

Edgerton Hwy/Lakina River Bridge Replacement Project

Questions and comments generated at the public meeting
held in McCarthy August 27, 2012:

Traffic Control During Construction Issues Raised during public comment:

- The closure times should be consistent.
- How will the travelers be notified of the road closures?
- Where will travelers be notified of road construction and closures?
- April –May are the quiet months, do as much as possibly during this time period.
- Night work/closures are preferable, many guests come in at night and leave in the morning and have connections to make (ferry). See below.
- 7 days is an absolute minimum for advance notice on closures, the earlier notice can be given the better.
- No closures recommended between July 1- July 10.
- Any delay longer than 20 minutes should only happen at night.

The above comments/questions clearly indicate that the McCarthy community feels strongly that unimpeded tourist travel in the summer is vital to the local economy. We've worked closely with our bridge designers and construction team members to come up with a plan that will allow the contractor reasonable work windows during bridge girder placement and pile driving and minimize interruptions to traffic to the extent possible.

A temporary bridge (one lane) will be installed upstream of the existing bridge to maintain traffic during construction. We intend to apply for environmental permits that will allow for temporary fill in the river during construction. This will provide the contractor with additional work platforms from which they can set up cranes and other construction equipment, thereby allowing traffic to generally pass unimpeded on the temporary bridge structure. Occasionally, we anticipate the contractor will need to work from the traffic bridge, and/or for safety reasons will need traffic completely clear of the work area (for example, when swinging larger girder or piles).

- **Short term road closures will not be permitted to exceed one hour.** Given the low volume of traffic on this road, we anticipate that there will be many "blocks" of time where there are no cars, and if one or two arrive, the contractor can move their equipment around or do what is needed to allow traffic to pass, which means wait times of a full hour will probably be rare.
- **A maximum of four (4) full 12-hour closures will be permitted with ample advanced public notice (7 days minimum).** We realize this is probably the biggest potential inconvenience to the traveling public, but we expect it may be necessary when the bridge girders are being set.
- **No full road closures will be permitted during the week of July 4th holiday** and lane restrictions (short term road closures) will not be permitted to exceed 30 minutes.

- The contractor will be required to participate in a public meeting in the McCarthy community prior to the project start to discuss their schedule and operations. They will also be required to provide public information updates to the community and interested stakeholders (tour companies, etc) on at least a biweekly basis so that area travelers are aware of days or timeframes in which they may encounter a closure or delay and can plan accordingly.

We believe that with these requirements and continued coordination/communication among DOT&PF, the community, stakeholders and the contractor, the temporary impacts of the bridge construction will be minimized greatly. We have great public outreach on social media outlets, 511.alaska.gov, Navigator ads, and other avenues and will do everything we can **to assure the traveling public the McCarthy Road is fully open during construction.**

Other questions/comments:

- **Why is the ROW being expanded?**

The ROW Expansion is proposed to the south (downstream) to accommodate the embankment widening for the road for the wider bridge. It's desirable to shift the road away from the hillside to avoid cutting into that hill.

- **The proposed 24 foot top width for the bridge is not wide enough.**

We believe that 24' is adequate to accommodate two-way traffic and matches the long range plans of the McCarthy Road. It is unlikely funding will be expended to widen the road much more than 24' and instead will be used to improve the driving surface or drainage features.

- **Where is the money coming from?**

The Federal Highway Administration (FHWA) is funding the project at a ratio of 91%.

- **What are the load restrictions during construction?**

The load restrictions during construction are likely to be less than the current load restriction on the bridge. The temporary bridge will be designed to handle construction loads (including cranes) for the bridge construction, so traffic loading will be far less by comparison. The permanent bridge will have no load restrictions.

- **Does this bridge have to be replaced?**

Yes. The existing bridge is beyond what's economically feasible to repair. Our goal is to keep the bridge crossing safe and passable for all users, so replacing the bridge is a proactive approach. The current bridge has sustained damage from vehicle strikes over the years, resulting in extensive load restrictions. By replacing it now with a planned approach, we can keep traffic restrictions/disruptions and costs minimized.

- **Will the path of the river change?**

Generally no. We will have some channel work because of the embankment fill on the south (downstream) side of the road but the general path of the river in normal flow conditions will not change. However, being a wild and scenic river, there's no way of knowing what path the river may take during high water events.

- **Every bridge on the road prior to Lakina has a load restriction of some sort. Will these be fixed too?**

We don't have current plans to replace or repair any other bridges on the McCarthy Road, but we monitor all of our bridges on a routine basis and it probable that one or more will be recommended for repair/replacement in the not too distant future.

- **Can the piece of the Lakina River Bridge that was produced locally be salvaged for the residents of Kenny Lake?**

The bridge contains lead based paint, and as such the Department can't delegate its responsibility to remove or dispose of the lead to anyone else. The bridge contractor will be required to deliver the steel generated during bridge demolition to a ferrous foundry where the steel will be melted down to a raw material and recycled.

- **How many girders will this bridge take?**

The bridge will be 3- spans long with 4 girders wide, for a total of 12 girders.