

Public Notice – 401 Certification Application

Date:

June 23, 2022

Applicant:

Union Pacific Railroad (UPRR)

Steve Cheney, Director of Design & Environmental

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Duly Authorized Representative:

n/a

Project Name:

Union Pacific Bridge Casualty Yuma Subdivision MP 634.36 near Northshore, CA
Emergency Project, Located in the city of Northshore, Riverside County, California
92254

WDID No. 7A333243001 RM 447760, Place ID 88192

Receiving Water:

Unnamed ephemeral wash (nearest downstream is Salton Sea); HUC 181002041600

Location:

City or area: Located in UP Milepost 634.36, Yuma Subdivision, Highway 111 and
Parkside Dr. (nearest cross streets), the city of North Shore, Riverside County,
California 92254

Latitude/Longitude: 33.513377°, -115.920560°

Section, Township, Range: S35, T8S, R10E

Project Description:

Union Pacific Railroad (UPRR) Bridge 634.36 was located along the Yuma Subdivision at Milepost 634.36 approximately 48 miles southeast of Palm Springs, CA, and 0.5 mile southeast of Northshore, CA, 225 feet east of Highway 111. Bridge 634.36 was an approximately 70-foot long timber bridge over an unnamed desert dry wash that was lost during a brush fire that started on 4/30/2022. Immediate fill placement and track reconstruction minimized the rail service outage; however, the current configuration of the emergency repair poses significant flooding and rail safety risks. The overall goal of the emergency repair includes restoration of both rail and drainage facilities at MP 634.36

Immediately following the bridge loss, UPRR placed earthen fill, ballast material, and reconstructed track on April 30th and May 1st to restore rail service. The overall footprint of the fill placement was approximately 100 feet long (direction of track) by 80 feet wide (direction of channel). In addition to the emergency fill placement and track

reconstruction, UPRR plans to restore channel drainage by installing four 60-inch diameter by 90-foot-long smooth steel pipe (SSP) culverts using jack and bore construction techniques. Culverts will be partially buried (approximately one foot) and allowed to partially fill in with sediment to provide arched waterways with natural sediment channel bottom through each culvert. Cast-in-place concrete headwalls will be placed at the inlets and outlets. Approximately 30 feet of class 3 riprap for energy dissipation and scour protection will be placed at the outlet. Downstream riprap is required for energy dissipation and to avoid scour and sedimentation in the UP Right of Way and adjacent Caltrans ROW, including Highway 111 and bridge immediately downstream of the project.

Anticipated Project Start and End Dates:

2022

US Army Corps of Engineers Nationwide Permit Number(s):

Los Angeles Non-Reporting Nationwide Permit 14

Action:

Pending

Water Board Contact:

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