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SPECIAL EDITION

Special Edition Project Spotlight – District 2

From time to time, a project stands out based on the success in water pollution control compliance. The actions and dedication of the Caltrans Construction staff and contractor personnel need to be identified and applauded. This bulletin focuses on one such project in District 2 where best management practices are successfully integrated into the project despite challenging conditions.

Project Features

This ongoing project is located in Shasta County, near Anderson, on Highway 5. The Resident Engineer is Mark Darnall. The general contractor is Shasta Constructors. The two existing bridges, which span the Sacramento River, are to be replaced and several bridge piers are to be built in the river. The Sacramento River has an average summer flow of 13,500 cubic feet per second. The construction value for the project is approximately \$17.5 million.

A Team Effort is Required

As you can imagine, this scenario presents quite a challenge for achieving compliance with water pollution control regulations. The project has to meet regulatory requirements for the Regional Water Quality Control Board (RWQCB), the Army Corps of Engineers, and the Department of Fish and Game.

The Resident Engineer, contractor, and regulators are working in a proactive manner, through combined inspections and open communication, and are committed to both building the project and preserving the integrity of the Sacramento River.

Achieving Compliance

Footings for the bridge piers are constructed in the river through the use of sheet pile cofferdams. A temporary construction pad has been placed in the river where the sheet pile driving equipment operates. To assure the containment of any pollutants, the following Waste Management and Materials Pollution Control BMPs (from the 2000 Construction Site BMPs Manual) are being used effectively on this pad:

- WM-1 Material Delivery and Storage;
- WM-3 Stockpile Management;
- WM-4 Spill Prevention and Control; and
- WM-5 Solid Waste Management.

In addition, on the downstream side of the pad, floating booms were used in case of accidental spills.

The construction of the cofferdams requires the use of dewatering methods (Non-Storm Water Management BMP NS-2). Water is pumped to several long linear sediment traps with checkdams. The water is eventually discharged virtually sediment-free back to the Sacramento River.

Kudos to everyone in District 2 involved in the project including, but not limited to, the RE and his staff (Paul West and Chris Fazzari); Shasta Constructors; Dale Sedler, Construction Storm Water Coordinator; and Gary Purcell, Chief of Construction for District 2.

This is one of an increasing number of projects that demonstrate that the goals of construction and water pollution prevention can coexist. Congratulations to all who are working to make this a commonplace reality.



Bridge replacement project on I-5 in District 2.



Cofferdam construction using driven sheet piles



Floating boom downstream of the pad.



Sediment trap used in dewatering of cofferdams.



