San Bernardino County

Department of Public Works

Environmental Management Division

825 E. Third Street, Rm. 123 • San Bernardino, CA 92415

Phone Number (909) 387-8109 • Fax Number (909) 387-7876

NOTICE OF PREPARATION

FROM: San Bernardino County Department of Public Works
Environmental Management Division
825 E. Third Street, Rm. 123
San Bernardino, CA 92415-0835

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

DATE: April 13, 2021

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the National Trails Highway at 10 Bridges Project

The County of San Bernardino ("County") will be the Lead Agency and will prepare a Draft Environmental Impact Report ("EIR") for the proposed National Trails Highway at 10 Bridges Project ("Project") described below. We are interested in your agency's views as to the appropriate scope and content of the Draft EIR's environmental information pertaining to your agency's statutory responsibilities related to the Project. We will need the name of a contact person for your agency. For interested individuals, we would like to be informed of environmental topics of interest to you regarding the project.

Because the County has already determined that an EIR is required for the proposed Project, and as permitted by State California Environmental Quality Act (CEQA) Guidelines Section 15060(d) (Preliminary Review), the County will not prepare an Initial Study for the Project. Further, the proposed Project, its location, and its potential environmental effects are described below. The County welcomes public input during the Notice of Preparation (NOP) review period.

Project Title: National Trails Highway 10 Bridges Project (Project)

Project Number: H14853 et al

Project Applicant: San Bernardino County, Department of Public Works

Project Location: The Project is located on the National Trails Highway, also known as U.S. Route 66. The bridges are situated in and near the unincorporated communities of Amboy and Essex in San Bernardino County. Please see the below table for more specific locational information for each bridge.

Bridge Name	Bridge Number	Existing Bridge Length	Existing Bridge Width	Location
Bristol Ditch	54C0272	40 feet	28 feet	26.7 miles east of Crucero Rd
Cerro Ditch	54C0275	40 feet	28 feet	1.3 miles east of Amboy Rd
Gordo Ditch	54C0276	40 feet	28 feet	1.8 miles east of Amboy Rd
Cerulia Ditch	54C0277	40 feet	28 feet	2.2 miles east of Amboy Rd
Leith Ditch	54C0279	40 feet	28 feet	3.1 miles east of Amboy Rd
Terra Ditch	54C0280	40 feet	28 feet	3.6 miles east of Amboy Rd
Sombra Ditch	54C0281	78 feet	28 feet	4.1 miles east of Amboy Rd
Beacon Ditch	54C0282	40 feet	28 feet	6.2 miles east of Amboy Rd
Larissa Ditch	54C0284	40 feet	27 feet	1.1 miles east of Kelbaker Rd
Adena Ditch	54C0315	59 feet	28 feet	21.9 miles east of Kelbaker Rd

Public Review Period: April 13 to May 13, 2021

Responses and Comments: Please send your responses and comments by Thursday, May 13, 2021, to Nancy J. Sansonetti, Senior Planner at Nancy.Sansonetti@dpw.sbcounty.gov or at the following address. Due to Covid concerns, an email response is preferred if available to you.

Nancy J. Sansonetti
Senior Planner
Department of Public Works, Environmental Management Division
825 E. Third Street, Rm. 123
San Bernardino, CA 92415-0835

Document Availability: Notice of Preparation

This Notice of Preparation can be viewed on the County of San Bernardino website at: https://cms.sbcounty.gov/dpw/Home.aspx. Due to the Governor's Executive Order N-54-20, the NOP will not be available at a physical location. If unavailable on the website, you may obtain the document in electronic format by telephoning the Department of Public Works at (909) 387-8109, or by emailing the Senior Planner at Nancy.Sansonetti@dpw.sbcounty.gov. To request a PDF version of the document, please reference the project title above.

Project Description:

The County of San Bernardino, in coordination with the California Department of Transportation (Caltrans), is proposing to replace 10 bridges on the National Trails Highway (NTH), also known as U.S. Route 66. A summary of the existing 10 bridges is provided in the above table.

The existing bridges were constructed in 1930 with simple timber girders and a continuous cast-in-place/reinforced concrete deck. The bridges span over various manmade ditches that were created to channel surface drainage flows. The bridges are supported on closed-end backfilled timber pile extension strutted abutments and timber pile extension bents. They now have asphalt overlays. At Cerro, Gordo, Cerulia, Leith, Terra, Sombra, Beacon and Larissa supplemental timber bents and columns were installed at the midspan doubling the number of supports and spans at these bridges. All ten existing bridges are classified Structurally Deficient and have sufficiency ratings from 22.2 to 61.2. All but Bristol Ditch has a sufficiency rating below 50.

The existing bridges are proposed to be replaced with reinforced concrete bridges. The existing soil is sandy and susceptible to scour, so pile extensions would be utilized at the piers and the abutment foundation would be supported on piles. The bridge barrier would be steel California ST-75 Bridge Rail painted white which is Manual for Assessing Safety Hardware (MASH) approved and best matches the existing railing. The bridge lengths would match the existing lengths if possible, but would be lengthened as needed to convey the storm flows. The width of each replacement bridge would be 40 feet to accommodate two 12-foot lanes, two 6-foot shoulders and the 2-foot railing. The vertical profile of the bridges will remain close to the existing profile except for those bridges locations in which it is determined that additional vertical clearance is required to provide sufficient water conveyance beneath the bridge. It is anticipated that any such necessary changes in vertical profiles would be 2 feet or less, with the elevation gradually conforming to the existing roadway elevations.

The National Trails Highway is posted at a speed limit of 55 miles per hour, with all the bridges located on straight segments of the road. The alignment would remain unchanged; however, approach road work, up to 800 feet, on either side of each bridge may be needed to conform to the existing roadway vertical profile. Grading along the approaches and around the bridges may be needed to ensure storm conveyance and drainage of the area.

Temporary low-water crossing detours would be constructed to accommodate through-traffic during construction. Construction of each bridge replacement is expected to be completed in one season, limiting the time the detour would be in place to one season as well.

Permanent acquisition of right-of-way is not anticipated to be needed; however, temporary construction easements may be needed to accommodate construction of the temporary detour routes.

The existing utilities include a fiber optic telecommunication line and a solar powered local utility line. Both of these utilities may require relocation as part of this project. All utility relocations would be included within the defined limits of the 10 Bridges project area.

Typical equipment for roadway construction would include heavy construction earthmoving equipment, dump trucks and pavers. Typical bridge construction equipment would include cranes, pile drivers, excavators, and concrete pumps.

Environmental Factors Potentially Affected

The County has determined that the proposed Project will require preparation of an EIR pursuant to CEQA. The following environmental topics will be addressed in the EIR.

Aesthetics: The EIR will describe the aesthetic and urban design implications of the proposed Project, including its visual relationships to the surrounding vicinity and the potential visual impacts perceived by vehicular users.

Agriculture and Forestry Resources: The EIR will evaluate potential impacts related to land used or zoned for agriculture or forestry resources, or designated as farmland by the state.

Air Quality: The EIR will describe the potential short- and long-term impacts of replacing 10 bridges on local and regional air quality based on methodologies defined by the MDAQMD.

Biological Resources: The EIR will evaluate potential impacts on biological resources, including the Agassiz's Desert Tortoise (*Gopherus agassizii*), resulting from replacement of 10 bridges. Mitigation measures will be defined as necessary to avoid or reduce the potential impacts.

Cultural Resources: The EIR will describe any potential impacts and mitigation needs associated with historic and cultural (archaeological) resources, including the National Trail Highway Historic District, which is eligible for the National Register of Historic Places.

Energy: The EIR will evaluate whether there are any inefficient, or unnecessary consumption of energy resources.

Geology and Soils: The EIR will describe the potential geological and paleontological implications of replacing the 10 bridges.

Greenhouse Gas Emissions: The EIR will describe the potential impacts on local greenhouse gas emissions and global climate change, following the latest approach and methodologies recommended by State and regional agencies that could result from the proposed 10 bridge replacements.

Hazards and Hazardous Materials: The EIR will describe the potential for hazardous material use or hazardous waste investigation anticipated from the Project and will describe any associated potential impacts and mitigation needs. Potential construction period hazards, hazardous material impacts, and mitigation needs will also be described.

Hydrology and Water Quality: The EIR will evaluate potential impacts on hydrology and water quality resulting from replacing the 10 bridges, including possible effects related to drainage and flooding.

Land Use and Planning: The EIR will describe the potential effects of replacing 10 bridges on existing and planned land use characteristics in the Project vicinity.

Mineral Resources: The EIR will evaluate whether the project will result in the loss of availability of a known mineral resource or a local mineral resource recovery area.

Noise: The EIR will describe potential construction and long-term operation noise (traffic, mechanical systems etc.) impacts and related mitigation needs.

Population and Housing: The EIR will describe the anticipated effects of the 10 bridges replacement on existing and projected population and housing characteristics for the nearby communities.

Public Services: The EIR will describe potential impacts, including temporary construction impacts, on public services and any mitigation needs.

Transportation: The EIR will describe the transportation and circulation implications of the proposed Project, including its resulting vehicle miles travelled.

Tribal Cultural Resources: The EIR will describe potential impacts to tribal cultural resources and describe the results of tribal consultation.

Utilities and Service Systems: The EIR will describe potential impacts on local utility and service systems.

Wildfires: The EIR will describe potential increases in exposure/risk to wildfires to the project site and surrounding areas.

NTH 10 Bridge Project Description

The County of San Bernardino (County), in coordination with the California Department of Transportation (Caltrans), is proposing to replace 10 bridges on the National Trails Highway (NTH), also known as U.S. Route 66. The project is located in the unincorporated communities of Amboy and Essex in the County of San Bernardino. A summary of the existing 10 bridges including their length, width, spans and locations is listed below.

Bridge Name	Bridge Number	Existing Bridge Length	Existing Bridge Width	Original Number of Spans (Current Spans)	Location
Bristol Ditch	54C0272	40 feet	28 feet	2(2)	26.7 miles east of Crucero Rd
Cerro Ditch	54C0275	40 feet	28 feet	2(4)	1.3 miles east of Amboy Rd
Gordo Ditch	54C0276	40 feet	28 feet	2(4)	1.8 miles east of Amboy Rd
Cerulia Ditch	54C0277	40 feet	28 feet	2(4)	2.2 miles east of Amboy Rd
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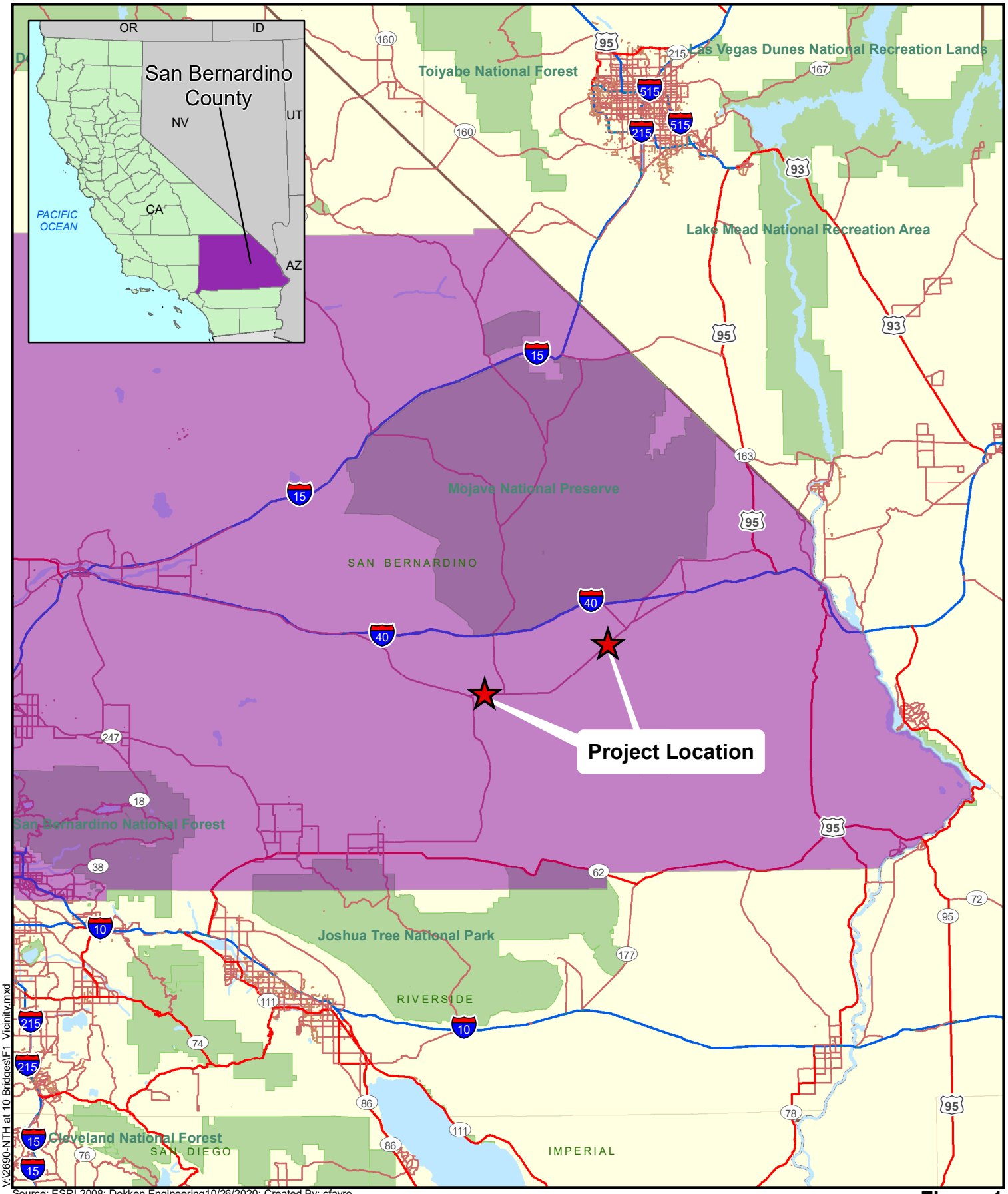
Purpose

The purpose of the National Trails Highway 10 Bridge Replacement Project is to replace structurally deficient bridges in order to:

- Enhance safety on National Trails Highway by proving new vehicular crossings for 10 bridges;
- Provide a transportation facility consistent with County and Caltrans Standards, as well as local and regional plans.

Need

The existing National Trails Highway Bridges are rated “Structurally Deficient” by Caltrans under Federal Highway Administration prescribed inspection criteria. Full replacement of the bridges is needed because the current structures do not meet structural design standards.



Source: ESRI 2008; Dokken Engineering10/26/2020; Created By: cfavro

0 10 20 30 Miles

Figure 1
Project Vicinity
National Trails Highway 10 Bridges Project
BRLS-5954 (142, 147, 149-156)
San Bernardino County, California

v:\1836_11thStBridge\Cultural\F2_Loc_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 10/26/2020; Created By: cfavro

0 2.5 5 7.5 10
Miles

Figure 2
Project Location
National Trails Highway 10 Bridges Project
BRLS-5954 (142,147,149-156)
San Bernardino County, California