



Meeting Summary

Meeting: Manning Crevice Bridge Replacement - Public Meeting

Date/Time: September 21, 2010/4:00 – 7:00 pm

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

Attendees:

Joe O'Neill, BLM	Geneveve Kooyers	Gary Torres, USFWS
Carl Smid	Gerald Kooyers	Patrick Leavitt
Linda Smid	Cindy Barrett	Jessie Leavitt
Dan Cook	David Cook	Guy Carlson
Niki Schacher	Ann Cook	Cindy Carlson
Richelle Barger	Lori West, BLM	Sheldon Keafer
Project Team Attendees:		
Greg Gifford, WFLHD	Bryan Foote, Horrocks	Kristin Lang, PBS&J
Gary Wrightman, WFLHD		

A public meeting for the Manning Crevice Bridge Replacement project was held on Tuesday, September 21, 2010, from 4:00 to 7:00 pm with a 30-minute presentation that began at 5:00 pm. This was the first public meeting held for the project in which the project team introduced the project, provided a summary of the screening process for the alternatives that were presented, 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 identify alternatives to replace or rehabilitate the bridge and provide a recommendation.

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 2013.

The project team provided a summary of the screening process and identified the five alternatives that were evaluated. Of these five alternatives, three were carried forward for further analysis (indicated in bold below):

- Rehabilitation of the existing structure
- Steel girder bridge
- Steel arch bridge
- **Cable-stayed bridge**
- Suspension bridge
 - **Symmetrical suspension bridge with towers**
 - Symmetrical suspension without towers

- **Asymmetrical one-tower bridge**

Advantages and disadvantages for each of the three alternatives were discussed followed by an outline of the potential temporary impacts and their respective mitigation.

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 the recommended bridge be a one- or two-lane bridge?
- Will the existing bridge be removed?
- What is the life span or maintenance for these bridges? Are any of these alternatives more ideal than the other when comparing these factors?
- What would be the gross weight allowed on the new bridge?
- Is the existing bridge on the historical register? If so, how is this mitigated?
- What is the time frame/schedule for this project? How long will it take to construct the new bridge?
- Is the funding definitely budgeted for 2013?
- Will you post the draft Concepts Report on the website?
- Is this the only time to comment?
- The Department of Lands representative has a packet for the project because an easement will be required prior to starting construction.
- When you remove the existing bridge will it impact the river?
- Four suspension bridges have failed due to high winds in this canyon. Are one of the alternatives less susceptible to wind loads?
- Is the plan view shown in the presentation the location of the new bridge? How far to the east on the north side of the existing bridge will you construct the new bridge to accommodate traffic?
- Will you create a landing to build the bridge on the north side?
- What is the size/diameter of the cables? Which bridge would have the smallest cables?
- What is the deck material?
- Steel grated decking is very noisy which would not be appropriate for the surroundings. The noise will carry up and down the river. A concrete deck would be preferred because it is quieter.
- Will you be discounting the Symmetrical A (Suspension bridge with towers) alternative because you can't bring towers down French Creek? The option to bring the towers down French Creek should be considered.
- Does the State Historical Preservation Office (SHPO) like the Symmetrical A – Suspension bridge with towers because it is the most similar to the existing structure?
- The Symmetrical A – suspension bridge with towers appears more similar to the river bed and canyon walls in shape, making it aesthetically pleasing. (Four individuals said they preferred the Symmetrical A – suspension bridge with towers after the presentation because of the symmetry, fits with the surrounds and the historical relevance)
- The Cable-Stayed bridge alternative appears “too modern and ugly.”
- Which is the cheapest alternative to build and maintain?
- How many anchorages are on the Cable-Stayed bridge?

- The Environmental Protection Agency (EPA) has oversight on National Pollutant Discharge Elimination System (NPDES) and stormwater program in the state of Idaho, so the required permits will need to be obtained from EPA.
- Were you planning to include a pedestrian walkway on the new bridge?
- What is the life span of these new bridges?
- Bighorn sheep water near the bridge on the north side.
- The Bureau of Land Management (BLM) is on the south side of the river so the maps should reflect this land management.
- The river outfitters that use the river should be included in the contact list and can be obtained from the current construction project.

General Responses

Below is a summary of project team responses to the comments received at the public meeting.

Recommended Alternatives

Although the final alternative has not been selected, the following attributes are anticipated in the recommended alternative.

- One-lane bridge with no walkway.
- The exact cable sizes are still being designed.
- Deck material will be based on the alternative but noise will be considered in the selection.
- Bridge will meet current loading for vehicle and wind loads and design standards with an anticipated life span of 75 years.

(For a complete definition of the alternatives being considered, please refer to the Public Meeting PowerPoint presentation located on the project website): <http://www.wfl.fhwa.dot.gov/projects/id/manning-crevice/>

Next Steps

The project is currently in the concept alternatives phase. The next phase of the project will require analysis of environmental elements including coordination with the respective agencies including, but not limited to, the Idaho Department of Lands, EPA, SHPO, BLM, and the Forest Service.

The plan view and new alignment will be finalized once further geotechnical and survey analysis is completed and an alternative is selected to determine the most appropriate location for the structure.

The access to the south side of the bridge using French Creek will be evaluated to consider all alternatives during the final screening process.

Project Funding

The funding is obligated for this project for 2013 in the ITD STIP and the Idaho Forest Highway program.

Construction

Construction of the new bridge is based on the alternative selected and the environmental restrictions. A landing for cranes will be required and accounted for when accommodating traffic during construction.

The existing bridge is anticipated to be removed for safety, maintenance, and construction of the new bridge. The existing bridge will be removed to minimize potential impacts to the area and mitigation will occur to restore existing bridge site.

Manning Crevice Concept Report – Comment Period

This is the most ideal time to comment; however, the project team is accepting comments until the end of October. The final alternatives report will be completed in February 2011 so the sooner the comments are received by the project team then the concerns can be implemented in the project. The draft concept report will not be posted on the website but the final report will be posted in early 2011.

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 issues are you concerned about with regard to the Manning Crevice project?

- Aesthetics
- Aesthetics/Historical
- Bike Path

1b. Please provide additional comments regarding the concerns identified above (if any):

- Since the Symmetrical A Suspension bridge with towers looks the most like the previous one – prefer it! Don't like the Cable-Stayed bridge for same reason and difficulty installing and maintaining.
- Because of the historical aspects of the bridge, I think it is important to maintain as much historical feeling as possible; rather than a modern feel.
- Though bicycles: vehicles are able to share the road. This point, with increased improvements will come increased traffic – please be considerate of bike traffic and lend the bridge to increase use of bikes as well.
- Please advertise meetings locally! The currentnews@frontiernet.net.

2. What comment do you have regarding the alternatives for the Manning Crevice Bridge Replacement Project (Which do you like best and why?)

- No comments were received.

3. Are there ideal times and/or seasons where construction closures or delays would have less of an impact to your business or commute? If so, please identify.

- No comments were received.

4. Do you have any other comments, questions, or concerns?

- No comments were received.

Please contact **Kristin Lang** with **PBS&J** 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.