



# Meeting Summary

**Meeting: Manning Crevice Bridge Replacement - Public Meeting**

**Date/Time: July 15, 2014/6:00 – 7:00 pm**

**Location: Salmon Rapids Lodge, Riggins, Idaho**

**Attendees:**

Jimmy Foy	Bill Lenhart	Gerald Kooyers
Dave Cook	Ann Cook	Carl Smid
Linda Smid	Frank Migriery	Rocke Wilson
Claudie Wilson	Norm Klobetenz	Mary Nuckols
Craig Johnson		Mike Adams
George Nuckols		
<b>Project Team Attendees:</b>		
Greg Gifford	Alex Whitney	Jim Rathke
Brian Foote	Anahita Behrad	Kelly Hoopes
Steve Morrow	Larry Reasch	Zeke Johnson
Mark Vessely	Jeff Cartwright	

A public meeting for the Manning Crevice Bridge Replacement project was held on Tuesday, July 15, 2014, from 6:00 to 7:00 pm. This was the third public meeting held for the project in which the project team introduced the project, discussed the selected alternative, and invited the public to provide feedback on the alternatives presented.

**Meeting Overview**

A formal presentation was held to update the public on the project progress, provide a project overview, introduce the project contractor, and talk about the next steps.

**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 the feedback received.

- The existing bridge is lower on the north side compared to the south side, is the new bridge the same?
  - The proposed bridge is also higher on the south side and was set this way to maintain the same clearance below the bridge to the river surface. The updated design has been configured to eliminate drainage, sight distance and yielding issues.
- Will there be guardrails on the south side?
  - Yes – along the proposed retaining walls.
- When will the blasting happen?
  - July/August
- Who owns and maintains the new bridge?

- The Forest Service owns the bridge but Idaho County will be responsible for maintaining it.
- What is the load limit on the bridge?
  - 36 ton truck and permit vehicles it also includes a turn radius for 18-wheelers
- What happens to the old bridge after the new one is constructed?
  - It will be torn down. There is a possibility to salvage some parts for historic purposes
- There is an overhanging buttress for rock climbing downstream from the existing bridge, will it be impacted?
  - No
- How much does the project cost to be constructed?
  - \$7.5 million for construction-fully funded
- How will the public be notified with the construction schedule?
  - During construction, newsletters will go out to let people know about upcoming construction schedule.
- Will it be painted?
  - It will be determined during final design
- What is the maintenance on the cables?
  - The cables will be waterproof; however, the maintenance depends on the coating of the cables. The bridge will be inspected every two years. There will be an in-depth inspection every five to six years – ITD will be responsible for the inspections.
- Is there a risk of rockfall hazard where the anchors are?
  - The area is within a rockfall hazard zone, however this issue was taken into consideration during the design and location of the anchors
- How are you planning to waterproof the cable?
  - This will be finalized during final design and construction. Some methods include fiber-wrapping and asphaltic wraps.
- Will there be a viewing platform for tourist?
  - The project team is considering a viewing location on the south side between the old and the new bridge.
- Will there be a sidewalk on the bridge?
  - Pedestrians can cross the bridge on the shoulders but no dedicated sidewalk has been designed.
- Will there be any last minute change on design?
  - The designs are 90% to 95% sure it is final, but there is a possibility of change with the contractor.
- How tall is the tower?
  - About 80 feet.
- Has a steel bridge been considered?
  - The project team initially looked into a steel bridge – without the suspension cables, the thickness of the bridge would be a lot more than what is currently designed (3 feet)
- How many anchors does the new bridge include and how deep will they be drilled into the rocks?
  - There are nine anchors on each side, and they will be drilled about 55 feet deep into the rocks

### **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 comments do you have regarding the project delivery or construction method for this project and how do you think the construction can be completed with the minimum impacts to your everyday life?**
  - Two concerns of the bridge project:
    1. Packed ice with bridge elevations on south side
    2. On the north side of bridge, the parking of cars at the trail head
  - I am a BLM/Fisheries /Wildlife Biologist, primary concerns regard fisheries, wildlife, water quality and habitat impacts. All comments will be submitted as a cooperating partner thru BLM Project Coordinator Jeff Cartwright, Realty Specialist or Will Runnoe, BLM Field Manager
  
- 2. Which of the following issues are you concerned with regarding the Manning Crevice project?**
  - Construction/Traffic Delays (1)
  - Aesthetics (1)
  - Environmental Concerns (1)
  
- 3. Do you have any additional comments, questions, or concerns?**
  - Will submit comments thru BLM project coordinator Jeff Cartwright, BLM project coordinator or Will Runnoe, BLM Field Manager

Please contact **Anahita Behrad** with **Atkins** at **303-221-7275** or [Anahita.behrad@atkinsglobal.com](mailto:Anahita.behrad@atkinsglobal.com) 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.