



# PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT

BUILDING STRONG®

## APPLICATION FOR PERMIT Santa Rosa Wash Bridge, Structures #1092 & #1093

**Public Notice/Application No.:** SPL-2012-00633-KAT

**Project:** Santa Rosa Wash Bridge, Structures #1092 & #1093 (Tracs 008 PN 163 H8270 01C)

**Comment Period:** August 1, 2013 through August 30, 2013

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

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### **Applicant**

Roderick Lane, P.E.  
Arizona Department of Transportation  
1221 S. 2<sup>nd</sup> Ave (T100)  
Tucson, AZ 85713-1602  
520.388.4216 x 3616  
rlane@azdot.gov

### **Contact**

Steve Olmsted  
Arizona Department of Transportation  
602.712.6421  
solmsted@azdot.gov

### **Location**

The project is located along Interstate 8 (I-8) between milepost (MP) 162.5 and 163.5, approximately 15 miles southwest of the town of Casa Grande in Pinal County, Arizona. The project is located on ADOT easement from the Bureau of Land Management and ADOT-owned right-of-way (ROW) and can be located on the U.S. Geological Survey (USGS) Double Peak, AZ 7.5-minute topographic quadrangle. The legal description of the survey area is Section 10, Township 7 South, Range 4 East.

### **Activity**

This activity would involve the discharge of dredged and/or fill material into 1.44 acres of waters within the Santa Rosa Wash to construct a scour protection system. (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 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. 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 not affect federally-listed endangered or threatened species, or their 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). Because no fills are proposed within special aquatic sites, identification of the basic project purpose is not necessary but 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 protect the bridged crossing over the Santa Rosa Wash from failure.

## **Additional Project Information**

**Baseline information-** The I-8 Santa Rosa Bridges eastbound (EB) (Structure #1092) and westbound (WB) (Structure #1093) over Santa Rosa Wash were originally constructed in 1965. The 18-span concrete slab bridges consist of a 4-lane highway (2 EB lanes and 2 WB lanes) with a width of approximately 35 feet and a length of approximately 620 feet. The existing concrete piers are supported on approximately 30-foot-deep cast-in-place piles. The Santa Rosa Wash EB and WB bridges are currently defined as scour vulnerable based on National Bridge Inventory criteria. Scour vulnerability is evaluated using the Federal Highway Administration's (FHWA) National Bridge Inventory which includes a ranking system for scour critical Bridges. The ranking system ranges from zero to nine, with a scour code of nine given to bridges with no threat of scour and a scour code of zero given to bridges that have failed due to scour and are currently closed to traffic. The I-8 Santa Rosa Wash Bridges have a current scour code of five, identifying the bridges as scour vulnerable. Storm flows have eroded the channel beneath the bridge, exposing the bridge piers, which could reduce the bridge structure's integrity and serviceable life. The bridge piers are exposed from

approximately 2.5 to 3.5 feet below their constructed ground surface due to scour. Upon completion of the project, the I-8 Santa Rosa Bridges will receive a scour code of seven, indicating that the erosion countermeasures have been installed and the bridge is no longer scour vulnerable.

The proposed project area is located along I-8 within a 300-foot-wide ADOT easement through BLM lands and ADOT ROW through private lands. No new ROW or easements will be required. The project limits consist primarily of the channel and floodplain of the Santa Rosa Wash beneath the existing Santa Rosa Wash Bridges. The Santa Rosa Wash channel is generally bare and sandy and has been disturbed by vehicles. Santa Rosa Wash is an ephemeral, sand- and cobble-bottomed drainage within the project limits. The wash consists of a 5- to 8-foot-wide low-flow channel and a surrounding active floodplain and floodplain terrace, approximately 480 to 550 feet wide from abutment to abutment, that defines the limits of the OHWM. The wash banks in the project limits consist of concrete underneath the bridges and continuing 300 feet south from the EB bridge along the western bank. Approximately 200 feet of existing rail bank protection ties into the concrete bank just south of the EB bridge along the eastern bank. Santa Rosa Wash flows north and converges with Santa Cruz Wash approximately 23 miles downstream from the project area. The topography in the area is generally flat but slopes gently to the north/northwest. Surface drainage trends to the northwest, toward the Gila River. The topography and geographic location related to area hydrologic features suggest that shallow groundwater flows north-northwest toward the Gila/Salt River system.

Substrate within the project area generally consists of alluvium from the adjacent mountain ranges, with more recent finely-textured silty and sandy loams deposited in the basin floor. Agricultural land exists immediately adjacent and upgradient from the project. The primary crop in these fields currently and historically (based on aerial photograph review) consists of Pima Cotton, a crop that has a history of extensive herbicide and pesticide application.

The project area is located in the Lower Colorado River Valley subdivision of the Sonoran Desert biotic community. The project limits are approximately 1,350 feet amsl and on the eastern side of Santa Rosa Wash, the undeveloped land is moderately populated with native desertscrub species. Vegetation in the project limits has been disturbed by highway and recreational activities. Along the active, ephemeral low-flow channel of Santa Rosa Wash, vegetation is dense. Vegetation in the uplands includes desert broom (*Baccharis sarothroides*), creosote bush (*Larrea tridentata*), and white bursage (*Ambrosia dumosa*). Trees include a sparse number of honey mesquite (*Prosopis glandulosa*). Sahara mustard, buffelgrass, and agricultural species escaping the adjacent fields are also present. No cacti are present in the project limits and no riparian habitat exists.

Project description- ADOT proposes to provide scour countermeasures at the Santa Rosa Wash Bridges on I-8 at MP 163.0 in Pinal County, Arizona. One eastbound (EB) bridge (Structure # 1092) and one westbound (WB) bridge (Structure #1093) cross over Santa Rosa Wash. The proposed improvements will require dredge and fill within the Santa Rosa Wash. Construction activities within waters of the U.S. will include installing two, 6-inch-thick reinforced concrete floors below ground surface under the bridges, from toe of abutment to toe of abutment (each 567 feet by 55.2 feet). The concrete floors will include 4-foot-deep and 6-foot-deep cut off walls extending 10 feet upstream and 10 feet downstream respectively, from each bridge. The concrete floors will be placed on top of the existing pile caps to control scour and excavated native materials will be used as backfill to cover the concrete floors. Four, 20-foot-wide access roads will be temporarily graded within the limits of the OHWM. Two access roads will be located across the wash: one north of the WB bridge with access from I-8 WB just east of the bridge and one south of the EB bridge with access from I-8 EB just west of the bridge; and two access roads will be located on either side of the low-flow channel connecting the northern and southern access roads to allow construction vehicles easy access underneath each bridge from within the wash. The northern access road will utilize an existing dirt road to minimize

disturbance. A ramp composed of earthen fill from excavated material will be graded within the southern access road on top of the concrete lining on the southwestern bank to ease vehicular access into the wash and protect the concrete bank during construction. Besides the earthen fill for the ramp, no fill material will be required for the access roads. The fill for the ramp will be removed after construction and the area will be returned to preconstruction conditions. Eight stockpile areas will be required within the limits of the OHWM for the concrete floor construction (five 100-foot-long by 30-foot-wide areas and three 60-foot-long by 30-foot-wide areas). The stockpile areas will each be in place for no longer than nine days at a time and will consist of excavated native material that will be used as backfill around the concrete floors. At minimum, a 20-foot-wide opening will be provided between the stockpiling areas to allow runoff to pass through the wash in the event of a flash flood; no stockpiling will take place within the low-flow channel. After construction is complete, all stockpiles will be removed.

Project activities will require grading and clearing of vegetation within waters of the U.S. and in the immediately adjacent uplands within the project area to provide an adequate work zone and access. Approximately 2.5 acres with vegetation may be cleared throughout the project area. Vegetation to be removed during construction will include creosote bush (*Larrea tridentata*), desert broom (*Baccharis sarothroides*), Sahara mustard (*Brassica tournefortii*), buffelgrass (*Pennisetum ciliare*), and other non-protected shrubs and grasses. After construction, all areas outside of the OHWM disturbed by project construction will be seeded with native plant species in order to restore the area to its preconstruction, natural state as much as possible.

#### Construction Methods:

Previously disturbed land outside waters of the U.S., and within existing ADOT ROW and easement, will be used for staging, stockpiling, and equipment access. One staging area (northwest of the WB bridge) will be used for project activities. A total of nine stockpiling areas, including eight within the limits of the OHWM, will be used for construction. After construction, the temporary access roads, ramp, staging areas, and stockpile areas will be obliterated and graded to match preconstruction conditions. Earthwork will generally consist of clearing and grubbing in work areas, excavation and fill, and construction of scour protection measures using a variety of heavy equipment that could include cranes, bulldozers, backhoes, dump trucks, and graders. Construction is anticipated to occur during the dry season in spring to early summer 2014 when no flows are present. No dewatering will be required for project activities. Construction will take approximately 4 months for completion.

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 provide long-term protection for the bridge from scour.

**Minimization:** Permanent impacts have been minimized by reducing the size of the concrete floors while still adequately protecting the piers from scour and erosion. Permanent impacts within Santa Rosa Wash will include only the minimum area and fill material required for the modification. To avoid additional permanent impacts to waters of the U.S., all areas disturbed by construction will be recontoured to preconstruction grade conditions following the completion of construction activities, wherever practicable. The concrete floors will be installed to allow a covering of native material to maintain natural conditions and existing elevations as much as

possible. In addition, construction access for the project will utilize existing dirt roads where available.

Compensation: ADOT would provide in-lieu fees to compensate for the loss of Waters associated with this project at Santa Rosa Wash, which would offset any adverse affects. The proposed action will result in 1.44 acres of permanent impacts to Santa Rosa Wash. ADOT will provide in-lieu fees at a ratio of 1:1 to be contributed to the appropriate in-lieu fee sponsor to compensate for the loss of Waters associated with this project. The Corps will include the payment of in-lieu fees as a special condition of the permit.

### **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.



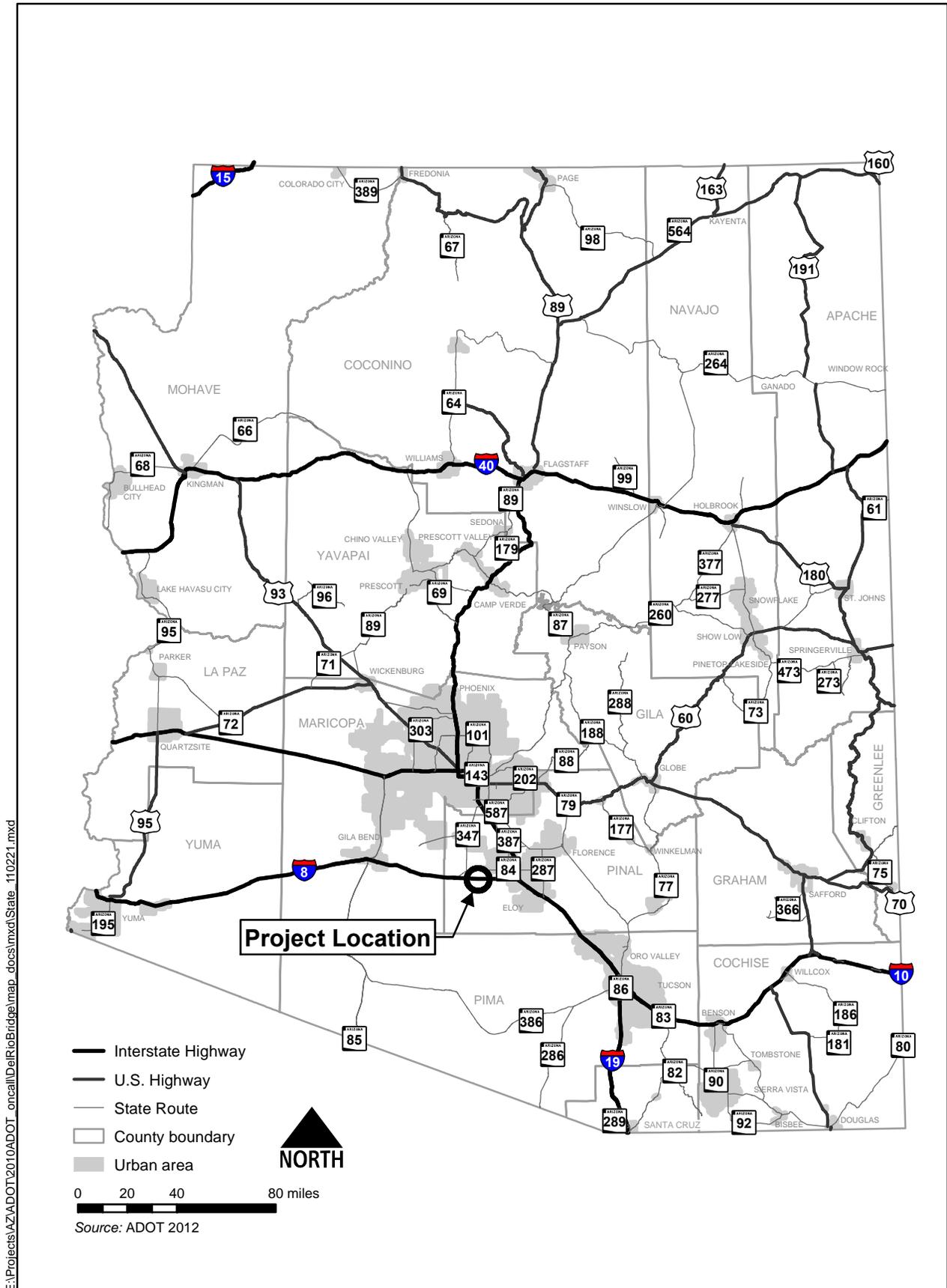
#### *Regulatory Program Goals:*

- 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



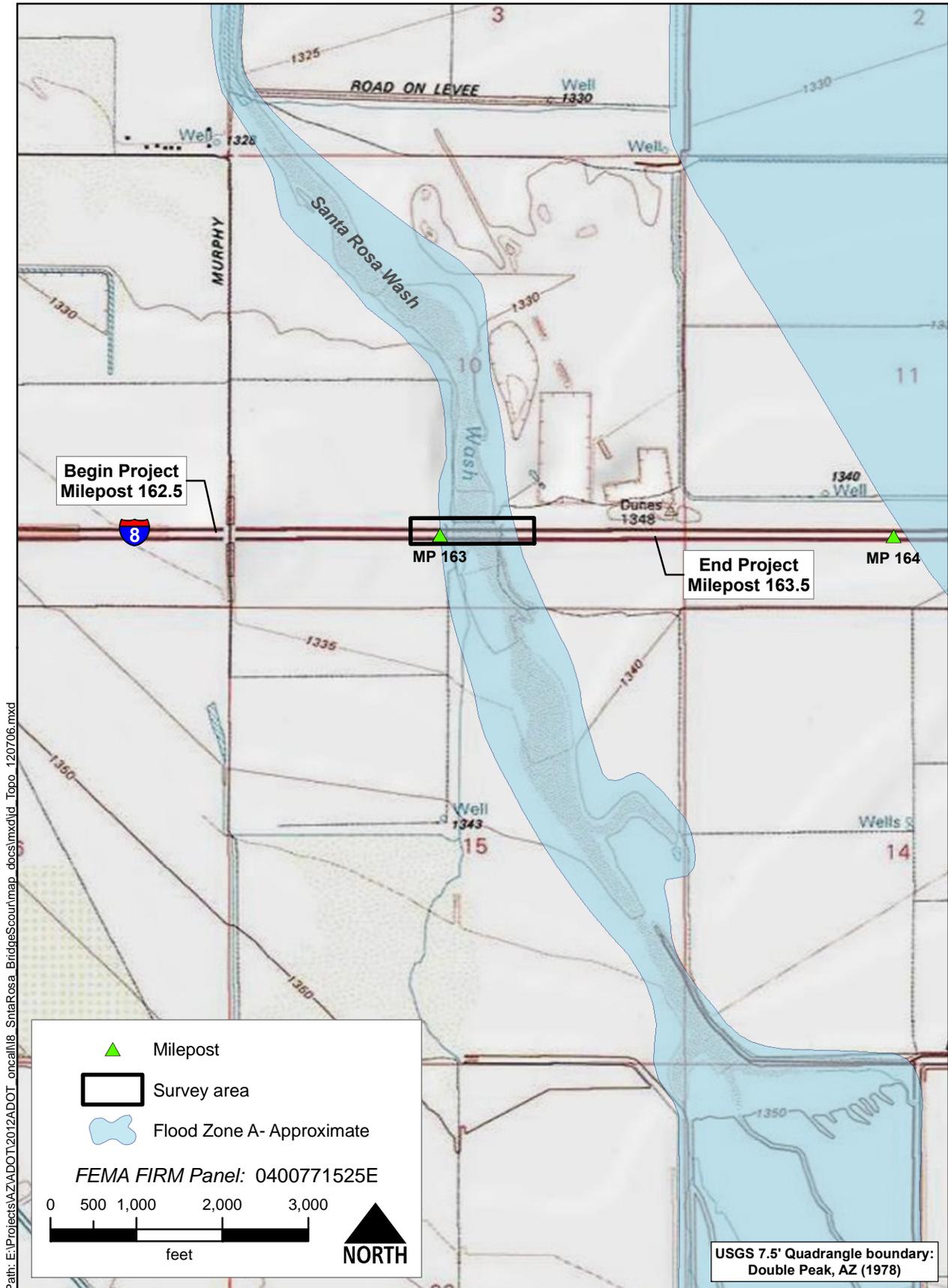
E:\Projects\AZ\ADOT\2010\ADOT\_oncall\DelRioBridge\map\_docs\mxd\State\_110221.mxd

Figure 1 – State Map



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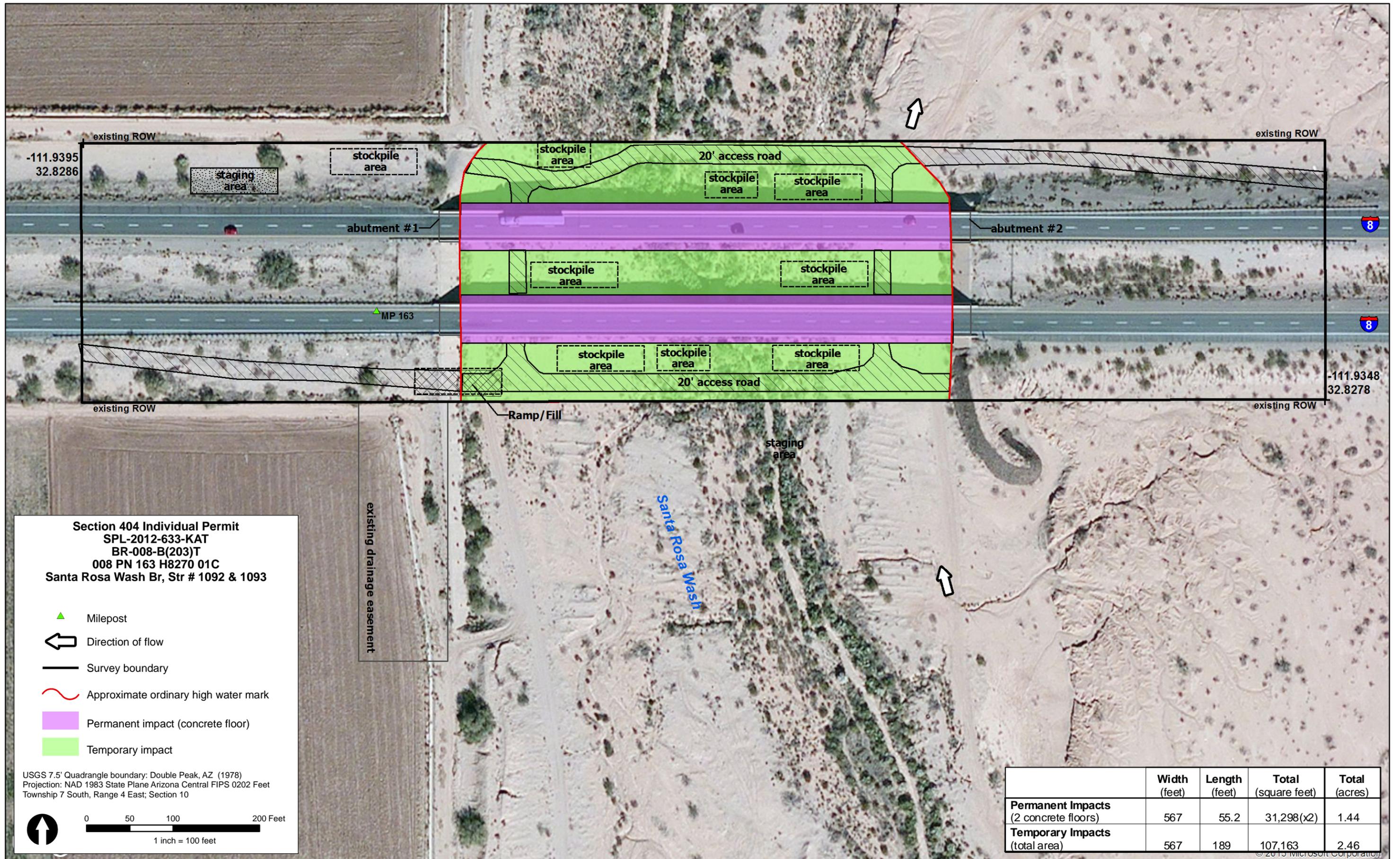
**Figure 2 – Vicinity Map**



Path: E:\Projects\AZADOT\2012\ADOT\_oncall\B\_SantaRosa\_BridgeScout\map\_docs\mxd\ld\_Topo\_120706.mxd

Source: FEMA (December 2007)

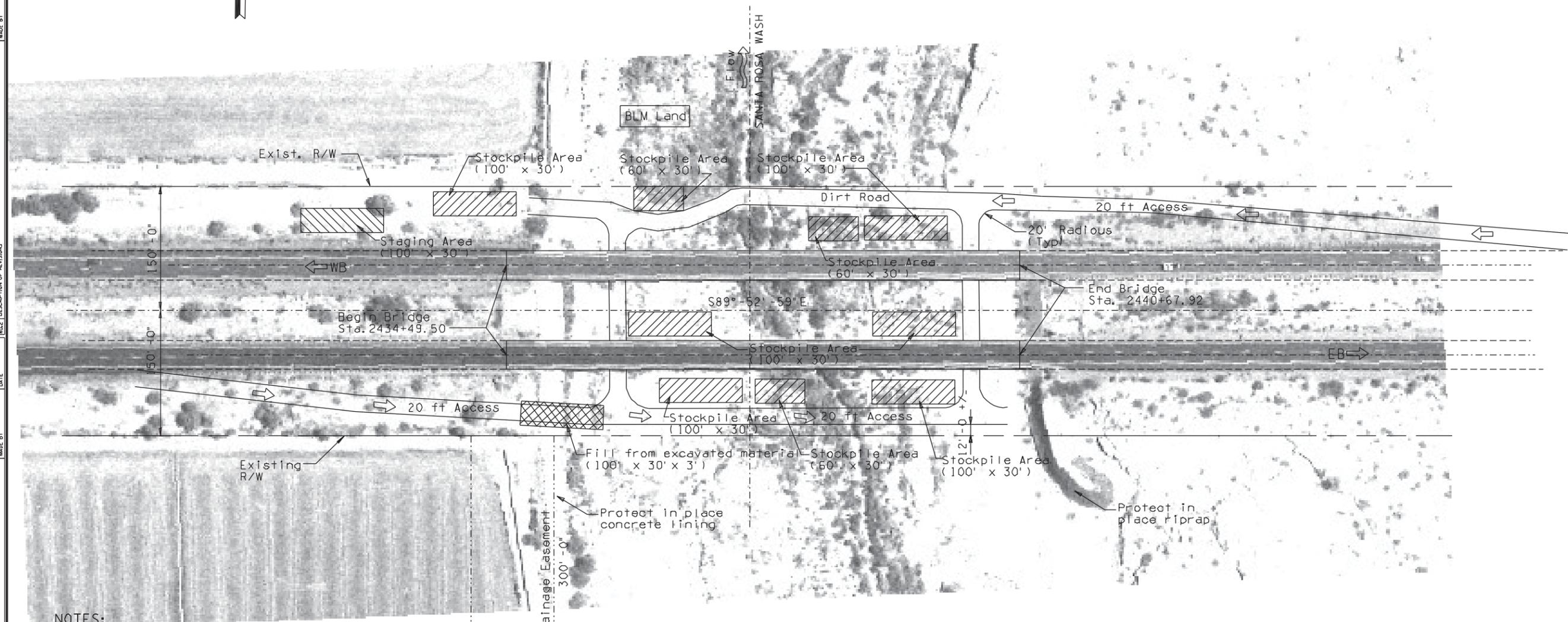
Figure 3 – Topographic Floodplain Map



F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	08-B(203)A	5	8	
08 PN 163					



NO. 1 DESCRIPTION OF REVISIONS  
MADE BY  
DATE  
NO. 2 DESCRIPTION OF REVISIONS  
MADE BY  
DATE



**NOTES:**

1. Contractor shall be responsible to return Area to the condition it was in prior to construction activities, at no cost to the Department.
2. All fences removed or damaged during construction shall be replaced to match existing conditions, at no cost to the Department.
3. Construction Access Road, Construction Staging Area, and Stockpile Area shall be obliterated and shaped to match existing conditions, after construction is complete, at no cost to the Department.
4. Low flow areas of channel must remain open always. No staging and stock pile is allowed within the low flow channel.
5. For Details see R/W Project 1-8-2 (33) 162 Drawing No. D-11-T-399
6. All work to be completed within existing right of way.

**SITE ACCESS PLAN**  
(Structure No. 1092 & 1093)  
Scale: 1" = 60' - 0"  
half-size: 1" = 120'

BLM Land



BRIDGE HYDRAULICS SECTION		DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION <b>BRIDGE GROUP</b> STA. 2434+ SANTA ROSA WASH BRIDGES EB & WB ACCESS ROAD	Stage IV NOT FOR CONSTRUCTION OR RECORDING  DWG. 5-1.6 OF 10
DESIGN	M.J.H.	07-13		
DRAWN	J.P.I.	07-13		
CHECKED	M.J.H.	07-13		
APPROVED-SECTION LEADER		J.P.I.	07-13	
1-8 ROUTE	163 MILEPOST	EB1092 WB 1093 STRUCTURE NO.	LOCATION I-8 SANTA ROSA WASH	
TRACS NO. H8270 01C			08-B(203)A	OF

ccccSYTIMEccccccccDGNSPECIFICATIONcccc

YUMA - CASA GRANDE HIGHWAY  
SANTA ROSA WASH EB & WB  
PINAL COUNTY

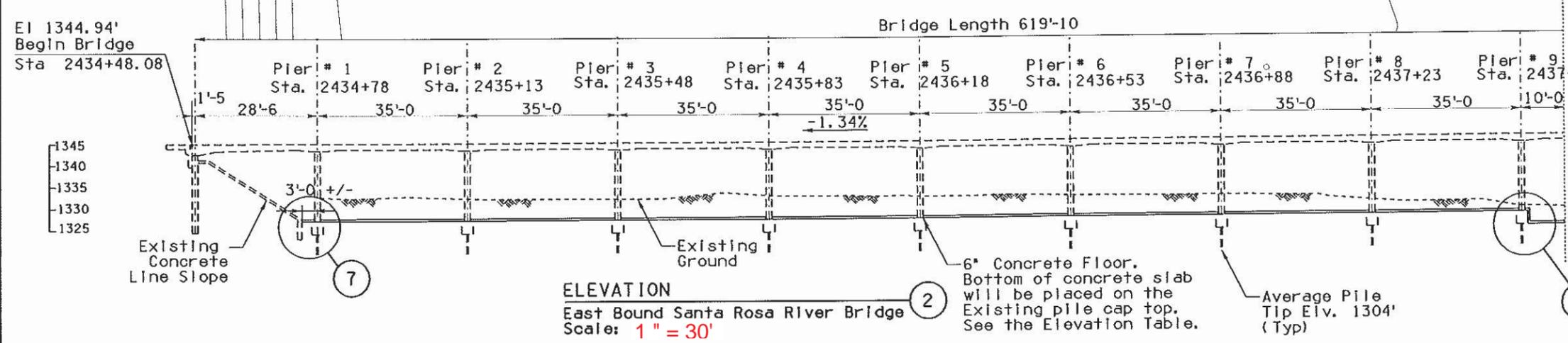
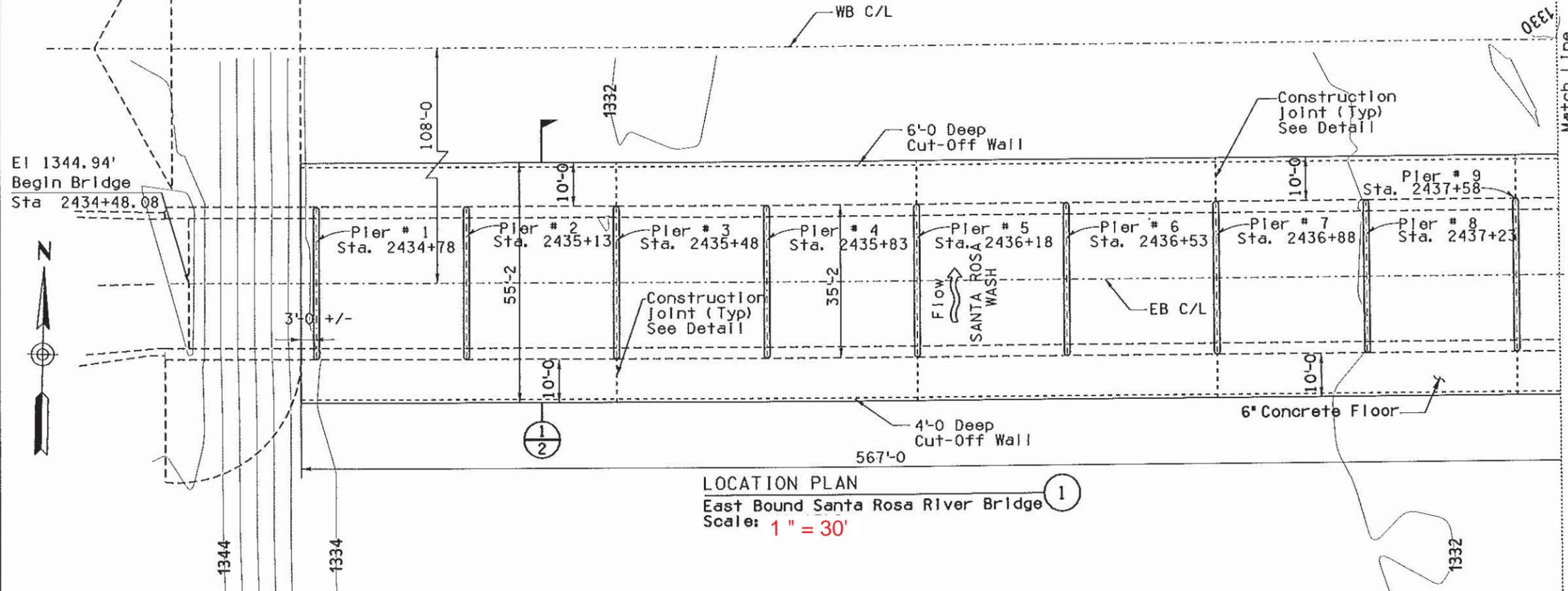
EASTERN ZONE X= 493532, Y=0664942 AT MP 163 (1-8 East)  
Average Elevation: 1330 ft

F.W.J.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	008-B(203)T	2	10	

08 PN 163

INDEX OF SHEETS

SHEET NO.	DWG. NO.	SHEET NO.
1		FACE SHEET
1A, 1B		ADOT STANDARD DRAWINGS
2,3	S-1.1, 1.2	EB GENERAL PLAN
4,5	S-1.3, 1.5	WB GENERAL PLAN
6	S-1.5	DETAILS
7	S-1.6	SITE ACCESS CONTROL PLAN
8	E-1.1	AZPDES SWPPP INDEX SHEET
9	E-1.2	STORMWATER QUALITY PROTECTION EROSION/SEDIMENT CONTROL BMPs LAYOUT
10	E-1.3	STORMWATER QUALITY PROTECTION & EROSION/SEDIMENT CONTROL DETAILS



NOTE:  
Quantity shown for establishing unit costs only, actual payment quantity shall be determined from the contractor survey to be verified and approved by the Engineer.

Pier	PILE CAP	FLOOR TOP
Pier # 1	1326.50	1327.00
Pier # 2	1326.56	1327.06
Pier # 3	1326.62	1327.12
Pier # 4	1326.74	1327.24
Pier # 5	1326.79	1327.29
Pier # 6	1326.79	1327.29
Pier # 7	1326.85	1327.35
Pier # 8	1326.97	1327.47
Pier # 9	1327.02	1327.52
Pier # 9 (MID)	1327.02	1324.52

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	665394.89	693570.06	1341.63	SET NAIL NW BANK
2	665442.28	694051.79	1340.38	SET NAIL NE BANK
3	665289.29	693621.51	1331.57	18214 CAP
4	665209.15	694128.27	1352.69	AC WB BARRIER NE COR
5	664837.65	693615.24	1333.00	SET NAIL SW BOTTOM
6	665068.38	693501.48	1351.47	AC EB BARRIER SW COR
7	665136.52	693719.52	1332.51	SET NAIL MED
8	664865.97	694051.56	1334.93	SET NAIL SW BOTTOM
9	665135.43	693988.19	1333.02	SET NAIL MED
10	665391.97	696088.37	1351.50	CP DUKES
11	664938.42	693950.86	1334.05	SET NAIL
12	665066.66	694128.69	1352.77	AC EB BARRIER SE COR

ITEM	UNIT	TOTAL	AS-BUILT
Structural Excavation	CY	2000	
Class 'S' Concrete f'c = 3000 psi	CY	1525	
Reinforcing Steel	Lbs	111420	

BRIDGE HYDRAULICS SECTION		DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION BRIDGE GROUP		Stage IV NOT FOR CONSTRUCTION OR RECORDING
DESIGN	M. Hasan	07-13	Sta 2434+ SANTA ROSA WASH BR, STR # 1092 & 1093 EB GENERAL PLAN		
DRAWN	M. Hasan	07-13			
CHECKED	W. Downas	07-13			
APPROVED-SECTION LEADER	LPJ	07-13	LOCATION I-8 SANTA ROSA WASH		DWG. S-11 OF 10
1-8 ROUTE		163 MILEPOST	EB 1092 STRUCTURE NO.		OF
TRACS NO. H8270 OIC			008-B(203)T		

F.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	008-B(203)T	3	10	

08 PN 163

**GENERAL NOTES:**

Construction Specification - Arizona Department of Transportation Standard Specifications for Road and Bridge Construction, Edition of 2008, and Special Provisions.

Design Specification - Design Specification-AASHTO LRFD Specifications for Highway Bridges, 6th Edition 2012.

All concrete shall be Class 'S' (f'c=3000 psi) Reinforcing steel shall conform to ASTM Specification A615. All reinforcing shall be furnished as Grade 60. (fs=24000 psi)

All bends and hooks shall meet the requirements of AASHTO Article 8.23. All bend dimensions for reinforcing steel shall be out-to-out of bars. All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.

All reinforcing steel shall have 2-inch clear cover unless otherwise noted.

Ground dimensions shall be verified in the field by the contractor. Dimensions shall not be scaled from the drawings.

Unless otherwise noted all stations, elevations and dimensions shown are based on 'As-built' plans and may not necessarily correspond to structure conditions now existing, and shall be adjusted as required and as directed by the Engineer.

The contractor shall provide weakened plane joints in concrete slabs directed by the Engineer.

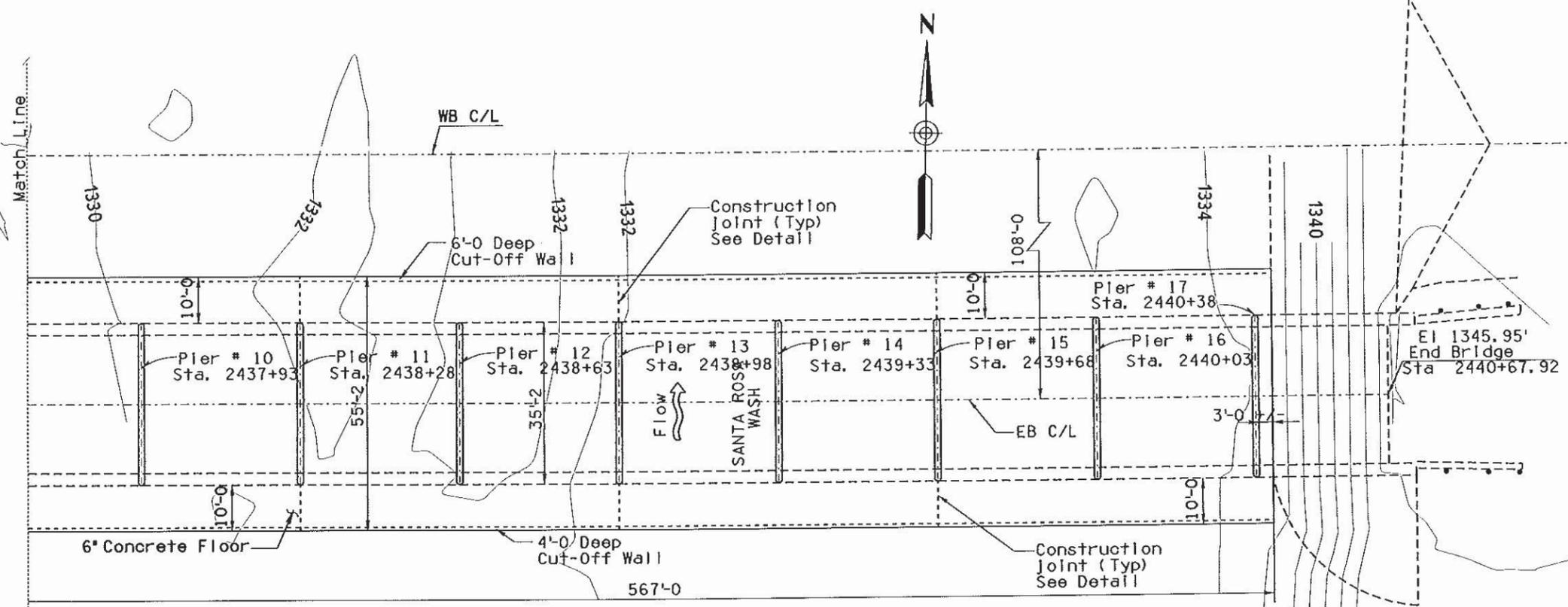
The contractor shall restore existing slope bank protection and barbed wire fence disturbed during construction of the scour countermeasure at no cost to the Department.

All construction activities shall be performed within existing Right-of-Way. New Right-of-Way is not required.

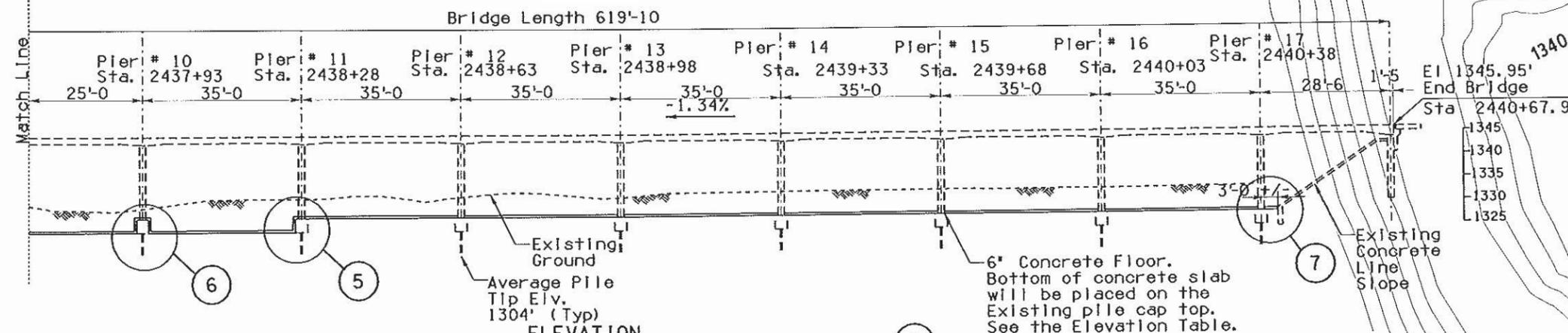
Quantity shown for Structural Excavation is for estimating and establishing unit cost only. Actual payment quantity shall be determined from the contractor survey to be verified and approved by the Engineer.

**GENERAL NOTES:**

Excavated material shall be placed back and restored to match existing condition. Channel elevation is based on Tucson district survey dated April 4th, 2013 measurements and may not represent current condition. All the construction area need to be clean before and after construction at no cost of Department.



**LOCATION PLAN**  
East Bound Santa Rosa River Bridge (1)  
Scale: 1" = 30'



**ELEVATION**  
East Bound Santa Rosa River Bridge (2)  
Scale: 1" = 30'

PIER	PILE CAP	FLOOR TOP
Pier # 10 (MID)	1327.02	1324.52
Pier # 10	1327.02	1327.52
Pier # 11	1327.08	1327.58
Pier # 12	1327.20	1327.70
Pier # 13	1327.25	1327.75
Pier # 14	1327.31	1327.81
Pier # 15	1327.31	1327.81
Pier # 16	1327.36	1327.86
Pier # 17	1327.42	1327.92

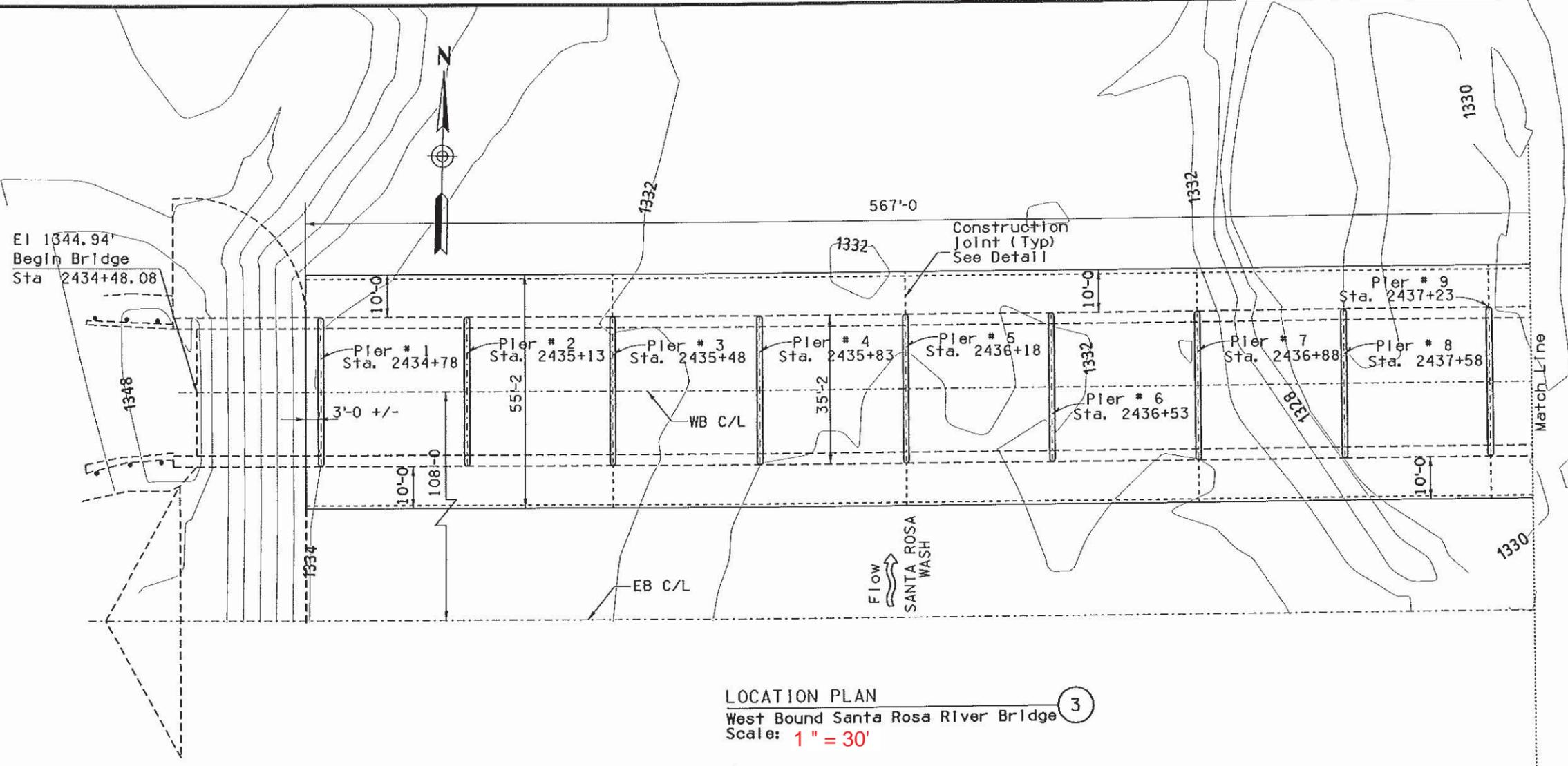
**LEGEND:**

- Title/Detail Marker (1) - Detail Number
- (2) - Section Number
- Section Marker (3) - Sheet Number

DESIGN		M. Hasan	07-13	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION BRIDGE GROUP	Stage IV NOT FOR CONSTRUCTION OR RECORDING
DRAWN		M. Hasan	07-13		
CHECKED		W. Downes	07-13		
APPROVED-SECTION LEADER		L.P.J.	07-13		
				Sta 2434+	I-8 SANTA ROSA WASH
				SANTA ROSA WASH BR, STR #1092 & 1093 EB GENERAL PLAN	
I-8	163	EB 1092	LOCATION	I-8 SANTA ROSA WASH	
ROUTE		TRACS NO. H8270 OIC	008-B(203)T		
MILEPOST		08 PN 163			
STRUCTURE NO.		OF			

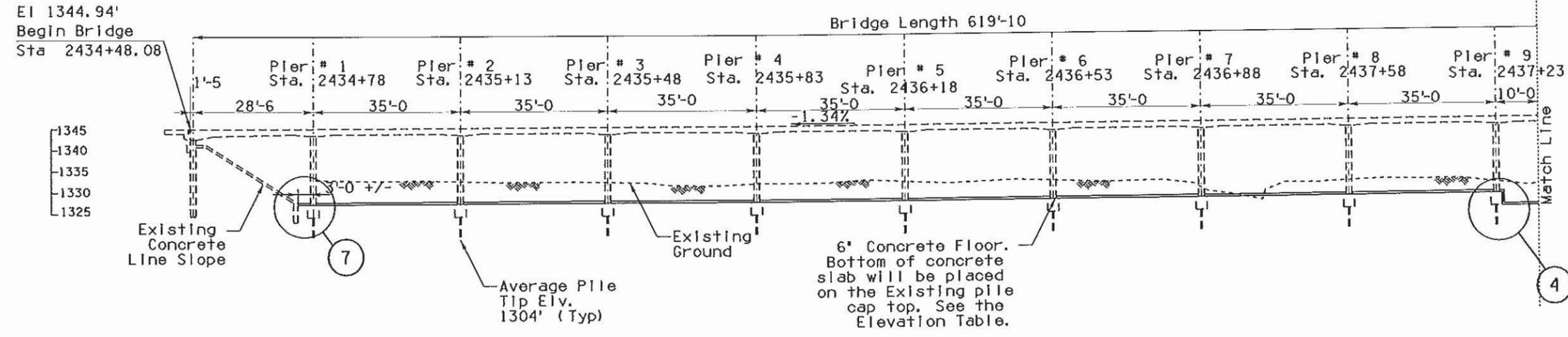
F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	008-B(203)T	4	10	

08 PN 163



**LOCATION PLAN**  
 West Bound Santa Rosa River Bridge  
 Scale: 1" = 30'

Pier	PILE CAP	FLOOR TOP
Pier # 1	1326.50	1327.00
Pier # 2	1326.56	1327.06
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Pier # 4	1326.74	1327.24
Pier # 5	1326.79	1327.29
Pier # 6	1326.79	1327.29
Pier # 7	1326.85	1327.35
Pier # 8	1326.97	1327.47
Pier # 9	1327.02	1327.52
Pier # 9 (MID)	1327.02	1324.02



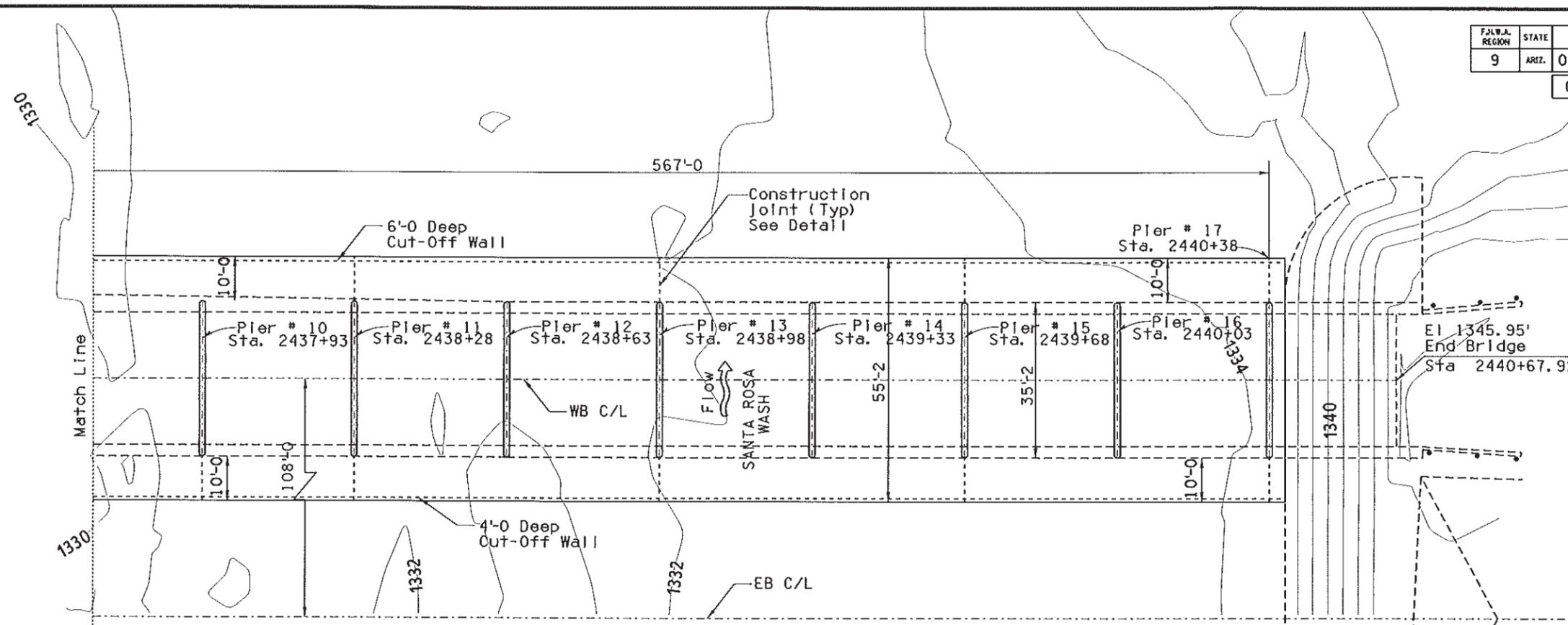
**ELEVATION**  
 West Bound Santa Rosa River Bridge  
 Scale: 1" = 30'

DESIGN: M. Hassan		DATE: 07-13	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION BRIDGE GROUP	Stage IV NOT FOR CONSTRUCTION OR RECORDING
DRAWN: M. Hassan		DATE: 07-13		
CHECKED: W. Downes		DATE: 07-13		
APPROVED-SECTION LEADER: LPJ		DATE: 07-13		
LOCATION: I-8 SANTA ROSA WASH			WB GENERAL PLAN	DIRG. S-13 OF 10
ROUTE: I-8	WILEPOST: 163	STRUCTURE NO.: WB 1093		
TRACS NO.: H8270 OIC			008-B(203)T	OF



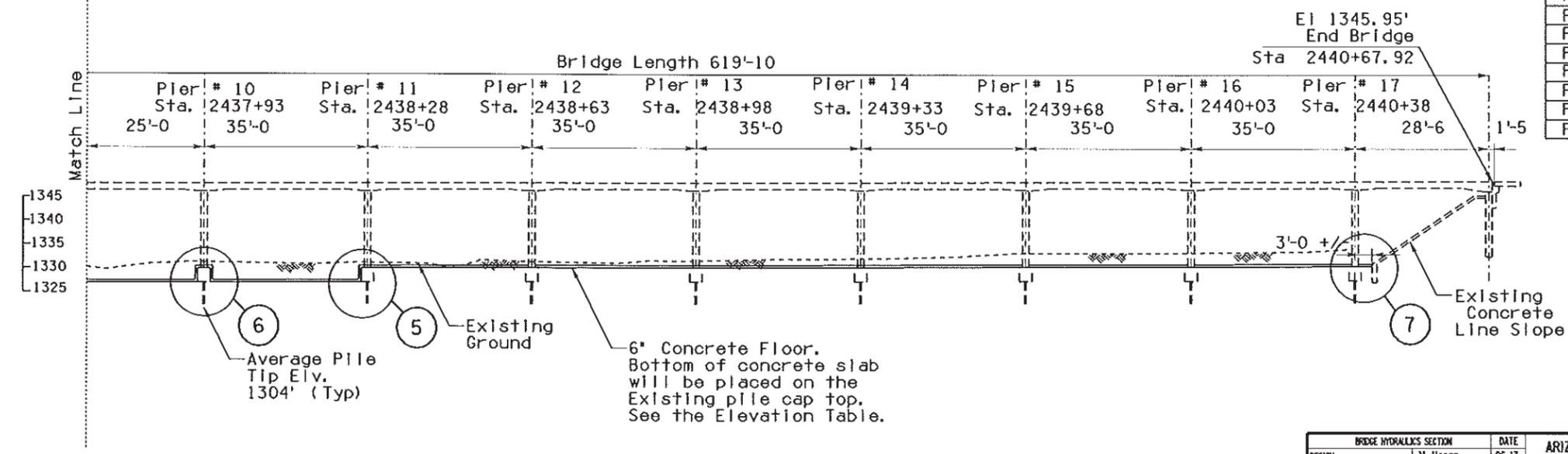
F.A.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	008-B(203)T	5	10	

08 PN 163



**LOCATION PLAN**  
West Bound Santa Rosa River Bridge ③  
Scale: 1" = 30'

Pier	PILE CAP	FLOOR TOP
Pier # 10 (MID)	1327.02	1324.52
Pier # 10	1327.02	1327.52
Pier # 11	1327.08	1327.58
Pier # 12	1327.20	1327.70
Pier # 13	1327.25	1327.75
Pier # 14	1327.31	1327.81
Pier # 15	1327.31	1327.81
Pier # 16	1327.36	1327.86
Pier # 17	1327.42	1327.92



**ELEVATION**  
West Bound Santa Rosa River Bridge ④  
Scale: 1" = 30'

BRIDGE HYDRAULICS SECTION		DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION BRIDGE GROUP	Stage IV NOT FOR CONSTRUCTION OR RECORDING
DESIGN	M. Hasan	06-13		
DRAWN	M. Hasan	06-13		
CHECKED	M. Doyman	06-13		
APPROVED-SECTION LEADER: LPJ			06-13	
I-8 ROUTE			163 MILEPOST	WB 1093 STRUCTURE NO.
TRACS NO.			H8270 OIC	008-B(203)T

