

Notice of Preparation

Notice of Preparation

To: _____ From: _____

(Address) (Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

_____ will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to _____ at the address shown above. We will need the name for a contact person in your agency.

Project Title: _____

Project Applicant, if any: _____

Date _____ Signature Gabriella Duff
Title _____
Telephone _____

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) District 8, in cooperation with the Arizona Department of Transportation (ADOT), proposes to replace the Colorado River Bridge (California BR. No. 54-0415, Arizona Bridge No. 957) spanning the California/Arizona state line on Interstate 40 near Topock, AZ. The purpose of the project is to improve the safety and integrity of the bridge by addressing deck deterioration and strengthening the girders to increase the load rating to accommodate all permit vehicle traffic. The safety of the traveling public will be enhanced because of the following proposed improvements: standard lane and shoulder widths, a standard median barrier, and a standard bridge railing system. Deck deterioration on the existing facility is characterized by spalls and delaminations along the outside shoulders, and transverse cracks are present throughout the transverse top mat rebar. The top mat transverse rebar is exposed with an inadequate concrete cover. If no rehabilitation is done, the existing deterioration will worsen and ultimately compromise the integrity and safety of the structure. Also, the bridge has a permit vehicle rating of PPPGO (purple permit rating up to 9-axle vehicles and a reduced permit rating for 11 and 13 axle vehicles).

Caltrans will be the lead agency for the proposed project under the California Environmental Quality Act (CEQA) and the Federal Highway Administration (FHWA) will be the lead agency for the project under the National Environmental Policy Act (NEPA).

The document for environmental analysis of this project under CEQA and NEPA was originally scoped as an Initial Study/Complex Environmental Assessment (IS/EA) anticipated to result in a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI). However, Caltrans, as the CEQA lead agency, has determined that an Environmental Impact Report (EIR) would be the most appropriate level of environmental document under CEQA due to changes in the regulatory environment and to address potentially significant impacts. Therefore, a joint EIR/EA is anticipated to be prepared in accordance with CEQA and NEPA.

LOCATION OF STUDY AREA

The project is located in San Bernardino County, California and in Mohave County, Arizona on Interstate 40 between Park Moabi Road and Topock Road. The total length of the project on I-40 is 1.34 miles, between Post Mile (PM) 153.9 and PM 154.64 in California, and PM 0.0 to 0.6 in Arizona. The attached figure shows the project location and project vicinity.

ALTERNATIVES

Alternative 1

Build Alternative 1 proposes to replace the bridge on the existing alignment. This alternative will require staging the construction operation in two major stages Stage 1 will remove half of the existing bridge then construct one half of the new bridge, running traffic on the remaining half of the existing bridge. Stage-2 Shift traffic to the newly constructed portion of the deck

then remove the rest of existing bridge and build the second half of new bridge. This traffic reduction will remain through the length of the construction zone and then transition to the original roadbed.

Alternative 2

Build Alternative 2 proposes to replace the bridge with an alignment to the north of the existing bridge. This alternative will realign to the north of existing I-40 centerline allowing the construction of the new bridge to take place while the existing bridge remains fully operational. Staging will be only necessary for transitioning the new realigned bridge to the existing I-40 centerline alignment on both end of the bridge.

Alternative 3

Build Alternative 3 proposes to replace the bridge with an alignment to the south of the existing bridge. This alternative will realign to the south of existing I-40 centerline and this will allow the construction of the new bridge to take place while the existing bridge is still operational. Staging will be only necessary for transitioning the new realigned bridge to the existing I-40 centerline alignment on both end of the bridge.

Alternative 4 (No Build Alternative)

The No-Build Alternative assumes that no improvements will be made to the Colorado River bridge. Without the planned improvements proposed as part of the project (e.g., rehabilitating and strengthening the existing bridge, or replacing the bridge) the existing bridge will continue to deteriorate, ultimately compromising the integrity and safety of the structure. Also, the load rating of the bridge will not accommodate all permit vehicle traffic to move goods and people between two states. As a result, Alternative 4 would not meet the purpose and need of the project. This alternative would not satisfy the proposed project's purpose and need.

POTENTIAL ENVIRONMENTAL EFFECTS

Various environmental and community resources are known to exist within the limits of the study area and the potential effects to these resources will be studied in the Environmental Impact Report/Environmental Assessment (EIR/EA). Environmental effects anticipated for the study include, but are not limited to: Land Use, Farmlands, Growth, Community Impacts, Utilities and Emergency Services, Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Cultural Resources, Water Quality and Stormwater Runoff, Hydrology and Floodplains, Geology/Soils/Seismicity/Topography, Paleontology, Hazardous Waste/Materials, Air Quality/Greenhouse Gas Emissions/Climate Change, Noise, Mineral Resources, wildfire, Energy, Biological Resources, and Cumulative Impacts. Of these environmental resources, further study may determine potentially significant impacts to Biological Resources. It is anticipated that the project will have a less than significant impact on all other environmental resources.

PUBLIC SCOPING MEETING

Caltrans will hold a public scoping meeting to provide an overview of the project, present a summary of the environmental process and issues addressed, and receive input regarding environmental issues and the suggested scope and content of the EIR/EA. The scoping meeting will be held virtually on 11/18/2020 from 5:00 PM – 6:30 PM as a webinar at <https://tinyurl.com/i40Webinar>.

I-40/Colorado River Bridge Replacement Project



Legend
[Black Rectangle] Project Location

0 0.25 0.5 1 Miles
N
▲

I40/Colorado River Bridge Replacement Project
Project Location/Vicinity Map
08-SBD-40 PM 153.9/154.64 (CA); PM 0.0/0.6 (AZ)
EA No. 0R380
Project No. 0812000067

I-40/Colorado River Bridge Replacement Project



Project Vicinity Map

