

# Williams Creek (Shoup) Bridge Replacement Project

## Public Meeting Summary

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**Wednesday, August 19, 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 August 19, 2015, in Salmon, Idaho, to provide an update on the Williams Creek (Shoup) Bridge Replacement project, show the 70% design, discuss the construction stages, discuss how a through arch bridge is constructed, illustrate the slide-in construction process, collect feedback from the public regarding issues and needs during the 48-hour closure, answer questions and 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 53 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-nine people signed in. Comment cards were made available.

The meeting was staffed by Western Federal Lands Highway Division project manager Greg Gifford, two other Western Federal Lands Highway Division staff and six consultants. Five display boards were set up in the lobby outside of the presentation area. Displays included project overview, design drawings of the bridge and roadway,

next steps and contact information. Attendees viewed the displays and talked with staff before and after the presentation.

Mark Hirota consultant project manager introduced the project team. Mark and Matt Miller, bridge designer, led the project presentation which included a project overview and schedule update, review of the different construction stages and sequencing for a typical through arch bridge type, illustration of the slide-in construction technique, next steps and how to stay involved. The next public meeting is anticipated to be held just prior to construction, which is estimated to begin in the summer of 2016.

#### *Discussion/Q&A*

Mark led a Q&A session. The following is a summary of key questions and comments received:

- Ice jams could occur between December and February.
- Is the curve in the roadway west of the bridge still going to be straightened?
  - *Mark responded that the curve would be slightly softened, but the reversing curves will still remain. We did hear from many people early in the process about their desire to keep the curves because they slowed traffic down.*
- Will there be a detour over the boat ramp? *No.*
- Will there be a two-lane bridge during construction?
  - *Mark explained that the detour will be a single lane with traffic alternating as they do today. The sight distance will be reduced on the detour route, so a temporary traffic light will be set up. The single lane detour minimizes the impact to the BLM campground.*
- How will the bridge be pushed into place?
  - *Mark explained that several methods have been successfully used to either push or pull the bridge. In many cases, some sort of hydraulic piston or ram is used.*
- Will there be changes to the Hwy 93 northbound turn lanes? *No.*
- Request to make the presentation available as a pdf.

- *Stacy Thomas, Public Involvement Specialist, indicated that the presentation would be sent to the interested parties list as well as posted on the project web site.*
- Is there the required expertise in the United States to perform the slide-in?
  - *Mark provided a few recent examples of this work being successfully completed, including the Sellwood Bridge in Portland, which was a three-span bridge and the single span Skagit River Bridge, carrying I-5 near Burlington, WA. Greg Gifford also mentioned the Lardo Bridge in McCall that ITD just completed.*

Mark then led a discussion with the meeting attendees about their issues and needs during the 48-hour closure. The following issues were identified:

- 30-day notice from contractor. Minimum 2 weeks-date certain notice (hitting mailboxes a solid two weeks before closure).
- Sunday church attendance may be affected by Sunday closure. But when weighed with the impacts of people who work on Friday if the bridge closure begins then, Saturday and Sunday may be preferable.
- Need a solid plan for health emergencies.
  - Ambulance on west side with ability to cross
  - Boat (not viable when iced over – usually February)
  - Helicopter
- Fire services stationed on west side – truck and water supply.

## **Other Public Comments**

Attendees were invited to submit additional comments about the project via comment card, email or mail. No additional comments were received.

## **City Council Presentation**

Greg Gifford and Stacy Thomas provided a project overview and update to the City Council, whose meeting ran concurrently with the project's public meeting.