



PUBLIC NOTICE

PUBLIC NOTICE OF PROPOSED ACTIVITY

LOS ANGELES RIVER TOE MAINTENANCE ROAD REPAIR
LOS ANGELES COUNTY, CALIFORNIA.

**U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT**

BUILDING STRONG®

Comment Period: June 11, 2020 to July 10, 2020
Direct comments to: Lieutenant Colonel Malia R. Pearson

Notice of Proposed Activity

LOS ANGELES RIVER TOE MAINTENANCE ROAD REPAIRS
LOS ANGELES COUNTY, CALIFORNIA.

WHO: The US Army Corps of Engineers

WHAT: Conducting maintenance and repairs to the toe maintenance road of the Los Angeles River

WHEN: July to October 2020

PROJECT: Toe Maintenance Road Repairs

LOCATION: The proposed project area is located within the Los Angeles River (LAR) at Reach 2A of the Los Angeles County Drainage Area (LACDA) flood risk management project, adjacent to Bette Davis Picnic Area extending downstream under the Riverside Dr. Bridge to a point at or near the public riding arena. See Figure 1.

COMMENTS: If you have questions or would like additional information, please contact Lieutenant Colonel Malia Pearson at malia.r.pearson@usace.army.mil. Comments should be mailed to:

Lieutenant Colonel Malia Pearson
Program Manager
Operations Division, Los Angeles District
U.S. Army Corps of Engineers
915 Wilshire Blvd
Los Angeles, California 90017

Or by email to:

malia.r.pearson@usace.army.mil

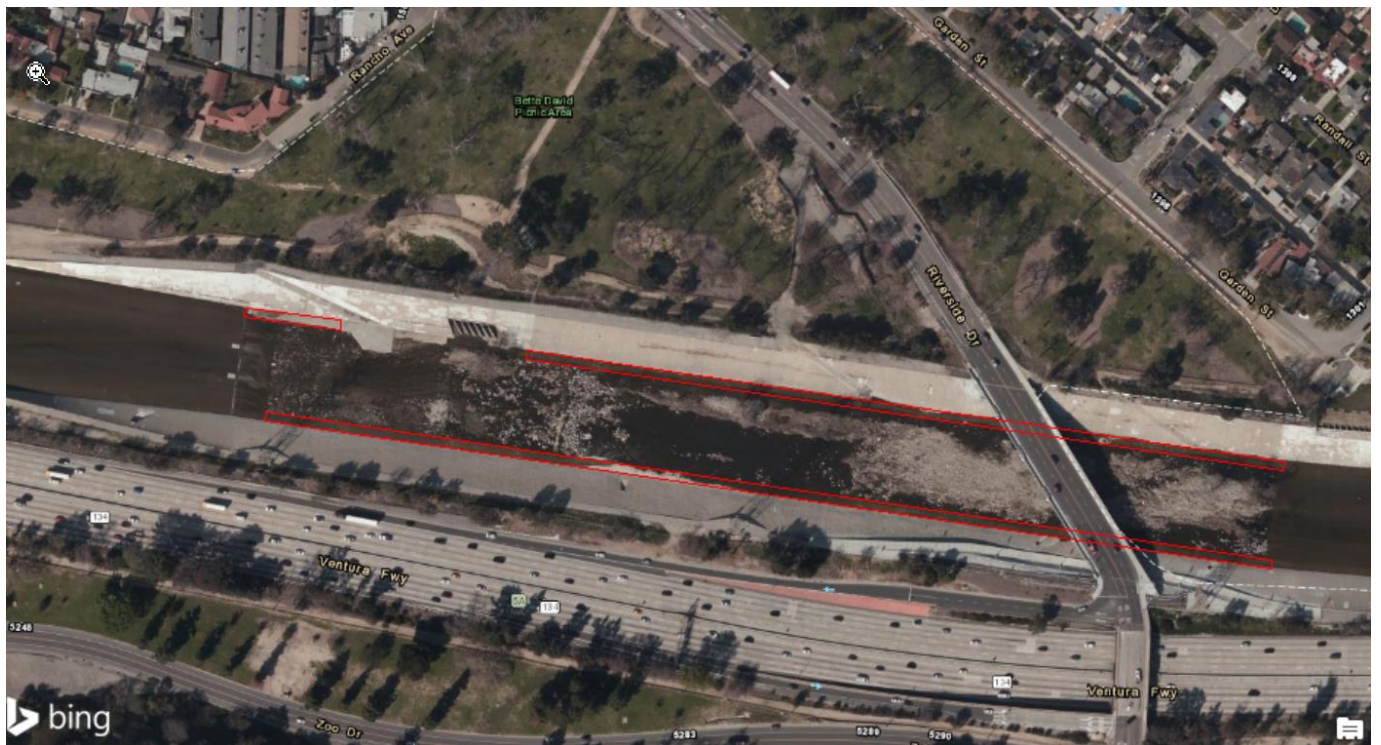


Figure 1: Red outlines denotes the repair areas.



Figure 2: Construction vehicle routes in and out of the channel are noted by the yellow lines. Red outlines are the repair areas.

ACTIVITY:

Reach 2A consists of a grouted stone embankment with a grouted stone toe. The channel is soft bottom. Along the North and South side of the channel, the top of the grouted stone toe maintenance road is eroded and toe rock is becoming dislodged and missing. The proposed project entails a like-for-like repair of this eroded section of the toe by replacing the bonded concrete overlay, see Figure 3. The concrete would be installed with equipment positioned on top of the embankment and pumped in place. Surface water would be temporarily diverted around work areas with an earthen berm constructed using sediment excavated from the channel. Concrete k-rails may be temporarily placed atop the berm and at the upstream end of the work area to direct surface water away from the work area, as needed. Approximately 1.23 acres of the channel would be temporarily impacted to create the earthen berm. There will be no structural alterations or modifications of structural elements of the engineered channel.

For the safety of the public, the bike trail will be closed during the repair. See figure 2 for construction access routes.

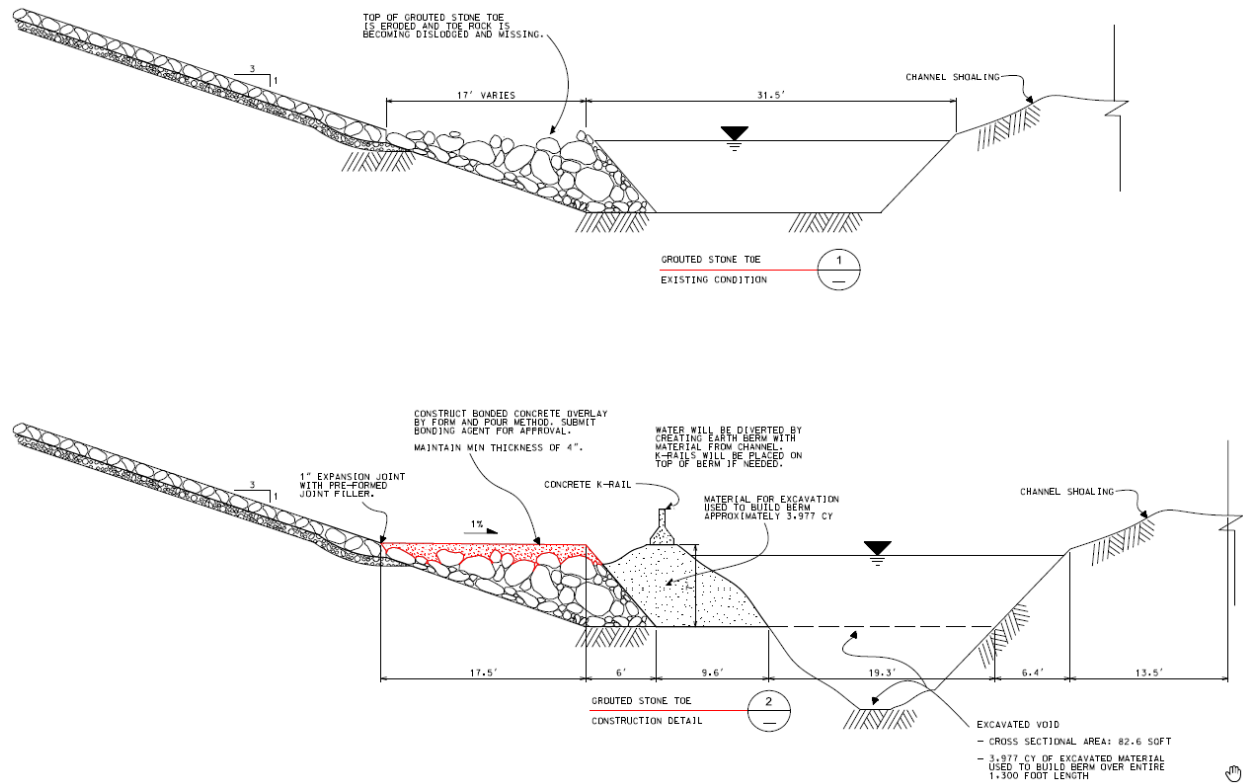


Figure 3: Typical section of the proposed repair.

BACKGROUND:

The Los Angeles River is a flood control asset constructed and maintained by the U.S. Army Corps of Engineers from 1938 to 1939 that consists of rectangular and trapezoidal channel sections lined with levee systems. Reach 2A of the Los Angeles River is a natural bottom portion of the LA River sandwiched between Burbank Western and Verdugo Wash. It is lined by the levee segments LA River 3 and LA River 7, (Figure 4).



Figure 4: Reach 2A between LA River Levee Segments 3 and 7.

The earthen levee consists of a grouted stone embankment with a grouted stone toe for scour protection. While holding up remarkably well, considering the age of the infrastructure and lack of maintenance, portions of the grouted stone toe are becoming eroded and the rock material is becoming dislodged and carried away by the storm flows. This leaves the grouted toe vulnerable to more scour, erosion, and eventual failure.



Figure 5: Degraded toe maintenance road.

PURPOSE AND NEED

The LAR channel is a flood risk minimization structure and through the forces of nature, time and weather has become severely degraded. This degradation will continue without the current repair project (Figure 5). The maintenance toe provides access to the channel for vegetation, sediment and other maintenance related considerations.

ALTERNATIVES

No Action Alternative: Under the No Action Alternative, the above activity would not be undertaken. As described above, portions of the grouted stone toe will continue to erode and the possibility of dislodging and transporting stones downstream would increase. This leaves the grouted toe vulnerable to more scour, erosion, and eventual failure, thereby threatening the life and property in the immediately adjacent area.

Coordination

California Regional Water Quality Control Board

In the interest of mutual cooperation, the Regional Water Board and the District have developed a Memorandum of Understanding to coordinate the respective regulatory processes associated with the District's Los Angeles county Drainage Area Operations, Maintenance, Repair, Rehabilitation, and Replacement activities in waters of the United States.

City of Los Angeles

Request for right-of-entry permit.

Public Notices: All applicable NEPA documents have been completed and the project is in compliance.

Dewatering: Surface water would be temporarily diverted around work areas with an earthen berm constructed using sediment excavated from the channel. Concrete k-rails may be temporarily placed atop the berm and at the upstream end of the work area to direct surface water away from the work area, as needed.

Non-native Vegetation: Non-native, invasive vegetation would be removed. Vegetation removal would facilitate compliance with Engineering Pamphlet (EP) 1110-2-18 which requires vegetation free zones surrounding all levees, floodwalls, embankment dams, and critical appurtenant structures in all Corps maintained flood risk management systems. Pursuant to the EP, a review by the Los Angeles District's Levee Safety Program concluded that trees and vegetation can compromise the stability and integrity of the engineered structures. The review recommended removal of all trees and large brushes from slope and toe protection of levees as well as a 15 ft. wide corridor adjacent to the levees and appurtenant structures.

Endangered Species: Preliminary determinations indicate the proposed activity has no effect on the federally-listed endangered or threatened species, specifically the endangered least Bell's vireo (*Vireo bellii pusillus*). Surveys have indicated there are no known endangered species or critical habitat within the project boundaries.

National Historic Preservation Act: The Los Angeles River Channel is eligible for the National Register of Historic Places. However, since the proposed action would restore the Channel to its as-built condition, the Corps determined that a finding of no adverse effect is appropriate and requested State Historic Preservation Officer concurrence. By letter dated September 20, 2019, the SHPO concurred with the determination. Thus, the proposed action is in compliance with the National Historic Preservation Act.

Migratory Bird Treaty Act: The construction period will fall within the bird nesting season (April – July). A bird nesting survey would be undertaken prior to construction if overlap is anticipated. If active nests are present, a buffer deemed suitable by Corps biologists would be established around the nests until fledglings have left their nests. Based on the above, the proposed work would be in compliance with the Migratory Bird Treaty Act.

Additional Project Information

Flood events that occurred between 1914 and 1934 were some of the most economically devastating floods the Los Angeles area historically experienced. These flood events prompted the Federal Government to allocate funds in the Flood Control Act of 1936 to assist Los Angeles County in developing and expanding flood control infrastructure, including channelizing 52 miles of the LAR. Construction of the channel occurred between 1936 and 1959. The flood control channel is owned by Los Angeles County, City of Los Angeles, and private land owners. In 1940, the Corps entered into an agreement with Los Angeles County to operate and maintain the portion of the channel from Lankershim Boulevard to Stuart and Grey Road which equates to 22.5 miles of the LAR channel. The Corps' maintenance area consists of two different channel styles: rectangular or trapezoidal concrete/grouted stone with a low flow channel, and a trapezoidal soft bottom channel with grouted stone/concrete levees. The soft bottom portion of the channel is locally known as the Glendale Narrows, starting 1,400 feet North of Riverside Drive Bridge and ending at Idell Street. Within the area known as Glendale Narrows, there are 6.43 miles or 124.50 +/- acres of stabilized soft bottom structure.