

# **EXHIBIT**

# **Z**

**Declaration of Julie Macedo**

**Prosecution Team Case-in-Chief  
Confusion Hill Bypass Project**

## Attachment K

### Notice of Discharge, Written Notice, or Order

To: Sebastian Cohen

Date: June 16, 2008

Subject: Notice of Discharge

Project Name: Realign Highway 101 and construct two bridges at Confusion Hill

Caltrans Contract Number: 01-379514

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In accordance with the Caltrans NPDES Statewide Permit for Storm Water Discharges Associated with Construction Activity, the following instance of discharge is noted:

#### Date, time, and location of discharge

Date: June 13, 2008

Time: Approximately 10:30 am

Location: South Fork Eel River below bridge no. 10-0299

#### Nature of the operation that caused the discharge

On the morning of June 13, 2008, the Contractor performed tendon grouting operations on the bridge deck of the Segmental Bridge (Southbridge). A small hole in the plastic inlet grout tube allowed a stream of grout approximately  $\frac{1}{16}$  to  $\frac{1}{4}$  inch in diameter lasting approximately 10 to 15 seconds to discharge to the bar of the South Fork Eel River. Unknown damage occurred to the newly installed grout line form either a piece of equipment or other bridge building material and was not noticed prior to grouting operations began. The grouting operations were ongoing for several hours with no issue prior to the hole in the delivery line leak developed. Due to the high pressure in the grout delivery line; the small diameter and the alignment of the hole; due to the high winds and the approximate 260 ft height from the river bar to the bridge deck, a total discharge of approximately 3 to 5 gallons of grout material fell to the river bar below. Although the majority of the material fell to river bar that was immediately below the location of where the material left the bridge deck, because of high winds some of the material drifted in the wind and landed within the waters of the South Fork of the Eel River (SFER). Note that if the hole had developed on the underside of the grout line, and did not occur on the upside of the line, the leak would have been contained on the deck.



Caltrans Storm Water Quality Handbooks  
SWPPP/WPCP Preparation Guide  
February 1, 2003

Notice of Discharge  
1 of 3

### **Initial assessment of any impact cause by the discharge**

The grout discharge caused a large area of the river bar to be lightly covered in a spackling-like covering of grout. The area was approximately 50 ft x 75 ft with some area only being lightly covered. A small plume, approximately 1 to 5 foot wide immediately appeared along the edge of the river. The length of the plume was unrecorded, but appeared to be 100 to 200 ft in length at its maximum. The plume in the river was visually undetectable within under 25 minutes. The Contractor did not take Ph measurements, but Caltrans pH measurements concluded no detectable pH change as a result of the discharge. Pre- event / background pH measurements taken 3 days prior to the vent, as compared to immediately post event, and on one-hour intervals after the event, and as compared to readings taken several days later, all pH readings concluded in no detectable pH change. The pH range for all stated measurements was between 7.2 and 7.6 using paper pH sticks measuring devices. The Contractor immediately inspected the river bar, and within 30 minutes the grout on the rocks was dry and not capable of being washed or removed. Any mitigation regarding cleaning the grout off the river bar is pending input from appropriate resource / permitting agencies.

### **Existing BMP(s) in place prior to discharge event**

The primary BMP employed prior to the discharge event was NS-13, "Material and Equipment Use Over Water," per the approved project SWPPP. Other primary and secondary protection measures, such as steel pump drip-pan containment; basic plastic or visqueen liners; plastic bucket containment for outlet tubes venting; and placement of straw waddles and plywood barriers were also in place, but due to the high pressures of the grout tube the discharge sprayed up into the air and bypassed primary and secondary measures.

### **Date of deployment and type of BMPs deployed after the discharge.**

Per direction from the State, the Contractor's operations were immediately halted and all BMP measures were reevaluated (BMP NS-13 plus other additional measures- per above statements). The Contractor has proposed new and additional improvements, as described in the next paragraph. These will be implemented.

The Contractor will remove gravel contaminated with grout, if and when governing agencies allow and/or require. Since grout is dry and inert, physical clean up could cause turbidity and more damage than if simply left alone.

### **Steps taken or planned to reduce, eliminate and/or prevent recurrence of the discharge**

Several of the same BMP material items will be implemented, but in a different alignment/location/ such that in the case of line rupture, no grout will be allowed to discharge to the river below. The Contractor's measures include: visqueen under the inlet hose; fiber rolls or other obstacles along the edge of deck down gradient from grouting operations; plywood along the guardrail and over union locations where separation of the grout line could occur; lowering of grout pressure to minimize risk of line rupture; and increased replacement of plastic grout delivery line. In general, the Contractor

will be prepared for pressurized airborne grout, not only for gravity driven grout (leaks or spill from non-pressurized line).

**Implementation and maintenance schedule for any affected BMPs**

All BMPs will be implemented and maintained as detailed in the SWPPP. The SWPPP will be updated / amended accordingly. No grout work will occur until Caltrans approves the additional measures and allows the Contractor to implement/install the additional BMP measures and amend the SWPPP.

If further information or a modification to the above schedule is required, notify the contact person below.

Justin Porteous  
Name of Contact Person

Water Pollution Control Manager  
Title

MCM Construction, Inc.  
Company

(707) 599-6365  
Telephone Number

Signature [Signature]

Date 6/16/00



**From:** Kason Grady  
**To:** Macedo, Julie  
**Date:** 2/7/2011 1:22 PM  
**Subject:** #2  
**Attachments:** ConfusionHill-5.jpg; ConfusionHill-6.jpg; ConfusionHill-7.jpg; 6-13-08Grout-AttchK.tif; Picture-4.jpg; Picture-1.jpg; Picture-3.jpg

Julie,

Here is an email that I got from Sebastian re: #2 (Grout Spill)

Kason

=====

Mona & Kason- (I've sent it to both of you, as I'm unsure of Mona's e-mail)

Attached is an Attachment K for the grout spill that occurred on Friday. I was not on-site when it occurred, but the pictures definitely make it clear that the grout sprayed up in the air and fell to the bar below. Caltrans monitored the site and took pH readings at one-hour intervals. Given the pressure in the line; the small diameter of the hole in the delivery line; and the short duration before the pump was turned off, a total quantity of 3 to 5 gallons was estimated to have been discharged. The plume that developed along the bank was completely invisible within 20 to 25 minutes. The pH readings resulted in no change from pre-to during-to post event.

These pictures are from my staff. I have yet to get pictures from the Contractor.

I will have more info and pictures.

please call with any questions.....thanks

(See attached file: Picture-4.jpg)(See attached file: Picture-1.jpg)(See attached file: Picture-3.jpg)(See attached file: ConfusionHill-5.jpg)(See attached file: ConfusionHill-6.jpg)(See attached file: ConfusionHill-7.jpg)

(See attached file: 6-13-08Grout-AttchK.tif)

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SEBASTIAN COHEN, PE  
Resident Engineer - Confusion Hill Realignment  
District 1-Leggett  
707-925-6217-office  
707-496-4096-cell

**From:** Kason Grady  
**To:** Macedo, Julie  
**Date:** 2/7/2011 1:17 PM  
**Subject:** Re: Fwd:  
**Attachments:** AttachK 001.jpg; AttachK 002.jpg; AttachK 003.jpg

Here's the Attachment K for #2. I have another email with photos from this event.

>>> Sebastian Cohen <[sebastian\\_cohen@dot.ca.gov](mailto:sebastian_cohen@dot.ca.gov)> 6/18/2008 7:01 PM >>>  
Lets try this:

(See attached file: AttachK 001.jpg)(See attached file: AttachK 002.jpg)  
(See attached file: AttachK 003.jpg)

I have yet to hear from my legal dept. Are we still on for the July 16th mtg in Santa Rosa? Last time we spoke it was either at 11:00 or 1:00?

Also- we will be starting to prepare for work within the river. We will be removing the foundations for the northbridge falsework and the trestle. I have been working with MCM and our Bio regarding appropriate BMPs. We will be implementing much more significant (appropriate BMPs) than what was done when the foundations went in. I have been told that I am to submit an Attachment K simply stating that since we will be starting this work, anticipated but insignificant impacts are expected (i.e, small sediment plumes from simply having bodies in the river placing the turbidity curtains and doing the work will cause impacts). i will send an attachment K tomorrow for this work. We have a bio monitor on-site for this work - as required.

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SEBASTIAN COHEN, PE  
Resident Engineer - Confusion Hill Realignment  
District 1-Leggett  
707-925-6217-office  
707-496-4096-cell

"Kason Grady"  
<[KGrady@waterboards.ca.gov](mailto:KGrady@waterboards.ca.gov)>  
To  
"Sebastian Cohen"  
<[sebastian\\_cohen@dot.ca.gov](mailto:sebastian_cohen@dot.ca.gov)>  
06/18/2008 04:19 PM  
cc  
"Dean Prat"  
<[DPrat@waterboards.ca.gov](mailto:DPrat@waterboards.ca.gov)>, "Mona Dougherty"  
<[MDougherty@waterboards.ca.gov](mailto:MDougherty@waterboards.ca.gov)>  
Subject  
Re: Fwd:

I checked, and I am only able to view one page. Perhaps this is because the Attachment K was submitted in TIF format. Please resend just the second and third pages to keep the file size down.

>>> Sebastian Cohen <[sebastian\\_cohen@dot.ca.gov](mailto:sebastian_cohen@dot.ca.gov)> 6/18/2008 3:51 PM >>>

The BMP measures were / are simply more of the same except for implementation of a lower grouting pressure; implementation of a stronger grout delivery line; placement of a horizontal barrier that would encase any high pressure grout leaks. Better and more significant containment for any sudden grout leaks is what is being implemented, whether the leaks be from a break in a line under pressure, or from a spill on deck. I had a mtg specifically with this sub and the prime prior to any grouting about the importance of grout control BMPs; the importance of proper maintenance and implementation; and my staff has been on them fairly significantly. All was going well, but the freak leak is just that.

The grout that hit the rocks that can be seen in the photos is hard as a rock. Absolutely no cleanup was done. The prime wanted to go and clean-up all of the rocks that have grout on them, but we did not allow this as it was sure to cause more impact by going on the river bar and trying to clean dry, hard, inert grout. I told them that any clean-up orders would occur after agency consultation. My staff says that the grout dried within several minutes, as the small drips on the rocks was thin. The grout is essentially concrete waster with no aggregate, so once it is dried, it should be inert.

I e-mailed all three pages of the Attachment K. Please check again, and if you still only have one page let me know. I did not send in a hard copy, but I can. Let me know if that is needed. It was very slow to e-mail as it was very large and was kicked back a few times, both from you and from NMFS and CDFG.

Thanks.....

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SEBASTIAN COHEN, PE  
Resident Engineer - Confusion Hill Realignment  
District 1-Leggett  
707-925-6217-office  
707-496-4096-cell

"Kason Grady"  
<KGrady@waterboards.ca.gov>  
06/17/2008 02:50 PM  
To  
<sebastian\_cohen@dot.ca.gov>  
cc  
"Dean Prat"  
<DPrat@waterboards.ca.gov>, "Mona Dougherty"  
<MDougherty@waterboards.ca.gov>  
Subject  
Fwd:

Sebastian,

What are the revised BMP measures that the sub-contractor submitted? You should have secondary containment around all pressurized lines above the river before the contractor gets back to work. Is that what you mean by the BMPs installed for "a hole in the pressure line type leak?" Did the spill get cleaned up off of the gravel bar and river? How? The Attachment K that you sent us only contained the first page, can you send the second page too? Did you send in a hard copy?

Kason

>>> Mona Dougherty 6/17/2008 2:29 PM >>>

>>> Sebastian Cohen <sebastian\_cohen@dot.ca.gov> 6/17/2008 10:35 AM >>>

Mona-

Just checking to make sure that you received the Attachment K. I am still not on-site, but I will have more pictures and info by COB today.

Also- The sub-contractor responsible for this issue has re-submitted additional BMP measures, and we will be allowing them to get back to work on the grouting tomorrow. There is only a couple days of grouting left. The grouting is for the void between the 3/4" diameter steel tendon cables that post-tension the bridge and the 4" diameter CSP that is cast inside the bridge.

I will provide picture of the grout equipment and all apparatus in action, with BMPs installed (both for a gravity leak and a hole in the pressure

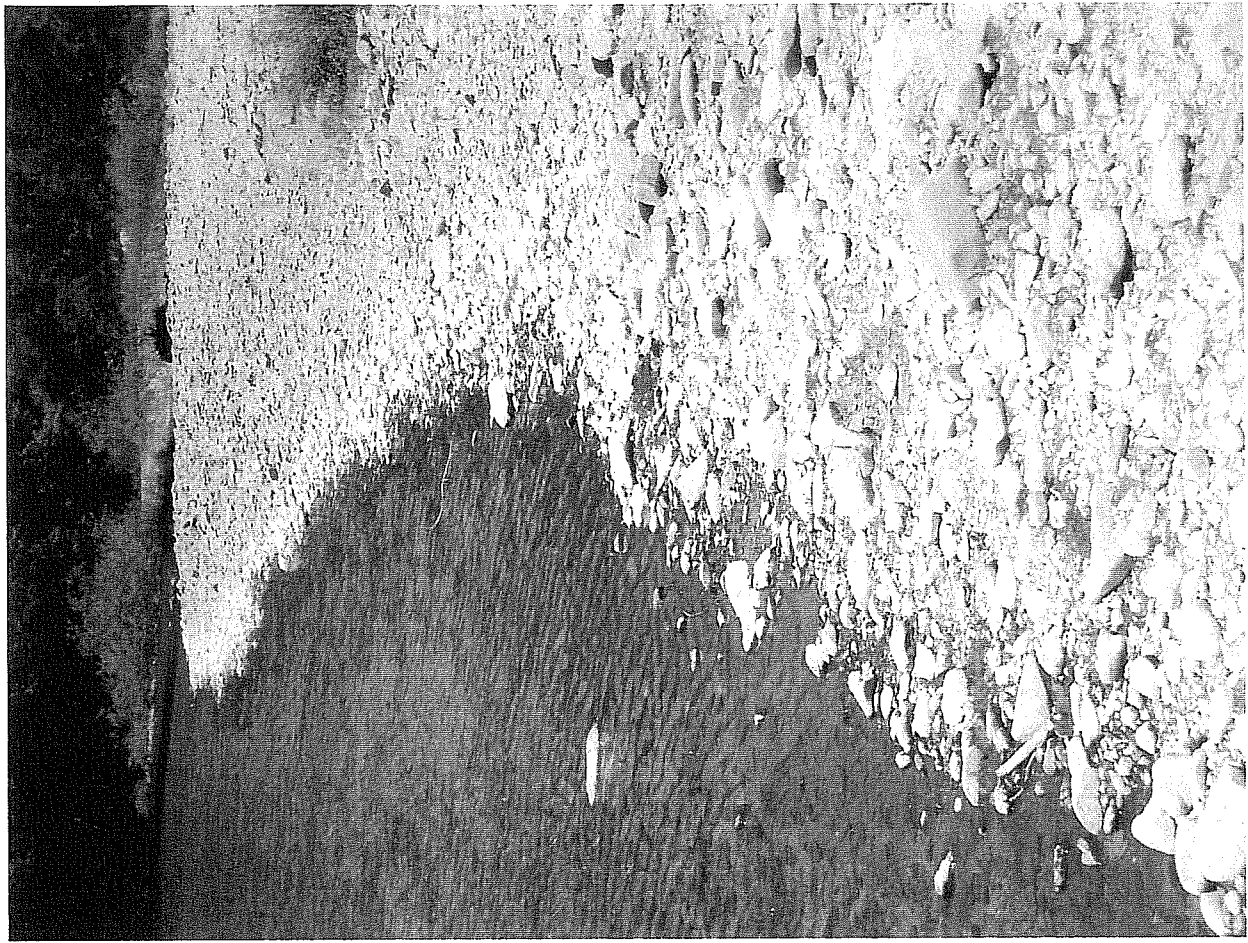


line type leak).

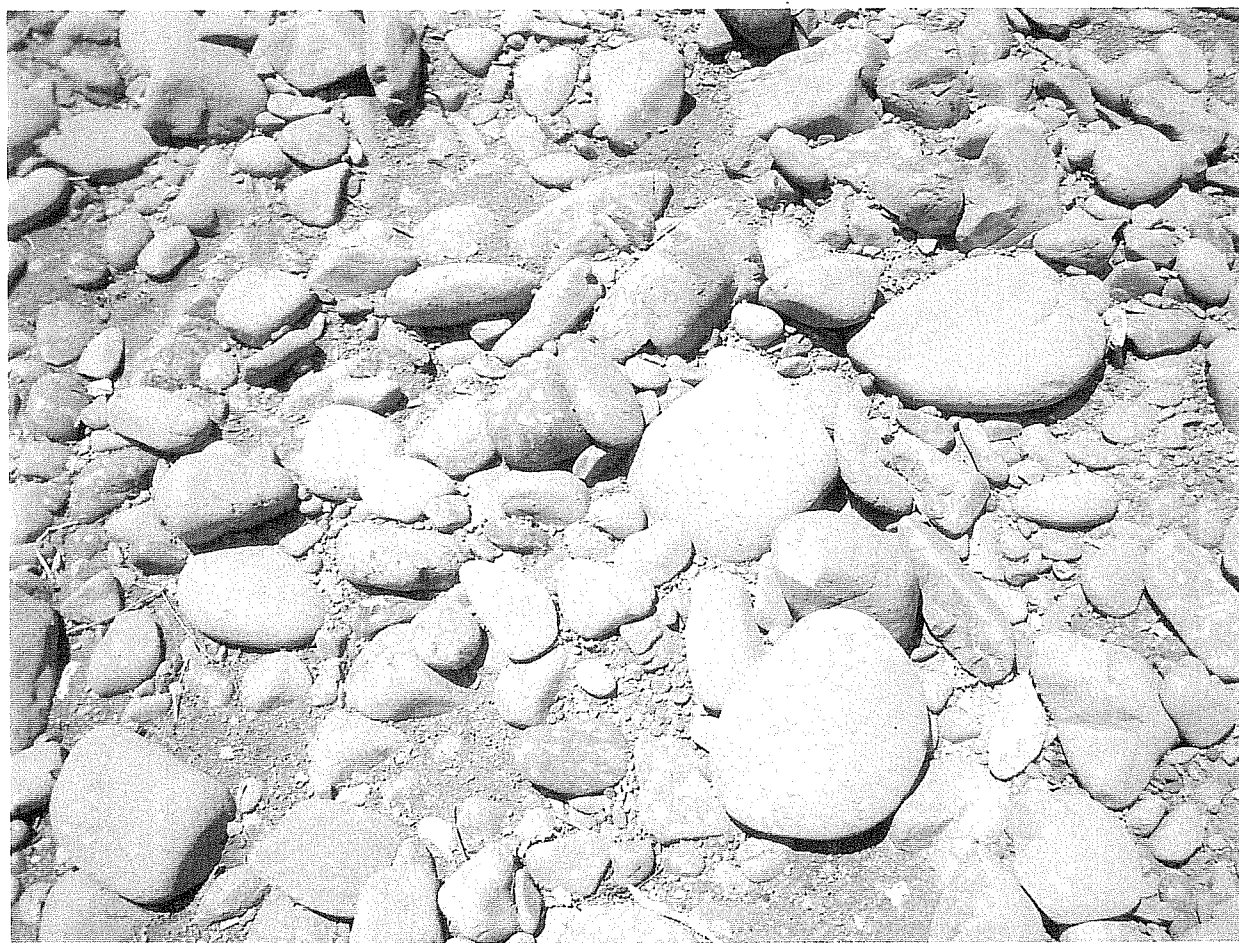
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707-496-4096-cell



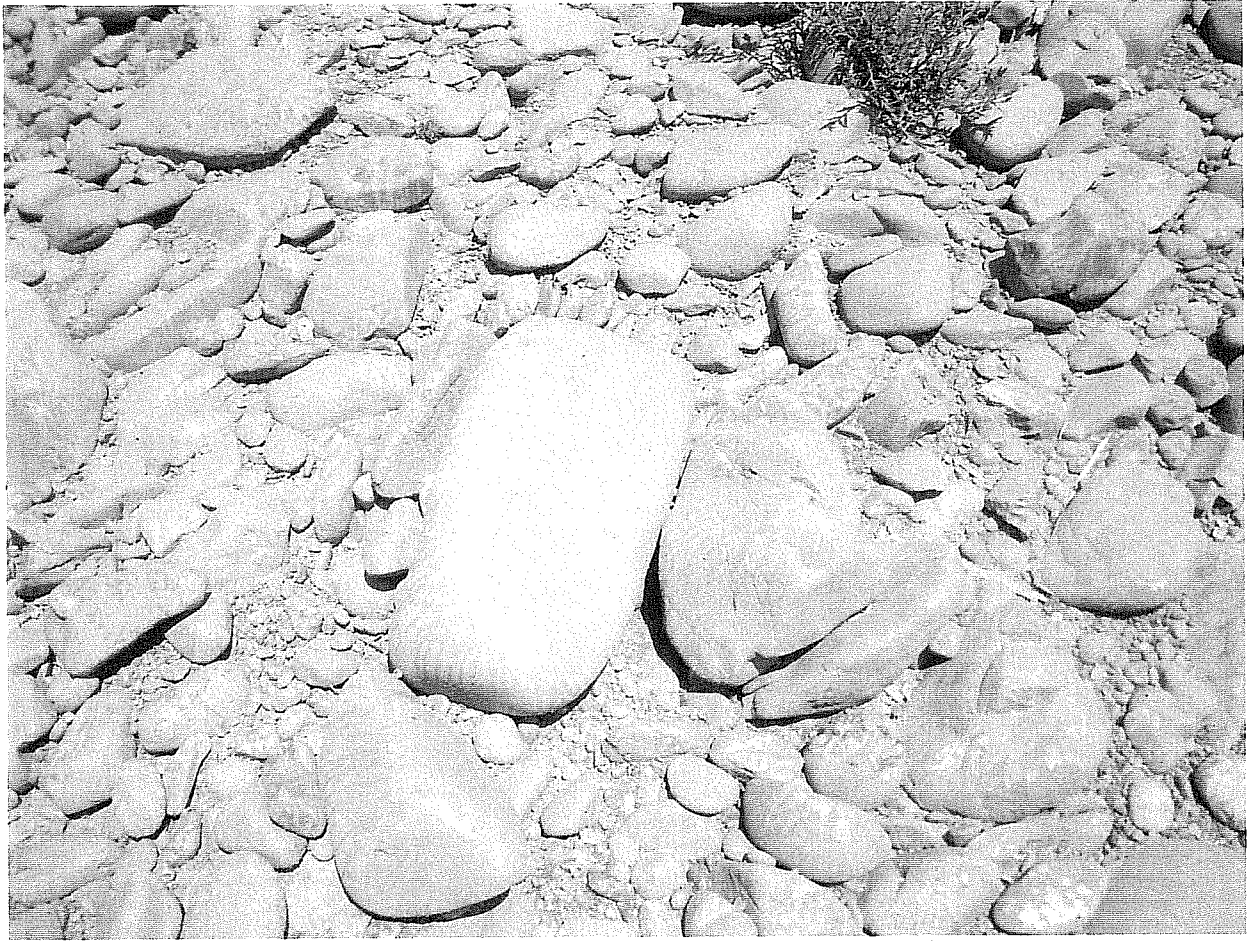












# **EXHIBIT**

# **AA**

**Declaration of Julie Macedo**

**Prosecution Team Case-in-Chief  
Confusion Hill Bypass Project**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION SWPPP INSPECTION REPORT

01-397514  
ER-37B3(004)E  
MEN-101-159.6/162.0 (KP)  
REALIGN HIGHWAY WITH  
TWO BRIDGES

☒ CT Construction Inspection Report

☐ Contractors Inspection Report

SWPP/WPCP Inspection Report		SWPP	Shift Hours:	R.E.	Sebastian Cohen
Report #		AML-66	07:00 to 16:30	Contractor:	MCM Construction
Day	Date	WD #	SWPP Compliance	Controlling Operation	Weather
Friday	01/09/09	960	YES	Wall 19+02	Clear

Type of Diary

☐ Prior to a Forecast Storm ☐ CheckBox3

☐ At 24 hour intervals during extended precipitation events

☐ CheckBox4

☐ After precipitation that can cause

☒ Routinely, at a minimum of once every week

Blank = No Inspection NC = Needs Correction, See Comments OK = Meets Standards N/A = Not Applicable

1	Sandbags, straw bales and silt fences placed and functioning properly?	OK
2	Erodible slopes protected with acceptable soil stabilization practices?	OK
3	Desilting basing functioning properly?	OK
4	Work areas, including equipment and storage areas, reasonably clean and free of leaks?	NC
5	Material stockpiles properly covered?	NC
6	Discharge points free of significant erosion, or sediment transport?	OK
7	Discharge points free of noticeable pollutants?	OK
8	BMPs installed per plan and specifications?	OK
9	Do any structural BMP's require repair or clean out to maintain adequate function?	OK
10	Construction on-site traffic routes, parking, and storage of equipment and supplies restricted to authorized areas?	NC
11	Are temporary soil stockpile(s) or construction materials in approved areas?	OK
12	Do any seeded or landscaped areas require maintenance, irrigation, fertilization, seeding or mulching?	OK
13	Is there any evidence of sediment wheel tracking on public roads at intersections w/site access roads?	OK
14	Is there any evidence of erosion in cut or fill slopes?	OK
15	Does SWPPP or WPCP require revisions?	OK
16	Illicit discharges by others reported to appropriate authorizes?	OK

**Comments:**

Note: Rain Gage indicates 84.16" to date (01-09-09). This week was cloudy and overcast through Thursday (01-08-09) with .59" accumulating during several light/mist rains. Friday is clear.

**Route 271**

Beginning north of the North Gate, Men. 271, the MCM storage areas are clean and BMP's (gravel bag check dams and rice straw covering exposed soils) are functioning. Mercer Fraser cleaned out the accumulated sediment in the ditches leading from upper Bear Pen Rd, as well as they cleaned out the settled material in the basins, ditches, and check dams. From the North Gate to the Contractors' Office Row the BMPs are functioning well and were also cleaned this week. The tannic acid coloration continues to leach out of the chips and discoloring the waters flowing to the Office Row DI. A Genset being work on by MCM mechanic is placed in a 'broken' containment vessel and needs to be corrected. The (3) Concrete Cement washout basins are 40% full of rainwater and concrete cement washout material accumulation. MCM has been removing water from the basins for disposal at Schendell. MCM has spilled some of this cementious water in the adjacent ditch and have been requested to remove the soil before the next rains and treat the soil as wash out material, i.e., dispose of at Snake Pit. The Men. 271 roadways, from the washout basins to Concrete Cement Batch Plant, is in good shape, except for the mass wasting occurring from the disposal pile immediately South of the Concrete Cement Batch Plant. However MF blew rice straw onto the exposed soils this week. The five sediment basins are controlling water/sediment that flows from the concrete cement batch plant area to Red Mountain Creek area. The two basins at the Batch Plant are 10% full of rainwater accumulation. MF pumped the basins out and hauled the cementious water to the Fortuna Plant.

**Disposal Sites, Snake Pit, Bear Pen, and Schendel**

Schendel Disposal area: Several rock/soil slips/mass wasting: The disposal pile is being relandscaped by LADD with a better rock buttress constructed at its base; the 'blue goo' slump along Men 101 was relandscaped by MF, seeded, and strawed. Runoff from these sites has been directed thru sediment basins and check dams.

Bear Pen Disposal Site is clean and secure.

Snake Pit Disposal Site is clean and secure, including the mass wasting on the south slope toward the Batch Plant – as already mentioned.

**NORTH BRIDGE**

Stockpiled material to the North has been partially uncovered by winds. LADD has been informed to reattach the tarps. The bridge deck has gravel bag check dams settling out sediment and these were cleaned out by MF during the week. The deck has been cleaned of soil and rock material and remains clean. Drainage at both ends of the north bridge is functional. The 3" minus rock wheel tracking prevention is functional.

**THROUGH CUT AREA**

This is 'W' line Sta 17+80 to 22+00. Temporary BMP's are in place in addition to Permanent Drainage Facilities. Slide #4 has been covered with straw and Jut Netting but has experienced movement during this week that is now rotating trees at the top and burying the straw and some of the Jute Netting. The Temporary Spoil stored in the W line

~ Sta 19+50 to 20+00 by Ladd and Associates from the excavating below Wall 19+02 is stable and non erosive at this time. The temporary fill/spoils is being stockpiled within the limits of the functional BMPs; BMP berms have been placed around the base(s) of the piles. The ongoing rock fall continues and is a safety concern at 'W' Line Sta ~18+00.

### **SOUTH BRIDGE**

#### **Pier #3 Side**

This is the main work area with construction debris. Stored Styrofoam used in the North Bridge 10-0299 as backwall filler/expansion joints that was blown around the area has been picked up. The bridge deck is clean and secure.

#### **Pier #2 side Br. 10-0299**

Additional rice straw was blown over the entire area around Pier #2 from the bottom to the top. Blackwell Property is clean and secure. The grave creek sediment basin is functioning.

#### **Route 101**

The BMP's along the northbound shoulder near Wall 10+46, "W" Line Sta. W line Sta 10+00 to 12+00, are functional. The rock stabilization pad at W line Sta 10+00, for vehicle wheel cleaning, continues to function.

Men 101 PM 100.9 SB pullout /w K-rail encirclement, MCM Corp. Yard – has BMP's in place, yard is clean and secure. Pull out along Men. 101 NB, near PM 101.12, the additional BMP's added to established BMP's are working well, accumulating debris, sediment, and trash that comes off the well used (public and contractors) pull out.

#### **Repeat:**

The empty trash receptacles and the full trash receptacles continue to fill with rain water and attract Ravens. There is a lot of lunch/snack trash that either blows out or is picked through by the birds. The Trash Containers need to be emptied of both trash and water within (a maximum period) two weeks per WM-5. Construction wastes need to be removed from site every two weeks and shall not be located within 50' from drainage facilities, per CDFG Permit condition #18 Equipment must be moved away from the stream prior to fueling and/or service.

SEE INSPECTOR'S DIARIES FOR  
COMPLETE DETAILS OF CONTRACTOR'S  
OPERATIONS

Name: Jack Naylor

Title: ARE

# **EXHIBIT**

# **BB**

**Declaration of Julie Macedo**

**Prosecution Team Case-in-Chief  
Confusion Hill Bypass Project**

285 file 18.2

## Confusion Hill Project Rainy Season Inspection Report

CO-RTE-P.M.	MEN-101-99.2-100.7	Inspection Date	Wed, 2/25/09
Inspector	Cabe Silverhame, PG	Inspect Phone:	415.407.5744
WPC Proj. Inspector	Arvin Lal	WPC Phone:	707.496.4348
Weather Conditions	Cloudy, rain showers, cool, light wind	Last Rain Event	2/25/09

Notes : Photos from this inspection may be found on the BC file transfer site in the "CalTrans D1" folder, <ftp://bc:bcftp@ftp.brwncaid.com/> until 3/8/09.

### SWPPP Observations and Recommendations

#### Abutment 1 South Bridge

[Observation] : Storm runoff from the south approach to the SB and the Abutment 1 area exhibits moderate turbidity as it leaves the drainpipe (Photo 001), but no turbidity is visible downstream at the cross-culvert invert (Photo 002, arrow shows flow direction).

#### South Bridge Deck

1. A significant amount of soil fines were left on the south end of the bridge deck over the weekend, resulting in some of the material being washed over the edge by heavy rainfall (Photo 003). In addition, a pile of refuse, some of which is susceptible to wind-carry, remained on the bridge near recent guardrail construction activities (Photo 004).

#### North End of South Bridge

2. A pile of sandblasting grit, previously noted on the 1/21/09 Inspection Report, has largely been washed off the bridge deck by precipitation (Photo 004). The remainder should be swept up and disposed of as construction debris as soon as practicable.

#### Peninsula Access Road

3. Several of the gravel bag check dams along the inboard flow line are damaged or filled with silt and should be restored (Photo 005, typ.)
4. Construction debris, including PVC pipe, filter fabric and a short section of drain pipe, have been abandoned near the northernmost retention basin on the Peninsula Access Road (Photo 008). This material has been at this location for several months, and should be cleaned up as soon as practicable.

[Observation] : The northernmost retention basin on the Peninsula Access Road is functioning as designed after several days of significant rainfall, with the water level well below the outlet (Photo 009, arrow shows outlet).

#### Pier 1 North Bridge

[Observation] : Stormwater runoff from the drainage BMPs in the Throughcut and adjacent to Pier 1 NB exhibits visible turbidity after several days of significant precipitation, but the resulting plume in the river is very localized, extending only several feet from the mouth of the drainage (Photo 010).

#### Snake Pit Disposal Area

5. The protective poly sheeting covering a stockpile of soil and cementitious debris near the crest of the Snake Pit Disposal Area has blown off (Photo 012) and needs to be reinstalled.

## Month End Report of Unresolved SWPPP Observations

### Confusion Hill Project

February 2009

✓	Item	Date	Location	Description	Age	Priority
	2	1/28	NE of Abutment 4 SB	Various items of construction waste, including Styrofoam®, poly sheeting and plastic refuse are in the natural forest area immediately northeast of Abutment 4.	31 days	Medium
	1	2/2	Highway 271 North of Bear Pen Undercrossing	A new pile of mixed construction debris and refuse has been dumped next to the former scrap lumber pile on Highway 271.	26 days	Medium
	2	2/2	Highway 271 at Construction Field Trailers	A spill of lubricant, fuel or hydraulic fluid is on the ground at the north end of the construction field trailers and immediately south of the roll-off dumpsters.	26 days	Medium
	1	2/9	Highway 271, Three-bay Concrete Washout	Waste poly sheeting and waste filter fabric have been present on the north and south sides, respectively, of the three-bay concrete washout for at least several weeks.	18 days	Low
	1	2/12	Pier 2 South Bridge	Several pieces of scrap lumber are abandoned along the access road near Pier 2 SB.	16 days	Low
	2	2/12	Highway 271 North of Three-Bay Concrete Washout	A pile of mixed construction debris, including lumber, Styrofoam, fabric and plastic, has been placed on the easterly side of the roadway.	16 days	Medium
	1	2/17	Base of Abutment 1 South Bridge	Several storage boxes for concrete test cylinders have been abandoned at the base of the South Abutment of the SB between the retention basins and the access road to Pier 2 SB.	11 days	Low
	4	2/17	Schendel Disposal Area	Build-up of alluvium behind several of the straw bale check dams along the access road to the Schendel Disposal Area is diverting stormwater flow around the dams.	11 days	Medium
	2	2/25	North End of South Bridge	A pile of sandblasting grit, previously noted on the 1/21/09 Inspection Report, has largely been washed off the bridge deck by precipitation. The remainder should be swept up and disposed of as construction debris as soon as practicable.	3 days	High
	4	2/25	Peninsula Access Road	Construction debris, including PVC pipe, filter fabric and a short section of drain pipe, have been abandoned near the northernmost retention basin on the Peninsula Access Road.	3 days	Low
	1	2/27	South Approach to South Bridge	A new stockpile of soil and rock has been placed on the easterly side of the approach road, and should be protected from stormwater impacts.	1 day	Medium

### Statistics

Observations This MONTH	Corrected this Month	Percent Corrected	Carryover Items
34	25	74%	1
Observations This YEAR	Corrected this Year	Percent Corrected	Carryover Items
63	52	82%	1

**EXHIBIT**

**CC**

**Declaration of Julie Macedo**

**Prosecution Team Case-in-Chief  
Confusion Hill Bypass Project**

285 file 18.2

## Confusion Hill Project

## Rainy Season Inspection Report

CO-RTE-P.M.	MEN-101-99.2-100.7	Inspection Date	Mon, 1/12/09
Inspector	Cabe Silverhame, PG	Inspect Phone:	415.407.5744
WPC Proj. Inspector	Arvin Lal	WPC Phone:	707.496.4348
Weather Conditions	Clear, mild, calm	Last Rain Event	1/8/09

Notes : Photos from this inspection may be found on the BC file transfer site in the "CalTrans D1" folder, <ftp://bc:bcftp@ftp.brwncaid.com/> until 1/18/09.

### SWPPP Observations and Recommendations

#### Former Mulch Storage Area along Highway 101

1. A small log has damaged the silt fence portion of a straw bale/silt fence retention basin near the center of the former mulch storage area (Photo 003); and this water velocity and sediment control feature should be repaired.

#### North End of South Bridge

2. The drip containment BMP beneath a diesel-fueled generator parked on the north end of the SB is substandard and provides inadequate drip protection (Photo 004). A drip pan or a properly installed poly sheeting apron should be substituted.
3. Several small spills of what appears to be hydraulic fluid were observed on the bridge deck near the north end of the SB (Photos 005 and 006). The spills should be mitigated by application of absorbent granules, then swept up and placed in a proper disposal container.

#### South End of Throughcut Retaining Wall

4. A partially-filled five-gallon container of lubricant and several one-gallon containers of other hazardous substances are improperly stored with no spill protection or secondary containment at the south end of the Throughcut retaining wall (Photo 007).

### Resolution of Prior SWPPP Observations

#### Highway 271, Mechanic's Work Area

Item 2 - 1/8/09 : Two one-gallon containers of antifreeze that were improperly stored on a plank atop two 55-gallon drums have been moved or utilized.

#### Schendel Disposal Area

Item 4 - 1/5/09 : The sloughed soil from several adjacent surficial cut slope failures that occurred near the entry to the Schendel Disposal Area has been removed, and the cut slope angle has been slightly reduced (Photo 001). Additional stabilization is pending.

Item 5 - 1/4/09 : Debris from the recent shallow slope failure that occurred on the westerly slope of the Schendel stockpile has been cleaned up from the roadway, and the ditch lines have been re-established (Photo 002). Additional stabilization of the scarp is pending.