

## **Notice of Section 401 Application Reception**

**File Number:** 362023-35

**Project Name:** Glen Helen Parkway Bridge Over Cajon Wash – Phase II

**Received:** 9/12/2023

**Date Posted:** 10/10/2023

**End of 21 Day Public Comment Period:** 10/31/2023

**Project City:** San Bernardino

**Project County:** Unincorporated San Bernardino

**Applicant Organization:** San Bernardino County Public Works Department

**Applicant Name:** Anthony Pham

**Waterboard Staff:** TBA

### **Brief Description of Project:**

**Project Description:** This is Phase II of the project and the continuation of the grade separation. During heavy rainstorms, the Cajon Wash exceeds the capacity of the existing channel and flows over Glen Helen Parkway into a depressed area in the roadway, creating a safety hazard. During regular seasonal flows, the design of the at-grade crossing creates scour downstream. The purpose of the project is to enhance safety for Glen Helen Parkway and reduce scour downstream by redesigning and replacing the existing crossing.

**Project Activities:** San Bernardino County (County) in 2015 constructed a new grade separation between the Union Pacific and Burlington Northern Santa Fe Railroad lines and Glen Helen Parkway (Phase I) in San Bernardino County to accommodate four traffic lanes (two in each direction). The grade separation crosses both railroads. The continuation of the project (Phase II) includes replacement of an undersized bridge for Glen Helen Parkway over Cajon Wash and removal of the existing at-grade crossing within the wash. This part of the project has not yet been constructed. Phase II improvements include replacing the Glen Helen Parkway roadway with a cast-in-place prestressed concrete box girder superstructure. The bridge would have a total maximum width of approximately 94 feet, provide four traffic lanes, a raised median, a pedestrian/equestrian/bike combined trail adjacent to a shoulder, and a sidewalk adjacent to a shoulder. A concrete barrier would separate vehicle traffic and pedestrian traffic on both sides of the bridge. Twenty cast-in-drilled-hole concrete pilings would be constructed to support the bridge structure (approximately 16 within the wash and four adjacent to the eastern bank of the wash). Driven steel piles would be used to support the western abutment. Rock slope protection would be placed at the bridge abutments for scour protection. The project would also include construction of a maintenance

access road and associated grading and landscaping on the north side of the bridge. A new storm drain line would be installed as part of the project that would pass underneath both railroad tracks. A concrete drainage structure would be constructed at the storm drain line outlet location along the eastern bank of the Cajon Wash, north of the bridge. In addition, the wash would be graded and the existing levee upstream of the bridge would be removed. Various storm drain improvements including bioswales and rock slope protection would also be constructed at the western end of the project near Glen Helen Road.