

**SNAKE
RIVER
BRIDGE**
IN MARSING
IDAHO 55
IMPROVEMENTS

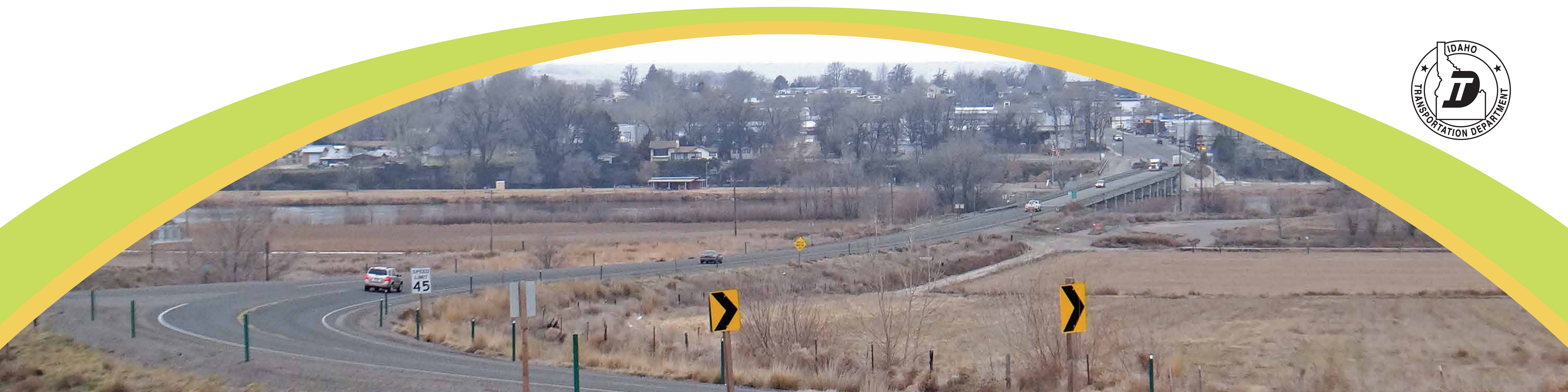
WELCOME

THANK YOU FOR ATTENDING TODAY'S MEETING!

The purpose of the meeting is to give you an opportunity to:

- Review and provide input on preliminary design plans.
- Identify key issues and concerns to be considered during construction.
- Learn how to stay involved throughout the project.

Public input will help the Idaho Transportation Department finalize design plans. We encourage your participation and welcome your comments and questions about the project.



PROJECT DESCRIPTION

The Idaho Transportation Department is developing plans to replace the Snake River Bridge in Marsing and improve Idaho 55 between Marsing and the U.S. 95 junction.

PRELIMINARY DESIGN PLANS FOR THE NEW BRIDGE INCLUDE:

- **A six-span structure that will be approximately 785 feet long**
- **Five piers**
- **Two travel lanes (one in each direction)**
- **Sidewalk and shoulders**

PRELIMINARY DESIGN PLANS FOR HIGHWAY IMPROVEMENTS INCLUDE:

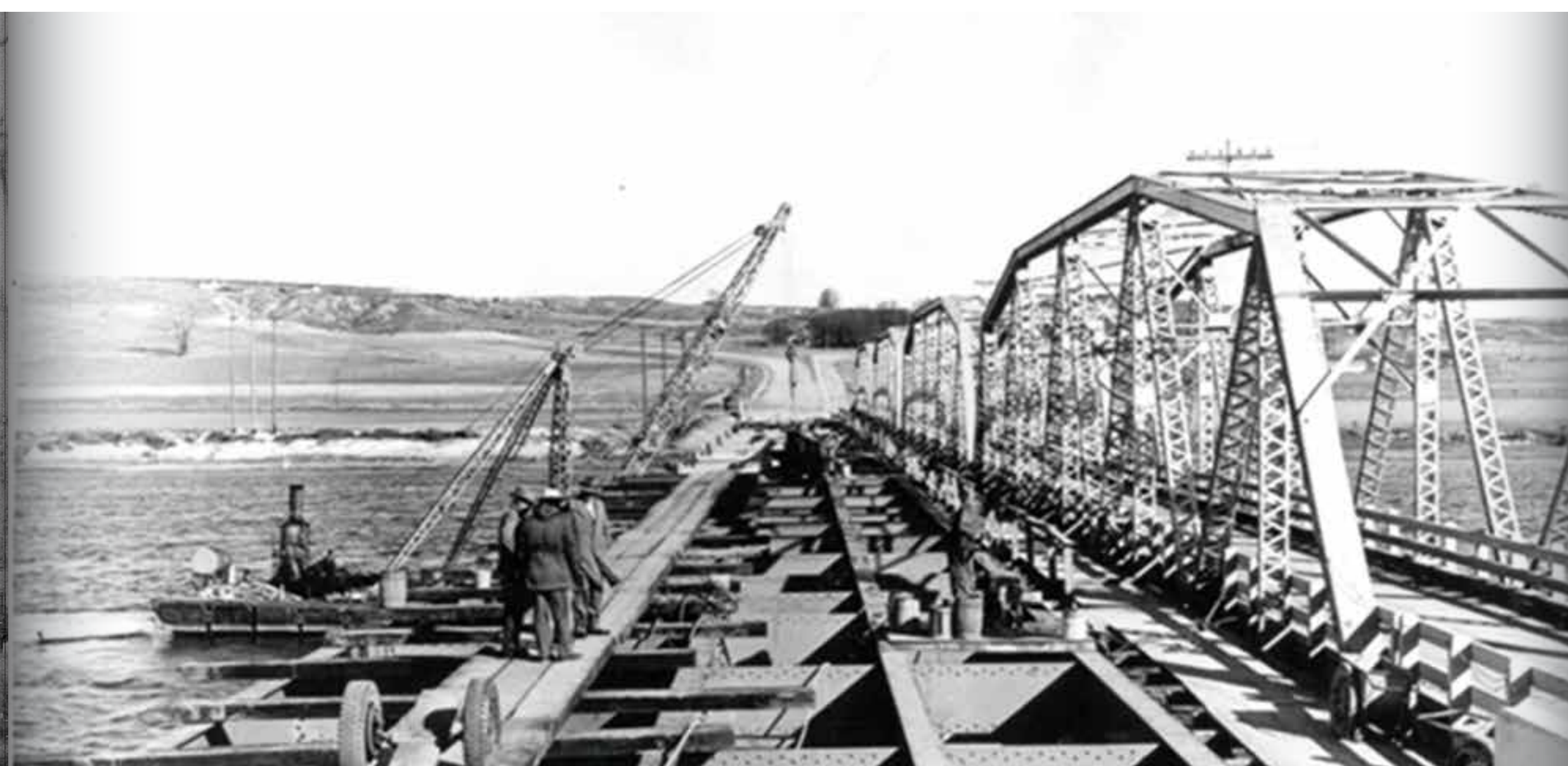
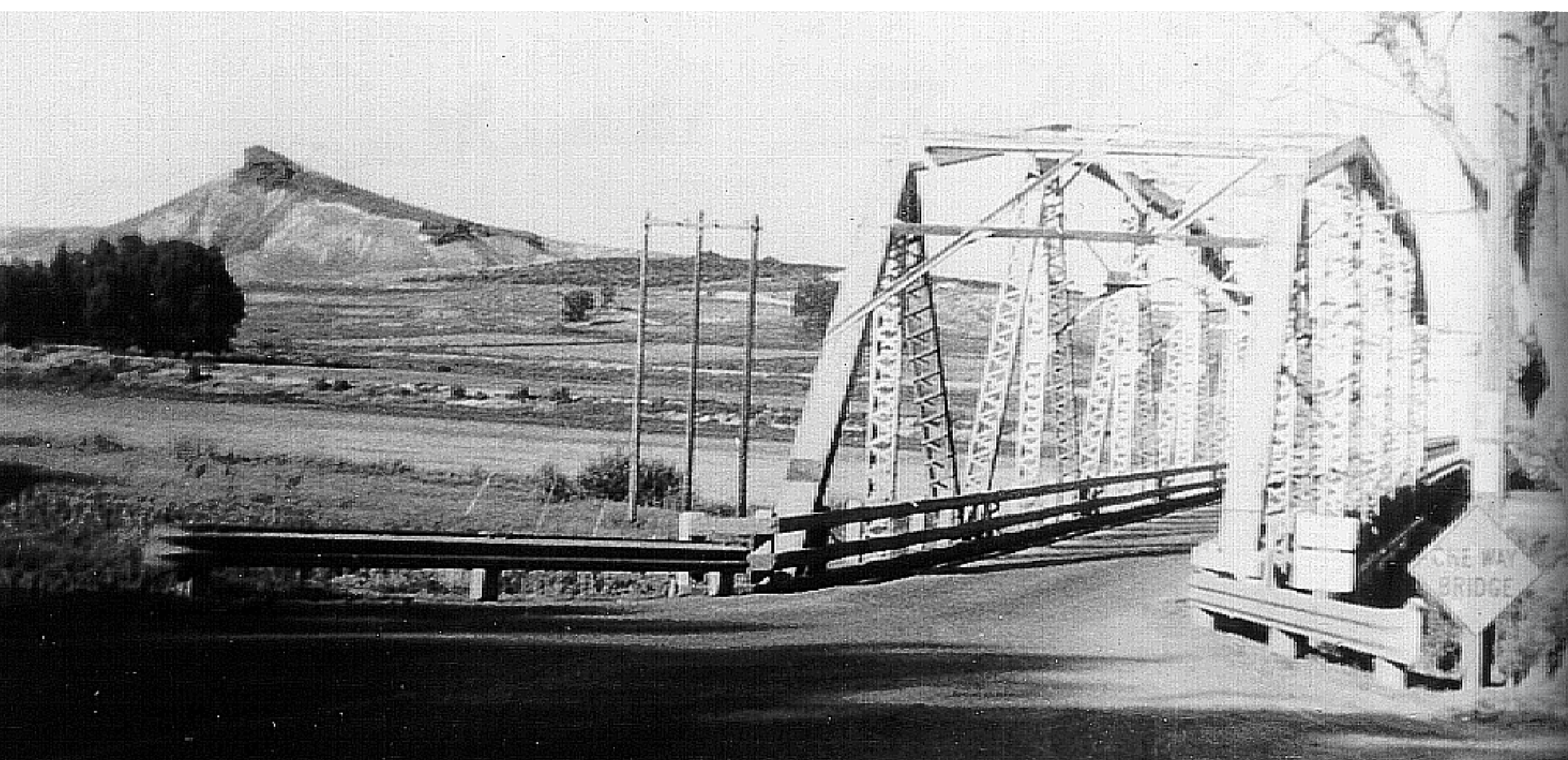
- **Repaving 2.3 miles of Idaho 55**
- **Improving and extending curb and gutter in Marsing**
- **Adding and updating ADA ramps**
- **Improving drainage**
- **Reconfiguring lanes in Marsing to improve safety**

HISTORY OF THE SNAKE RIVER BRIDGE

In 1920, a bridge was originally built over the Snake River in Marsing to ship produce to and from Canyon and Ada counties to outside areas. The site was chosen due to the fact that the pylons for the bridge could be built on the relatively shallow river bottom at this location.

The original bridge had only one lane. To cross, the proper technique was to stop at the end of the bridge and look. If nobody was coming, it was your turn to cross.

In 1955, the original bridge was rebuilt and replaced with the two-lane structure that exists today.



BACKGROUND

The Snake River Bridge in Marsing was built in 1955 and is the primary river crossing in this area. Approximately 6,500 cars cross the Snake River Bridge every day. The bridge has reached the end of its design life and needs to be replaced.

Replacing the bridge and improving the roadway will enhance safety and meet the needs of the traveling public for many years to come.



WHY REPLACE THE BRIDGE?

The Snake River Bridge needs to be replaced because:

- **The existing structure has reached the end of its design life.**
- **The deck does not meet the increased weight and volumes of today's trucking loads.**
- **Riverbed erosion has resulted in exposing the piers.**
- **Overall deterioration of bridge components.**



PROCESS AND ANTICIPATED SCHEDULE

ITD is currently in the process of developing design plans and completing an environmental analysis for this project.

SUMMER 2015

COMPLETE PRELIMINARY DESIGN

SPRING 2017

COMPLETE ENVIRONMENTAL EVALUATION

SUMMER 2017

COMPLETE FINAL DESIGN

2017

BEGIN CONSTRUCTION

FROMAN'S FERRY
IN 1888 GEORGE FROMAN BUILT A
ABOUT A MILE DOWNSTREAM FROM
IT OPERATED UNTIL A BRIDGE WAS
BUILT HERE IN 1921.
The ferry barge was connected by ropes to a
pulley which slid along a cable spanning the
river. By angling the barge into the swift
current, the ferryman could make it cross the
stream in either direction with no other
power. Ferris of this type were a common
solution to the transportation problem
imposed on the pioneers by western
rivers. There were several others
not far upstream.

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NO
PARKING
ANY
TIME

**SNAKE
RIVER
BRIDGE**
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IDAHO 55
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STATION 1: ABOUT THIS PROJECT

PROJECT AREA



**Snake River
Bridge**



EXISTING AND PROJECTED TRAFFIC VOLUMES

AVERAGE VEHICLES PER DAY SNAKE RIVER BRIDGE



IDAHO 55 (MARSING TO U.S. 95 JUNCTION)

