

Railroad Tunnel Rehabilitation Program

Purpose

The ARRC Railroad Tunnel Rehabilitation Program (Program) focuses on implementing safety improvements and infrastructure rehabilitation between MP 51.0 to MP 54.0. This Program maintains Alaska's critical transportation corridor infrastructure and mitigates the risk of incidents (property damage, service disruption, etc.). Critical assets within this corridor include: tunnels, retaining walls, culverts, and bridges.

Project Scope

Program goals include:

- Identify and assess hazard areas and infrastructure assets.
- Prioritize hazard areas and infrastructure assets based on the risk assessments and condition ratings.
- Develop and engineer detailed plans for proposed projects.
- Complete NEPA documentation and obtain approval for proposed projects.
- Construct proposed projects.
- Conduct regular maintenance and inspections to update risk assessments and prioritize future projects.

Project Benefits

Program safety improvements:

- Maintain the Alaska Railroad critical transportation corridor.
- Improve operational safety and efficiency.
- Reduce the cost of transportation operations and maintenance activities.

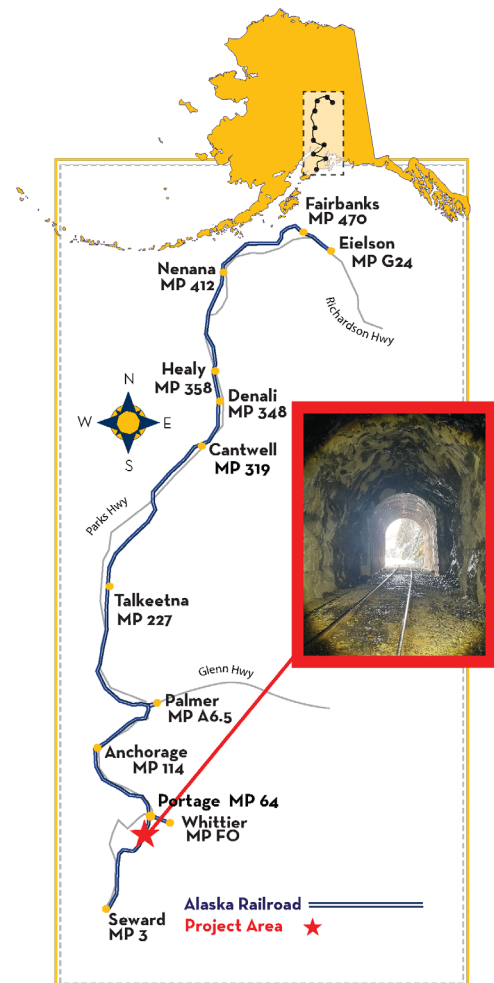
Project Status

- Program corridor survey and assessment of safety improvement projects is expected begins in 2025.

- Identify proposed project(s) to move forward with preliminary engineering in 2026.
- Environmental review and documentation required by the National Environmental Policy Act (NEPA) for approval to conduct final design and construction activities in 2026-2027.
- Construction is anticipated in 2027.

Cost and Funding

The project is expected to be funded 80% by the Federal Transit Administration (FTA) formula funds with the required 20% match by ARRC.



More Information

For more project information, email ARRC at Public_Comment@akrr.com. Additional project fact sheets are available online at AlaskaRailroad.com > Corporate > Projects (look under Systemwide Projects).



Bridge at MP 52.0.



Rock overhang MP 52.35.



Rock lined interior tunnel.



Ice formation inside tunnel.