



PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS LOS ANGELES DISTRICT

Auxiliary Embankment and Floodwall Phase 2 Project Santa Ana River Flood Control Project

INTRODUCTION: The Auxiliary Embankment and Floodwall Phase 2 project consists of building additional segments of the embankment and floodwall that will tie the previously constructed segments into the newly constructed grade separation/bridge at Auto Center Drive and Railroad Road as shown in Figures 1 and 2 below. Construction of approximately 600 feet at the east end of the embankment and 120 feet at the west end of the floodwall had been postponed pending completion of the grade separation project. (The new bridge also serves as part of the Auxiliary Embankment.) The entire embankment/floodwall project, including the Phase 2 segments, was analyzed and approved in the 1988 Phase II General Design Memorandum/Supplemental Environmental Impact Statement (GDM/SEIS), 2001 Final SEIS/Environmental Impact Report (EIR) and 2010 Final Supplemental Environmental Assessment (SEA)/EIR Addendum for the Auxiliary Dike and Flood Wall Project (Santa Ana River Flood Control Project). There have been no major changes to the design or to the approved structural footprint, although the final design does incorporate a second access ramp to the top of the embankment that may be used in the future as trail access, if the embankment maintenance roads are later designated for that purpose (see Figure 2). The primary objective of the Proposed Action continues to be providing flood protection for the SR-91 Riverside freeway and to protect the lives and properties (homes and businesses) of individuals residing in the project area.

This document serves to notify interested parties of the Corps' intent to prepare another SEA and (if warranted) Finding of No Significant Impact (FONSI) to update environmental conditions and address any additional environmental impacts due to the extension/modification of the Auxiliary Embankment and Flood Wall Project. The public notice will be available until June 3, 2016, after which a Final SEA will be completed.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this proposed project.

Comments will be accepted through June 3, 2016. Comments should be mailed to:

U.S. Army Corps of Engineers
Naeem Siddiqui, Environmental Resources Branch
915 Wilshire Blvd.
Los Angeles, CA 90017

Alternatively, comments can be sent electronically to: Naeem.a.siddiqui@usace.army.mil or he can be reached by phone at [213-452-3852](tel:213-452-3852).

Auxiliary Embankment and Floodwall Phase 2 Project

LOCATION: The project area is located within the city of Corona. The proposed Auxiliary Embankment and Flood Wall would be located along the southwestern edge of Prado Basin, within Riverside County (Figure 1).

PROPOSED PROJECT: The Auxiliary Embankment and Floodwall - Phase 2 project consists of building the portions of the embankment and floodwall that tie into the newly constructed Auto Center Drive Grade Separation Bridge. The Auxiliary Embankment is a multi-layered earthen structure, which once fully constructed will start at the Prado spillway and extend easterly for approximately one mile until it ties into a newly constructed Auto Center Drive road embankment. Currently the embankment stops short of Auto Center by about 600 linear feet (LF). (The tie-in at the spillway has also not yet been constructed, and is not part of this Phase 2 proposed action.) The Auxiliary Floodwall is a cast-in-place concrete T-wall on drilled piles. The floodwall extension will tie into the northeast side of the road embankment and extend for approximately 120 feet, parallel to the BNSF railroad tracks, until it meets the already constructed portion of the floodwall. Ancillary features of the project include a v-ditch to collect local drainage along the floodwall extension, and maintenance roads and access ramps along the top and toe of the extended embankment. These maintenance roads may also be used as part of the Santa Ana River Trail (SART), if that project is approved in the future. An additional access ramp that may be incorporated into the Corps' set of plans for Phase 2 construction could also serve to provide trail access in that instance.

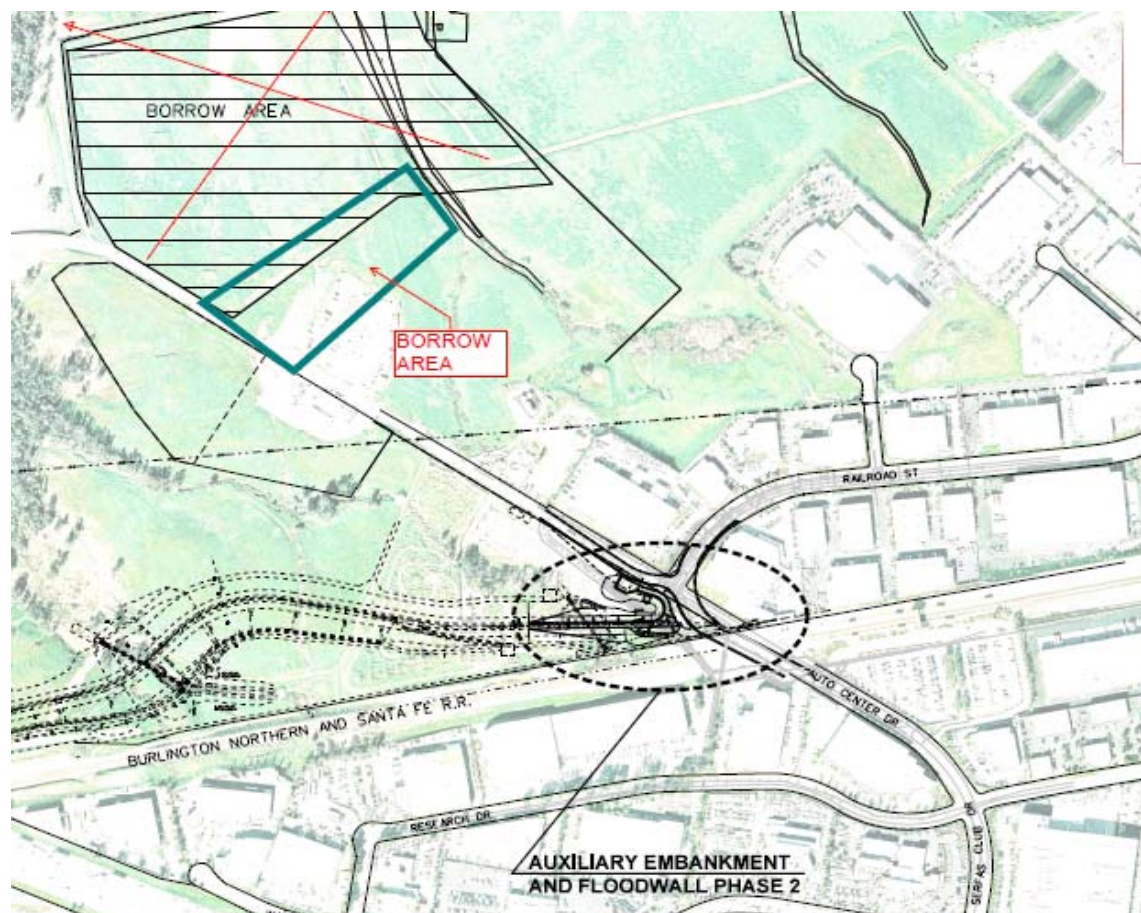


FIGURE 1 – Auxiliary Embankment and Floodwall, Phase 2 Project Location

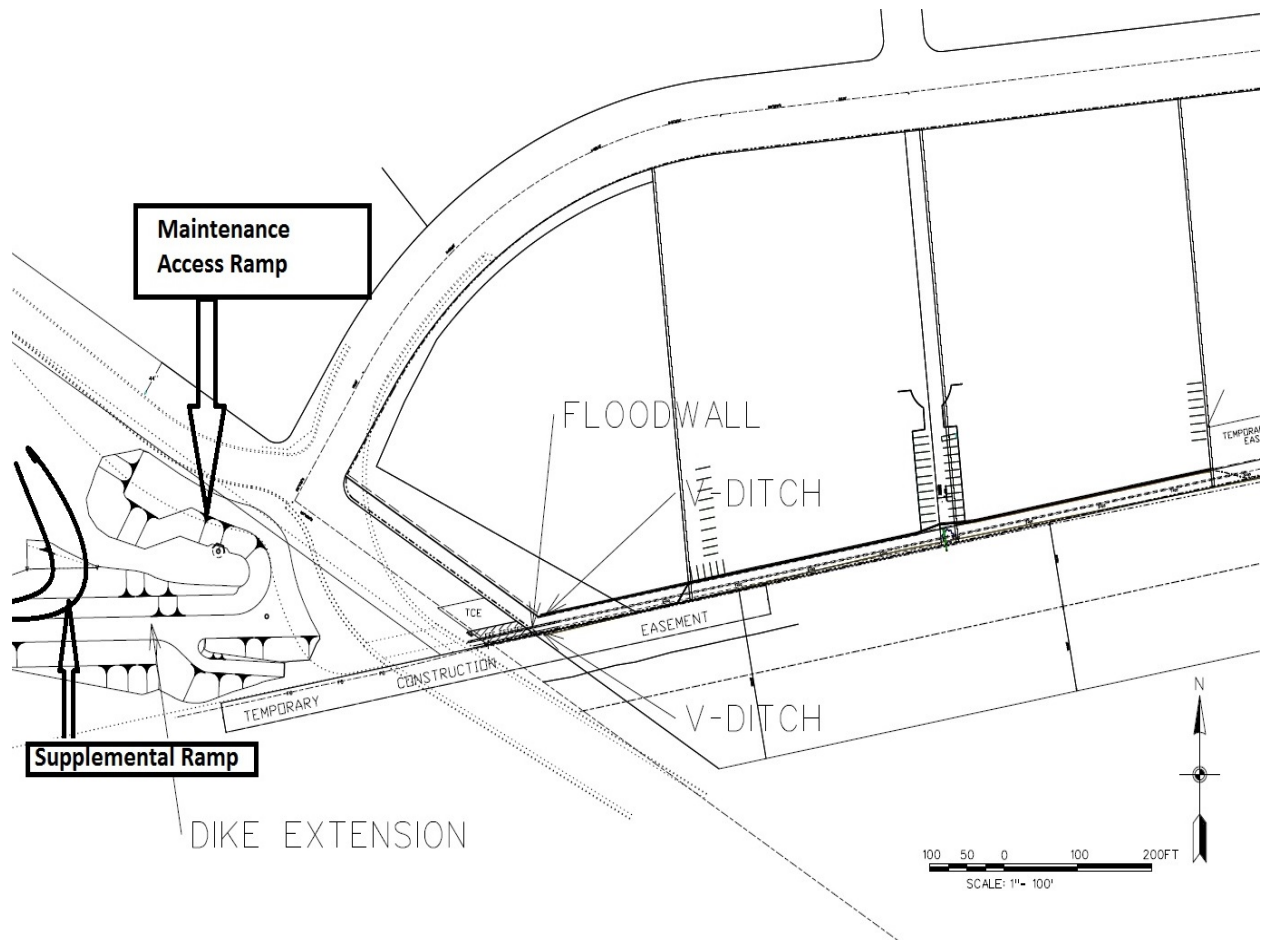


FIGURE 2 – Maintenance Access Ramp and Supplemental Ramp