

DAVEY'S BRIDGE REPLACEMENT

Meeting Summary

Meeting: Davey's Bridge Replacement - Public Meeting

Date/Time: July 19, 2011 / 6:00 – 8:00 pm

Location: Garden Valley High School, Garden Valley, Idaho

Attendees:

| | |
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| Jamie Anderson | Lois Heffernan |
| Ron Kulm | Kathy Reay Kulm |
| Bruce Reay | David Bagnard |
| Linda Reay | |

Project Team Attendees:

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| Greg Gifford, WFLHD | Kristin Lang, Atkins |
| Elisa Carlsen, WFLHD | |

A public meeting for the Davey's Bridge Replacement project was held on Tuesday, July 19, 2011, from 6:00 to 8:00 pm. A 30-minute presentation was prepared and schedule to begin at 6:00 pm, but the project team was able to walk through the boards and provide an informal presentation because of the low attendance. This was the first public meeting held for the project in which the project team introduced the project, provided an overview, discussed project criteria, requirements, environmental overview and invited the public to provide feedback.

Meeting Overview

Davey's Bridge crosses the Middle Fork of the Payette River near the intersection of the Banks-Lowman Highway and the Middle Fork Road. The existing two-lane bridge was built in 1960 and has a current sufficiency rating of 46.9 out of 100. The bridge is not up to current bridge design standards. Other deficiencies include a limited width and load capacity and inadequate intersection turning movements.

The Davey's Bridge project is a cooperative effort between Western Federal Lands Highway Division (WFLHD), Boise County, and the Idaho Department of Transportation (ITD). Funding for the bridge replacement is included in the Federal Bridge Replacement Program and is scheduled for construction in the summer of 2012. Once the construction of Davey's Bridge is complete, ITD has planned to assume ownership and maintenance of the proposed structure.

The 30% preliminary design was completed in September 2010. Currently, the intermediate design is being completed. The project includes designing the structure to meet the current bridge design standards, providing adequate turning movements for the intersection, and maintaining traffic during construction. The proposed bridge is 69 feet, 7 inches wide and 162 feet, 4 inches long. Two structure types for the proposed bridge are included in the construction contract for constructability and cost benefits. The contractor will provide bids on both the concrete and steel structure types.

In 2010, a traffic analysis was completed for the replacement of the bridge and the intersection. The *ITD Traffic Manual (January 2010)* recommended including right and left turn lanes on Banks-Lowman Highway.

The project has completed environmental compliance and documents including:

- Biological Assessment
- Wetland Delineation and Water Resources Report
- Cultural Resources Survey Report

The Davey's Bridge is considered a historic bridge by the State Historic Preservation Office (SHPO). WFLHD will work with the United States Army Corps of Engineers to apply bio-engineering concepts to the project. A proposed concept will be adding vegetation and willows to the rock placed on the stream embankments around the proposed bridge. Benefits of the proposed bridge include:

- Improved habitat for the bull trout by removing the piers from the stream.
- Improved water quality of the Middle Fork Payette River by directing runoff away from the stream.
- Improved stream conditions by removing the old timber piles from the stream, which removes the artificial obstructions and allows for the stream to deposit material and create streambed forms (i.e. riffle pools) naturally.

The next steps for the Davey's Bridge Project include address comments from the public meeting and stakeholders. The final design is anticipated to be completed in February 2012. The project is scheduled to go to advertisement in March 2012 and construction in July 2012.

Other project in the area included the Rock Fall Mitigation project Phase 1 and Phase 2. The phase 1 project includes rock scaling and constructing wire mesh on the existing slopes during the summer of 2013. The phase 2 project includes a potential realignment of the Banks-Lowman Highway to avoid existing rock fall areas which is anticipated to begin in 2014.

Public Comments

During the public meeting, the public was allowed the opportunity to ask any questions, and/or provide their feedback on the project. The public attendees were in support of the project. Attendees were pleased to see turning movements being added to intersection and the potential improvements to the stream because of the new structure type.

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. Which of the following issues are you concerned with regarding the Davey's Bridge project?

- Community Impacts
- Safety
- Aesthetics
- Environmental Concerns
- Effects on family property (Reay) (both sides of road near bridge)
- Adjoining land owner

2. Please provide additional comments regarding the concerns identified above (if any).

- After being horrified at the proposed bridge to replace the one-lane bridge in Crouch, we decided we must attend the meeting for Davey's Bridge. We were pleasantly surprised

by the thoughtful design put forth by the Atkins team. Atkins has addressed our safety concerns by adding turn lanes coming from both directions on Banks-Lowman Road. The support posts are no longer obstacles in the river but are now further apart and on the banks of the river. The design is simple, attractive and low profile. Good job, Atkins!

- Project plans look good. I agree this improvement is needed. I think the army corps of engineers need to be contacted to remove the sand bar above the bridge, because I think it is too large to wash out naturally. How long will this project affect our family property? (Reay). If using our property in order to access work project or storage of equipment we will expect some monetary competition.
 - Being able to continue to use the land under/below the bridge for livestock passage between the two pastures located upstream and downstream of the bridge. We have also historically used the land under/below the bridge as the access for our irrigation water line from the pumping station on the downstream side of the bridge to the pasture located on the upper side of the bridge. We are also concerned with the large island that has formed immediately above the bridge. We hope the new single span bridge will increase water velocity enough to remove it with “natural” hydraulics.
- 3. What comments do you have regarding the existing safety concerns at this intersection?**
- I think the proposed turn lanes are an excellent suggestion and will enhance public safety.
- 4. Are there ideal times and/or seasons where construction closures or delays would have less of an impact to your business or commute? If so, please identify.**
- Summer would be the most impact on irrigation and stock grazing.
- 5. Do you have any other comments, questions, or concerns?**
- Some local people use the area immediately below the bridge for a “swimming hole”. They park on the road (abutment) shoulder while there. You should consider putting in guardrail to prevent this hazardous parking in the future. The swimmers can access the river on the north side and upstream from the bridge (large parking area there). Maybe the new single span bridge will solve the swimming/parking problem because with the center piers removed the “swimming hole” may fill in to a more shallow natural gradient.

Please contact **Kristin Lang** with **Atkins** at **303-221-7275** 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.