

**Date:**

February 2, 2016

**Applicant:**

Union Pacific Railroad  
Contact: Damian Wallner  
(402) 544-2452

**Applicant's Representative:**

CH2M HILL  
Contact: Christopher Powers  
(425) 233-3427

**Project Name:**

Union Pacific Railroad - Milepost (MP) 657.99 Culvert Installation Project, WDID No. 7A133145001

**Receiving Water:**

East Highline Canal, a tributary to the Salton Sea

**Location:**

City or area: Wister, Imperial County, California  
Longitude/ Latitude: 33°20'22.4" North/115°37'19.2" West  
Township/Range: Township 10 South/Range 13 East/Section 4 Base SB B&M

**Project Description:**

In August 2014, flash flooding due to monsoonal rains resulted in a washout of both the railroad and State Route (SR) 111. UPRR is proposing to add flow capacity to an existing 36-inch culvert with the installation of three additional 48-inch smooth steel pipe culverts at MP 657.99 on the Yuma Subdivision to address the washout and to increase capacity.

UPRR is proposing to install three new 48-inch smooth steel pipe culverts at MP 657.99. The new 48-inch culverts will be installed adjacent to the south of the existing 36-inch culvert using jack and bore methods under the existing track embankment. After removing existing materials, the ground surface beneath the embankment will be excavated to minimum depth to facilitate placement of well-compacted pipe bedding. After the new 48-inch culverts are installed, fill and subballast will be added. Riprap will be placed at the culvert inlets and outlets, forming a riprap slope that will tie-in with the existing slope and headwall for the 36-inch culvert. Flow through the existing 36-inch culvert will be maintained during construction, and it will remain after the new 48-inch culverts are installed. The replacement culverts have been sized to meet or exceed the current structure's capacity based on a review of the 50-year and 100-year flood events.

The proposed project was designed to avoid and minimize adverse effects, both permanent and temporary, to Waters of the U.S. to the maximum extent possible. Efforts to avoid and minimize impacts include containing all construction work to the smallest area possible, of which only 0.0011 acre would be permanent impact within the generally unvegetated dry wash below the ordinary high water mark (OHWM). Permanent impacts to the generally

unvegetated dry wash are the result of riprap placed in the channel bottom to reduce scour, but which will not impede storm flows. In addition to the impact avoidance measures listed here, the proposed project includes restoration of the dry wash to its original configuration wherever possible where required to maintain drainage hydrology.

**Action:**

Pending

**Water Board Contact:**

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