
Subject:	Preliminary Construction Schedules for Bethany Reservoir Alternative (Final Draft)
Project feature:	Projectwide
Prepared for:	California Department of Water Resources (DWR) / Delta Conveyance Office (DCO)
Prepared by:	Delta Conveyance Design and Construction Authority (DCA)
Copies to:	File
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1. Purpose and Introduction

The Delta Conveyance Project (DCP) Bethany Reservoir Alternative would include intakes along the Sacramento River between its confluences with American River and Sutter Slough. The DCP also includes a main tunnel extending from the intakes to a surge basin and pumping plant at the downstream terminus of the main tunnel in the Bethany Complex. From the pumping plant water would flow in the Bethany Reservoir Aqueduct pipeline into Bethany Reservoir. This pipeline would include two sections of tunneling below the existing CVP Jones Plant discharge penstock pipelines and below the Bethany Reservoir Conservation Easement.

This technical memorandum (TM) provides a narrative for construction schedules produced in support of the Project for the Bethany Reservoir Alternative (Figure 1). Separate schedules were provided for both the Central and Eastern corridors; these were investigated in association with the DCP's Notice of Preparation (DWR 2020) and are included in Preliminary Construction Schedules for Central and Eastern Corridor Options TM(DCA 2021a).

1.1 Organization

This TM is organized as follows:

- Construction Schedules
- Construction Packages Sequencing
- Options Considered
- References
- Document History and Quality Assurance

2. Construction Schedules

The schedules provided Attachment 1 represents the sequenced construction activities and durations for the following alternatives:

- 1) Option B2A: Bethany Reservoir Alternative, 6,000-cubic-feet-per-second (cfs) vertical plate screen intake
- 2) Option B2B: Reservoir Alternative, 6,000-cfs cylindrical tee screen intake

These conceptual schedules are intended to provide relative guidance for the overall duration of the construction project starting at year zero and are not associated with specific notice-to-proceed dates.

The schedules were developed using scheduling software and provide a conceptual sequence of construction activities that could be used to complete the facility components. They are based on the 2021 footprint design information available at the time the schedule was developed (DCA 2021b) and an assumed number of construction packages. They only delineate one possible sequence of work and are not meant to dictate contractor means and methods, encapsulate possible phasing activities that could shorten the overall schedule, or accommodate unforeseen elements that drive critical path.

The final construction package configuration, sequence of activities, and duration of the schedule will depend upon future project execution decisions, the actual execution of the work, the contractor's actual means and methods, seasonal constraints, definition and variation of the design, abnormal conditions, and other variable factors. Therefore, final schedules would be expected to vary from the conceptual schedules presented here.

3. Construction Packages Sequencing

The schedules developed reflect the sequencing of various preliminary construction packages, including:

- Early works
- Intakes
- Tunnels and Shafts
- Pumping Plant
- Surge Basin
- Aqueduct Pipeline

This information represents preliminary construction sequencing to be used in development of the EIR impact analysis. During future design phases, additional analyses will be completed to determine the configuration and sequencing of multiple construction contracts.

3.1 Early Works

Early works packages include work required to provide access and utilities to each work site. Separate road access works packages were assumed for the northern and southern parts of the project area. The sequence of the individual access works has been set to match the order of the main feature works. Rail access, power supply, and other utility provisions will also be completed as early works to support the main feature contracts.

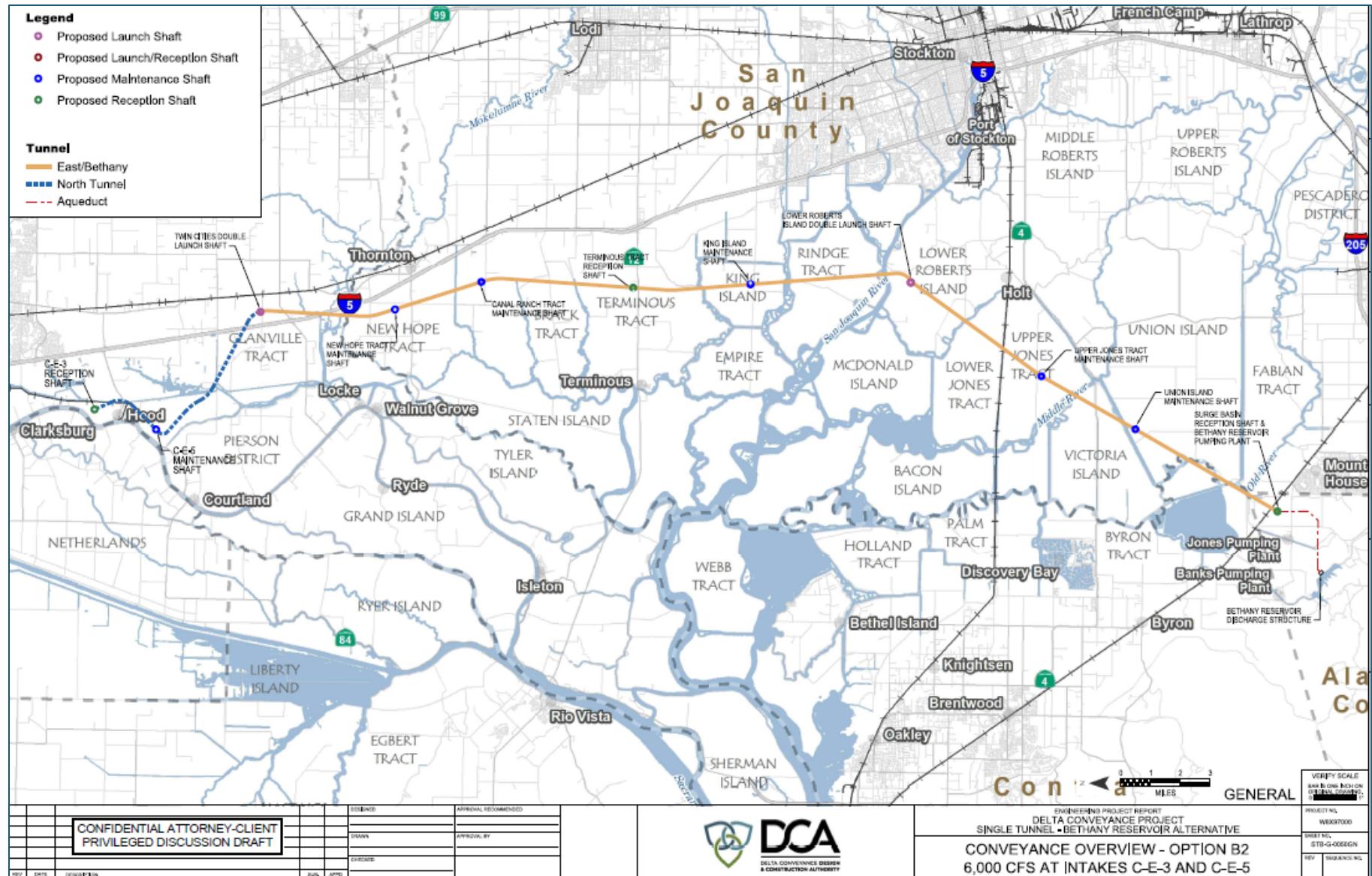


Figure 1. Proposed Conveyance System

3.2 Intakes

Each intake structure was considered as a separate contract with a 1-year stagger to the start of each. The sequence of the intakes is from south to north to reflect the direction of the northern tunnel drive, so the inlet shafts are ready for the advancing tunnel drive. The sequence of construction for intakes includes:

- Stage 1 to prepare temporary levee embankment and temporary diversion of State Route 160
- Stage 2 to construct the cofferdam and intake structure
- Stage 3 to complete the sediment basins and associated earthworks

The stages were established for scheduling purposes and do not match the phases shown on the drawings, which are intended to support overall sequencing of highway relocation and flood control features.

3.3 Tunnels and Shafts

The schedules assume four main tunnel contracts and one Aqueduct tunnel contract, described later in this TM. The Tunnel contracts include shaft construction and the preparation of the shaft working pads, except working pads at the intakes. At sites with tunnel drives in opposite directions, the first tunnel contract would include the completion of a double launch shaft before handing over one cell of the shaft to the second contract.

The tunnel contracts would include reception and maintenance shafts, with the construction sequenced to follow on from the launch shaft in the direction of the tunnel drive. The reception shaft at Terminus Tract receives two tunnel drives and is included in the first planned to arrive contract. The reception shaft at the Bethany Complex would be constructed early within the Reach 4 tunnel contract so the site could be released to the pumping plant and surge basin contracts.

Tunnel excavation rates were established from various tunnels of similar size and similar ground conditions using the same type of equipment. The rates were determined using historical data for segmental ring erection sequences from published data: Colzani (2001) and Davies (2009). Using a similar buildup of tunnel liner building and excavation activities , the overall average for tunnel excavation for these 36-foot-inside-diameter tunnels was estimated at approximately 40 linear feet per day, using a segmental precast concrete lining on a 20-hour work day and taking into account tunnel boring machine startup and stoppages.

3.4 Pumping Plant

The Bethany Reservoir Pumping Plant contract includes the construction of a deep box structure and the wet well conduit, as well as associated mechanical and electrical buildings, and the installation of the pumping equipment and associated pipework and surge tank facilities. Pipe work in and around the box structure are included in the contract to the southern extent of the site, where they join to the Bethany Reservoir Aqueduct contract.

The pumping plant box structure would be sequenced as a top-down construction, where the installation of the perimeter diaphragm walls and columns would be followed by the construction of the ground level slab. Subsequent excavation would take place below this top slab, installing intermediate slabs sequentially to support the walls as excavation progresses. Internal walls and bulkheads would be installed at each slab level once there was sufficient clearance to the excavation and slab construction below. This

method would also enable surrounding building structures to be progressed concurrently with the main box excavation.

The pumping plant contract would also include the construction of a wet well conduit from the northern side of the pumping plan to the main tunnel reception shaft in the surge basin. This inlet conduit would be constructed at the same time as the main wet well, using the same methods.

3.5 Surge Basin

The surge basin construction would commence as a separate contract after the main tunnel reception/surge shaft and the near surface parts of the wet well conduit were completed. The perimeter diaphragm walls would be installed, followed sequentially by the excavation with tie back anchors, the holding down piles, the base slab, and the access ramp. These activities could take place concurrently with the wet well conduit and pumping plant once the second level slab was completed and operations could be isolated.

The top sections of the reception/surge shaft and the wet well inlet conduit diaphragm walls would be removed by the surge basin contractor before they completed the overlying section of the base slab. Final works to install the dewatering bridge structure and weir wall around the surge shaft would be delayed until after the completion of the main tunnel drive and the removal of the tunnel boring machine from the shaft.

3.6 Aqueduct

Initial site clearance work for the Bethany Reservoir Aqueduct alignment would include the preparation of site access to the tunnel portal areas, so the tunnel construction could be completed before the excavation for the cut-and-cover sections of the pipeline. The Aqueduct tunnel includes two sets of four tunnels, one set below the CVP Jones Pumping Plant discharge penstock pipelines and one set below the Bethany Reservoir Conservation Easement.

The riser shafts at the downstream end of the Conservation Easement set of tunnels at the Bethany Reservoir Discharge Structure would be constructed concurrently with the tunnels so they were completed before the Conservation Easement tunnels arrived. The completion of the discharge structure over the shafts would be delayed until after the pipeline was installed within the shaft excavations.

The steel pipeline within the tunnel sections would be installed before the excavation of the cut-and-cover sections, enabling the use of the portal and tunnel excavation material to backfill the portal areas. The Aqueduct excavation with the installation of pipes could continue with concurrent backfilling as work progressed.

4. Options Considered

The Bethany Reservoir Alternative schedules also reflect the construction of two separate intake fish screening options: (1) vertical flat plate screens and (2) cylindrical tee screens. Both types of intake follow the same three-stage construction sequences. The key difference is between the construction of box conduits for the vertical screen option and jacking of pipe for the cylindrical tee screen option. The box conduit is constructed in two phases, as the temporary road is diverted during Stages 2 and 3 of the sequence. The pipes for the tee screens are installed during Stage 3, after the permanent levee is completed and the temporary highway and levee are moved back adjacent to the intake structure.

Schedules developed for the Bethany Reservoir Alternative only considered the 6,000cfs flow rate.

5. References

California Department of Water Resources (DWR). 2020. Notice of Preparation of Environmental Impact Report for the Delta Conveyance Project. January 15. (https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Delta-Conveyance/Delta_Conveyance_Project_NOP_20200115_508.pdf?la=en&hash=74B80DAAE5B9C4BC2EB0619B6A252011F72D1087)

Delta Conveyance Design and Construction Authority (DCA). 2021a. Preliminary Construction Schedules for Central and Eastern Corridor Options, Technical Memorandum. Final Draft.

Delta Conveyance Design and Construction Authority (DCA). 2021b. Draft Engineering Project Report Bethany Reservoir Alternative, Volume 2 - Engineering Concept Drawings. Final Draft.

G Colzani, J. Strid, S. Cole, and D. Olsen. 2001. Tunneling at Hollywood Reservoir. Proceedings of the Rapid Excavation and Tunneling Conference 2001.

J. Davies, K. Chin, J. Ohnigian, and J. Stokes. 2009 Construction of the North Dorchester Bay CSO Storage Tunnel in Boston. Proceedings of the Rapid Excavation and Tunneling Conference 2009.

6. Document History and Quality Assurance

Reviewers listed have completed an internal quality review check and approval process for deliverable documents that is consistent with procedures and directives identified by the Engineering Design Manager (EDM) and the DCA.

Approval Names and Roles			
Prepared by	Internal Quality Control review by	Consistency review by	Approved for submission by
Martin Ellis / EDM BIM Integration Lead	Greg Colzani / EDM QC reviewer	Gwen Buchholz / DCA Environmental Consultant Phil Ryan / EDM Design Manager	Terry Krause / EDM Project Manager

This interim document is considered preliminary and was prepared under the responsible charge of Martin Ellis, California Professional Engineering License C83803.

Note to Reader

This is an early foundational technical document. Contents therefore reflect the timeframe associated with submission of the initial and final drafts. Only minor editorial and document date revisions have been made to the current Conformed Final Draft for Administrative Draft Engineering Project Report version.

Attachment 1
Construction Schedules

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Attachment 1. Construction Schedules

- 1-1 Construction Schedule - Option B2A: Bethany Alignment 6000 cfs vertical plate screen intake
- 1-2 Construction Schedule - Option B2B: Bethany Alignment 6000 cfs tee screen intake

FINAL DRAFT

