



# Meeting Summary

**Meeting: Manning Crevice Bridge Replacement - Public Meeting**

**Date/Time: June 26, 2012/5:00 – 7:00 pm**

**Location: Best Western – Salmon Rapids Lodge, Riggins, Idaho**

**Attendees:**

Joe O'Neill, BLM	Jeff Cartwright, BLM	Heinz Sippell
Kim Friend	Paul Akehurst, WFLHD	Jimmy Foy
Curt Brimacombe, EMS Director/City of Riggins	Rob Nuckols	Mary Nuckols
Carl Smid	Jerome Knudson	Lucia Knudson
Linda Smid	Don Curnutt, USFS	Rich Friend
Michael Demerse	David Cook	Ann Cook
<b>Project Team Attendees:</b>		
Greg Gifford, WFLHD	Bryan Foote, Horrocks	Kristin Lang, Atkins
Mike Schurke, WFLHD	Kelly Hoopes, Horrocks	Alex Whitney, Atkins

A public meeting for the Manning Crevice Bridge Replacement project was held on Tuesday, June 26, 2012, from 5:00 to 7:00 pm with a 30-minute presentation that began at 5:30 pm. This was the second public meeting held for the project in which the project team introduced the project, discussed the selected alternative, and invited the public to provide feedback on the alternatives presented.

Meeting Overview

The Manning Crevice Bridge is a 248-foot long one-lane suspension bridge that crosses the Salmon River. Constructed in 1934, the current condition of the bridge is poor and is not up to today's bridge design standards. Idaho County and the U.S. Forest Service are recommending that the bridge be replaced or rehabilitated. This project will design the selected alternative to replace or rehabilitate the bridge.

The Manning Crevice Bridge project is a cooperative effort between Western Federal Lands Highway Division (WFLHD), Idaho County, and the U.S. Forest Service. Funding for the bridge replacement is included in the Idaho Transportation Department (ITD) Statewide Transportation Improvement Program (STIP) and the current Idaho Forest Highway program and is scheduled for construction in 2014.

The project team, based on public and stakeholder input, design and construction challenges, identified the single tower asymmetric suspension bridge as the selected alternative for the project.

Specific reasons and design considerations for the asymmetrical one-tower bridge were discussed.

The project schedule including selection of a Construction Management General Contractor (CMGC) was discussed with the construction anticipated to begin in early 2014.

## **Public Comments**

Following the project team presentation, a Question/Answer session was held to provide the public with an opportunity to ask any questions, and/or provide their feedback on the alternatives. The following bullets summarize the questions and feedback received.

- Will funding be available for this project?
  - Funds to construct the project are already programmed and will be obligated through the Forest Highway Program this fall when a contractor is selected through the CMGC process.
- The new bridge will eliminate entertainment factor of watching 32' long logging trucks attempt to make the approach onto the bridge. They currently apply "grease" to the rub rails to make the turn.
- Will the proposed bridge be flat, currently the bridge is approximately 4' in grade difference?
  - A vertical curve is proposed on the new structure so the bridge will not be flat and the high point is still on the south side of the bridge. The new bridge fits the existing geometry and conditions without additional impacts to the approaches that would increase delays to traffic. Also, the north end of the structure can't be raised a significant amount due to the height of the existing support cables. If the approach is raised there would be insufficient clearance to allow the existing bridge to remain in place during construction, which would require major delays and road closures to the traffic.
- Will there be delays?
  - Delays will be required during certain points of the construction but the anticipated maximum delay at this time is 30 minutes. A two week notice will be required for any closures. The delays and closures will be minimal compared to the current project.
- Currently, vehicles drive at higher speeds than desired on the roadway and speed bumps are needed to slow them down.
- How many lanes and what will the width of the new bridge be?
  - The proposed bridge is designed for one travel lane at a width of 16'.
- Will the north end of the bridge be stronger than the south end because of the location of the tower on the north end?
  - The cables are designed to evenly distribute the loads along the entire length of the structure so the bridge is equally strong along its entirety.
- What is the design load limit for the new structure?
  - The design vehicle is a logging truck with a structure loading of HS 20 and HL 93. During design, a factor of safety of 2.3 is used based on these loadings. The logging truck is designed for fully loaded. The bridge is also designed to have a truck along its entire length.
- During the geotechnical drilling this summer, what happens if the rock is determined inadequate?
  - The drilling provides information on how to appropriately design the anchorages based on the rock and for the proposed retaining wall on the south side.
- If the prefabricated bridge decking is used, where will this material be stockpiled?
  - The staging areas have not been identified. The contractor will help determine the most ideal solution with the designers during the next steps.
- Will the majority of demolition be on the north side? Will the blasting interfere with the traffic?
  - Some minor/short closures will occur for safety. Since the rock will not be on the road then the road doesn't have to remain closed for cleanup. Some minor closures will occur on the river for safety purposes, since the strict guidelines require no rock in the river.
  - The contractor will assist in blasting plan to remove rock safely.

- What will happen to the old bridge?
  - The current plan is to demolish the bridge after the proposed bridge is operational to minimize traffic delays.
  - The City of Riggins has asked for some salvageable pieces.
- Does the old bridge need to be rebuilt because it is historic?
  - The old bridge will be advertised for alternate use, but it is anticipated that because of maintenance no one will want the bridge.
  - The mitigations for the historic aspects of the bridge will be mandated by SHPO. One of the anticipated mitigations is to appropriately document the historic bridge and archive this information.
  - Add interpretive information to the existing interpretive site on the south side.
- The Idaho Public Television aired episodes on the Civilian Conservation Corps (CCC) including the construction of this bridge.
- WFLHD has pictures of the existing bridge during construction.
- On the north end of the project above the existing cable, a 50-60 ton rock broke loose. If an earthquake occurs and the rock falls on the cable or bridge, the bridge will most likely be taken out.
  - This has not been reviewed by the team but will be discussed further in our geotechnical review.
- Will the Contractor selected for the CMGC be the same as the contractor that builds the new bridge?
  - The intent is for it to be the same contractor. The purpose is to assist in the design but if they can't come to terms with the construction price, then the WFLHD can hire another contractor. The contractor bids the prices this fall and then during design reduces the risk and the costs are adjusted.
- How long will it take from start to finish to construction the bridge?
  - The anticipated construction schedule is 12-15 months. If delays occur because of weather, then it could take up to 24 months.
- How will equipment be able to construct the new bridge around the existing bridge, cables and traffic?
  - This is a constructability issue and will be thoroughly discussed and designed with the Contractor. The bridge layout was reviewed to attempt to build it downstream but the current location is the most ideal for logistics, constructability, economics, and fitting the existing geometry with the road, canyon and river layout.
- If a closure for 3-5 hours is required with a two week notice, would this be acceptable?
  - This would be acceptable but not in addition to the current road construction. The residents, visitors, and companies have been able to live with the current closures.
  - The construction of the bridge is not anticipated to begin until the road construction is complete.
  - Night time construction is not anticipated because of safety. The blasting and cable work is dangerous.
- What are the estimated construction costs?
  - The costs are anticipated around \$7-8 million. The specific costs are not published so competitive bids from the contractor will be received.
- Currently, the lower end of road construction traffic closure times frames work well. This project is further upstream so different times would be required to work.
  - Specific times will be worked out during further design with the public.

- The fishing areas at the bridge are good spots. Will these areas be restricted for use during construction?
  - Yes, certain distances from the bridge construction will be restricted for safety.
- Will there be restrictions to boat traffic?
  - Yes, certain distances from the bridge construction, the river will have closures and delays. Signs and flaggers on the river will enforce these closures/delays.
- Adequate notice is required for any delays/closures on the river?
  - The ideal amount of time to notify the residents and outfitters about closure times, time of year, and construction sequencing will be decided during design but an adequate amount of time is needed to give everyone the opportunity to appropriately plan.
- The existing trail will be going through the work area.
  - The design team knew of the trail but was unaware of the trail use. The trail was used for hunting. The trail will be closed during construction but will be open once construction is complete.
  - Discussions to add a trailhead and parking for the trail will be conducted with the forest service. The contact is Jeremy Harris in the Snake Creek office.
  - The trail goes through an easement on private property.
- How are the funds for the project obtained?
  - The funds for their project are through the Forest Highway program. The funds are through the federal gas tax, and the highway transportation funds. The forest highway program provides funding for accesses into forests. The amount each state receives is based on the % of forests in the state.
  - This project has been programmed since 2002 as a priority.
- There is no work anticipated in the stream so an in-water work window is not required. The river typically freezes in late December/early January.
- Do future projects include improvements from Spring Bar to the bridge?
  - The total amount spent on this corridor to date is close to \$60 million once the bridge is complete. It is unlikely that future projects will be programmed for this road in the near future.

### **Comment Sheets**

Comment Sheets were available at the public meeting to solicit written comments from meeting attendees. The questions included on the comment sheet as well as public responses are outlined (verbatim) below:

- 1. What comments do you have regarding the selected bridge alternative and proposed alignment that were presented at the meeting?**
  - The importance of being able to get to Vinegar Creek during construction.
  - Sounds like you guys really know what you are doing and we will look forward to driving over the new bridge.
  - I was unable to attend but think that it's great! I just wish the construction was during the off-season months (September – June).
  - I would like to see traffic (Daytime) disrupted as little as possible in June-September
  - Do not know what the alternative is or the presentation at the meeting
- 2. Which of the following issues are you concerned with regarding the Manning Crevice project?**
  - Community Impacts (1)

- Economic Impacts (3)
- Safety (3)
- Construction/Traffic Delays (8)
- Environmental concerns (1)
- Other: visibility of new bridge (approach, access, etc.) (1)

**3. Do you have any additional comments, questions, or concerns?**

- Where will the new bridge be located in relation to the old one?
  - Project Team's response: The proposed bridge will be located just east of the existing bridge (upstream of the existing bridge).
- Trailhead on the north side of the river should stay foot and horseback trail only.
- As a shuttle service for rafters, this will impact my business greatly. On the average I take cars in and out of Vinegar/Carey several times weekly. If the construction during the summer was at night that would help greatly. I use this bridge about 3 times a week, taking several vehicles in at a time. Please consider this is a seasonal business as with most guides/ outfitters/ shuttle services.
- Do not want to see closures longer than 15-20 minutes from June 20 to September 6 during the hours of 10 a.m. to 2:30 p.m.
- Thank you!

Please contact **Kristin Lang** with **Atkins** at **303-221-7275** if there are any changes or questions with these meeting notes. These notes will be considered final unless comments are received within seven days of distribution. Although comments will be incorporated, as appropriate, only major revisions will be redistributed.