PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS **BUILDING STRONG®**
LOS ANGELES DISTRICT

APPLICATION FOR PERMIT
Virgin River Bridge #6 (STR #1619) Reconstruction

Public Notice/Application No.: SPL-2012-00915-KAT
Project: Virgin River Bridge #6 (STR #1619) Tracs 015 MO 015 H8574 01C
Comment Period: February 4, 2014 through February 23, 2014
Project Manager: Kathleen Tucker; 602-230-6956; Kathleen.A.Tucker@usace.army.mil

Applicant
Audra Merrick
Arizona Department of Transportation
1801 S. Milton Rd MD F500
Flagstaff, Arizona 86001

Contact
Charles Beck
Arizona Department of Transportation
1611W. Jackson St., MD EM02
Phoenix, Arizona 85007

Location

The project is located on Interstate 15 approximately 6.7 miles east of the unincorporated communities of Beaver Dam and Littlefield in Mohave County, Arizona. The project is located on ADOT easement from the Bureau of Land Management and can be located on the U.S. Geological Survey (USGS) Mountain Sheep Spring, AZ (1985) 7.5' topographic quadrangle. The project midpoint in decimal degrees is 36.928728°N, -113.830539°W (NAD 83).

Activity

This activity would involve the discharge of dredged and/or fill material into 1.07 acres of waters within the Virgin River to construct piers and widen the existing bridge (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 . Comments should be mailed to:

3636 N Central Avenue, Suite 900
Phoenix, AZ 85012-1939

Alternatively, comments can be sent electronically to: 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 is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the Arizona Department of Environmental Quality. 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.

Cultural Resources- The latest version of the National Register of Historic Places has been consulted and this site is not listed. 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- U.S. Fish and Wildlife has issued a Biological Opinion dated March 12, 2013 regarding the Virgin River chub and woundfin.

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 (1) maintain I-15 as a commercial and transportation corridor by better accommodating truck traffic

and truck volumes within the project limits and (2) to strengthen the Pier 2 foundation against erosion and scouring.

Additional Project Information

Baseline information- Within the project limits, I-15 is a four-lane, divided highway with two 12-foot-wide travel lanes and shoulders varying from 2 to 10 feet wide. Bridge No. 6 is a four-span bridge (59.5 feet wide and 649.0 feet long) over the Virgin River at MP 15.58.

Pier 2 beneath Bridge No. 6 was constructed within the channel of the Virgin River. Although the foundation of Pier 2 is anchored into the bedrock beneath the sediments deposited by the river, flows are eroding and scouring the sediment around the foundation. As a result, the foundation for Pier 2 is directly exposed to increased erosion and scour. In June 2012, ADOT received a federal Transportation Investment Generating Economic Recovery (TIGER) IV grant award to reconstruct Bridge No. 6 and its roadway approaches. The purpose of the project is to better accommodate truck traffic and truck volumes, and to strengthen the Pier 2 foundation against erosion and scouring.

In the vicinity of Bridge No. 6, the Virgin River is generally contained to a low-flow channel between 30 and 80 feet wide and 2 to 4 feet deep. Sand and gravel bars adjacent to the low-flow channel are typically exposed during low flow periods, but are located within the ordinary high water mark (OHWM) and are included within the jurisdictional limits. During higher flows, the river can expand up to 175 feet wide across the sand and gravel bars beneath Bridge No. 6. The stream bed is primarily soft and composed of sand with some small cobbles. However, downstream of Bridge No. 6, the cobble size and density increase, which create small rapids.

Project description- ADOT, in association with the Federal Highway Administration, is planning a bridge rehabilitation project from MP 15.49 to MP 16.04.The project involves reconstructing and widening Bridge No. 6, which includes temporary construction such as building an access road down to and along the Virgin River, installing a temporary bridge crossing and crane pads in the 100-year floodplain, and placing fill and concrete barriers to create a flat work area around Pier 2. Other construction activities include widening the roadway approaches, repaving the roadway, and rockfall containment. The scope of analysis for this document includes project activities occurring within the Virgin River upstream and downstream of Bridge No. 6.

The proposed bridge rehabilitation would involve the following construction within the Virgin River:

- Grading the existing access path and portions of the Virgin River floodplain for temporary construction access
- Constructing a temporary bridge across the Virgin River low-flow channel, temporary crane pads, and a level access/maneuvering/work area
- Lining the outside of the low-flow channel with concrete barriers and L-panel retaining walls and soil filter fabric
- Installing sediment fence outside the barriers and retaining walls
- Widening Pier 2 from two columns to 4 columns and drilling to bedrock to anchor the new columns
- Removing vegetation, including riparian and wetland vegetation, as necessary

- Reseeding disturbed areas outside of the active channel with a seed mix developed by ADOT and the Bureau of Land Management

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: The alternatives analysis for this project indicated that it would not be practicable to avoid Waters of the US during project construction.

Minimization: Impacts to the low-flow channel would be minimized through the following restrictions and requirements:

- No equipment will be allowed to cross the low-flow channel during construction, nor will temporary culverts or other drainage structures be installed.
- All equipment must use a temporary bridge to cross between the north and south banks.
- The temporary bridge will sit above the average flow level and will be constructed such that it can be moved by a crane in anticipation of high flows (2-year event).
- The outside of the low-flow channel will be lined with concrete, L-panel retaining walls to hold in temporary fill and keep debris and sediment out of the low-flow channel.
- Depending on the width of the low-flow channel, the L-panels may have to be installed in the channel, in which case the area behind the panels would be dewatered prior to the discharge of fill for the access road, crane pads, or south bank work area.
- The fill material will serve as a mat or buffer to reduce impacts to the wetlands in the project limits. Once the L-panels and concrete barriers are installed, no additional impacts to the low-flow channel are anticipated until the panels and barriers are removed following construction.
- A containment system will be constructed beneath the bridge to prevent accidental discharge of debris into the OHWM during bridge widening and girder replacement.
- Other efforts to minimize impacts within the OHWM include BMPs to minimize sedimentation and debris within the river and the reclamation of all disturbed areas to their existing elevations and topography. Flows would be maintained during and after construction to ensure that functions and values of the downstream waters of the US including wetlands are maintained.

Compensation: The proposed action will result in 1.07 acres of impacts to Waters of the US including 0.93 acre of other seasonal waters and 0.14 acre of wetland within the Virgin River. ADOT will provide compensatory mitigation through in-lieu fees. The Corps will include the payment of in-lieu fees as a special condition of the permit.

Proposed Special Conditions

To be 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. 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.

U.S. ARMY CORPS OF ENGINEERS – LOS ANGELES DISTRICT
3636 N Central Avenue, Suite 900
Phoenix, AZ 85012-1939
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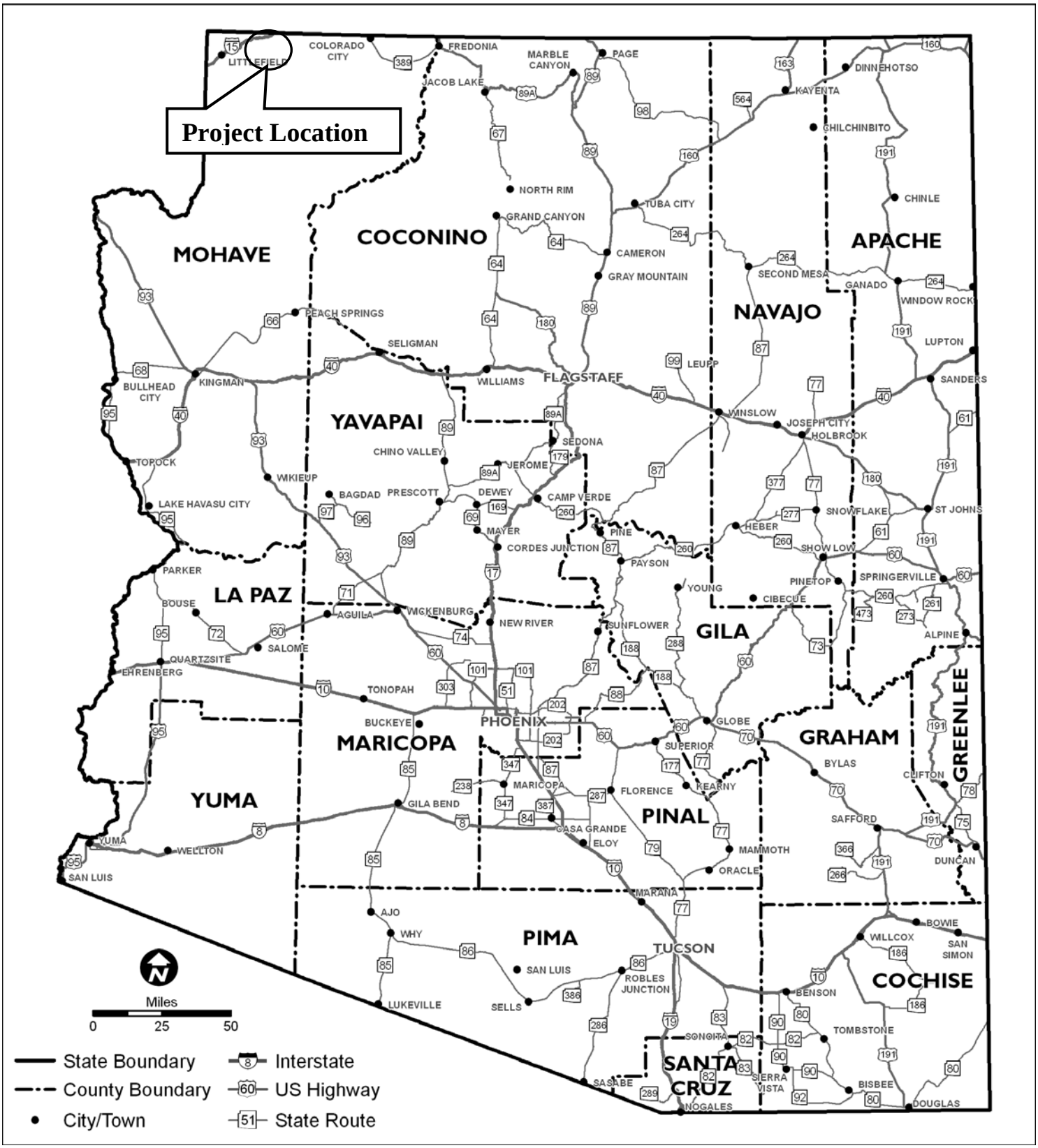


Figure 1. State Location Map

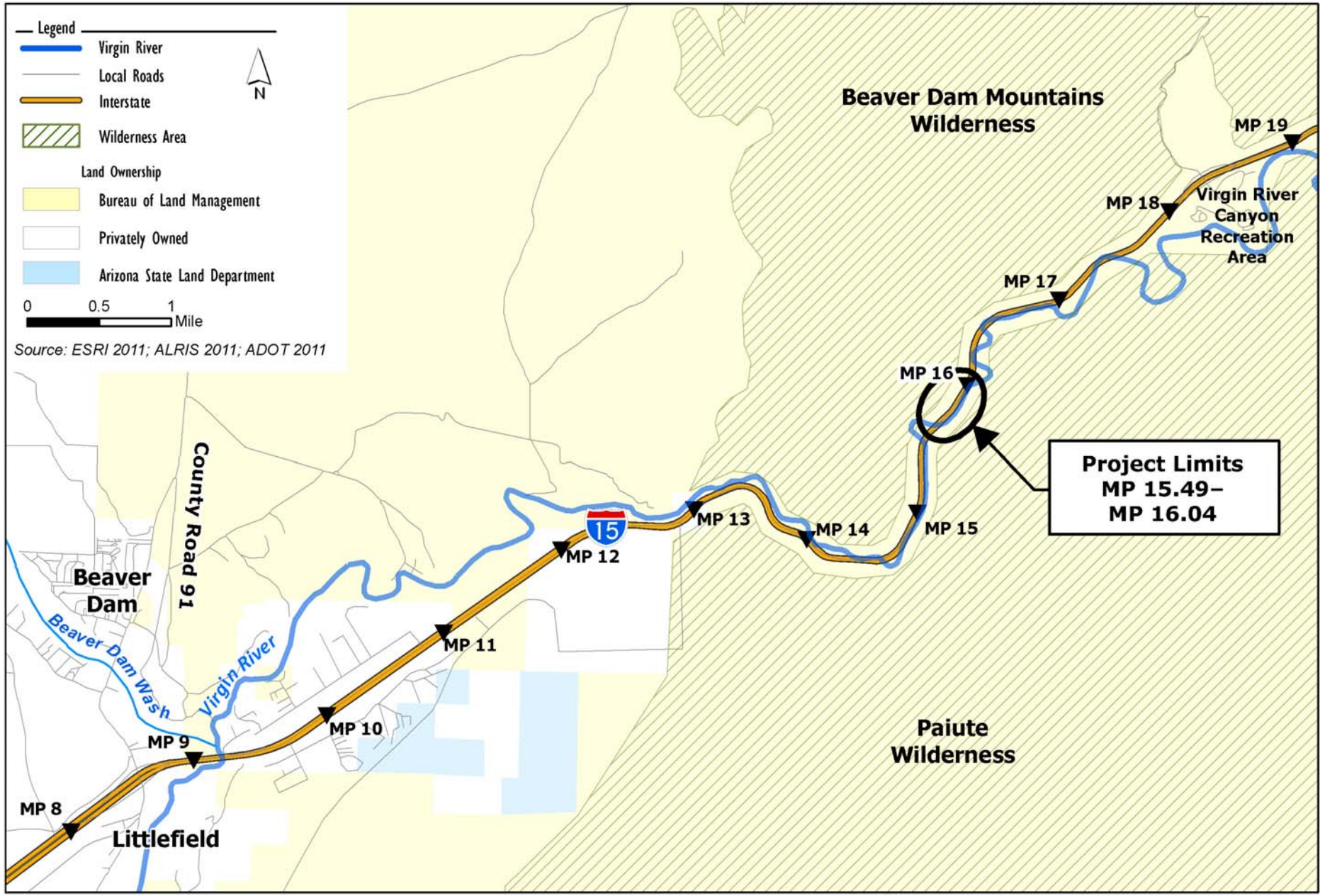


Figure 2. Project Vicinity Map

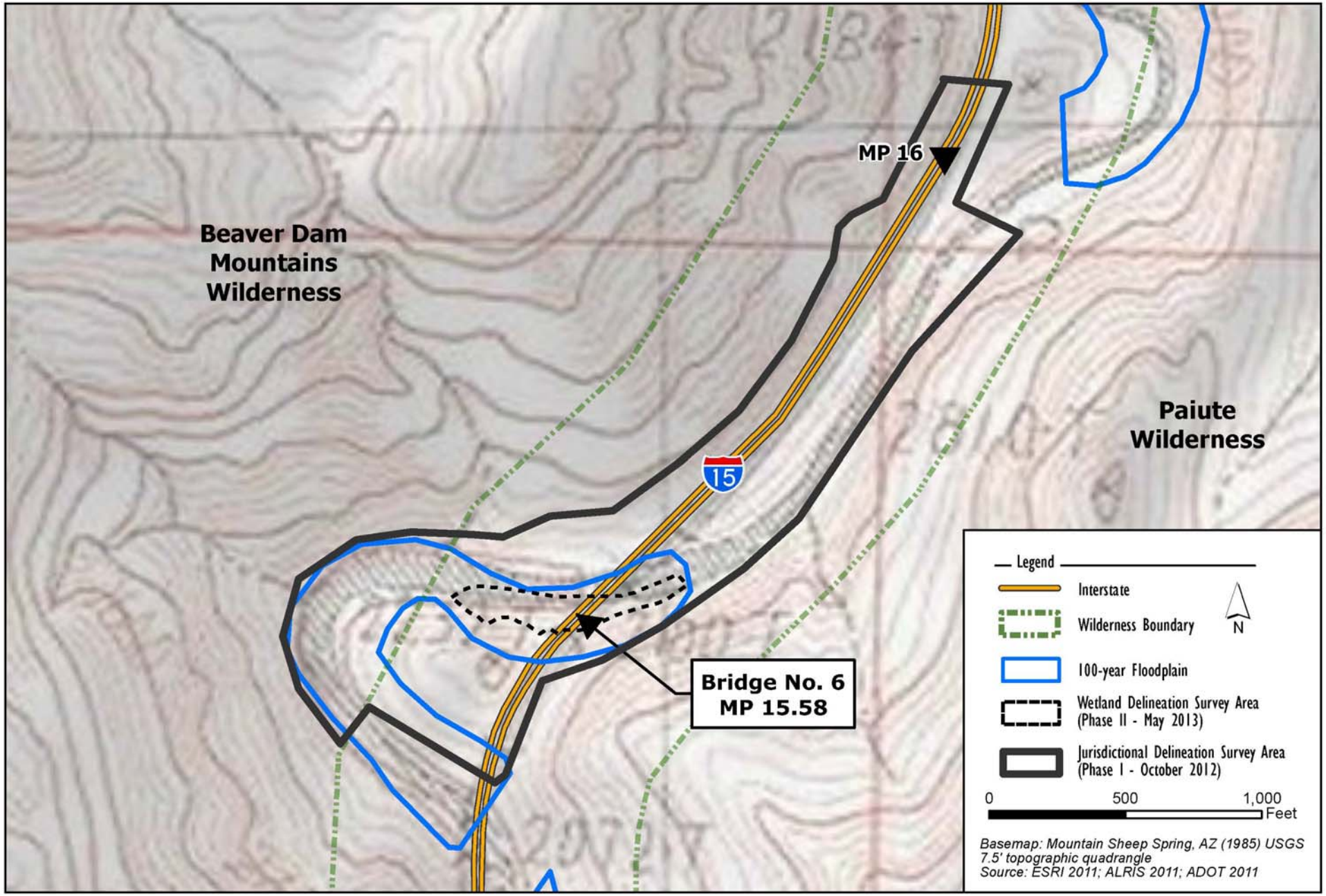


Figure 3. Survey Areas, Topographic, and Floodplain Map

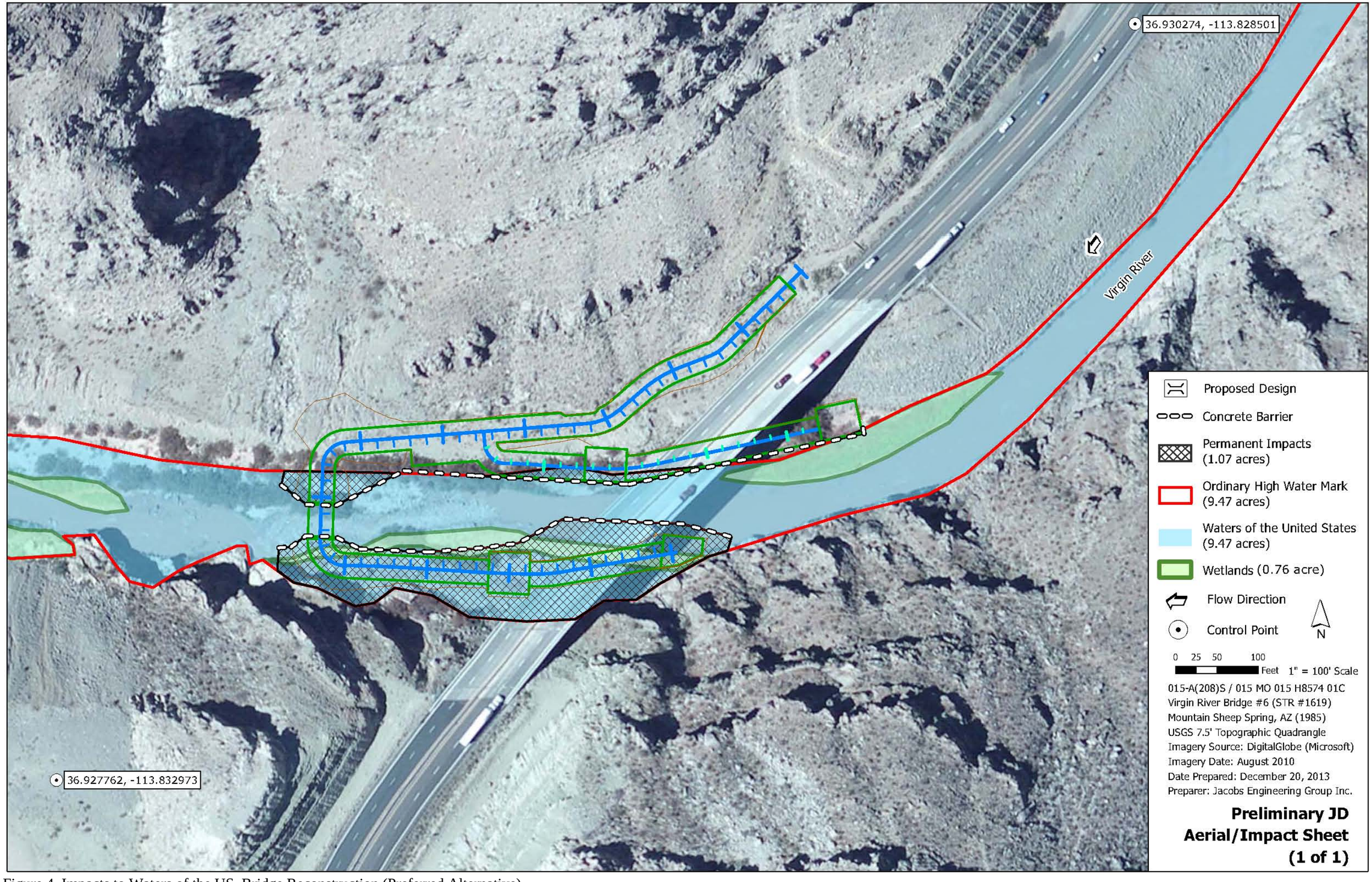
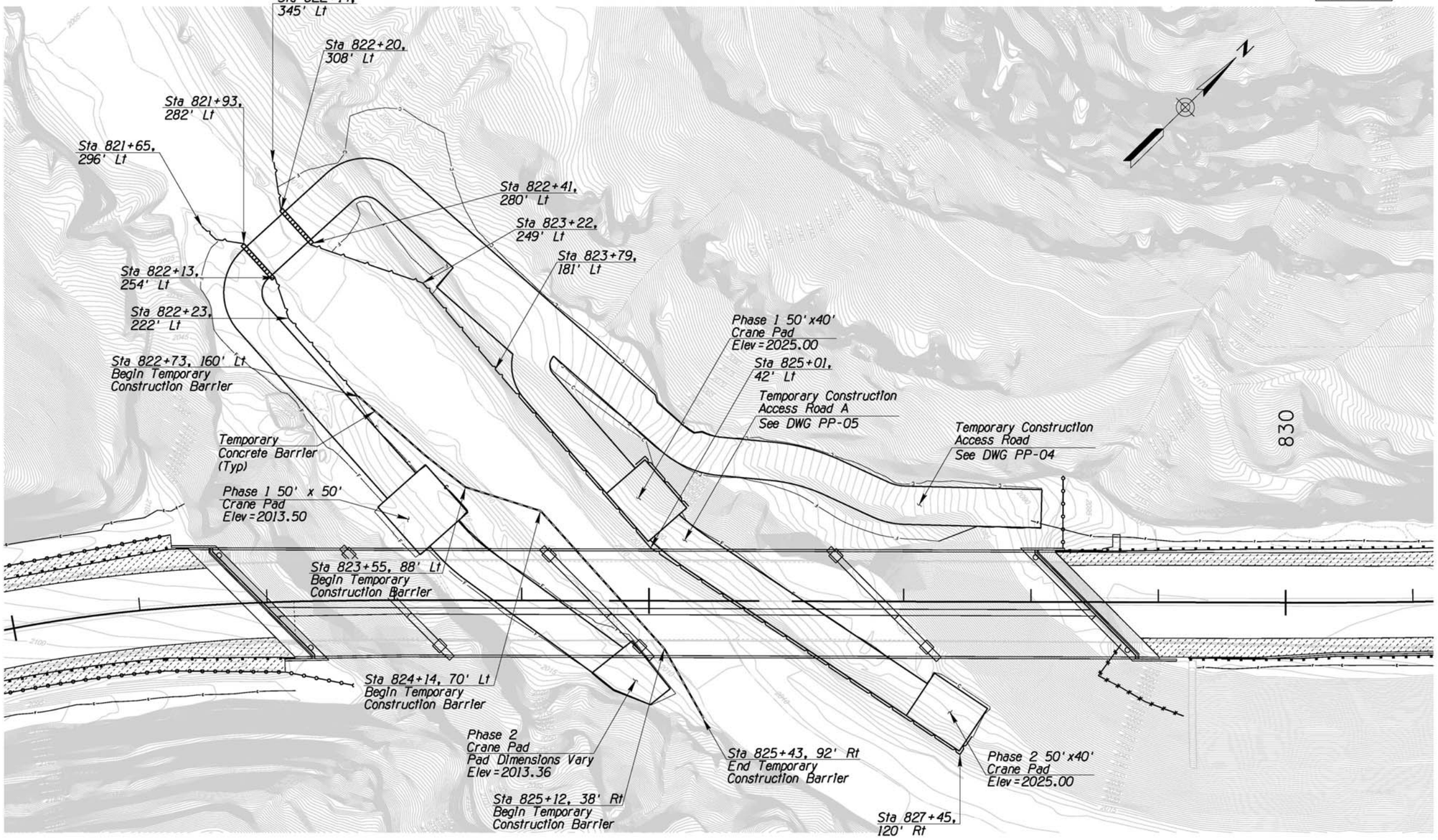


Figure 4. Impacts to Waters of the US, Bridge Reconstruction (Preferred Alternative)

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	015-A(208)S	26	146	
		015 MO 015			



	NAME	DATE
DESIGN	MKO	10-13
DRAWN	SR	10-13
CHECKED	BSW	10-13

JACOBS

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ROADWAY DESIGN SERVICES

PLAN AND PROFILE
CRANE PAD AND TEMPORARY CONCRETE BARRIER LOCATIONS

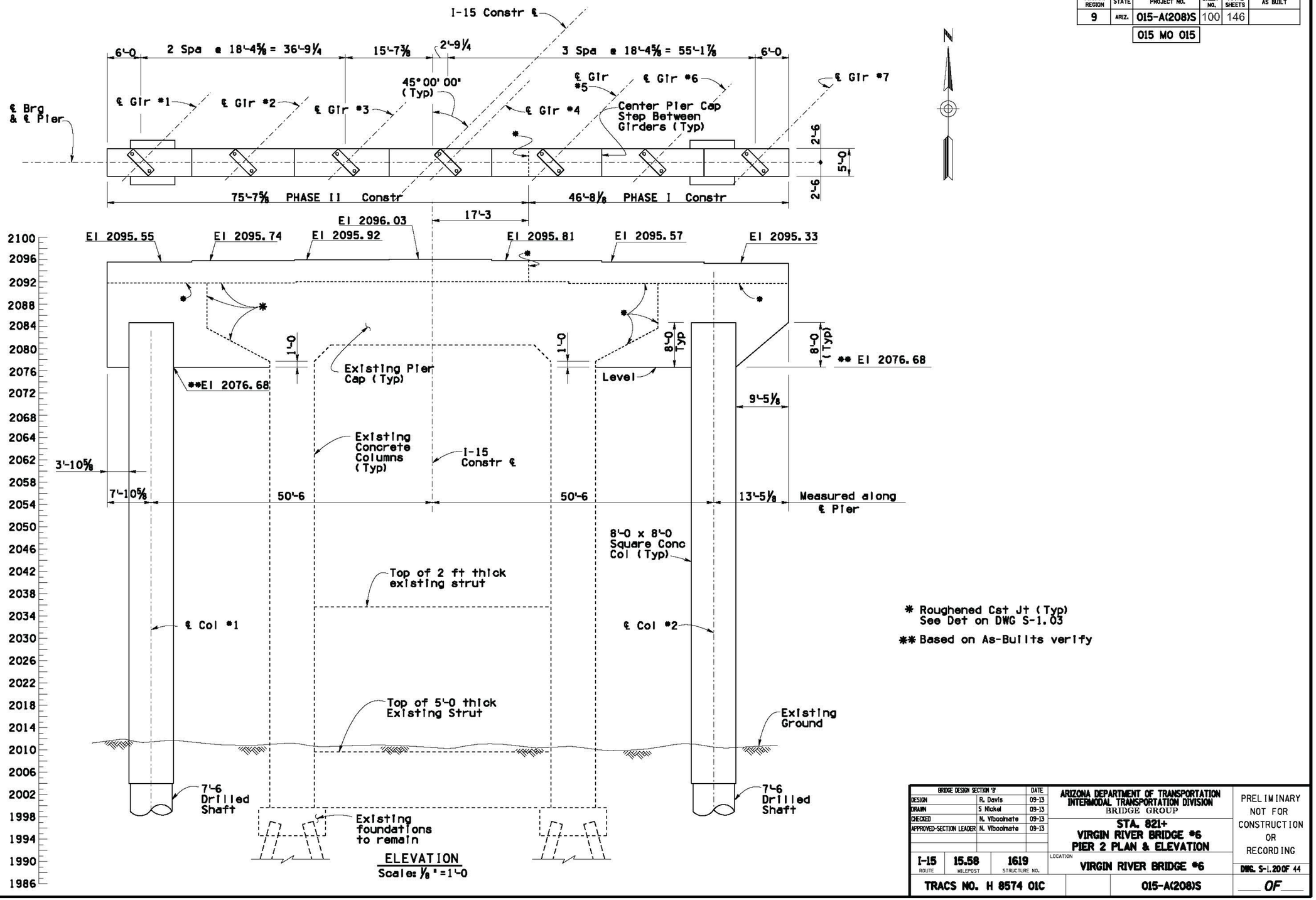
25339 BERWYN S. WILBRINK — Expires 12/31/2013

ROUTE	LOCATION	DWG NO.
I-15	VIRGIN RIVER BRIDGE #6	PP-06
TRACS NO. H8574 01C	015-A(208)S	___ OF ___

SURVEY NO. | FINISHED PLANS- | REVISIONS- | LOCATION- | DATE-

Figure 5. Temporary Construction within the Virgin River at Interstate 15 Bridge No. 6 (Preferred Alternative)

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	015-A(208)S	100	146	
		015 MO 015			



BRIDGE DESIGN SECTION 'B'		DATE
DESIGN	R. Davis	09-13
DRAWN	S Nickel	09-13
CHECKED	N. Vibooinate	09-13
APPROVED-SECTION LEADER	N. Vibooinate	09-13

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
BRIDGE GROUP

STA. 821+
VIRGIN RIVER BRIDGE *6
PIER 2 PLAN & ELEVATION

PRELIMINARY NOT FOR CONSTRUCTION OR RECORDING

I-15 ROUTE	15.58 MILEPOST	1619 STRUCTURE NO.	LOCATION VIRGIN RIVER BRIDGE *6	DWG. S-1.20 OF 44
TRACS NO. H 8574 01C			015-A(208)S	___ OF ___

Figure 6. Interstate 15 Bridge No. 6 Widening at Pier 2 (Preferred Alternative)