



Manning Crevice Bridge

WELCOME

to the

Manning Crevice Bridge Replacement Public Meeting

Please take an opportunity to learn more about the project and the Selected Alternative in the exhibits presented. Project team members are available to answer any questions, get your comments, or discuss any concerns.

THANK YOU

for taking the time to get involved.



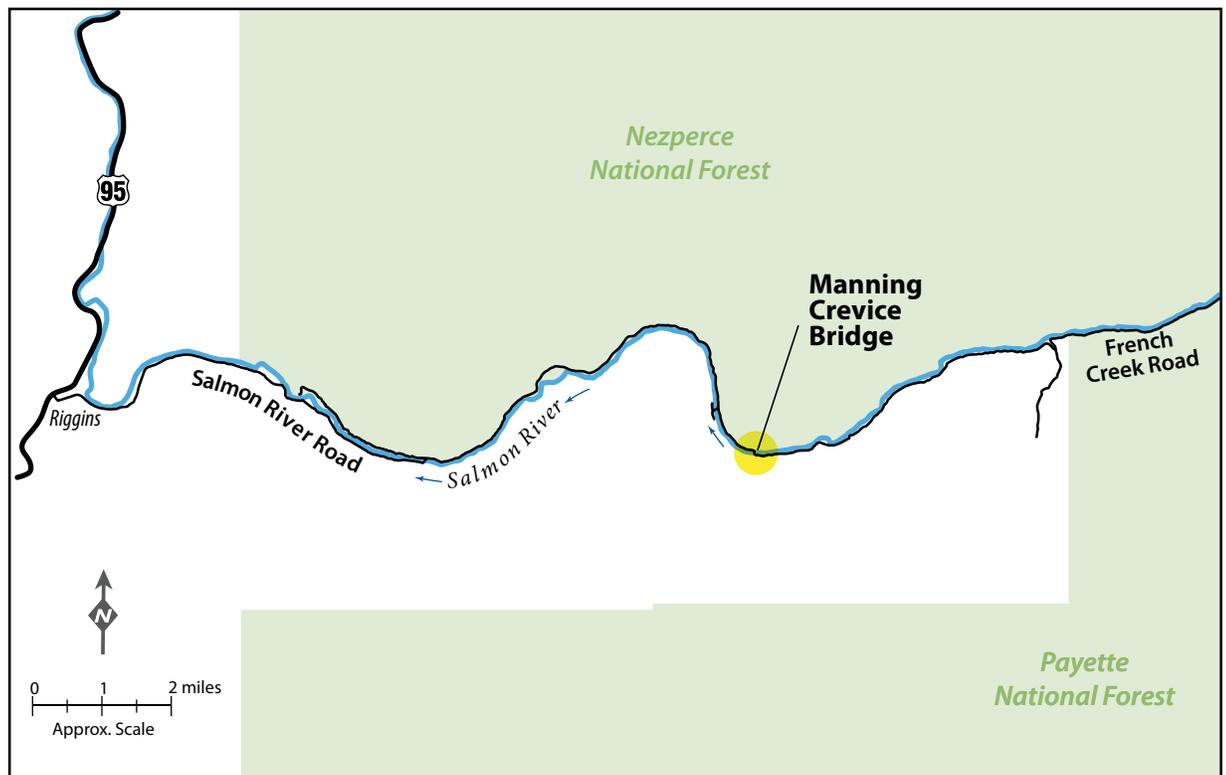
Project Overview

The Western Federal Lands Highway Division (WFLHD), Idaho County, and the U.S. Forest Service are recommending to replace the Manning Crevice Bridge over the Salmon River.

Funding for this project is included in the current Idaho Transportation Department (ITD) Statewide Transportation Improvement Program (STIP) and the Idaho Forest Highway program and is scheduled for construction in 2013.

Constructed in 1934, the Manning Crevice Bridge has reached its expected life span and is in need of rehabilitation or replacement. Deficiencies include:

- Not up to current bridge design standards
- Limited width and load capacity
- Limited vertical clearance
- Inadequate turning radii for larger vehicles



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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

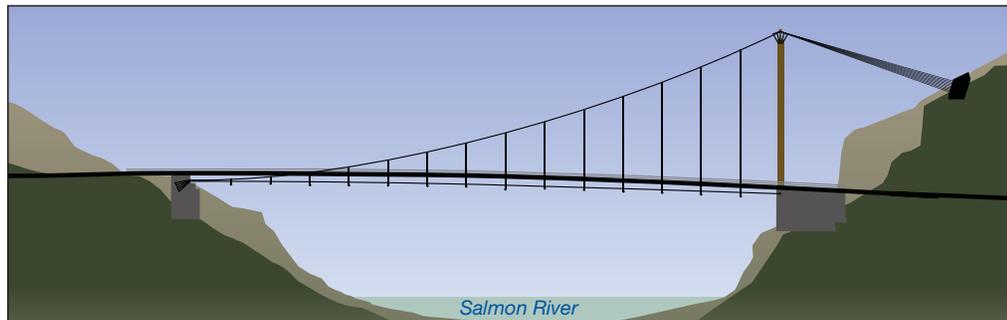


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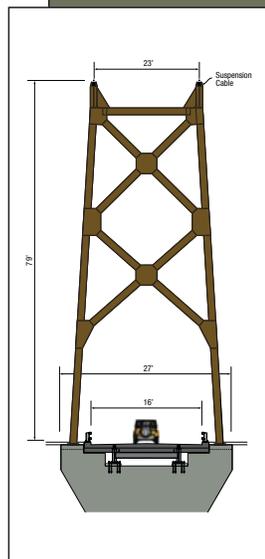
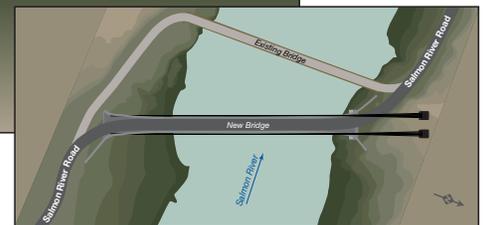
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Selected Alternative: Asymmetrical One-Tower Bridge

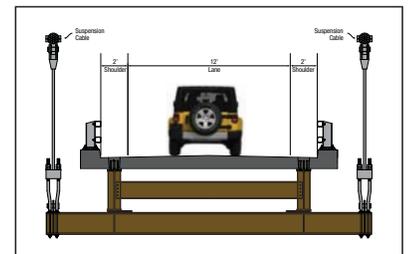


Looking Down River (West)



- 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
- Eliminates vertical clearance limitation under suspension cables
- Eliminates tower and anchorage on the south hill side
- Anchorage location on north side minimizes rock blasting

Design Considerations

- Maximum vehicle size crossing the bridge
- Construction access and staging
- Construction materials
- Erection methods
- Removal and salvage of existing bridge
- Minimize rock blasting
- Maintain traffic flow during construction



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Proposed Bridge Alignment



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How To Stay Involved

There are many ways to stay involved in the project including:

- Submit a comment form to the Project Team tonight
- Check out the website or join our online mailing list

www.wfl.fhwa.dot.gov/projects/id/manning

- Mail or email your comments/questions:

Manning Crevice Project Team

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