

Why is ARRC rehabilitating BR 227.1?

BR 227.1 was built in 1923 with a trainman's walkway originally located inboard the existing steel truss structure. The trainman's walkway was moved to the outside of the bridge in the 1970's over concern that the volume of trespass activities was going to lead to a fatality. Chase residents have been using the trainman's walkway as an unpermitted access point to their community. The bridge structure is showing its age and has accumulated fatigue damage beyond its design life and must be repaired to avoid an unscheduled service interruption. The trainman's walkway is also failing and has required significant repair to keep it structurally sound. Furthermore, the way in which the walkways was attached to the bridge was done in such a way that the failure of the structural support of the walkway actually threatens the structural integrity of the entire bridge. The ARRC needs to rehabilitate the bridge to maintain safe and efficient movement of goods and people.

Why is this project proposed now?

Bridge 227.1 Rehabilitation is part of ARRC's multi-year Bridge Program. More than 40 bridges will be renovated, replaced, or upgraded to maintain structural and safety integrity of the ARRC's track system.

Will Chase have access to the trainman's walkway during and after construction?

The Chase community originally began as a railway construction camp in 1922. The bridge and more recently the trainman's walkway has been used as an unpermitted access point to the Chase community residents. The ARRC will continue to ensure the trainman's walkway is accessible based on historic precedent during and after construction with limited interruptions during active construction.

Was there a federal environmental review completed?

Yes. The Federal Transit Administration reviewed and issued a confirmation of a Categorical Exclusion for the project in 2023 under the National Environmental Policy Act process.

Will the trainman's walkway width change?

No. The walkway will remain at the existing 47" width clearance. To provide additional protection from unpermitted ATV damage, permanent bollards will be

placed at the walkway entrances to restrict access to 47" width. The weight load remains at 1 ton (2,000 lbs). The biggest change is how the walkway is attached to the bridge structure, which has been modified to reduce stresses within the bridge structure.

Chase community is a designated Compact ATV Community and does not want access by larger ATVs. What is the ARRC doing to restrict use by large ATVs?

The ARRC is placing 42" high bollards at the entrances of the trainman's walkway that will restrict unpermitted ATV use to the width of 47". ATVs and trailers wider than 47" will not clear the structure. The introduction of bollards at each end of the bridge will further protect the structure railings from damage caused by users.

How will access be maintained during construction? Will ATVs be allowed during this time?

Construction is anticipated to begin in summer 2024 and continue through spring 2025. Construction will be phased, and the community should anticipate periodic, temporary closures during construction. Flaggers will safely guide users across the walkway during daytime construction, and the trainman's walkway will be accessible to pedestrian traffic when construction is not active. Emergency personnel will have access throughout construction.

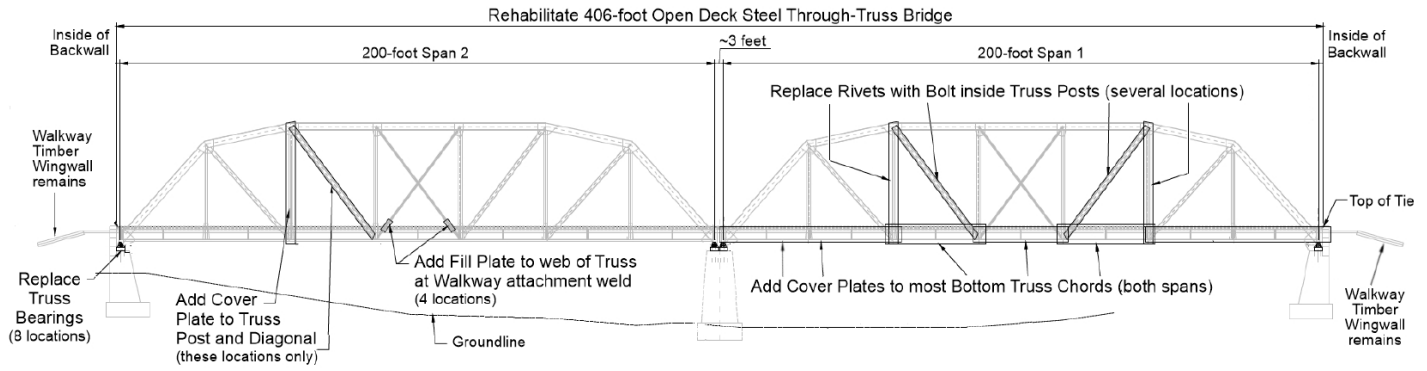
Will there be ways to transport goods when the trainman's walk is temporarily closed?

A: Yes. Supplies and heavy equipment can be transferred to Chase by existing methods via ARRC flag stop train, ARRC tundra truck delivery, or Mahay's boat services.

Will I be able to take an ATV with a trailer across the new trainman's walkway?

ATVs with trailers less than 47" wide will be able to clear the designed 47" width trainman's walkway after construction. The trainman's walkway is an unpermitted access point to the Chase community and not designed for loads greater than 1 ton (2,000 lbs). For loads more than 2,000 lbs. total weight (including the ATV and passenger), users should use alternate transport methods via the ARRC flag stop train, ARRC tundra truck, or Mahay's boat services.

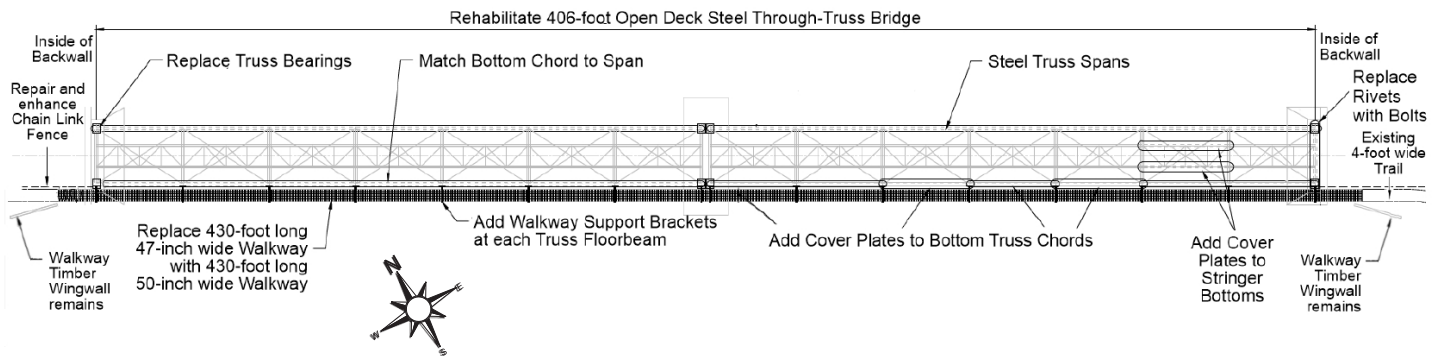
Project Area - Bridge MP 227.1, Side View



← to Anchorage

Project Area - Bridge MP 227.1, Top View

to Fairbanks →



Why do the bollards have to be 42" high? Can't ARRC install shorter bollards?

The bollard height is designed to protect the Trainman's walkway structure in its entirety from damage by users exceeding the maximum 47" width (carrying wide loads). Standard railing height for trainmen's walkways are 42" high from the top of the walkway surface to the top of the railing. The bollards are designed to protect the full height of the railing.

The 406-foot bridge features two steel through-truss spans that will be rehabilitated.