Notice of Section 401 Application Reception

File Number: 332022-16

Project Name: Mission Boulevard Bridge Replacement at Santa Ana River Project

Date Posted: 7/19/2022

Received: 7/18/2022

Project City: Jurupa Valley

Project County: Riverside

Applicant Organization: County of Riverside Transportation Department

Applicant Name: Jan Bulinski

Waterboard Staff: TBA

Brief Description of Project:

Project Description: The purpose of the Mission Boulevard Bridge Replacement at the Santa Ana River Project (project) is to improve the safety of the bridge crossing for vehicles, pedestrians, and bicyclists.

Project Activities: As part of the project, the existing 11 spans of the bridge and two abutments would be removed and replaced with five spans and two abutments. The bridge type would be cast-in-place prestressed concrete box girder. The new bridge would be supported on four piers, each pier would consist of four 7-ft diameter concrete columns with a two-way flare. Each column would be supported by a single, large diameter (8 ft) cast in drilled hole (CIDH) pile. The depth of CIDH pile varies depending on soil conditions and pier location. The total number of CIDH piles supporting the 5 bridge piers is 20. The abutments, on either end of the bridge, would be supported by 16 - 3-ft diameter CIDH piles for a total of 32 CIDH piles. Additionally, the abutments would be supported by concrete wing walls on each side. Rock slope protection will be added underneath the abutments to match existing site conditions. Implementation of the project would result in 7.44 acres of temporary impacts and 0.02 acre of permanent impacts to non-wetland waters of the U.S. However, because the proposed piers have a smaller footprint (0.02 acre) than the piers to be removed (0.14 acre), the 0.02 acre of permanent impacts are considered temporary and are considered a net increase of approximately 0.12 acre to RWQCB jurisdiction. Implementation of the project would result in approximately 0.02 acre of temporary impacts to wetland waters of the U.S. Following construction, the river channel will be returned to its original contours and condition to the greatest extent possible. Construction of the project would require the diversion of the flow to provide contractor access to construct the pier and removal of the existing bridge. A detailed water diversion plan will be provided the contactor to RWQCB and CDFW for approval prior to construction.