



# PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT

BUILDING STRONG®

## APPLICATION FOR PERMIT Highway 111 Salt Creek Bridge Reconstruction Project

**Public Notice/Application No.:** SPL-2012-00528-VCC

**Project:** Highway 111 Salt Creek Bridge Reconstruction Project

**Comment Period:** May 3, 2013 through June 1, 2013

**Project Manager:** Veronica Chan; 213-452-3292; [Veronica.C.Chan@usace.army.mil](mailto:Veronica.C.Chan@usace.army.mil)

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### **Applicant**

Scott Quinnell  
California Department of Transportation,  
District 8  
Senior Environmental Planner  
464 West 4th Street Fl 6  
San Bernardino, California 92401-1400

### **Contact**

Josh Jaffrey  
California Department of Transportation,  
District 8  
Environmental Planning (MS 822)  
464 West 4th Street Fl 6  
San Bernardino, California 92401-1400

### **Location**

In Salt Creek, at the Highway 111 Salt Creek Bridge, near the City of Mecca, Riverside County, California (Lat: 33.44652°N, Long:-115.84403°W).

### **Activity**

Caltrans proposes to permanently discharge fill material into 0.002 acre of wetland and 0.001 acre of non-wetland waters of the U.S. and temporary construction-related impacts to 0.21 acre of wetland and 0.32 acre of non-wetland waters of the U.S. in association with the replacement and widening of the Salt Creek Bridge to accommodate standard width lanes and shoulders in association with the Highway 111 Salt Creek Bridge Reconstruction Project (see attached drawings). For more information see page 3 of this notice.

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Interested parties are hereby notified that an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under section 404 of the Clean Water Act. Comments should be mailed to:

ATTN: Veronica Chan, Regulatory Division  
Los Angeles District, Corps of Engineers  
P.O. Box 532711  
Los Angeles, CA 90017-3401

Alternatively, comments can be sent electronically to: [Veronica.C.Chan@usace.army.mil](mailto:Veronica.C.Chan@usace.army.mil)

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible, and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable waters and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state, and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

### **Evaluation Factors**

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production, and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR part 230) as required by section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are

also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

### **Preliminary Review of Selected Factors**

**EIS Determination**- A preliminary determination has been made that an environmental impact statement is not required for the proposed work.

**Water Quality**- The applicant is required to obtain water quality certification under section 401 of the Clean Water Act from the California Regional Water Quality Control Board. Section 401 requires that any applicant for an individual section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance. For any proposed activity on Tribal land that is subject to section 404 jurisdiction, the applicant will be required to obtain water quality certification from the U.S. Environmental Protection Agency.

**Coastal Zone Management**- This project is located outside the coastal zone and preliminary review indicates that it would not affect coastal zone resources. Therefore, consultation under the Coastal Zone management Act (MSA) is not required.

**Essential Fish Habitat**- Essential Fish Habitat (EFH) is not present within the action area and therefore, the proposed activity would not adversely affect EFH. Consultation under Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) is not required at this time.

**Cultural Resources**- Caltrans, acting as the lead federal agency for section 106 consultation and associated compliance requirements, prepared a Historic Property Survey Report, dated June 12, 2012. On March 2, 2012, Caltrans requested the California Native Heritage Commission (NAHC) conduct a search of their Sacred Lands File and provide Caltrans a list of potentially interested tribal contacts. The NAHC provided a written response, dated March 5, 2012, that the search did not identify Native American cultural resources in the project area of potential affect, and included the tribal contact list. Caltrans contacted the ten tribal contacts from the NAHC's list in May and June of 2012 by letter, phone, and email. Two tribal contacts responded and stated that they did not know of any cultural resources in the project area. The Salt Creek Bridge was built in 1940, the bridge was evaluated and is not eligible for listing in the National Register of Historic Places according to the Caltrans Historic Highway Bridge Inventory. Caltrans District 8 Archeologist, Karen Reichardt, determined that all resources within the project Area of Potential Effect (APE) are exempt from evaluation because they meet the criteria set forth in the section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation) ([http://www.dot.ca.gov/ser/vol2/PA\\_04-EH.pdf](http://www.dot.ca.gov/ser/vol2/PA_04-EH.pdf)). The undertaking is exempt from further review or consultation under section 106 of the National Historic Preservation Act. This review constitutes the extent of cultural resources investigations by the District Engineer, and he is otherwise unaware of the presence of such resources.

**Endangered Species**- Caltrans completed a Natural Environment Study (dated April 2012) for the project. The project occurs within the Dos Palmas conservation area and is included in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). No designated critical habitat occurs at the project site. The site supports suitable habitat for desert pupfish, and the species is known to occur upstream and downstream of the project site. Three protocol surveys were conducted for Yuma clapper rail in April and May 2011, and no Yuma clapper rails were found. Caltrans would conduct pre-construction surveys prior to start of construction. Furthermore, USFWS determined the proposed project is consistent with the CVMSHCP policies and procedures, and

implementation of the CVMSHCP would not jeopardize the continued existence of the desert pupfish because of management and conservation of modeled habitat for this species within the CVMSHCP plan area. Take of desert pupfish due to the bridge replacement is authorized through the incidental take permit for the CVMSHCP. USFWS issued a Biological Opinion to Caltrans on May 8, 2012 (BO FWS-ERIV-11BO226-12F0324). Therefore, formal consultation under Section 7 of the Endangered Species Act has been completed.

**Public Hearing**- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

### **Proposed Activity for Which a Permit is Required**

Caltrans proposes to permanently discharge fill material into 0.0018 acre of wetland and 0.0008 acre of non-wetland waters of the U.S. and temporary construction-related impacts to 0.1220 acre of wetland and 0.4003 acre of non-wetland waters of the U.S. in association with the replacement and widening of the Salt Creek Bridge to accommodate standard width lanes and shoulders in association with the Highway 111 Salt Creek Bridge Reconstruction Project. Please refer to the attached, Figures 4A and 4B, for locations of permanent impacts to waters of the U.S. Regulated activities include the following:

- Temporary equipment and access roads during construction to removal of the existing bridge and piers and construction of a new bridge and piers.
- Removal of eight piers (3-foot by 3-foot piers) excavated to a depth of two feet under the ground surface.
- Construction of six new 6-foot diameter piers with a new bridge constructed using pre-cast bridge girder segments launched or placed in-situ by overhead cranes perched on the existing abutments.
- Replace the rip rap at the base of the bridge abutments with similar ungrouted rip rap where needed within waters of the U.S. and place additional rip rap on the slopes of the roadway outside of waters of the U.S.

**Basic Project Purpose**- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within a special aquatic site to fulfill its basic purpose). Establishment of the basic project purpose is necessary only when the proposed activity would discharge dredged or fill material into a special aquatic site (e.g., wetlands, pool and riffle complex). The basic project purpose for the proposed project is vehicular transportation. The project is not water dependent.

**Overall Project Purpose**- The overall project purpose serves as the basis for the Corps' section 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project is to provide a safe and reliable transportation corridor on the east side of Salton Sea to Salton Sea State Park and between the towns of Mecca and Brawley.

### **Additional Project Information**

**Baseline information**- The project site occurs near the boundary of the Coachella Valley and Imperial Valley subsections of the Colorado Desert region of California. The Coachella Valley

subsection is composed of alluvial fans and lake basin. The Imperial Valley subsection is on the lake basin. The elevation at the project site is approximately 220 feet below mean sea level. The project site drains to the Salton Sea approximately 0.3 miles west of the Salt Creek Bridge. Salt Creek is a perennial stream. Within the study area, open water habitat with a width of 5 to 8 feet and a depth of 1 to 4 inches occurs. A wider pool, approximately 10 to 15 feet wide, occurs downstream of the bridge. The open water supports desert pupfish (*Cyprinodon macularius*), which is Federally listed as Endangered. Upstream of the bridge, a dense stand of invasive giant reed (*Arundo donax*) has established itself in and around the channel. The Salt Creek channel in the project vicinity supports Cismontane Alkaline Scrub and primarily non-native, invasive riparian habitat.

The Salton Creek Bridge was constructed in 1940 and has a continuous length of 210 feet split into five clear spans (two sets of piers in the Salt Creek channel). Bridge inspection reports prepared by the Office of Structure Maintenance and Investigation (OSMI) in 1984, 2005, 2007, and 2011 indicated presence of progressive structural deficiencies including: erosion, some settlement and spalling, cracks on the bent columns, deck, and end joints. The bridge also does not meet current highway standards, although accident rates within the project limits are lower than average rates for this type of highway.

Description of Build Alternatives-

In addition to the No-Build Alternative, Caltrans evaluated five on-site alternatives and one off-site alternative to the proposed project to address compliance with the Section 404(b)(1) Guidelines (40 CFR part 230).

Table 1 – Summary of Alternatives

Alternative	Impacts to Waters of the U.S.				Cost of Construction & Acquisition (millions of dollars)
	Non-Wetland		Wetland		
	Temporary (acres)	Permanent (acres)	Temporary (acres)	Permanent (acres)	
No Build	0	0	0	0	0
Single-Span Bridge	0.33	0	0.11	0	9.0
Two Span Bridge	0.40	0	0.23	0.01	3.9
Realignment Alternative	0.38	0.10	0.23	0.01	3.75
Three Span Design (Applicant's Proposed Project)	0.32	0.001	0.21	0.002	4.0
Offsite Alternative	3.0	2.5	0.13	0.01	+130.0

**Description of No-Build Alternative** - The No-Build Alternative would leave the bridge as it currently exists. The No-Build Alternative would not result in temporary or permanent impacts to waters of the U.S. or special aquatic sites (i.e., No Federal Action Alternative); however, it would not satisfy the overall project purpose.

**Description of Single-Span Bridge Alternative** - Under the Single-Span Bridge Alternative, a 215-foot-long single-span concrete box girder bridge would be constructed across the creek bed without the presence of piers or bents (see Figure 1, attached). The bridge superstructure would be constructed of concrete cast onto forms sitting on closely spaced vertical supports based on the existing creek bed. The anticipated depth of the new bridge superstructure (approx. 5 feet), would require raising the roadway approaches approximately 3 to 4 feet above their existing condition to accommodate the maximum rated creek flow-rate plus freeboard. This condition would also result in a change in the highway vertical profile for several hundred feet in each direction from the bridge. The

overall footprint of the raised roadway approaches to the bridge is expected to increase in size owing to the newly created side slopes. The new bridge would be constructed to the west of the existing bridge and the current bridge would be used to manage traffic during construction. The total roadway and bridge construction cost estimate for this alternative is approximately \$9,000,000.

This alternative would result in temporary construction-related impacts to 0.11 acre of wetland and 0.33 acre of non-wetland waters of the U.S. The active flow portion of the creek bed would also be temporarily impacted to accommodate closely-spaced vertical supports of the formwork to build the span bridge. The duration of the presence of the formwork underneath the superstructure must be timed to avoid heavier than normal runoffs during the rainy season that could result in serious flooding and/or damage to the supports.

The project could be built with existing technology and logistics; however, this alternative is not practicable in terms of cost because the cost of construction would be approximately at \$9 million, a 125% or higher increase when compared to the other build alternatives.

**Description of Two-Span Bridge Alternative** – Under the Two-Span Bridge Alternative, the bridge superstructure would sit on top of one row of piers and consists of two spans (see Figure 2, attached). A single row of piers would be located at the center of the bridge span, thereby directly impacting the central wetted area of the channel. The new bridge superstructure would be constructed using pre-cast bridge girder segments launched or placed in-situ by overhead cranes perched on the existing abutments. The anticipated depth of the bridge superstructure is about 3 feet, resulting in the need to raise the roadway approaches including the bridge deck-top profile some 2 feet above existing conditions. This requirement would allow the bridge to accommodate maximum design flow-rates and their freeboards. The overall footprint of the raised roadway approaches to the bridge is expected to increase in size due to the newly created slopes. The existing bridge piers would be removed to a depth of 2 feet below the original ground elevation. The central piers would require sinking pile shafts via drilling holes, placing reinforcement cage, and pouring concrete. To construct the bridge, one half of the bridge would be removed to accommodate one-way traffic control on the other side of the existing structure. The total roadway and bridge construction cost estimate for this alternative is \$3,900,000.

This alternative would result in permanent impacts to 0.01 acre of wetland waters of the U.S. and temporary construction-related impacts to 0.23 acre of wetland and 0.40 acre of non-wetland waters of the U.S. The active flow portion of the creek bed would be impacted permanently by the bridge pier potentially affecting desert pupfish and their suitable habitat. During construction, the area of the creek channel underneath the bridge superstructure and outside of the pier zone construction impact would remain largely intact.

This alternative is practicable because it could be built with existing technology and standard logistics and this alternative would also meet the overall project purpose.

**Description of Realignment Alternative** – Under the Realignment Alternative, a new bridge would be built to current highway standards immediately north of the current bridge alignment (see Figure 3, attached). This bridge would be built alongside the current bridge and would allow Caltrans to re-construct the new bridge without significant traffic interruptions. The current bridge would stay in service and once the new bridge is complete, the old structure would be demolished. The pier placement and design would be similar to the Two-Span Bridge Alternative. This action would result in increased temporary impacts due to a larger impact footprint. Temporary impacts to wetlands within the channel would be greater when compared to the proposed project, but permanent impacts to wetland would be similar to the Two-Span and Offsite alternatives. The total roadway and bridge

construction cost estimate for this alternative is \$3,750,000.

This alternative would result in permanent impacts to 0.01 acre of wetland and 0.10 acre of non-wetland waters of the U.S. and temporary construction-related impacts to 0.23 acre of wetland and 0.38 acre of non-wetland waters of the U.S. This alternative would result in increased impacts to non-wetland waters of the U.S. since newer abutments would intrude into the creek. The active flow portion of the creek bed would be impacted permanently by the bridge pier potentially affecting desert pupfish and their suitable habitat. This alternative is practicable because it could be built with existing technology and standard logistics and this alternative would also meet the overall project purpose.

**Description of Three-Span Bridge Alternative (Applicant's Proposed Project)** – Under the Three-Span Bridge Alternative (applicant's proposed project) the bridge superstructure would sit on two parallel rows of piers and consists of 3 spans (see Figure 4A, attached). The location and spacing of the piers were designed to reduce impacts to existing wetland habitat to the greatest extent possible while accommodating the needed space to partially remove the existing rows of piers and avoiding direct interference with their foundations. The existing bridge piers would be removed to a depth of 2 feet below the original ground elevation. This alternative would: 1) Reconstruct new bridge footings by removing 8 old rectangular piles to 6 new cylindrical piles. 2) Construct a retaining wall along the newly widened road to support it, as an alternative to widening the base of the abutments. The total roadway and bridge construction cost estimate for this alternative is \$4,000,000.

Bridge construction would be accomplished in two phases and in the same location as the current structure. Half the bridge would be removed and constructed while the other half would be open to travel. The new bridge superstructure would be constructed using pre-cast bridge girder segments launched or placed in-situ by overhead cranes perched on the existing abutments. The pile foundations of the piers would consist of drilling two 6-foot-diameter shafts for each bent (total of 2), placing rebar cages, and filling with concrete.

During construction, the area of the creek channel underneath the bridge superstructure and beyond the zone of pier construction would remain largely intact. Construction would avoid activities within the wet areas to the maximum extent possible (see Figure 4B, attached). All equipment for bridge construction would be stored in the upland area in a temporarily fenced-off area surrounding the abutments of the existing bridge. Traffic management would be on site for the duration of the work.

This alternative would result in permanent impacts to 0.002 acre of wetland and 0.001 acre of non-wetland waters of the U.S. and temporary construction-related impacts to 0.21 acre of wetland and 0.32 acre of non-wetland waters of the U.S. This alternative is practicable because it could be built with existing technology and standard logistics and this alternative would also meet the overall project purpose.

**Description of Off-site Alternative** – Under the Realignment Alternative, a portion of SR111 would be re-routed along the existing Coachella Canal Road following the Coachella Canal, just a few miles north of the current Highway 111 Salt Creek Bridge. The Coachella Canal road travels along the south side of the Coachella Canal which provides water to some of the farms and residents of Indio and Coachella. The alternative would have the public travel 17.8 miles around Salt Creek and most of the Dos Palmas conservation area. There is currently no road running to the canal from the highway. It would be constructed to the point where the road runs parallel to the Coachella Valley Water District canal. A new road would have to be created to reconnect the canal to SR111 near Mecca. (Figure 5). The new road for the state highway would need to follow state standards in construction and specifications. It would need to have two 12-foot-wide lanes with adjacent 8-foot-wide shoulders in order to support the traffic load.

The off-site alternative would cross multiple intermittent and ephemeral type streams that eventually flow into the Salton Sea. According to the Natural Resources Conservation Service soils surveys, some soils are rated as partially hydric; therefore, there is a potential for wetlands to occur. A field delineation of waters of the U.S. would need to be conducted. Although the project could be built with existing technology and logistics, this alternative is not practicable in terms of cost because the cost of construction would be approximately \$130 million, a 3,150% increase when compared to the other alternatives. It would also result in more permanent and temporary impacts to waters of the U.S. than the other alternatives.

**Proposed Mitigation**– The proposed compensatory mitigation may change as a result of comments received in response to this public notice, the applicant's response to those comments, and/or the need for the project to comply with the Section 404(b)(1) Guidelines. In consideration of the above, the proposed mitigation sequence (avoidance/minimization/compensation), as applied to the proposed project, is summarized below:

**Avoidance:** Of the three practicable build alternatives considered, Caltrans has proposed to construct the alternative that would result in fewer impacts on special aquatic site (wetland) resources.

**Minimization:** Caltrans has also considered multiple design alternatives in order to minimize adverse effects to aquatic resources to the maximum extent practicable, in addition to considering other sensitive areas.

**Compensation:** Caltrans is proposing to remove the existing piers to a depth of approximately two feet and backfill with native soils as well as provide on-site enhancement by hydromulching/seeding the temporarily disturbed portions of the site with iodine bush (*Allenrolfia occidentalis*), a facultative (FAC) wetland plant species within the ESA fencing area and removing non-natives and invasives for a period of one year after construction is completed. The proposed enhancement location is identified on the attached map (see Figure 4B, attached).

### **Proposed Special Conditions**

No special conditions are proposed at this time.

For additional information please call Veronica Chan at 213-452-3292 or via e-mail at [Veronica.C.Chan@usace.army.mil](mailto:Veronica.C.Chan@usace.army.mil). This public notice is issued by the Chief, Regulatory Division.



#### *Regulatory Program Goals:*

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

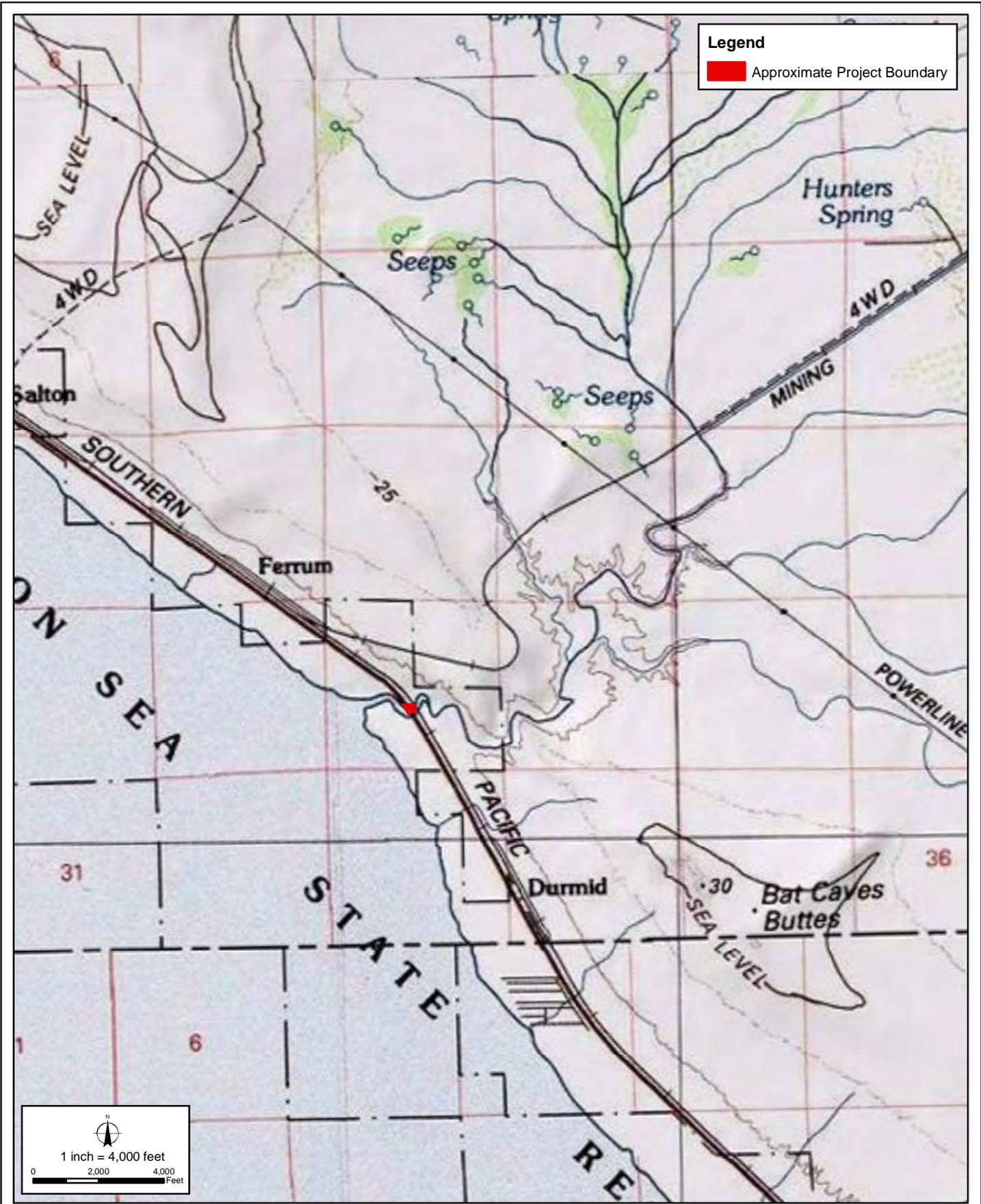
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**U.S. ARMY CORPS OF ENGINEERS – LOS ANGELES DISTRICT**

P.O. Box 532711

Los Angeles, CA 90017-3401

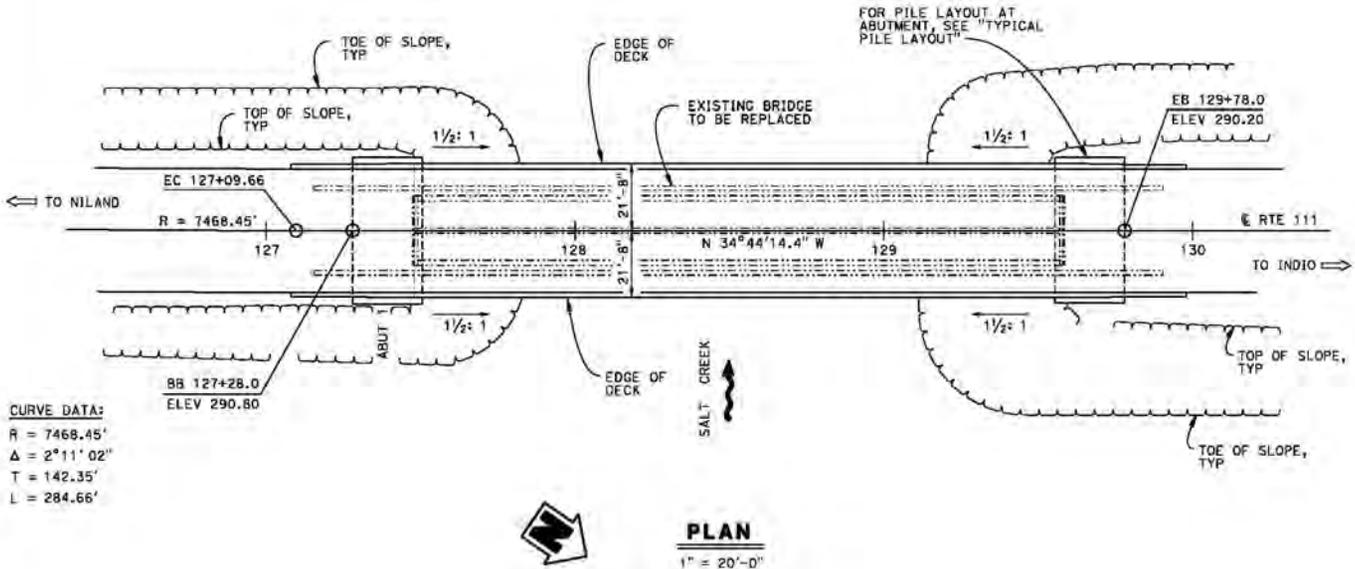
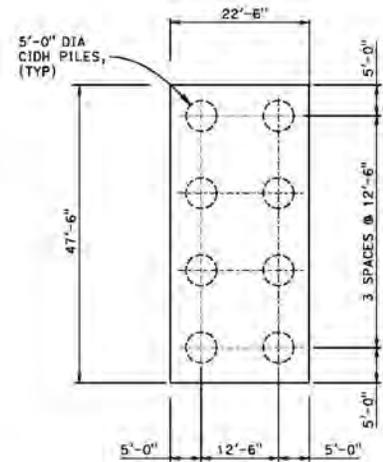
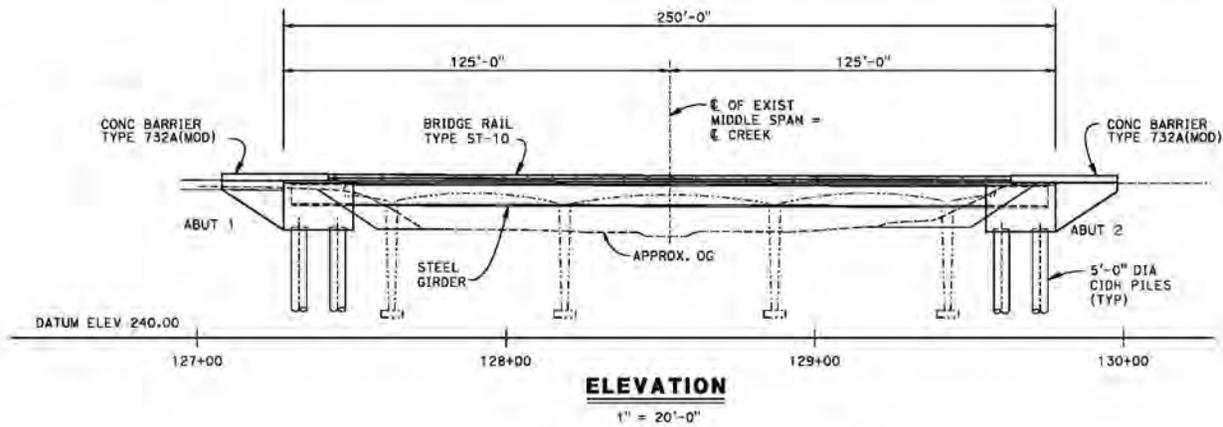
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Project Vicinity  
 Salt Creek Bridge  
 California Department of Transportation

FIGURE  
 1



**CURVE DATA:**  
 R = 7468.45'  
 Δ = 2°11' 02"  
 T = 142.35'  
 L = 284.66'

**TYPICAL PILE LAYOUT**  
 1" = 10'-0"

**LEGEND:**  
 ——— Indicates new construction  
 - - - - - Indicates existing structure

**FOR STUDY PURPOSES ONLY  
 NOT FOR CONSTRUCTION**

# Salt Creek Bridge Replacement

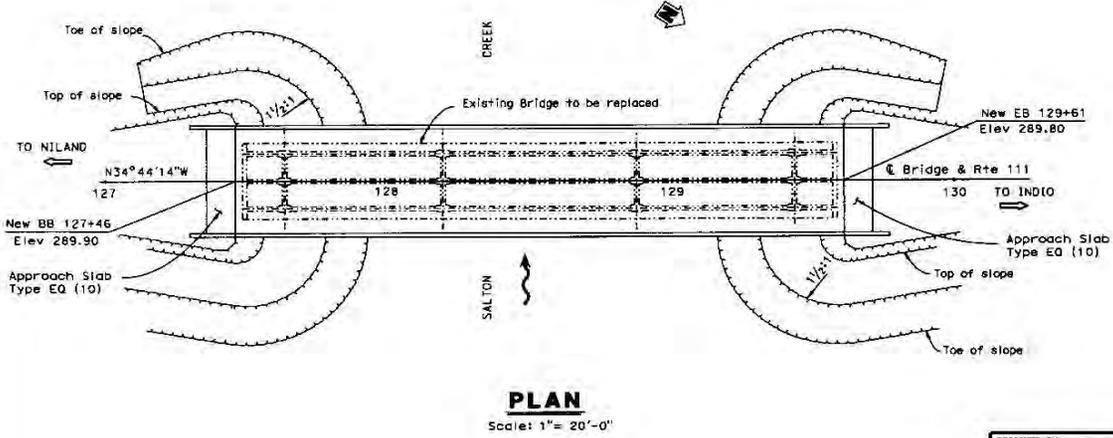
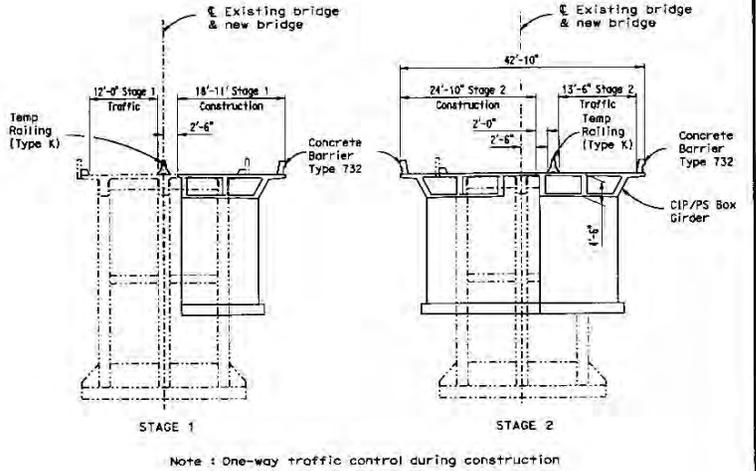
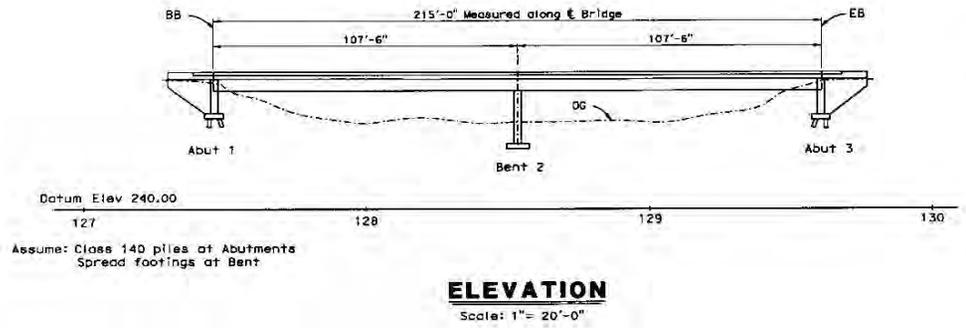
## Single Span Bridge/No Wetlands Impacts

**Figure 1**

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	1/8" = 1'	1/4" = 1'	1/2" = 1'	3/4" = 1'	1" = 1'	UNIT: 3599	PROJECT NUMBER & PHASE: 0800000714	CONTRACT NO.: 08-449101	DISCARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 1 OF 1
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USERNAME: 3135549 DATE PLOTTED: 03/31/2003 TIME PLOTTED: 03:08:44

DIST	COUNTY	ROUTE	POST MILE
08	Riv	111	PM 1.51



DATE OF ESTIMATE	11-13-2011
BRIDGE REMOVAL	= \$235,700.00
STRUCTURE DEPTH	= 4.50
LENGTH	= 215.00
WIDTH	= 42.83
AREA	= 9,209.10
COST/SQFT INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	= \$163.99
TOTAL COST	= \$1,736,000.00

**ALTERNATIVE #1A**

DESIGNED BY	D. Adams	DATE	10-21-11
DRAWN BY	D. Wooten	DATE	10-21-11
CHECKED BY	R. Stifz	DATE	10-21-11
APPROVED	D. Adams	DATE	10-21-11

**STRUCTURE DESIGN BRANCH**  
**10**

PLANNING STUDY	
<b>SALTON CREEK BRIDGE (REPLACE)</b>	
UNITS: X	BRIDGE No. 56-0236
SCALE: AS SHOWN	PROJECT No. & PHASE: 0800000714
CONTRACT No.: 08 449100	

Salt Creek Bridge  
Replacement  
Two Span Bridge  
Figure 2

USER:RMB 07/13/2014 10:15:00 AM DATE PLOTTED: 11-13-2011 10:15:00 AM

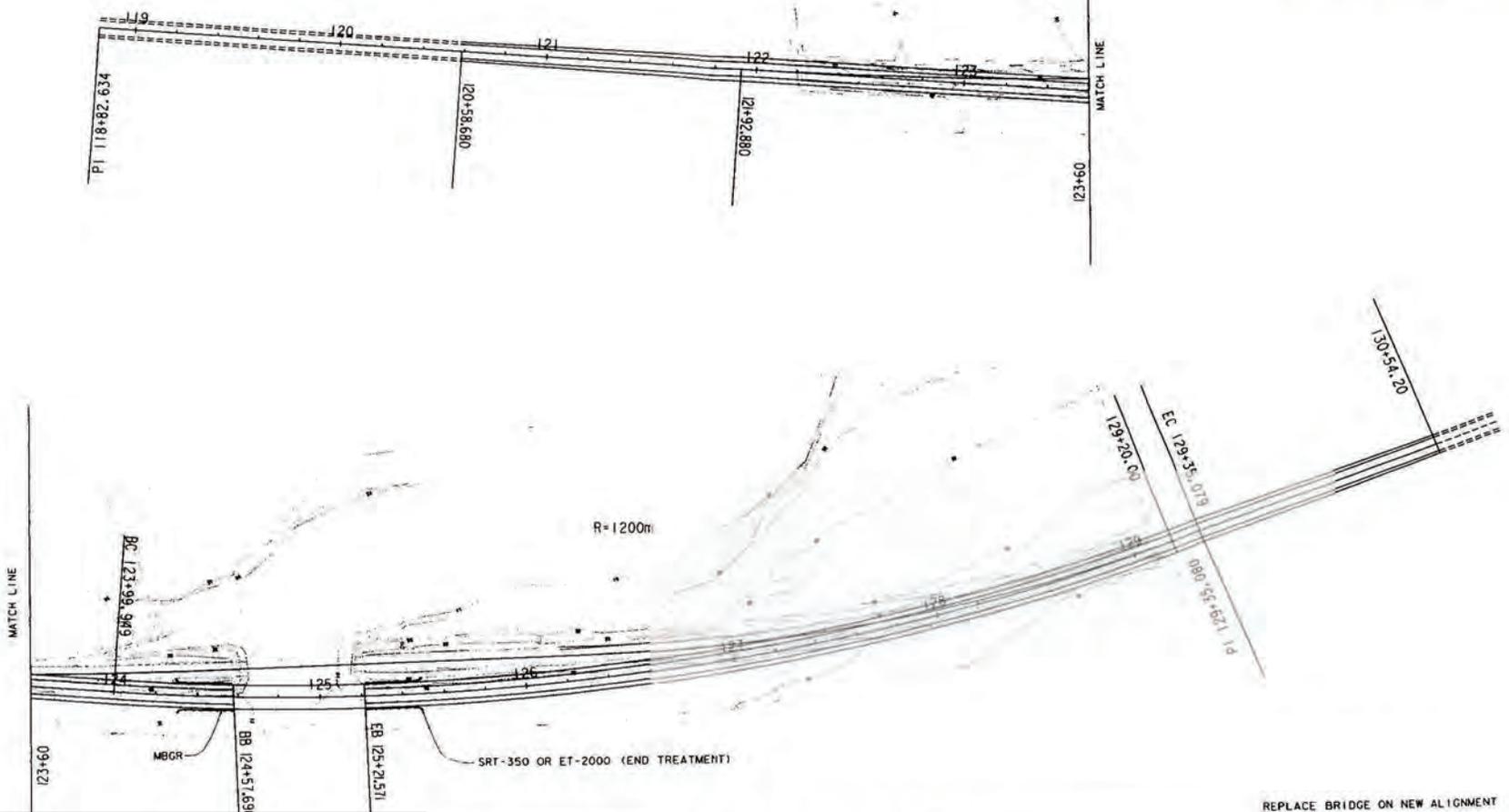
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN  
 PROJECT ENGINEER  
**D. HAWKINS**  
 CALCULATED/DESIGNED BY  
 D. HAWKINS  
 CHECKED BY  
 DATE  
 REVISED BY  
 DATE REVISED



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
08	RIV.	111	1.85/3.13		

REGISTERED CIVIL ENGINEER  
 CHONGKIM SIM  
 8-30-03  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: \_\_\_\_\_  
 The State of California is the affiant or agent, and for the purposes of the approval or completion of any project of any kind, the State of California has a web site. To go to the web site, go to: <http://trsc.ca.gov>



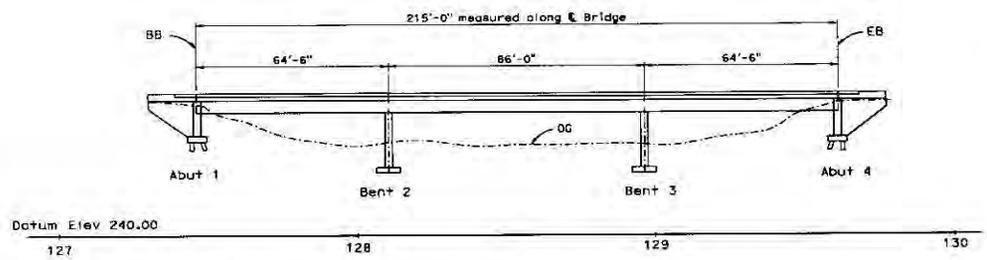
FOR REDUCED PLANS ORIGINAL SCALE 1:5 IN MILLIMETERS  
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 DGN FILE -> layout2.dgn

REPLACE BRIDGE ON NEW ALIGNMENT (NORTH OF EXISTING)  
 CU 0000 EA 44910K

Salt Creek Bridge  
 Replacement  
 Realignment Alternative  
 Figure 3

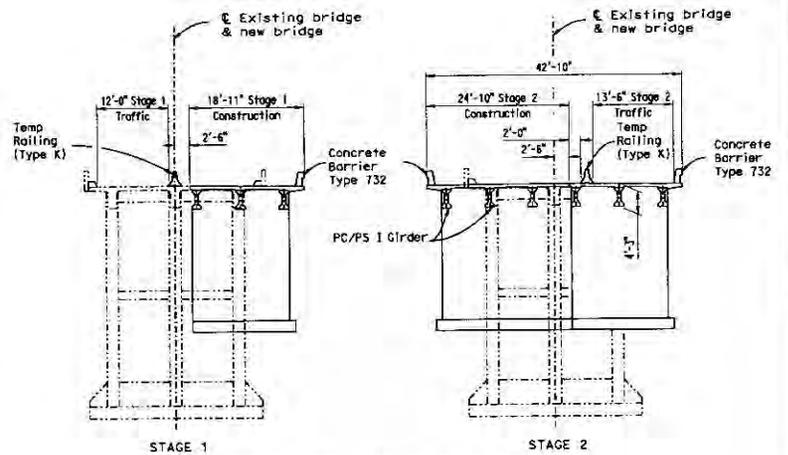
DATE PLOTTED: 11/07/24  
 TIME PLOTTED: 11:07:24  
 PLOT SCALE: 1:50000

DIST	COUNTY	ROUTE	POST MILE
08	Riv	111	PM 1.51



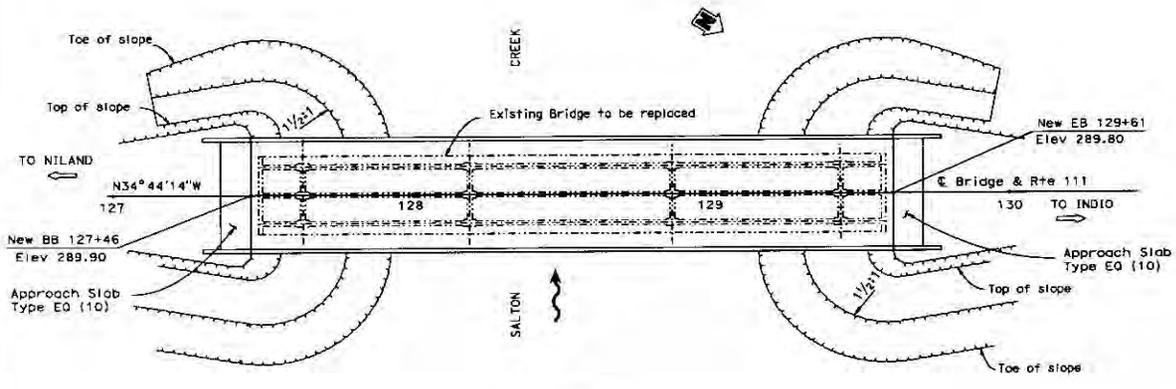
Assume: Class 140 piles at Abutments  
Spread footings at Bents

**ELEVATION**  
Scale: 1" = 20'-0"



Note: One-way traffic control during construction

**TYPICAL SECTION**  
Scale: 1" = 10'-0"



**PLAN**  
Scale: 1" = 20'-0"

DATE OF ESTIMATE	11-13-2011
BRIDGE REMOVAL	= \$235,400.00
STRUCTURE DEPTH	= 4.50
LENGTH	= 215.00
WIDTH	= 42.83
AREA	= 9,209.10
COST/SOFT INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	= \$185.92
TOTAL COST	= \$1,938,000.00

DESIGNED BY	D. Adams	DATE	10-21-11
DRAWN BY	D. Wooten	DATE	
CHECKED BY	R. Stitz	DATE	
APPROVED	D. Adams	DATE	

**STRUCTURE  
DESIGN  
BRANCH  
10**

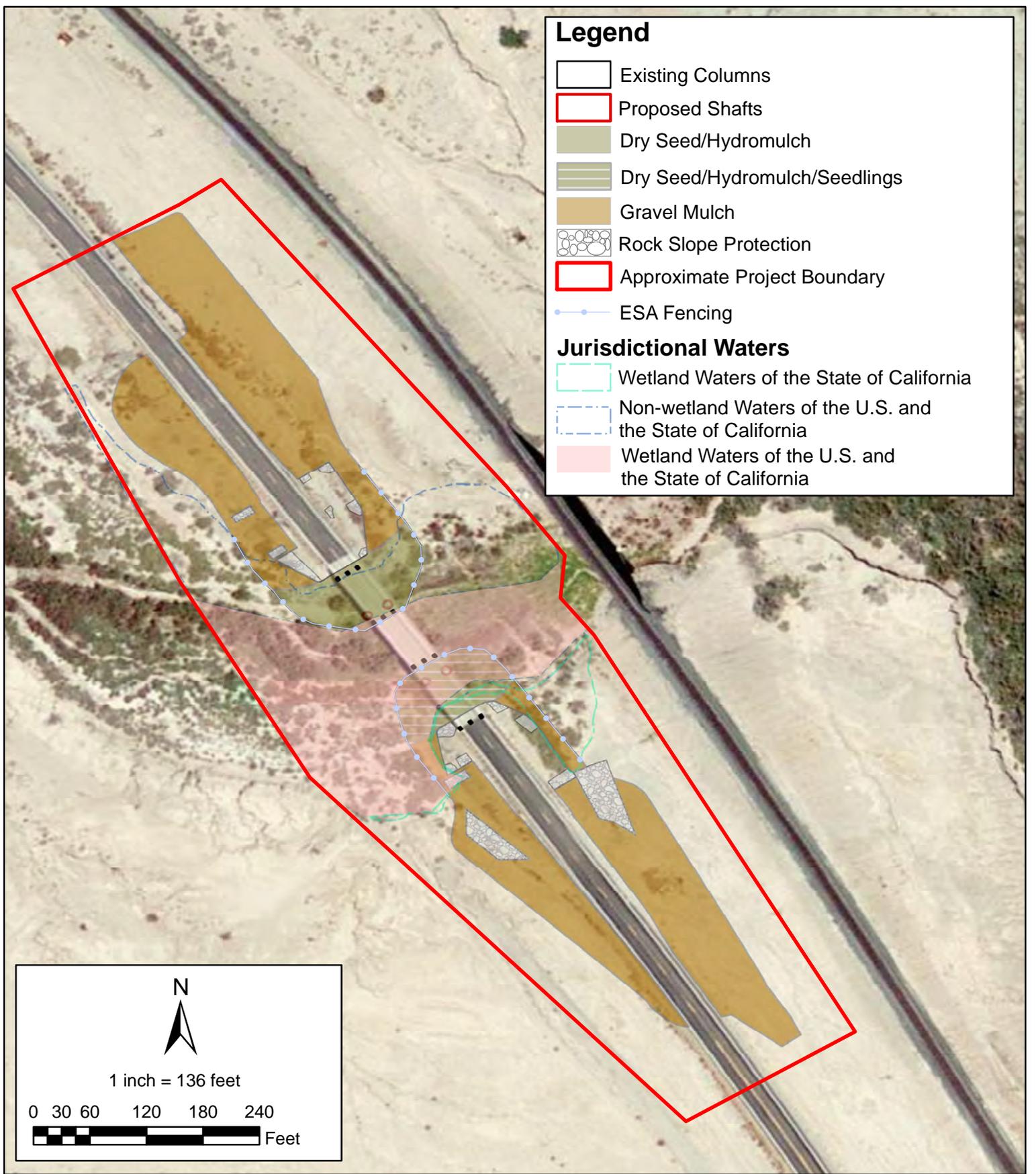
PLANNING STUDY	
<b>SALTON CREEK BRIDGE (REPLACE)</b>	
UNIT: X	BRIDGE No. 56-0236
SCALE: A 5 SHOWN	PROJECT No. & PHASE: 080000714

FILE -> brk56-0236rps.d172\_08\_449100.dgn

CONTRACT No.: 08 449100

DATE PLOTTED: 15-NOV-2011 TIME PLOTTED: 9: 08:31

**Salt Creek Bridge  
Replacement  
Three Span Bridge  
Figure 4A**



**Proposed Work  
Salt Creek Bridge  
California Department of Transportation**

**FIGURE  
4B**

# 08000007140 Offsite Alternative 1



Salt Creek Bridge  
Replacement  
Offsite Alternative

**Figure 5**