



Anchorage International Airport Road-Rail Reconnaissance Study

PROJECT FACTS

Project Scope

The Alaska Department of Transportation and Public Facilities (ADOT/PF), in cooperation with the Alaska Railroad (ARR), performed a reconnaissance study in 2000 to determine options that would resolve future conflicts between road and rail traffic on International Airport Road.

The railroad's spur line to the airport includes eight at-grade crossings along this short 2.5 mile stretch of road. These include Jewel Lake Road, International Airport Road, Northwood Drive, West 50th Avenue and four private drives. The expected increase in traffic volumes due to the airport expansion as well as the development of the ARRC rail terminal station requires a thorough investigation of alternatives to resolve predictable vehicle and train conflicts.

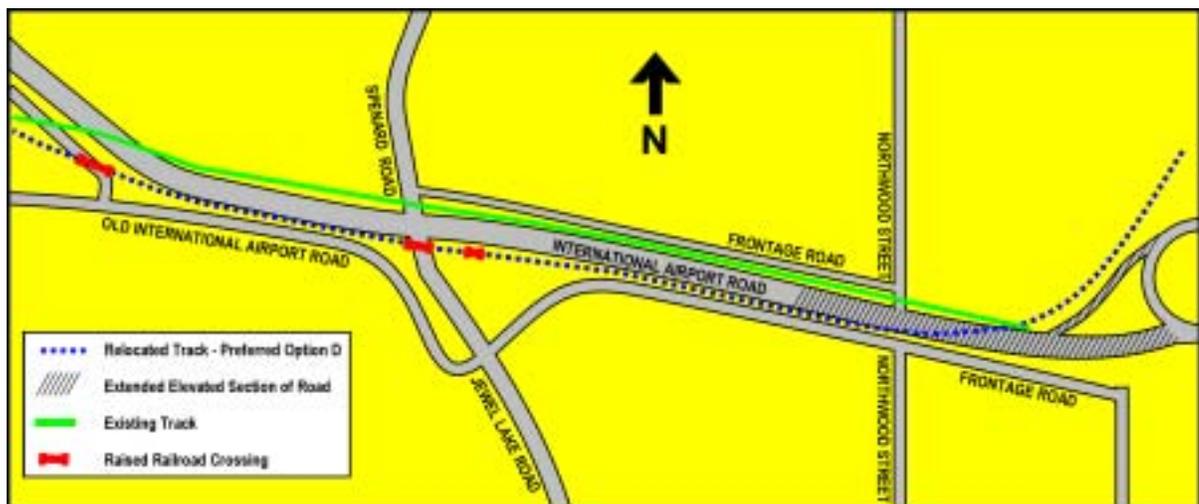
Status

- Dowl Engineers completed a final report in January 2001 which includes four options for resolving future road/rail conflicts. The four options resulted from extensive public involvement activities.

- ARRC prefers "Option D" which moves the railroad south of International Airport Road starting near the Minnesota Interchange (within the ADOT/PF right-of-way). Eliminates all at-grade crossings and provides the most noise buffer for residential areas.
- In Option D, the railroad tracks would go under an elevated International Airport Road, then the tracks would be elevated over Jewel Lake Road and 50th Avenue, and stay elevated to its terminus at Ted Stevens Anchorage International Airport.
- Railroad realignment could be constructed before the grade separation of International Airport Road over Jewel Lake Road is accomplished.

Project Cost

- Study - \$257,000 budget, with half funded 80% by the Federal Transit Administration and 20% by ARR. The other half was funded by the Alaska Dept. of Transportation.
- Option D - Conceptual construction cost estimate for the realignment is \$18 million. Construction is not currently funded.



The railroad prefers Option D, which relocates the track to the south side of International Airport Road and elevates the track over Jewel Lake Road.