Weekly Newsletter, August 25, 2016

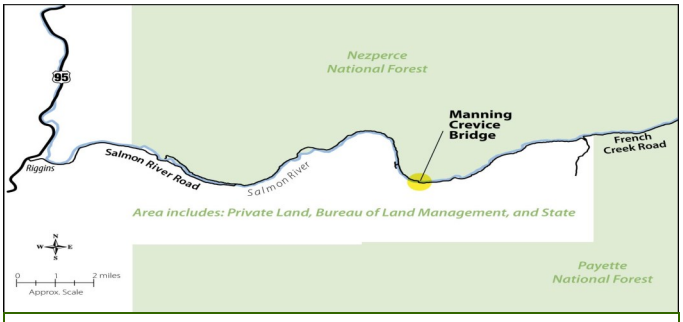
Manning Crevice Bridge

Project Description

This project replaces the existing bridge, which was constructed in 1934. It is in poor condition and not meeting today's bridge design standards. The new bridge will span over 300 feet, as a one-lane asymmetrical suspension bridge, including a 75-ft tall steel tower on the north end. The project expects to run until the winter of 2017.

Project Location

14 miles east of Riggins, ID on the Salmon River Road.



Road Surface Conditions

The current road surface is dirt, which can be expected the same throughout construction, with normal signs of construction activity. Remain cautious of the road's narrow condition, and the presence of workers and equipment.

Road and River Traffic Delays

Public traffic and river users can expect the typical schedule in the table **(right)**. The road/river is open during all weekends, holidays, and special events (Jet Boat, Rodeo, etc.). Short term river closures are only permitted for planned rock excavation activities, in which advanced notice would be provided, or for emergency situations. In the event of a short closure, river users can expect to see warning signs and flaggers posted upstream and downstream of the work. River passage will resume when the risk is mitigated and passage is deemed safe.

When flaggers are not present, normal yielding procedures are in effect when crossing the bridge. Workers may still be active on the jobsite.

Construction personnel are aware of the frequent and popular river-use—

Please be aware of construction activity during all passage through the project for a safe and fun trip!

Typical Schedule
(Mountain Standard Time)

6:00 a.m. to 8:00 a.m.	**Open Road and River**
8:00 a.m. to 4:00 p.m.	**30 minute delays permitted**
4:00 p.m. to 5:00 p.m.	**Open Road and River**
5:00 p.m. to 10:00 p.m.	**30 minute delays permitted**
10:00 p.m. to 6:00 a.m.	**8 hour delays permitted with road open to traffic on even hours (12:00 a.m., 2:00 a.m., and 4:00 a.m.)**

Expect Night closures the week of August 29.

Note:
A section of roadway on the south side has 10' width now that the 2nd crane is mobilized to the project.
Use available turnouts for safe yielding onto the bridge.

Current and Upcoming Work

Abutment 1 rock excavation, forming the global stability block, and enlarging the north crane pad.

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Trimming shell pile to elevation.

North Abutment: Increasing the size of the crane pad by drilling/driving shell piles (steel casing).

North Abutment: Forming the global stability block around the strand ground anchors.