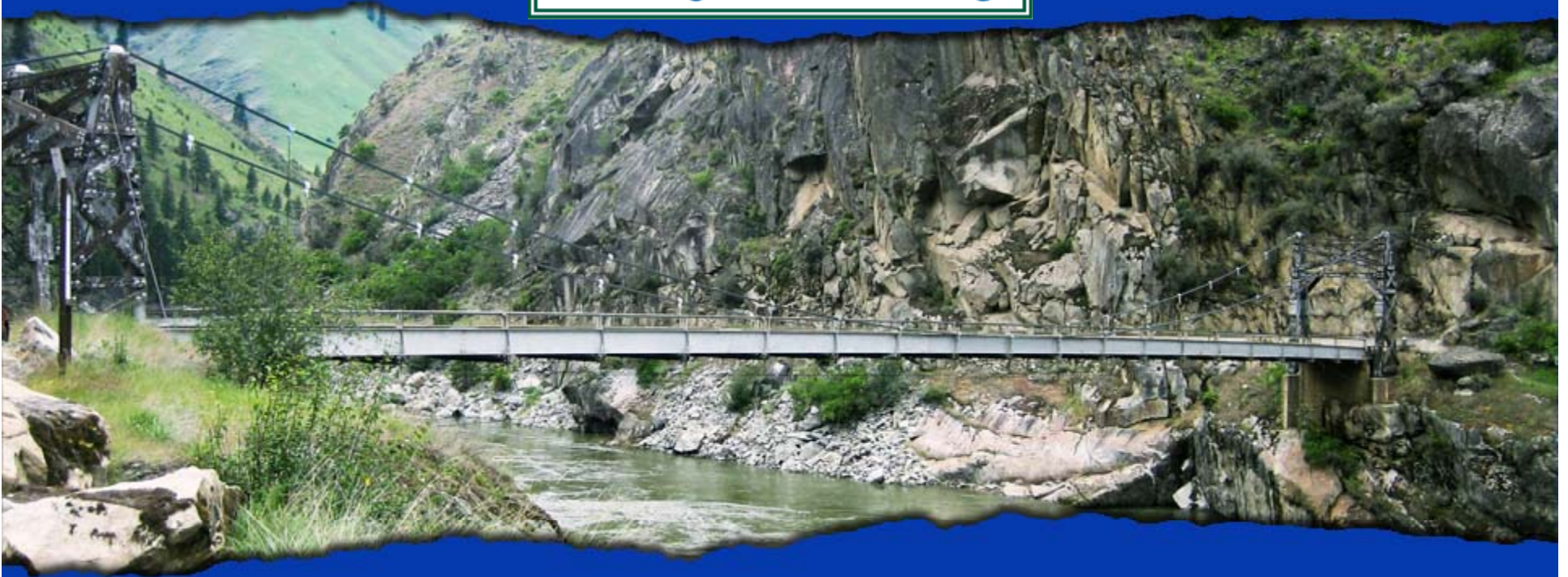




## Manning Crevice Bridge



# Public Meeting

June 26, 2012



**Please have a seat.**

**We will start  
the presentation  
shortly.**

**Thank You!**



# Manning Crevice Project Team

- Cooperative effort between Western Federal Lands Highway Division (WFLHD), Idaho County, and the U.S. Forest Service.

- **WFLHD Project Manager:** Greg Gifford
- **Consultant Project Manager:** Alex Whitney
- **Sub-consultant Project Manager:** Bryan Foote
- **Roadway Design:** Kelly Hoopes
- **Public Involvement Specialist:** Kristin Lang
- **WFLHD Environmental Specialist:** Mike Schurke



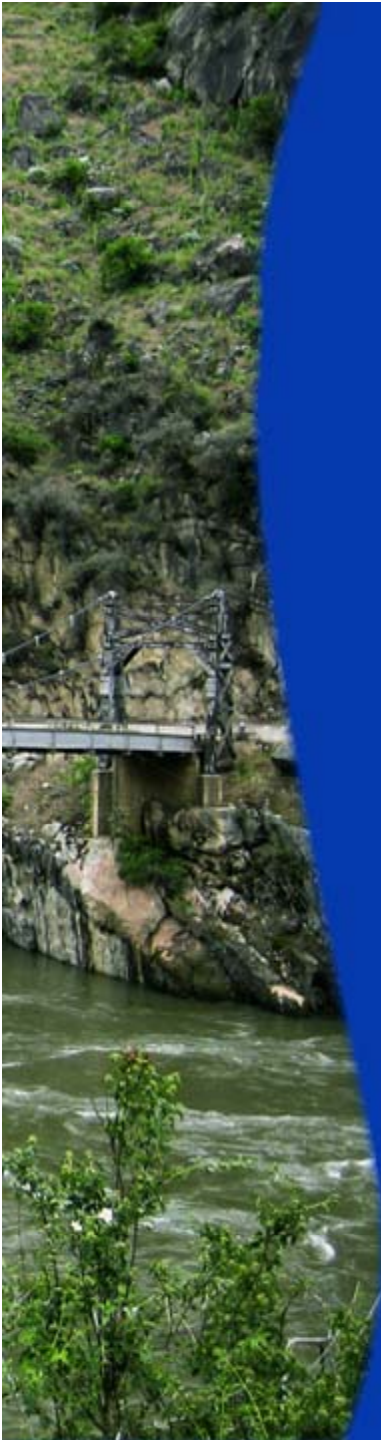
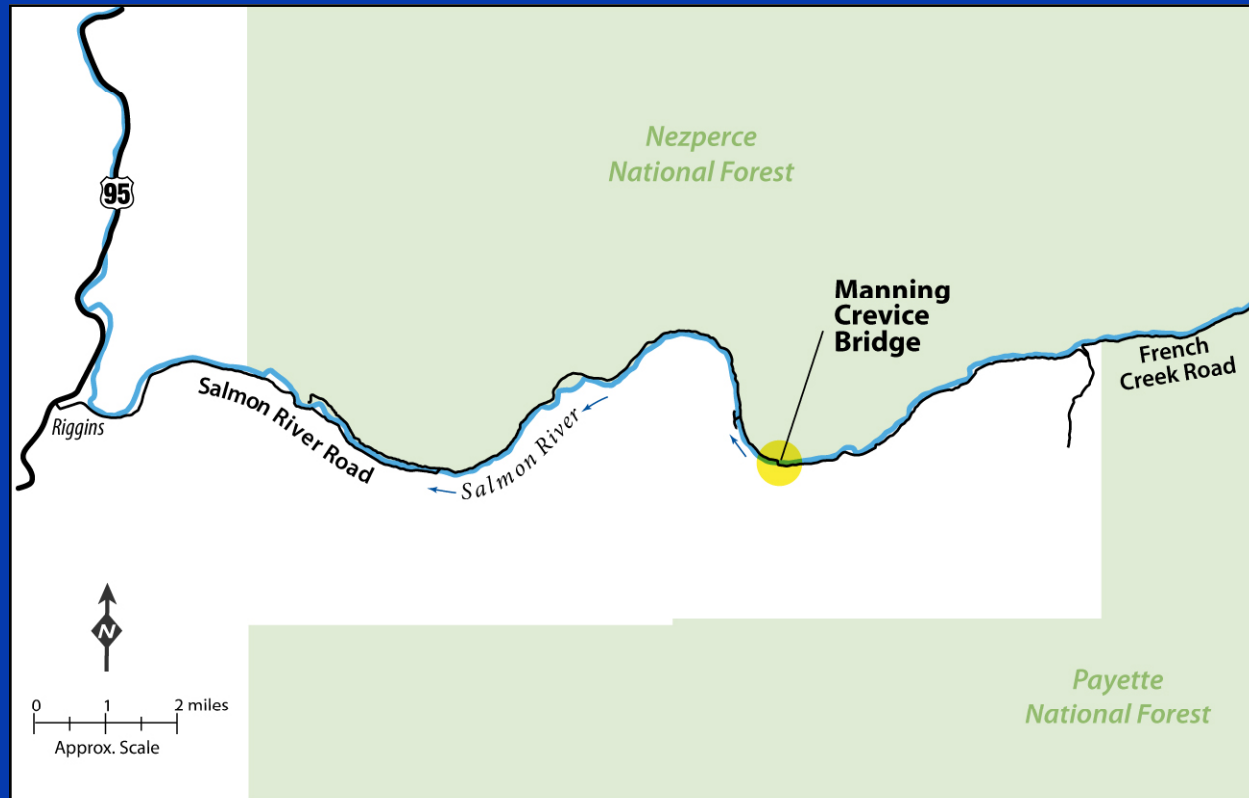
A photograph of a bridge over a river, partially obscured by a blue overlay. The bridge is a concrete structure with a metal railing, crossing a river with white water rapids. The surrounding area is rocky and has some green vegetation. The blue overlay is a large, semi-transparent shape that covers the right side of the image and contains the text.

# Agenda

- **Project Overview**
- **Selected Alternative**
- **Design Considerations**
- **Impacts and Mitigations**
- **Project Delivery and Next Steps**
- **How to Stay Involved**
- **Questions/Comments**

# Project Overview

- Manning Crevice bridge is a 248-foot long one-lane suspension bridge built in 1934 that carries Salmon River Road over the Salmon River.



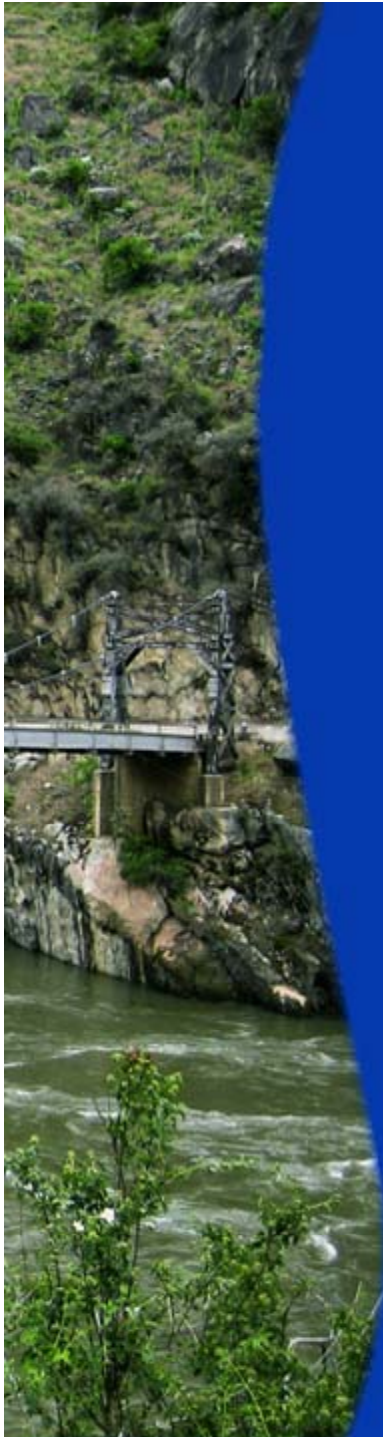
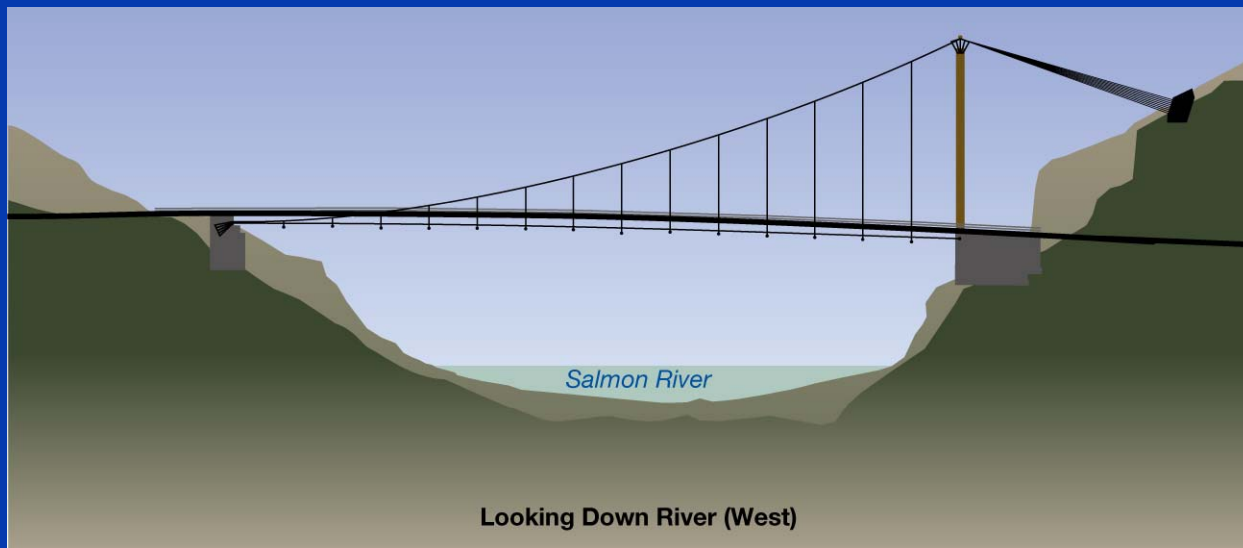


## **Project Overview**

- **The Manning Crevice Bridge has reached 70 years of service and is in need of upgrading to:**
  - **Ensure another 70 years of service life**
  - **Increase the deck width and load capacity**
  - **Improve the approach road turning radii and structure width to allow larger vehicles to cross the bridge**
- **Project funding included in the Idaho Transportation Department (ITD) Statewide Transportation Improvement Program (STIP) and the Idaho Forest Highway program.**

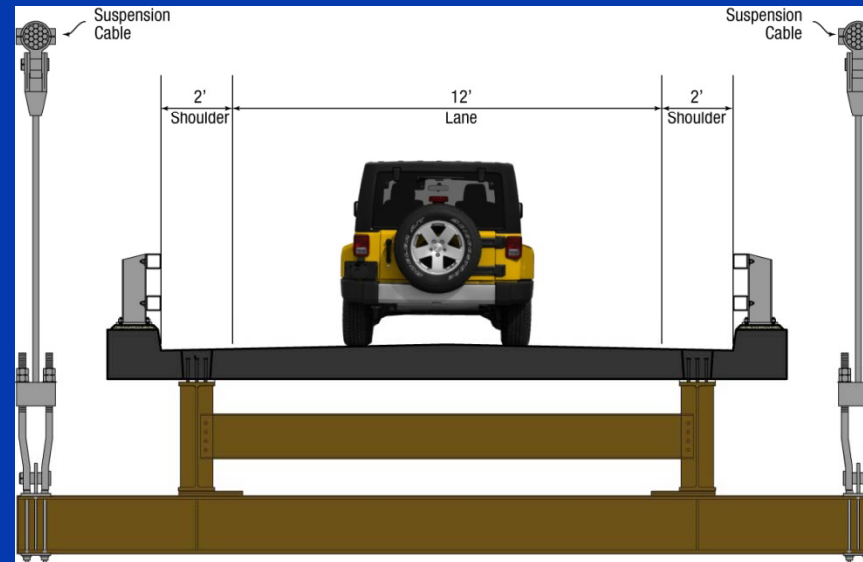
## **Selected Alternative:** **Asymmetrical One-Tower Bridge**

- The three final alternatives were presented to the public and stakeholders including the Bureau of Land Management (BLM) and National Forest Service (NFS).
- Based on the public and stakeholder input, design and construction challenges, the single tower asymmetric suspension bridge alternative was selected for this project.





# Why Asymmetrical One-Tower Bridge?

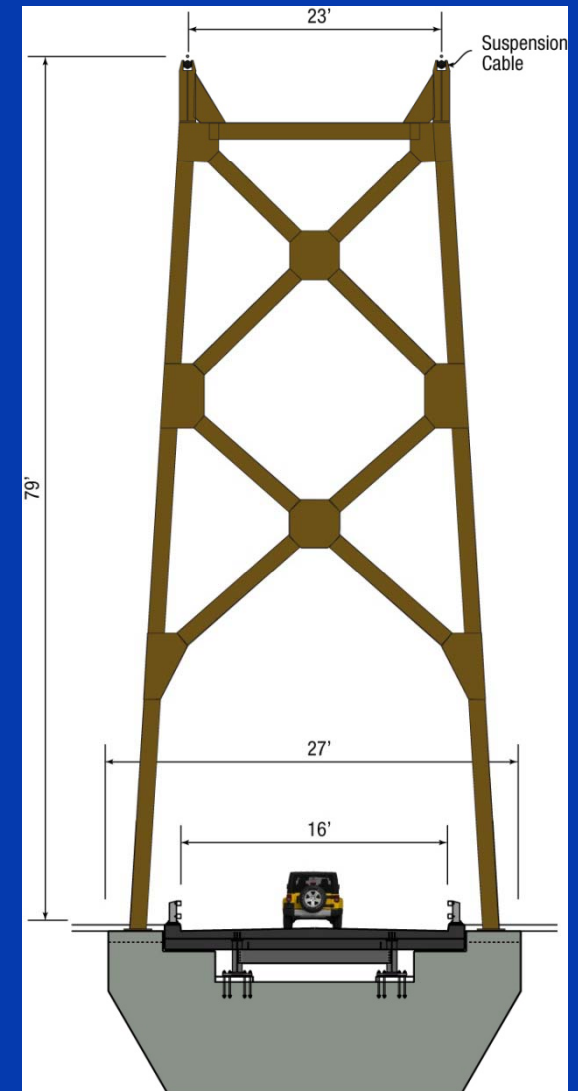


- Construction from the north side (Limited crane access on the south)
- Improved access and constructability
- Lower construction costs
- Eliminates tower and anchorage on the south hill side
- The tower aesthetically blends in with the surrounding environment

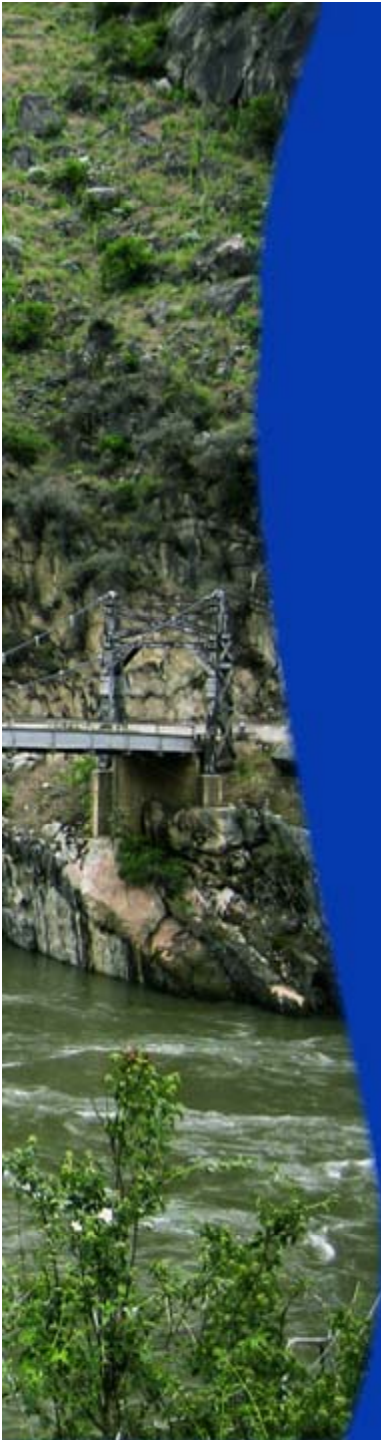
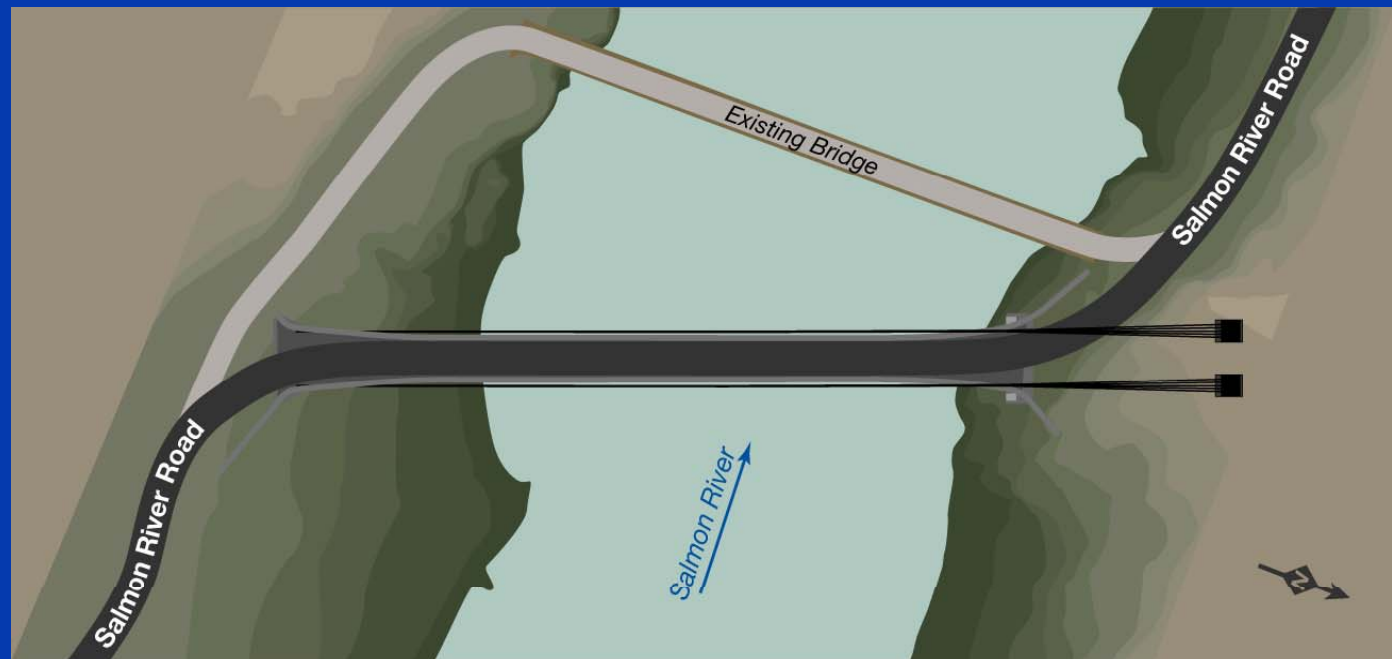


# Design Considerations

- Maximum vehicle size crossing the bridge
- Construction access and staging
- Construction materials
- Erection methods
- Removal and salvage of existing bridge
- Accelerated bridge construction



# Proposed Bridge Alignment





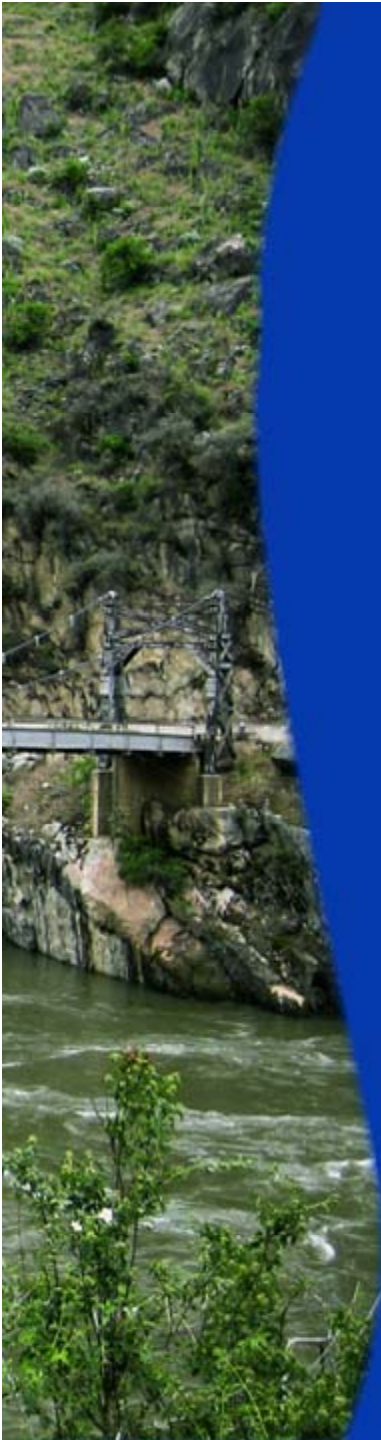
# Temporary Impacts and Mitigations

Temporary Impacts	Proposed Mitigation
<b>Traffic Delays and Potential Road Closures during construction</b>	<ul style="list-style-type: none"><li>•Provide public with advance warning of any potential road closures due to construction</li><li>•Restrict potential road closures to low traffic times (evenings, weekdays, etc.)</li></ul>
	<ul style="list-style-type: none"><li>•Maintain traffic during construction</li><li>•Existing bridge remains open until construction is complete</li><li>•No interruptions to river use</li><li>•Minimal construction delays</li></ul>
<b>Site Impacts</b>	<ul style="list-style-type: none"><li>•No permanent construction in river</li><li>•Recommended alternatives minimize temporary construction impacts to the river</li><li>•Restore existing site to its original or enhanced state</li><li>•Trail access will be constructed with the bridge</li></ul>



# What Happens Next?

Milestone	Timeframe
Complete Environmental Documentation	Summer 2012
Geotechnical Testing	Summer 2012
Selection of Construction Management General Contractor (CMGC)	Fall 2012
Finalize Design	2012 – 2013
Begin Construction	Early 2014





# How to Stay Involved?

## ■ Website

- Join our online mailing list to receive e-mail updates on major milestones and construction delays.

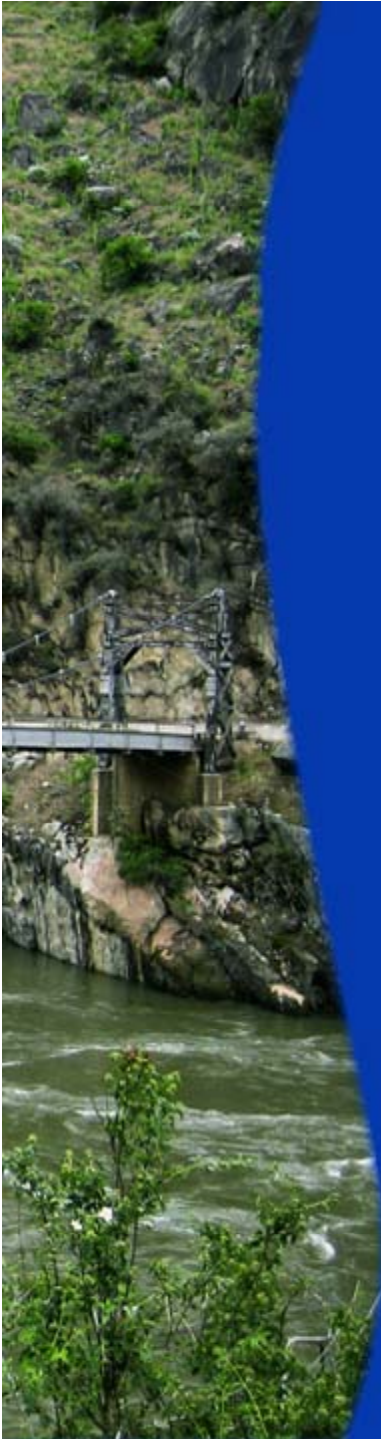
[www.wfl.fhwa.dot.gov/projects/id/manning-crevice](http://www.wfl.fhwa.dot.gov/projects/id/manning-crevice)

## ■ Email

- [manningcrevice@atkinsglobal.com](mailto:manningcrevice@atkinsglobal.com)

## ■ Mail

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Atkins  
4601 DTC Boulevard, Suite 700  
Denver, CO 80237



**Questions/Comments?**