

North Pole Road/Rail Crossing Reduction Project FONSI

Attachment 1 Addendum 1 to EA

Addendum
Addendum Figures

NORTH POLE ROAD/RAIL CROSSING REDUCTION PROJECT

ENVIRONMENTAL ASSESSMENT

Addendum 1 - Dyke Range Impact Area

INTRODUCTION

In May 2012, the U.S. Army Garrison Fort Wainwright (USAG FWA) provided comments on the North Pole Road/Rail Crossing Reduction Project Environmental Assessment (EA). The Alaska Railroad Corporation (ARRC) prepared this addendum to the EA to address those comments. It provides more detailed information about the Dyke Range Impact Area and its past and current use, potential impacts on the area due to the proposed project, and environmental commitments and mitigation. This EA addendum will be referenced to by FRA in the FONSI to be issued for this project, and will be included in this project's Administrative Record.

DESCRIPTION OF DYKE RANGE IMPACT AREA

The Dyke Range Impact Area is located at the east end of the project corridor within the Tanana Flats Training Area, which is part of Fort Wainwright. Its location is depicted on revised EA Figures 3-6 and 3-11. The Dyke Range Impact Area is on land owned by the United States Bureau of Land Management (BLM), but is under the jurisdiction of the USAG FWA. The land was withdrawn for military training purposes under Public Land Order (PLO) 1521 and subsequently amended under PLO 1541. Approximately 313.8 acres of Dyke Range is within the project study area. The Dyke Range Impact Area is bisected by the Tanana River and the Tanana River Levee. Current access to this area is from the end of Dyke Road.

The Dyke Range Impact Area was withdrawn from all forms of appropriation for use by the Department of the Army for military training purposes in 1952. Past use included direct firing by 105, 155, and 152 mm weapons and indirect firing by 4.2 inch mortars, although it is likely that many other weapon systems and munitions types were expended at this site for military training.

The Dyke Range Impact Area is identified as a contaminated site in the EA and the Contaminated Sites Assessment (EA Appendix I). Although it has not been used for training in over 10 years, it is classified as an active Army military training range and is considered a duded impact area. Several clean-up actions have been performed since the area's original withdrawal, including unexploded ordinance (UXO) discovery and disposal and debris removal associated with non-military illegal dumping. A removal of existing contamination was attempted in 1997, but was halted due to munitions and explosive concerns found on site. The area presents risk associated with buried and surface UXO, discarded military munitions and munitions debris left by the military and non-military debris consisting of abandoned vehicles, car batteries, and crushed drums.

IMPACTS

Because of past site use of Dyke Range, there is a need for further investigation of potential contamination, including survey by certified UXO technicians. Impacts on the Dyke Range Impact Area as well as impacts to the proposed action as a result of development within the Dyke Range Impact Area are associated with: 1) permanent encroachment and operations and restrictions due to that encroachment; 2) continued access to the Dyke Range Impact Area; 3) wetlands impacts; and 4) ROW acquisition. These issues are addressed further below for Alternative A and Alternative C (Proposed Action). There would be no change in current conditions associated with the No-Action Alternative.

Further Survey and Investigation

Under both build alternatives, there is a high potential to encounter contaminated soil and groundwater and UXO in the Dyke Range Impact Area, and acquisition or lease of and construction through contaminated properties could result in project delays as well as safety and liability concerns. Therefore, further investigation would be conducted during the design phase and prior to final ROW transactions related to Dyke Range. ARRC would coordinate investigation and construction activities with the USAG FWA, DOD, ADEC, and USEPA, as appropriate.

Following review of existing information pertinent to the proposed rail corridor through the Dyke Range Impact Area, an environmental baseline survey would be conducted to evaluate the potential for encountering contamination or hazardous materials during construction. It would include a complete survey and investigation by certified UXO technicians of the affected area. If contamination or UXOs are encountered during the environmental baseline survey, ARRC will contact the Army POC for additional guidance.

During construction, excavation in the Dyke Range Impact Area would be minimized to reduce risk. ARRC also would develop an Environmental Project Management Plan (EPMP) that outlines contingencies for hazardous and contaminated waste management. The EPMP would identify methods for addressing potential contamination encountered, outlining procedures for notification, segregation, testing, handling and disposal of potentially contaminated material. The EPMP may be modified based on input from USAG FWA, DOD, ADEC, and USEPA, as appropriate. ARRC would also develop a separate UXO management plan in coordination with the USAG FWA to outline procedures for identifying and properly managing UXO encountered during construction. UXO retrieval and disposal would only be conducted by those specifically trained to do so.

As necessary, site monitoring would be conducted to enhance worker safety and compliance with environmental requirements. Short-term hazardous materials construction impacts (e.g., fuel spillage from equipment) would be limited through ARRC contracting requirements, management plans, and BMPs that would include implementation of spill-prevention measures and hazardous materials handling and fuel management practices. Spill clean-up equipment (e.g., oil-absorbent pads) and United Nations Performance Oriented Packaging containers for the contaminated material would be available onsite during construction. Any contamination encountered during construction would be addressed in accordance with applicable state and federal regulations and the EPMP.

Encroachment

Both build alternatives would result in approximately 30.5 acres of permanent encroachment to the Dyke Range Impact Area north of the Levee, as summarize Table 1. The proposed encroachment would include area for the 200-foot wide rail corridor (acquired ROW or easement) within which the rail embankment and tracks would be constructed. The affected areas are shown on new Figures A and C. They are also depicted on Figures EX-1 (3 of 3) and EX-2 (3 of 3) from EA Appendix D, which are also included in this addendum.

In the portion of Dyke Range north of the Levee, the permanent encroachment of 30.5 acres would not disrupt current training activities or operations, as this area has not been used for training in over 10 years. The proposed project may affect future operations if military operations change. Impacts in this area have been minimized by aligning the track generally parallel to the Levee, which already bisects the Dyke Range Impact Area. ARRC would coordinate with USAG FWA regarding possible restrictions needed during construction.

Table 1
Dyke Range Impact Area (United States of America – BLM) Affected Parcels

Parcel #	Total Parcel Acres	Affected Acres	
		Alternative A	Alternative C
615665	119.57	5.35	7.02
615695	30.83	1.97	0.32
615733	36.00	6.90	6.66
615723	38.97	4.27	5.93
621240	38.59	2.26	0.82
621260	1.92	0.20	0.20
621250	40.21	6.11	6.10
621348	6.46	1.97	1.97
621270	28.19	1.48	1.48
Totals	340.74	30.51	30.50

The proposed project would not disrupt USAG FWA’s existing and future uses of the Dyke Range Impact Area south of the Levee, as there would be no encroachment in this area and access across the railroad embankment from the end of Dyke Road would remain available (see following section).

Access

Current access to the Dyke Range Impact Area south of the Levee is from the end of Dyke Road. At the east end of the project near Dyke Road, the project would realign approximately 0.5 miles of Old Richardson Highway to the north of the existing rail bed, and the existing public at-grade crossing would no longer be needed. The crossing would remain, but it would not be a public crossing. As indicated in the EA, it would be a gated at-grade crossing that would allow access across the tracks for the U.S. Army Corps of Engineers (USACE) and the Fairbanks North Star Borough (FNSB) to access the Levee for maintenance, inspections, and flood fighting activities. With this addendum, we are clarifying that the crossing would also be used by USAG FWA and personnel assigned to the U.S. Army Alaska (USARAK) to access the Dyke Range Impact Area south of the Levee.

The change from a public access to a locked gate access is beneficial because it would increase security and control access to this area for USAG FWA, USACE, and FNSB. It would help to reduce existing public trespass problems in this area. ARRC would coordinate with appropriate agencies to ensure access at the gated at-grade crossing.

Wetlands Impacts

ARRC’s environmental consultant, DOWL HKM, conducted wetlands delineations in 2011 on properties for which we had access permission. The resultant report, Wetland Delineation/Vegetation Mapping and Functions and Values Assessment (EA Appendix E), was submitted to USACE (Regulatory) in August 2011. Also refer to EA Appendix F (Wetland Impacts) for figures detailing wetlands along the project corridor. Project-wide, impacts to wetlands are approximately 12.5 acres for Alternative A and approximately 20 acres for Alternative C.

USAG FWA did not authorize access on Dyke Range beyond the Levee ROW, so wetlands delineation in the Dyke Range Impact Area was based on site photos from authorized locations, aerial photograph interpretation, and NWI maps. A new figure has been prepared to provide a closer view of the encroachment of the build alternatives on the Dyke Range Impact Area, including impact to wetlands (see Figures A and B). Neither build alternative would have impacts to wetlands within the Dyke Range Impact Area.

The impact of these losses is considered minor because the onsite wetlands are neither limited nor unique to the greater landscape, as shown on Figure 3-4. Additionally, throughout the corridor, the majority of wetlands impacts is to forested and scrub shrub wetlands, which have low and medium functional values. Compensatory mitigation for unavoidable impact to wetlands would be in accordance with the USACE wetland permit issued for the project.

ROW Acquisition

The Proposed Action would extend the rail alignment through the Dyke Range Impact Area. ARRC would need to obtain an easement or acquire ROW, and also obtain any necessary permits (e.g., temporary permit for construction activities) from USAG FWA and/or BLM. Once the funding and schedule for project design, permitting, and construction are better defined, ARRC will work closely with USAG FWA and BLM real estate representatives to carefully define any permits required and the process for acquiring an easement or ROW for the Proposed Action, and to streamline the conveyance process. Should USAG FWA and BLM require any additional NEPA evaluation prior to the ROW process, ARRC will cooperate with that effort.

ENVIRONMENTAL COMMITMENTS AND MITIGATION

The EA included mitigation measures relative to Land Use/Property Acquisition and Contamination, Contaminated Sites, and Unexploded Ordinance. These statements have been modified as follows (changes shown in red-line), and this wording will be used by FRA in the FONSI to be issued for the project. These commitments and mitigation measures apply not only to the Dyke Range Impact Area, but to the entire project.

Land Use/Property Acquisition. ARRC would work with affected property owners to appropriately address project-related construction activity issues. To the extent practicable, ARRC would ensure that obstructions to business entrances and exits are minimized during construction activities. Once the funding and schedule for project design, permitting, and construction are better defined, ARRC and ADOT&PF real estate representatives will work together to develop a process for acquiring the ROW necessary for the Richardson Highway crossing and overpass concurrently with acquisition of the ROW for the realignment, and to streamline the conveyance process. In addition, ARRC will work closely with USAG FWA and BLM representatives to carefully define any permits required and the process for acquiring an easement or ROW for the Proposed Action, and to streamline the conveyance process. Should USAG FWA and BLM require any additional NEPA evaluation prior to the ROW process, ARRC will cooperate with that effort. All land acquisition and relocation of residents and businesses would be completed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act and the Alaska Relocation Assistance and Real Property Acquisition Practices adopted under state statute (Alaska Statute AS 34.60).

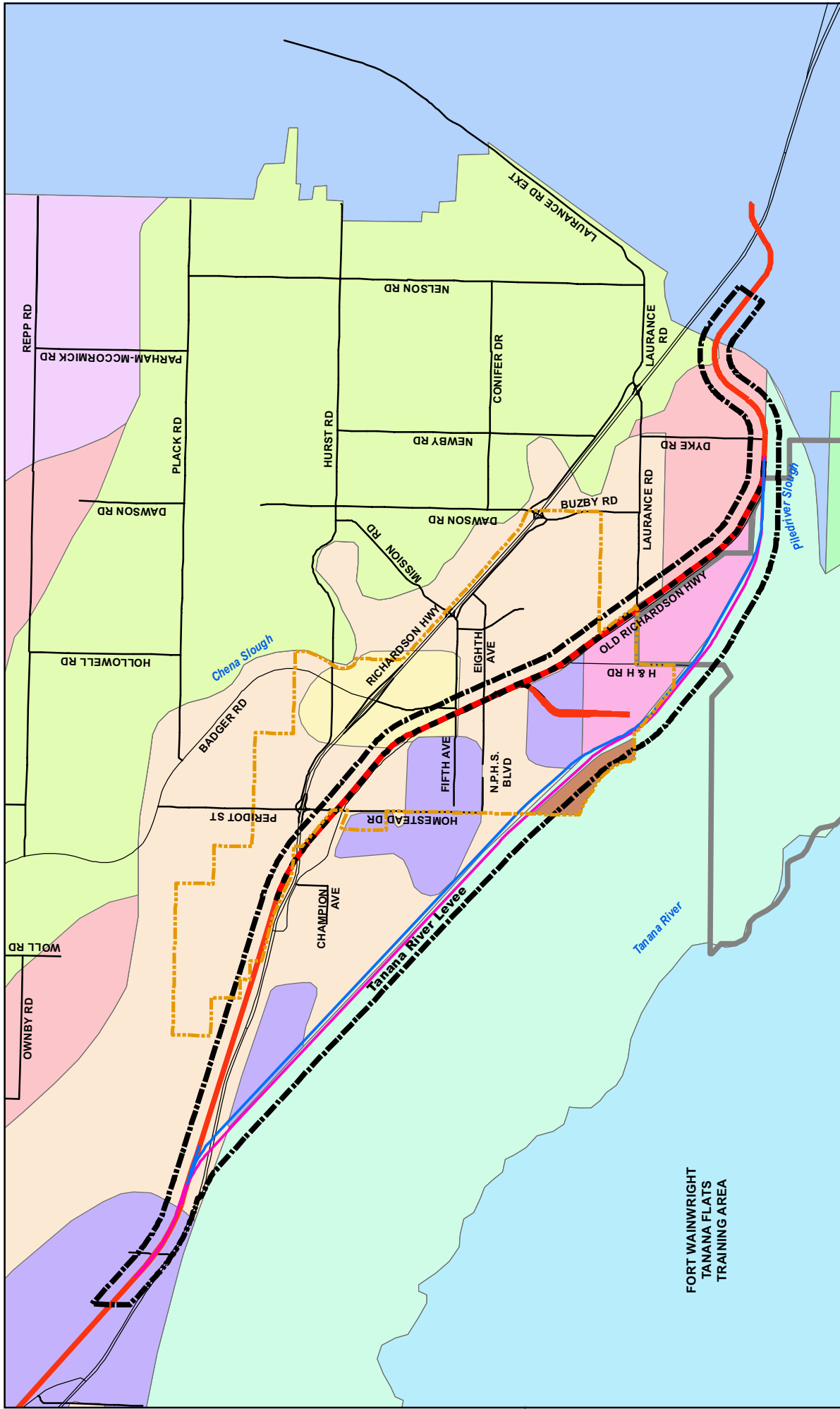
Transportation. The final design of the Richardson Highway crossings (temporary at-grade and grade-separated crossings) and the frontage road would be coordinated with ADOT&PF. Acceleration/deceleration lanes would be 12-feet wide, and the vertical clearance for the rail-over-road grade-separated crossing (Alternative A) would be 18-feet. ARRC would consider establishing a

diagnostic team to review the relocated Richardson Highway crossing in accordance with its Policy on Railroad/Highway Crossings. A traffic control plan would be prepared prior to initiating construction to avoid and minimize road closures and lane restrictions to the extent practical. Road users would be notified of temporary road closures and other construction-related activities, so alternate routes could be planned. Proper signage and notice of lane closures would be provided. Signs providing the name, address, and telephone number of a contact person would be displayed on-site to assist the public in obtaining immediate responses to questions and concerns about project activities. ARRC would coordinate with the FNSB and USACE to ensure adequate access for maintenance of the Levee is provided. ARRC would coordinate with USAG FWA to assure continued access to the Dyke Range Impact Area. ARRC would also coordinate with ADOT&PF regarding the levee access from the Richardson Highway.

Contamination, Contaminated Sites, and Unexploded Ordinance. Further investigation into possible contamination and presence of UXO would be conducted in the Dyke Range Impact Area, and in other potentially contaminated sites as appropriate. Investigation and construction through the Dyke Range Impact Area would require coordination with the USAG FWA, DOD, USEPA, and ADEC, as appropriate. An environmental baseline survey would be conducted, and if contamination or UXOs are encountered, ARRC would contact the Army POC for additional guidance. ARRC would develop an EPMP that outlines contingencies for hazardous and contaminated waste management and a separate UXO management plan to outline procedures for identifying and properly managing UXO encountered during construction. UXO retrieval and disposal would only be conducted by those specifically trained to do so. The EPMP and UXO management plan may be modified based on input from USAG FWA, DOD, ADEC, and USEPA, as appropriate. During construction, excavation in the Dyke Range Impact Area would be minimized to reduce risk. As necessary, site monitoring would be conducted to enhance worker safety and compliance with environmental requirements. Short-term hazardous materials construction impacts (e.g., fuel spillage from equipment) would be limited through ARRC contracting requirements, management plans, and BMPs that would include implementation of spill-prevention measures and hazardous materials handling and fuel management practices. Spill clean-up equipment (e.g., oil-absorbent pads) and United Nations Performance Oriented Packaging containers for the contaminated material would be available onsite during construction. Any contamination encountered during construction would be addressed in accordance with applicable state and federal regulations.

Figures

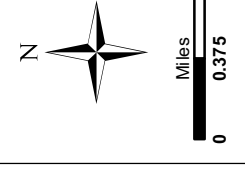
Figure 3-6	Land Use
Figure 3-11	Contaminated Sites
Figure A	Dyke Range Impact Area - Alternative A
Figure C	Dyke Range Impact Area - Alternative C (Proposed Action)
Figure EX-1 (3 of 3)	Alternative A: Affected Parcels Map
Figure EX-2 (3 of 3)	Alternative C: Affected Parcels Map



**FORT WAINWRIGHT
TANANA FLATS
TRAINING AREA**

- | | | | |
|--|--|--|---------------------------------|
| | City of North Pole Alternative C (Proposed Action) | | Heavy Industrial Area |
| | Alternative A | | Light Industrial Area |
| | Project Study Area | | Military Land |
| | Existing Track to be Removed | | Open Space Natural Area |
| | Existing Rail Alignment | | Outskirt Area |
| | Fort Wainwright Dyke Range Impact Area | | Off Highway Vehicle Area |
| | | | Perimeter Area |
| | | | Preferred Agricultural Land |
| | | | Preferred Residential Land |
| | | | Reserve Area |
| | | | Urban Area |
| | | | Urban Preferred Commercial Area |

Source:
Land Use: FNSB



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WO: D60432

Figure 3-6
Land Use

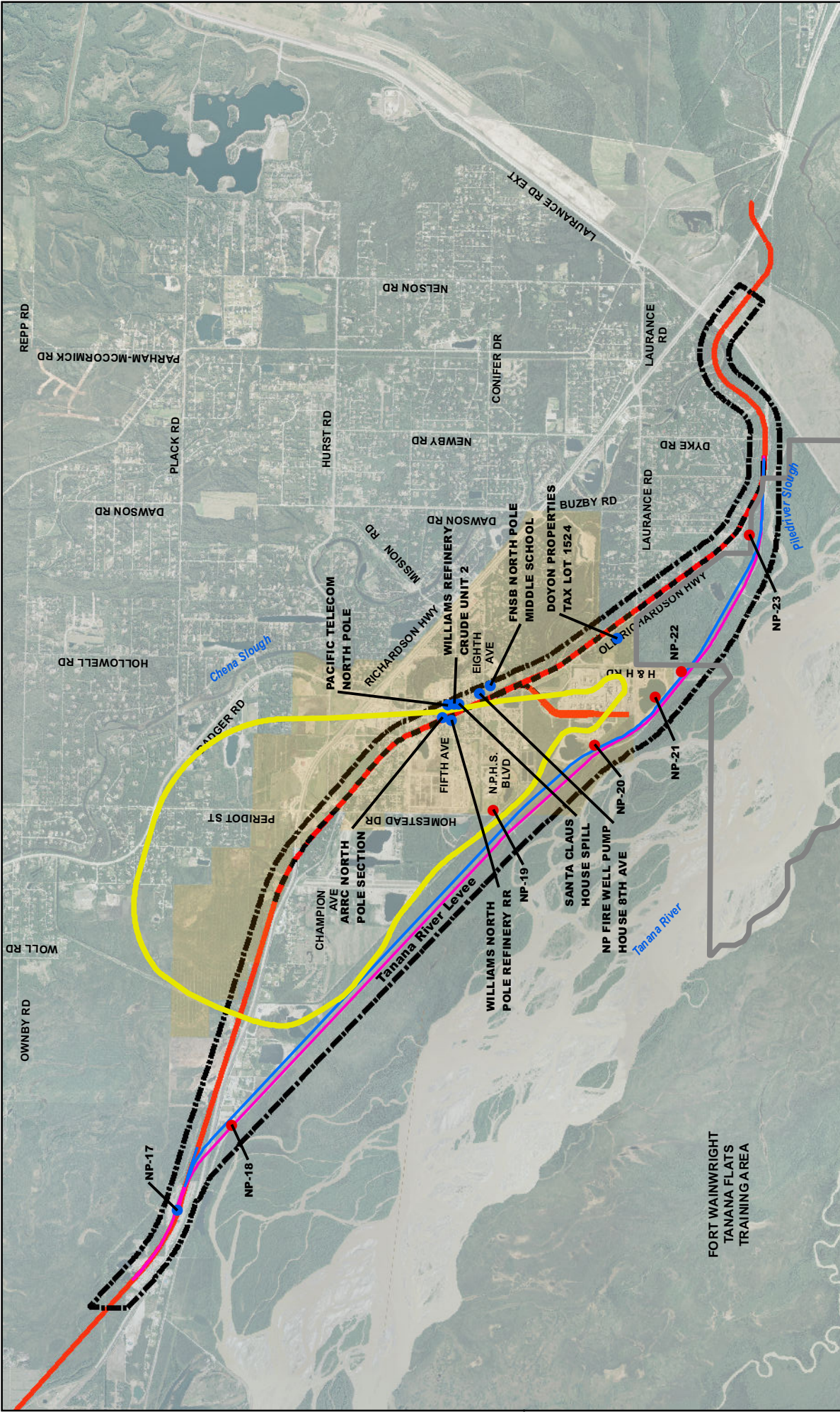


Figure 3-11
Contaminated Sites

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Crossing Reduction Project

May 16, 2012

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North Arrow

Scale: 0, 0.375, 0.75 Miles

Environmental Concerns Documented

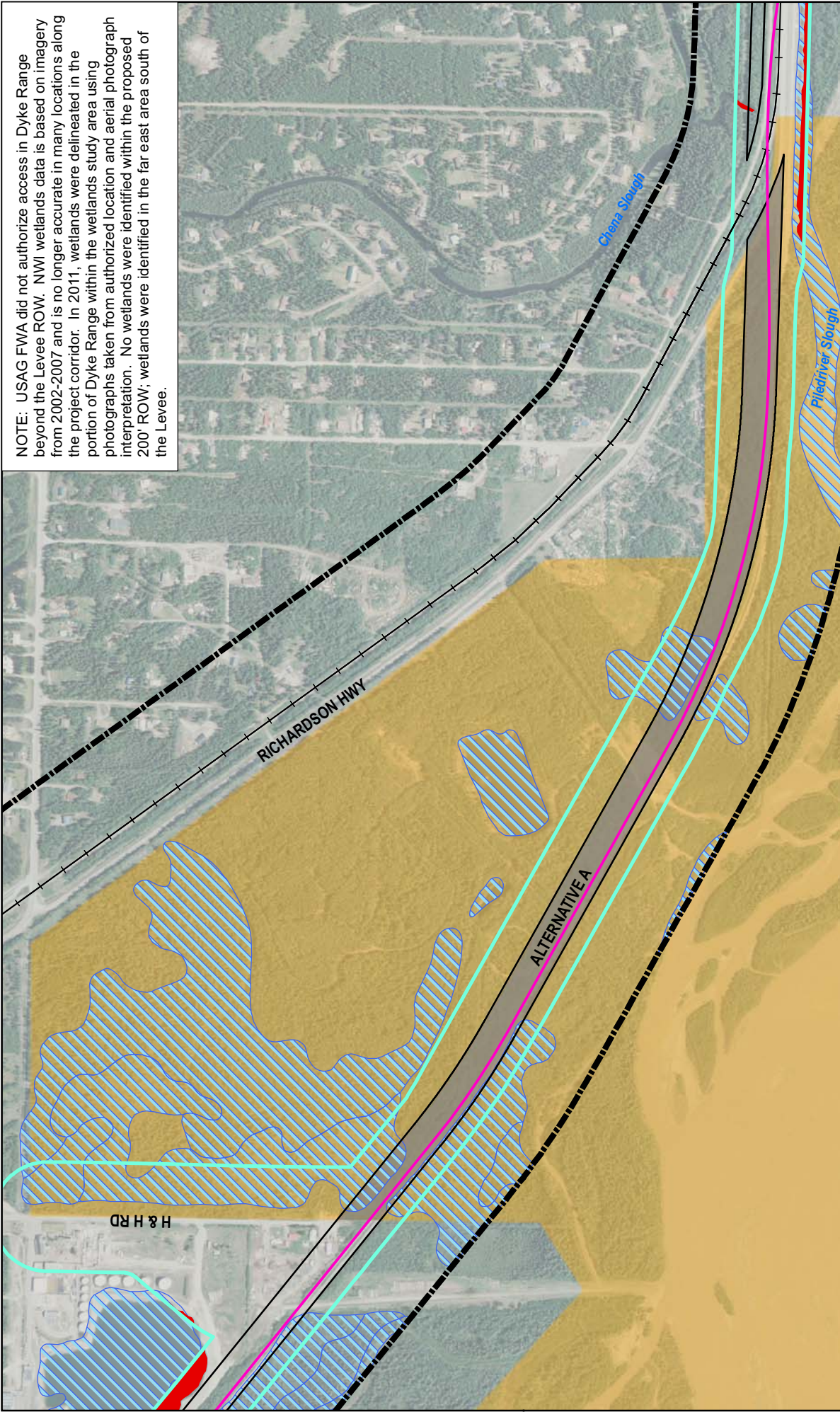
- Environmental Concerns Documented (Visual Observation)
- ADEC Documented Contaminated Sites
- Documented Groundwater Contamination Plume

Legend:

- Alternative C (Proposed Action)
- Alternative A
- Existing Track to be Removed
- Existing Rail Alignment
- City of North Pole
- Project Study Area
- Fort Wainwright Dyke Range Impact Area

Source:
Contaminated Sites: DEC
Contaminated Sites Database

NOTE: USAG FWA did not authorize access in Dyke Range beyond the Levee ROW. NWI wetlands data is based on imagery from 2002-2007 and is no longer accurate in many locations along the project corridor. In 2011, wetlands were delineated in the portion of Dyke Range within the wetlands study area using photographs taken from authorized location and aerial photograph interpretation. No wetlands were identified within the proposed 200' ROW; wetlands were identified in the far east area south of the Levee.



Legend

- Alternative A Centerline
- Alternative A 200' ROW
- Existing Rail Alignment
- Project Study Area
- Fort Wainwright Dyke Range Impact Area
- Alternative A ROW within Fort Wainwright Dyke Range Impact Area
- 2011 Wetlands Study Area
- 2011 Delineated Wetlands
- NWI Wetlands

Sources:
 2011 Wetlands: DOWLHKM
 NWI: USFWS National Wetlands Inventory based on 2002-2007 aerial imagery

North Arrow

Scale
 0 400 800 Feet

Figure A
 Fort Wainwright
 Dyke Range Impact Area
 Alternative A

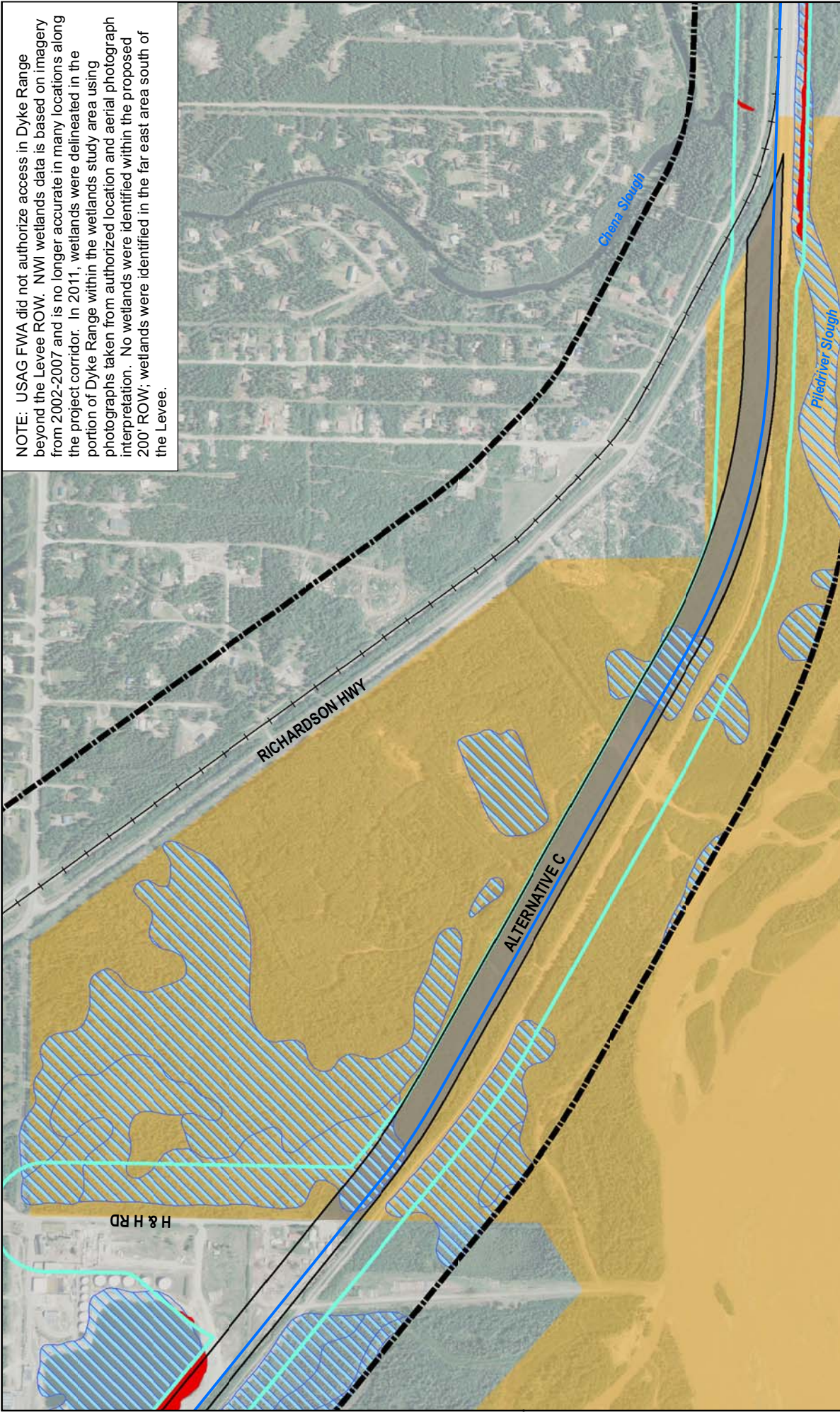
ALASKA RAILROAD CORPORATION

North Pole Road/Rail
 Crossing Reduction Project

May 18, 2012

WO: D60432

NOTE: USAG FWA did not authorize access in Dyke Range beyond the Levee ROW. NWI wetlands data is based on imagery from 2002-2007 and is no longer accurate in many locations along the project corridor. In 2011, wetlands were delineated in the portion of Dyke Range within the wetlands study area using photographs taken from authorized location and aerial photograph interpretation. No wetlands were identified within the proposed 200' ROW; wetlands were identified in the far east area south of the Levee.



- | | |
|---|--|
| Alternative C Centerline | 2011 Wetlands Study Area |
| Alternative C 200' ROW | 2011 Delineated Wetlands |
| Existing Rail Alignment | NWI Wetlands |
| Project Study Area | |
| Fort Wainwright Dyke Range Impact Area | Sources: |
| Alternative C ROW within Fort Wainwright Dyke Range Impact Area | 2011 Wetlands: DOWLHKM |
| | NWI: USFWS National Wetlands Inventory based on 2002-2007 aerial imagery |

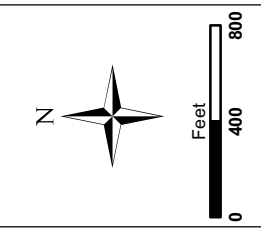




Figure C
Fort Wainwright
Dyke Range Impact Area
Alternative C

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North Pole Road/Rail
Crossing Reduction Project

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WO: D60432



183164 - Jack L. Howard
Partial Take of Commercial Land
~ 1ac = ~35% of total ac

183172 - Jack L. Howard
Full Take of Commercial Land
~ 1ac = ~56% of total ac

9999999 - Road Easement
Roadway Easement
< 1 ac = ~ 10% of total ac

615665 - USA/BLM
Partial Take of Vacant Land
~ 5 ac = ~4% of total ac

615723 - USA/BLM
Partial Take of Vacant Land
~ 4ac = ~11% of total ac

615733 - USA/BLM
Partial Take of Vacant Land
~ 7 ac = ~19% of total ac

615695 - USA/BLM
Partial Take of Vacant Land
~ 2ac = ~6% of total ac

183199 - FNSB
Partial Take of Vacant Land
~ 6ac = ~6% of total ac

621240 - USA/BLM
Partial Take of Vacant Land
~ 2ac = ~6% of total ac

9999999 - Old Richardson Hwy
Roadway Easement
~ 2ac = ~28% of total ac

621260 - USA/BLM
Partial Take of Vacant Land
< 1ac = ~ 10% of total ac

9999999 - Beaver Spring Creek
Creek Easement
< 1 ac = ~ 8% of total ac

621348 - USA/BLM
Partial Take of Vacant Land
~ 2ac = ~30% of total ac

621270 - USA/BLM
Partial Take of Vacant Land
~ 1ac = ~5% of total ac

621250 - USA/BLM
Partial Take of Vacant Land
~ 6ac = ~15% of total ac

PANEL D

ALASKA RAILROAD CORPORATION
ENGINEERING SERVICES
PO BOX 10250, ANCHORAGE, ALASKA 99510-9500

NORTH POLE ROAD/RAIL CROSSING REDUCTION PROJECT

ALTERNATIVE A: AFFECTED PARCELS MAP

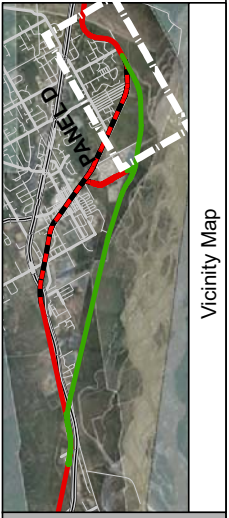
DESIGNED BY: ZMW SCALE: 1" = 800 ft
DRAWN BY: ZMW DATE: 12/20/11
CHECKED BY: LJT
APPROVED BY: LJT

EX-1 3 OF 3

TranSystems
310 K STREET
SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: 907-264-8750

0 400 800 Feet
1" = 800 ft

N



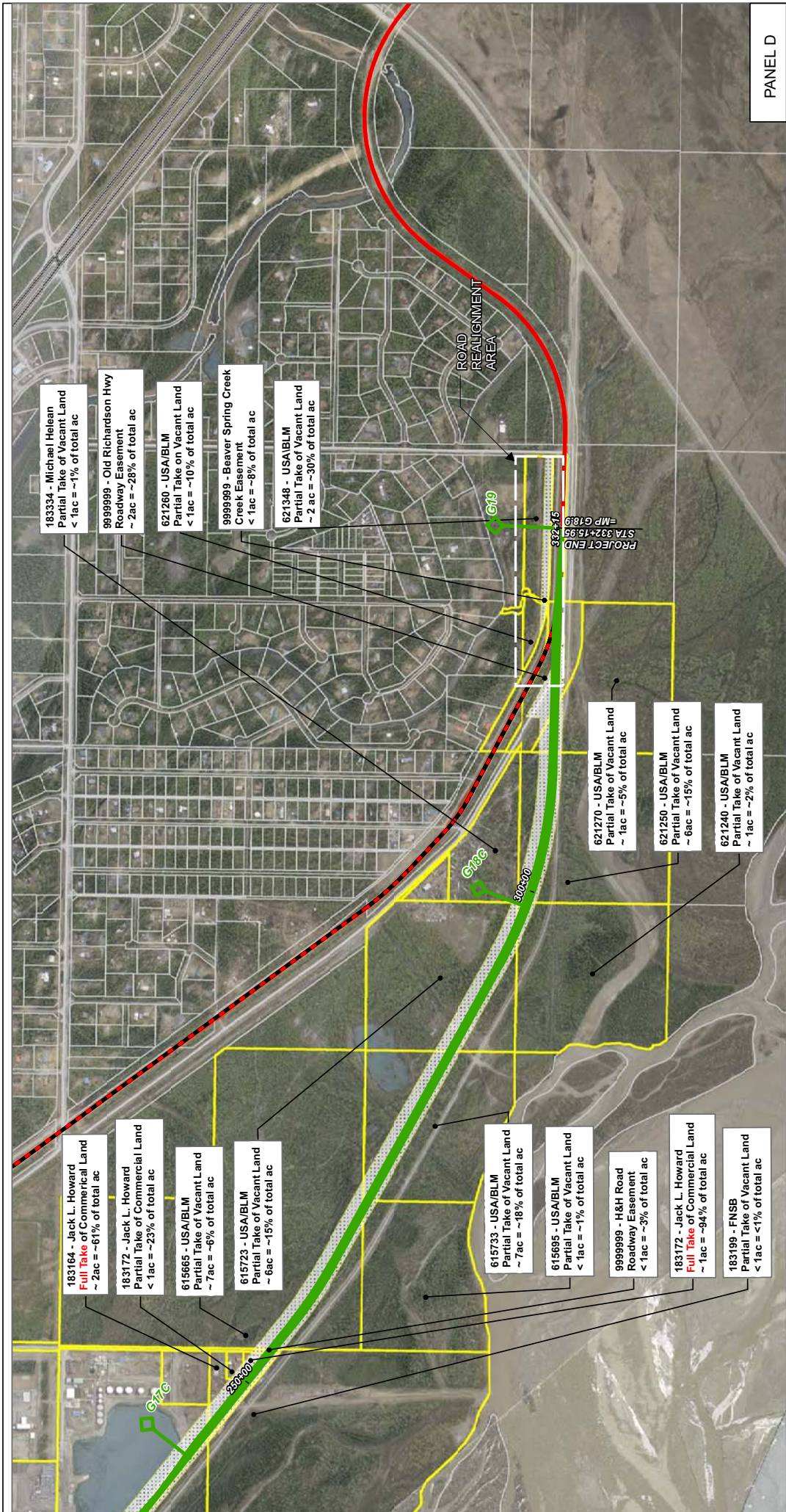
MAP FEATURES

- AREAS AFFECTED WITHIN PARCELS
- AFFECTED PARCELS - ALTERNATIVE A
- PROPOSED RAIL
- EXISTING RAIL
- TRACK TO BE REMOVED
- PARCELS

CALLOUT KEY

(Parcel Number - Owner)
(Type of Take and Primary Use)
(Approx. Allocated Acreage and % of Total Acreage)

183105 - DNR State of Alaska
Partial Take of Vacant Land
~5.27 ac = 50.77% of total ac



PANEL D

ALASKA RAILROAD CORPORATION
ENGINEERING SERVICES
PO BOX 10200, ANCHORAGE, ALASKA 99510-7500

NORTH POLE ROAD/RAIL CROSSING REDUCTION PROJECT

AFFECTED PARCELS MAP

DESIGNED BY: ZMW SCALE: 1" = 800 ft
DRAWN BY: ZMW
CHECKED BY: LJT DATE: 12/20/11
APPROVED BY: LJT

EX-2 3 OF 3

TranSystems
310 K STREET
SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: 907-264-8750

0 400 800 Feet
1" = 800 ft



MAP FEATURES

- AREAS AFFECTED WITHIN PARCELS
- AFFECTED PARCELS - ALTERNATIVE C
- PROPOSED RAIL
- EXISTING RAIL
- TRACK TO BE REMOVED
- PARCELS

CALLOUT KEY

(Parcel Number - Owner)
(Type of Take and Primary Use)
(Approx. Allocated Acreage and % of Total Acreage)

183105 - DNR State of Alaska
Partial Take of Vacant Land
~5.27 ac = 50.77% of total ac