

Nisutlin Bay Bridge

Frequently asked questions

Find answers to common questions, discover what's been completed, and see what's next for the Nisutlin Bay Bridge replacement project.

Why do we need a new bridge?

The Nisutlin Bay Bridge has been an important connection for Teslin and the Yukon since it was built in 1953. For more than 70 years, it has supported residents, travellers and the movement of goods across the territory. While the bridge has served the community well, it has now reached the end of its service life. Replacing it ensures a safe, reliable crossing for generations to come.

The new bridge will:

- Provide wider lanes, safer sightlines and access for pedestrians and cyclists;
- handle decades of heavy transport and wear-and-tear;
- support reliable transportation along the Alaska Highway;
- boost the local and regional economy; and
- reflect modern engineering while respecting the cultural and historical significance of the bridge.

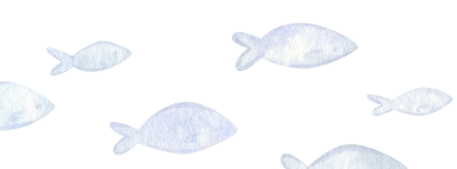
What's the current challenge with the soil?

Last summer, experts identified some concerns with the soil conditions near the bridge supports. A new engineer will be engaged to provide expertise and oversee the remaining work on the project, including soil remediation work.

The term “soil remediation” here refers to addressing these natural soil conditions. It does not mean the soil is contaminated, and no hazardous material cleanup is needed.

Is the current bridge safe? For how long?

The existing Nisutlin Bay Bridge remains safe and fully operational. The bridge continues to undergo regular monitoring, maintenance and professional assessment as part of the Government of Yukon's bridge management program. Scheduled annual maintenance and additional remediation work were completed this past fall, and the bridge will continue to be regularly assessed while the replacement project moves forward.



What are the next steps?

The Government of Yukon is engaging a new engineer to oversee the remediation work and the next phase of construction.

The next phase includes finalizing the remediation design, confirming schedule and budget, and advancing regulatory approvals. Updates will be shared publicly as more information becomes available.

What is happening to Graham?

The Government of Yukon and Graham Infrastructure Inc., the project's lead contractor, have mutually agreed to end the current contract.

This decision helps ensure the project moves forward in a cost-effective way and avoids potential delays or additional costs. Graham has completed the majority of the work to date, and we thank them for their contributions.

The remaining work will be re-tendered once the updated remediation design is complete, to support a smooth and efficient next phase.

How much extra will all of this cost?

Addressing those conditions requires additional remediation work, and those costs are still being refined as the remediation design is finalized. Once that work is complete, updated estimates will be communicated publicly.

More questions? Email hpw-info@yukon.ca.

Why does the new bridge extend further into Nisutlin Bay on the north side?

During the project planning phase, the design was refined to balance technical requirements with community priorities. One of the options introduced was an infill approach, which extends the Alaska Highway into Nisutlin Bay. This design was chosen because it has less impact on the surrounding buildings while still meeting all required standards.

What environmental monitoring has been done?

Environmental protection has been a priority from the start:

- **Fish monitoring:** Sonar is used to track salmon movements through the Nisutlin River Delta, in partnership with the Teslin Tlingit Council, to avoid disrupting migration.
- **Ongoing oversight:** An Environmental Technical Working Group meets every two weeks to review plans and address concerns.

This work helps ensure salmon can safely reach their spawning grounds while construction continues.

What work on the bridge has been done so far?

Construction has been underway for three years. Completed work includes:

- 6 piers and 2 abutments with 58 piles driven
- 52 girders and 504 precast deck panels installed
- Temporary trestle bridge and cofferdams built (and removed)
- Curbs and deck finishing
- Fish habitat offsetting areas created
- Paving of both traffic and pedestrian lanes completed, a total of 5,916.75 m², nearly the size of four ice hockey rinks

