Salmon Falls Bridge Project

PUBLIC OPEN HOUSE #1

(NEPA Scoping Meeting)

You are invited to participate in the upcoming project open house to learn more about the project. ITD and Twin Falls Highway District staff along with project consultants will be on hand to answer your questions.

When: Wednesday, September 21, 2005
Visit anytime between 5:00 and 7:00 p.m.

Where: Salmon River Canal Company Office
2700 Highway 93 - Hollister

Project information and/or newsletters can be obtained at:

- **Twin Falls Highway District Office**
  (1234 Highland Ave. East. Twin Falls)
- **Rogerson Service**
- **Murphy Hot Springs**
- **Jarbidge General Store**
- **Salmon Falls Reservoir (Lud Drexler Campground)**

Idaho Transportation Department District 4
C/O KMP Planning
2530 Canyon Gate Pl.
Twin Falls, ID 83301

Other ways to be involved

Comment Forms: A comment form is included with this mailing for your use to provide input into the planning process. Please fill out and return the form to KMP Planning at the address listed below to share your project comments with the project team.

Web Page: Please visit the project web page at **http://h237-41.state.id.us/GetInvolved/D4/SalmonFallsBridgeProject/** to view recent project information and provide additional comments.

For more information contact

Bob Johnson, ITD, Project Manager
P.O. Box 2-A Shoshone, ID 83352
(208) 886-7830 / bob.johnson@itd.idaho.gov

Lorraine Richards, AICP, Michael Baker Jr., Inc., Consultant Project Manager
6955 Union Park Center Suite 370 Midvale, UT 84047
(801) 352-5974 / Larichards@mbakercorp.com

Mike Pepper, KMP Planning, Public Involvement
2530 Canyon Gate Pl. Twin Falls, ID 83301
(208) 734-6208 / kmpplanning@cableone.net

Salmon Falls Bridge Project

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Planning Steps

Step 1 - Initiate NEPA Scoping
- *Stakeholder interviews*
- *Establish purpose and need*
- *Identify baseline conditions*
- *Identify initial alternatives*
- *Formulate Advisory Committee*

Advisory Committee Meeting #1
- *Confirm issues and purpose and need*
- *Discuss initial alternatives*

Step 2 - Evaluate Initial Alternatives
- *Evaluate initial alternatives*

Public Open House #1 (NEPA Scoping)
- *Present purpose and need*
- *Discuss alternatives*
- *Obtain additional comments*

Advisory Committee Meeting #2
- *Screen alternatives*

Step 3 - Develop Scoping Report
- *Prepare scoping report*

Future Phases
(subject to funding availability and NEPA decisions)
- Continue Advisory Committee meetings
- Complete technical evaluations
- Prepare draft environmental document
- Circulate environmental document for comment
- Hold Public Hearing
- Prepare final environmental document
- Obtain environmental approval
- Design and construction

Salmon Falls Bridge Project Status

Background: The Idaho Transportation Department and the Twin Falls Highway District have joined forces with the Federal Highway Administration to plan for transportation system improvements that include a new bridge structure and roadway approaches that will remove the existing Jarbidge/Three Creek Road off of the Salmon Falls Dam. The project was initiated as a result of an engineering study prepared for the Twin Falls Highway District in 2000.

Purpose of the Project: The purpose of the project is to replace the existing route across the privately owned Salmon Falls Dam with a new bridge crossing and approaches; thereby providing a safe all-weather route in accordance with Twin Falls Highway District Maintenance Standards.

Project Needs: The project is needed to correct existing roadway deficiencies such as unsafe horizontal and vertical curves at the approaches to the dam, one-lane bridge width restrictions, deteriorated safety rails on the dam, and maintenance problems associated with the dam and its approaches. By increasing public safety and removing the public's dependency on the privately owned dam for transportation, the proposed action will support recreational activities and improve access to public and private lands. Removing vehicular traffic from the surface of the dam will also support the preservation of this historic dam built in 1911.

Planning Process: The planning process is being conducted according to the National Environmental Policy Act (NEPA) guidelines and involves local communities, agencies, stakeholders and the general public. The initial scoping stage of this process includes a review of the project area conditions and transportation needs, followed by the identification of a range of solutions. Interviews with landowners and key stakeholders, along with technical assessments conducted by the project team, provide important information to support this scoping process. Input obtained during interviews also helped develop a project advisory committee that will guide project decisions throughout the study. These initial steps have formed the basis for the purpose and need and range of alternatives presented in this newsletter.

Public Open House #1: The first public open house on September 21st will focus on alternative alignments and bridge locations, as shown on the inside of this newsletter. All interested area residents, stakeholders, agency representatives, local community officials and the general public are encouraged to stop by and discuss the project with the project team.

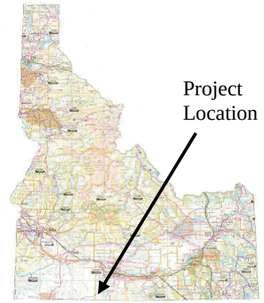
(Open house details are provided on the back of this newsletter.)

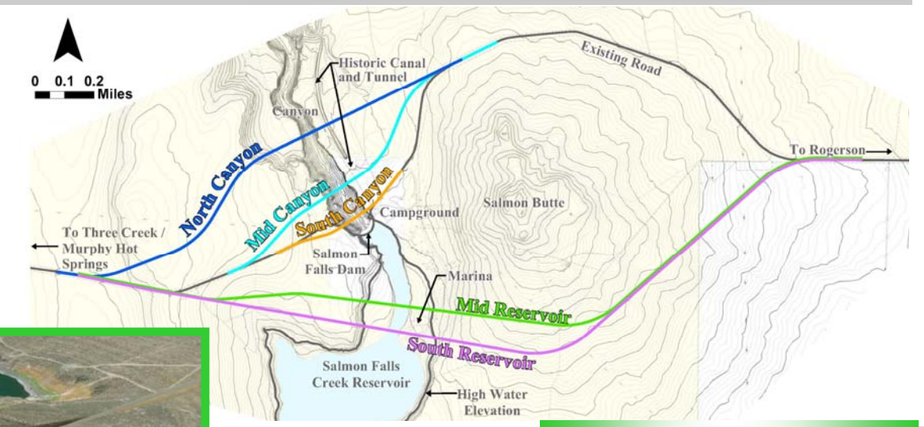
Salmon Falls Bridge Project - Alternatives

North Canyon Alternative

- Crosses where the canyon narrows
- Primary 375’ long structure crosses the canyon, second 90’ structure crosses historic canal
- 120’ deep cuts on west side
- 1.6 miles of roadway approaches
- Portion of old road provides access to Lud Drexler Park
- Segments BLM Research Natural Area (RNA) and Area of Critical Environmental Concern (ACEC) in Salmon Falls Creek Canyon
- Affects BLM cattle driveway
- Impacts historic canal and possibly other cultural sites.
- Most expensive (2.5 times the cost of Mid Canyon)

Mid Canyon conceptual rendering (looking south)





Mid Reservoir conceptual rendering (looking south)

Mid Reservoir conceptual rendering (looking north)

Mid Reservoir Alternative

- Crosses reservoir between campground and marina
- Primary 500’ long (3 span) structure crosses reservoir, second 130’ long structure provides access to marina
- Structure surface is about 50’ above existing ground to accommodate high water
- 2.7 miles of roadway approaches
- 50’ deep cuts on west side and 90’ deep cuts along Salmon Butte
- Portion of road is on private land
- Portion of old road provides park access
- Large fill area and structures impact land associated with the park (between campground and marina)
- 2.1 times the cost of Mid Canyon, or 2.4 times the cost if a single structure is used (like shown for South Reservoir)

Mid Canyon Alternative

- Crosses canyon north of the dam
- Single 450’ long structure across canyon, mostly on private land
- 40’ deep cuts on west side
- 1.2 miles of roadway approaches
- Portion of old road provides access to park
- May clip corner of BLM RNA and ACEC
- Affects BLM cattle driveway
- Crosses over historic tunnel and possibly impacts other cultural sites
- Least expensive option

South Canyon conceptual rendering (looking south)

South Canyon Alternative

- Crosses canyon just north of the dam
- Single 575’ long structure across canyon, on private land
- 15’ deep cuts on west side
- 0.4 miles of roadway approaches
- BLM’s RNA and ACEC are not affected
- Access to park is not affected
- Affects the BLM cattle driveway
- Crosses over historic tunnel and possibly impacts other cultural sites
- About the same cost as Mid Canyon

South Reservoir conceptual rendering (looking south)

South Reservoir conceptual rendering (looking north)

South Reservoir Alternative

- Crosses reservoir through marina area
- Single 885’ long (5 span) structure crosses reservoir
- Structure surface is about 60’ above existing ground to accommodate high water
- 60’ cuts on west side and 60’ cuts along Salmon Butte
- 2.6 miles of roadway approaches
- Portion of road is on private land
- Portion of old road provides park access
- Structure impacts land associated with the park (crosses over marina)
- 1.7 times the cost of Mid Canyon, or 1.4 times the cost if two structures and fill are used (like shown for Mid Reservoir)

Twin Falls Highway District — Since 1978 — "Your Roads Our Job"

Salmon Falls Bridge Project

Idaho Transportation Department