



# PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT

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## APPLICATION FOR PERMIT SR 288 Bridge at Reynolds Creek

**Public Notice/Application No.:** SPL-2012-00911-KAT

**Project:** SR 288 Bridge at Reynolds Creek

**Comment Period:** August 1, 2013 through August 15, 2013

**Project Manager:** Kathleen Tucker; 602-230-6956; [Kathleen.A.Tucker@usace.army.mil](mailto:Kathleen.A.Tucker@usace.army.mil)

### Applicant

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### Contact

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### Location

The project is located on SR 288 at approximately milepost 286, 18 miles south of Young, Gila County, Arizona (at: 33.872286°N, -110.974828°W, NAD83).

### Activity

This activity would involve the discharge of dredged and/or fill material into 0.106 acre of waters and 0.026 acre of wetlands within Reynolds Creek for the removal of the existing low water crossing and construction of the new concrete box culvert (CBC). (See attached drawings). For more information see page 3 of this notice.

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 support 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:

US Army Corps of Engineers  
Los Angeles District, Phoenix Office  
3636 N. Central Ave., Suite 900  
Phoenix, AZ 85012

Alternatively, comments can be sent electronically to: [Kathleen.A.Tucker@usace.army.mil](mailto:Kathleen.A.Tucker@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 water 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 benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which 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 has applied for a water quality certification, under Section 401 of the Clean Water Act, from the Arizona Department of Environmental Quality. Section 401 of the Clean Water Act requires that any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers.

**Cultural Resources-** Preliminary determinations indicate that the proposed project will not have any effect on any sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, or local significance.

**Endangered Species-** Preliminary determinations indicate that the proposed activity would affect federally-listed endangered or threatened species, or their critical habitat. US Fish and Wildlife concurred on January 7, 2013 that the proposed project may affect, but is not likely to adversely affect the Mexican spotted owl and its designated critical habitat.

**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**

**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 the 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 in to a special aquatic site (e.g., wetlands, pool and riffle complex, mudflats, coral reefs). This project will discharge into a wetland and the Corps has preliminarily determined that the basic project purpose is transportation. The project is not water dependent.

**Overall Project Purpose-** The overall project purpose serves as the basis for the Corps' 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 all weather roadway crossing for Reynolds Creek.

## **Additional Project Information**

**Baseline information-** This segment lies within the Mogollon Transition Major Land Resource Area (MLRA) and the Madrean Lower Montane Woodlands Environmental Protection Agency (EPA) Level IV Eco-region. This crossing lies at approximately 5,200 feet in elevation. Vegetation within the vicinity is dominated by pine-juniper woodlands dominated by ponderosa pine (*Pinus ponderosa*), alligator juniper (*Juniperus deppeana*) one-seed juniper (*Juniperus monosperma*) and green leaf manzanita (*Arctostaphylos patula*) with an understory of muhly (*Muhlenbergia sp.*), bluegrasses (*Poa sp.*), sedges (*Carex sp.*), pine dropseed (*Blepharoneuron tricholepis*), squirreltail (*Hordeum jubatum*), grama (*Bouteloua sp.*), and needlegrass (*Achnatherum sp.*). Along the Reynolds Creek drainage, a few isolated riparian trees such as Arizona sycamore (*Platanus wrightii*), Arizona alder (*Alnus oblongifolia*), Fremont Cottonwood (*Populus fremontii*), and

narrowleaf cottonwood (*Populus augustifolia*) grow on the banks.

The project would cause a cumulative total of 0.34 acre of permanent and temporary impacts to waters of the US. A total of 0.13 acre of permanent impacts would result from the construction activities listed under the scope of work items below. A total of 0.21 acre of temporary impact would occur from low water crossing removal and construction equipment maneuvering within the riverbed. All construction operations, access to and from the project, and passing traffic will occur within the designated construction limits. Staging and stockpiling areas would occur outside the high water mark of waters of the US and away from all wetlands.

The purpose of and need for this project location is to provide safe travel on Forest Highway 12 that serves both Forest and non-Forest users throughout the year. FH 12 provides access to the communities of Globe and Young, in addition to multiple-use areas on forest lands. Safety and travel along the route would be improved by providing the following:

- Wider bridge structures that match driver expectations based on the existing road width of SR 288.
- Better access as a route for firefighter and emergency equipment transport.
- Structures that can accommodate current and future truck loadings from logging operations

Project description- Replace the existing vented ford crossing of Reynolds Creek located on State Route 288 between MP 286.2 and MP 286.3. The scope of work for the project includes:

- Remove the existing 151-foot vented ford crossing and culverts
- Construct a two cell 20-foot wide by 7-foot high by 40-foot long CBC
- Reconstruct existing alignment to match CBC elevation
- Construct a temporary 14-foot wide traffic detour upstream from vented ford

Demolition and construction operations will involve activities such as clearing, grading, and trenching. These actions could also include use of pile drivers and potentially blasting. Only vegetation and/or trees that are necessary for constructing the new bridge and maintain safe line-of-sight would be cleared. Equipment that would be onsite and used at least part of the time could include, but not be limited to, track hoes, graders, bulldozers, welding trucks, light duty cranes, concrete mixers and dump trucks. The proposed project will reduce erosion, sediment transport, and geomorphology through the use of standard best management practices and the following design considerations:

- Protective measures will be implemented to reduce impacts wetlands temporarily impacted.
- Natural channel slopes will be maintained as much as possible.
- Proposed channel geometry will be similar to the existing geometry and will include a channelized section with overbanks for high flows.
- Velocities of the proposed conditions will be assessed to ensure channel stability and bank protection will be provided as needed.
- The channel construction at the low water crossing will be removed and graded back to a stable slope.
- Appropriate protection measures will be applied to all hydraulic structures.

Proposed Mitigation- The proposed 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 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: Complete avoidance of waters of the U.S. is not possible in order to construct CBC, remove low water crossing and place riprap.
- Minimization: During the design alternative analysis process for this project, consideration was given to multiple factors. Among these considerations were roadway design, maintenance requirements, construction limits, and limiting environmental impacts, specifically to potential nesting habitat for federally threatened species. The selection of a concrete box culvert was made as the least environmentally damaging practicable alternative to meet the project needs. The proposed project design was determined to be the most suitable alignment because it allows standard tie-ins to the existing alignment, maximizes the sight distance through the main portion of reconstruction and minimizes the fill material required while reducing the impact to the wetlands and waters of the US to the greatest extent practicable.
- Compensation: The applicant has proposed no compensatory mitigation. This is due to the relatively small impacts to waters, and a design that allows the channel to be restored, which would allow wetlands to reestablish. The Corps will further evaluate this proposal.

### **Proposed Special Conditions**

The list of proposed Permit Special Conditions is being developed.

For additional information please call Kathleen Tucker of my staff at 602-230-6956 or via e-mail at [Kathleen.A.Tucker@usace.army.mil](mailto:Kathleen.A.Tucker@usace.army.mil). This public notice is issued by the Chief, Regulatory Division.



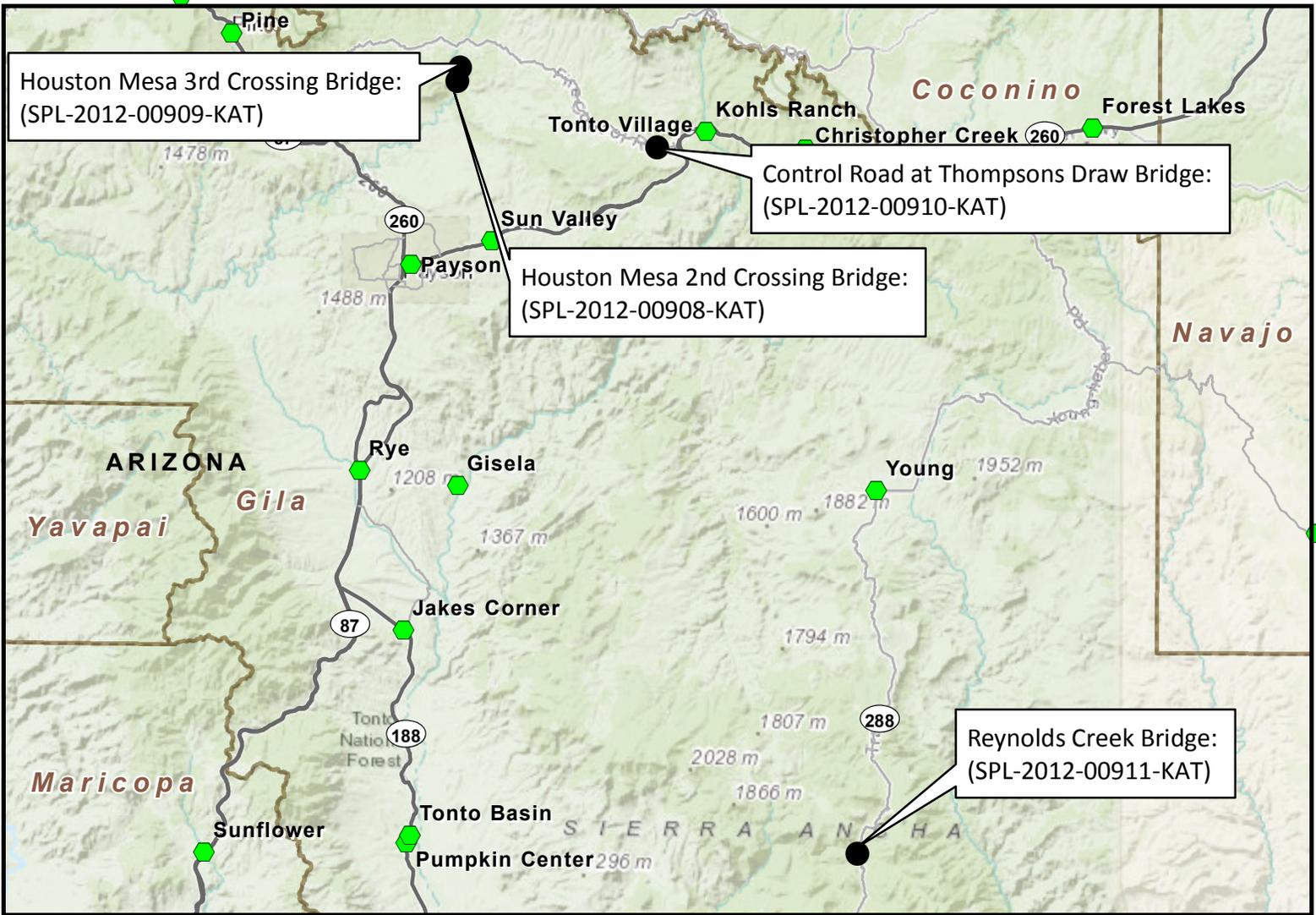
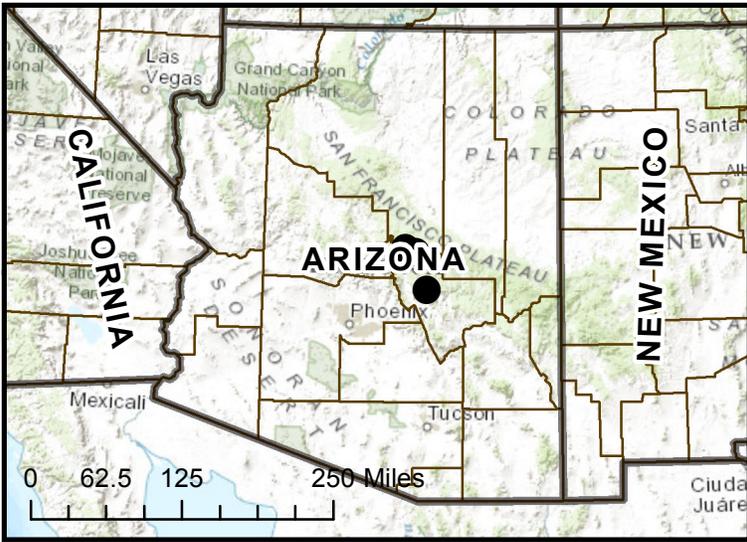
#### *Regulatory Program Goals:*

- 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.

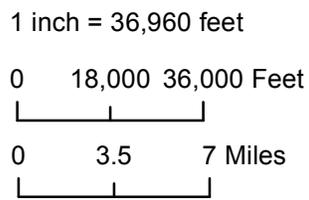
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### **U.S. ARMY CORPS OF ENGINEERS – LOS ANGELES DISTRICT**

US Army Corps of Engineers  
Los Angeles District, Phoenix Office  
3636 N. Central Ave., Suite 900  
Phoenix, AZ 85012  
WWW.SPL.USACE.ARMY.MIL



- Project: AZ FLAP 64(3), 199(1), 288(3), Control Road, Houston Mesa Road and Reynolds Creek Bridges**
- Bridge Locations
  - ▭ USA Counties (below 1:3m)
  - ▭ USA States (below 1:3m)
  - City/Town

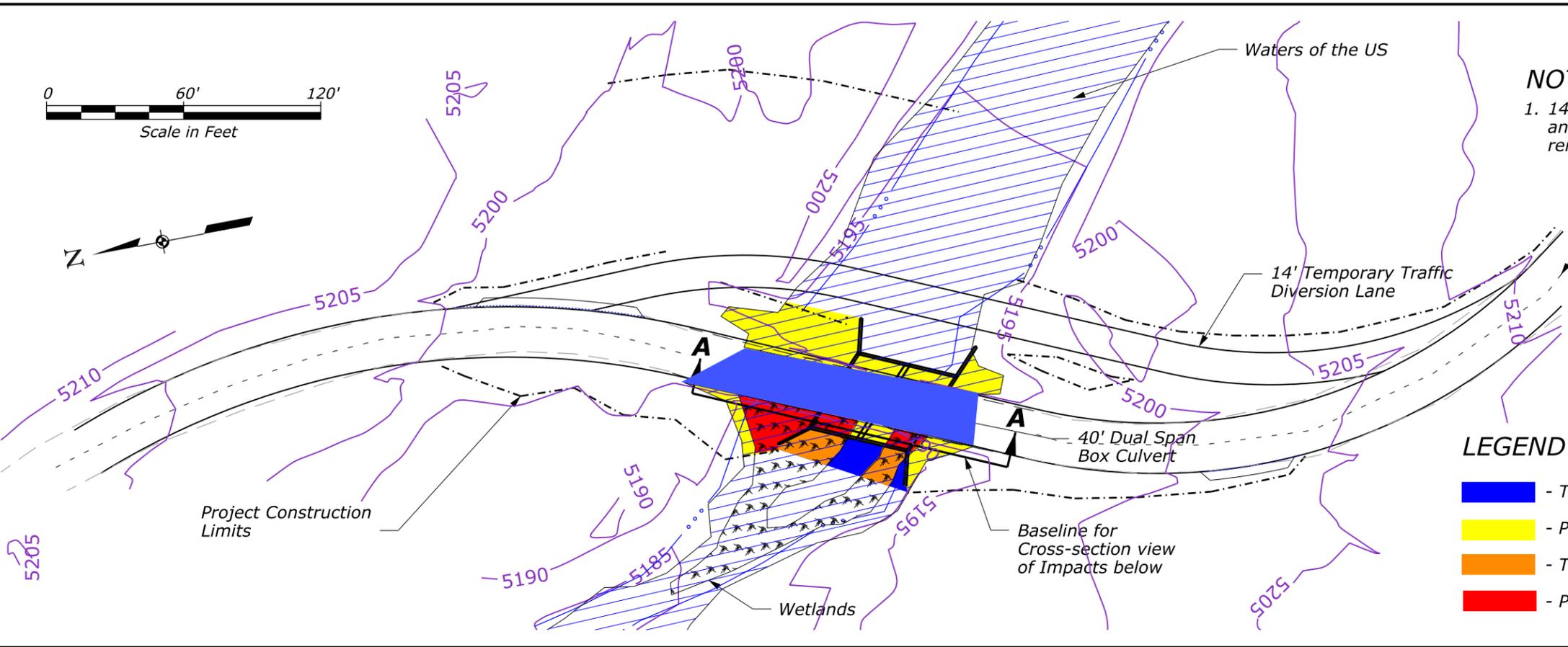


**Figure 1:**  
**Project Location Map**  
 Date: July 2013  
 Gila County, AZ

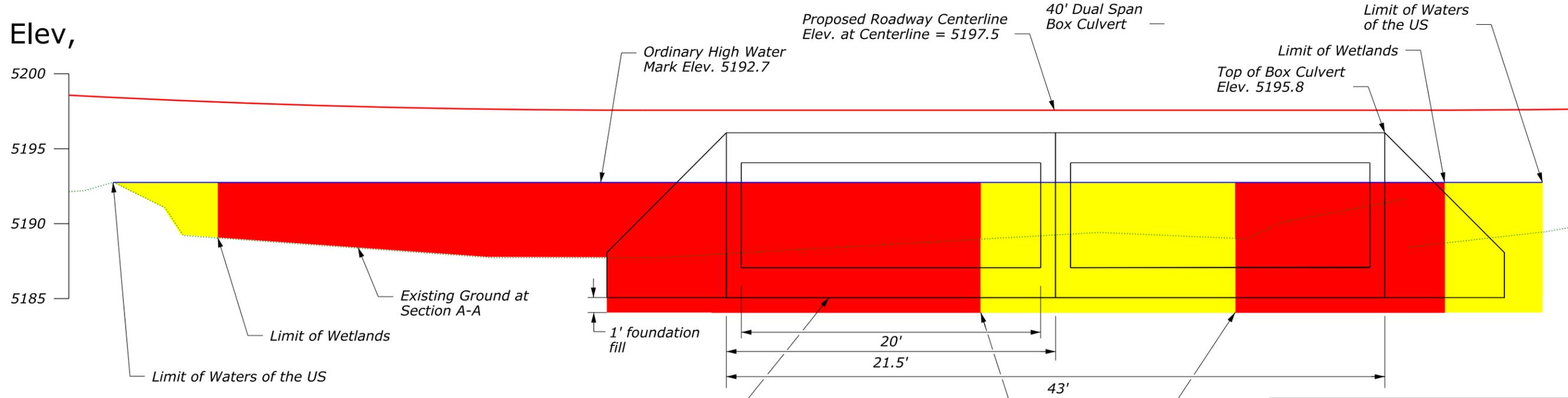
*Background Imagery:*  
 USGS 7.5 minute quadrangle topographic maps  
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| REG | STATE | PROJECT                       | SHEET NO. | TOTAL SHEETS |
|-----|-------|-------------------------------|-----------|--------------|
|     | AZ    | AZ FLAP 64(3), 199(1), 288(3) |           | EX.          |

**NOTE:**  
 1. 14' Temporary traffic diversion lane and all associated earthwork will be removed upon completion of construction



- LEGEND:**
- Temporary Impact (Waters of the US)
  - Permanent Impact (Waters of the US)
  - Temporary Impact (Wetlands)
  - Permanent Impact (Wetlands)



**EXHIBIT 1  
 IMPACTS AT REYNOLD'S  
 CREEK CROSSING**

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