

ITEM 10

Agenda of April 16, 2009

**TO: Sacramento Area Flood Control Agency
Board of Directors**

**FROM: Pete Ghelfi, Director of Engineering
(916) 874-8733**

SUBJECT: INFORMATION – PROJECT UPDATES

- **SACRAMENTO BANK PROTECTION**
- **COMMON FEATURES – REMAINING SITES**
- **MAYHEW LEVEE CONSTRUCTION**
- **FOLSOM DAM JOINT FEDERAL PROJECT**
- **FOLSOM DAM ROAD/BRIDGE**
- **SOUTH SACRAMENTO STREAMS**

SUMMARY

This is an information item to update the Board on anticipated construction activities during the 2009 construction season. With the exception of the NLIP Program, 2009 is shaping up to be a year with a lot of small construction projects. Most of these projects are along the American River and are some of the “remaining sites” associated with implementing elements of the Common Features authorizations associated with WRDA 1996 and WRDA 1999. Most of these projects do not have their environmental documents completed nor have we conducted outreach for these projects. These activities will occur over the next several months prior to construction. SAFCA will report back to the Board this fall with an update on the status of these construction projects.

DISCUSSION

Sacramento Bank Protection

The Sacramento Bank Protection Program was established to fix potentially damaging erosion sites along the Sacramento River and its tributaries. For 2009, the Army Corps of Engineers (Corps) is planning to repair erosion at six sites within SAFCA’s jurisdiction.

Along the American River, three sites are proposed. At River Mile (RM) 0.5R, the Corps is proposing to regrade the site to remove excess material and improve flow characteristics in the river. The site contains numerous elderberry bushes and these will be transplanted beginning in late fall. Actual excavation will occur in 2010.

**SAFCA Board of Directors
Agenda of April 16, 2009
Page 2**

At RM 10.2L and 10.6L - the proposed improvements include placing soil and rock rip-rap above the summer water level along the eroded area. Site 10.0 is located just upstream of Watt Avenue, while Site 10.6 is located opposite Larchmont Park. Below the summer water line, the fill would be limited to rock rip rap. Woody material would be placed at the water line and extend out into the river, to provide habitat for fish and other aquatic species. Vegetation would be added above the water line.

A similar approach is proposed at RM 55.2L, 73.5L and 77.2L on the Sacramento River. RM 55.2L is located just downstream of the Captains Table Resort in the Little Pocket. Sites 73.5 and 77.2 are located along the Garden Highway in Natomas.

Common Features

Site R-1 – At the site of the Natomas Main Canal, Reclamation District 1000 maintains a pumping plant to move interior drainage to the Sacramento River. The water is pumped through four conduits which go through and under the foundation of the levee. When the slurry wall was constructed in Garden Highway as part of the past slurry wall work, a “gap” in the slurry wall was left at the site of the conduits. This summer, the Corps will close the gap. Construction is expected to begin in the July timeframe and should last about 45 days. The Corps is coordinating this work with Reclamation District 1000 and SAFCA’s efforts associated with the NLIP.

Site R-4 – Site R-4 is located at Pumping Plant DO-5, along the right bank of the American River, near Cal-Expo and the terminus of Chicken and Strong Ranch Sloughs. When the American River is low, runoff from the Chicken Ranch Slough and Strong Ranch Slough drain through the levee by gravity. The concrete slabs adjacent to the gravity discharge on the waterside of the levee have cracked and need to be replaced. The construction is projected to start around June 15 and last about two months. There has been on-going coordination with the County Regional Parks Department (County Parks) regarding temporary changes to the bicycle path as well as with County Department of Water Resources, who maintains the pumping station, and American River Flood Control District.

Site R-5/R-6 – Sites R-5 and R-6 are on the right bank of the American River, between Howe Avenue and Northrop Avenue. At Site R-5, located close to Northrop Ave, a gap in the slurry wall was left to accommodate a large SRCSD Interceptor crossing the River at that point. A new Interceptor line has been constructed since the construction of the slurry wall and the “old” Interceptor is maintained in a standby mode. The Corps is coordinating with SRCSD staff on how best to close the gap, while not affecting the old Interceptor line.

A similar situation exists at Site R-6, located closer to Howe Avenue. A gap was left in the slurry wall to avoid overhead high voltage power lines. Using different equipment that doesn’t conflict with the power lines, the Corps is planning on

**SAFCA Board of Directors
Agenda of April 16, 2009
Page 3**

closing the gap. As the work at both R-5 and R-6 will affect the American River Bike path, the Corps is coordinating with County Parks to minimize impacts. The work is projected to start in the late July, early August timeframe and take about six to eight weeks to complete.

Site L-12 – This site is located on the left bank of the American River, near Glenbrook Park, about midway between Howe and Watt Avenues. The City's Florin-Perkins storm water pump station is located here, and a gap was left in the slurry wall to accommodate the discharge lines from the pump station. Work is expected to take four to six weeks to complete and would start in mid-August.

Jacobs Lane – The second half of Jacobs Lane improvements will be completed this summer. This summer, the work area will be between Jacobs Lane and Arden Way. Similar to last year, the work comprises regrading and slightly raising the existing levee. Timing of the work is being coordinated with County Parks to avoid conflicts with Eppie's Great Race and the American River Parkway Half Marathon.

Mayhew Levee/Closure Structure

In 2008, the Corps issued a contract to improve the Mayhew Levee and construct a closure structure across the Mayhew Drain. Although the levee portion has been completed, construction of the closure structure was delayed until 2009. This work will begin in early June and will continue until October. The actual work area is within the drain itself, near the mouth, and the number of residents directly affected should be significantly less than those affected by the levee project. In addition, the Corps may start their mitigation efforts in the area as well once the contractor leaves the area.

Folsom Dam Joint Federal Project (JFP)

The U.S. Bureau of Reclamation (BOR) recently awarded the second phase of work associated with continued excavation of the auxiliary spillway for \$62.5 million. The project is expected to take about a year and a half to complete and will lay the foundation for the Corps contract to begin the Control Structure in late 2010. All environmental documentation is complete for Phase 2.

Folsom Dam Road/Bridge

On March 28th, the bridge was opened to traffic signaling the end of the construction project. There are a few minor elements left to do related to mitigation and some fine grading, but the project is deemed complete.

South Sacramento Streams Group (SSSG)

2009 will be devoted to engineering and designing improvements to Unionhouse Creek between Franklin Boulevard and Center Parkway, and along the 3,300 foot reach of the Union Pacific railroad paralleling Morrison Creek. Although the Corps is

**SAFCA Board of Directors
Agenda of April 16, 2009
Page 4**

planning on releasing the projects for bid later this fall, it is unlikely there will be any construction during 2009.

Recommendation

This is an information item and no action by the Board is requested at this time. It is recommended that the Board receive and file this report.

PGlr\Apr 2009 contr.doc
Attachement(s)