



BELLOTA WEIR MODIFICATIONS PROJECT

65% Ad-Hoc Committee Review October 22, 2021







Introductions and Meeting Objectives



Project Elements & Site Layout



Construction Sequencing



Opinion of Probable Construction Cost



2

Questions



MEETING OBJECTIVES

- Review of:
 - Project elements at 65% level of design
 - $_{\circ}\,$ Construction sequencing
 - $_{\odot}$ Construction Period Costs



D PROJECT ELEMENTS & SITE LAYOUT

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Existing Site Elements



Concrete Weir w/ Flashboards



- Surface Water Intake
- Earthen Berm, Four Culverts with Water **Control Gates**



Denil Fish Ladder

54-inch Diameter Gravity Flow Pipeline



Project Elements

Inflatable Weir Gate Dam

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Surface Water Intake with Barrel Style Fish Screens

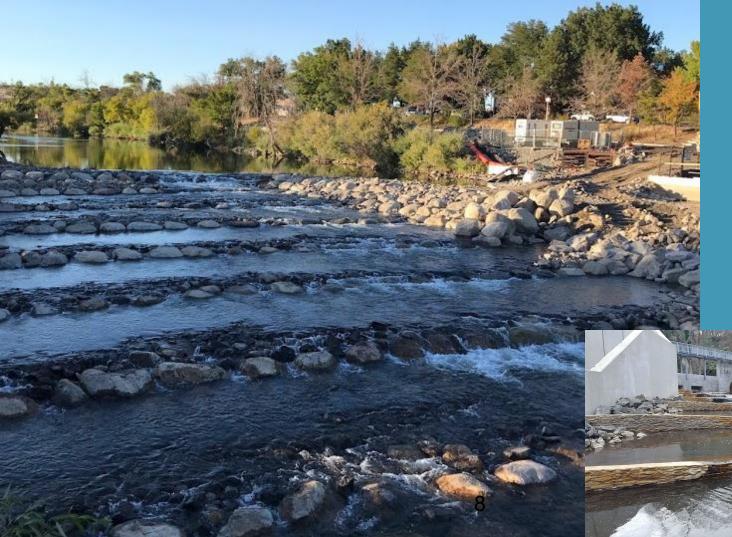
Isolation Embankment and Old Calaveras River Culverts

Permanent Pool and Weir / Vertical Slot Fish Ladder

Gravity Flow Culverts to Bellota Pipeline

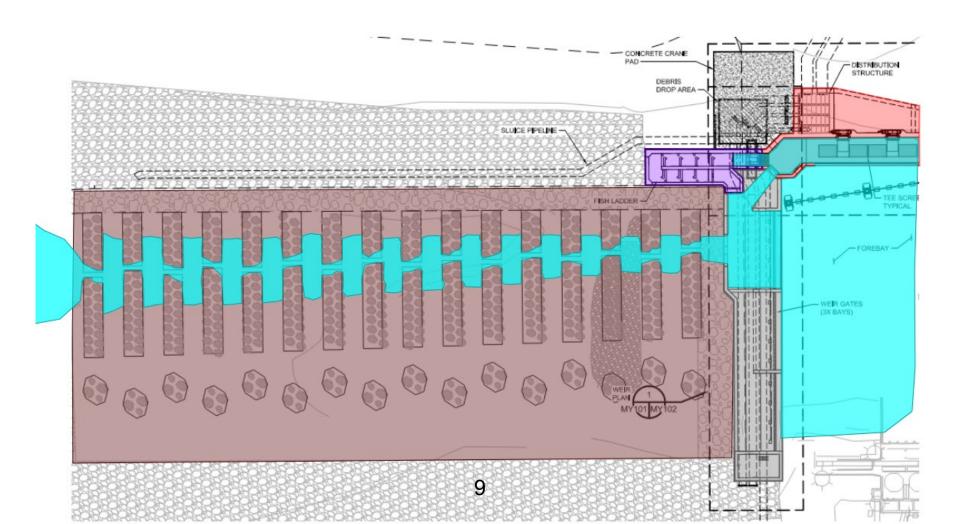
Roughened Channel

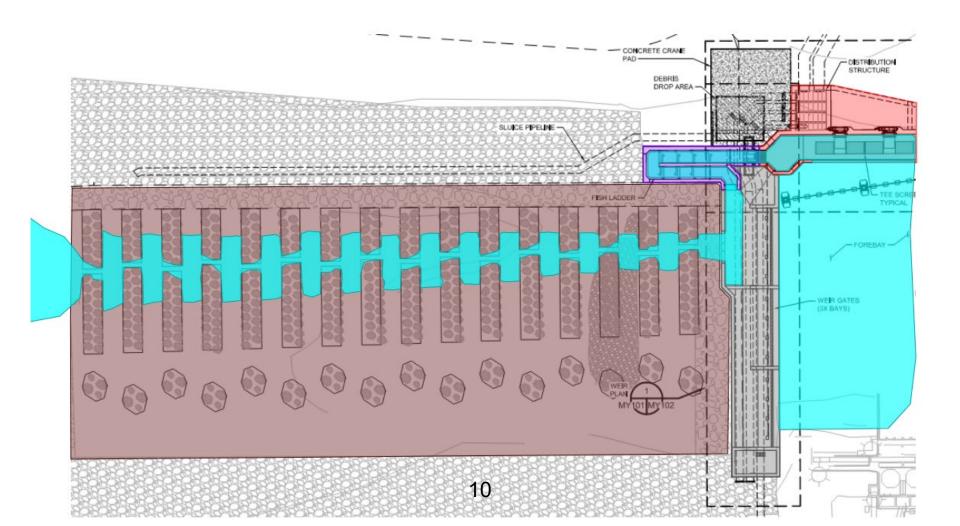
- Replaces the existing profile control infrastructure
- Provides fish passage for fish species throughout various life stages at project site
- Provides fish exclusion and protection measures for SEWD intake at Bellota Weir
- Excludes fish from migrating downstream into the Old Calaveras River

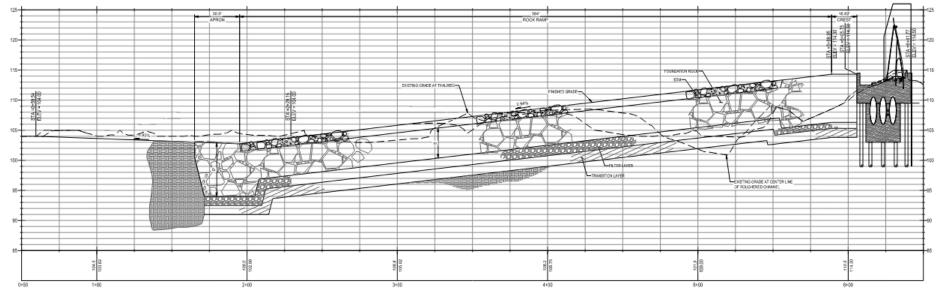


Nature-like Fishway Examples









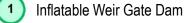
PROFILE - ROUGHENED CHANNEL

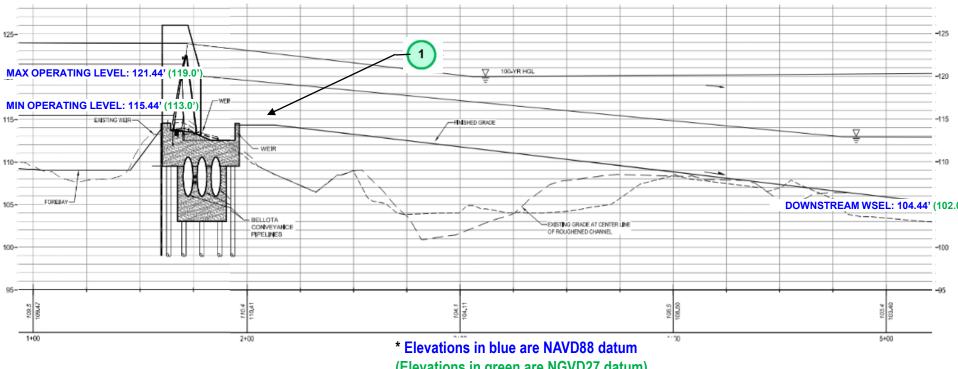
INFLATABLE WEIR GATE DAM EXAMPLE

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Wallace Weir12Reclamation District 108, Knights Landing, CA

Project Elements



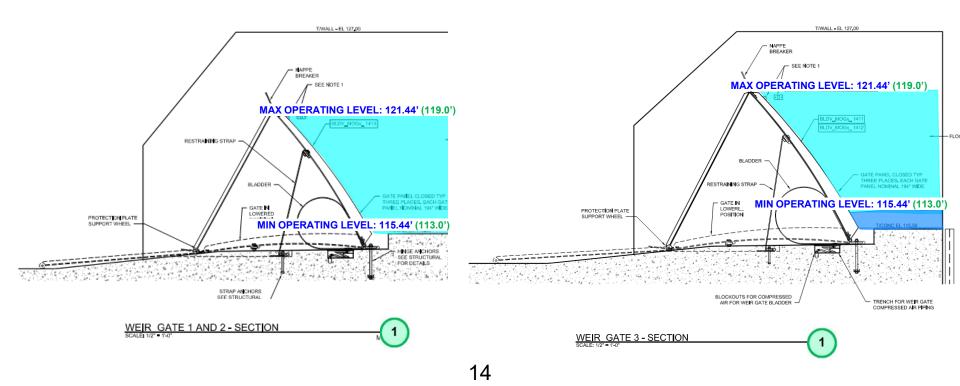


(Elevations in green are NGVD27 datum)

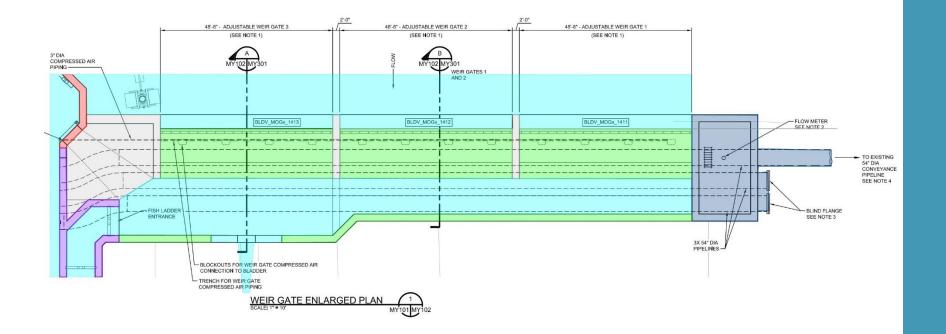
Project Elements



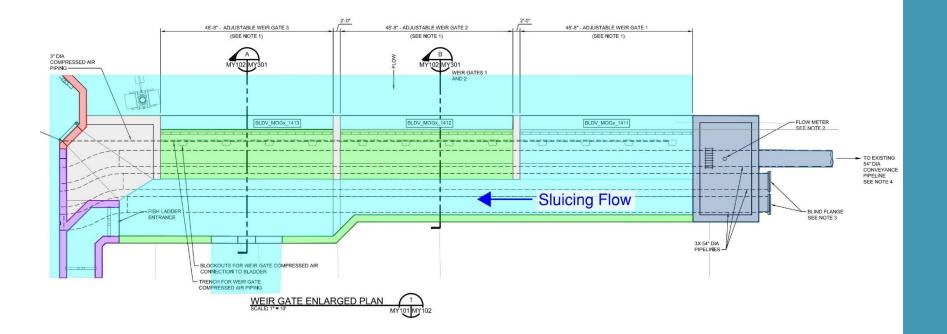
Inflatable Weir Gate Dam



SEDIMENT MANAGEMENT APPROACH – WEIR GATES & SILL

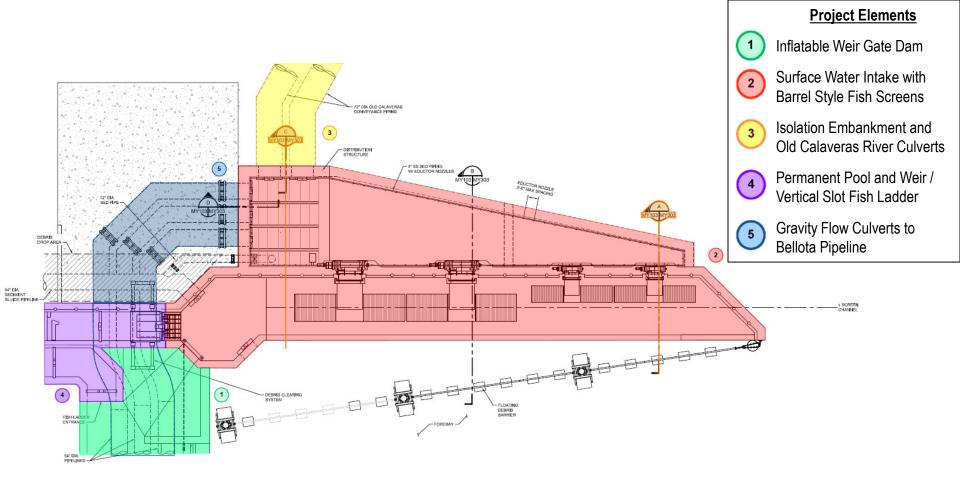


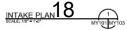
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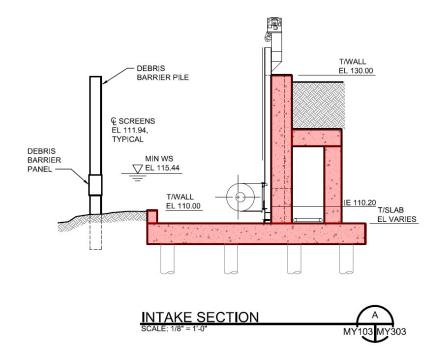


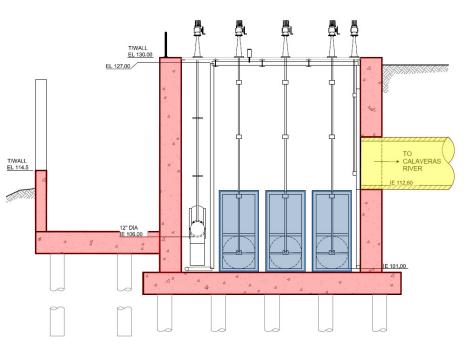
INTAKE WITH CYLINDRICAL SCREENS EXAMPLE

Retractable Cylindrical Screens Alameda Creek Diversion Dam, Sunol, CA









INTAKE SECTION SCALE: 1/8" = 1'-0"

MY103 MY30



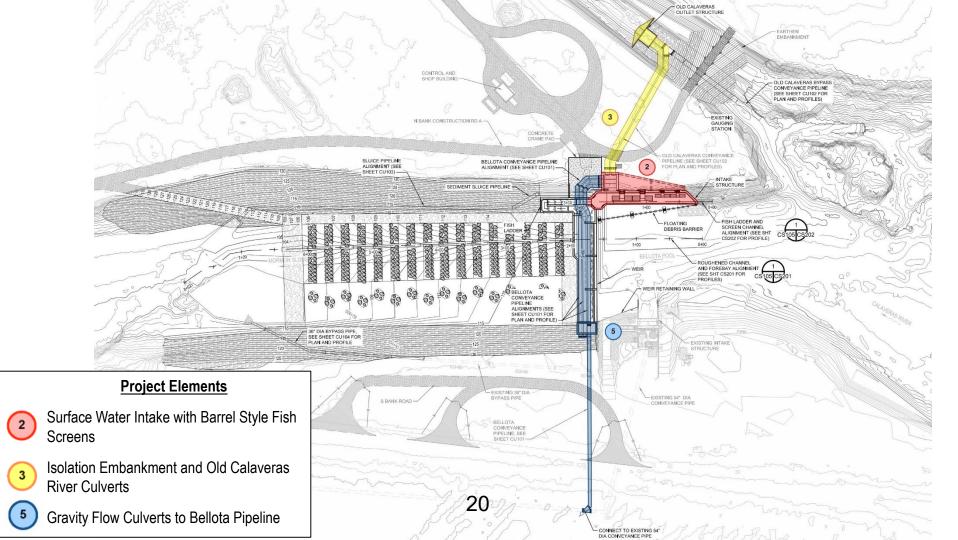
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- Isolation Embankment and Old Calaveras River Culverts

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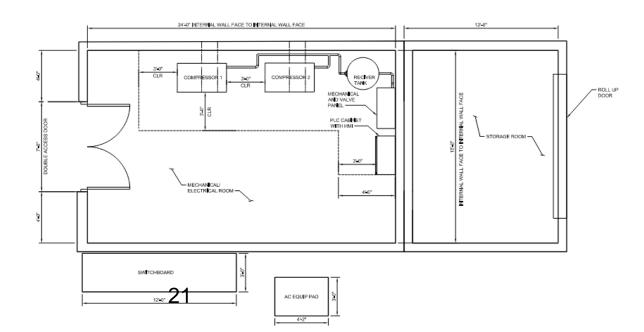
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Gravity Flow Culverts to Bellota Pipeline

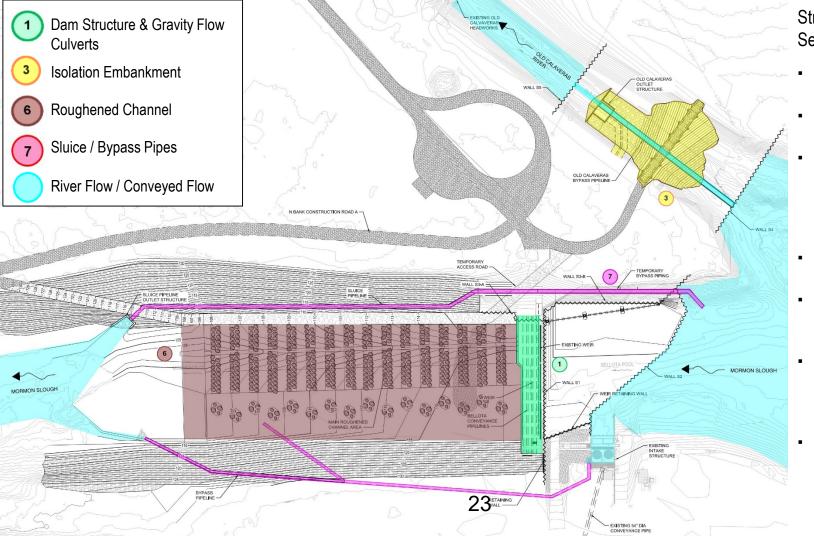


CONTROL BUILDING OVERVIEW

- BASE LAYOUT (Minimum Elements Needed for the Weir & Fish Passage Improvements)
 - $_{\circ}~$ Mechanical Room:
 - Compressor
 - Electrical panels and controls for all mechanical components
 - » Includes inflatable weir gates and sediment suspension system
 - $_{\circ}~$ Storage Room with Roll-up Door

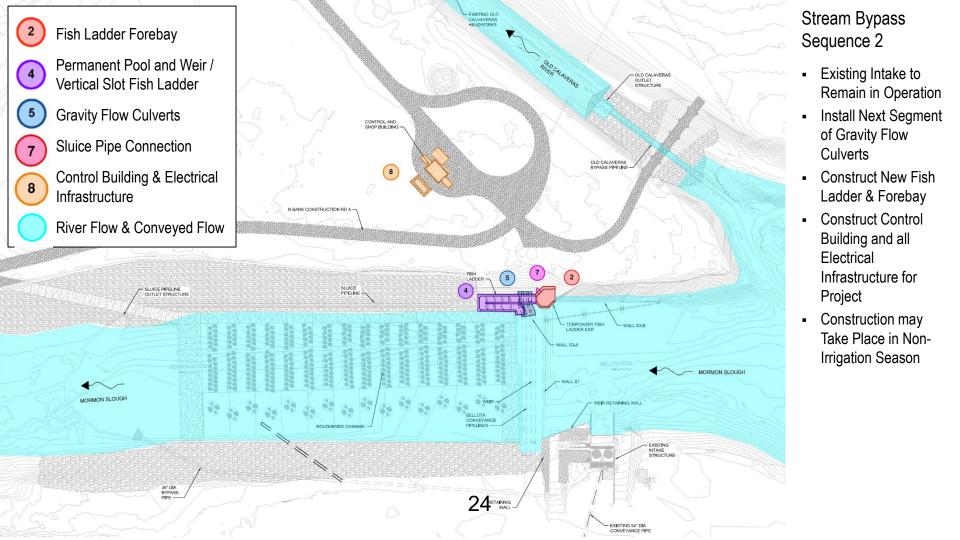


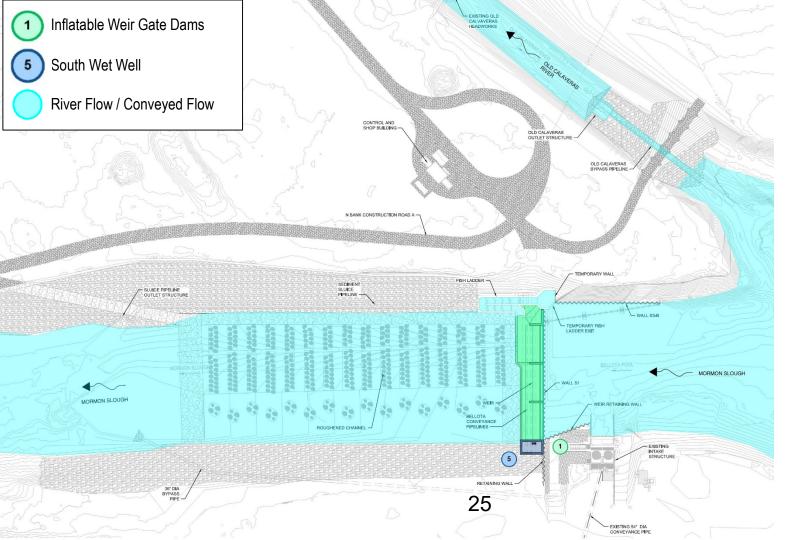




Stream Bypass Sequence 1

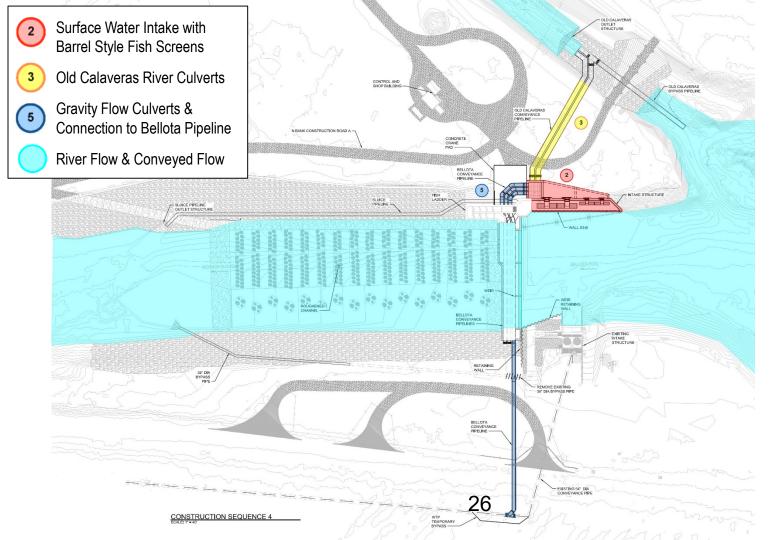
- Existing Intake to Remain in Operation
- Construct Roads/ Gates
- Emergency Bypass Flow Directed North and South of
 - Roughened Channel in Pipelines
- Construct Roughened Channel
- Construct Weir Substructure including Gravity Flow Culverts
- Construct Old Calaveras River
 Bypass Pipeline and Embankment
- Construction to Take Place Over 1 Irrigation Season (Summer)





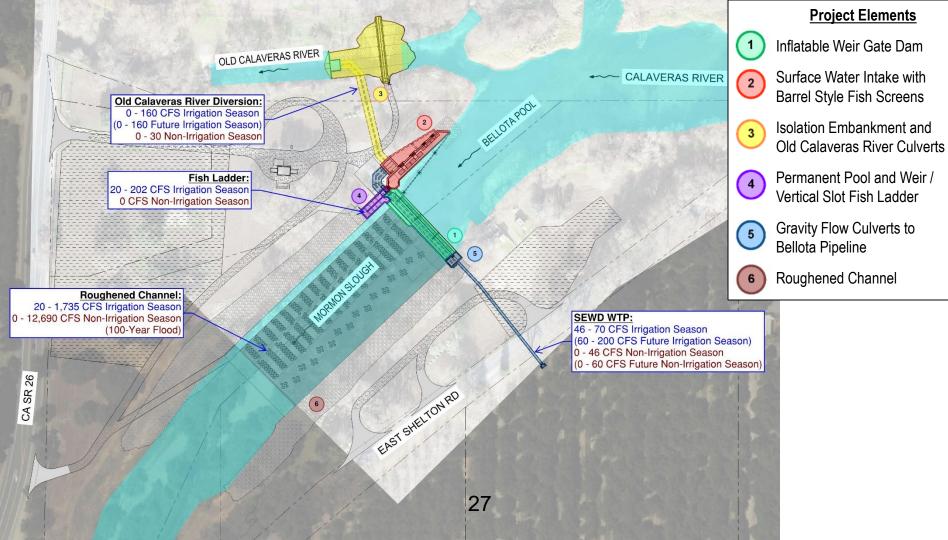
Stream Bypass Sequence 3

- Install Inflatable Weir Gates in Existing Dam Substructure
- Construct Wet Well at south end of Gravity Conveyance Pipes
- Construction to Take Place Over 1 Irrigation Season (Summer)



Stream Bypass Sequence 4

- Construct New Intake and Install Barrel Style Fish Screens
- Construct Old Calaveras River Culverts and Connect to Existing Culverts
- Complete Gravity Flow Culverts
- Construct Connection to Bellota Pipeline
- Construction may Take Place in Non-Irrigation Season
- All Project Components Complete

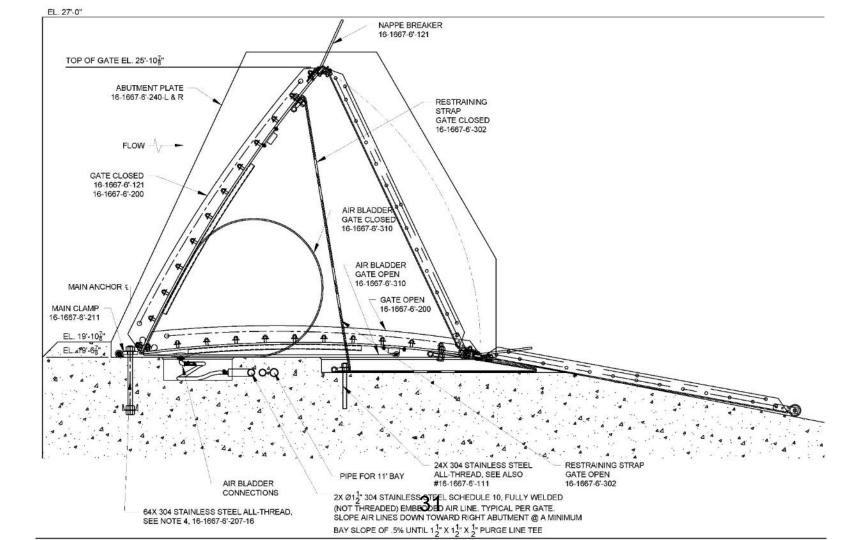


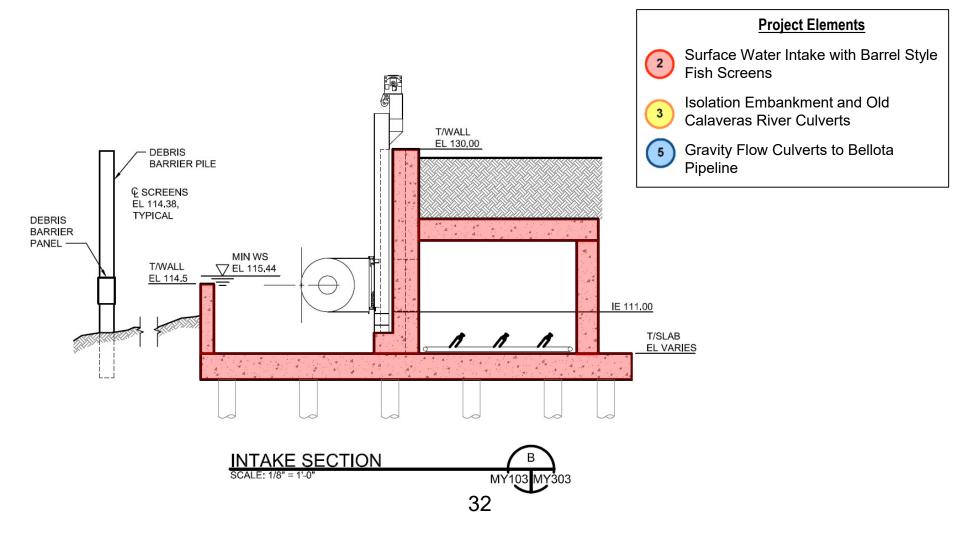


ANTICIPATED 65% DESIGN-LEVEL OPCC

Project Elements	Low (Base-15%)	Base OPCC w/ Escalation	High (Base+30%)	Total Base OPCC w/ Indirect Costs
Consolidated screening facility on north bank combined with a roughed channel	\$50.0 M	\$58.9 M	\$76.6 M	\$71.9M
Costs to be further refined for 90% design: - Large roughened channel rock / rip rap - Fine tuning of all quantities and unit costs				
Note: 65% OPCC is a Class III estimate, with -15% / +30% cost range from Base; previous OPCC provided a Class IV estimate with -20% / +40% range from Base				









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Construction Access

- Improve permanent access fences and gates on East Shelton Road and SR-26
- Provide vehicle turnarounds for permanent access roads
- Provide temporary construction access points for single lane drive-thru truck traffic to project elements, including roughened channel construction haul route
- Temporary roads to remain in place after construction for District use
- Preserve trees where feasible



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Construction Laydown Areas

 Provides storage for construction materials and vehicles on each side of channel