 Permit (POA-2007-1586): <i>All culverts and bridges shall be designed, installed, and maintained so they do not interfere with free and unobstructed passage of all life states of fish (both anadromous and resident) present in the stream under reasonably expected flow levels.</i>

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Mitigation Measure	Compliance Metric	Timeframe	Status Comments
47: The Applicant, in consultation with the ADF&G, ADNR and other appropriate stakeholders shall evaluate, implement, and monitor various aspects of project-related rail design, maintenance, and operation to document moose mortality from collisions with trains, and to develop a strategy to reduce the moose-train collision mortality rate. The Applicant shall document the strategy in a Moose Mitigation Strategy Plan. A draft of the plan shall be prepared and submitted to ADF&G, ADNR, and OEA for review and comment prior to completing final design and before the start of project-related construction. The strategy could include: • Maintaining vegetation along the right-of-way in primary (e.g., grasses/sedges) or late (e.g., old-growth spruce) successional (developmental) stages. If vegetation is allowed to progress to the secondary successional stage (i.e., shrubs), maintaining it at the shortest possible height, not to exceed 0.5 meter, encouraging shrubs of non-preferred moose browse species (e.g., alder, dwarf birch), and minimizing re-growth of willow, paper birch, and aspen. • Mowing vegetation in late summer before energy stores are transferred to the roots. • In winter, plowing snow back from the track to the outer edge of the trackside clearing to allow moose easy access away from the tracks when a train approaches. • Developing a plan in conjunction with the ADF&G to catalog all strikes (not just confirmed or suspected deaths) in a timely manner that shall include, but is not necessarily limited to: precise location (latitude and longitude), date and time; weather and other environmental conditions at the time and location of strike; and attributes associated with the train, such as horn use, speed, and track characteristics. • Designing, constructing, and operating all aspects of the rail line to minimize significant alteration of moose and other wildlife movement and migration patterns.	Plan is submitted and approved	Before, during, and after construction	A Moose Mitigation Strategy Plan has been submitted to STB, DNR, USFWS, and ADF&G. ARRC is attempting to schedule a follow-up meeting during Spring 2014 to solicit comments and finalize the plan.
48: The Applicant shall prepare and implement a bear interaction plan to minimize conflicts between bears and humans. In consultation with the ADF&G, the Applicant shall develop appropriate educational programs and management plans when project-related construction and operation plans are being prepared.	Review plan	During construction	A Bear Interaction Plan has been submitted to STB, DNR, and ADF&G. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.
49: The Applicant shall not conduct project-related construction and land clearing activities within 0.5 mile of known occupied bear dens, unless alternative mitigation measures are approved by the ADF&G. The Applicant shall obtain a list of known den sites from the ADF&G Division of Wildlife Conservation prior to commencement of any project-related construction activities and shall report occupied dens encountered.	If a bear den is discovered or identified, ARRC will comply with this condition	During construction	ADF&G was contacted in 2012 and 2013. No mapped bear dens occur within the project corridor. ADF&G does not maintain a database of bear dens but will be consulted annually.
50: Prior to initiating project-related construction activities, the Applicant shall consult with the local offices of the Natural Resource Conservation Service and the Palmer Plant Center to develop an appropriate plan for restoration and revegetation of disturbed areas (including appropriate seed mix specifications). This would apply to areas that cannot be revegetated using natural recruitment from the native seed sources in the stockpiled topsoil. Development of the plan shall include consideration of the use of a variety of native grasses and wildflowers appropriate to the surrounding habitat to provide visual interest in areas where vegetation height must be limited due to safety or maintenance considerations.	Review plan	During construction	A Reclamation Plan has been submitted to STB, DNR, USFWS, and ADF&G. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.

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Mitigation Measure	Compliance Metric	Timeframe	Status Comments
51: The Applicant shall develop protocols to inform and prepare project-related construction supervisors of the importance of protecting archaeological resources, graves, and other cultural resources and how to recognize and treat the resources. (V)	Verify training has taken place	During construction	This measure is a requirement under the Programmatic Agreement with SHPO. ARRC has developed a training curriculum that was provided to contractors and is being conducted annually or as needed. The most recent training was held for contractors on March 18 and 19, 2014.
52: The Applicant shall comply with the Programmatic Agreement developed through the section 106 process under the National Historic Preservation Act. (V)	Verify PA has been complied with	Before, during, and after construction	Section 106 PA compliance is currently taking place.
53: To minimize fugitive dust emissions created during project-related construction activities, the Applicant shall implement appropriate fugitive dust suppression controls, such as spraying water or other established measures. The Applicant shall also operate water trucks on haul roads as necessary to reduce dust. (V)	Approved Erosion and Sediment Control Plan, review contract specifications	During construction	Each contractor awarded work will be responsible for preparing a SWPPP and submitting it to ADEC. To date, Bristol Construction Services (Segment 1 and 4), Quality Asphalt Paving (Segment 3), and Granite Construction (Segment 6) have submitted a SWPPP's to ADEC, along with a notice of intent for coverage under the ACGP. These documents are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK), Big Lake Project Office, and at the construction site.
54: To limit project-related construction emissions, the Applicant shall work with its contractor(s) to ensure that construction equipment is properly maintained and that required pollution-control devices are in working condition. (V)	Review contract specifications	During construction	Condition conforms to contract specifications
55: The Applicant shall work with its construction contractor(s) to minimize, to the extent practicable, project-related construction noise disturbances near residential areas. Construction and maintenance vehicles shall be in good working order with properly functioning mufflers to control noise. (V)	Review contract specifications	During construction	Condition conforms to contract specifications
56: The Applicant shall consult with affected communities regarding its planned construction schedule to minimize, to the extent practicable, project-related construction noise and vibration disturbances in residential areas during evenings and weekends. (V)	Review contract specifications	During construction	Condition conforms to contract specifications
57: Prior to initiating construction activities, the Applicant shall establish a Community Liaison to consult with affected communities, landowners, and agencies. Among other responsibilities, the Community Liaison shall assist communities or other entities with the process of establishing quiet zones, if requested.(V)	Interview the community liaison	During construction	Community Liaison has contacted all of the appropriate parties for Segment 1, 3, 4, and 6. No quiet zones were identified or requested for these segments.
58: The Applicant shall not conduct pile driving associated with bridge construction on the Mac East Variant Segment during nighttime hours.	Review contract specifications	During construction	Condition conforms to contract specifications

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Mitigation Measure	Compliance Metric	Timeframe	Status Comments
59: The Applicant shall not conduct construction activities in the vicinity of West Holstein Avenue on the Mac East Variant Segment during nighttime hours.	Review contract specifications	During construction	Condition conforms to contract specifications
60: The Applicant shall establish a Diagnostic Team comprised of Applicant staff, community members, representatives of the Alaska Department of Transportation and Public Facilities (ADOT&PF) and other appropriate entities regarding project-related roadway/rail line crossings, in consultation with Federal Railroad Administration safety officials. This process shall result in appropriate safety measures for every roadway/rail line crossing. (V)	None at this time	After construction	To be completed prior to track construction.
61: The Applicant shall coordinate with Federal, state and local emergency management officials in the project area. The Applicant shall provide, upon request, applicable hazardous-materials training and/or project-related information to enhance readiness. The Applicant shall incorporate the proposed rail line into its existing emergency response process and shall update its Oil Spill Contingency Plan to include the proposed rail line. (V)	None at this time	After construction	To be completed at a later date; likely following completion of construction
62: During construction of project-related tracks across existing roads, the Applicant shall notify road users of temporary road closings and other construction-related activities. The Applicant shall provide for detours and associated signage, as appropriate, or maintain at least one open lane of traffic at all times to allow for the quick passage of emergency and other vehicles. The Applicant shall display signs providing the name, address, and telephone number of a contact person onsite to assist the public in obtaining immediate responses to questions and concerns about project activities. (V)	Review contract specifications	During construction	Access will be provided during construction and in accordance with this measure. A Project Office (12900 West Creek Frontage Rd; Wasilla, AK), website (www.portmacrail.com), and hotline (907-892-6000) are available for the public to access information.
63: To the extent practicable, the Applicant shall confine all project-related construction traffic to project-specific roads within the right-of-way or established public roads. Where traffic cannot be confined to these roads, the Applicant shall make necessary arrangements with landowners to gain access. The Applicant shall remove and restore upon completion of project-related construction any temporary access roads constructed outside the rail line right-of-way unless otherwise agreed to with the landowners. (V)	Review contract specifications	During construction	Access will be provided during construction and in accordance with this measure. A Project Office (12900 West Creek Frontage Rd; Wasilla, AK), website (www.portmacrail.com), and hotline (907-892-6000) are available for the public to access information.
64: The Applicant shall consult with appropriate state and local transportation agencies to determine the final design and other details of project-related grade crossings and warning devices. (V)	Review contract specifications	Before construction	Crossings are designed in accordance with ARRC and DOT&PF guidelines.
65: Before the start of project-related operations, the Applicant shall contact appropriate local, state, and Federal emergency response organizations and shall provide them with information concerning the proposed operations, schedules, and any site hazards or restrictions that could impact responders. (V)	Interview the community liaison	During construction	The Community Liaison has contacted the emergency response organizations.
66: The Applicant shall obtain a section 9 Bridge Permit from the U.S. Coast Guard for construction of project-related bridges over navigable rivers. (V)	Section 9 permit issued	Before construction	The (lack of) response by USCG to ARRC's letter dated 4/25/12 implies concurrence that the determination that the Little Susitna River crossing is within scope of 33CFR Section 115.70, Advanced Approval of Bridges for a Section 9 Bridge Permit. USCG has the permit application upon which they can act, but it is not required for the commencement of construction. There have been no changes to this permit position during last quarter.

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67: In coordination with the U.S. Coast Guard, the Applicant shall provide adequate clearances for navigation of recreational boats on navigable rivers. (V)	Section 9 permit issued	Before construction	Clearance provided by the new bridge proposed on the Little Susitna River exceeds the existing clearance of the bridge immediately downstream.
68: In conjunction with final engineering design, the Applicant shall consult with the ADNR and the ADF&G and develop and implement a plan to ensure that project-related bridges and culverts placed on navigable or public waters are designed and installed to accommodate: (1) navigation by recreational boat users in a manner that shall not impede existing uses, to the extent practicable, and (2) public access and use of the statutory easements as established by the reasonable requirements of Alaska Statute (Alaska Stat. § 38.05.127, Access to Navigable or Public Water). The Applicant shall submit the plan to OEA, ADNR, and ADF&G.	Review plan	Before construction	A Maintenance of Navigable and Public Waterway Rights Plan has been submitted to STB and DNR. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.
69: The Applicant shall develop a spill prevention, control, and countermeasure plan for petroleum products and/or response plan for hazardous materials, as required by applicable Federal and state regulations, prior to initiating any project-related construction activities. These plans shall address methods for preventing discharges and spill control, and containment and cleanup should a release occur. Plans shall include a requirement to conduct weekly inspections of equipment for any fuel, lube oil, hydraulic, or antifreeze leaks. The plan shall provide that, if leaks are found, the Applicant shall require the contractor(s) to immediately remove the equipment from service and repair or replace it. (V)	SWPPP approval by ADEC	Before construction	Each contractor awarded work will be responsible for preparing a SPCC plan as required by and in accordance with state and federal regulations. The SPCC plan is available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK).
70: As part of the APDES Stormwater Construction Permit and Stormwater Pollution Prevention Plan, the Applicant shall: • Restore land used for temporary staging areas during project-related construction to natural conditions if occurring on undeveloped ADNR land or to its former uses if occurring on private land. • Restore public land areas that were directly disturbed by project-related construction equipment and not owned by the Applicant (such as temporary access roads, haul roads, and crane pads) to their original condition, as reasonable and practicable, upon completion of construction. • In business and industrial areas, store project-related equipment and materials in established storage areas or on the Applicant's property. The Applicant shall prohibit parking of equipment or vehicles, or storage of materials along driveways or in parking lots, unless agreed to by the property owner. • Prohibit project-related construction vehicles, equipment, and workers from accessing work areas by crossing business or agricultural areas, including parking areas or driveways, without advance notice to or permission from the owner. (V)	SWPPP approval by ADEC	Before construction	Each contractor awarded work will be responsible for preparing a SWPPP and submitting it to ADEC. To date, Bristol Construction Services (Segment 1 and 4), Quality Asphalt Paving (Segment 3), and Granite Construction (Segment 6) have submitted a SWPPP's to ADEC, along with a notice of intent for coverage under the ACGP. These documents are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK), Big Lake Project Office, and at the construction site.
71: For each of the public grade crossings on the rail line, the Applicant shall provide permanent signs prominently displaying both a toll-free telephone number and a unique grade crossing identification number in compliance with Federal Highway Administration regulations (23 Code of Federal Regulations part 655). The Applicant's personnel shall answer the toll-free number 24 hours a day. (V)	Interview the community liaison	During construction	Signage at each crossing will be provided. A Project Office (12900 West Creek Frontage Rd; Wasilla, AK), website (www.portmacrail.com), and hotline (907-892-6000) are available for the public to access further information.

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72: The Applicant shall continue its ongoing community outreach efforts by maintaining a Web site about the project throughout the construction period of the rail line. (V)	Interview the community liaison	During construction	The Project website (www.portmacrail.com) and ARRC website (www.alaskarailroad.com) is active and will be updated during the duration of construction.
73: In the event of any damage caused by project-related construction activities, the Applicant shall work with affected landowners to appropriately redress any damage to each landowner's property. (V)	Interview the community liaison	During construction	If warranted, this measure will be employed.
74: The Applicant shall work with affected businesses or farms to appropriately address project-related construction activity issues affecting any business or farm. (V)	Interview the community liaison	During construction	If warranted, this measure will be employed.
75: To the extent practicable, the Applicant shall ensure that entrances and exits for businesses are not obstructed by project-related construction activities, except as required to move equipment. (V)	Interview the community liaison	During construction	If warranted, this measure will be employed.
76: During construction of the crossings over navigable rivers, some short-term temporary restrictions of watercraft traffic could occur for safety purposes. In that event, the Applicant shall install warning devices to notify boaters of project-related bridge construction activities. The Applicant also shall display signs providing the name, address, and telephone number of a contact person onsite to help waterway users obtain immediate responses to questions and concerns about project activities. (V)	Interview the community liaison	During construction	Signage at each crossing will be provided. A Project Office (12900 West Creek Frontage Rd; Wasilla, AK), website (www.portmacrail.com), and hotline (907-892-6000) are available for the public to access further information.
77: The Applicant shall make reasonable efforts to minimize disruptions to utilities by scheduling project-related construction work and outages to low-use periods. The Applicant shall notify residents and other utility customers in advance of project-related construction activities requiring temporary service interruptions. (V)	Interview the community liaison	During construction	If warranted, this measure will be employed.
78: The Applicant shall make reasonable efforts to identify all utilities that are reasonably expected to be materially affected by the project-related construction within the right-of-way or that cross the right-of-way. The Applicant shall consult with utility owners during design and construction so that utilities are protected during project-related construction activities. The Applicant shall notify the owner of each such utility identified prior to project-related construction activities and shall coordinate with the owner to minimize damage to utilities. (V)	Interview the community liaison, review contract specifications	During construction	If warranted, this measure will be employed.
79: The Applicant shall bury all project-related utilities along the 200-foot right-of-way and within the terminal reserve. (V)	Review design criteria	During construction	Project-related utilities will be installed underground.

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80: In accordance with the Applicant's Oil Spill Contingency Plan and Emergency Response Plan, the Applicant shall make the required notifications to the appropriate Federal and state environmental agencies in the event of a reportable hazardous materials release. The Applicant shall work with the appropriate agencies, such as the ADEC, the USEPA, and the USFWS, to respond to, and remediate releases. (V)	SWPPP approval by ADEC	Before construction	Each contractor awarded work will be responsible for preparing a SWPPP and submitting it to ADEC. To date, Bristol Construction Services (Segment 1 and 4), Quality Asphalt Paving (Segment 3), and Granite Construction (Segment 6) have submitted a SWPPP's to ADEC, along with a notice of intent for coverage under the ACGP. These documents are available for public review at the ARRC building (327 W, Ship Creek Ave., Anchorage, AK), Big Lake Project Office, and at the construction site.
81: At least one month before initiating construction activities in the area, the Applicant shall provide the information described below regarding project-related construction of the rail line, and other information, as appropriate, to fire departments within the project area, the Federal Emergency Management Agency, and the MSB Emergency Operations Department: • The schedule for construction throughout the project area, including the sequence of construction of public grade crossings and approximate schedule for these activities at each crossing; • A 24-hour emergency telephone number to reach the Applicant in the event of an emergency; • The name and number of the Applicant's project contact, who shall be available to answer questions or attend meetings for the purpose of informing emergency-service providers about the project-related construction and operations; and • Revisions to this information, including changes in construction schedule, as appropriate. (V)	Interview the community liaison	Before construction	The community liaison is currently performing this duty.
82: Prior to project-related construction, the Applicant shall consult with Alaska Department of Natural Resources (ADNR) and other appropriate agencies, including the Alaska Department of Fish and Game (ADF&G), and user groups to develop a plan to ensure construction activities occur during the most appropriate timeframe to limit, to the extent practicable, potential impacts on recreation activities. The plan shall be developed prior to completion of final engineering plans and following consultation with the ADNR, the ADF&G, other appropriate government agencies, and user groups to determine the location of all officially recognized trails that would be crossed by the rail line. The plan shall designate temporary access points if main access routes must be obstructed during project-related construction and include an agreed-upon number and location of access points as determined during consultation with applicable agencies. (V)	Review plan	Before and during construction	To ensure the safety of trail users, there may be periodic, temporary closures or detours to trails during the construction period. Notice would be provided to trail users at each crossing indicating the closures, construction schedule, and alternate access points. It is the intent of ARRC to maintain continued access at all trail crossings during construction; in most cases, having an on-site flag person present to assist trail users in crossing the construction area safely. ARRC and MSB will continue to work with area stakeholders, including the Big Lake Trails Committee, Alaska Department of Natural Resources (ADNR), and the Alaska Department of Fish & Game in an effort to schedule construction activities around seasonal usage of trails. During the construction of each segment, contractors are being required to develop a segment specific Traffic Control Plan. The Plan will identify temporary trail closure dates and provide ARRC with a plan to ensure a crossing opportunity remain available to trail users. Information related to appropriate signage and flag persons will also be submitted as necessary to facilitate safe passage during construction.

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83: The Applicant shall consult with the appropriate management agencies, including the ADNR and the ADF&G to ensure that project-related bridges and culverts are designed, constructed, and maintained to accommodate travel by winter modes of transportation (snow machine, dog sled, etc.) on streams and rivers used for recreational access and subject to the provisions of Alaska Statute (Alaska Stat. § 38.05.127, Access to Navigable or Public Water).	Review plans	Before and during construction	A Maintenance of Navigable and Public Waterway Rights Plan has been submitted to STB and DNR. No comments were received on the plan and ARRC has assumed agency concurrence on the plan until notified otherwise.
84: The Applicant shall consult with resource management agencies, including the ADNR and the ADF&G, appropriate user groups, and property owners regarding the location and design of crossings for trail easements that intersect with the proposed rail line.	Review plan	Before and during construction	Extensive consultation has been completed at the direction of STB and SHPO. Trail crossing design plans are available on the project website. A revised IDSHD Summary and Implementation Plan was submitted to STB, SHPO, and other consulting parties on November 21, 2012. The plan is available on the project website.
84A: At a minimum, the Applicant shall provide at grade-separated or grade-separated crossings of all officially recognized trails crossed by the proposed rail line. As of the date of the Final EIS, a total of 8 officially recognized trails had been identified that intersect the Mac East- Variant Connector 3 Variant- Houston-Houston South Alternative. This number could change due to various factors including updates to trail plans, route selection, and final engineering. For the purposes of this mitigation measure, the Applicant shall adhere to the definition of an officially recognized trail provided below. “An officially recognized trail is one that is specifically established within currently adopted plans by ADNR and/or MSB, or are established within these plans at the time of construction or right-of-way acquisition by the Applicant or the MSB (whichever occurs first). In addition, an officially recognized trail is used primarily for recreational purposes. The locations of officially recognized trails may or may not be provided for by recorded easements or right-of-way instruments. In some cases, officially recognized trails may be adopted by or mapped in a recognized trail plan, but a recorded easement or right-of-way instrument may not exist. The presence of a recorded easement or right-of-way easement is not sufficient alone to make the property an officially recognized trail.” Based on the Applicant's January 2008 inventory of officially recognized trails, the following recognized trails are crossed by the Mac East Variant- Connector 3 Variant - Houston-Houston South Alternative: • Crooked Lake Trail • Iditarod National Historic Trail • Houston Lake Loop Trail • Flat Lake Connector Trail Based on OEA's analysis, the following additional officially recognized trails are crossed by the Mac East Variant- Connector 3 Variant - Houston-Houston South Alternative: • Big Lake Trail #1 • Big Lake Trail #2 • Big Lake Trail #5 • Big Lake Trail #14	Review plan	Before construction	The Mat-Su Borough is continuing to work with underlying land owners to preserve trail access with permanent land use instruments. A final report and trail realignment maps will be provided once this process has concluded.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
84B: The Applicant shall design each crossing to accommodate existing trail users as determined at the time of construction, or right-of-way acquisition by the Applicant or MSB (whichever comes first).	Review plan	Before construction	Extensive consultation has been completed at the direction of STB and SHPO. Trail crossing design plans are available on the project website. A revised IDSHD Summary and Implementation Plan was submitted to STB, SHPO, and other consulting parties on November 21, 2012. The plan is available on the project website.
84C: The Applicant shall provide a sufficient number of at grade or grade-separated trail crossings to ensure that the average distance between trail crossings over the length of the rail line is not greater than 3.0 miles (i.e., length of the new rail line divided by total number of Applicant-supplied, trail crossings). Trail crossings provided by the Applicant to meet this minimum crossing frequency may be collocated with project-related stream and road crossings if the collocated trail reasonably and safely accommodates existing trail users as determined at the time of construction, or right-of-way acquisition by the Applicant or MSB (whichever comes first). Any trails that the Applicant proposes to combine at one grade-separated trail crossing under mitigation measure 91 shall count as one trail in calculating the average crossing distance of 3.0 miles. Each grade-separated trail crossing provided by the Applicant under mitigation measure 92 (i.e., the trails that contribute to the integrity of the Iditarod Sled Dog Historic District) can be included in the calculation of the average crossing distance of 3.0 miles, regardless of officially recognized status.	Review plan	Before construction	Extensive consultation has been completed at the direction of STB and SHPO. Trail crossing design plans are available on the project website. A revised IDSHD Summary and Implementation Plan was submitted to STB, SHPO, and other consulting parties on November 21, 2012. The plan is available on the project website.
84D: If the applicant proposes to construct an at-grade crossing of any officially recognized trails, the applicant shall submit a report to OEA for review and concurrence prior to the start of project-related construction of the rail segment containing the proposed at-grade crossing. The subject report shall address the following items for each officially recognized trail at which an at-grade crossing is proposed: • Identify each officially recognized trail. • Explain why a grade separated crossing is not feasible or appropriate. Specify engineering constraints or potential environmental impacts of a grade-separated crossing, as applicable. • Specify the safety controls and devices that would be installed or implemented for the proposed at-grade crossing. • Identify the current principal users or user groups of the proposed at-grade crossing, consult with these parties, and summarize their degree of acceptance of the proposed at-grade crossing and its proposed safety measures. • Explain any substantive objections of the parties to an at-grade crossing or its safety measures.	Review and approve plan	Before construction	Extensive consultation has been completed at the direction of STB and SHPO. Trail crossing design plans are available on the project website. A revised IDSHD Summary and Implementation Plan was submitted to STB, SHPO, and other consulting parties on November 21, 2012. The plan is available on the project website.
85: When project-related construction takes place on state and private land, the Applicant shall consult with the ADNRR Division of Forestry to salvage or dispose of commercial and personal use timber within the right-of-way in accordance with the reasonable requirements of the Alaska Forest Resources and Practices Act (Alaska Stat. § 41.17) and the Susitna Forestry Guidelines.	Review form	Before construction	In a letter dated March 20, 2013 ARRC received notification from the State of Alaska Division of Forestry Office that the project is in compliance with Alaska Division of Forestry – Forest Resources and Practices Act regulations. A Detailed Plan of Operations filing was determined to be unnecessary for the project.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
86: The Applicant shall ensure that field-work contractors engaged in project-related construction are provided with training for the identification of hazardous materials, including unexploded ordnance (UXO) that could be encountered during project-related construction. If unanticipated sources of hazardous or regulated materials, including UXO, or potentially contaminated areas are encountered during project-related construction activities, the Applicant shall immediately notify the ADEC and stop all work in the area until a response plan has been approved by ADEC. Handling, treatment, and disposal of any hazardous materials shall occur in full compliance with all Federal, state, and local requirements.	Review contract specifications	During construction	This measure is included in the construction contract specifications.
87: The Applicant shall conduct project-related right-of-way acquisition in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 United States Code § 4601), regulations promulgated pursuant to that statute (49 Code of Federal Regulations part 24), and all reasonable terms and conditions of Alaska Statute (Alaska Stat. § 34.60.010 through 34.60.150, Relocation Assistance and Real Property Acquisition Practices).	Interview ARRC and MSB right-of-way staff, confirm compliance	Before construction	Condition conforms to project right-of-way acquisition process.
88: The Applicant shall consult with local airports in the vicinity of new project-related communication towers and the ADOT&PF and the Federal Aviation Administration to ensure that the towers are appropriately sited and that notice has been given to pilots of the construction and location of the new towers.	Review design criteria	Before and during construction	Construction of any towers will be in accordance with this measure.
89: If the USACE completes a full-scale remedial investigation and feasibility study of the nature and extent of contamination or explosive hazards for the former Susitna Gunnery Range, and the USACE's study area encompasses portions of the project-related right-of-way, the Applicant shall observe the findings and recommendations of the study as approved by ADEC.	Review contract specifications	Before and during construction	If warranted, this measure will be employed.
90: Prior to initiation of project-related construction activities, and for a period of 1 year following start-up of operations on the rail line, the Applicant shall establish a Community Liaison to consult with affected communities, businesses, and appropriate agencies; develop cooperative solutions to local concerns; be available for public meetings; and conduct periodic public outreach. The Applicant shall provide the name and phone number of the Community Liaison to mayors and other appropriate local officials in each community through which the proposed rail line passes.	Interview community liaison	Before and during construction	A Project Office was opened in Big Lake, AK in February 2012. Cliff Williams (Segments 2-8; HDR Alaska, Inc.) and David Kabella (Segment 1; Wilson & Co.) have been assigned the duty of staffing the office and being the community liaison. The Project website (www.portmacrail.com) and ARRC website (www.alaskarailroad.com) will be updated with Project news and contact numbers.
91: Project-related construction vehicles, equipment, and workers shall not access work areas by crossing residential properties without the permission of the property owners.	Review contract specifications	Before and during construction	If private property access is necessary, this measure will be employed.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
92: Prior to completing final project design, the Applicant shall prepare a draft report on any officially recognized trails that it proposes to relocate rather than provide grade-separated or at-grade crossings of the trails. The draft report shall address the rationale for the proposed trail relocations; describe potential impacts to existing trail users if the trails are relocated rather than being equipped with grade-separated crossings; and summarize the Applicant's discussions with user groups and other interested parties affected by the proposed relocations. The draft report shall identify all parties consulted with by the Applicant regarding proposed trail relocations. All consulted parties shall be provided a copy of the draft report for review and comment for a period not to exceed 30 calendar days. The Applicant shall prepare a final report and submit the final report to OEA and the parties. In addition to the contents required in the draft report, the final report shall summarize all substantive comments from the parties and the Applicant's comment responses.	Review and approve plan	Before construction	Extensive consultation has been completed at the direction of STB and SHPO. Trail crossing design plans are available on the project website. A revised IDSHD Summary and Implementation Plan was submitted to STB, SHPO, and other consulting parties on November 21, 2012. The plan is available on the project website.
93: Prior to completing final project design, the Applicant shall prepare a draft report that identifies the location and use of all trails contributing to the Iditarod Dog Sledding Historic District. The draft report shall identify the contributing trails, state of current use for dog sledding (if any), and information on sources and parties consulted pertaining to trail use. OEA and all consulted parties shall be provided a copy of the draft report for review and comment for a period not to exceed 30 calendar days. The Applicant shall prepare a final report and submit the final report to OEA and the parties. In addition to the contents required in the draft report, the final report shall summarize all substantive comments from the parties and the Applicant's comment responses. Based on the final report, all trails that are determined to be contributing to the integrity of the historic district, are in use for dog sledding, and are necessary to maintain the connectivity of the district, shall be provided with grade-separated crossings to allow for continued use.	Review and approve plan	Before construction	A revised IDSHD Summary and Implementation Plan was submitted to STB, SHPO, and other consulting parties on November 21, 2012. The plan is available on the project website.
94: To reduce glare from lighting used during nighttime project-related construction activities, and during operation of the terminal reserve, the Applicant shall require construction contractors to direct lighting onto the immediate area under construction only and to avoid shining lights toward residences, businesses, recreational areas, and down roadway or trail corridors.	Review contract specifications	During construction	This measure is included in the construction contract specifications.
95: To minimize the visual impact of the cleared right-of-way including the terminal reserve for this project, the Applicant shall minimize clearing at road and trail crossings, which could be accomplished by leaving a few larger trees and some smaller trees and shrubs untouched, to reduce visual contrast and mimic natural clearings in the landscape, where practical and consistent with safety and maintenance requirements.	Review design criteria and contract specifications	During construction	Clearing will be limited to only the areas needed to facilitate construction. The entire right-of-way will not be cleared; in general, only the footprint and a small area (~20') outside of the footprint will require clearing.

Mitigation Checklist – First Quarter 2014 (January to March)

Mitigation Measure	Compliance Metric	Timeframe	Status Comments
96: Where practicable to reduce visual impact in areas of high visibility (such as residential areas, road and trail crossings, and crossings of the Little Susitna River, and the areas surrounding the terminal reserve) without increasing the project footprint and when appropriate given maintenance, access, safety considerations, and natural vegetation patterns, the Applicant shall: - Plant native vegetation along the right-of-way and perimeter of the terminal reserve to reduce the contrast with line, color, and texture. Plant species that are preferred by moose as browse shall be avoided to the extent practicable. - Plant native trees and bushes around the base of bridge supports located on land to reduce the visual prominence of such features and break up the uniform lines, colors, and smooth textures of the bridge supports. A variety of plant types native and indigenous to the project area shall be used to provide multiple layers, seasonality, and reduced susceptibility to disease. Plant species that are preferred by moose as browse shall be avoided to the extent practicable. - In areas with hill cuts, shape slopes to reflect the natural landscape, where practicable, and plant with native materials to provide an amorphous and irregular form and rough texture. - Dispose of excess material in a suitable fill location and not cast on downhill slopes.	Review Reclamation Plan and Invasive Species Control and Management Plan	During and after construction	This measure is being implemented project wide; as described in the Reclamation Plan and Invasive Species Control and Management Plan submitted to STB.
97: If there is a material change in the facts or circumstances upon which the Board relied in imposing specific environmental mitigation conditions, and upon petition by any party who demonstrates such material change, the Board may review the continuing applicability of its final mitigation, if warranted.	Review project design, permits, and contract specifications	Before, during, and after construction	If warranted, this measure will be employed.
98: The Applicant shall submit quarterly reports to the OEA on the progress of, implementation of, and compliance with all Board-imposed mitigation measures. The reporting period for these quarterly reports shall begin on the date of a Board Final Decision authorizing the project until 1 year after the Applicant has completed project-related construction activities. The Applicant shall submit copies of the quarterly reports within 30 days following the end of each quarterly reporting period and distribute the reports to appropriate Federal and state agencies, as specified by OEA.	Review and approve reports	During and after construction	As included in this quarterly submittal.
99: Within 60 days following a Board decision authorizing the project, the Applicant shall prepare and submit an annotated outline of the required quarterly report to the OEA for review and approval.	Review and approve outline	Before construction	A Quarterly Report Annotated Outline has been submitted and approved by STB.
100: The Applicant shall retain a third-party contractor to assist the OEA in the monitoring and enforcement of mitigation measures until 1 year after the Applicant has completed project-related construction.	Confirm with ARRC	Before construction	ARRC has coordinated with STB to retain ICF for this position.

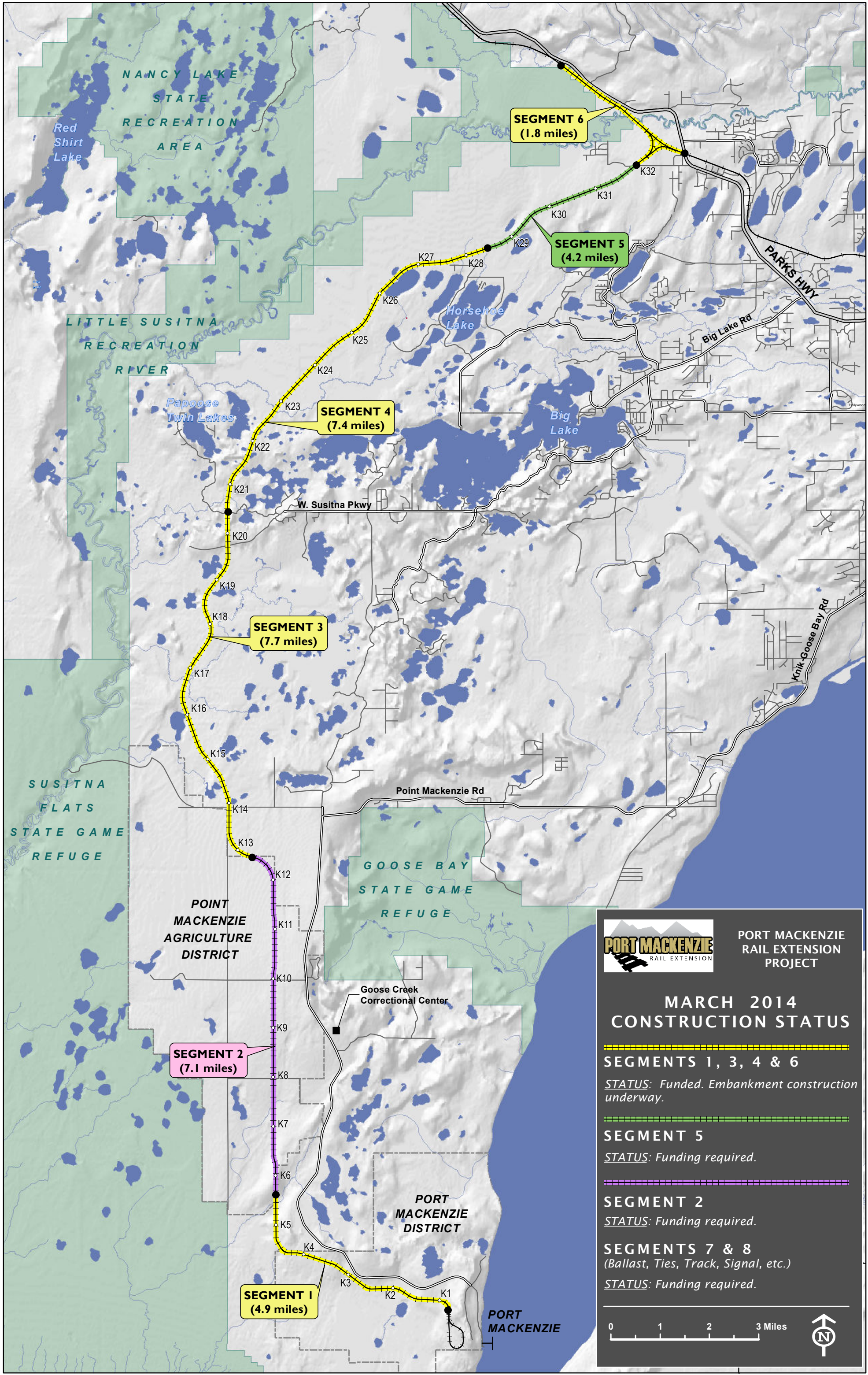
Permit Status – Port MacKenzie Rail Extension Project

Active Permit Reviews									
Segment						Permit Type	Agency Responsible	Date Submitted	Status
1	2	3	4	5	6				
					X	Eagle Nest Take Permit	USFWS	July 2013; amended January 2014	A permit application has been submitted and draft conditions were transmitted to ARRC in September 2013. ARRC is requesting an amendment be made to the permit to allow nest removal; this decision is under review by USFWS.

Acquired Permits									
Segment						Permit Type	Agency Responsible	Date Acquired	Status
1	2	3	4	5	6				
X	X	X	X	X	X	Section 404 Permit	USACE	September 2012; February 2013 (M1), July 2013 (M2), February 2014 (M3)	Permit Issued (POA-2007-1586); Three modifications to the permit have been authorized to date (POA-2007-1586-M1, M2, and M3).
X						Title 16 Fish Habitat Permit: Baker Farm Road, MC 4.5 (aka MP K5.5)	ADF&G	July 2011, April 2013 (Amend 1)	Permit Issued (Permit #FH 11-IV-0286); Amendment 1 Issued
		X				Title 16 Fish Habitat Permit: Houston 0.8, Outlet of Diamond Lake (aka MP K16.8)	ADF&G	July 2011, September 2013 (Amend 1)	Permit Issued (Permit #FH 11-IV-0287); Amendment 1 Issued
			X			Title 16 Fish Habitat Permit: Houston 4.3, Outlet of Crooked Lake (aka MP K20.7)	ADF&G	July 2011	Permit Issued (Permit #FH 11-IV-0288)
			X			Title 16 Fish Habitat Permit: Houston 6.3, Trib. of Little Susitna River (aka MP K22.8)	ADF&G	July 2011	Permit Issued (Permit #FH 11-IV-0289)
				X		Title 16 Fish Habitat Permit: Houston South 1.0, Outflow of Little Horseshoe Lake (aka MP K27.8)	ADF&G	July 2011	Permit Issued (Permit #FH 11-IV-0291)
					X	Title 16 Fish Habitat Permit: MP 174.3, Little Susitna River Crossing	ADF&G	July 2011, September 2013 (Amend 1)	Permit Issued (Permit #FH 11-IV-0292); Amendment 1 Issued
X	X	X	X	X	X	Title 16 Fish Habitat Permit: Temporary Water Use Sites	ADF&G	July 2011	Permit Issued (Permit #s FH 11-IV-0294 through 0302)

Acquired Permits									
Segment									
1	2	3	4	5	6	Permit Type	Agency Responsible	Date Acquired	Status
			X			Title 16 Fish Habitat Permit: Temporary Water Use of Muleshoe Lake	ADF&G	April 2012	Permit Issued (Permit #FH 12-IV-0161)
					X	Title 16 Fish Habitat Permit: MP 175.0, Trib. Little Susitna River	ADF&G	May 2012, June 2013 (Amend 1), October 2013 (Amend 2)	Permit Issued (Permit #FH 11-IV-0293); Amendment 1 and 2 Issued
			X			Title 16 Fish Habitat Permit: MP K22.2 Papoose Twins Lake Stream	ADF&G	March 2012, March 2014 (Amend 1)	Permit Issued (Permit #FH 12-IV-0080); Amendment 1 Issued
		X	X	X	X	Temporary Water Use Permit: Northern Sources (5)	ADNR-DMLW	May 2012	Permit Issued (TWUP A2011-53)
X	X	X				Temporary Water Use Permit: Southern Sources (5)	ADNR-DMLW	May 2012	Permit Issued (TWUP A2011-54)
					X	Floodplain Development	MSB	June 2011	Permit Issued (FHDP 172920110019)
X						Port Development Permit	MSB	January 2012	Permit Issued (Permit #172320120001)
					X	Section 9 Bridge Permit, Little Susitna River	USCG	March 2011	No longer necessary to start construction as the Little Susitna River crossing is within scope of 33 CFR Section 115.70, Advanced Approval of Bridges for a Section 9 Bridge. USCG may act on permit application at their discretion
X	X	X	X	X		DNR Land Use (ADL 227588); DNR Easements, DNR Authorizations, DNR Permits	ADNR, DMLW	April 2013	Permit issued on April 1, 2013.
Permits Acquired by ARRC Contractors									
			X			Title 16 Fish Habitat Permit: MP K22.2, Temporary Crossing of Inlet Stream of East Papoose Twins Lake	ADF&G	March 2014	Permit Issued (#FH 14-IV-0238) to Bristol Environmental Remediation Services
			X			Title 16 Fish Habitat Permit: MP K27.9, Temporary Crossing of Unnamed Tributary of Little Susitna River	ADF&G	November 2013; March 2014 (Amend 1)	Permit Issued (#FH 13-IV-0856) to Bristol Environmental Remediation Services; Amendment 1 Issued
			X			Title 16 Fish Habitat Permit: MP K22.8, Temporary Crossing of Unnamed Tributary of Little Susitna River	ADF&G	November 2013;	Permit Issued (#FH 13-IV-0855) to Bristol Environmental Remediation Services
			X			Title 16 Fish Habitat Permit: MP 20.7, Temporary Crossing of Unnamed Tributary of Little Susitna River	ADF&G	November 2013; March 2014 (Amend 1)	Permit Issued (#FH 13-IV-0854) to Bristol Environmental Remediation Services; Amendment 1 Issued
		X				Title 16 Fish Habitat Permit: MP 16.8, Temporary Winter Stream Crossing of	ADF&G	January 2014	Permit Issued (#FH 13-IV-0899) to Bristol Environmental Remediation Services

Acquired Permits									
Segment									
1	2	3	4	5	6	Permit Type	Agency Responsible	Date Acquired	Status
						Diamond Lake Outlet Stream			
		X				Title 16 Fish Habitat Permit: MP 16.8, Temporary Bridge Installation of Diamond Lake Outlet Stream	ADF&G	May 2013; September 2013 (Amend 1)	Permit Issued (#FH 13-IV-0531) to QAP dba Colaska; Amendment 1 Issued
					X	Title 16 Fish Habitat Permit: Water Withdrawal of Little Susitna River – Water Body 247-41-10100	ADF&G	April 2013	Permit Issued (#FH 13-IV-0272) to Granite Construction





**DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
ANCHORAGE FIELD OFFICE
1600 A STREET SUITE 110
ANCHORAGE, ALASKA 99501-5146**

FEB 3 2014

Regulatory Division
POA-2007-1586-M3

Mr. Brian Lindamood
Alaska Railroad Corporation
Post Office Box 107500
Anchorage, Alaska 99510-7500

Dear Mr. Lindamood

Enclosed is the signed Department of the Army (DA) permit modification, file number POA-2007-1586-M3, Knik Arm. This is the 3rd permit modification of the original permit. Also enclosed is a Notice of Authorization that should be posted in a prominent location near the authorized work.

If changes to the plans or location of the work are necessary for any reason, plans must be submitted to us immediately. Federal law requires approval of any changes before construction begins.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Also enclosed is a Notification of Administrative Appeals Options and Process and Request for Appeal form regarding this DA Permit Modification (see section labeled "Initial Proffered Permit").

Please contact me via email at Steve.D.Lindamood@usace.army.mil, by mail at the address above, by phone at (907) 753-2796, or toll free from within Alaska at (800) 478-2712, if you have questions or to request paper copies of the regional and/or general conditions. For more information about the Regulatory Program, please visit our website at www.poa.usace.army.mil/Missions/Regulatory.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Lindamood", is located below the "Sincerely," text.

Steve Lindamood
Project Manager

Enclosures



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
ANCHORAGE FIELD OFFICE
1600 A STREET SUITE 110
ANCHORAGE, ALASKA 99501-5146

Regulatory Division
POA-2007-1586-M3

DEPARTMENT OF THE ARMY
PERMIT MODIFICATION

Department of the Army permit number POA-2007-1586, Knik Arm, was issued to the Alaska Railroad Corporation (ARRC) on September 10, 2012, authorizing the discharge of 1,619,587 cubic yards (cy) of fill materials into 95.8 acres of waters of the U.S., including wetlands, as part of the construction of a 35.8-mile rail line, Port MacKenzie Rail Extension Project.

The first permit modification, POA-2007-1586-M1, Knik Arm, was issued on January 28, 2013, which authorized an amendment to Special Condition No. 13 to allow the ARRC to purchase 16.92 palustrine credits from the Great Land Trust instead of Pioneer Reserve, LLC.

The second permit modification, POA-2007-1586-M2, Knik Arm, was issued on July 18, 2013, which authorized the temporary discharge of 250 cy of fill materials into 0.11-acre of wetlands during the construction of two temporary work bridges used to facilitate the construction of previously authorized permanent bridges.

This is the 3rd modification of the original permit. The permit is hereby modified as follows:

The ARRC is authorized to discharge up to 1624 cy of temporary fill in up to 0.27-acre of wetlands during the construction of the three temporary crossings identified as K20.76, K22.79, and K27.88. In addition, up to 232 cy of fill material is authorized to be discharged below the Ordinary High Water Mark (OHWM) of the three subject streams crossings in up to a total area of 0.03-acre. More specifically, the following table details the amounts (in cy) and areas (in acres) of fill authorized at each subject location. The fill shall remain in place no later than July 15, 2015, after which the fill shall be removed in its entirety and the site restored to pre-project conditions during the growing season following temporary construction (year immediately following disturbance) and restored according to Special Condition number 1 listed below.

	MP K20.76 Temp. Crossing	MP K22.79 Temp. Crossing	MP K27.88 Temp. Crossing	Total
Area of Temporary Fill in Wetlands (ft ²)	5,028	4,015	2,884	11,927 ft ² (0.27 acres)
Quantity of Temporary Fill in Wetlands (cy)	736	534	354	1,624 cy
Area of Temporary Fill below OHWM (ft ²)	247	637	357	1,241 ft ² (0.03 acres)
Quantity of Temporary Fill below OHWM(cy)	45	121	66	232 cy
Total Area of Temporary Fill (ft ²)	5,275	4,672	3,241	13,188 ft² (0.30 acres)
Total Quantity of Temporary Fill (cy)	781	655	420	1,856 cy

The Work will be performed in accordance with the drawings dated December 2013, sheets 1-3, each identified accordingly by K20.76, K22.79, and K27.88. Project plans submitted by the ARRC's contractor for segment 4, Bristol Environmental Remediation Services, LLC, and dated October 28, 2013, are hereby incorporated into this permit modification and are covered in the following attachments according to each crossing: Attachment 1 (K20.76), Attachment 2 (K22.79), and Attachment 3 (K27.88).

The overall project site starts at Latitude 61.2791° N., Longitude 149.9419° W. and ends at Latitude 61.6258° N., Longitude 149.8232° W.; from Port MacKenzie to the Alaska Railroad Corporations (ARRC) existing main line just south of Houston, Alaska.

The crossing identified as K20.76 would be located within Section 31, T. 17 N., R. 4 W., Seward Meridian; USGS Quad Map Tyonek C-1; Latitude 61.5174° N., Longitude 150.0773° W; Anadromous Stream No. 247-41-10100-2100; located approximately four miles southwest of Big Lake, Alaska.

The crossing identified as K22.79 would be located within Section 20, T. 17 N., R. 4 W., Seward Meridian; USGS Quad Map Tyonek C-1; Latitude 61.5430° N., Longitude 150.0483° W; Anadromous Stream No. 547-41-10100-2150; located approximately three miles northwest of Big Lake, Alaska.

The crossing identified as K27.88 would be located within Sections 1 & 2, T. 17 N., R. 4 W., Seward Meridian; USGS Quad Map Anchorage C-8; Latitude 61.5872° N., Longitude 149.9339° W; located approximately 4.5 miles north of Big Lake, Alaska.

In accordance with your request to place temporary fill materials in conjunction with construction activities associated with temporary bridges at three separate stream crossings to facilitate the construction of permanent bridge structures previously authorized, the permit is hereby amended to read as follows:

The following Special Condition applies to this permit modification:

1. Filter fabric shall be placed prior to filling for separation from native substrates and to assure fill material removal at end of temporary use. The site shall be restored to pre-project conditions. Where practicable, vegetation from the existing wetlands shall be removed during excavation, to the extent suitable, saved and used for revegetation. Local, native species shall be given priority in revegetation where existing vegetation cannot be re-utilized. Revegetation shall be considered successful when the growing vegetation is at least 70% absolute cover relative to the undisturbed reference vegetation immediately adjacent to the disturbed project area. The beginning of the growing season is defined as May 8 or the observation of vascular plant growth at the site, whichever is earliest. The permittee shall coordinate with the Corps no less than two weeks before it is anticipated the temporary impacts at the site will be restored per this condition, so an on-site inspection can be performed by the Corps. If it is observed during the inspection, or evidence is brought to our attention, that the impacts associated with the temporary construction activities are not fully restored per this condition, a proposal to provide compensatory mitigation for the subject impacts will be provided to our office within 30-days of your being notified.

The time limit for completing the authorized work authorized ends on **July 15, 2015**. If you find that you need more time to complete the authorized activity, please submit your request for a time extension to the Corps of Engineers for consideration at least one month before permit expiration.

All other conditions under which the subject authorization was made remain in full force and effect.

This authorization and the enclosed modified plans should be attached to the original permit. Also enclosed is a Notice of Authorization that should be posted in a prominent location near the authorized work.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

Steve Lindamood
Project Manager



**This notice of authorization must be
conspicuously displayed at the site of work.**

United States Army Corps of Engineers
KNIK ARM

A permit to: TO TEMPORARILY DISCHARGE UP TO 1624 CY OF
GRAVELLY TYPE A FILL MATERIAL INTO 0.27-ACRE OF WETLANDS
AND 232 CY OF GRAVELLY TYPE A FILL MATERIAL BELOW THE
OHWM OF THE THREE SUBJECT STREAM CROSSINGS IN UP TO A
TOTAL AREA OF 0.03-ACRE.

at: LATITUDE 61.5174° N., LONGITUDE 150.0773° W, LATITUDE
61.5430° N., LONGITUDE 150.0483° W; AND LATITUDE
61.5872° N., LONGITUDE 149.9339° W

has been issued to: ALASKA RAILROAD CORPORATION

on: FEBRUARY 3, 2014 and expires on: JULY 31, 2014

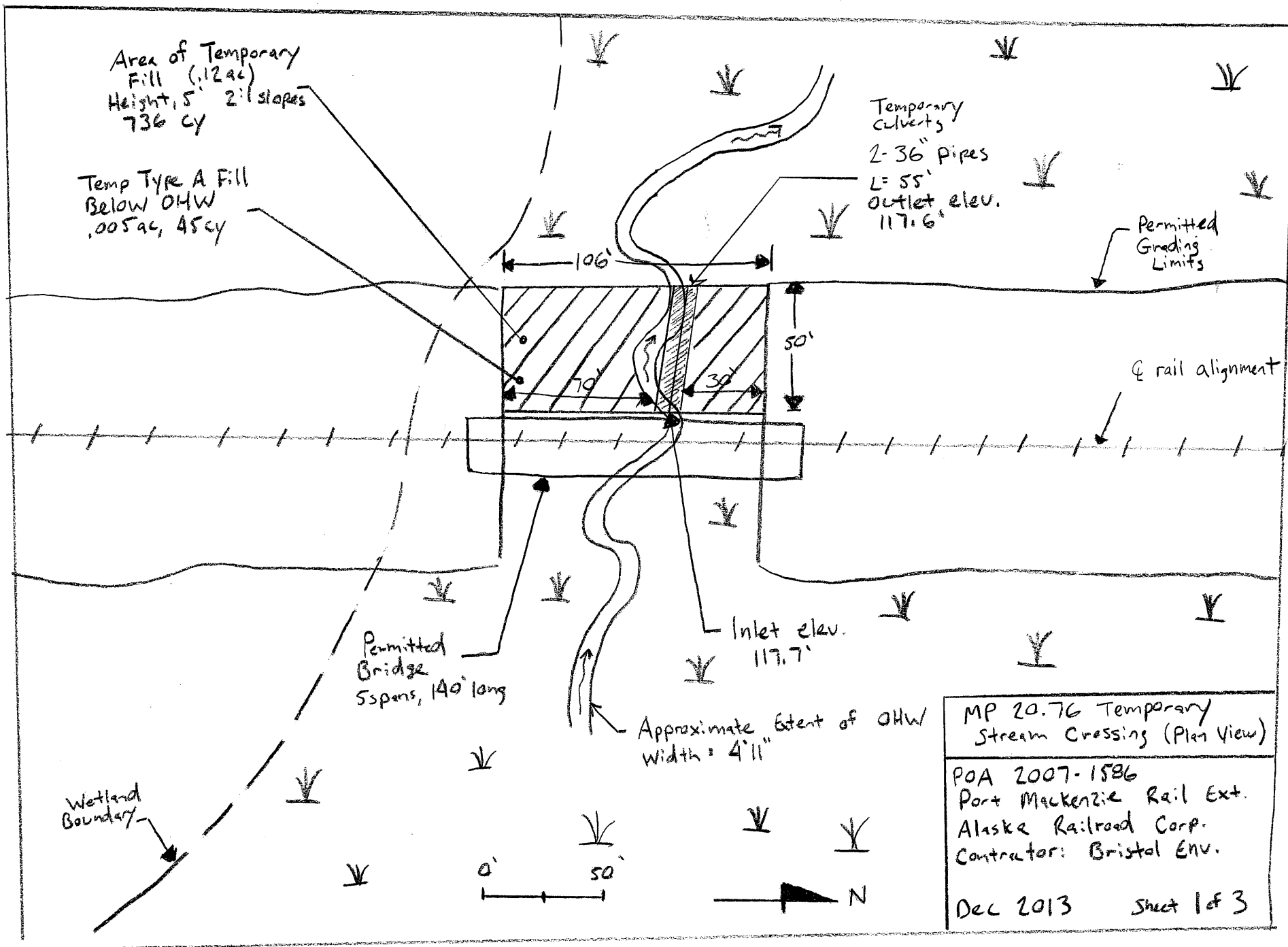
Address of Permittee: PO BOX 107500, ANCHORAGE, AK 99510-7500

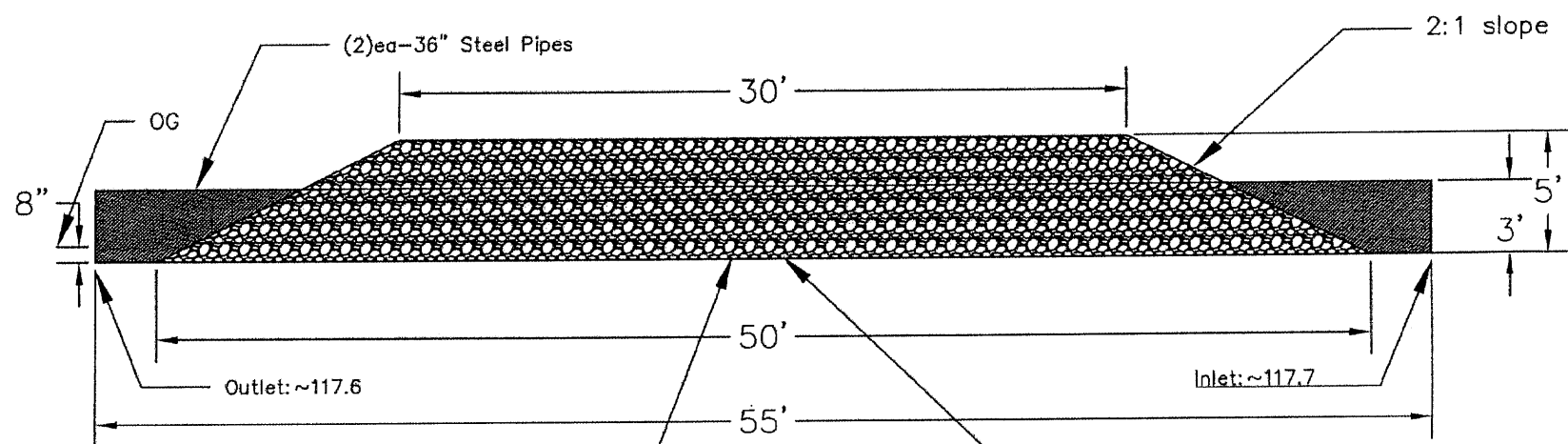
Permit Number:

POA-2007-1586-M3

**FOR: *District Commander*
STEVE LINDAMOOD
PROJECT MANAGER
REGULATORY DIVISION**

ENG FORM 4336, Jul 81 (33 CFR 320-330) EDITION OF JUL 70 MAY BE
USED (Proponent: CECW-O)





If needed will corduroy logs or use crane mats on top of the fabric. Same goes for beneath the pipes

Geotextile Separation Fabric

MP 20.76 Temporary
Stream Crossing (cross section)

POA 2007-1586
Port Melkenzie Rail Ext.
Alaska Railroad Corp.
Contractor: Bristol Env.

Dec 2013 sheet 2 of 3

ATTACHMENT 1

Bristol



ENVIRONMENTAL
REMEDIALATION SERVICES, LLC

PROPOSAL PACKET FOR INSTALLATION OF TEMPORARY CULVERTS AND FILL AT STREAM CROSSINGS

BR K20.76

PORT MACKENZIE RAIL EXTENSION- SEGMENT 4

ARRC PROJECT # 92364
BRISTOL PROJECT # 34100010

October 28, 2013

This permit packet is to request a new Title 16 Fish Habitat Permit from ADF&G and to modify the existing USACE 404 wetlands permit. The purpose of these permit changes are to facilitate the installation of a temporary stream crossing of an anadromous waterway and nearby wetlands in association with the construction of the ARRC Port MacKenzie Rail Extension- Segment 4 (PMRE-S4).

A. Applicant

Project Owner

Name: Alaska Railroad Corporation (ARRC)
Address (Mailing): 327 W. Ship Creek Ave; Anchorage, AK 99501
Email Address:
Telephone: 907-269-3095 Fax: 907-265-2365

Contractor (Applicant)

Name: Bristol Environmental Remediation Services (BERS)
Address (Mailing): 111 W. 16th Ave; Anchorage, AK 99501
Email Address: sferrell@bristol-companies.com
Telephone: 907-563-0013 Fax: 907-563-6713

B. Type and Purpose of Project:

This crossing is an unnamed tributary to the Little Susitna river.

Work will consist of construction of temporary culverts and fill material to construct a stream crossing. The crossing will allow adequate passage of construction vehicles during duration of the project, as well as serve as a platform for the bridge work and equipment associated with the permanent bridge structure at this location.

C. Location of Project Site:

Crossing Location: H4.3, Anadromous Stream: 247-41-10100-2100
Legal Description: Seward Meridian Twp 17N, R4W, Sec 31
Quad Map Tyonek C-1
Plans, Specifications, Aerial Photograph: See attached documents for additional information

D. Time Frame for Project:

Project construction is scheduled to begin in October 2013, with final completion in July 2015. Temporary crossing will likely remain in place from late March 2014 to July 2015 as construction vehicles will need to cross streams at all points during the course of work.

E. Construction Methods:

Work for the temporary stream crossing will consist of the installation of 36" culvert pipes, with an additional 12" pipe as overflow capacity. Based on stream measurements and field observations of the existing pipes located nearby within the same stream, it is unlikely that maximum flow will be reached during the duration of construction.

A temporary fill approximately 106' long and 50' wide at the base will be placed between the existing proposed fill limits of the railroad embankment. A geotextile separation fabric will be used beneath the fill to ease removal after project completion.

Culvert pipes will consist of 36" smooth walled pipes approximately 55' long. These pipes will be heavy duty steel which will minimize potential for differential settlement, retain a consistent gradient, withstand heavy construction loading, and be easily removed following project completion. A 12" overflow pipe is also proposed to ensure capacity in the event of unusually severe precipitation.

Use of corrugated metal or other thin walled pipes may result in reduced performance and increased settlement during construction as a result of heavy loading.

A crane mat or other weight distributing technique may be employed beneath the pipes to ensure they do not overly settle into the organics beneath the temporary fill. The mat will be compressed approx. 8" into the stream bottom, with pipes placed on top, which will allow the stream channel to flow naturally through the temporary structure.

Due to the relatively flat nature of the terrain, the relatively short length of the culverts and the smooth interior of the pipe, the design gradient will be as close to 0% as practicable. For the intent of this application, maximum gradient has been assumed at approximately .2%.

Temporary fill will consist of gravelly Type "A" material. Based on the proposed dimensions, the volume of temporary fill is ~781 cubic yards. Of that total approximately 45CY of fill will be placed within OHW. Fill will be placed on geotextile fabric and removed following completion of the adjacent permanent bridge structure (Approximately June 2015).

Design Concerns & Mitigation Measures:

Bristol recognizes the sensitive nature of the area in question, and has taken steps to minimize the impact to the site where practicable. However, several design concerns have also been taken into consideration.

Design Concern #1: Site safety and traffic flow

By nature a stream crossing is a constriction which must balance factors such as accessibility and safety with the environmental impact of the crossing. Bristol is concerned that a temporary structure such as a bridge would not be of adequate size of the offroad equipment that will operate on the site.

The permanent structure to be constructed has a maximum inside width of 10', while the equipment on the site will have a minimum dimension of nearly 16'. This will require cribbing and artificial fills inside the bridge structure to allow passage of the equipment, and only then at walking speed only and at great risk to the driver and structure.

A temporary bridge, albeit slightly wider, will still not be adequate for the safe passage of the construction traffic. The proposed temporary culverts will allow a wider roadway width, improving safety and minimizing a certain level of constriction. The embankment height above the water will also be reduced, and will have sloping shoulders. These features will allow for a factor of safety for any vehicle which may inadvertently leave the roadway. It provides a buffer of 10' to each side of the roadway and improves the ability to recover the vehicle without detrimental impacts to the wetlands.

Design Concern #2: Constructability

Per our proposed schedule, bridge work is not anticipated to begin until the 2015 construction season, as open water work is limited between May 15 and June 15. This limited window does not allow much flexibility for the 2014 construction season as the narrow width of the project and linear nature reduce accessibility and the inclusion of bridge building activities will further clutter the site.

Installation of a temporary bridge structure will require bridge building equipment, which is not expected to be on site during the majority of the project duration. Temporary culverts allow a level of flexibility for sequencing which will allow Bristol to minimize the duration in which they are installed. Temporary fills and culverts can be installed in a relatively short period of time, and can be timed in conjunction with earth moving activities. As work progresses during the winter, and as a stream crossing is reached, a temporary fill and culverts can be installed during frozen conditions in a relatively short period of time, allowing work to progress.

By utilizing frozen ground conditions and by installing temporary crossings in a timely manner, Bristol expects this to accelerate the overall project duration by several months. This will limit the exposure to potential for issues which may arise as a result of construction activities, and minimize potential for continued impact to the wetlands and streams.

Bristol proposes a 50' wide temporary fill, with a 30' roadway width. The total length will be ~106', for a total size of .12 acres. By using steel casing as culverts, the rigidity and load bearing capacity will be greatly increased in comparison to a standard CMP culvert. This will reduce potential for settlement, as well as decrease the height of cover required above the pipes and minimize the amount of temporary fill required for the crossing.

By using a relatively short run (~50LF) of culvert, it will allow Bristol to maintain as close to 0% gradient as possible for fish passage. Due to the flat nature of the surround terrain, a flat gradient should be easily achievable with this length of culvert.

Design Concern #3: Cost

Bristol recognizes the value of these sensitive areas as fish bearing streams, however we must consider construction cost analysis as an additional concern. The cost to construct temporary bridges at this location will approach \$200,000, compared to approximately \$10,000 for temporary culverts. The total cost for all three temporary structures will be approximately \$600,000, or nearly 4% of the total contract value. This is in comparison to roughly \$30,000 for the temporary culverts, for a total temporary wetland impact of .31 acres.

The cost for temporary structures in terms of a per acreage price is \$1,950,500/acre, a gross excess from the standard valuation used for mitigation credits required to be purchased for the PMRE project.

Avoidance of Impacts to Waters of the U.S.

The temporary fills were designed to the minimum width practicable to maintain safe operations and site functionality for the construction equipment. The fill alignment was aligned to match the existing grading limits where possible, to minimize the length needed. In addition, the fills were designed to be in close proximity to the permanent bridge structure, which minimizes the impacts to wetlands beyond the existing project boundaries.

Minimization of Unavoidable Impacts to Waters of the U.S.

By using a smooth walled steel pipe instead of a standard corrugated metal pipe, the structure retains strength without the need for additional fill. Due to the heavy weight of the construction equipment, this allows Bristol to reduce the fill height required above the culverts, and minimizes the amount of temporary fill which must be placed.

The slopes have also been configured at 2H:1V, which provides a buffer zone for the installation of BMP's, but also reduces the overall footprint compared to a 3H:1V design. This change will slow operational speeds, but will still provide a safe operational width for equipment.

Compensation for Unavoidable Impacts to Waters of the U.S.

As part of the site remediation, Bristol will restore the wetlands in the affected areas following completion of the project. Fills will be placed on temporary fabric

to separate it from the wetlands, and may be placed on log corduroy to further separate it from the wetlands and reduce the ground pressure applied by the temporary fills.

The temporary fills will be removed and the site allowed to recolonize with natural vegetation. In the event that successful recolonization does not occur, Bristol will be prepared to seed and revegetate the site in accordance with the contract documents and permit stipulations already in place for the Port MacKenzie Rail Extension project.

1. Will Stream be Diverted: No

Stream width may be condensed briefly during placement of pipes by use of sandbags and visqueen, but this work is expected to take place inside the bankfull width, and will not require a stream diversion.

2. Will Stream Channelization Occur: No

By using (2) 36" pipes placed within the 4.9' wide stream bed, there should be adequate enough width to reduce potential for channelization.

3. Will the banks of the stream be altered or modified: No

4. List all tracked or wheeled equipment that will be used in the stream (in the water, on ice, or in the floodplain)

Equipment to be used during the construction of the temporary stream crossing may consist of a loader, excavator, offroad trucks and compactors. It is not expected that any of these vehicles will operate in flowing waters.

Following the completion of the temporary fill, equipment such as offroad trucks, graders, cranes, pickup trucks and other typical construction equipment will utilize the stream crossing.

5. Will material be removed from the floodplain, bed, stream or lake? No

Is a pumping operation planned? No

It is expected that this temporary structure will be constructed during frozen conditions.

6. *Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream or lake?* Yes

Temporary fill consisting of approximately 781 cubic yards of Type "A" gravelly soils will be placed within the footprint of the temporary crossing. Of this, 45 cubic yard will be below OHW. This material will be placed on a geotextile separation fabric and will be removed following completion of the project.

7. *Will blasting be performed?* No

8. *Will temporary fills in the stream or lake be required during construction (e.g. for construction traffic around construction site)* Yes

See above No. 6 for description and quantity of temporary fills

9. *Will ice bridges be required:* Yes

It is expected that in addition to temporary fills, ice bridges will be required during periods of frozen ground. This will facilitate two way construction traffic, allow for staging and movement of bridge building materials, and bridge building equipment.

F. Site Rehabilitation Plan:

As part of the project, Bristol has developed and implemented a SWPPP plan. In addition to this plan, Bristol and the ARRC are subject to various stipulations and requirements as outlined in the COE Wetlands Permit, ADF&G Permits, and all other applicable state and local requirements.

The temporary stream crossing has been minimized in size to the extent practicable to reduce overall impact to the stream bed and surrounding vegetation. However, it is still expected that some impacts may occur.

Following completion of the project, the temporary fills, culvert and crane mats will be removed from the stream channel. The natural vegetation will be given the opportunity to recolonize in the area of disturbance, however revegetation using the ARRC designated seed mixtures will be performed if adequate natural vegetation does not develop.

G. Waterbody Characteristics:

Streams and rivers crossed by the project are low gradient and relatively stable streams. Stream characteristics at the crossing for H4.3 are as follows:

OHW: 114.8'
Bankfull Width: 4.9'
Avg Pool Depth: 1.1'
Stream Substrate: organic
Stream Gradient: <.5%

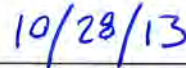
H. Hydraulic Evaluation:

See attached ARRC permit application for information.

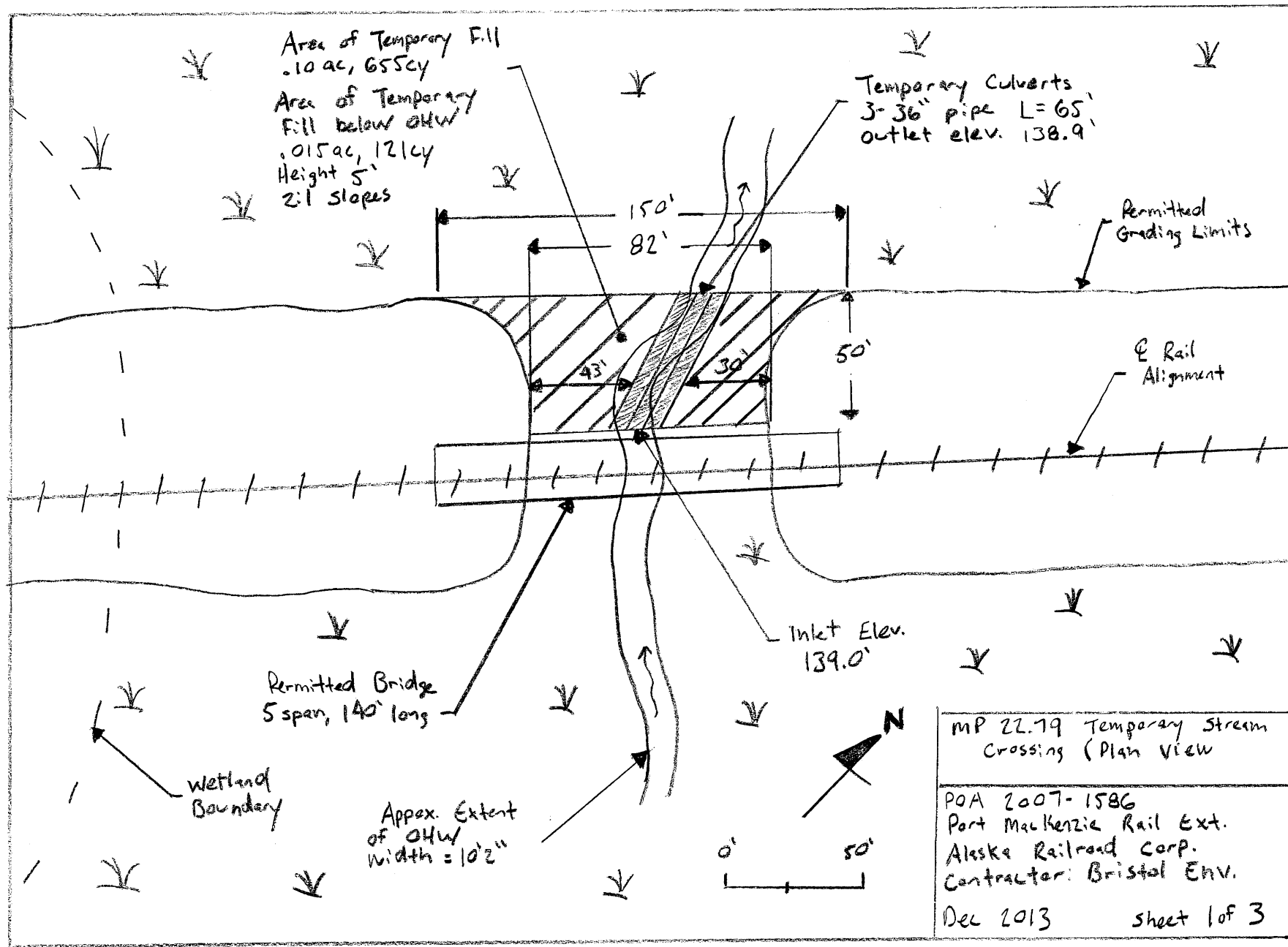
I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION MODIFICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

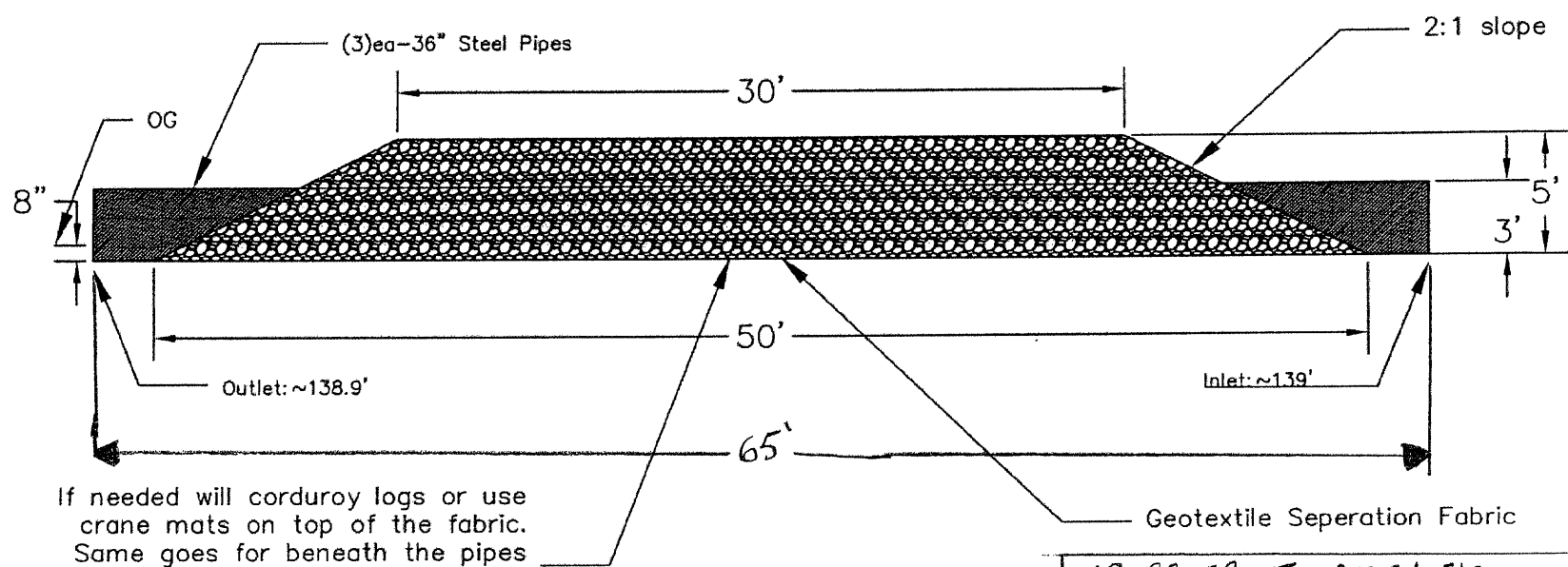


Signature of Applicant



Date



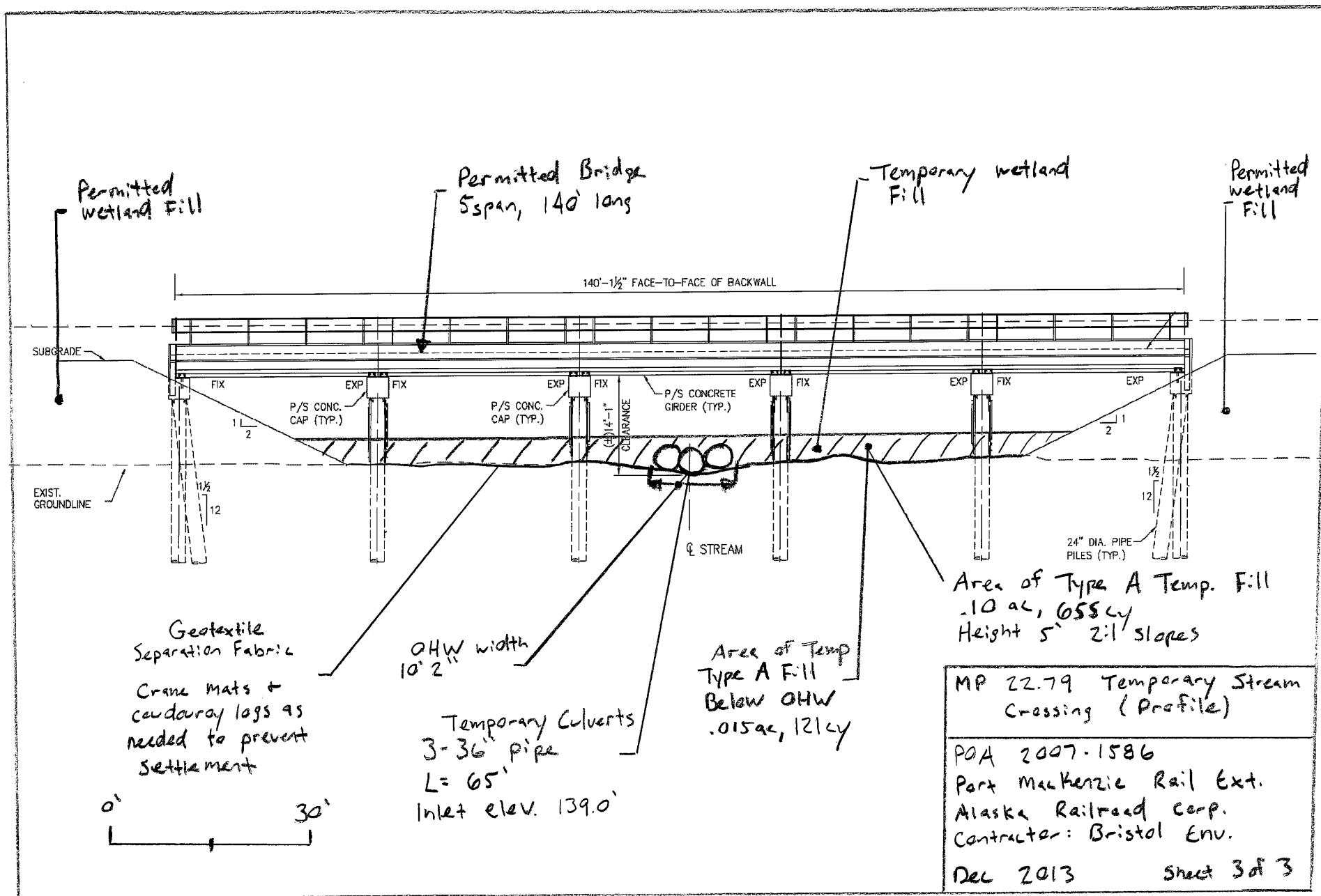


MP 22.79 Temporary Stream Crossing (Cross Section)

POA 2007-1586
Part Mackenzie Rail Ext.
Alaska Railroad Corp.

Dec 2013

Sheet 2 of 3



MP 22.79 Temporary Stream Crossing (Profile)

POA 2007-1586
 Port MacKenzie Rail Ext.
 Alaska Railroad Corp.
 Contractor: Bristol Env.

Dec 2013 Sheet 3 of 3

ATTACHMENT 2

Bristol



ENVIRONMENTAL
REMEDIALATION SERVICES, LLC

PROPOSAL PACKET FOR INSTALLATION OF TEMPORARY CULVERTS AND FILL AT STREAM CROSSINGS

BR K22.79

PORT MACKENZIE RAIL EXTENSION- SEGMENT 4

ARRC PROJECT # 92364
BRISTOL PROJECT # 34100010

October 28, 2013

This permit packet is to request a new Title 16 Fish Habitat Permit from ADF&G and to modify the existing USACE 404 wetlands permit. The purpose of these permit changes are to facilitate the installation of a temporary stream crossing of an anadromous waterway and nearby wetlands in association with the construction of the ARRC Port MacKenzie Rail Extension- Segment 4 (PMRE-S4).

A. Applicant

Project Owner

Name: Alaska Railroad Corporation (ARRC)

Address (Mailing): 327 W. Ship Creek Ave; Anchorage, AK 99501

Email Address:

Telephone: 907-269-3095

Fax: 907-265-2365

Contractor (Applicant)

Name: Bristol Environmental Remediation Services (BERS)

Address (Mailing): 111 W. 16th Ave; Anchorage, AK 99501

Email Address: sferrell@bristol-companies.com

Telephone: 907-563-0013

Fax: 907-563-6713

B. Type and Purpose of Project:

This crossing is an unnamed tributary to the Little Susitna River.

Work will consist of construction of temporary culverts and fill material to construct a stream crossing. The crossing will allow adequate passage of construction vehicles during duration of the project, as well as serve as a platform for the bridge work and equipment associated with the permanent bridge structure at this location.

C. Location of Project Site:

Crossing Location: H6.3, Anadromous Stream: 547-41-10100-2150

Legal Description: Seward Meridian Twp 17N, R4W, Sec 20
Quad Map Tyonek C-1

Plans, Specifications, Aerial Photograph: See attached documents for additional information

D. Time Frame for Project:

Project construction is scheduled to begin in October 2013, with final completion in July 2015. Temporary crossing will likely remain in place from late March 2014 to July 2015 as construction vehicles will need to cross streams at all points during the course of work.

E. Construction Methods:

Work for the temporary stream crossing will consist of the installation of (3) 36" culvert pipes. Based on stream measurements and field observations of the existing pipes located nearby within the same stream, it is unlikely that maximum flow will be reached during the duration of construction.

A temporary fill approximately 82' "varies" long and 50' wide at the base will be placed between the existing proposed fill limits of the railroad embankment. A geotextile separation fabric will be used beneath the fill to ease removal after project completion.

Culvert pipes will consist of 36" smooth walled pipes approximately 65' long. These pipes will be heavy duty steel which will minimize potential for differential settlement, retain a consistent gradient, withstand heavy construction loading, and be easily removed following project completion.

Use of corrugated metal or other thin walled pipes may result in reduced performance and increased settlement during construction as a result of heavy loading.

A crane mat or other weight distributing technique may be employed beneath the pipes to ensure they do not overly settle into the organics beneath the temporary fill. The mat will be compressed approx. 8" into the stream bottom, with pipes placed on top, which will allow the stream channel to flow naturally through the temporary structure.

Due to the relatively flat nature of the terrain, the relatively short length of the culverts and the smooth interior of the pipe, the design gradient will be as close

to 0% as practicable. For the intent of this application, maximum gradient has been assumed at approximately .2%.

Temporary fill will consist of gravelly Type "A" material. Based on the proposed dimensions, the volume of temporary fill is 655 cubic yards. Of the total approximately 121 CY of fill will be placed within OHW. Fill will be placed on geotextile fabric and removed following completion of the adjacent permanent bridge structure (Approximately July 2015).

Design Concerns & Mitigation Measures:

Bristol recognizes the sensitive nature of the area in question, and has taken steps to minimize the impact to the site where practicable. However, several design concerns have also been taken into consideration.

Design Concern #1: Site safety and traffic flow

By nature a stream crossing is a constriction which must balance factors such as accessibility and safety with the environmental impact of the crossing. Bristol is concerned that a temporary structure such as a bridge would not be of adequate size of the offroad equipment that will operate on the site.

The permanent structure to be constructed has a maximum inside width of 10', while the equipment on the site will have a minimum dimension of nearly 16'. This will require cribbing and artificial fills inside the bridge structure to allow passage of the equipment, and only then at walking speed and at great risk to the driver and structure.

A temporary bridge, albeit slightly wider, will still not be adequate for the safe passage of the construction traffic. The proposed temporary culverts will allow a wider roadway width, improving safety and minimizing a certain level of constriction. The embankment height above the water will also be reduced, and will have sloping shoulders. These features will allow for a factor of safety for any vehicle which may inadvertently leave the roadway. It provides a buffer of 10' to each side of the roadway and improves the ability to recover the vehicle without detrimental impacts to the wetlands.

Design Concern #2: Constructability

Per our proposed schedule, bridge work is not anticipated to begin until the 2015 construction season, as open water work is limited between May 15 and June 15. This limited window does not allow much flexibility for the 2014 construction season as the narrow width of the project and linear nature reduce accessibility and the inclusion of bridge building activities will further clutter the site.

Installation of a temporary bridge structure will require bridge building equipment, which is not expected to be on site during the majority of the project duration. Temporary culverts allow a level of flexibility for sequencing which will allow Bristol to minimize the duration in which they are installed. Temporary fills and culverts can be installed in a relatively short period of time, and can be timed in conjunction with earth moving activities. As work progresses during the winter, and as a stream crossing is reached, a temporary fill and culverts can be installed during frozen conditions in a relatively short period of time, allowing work to progress.

By utilizing frozen ground conditions and by installing temporary crossings in a timely manner, Bristol expects this to accelerate the overall project duration by several months. This will limit the exposure to potential for issues which may arise as a result of construction activities, and minimize potential for continued impact to the wetlands and streams.

Bristol proposes a 50' wide temporary fill, with a 30' roadway width. The total length will be ~82', for a total size of .10 acres. By using steel casing as culverts, the rigidity and load bearing capacity will be greatly increased in comparison to a standard CMP culvert. This will reduce potential for settlement, as well as decrease the height of cover required above the pipes and minimize the amount of temporary fill required for the crossing.

By using a relatively short run (~65LF) of culvert, it will allow Bristol to maintain as close to 0% gradient as possible for fish passage. Due to the flat nature of the surround terrain, a flat gradient should be easily achievable with this length of culvert.

Design Concern #3: Cost

Bristol recognizes the value of these sensitive areas as fish bearing streams, however we must consider construction cost analysis as an additional concern. The cost to construct temporary bridges at this location will approach \$200,000, compared to approximately \$10,000 for temporary culverts. The total cost for all three temporary structures will be approximately \$600,000, or nearly 4% of the total contract value. This is in comparison to roughly \$30,000 for the temporary culverts, for a total temporary wetland impact of .31 acres.

The cost for temporary structures in terms of a per acreage price is \$1,950,500/acre, a gross excess from the standard valuation used for mitigation credits required to be purchased for the PMRE project.

Avoidance of Impacts to Waters of the U.S.

The temporary fills were designed to the minimum width practicable to maintain safe operations and site functionality for the construction equipment. The fill alignment was aligned to match the existing grading limits where possible, to minimize the length needed. In addition, the fills were designed to be in close proximity to the permanent bridge structure, which minimizes the impacts to wetlands beyond the existing project boundaries.

Minimization of Unavoidable Impacts to Waters of the U.S.

By using a smooth walled steel pipe instead of a standard corrugated metal pipe, the structure retains strength without the need for additional fill. Due to the heavy weight of the construction equipment, this allows Bristol to reduce the fill height required above the culverts, and minimizes the amount of temporary fill which must be placed.

The slopes have also been configured at 2H:1V, which provides a buffer zone for the installation of BMP's, but also reduces the overall footprint from a 3H:1V design. This switch will slow operational speeds, but will still provide a safe operational width for equipment.

Compensation for Unavoidable Impacts to Waters of the U.S.

As part of the site remediation, Bristol will restore the wetlands in the affected areas following completion of the project. Fills will be placed on temporary fabric to separate it from the wetlands, and may be placed on log corduroy to further separate it from the wetlands and reduce the ground pressure applied by the temporary fills.

The temporary fills will be removed and the site allowed to recolonize with natural vegetation. In the event that successful recolonization does not occur, Bristol will be prepared to seed and revegetate the site in accordance with the contract documents and permit stipulations already in place for the Port MacKenzie Rail Extension project.

1. Will Stream be Diverted: No

Stream width may be condensed briefly during placement of pipes by use of sandbags and visqueen, but this work is expected to take place inside the bankfull width, and will not require a stream diversion.

2. Will Stream Channelization Occur: No

By using (3) 36" pipes placed within the 10.2' wide stream bed, there should be adequate enough width to reduce potential for channelization.

3. Will the banks of the stream be altered or modified: No

By using (3) 36" pipes placed within the 10.2' wide stream bed, there should be adequate width to reduce potential for channelization.

4. List all tracked or wheeled equipment that will be used in the stream (in the water, on ice, or in the floodplain)

Equipment to be used during the construction of the temporary stream crossing may consist of a loader, excavator, offroad trucks and compactors. It is not expected that any of these vehicles will operate in flowing waters.

Following the completion of the temporary fill, equipment such as offroad trucks, graders, cranes, pickup trucks and other typical construction equipment will utilize the stream crossing.

5. *Will material be removed from the floodplain, bed, stream or lake?* No

Is a pumping operation planned? No

It is expected that this temporary structure will be constructed during frozen conditions.

6. *Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream or lake?* Yes

Temporary fill consisting of approximately 655 cubic yards of Type "A" gravelly soils will be placed within the floodplain for the duration of the temporary crossing. This material will be placed on a geotextile separation fabric and will be removed following completion of the project.

7. *Will blasting be performed?* No

8. *Will temporary fills in the stream or lake be required during construction? (e.g. for construction traffic around construction site)* Yes

See above No. 6 for description and quantity of temporary fills

9. *Will ice bridges be required?* Yes

It is expected that in addition to temporary fills, ice bridges will be required during periods of frozen ground. This will facilitate two way construction traffic, allow for staging and movement of bridge building materials, and bridge building equipment.

F. Site Rehabilitation Plan:

As part of the project, Bristol has developed and implemented a SWPPP plan. In addition to this plan, Bristol and the ARRC are subject to various stipulations and requirements as outlined in the COE Wetlands Permit, ADF&G Permits, and all other applicable state and local requirements.

The temporary stream crossing has been minimized in size to the extent practicable to reduce overall impact to the stream bed and surrounding vegetation. However, it is still expected that some impacts may occur.

Following completion of the project, the temporary fills, culvert and crane mats will be removed from the stream channel. The natural vegetation will be given the opportunity to recolonize in the area of disturbance, however revegetation using the ARRC designated seed mixtures will be performed is adequate natural vegetation does not develop.

G. Waterbody Characteristics:

Streams and rivers crossed by the project are low gradient and relatively stable streams. Stream characteristics at the crossing for H4.3 are as follows:

OHW: 139.4'
Bankfull Width: 10.2'
Avg Pool Depth: 2.7'
Stream Substrate: organic
Stream Gradient: <.5%

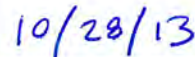
H. Hydraulic Evaluation:

See attached ARRC permit application for information.

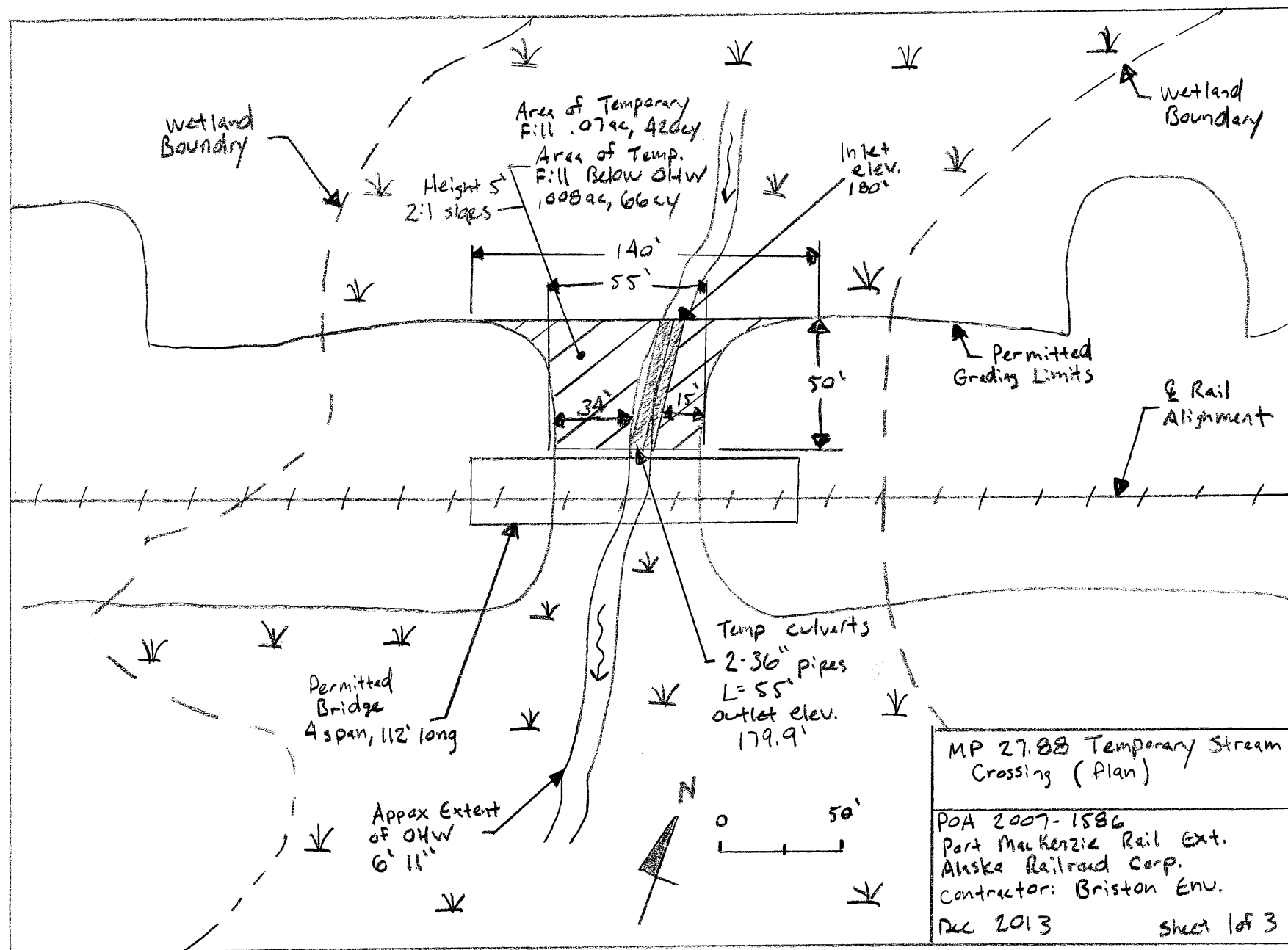
I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION MODIFICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

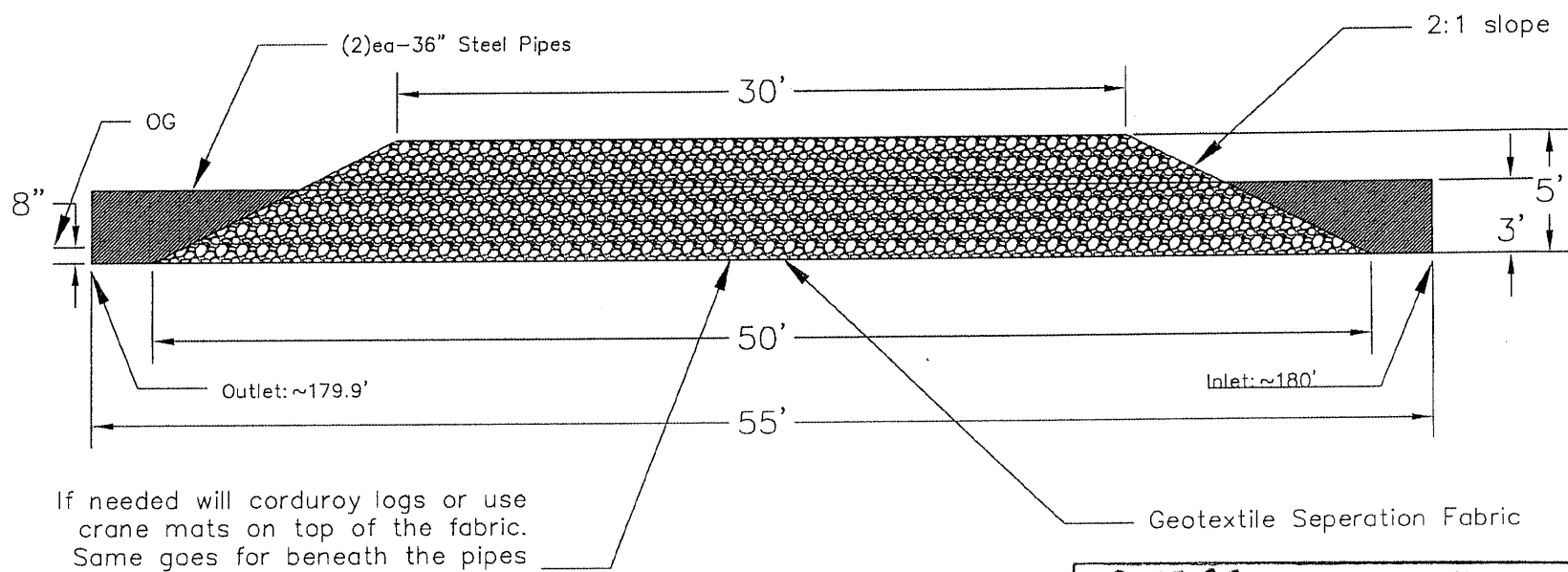


Signature of Applicant



Date



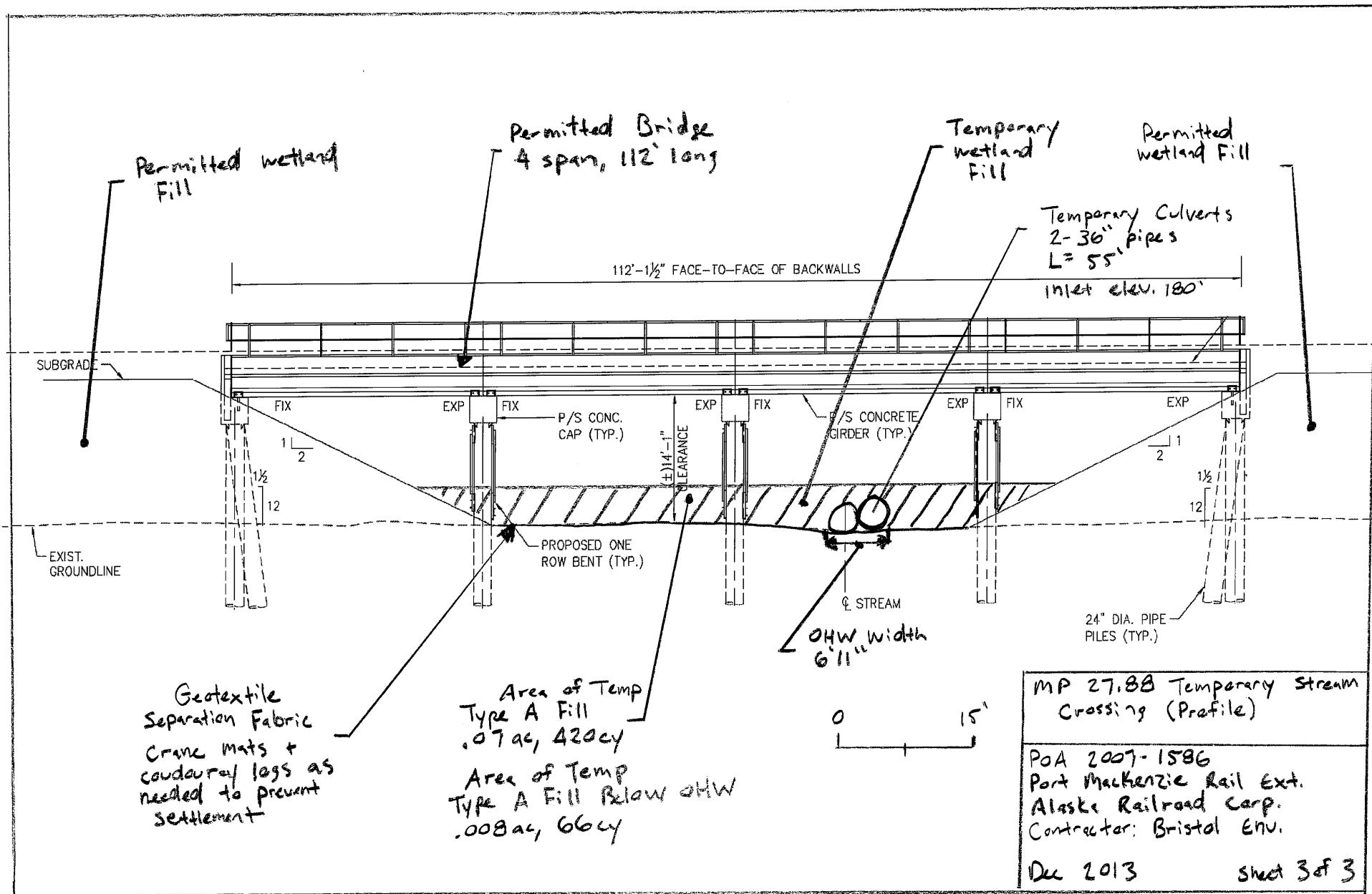


MP 27.88 Temporary Stream
Crossing (Cross Section)

POA 2007-1586
Port MacKenzie Rail Ext.
Alaska Railroad Corp.
Contractor: Bristol Env.

Dec 2013

Sheet 2 of 3



ATTACHMENT 3

Bristol



ENVIRONMENTAL
REMEDIALATION SERVICES, LLC

PROPOSAL PACKET FOR INSTALLATION OF TEMPORARY CULVERTS AND FILL AT STREAM CROSSINGS

BR K27.88

PORT MACKENZIE RAIL EXTENSION- SEGMENT 4

ARRC PROJECT # 92364
BRISTOL PROJECT # 34100010

October 28, 2013

This permit packet is to request a new Title 16 Fish Habitat Permit from ADF&G and to modify the existing USACE 404 wetlands permit. The purpose of these permit changes are to facilitate the installation of a temporary stream crossing of an anadromous waterway and nearby wetlands in association with the construction of the ARRC Port MacKenzie Rail Extension- Segment 4 (PMRE-S4).

A. Applicant

Project Owner

Name: Alaska Railroad Corporation (ARRC)
Address (Mailing): 327 W. Ship Creek Ave; Anchorage, AK 99501
Email Address:
Telephone: 907-269-3095 Fax: 907-265-2365

Contractor (Applicant)

Name: Bristol Environmental Remediation Services (BERS)
Address (Mailing): 111 W. 16th Ave; Anchorage, AK 99501
Email Address: sferrell@bristol-companies.com
Telephone: 907-563-0013 Fax: 907-563-6713

B. Type and Purpose of Project:

This crossing is an outlet stream of Little Horseshoe Lake.

Work will consist of construction of temporary culverts and fill material to construct a stream crossing. The crossing will allow adequate passage of construction vehicles during duration of the project, as well as serve as a platform for the bridge work and equipment associated with the permanent bridge structure at this location.

C. Location of Project Site:

Crossing Location: HS1.0, Anadromous Stream: No #
Legal Description: Seward Meridian Twp 17N, R4W, Sec 1 & 2
Quad Map Anchorage C-8
Plans, Specifications, Aerial Photograph: See attached documents for additional information

D. Time Frame for Project:

Project construction is scheduled to begin in October 2013, with final completion in July 2015. Temporary crossing will likely remain in place from late March 2014 to July 2015 as construction vehicles will need to cross streams at all points during the course of work.

E. Construction Methods:

Work for the temporary stream crossing will consist of the installation of (2) 36" culvert pipes. Based on stream measurements and field observations of the existing pipes located nearby within the same stream, it is unlikely that maximum flow will be reached during the duration of construction.

A temporary fill approximately 55' long "Varies" and 50' wide at the base will be placed between the existing proposed fill limits of the railroad embankment. A geotextile separation fabric will be used beneath the fill to ease removal after project completion.

Culvert pipes will consist of 36" smooth walled pipes approximately 55' long. These pipes will be heavy duty steel which will minimize potential for differential settlement, retain a consistent gradient, withstand heavy construction loading, and be easily removed following project completion.

Use of corrugated metal or other thin walled pipes may result in reduced performance and increased settlement during construction as a result of heavy loading.

A crane mat or other weight distributing technique may be employed beneath the pipes to ensure they do not overly settle into the organics beneath the temporary fill. The mat will be compressed approx. 8" into the stream bottom, with pipes placed on top, which will allow the stream channel to flow naturally through the temporary structure.

Due to the relatively flat nature of the terrain, the relatively short length of the culverts and the smooth interior of the pipe, the design gradient will be as close to 0% as practicable. For the intent of this application, maximum gradient has been assumed at approximately .2%.

Temporary fill will consist of gravelly Type "A" material. Based on the proposed dimensions, the volume of temporary fill is 420 cubic yards. Of that total approximately 66 CY fill be placed within OHW. Fill will be placed on geotextile fabric and removed following completion of the adjacent permanent bridge structure (Approximately July 2015).

Design Concerns & Mitigation Measures:

Bristol recognizes the sensitive nature of the area in question, and has taken steps to minimize the impact to the site where practicable. However, several design concerns have also been taken into consideration.

Design Concern #1: Site safety and traffic flow

By nature a stream crossing is a constriction which must balance factors such as accessibility and safety with the environmental impact of the crossing. Bristol is concerned that a temporary structure such as a bridge would not be of adequate size of the offroad equipment that will operate on the site.

The permanent structure to be constructed has a maximum inside width of 10', while the equipment on the site will have a minimum dimension of nearly 16'. This will require cribbing and artificial fills inside the bridge structure to allow passage of the equipment, and only then at walking speed and at great risk to the driver and structure.

A temporary bridge, albeit slightly wider, will still not be adequate for the safe passage of the construction traffic. The proposed temporary culverts will allow a wider roadway width, improving safety and minimizing a certain level of constriction. The embankment height above the water will also be reduced, and will have sloping shoulders. These features will allow for a factor of safety for any vehicle which may inadvertently leave the roadway. It provides a buffer of 10' to each side of the roadway and improves the ability to recover the vehicle without detrimental impacts to the wetlands.

Design Concern #2: Constructability

Per our proposed schedule, bridge work is not anticipated to begin until the 2015 construction season, as open water work is limited between May 15 and June 15. This limited window does not allow much flexibility for the 2014 construction season as the narrow width of the project and linear nature reduce accessibility and the inclusion of bridge building activities will further clutter the site.

Installation of a temporary bridge structure will require bridge building equipment, which is not expected to be on site during the majority of the project duration. Temporary culverts allow a level of flexibility for sequencing which will allow Bristol to minimize the duration in which they are installed. Temporary fills and culverts can be installed in a relatively short period of time, and can be timed in conjunction with earth moving activities. As work progresses during the winter, and as a stream crossing is reached, a temporary fill and culverts can be installed during frozen conditions in a relatively short period of time, allowing work to progress.

By utilizing frozen ground conditions and by installing temporary crossings in a timely manner, Bristol expects this to accelerate the overall project duration by several months. This will limit the exposure to potential for issues which may arise as a result of construction activities, and minimize potential for continued impact to the wetlands and streams.

Bristol proposes a 50' wide temporary fill, with a 30' roadway width. The total length will be ~55', for a total size of .07 acres. By using steel casing as culverts, the rigidity and load bearing capacity will be greatly increased in comparison to a standard CMP culvert. This will reduce potential for settlement, as well as decrease the height of cover required above the pipes and minimize the amount of temporary fill required for the crossing.

By using a relatively short run (~55LF) of culvert, it will allow Bristol to maintain as close to 0% gradient as possible for fish passage. Due to the flat nature of the surround terrain, a flat gradient should be easily achievable with this length of culvert.

Design Concern #3: Cost

Bristol recognizes the value of these sensitive areas as fish bearing streams, however we must consider construction cost analysis as an additional concern. The cost to construct temporary bridges at this location will approach \$200,000, compared to approximately \$10,000 for temporary culverts. The total cost for all three temporary structures will be approximately \$600,000, or nearly 4% of the total contract value. This is in comparison to roughly \$30,000 for the temporary culverts, for a total temporary wetland impact of .31 acres.

The cost for temporary structures in terms of a per acreage price is \$1,950,500/acre, a gross excess from the standard valuation used for mitigation credits required to be purchased for the PMRE project.

Avoidance of Impacts to Waters of the U.S.

The temporary fills were designed to the minimum width practicable to maintain safe operations and site functionality for the construction equipment. The fill alignment was aligned to match the existing grading limits where possible, to minimize the length needed. In addition, the fills were designed to be in close proximity to the permanent bridge structure, which minimizes the impacts to wetlands beyond the existing project boundaries.

Minimization of Unavoidable Impacts to Waters of the U.S.

By using a smooth walled steel pipe instead of a standard corrugated metal pipe, the structure retains strength without the need for additional fill. Due to the heavy weight of the construction equipment, this allows Bristol to reduce the fill height required above the culverts, and minimizes the amount of temporary fill which must be placed.

The slopes have also been configured at 2H:1V, which provides a buffer zone for the installation of BMP's, but also reduces the overall footprint from a 3H:1V design. This switch will slow operational speeds, but will still provide a safe operational width for equipment.

Compensation for Unavoidable Impacts to Waters of the U.S.

As part of the site remediation, Bristol will restore the wetlands in the affected areas following completion of the project. Fills will be placed on temporary fabric to separate it from the wetlands, and may be placed on log corduroy to further separate it from the wetlands and reduce the ground pressure applied by the temporary fills.

The temporary fills will be removed and the site allowed to recolonize with natural vegetation. In the event that successful recolonization does not occur, Bristol will be prepared to seed and revegetate the site in accordance with the contract documents and permit stipulations already in place for the Port MacKenzie Rail Extension project.

1. Will Stream be Diverted: No

Stream width may be condensed briefly during placement of pipes by use of sandbags and visqueen, but this work is expected to take place inside the bankfull width, and will not require a stream diversion.

2. Will Stream Channelization Occur: No

By using (2) 36" pipes placed within the 6.9' wide stream bed, there should be adequate enough width to reduce potential for channelization.

3. Will the banks of the stream be altered or modified: No

4. List all tracked or wheeled equipment that will be used in the stream (in the water, on ice, or in the floodplain)

Equipment to be used during the construction of the temporary stream crossing may consist of a loader, excavator, offroad trucks and compactors. It is not expected that any of these vehicles will operate in flowing waters.

Following the completion of the temporary fill, equipment such as offroad trucks, graders, cranes, pickup trucks and other typical construction equipment will utilize the stream crossing.

5. *Will material be removed from the floodplain, bed, stream or lake?* No

Is a pumping operation planned? No

It is expected that this temporary structure will be constructed during frozen conditions.

6. *Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream or lake?* Yes

Temporary fill consisting of approximately 420 cubic yards of Type "A" gravelly soils will be placed within the floodplain for the duration of the temporary crossing. This material will be placed on a geotextile separation fabric and will be removed following completion of the project.

7. *Will blasting be performed?* No

8. *Will temporary fills in the stream or lake be required during construction? (e.g. for construction traffic around construction site)* Yes

See above No. 6 for description and quantity of temporary fills

9. *Will ice bridges be required?* Yes

It is expected that in addition to temporary fills, ice bridges will be required during periods of frozen ground. This will facilitate two way construction traffic, allow for staging and movement of bridge building materials, and bridge building equipment.

F. Site Rehabilitation Plan:

As part of the project, Bristol has developed and implemented a SWPPP plan. In addition to this plan, Bristol and the ARRC are subject to various stipulations and requirements as outlined in the COE Wetlands Permit, ADF&G Permits, and all other applicable state and local requirements.

The temporary stream crossing has been minimized in size to the extent practicable to reduce overall impact to the stream bed and surrounding vegetation. However, it is still expected that some impacts may occur.

Following completion of the project, the temporary fills, culvert and crane mats will be removed from the stream channel. The natural vegetation will be given the opportunity to recolonize in the area of disturbance, however revegetation using the ARRC designated seed mixtures will be performed is adequate natural vegetation does not develop.

G. Waterbody Characteristics:

Streams and rivers crossed by the project are low gradient and relatively stable streams. Stream characteristics at the crossing for H4.3 are as follows:

OHW: 177.6'
Bankfull Width: 6.9'
Avg Pool Depth: 2.1'
Stream Substrate: organic
Stream Gradient: 1.0%

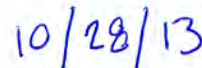
H. Hydraulic Evaluation:

See attached ARRC permit application for information.

I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION MODIFICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.



Signature of Applicant



Date



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
ANCHORAGE FIELD OFFICE CEPOA-RD-SA
1600 A STREET SUITE 110
ANCHORAGE, ALASKA 99501-5146

AUG 22 2013

Regulatory Division
POA-2007-1586-M2

Alaska Railroad Corporation
Mr. Brian Lindamood
Post Office Box 107500
Anchorage, Alaska 99510-7500

Dear Mr. Lindamood:

This is a Notice of Noncompliance with the terms and conditions of Department of the Army (DA) permit number POA-2007-1586-M2, Knik Arm, issued to the Alaska Railroad Corporation (ARRC) on July 18, 2013. The permit authorized the temporary discharge up to 250 cy of Type A material and 300 cy of Class I rip-rap into approximately 0.11-acre of wetlands to construct a 40-foot long temporary work bridge over the Diamond Lake Outlet (Segment 3) to support the construction of the originally authorized project. The temporary fill is to be removed within 12-months from the issuance of the modification (see Special Condition No. 1). No fill materials were to be placed below the ordinary high water mark (OHWM) of the stream for the construction of the temporary bridge. The work was to be performed in accordance with the project plans, sheets 1-4, dated June 13, 2013, which were incorporated in and made a part of the Permit Modification.

The overall project begins at Latitude 61.2791° N., Longitude 149.9419° W. and ends at Latitude 61.6258° N., Longitude 149.8232° W.; from Port MacKenzie to the ARRC's existing main line just south of Houston, Alaska. Segment 3 is located at Latitude 61.4638° N., Longitude 149.9419° W.

Based on information provided to our office on August 16, 2013, from your agent Mr. Jeff Schively with HDR Alaska, Inc. and the ensuing subsequent conversation with my staff, we have determined that the following work which was conducted in association with the above-referenced permit does not comply with the terms and conditions of that permit, and is therefore, a violation of Section 301 of the Clean Water Act:

a. Per the enclosure (entitled Port MacKenzie Rail Extension, Segment 3 Temporary Crossing, dated August 2013) and conversations with Mr. Schively, it has been determined that the subject project was not constructed according to the project plans in the authorized location.

b. In addition the authorized area of temporary fill materials was exceeded by approximately 0.036-acre.

c. Further, temporary fill materials have been placed below the ordinary high water mark (OHWM) of the Diamond Lake Outlet, which was prohibited by the terms and conditions of the subject permit.

There can be substantial penalties for conducting unauthorized work in waters of the U.S., including wetlands.

Section 309 of the Clean Water Act provides penalties, including fines of up to \$50,000 per day or imprisonment for up to three years for any person who knowingly violates Section 301 of the Act.

In order to resolve the above referenced violation, you are required to immediately begin the removal of the unauthorized fill materials identified above and bring the subject permit back into compliance with the terms and conditions of the permit.

All work required to achieve compliance must be completed **within thirty days of your receipt of this letter**. You must contact us in within **ten** days of your receipt of this letter to discuss the work. Failure to contact us or to perform the ordered work may result in legal action.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations which may affect this work.

Please contact Mr. Steve Lindamood, of my Regulatory Division staff, via email at Steve.D.Lindamood@usace.army.mil, by mail at the address above, by phone at (907) 753-2796, or toll free from within Alaska at (800) 478-2712, if you have questions.

Sincerely,



Glen E. Justis
Chief, South Branch
Regulatory Division

Enclosures

