

In September 2004, one-36" culvert was removed from the Spruce Branch Road crossing of Chena Slough and replaced with a free-span 30' long steel bridge (originally used as a temporary bridge on the Pogo Mine Road). Funding was generated from the USFWS grant program and State grant monies.



Before



After

Completed Projects on other Sloughs:

The following is a summary (with before and after photos) of sites that have been upgraded or “restored” on Twentythree Mile Slough and Piledriver Slough. Again, the funding is acknowledged.

In August 2003, a low water crossing of Twentythree Mile Slough was closed and a 40’ long steel bridge (originally used to access a timber sale on Montague Island) was constructed downstream from the low water crossing on the Old Valdez Trail. Funding came from the NFWF Grant, USFWS, and a State grant. Area residents provided material and in-kind work to install this bridge, re-connecting the original route of the Old Valdez Trail.



Before

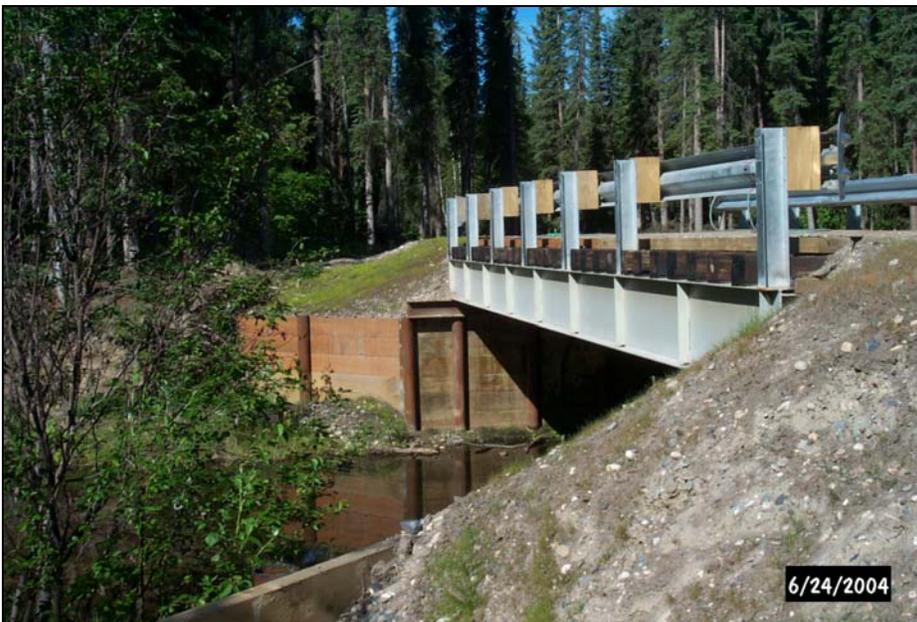


After

In August 2003, a low water crossing of Twentythree Mile Slough was closed and a 40' long, free-span steel bridge (flatbed railcar) was constructed upstream from the low water crossing to access agricultural property and private homes. Money for this project was obtained from the USFWS and the private property owner.



Before



After

Piledriver Slough has experienced inundation from the Tanana River several times, most recently in January 2003 and July 2003. This has resulted in severe flooding and the “blow-out” of several road crossings.

In January 2003 extensive overflow on Piledriver Slough at the Old Richardson Highway crossing (one 5’, one 4’ and one 3’ diameter culvert existed at the crossing) made the road unusable. The ADOT/PF Maintenance and Operation (M&O) crew installed a temporary bridge at the crossing site to keep the road open and safe.



Temporary bridge over the culverts

The Old Richardson Highway Piledriver Slough crossing caused problems on a yearly basis. Most often the road fill material would wash out during break-up (probably due to frozen, undersized culverts) and settle immediately downstream. Year after year new fill material would be brought in, and year after year it would wash downstream. This resulted in an extremely wide, braided channel immediately downstream of the crossing with large piles of gravel dividing the channels.



In October 2003, ADOT/PF M&O (with funding assistance from the USFWS) removed the existing culverts, created a “permanent” 30’ wide by 3’ deep channel with a bankfull bench at the downstream left-limit of the crossing, and installed two 12’ diameter arched culverts. The ADNR-OHMP and the USFWS worked closely with ADOT/PF to design and construct the new crossing and channel.



After (outlet – taken from bankfull bench)



After (inlet)