

## Seward Freight Dock Expansion and Corridor Improvements

The Alaska Railroad Corporation (ARRC) Seward Marine assets include three operating terminals - Material (coal) Loading Facility, Passenger Dock, and Freight Dock.

### Project Scope

#### Freight Dock Expansion

ARRC is expanding its Seward Freight Dock by lengthening the existing structure from 620 feet to 1,000 feet into deeper water, and includes a mooring dolphin and catwalk 100 feet beyond the deck area. The structure is designed to be widened from 200 feet to 320 feet along its entire length in the future.

Occurring entirely within ARRC's land reserves, expansion will improve freight intermodal operations (ship-to-train, ship-to-truck or ship-to-barge). Expansion design will accommodate larger vessels and more vessel types (freight, cruise, research, military, fishing and barge). Design will increase terminal capacity, improve loading and unloading efficiency, and enhance safety by providing additional:

- Short and long-term berthing space.
- Capacity for simultaneous berthing.
- Capacity to service larger ships.
- Roll-on/roll-off compatibility.
- Secure cargo storage and staging/transfer area.

#### Roadway Connection

ARRC's three docks are accessed along Port Avenue. The project's corridor improvement component will extend Port Avenue through railroad property to connect to Airport Avenue. This roadway link will improve traffic circulation in the Seward Port area, resolving user conflicts and safety hazards by moving industrial traffic out through railroad property directly to the highway.

#### Project Purpose

Project goals include:

- Expand terminal and vessel service to accommodate growing freight cargo.
- Increase opportunities for freight rail business.
- Promote the region's key industries.
- Provide essential transportation services to Alaska's rural communities.
- Promote port roadway safety and efficiency, by allowing greater separation and safety margins.

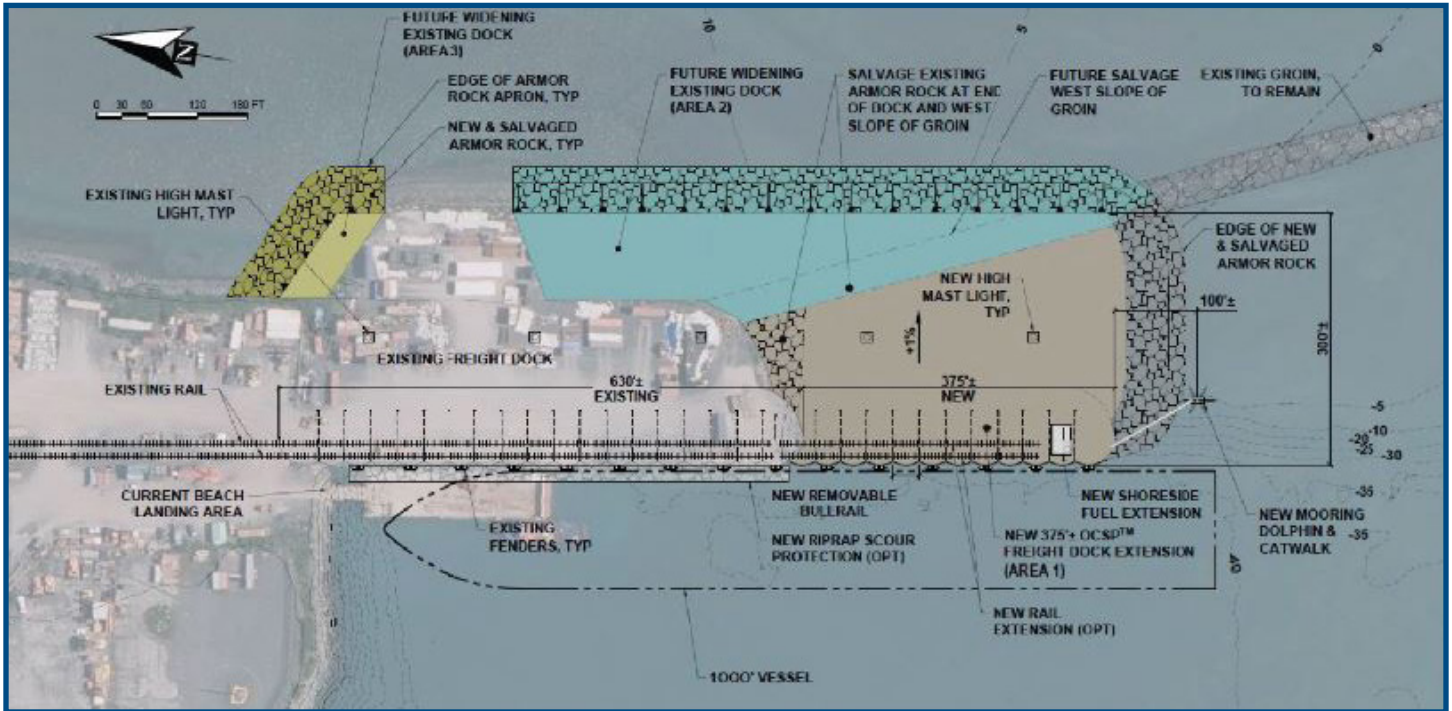
#### Project Background

Constructed between 2000 and 2002, the Freight Dock was originally 200 feet wide by 620 feet long. It is supported by a sheet pile bulkhead on the west side, a riprap and armor rock fill slope on the east side, and a combination of the two on the south side.



*The Freight Dock with Passenger Dock in the background.*

**Dock Expansion Concept**



The existing dock is outfitted with a series of fenders on the west side. A catwalk and mooring dolphin were installed at the end of the dock to aid in berthing vessels. The west basin adjacent to the dock was dredged.

Dock expansion began in 2007 when ARRC widened a section of the dock from 200 feet to 320 feet.

In 2017, ARRC completed an extensive [Seward Marine Terminal Master Plan](#), supported by three studies, including *Passenger Traffic*, *Freight Traffic* and *Transportation Connectivity*. The *Master Plan* provides a comprehensive analysis of the port facilities, customer base, and services offered within ARRC’s Seward Marine Terminal. The plan also identifies opportunities for economic development from dock upgrades and greater upland connectivity.

Environmental work and preliminary engineering for the dock extension occurred in 2013 and 2014, laying the groundwork for federal funding requests.

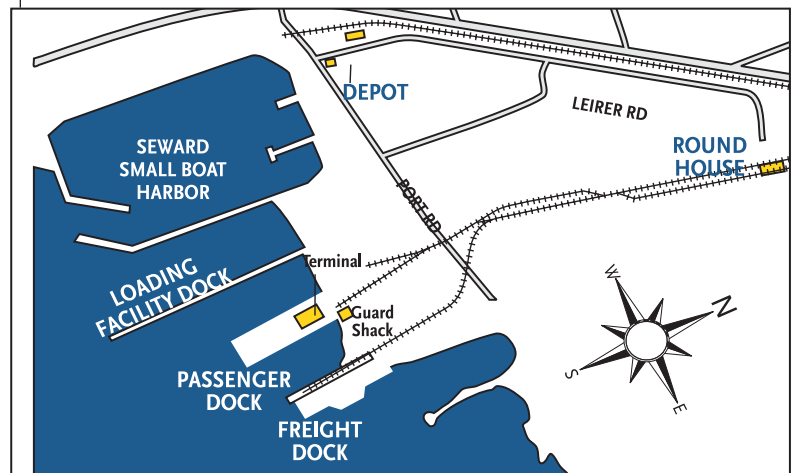
**Status of Projects**

In 2020, ARRC initiated the Seward Freight Dock and Corridor Improvements Project through a federal Marine Administration (MARAD) grant. Given COVID-19 financial impacts (including money available for the grant’s matching contribution) the project timeline was extended and scope reduced to address the available funds. The current scope

was approved by MARAD and will address the primary goals of the project.

**Project Cost and Funding**

- Partial dock widening and fill (two-thirds of an acre) in 2007 cost \$248,000, funded by ARRC.
- 2013-2014 dock lengthening environmental and preliminary engineering budget of \$1.7 million funded by ARRC.
- 2020, ARRC received notice of a \$19.8 million Port Infrastruc-



*The Alaska Railroad’s Seward Reserve and Marine Terminal include the Loading Facility, Passenger (west) and Freight (east) docks.*



Marine terminal and upland development plans call for a widened and lengthened freight dock and port-to-airport roadway connection.

ture Development Program (PIDP) grant from the U.S. Department of Transportation’s Maritime Administration. The grant will underwrite nearly 80% of the \$25.3 million Seward Freight Dock and Corridor Improvements Project. The \$5.5 million match will be funded by ARRC and/or other non-federal sources.

**For More Information**

Visit the ARRC website’s Projects section for more information on the master planning effort – [www.AlaskaRailroad.com](http://www.AlaskaRailroad.com) > CORPORATE > Projects (Seward Capital Projects dropdown).

For public comment or inquiry, use [PublicComment@akrr.com](mailto:PublicComment@akrr.com).

**Tentative Project Schedule**

		2023				2024				2025				2026				2027			
PROJECT SCHEDULE		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Construction	Grant Pre/Award																				
	Project Development																				
	NEPA, Permits																				
	Preliminary Design																				
	Final Design																				
Construction	Procurement																				
	Contract Execution																				
	Materials																				
	Site Mobilization																				
	Construction																				
	Project Close Out																				