

Bridge 351.4 Replacement

Project Description

The Alaska Railroad Corporation (ARRC) will replace the triple-span 369-foot pony truss bridge that crosses an unnamed drainage and gully at ARRC milepost 351.4, just north of the Denali National Park entrance. The project will replace the aging structure with an approximately 175-foot span and with two approximately 65-foot beam approach spans on both bridge ends.

Purpose and Need

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 the Bridge Program fact sheet.

Status

- Preliminary engineering, studies, environmental reviews and design began in 2020.
- Environmental documentation submitted

to the Federal Transit Administration (FTA) in early 2023.

- A contractor to assist with bridge design review is anticipated to be selected by the fourth quarter of 2024.
- Construction is anticipated to begin during the third quarter of 2026 and may continue into the third quarter of 2027.
- Project completion is anticipated by the end of 2027.



Bridge 351.4 crosses an unnamed gully and creek just north of the Denali National Park entrance.

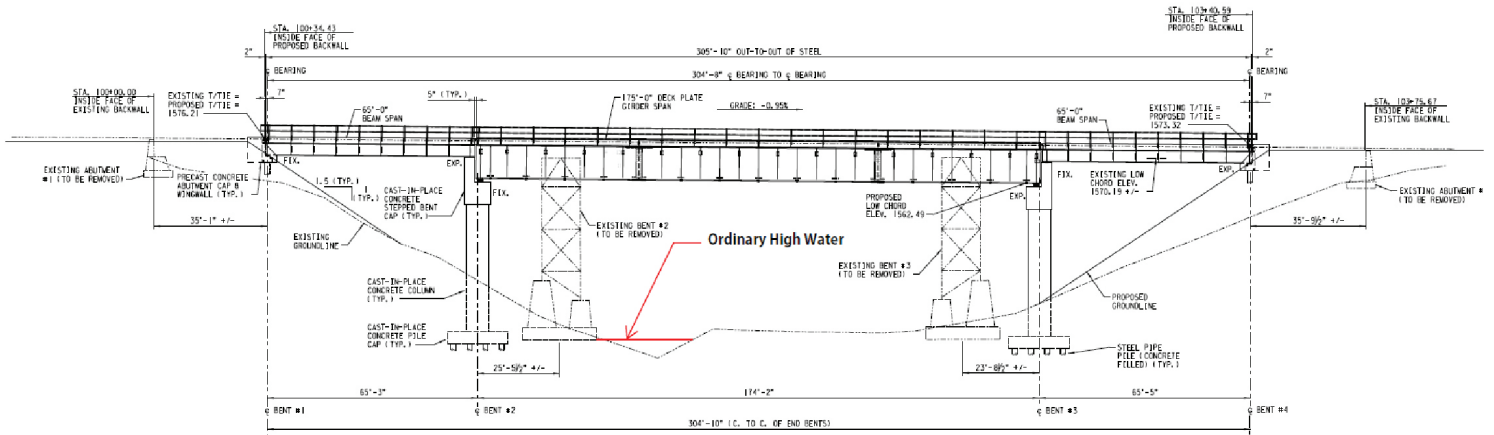
Cost and Funding

The project cost is estimated to be \$15.3 million. Funding is planned 80% by a Federal Transit Administration (FTA) grant, with the 20% required match by ARRC using internally generated funds.

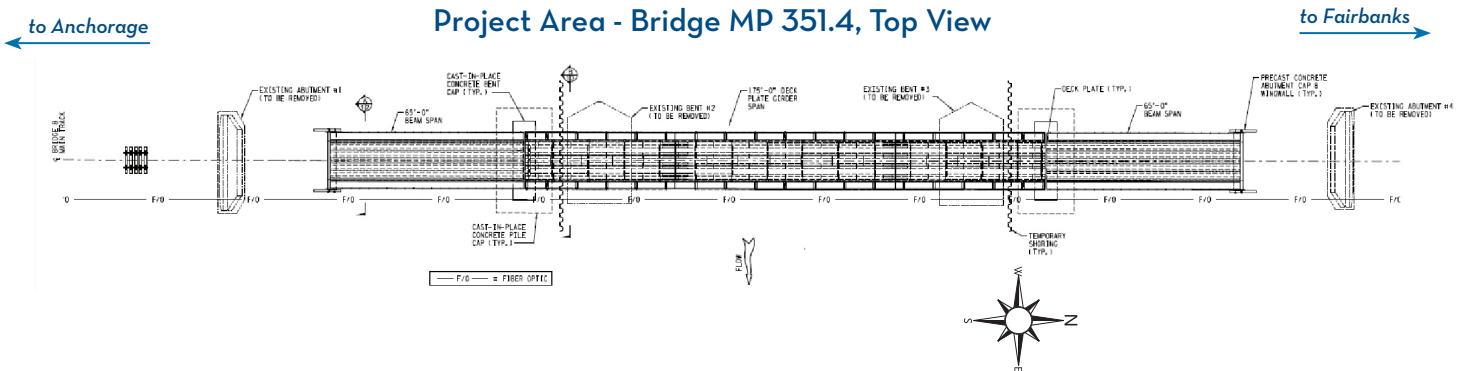
More Information

For more project information, email the Alaska Railroad at Public_Comment@akrr.com. The ARRC Bridge Program fact sheet is available online at AlaskaRailroad.com > Corporate > Projects (look under *Systemwide Projects*).

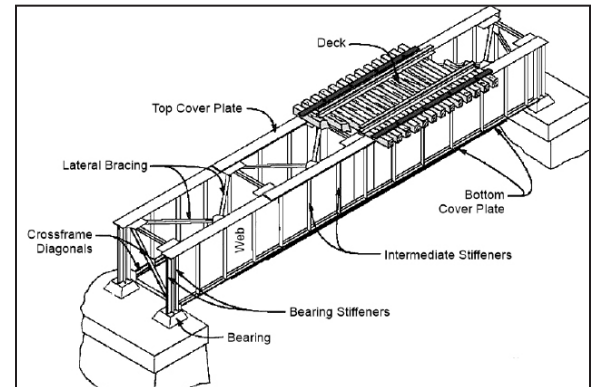
Project Area - Bridge MP 351.4, Side View



Project Area - Bridge MP 351.4, Top View



Deck Plate Girder Bridge - Examples



Left: A bridge showing deck plate girder spans, similar to the 175-foot span that will combine with two 65-foot beam approach spans to replace Bridge 351.4. Right: A drawing of a deck plate girder bridge from the American Railway Engineering and MOW Association (AREMA).