

Williams Creek (Shoup) Bridge Replacement Project

Public Scoping Meeting Summary

Wednesday, August 12, 2014

6:00-8:00 p.m.

Public Lands Center (US Forest Service/BLM)

Conference Room

1206 S. Challis Street

Salmon, ID

Introduction

A public meeting was held on August 12, 2014, in Salmon, Idaho, to introduce and provide an overview of the Williams Creek (Shoup) Bridge Replacement project, outlining the options being considered, and to collect feedback from the public.

Public Outreach

Notification for the meeting included an invitation postcard mailed to approximately 1,100 area residences and businesses, including the project stakeholder list.

An email meeting reminder was sent to 25 email addresses included on the stakeholder list. Meeting details were also included WFLHD project web site,

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

Project Presentation

Attendees were invited to sign in and add their names and contact information to the project mailing list. Forty one (41) people signed in. Comment cards were made available.

The meeting was staffed by Western Federal Lands Highway Division project manager Greg Gifford, and two consultants. The room was set up with display boards and a presentation area. Displays included a project area map, schedule, the different options being considered, next steps and contact information. People were encouraged to view the displays before and after the presentation and to interact with project staff.

Greg introduced the project team members present, Mark Hirota consultant project manager and Stacy Thomas, public involvement specialist. Mark led the project presentation which included the project need, the different options considered, the options being further studied and a general project schedule. He also led a Q&A session.

Public Comments

Attendees were invited to submit their comments about the project. Ten comments were submitted via comment form or email. A summary of the key themes and issues that were raised during the Q&A session at the meeting and on submitted comments include (responses in italics, where applicable):

- **Access across the Salmon River to Highway 93 during construction is extremely important to the community in the project area.**
 - *The team understands the unanimous concern regarding access and it will be a key factor in the evaluation of options moving forward.*

- **Some participants indicated that replacing the bridge should wait until conditions worsen while others agreed that being proactive was the best course of action.**
 - *The bridge is not currently deemed unsafe but the bridge condition, as reported in the bridge inspections (and confirmed by the design team) indicates an increasing amount of maintenance is needed to keep the bridge in good working order.*

The condition is such that it places the long term reliability of the bridge in question. If any issue with the bridge were to come up such as debris or ice hitting the in-water piers and jarring them enough to misalign the girders or the deck developing a pot hole through the deck, the bridge would be out of service for several weeks, while an emergency contract is issued and repairs restore service.

- **It was noted that straightening the roadway curve and widening the bridge may result in increased vehicle speeds, which is a concern.**
 - *We understand the concern for the possibility of increased travel speed. The existing curve certainly has some influence on the traveling speed approaching the bridge, but the narrow single lane width of the bridge is a greater factor in keeping traveling speeds down. With the addition of a second lane on the bridge, traveling speeds may increase, but proper signing, striping and roadway geometry will ensure that safety standards are met.*

- **Participants indicated that boat launch safety is a low priority for this area.**
 - *Boat launch safety is an issue that was raised during our initial site survey. It was an evaluation criterion for our initial screening, but providing adequate hydraulic capacity for flooding and ice flows will drive the design. Options to repair the bridge were investigated but considering the number of items needed to be addressed and their cost, it was more cost efficient to replace the bridge.*

- **Concern that Option A has already been decided upon (one commenter said there is a belief that right-of-way has already been purchased for that option).**
 - *The land has not already been purchased for Option A. The State of Idaho only has jurisdiction within Highway 93 right-of-way. The final option has not been determined and public meetings such as the one held in Salmon offer valuable feedback to the design team.*

- **Schedule duration and timing**
 - *The schedule and duration are not yet set. With in-water work windows and some weather constraints, the project will likely require two construction seasons to complete.*

- **Project funding**
 - *Project funding is secured and is not at risk.*

- **Potential new bridge locations and impacts**
 - *The exact location of the new bridge has not be determined yet but cost effective alignment options keep the bridge on or near the existing bridge site. Impacts for each option will be carefully considered.*

- **Right-of-way needs and process**
 - *As the evaluation of alignment options gets further refined, the right of way needs will reveal themselves. At this early point in the design process, it is too early to define the right of way needs and the specific process.*

- **Potential for bicycle and pedestrian lane/component**
 - *There are several factors that will improve the facility for bikes and peds including:*
 - *The traffic volume is low and is not projected to significantly increase. Vehicular breakdowns on the bridge, blocking the shoulder should be a very rare occurrence.*
 - *The traveling speed is low. The proximity of the intersection with Highway 93 will keep traveling speeds down.*

- *Safety will be improved with lanes and shoulders being marked with striping. There may be the potential for a rumble strip texturized type striping.*
- *The bridge railing height will be increased (from a standard 32" to 42" railing) to be more bike and ped friendly.*
- **Potential for artistic enhancements on the bridge**
 - *Once the alignment options have been screened down to a single preferred alternative; bridge location and type of bridge, input will be gathered regarding thoughts on artistic enhancements to the bridge.*
- **Some commenters indicated preference for a single span bridge**