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Lawsuit solution reached by KABATA & MOA; Knik Arm Crossing Moves Forward
Knik Arm Bridge and Toll Authority (KABATA) & Port worked closely on solution to engineering issues.

Anchorage—Mayor Dan Sullivan announced today that the Anchorage Municipality has agreed to withdraw its lawsuit against the Federal Highway Administration (FHWA) for the Knik Arm Crossing project Record of Decision. Engineers from the Port of Anchorage and KABATA were able to adjust the location of the road within the existing easement to meet the Port’s needs.

“We are pleased that we reached an engineering solution with the Port of Anchorage so that the dry berth area can operate as the Port envisions,” said Michael Foster, Knik Arm Bridge and Toll Authority Chairman. He continued, “I want to thank Mayor Sullivan for his continued support for the project throughout this process—he clearly wants the best possible outcome for both projects.”

“KABATA remains committed to a continuing, strong, cooperative relationship with the Port of Anchorage,” said Andrew Niemiec, Knik Arm Bridge and Toll Authority Executive Director. He added, “both projects are good for Alaska’s economy and have found a way to coexist in a narrow corridor.”

The Knik Arm Crossing has an easement through land owned by the Port adjacent to Joint Base Elmendorf-Richardson. The Port is in the middle of an expansion project and was concerned about the proximity of the road to the new dry dock area. Construction of the bridge is scheduled to begin in 2013.

Benefits of the project include:

- Provides intermodal connectivity to ports, airports, roads, and rail
- Saves cost and time of moving goods, services, and people between Anchorage and areas north (Northern Alaska, Interior Alaska and the Matanuska Susitna Borough)
- Creates a second connection from Anchorage for emergencies and disaster evacuation
- Generates thousands of construction jobs and thousands more permanent jobs
- Connects to affordable land for expected Southcentral Alaska population increases.

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