Bridge 86.6 Replacement

Project Description

The Alaska Railroad Corporation (ARRC) will replace the 151-foot bridge that crosses Bird Creek at ARRC milepost 86.6, south of Anchorage (mile 101.5 on the Seward Highway). The project replaces the aging Pratt style 123-foot pony truss span and two 14-foot timber trestles, with a 125-foot thru-plate girder bridge and two 14-foot steel beam spans.

Purpose and Need

In 1996, a legacy steel-and-timber bridge at this location was replaced with a repurposed post-World War II pony truss and associated trestles. These structures are nearing the end of their useful lives.

Bridge replacement will help ensure railroad infrastructure remains in a state of good repair. The integrity of critical rail corridor infrastructure ensures the safety and reliability of passenger and freight train operations to meet rail business demands. General bridge rehabilitation benefits are outlined in greater detail in the 2021 Bridge Program fact sheet.

Status

- Environmental review, design and permitting began during the first quarter of 2021.
- Environmental documentation and permitting will be completed in early 2021.
- Project construction will be bid during spring 2021, calling for a Construction Manager - General Contractor approach. Selected by summer 2021, the contractor will help complete the environmental process and final design by fall 2021. Bridge procurement will occur in 2022.
- Construction is scheduled to begin in early 2023, with completion by winter 2023-24.

Cost and Funding

The project budget is $7.74 million funded with an FY19 Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) grant from the Federal Railroad Administration (FRA). The grant is half (50%) funded by the FRA and 50% by the Alaska Railroad to satisfy the matching contribution required by CRISI grants.
Initial project engineering has identified replacing superstructure (through plate girder span). Final design will outline requirements for the new 14-foot approach spans (ballast deck) and for new abutments or piers to replace existing substructures. An existing abutment is pictured above, right.