

# Williams Creek (Shoup) Bridge Replacement Project

## Public Meeting Summary

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**Wednesday, February 4, 2015**

**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 February 4, 2015, in Salmon, Idaho, to provide an update on the Williams Creek (Shoup) Bridge Replacement project, share the preferred alternative, collect feedback from the public on construction staging and to discuss next steps.

### Public Notification

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 48 email addresses included on the stakeholder list. Meeting details were also included WFLHD project web site, [www.wfl.fhwa.dot.gov/projects/id/shoup](http://www.wfl.fhwa.dot.gov/projects/id/shoup)

### Project Presentation and Discussion

Attendees were invited to sign in and add their names to the project mailing list. Twenty-three people signed in. Comment cards were made available.

The meeting was staffed by Western Federal Lands Highway Division project manager Greg Gifford, and four consultants. Display boards were set up in the lobby outside of the presentation area. Displays included project overview, preliminary engineering drawings of the bridge and roadway, next steps and contact information. Attendees viewed the displays and talked with staff before and after the presentation.

Greg introduced the project team members present, Mark Hirota consultant project manager, Pete Geiger, environmental specialist, Matt Miller, bridge designer, and Stacy Thomas, public involvement specialist. Mark led the project [presentation](#) which included a project overview and status update, discussing the preferred alternative of a single span bridge located in its current location. Mark also outlined the construction staging options considered and their trade-offs, next steps and how to stay involved. The next public meeting is anticipated to be held early this fall to review more detailed design and staging plans. Construction is anticipated to begin in the summer of 2016.

#### *Construction Staging Discussion and Feedback*

Mark led a discussion with the meeting attendees about the preferred construction staging option. As was explained in the presentation, the preferred option accesses the work site from the SW quadrant and uses the existing bridge as the detour bridge while the new bridge is built upstream at a temporary location. When the new bridge is completed, traffic will move to the new bridge and the existing bridge will be demolished. Traffic across the river will be closed for 2 days (maximum) while the new bridge is slid downstream to its new location.

This staging option has the least impacts to the riparian area, the campground and boaters (the campground and boat ramp will be open during construction except for short-term closures for public safety), and includes a savings in both construction cost and time. Mark explained that we heard clearly from the public at our last meeting, that minimizing bridge closures during construction was critical and the team subsequently will develop mitigation measures for the “slide-in/two-day closure option.” Mark shared some of the issues the project team and project partners have identified that a two-day maximum road closure would have to mitigate for. These issues include: **public communication and ample notification; providing emergency services; avoiding fire season and hunting season.** The team then asked attendees what else should be addressed. Meeting attendees provided the team with the following:

- Minimize noise and night work
- Provide accommodations in town for people who work
- Short term traffic holds
- Coordinate with EMS
- Provide a shuttle system
- Consider Friday as a closure day since there is no school

- Avoid peak summer season (variety of reasons, including many seniors vacationing in the lake area)
- High water/ice flows
- Avoid fishing season

For the staging option considered, the team discussed the need to locate an off-site primary construction staging area. Some options were discussed, including the triangle parcel owned by Lemhi County located where Williams Creek Road and Spring Creek Road split.

## **Other Public Comments**

Attendees were invited to submit additional comments about the project via comment card, email or mail. One comment was submitted via mailed comment card. The comment noted that Fife Lane that intersects Williams Creek Road west of the bridge is below grade and is a hazard to vehicles entering Williams Creek Road. The area floods due to an undersized culvert running under the roadway. The commenter asked that the road be brought up to grade and that a properly sized culvert be installed, as part of the project.