

## Chatanika River Bridge FAQs

Starting in early May 2019, HC contractors expects to begin rehabilitating the bridge deck on the Chatanika River Bridge located at mile 11 of the Elliott Highway. During the first phase of construction, the bridge will have a width restriction and a posted legal limit of 9 tons/axle.

Overweight loads will be required to obtain a permit from the [Division of Measurement Standards & Commercial Vehicle Enforcement \(MS/CVE\)](#) as usual and may be required to take additional precautions while traveling over the bridge, such as slow speeds or traffic control. After the first phase is complete, there is a mandate for a **96-hour window during which the width restriction will be 20'6"**. The second phase of construction will begin directly after that window with width restrictions.

To ensure that your operations will run smoothly this summer, we encourage you to **submit your permit applications early!**

Additional information about the Chatanika Bridge Deck Rehabilitation:

### **Why is this project needed?**

The bridge deck of the Chatanika River Bridge is deficient and requires rehabilitation. The bridge's substructure is sound, so replacing the bridge deck will extend the life of this bridge without a total replacement. Each bridge replacement and rehabilitation project along the Fairbanks to Prudhoe Bay corridor will help ensure the safety of the traveling public.



Figure 1: Damages on Chatanika River Bridge Deck

### **Why didn't you build a detour bridge?**

DOT&PF design engineers looked through options for a detour bridge, but considering that the bridge is adjacent to a state park and campground that would require right-of-way acquisition, building a detour bridge was deemed cost-prohibitive.

### **What are the traffic impacts when traveling over the bridge?**

At Chatanika River Bridge, located near Elliott Hwy MP 11, you can expect flagging operations during construction hours and temporary signals during non-working hours. For more detailed information, check AlaskaNavigator.org for continual updates of traffic impacts for the entire Elliott Hwy MP 0-12 project.

### **Will the weight and width restrictions affect the general public?**

Other than traffic control during construction, these restrictions will not affect personal vehicles, with the possible exception of large recreational vehicles (RVs). If you have concerns about your vehicle, please contact MS/CVE.

MS/CVE Website: <http://dot.alaska.gov/mscve/index.cfm?go=mscve.permits>

### **What is the bridge rehabilitation timeline?**

The first phase is expected to begin in early May. The contractor can begin work as early as May 1, but that timeline is subject to change. Actual start dates will be communicated as construction season approaches. The first phase of bridge rehabilitation will be the most restrictive with a 9 ton per axle weight limit and a width restriction of 13'3" between rails. More detailed information can be found on the Chatanika River Bridge work schedule flyer.

The 96-hour window during which width restrictions will be increased to 20'6" with an oversize permit will occur after phase one is complete. At this point, the 9 ton/axle limit will also be lifted for the remainder of the construction season. We expect this window will occur in mid-June. We will communicate the exact dates when they are firmed up during the first phase of construction. For project updates regarding restrictions and timeline, please contact MS/CVE.

The second phase of bridge rehabilitation will begin immediately after the 96-hour window. There will be no posted weight limit during this phase, but width restrictions will return to 13'3" between rails. More detailed information can be found on the Chatanika River Bridge work schedule flyer.

### **Will my overweight permit application be approved?**

Each permit application will be reviewed individually by MS/CVE staff. Some overweight permits may require additional measures such as slower speeds and traffic control. The 9 ton/axle limit applies to regular traffic with normal speeds. We cannot confirm that any specific weight, configuration, or application will be approved, however, so we encourage you to submit your permit applications as soon as possible in case you need to make alternative plans.