DISPUTES REVIEW BOARD MEETING NOPC #4

July 8, 2008

Contract 04-0120L4

San Francisco – Oakland Bay Bridge

OAKLAND TOUCH DOWN – PHASE I

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POSITION PAPER

Oakland Touchdown EA: 04-0120L4 **NOPC#4**

A. Description of the Dispute:

On February 08, 2008, the Department suspended contractor's excavation operations at cofferdams due to discharge of sediment-laden runoff from stockpiled material into the Bay and discovery of fresh oil and fuel spills on the trestle. See State Letter #473. The suspension was lifted on February 11, 2008, with the understanding that the contractor would comply with their approved " Inside Cofferdam Excavation Plan," also referred to as the "Marine Based Structural Excavation Plan," and would implement appropriate BMPs to manage the storage of excavated material on site and bring the contract back into compliance with the requirements of the SWPPP. See State Letter #480.

On February 15, 2008 the contractor filed an Initial NOPC #4, stating that the suspension was unwarranted due to a supposedly minute amount of sediment entering into the Bay. See Exhibit 2. The Department found no merit in contractor's claim, see State Letter #504. The contractor responded that MCM was in full compliance with the approved SWPPP, Turbidity Control Plan, Marine Based Structural Excavation Plan, the Special Provisions and the permit and that there was merit in their claim. See MCM Letter #334. On February 28, 2008 the contractor submitted a Supplemental NOPC #4, requesting $42,808.56 in compensation for idle equipment. Their initial analysis showed no affect on contract completion date. See Exhibit 3.

B. Contractual Basis for Department's Position:

Section 10-1.03, Water Pollution Control, of the Special Provisions requires the contractor to prepare and implement an effective Storm Water Pollution Prevention Plan (SWPPP) and to comply with the requirements of Department's NPDES permits, Federal, state and local regulations, SWPPP & BMP Manuals and the Special Provisions. The SWPPP requires the contractor to identify the sources of pollutants involved in construction activities that affect the quality of stormwater discharges and appropriately select, correctly install and maintain best management practices (BMPs) to prevent water pollution. The contractor is also required to implement a monitoring program and conduct inspections of implemented BMPs at intervals specified in the contract and the SWPPP to ensure compliance. Since SWPPP is a living document, it must be updated and amended whenever there is a change in contraction activities or operations which may affect the discharge of pollutants to surface waters or when the selected BMPs prove ineffective. The contractor is required to inform the Engineer of any identified discharge immediately and submit a written report within 7 days of the discharge event and amend the SWPPP accordingly. The contractor's Water Pollution Control Manager (WPCM) has the primary responsibility for correct implementation, inspection, maintenance and amendments to the approved SWPPP and must be available at all times throughout the duration of the project. See Attachment A, Sections 100 through 600 of approved SWPPP.

Section 10-1.04, Turbidity Control, of the Special Provisions requires implementation of control measures to limit transport of disturbed sediment into environmentally sensitive areas (ESAs). The contractor is required to prepare and submit for approval a Turbidity Control Plan (TCP) that describes equipment used to do the work that has potential to cause turbidity, operation schedule, deployment of turbidity control measures and containment contingency. The contractor is required to incorporate the approved TCP into the approved SWPPP by amendment.

Section 10-1.43, Dredging, of the Special Provisions involves removal and disposal of marine sediment resulting from barge access, structure excavation, pile alignment, temporary structures, and maintenance. A Dredging Operation Plan and a Solid Debris Management Plan will be required. The contractor elected not to perform dredging and submitted a "Marine Based Structure Excavation Plan" in lieu of "Solid Debris Management Plan". The plan describes MCM's procedures for structure excavation operations, including transport and disposal, at the marine-based pier locations. This plan was reviewed and accepted by the San Francisco Regional Water Quality Control Board (SFRWQCB) and by the San Francisco Bay Conservation Development Commission (BCDC). The approved plan was incorporated into the SWPPP as an amendment. See State Letter #250, and Attachment B, Marine Based Structure Excavation Plan.

C. The Department's Position

The Oakland Touchdown project is located within the jurisdiction of several environmental regulatory agencies including the San Francisco Regional Water Quality Control Board and the San Francisco Bay Conservation Development Commission. Various permits have been issued by these agencies to protect the water quality standards and biological resources in the San Francisco Bay. The contract Special Provisions requires the contractor to develop and implement workplans to comply with the specific requirements of these permits. Compliance with requirements of one permit does not relieve the contractor from non-compliance with others. For example, full compliance with the Turbidity Control Plan (TCP) or Marine Based Structure Excavation Plan does not ensure compliance with the requirements of Stormwater Pollution Prevention Plan (SWPPP), even though the Turbidity Control Plan and Marine Based Structure Excavation Plan are an integral part of the SWPPP by amendment. Contractor's TCP was approved on October 23, 2007, SWPPP on November 8, 2007 and the Marine Based Structure Excavation Plan on November 20, 2007.

Contractor's Marine Based Structure Excavation Plan is very specific and was accepted by the SFRWQCB. When the structure excavation began at Pier E20L, the contractor did not follow his approved plan. Stockpile location was not lined with plastic to prevent water from excavated material from percolating into ground, water collecting in stockpile location was not contained or pumped back into cofferdam, spillage and leakage on the trestle was not contained and the excavated material mixed with oil and other pollutants fell into the Bay through the cracks and openings in trestle. Contractor continued work through the rain events without employing BMP WM-3 to manage the stockpiles. WM-3, Stockpile Management, requires all active stockpiles be covered, stabilized, or protected with temporary linear sediment barrier prior to the onset of precipitation. The tracking caused by uncontrolled stockpiling of wet excavated material became a major maintenance challenge throughout the duration of this operation and a source of discharge of pollutants into the Bay. The overflow from the stockpiled material found its way into the Bay at two occasions. The permits prohibit the discharge of any material other that the stormwater into storm drain systems or waterways. Any discharge of pollutants is reportable to the Board immediately.

In the approved SWPPP, the contractor has identified sources of pollutants and selected Best Management Practices (BMPs) to prevent water pollution and discharge. However, BMPs WM-3, Stockpile Management, WM-6, Hazardous Waste Management, SC-5, Fiber Rolls chronically lacked maintenance or were incorrectly installed. NS-11, Pile Driving Operations, some of the equipment used on the trestle lacked drip pans, NS-13, Material and Equipment Use on Water, toe boards were missing to contain spills and prevent materials and debris from leaving the trestle. SC-7, Street Sweeping and Vacuuming, a kick broom was used to remove sediments and mud from the trestle and the roadway. The BMP Manual does not allow the use of kick brooms in SC-7. The contractor did not have a WPCM on board between 1/11/08 and 2/15/08 in violation of the SWPPP.

The results of inspections by the Department SWPPP Inspectors and the Task Force were routinely communicated to the contractor to help make corrections and enhance compliance. The contractor was asked to file a Notice of Discharge for uncontrolled oil and sediment discharge into the Bay in two occasions. See State letter #462 and #473. In both counts the contractor dismissed that a discharge had occurred and refused to file a Notice of Discharge as required by the permit. In one response, MCM letter #311, the contractor stated, "… any suspicious looking substance was cleaned up using oil absorbent cloth as soon as it was found." It is the goal of the SWPPP and the responsibility of contractor's WPCM to identify pollutants and appropriately select BMPs to control pollution, and not allow suspicious looking material to discharge into the Bay.

Since the start of the structure excavation operation on November 14, 2007, the Department has repeatedly asked the contractor to maintain their BMPs and bring the contract into compliance with the requirements of the approved SWPPP, Marine Based Structure Excavation Plan and the contract. Section 10-1.03, SWPPP Implementation, of the Special Provisions states that if the contractor fails to conform to the provisions of the Water Pollution Control of these Special Provisions, the Engineer may order the suspension of construction operations until the project complies with the requirements of this section. The temporary suspension of work on 2/8/08 became necessary after Department's written attempts to improve the compliance condition of the contract failed to produce desired results. See Attachment C for State correspondence.

POSITION PAPER

Oakland Touchdown EA: 04-0120L4 **NOPC#4**

DISPUTES REVIEW BOARD MEETING NOPC #4

July 8, 2008

Contract 04-0120L4

San Francisco – Oakland Bay Bridge

OAKLAND TOUCH DOWN – PHASE I

MCM CONSTRUCTION, INC.
GENERAL ENGINEERING CONTRACTORS
SACRAMENTO, CA

NOPC #4 – Temporary Suspension of Work due to SWPPP Non-Compliance

- On February 08, 2008, the Department issued State Letter #473 to suspend contractor's excavation and transportation of material from cofferdams
- Reason – discharge of sediment laden runoff from stockpiled material into Bay, fresh oil and fuel spills discovered during SWPPP inspection on 02/07/08
- The suspension would be lifted once the deficiencies were appropriately addressed
- Contractor is to file a Notice of Discharge within 7 days of the discharge

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program

345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 08, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000473

Dear Mr. Allen,

During our SWPPP inspection on February 7, 2008, it was observed that sediments laden runoff from the stockpiled excavated material on the site was discharged into the Bay. In addition, there were several fresh oil and fuel spills on the trestle. Tracking mud and dirt onto the trestle poses a continuous threat of discharge of sediments into the Bay. These deficiencies poses a critical threat to water quality and must be corrected immediately.

This letter is to inform you that all your operations involving the excavation and transportation of excavated material to and from cofferdams are suspended until the above SWPPP deficiencies are appropriately addressed to prevent further discharge of sediments and oil/ fuel spills into the Bay.

For the discharge of sediment into the Bay, you will need to file a "Notice of Discharge" within 7days of occurrence to be in compliance with the requirements of the permit. Your SWPPP needs to be amended to include all corrective measures contemplated.

The inspection report from the Task Force on their revisit inspection is also attached to inform you of the deficiencies they have identified that need your immediate attention.

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc: Task Force Inspection Report

file: 05.03.01
18.02

NOPC #4 – Temporary Suspension of Work due to SWPPP Non-Compliance

- On February 11, 2008, State Letter #480 the Department allowed the resumption of work provided the following conditions were met:
  - The excavation storage site to be lined with filter fabric in the center and the perimeter K-rails lined with plastic to prevent water leaving
  - The offloading of the excavated material does not extend beyond the K-rails
  - Crushed rock to be placed on unpaved work areas, as agreed, to minimize mud tracking
  - Excavation conducted in accordance with MCM's approved "Inside Cofferdam Excavation Plan" to prevent excavated material from entering the Bay by placing plastic on the trestle surface under the bucket.

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 11, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000480

Subject: Resumption of Excavation at 18L

Your excavation operation at 18L can be resumed provided that the following conditions are met:

1. The excavation storage site will be lined with filter fabric in the center and the perimeter K-rails lined with plastic to prevent water from leaving the storage area.
2. The offloading of the excavated material does not extend beyond the K-rails.
3. Crushed rock will be placed on unpaved work areas, as agreed, to minimize mud tracking.
4. The excavation operation will be conducted in accordance with your approved "Inside Cofferdam Excavation Plan", i.e. prevent the discharge of the excavated material from entering into the Bay by lining the trestle surface with plastic around Pier 18L.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02

NOPC #4 – Temporary Suspension of Work due to SWPPP Non-Compliance

- On February 15, 2008 the contractor filed NOPC #4
- They stated the suspension was unwarranted due to insignificant amount of sediment entering into the Bay. Initial analysis shows no impact on contract schedule
- On February 18, 2008 the contractor submitted a Supplemental NOPC
- They stated that their structural excavation decreased environmental impacts because they were allowed to excavate by dredging but chose to use cofferdams instead

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

NOTICE OF POTENTIAL CLAIM

CEM-6201 (REV 3/2001)

FOR STATE USE ONLY	
Received by (For resident engineer)	DATE

TO	CONTRACT NUMBER	DATE
Ben Ghafghazi (resident engineer)	04 - 0120L4	2/15/2008

This is a Notice of Potential Claim for additional compensation under the provisions of Section 9-1.04 of the *Standard Specifications*. The act of the engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on DATE 2/8/2008

The particular circumstances of this potential claim are described in detail as follows:

An unwarranted Notice of Suspension of Work was presented to MCM after a supposedly minute amount of sediment entered the bay even though open water excavation has been approved and permitted for this project.

The reasons for which I believe additional compensation may be due are:

MCM was forced to discontinue excavating cofferdams and transporting material that had been previously excavated from cofferdams.

MCM was forced to discontinue excavating cofferdams and transporting material that had been previously excavated from cofferdams.

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements are made in full cognizance of the California False Claims Act, Government Code sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered unless resolved, must be restated as a claim in response to the states proposed final estimate in accordance with Section 9-1.07B of the *Standard Specifications*.

SUBCONTRACTOR or CONTRACTOR
(Circle one)

(Authorized Representative)

For subcontractor notice of potential claim

This notice of potential claim is acknowledged and forwarded by

MCM CONSTRUCTION INC.

PRIME CONTRACTOR

(Authorized Representative)

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

CEM6201

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL NOTICE OF POTENTIAL CLAIM
CEM-6201B (NEW 9/2002)

FOR STATE USE ONLY	
Received By (For resident engineer)	DATE

TO	CONTRACT NUMBER	DATE	IDENTIFICATION NUMBER
Ben Ghafghazi (resident engineer)	04 - 0120L4	2/28/2008	

This is a Supplemental Notice of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications. The act of the engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on: DATE 2/8/2008

The particular nature and circumstances of this potential claim are described in detail as follows

An unwarranted Notice of Suspension of Work was presented to MCM after a supposedly minute amount of sediment entered the bay.

The basis of this potential claim including all relevant contract provisions are listed as follows:
The structural excavation was intended to be done by dredging. As a result the job was permitted for this activity with environmental agencies, meaning that turbidity created in the bay was a foreseen event. MCM chose to install cofferdams to excavate for the structural excavations. This decision immensely decreased the environmental impact due to structural excavation.

[attach additional sheets as needed]

The structural excavation was intended to be done by dredging. As a result the job was permitted for this activity with environmental agencies, meaning that turbidity created in the bay was a foreseen event. MCM chose to install cofferdams to excavate for the structural excavations. This decision immensely decreased the environmental impact due to structural excavation.

A time impact analysis of the disputed disruption has been performed and is attached hereto. The affect on the scheduled project completion date is as follows:
The initial analysis shows no affect on the scheduled project completion date. Yet, the CPM for this time period has yet to be accepted.

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documents are made in full cognizance of the California False Claims Act, Government Code sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractors written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

The suspension of work occurred on February 8, 2008 until February 11, 2008. Please see attached sheet.

[attach sheets as required]

A time impact analysis of the disputed disruption has been performed and is attached hereto. The affect on the scheduled project completion date is as follows:
The initial analysis shows no affect on the scheduled project completion date. Yet, the CPM for this time period has yet to be accepte

MCM CONSTRUCTION INC.
PRIME CONTRACTOR

(Authorized Representative)

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Contractor's Claim

Equipment #	Description	Rental Rate	Hours	Total
B99	Crane Linkbelt Ls 518 150 Ton	178.53	96	$17,138.88
B323	Excavator, Hitachi, Hyd	131.78	96	$12,650.88
B439	Excavator, Hitachi ZX330LC	131.68	96	$12,641.28

Material	Quantity (ft^2)	Pounds Total	Rate $.03/day/100lbs	Total
PZC18 Sheet Pile	13000	314600	$94.38	$377.52

Total Amount =	$42,808.56

Contractor's Claim

- Contractor is claiming $42,808.56 for idle equipment and rental of sheet piles for 96 hours.
- Suspension was actually from Friday, 02-08-08 until Monday, 02-11-08. Total duration 72 hours.
- Contractor had not worked Sundays five weeks prior and 8 weeks post the incident.

Contractual Basis

- **Section 10-1.03** “Water Pollution Control” of the Special Provisions requires:
- Contractor to comply with the requirements of Department’s NPDES permits, Federal, state and local regulations, SWPPP & BMP Manuals
- Designate a Water Pollution Control Manager
- Prepare a SWPPP
- Select water pollution control practices for year-round, rainy and non-rainy season applications

Contractual Basis - Continued

- Install, construct, inspect, maintain, remove, and dispose of Water Pollution Control Practices specified in the SWPPP and in the amendments
- Correct all deficiencies immediately
- Prepare amendments to the SWPPP when there is a change in construction activities or operations which may affect the discharge of pollutants to surface waters
- Submit a “Notice of Discharge” within 7 days of discharge event

Contractual Basis - Continued

- **Section 10-1.04**, “Turbidity Control” states that work shall consist of implementing control measures to limit transport of disturbed sediments into ESAs
- Install turbidity control measures along ESAs
- Monitor receiving water for increases in natural background turbidity not to exceed limits (mg/l)
- Approved TCP shall be incorporated into SWPPP by amendment

Contractual Basis - Continued

- **Section 10-1.43**, “Dredging” – Dredging includes removal and disposal of marine sediment resulting from barge access, structure excavation, pile alignment, temporary structures, and maintenance.
- A Dredging Operation Plan and a Solid Debris Management Plan are required
- Contractor elected not to perform dredging and submitted a “Marine Based Structure Excavation Plan” in lieu of “Solid Debris Management Plan”
- State Letter 250 on 11/20/07 approved their plan. The approved plan to be incorporated into the SWPPP as an amendment

Contractual Basis - Continued

- Plan incorporated into the SWPPP includes:
  - provisions for sheet pile cofferdams
  - using crane with clam bucket
  - track mounted excavator
  - temporary trestle for access
  - excavated material placed in Nottnagel box designed to separate free water from material with perforated bulkhead and water collection
  - stockpile location to be lined with plastic, barricaded, water collected, and covered per BMP WM-3 and WM-7

CONTRACTOR'S POSITION

The contractor believes that the suspension of work on 2/8/08 was a result of supposed discharge of a minimal amount of sediment into the Bay. The contractor contends that clean water left the project area and picked up sediment outside the project limits. They also point out that this project has been permitted for dredging operation to excavate the bridge footings. As a direct result of contractor's deciding to install cofferdams the environmentalists are extremely pleased that tons of sediment will now not be released into the Bay

The contractor believes that they are in full compliance with the approved SWPPP, Turbidity Control Plan, Marine Based Structural Excavation Plan, and the Special Provision. There is merit in NOPC #4

DEPARTMENT'S POSITION

The Department believes that the contractor was not in compliance with the requirements of their approved SWPPP, Marine Based Structural Excavation Plan, and the Special Provisions.

At the start of the structural excavation at Pier 20L (in water) on November 16, 2007, the contractor did not follow their approved Marine Based Structural Excavation Plan. The stockpile area was not lined properly with plastic, or barricaded, and water was not collected and removed as planed. The contractor continued work during rain events without implementing required BMPs WM-3 and WM-7. This violation resulted in a widespread tracking problem throughout the work area. Tracked mud, mixed with oil from leaky equipment, was a source of continuous discharge of pollutants into the Bay. BMP NS-13 was not properly implemented. Some of the equipment used on the trestle lacked drip pans. Kick broom was used to remove sediments. Kick brooms are not allowed in SC-7.

After trestle is in

- Structure excavation and stockpile has begun

Typical Excavation

DEPARTMENT'S POSITION

Decks were not constructed under swing radius of excavating equipment between the trestle and the cofferdam to catch water/mud dripping from bucket/clam. The contractor did not modify his plan to resolve this tracking issue.

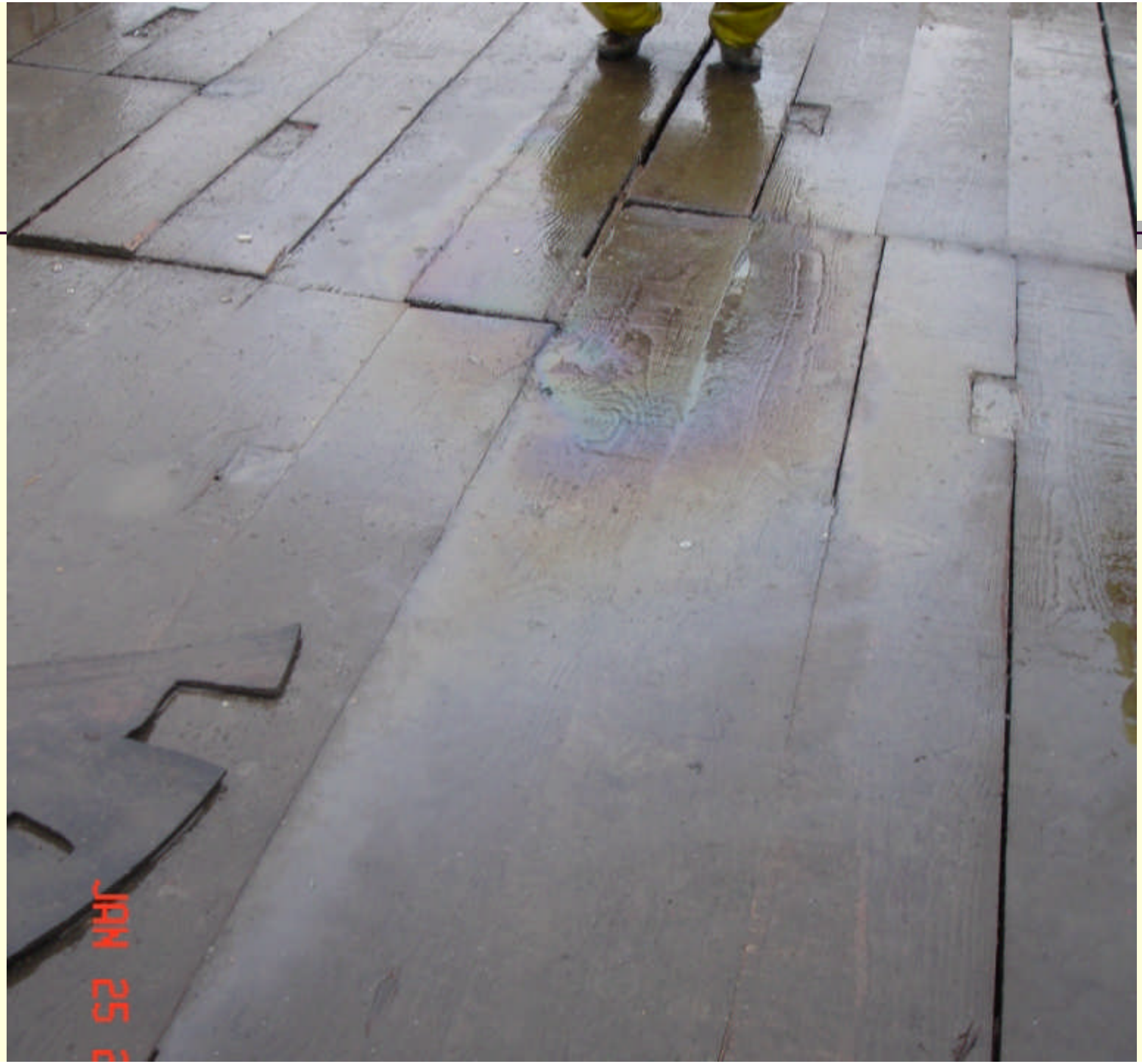
The implemented BMPs were not adequately maintained.The Fiber roll used as perimeter control along the north side of the work area adjacent to the stockpile of excavated material was incorrectly installed and caused the discharge of sediment into the Bay.

The contractor did not amend the SWPPP to reflect the changes in the field operation and refused to file a Notice of Discharge when required.

DEPARTMENT'S POSITION

- The Department sent State Letters, mini memos, and reports to identify and assist the contractor with the SWPPP corrections.
- STL's 236, 250, 312, 319, 324, 363, 369, 372, 378, 422, 436, 437, 440, 450, 461, 462, 463, 465, 468, 480, 504 were sent between 11/14/07 and 02/21/08
- Mini memos sent on 11/16/07, 12/13/07, 12/20/07, 01/02/08, and 01/05/08
- SWPPP reports on 01/25/08 and 02/07/08
- Weekly SWPPP inspections


MCM
CONSTRUCTION, INC.


JAN 25


JAN 25 2008

DEPARTMENT'S POSITION

The contractor was repeatedly requested to maintain the stockpile of excavated material to prevent leakage and tracking of mud.

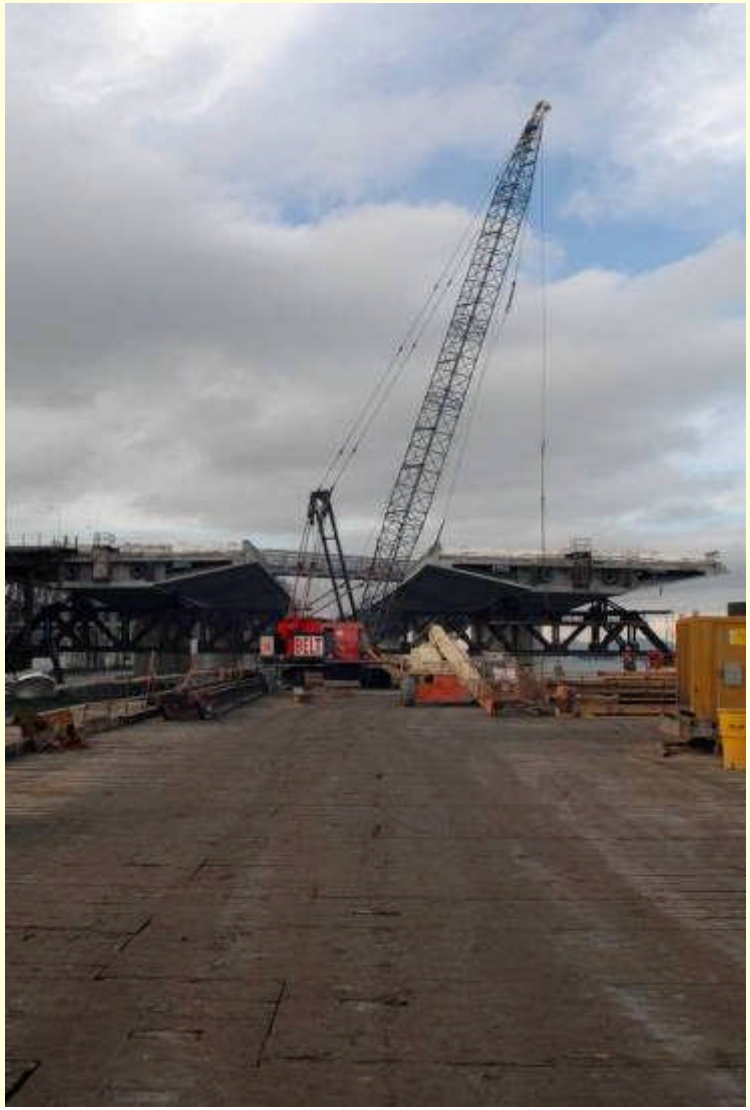
The project received several unfavorable ratings during several SWPPP inspections by the Department SWPPP Inspectors and by the inspection Task Force. This is in spite of advance notices given to the contractor ahead of these inspections.

In general, same BMPs consistently lacked maintenance and upkeeps as documented in compliance inspections.

The temporary suspension of work on 2/8/08 became necessary to bring the contract back into compliance with contract requirements.

The Department finds no merit in NOPC #4.

Mud on the Trestle




FEB 7 2008


FEB 7 2008


FEB 7 2008


FEB 7 2008


FMC Link-Belt
JAN 25 2008

Dec 12, 2007

Dec 12, 2007

Dec 12, 2007

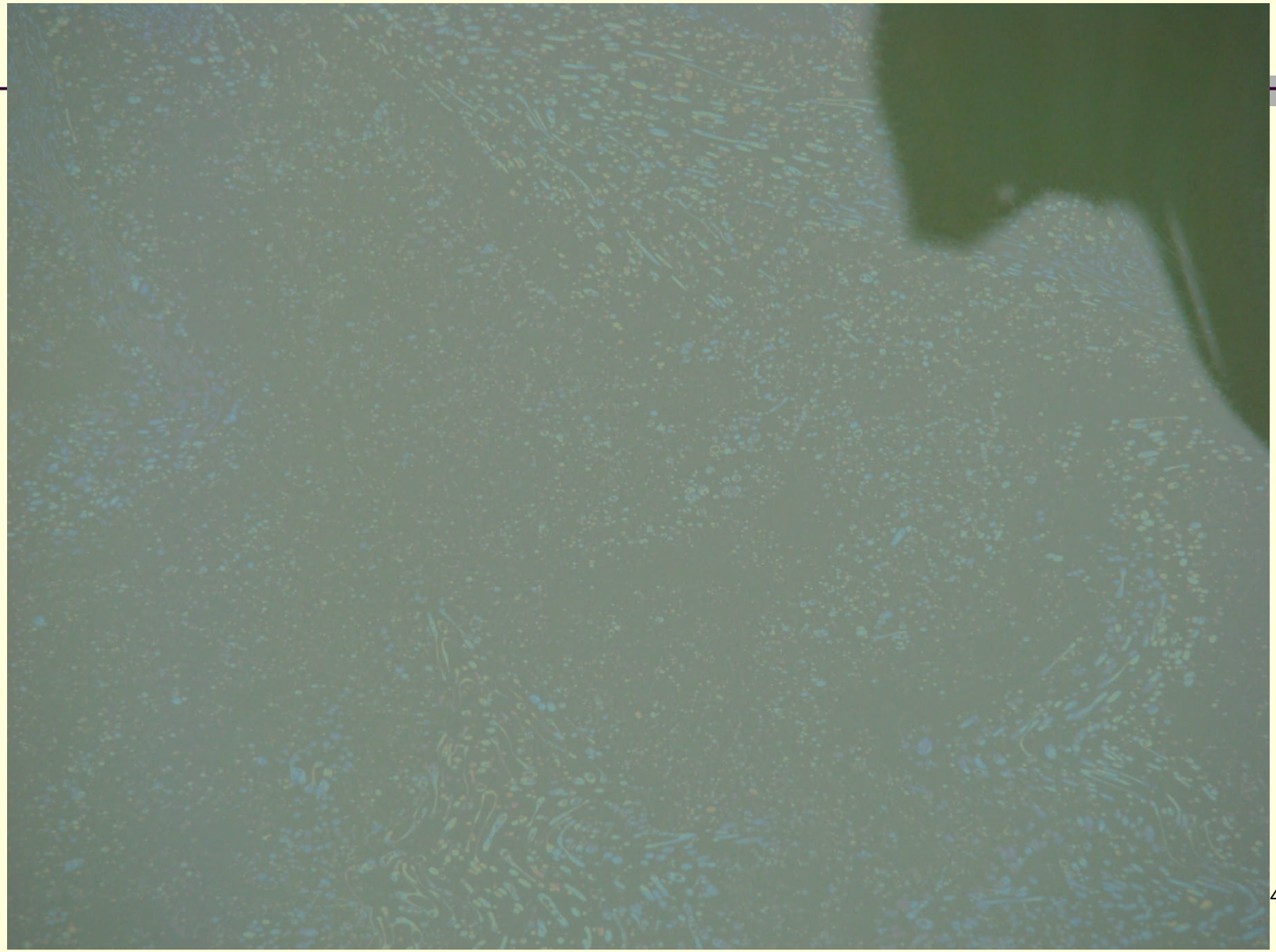
Dec 13, 2007

Dec 13, 2007


USE OF PERSONAL FLOTATION DEVICE REQUIRED
MCM CONSTRUCTION
Authorized Vehicles Only
Beyond this Point
MCM CONSTRUCTION
PERSONAL PROTECTIVE EQUIPMENT
REQUIRED

Dec 13, 2007

Nov 8, 2007




MCM CONST
VICON
FMC
11/20/07


11/20/07


11/21/07


11/26/07


CAT
11/26/07


MCM CONST
11/27/07


CAT
325B
VOLVO
11/27/07


MCM CONST
RESTRICTED AREA
MUST TIE-OFF
TO CABLE TO BE
WITHIN 6M OF
EDGE OF DECK
11/27/07


VOLVO
A35D
I-5 Rentals
11/27/07


HITACHI
12/06/07


12/06/07


CATERPILLAR
PEDESTRIANS
BICYCLES
MOTOR-DRIVEN
CYCLES
PROHIBITED
12/07/07


LINK
12/08/07


12/08/07


12/10/07


A35D
12/11/07


USE OF PERSONAL FLOTATION DEVICE REQUIRED
12/12/07


USE OF
PERSONAL
FLOTATION
DEVICE
REQUIRED
LINK
BELT
12/12/07


12/12/07


MGM CONST
CAT
12/12/07


12/13/07


12/13/07


12/13/07


24 Dwntn Oakland
Walnut Creek
USE 580
SOUTH 880 Alameda
San Jose
MAXIMUM SPEED 50
LOCKED
PEDESTRIANS
BICYCLES
MOTOR-DRIVEN
CYCLES
PROHIBITED
12/22/07


01/02/08


01/02/08


01/03/08


America's Most
Reliable Network.
verizon
CJC


Sacramento
SOUTH
San Jose
America's Most
Reliable Network.
verizon business
CJC
50

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

NOTICE OF POTENTIAL CLAIM

CEM-6201 (REV 3/2001)

FOR STATE USE ONLY	
Received by (For resident engineer)	DATE

TO	CONTRACT NUMBER	DATE
Ben Ghafghazi (resident engineer)	04 - 0120L4	2/15/2008

This is a Notice of Potential Claim for additional compensation under the provisions of Section 9-1.04 of the *Standard Specifications*. The act of the engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on DATE 2/8/2008

The particular circumstances of this potential claim are described in detail as follows:

An unwarranted Notice of Suspension of Work was presented to MCM after a supposedly minute amount of sediment entered the bay even though open water excavation has been approved and permitted for this project.

The reasons for which I believe additional compensation may be due are:

MCM was forced to discontinue excavating cofferdams and transporting material that had been previously excavated from cofferdams.

The nature of the costs involved and the amount of the potential claim are described as follows:
(If accurate cost figures are not available, provide an estimate, or describe the types of expenses involved.)

The nature of the costs are unknown at this time

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements are made in full cognizance of the California False Claims Act, Government Code sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered unless resolved, must be restated as a claim in response to the states proposed final estimate in accordance with Section 9-1.07B of the *Standard Specifications*.

SUBCONTRACTOR or CONTRACTOR
(Circle one)

(Authorized Representative)

For subcontractor notice of potential claim

This notice of potential claim is acknowledged and forwarded by

MCM CONSTRUCTION INC.

PRIME CONTRACTOR

(Authorized Representative)

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL NOTICE OF POTENTIAL CLAIM

CEM-6201B (NEW 9/2002)

FOR STATE USE ONLY	
Received By	DATE
(For resident engineer)	

TO	CONTRACT NUMBER	DATE	IDENTIFICATION NUMBER
Ben Ghafghazi (resident engineer)	04 - 0120L4	2/28/2008	

This is a Supplemental Notice of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications. The act of the engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on: DATE 2/8/2008

The particular nature and circumstances of this potential claim are described in detail as follows

An unwarranted Notice of Suspension of Work was presented to MCM after a supposedly minute amount of sediment entered the bay.

(attach additional sheets as needed)

The basis of this potential claim including all relevant contract provisions are listed as follows:

The structural excavation was intended to be done by dredging. As a result the job was permitted for this activity with environmental agencies, meaning that turbidity created in the bay was a foreseen event. MCM chose to install cofferdams to excavate for the structural excavations. This decision immensely decreased the environmental impact due to structural excavation.

(attach additional sheets as needed)

The estimated dollar cost of the potential claim including a description of how the estimate was derived and an itemized breakdown of individual costs are attached hereto.

The suspension of work occurred on February 8, 2008 until February 11, 2008. Please see attached sheet.

(attach sheets as required)

A time impact analysis of the disputed disruption has been performed and is attached hereto. The affect on the scheduled project completion date is as follows:

The initial analysis shows no affect on the scheduled project completion date. Yet, the CPM for this time period has yet to be accepted.

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documents are made in full cognizance of the California False Claims Act, Government Code sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractors written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

SUBCONTRACTOR or CONTRACTOR
(Circle One)

(Authorized Representative)

For a subcontractor potential claim

This notice of potential claim is acknowledged, certified and forwarded by

MCM CONSTRUCTION INC.
PRIME CONTRACTOR

Justyn Webster
(Authorized Representative)

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Equipment #	Description	Rental Rate	Hours	Total
B99	Crane Linkbelt Ls 518 150 Ton	178.53	96	$17,138.88
B323	Excavator, Hitachi, Hyd	131.78	96	$12,650.88
B439	Excavator, Hitachi ZX330LC	131.68	96	$12,641.28

Material	Quantity (ft^2)	Pounds Total	Rate $.03/day/100lbs	Total
PZC18 Sheet Pile	13000	314600	$94.38	$377.52

Total Amount =	$42,808.56

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

November 08, 2007

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Letter No. 05.03.01-000207

Attn: Mr. Greg Allen
Project Manager

Subject: SWPPP Approval

Dear Mr. Allen,

This is to inform you that your resubmitted SWPPP (Revision 2) dated October 25, 2007 is approved.

Please note that a copy of this approved SWPPP needs to be available on site at all times and be shared with regulatory parties and the Stormwater Compliance Inspectors upon request.

Sincerely,

Ben Ghafghazi
Resident Engineer

Attachment: Approved SWPPP

file: 05.03.01
20.02
18.09

STORMWATER POLLUTION PREVENTION PLAN

for

San Francisco-Oakland East Bay Bridge Seismic Safety Project:
Oakland Touchdown

04-0120L4

Prepared for:

Caltrans
333 Burma Road
Oakland, CA 94107
Ben Ghafghazi
510 286 0352

Submitted by:
MCM Construction Inc
PO Box 620
North Highlands, CA 65660
916 334 1221
Project Site Address
Burma Rd
916 871 3241

Contractor's Water Pollution Control Manager
Nick King
916 871 3241

Contractor's Designated Water Pollution Control Inspector (if different from WPCM)
Nick King
916 871 3241

SWPPP Prepared by:
MCM Construction
PO Box 620
North Highlands, CA 95660
916 334 1221
Nick King, WPCM

SWPPP Preparation Date
8/3/07
Rev 8/23/07
Rev 2 9/10/07
Rev 3 9/25/07

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Attachment A.....Vicinity Map and Site Map
Attachment B.....Water Pollution Control Drawings
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Attachment J.....Subcontractor Notification Letter and Log
Attachment K.....Notice of Discharge
Attachment L.....(Intentionally Left Blank)
Attachment M.....Annual Certification of Compliance Form
Attachment N.....Other Plans/Permits/Agreements
Attachment O.....(Intentionally Left Blank)
Attachment P.....Notice of Completion of Construction (NOC) / Notice of Termination (NOT)
Attachment Q.....(Intentionally Left Blank)
Attachment R.....Sampling Activity Log and Chain-of-Custody Forms
Attachment S.....Pollutant Testing Guidance Table
Attachment T.....Sampling Data Reporting Form
Attachment U.....Discharge Reporting Log

Section 100
SWPPP Certifications and Approval

100.1 Initial SWPPP Certification

Project Name:	San Francisco-Oakland East Bay Bridge Seismic Safety Project: Oakland Touchdown

Caltrans Contract Number: 04-0120L4

"I certify under a penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Contractor's Signature	Date
Nick King, WPCM	916 871 3241
Contractor's Name and Title	Contractor's Telephone Number

100.2 SWPPP Approval

Is a Local Agency / Private Entity administering the project?

☐ Yes ☒ No

The Caltrans Resident Engineer is the authorized representative of the Department for approving, signing, and certifying the SWPPP in conformance with Section H, Provision 8.b; and Section M, Provision 10 of the Caltrans Permit (CAS000003, Order No. 99-06-DWQ). The SWPPP was prepared by the Contractor and submitted for review and approval to the Resident Engineer, pursuant to the Special Provisions, the SWPPP/WPCP Preparation Manual, and the Standard Specifications Section 7-1.01G - Water Pollution. The Contractor is responsible and liable at all times for compliance with applicable requirements for which compliance is ultimately determined by the Regional Water Quality Control Board (RWQCB), the State Water Resources Control Board (SWRCB), and/or the U.S. Environmental Protection Agency (EPA).

For Caltrans Use Only
Resident Engineer's Approval and
Caltrans Certification of the
Stormwater Pollution Prevention Plan

Project Name: San Francisco-Oakland East Bay Bridge Seismic Safety Project: **Oakland Touchdown**

Caltrans Contract Number: **04-0120L4**

"I certify under a penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Resident Engineer's Signature — Date: 8/6/07

Ben Ghafghazi — Resident Engineer's Name

510 286 0352 — Resident Engineer's Telephone Number

Section 200
SWPPP Amendments

200.1 SWPPP Amendment Certification and Approval

This SWPPP shall be amended:

- Whenever there is a change in construction or operations which may affect the discharge of pollutants to surface waters, groundwater(s), or a municipal separate storm sewer system (MS4); or
- If any condition of the Permits is violated or the general objective of reducing or eliminating pollutants in stormwater discharges has not been achieved. If the RWQCB determines that a Permit violation has occurred, the SWPPP shall be amended and implemented within 14 calendar days after notification by the RWQCB;
- Annually, prior to the defined rainy season, when required by the project's Special Provisions; and
- When deemed necessary by the Resident Engineer.

The following items shall be included in each amendment:

- Who requested the amendment;
- The location of proposed change;
- The reason for change;
- The original BMP proposed, if any; and
- The new BMP proposed.

The amendments for this SWPPP, along with the Contractor's Certification and the Resident Engineer's Approval, can be found in Attachment C. Amendments are listed in the Amendment Log in Section 200.2 and a copy is also included in Attachment C.

200.2 Amendment Log

Project Name: San Francisco-Oakland East Bay Bridge Seismic Safety Project: Oakland Touchdown

Caltrans Contract Number: 04-0120L4

Amendment No.	Date	Brief Description of Amendment	Prepared By
1	9/24/07	TURBIDITY CONTROL PLAN	C. SMITH
2	10/1/07	ADD STORM DRAIN, DELETE SILT FENCE, MOVE TURBIDITY CURTAIN	N. KING
3	11/17/07	Stockpiling of material for marine base	N. King
4	4/2/08	additional area for storage of marine base stockpile	J. Webster

300.5 Contact Information/List of Responsible Parties

The Water Pollution Control Manager (WPCM) assigned to this project is:

Nick King

916 871 3241

MCM Construction Inc

PO Box 620

North Highlands, CA 65660

The WPCM shall have primary responsibility and significant authority for the implementation, maintenance, inspection and amendments to the approved SWPPP. The WPCM will be available at all times throughout duration of the project. Duties of the Contractor's WPCM include but are not limited to:

Ensuring full compliance with the SWPPP and the Permit;

Implementing all elements of the SWPPP, including but not limited to:

- Implementing prompt and effective erosion and sediment control measures; and
- Implementing all non-stormwater management, and materials and waste management activities such as: monitoring discharges (dewatering, diversion devices); general site clean-up; vehicle and equipment cleaning, fueling and maintenance; spill control; ensuring that no materials other than stormwater are discharged in quantities, which will have an adverse effect on receiving waters or storm drain systems, etc.;

Conducting pre-storm inspections;

Conducting post-storm inspections;

Conducting storm event inspections;

Conducting routine inspections as specified in the Special Provisions or described in the SWPPP;

Preparing annual compliance certification;

Ensuring elimination of all unauthorized discharges;

Mobilizing crews in order to make immediate repairs to the control measures (the Contractor's WPCM shall be assigned authority by the Contractor to mobilize crews);

Coordinating with the Resident Engineer to assure all of the necessary corrections/repairs aremade immediately, and that the project complies with the SWPPP, the Permit and approved plans at all times; and

Submitting Notices of Discharge and reports of Illicit Connections or Illegal Discharges.

Section 500
Body of SWPPP

500.1 Objectives

This SWPPP has four main objectives:

- Identify all pollutant sources, including sources of sediment that may affect the quality of stormwater discharges associated with construction activity (stormwater discharges) from the construction site;
- Identify non-stormwater discharges;
- Identify, construct, implement in accordance with a time schedule, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction; and
- Develop a maintenance schedule for BMPs installed during construction designed to reduce or eliminate pollutants after construction is completed (post-construction BMPs).

This SWPPP conforms with the required elements of the Permit and with the required elements of the General Permit issued by the State of California, State Water Resources Control Board (SWRCB). This SWPPP will be modified and amended to reflect any amendments to the Permits, or any changes in construction or operations that may affect the discharge of pollutants from the construction site to surface waters, groundwaters, or the municipal separate storm sewer system (MS4). The SWPPP will also be amended if it is in violation of any condition of the Permit or has not achieved the general objective of reducing pollutants in stormwater discharges. The SWPPP shall be readily available onsite for the duration of the project.

500.2 Vicinity Map

The construction project vicinity map showing the project location, surface water boundaries, geographic features, construction site perimeter, staging areas, storage yards, and general topography, is located in Attachment A. The project's Title Sheet provides more detail regarding the project location and is also included in Attachment A.

The project area is approximately .75 miles in it's long dimension (East-West) and ranges from approximately 20ft to 250ft in it's short dimension (North-South). Existing I-80 bisects the project area. The project area is effectively bordered by the San Francisco Bay on three sides, and this is considered the receiving water body. There are 2 areas which are practical to use as staging/storage areas. One is the new alignment of WB I-80/Lightweight embankment fill North of existing I-80. The other is the alignment for the Maintenance Road Detour, on the South side. There are no known wells within the project limits. Areas in which any work is to occur under this contract were included

in calculating the project area, and adjacent areas in which no work is to occur were omitted. 2 penninsula's of non-work areas bordered by work areas are the only off-site areas contributing to run-on. Currently, drainage of the site appears to be primarily sheet flow to the rock slope protection where the SF Bay abuts the site. There are 4 locations of possible point discharge: One is the outlet of a concrete lined channel that runs approxomately 1500' parallel to the South limit of the project. The other 3 are existing culverts which discharge across the North limit.

500.3 Pollutant Sources and BMP Identification

500.3.1 Inventory of Materials and Activities that May Pollute Stormwater

The following is a list of construction materials that will be used and activities that will be performed that will have the potential to contribute pollutants, other than sediment, to stormwater runoff (control practices for each activity are identified in the WPCDs provided in Attachment B and/or in Sections 500.3.4 through 500.3.8.2):

- Vehicle Fluids including oils, grease, and coolants
- Asphaltic emulsions associated with asphaltic concrete paving
- Portland Cement materials associated with PCC structures and barriers
- Base and subbase materials
- Concrete curing compounds
- Methacrylate
- Treated wood
- Paint
- Sandblasting materials
- BMP materials (sandbags, soil stabilization products)
- PCC rubble
- General litter
- Vehicle Batteries
- Solvents
- Adhesives

Potential non-stormwater and waste management related discharges are described in Sections 500.3.8.1 and 500.3.8.2, respectively.

The following is a list of construction activities that have the potential to contribute sediment to stormwater discharges include: (control practices for each activity are identified in the WPCDs provided in Attachment B and/or in Sections 500.3.4 through 500.3.7):

- Clearing and Grubbing
- Concrete finishing operations
- Grading and fill operations, including cellular fill. At this time, it is not anticipated that the materials for the cellular concrete fill will be batched on site, nor at a dedicated facility.
- Structural Excavation for Bridge Foundations. This will be performed inside of sealed cofferdams. Type H and Class II materials will be immediately removed from the site and disposed of at a permitted receiving facility. Clean materials will be either removed from the site or stored in designated materials storage area.
- Structural Excavation for Duct Bank. Type HR (RCRA) materials will be immediately removed from site. Type H and clean materials will be used for backfill.
- Concrete placement and Concrete Waste Management. Concrete waste will be managed using a temporary portable concrete washout.
- Paving/Grinding operations.
- Pile Driving Operations for Temporary Access Trestle. Installation/removal plans and procedures are included in the WPCD's. Trestle will be supported by driven pile, and trestle sections will be advanced from the sections constructed previously. Placement of a rock fill will be necessary to level the transition from shore to trestle. Rock fill will be constructed of rock slope protection material removed from adjacent areas. Plans and installation and removal procedures are inluded in the WPCD's.
- Pile Driving Operations For Sheet Pile Cofferdams. This work will be accessed from the temoprary trestle. Sheet piles will be salvaged as each pier is completed, and will be re-used for subsequent cofferdams.
- Pile Driving Operations for Bridge Foundations. This work will be accessed from the temporary trestle, and will be conducted inside cofferdams.
- Pile Driving Operations for Falsework. This work will be accessed from the temporary trestle. Falswork piles will be salvages where possible, or cut 3' below mudline.

- Both placement and removal of Rock Slope Protection, including Shore Bird Roosting Habitat. BMP's are detailed in the turbidity control plan, as well as in the forthcoming Shore Bird Roosting Habitat Work Plan per section 10-1.86 of the contract special provisions.

- Boring Operations (inc. jacked conduit) for electrical duct bank under existing EB I-80. A detailed work plan, including ground and surface water control methods, will be submitted per section 10-1.82 of the contract special provisions.

- Dewatering operations. BMP's will be detailed in the Dewatering Plan which will be submitted per section 10-1.05 of the contract special provisions.

Sections 500.3.4 to 500.3.8.2 lists all Best Management Practices (BMPs) that are contract requirements, including details used for this project. Implementation and location of BMPs, including details, are shown on the WPCDs in Attachment B. Narrative descriptions of BMPs to be used during the project are listed by category in each of the following SWPPP sections.

500.3.2 Existing (Pre-Construction) Control Measures

The following are existing (pre-construction) control measures encountered within the project site:

- Run-on from existing structure falls through deck drains in existing columns, and is discharged to surface under bridge. This water flows down to a drop inlet in the fenced off area adjacent to the maintenance road undercrossing, which is protected by fiber rolls and sandbags.

- Areas currently used for parking lots on both sides of existing bridge are protected by a well compacted coarse base-like material.

- Entire shoreline has rock slope protection in place.

- Area of future WB I-80 alignment is protected by a fair to good cover of existing vegetation.

500.3.3 Nature of Fill Material and Existing Data Describing the Soil

The existing land based materials are primarily sand and gravel, with occasional clay or silt. Fat clay is common at depths greater than 4 meters.

Existing site features that, as a result of past usage, may contribute pollutants to stormwater (e.g., toxic materials that are known to have been treated, stored, disposed, spilled, or leaked onto the construction site) include:

- Lead (solid Type H and HR)
- Petroleum Hydrocarbons (soils Class II)

Type HR is considered an RCRA material, type H is non-RCRA hazardous and Class II are non-hazardous contaminated soils. The contract special provisions allow for the re-use of non-RCRA materials under certain conditions. The remainder will be disposed of at a permitted hazardous waste facility in conformance with Section 2521, Title 23 of the California Code of Regulations Section 7-1.13.

500.3.4 Soil Stabilization (Erosion Control)

Soil stabilization, also referred to as erosion control, consists of source control measures that are designed to prevent soil particles from detaching and becoming transported in stormwater runoff. Soil stabilization BMPs protect the soil surface by covering and/or binding soil particles. This project will incorporate minimum temporary soil stabilization requirements, temporary soil stabilization measures required by the contract documents, and other measures selected by the contractor. The steps outlined in the instructions for this section for identifying soil stabilization BMPs to be included in the SWPPP have been followed. The applicable Contract Special Provisions, Contract Plans, Standard Plans, and Standard Specifications are provided or listed in Attachment B.

1) Preserve existing vegetation where required and when feasible.

2) Apply temporary soil stabilization (erosion control) to remaining active and non-active areas as required by the Contract Specifications and Special Provisions and the SWPPP/WPCP Preparation Manual, Tables 1-3 and 1-4, and Appendix D. Reapply as necessary to maintain effectiveness.

3) Implement temporary soil stabilization measures at regular intervals throughout the defined rainy season to achieve and maintain the contract's disturbed soil area requirements. When the Contract Special Provisions require it, temporary soil stabilization will be implemented 20 days prior to the defined rainy season.

4) In accordance with Table 1-3 of the SWPPP/WPCP Preparation Manual, stabilize non-active areas within 14 days of cessation of construction activities, or one day prior to all predicted rain events, whichever comes first.

5) Control erosion in concentrated flow paths by applying erosion control blankets, check dams, erosion control seeding, and lining swales as required in the Special Provisions and/or as shown on plans.

6) Apply seed to areas deemed substantially complete by the Resident Engineer during the defined rainy season.

7) At completion of construction, apply permanent erosion control to all remaining disturbed soil areas as required in the Special Provisions and/or as shown on plans.

Sufficient soil stabilization materials will be maintained onsite to allow implementation in conformance with Caltrans requirements and described in this SWPPP. This includes implementation requirements for active and non-active areas that require deployment before the onset of rain.

The following soil stabilization BMP implementation table indicates the BMPs that shall be implemented to control erosion on the construction site. Locations and details of temporary soil stabilization BMPs are shown on the WPCDs in Attachment B. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

SS1, SS2: Most of the site is going to be active throughout the entirety of the project. Existing vegetation will remain in place until such time as it is necessary to remove it.

SS7: Temporary stockpiles will be protected with temporary plastic covers as needed.

TEMPORARY SOIL STABILIZATION BMPs

CONSTRUCTION BMP ID NO [1]	BMP NAME	MINIMUM REQUIREMENT [3]	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	
SS-1	Scheduling	✓	☐	☒	☐	
SS-2	Preservation of Property/ Preservation of Existing Vegetation	✓	☐	☒	☐	
SS-3	Temporary Hydraulic Mulch (Bonded Fiber Matrix)	✓ [2]	☐	☐	☒	Not practicable/necessary
	Temporary Hydraulic Mulch (Polymer Stabilized Fiber Matrix)	✓ [2]	☐	☐	☒	Not practicable/necessary
SS-4	Temporary Erosion Control (With Temporary Seeding)	✓ [2]	☐	☐	☒	Not practicable/necessary
SS-5	Temporary Soil Stabilizer	✓ [2]	☐	☐	☒	Not necessary
SS-6	Temporary Erosion Control (Straw Mulch with Stabilizing Emulsion)	✓ [2]	☐	☐	☒	Not necessary
SS-7	Temporary Erosion Control Blanket (On Slope)	✓ [2]	☐	☐	☒	Not necessary
	Temporary Erosion Control Blanket (In swale or ditch)		☐	☐	☒	Not necessary
SS-7	Temporary Cover (Plastic Covers)	✓ [2]	☒	☒	☐	
SS-8	Temporary Mulch (Wood)		☐	☐	☒	Not necessary
SS-9	Earth Dikes / Drainage Swales & Lined Swales		☐	☐	☒	Not necessary
SS-10	Outlet Protection / Velocity Dissipation Devices		☐	☐	☒	Not necessary

TEMPORARY SOIL STABILIZATION BMPs						
SS-1 1	Slope Drains		☐	☐	☒	Not practicable/necessary
SS-1 2	Streambank Stabilization		☐	☐	☒	
ALTERNATIVE SOIL STABILIZATION BMPs USED[4] Yes • No						IF USED, STATE REASON
CONSTRUCTION BMP ID NO [1]	BMP NAME					

Notes:
[1] The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site BMP Reference Manual is a required contract document.
[2] The Contractor shall ensure implementation of one of the two measures listed or a combination thereof to achieve and maintain the contract's rainy and non-rainy season requirements.
[3] Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the Contractor and approved by the Resident Engineer.
[4] Use of alternative BMPs will require writtern approval by the Resident Engineer.

500.3.5 Sediment Control

Sediment controls are structural measures that are intended to complement and enhance the selected soil stabilization (erosion control) measures and reduce sediment discharges from construction areas. Sediment controls are designed to intercept and settle out soil particles that have been detached and transported by the force of water. This project will incorporate minimum temporary sediment control requirements, temporary sediment control measures required by the contract documents, and other measures selected by the contractor. The steps outlined in the instructions for this section for identifying sediment control BMPs to be included in the SWPPP have been followed. The applicable Contract Special Provisions, Contract Plans, Standard Plans, and Standard Specifications are provided or listed in Attachment B.

Sediment control BMPs will be installed at all appropriate locations along the site perimeter and at all operational internal inlets to the storm drain system at all times during the rainy season. During the non-rainy season, adequate sediment control materials will be available to control sediment discharges at the downgrade perimeter and operational inlets in the event of a predicted storm.

Temporary sediment control materials, equivalent to 10% of the installed quantites on the site during the rainy and non-rainy seasons will be maintained onsite throughout the duration of the project for implementation in event of predicted rain, rapid response to failures or emergencies, in conformance with other Caltrans requirements, and as described in the SWPPP. This includes implementation requirements for active areas and non-active areas before the onset of rain.

Prior to the opening of a new DSA in the rainy season, additional temporary sediment control materials necessary to protect this DSA will be stored onsite.

The following sediment control BMP implementation table indicates the BMPs that shall be implemented to control sediment on the construction site. Implementation and locations of temporary sediment control BMPs are shown on the WPCDs in Attachment B and described in this section. The BMP working details can also be found in Attachment B of this SWPPP. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

SC1: Silt fence will be placed along north and south project area limits where practicable to control sediment in sheeting runoff from those areas. Though Temporary Fiber rolls (SC-5) are not incorporated at this time, their use in conjunction with silt fence will be considered if silt fence alone shows inadequate effectiveness in controlling sediment

SC6: A Gravel Bag Berm can be placed at the toe of slopes or around stockpiles where silt fence installation is not practical. They may also be used to divert runoff away from erodible slopes.

SC7: See Section 500.3.6

SC8: Though identified in the Special Provisions as a Project-Specifid minimum requirement, the Engineer determined its use to no longer be allowed, and is not incorporated into this SWPPP.

SC 10: Storm drain inlets will be protected when construction operations have the potential to cause discharge that will be received by them. Deck drains, when constructed, will be protected with filter fabric.

TEMPORARY SEDIMENT CONTROL BMPs

CONSTRUCTION BMP ID NO[1]	BMP NAME	MINIMUM REQUIREMENT [3]	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	
SC-1	Temporary Silt Fence	✓[2]	☐	☒	☐	
SC-2	Temporary Sediment Basin		☐	☐	☒	Not necessary
SC-4	Temporary Check Dam		☐	☐	☒	Not necessary
SC-5	Temporary Fiber Rolls	✓[2]	☐	☐	☒	None as temporary BMP's
SC-6	Temporary Gravel Bag Berm		☐	☒	☐	
SC-7	Street Sweeping	✓	☐	☒	☐	
SC-8	Temporary Sandbags		☐	☐	☒	
SC-9	Temporary Straw Bale Barrier		☐	☐	☒	Not necessary
SC-10	Temporary Drain Inlet Protection	✓	☐	☒	☐	

ALTERNATIVE SEDIMENT CONTROL BMPs USED[4] Yes • No			IF USED, STATE REASON

Notes:
(1) The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site BMP Reference Manual is a required contract document.
(2) The Contractor shall ensure implementation of one of the two measures listed or a combination thereof to achieve and maintain the contract's rainy and non-rainy season requirements.
(3) Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the Contractor and approved by the Resident Engineer.
(4) Use of alternative BMPs will require written approval by the Resident Engineer.

500.3.6 Tracking Control

The following tracking control BMP implementation table indicates the BMPs that shall be implemented to reduce sediment tracking from the construction site onto private or public roads. The steps outlined in the instructions for this section for identifying tracking control BMPs to be included in the SWPPP have been followed. The applicable Contract Special Provisions, Contract Plans, Standard Plans, and Standard Specifications are provided or listed in Attachment B. Implementation and locations of sediment tracking BMPs are shown on the WPCDs in Attachment B and described in this sectionThe BMP working details can also be found in Attachment B of this SWPPP. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

SC7: Road sweeping and vacuuming will occur during soil hauling as necessary to keep streets clear of tracked debris. Washing of sediment into storm drains will not occur.

TC1: Stabilized construction entrances/exits will be placed such that they will be used by traffic leaving the site. One will be constructed near the office location where it is accessible to traffic exiting the project area on the maintenance road, and another where traffic must stage in order to merge onto WB I-80.

TEMPORARY TRACKING CONTROL BMPs

CONSTRUCTION BMP ID NO[1]	BMP NAME	MINIMUM REQUIREMENT	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	
SC-7	Street Sweeping		☐	☒	☐	
TC-1	Temporary Construction Entrance		☐	☒	☐	
TC-2	Stabilized Construction Roadway		☐	☐	☒	Construction roadways are already paved
TC-3	Temporary Entrance / Outlet Tire Wash		☐	☐	☒	
ALTERNATIVE TRACKING CONTROL BMPs USED[2] Yes • No						IF USED, STATE REASON

Notes:
[1] The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site BMP Reference Manual is a required contract document.
[2] Use of alternative BMPs will require written approval by the Resident Engineer.

500.3.7 Wind Erosion Control

The steps outlined in the instructions for this section for identifying wind erosion control BMPs to be included in the SWPPP have been followed. The applicable Contract Special Provisions, Contract Plans, Standard Plans, and Standard Specifications are provided or listed in Attachment B. Locations and details of wind erosion control BMPs are shown on the WPCDs in Attachment B (as applicable). The following list of BMPs and narrative explain how the selected BMPs shall be incorporated into the project.

Some Soil Stabilization BMP's described in Section 500.3.4 also serve as wind erosion control.

WE1: Wind erosion control will be acclomplished using water trucks, and soil stabilization BMP's as described in Section 500.3.4

TC1: See Section 500.3.6

TEMPORARY WIND EROSION CONTROL BMPs

CONSTRUCTION BMP ID NO[1]	BMP NAME	MINIMUM REQUIREMENT[2]	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	
WE-1	Wind Erosion Control	✓	☐	☒	☐	
TC-1	Temporary Construction Entrance		☒	☒	☐	
TC-2	Stabilized Construction Roadway		☐	☐	☒	Construction roads are paved
----	All Soil Stabilization Measures included in Section 500.3.4		☐	☒	☐	
ALTERNATIVE WIND EROSION CONTROL BMPs USED[3] Yes ◦ No						IF USED, STATE REASON

Notes:
(1) The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site BMP Reference Manual is a required contract document.
(2) Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the Contractor and approved by the Resident Engineer.
(3) Use of alternative BMPs will require written approval by the Resident Engineer.

500.3.8 Construction Site Management

Construction site management shall consist of controlling potential sources of water pollution before they come in contact with storm water systems or watercourses. The Contractor shall control material pollution and manage waste and non-storm water existing at the construction site by implementing effective handling, storage, use, and disposal practices.

500.3.8.1 Non-Stormwater Management Pollution Control

An inventory of potential non-stormwater discharges is provided in this section. The following BMP consideration checklist indicates the BMPs that have been selected to control non-stormwater pollution on the construction site. The steps outlined in the instructions for this section for identifying non-stormwater pollution control BMPs to be included in the SWPPP have been followed. The applicable Contract Special Provisions, Contract Plans, Standard Plans, and Standard Specifications are provided or listed in Attachment B. Locations and details of applicable non-stormwater control BMPs are shown on the WPCDs in Attachment B.

Non-stormwater discharges into storm drainage systems or waterways, which are not authorized under the Caltrans Permit or authorized under a separate NPDES permit shall be prohibited.

NS1: Water will not be used gratuitiously on the project, and excess water will be managed with appropriate BMP's.

NS2: Dewatering of cofferdams and land based excavations will be performed in accordance with the dewatering plan submitted per Section 5-1.02 of the Special Provisions.

NS3: There are approximately 9.5 acres of new construction to pave and seal on this project. Drainage inlets will be covered or protected as is necessary, and equipment washig will be conducted in approoprate places or off site. Slurry from sawcutting and grinding operations will be contained and treated or removed from site.

NS5: This project requires the use of sheet pile cofferdams in the construction of the pier columns. Cofferdams will be constructed and maintained in accordance with appropriate BMP's.

NS6: The Contractor will implement the illegal connection/discharge reporting BMP throughout the project.

NS8, NS9, NS10: Several types of equipment will be used to build this project, including cranes, excavators, loaders, pile hammers, air compressors, generators, and forklifts. Vehicle and equipment cleaning, fueling, and maintenance will be conducted using appropriate BMP's in order to prevent discharges. A temporary fueling point will be constructed at the location shown on WPCD 4/12, and wheeled vehicles will utilize this area when practical. Fuel trucks will be used for mobile fueling elsewhere on site. Maintenace operations will be conducted off site when practical. Fueling and maintenance operations perfomed on site will be done using drip pans and/or absorbent materials as is practical and prudent, and away from drainage inlets. Fueling and maintenance vehicles will have spill kits on board.

NS11: Pile driving operations are necessary for the placement of bridge foundations as well as a temporary trestle, and cofferdams. Pile driving operations will incorporate all appropriate BMP's, including use of plastic, drip bans, and absorbent materials.

NS12, NS14: Concrete curing and finishing will be necessary on the new structures. Excess cure water will not be allowed to runoff to inlets and swales.

NS13: This project requires the use of material and equipment over water. MCM will implement BMP 13 while working on the temporary trestle, including waste management BMP's.

CONSTRUCTION SITE MANAGEMENT

NON-STORMWATER MANAGEMENT POLLUTION CONTROL BMPs

CONSTRUCTION BMP ID NO [1]	BMP NAME	MINIMUM REQUIRE-MENT [2]	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	
NS-1	Water Control and Conservation		☐	☒	☐	
NS-2	Dewatering [3]		☐	☒	☐	
NS-3	Paving, Sealing, Sawcutting, and Grinding Operations		☐	☒	☐	
NS-4	Temp Stream Crossing [3]		☐	☐	☒	No streams on site
NS-5	Clear Water Diversion [3]		☐	☒	☐	
NS-6	Illegal Connection and Illegal Discharge Detection Reporting	✓	☐	☒	☐	
NS-7	Potable Water / Irrigation		☐	☐	☒	
NS-8	Vehicle and Equipment Cleaning	✓	☐	☒	☐	
NS-9	Vehicle and Equipment Fueling	✓	☐	☒	☐	
NS-10	Vehicle and Equipment Maintenance	✓	☐	☒	☐	
NS-11	Pile Driving Operations		☐	☒	☐	
NS-12	Concrete Curing		☐	☒	☐	
NS-13	Material and Equipment Used Over Water		☐	☒	☐	
NS-14	Concrete Finishing		☐	☒	☐	

NS-15	Structure Demolition / Removal Over or Adjacent to Water		☐	☐	☒	Not applicable

ALTERNATIVE NON-STORMWATER CONTROL BMPs USED[4] Yes • No			IF USED, STATE REASON
CONSTRUCTION BMP ID NO [1]	BMP NAME		

Notes:
[1] The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site BMP Reference Manual is a required contract document.
[2] Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the Contractor and approved by the Resident Engineer.
[3] The BMPs listed above are incidental and do not include operations included as separate line items in the contract.
[4] Use of alternative BMPs will require writtern approval by the Resident Engineer.

500.3.8.2 Waste Management Pollution Control

An inventory of construction activities, materials, and waste is provided in Section 500.3.1. The following BMP consideration checklist indicates the BMPs that have been selected to control construction site wastes and materials. The steps outlined in the instructions for this section for identifying waste management and materials pollution control BMPs to be included in the SWPPP have been followed. The applicable Contract Special Provisions, Contract Plans, Standard Plans, and Standard Specifications are provided or listed in Attachment B. Locations and details of applicable materials handling and waste management BMPs are shown on the WPCDs in Attachment B. In the narrative description, a list of waste disposal facilities and the type of waste to be disposed at each facility is also provided. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

WM1 AND WM2: Material storage areas are designated at the following three locations within the project: near the field office, under the existing WB I-80 structure (Non-flammable materials only under structure), and a fuel/liquid storage area between the maintenance road and the South project limit, as site conditions allow. The fuel/liquid storage area will incorporate cover and containment compliant to WM1. Stormwater will be diverted from material storage areas to prevent run-on. Very large inert items, such as lumber, piling, matting etc will be elevated on appropriate dunnage, and located on the site as is safe, practicable, and WM1 compliant. MSDS for stored materials will be available in the field office.

WM3: Stockpiled materials on this site may include materials from structural excavation, rock slope protection removal, and base materials. Use of stockpiles will be minimized to the maximum extent practicable. Stockpiles will be stabilized with soil stabilizers, linear sediment barriers, or temporary cover as specified in the BMP.

WM4: Spill prevention and control will be implemented to contain and clean up spills and prevent discharges to stormwater. Spill prevention is also addressed in WM1, WM2, WM5 and WM6.

WM5: Solid Waste Management will be impletmented in accordance with the BMP Manual.

WM6: Hazardous Waste Management will be implemented in accordance with the BMP Manual and the Contract Special Provisions.

WM7: This project has approximately 16,500 cubic yards of contaminated soil. Contaminated soil will be handled, transported, and disposed of in accordance with all state and federal regulations, as well as the permits and contract requirements for this project.

WM8: Concrete waste will be managed using portable concrete washout system, provided and maintained by a specialty vendor. Basins will be cleaned out as needed, or on a regular schedule if concrete production is sufficient to warrant it.

WM9: Portable toilets will be located away from concentrated flows and maintained by a licensed company.

CONSTRUCTION SITE MANAGEMENT

WASTE MANAGEMENT AND MATERIALS POLLUTION CONTROL BMPs

CONSTRUCTION BMP ID NO [1]	BMP NAME	MINIMUM REQUIREMENT [2]	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	
WM-1	Material Delivery and Storage	✓	☐	☒	☐	
WM-2	Material Use	✓	☐	☒	☐	
WM-3	Stockpile Management	✓	☐	☒	☐	
WM-4	Spill Prevention and Control	✓	☐	☒	☐	
WM-5	Solid Waste Management	✓	☐	☒	☐	
WM-6	Hazardous Waste Management [3]		☐	☒	☐	
WM-7	Contaminated Soil Management [3]		☐	☒	☐	
WM-8	Concrete Waste Management		☐	☒	☐	
	Temporary Concrete Washout Facility		☐	☐	☒	portable
	Temporary Concrete Washout (Portable)		☒	☒	☐	
WM-9	Sanitary/Septic Waste Management	✓	☐	☒	☐	
WM-10	Liquid Waste Management		☐	☐	☒	No liquid waste is anticipated
ALTERNATIVE WASTE MANAGEMENT AND MATERIALS POLLUTION CONTROL BMPs USED [4] Yes • No						IF USED, STATE REASON

CONSTRUCTION SITE MANAGEMENT

WASTE MANAGEMENT AND MATERIALS POLLUTION CONTROL BMPs

CONSTRUCTION BMP ID NO [1]	BMP NAME	MINIMUM REQUIRE-MENT [2]	CONTRACT BID ITEM	BMP USED		IF NOT USED, STATE REASON
				YES	NO	

Notes:
[1] The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site BMP Reference Manual is a required contract document.
[2] Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be verified by the Contractor or determined by Caltrans.
[3] The BMPs listed above are incidental and do not include operations included as separate line items in the contract.
[4] Use of alternative BMPs will require written approval by the Resident Engineer.

500.4 Water Pollution Control Drawings (WPCDs)

The Water Pollution Control Drawings can be found in Attachment B of the SWPPP.

500.5 Construction BMP Maintenance, Inspection and Repair

Inspections shall be conducted by the Contractor's WPCM or other 24-hour trained staff at the following minimum frequencies:

- Prior to a forecast storm;
- After a rain event that causes runoff from the construction site;
- At 24-hour intervals during extended rain events;
- Daily inspections within the Lake Tahoe Hydrologic Unit;
- Weekly during the rainy season;
- Every 2 weeks during the non-rainy season; and
- At any other time(s) or intervals of time specified in the project Special Provisions.

Completed inspection checklists shall be submitted to the Resident Engineer within 24 hours of inspection. Copies of the completed checklists will be kept with the SWPPP. A tracking or follow-up procedure shall follow any inspection that identifies deficiencies in BMPs. A program for Maintenance, Inspection and Repair of BMPs shall be provided in Attachment G of this SWPPP.

500.6 Post-Construction Stormwater Management

500.6.1 Post-Construction Control Practices

The following are the post-construction BMPs that are to be used at this construction site after all construction is complete:

- Fiber Rolls
- Erosion Control (Type D)
- Rock Slope Protection

500.6.2 Operation/Maintenance after Project Completion

The post-construction BMPs that are described above will be funded and maintained as follows:

Short Term Funding: Caltrans District 4 Maintenance

Long Term Funding: Caltrans District 4 Maintenance

The responsible party for the long-term maintenance of post-construction BMPs is Caltrans District 4 Maintenance.

500.7 Training

Section 300.5 shows the name of the contractor's WPCM. This person has received the following training:

- 24hr Caltrans certified Storm Water Pollution Prevention Plan (SWPPP) training provided by Shasta College.

The training log showing formal and informal training of various personnel is shown in Attachment I. A copy of all training certificate(s) (e.g., Caltrans 24 Hour Training Class and Construction General Permit Training) for the WPCM and the SWPPP Preparer are included in Attachment I. Training records shall be updated, documented and reported in the SWPPP quarterly. Documentation of new training shall be submitted to the Resident Engineer within 24-hours of training.

This SWPPP was prepared by Nick King, who has prepared 2 project specific SWPPP's in Arizona and is a registered EIT. Revisions were reviewed by Daniel J. Shaw, a registered Civil Engineer in the State of California, 24-hour SWPPP trained (Shasta College), and preparer of numurous SWPPP s and WPCPs on Caltrans projects.

500.8 List of Subcontractors

All contractors and subcontractors shall be notified of the requirement for stormwater management measures during the project. A list of contractors shall be maintained and included in the SWPPP. If subcontractors change during the project, the list shall be updated accordingly. The completed subcontractor notification letter and log is included in the SWPPP as Attachment J.

Section 600
Monitoring Program and Reports

600.1 Site Inspections

Site inspections shall be conducted by the Contractor's WPCM or other Caltrans approved 24-hour trained staff at the following minimum frequencies:

- Prior to a forecast storm;
- After a rain event that causes runoff from the construction site;
- At 24-hour intervals during extended rain events;
- Daily inspections within the Lake Tahoe Hydrologic Unit;
- Weekly during the rainy season;
- Every 2 weeks during the non-rainy season; and
- At any other time(s) or intervals of time specified in the Contract Special Provisions.

The results of all inspections and assessments shall be documented, a copy shall be provided to the Resident Engineer within 24 hours of the inspection, and copies of the completed inspection checklists shall be maintained with the SWPPP. Site inspections conducted for monitoring purposes shall be performed using the inspection checklist shown in Attachment H.

The name(s) and contact number(s) of the assigned inspection personnel are listed below:

Assigned inspector: Nick King Contact phone: 916 871 3241

600.2 Discharge Reporting

If a discharge occurs or if the project receives a written notice or order from any regulatory agency, the contractor will immediately notify the Resident Engineer, and will file a written report to the Resident Engineer within 7 days (3 days for Districts 7 and 11) of the discharge event, notice, or order. Corrective measures will be implemented immediately following the discharge, notice or order. All discharges will be documented on a Discharge Reporting Log.

Discharges requiring reporting include:

- Stormwater from a DSA discharged to a waterway without treatment by an effective combinatin of temporary erosion and sediment control BMPs;
- Non-stormwater, except conditionally exempted discharges, discharged to a waterway or a storm drain system, without treatment by an approved control measure (BMP);
- Stormwater discharged to a waterway or a storm drain system where the control measures (BMPs) have been overwhelmed or not properly maintained or installed;

- Discharge of hazardous substances above the reportable quantities in 40 CFR 110.3, 117.3 or 302.4;
- Stormwater runoff containing hazardous substances from spills discharged to a waterway or storm drain system;
- Where water quality sample results from a CWA Section 303(d) stream listed for sediment, siltation or turbidity indicate elevated levels of sediment or turbidity in downstream samples;
- Where water quality sample results indicate elevated levels of non-visible pollutants;
- Discharges that may endanger health or the environment; and
- Other discharge reporting as directed by the Resident Engineer.

The report to the Resident Engineer will contain the following items:

- The date, time, location, nature of operation, and type of unauthorized discharge, including the cause or nature of the notice or order;
- The control measures (BMPs) deployed before the discharge event, or prior to receiving notice or order;
- The date of deployment and type of control measures (BMPs) deployed after the discharge event, or after receiving the notice or order, including additional measures installed or planned to reduce or prevent re-occurrence; and
- An implementation and maintenance schedule for any affected BMPs.

600.3 Record Keeping and Reports

Records shall be retained for a minimum of three years for the following items:

- Site inspections;
- Compliance certifications;
- Discharge reports;
- Approved SWPPP document and amendments;
- Sampling and analysis results; and
- Copies of all applicable permits.

600.4 Sampling and Analysis Plan for Sediment

Does this project have the potential to discharge directly to a water body listed as impaired due to Sedimentation/Siltation and/or Turbidity pursuant to Clean Water Act, Section 303(d)?

Yes • No

Does this project have the potential to discharge collected stormwater by dewatering?

• Yes No

This project does not have the potential to discharge directly to a water body listed as impaired due to Sedimentation/Siltation and/or Turbidity pursuant to Clean Water Act, Section 303(d).

This project does have the potential to discharge collected stormwater by dewatering.

600.4.1 Scope of Monitoring Activities

Does the project receive run-on with the potential to combine with stormwater that discharges directly to the 303(d) listed water body?

Yes • No

The project does not receive run-on with the potential to combine with stormwater that discharges directly to the 303(d) listed water body.

This project discharges accumulated stormwater into the San Francisco Bay. This SAP has been prepared pursuant to the requirements of the *Caltrans Construction Site Storm Water Quality Sampling Guidance Manual*, December 2003. The SAP describes the sampling and analysis strategy and schedule for monitoring turbidity in the water body and stormwater discharges from the project site.

The project will discharge to the San Francisco Bay at the following location(s), as shown on the WPCDs in Attachment B:

- Storm Drain Outlet extending from North facing RSP at approximately WB 85+90
- Storm Drain Outlet extending from North facing RSP at approximately WB 87+90
- Storm Drain Outlet extending from North facing RSP at approximately WB 91+05.
- Channel Outlet at South ROW fence at approximately MRDTR 14+00
- Small portions of project area have potential to sheet flow into the San Francisco Bay.

600.4.2 Monitoring Strategy

Upstream, downstream, and discharge samples shall be collected for turbidity during the discharge from the project site to the San Francisco Bay. Samples shall be collected at the commencement of dewatering and routinely during the dewatering activity.

600.4.3 Monitoring Preparation

Samples will be collected by (check one or more):

Contractor Personnel	Yes	• No
Commercial Laboratory	• Yes	No
Environmental Consultant	Yes	• No

Samples on the project site will be collected by the following Caltrans approved laboratory:

Company Name:	CERCO ANALYTICAL, INC.
Address:	3942- A VALLEY AVENUE, SUITE A
	PLEASANTON, CA 94566-4715
Telephone Number:	(925) 462-2771
Point of Contact:	DARLEEN LANGFORD

Qualifications of designated sampling personnel describing environmental sampling training and experience are provided in Attachment I.

The WPCM will contact Cerco Analytical 24 hours prior to a predicted rain event to ensure that adequate sample collection personnel, supplies and field test equipment for monitoring Turbidity are available and will be mobilized to collect samples on the project site in accordance with the sampling schedule.

Cerco Analytical will obtain and maintain the field-testing instruments, as identified in Section 600.4.5, for analyzing samples in the field by their sampling personnel.

600.4.4 Sample Collection and Handling

Sample Collection Procedures

Grab samples shall be collected and preserved in accordance with the methods identified in Table 600-1, "Sample Collection, Preservation and Analysis for Monitoring Sedimentation/Siltation and/or Turbidity", provided in Section 600.4.5. Only personnel trained in proper water quality sampling shall collect samples. Include training qualifications in Attachment I.

Upstream samples shall be collected to represent the condition of the water body upgradient of the construction site. Downstream samples shall be collected to represent the water body mixed with direct flow from the construction site. Samples shall not be collected directly from ponded, sluggish, or stagnant water.

Upstream and downstream samples shall be collected using one of the following methods:

- Placing a sample bottle directly into the stream flow in or near the main current upstream of sampling personnel, and allowing the sample bottle to fill completely;

  OR,

- Placing a decontaminated or 'sterile' bailer or other 'sterile' collection device in or near the main current to collect the sample, and then transferring the collected water to appropriate sample bottles, allowing the sample bottles to fill completely.

Run-on samples, if applicable, shall be collected to identify potential sedimentation/siltation and/or turbidity that originates off the project site and contributes to direct discharges from the construction site to the 303(d) listed water body. Run-on samples shall be collected downgradient and within close proximity of the point of run-on to the project by pooling or ponding water and allowing the ponded water to spill over into sample bottles directly in the stream of water.

Samples from dewatering discharge, if applicable, shall be collected to identify potential turbidity. Samples shall also be collected upstream and downstream of the discharge in the receiving water body.

To maintain sample integrity and prevent cross-contamination, sampling collection personnel shall:

- Wear a clean pair of nitrile gloves prior to the collection and handling of each sample at each location.
- Not contaminate the inside of the sample bottle by not allowing it to come into contact with any material other than the water sample.
- Discard sample bottles or sample lids that have been dropped onto the ground prior to sample collection.
- Not leave the cooler lid open for an extended period of time once samples are placed inside.
- Not touch the exposed end of a sampling tube, if applicable.
- Avoid allowing rainwater to drip from rain gear or other surfaces into sample bottles.
- Not eat, smoke, or drink during sample collection.
- Not sneeze or cough in the direction of an open sample bottle.

- Minimize the exposure of the samples to direct sunlight, as sunlight may cause biochemical transformation of the sample to take place.
- Decontaminate sampling equipment prior to sample collection using a TSP-soapy water wash, distilled water rinse, and final rinse with distilled water.
- Dispose of decontamination water/soaps appropriately (i.e., do not discharge to the storm drain system or receiving water).

All or some of samples will be analyzed by (select one or both):

Laboratory	• Yes	No
Contractor (Field Measurement)	Yes	• No

Sample Handling Procedures

Immediately following collection, sample bottles for laboratory analytical testing will be capped, labeled, documented on a COC form provided by the analytical laboratory, sealed in a resealable plastic storage bag, placed in an ice-chilled cooler, at ±4 degrees Celsius as practicable, and delivered within 24 hours to the following California state-certified laboratory:

Laboratory Name:	Cerco Analytical
Address:	3942- A VALLEY AVENUE, SUITE A
	PLEASANTON, CA 94566-4715
Telephone Number:	(925) 462-2771
Point of Contact:	DARLEEN LANGFORD

Sample Documentation Procedures

All original data documented on sample bottle identification labels, COC forms, Sampling Activity Logs, and Inspection Checklists shall be recorded using waterproof ink. These shall be considered accountable documents. If an error is made on an accountable document, the individual shall make corrections by lining through the error and entering the correct information. The erroneous information shall not be obliterated. All corrections shall be initialed and dated. Copies of the COC forms and Sampling Activity Log are provided in Attachment R.

Sampling and field analysis activities shall be documented using the following:

- Sample Bottle Identification Labels: Sampling personnel shall attach an identification label to each sample bottle. At a minimum, the following information shall be recorded on the label, as appropriate:

- Project name
- Project number
- Unique sample identification code as shown below:

SSSSSYYMMDDHHmmTT

Where:

SSSSS	=	sampling point number (e.g., CCUP1, CCDN2)
YY	=	last two digits of the year (e.g., 06)
MM	=	month (01-12)
DD	=	day (01-31)
HH	=	hour sample collected (00-23)
mm	=	minute sample collected (00-59)
TT	=	Type or QA/QC Identifier (if applicable) G = grab FS = field duplicate

For example, the sample number for a grab sample collected at Station CCUP1 collected at 4:15PM on December 8, 2006 would be:

CCUP10612081615G

- Collection date/time
- Analysis constituent
- Initials of person who collected the sample

- Sampling Activity Logs: A log of sampling events will identify:
  - Sampling date
  - Separate times for sample collection of upstream, downstream, run-on, dewatering, and QA/QC samples recorded to the nearest minute
  - Unique sample identification number and location
  - Analysis constituent
  - Names of sampling personnel
  - Weather conditions (including precipitation amount)
  - Field analysis results
  - Other pertinent data

- Chain-of-Custody (COC) forms: All samples to be analyzed by a laboratory shall be accompanied by a COC form provided by the laboratory. Only the sample collectors shall sign the COC form over to the lab. COC procedures shall be strictly adhered to for Quality Assurance and Quality Control (QA/QC) purposes.

- Stormwater Quality Construction Inspection Checklists: When applicable, the contractor's stormwater inspector shall document on the checklist that samples for sedimentation/siltation and/or turbidity were taken during a rain event.

600.4.5 Sample Analysis

Samples shall be analyzed for the constituents indicated in Table 600-1, "Sample Collection, Preservation and Analysis for Monitoring Sedimentation/Siltation and/or Turbidity."

TABLE 600-1
Sample Collection, Preservation and Analysis for Monitoring Sedimentation/Siltation and/or Turbidity

Constituent [1]	Analytical Method	Test to be Used?	Sample Preservation	Minimum Sample Volume[2]	Sample Bottle	Maximum Holding Time	Reporting Limit
(a) Suspended Sediment Concentration (SSC)	ASTM D3977-97	YES NO	Store at 4° C (39.2° F)	200 mL	Contact Laboratory	7 days	Contact Laboratory
(b) Settleable Solids (SS)	EPA 160.5 Std Method 2540(f)	YES NO	Store at 4° C (39.2° F)	1 L	Polypropylene	48 hours	0.1 mL/L/hr
(c) Total Suspended Solids (TSS)	EPA 160.2 Std Method 2540(d)	YES NO	Store at 4° C (39.2° F)	100 mL	Polypropylene	7 days	1 mg/L
(d) Turbidity	EPA 180.1 Std Method 2130(b)	YES NO	Store at 4° C (39.2° F)	100 mL	Polypropylene or Glass	48 hours	1 NTU

Notes: [1] Samples shall be analyzed by using methods (b) and (c), or only method (a)

ASTM – American Society for Testing and Materials
°C – Degrees Celsius
°F – Degrees Fahrenheit
EPA – U.S. Environmental Protection Agency
L – Liter
mL/L/hr – Milliliters per liter per hour
mg/L – Milligrams per liter
mL – Milliliters
NTU – Nephelometric Turbidity Unit
Std Method – Per the *Standard Methods for the Examination of Water and Wastewater*, 20th Edition, American Water Works Association

[2] Minimum sample volume recommended. Specific volume requirements will vary by laboratory; check with laboratory when setting up bottle orders.

Will samples be analyzed in the field?

Yes • No

600.4.6 Quality Assurance/Quality Control

For an initial verification of laboratory or field analysis, duplicate samples shall be collected at a rate of 10 percent or 1 duplicate per sampling event. The duplicate sample shall be collected, handled, and analyzed using the same protocols as primary samples, and shall be collected where contaminants are likely, and not on the upstream sample. A duplicate sample shall be collected immediately after the primary sample has been collected. Duplicate samples shall not influence any evaluations or conclusions; however, they shall be used as a check on laboratory quality assurance.

600.4.7 Data Management and Reporting

A copy of all water quality analytical results and QA/QC data shall be submitted to the Resident Engineer within 5 days of sampling (for field analyses) and within 30 days of sampling (for laboratory analyses). Electronic results shall be submitted on diskette in Microsoft Excel (.xls) format, and shall include, at a minimum, the following information from the lab: Sample ID Number, Contract Number, Constituent, Reported Value, Laboratory Name, Method Reference, Method Number, Method Detection Limit, and Reported Detection Limit. Attachment T contains the Sampling Data Reporting Form, which must accompany the submittal of sampling data.

Laboratory reports and COCs shall be reviewed for consistency between laboratory methods, sample identifications, dates, and times for both primary samples and QA/QC samples. All data, including COC forms, Sampling Activity Logs, and Sampling Data Reporting Forms shall be kept with the SWPPP document. Electronic results shall be emailed to Nick King of MCM Construction at nking@mcmconstructioninc.com after final sample results are received after each sampling event. Electronic copies shall be forwarded by email to Ben Ghafghazi at Ben.Ghafghazi@dot.ca.gov for inclusion into a statewide database.

600.4.8 Data Evaluation

An evaluation of the water quality sample analytical results, including figures with sample locations, shall be submitted to the Resident Engineer with the water quality analytical results and the QA/QC data for every event that samples are collected. Should the downstream sample concentrations exceed the upstream sample concentrations or dewatering discharge concentrations exceed applicable water quality standards, then the WPCM or other personnel shall evaluate the BMPs, site conditions, surrounding influences (including run-on sample analysis), and other site factors to determine the probable cause for the increase.

As determined by the data and project evaluation, appropriate BMPs shall be repaired or modified to mitigate increases in sediment and/or turbidity concentrations in the water body. Any revisions to the BMPs shall be recorded as an amendment to the SWPPP.

600.4.9 Change of Conditions

Whenever SWPPP monitoring, pursuant to Section B of the General Permit, indicates a change in site conditions that might affect the appropriateness of sampling locations, testing protocols shall be revised accordingly. All such revisions will be recorded as amendments to the SWPPP.

600.5 Sampling and Analysis Plan for Non-Visible Pollutants

This Sampling and Analysis Plan (SAP) for Non-Visible Pollutants describes the sampling and analysis strategy and schedule for monitoring non-visible pollutants in stormwater discharges from the project site and offsite activities directly related to the project in accordance with the requirements of Section B of the General Permit, and applicable requirements of the Caltrans *Construction Site Storm Water Quality Sampling Guidance Manual*, December 2003.

600.5.1 Scope of Monitoring Activities

The following construction materials, wastes or activities, as identified in Section 500.3.1, are potential sources of non-visible pollutants to stormwater discharges from the project. Storage, use, and operational locations are shown on the WPCDs in Attachment B.

- Vehicle Fluids including oils, grease, and coolants
- Asphaltic emulsions associated with asphaltic concrete paving
- Portland Cement materials associated with PCC structures and barriers
- Base and subbase materials
- Concrete curing compounds
- Methacrylate
- Treated wood
- Paint
- Sandblasting materials
- BMP materials (sandbags, soil stabilization products)
- PCC rubble
- General litter
- Vehicle Batteries

- Solvents
- Adhesives
-
-

The following existing site features, as identified in Section 500.3.3, are potential sources of non-visible pollutants to stormwater discharges from the project. Locations of existing site features contaminated with non-visible pollutants are shown on the WPCDs in Attachment B.

- Lead (soild Type H and HR)
- Petroleum Hydrocarbons (soils Class II)
-

The following soil amendments have the potential to change the chemical properties, engineering properties, or erosion resistance of the soil and will be used on the project site. Locations of soil amendment application are shown on the WPCDs in Attachment B.

- none
-

The project has the potential to receive stormwater run-on with the potential to contribute non-visible pollutants to stormwater discharges from the project. Locations of such run-on to the Caltrans right-of-way are shown on the WPCDs in Attachment B.

- none
-

Sampling for non-visible pollutants will be conducted when (1) a breach, leakage, malfunction, or spill is observed; and (2) the leak or spill has not been cleaned up prior to the rain event; and (3) there is the potential for discharge of non-visible pollutants to surface waters or drainage system.

600.5.2 Monitoring Strategy

Sampling Schedule

Samples for the applicable non-visible pollutant(s) and a sufficiently large uncontaminated background sample shall be collected during the first two hours of discharge from rain events that result in a sufficient discharge for sample collection. Samples shall be collected during daylight

hours (sunrise to sunset) and shall be collected regardless of the time of year, status of the construction site, or day of the week.

In conformance with the U.S. Environmental Protection Agency definition, a minimum of 72 hours of dry weather will be used to distinguish between separate rain events.

Collection of discharge samples for non-visible pollutant monitoring will be triggered when any of the following conditions are observed during the required inspections conducted before or during rain events:

- Materials or wastes containing potential non-visible pollutants are not stored under watertight conditions. Watertight conditions are defined as (1) storage in a watertight container, (2) storage under a watertight roof or within a building, or (3) protected by temporary cover and containment that prevents stormwater contact and runoff from the storage area.

- Materials or wastes containing potential non-visible pollutants are stored under watertight conditions, but (1) a breach, malfunction, leakage, or spill is observed, (2) the leak or spill is not cleaned up prior to the rain event, and (3) there is the potential for discharge of non-visible pollutants to surface waters or a storm sewer system.

- An operational activity, including but not limited to those in Section 600.5.1, with the potential to contribute non-visible pollutants (1) was occurring during or within 24 hours prior to the rain event, (2) applicable BMPs were observed to be breached, malfunctioning, or improperly implemented, and (3) there is the potential for discharge of non-visible pollutants to surface waters or a storm sewer system.

- Soil amendments that have the potential to change the chemical properties, engineering properties, or erosion resistance of the soil have been applied, and there is the potential for discharge of non-visible pollutants to surface waters or a storm sewer system.

- Stormwater runoff from an area contaminated by historical usage of the site has been observed to combine with stormwater runoff from the site, and there is the potential for discharge of non-visible pollutants to surface waters or a storm sewer system.

Sampling Locations

Sampling locations are based on proximity to planned non-visible pollutant storage, occurrence or use; accessibility for sampling, personnel safety; and other factors in accordance with the applicable requirements in the Caltrans *Construction Site Storm Water Quality Sampling Guidance Manual*, December 2003. Planned sampling locations are shown on the WPCDs and include the following:

-

- 3 sampling location(s) on the project site and the contractor's yard have been identified for the collection of samples or runoff from planned material and waste storage areas and from areas where that non-visible pollutant producing operations are planned.

- Sample location number(s) 1 is located at the drainage inlet under the existing stucture where the maintenance road crosses under.

- Sample location 2 is located in between Piers 20 L and R, where there is evidence of concentrated flow toward the top of the rock slope protection.

- Sample location 3 is located at the outfall of the concrete lined channel that flows Westward along the south limit of the project.

- is located

- of runoff that drain areas where soil amendments that have the potential to change the chemical properties, engineering properties, or erosion resistance of the soil will be applied.

- of runoff that drain areas contaminated by historical usage of the site.

- of run-on to the Caltrans right–of-way with the potential to combine with discharges being sampled for non-visible pollutants. These samples are intended to identify sources of potential non-visible pollutants that originate off the project site.

- runoff as a background sample for comparison with the samples being analyzed for non-visible pollutants. This location(s) was selected such that the sample will not have come in contact with (1) operational or storage areas associated with the materials, wastes, and activities identified in Section 500.3.1; (2) potential non-visible pollutants due to historical use of the site as identified in Section 500.3.3; (3) areas in which soil amendments that have the potential to change the chemical properties, engineering properties, or erosion resistance of the soil have been applied; or (4) disturbed soils areas.

- 1 sampling location(s) has been identified for the collection of an uncontaminated sample of

Sample location number(s) B is located at any deck drain outlet from existing structure discharging into storage area under existing structure

If an operational activity or stormwater inspection conducted 24 hours prior to or during a rain event identifies the presence of a material storage, waste storage, or operations area with spills or the potential for the discharge of non-visible pollutants to surface waters or a storm sewer system that was an unplanned location and has not been identified on the WPCDs, sampling locations will be selected using the same rationale as that used to identify planned locations.

600.5.3 Monitoring Preparation

Samples will be collected by:

Contractor	Yes	• No
Consultant	Yes	• No
Laboratory	• Yes	No

Samples on the project site will be collected by the following Caltrans approved laboratory:

Company Name:	CERCO ANALYTICAL, INC.
Address:	3942- A VALLEY AVENUE, SUITE A
	PLEASANTON, CA 94566-4715
Telephone Number:	(925) 462-2771
Point of Contact:	DARLEEN LANGFORD

Qualifications of designated sampling personnel describing environmental sampling training and experience are provided in Attachment I.

WPCM will contact Cerco Analytical 24 hours prior to a predicted rain event and if one of the triggering conditions is identified during an inspection before, during, or after a storm event to ensure that adequate sample collection personnel, supplies and field test equipment for monitoring non-visible pollutants are available and will be mobilized to collect samples on the project site in accordance with the sampling schedule.

Cerco Analytical will obtain and maintain the field testing instruments, as identified in Section 600.5.6, for analyzing samples in the field by their sampling personnel.

600.5.4 Analytical Constituents

Identification of Non-Visible Pollutants

The following table lists the specific sources and types of potential non-visible pollutants on the project site and the applicable water quality indicator constituent(s) for that pollutant.

Table 600-3
Potential Non-Visible Pollutants and Water Quality Indicator Constituents

Pollutant Source	Pollutant	Water Quality Indicator Constituent
Non-pigmented cure	VOC, SVOC, pH	SVOC
Methacrylate Resin	Methyl Methacrylate, Cobalt	SVOC
Treated Wood	Arsenic, Chromium, Copper, Zinc	Zinc
Vehicle Batteries	Acid, Lead, pH	Lead
Solvents	VOC, SVOC	SVOC
Adhesives	COD, Phenols, SVOC	SVOC
Contaminated Soils (Lead)	Lead	Lead

600.5.5 Sample Collection and Handling

Sample Collection Procedures

Samples of discharge shall be collected at the designated sampling locations shown on the WPCDs for observed breaches, malfunctions, leakages, spills, operational areas, soil amendment application areas, and historical site usage areas that triggered the sampling event.

Grab samples shall be collected and preserved in accordance with the methods identified in Table 600-3, "Sample Collection, Preservation and Analysis for Monitoring Non-Visible Pollutants" table provided in Section 600.5.6. Only personnel trained in proper water quality sampling shall collect samples.

Samples shall be collected by placing a separate laboratory-provided sample container directly into a stream of water downgradient and within close proximity to the potential non-visible pollutant discharge location. This separate laboratory-provided sample container shall be used to collect water, which shall be transferred to sample bottles for laboratory analysis. The upgradient and uncontaminated background samples shall be collected first prior to collecting the downgradient to minimize cross-contamination. The sampling personnel shall collect the water upgradient of where they are standing. Once the separate laboratory-provided sample container is filled, the water sample shall be poured directly into sample bottles provided by the laboratory for the analyte(s) being monitored.

To maintain sample integrity and prevent cross-contamination, sampling collection personnel shall:

- Wear a clean pair of surgical gloves prior to the collection and handling of each sample at each location;
- Not contaminate the inside of the sample bottle by not allowing it to come into contact with any material other than the water sample;
- Discard sample bottles or sample lids that have been dropped onto the ground prior to sample collection;
- Not leave the cooler lid open for an extended period of time once samples are placed inside;
- Not sample near a running vehicle where exhaust fumes may impact the sample;
- Not touch the exposed end of a sampling tube, if applicable;
- Avoid allowing rainwater to drip from rain gear or other surfaces into sample bottles;
- Not eat, smoke, or drink during sample collection;
- Not sneeze or cough in the direction of an open sample bottle;
- Minimize the exposure of the samples to direct sunlight, as sunlight may cause biochemical transformation of the sample to take place;
- Decontaminate sampling equipment prior to sample collection using a TSP-soapy water wash, distilled water rinse, and final rinse with distilled water; and
- Dispose of decontamination water/soaps appropriately (i.e., not discharge to the storm drain system or receiving water).

Sample Handling Procedures

All or some of samples will be analyzed by (select one or both):

Laboratory	• Yes	No
Contractor (Field Measurement)	Yes	• No

Immediately following collection, sample bottles for laboratory analytical testing shall be capped, labeled, documented on a COC form provided by the analytical laboratory, sealed in a re-sealable storage bag, placed in an ice-chilled cooler, at ±4 degrees Celsius as practicable, and delivered

within 24 hours to the following California Environmental Laboratory Accreditation Program (ELAP) – certified laboratory:

Laboratory Name:	CERCO ANALYTICAL, INC.
Address:	3942- A VALLEY AVENUE, SUITE A
	PLEASANTON, CA 94566-4715
Telephone Number:	(925) 462-2771
Point of Contact:	DARLEEN LANGFORD

Sample Documentation Procedures

All original data documented on sample bottle identification labels, COC forms, Sampling Activity Logs, and Inspection Checklists shall be recorded using waterproof ink. These shall be considered accountable documents. If an error is made on an accountable document, the individual shall make corrections by lining through the error and entering the correct information. The erroneous information shall not be obliterated. All corrections shall be initialed and dated. Copies of the COC form and Sampling Activity Log are provided in Attachment R.

Duplicate samples shall be identified consistent with the numbering system for other samples to prevent the laboratory from identifying duplicate samples. Duplicate samples shall be identified in the Sampling Activity Logs.

Sampling and field analysis activities shall be documented using the following:

- Sample Bottle Identification Labels: Sampling personnel shall attach an identification label to each sample bottle. At a minimum, the following information shall be recorded on the label, as appropriate:

  - Project name
  - Project number
  - Unique sample identification code as shown below:

SSSSSYYMMDDHHmmTT

Where:

SSSSS	=	sampling point number (e.g., CCUP1, CCDN2)
YY	=	last two digits of the year (e.g. 06)
MM	=	month (01-12)
DD	=	day (01-31)
HH	=	hour sample collected (00-23)

mm = minute sample collected (00-59)
TT = Type or QA/QC Identifier (if applicable)
G = grab
FS = field duplicate

For example, the sample number for a grab sample collected at Station CCUP1 collected at 4:15PM on December 8, 2006 would be:

CCUP10612081615G

- Collection date/time (No time applied to QA/QC samples)
- Analysis constituent
- Initials of person who collected the sample

- Sampling Activity Logs: A log of sampling events shall identify:
  - Sampling date;
  - Separate times for collected samples and QA/QC samples recorded to the nearest minute;
  - Unique sample identification number and location;
  - Analysis constituent;
  - Names of sampling personnel;
  - Weather conditions (including precipitation amount);
  - Field analysis results; and
  - Other pertinent data.

- COC Forms: All samples to be analyzed by a laboratory will be accompanied by a COC form provided by the laboratory. Only the sample collectors will sign the COC form over to the lab. COC procedures will be strictly adhered to for QA/QC purposes.

- Stormwater Quality Construction Inspection Checklists: When applicable, the contractor's Stormwater inspector will document on the checklist that samples for non-visible pollutants were taken during a rain event.

600.5.6 Sample Analysis

Samples shall be analyzed for the applicable constituents using the analytical methods identified in Table 600-4, "Sample Collection, Preservation and Analysis for Monitoring Non-Visible Pollutants" table in this section.

TABLE 600-4

Sample Collection, Preservation and Analysis for Monitoring Non-Visible Pollutants

Constituent	Analytical Method	Minimum Sample Volume	Sample Bottle	Sample Preservation	Reporting Limit	Maximum Holding Time
SVOC	EPA 625	2 x 40ml	VOA	HCL	10µg/L	7 days
Zinc	EPA 200.8 (Metal)	1 x 125ml	Plastic	HNO3	1mg/L	6 months
Lead	EPA 200.8	1 x 125ml	Plastic	HNO3	1mg/L	6 months
Notes:						

Will samples be analyzed in the field?

Yes • No

600.5.7 Quality Assurance/Quality Control

For an initial verification of laboratory or field analysis, duplicate samples shall be collected at a rate of 10 percent or 1 duplicate per sampling event. The duplicate sample shall be collected, handled, and analyzed using the same protocols as primary samples. A duplicate sample shall be collected at each location immediately after the primary sample has been collected. Duplicates shall be collected where contamination is likely, not on the background sample. Duplicate samples shall not influence any evaluations or conclusions; however, they shall be used as a check on laboratory quality assurance.

600.5.8 Data Management and Reporting

A copy of all water quality analytical results and QA/QC data shall be submitted to the Resident Engineer within 5 days of sampling (for field analyses) and within 30 days (for laboratory analyses). All submitted information shall include a signed copy of the sampling data reporting certification form. Electronic results shall be submitted on diskette in Microsoft Excel (.xls) format, and shall include, at a minimum, the following information from the lab: Sample ID Number, Contract Number, Constituent, Reported Value, Lab Name, Method Reference, Method Number, Method Detection Limit, and Reported Detection Limit. Attachment T contains the Sampling Data Reporting Form, which must accompany the submittal of sampling data.

Lab reports and COCs shall be reviewed for consistency between lab methods, sample identifications, dates, and times for both primary samples and QA/QC samples. All data, including COC forms, Sampling Activity Logs, and Sampling Data Reporting Forms shall be kept with the SWPPP document. Electronic results shall be emailed to Nick King of MCM at nking@mcmconstructioninc.com after final sample results are received after each sampling event. Electronic copies shall be forwarded by email to Ben GhafGhazi at ben_ghafghazi@dot.ca.gov for inclusion into a statewide database.

600.5.9 Data Evaluation

An evaluation of the water quality sample analytical results, including figures with sample locations, shall be submitted to the Resident Engineer with the water quality analytical results and the QA/QC data. Should the runoff/downgradient sample show an increased level of the tested analyte relative to the background sample, the BMPs, site conditions, and surrounding influences shall be assessed to determine the probable cause for the increase.

As determined by the site and data evaluation, appropriate BMPs shall be repaired or modified to mitigate discharges of non-visual pollutant concentrations. Any revisions to the BMPs shall be recorded as an amendment to the SWPPP.

600.5.10 Change of Conditions

Whenever SWPPP monitoring, pursuant to Section B of the General Permit, indicates a change in site conditions that might affect the appropriateness of sampling locations or introduce additional non-visible pollutants of concern, testing protocols shall be revised accordingly. All such revisions shall be recorded as amendments to the SWPPP.

Attachment G

Program for Maintenance, Inspection, and Repair of Construction Site BMPs

The contractor shall use the following guidelines for maintenance, inspection, and repair of BMPs identified in the SWPPP/WPCP

BEST MANAGEMENT PRACTICES (BMPs)	INSPECTION FREQUENCY (all controls)	MAINTENANCE/REPAIR PROGRAM
TEMPORARY SOIL STABILIZATION BMPs		
SS-1 Scheduling SS-2 Preservation of Existing Vegetation	Monthly (updates) Bi-weekly 14 days after embankment is completed Prior to storm event and Bi weekly	■ Inspect protective fencing and repair or replace as necessary ■ Repair or replace damaged vegetation per SS-1 working detail ■ Repair damaged roots or compacted soils in the root zone ■ Place straw in raw slopes prior to storm event
SS-7 Geotextiles, Plastic Covers, & Erosion Control Blankets/Mats	Bi-weekly Prior to forecast storm After a rain event that causes runoff from the construction site At 24-hour intervals during extended rain events	■ Construct maintain and repair as needed. ■ As soon as weather and soil conditions permit, repair any slope damage and re-place damaged or exposed areas ■ Replace and dispose torn or missing sections of plastic covers. Replace or supplement anchors as necessary to keep covers in place. ■ Clean outlet of sediment deposits
TEMPORARY SEDIMENT CONTROL BMPs		
SC-1 Silt Fence SC-6 Gravel Bag Berm SC-10 Storm Drain Inlet Protection	Bi-weekly Prior to forecast storm After a rain event that causes runoff from the construction site At 24-hour intervals during extended rain events	■ Remove, dispose, and replace damaged, deteriorated, or otherwise unsuitable BMPs-Silt Fences, Fiber rolls..... ■ Repair any slope damage as soon as weather conditions permit. ■ Replace torn sand bags as required. ■ Replace torn sections of silt fences. Re-key bottom of fences as needed. ■ Remove retained sediments before they reach 1/3 of the barrier height or ½ of the sediment holding capacity ■ Clean and dispose of accumulated sediment deposited in sediment traps around drainage inlets; re-secure silt fence as needed ■ Remove BMPs when no longer needed, as directed by the Engineer. Repair slopes/surfaces damaged by BMP removal

The contractor shall use the following guidelines for maintenance, inspection, and repair of BMPs identified in the SWPPP/WPCP

BEST MANAGEMENT PRACTICES (BMPs)	INSPECTION FREQUENCY (all controls)	MAINTENANCE/REPAIR PROGRAM
SC-7 Street Sweeping and Vacuuming	As needed	■ Inspect site access points daily ■ Sweep tracked sediment
WIND EROSION CONTROL BMPs		
WE-1 Wind Erosion Control	As needed	■ Maintain water trucks and water distribution equipment in good order and fix leaks immediately
TRACKING CONTROL BMPs		
TC-1 Stabilized Construction Entrance/Exit	Weekly Prior to forecast storm After a rain event that causes runoff from the construction site At 24-hour intervals during extended rain events	■ Replace gravel as necessary. ■ Remove excessive soil accumulation ■ Sweep surrounding areas.
NON-STORM WATER MANAGEMENT BMPs		
NS-1 Water Conservation Practices	Weekly	■ Inspect site during project execution for evidence of illicit discharges or illegal dumping.
NS-6 Illicit Connection/Illegal Discharge Detection and Reporting	Daily	■ Observe site perimeter for evidence or potential of illicitly discharged or illegally dumped material which may enter the job site.
NS-8 Vehicle and Equipment Cleaning	Daily	■ Notify the Resident Engineer of any illicit discharges or illegal dumping incidents at the time of discovery.
NS-9 Vehicle and Equipment Fueling	Daily	■ Remove, dispose and replace damaged, deteriorated, or otherwise unsuitable BMPs
NS-10 Vehicle and Equipment Maintenance	Daily	■ Remove vehicles and/or equipment that leak.
NS-11 Pile Driving Operations	As Necessary	■ Replace drip pans or absorbent materials as needed. Re-stock spill materials.
NS-15 Structure Demolition/Removal	As Necessary	■ Remove BMPs when no longer needed, as directed by the Engineer. Repair slopes/surfaces damaged by BMP removal
NS-3 Paving and Grinding	As Necessary	

The contractor shall use the following guidelines for maintenance, inspection, and repair of BMPs identified in the SWPPP/WPCP		
BEST MANAGEMENT PRACTICES (BMPs)	**INSPECTION FREQUENCY (all controls)**	**MAINTENANCE/REPAIR PROGRAM**
WASTE MANAGEMENT AND MATERIALS POLLUTION CONTROL BMPs		
WM-1 Material Delivery and Storage WM-2 Material Use WM-3 AC Stockpiles WM-4 Spill Prevention and Control WM-5 Solid Waste Management WM-9 Sanitary/Septic Waste Management	Weekly Prior to forecast storm After a rain event that causes runoff from the construction site At 24-hour intervals during extended rain events	■ Keep storage areas clean, well organized, and equipped with ample clean-up supplies as appropriate for the materials stored ■ Repair or replace perimeter controls, containment structures, covers and liners as needed to maintain proper function and protection ■ Properly remove and dispose accumulated rainwater from containment facilities ■ Cover any stockpiles with appropriate mats or covers. ■ Maintain waste fluid containers in leak proof condition. Repair or replace dumpsters that leak ■ Provide timely service and removal to prevent dumpsters and sanitary facilities from overflowing. ■ Schedule Refuse Contractor to pick up waste containers weekly.
WM-8 Concrete Waste Management	Weekly and after each use	■ Remove accumulated debris from concrete washouts after each use.

SCHEDULE OF VALUES
CONTRACT 04-0120L4
BID ITEM 13: WATER POLLUTION CONTROL

	CODE	DESCRIPTION	UNIT	PRICE	ESTIMATED QTY	ESTIMATED COST
QUANTITY ITEMS	SC10	STORM DRAIN INLET PROTECTION	EA	$500.00	6	$3,000.00
	SC7	STREET SWEEPING AND VACCUMING	HR	$140.00	405	$56,700.00
	SC1	SILT FENCE	M	$25.00	1000	$25,000.00
	SC6	GRAVEL BAG BERM	M	$16.00	50	$800.00
	SC8	SANDBAG BARRIER	M	$15.00	100	$1,500.00
	TC2	STABILIZED CONSTRUCTION ROADWAY	TON	$35.00	500	$17,500.00
	CODE	DESCRIPTION	UNIT	COST PER MONTH	NUMBER OF MONTHS	TOTAL COST
LUMP SUM ITEMS	WE1	WIND EROSION CONTROL	LS	$277.78	27	$7,500.00
	NS3	PAVING AND GRINDING OPERATIONS	LS	$92.59	27	$2,500.00
	NS6	ILLICIT CONNECTION/ILLEGAL DISCHARGE DETECTION AND REPORTING	LS	$0.00	27	$0.00
	NS8	VEHICLE AND EQUIPMENT CLEANING	LS	$0.00	27	$0.00
	NS9	VEHICLE AND EQUIPMENT FUELING	LS	$37.04	27	$1,000.00
	NS10	VEHICLE AND EQUIPMENT MAINTENANCE	LS	$37.04	27	$1,000.00
	NS11	PILE DRIVING OPERATIONS	LS	$370.37	27	$10,000.00
	NS12	CONCRETE CURING	LS	$185.19	27	$5,000.00
	NS13	MATERIAL AND EQUIPMENT OVER WATER	LS	$148.15	27	$4,000.00
	WM1	MATERIAL DELIVERY AND STORAGE	LS	$37.04	27	$1,000.00
	WM2	MATERIAL USE	LS	$37.04	27	$1,000.00
	WM3	STOCKPILE MANAGEMENT	LS	$185.19	27	$5,000.00
	WM5	SOLID WASTE MANAGEMENT	LS	$92.59	27	$2,500.00
	WM6	HAZARDOUS WASTE MANAGEMENT	LS	$185.19	27	$5,000.00
	WM9	SANITARY/SEPTIC WASTE MANAGEMENT	LS	$0.00	27	$0.00
			TOTAL MONTLY COST FOR LUMP SUM ITEMS:	$1,685.19		$150,000.00

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

November 20, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000250

Subject: Marine Based Structural Excavation Workplan Revision 3 Approval

Dear Mr. Allen,

This is to inform you that your Marine Based Structural Excavation Workplan (Revision 3) submitted on November 19, 2007 is approved.

Please keep in mind that you are required to comply with all details of your Workplan as approved, and proactively prevent any accidental discharge of excavated material into the Bay by implementing appropriate BMPs. If future changes become necessary, you will need to revise your Workplan and resubmit for approval.

A copy of your approved Excavation Workplan shall be included in your approved SWPPP as an amendment, and a current copy of the SWPPP be kept at the project site at all time.

Sincerely,

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02
18.09

MCM CONSTRUCTION, INC.
GENERAL ENGINEERING CONTRACTORS
SACRAMENTO, CA

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13-Nov-2007

MCM-LTR-000249

Mr. Ben Ghafghazi
Resident Engineer
California Department of Transportation
333 Burma Road,
Oakland, CA 94607, USA

PROJECT: **Oakland Touchdown**
Caltrans Contract No. 04-0120L4
MCM Job No. 307

SUBJECT: **Requested information pertaining to marine based structural excavation**

Gentlemen:

Regarding the requested information pertaining to structural excavation of marine based footings:

- MCM's catch all contingency in the event that something goes wrong in the operation is to stop excavating. The first day of excavation will be geared toward refining the operation rather than production.
- Evidence of agreements with receiving facilities will be provided after Caltrans reviews, completes, and returns the Material Profile Sheets required by the receiving facilities.
- With regard to BAAQMD regulations, excavated material is not expected to generate dust.
- Trucks will not be loaded with material having the potential to slosh over the sides. CJC Trucking has fitted trailers with rubber seals to prevent leakage from the tailgate.
- Scale tags from the receiving facility will be submitted to the State.
- In order to prevent unauthorized construction discharges, decks will be constructed if deemed necessary under the swing radius of excavating equipment between the trestle and the cofferdam to catch water/mud that might be dripping from bucket/clam.

Sincerely,

MCM CONSTRUCTION, INC.

Nick King
Project Engineer

cc: Greg Allen

File: 307 file 7.0

MCM CONSTRUCTION, INC.
GENERAL ENGINEERING CONTRACTORS

450 Burma Road Oakland CA 94607
Phone 000-000-0000 / Fax 000-000-0000

LETTER OF TRANSMITTAL

04-0120L4 Oakland Touchdown

Run Date 19-Nov-07
Time 3:32 PM

Dated:

TRANSMITTAL No: MCM-TRN-000049 Rev: 03

To: Ben Ghafghazi
California Department of Transportation
345 Burma Road
Oakland CA 94607
Phone (510) 622-5100 Fax (510) 622-5165

Co/Job # 307
Contract # 04-0120L4
Sub/Supplier: MCM
Sub/Supplier No:

Subject: Marine Based Structural Excavation Workplan

Special Provis. (SP) REF:
Standard Spec. (SS) REF:
RESUBMITTAL/SUPPLEMENTAL REF:

We are sending the following attached items: ☑ Attached ☐ Via Fax

☐ Drawing	☑ Plans	☐ Others
☐ Samples	☐ Certificates of compliance	☐ Calculations
☐ Payroll	☐ Specs	☐ Copy of Letter
☐ Change Order	☐ Schedule	☐ Invoice

Item	Date	Copies	Description	Pages
01	19-Nov-2007	0	MMBSEP	3

These are transmitted as checked below:

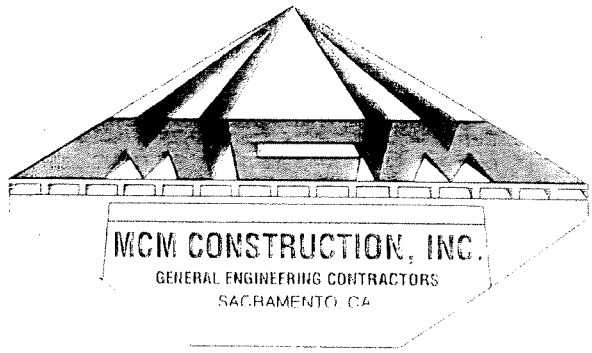
☐ For Approval	☐ For Review/comment	☐ Return For Correction
☑ For Your Use	☐ As Requested	☐ For Information

Remarks:

CC:

Submitted By: _____
(MCM Staff Member – Originator of Transmittal)

Checked & Sent By: _____
Contract Admin/DCS Staff



MARINE BASED STRUCTURAL EXCAVATION WORKPLAN

For

San Francisco Oakland Bay Bridge East Span Oakland Touchdown
(SFOBB-ESSSP)

Caltrans / MCM Construction Company Contract No. 04-0120L4

Prepared For:
California Department of Transportation (Caltrans) District 04 Office
111 Grand Avenue, Oakland, California 94612

Submitted By:
MCM Construction Company – Jobsite Office
450 Burma Road, Oakland, California 94607
Nick King – (916) 871 3241

Date:
11/2/2007
Revision 1 11/16/07
Revision 2 11/19/07
Revision 3 11/19/07

SCOPE

The Oakland Touchdown project is the link between the Western end of the skyway project and the existing I-80 alignment. It involves the construction of 12 piers, 1 abutment, 3 frames, and other roadway, utility, structural and drainage improvements. Six of the piers are located wholly in the San Francisco Bay, a sensitive marine environment which falls under the regulatory jurisdiction of many local, state, and federal agencies, including the US Army Corps of Engineers, the Bay Area Conservation and Development Commission, the National Marine Fisheries Association, the State Water Resources Control Board, California Regional Water Quality Control Board, the California Department of Fish and Game, and the US Fish and Wildlife Service, all of which have issued permits for this project. Procedures for compliance with these permits are described in the project SWPPP.

The purpose of this document is to describe MCM's procedures for structural excavation operations (including transport and disposal) at the marine based pier locations at the request of Caltrans.

OPERATIONS

Excavation

Marine based excavation activities are expected to occur from Mid-November 2007 through Mid-September 2008.

All marine based excavation activities will be isolated from the bay by constructing sheet pile cofferdams. Soundings will be taken after placement of sheet piles to calculate the quantity of material removed.

Boring logs provided in the contract plans indicate that we can anticipate the material to be Material is anticipated to be silty sand, silty clay, or clayey silt.

The work will be done using both a crane fitted with a clam bucket, and a track mounted excavator. Equipment will access the excavation by way of a temporary trestle, erected per the attached drawings.

Buckets will be perforated to allow free water to drain. Operators will hold their load over the cofferdams for sufficient time as to allow free water to drain from the material prior to swinging outside of the perimeter of the cofferdam. Operators will take care to minimize spillage, leakage, and overflow. Material will be placed into a Nottnagel box designed to separate free water from the material by using a perforated bulkhead, and separated water will be pumped back into the cofferdam using a 2" diaphragm pump and 2" hose.

Material will be removed from the box with a loader, and if it is deemed dry enough, it will be placed into a dump truck. If not, it will be stockpiled nearby and allowed to dry

until it is suitable for transport. Stockpile location will be lined with plastic to prevent water from excavated material from percolating into ground. Water collecting in stockpile location will be contained and pumped back into cofferdam with a 2" diaphragm pump and a 2" hose. Stockpiles remaining for any length of time will be managed per WM3.

Transport and Disposal

All material will be disposed of at upland disposal facilities. End dump trailers will be used to transport material to one of the following receiving facilities:

Altamont Landfill
10840 Altamont Pass Road
Livermore, CA 94551

West Contra Costa Landfill
1 Parr Blvd
Richmond, CA 94801

Redwood Landfill
8950 Redwood Highway
Novato, Ca 94945

Davis St. Landfill
Oakland, CA

Evidence of agreements with receiving facilities have been submitted to Caltrans separately from this document, and according to the provisions set forth in Section 7-1.13 of the Caltrans Standard Specifications. Disposal methods and conditions will be as directed by the receiving facility.

End dumps will be sealed, if necessary, through the use of either a sock or a layer of sheet plastic placed against the lift gate. Material will be cleaned off of outside surfaces of trucks prior to their departing the project area to prevent dropping it on the road.

Loads will be counted for purposes of payment and for estimating quantities removed. Documentation of quantities removed will be provided to Caltrans.

Excavation and Transportation Plan

State of California

Cal Trans – Contract #04-0120L4

Bay Bridge – Oakland Touchdown

Prepared For

MCM Construction, Inc.
PO Box 620
North Highlands, CA 95660

Prepared By

Dillard Environmental Services
PO Box 579
Byron, CA 94514
(925) 634-6850

November 12, 2007

TRANSPORTATION & EXCAVATION PLAN

Bay Bridge – Oakland Touchdown

Cal Trans Contract #04-0120L4

Table of Contents

1.0 Excavation & Transportation plan

1.1 Purpose 1

1.2 Characteristics of Waste to be Transported 1

1.3 Disposal Facilities 1

1.4 Soil Transportation 1

1.5 Transportation Routes 1

1.6 Traffic Control and Loading Procedures 2

1.7 Record Keeping 2

1.8 Drivers Health and Safety 2

1.9 Contingency Plan 2

Appendix "A"

1.0 Landfill site maps

2.0 Waste Acceptance Criteria

1.0 EXCAVATION & TRANSPORTATION PLAN

1.1 Purpose

The purpose of this transportation plan is to provide protocols to minimize the potential health, safety, and environmental risk resulting from transporting of soil stockpiles to appropriate disposal facilities. Transportation of hazardous and contaminated materials will be conducted in accordance with all Federal, state, and local regulations.

1.2 Characteristics of Waste to be Transported

It is anticipated that approximately 16,500 cubic meters of California only hazardous soil and 440 cubic meters of Federally regulated soil will be excavated during the construction of 5 pier footings and 1 bridge abutment along the eastern side of the brideway project in preparation for the new Oakland touchdown area for the Bay Bridge, in Oakland, California in Alameda County. Previous soil investigation results indicate that the excavated material in this area may be classified as California hazardous material due to the predicted soluble (WET) lead concentrations greater than the STLC for lead of 5.0 mg/L and will be disposed of at a Class I landfill. Additional testing indicates that a portion of the soil spoils will be classified as Federally-regulated material due to the lead concentration greater than the TCLP for lead of 5.0 mg/L and also will be disposed of at a Class I landfill. Spoil excavation cannot begin until the waste material is properly characterized.

1.3 Disposal Facilities

Excavated soil that is classified as "hazardous", non-RCRA or RCRA material, will be disposed of at Cleanharbors, in Buttonwillow, California:

Cleanharbors

2500 West Lokern Rd.

Buttonwillow, CA

Tel (661) 762-7372

Cleanharbor's Buttonwillow facility is a fully permitted hazardous waste facility including a Class I landfill as defined by California Code of Regulations, Title 22, Section 66261.24, and in accordance with the DTSC operating permit dated April 6, 1996, as well as the Waste Discharge Requirements issued by the California Regional water Quality Control Board issued May 28, 1996.

See Appendix "A" for the map to Cleanharbor's Buttonwillow Landfill facility.

1.4 Soil Transportation

A transportation contractor meeting all licensing laws and requirements of appropriate regulatory agencies in the State of California will transport all hazardous material off the site. The trucking company will provide end dump trucks with a maximum 12.23-m3 or 18 cubic yard capacity. Loading trucks will take place daily 7:00 AM to 3:30 PM until the excavation is completed. The project HSWP outlines work procedures to be employed by Dillard Environmental Services to minimize health and safety hazards and dust generation during loading and off hauling of exported soils.

1.5 Transportation Routes

All trucks will enter the site on Highway 80 to the construction areas. Loaded trucks will exit the site via Highway 80 heading east, exit Highway 880 SB, exit Hwy 138 EB, which becomes Highway 580

eastbound. Trucks will then proceed eastbound on Highway 580 to I-5 where they will head Southbound on I-5, heading toward Buttonwillow.

Route to Cleanharbors Landfill from jobsite(s) - Trucks will proceed south on I-5 until they reach CA-46 West for approximately 1 mile, turn left at the only street available, proceed to CA-33 South, and exit Lokern by turning left. A map to the Cleanharbors Landfill is enclosed.

1.6 Traffic Control and Loading Procedures

Traffic control for the flow of transportation trucks and machinery is not anticipated at this time. If traffic presents a problem as determined by the PM or SSO, flagmen will be used to ensure safe flow of traffic. Entry to the work sites will be controlled by fencing and caution tape, and the site safety officer and subcontractor personnel will monitor site access. Soils will be loaded into trucks using an excavator, backhoe, or front-end loader. All impacted materials on the exterior of the trucks will be removed and placed either into the current truck, or the remainder of excavation prior to leaving the exclusion zone. No contaminated soil will be deposited on the public roads. After the completion of loading, all zones and surrounding areas will be scraped by front loader and swept by hand (broom) or mechanical means. Materials collected will be placed into existing excavation and/or stockpiles for subsequent off-haul.

Water will be used to minimize airborne dust, if visible dust emission is encountered. Trucks transporting hazardous soils will be equipped with visqueen bed liner and cover tarp to prevent the release of dust once the trucks leave the site.

1.7 Record Keeping

Dillard Environmental Service's Project Manager, or his designee will keep daily field notes. The daily log will include the date, time, and weight/volume of soil, soil classification, trucking company, driver and type of vehicle used.

Soil that is classified as "hazardous" will be transported using a Uniform Hazardous Waste Manifest.

An individual manifest will be filled for each truckload. The manifests will be completely filled out and signed by Cal Trans and the transporter prior to leaving the site. Upon arrival at the disposal facilities, the manifests will be given to and signed by the owner or the representative of the disposal facility. Certified scale weights of trucks arriving at each of the facilities will be used to determine tonnage for billing purposes.

1.8 Drivers Health and Safety

During truck loading activities, all drivers will be required to remain within the enclosed-cabs of their trucks. Each driver will have Level C PPE available for use at any time while onsite.

1.9 Contingency Plan

An on-site contingency plan including a list of emergency facilities and phone numbers are provided in the site HSP. However, within 24-hours, if an unauthorized spill or discharge of contaminated soil occurs, the Safety Officer (SO) must notify the following organizations:

DES PM	Ms. Melissa Roach	925-766-1582 (cellular)
Onsite Supervisor	Mr. David Williamson	925-382-2301 (cellular)
Safety Officer	Ms. Patricia Dillard	925-634-6850 x 223
California Highway Patrol (CHP)	Emergency	911

Dillard's Emergency Response Team 800-675-1066

In case of an accident, the driver will request emergency services such as fire, medical or law enforcement, either over the truck radio or by contacting 911 through public phone.

In case of an accidental spill on public roads, drivers will call an emergency response contractor, DES at (800) 675-1066.

The contractor will provide individuals skilled and trained in assessing the potential impact of a spill and bringing the appropriate resources to mitigate the spill and protect the public health.

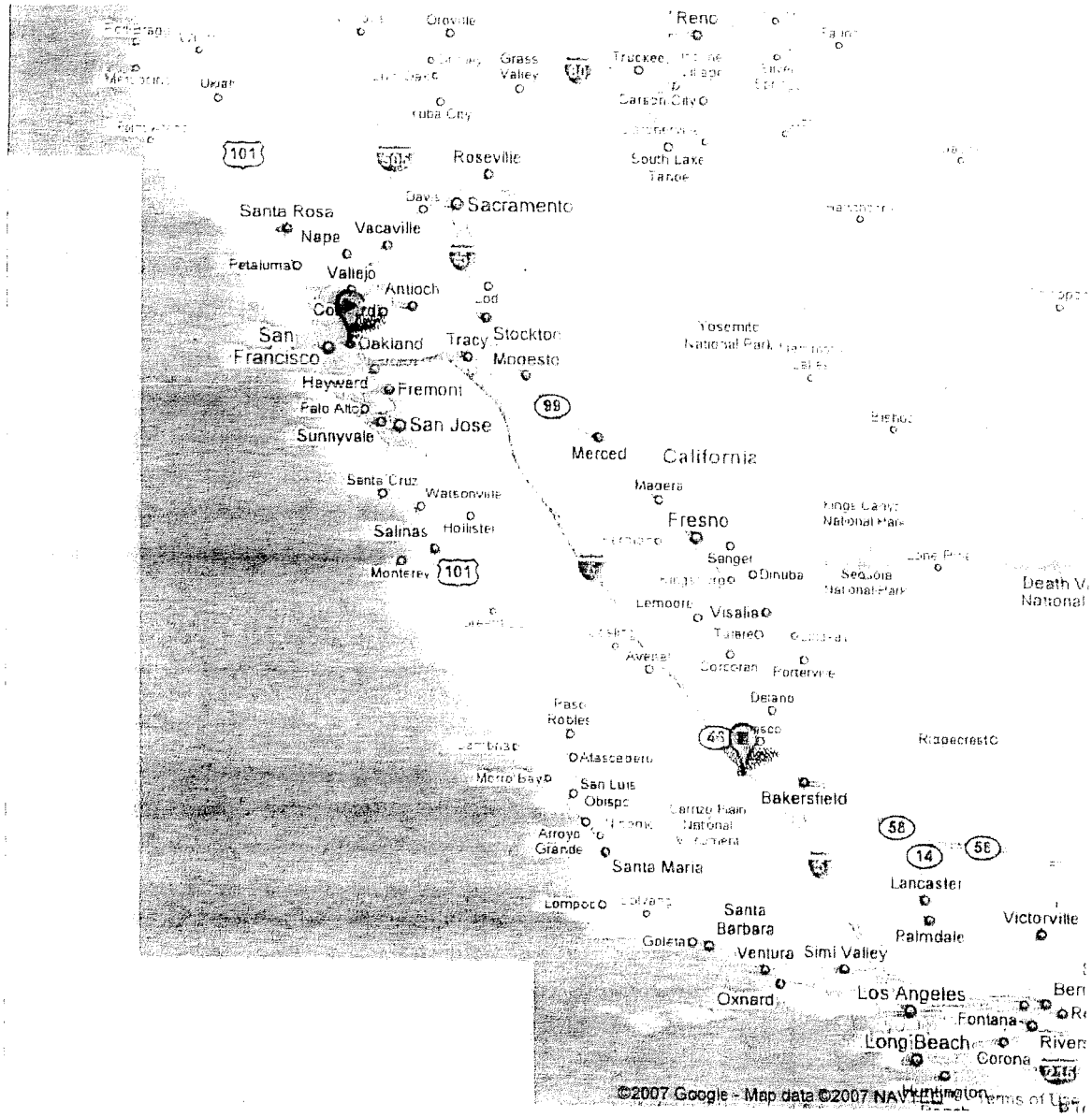
The most likely potential for spillage would be airborne release of dust during transit, due to the tarp coming loose. If this occurs, the driver will stop immediately and re-secure the tarp. If the tarp has ripped and cannot be used, the driver may use the back-up tarp, if available, or will call their trucking company for a replacement tarp to be delivered and installed. Trucks will not proceed until a new tarp is securely installed.

Appendix A

Maps to Landfills & Acceptance Criteria

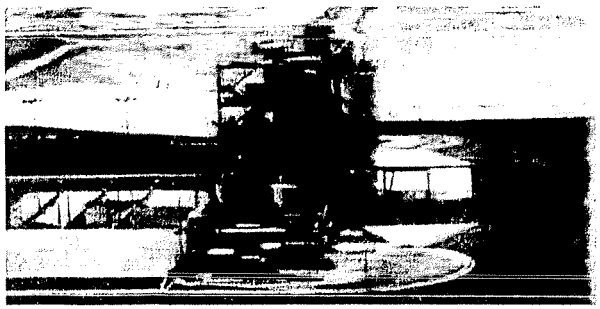
Google Maps

Start **Oakland, CA**
End **Buttonwillow, CA**
Travel **250 mi – about 3 hours 44 mins**



Transportation & Disposal

Buttonwillow, California Facility Facts



Located in central California, the Buttonwillow facility is fully permitted to manage a large number of RCRA hazardous wastes, California hazardous waste, and non-hazardous waste for stabilization treatment, solidification and landfill. It can handle waste in bulk (solids and liquids) and in containers.

This facility operates a permitted drum handling and storage area, which can store and/or transfer up to 1,500 drums. Permitted landfill capacity is in excess of 10 million cubic yards; current constructed landfill capacity is 950,000 cubic yards. The Buttonwillow facility serves a wide variety of industrial customers throughout California.

Permits

- US EPA ID No. CAD980675276
- Hazardous Waste Operating Permit issued by Department of Toxic Substance Control April 6, 1996
- California Regional Water Quality Control Board Waste Discharge Requirements 96-094 issued May 28, 1996
- Kern County Conditional Use Permit No. 94-684
- San Joaquin Valley Air Pollution Control District Air permits for all permitted units
- US Department of Interior Fish and Wildlife Section 7 Permit
- Department of Fish and Game Live-Capture Permit
- US Department of Agriculture Foreign Soils Compliance Agreement

Facility Description & General Information

Start-up Date: 1982

Facility Size: 320 acres

Services Provided:

- Non-Hazardous, California Hazardous, and RCRA Hazardous Landfill
- California Hazardous and RCRA Hazardous Stabilization Treatment
- California Hazardous Solidification
- California Non-Hazardous Surface Impoundment

Typical Customers: oil exploration and production companies, oil refineries, government services, and a wide variety of industrial generators.

Typical Waste Streams: non-hazardous soil, California hazardous soil, hazardous soil for direct landfill, hazardous waste for treatment of metals, plating waste, hazardous and non-hazardous liquid, and debris for microencapsulation.

Treatment, Storage and Disposal Capabilities

- Drum Storage Capacity: 1,500 drums (55-gallon equivalent)
- Wide range of RCRA and California waste codes
- Stabilization treatment operations can process 100 tons per hour.
- Acceptance capabilities are in excess of 200 loads per day.
- Permitted landfill capacity is in excess of 10 million cubic yards.

CleanHarbors
ENVIRONMENTAL SERVICES, INC.

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

November 14, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000236

Subject: Marine Based Structural Excavation Workplan

Dear Mr. Allen,

Your Marine Based Structural Excavation Workplan submitted on November 2, 2007, and modified by MCM letter Number 000249, is approved.

It is understood that no dewatering activities will be performed until your pending dewatering plan is approved by the RWQCB. It is further emphasized that appropriate measures, as stated in MCM letter Number 000249 (last bullet) will be implemented to prevent any accidental discharge of the excavated material into the bay water.

For the purposes of your excavation operation at Pier E 20L that is scheduled for Friday, November 16, 2007, the excavated material will be considered Class II material. A contract change order will be issued to adjust the Final Pay quantity of Contract Item 65 to include this increase in quantity. We will be taking soil samples during your excavation on Friday to further examine the soil characterization of the Bay Mud. Based on our findings, we will be able to determine the true classification of the Bay Mud and appropriate location for disposal for the type of soil encountered.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc:

file: 05.03.01
18.02
18.09

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

November 20, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000250

Subject: Marine Based Structural Excavation Workplan Revision 3 Approval

Dear Mr. Allen,

This is to inform you that your Marine Based Structural Excavation Workplan (Revision 3) submitted on November 19, 2007 is approved.

Please keep in mind that you are required to comply with all details of your Workplan as approved, and proactively prevent any accidental discharge of excavated material into the Bay by implementing appropriate BMPs. If future changes become necessary, you will need to revise your Workplan and resubmit for approval.

A copy of your approved Excavation Workplan shall be included in your approved SWPPP as an amendment, and a current copy of the SWPPP be kept at the project site at all time.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02
18.09

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

December 13, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000312

Subject: Mud Tracking through intersection and Maintenance Road

Dear Mr. Allen,

The intersection that starts just to the North of the existing San Francisco Oakland Bay Bridge (SFOBB), adjacent to the Skyway and OTD-1 projects, is thick with spilled and tracked mud from cofferdam excavation. Mud is being tracked throughout the area (see attached photo). This condition represents a SWPPP violation. It also presents a safety hazard to traffic in the area because tires are sliding over the muddy surface during both braking and steering of vehicles. This condition needs immediate correction. In the short term MCM is directed to apply sufficient resource to clean the intersection back to a safe operating condition.

For future compliance and to ensure that the intersection remains clean, prepare a plan that uses engineering measures to ensure mud tracking does not extend into the intersection and submit it to the Department by 12-20-07 for approval. MCM is encouraged to set up a working meeting with our inspection staff to prepare a mutually satisfactory solution to the intersection mud issue.

If you have any further questions regarding this issue, I may be reached at (510) 385-7084.

Sincerely,

<<< ORIGINAL SIGNED >>>

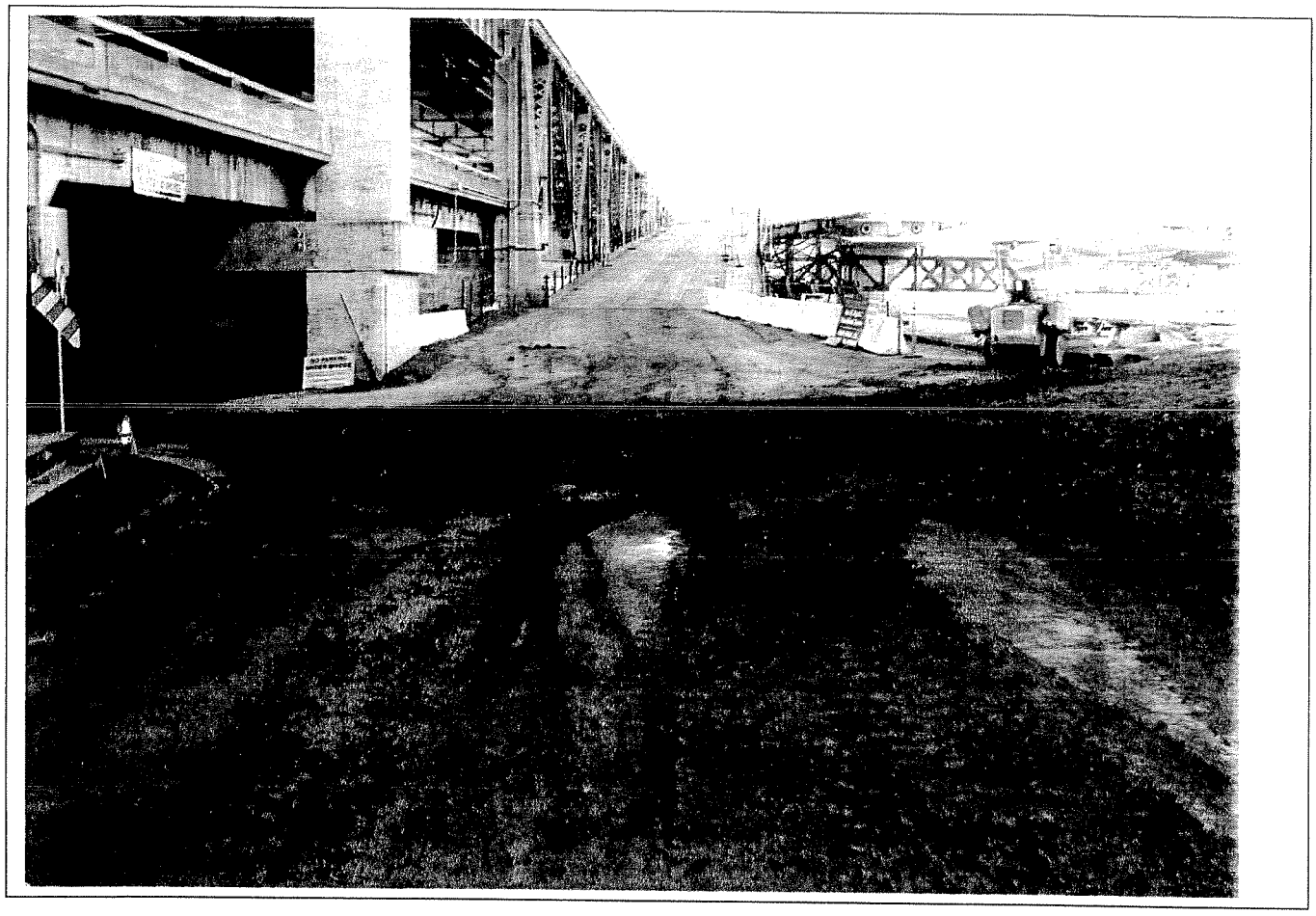
William Howe
Senior Transportation Engineer

Attachments:

cc:

file: 05.03.01, 06.16, 49.016

Contract: 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown



The Photo above shows the intersection that is the subject of this letter in the immediate foreground. The view is taken facing west with the Maintenance road undercrossing to the south, OTD-1 access ramp to the north and the Skyway trestle in the background. Vehicles are slipping on the muddy surface. The sweeper (right side of photo) has little effect on build up of mud this thick.

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

December 17, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000319

Subject: SWPPP Violation

Dear Mr. Allen,

Please see attached field Mini -Memo concerning SWPPP violation and make appropriate corrections as soon as possible.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

attachments: (delete this line if there are no attachments)

cc:

file: 05.03.01
06.00

12-14 J01 11:57

STATE OF CALIFORNIA
MINI-MEMO
STD 100-B (REV. 9-70)

TO: MCM CONSTRUCTION
450 BURMA RD
OAKLAND
ATT: GREG ALLEN.

SUBJECT: SWPPP VIOLATION OF SECTION 500.8.3.2

DATE: 12-13-2007

MESSAGE

STRUCTURAL EXCAVATED MATERIAL FROM 19L HAS BEEN STOCKPILED ON EAST SIDE OF THE SITE. THE STOCKPILE HAS PARTIAL "PLASTIC BARRIER" AND NOT COVERING THE "WHOLE" STOCKPILE. THIS IS A VIOLATION OF THE SWPPP SECTION 500.8.3.2 AS APPROVED. MCM IS ASKED TO CORRECT THIS VIOLATION ASAP TODAY (12-13-2007). YOUR CO-OPERATION WILL BE APPRECIATED.

RETURN TO	SIGNED ►	ADDRESS	PHONE
	[signature]	345 Burma Rd.	510-224-6399

REPLY

Received by
Angel W.

SIGNED ►	ADDRESS	DATE

SEND PARTS 1 AND 3 INTACT — PART 3 WILL BE RETURNED WITH REPLY

OSP 99 23296

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

December 18, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000324

Subject: SWPPP Violation Mini- Memo

Dear Mr. Allen,

This letter corrects Section 500.8.3.2 stated in the Mini Memo issued as an attachment to State Letter 319 to mean Section 500.3.8.2 of the approved SWPPP. Your approved SWPPP under WM3 states that stockpiles will be stabilized by "..., or temporary cover as specified in the BMP".

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

attachments:

cc:

file: 05.03.01
20.09

12 20 J01 08:48

STATE OF CALIFORNIA
MINI-MEMO
STD 100-B (REV. 9-70)

TO: MCM CONST. 450 BURMA RD
ATT: GREG ALLEN.

SUBJECT: SWPPP TASK FORCE INSPECTION

DATE: 12-20-2007

MESSAGE

ATTACHED WITH THIS MEMO IS CD WITH INSPECTION REPORT OF INSPECTION ON 12-18-2007. YOUR NICK KING JR WAS PRESENT DURING THE INSPECTION. PLEASE TAKE NECCESSARY CORRECTION MEASURE(S) AS STIPULATED IN THE REPORT. THE PROJECT RECEIVED A RATING OF "2". PLEASE KEEP UP THE GOOD WORK AND LET US MAINTAIN THIS RATING. THANKS ALL, ESPECIALLY RANDY NOTNAGGEL'S, CO-OPERATION.

RETURN TO	SIGNED ►	ADDRESS	PHONE
	RAVI KUMAR	345 BURMA RD, OAKLAND	510-224-6399

REPLY

Received

SIGNED ►	ADDRESS	DATE

SEND PARTS 1 AND 3 INTACT — PART 3 WILL BE RETURNED WITH REPLY

OSP 99 23296

01 02 J02 08:19

STATE OF CALIFORNIA
MINI-MEMO
STD 100-B (REV. 9-70)

TO: MCM CONST. INC
450 BURMA RD
ATT: GREG ALLEN

SUBJECT: SWPPP
BMP'S FOR
RAIN FORECAST

DATE: 01-02-2008

MESSAGE

AS YOU ALREADY KNOW, IT IS FORECAST A GOOD AMOUT OF RAIN STARTING TONIGHT TILL SUNDAY (01-07-2008, SEE ATTACHED). PLEASE TAKE ALL NECCESSARY MEASURES ESPECIALLY THE STOCKPILE(S) SEDIMENTS RUN-OFF AS PER THE SWPPP PLAN AS APPROVED AND AS RECOMMENDED BY CALTRANS' WM-3 (COPY ATTACHED FOR REFERENCE). ALL THIS WORK NEEDS TO BE COMPLETED BEFORE THE END OF TODAY 01-02-2008. IF YOU HAVE A QUESTION CALL 510-224-6399

SIGNED	ADDRESS	PHONE
►	345 BURMA RD, OAKLAND	510-224-6399

REPLY

COPY TO SHERIFF / STEVE / JOHN
TO MONITOR IN FIELD

SIGNED	ADDRESS	DATE
►		

SEND PARTS 1 AND 3 INTACT — PART 3 WILL BE RETURNED WITH REPLY

OSP 99 23296

Sht 1 of 13

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

January 02, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000363

Subject: SWPPP measures for upcoming storm

Dear Mr. Allen,

Greg,
I have sent you an email and delivered a mini memo to your office this morning to take action in view of the impending Storm Forecast for rain starting tonight till the weekend.If you have any question(s), please contact Ravi at 510 224 6399. Your cooperation in this matter will be appreciated.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra

attachments: (delete this line if there are no attachments)

cc: B. Ghafghazi
D. Bogdanic

file: 05.03.01

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

January 08, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000378

Subject: SWPPP Task Force Inspection Report

Dear Mr. Allen,

Thank you for taking immediate action to correct deficiencies noted in the Task Force inspection report from December 18, 2007. In regards to your two exceptions to inspection report bullet #1, placing rock in the high traffic area in lieu of fiber roll is acceptable. There is no need for rock check dams at this point as long as the receiving DI is well protected. In bullet #2, the same comment appears in both Sections 3 and Section 4 of the report. Please ignore this note under Section 4. In Section 3, however, you need to protect the stockpiles to guard against wind and rain erosion, and follow the correct cover installation procedures.

Our records indicate that the Maintenance Cost Sharing CCO #16 was sent to MCM for signature on 11/13/07. Please let me know if you have not received this change order, and we will send you another copy. Your cost breakdown values for the lump sum Water Pollution Control was approved on 1/2/08 by State Letter 365.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01, 20.08

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

January 18, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000422

Subject: Replacement of Nick King, Designated SWPPP Inspector

Dear Mr. Allen,

As you stated in the Contractor Schedule Meeting on Jan. 10, 2008, Nick King was leaving and you would have a replacement for him.

Please submit the name and qualifications of that person with regards to SWPPP.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra

file: 05.03.01, 20.09

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

January 28, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000437

Subject: Water Pollution Control Manager

Dear Mr. Allen,

With the understanding that Mr. Nick King is no longer with MCM, in accordance to section 10-1.03 "Water Pollution Control", please provide the name of your new Water Pollution Control Manager (WPCM) responsible for SWPPP issues and BMPs implementation in the field.

Also, please submit his/her statement of qualifications, describing his/her training, experience and certifications for review and approval. Update your SWPPP to reflect this change upon approval of your new WPCM.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc:

file: 05.03.01
20.00

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

January 30, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000450

Subject: SWPPP Violation as per the Task Force Inspection on Jan. 25, 2008

Dear Mr. Allen,

You should be in receipt of the mini memo dated 1/30/2008 as an advanced copy of the above violation, including pictures. We are going to have another inspection, which is scheduled for Feb. 7, 2008. Please insure that all the BMP's are in place, especially for the oil spill, with special emphasis on Section NS-14 of Storm Water Quality Hand Book.

If you have any questions regarding this, please contact Ravi Kundra at 510-224-6399.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravi Kundra

attachments: (delete this line if there are no attachments)

file: 05.03.01

STATE OF CALIFORNIA

MINI-MEMO

STD 100-B (REV. 9-70)

TO: MCM CONSTRUCTION
450 BURMA RD.
ATT: GREG ALLEN

SUBJECT: TASK FORCE SWPPP INSPECTION ON JAN 25, 2008

DATE: 1-30-2008.

MESSAGE

O.T.D WAS INSPECTED BY HQ TASK FORCE AND THE PROJECT RECIEVED A RATING OF "4." ATTACHED TO THIS MEMO ARE COPIES OF THE PICTURE(S) TAKEN SHOWING "OIL DISCHARGE" INTO THE BAY. DISTRICT 4, ENVIRONMENTAL SECTION HAS REVIEWED THE REPORT AND INFORMED THAT MCM FILE "FORMIK" (A NOTICE OF DISCHARGE. PLEASE DO THIS ASAP BUT NOT LATER THAN FEBRUARY 2, 2008. YOU WILL RECEIVE A COPY OF THIS THROUGH PMI V.IF YOU HAVE ANY QUESTION CALL RAVI KUNDRA

RETURN TO

SIGNED ► RAVI KUNDRA

ADDRESS 345 BURMA RD, OAKLAND

PHONE 510-224-6399

REPLY

SIGNED ►

ADDRESS

DATE

SEND PARTS 1 AND 3 INTACT — PART 3 WILL BE RETURNED WITH REPLY

OSP 99 23296

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 04, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000461

Subject: Water Pollution Control Manager

Dear Mr. Allen,

On January 28, 2008, I sent you the State Letter 437 requesting the name and qualifications of your new Water Pollution Control Manager. To date, I have not received this information and as such, you are in violation of Section 10-1.03 of the Contract Special Provisions. The above Section clearly states that the contractor's Water Pollution Control Manger shall serve as the primary contact for issues related to the SWPPP or its implementation, including required routine maintenance inspections and taking corrective measures as needed.

The qualifications, training and experience of this individual must be submitted to the Engineer for review and approval.

The contract must be brought into compliance with the requirements of Section 10-1.03 of the Special Provisions immediately in order to prevent any unnecessary delays in contract schedule or operations.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
20.00

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 04, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Letter No. 05.03.01-000462

Subject: Discharge into the Bay

Dear Mr. Allen,

In reference to MCM- LTR- 000306 of disagreement dated January 31, 2008. The SWPPP inspection report (and pictures) you are referring to is from the taskforce inspection report. Your engineer Justin Webster accompanied the inspection. There were "no containments" observed. It was raining and "oil sheen(s)" were very obvious and were carried away by rainwater. The rain water mixed with oil found its way into the bay. However, it is agreed that the quantity may be very small.

If you have any way of showing the department that you had collected the water and prevented it from going into the bay, please let us know. You need to file a Notice of Discharge (Form K) to document this event and indicate what action you will take to prevent this from reoccurring. The SWPPP must be amended to include your new plan. The incident of discharge has been reported to the Water Board and we need documentation to forward to the agency.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra

cc: Mr. Richard McCall
Area Manager
file: 05.03.01

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 04, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Letter No. 05.03.01-000463

Subject: SWPPP Violation(s)

Dear Mr. Allen,

Enclosed are pictures taken on February 4, 2008, indicating SWPPP violations. Your equipment B 310, crane on the trestle, generator C824 and your fuel tank on the service road are in violation as per the requirement of NS-13, WM-10, and NS-9.

We are expecting a Task Force reinspection on February 4, 2008, Please take care of these and other necessary BMP's on the job site as required as per your own SWPPP plan as approved.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra

attachments: 3 pictures.

cc: Mr. Richard McCall
Area Manager
file: 05.03.01

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 05, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000465

Subject: SWPPP Inspection

Dear Mr. Allen,

The Department received a package today, February 5, 2008, containing SWPPP inspection reports from MCM, a total of 56 pages. Your attention is drawn to Section 10-1.03 of the contract Special Provisions. MCM is required to inspect before the rain, during the rain, and after the rain. Inspections should be performed as required and reports should be sent to the Department on the day of inspection.

Please contact the Department everyday, so that the inspections are conducted by both MCM and Department representatives together to avoid any duplication and to save time. Your cooperation in this matter will be appreciated.

If you have any question, call me at 510-224-6399.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra
Transportation Engineer.

For: Ben Ghafghazi
Resident Engineer.

cc: R. McCall

file: 05.03.01

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 06, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000468

Subject: District 4 SWPPP report for 02/03/08 (Non-rated)

Dear Mr. Allen,

Please take corrective action in preparation of the compliance inspection to be conducted on Thursday, February 7, 2008, at 9:00 am by the District SWPPP Task Force. Your secretary signed for and made copy of the attached mini-memo that accompanies the non-rated inspection report.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra.
Transportation Engineer

For: Ben Ghafghazi
Resident Engineer.

attachments: Mini-Memo
Rainy Season Inspection Report

cc:

file: 05.03.01, 20.09

STATE OF CALIFORNIA
MINI-MEMO
STD 100-B (REV 8-70)

ATT: GREG ALLEN
TO: MCM CONST.
450 BURMA RD

SUBJECT: DIST 4, SWPPP REPORT FOR 02-05-08 (NON-RATED)

DATE: 02-05-2008

MESSAGE

ATTACHED TO THIS MEMO IS THE DISTRICT INSPECTOR'S (NON-RATED) SWPPP INSPECTION REPORT. PLEASE TAKE CORRECTIVE MEASURES AS RECOMMENDED FOR ① ADMINISTRATIVE ② TRESLE ③ CONTRUCTION SITE & ④ ELECRICAL DUCT BANK. IF YOU HAVE A QUESTION CONTACT RAVI KUNDRA @ 510-224-6399. AS A REMINDER, PROJECT HAS TASK FORCE INSPECTION AT 9.00AM ON THURSDAY (02-07-08).

RETURN TO | SIGNED ► | ADDRESS 345 Pomeroy Rd | PHONE 510-224-6399

REPLY

Received 2/6/08 11:27am

02-06-02 11:25

SIGNED ►	ADDRESS	DATE

SEND PARTS 1 AND 3 INTACT — PART 3 WILL BE RETURNED WITH REPLY

OSP 88 23296

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 08, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000473

Subject: Notice of Suspension of Work

Dear Mr. Allen,

During our SWPPP inspection on February 7, 2008, it was observed that sediments laden runoff from the stockpiled excavated material on the site was discharged into the Bay. In addition, there were several fresh oil and fuel spills on the trestle. Tracking mud and dirt onto the trestle poses a continuous threat of discharge of sediments into the Bay. These deficiencies poses a critical threat to water quality and must be corrected immediately.

This letter is to inform you that all your operations involving the excavation and transportation of excavated material to and from cofferdams are suspended until the above SWPPP deficiencies are appropriately addressed to prevent further discharge of sediments and oil/ fuel spills into the Bay.

For the discharge of sediment into the Bay, you will need to file a "Notice of Discharge" within 7days of occurrence to be in compliance with the requirements of the permit. Your SWPPP needs to be amended to include all corrective measures contemplated.

The inspection report from the Task Force on their revisit inspection is also attached to inform you of the deficiencies they have identified that need your immediate attention.

If you have any questions, please contact me.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc: Task Force Inspection Report

file: 05.03.01
18.02

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 11, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000480

Subject: Resumption of Excavation at 18L

Dear Mr. Allen,

Your excavation operation at 18L can be resumed provided that the following conditions are met:

1. The excavation storage site will be lined with filter fabric in the center and the perimeter K-rails lined with plastic to prevent water from leaving the storage area.
2. The offloading of the excavated material does not extend beyond the K-rails.
3. Crushed rock will be placed on unpaved work areas, as agreed, to minimize mud tracking.
4. The excavation operation will be conducted in accordance with your approved "Inside Cofferdam Excavation Plan", i.e. prevent the discharge of the excavated material from entering into the Bay by lining the trestle surface with plastic around Pier 18L.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 13, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000488

Subject: SWPPP Task Force Report - 02/07/2008

Dear Mr. Allen,

Enclosed are the pictures taken at the Task Force inspection on February 07, 2008. Please take corrective action as OK. As a reminder, a Water Board inspection will be conducted on Thursday, February 14, 2008. It is expected that the Board may inspect the project site and audit the SWPPP books as well.

If you have any questions, please contact me at 510-224-6399.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ravinder Kundra,
Transportation Engineer.

For: Ben Ghafghazi,
Resident Engineer.

attachments: SWPPP Task Force Report – 02/07/2008.

cc:

file: 05.03.01, 20.09

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 13, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000489

Subject: Water Board's Visit of the Site on 2/14/08

Dear Mr. Allen,

As you are aware, the Water Board is planning to visit the jobsite tomorrow. We will be meeting at 345 Burma Rd. North conference room first before heading out to the jobsite. Below is a tentative agenda for the meeting.

Your attention is directed to item #3 below. Please be prepared to give an overview of the project, including SWPPP challenges and level of Compliance.

It is expected that you and your Water Pollution Control Manager be present during the Board's visit tomorrow between 9:30 a.m. to 12:00 noon. If you have any questions, please call.

9:30 AM - Begin the meeting and Self Introductions (Dragomir / All).
9:40 AM - Project description and overview including progress and SWPPP implementation status (Ben).
9:50 AM - Project overview including SWPPP challenges and level of compliance (contractor).
10:00 - Questions by the Water Board and document review, including SWPPP, DDP, amendments, inspection reports, etc. (All).
10:15 - Field review (All).
11:30 - Debriefing/Site review findings (Water Board).
12:00 - Adjourn

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02, 18.09, 19.02

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 15, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000495

Subject: Water Board's Comments from Site Visit on 2/14/08

Dear Mr. Allen,

The Water Board completed their review of the jobsite for implemented SWPPP measures (BMPs) and were generally satisfied with what they observed. However, they identified some areas that still need to be improved. The Board made the following recommendations:

1. Install secondary containment for the jet pump and other idle equipment stored on site.
2. At Station 92, DI protection is not installed correctly. Correct and use filter fabric around the DI inside the silt fence.
3. All soil stockpiles need to be covered when not active and covered prior to each forecasted rain event. The Water Board has received public complaints about poor stockpile management.
4. The V-ditch alongside the duct bank at the south side of the project needs to be cleaned out. Install check dams to capture sediment.
5. The rock stockpile placed near Pier 21L should have perimeter control (place fiber roll around the base).
6. Repair damaged silt fence along the duct bank.
7. At the east end on the project, extend the rock bed to cover the entire length of the roadway.

It is important that these recommendations are implemented as soon as possible. These improvements will also help with the next Task Force Inspection scheduled for 2/19/08.

Please fill out your next weekly "Stormwater Quality Construction Site Inspection Checklist" (Attachment H) indicating all corrective actions you have taken to address the above recommendations. This checklist will be forwarded to the Board as a report confirming that their recommendations have been addressed.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01, 18.02, 18.09

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 15, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000494

Subject: Water Pollution Control Manger

Dear Mr. Allen,

This is to inform you that the designation of Mr. Justyn Webster as your new Water Pollution Control Manager is approved. Please update the **Attachment I** of your approved SWPPP to include his qualifications and training records.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02, 18.09

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 21, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000504

Subject: Response to MCM NOPC #4

Dear Mr. Allen,

We are in receipt of MCM Notice of Potential Claim #4 (NOPC#4) and find it to be without merit.

In your NOPC #4 you have stated "An unwarranted Notice of Suspension of Work was presented to MCM after supposedly minute amount of sediment entered the Bay even though open water excavation has been approved for this project."

This statement is not correct. Open water excavation was allowed under an approved dredging plan, which MCM elected not to submit. The excavation operations you are performing at the Piers, at your option, are performed under an approved "Inside Cofferdam Excavation Plan" which is an amendment to your SWPPP. Therefore, all requirements of the SWPPP apply to these operations, including the deployment of appropriate BMPs to prevent the discharge of sediments and other pollutants into the Bay or leaving the project limits.

Additionally, Section 500.3.1, page 500-3, fifth bullet from top of page, states: " Structural Excavation for Bridge Foundations. This will be performed inside sealed cofferdams. Type H and Class II materials will be immediately removed from the site and disposed of at a permitted receiving facility. Clean materials will be either removed from the site or stored in designated materials storage area."

You did not remove the Class II material at Piers 19L and 20L immediately from the site as stated in your approved SWPPP. Instead, you elected to store the material onsite without deploying appropriate BMPs and without amending your SWPPP. For excavated material at Pier 18L, you elected to store the excavated material onsite without deploying appropriate BMPs and without indicating a designated storage area on your Water Pollution Control Drawings, Attachment B, as stated in your approved SWPPP. As a result, your approved SWPPP did not reflect the actual field operations. This is a violation of the requirements of the permit and the contract.

Two of the three reportable sediment discharges (one on the trestle and one just north of your excavated material storage area) were due to inadequate implementation of appropriate BMPs that you were repeatedly asked to deploy.

The "Notice of Suspension of Work" issued by State Letter 473 was due to lack of implementation of appropriate BMPs necessary to prevent leakage from stockpiled excavated material which eventually caused tracking and/or discharge of sediment into the Bay. Caltrans stormwater inspectors perform their own parallel inspections and prepare their own inspection reports. The decision to suspend your excavation operations at 18L had no bearing on the inspection results by the Task Force and was based on findings by Caltrans stormwater inspectors and deficiencies documented by their reports and photographic evidence.

Contract: 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

file: 05.03.01
18.02, 18.09, 19.02

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
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Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

February 21, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000502

Subject: Water Board Site Visits

Dear Mr. Allen,

Your comments on State letter 489 are unfounded and do not reflect the facts. You became aware of the Water Board's visit of 2/14/08 during our partnering meeting on 2/13/08. After this partnering meeting, I personally informed you that since the Water Board would be visiting the site the following morning, we needed to reschedule our weekly scheduling meeting to either Thursday afternoon or Friday morning.

The agenda for the Water Board's visit was put together after our partnering meeting ended on 2/13/08 and delivered to your office the same day via the PMIV system. Your claim that you received the letter after the Water Board's visit is baseless. Since you were aware of the Water Board's visit ahead of time, if you were unsure of the exact time of visit (assuming that you had not received the State letter 489 on 2/13/08), you could have contacted my office to inquire about the time of visit.

I suggest that in the future, for time-sensitive issues and others that are of importance to MCM, you would take a proactive approach and ask for clarification and updates, if you are not sure, rather that relying on the State to feed the information to you.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc:

file: 05.03.01
18.02, 18.09, 19.02

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM CONSTRUCTION, INC.
6413 32ND STREET
NORTH HIGHLANDS, CA 95660

March 14, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000575

Subject: Supplemental Notice of Potential Claim #4

Dear Mr. Allen,

The Department is in receipt of MCM-LTR-000327 dated February 29, 2008 regarding your supplemental notice of potential claim. The Department maintains its position that this claim is without merit.

Your excavation operations at cofferdams were suspended due to lack of implementation of appropriate Best Management Practices (BMPs) to manage the storage of excavated material on the jobsite and noncompliance with the requirements of your "Inside Cofferdam Excavation Plan", contract special provisions, and the permit.

Per Section 9-1.04, failure of the Contractor to conform to specified dispute procedures shall constitute a failure to pursue diligently and exhaust the administrative procedures in the contract, and is deemed as the Contractor's waiver of the potential claim and a waiver of the right to a corresponding claim for the disputed work in the administrative claim process in conformance with Section 9-1.07B, "Final Payment of Claims," and shall operate as a bar to arbitration pursuant to Section 10240.2 of the California Public Contract Code.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc:

file: 05.03.01
18.02, 18.09, 19.02, 62.00

MCM CONSTRUCTION, INC.
GENERAL ENGINEERING CONTRACTORS
SACRAMENTO, CA

Main Office
P.O. BOX 620 / 6413 32nd Street / North Highlands / CA 95660
(916) 334-1221 Estimating / Engineering Fax (916) 334-0562
Accounting Fax (916) 334-8355
Oakland Touchdown – Site Office
450 Burma Road / Oakland CA 94607

06-Feb-2008

MCM-LTR-000311

Mr. Ben Ghafghazi
Resident Engineer
California Department of Transportation
333 Burma Road,
Oakland, CA 94607, USA

PROJECT: **Oakland Touchdown**
Caltrans Contract No. 04-0120L4
MCM Job No. 307

SUBJECT: **Reponse to Caltrans Letter 05.03.01-000462**

Gentlemen:

In response to Caltrans Letter – 000462 dated February 4, 2008, MCM is unaware of any oil entering the bay. During the SWPPP inspection on January 25, 2008 any suspicious looking substance was cleaned up using oil absorbent cloth as soon as it was found. This was observed by the SWPPP Inspection Task Force.

Sincerely,

MCM CONSTRUCTION, INC.

<<< ORIGINAL SIGNED >>>
Justyn Webster
Project Engineer

cc: R.McCall

File: 7.0

Received
06 Feb 08

MCM CONSTRUCTION, INC.
GENERAL ENGINEERING CONTRACTORS
SACRAMENTO CA

Main Office
P.O. BOX 620 / 6413 32nd Street / North Highlands / CA 95660
(916) 334-1221 Estimating / Engineering Fax (916) 334-0562
Accounting Fax (916) 334-8355
Oakland Touchdown – Site Office
450 Burma Road / Oakland CA 94607

19-Mar-2008

MCM-LTR-000334

Mr. Ben Ghafghazi
Resident Engineer
California Department of Transportation
333 Burma Road,
Oakland, CA 94607, USA

PROJECT: **Oakland Touchdown**
Caltrans Contract No. 04-0120L4
MCM Job No. 307

SUBJECT: **Response to Caltrans LTR - 575 Re: Supplemental NOPC #4**

Gentlemen:

MCM thinks that the above mentioned claim has merit and will therefore be forwarding this claim to the DRB.

MCM was in full compliance with the approved SWPPP, Turbidity Control Plan, Marine Based Structural Excavation Plan, the Special Provisions and the permit.

Sincerely,

MCM CONSTRUCTION, INC.

<<< ORIGINAL SIGNED >>>
Justyn Webster
Project Engineer

cc:JC, HDM, EP, RM

File:Job 307
7.0, 14.4

Received
000865 25 Mar 08

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

October 23, 2007

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000149

Subject: Turbidity Plan (3rd Revision)

Dear Mr. Allen,

Your 3rd revision of the Turbidity Control Plan, submittal # 204 received by this office on September 25, 2007 is approved in accordance with Section 10-1.24 (Turbidity Control) of the Special Provisions.

If you have any questions, please call me at (510) 286-0352.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

cc:

file: 05.03.01
20.00

MCM CONSTRUCTION, INC.

450 Burma Road Oakland CA 94607
Phone 000-000-0000 / Fax 000-000-0000

LETTER OF SUBMITTAL
04-0120L4 Oakland Touchdown

Run Date 24-Sep-07
Time 4:02 PM

Dated: 24-Sep-2007

SUBMITTAL No: MCM-SUB-000204 **Rev:** 2

To: Ben Ghafghazi
California Department of Transportation
345 Burma Road
Oakland CA 94607
Phone: (510) 622-5100 Fax: (510) 622-5165

Co/Job # 307
Contract # 04-0120L4
Sub/Supplier:
Sub/Supplier No:

Subject: Turbidity Control Plan REV 2

Special Provis. (SP) REF:
Standard Spec. (SS) REF:
Schedule ID:
RESUBMITTAL/SUPPLEMENTAL REF: 05.03.01-000101

We are sending the following attached items: ☑ Attached ☐ Via Fax

☐ Drawing	☑ Plans	☐ Design Report
☐ Samples	☐ Certificates of compliance	☐ Calculations
☐ Payroll	☐ Specs	☐ Copy of Letter
☐ Change Order	☐ Schedule	☐ Invoice

Item	Date	Copies	Description	Drawing No	Rev	Subcon Dwg No	Status	Pages
01	24-Sep-07	1	Turbidity Control Plan REV3		0		Pending	

These are transmitted as checked below:

☑ For Approval	☐ For Review/comment	☐ Return For Correction
☐ For Your Use	☑ As Requested	☐ For Information

Remarks:

In response to State Letter No. 05.03.000101, Please find a copy of the Turbidity Control plan reflecting the slight change in wording in sections A-1.02 and A-2.04.

CC:

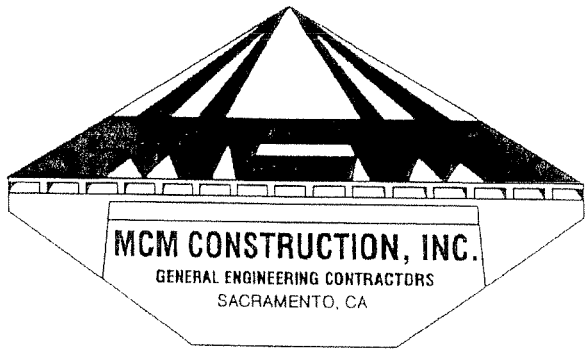
Please review / approve by : 28-Sep-2007

Req. Date for Completeness Review: 26-Sep-2007

Submitted By: Chris Smith
Project Manager

Checked & Sent By: <<< Original Signed >>>
Document Control

Received
000220 25 Sep 07



TURBIDITY CONTROL PLAN

For

San Francisco Oakland Bay Bridge East Span Oakland Touchdown (SFOBB-ESSSP)

Caltrans / MCM Construction Company Contract No. 04-0120L4

Prepared For:
California Department of Transportation (Caltrans) District 04 Office 111 Grand Avenue, Oakland, California 94612

Submitted By:
MCM Construction Company – Jobsite Office
450 Burma Road, Oakland, California 94607
Chris Smith – (916)-919-5323

Contractors Water Pollution Control Manager
Nick King – (916)-871-3241

Date:
September 8th, 2007
Revision 2

Table of Contents

Turbidity Control Plan..... Attachment A

Procedures for Observations and Sampling..... Attachment B

Operations Schedule.....Attachment C

Site Layout..... Attachment D

Silt Curtain Product Spec Information..... Attachment E

ATTACHMENT A

Turbidity Control Plan

Turbidity Control Plan

A-1.01
Scope:
As required by the special provisions for Contract No. 04-0120L4 Section 10-1.04 Turbidity Control, all construction activities that may cause turbidity in the waters surrounding the project site will comply with the following Turbidity Control Plan.

Operations defined as possible generators of turbidity will be classified in two (2) distinct groups. "Land Based Operations" and "Water Based Operations."

A silt curtain will be installed per plan at the boundary of the ESA areas defined in the contract drawings and specifications. Product information can be found as an attachment to this document.

MCM will utilize construction methods that minimize sediment disturbance and drift for all work that has the potential to cause turbidity.

It is understood that the controls put in place to limit turbidity shall be demonstrated under actual working and field conditions. The contractor will demonstrate that these turbidity control measures work as intended under actual working and field conditions. We will coordinate with the Engineer to do a field demonstration, after the controls are installed and the equipment is on-site. Caltrans is responsible for doing the water quality monitoring including the day-to-day monitoring and all report submittals for water based operations that are considered to be turbidity producing activities. Alternatively, MCM is responsible for doing the water quality monitoring including the day-to-day monitoring and all report submittals for land based operations that are considered to be turbidity producing activities.

This Turbidity Control Plan will be amended as necessary if the proposed measures are revised or if additional measures are implemented to control turbidity, in accordance with Caltrans directions. It is understood that construction methods and control measures may need to be modified if the methods above fail to meet the specification requirements.

It is understood that any control measures put in place to limit turbidity in the aquatic ESA will be removed and disposed of according to the specification, at the end of the project.

Procedures for Observations and Sampling will be attached as a supplemental plan to this document to define testing procedures.

Note: Throughout this document, the "Dewatering Plan" is referenced. The Dewatering plan details the dewatering system equipment and methods involved in the conveyance, and distribution of the water. This document is to be used in tandem with the Dewatering Plan to satisfy the requirements set forth in the SWPPP plan. The approval of this TCP is

not contingent on the approval of the Dewatering Plan, as the Dewatering Plan will be provided separately and at a later date.

A-2.01
Summary of Operations Causing Turbidity:

Land Based Operations –

- Cofferdam Dewatering (Initial Draw Down and Maintenance)

Water Based Operations –

- Removal of Obstructions
- Trestle Construction Pile Driving
- Cofferdam Construction
- Cofferdam Dewatering (Initial Draw Down and Maintenance)
- Shorebird Habitat Construction

A-2.02
Land Based Operations:
(MCM Monitored Activities)

A-2.02.01
Cofferdam Dewatering –

Once a cofferdam is installed for the land based footings, any ground water that may exist will need to be removed.

Control Measures:
Removal of the water will be pumped using submersible pumps to a series of 3 baker tanks for silt settlement. The baker tanks will be "daisy chained" together so that when the water reaches the third tank, it can be tested for clarity before it is discharged down the 6" trestle pipe. A detailed description of the point of entry for the discharged water into the bay will be shown in the dewatering plan and will be submitted as an addendum to this document.

Discharge from these land based cofferdams will be monitored by MCM Construction. Please see the Attachment B "Procedures for Observation and Sampling" See also the Dewatering Plan for more information about the dewatering equipment and system.

A-2.03
Water Based Operations:
(Caltrans Monitored Activities)

A-2.03.00
Silt Curtain Deployment –

A silt curtain will be deployed and anchors will be placed at the predefined boundary of the ESA. The curtain will be deployed by Dixon Marine. Two (2) 18' work skiffs and one (1) 32' Twin Screw Warf Skiff will be utilized for the silt

curtain installation. Twenty-Two pound (22 lb.) danforth anchors will be utilized for the anchoring system and will be placed at fifty foot (50 ft.) increments. Each anchor will be fitted with a fifteen foot (15 ft.) shot of chain with a 1/2" poly propylene rope attached from the end of the chain to the silt curtain. Crown buoys will be attached to the anchor head with ½" poly propylene rope.

Control Measures:
Adjustable prop elevation on the boat engines will be utilized to minimize prop wash. Additionally, the silt curtain deployment will be executed at high tide to maximize the prop distance from the mud line, therefore minimizing turbidity created by boats. See attachment E for more silt curtain information.

A-2.03.01
Removal of Obstructions –

It is necessary to remove obstructions imposed by the rock slope protection so that it is possible to drive temporary pile and sheet pile. Rock slope must be removed at approximate locations near stations WB 84+20, 60m right to WB86+10, 20m left to accommodate trestle, cofferdam and false work installation.

Rock slope protection removal and replacement operations will involve the use of a Hitachi 290 or Hitachi 330 Long Reach Excavator.

Control Measures:
When possible, work will be done during periods where the tide is below the level of work as to avoid sediment suspension if boulders being removed are partially or whole buried in sediment/bottom deposits.

When it is not feasible to dig during low tides, the site will be monitored by Caltrans in conformance with Caltrans SMP for this project. A silt curtain will be provided and in place protecting the ESA for the entire duration of this operation as per contract requirements.

A-2.03.02
Trestle Construction Pile Driving –

The temporary trestle will be installed using a traditional "place and walk" method of construction. (I.e. a crane will drive pile, set beams, place decking, walk forward and repeat.) This method will be utilized for the entire construction of the trestle. No water based equipment will be used to construct any part of this trestle.

Control Measures:
No additional control measures will be in place. Insignificant sediment disturbance is anticipated. Site will be monitored for turbidity by Caltrans in conformance with the Caltrans SMP for this project.

A-2.03.03
Cofferdam Construction –

Cofferdams will be installed in several locations on this project, some of which will be in the water. These cofferdams will be installed after the completion of the construction of the trestle. Pipe pile and sheet pile will be driven using a crane located on the trestle. No water based equipment will be used for the construction of these cofferdams.

Control Measures:
No additional control measures will be in place. Insignificant sediment disturbance is anticipated. Site will be monitored for turbidity by Caltrans in conformance with the Caltrans SMP for this project.

A-2.03.04
Cofferdam Dewatering –

It will be necessary to dewater each cofferdam. Dewatering will happen in two stages; Initial Drawdown and Maintenance Dewatering. In any instance, the water will be discharged down the 6" to the end of the trestle. A detailed description of the point of entry for the discharged water into the bay will be shown in the dewatering plan and will be submitted as an addendum to this document.

Control Measures:
Discharge from this item of work will be addressed in the Dewatering plan as required by the project specifications. Site will be monitored for turbidity by MCM and Caltrans (depending on the source of the water) in conformance with Caltrans SMP for this project. Testing of the water will be conducted before discharge to determine the quality of the water. If the water is determined to be safe for direct discharge into the bay, the water will be piped directly down the 6" trestle pipe and into the bay. If the water is determined to be silty or above the allowed suspended sediment levels, the water will be pumped into baker tanks for settlement. For more information, please see the Dewatering Plan.

A-2.03.05
Shorebird Habitat Construction –
<< To be inserted – Date TBD >>

It has not yet been determined the method of the shorebird habitat construction. A work plan will be submitted as a revision to this document once the method has been determined. MCM understands the review time implications that this revision carries.

A-2.04
Contingency Plan

MCM Construction is actively investigating contingency plans for turbidity control should our initial design fail to meet field testing requirements.

MCM will utilize construction methods that minimize sediment disturbance and drift for all work that has the potential to cause turbidity.

This Turbidity Control Plan will be amended as necessary if the proposed measures are revised or if additional measures are implemented to control turbidity, in accordance with Caltrans directions. It is understood that construction methods and control measures may need to be modified if the methods above fail to meet the specification requirements. A work plan will be submitted as a revision to this document once the contingency method has been determined. MCM understands the review time implications that this revision carries.

It is understood that any control measures put in place to limit turbidity in the aquatic ESA will be removed and disposed of according to the specification, at the end of the project.

ATTACHMENT B

Procedures for Observations and Sampling

MCM CONSTRUCTION, INC.
GENERAL ENGINEERING CONTRACTORS
SACRAMENTO, CA

MCM Construction Inc
Procedures for Observations and Sampling
San Francisco Oakland Bay Bridge
East Span Seismic Safety Project

Overview 1

Turbidity Monitoring for Excavation, Fill and Placement Activities 1

Standard Observations 1
Turbidity Sampling 1
Exceedance Procedures 2

Water Quality Monitoring Protocol for Dewatering Operations 4

Standard Observations 4
Water Quality Sampling 4
Exceedance Procedures 5
Records 5

Records Maintained 6

Phone Numbers 6

Overview

Certain activities throughout this project may cause low amounts of turbitity in the water within the construction site waters. Any activity in the water or any activity that discharges water into the bay will be handled with the environmentally conscious practices and procedures. MCM has defined the following activities as potential sources in causing turbidity:

1. Marine Based Operations
    a. Trestle Construction
    b. Cofferdam Installation and Dewatering
    c. Removal of Rock Slope
    d. Shorebird Habitat Construction

2. Land Based Operations
    a. Cofferdam dewatering

The following outlines the specific observations and sampling to be completed by Dixon Marine in support of Caltrans' WDR.

Turbidity Monitoring for Excavation, Fill, and Placement Activities

1. Standard Observations (defined below) will be recorded at this site.

Standard Observations

a. Floating and suspended materials of waste origin (to include oil, grease, algae, and other macroscopic particulate matter): presence or absence, source and size of affected area
b. Discoloration and turbidity: description of color, source and size of affected area.
c. Odor: Presence of absence, characterization, source distance of travel and wind direction.
d. Hydrographic condition: Time and height of corrected low and high tides; and depth of water columns and sampling depths.
e. Weather condition: air temperature, wind direction and velocity, and precipitation.

Turbidity Sampling

1. Turbidity measurements will be taken at North and South Background stations closest to the project boundary every 2 hours while work is being completed. This will establish a current turbidity background for the project waters. Any change in standard observations will be noted.
2. Turbidity measurements will be completed along the project boundary as shown below to determine effects of construction on the receiving waters. The project boundary is defined as the daily limits of operations including the perimeter of

safe vessel operation near the excavation equipment. Samples will be taken every 2 hours while work is being completed. Any change in standard observations will be noted.

3. If measured turbidity levels exceed the following criteria, the Exceedance Procedures must be followed.
    - If the background turbidity is less than 50 NTU, then the measured turbidity levels may not exceed 50 NTU.
    - If the background turbidity is greater than 50 NTU, the measured turbidity levels may not exceed the background turbidity by more than 10%.

Exceedance Procedures

If any analytical results for turbidity show that any grab sample exceeds any receiving water limit the following procedures will be followed.

1. Confirm exceedance
    a. The sample location in exceedance will be sampled every 15 minutes to determine if the exceedance is a continuous event.
    b. If there is still an exceedance, background stations on both the North and South side of the bridge will be sampled to determine if the background still indicates an exceedance near the project area.
    c. If there is still an exceedance, sampling will be carried out closer to the Environmentally Sensitive Area (ESA) along a direct line from the excavation or dewatering to determine if the waters in the vicinity of the ESA are in exceedance of adjacent background stations. The background stations closest to this sample will additionally be sampled to verify that the area of exceedance is moving towards the ESA. If it is not in exceedance, normal 2 hour sampling will continue.

2. Acquire confirmation samples at exceedance location within 1 hour.
    a. If this sample is still in exceedance, the appropriate Caltrans agent will be immediately notified.

3. Hourly confirmation sampling will continue until turbidity levels are not in exceedance. Continuous communication lines will be kept open with Caltrans and MCM Construction.
4. A report will be filed with Caltrans on the day of the exceedance and will include:
    - A Map showing the location of the areas of exceedance
    - Duration of exceedance
    - Nature of effects (i.e. all pertinent observations and analyses)

Water Quality Monitoring Protocol for Marine Structure Dewatering Operations

The following outlines the specific observations and sampling to be completed by Caltrans and procedures to be used.

Standard Observations

The following observations shall be recorded on every day required during operation:

1. Receiving water:
    f. Floating and suspended materials of waste origin (to include oil, grease, algae, and other macroscopic particulate matter): presence or absence, source and size of affected area
    g. Discoloration and turbidity: description of color, source and size of affected area.
    h. Odor: Presence of absence, characterization, source distance of travel and wind direction.
    i. Water fowl or aquatic wildlife: presence or absence
    j. Hydrographic condition: Time and height of corrected low and high tides; and depth of water columns and sampling depths.
    k. Weather condition: air temperature, wind direction and velocity, and precipitation.
2. Progress and location of active cofferdam dewatering and control measures, noted on a map of the site.
3. At least one photograph will be taken of the dewatering operation each day of operation.

Water Quality Sampling

Cofferdam dewatering operations will be conducted in two phases. The initial phase of dewatering is to bring the water level in the cofferdam down to the footing level. The second phase of dewatering is to maintain the water level at the footing. The second phase is referred to as the maintenance dewatering.

Depth-averaged turbidity, and dissolved oxygen measurements will be completed within 5 meters maximum from the dewatering outfall at the end of the trestle. Depth-averaging will only be conducted for waters greater than 1 meter in depth. In cases where a minimum safe distance must be maintained by the monitoring vessel that are greater than the distances above, the sampling will be conducted just outside the minimum safe distance in the direction of the Environmentally Sensitive Area (ESA). Sampling will begin 1 hour prior to start-up, 4 hours after initiating discharge, and 1 time daily thereafter.

Due to fluctuations as a result of tides, winds, and other natural factors, additional depth-averaged turbidity and pH, and surface dissolved sulfide measurements will be taken at the appropriate background stations to establish a current water quality background. Background stations will be added as needed if required by ongoing construction.

Exceedance Procedures

Discharges shall not cause waters of the State to exceed the following quality limits at any time during construction activities.

1. If the background turbidity is lass than 50 NTU, then the measured turbidity levels may not exceed 50 NTU.
2. If the background turbidity is greater than 50 NTU, the measured turbidity levels may not exceed the background turbidity by more than 10%.
3. pH: A variation of natural background by more than 0.5 pH.
4. Dissolved Oxygen: 5.0 mg/L minimum

If any results show that a field sample exceeds any receiving water limit these procedures will be followed:

1. Confirm exceedence
    a. The sample location will be sampled again within 15 minutes to determine in the exceedance is a continuous event.
    b. If there is still an exceedance, background stations on both the North and South side of the bridge will be sampled to determine if the background still indicates an exceedance near the project area.
    c. If there is still an exceedance, sampling will be carried out closer to the ESA to determine if the waters in the vicinity of the ESA are in exceedance of adjacent background stations. This is to verify that the area of exceedance is moving towards the ESA. If the sampling is already taking place inside the ESA, step 2 will be carried out.

Caltrans will follow the procedures below to address a verified exceedence:

1. The engineer shall be immediately notified by Dixon Marine.
2. The pumping operation shall be terminated (the pumps shall be shut down) by the Engineer until corrective actions are in place and functioning.
3. Monitoring shall resume (i.e. inspection, observation, and sampling will occur one hour prior to the restart of discharge, within the first 10 minutes of initial discharge, every four hours during continuous discharge operations, and upon cessation of discharge.)

Records Maintained

Written Reports, calibration, maintenance records, and other records will be maintained by Caltrans and accessible at all times. Records will be kept for a minimum of 3 years. Records will include notes and observations for each sample as follows.

1. Identify each sample, sample station, and observations station by number.
2. Date and time of sampling

3. Date and time analyses are started and completed and the name of personnel conducting analyses.
4. Complete procedure used, including methods of preserving and analyzing sample and identity and volume or reagents used. A reference to a specific section of Standard Methods is satisfactory.
5. Calculation of results
6. Results of analyses and/or observations, including a comparison of the laboratory and field results for duplicate samples, and detection limits for each analysis.
7. Records will include a map or maps of the site showing the sampling locations, work areas (e.g. cofferdams, excavation areas, etc.), photographs and all other appropriate information.

Daily records including all data, diagrams of sampling locations, and photographs will be transmitted through electronic mail at the end of each day to Caltrans personnel.

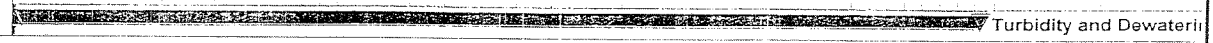
Contact Information:

Dixon Marine	415.669.7369
Greg Allen – MCM Construction Company – Project Manager	916.919.4467
Chris Smith – MCM Construction Company – Project Engineer	916.919.5323
Randy Smith – MCM Construction Company – Superintendent	916.240.0625

ATTACHMENT C

Operations Schedule

Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Early Finish
00001	Turbidity and Dewatering	383	383	14SEP07	30SEP08



Start Date 14SEP07
Finish Date 30SEP08
Data Date 14SEP07
Run Date 08SEP07 16:03

Early Bar
Float Bar
Progress Bar
Critical Activity

CRS1

Sheet 1 of 1

MCM Construciton Company

SFOBB-ESSSP

Classi : Layout

Date	Revision	Checked	Approved

ATTACHMENT D

Site Layout

NOTE:

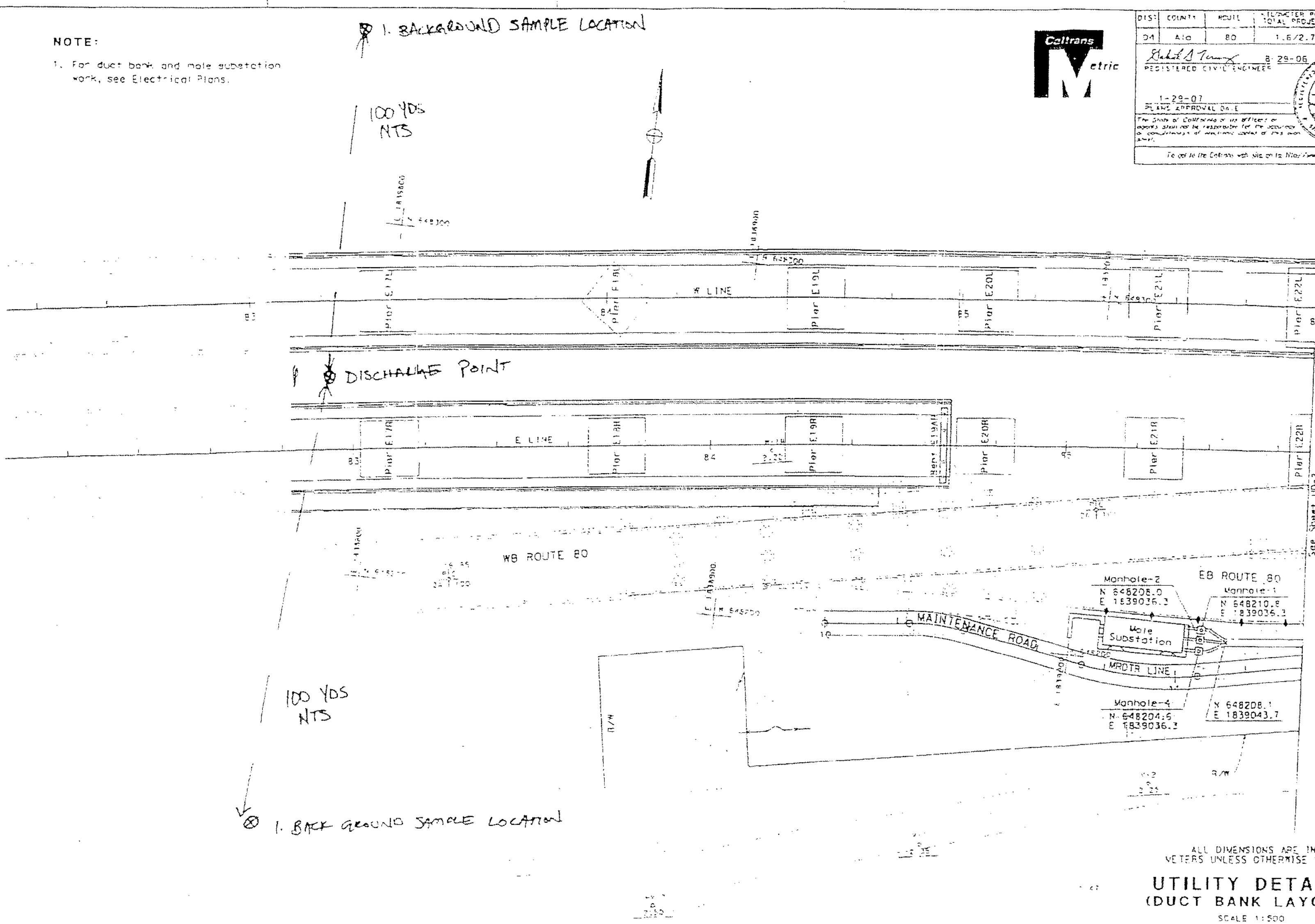
1. For duct bank and mole substation work, see Electrical Plans.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	Ala	80	1.6/2.7	63	643

REGISTERED CIVIL ENGINEER 8-29-06

1-29-07

PLANS APPROVAL DATE



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

UTILITY DETAILS
(DUCT BANK LAYOUT)

SCALE 1:500

UD-1

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION

Caltrans

TOLL BRIDGE

PROJECT ENGINEER: J. E. GUTIERREZ

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

CU 04251

EA 012CL1

ATTACHMENT E

Turbidity Curtain Spec Information

TURBIDITY CURTAINS

ELASTEC/AMERICAN MARINE, INC.
QUALITY AND SERVICE
401 SHEARER BLVD.
COCOA, FLORIDA 32922

TELEPHONE: (321) 636-5783
FAX: (321) 636-5787

WEB PAGE: www.turbiditycurtains.com
E-MAIL: elastec@elastec.com

PRODUCT GUIDE FOR CURTAINS

SELECTION, INSTALLATION, REMOVAL AND MAINTENANCE

BARRIER SELECTION:

American Marine turbidity control curtain is fabricated in three styles to 12accommodate varying current and wind conditions.

TYPES OF CURTAIN:

STILLWATERSCREEN - is designed for use in protected waters where there is no current and the area is sheltered from wind and waves.

FASTWATERSCREEN - is designed for use in areas where there may be some small current running and/or wind and waves can effect the curtain.

RUFFWATERSCREEN - is designed for use in areas where considerable (1-2 knot) current may be present, where tidal action occurs and/or where the curtain is liable to be subject to wind and wave force.

CURTAIN DEPTH: Curtain depth selection depends upon the depth of the water, the type of bottom and the current prevailing in the area. The curtain should not be so long as to touch the bottom. If it does touch bottom, two unsatisfactory consequences may result:

(1) The skirt may become buried in the pump-in fill, sink the flotation and ultimately make it impossible to remove the curtain.

(2) Movement of the lower skirt over the bottom due to tidal reverses or due to wind or wave action on the flotation may fan and stir silt already settled out.

A rule of thumb pertaining to the proper depth of a silt curtain in still water is to keep it at least two feet above the bottom. In moving water the curtain acts more as a downward deflector of silt laden water and hence it may be more effective to employ two relatively shallow curtains, one behind the other than to attempt to settle the silt via the use of a single deep curtain. It must be remembered that a curtain cannot slow up or stop the flow of water and that very sizeable loads can be built up in a large curtain anchored in moving water. In moving water it is seldom practical to extend curtain depth below 10 to 12 feet below the surface even in deep water. Curtains deeper than this will be subject to very large loads with consequent strain on the material and the mooring systems. Furthermore, the curtain will billow up toward the surface under the pressure of the moving water which will result in an effective depth considerably less than the skirt depth, anyway.

CURTAIN INSTALLATION:

Every turbidity curtain installation has its own set of unique conditions to be considered during installation. In the calm water of lakes or ponds it is usually sufficient to merely set the curtain end anchor points or stakes, using anchor buoys when anchors are employed, then tow the curtain in the furled condition out and attach it to these anchor points or stakes. Following this, any additional buoyed anchors or stakes required to maintain the desired exact location of the curtain may be set and these anchor points made fast to the curtain. Only then the furling lines should be cut to let the curtain skirt drop.

In rivers or in other moving water installations it is important to set all the curtain anchor points, being sure they are of sufficient holding power to retain the curtain under the current conditions existing, before putting the furled curtain into the water. Again, anchor buoys should be employed on all anchors to prevent the current from submerging the flotation at the anchor points. If the moving water into which the curtain is being installed is tidal and will hence subject the curtain to currents in both directions as the tide changed, it is important to provide

anchors on both sides of the curtain for two reasons:

(1) so curtain movement will be minimized during tidal current reversals and

(2) so the curtain will not overrun the anchors and pull them out when the tide reverses.

When the anchors are secure the furled curtain should be secured to the upstream anchor point and then sequentially attached to each next downstream anchor point until the entire curtain is in position. At this point, and before unfurling, the "lay" of the curtain should be assessed and any necessary adjustments made to the anchors. Finally, when the location is ascertained to be as desired, the furling lines should be cut to allow the skirt to drop.

An effective way to employ a turbidity curtain in moving water is to locate it at less than 90 degrees to the current direction so as to provide a "deflector" along which the silt laden water will move dropping out its sediment in the desired area along one side of the curtain while the water on the other side is protected.

Turbidity curtain has also been used effectively in large areas of moving water by forming a very long sided, sharp "V" to deflect clean water around a work site and confine a large part of the silt laden water to the work area inside the "V" as it moves downstream with the sediment settling as it moves.

REMOVAL OF CURTAIN:

The most significant precaution to be observed in removing a turbidity curtain is to protect the skirt from damage as the curtain is dragged out of the water. If the curtain has a deep skirt it can be protected by running a small boat along its length with a crew installing furling lines before attempting to remove the curtain from the water. Also, the site (beach, ramp, etc.) Selected to tow the curtain ashore should be free of sharp rocks, broken cement, debris, etc. so as to minimize damage when hauling the curtain over the area.

CLEANING OF CURTAIN:

If the curtain has been in the water long enough to collect barnacles and other marine growth, it should be cleaned immediately upon removal from the water. If allowed to dry out before cleaning, the barnacles and growth become considerably more difficult to remove and the chance of damaging the fabric during cleaning is increased. The curtain should be spread onto as flat and smooth a surface as possible for cleaning and the growth removed with a piece of wood or other object not likely to tear the vinyl. A stiff bristle brush may be used to remove most of the accumulation (except barnacles) and the curtain should then be rinsed off before

being dried, furled and stowed for storage or re-use.

STORAGE OF CURTAIN:

When the curtain has been cleaned, rinsed and allowed to dry it should be "accordianed up", tied and covered to protect it from the sun.

REPAIRS:

Should repairs become necessary, American Marine, Inc. has repair kits. Clean the area to be repaired with acetone. Cut a patch larger than the damaged area. Apply glue, then put on the patch and roll vigorously with a bottle or can until dry. Approximately ten minutes is required to dry. Pop rivets and fender washers may also be used for repair jobs.

ANCHOR SYSTEMS FOR BOOMS AND BARRIERS

1) A 24 pound DANFORTH type galvanized steel anchor.

2) An 8 foot long 3/8 inch galvanized steel chain lower rode.

3) A 60 foot long 5/8 inch polypropolene rope upper rode.

4) A 12 inch diameter polypropolene painter.

** The anchor to chain rode attachment is by a safety wired galvanized steel shackle.

** The chain to rope rode connection is also by a safety wired galvanized steel shackle (All ropes have thimbled terminations.)

** The upper rode - buoy - painter attachment is via a loop of 5/16 inch galvanized steel wire rope.

** Attachment of the painter to the boom or barrier is by galvanized steel shackle.

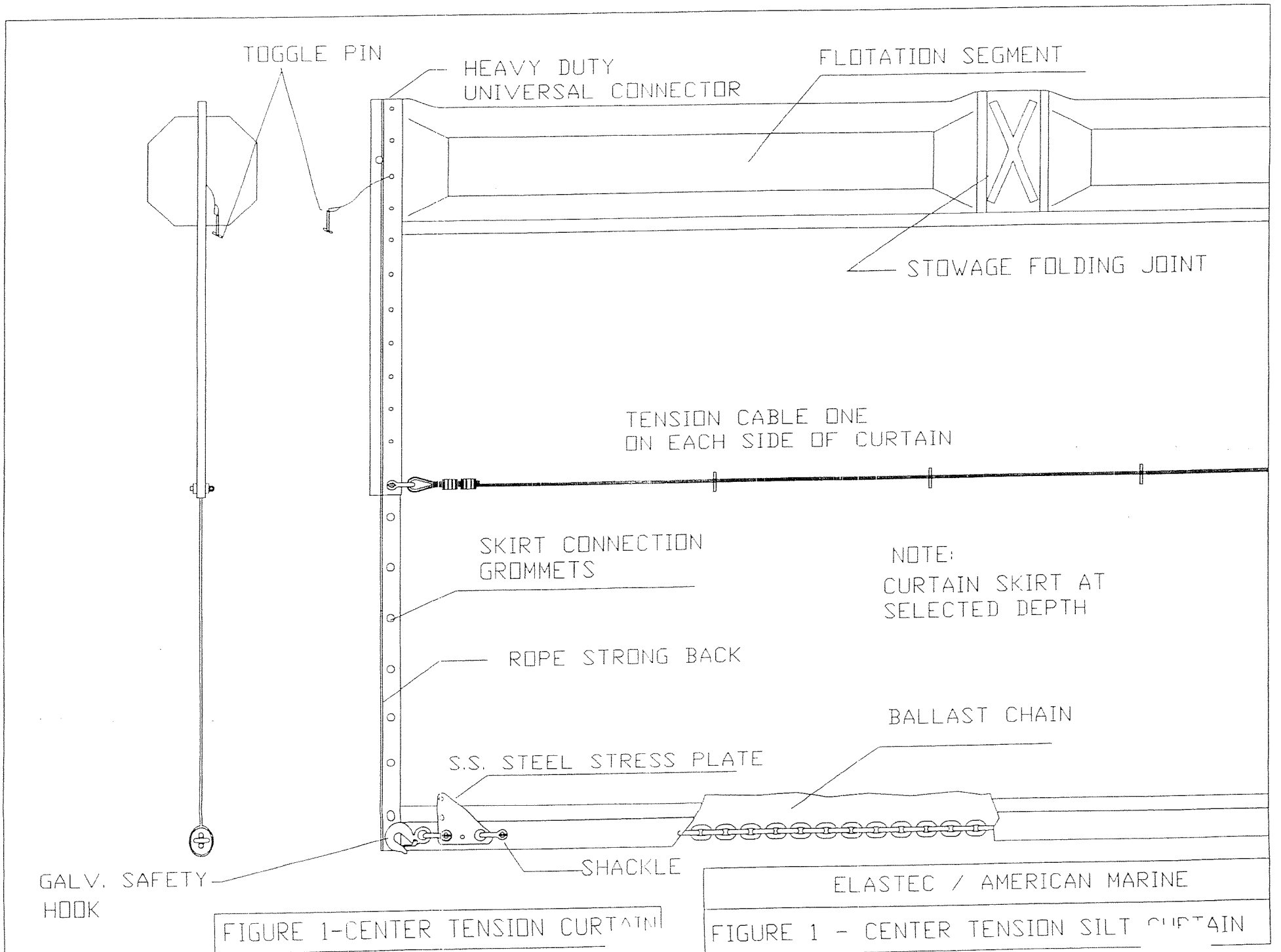
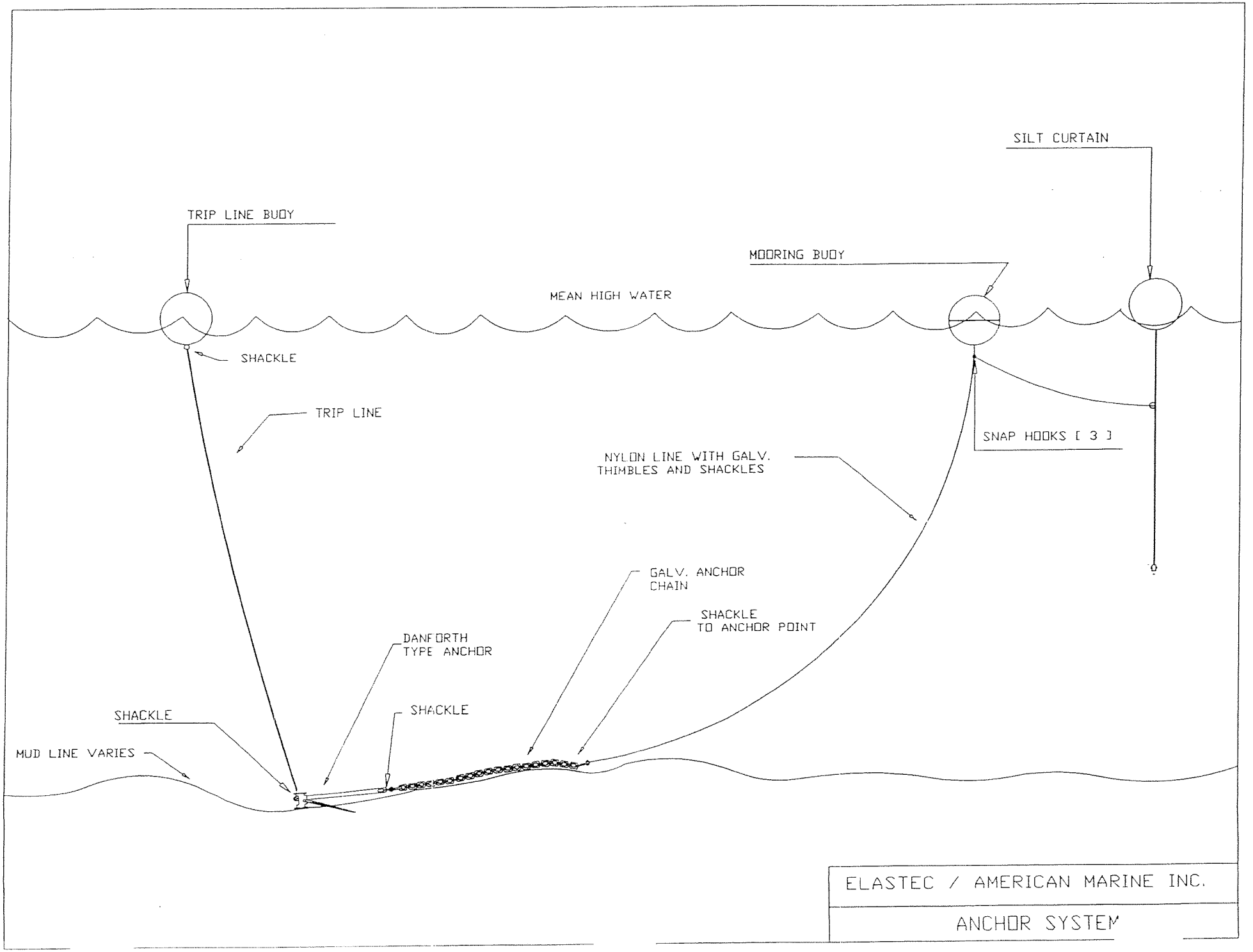


FIGURE 1-CENTER TENSION CURTAIN

ELASTEC / AMERICAN MARINE

FIGURE 1 - CENTER TENSION SILT CURTAIN



ELASTEC / AMERICAN MARINE INC.

ANCHOR SYSTEM

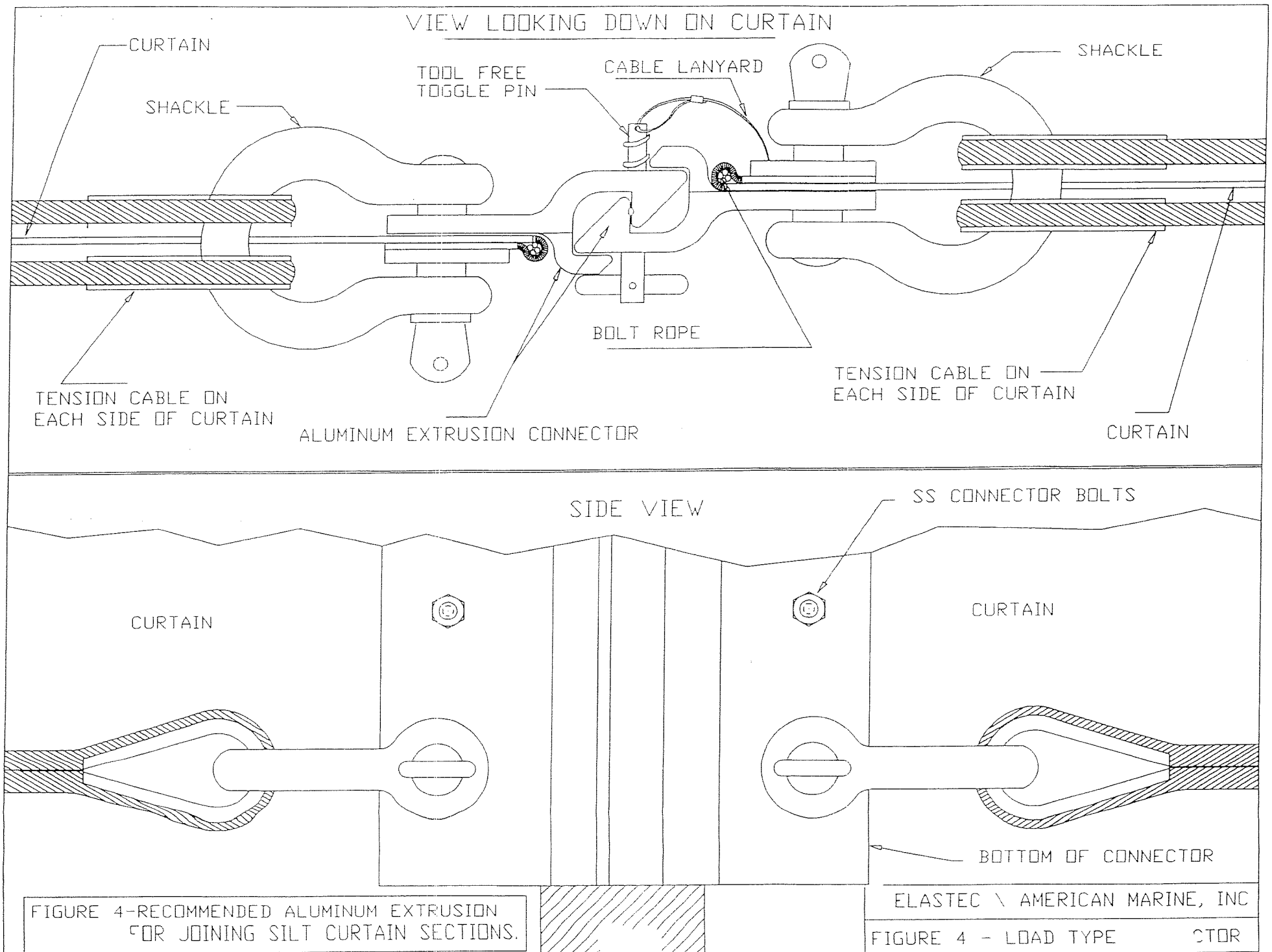


FIGURE 4-RECOMMENDED ALUMINUM EXTRUSION FOR JOINING SILT CURTAIN SECTIONS.

ELASTEC \ AMERICAN MARINE, INC

FIGURE 4 - LOAD TYPE CTOR

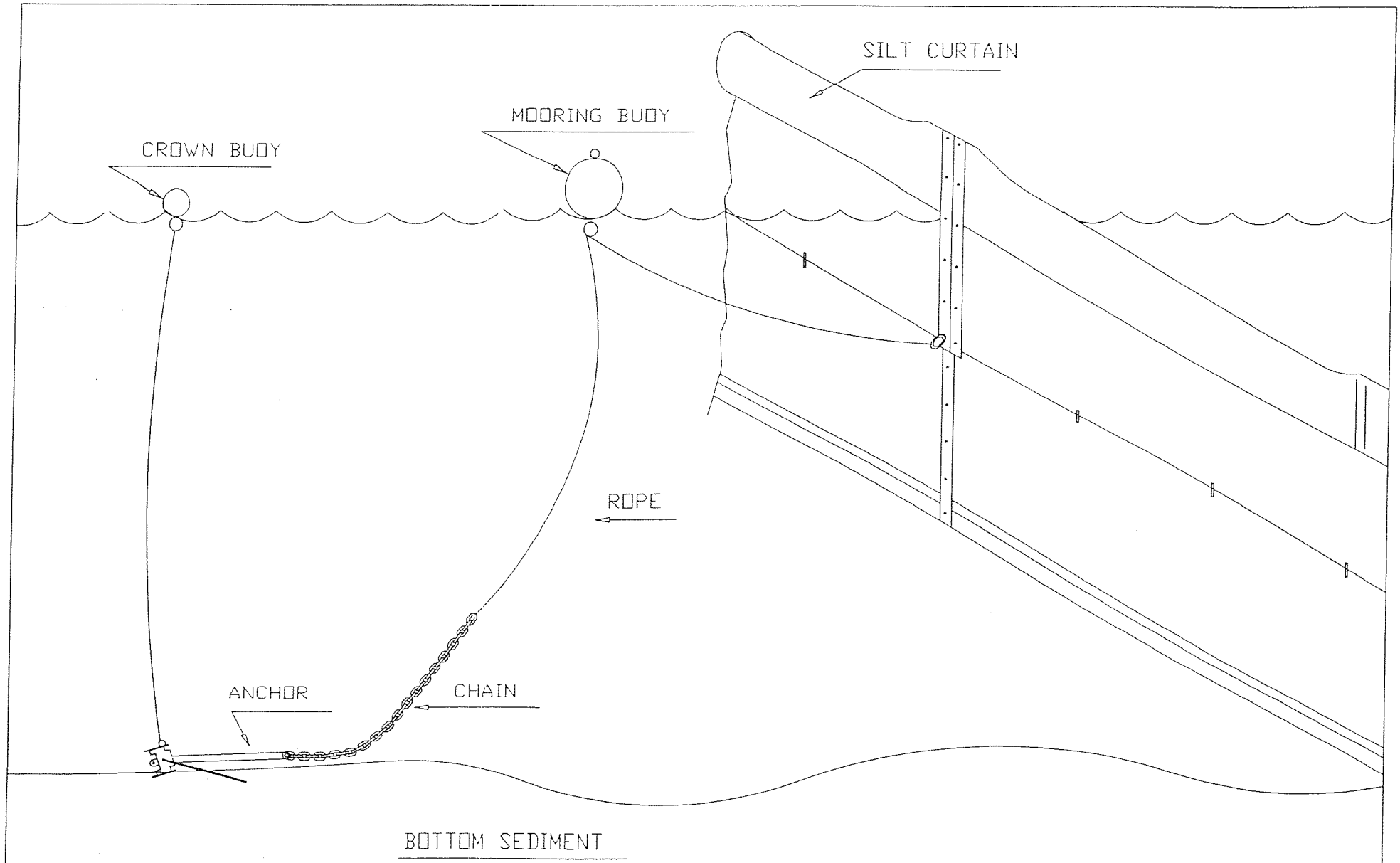


FIGURE 6-RECOMMENDED SILT CURTAIN MOORING SYSTEM

ELASTEC / AMERICAN MARINE INC.

FIGURE 6 - SILT CURTAI[illegible]RING

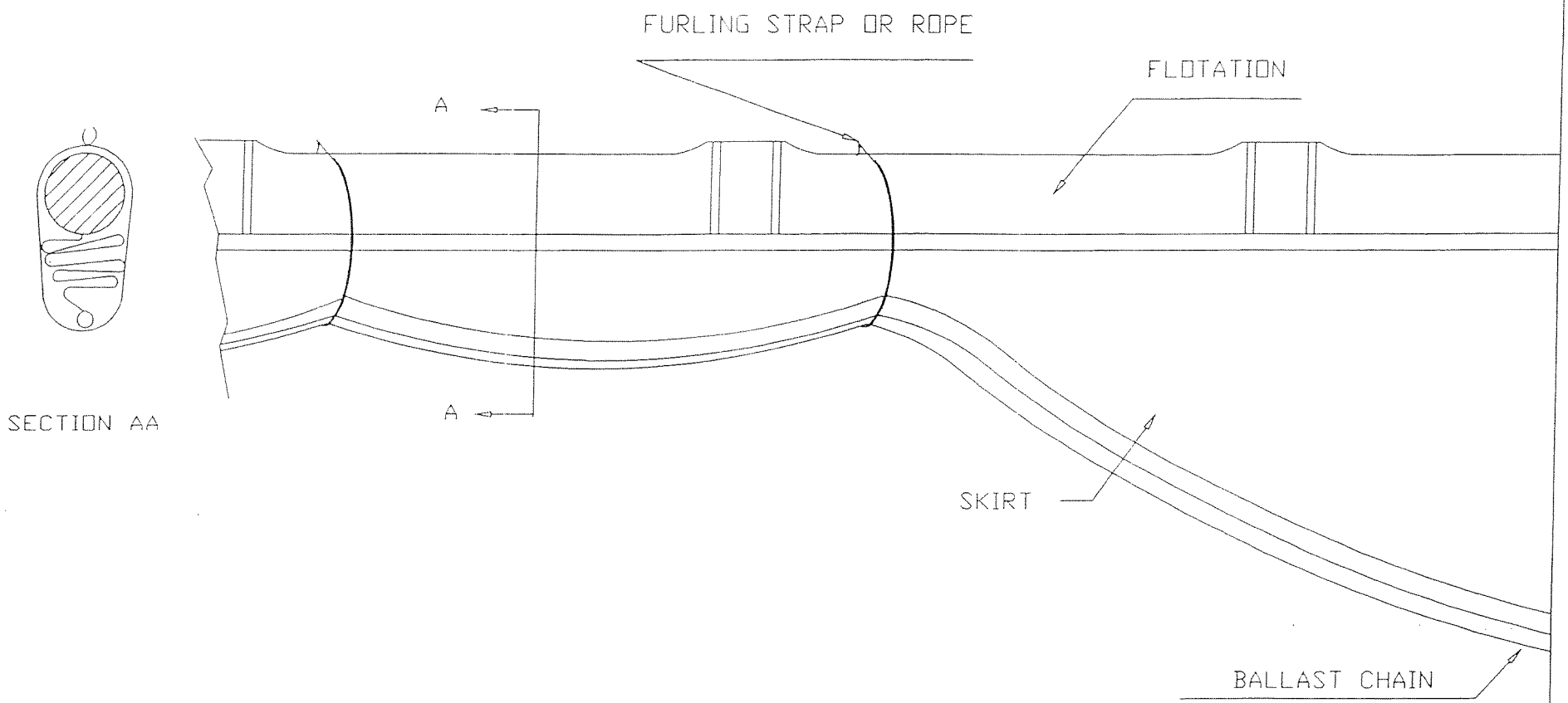


FIGURE 5-FURLING OF THE CURTAIN SKIRT FOR DEPLOYMENT AND/OR RECOVERY OF SILT CURTAIN

ELASTEC / AMERICAN MARINE INC.

FIGURE 5 - SILT CURTAIN D[illegible]YMENT

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge Program
345 Burma Rd.
Oakland, CA 94607
(510) 286-0352, (510) 622-5165 fax

MCM Construction, Inc.
450 Burma Road
Oakland, CA 94607

January 28, 2008

Contract No. 04-0120L4
04-Ala-80-1.6/2.7
Oakland Touchdown
SFOBB-ESSSP

Attn: Mr. Greg Allen
Project Manager

Letter No. 05.03.01-000440

Subject: SWPPP Rating of 4

Dear Mr. Allen,

The SWPPP Inspection Task Force conducted their SWPPP inspection reviews o this project on Friday, January 25, 2008, and today, January 28, 2008 and have rated the project a 4 for compliance with the SWPPP requirement. A rating of 4 indicates that there are "Critical Deficiencies" that need to be corrected immediately. The critical deficiency cited on this visit is due to lack of drip control measures under leaky equipment used over water, as well as evidence of oil sheen in the water. In addition to this critical deficiency, there were seven "Minor Deficiencies" cited as well. These minor deficiencies also need to be corrected immediately. Please see attached Report for detailed explanation of each deficiency and required corrective measures.

Please note that another unfavorable rating on this contract could mean that all work has to stop and only SWPPP corrective measures will be allowed. This is a situation that we can not afford to let happen.

Sincerely,

<<< ORIGINAL SIGNED >>>

Ben Ghafghazi
Resident Engineer

attachments: SWPPP Inspection Report

file: 05.03.01
18.02

SWPPP RAINY SEASON
CONSTRUCTION INSPECTION FORM

PROJECT INFORMATION SUMMARY SHEET — **Rainfall Area Designation** 2

Contract No.: 04 - 0120L4	RE: Ben Ghafghazi
CO./RTE/PM.: ALA/80/1.0/1.7	Phone: (510) 286-0352
Project Description: Oakland Touchdown-SFOBB	Fax: (510) 622-5165
SW Inspector(s): Paul Kooner	Priority Status: 1
Estimate Disturbed Soil Area (DSA) 2 Acres	Contractor: MCM Construction Inc.
☑ SWPPP ☐ WPCP Approved? ☑ YES ☐ NO	WPCM: Justin Webster
Last Construction Site Inspection conducted by Construction Contractor on: 1/24/2008	
Last Construction Site Inspection conducted by Department personnel on: 1/24/2008	
Other Permits: SWRCB, USACE, BCDC, DCFG, USFWS, NMFS,	Date of Inspection: 1/25/2008
Inspection Participant(s): ☐ RE ☑ CSWC ☐ Superintendent Other(s)-Name/Title: Chris Knoche-CSWC; Ravi Kundra-ARE	**Storm Inspection Type:** ☐ None ☐ Pre ☑ During ☐ Post
Inspection Description: ☐ Initial ☑ Revisit	Last Inspection Rating: **2**

PROJECT COMPLIANCE RATING (See Rating Guidelines for detailed construction compliance criteria)

☐ 1 **FULL COMPLIANCE:** The project has no significant deficiencies that require correction. Anticipated revisit date:

☐ 2 **MINOR DEFICIENCIES:** The project has minor deficiencies. There are no major deficiencies observed. Anticipated revisit date:

☐ 3 **MAJOR AND/OR MINOR DEFICIENCIES:** Excessive minor deficiencies and or major deficiencies are encountered. Total of six or more minor deficiencies and or one or more major deficiencies are observed. Revisit within two (2) weeks. Anticipated revisit date:

☑ 4 **CRITICAL DEFICIENCIES:** There are critical deficiencies that would likely result in a violation of the permit if there were a storm water runoff event to occur. Revisit within one (1) week. Anticipated revisit date: 2/7/2008

☐ **UNCONTROLLED DISCHARGE OBSERVED; NOTIFY INSPECTOR'S MANAGER, R.E. AND DISTRICT CONSTRUCTION STORM WATER COORDINATOR**

☐ **ASSISTANCE RECOMMENDED**

☐ **INNOVATIVE BMP USED (provide description below in comments**

SW Inspector Comments:

Additional Participant's): Hassan Ahmadi (CT); Brad Dickson (BC), Patrick Schwer (BC); Dan Masdeo(PB)

The contractor and Caltrans are conductiong the SWPPP site inspections jointly.

The rain season for this project is October 15th through April 15th. Temperature is approximately 57 degrees at time of inspection. According to the National Weather Service 50% chance of rain in the next 24 hour period for the projects location. The project is approximately 21% complete. The Project is a portion of the SFOBB Seismic Safety project. It involves the construction of seven and a half spans to connect the new Westbound Skyway Structure to existing Westbound I-80 in Oakland.

As per the August 2005 ACCRP Guidelines:

The following CRITICAL deficiencies were observed during the inspection:

01: EQUIPMENT USE OVER WATER: Several pieces of equipment lacked drip pans under equipement. Evidence of equipment leaks are present on the Trestle area, and leaking drip pans. Provide watertight curbs or toe boards to contain spills and prevent materials, tools, and debris from leaving the barge, platform, dock, etc. Per BMP manual NS-13, MATERIAL AND EQUIPMENT USE OVER WATER, " Use drip pans and absorbent materials for equipment and vehicles and ensure that an adequate supply of spill cleanup materials is available. Drip pans shall be placed under all vehicles and equipment placed on docks, barges, or other structures over water bodies when the vehicle or equipment is expected to be idle for more than one hour. Maintain equipment in accordance with BMP NS-10, "Vehicle and Equipment Maintenance." If a leaking line cannot be repaired, remove equipment from over the water. Provide watertight curbs or toe boards to contain spills and prevent materials, tools, and debris from leaving the barge, platform, dock, etc. Comply with all necessary permits required for construction within or near the watercourse, such as RWQCB, U.S. Army Corps of Engineers,

Department of Fish and Game and other local permitting agencies."

As per August 2005 ACCRP Guidelines:

The following MINOR deficiencies were observed during the inspection:

02: TRACKING CONTROL PRACTICES: Temporary construction entrance/exit needs to be refreshed/maintained. No temporary construction entrance/exit present along Maintenace road leading to Caltrans Maintenance area. Per BMP TC-1, STABILIZED CONSTRUCTION ENTRANCE/EXIT," Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. Implement BMP SC-7, "Street Sweeping and Vacuuming" as needed and as required. If aggregate is selected, place crushed aggregate over geotextile fabric to at least 300 mm (12 in) depth, or place aggregate to a depth recommended by the RE. Crushed aggregate greater than 75 mm (3 inches) and smaller than 150 mm (6 inches) shall be used. Inspect routinely for damage and assess effectiveness of the BMP. Remove aggregate, separate and dispose of sediment if construction entrance/exit is clogged with sediment or as directed by the RE".

03: VEHICLE AND EQUIPMENT OPERATIONS: Equipment leaks are present under excavators and loader and throughout the project site. According to BMP NS-10, Vehicle and Equipment Maintenance, "vehicles and equipment shall be inspected on each day of use. Leaks shall be repaired immediately or the problem vehicle's) or equipment shall be removed from the project site".

04: STOCKPILE MANAGEMENT: Soil stockpiles lack perimeter barrier. Plastic liners should be extended to the base of the stock piles and rock or sand bags should be utilized to weigh down the plastic liner. Per BMP, WM-3, STOCKPILE MANAGEMENT, "Protection of stockpiles is a year-round requirement. Locate stockpiles a minimum of 15 m (50 ft)away from concentrated flows of storm water, drainage courses, and inlets. During the non-rainy season, soil stockpiles shall be covered and protected with a temporary perimeter sediment barrier prior to the onset of precipitation. Stockpiles of portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate subbase:
- During the rainy season, the stockpiles shall be covered or protected with a temporary perimeter sediment barrier at all times.
- During the non-rainy season, the stockpiles shall be covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.
All stockpiles shall be covered, stabilized, or protected with a temporary linear sediment barrier prior to the onset of precipitation.

05: SOLID WASTE MANAGEMENT: Evidence of solid waste materials are placed directly on the ground throughout the project site. Solid waste needs to be placed in water tight containers, located at opposite the Trestle area. Per BMP manual, WM-5, SOLID WASTE MANAGEMENT, " Dumpsters of sufficient size and number shall be provided to contain the solid waste generated by the project and properly serviced. Full dumpsters shall be removed from the project site and the contents shall be disposed of outside the highway right-of-way in conformance with the provisions in the Standard Specifications Section 7-1.13".

06: HAZARDOUS WASTE MANAGEMENT: 55 gallon drums are not placed in secondary containment in the material storage area. Per BMP, WM-6, HAZARDOUS WASTE MANAGEMENT, " Wastes shall be stored in sealed containers constructed of a suitable material and shall be labeled as required by Title 22 CCR, Division 4.5 and 49 CFR Parts 172,173,178, and 179. All hazardous waste shall be stored, transported, and disposed as required in Title 22 CCR, Division 4.5 and 49 CFR 261-263. Waste containers shall be stored in temporary containment facilities that shall comply with the following requirements:
- Temporary containment facility shall provide for a spill containment volume able to contain precipitation from a 24-hour, 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100%
of the capacity of the largest tank within its boundary, whichever is greater. Hazardous Waste Management WM-6 Caltrans Storm Water Quality Handbooks Section 8
Construction Site Best Management Practices Manual Hazardous Waste Management WM-6
March 1, 2003 3 of 5.
- Temporary containment facility shall be impervious to the materials stored there for a minimum contact time of 72 hours.
- Temporary containment facilities shall be maintained free of accumulated rainwater and spills. In the event of spills or leaks accumulated rainwater and spills shall be placed into drums after each rainfall. These liquids shall be handled as a hazardous waste unless testing determines them to be non-hazardous. Non-hazardous liquids shall be sent to an approved disposal site. Sufficient separation shall be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, shall not be stored in the same temporary containment facility.
- Throughout the rainy season, temporary containment facilities shall be covered during non-working days, and prior to rain events. Covered facilities may include use of plastic tarps for small facilities or constructed roofs with overhangs. A storage facility having a solid cover and sides is preferred to a temporary tarp. Storage facilities shall be equipped with adequate ventilation".

07: CONCRETE WASTE MANAGEMENT: Concrete is washed out directly on the ground by Electrical subcontractor installing electrical conduit along the concrete swale. Per BMP manual, WM-8,CONCRETE WASTE MANAGEMENT, "PCC and AC waste shall not be allowed to enter storm drains or watercourses. PCC and AC waste shall be collected and properly disposed of outside the highway right-of-way in conformance with Caltrans Standard Specifications Section7-1.13 or placed in a temporary concrete washout facility. Disposal of hardened PCC and AC waste shall be in conformance with Standard Specifications Section 15-3.02. A foreman and/or construction supervisor shall monitor onsite concrete working tasks, such as saw cutting, coring, grinding and grooving to ensure proper methods are implemented. Existing facilities must be cleaned, or new facilities must be constructed and ready for use once the washout is 75% full".

Assessment of Threat to Water Quality:

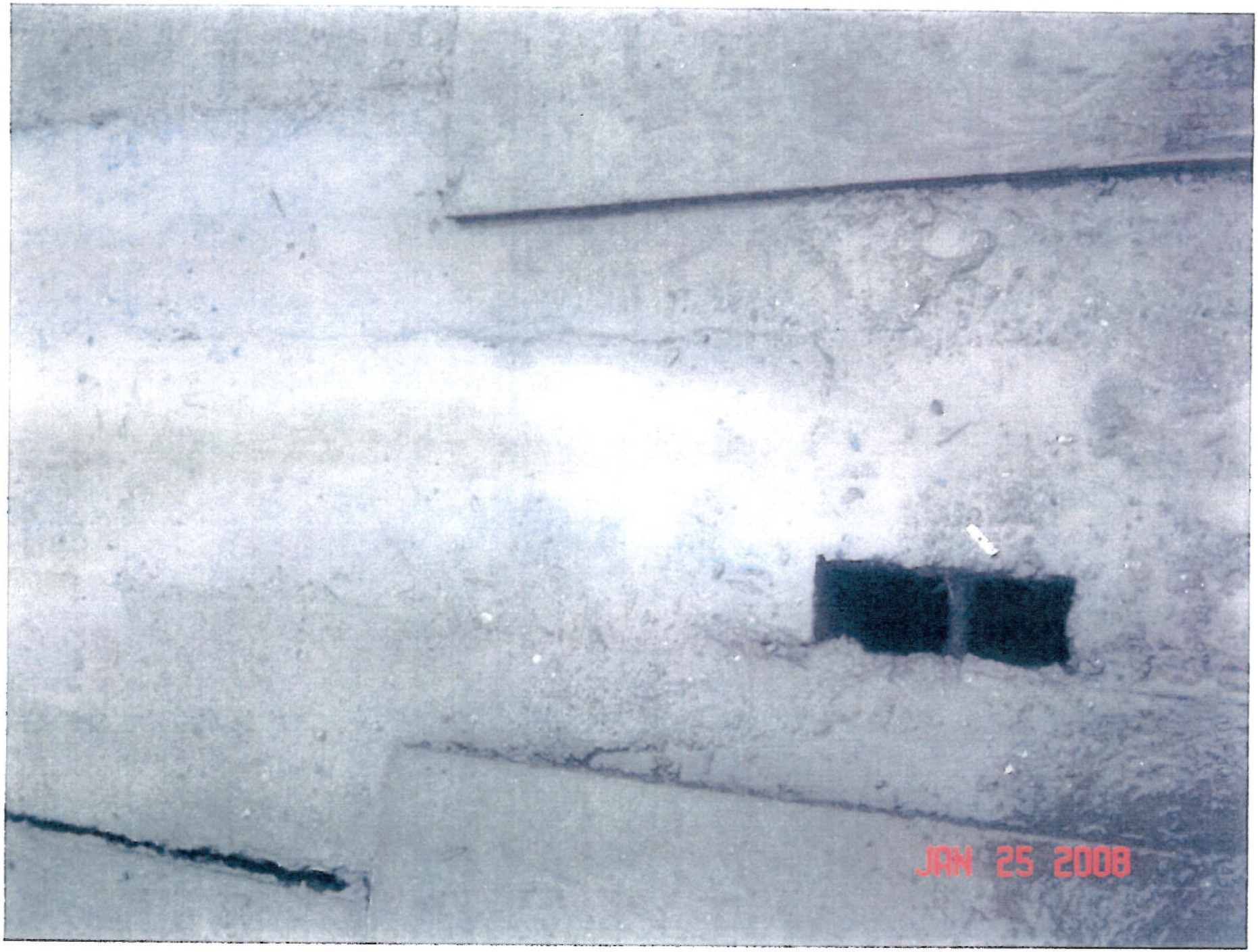
The deficiency observed include tracking, solid waste management, hazardous waste management, concrete washout, stockpile management, equipment leaks and CRITICAL issue includes equipment use over water. (SOURCES). The project drains to a series of existing storm drain system and the San Francisco Bay. (PATHS and RECEIVING WATERS). There is 40% prediction of measurable rain for the next 24 hours for the projects area. There is an immediate threat to water quality.

A re-inspection is scheduled for February 7 and 8, 2008.

PHOTOGRAPHIC LOG

Project No.: 04-0120L4-012508-4	Date: 1/25/2008

PHOTO	DESCRIPTION
1	Drainage Inlet below existing Bay Bridge is protected with fiber rolls, and rock bags, which need maintenance.
2	Temporary construction entrance/exit coming from the Trestle area needs continued maintenance.
3	Deleted
4	Check dams are required in the flow path leading to drainage inlet below existing Bay Bridge.
5	Temporary construction entrance/exit coming from the Trestle area needs continued maintenance.
6	Rattler plate utilzed as temporary construction entrance/exit.
7	Solid waste needs to be placed in water tight containers, located at opposite the Trestle area.
8	Deleted
9	Evidence of equipment leaks present at project site.
10	Future dewatering operation as approved per plan to be implemented.
11	Evidence of solid waste placed directly on ground.
12	Good use of drip pan under equipment at project site.
13	Deleted
14	Good use of secondary containment in storage area.
15	Good use of secondary containment in storage area.
16	55 gallon drum needs to be placed in secondary containment.
17	Evidence of equipment leak is present next to storage area.
18	Good use of drip pan under equipment at storage area.
19	Deleted
20	Deleted
21	Deleted
22	Good drainage inlet protection at the project site parallel to 80 WB.
23	Stock piles need to be properly protected. The plastic liner should be extended to the base of the stock pile.
24	Evidence of tracking present on the shoulder 80 WB, within project limits.
25	Deleted
26	Fiber rolls utilized as perimeter linear barrier.
27	Fiber rolls utilized as perimeter linear barrier.
28	Evidence of equipment leak present at project site.
29	Evidence of leaking equipment below the excavator.
30	Evidence of leaking equipment below the excavator.
31	Fiber rolls need to be refreshed/maintained.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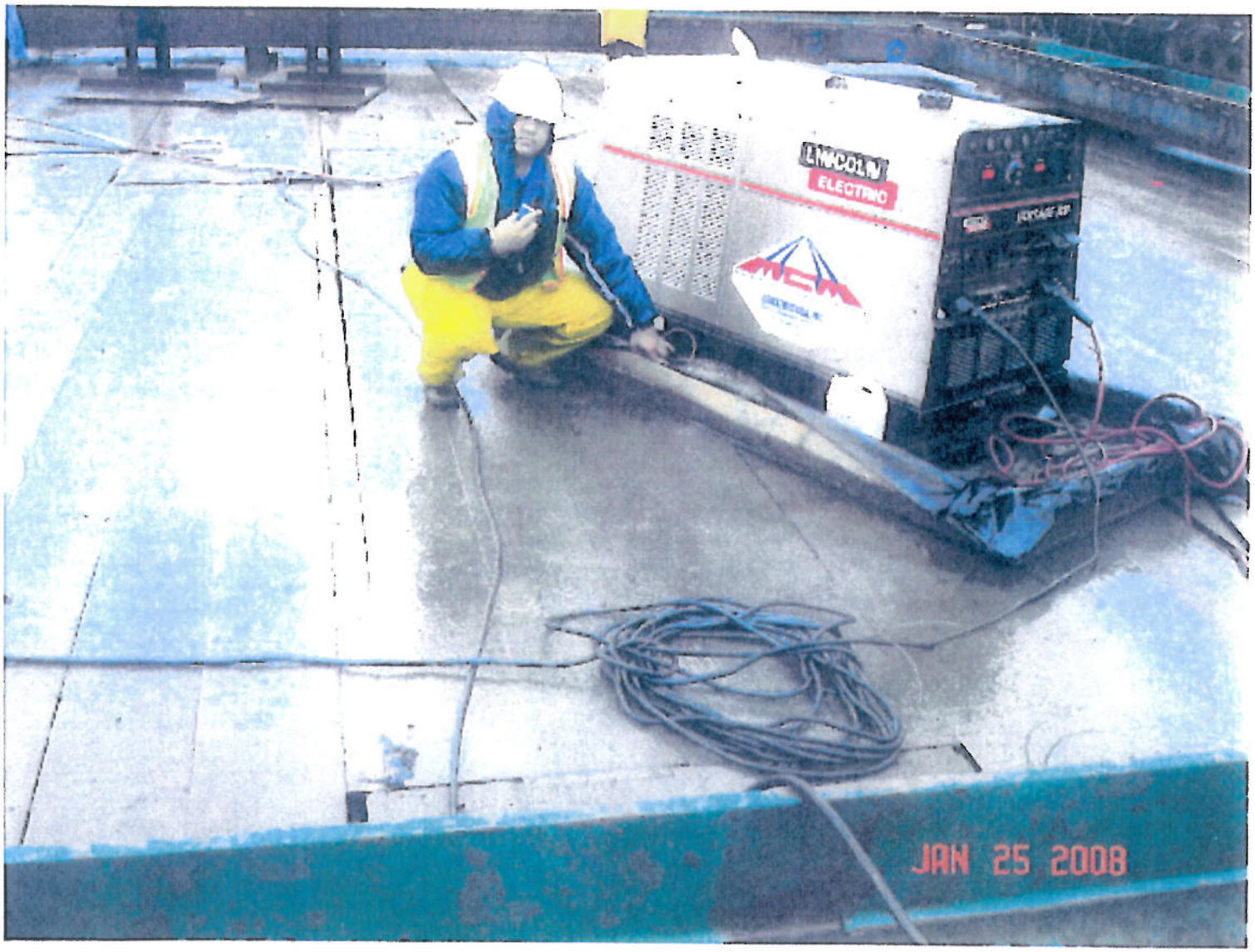


Rainy Season Inspection Report

(October 1st to May 1st or October 15th to April 15th)

SWPPP	XX	WPCP	
FY Report #		Project Rpt #	

CO-RTE-P.M. :	ALA-80-0.3/1.6	**Project EA :**	04-0120L4
RE Name:	Ben Ghafghazi	RE Phone	
WPC Proj. Inspector	Ravi Kundra	Inspect Phone:	(510) 224-6399
OS RE		OS RE Phone	
Contractor:	MCM Construction, Inc.	RE Fax:	
Permits:	All agencies	Inspection Date	02-05-08

Inspector	Brad Dickson, CT D4 Water Quality Specialist	**WPC Inspection Type**						
Participants	Hassan Ahmadi, Ravi Kundra, CT; Justin, MCM	Rain		Pre		During		Post
		Regular		Staff req	x	Dragomir request		

Inspection Score		**Red Flag** – Major or critical deficiencies exist that require immediate attention.
		Yellow Flag – Several minor deficiencies exist (requires prompt attention).
		Green Flag – Few minor or Insignificant deficiencies exist.
	XX	**Not Rated** – Not a compliance inspection.

Office Review:	Yes	No		
1. SWPP/WPCP Approved by RE		x		
2. Annual certification complete for FY & on file	N/A	N/A		
3. Inspection reports in Category 20 project files	N/A	N/A	9 Date of last Inspection by Contractor	N/A
4. Inspection Report-appropriate level of detail & photos	N/A	N/A	10. Last inspection date by project staff:	N/A
5. Project inspection on file for last rain event	N/A	N/A	11. Date of last rain event:	02-03-08
6. Staff attended WPC training 2001	N/A	N/A		
7. Staff requires/requested training	N/A	N/A		
8. SWPPP has annual rainy season amendment prepared	N/A	N/A	12 Date of annual & last amendment	N/A

Job Description: Oakland Touchdown for Seismic Retrofit of San Francisco Oakland Bay Bridge.

Rating Justification: Project files not reviewed. This inspection was not rated because it was done as preparation for the Task Force inspection. See further discussion below.

Field Review & General Observations:

This job site was in FAIR condition during the visit, slightly improved since the last visit. Additionally, equipment containment has improved on the trestle. Finally, an innovative structure on the trestle is used to prevent wet excavated materials from falling into the water during loading (Photo 31 and Photo 32). However, much more work is necessary to minimize the storm water impact of the construction site. The following should be addressed immediately:

Administrative:

1. SWPPP Amendment. Construction activities are not adequately described in the SWPPP. A SWPPP amendment is necessary to describe the following:
    a. Excavated material dewatering and drying (Photo 14 and Photo 15). Currently, this is being done incorrectly. Describe how water from drying material will be collected, the sediment will be removed, and clean sediment-free water will leave the drying area (see "Construction Site" item 2, below).
    b. Electrical conduit construction activities are not described correctly (Photo 21). Currently, a water bypass is being used. This activity appears effective, but the SWPPP must describe how and when this technique will be used and how waters in the v-ditch will not be impacted by excavation activities. Additionally, the v-ditch waters and BMPs should be inspected to determine effectiveness.
    c. Electrical conduit dewatering activities are not being done correctly (Photos 17, 18, 19, and 20). Typically, a dewatering plan is not required if the dewatering liquids are allowed to collect (and not overflow) an appropriately-sized basin. This was not occurring during the time of the visit. The dewatering liquids were overflowing into the v-ditch and were flowing into the downgradient electrical conduit. District staff discussed the appropriate way to do dewatering during the last District inspection. Because dewatering is not being done correctly, an additional dewatering plan must be prepared that describes how dewatering will be done, what equipment (i.e. Baker Tanks) will be used to collect the dewatering liquids, how monitoring will be done, and how records will be kept. This dewatering plan must meet the requirements of Caltrans' dewatering guidance and the Water Board.
2. An attachment K will need to be prepared by the contractor to describe the sediment-laden waters which are entering the v-ditch as describe in 1c, above and as shown in Photos 17, 18, 19, and 20.
3. Non-toxic vegetable oils are preferred when they are available (i.e. as hydraulic fluid, see BMP NS-11, etc.). However, although no leaks of vegetable oils were observed during the inspection, the release of these materials is not allowed by Caltrans' storm water permit, the Water Board permit for the construction of the San Francisco Bay Bridge (R2-2002-0011), or any other regulatory agency permit. Only clean water is permitted to leave a Caltrans construction site.

Trestle:

1. Per NS-11, Pile Driving Operations, pile driving equipment kept over water must be kept leak free.
2. Openings are present in the trestle. These openings should be closed. The trestle should be watertight or should be designed in a way to capture sediment. Additionally, toe boards should be maintained (

Construction Site:

1. Excessive amounts of tracking is occurring (Photo 7). Street sweep and used well-defined entrance and exits (Photo 7 and Photo 12).
2. Excavation dewatering and drying of sludge is not occurring properly (Photo 14 and Photo 15). No water should leave the dewatering area as is currently occurring. This water crosses the paved roadway and enters a drain inlet. Currently, the drain inlet protection is being used to filter out the sediment from the dewatering and drying activities. This is an inappropriate use of drain inlet protection. The stockpiled excavated materials must not be stacked so high as to allow water from the wet excavated material from crossing the road and transporting sediment into the drain inlet (see item 1a in "Administrative", above).
3. Oils and hazardous materials must be placed in secondary containment (Photo 34).
4. Accumulated materials must be removed from drip pans and secondary containment basins. This has been noted in previous inspections.
5. Numerous drips and leaks were observed. Clean up drips and leaks as they are discovered. This has been noted in previous inspections.

Electrical conduit trenching areas:

1. Extend silt fence (Photo 4).
2. Excessive amounts of tracking occurring (Photo 8, 9, 10, and 11). Use only well-defined entrance/exits. Prevent vehicles from entering and/or exiting the site from any other location other than these entrance/exits.
3. Per BMP NS-9, fueling areas (i.e. the entire area) must be provided with berms and/or dikes to prevent run-on, run-off, and to contain spills (Photo 35). In District 4, the most effective way to do is to create an established area with a roof. See Photo 36.
4. Numerous drips and leaks were observed. Clean up drips and leaks as they are discovered. This has been noted in previous inspections.

Rainy Season BMP Requirements

1=V-good (100%-90% effective/correct) 2=Good (89%-75% effective/correct) 3=Fair (74%-65% effective/correct 4=Poor (64%-50% effective/correct) 5=V Poor (Less 50% effective/correct)	REQUIRED CONTROL	OVERALL BMP RATING	**Notes for Reviewers:** In the comments sections provide balanced reporting, identify items done well & items that need improvement. Provide stations or landmarks for comments provided. Provide a BMP rating for applicable measures in the yellow column. Red highlight indicates BMPs of critical importance during the rainy season Y= Yes BMP is required on SWPPP contracts V= Varies per contract
SS- Soil Stabilization Measures			**Soil Stabilization Comments**
Permanent EC Seeding Per Specials	Y		No soil stabilization measures observed during the site visit, fabric (see Photo 6).
Temporary EC application per Specials	Y		
SC-Sediment Controls			**Sediment Control Comments**
SC-1 Silt Fence	Y		Silt fence well maintained (Photo 1). Place equipment away from silt fence (Photo 2). Repair silt fence (Photo 19)
SC-2 Desilting Basins/SC-3 Sed Traps	V		Check dams should be placed on way to drain inlet under bridge (3).
SC-4 Check Dams	V		Fiber rolls are placed in many locations around site. Prevent over topping of fiber rolls (Photo 5 and Photo 6).
SC-5 Fiber Rolls	V		Street sweep and vacuum to remove sediment from roadways and to minimize tracking (Photo 3, 7, 8, 9, and 10).
SC-6 Gravel Bag Berm	V		Storm drain protection is overloaded (Photo 13, 14, and 16).
SC-7 Street Sweep & Vacuum	Y		
SC-8 Sandbag Barrier SC-9 Straw Bale	V		
SC-10 Storm Drain Inlet Protect	Y		
Wind Erosion Control			**Dust/Wind Erosion Control Comments**
Dust Control	Y		Dust controlled at construction site because the ground is wet. Prevent dust on access road by preventing tracking.
WE-1 Wind Erosion Control (Not Dust)	Y		
Tracking Control			**Tracking Control Comments**
TC-1 Stab Construction Entrance & Exit	Y		Poorly defined and traffic must be forced to use only these stabilized entrance/exit by using cones or other barriers (7, 8, 9, 10, 11, 12).
TC-2 Stab Construction Road	V		
Non-Storm Water Management			**Non-Storm Water Management Comments**
NS-2 Dewatering Operations	Y		Dewatering operations are not occurring correctly (Photo 14, 15, 17, 18, 19, and 20).
NS-3 Paving & Grinding	V		Clear water diversion at conduit excavation appears to be effective (Photo 21), but might be overwhelmed in next rain.
NS-5 Clear Water Diversion	Y		Re-fueling activities must only be done on the trestle when there is equipment cannot be removed from the trestle. If fueling activities occur on the trestle, place a drip pan underneath the nozzle (Photo 22).
NS-8 Vehicle & Equipment Cleaning	Y		Some pile driving equipment leaks are contained. Improve leak control (Photo 23 and Photo 24).
NS-9 Vehicle & Equipment Fueling	Y		Not all equipment or materials are in secondary containment. Repair equipment to prevent leaks (Photo 25 to Photo 30).
NS-10 Vehicle & Equipment Maint.	Y		
NS-11 Pile Driving Operations	Y		
NS-12 Concrete Curing	Y		
NS-13 Mat. & Equipment Use on Water	Y		
NS-14 Concrete Finishing	Y		
NS-13 Struc. Demo. Near/Over Water	Y		
Waste Management & Materials Control			**Waste Management & Materials Control Comments**
WM-1 Material Delivery & Store	Y		Move fuel tank away from drain inlet (Photo 13). Removed accumulated liquids and materials from containment (Photo 22, 26, and 30). Maintain stockpile covers and protection. Place spill pans under generators and equipment to capture drips.
WM-2 Material Use	Y		
WM-3 Stockpile Mgt	Y		
WM-4 Spill Prevention & Control	Y		
WM-5 Solid Waste Mgt	Y		
WM-6 Hazardous Waste Mgt	V		
WM-7 Contaminated Soil Mgt	V		
WM-8 Concrete Waste Mgt	Y		
WM-9 Sanitary Waste Mgt	Y		
WM-10 Liquid Waste Mgt	V		

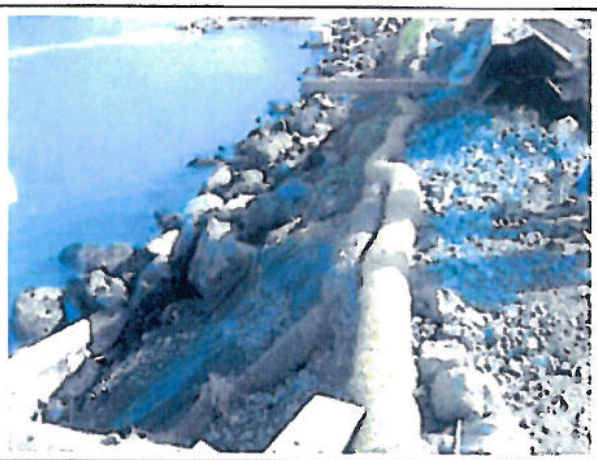
1. Silt fence is effective. Area drains away from bay, but causes tracking on pavement. Minimize tracking.

2. Silt fence well maintained. Prevent equipment from being placed on silt fence. Instruct crane operators to place equipment away from silt fence.

3. Place check dams along curb. Place a line of cones on curve to protect check dams. Maintain check dams. Sweep to minimize tracking

4. Extend silt fence.

5. Fiber roll east of Trestle entrance. Prevent soil from falling over fiber roll. Remove soil from behind fiber roll.



6. Fiber roll well maintained. Stake every 4 feet. Fabric placed along slope to prevent erosion.