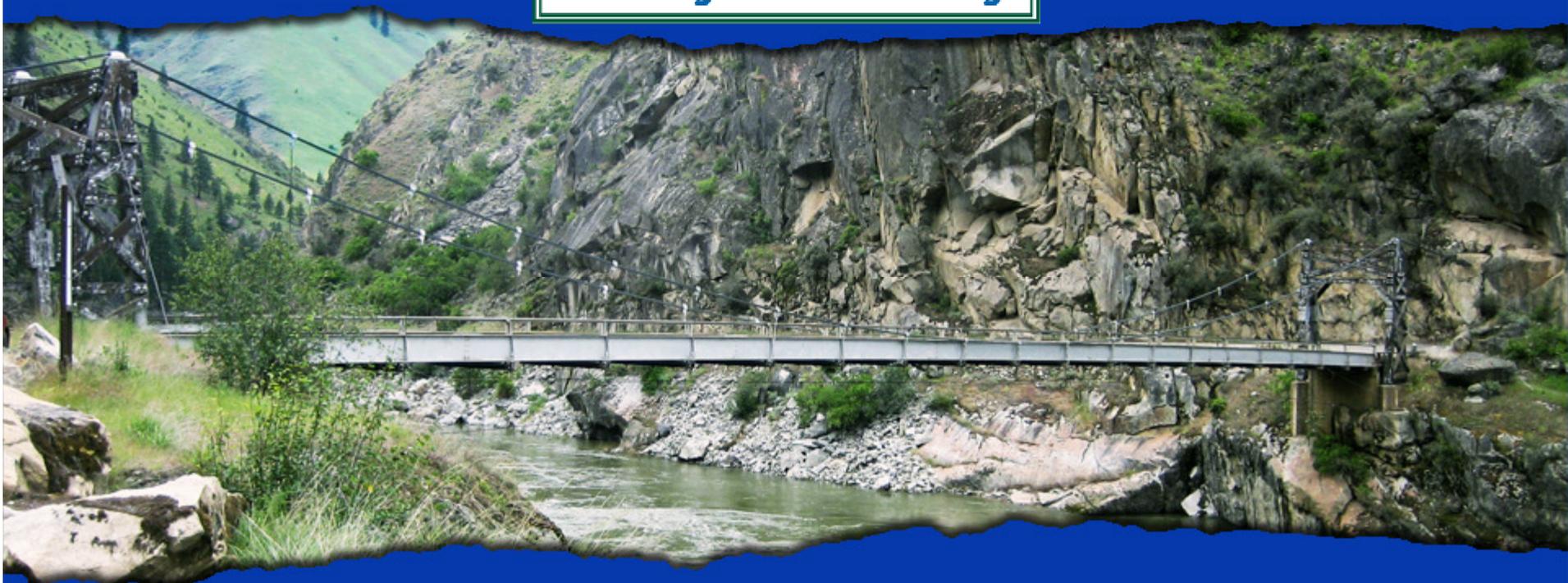


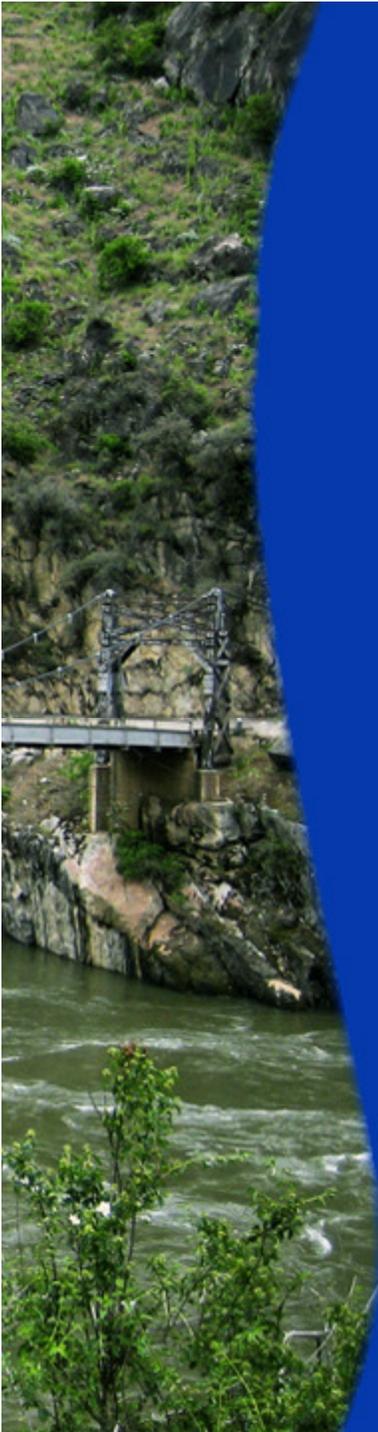


Manning Crevice Bridge



Public Meeting

July 15, 2014



Please have a seat.

**We will start
the presentation
shortly.**

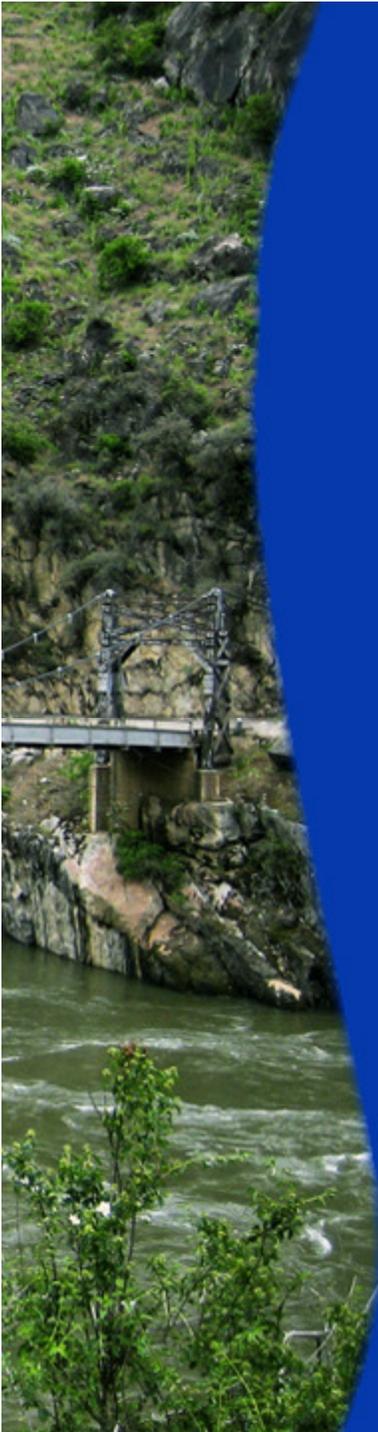
Thank You!



Manning Crevice Project Team

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

- **WFLHD Project Manager:** Greg Gifford
- **WFLHD Construction Ops Engineer:** Jim Rathke
- **WFLHD Environmental Specialist:** Steve Morrow
- **Consultant CM/GC Advisor:** Larry Reasch
- **Consultant Project Manager:** Alex Whitney
- **Sub-consultant Project Manager:** Bryan Foote
- **Roadway Design:** Kelly Hoopes
- **Public Involvement Specialist:** Anahita Behrad

A photograph of a bridge over a river, partially obscured by a blue overlay. The bridge is a concrete structure with a metal railing, supported by a concrete pier. The river is turbulent and greenish-brown. The background shows a rocky, vegetated hillside.

Agenda

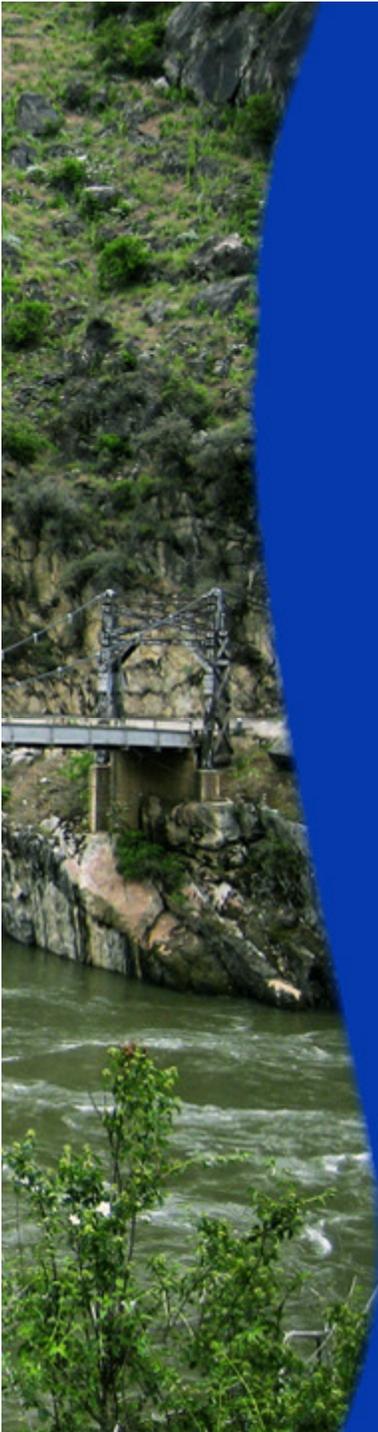
- **Project Progress**
- **Project Overview**
- **CM/GC Project Delivery**
- **Impacts and mitigations**
- **Next Steps**
- **How to Stay Involved**
- **Questions/Comments**

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.

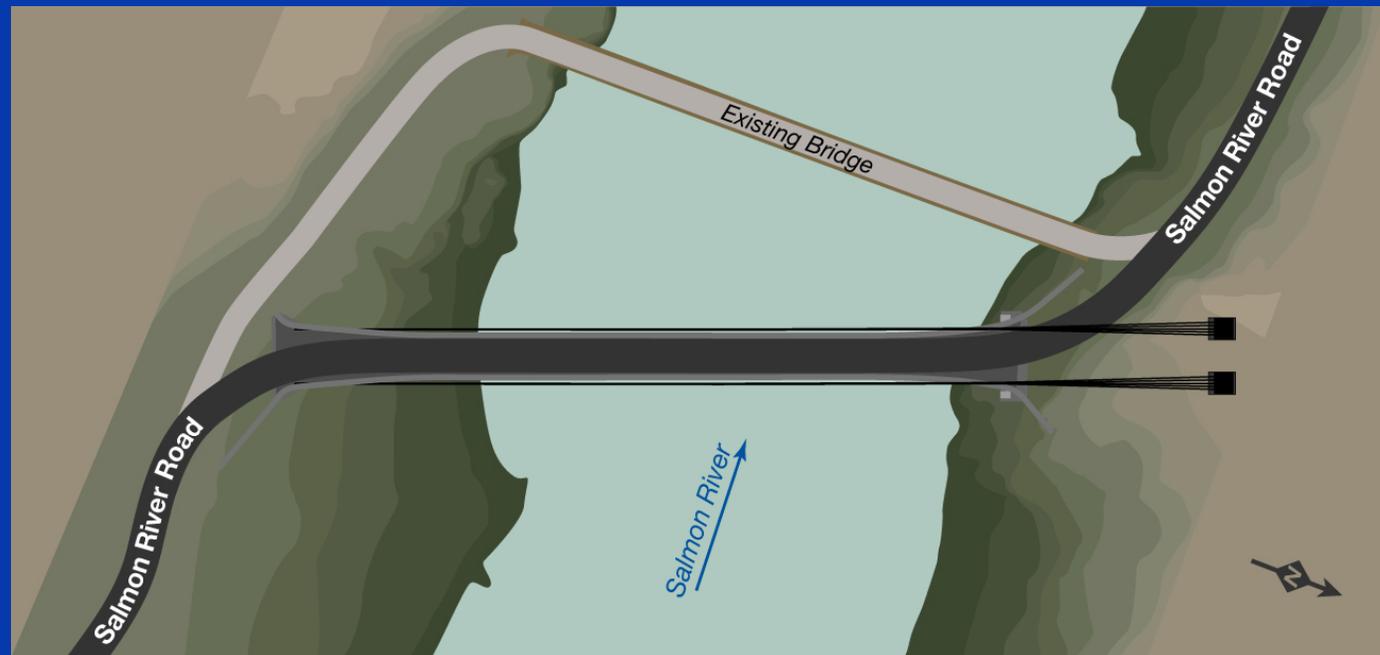
Project Progress

- Replacement and repair alternatives investigated
- Replacement alternative selected
- Environmental clearance secured
- Project funding secured
- Design completed to 30% level
- CM/GC Selected

Selected Alternative: Asymmetrical One-Tower Suspension Bridge

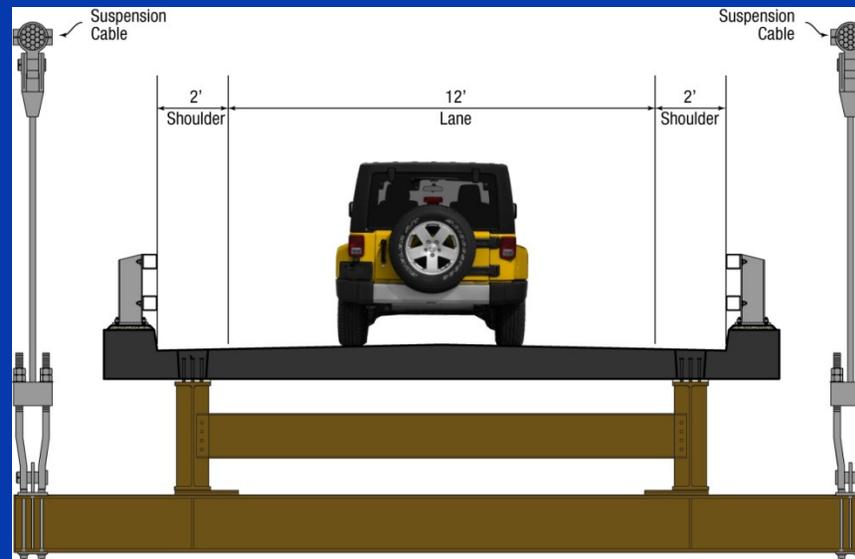


Proposed Bridge Alignment



- Offset alignment allows existing bridge to remain open during construction
- Improved curves make bridge easier to negotiate and allow larger vehicles to cross

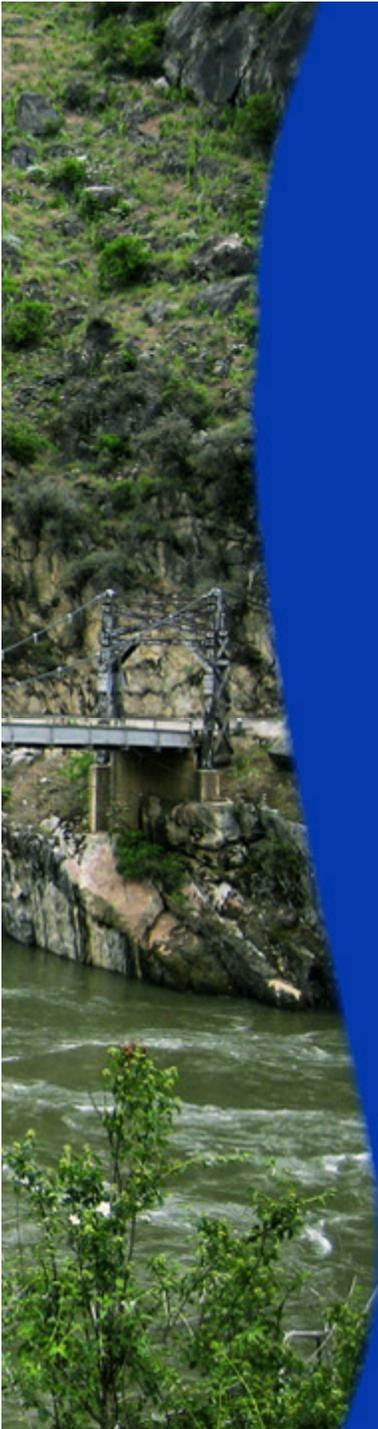
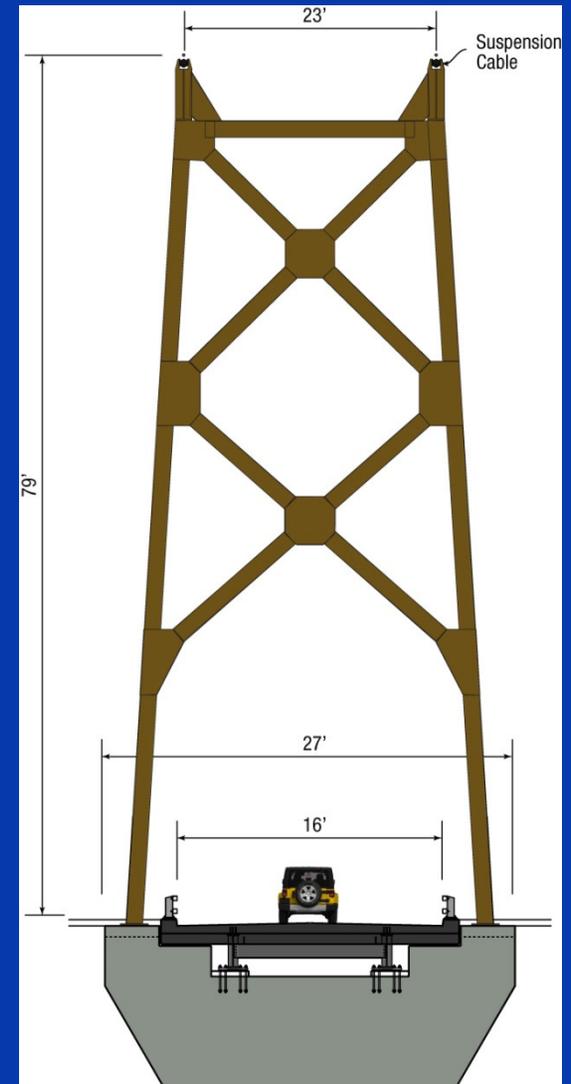
Why Asymmetrical One-Tower Bridge?



- Construction access to the north bank, where the tower is located, is easier and quicker than the south bank
- Eliminating tower on the south hill side removes suspension cable clearance as an issue and allows a broader roadway curve

Design Considerations

- Maximum vehicle size crossing the bridge
- Construction access and staging
- Construction materials
- Erection methods
- Cable anchorage locations
- Maintaining traffic





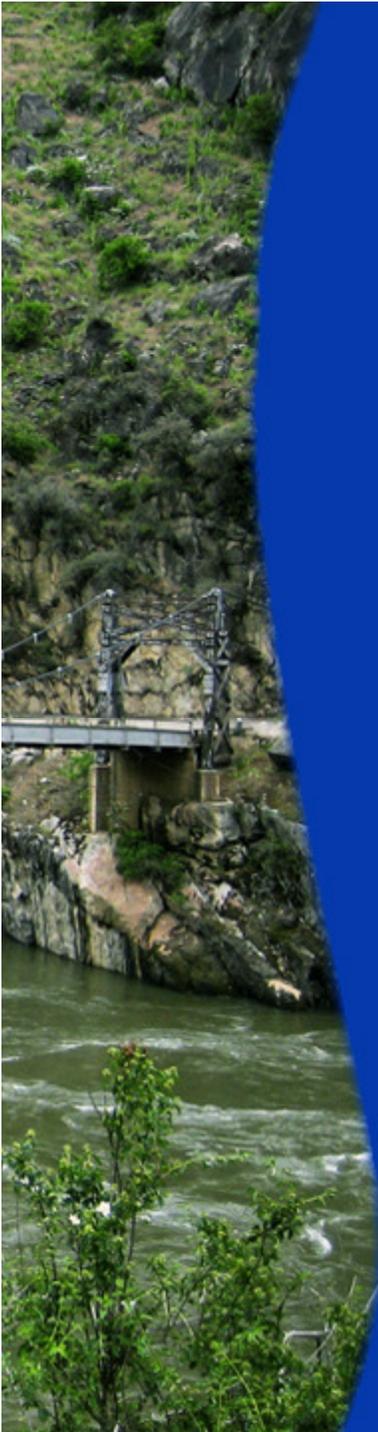
CM/GC Project Delivery

- **Construction Manager/General Contractor**
- **Designers, contractor, and WFLHD work together to complete design**
- **Benefit: Opportunity to improve design and construction**
- **Benefit: Impacts can be addressed as design is completed**
- **Construction does not start until design is complete**

Site Impacts and Mitigations

Temporary Impacts	Proposed Mitigation
Site Impacts	<ul style="list-style-type: none">• No permanent construction in river• Recommended alternatives minimize temporary construction impacts to the river• Restore existing site to its original or enhanced state• Permanent trail access on north bank will be constructed with the bridge

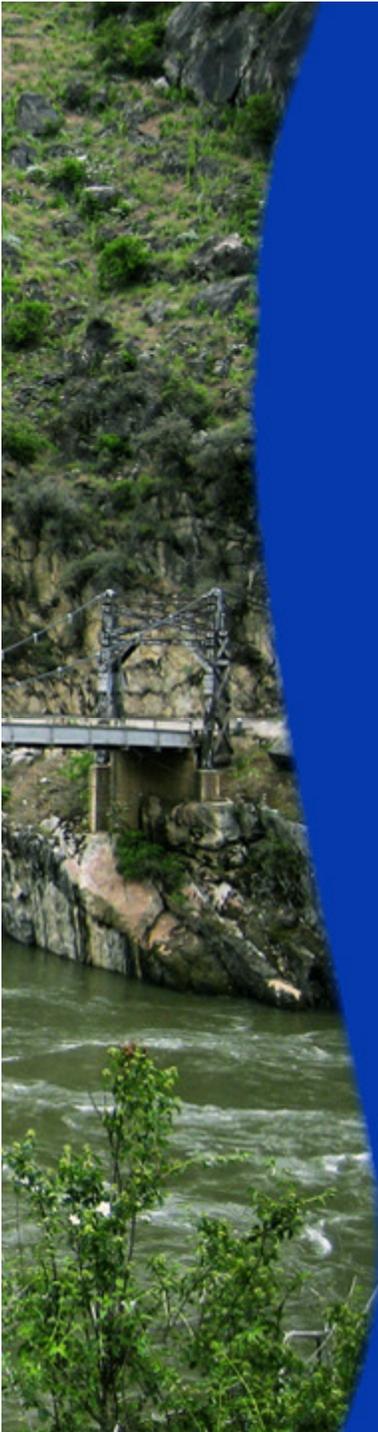




Traffic Impacts and Mitigations

Project commitment: Maintain existing road traffic during construction

Temporary Impacts	Proposed Mitigation
Traffic Delays and Potential Road Closures during construction	<ul style="list-style-type: none">• Offset bridge alignment allows existing bridge to remain open until construction is complete• Restrict road closures to low traffic times (evenings, weekdays, etc.)• Provide public with advance warning of any road closures



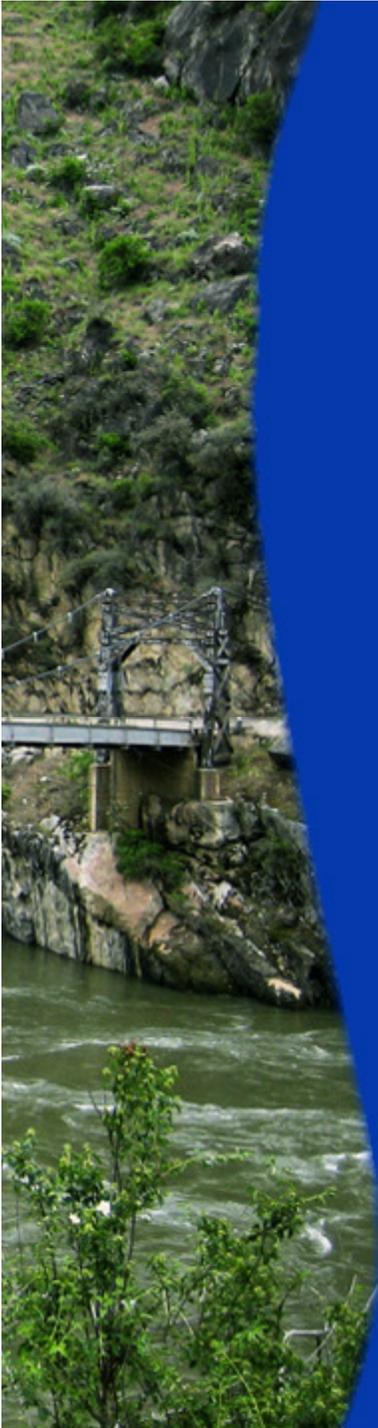
River Use Impacts and Mitigations

Project commitment: Maintain existing river use during construction

Temporary Impacts	Proposed Mitigation
River use delays and closures during construction	<ul style="list-style-type: none">• Minimal temporary construction in river – none in main channel• Short duration closure of river may be necessary for blasting or other activities• Restrict river closures to low use times (evenings, weekdays, etc.)• Provide public with advance warning of any river closures

What Happens Next?

Milestone	Timeframe
Begin design	Summer 2014
Complete design	Spring 2015
Finalize costing	Summer 2015
Begin construction	Fall 2015





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

■ Email

- manningcrevice@atkinsglobal.com

■ Mail

- Manning Crevice Project Team
Atkins
4601 DTC Boulevard, Suite 700
Denver, CO 80237



Questions/Comments?