



Carmel River Reroute & San Clemente Dam Removal Project

**Carmel Valley Roads Committee
Meeting**
April 12, 2012



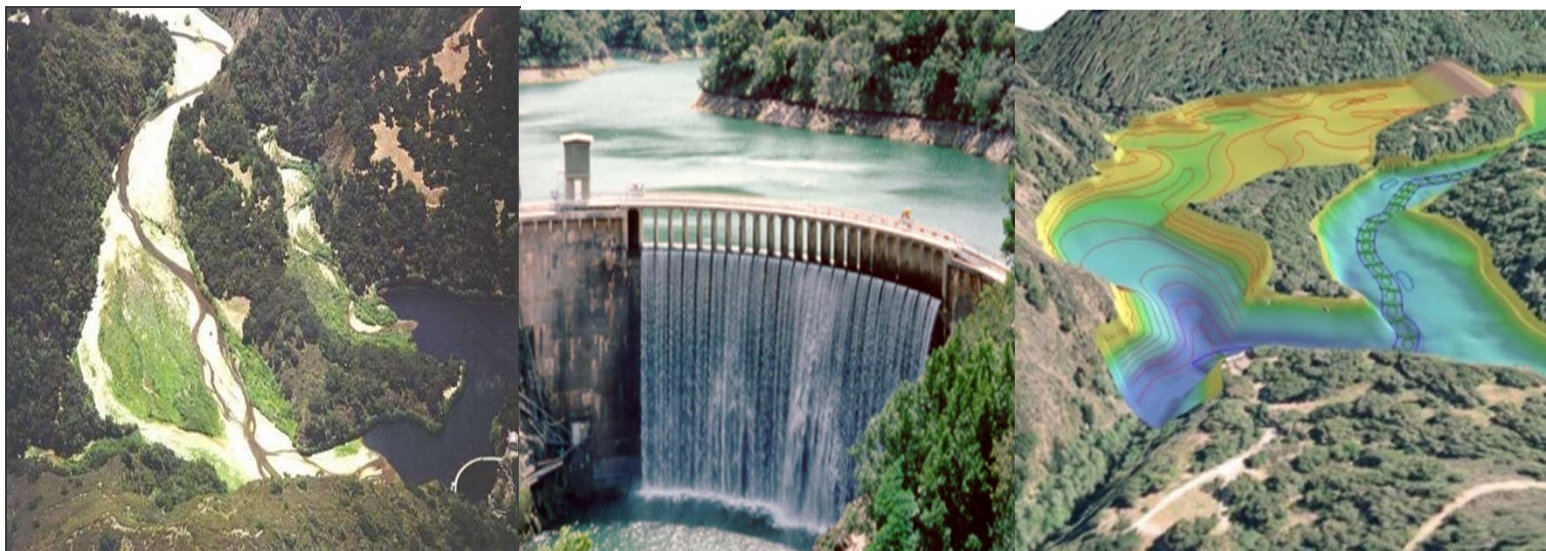
Agenda

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1. Background
 2. Project Overview
 3. Construction Access
 - a) Access Route Maps
 - b) Access Route Traffic Use
 - c) Material Hauling
 - d) Traffic Safety
 4. Construction Traffic Estimates
 5. Questions

PROJECT DESIGN AND ENGINEERING



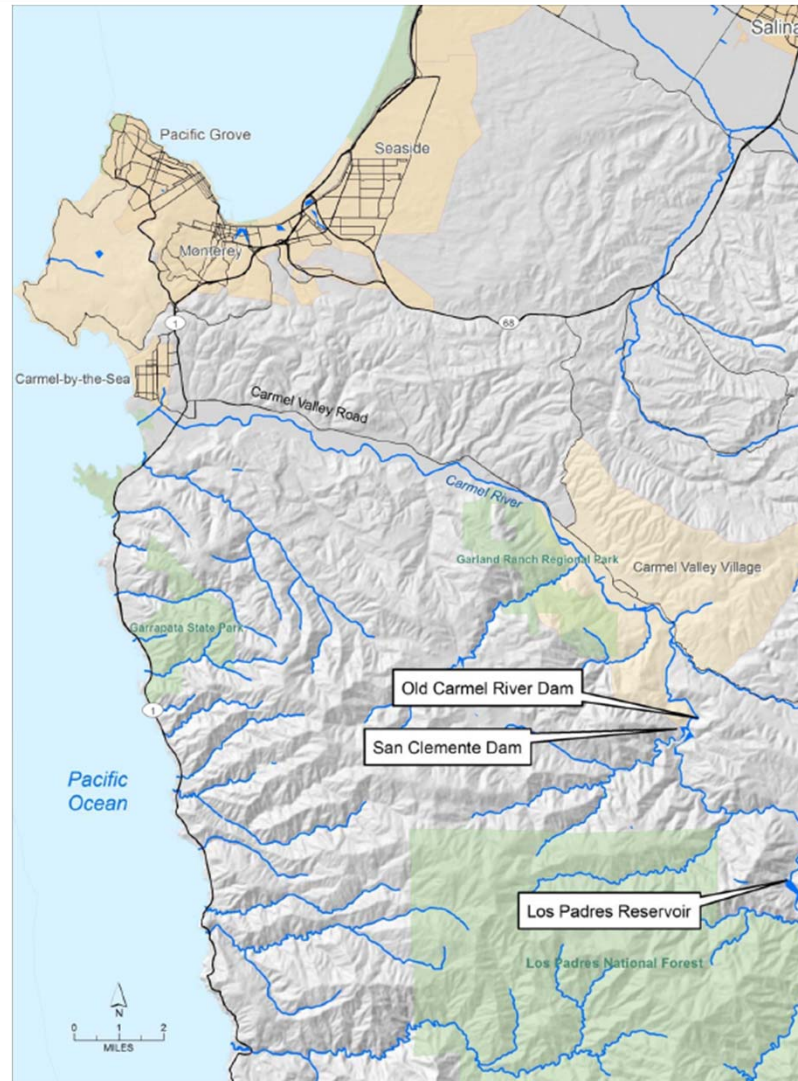
Background



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Background Vicinity Map



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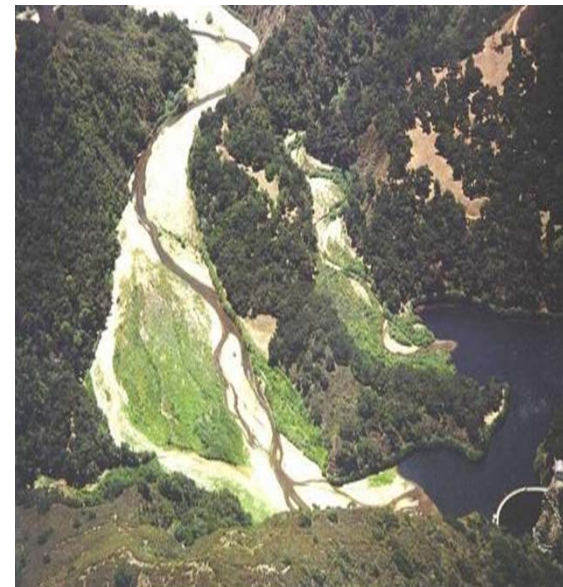
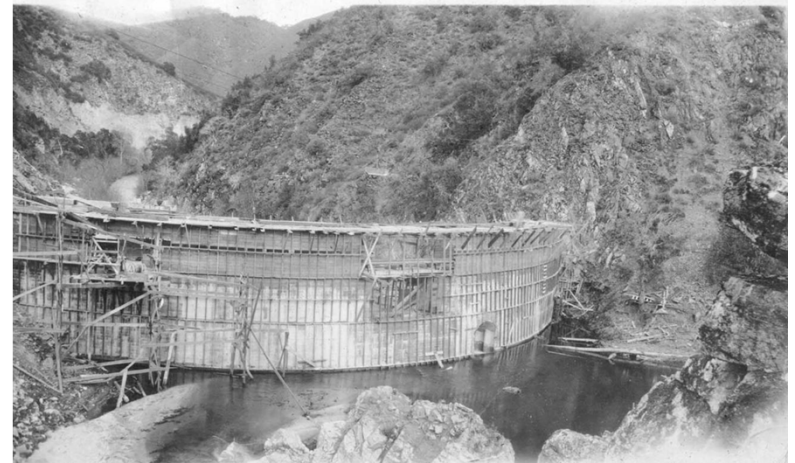


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Background Site Conditions

1. SC Dam built in 1921,
 - a. 106 feet tall concrete arch dam
 - b. 18.5 miles upstream of the river mouth
 - c. Confluence with San Clemente Creek directly upstream of dam
 - d. Reservoir storage of approximately 1,425 acre-feet
2. Under current conditions,
 - a. Reservoir filled with approx. 2.5 million CY of sediment
 - b. Capacity reduced to approx. 70 acre-feet

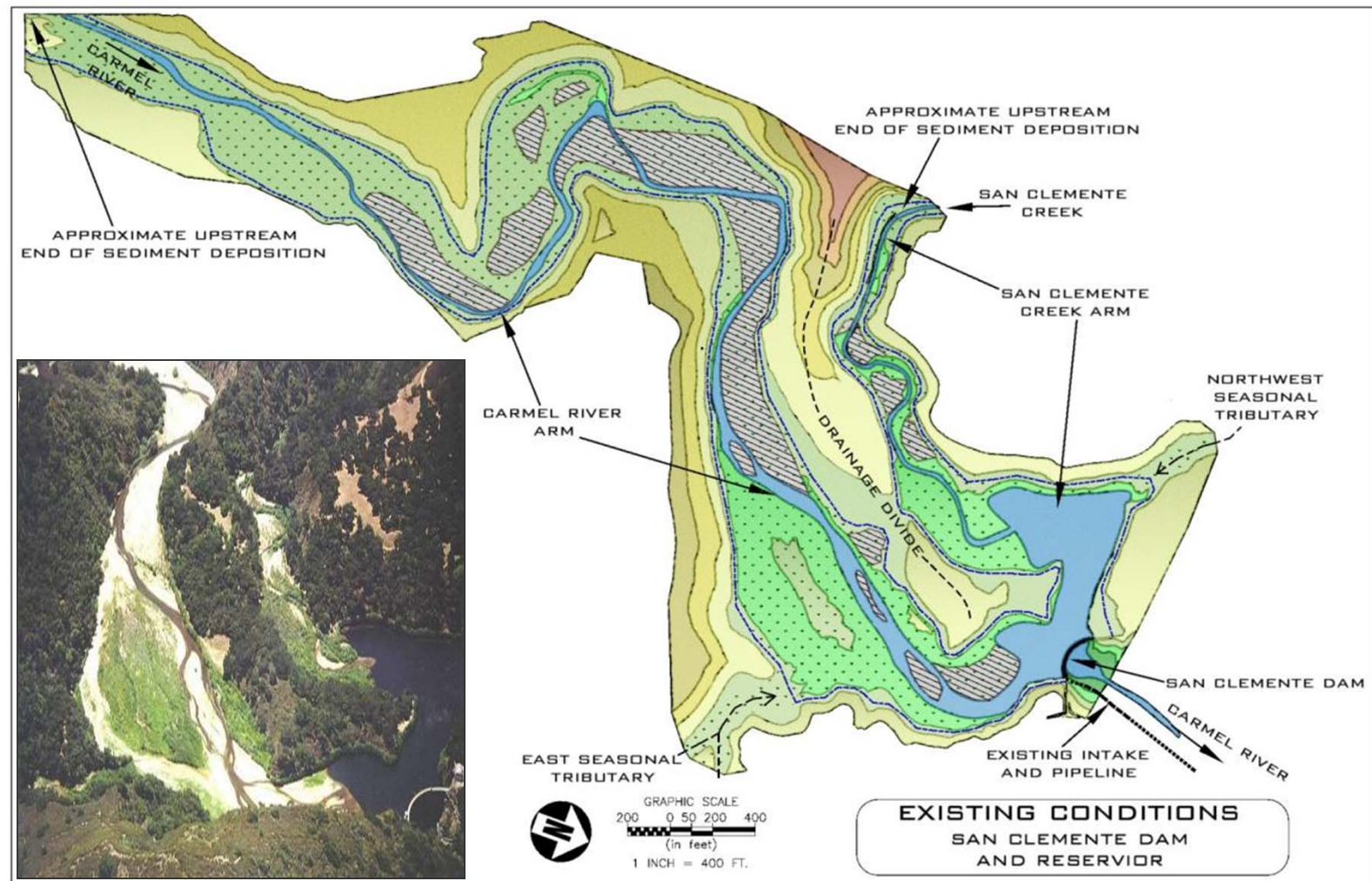


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Background

Existing Conditions



PROJECT DESIGN AND ENGINEERING

Background

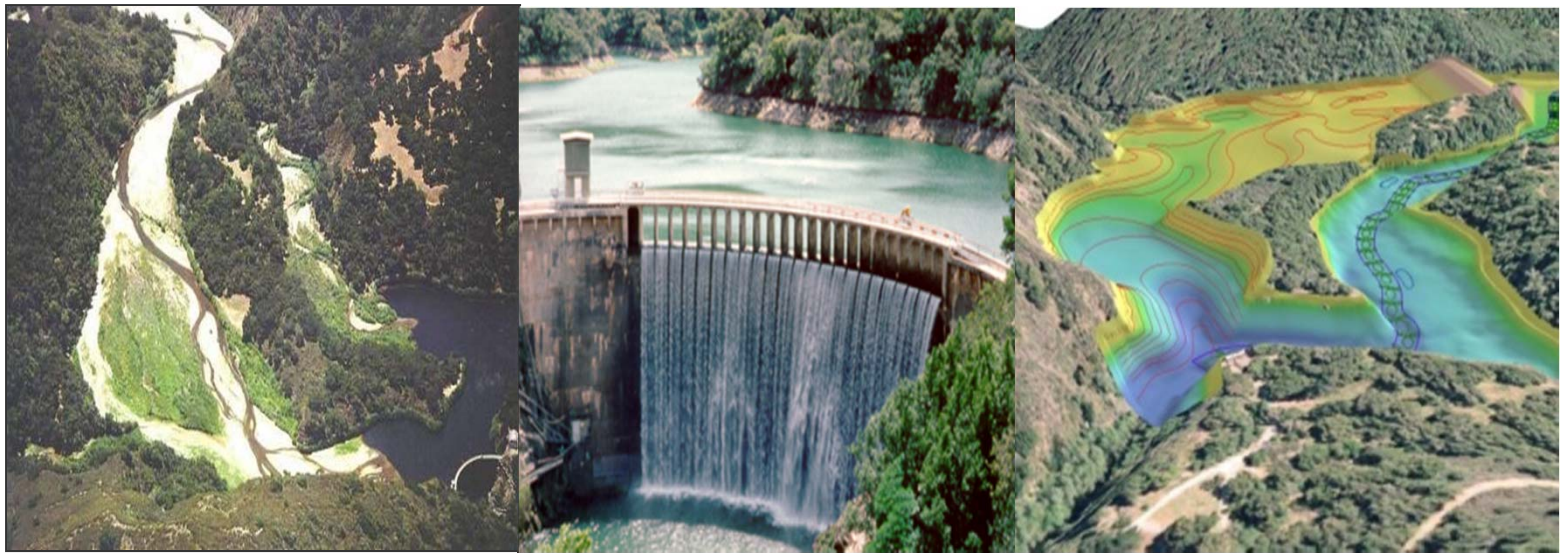
Milestone Summary

1. DSOD issues a dam safety order in early 1990s
2. DWR released DEIS/R with Dam Removal & River Reroute Alternative in 2006
3. Final EIS/R certified in 2007
4. Currently, design & permitting is moving forward with cooperative agreement between CAW, SCC and NMFS
5. SCC and NMFS will secure up to \$35 million in additional funding.
6. Design-Build procurement was selected
7. CAW will donate 925 acres to BLM

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Project Overview



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Design Overview

Goals & Objectives

1. Primary Goals

- a. Provide a long-term solution to dam safety issue
- b. Improve fish passage conditions and provide rearing habitat
- c. Diminish potential for excessive erosion, undermining or slope failure leading to sediment mobilization
- d. Avoid exacerbating downstream flooding

2. Secondary Goals

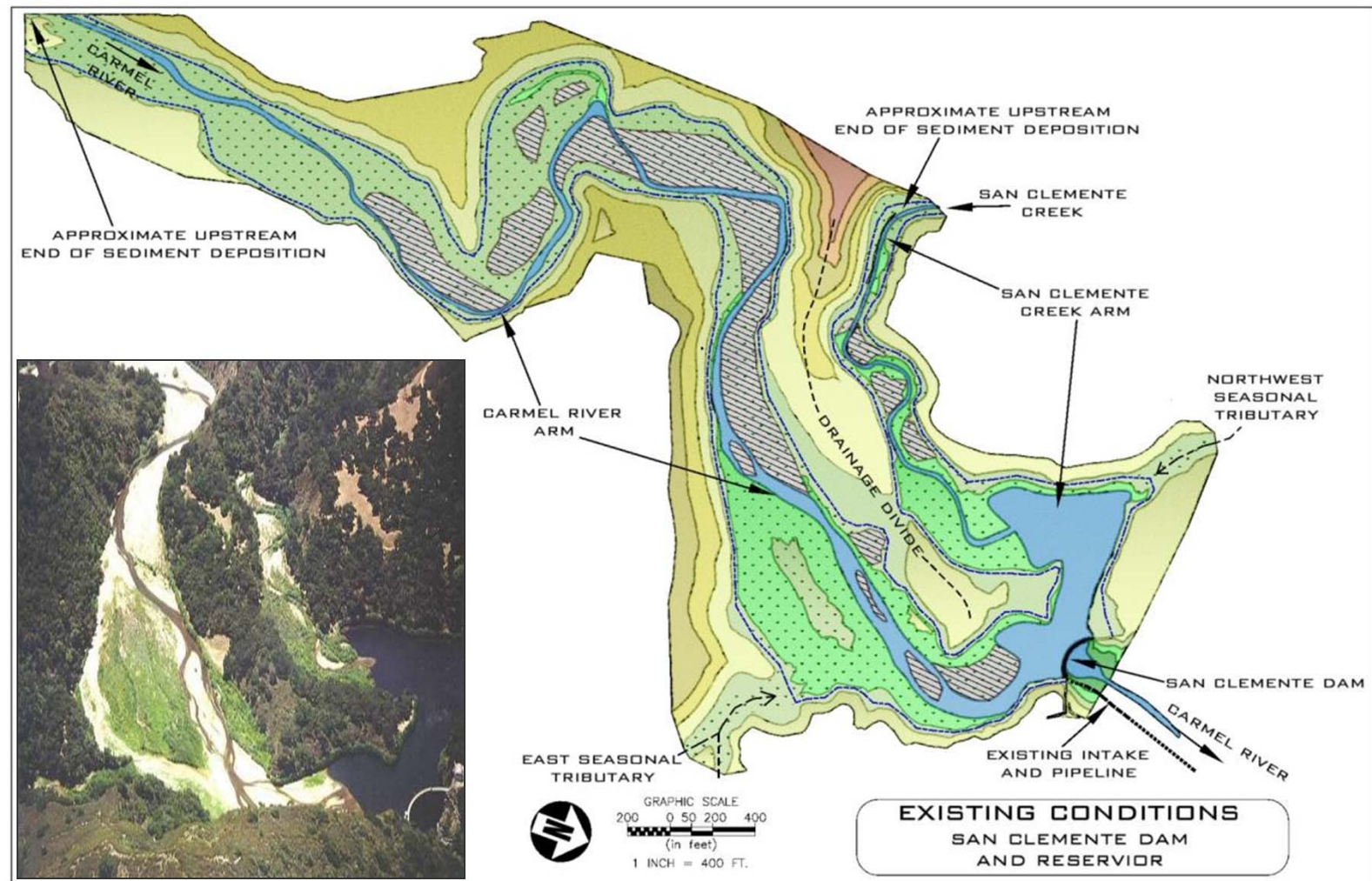
- a. Restoration of natural character and function of valley bottom
- b. Shaping project components to be as natural as feasible
- c. Provide long-term sustainable habitat
- d. Promote re-establishment of a more natural sediment transport regime

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Project Overview

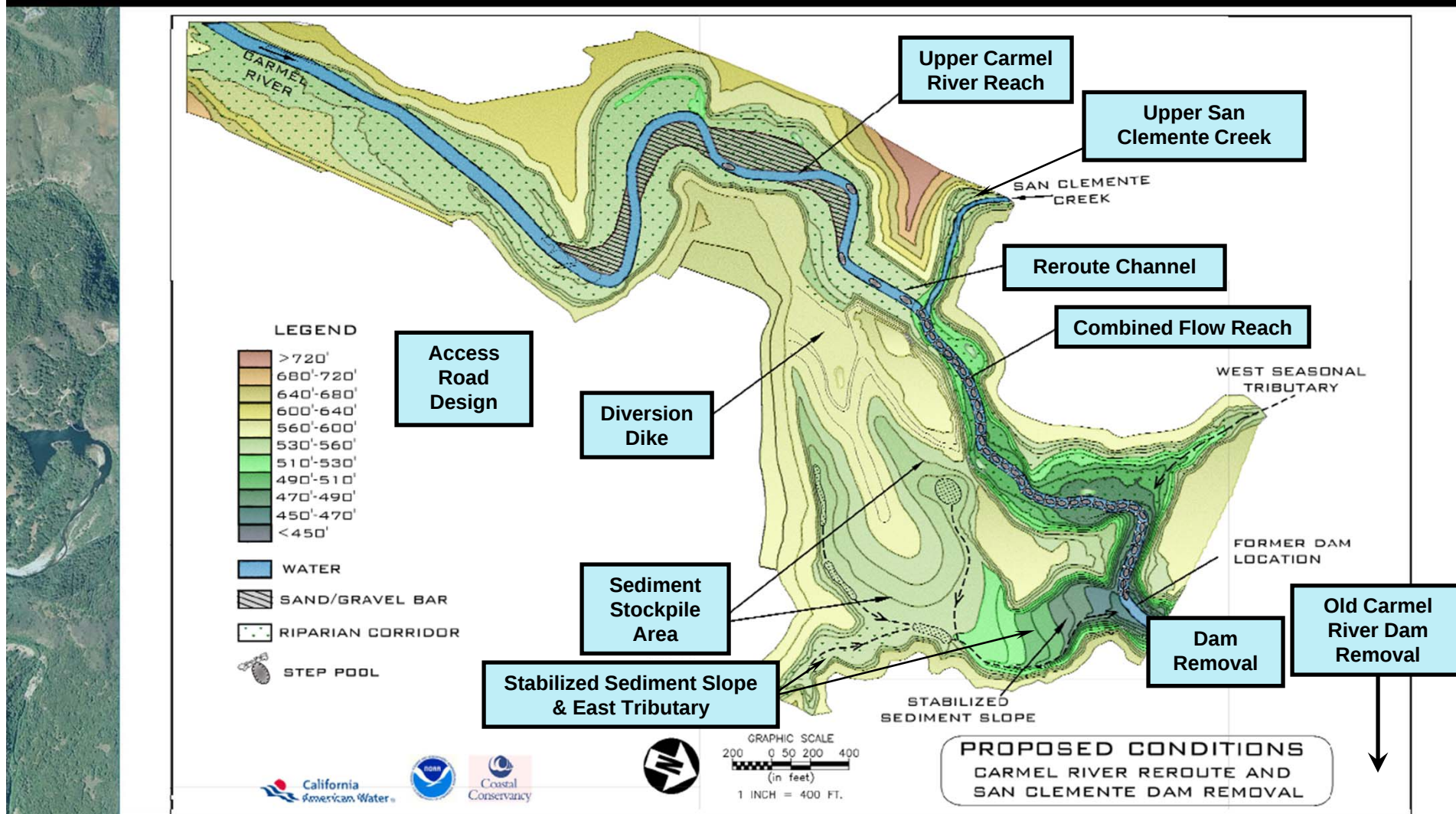
Existing Conditions



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Project Overview

Proposed Features



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Project Overview

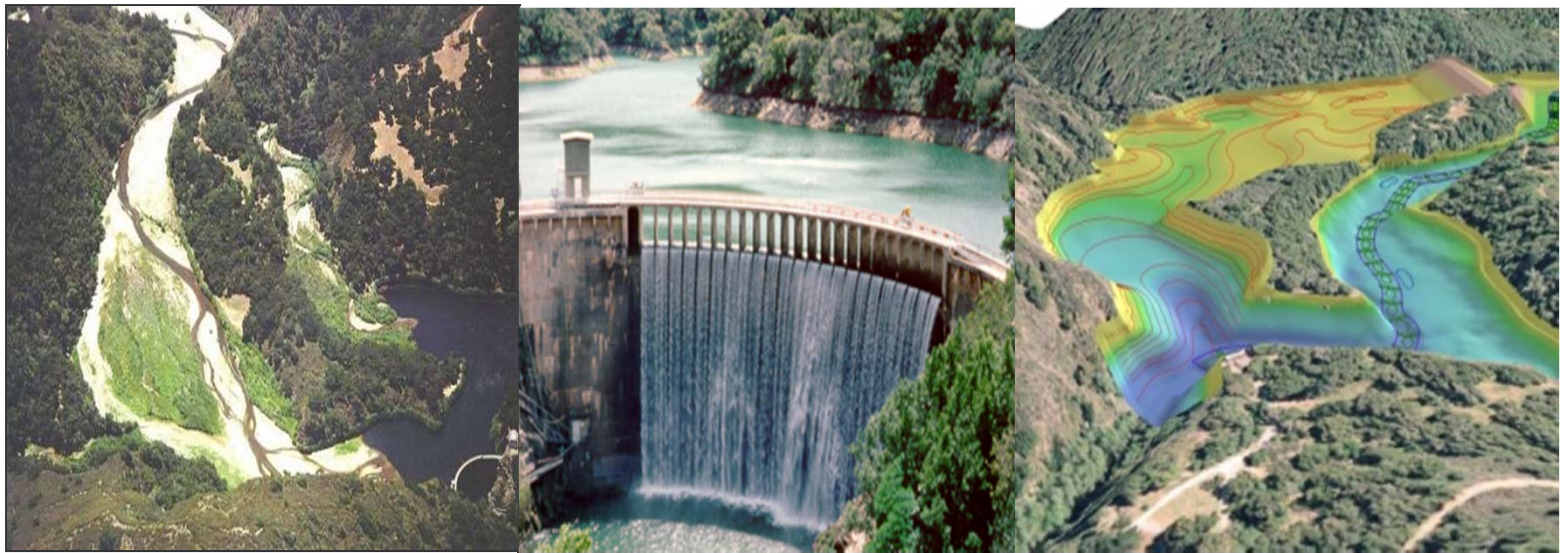
Timeline

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1. June 2012 - RFP out to shortlisted D-B Team
 2. September 2012 - Proposals due
 3. December 2012 - D-B Team selection
 4. March 2013 - Execute D-B Agreement
 5. March 2013 – D-B begins Diversion Design
 6. May 2013 – D-B begins Diversion Construction, Geotechnical Investigations, and Site Design
 7. 2013 to 2015 – Majority of Site Construction
 8. 2015 to 2020 – D-B Post Construction Phase

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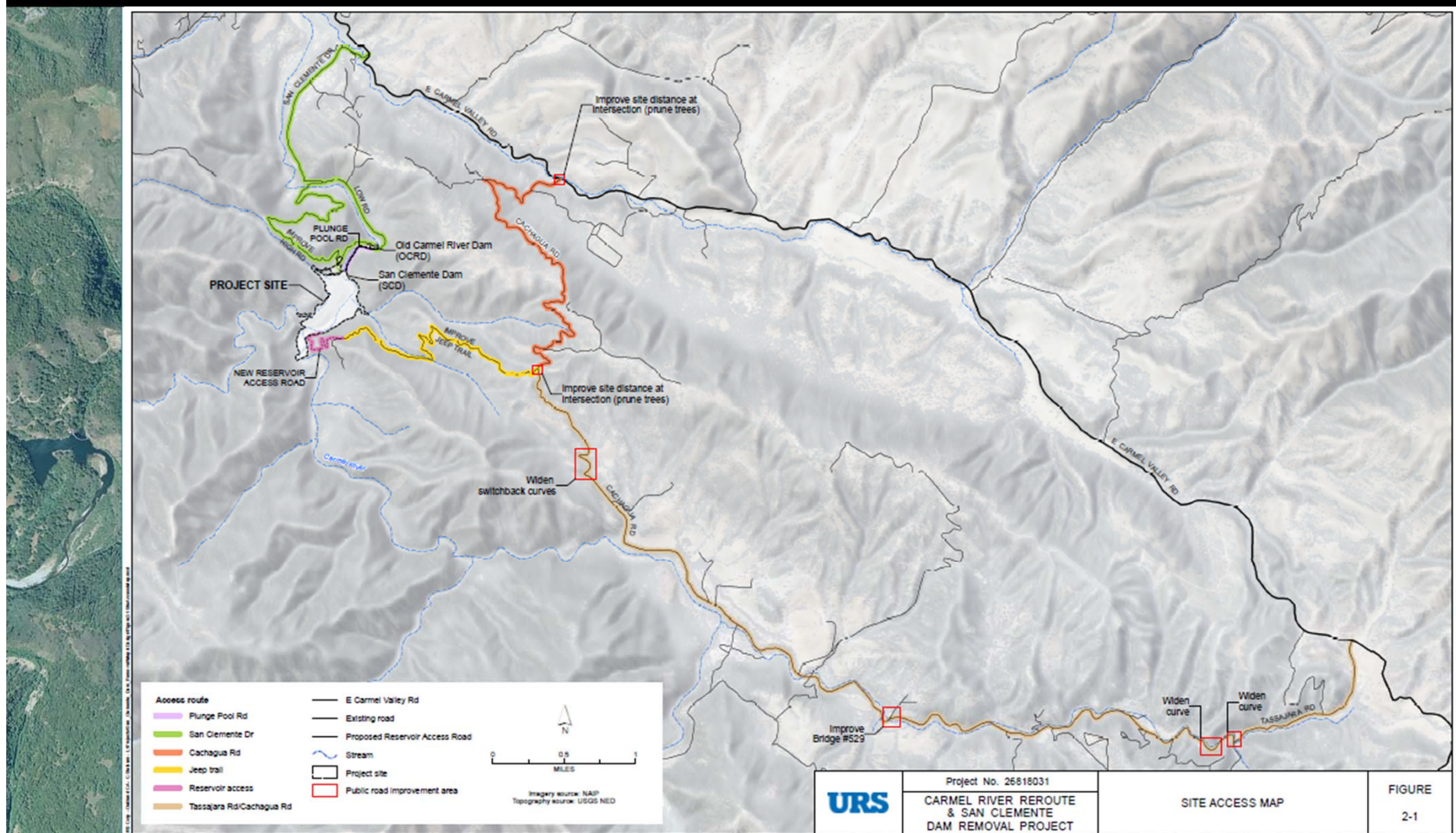
Construction Access



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Construction Access Access Route Map

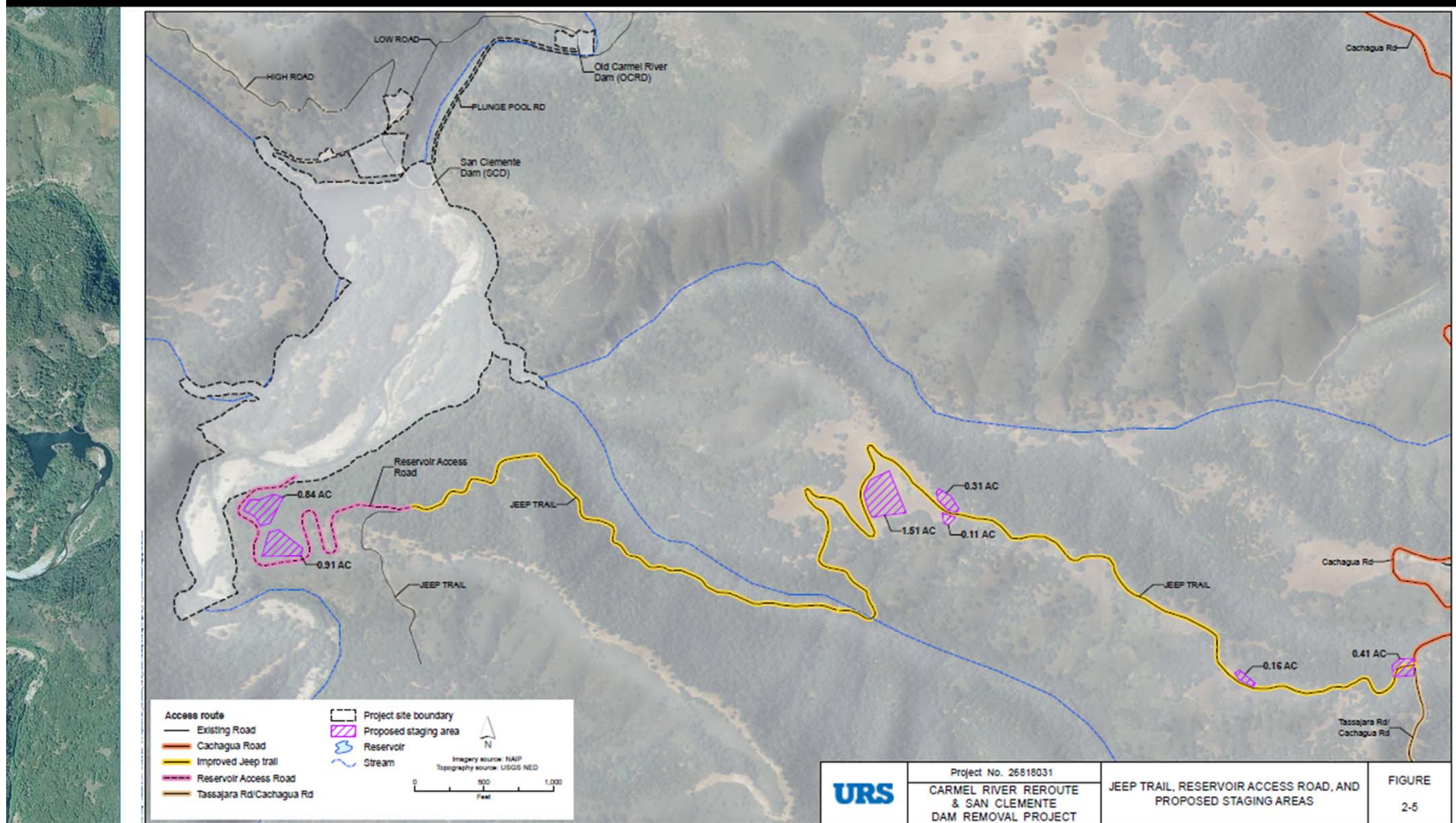


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Construction Access

Jeep Trail/Reservoir Access Road



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Construction Access

Access Route Traffic Use

- 
1. Cachagua Road/Jeep Trail
 - a. Buses from Park and Ride (Location TBD) for most workers
 - b. Some personal vehicles
 - c. Construction material in single unit haulers
 2. Tassajara Road/Cachagua Road/Jeep Trail
 - a. Construction equipment mobilization
 - b. Any construction material that would not be able negotiate Cachagua Road
 3. San Clemente Drive
 - a. Limited personal vehicles
 - b. Limited trucks (1 to 2 ton)

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Construction Access Material Hauling

- 
1. Construction Materials Imported to Site
 - a. Pipe, valves, etc. for diversion
 - b. Aggregate base for access roads
 - c. Imported aggregates for filter materials
 - d. Cement for soil improvement using DSM
 2. Construction Materials Removed from Site
 - a. Demolition debris (metal, wood, sheetrock, pipe, etc.); concrete will be buried on site

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Construction Access

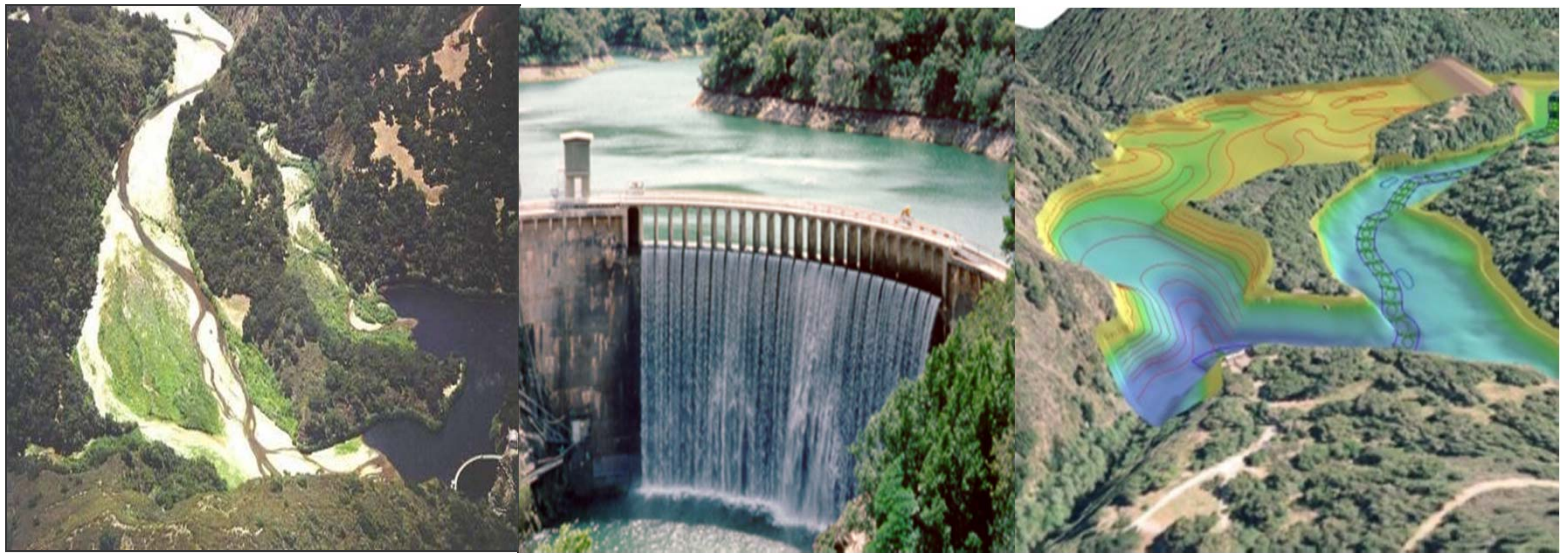
Traffic Safety

1. Traffic Control Plan by D-B and approved by County
2. Coordinate with Cachagua Fire District
3. Pilot Cars will be required for
 - a. Construction equipment mobilization
 - b. Construction material hauling
4. Flagman will be required for improvements to public roads
5. Signage
6. Adherence to speed limits on all public roads will be emphasized
7. Material hauling will be restricted to:
 - a. 9 am to 3 pm Monday through Friday
 - b. No hauling when school buses are scheduled to run

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Construction Traffic Estimates



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Construction Traffic Estimate

Daily Average Trips

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2012												
Personnel Onsite	-	-	-	-	-	-	-	30	40	30	30	40
Personnel Trips ¹	-	-	-	-	-	-	-	10	10	10	10	10
Material Trips												
Single Unit ²								1	1	9	9	1
Trailer ³	-	-	-	-	-	-	-	1	1	1	1	1
2013												
Personnel Onsite	20	5	5	20	90	80	60	70	70	70	5	5
Personnel Trips ¹	5	1	1	10	20	15	15	15	20	20	1	1
Material Trips												
Single Unit ²	1	0	0	1	1	1	1	1	1	1	0	0
Trailer ³	1	0	0	1	1	1	2	1	1	1	0	0
2014												
Personnel Onsite	5	5	5	20	50	80	80	80	80	90	30	5
Personnel Trips ¹	1	1	1	10	15	20	20	20	20	20	10	1
Material Trips												
Single Unit ²	0	0	0	1	1	12	12	1	1	1	1	0
Trailer ³	0	0	0	1	1	1	1	1	1	1	1	0
2015												
Personnel Onsite	5	5	5	20	40	80	70	80	70	60	50	40
Personnel Trips ¹	1	1	1	10	15	20	20	20	20	15	15	15
Material Trips												
Single Unit ²	0	0	0	1	1	1	4	4	1	1	1	1
Trailer ³	0	0	0	1	1	1	1	1	1	1	1	1
2016												
Personnel Onsite	-	-	-	-	-	-	30	30	-	-	-	-
Personnel Trips ¹	-	-	-	-	-	-	10	10	-	-	-	-
Material Trips												
Single Unit ²	-	-	-	-	-	-	1	1	-	-	-	-
Trailer ³	-	-	-	-	-	-	1	1	-	-	-	-

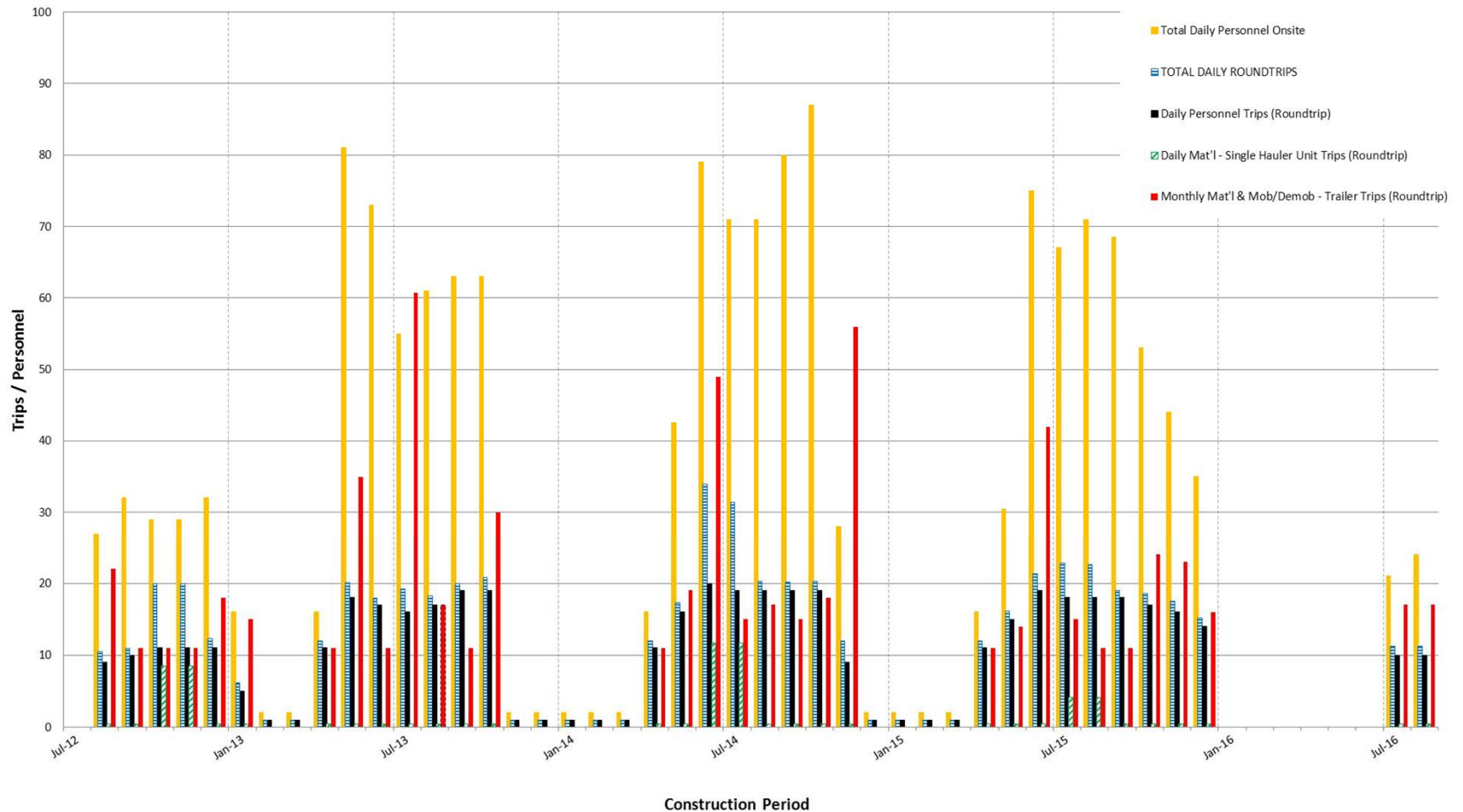
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Construction Traffic Estimate

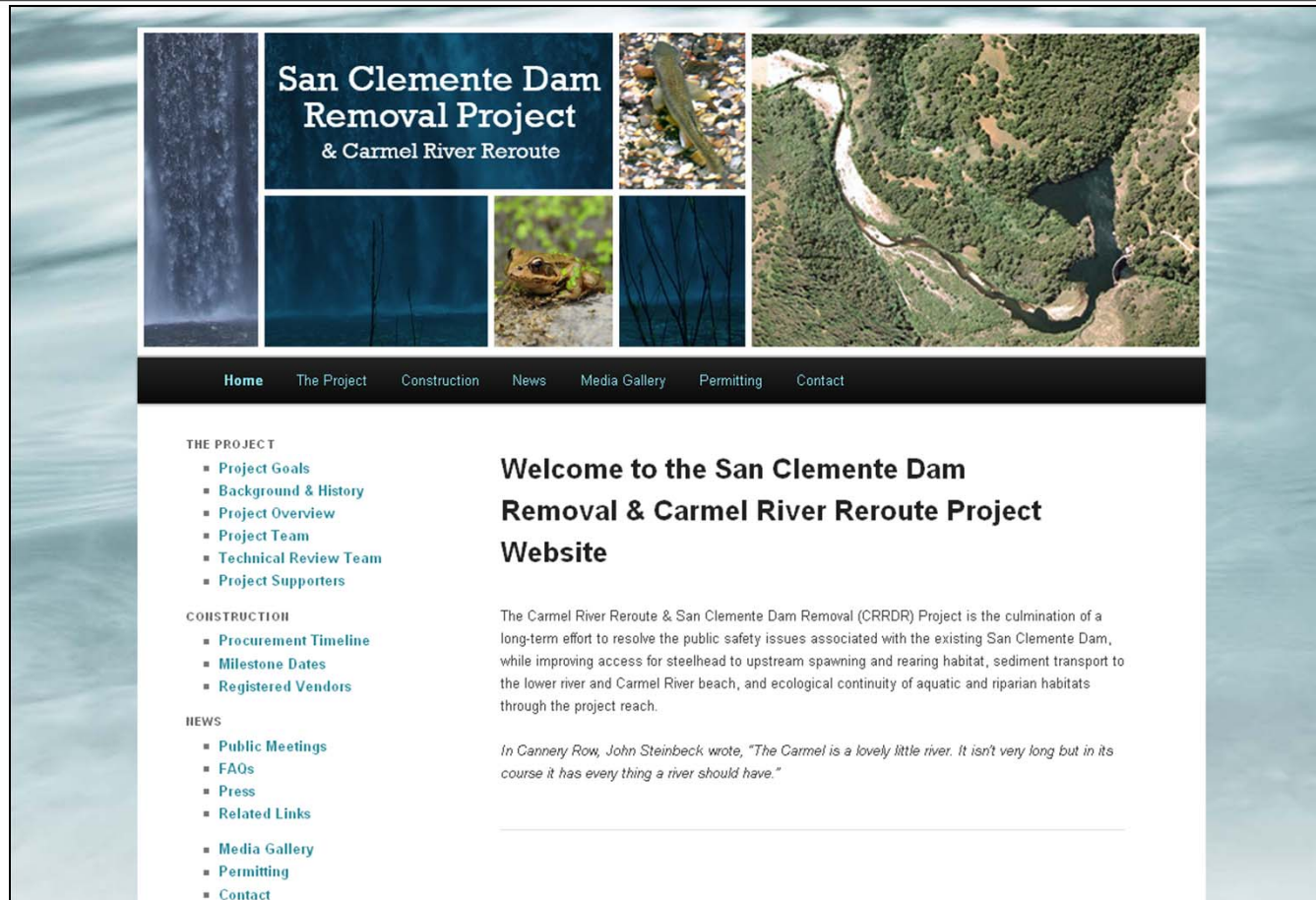
Daily Average Trips

Estimated CRRDR Construction Traffic



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Questions?



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