

Bridge Program

Project Scope

The Alaska Railroad (ARRC) 500-plus miles of mainline and branch track includes about 160 bridges that cross barriers ranging from streams to gulches. The railroad bridges may be constructed from steel, concrete or wood, or some combination of these materials with different span types included in a single bridge. In general, the ARRC Bridge Program completes major maintenance, rehabilitation, and replacement of bridges as needed to maintain the integrity, safety, and efficiency of the railroad corridor.

Some of the existing railroad bridges have been identified as eligible or are potentially eligible for the National Register of Historical Places, either individually or as contributing elements to a potential historic district. As necessary, ARRC will conduct consultation with the Office of History and Archaeology (OHA)/State Historic Preservation Officer (SHPO).

Purpose and Need

- Ongoing capital maintenance of components that wear over time ensures bridge assets remain in a state of good repair, and able to fulfill their intended useful life.

- Upgrading bridges affords an increase in train speed and operational efficiency.
- Reinforcing, replacing or upgrading bridges or their components better accommodates increasing load demands of a more modern, yet larger and heavier, fleet of locomotives and trains.
- Replacing 50-year-old timber bridge components addresses maintenance and safety concerns.

Project Cost and Funding

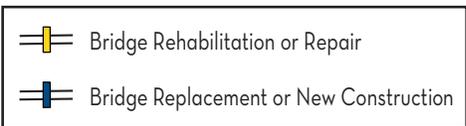
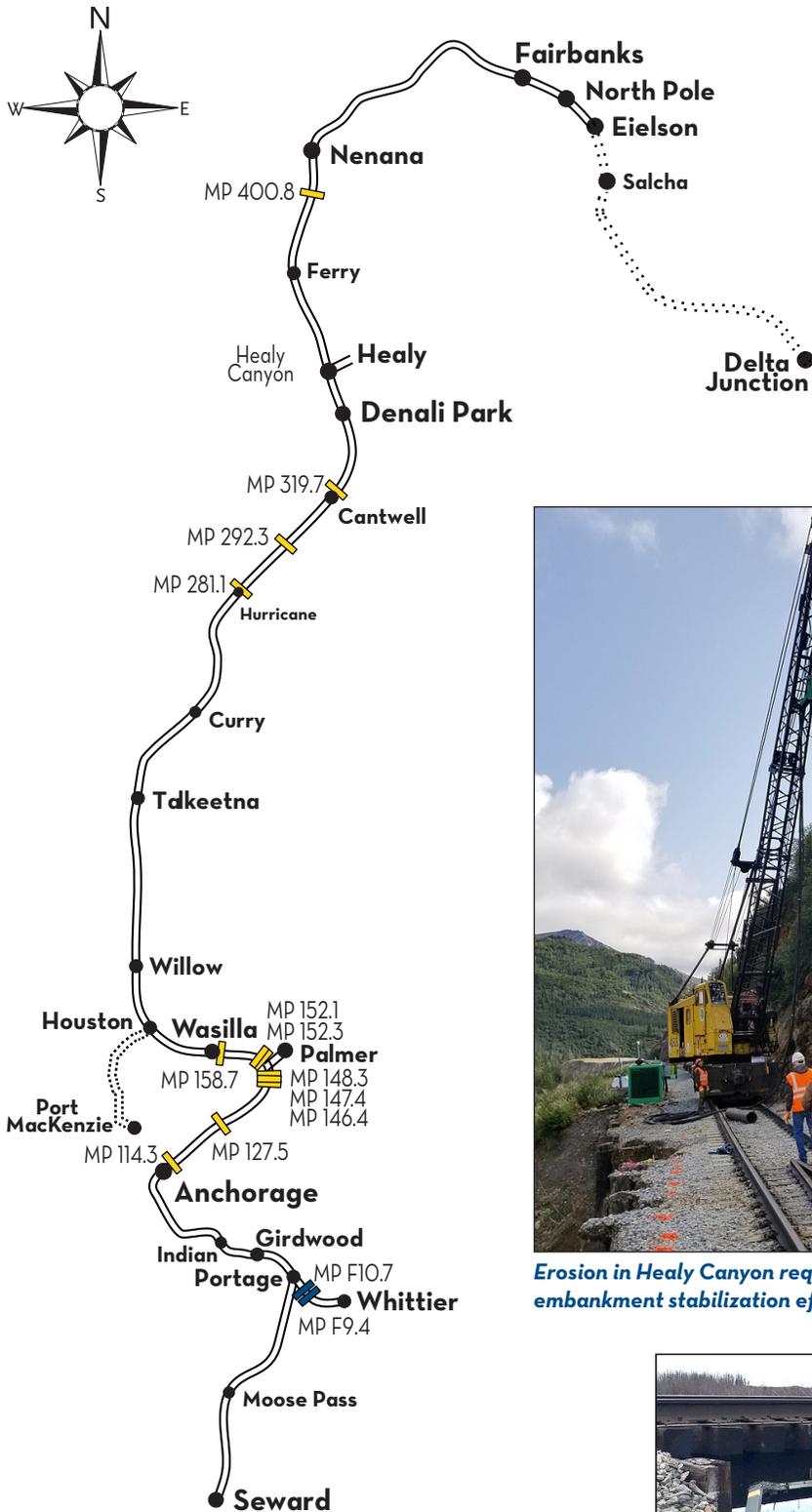
Projects included in the continuing and multi-year bridge program budget are funded primarily by the Alaska Railroad and the Federal Transit Administration (FTA).

New / Replacement Bridge Projects

- Replace the 70-foot timber bridge at *MP F10.7 (tributary to Portage Creek in Portage Valley)* with a timber bridge on steel bents. Project includes driving pile.
- Replace the 56-foot timber bridge at *MP F9.4 (tributary to Portage Creek in Portage Valley)* with a timber bridge on steel bents. Project includes driving pile.



Rehabilitation work that began in 2019 on Knik River Bridge (Milepost 146.4) is slated to conclude in 2020.



Bridge 127.5 over Eagle River is one of several bridges that will undergo component repair or replacement.



Erosion in Healy Canyon requires embankment stabilization efforts.

Bridge Rehab and Repair Projects

- Complete work started in 2019 to strengthen the floor system of the bridge at *MP 146.4 (Knik River)*.
- Replace failing sheet pile backwalls on the concrete ballast deck bridge at *MP 400.8 (Julius Creek, mid-way between Clear AFS and Nenana)*.
- Repair or replace rivets, diaphragms, bearings, seats, ties, plates, guard rail, signage, bracing, and other elements at various bridges throughout the system.
- Monitor and address roadbed and bank stability through *Healy Canyon* with retaining walls and slope dressing.



The bridge at MP 152.1 (Matanuska area) is scheduled for repair in 2020.