

Los Angeles Regional Water Quality Control Board

Ms. Julie Allen
City of Los Angeles
Bureau of Engineering
Sixth Street Viaduct Replacement Program
1149 S. Broadway, 6th Floor
Los Angeles, CA 90015

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED
No. 7008 1140 0002 8671 9455

TECHNICALLY CONDITIONED WATER QUALITY CERTIFICATION FOR PROPOSED 6TH STREET VIADUCT REPLACEMENT PROJECT (Corps' Project No. 2014-00741-PKK), LOS ANGELES RIVER REACH 3, CITY OF LOS ANGELES, LOS ANGELES COUNTY (File No. 15-016)

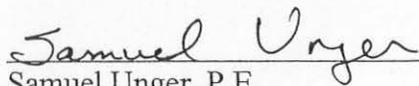
Dear Ms. Allen:

Board staff has reviewed your request on behalf of the City of Los Angeles, Bureau of Engineering, Sixth Street Viaduct Replacement Program (Applicant) for a Clean Water Act Section 401 Water Quality Certification for the above-referenced project. Your application was deemed complete on August 20, 2015.

I hereby issue an order certifying that any discharge from the referenced project will comply with the applicable provisions of sections 301 (Effluent Limitations), 302 (Water Quality Related Effluent Limitations), 303 (Water Quality Standards and Implementation Plans), 306 (National Standards of Performance), and 307 (Toxic and Pretreatment Effluent Standards) of the Clean Water Act, and with other applicable requirements of State law. This discharge is also regulated under State Water Resources Control Board Order No. 2003 - 0017 - DWQ, "General Waste Discharge Requirements for Dredge and Fill Discharges that have received State Water Quality Certification" which requires compliance with all conditions of this Water Quality Certification.

Please read this entire document carefully. The Applicant shall be liable civilly for any violations of this Certification in accordance with the California Water Code. This Certification does not eliminate the Applicant's responsibility to comply with any other applicable laws, requirements and/or permits.

Should you have questions concerning this Certification action, please contact Valerie CarrilloZara, P.G., Lead, Section 401 Program, at (213) 576-6759.



Samuel Unger, P.E.
Executive Officer

Aug. 26, 2015
Date

DISTRIBUTION LIST

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Project Information
File No. 15-016

1. Applicant: Julie Allen
City of Los Angeles
Bureau of Engineering
Sixth Street Viaduct Replacement Program
1149 S. Broadway, 6th Floor
Los Angeles, CA 90015
Phone: (213) 847-0346 Fax: (213) 485-4590
2. Applicant's Agent: Kouros Sameni
HNTB Corporation
601 W. 5th Street, Suite 750
Los Angeles, CA 90071
Phone: (714) 460-1661 Fax: (714) 460-1610
3. Project Name: 6th Street Viaduct Replacement Project
4. Project Location: Los Angeles, Los Angeles County

<u>Latitude</u>	<u>Longitude</u>
34.038676	118.228517
34.038517	118.227616
34.038306	118.227577
34.038461	118.228460
34.038631	118.228046
34.038413	118.227591
34.038409	118.228021
34.038571	118.228479

5. Type of Project: 6th Street Bridge Replacement
6. Project Purpose: The proposed project (Project) will replace the existing 6th Street bridge over the Los Angeles River with newly constructed cable-tied concrete arch bridge (spanning the channel). This bridge construction is incorporating a very innovative design, with an approximate construction budget of \$200 million dollars. It is anticipated this bridge will become a new iconic symbol for the City of Los Angeles. The new bridge will completely span the Los Angeles River, providing a net benefit to the river with the removal of structures from within the channel.

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7. Project Description:

The Project will replace the existing 6th Street Bridge (Bridge) over and in the Los Angeles River with a new Bridge. The Los Angeles River is concrete lined at this point. The Project limits will stretch from Sixth Street and Mateo Street on the west to Sixth Street between Route 101 and interstate 5 on the east (approximately 3,100 feet). The project will reduce vulnerability of the Sixth Street Viaduct in major earthquake events, preserve Sixth Street as a viable east-west link between Boyle Heights and Downtown Los Angeles, and will resolve roadway design deficiencies of the Sixth Street Viaduct.

The 6th Street Viaduct was constructed in 1932 using state-of-the-art concrete technology at that time. Over the last 80 years, concrete elements of the viaduct have cracked and deteriorated as a result of an internal chemical reaction called Alkali Silica Reaction (ASR), which is caused by the reactive aggregate used in the concrete. Because of this ongoing and irreversible chemical action, the 6th Street Viaduct's concrete has lost significant strength, and the structure is subject to failure under predictable seismic energy releases. The viaduct also has design deficiencies consisting of inadequate roadway width; out-of-specification Bridge and approach railing, and approach rail ends; poor roadway alignment; and out-of-specification geometric and seismic design detail.

Some heavy equipment will enter the Los Angeles River from the 19th Street, a distance of 2.92 miles or 15,418 feet. The area of egress will be 10 feet wide, which equals 3.54 acres (154,180 square feet) over that distance. Within the project area, the width of the impacted river channel will be 260 feet. The length along the river channel will be 275 feet. The total impacted area around the Bridge will be 71,500 feet, or 1.64 acres. Therefore, the total length of the Project is 15,693 (15,418 plus 275) feet, and 5.18 (3.54 acres and 1.64) acres.

The Project impacts will be temporary and the Los Angeles River Channel will be restored to the original condition. However, the existing center Bridge pier (22 feet wide and 101 feet long) will be removed. That represents a beneficial, permanent increase of 0.021 acres. The removal will lower the water surface elevation as well as reduce the flood risk at that point.

The replacement structure will be supported by two (2) ten-foot diameter cast-in-drilled hole (CIDH) piles at each side of the Los

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Angeles River on the slopes of the concrete lined channel. The planned demolition of the existing Bridge over the Los Angeles River will occur from September 15, 2015 through April 15, 2016, followed by construction of the proposed Bridge beginning in 2015 through 2019. Construction of temporary piers and trestles is planned for April 15, 2016 through October 15, 2016. Construction of falsework and the new Bridge is planned between April through October 2018. Construction of the revised western slope and demo of temporary pier walls is planned during the Summer of 2019.

Demolition

The demolition activities will be performed from above on the existing bridge and below in the river channel to remove the existing bridge superstructure and the center pier base.

- For removal of the existing bridge superstructure, the spread of the river flow will be narrowed to concentrate it in the low flow channel using two water filled dams beginning approximately 100 feet upstream of the bridge as described below under River Diversion. For the section of low flow channel underneath the bridge, steel beams (HP 14x117, which are H shaped beams 14" high and weighing 117 pounds per foot) will be placed along the outsides of the water filled dams. Steel plates will be placed on top of the beams and over the low flow channel to protect the river from any falling debris during demolition. A low flow crossing will also be constructed using beams and steel plates for equipment access across the low flow channel. The work area under the bridge outside of the low flow channel will be covered with plywood to protect the channel lining.

Although the river diversion plan described above is the currently planned method of diversion, an alternate river diversion plan may be utilized during removal of the existing bridge superstructure depending on when the demolition begins, the amount of the flow in the river at the time of demolition, and other factors. This alternate diversion approach consists of diverting water to the west side of the channel utilizing a water filled dam followed by demolishing the east side of the superstructure. Water would then be diverted to the east side of the channel using a water filled dam and the west side of the superstructure would be demolished. The advantage of this approach is that it takes out the need to channelize flow into the low flow channel and install a bridge over the aquadams.

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- For demolition of the existing center pier base, the water will be diverted to the east side of the channel, again using a water filled dam, to prevent demo debris from entering the river. The center pier demolition and associated river diversion will last approximately six weeks. The channel lining will be repaired in place of the removed center pier. During the demolition phase, the contractor will not construct any falsework or scaffoldings inside the river. Demolition of the existing center pier will include demolition and removal of the crushed rock beneath the pier down to a minimum of 3 feet below the top of the channel lining. Following this, the voids in the crushed rock which are lower than three feet deep will be filled with concrete slurry. Then a two foot high reinforced concrete wall will be constructed on the inside perimeter of the excavated hole where the center pier once stood. The center of this "hole" will then be filled with crushed rock to a depth of two feet. Finally, a 12 inch thick reinforced Portland concrete cement (PCC) lining will be constructed on top of the crushed rock to match the level of the existing surrounding channel lining. The vertical rebar in the two foot high wall will be overlapped a minimum of two feet with the rebar in the new channel lining section to tie the two together.

- The demolition methods were selected for the following reasons:
 - For demolition of the existing bridge superstructure, channelization and protection of the low flow channel was selected so that the demolition subcontractor could break the superstructure of the existing bridge without having to divert the river to each side of the channel multiple times and to allow access to the entire channel by use of the crossing over the low flow channel. It allows the demolition subcontractor to set up complete protection of channel lining and then finish the demolition.
 - For demolition of the center river pier, the river was diverted to east side to allow channel access and keep water away from center river pier debris.

Equipment that will enter the river channel from the 6th Street entrance for the demolition phase consists of the following or similar:

- CAT 950H Wheel Loader
- CAT 446B Loader Backhoe
- Bobcat S750 Skip Loader
- CAT Skid Steer Loader
- 12k + 24k Material Telehandler (12,000 lb. and 24,000 lb. rated handlers)

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- 80ft Telescopic Boom Lift
- 25 Ton Boom Truck
- Cranes
- 1.5' x 3' x 500' fillable cofferdams
- 4' x 9' x 620' inflatable cofferdam
- Pickup trucks

Measures to be taken during the demolition phase to minimize the potential for sediment to enter the river and protect the concrete lined channel include:

- Water filled dams will be used to temporarily narrow the flow of the river into the low flow channel, which will be covered with steel plates within the area of demolition activities. Steel plates will be 8 feet wide, 12 feet long and 1 inch thick.
- A water filled dam will be used to divert flow to the east side of channel during center pier removal.
- The work area will be covered with plywood to protect the channel lining.
- Debris will be removed and the site will be swept daily.
- Before a forecasted rain event, all equipment and plywood sheets will be removed from the river channel as required immediately.
- The contractor will be required to maintain a 5-day clear weather forecast before conducting any operations in the river channel.

Construction

The construction activities of the project consist of four phases to include the following activities:

- a. Reconstruction of concrete channel lining at location of the removed center pier
- b. Installation of temporary platforms at channel side slopes
- c. Construction of proposed bridge column foundations in channel side slopes
- d. Installation of temporary piers in the river to support falsework for construction of proposed bridge superstructure
- e. Reconstruction of concrete channel lining after removal of all temporary construction falsework.
- f. Construction of the west retaining wall.

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The activities from the above list that will be performed within ordinary high water mark (OHWM) are; (a), (d), and (e).

The construction of the proposed bridge will be done in four phases during 2015 through 2019:

- Phase 1: Contractor's primary approach will be to install sheet piles on either side of the river to support the drill rigs and pier table falsework. There will be two pier walls, one on each side of the river, constructed at the toe of the channel slopes starting the first summer to support the column and pier wall construction. Two more pier walls will be added near the center of the channel at the beginning of the last summer to support span falsework. These pier walls will only be in the river during the last dry season. The advantage to this approach is so that the contractor does not need to buy large falsework beams to span long distances.

The pier walls will be constructed by using up to 17 24" diameter CIDH (cast in drill hole) piles for each wall. Spoils from the CIDH installation will be immediately removed by visqueen lined dump trucks. During installation of the center two pier walls, the river will be channelized into the low flow using two 1.5' high x 300' long water filled dams, similar to what will be done during the demolition of the existing bridge superstructure. The west retaining wall will be built last during the summer of 2019.

Although the above is the currently planned method of construction for Phase 1, alternate construction methods may be utilized if necessary:

- The secondary approach is to install trestles rather than sheet piles on the east and west sides of the river to support drill rigs and falsework for the pier tables. There will be two pier walls installed near the center of the river channel during the first summer that will stay throughout the duration of the project and support all necessary span and pier table falsework. The advantage this approach is that it provides the ability to keep falsework up throughout the winter if needed. The west retaining wall would again be built last during the summer of 2019.

- A third approach is to build the west retaining wall first. The size and strength of the retaining wall should be able to support the drill rig and falsework needed to build the pier table on the west side. A trestle will be constructed on the east side of the channel and a smaller trestle will be used to bridge the gap over the river gateway on

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the west. The advantage of this approach is that there would be no need for additional work after the bridge is complete.

The Phase 1 construction methods were selected for the following reasons:

- Shoring is needed on east side of the river to build the retaining wall.
- The retaining wall is in the design.
- The sheet pile was selected to isolate the pile/column/pier table construction from the river flow.
- The use of two primary pier walls was selected to support the building of columns and pier tables and to remain in the river throughout the year. Hydraulic analysis shows that two walls can stay in the river during a 100 year event. The concrete pier walls were selected and designed to withstand the force of the flowing water during a 100 year event.

- Phase 2: The below grade portion of the proposed bridge 10-foot diameter piles will be constructed by drilling using a Leffer RDM Rotator and placing rebar and concrete from the sheet piles or trestles. Spoils will be dumped directly into a dump truck lined with visqueen and removed from the river channel.

- Phase 3: Falsework will be installed above the channel on the temporary platforms to construct the above grade portion of the proposed bridge columns.
 - This construction method was selected to minimize access through water.

- Phases 4: The falsework across the span of the river channel will be constructed followed by the construction of the bridge frame and cables. After construction, the bridge will be painted using an 80ft telescopic man lift. A plastic barrier will be in place to prevent possible paint debris from entering the river. The sheet piles or trestles and the temporary pier walls will be removed and the channel lining will be repaired in kind.

Equipment that will enter the river channel for the construction phase consists of the following or similar:

- CAT 950H Wheel Loader
- CAT 446B Loader Backhoe
- Skip Loader

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- CAT Skid Steer Loader
- 12k + 24k Material Telehandler (12,000 lb. and 24,000 lb rated handlers)
- 80ft Telescopic Boom Lift
- 25 Ton Boom Truck
- 58-Meter Truck-Mounted Concrete Boom Pump
- 36-Meter Truck-Mounted Concrete Boom Pump
- Concrete Mixer Truck
- Super 10 Dump Truck
- 80 Ton Terex Crane
- 18 Wheeler Semi high-bed/low-boy
- Pick Up Trucks
- 300 ton hydraulic crane

All of the equipment except the 300 ton hydraulic truck crane will enter from 6th Street gateway tunnel. The crane, due to the clearance of the low-boy trailers it is carried on, will enter from 19th Street.

Measures to be implemented during the construction phase to minimize the potential for sediment to enter the river and protect concrete lined channel include:

- During installation and removal of the temporary pier walls, water filled dams will be used to narrow the flow of the river into the low flow channel.
- Debris will be removed and the site will be swept daily.
- Work areas within the Los Angeles River channel like the CIDH installation will be isolated from the river flow by using waddles, visqueen, sand bags, and straw.
- When the bridge is painted, a man lift from the river bottom will be completely contained with a tarp so that no paint will escape past the man lift. The soffit of the falsework will protect the river from falling material while the arch and deck are constructed.

Before a forecasted rain event, all equipment and plywood sheets will be removed from the river channel immediately. The Demolition subcontractor and Prime contractor will commit to exiting the river within 24 hours of notice. If there is open channel lining including CIDH construction in process, and a 40% chance of rain in a 5-day forecast, the contractor will prepare the channel for a rain event by backfilling with concrete where needed. The contractor will develop a rapid set concrete installation process. Typically this concrete can

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achieve strength in excess of 4000 psi within 4 hours. The intent for using the quick set concrete will be to ensure that the concrete has a faster curing time, in order to avoid any leaching and/or cause any water quality impacts.

During open excavation for the retaining wall, a 6' high, 15.5' wide, and approximately 130' long water filled dam will be put into place to divert water around the retaining wall when there is a 40% chance of rain 5 days in advance. If there is a need to protect the construction of the retaining wall during a storm in the summer months, the 6' high water filled dam can be placed in a strategic location to allow for a 4.5' depth of flowing water.

The staging areas to be used during the project will be outside of the Los Angeles River river right-of- way (meaning from top of side slope to top of side slope of the river channel).

River Diversion

For demolition of the existing center pier and reconstruction of concrete channel lining at the location of the removed center pier, water in the low flow channel will be diverted around this construction activity, which will take approximately six weeks. This will be accomplished by use of a water filled dam from AquaDam that will route flow around the center pier. A 6' high, 15.5' wide, and approximately 150' long water filled dam will be placed across the existing channel to divert water to the east side of the channel. This flow on the east side will be kept on the east side of the channel as it passes under the bridge site by a 4' high, 10' wide, and approximately 300' long water filled dam that will be placed parallel to the normal river flow. The diversion will accommodate a flow of up to 860 cubic feet per second. The water filled dam made by Aqua Dam, Inc. is a portable, environmentally safe dam filled with onsite water that can be installed wherever needed to contain or divert the flow of water. Aqua Dam's water filled dams consist of two basic parts: an outer or "master tube" made of a heavy duty geotextile woven polypropylene which holds the two inner polyethylene tubes that are in contact when filled with water. The outer and inner tubes combine to form a water filled dam. When the two inner tubes are filled with water, the resulting pressure and mass create a stable, non-rolling roll of water that provides a water tight seal against the river.

The water filled dam will be installed by a five man crew and the use

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of water pumps. The dam can be installed and removed in less than one day.

For demolition of the existing bridge superstructure and installation of the two temporary 24-inch wide pier walls constructed in middle of the channel that will be used to construct temporary falsework, the same type of water filled dam will be used to narrow the spread of the river flow and concentrate it in the low flow channel to keep it away from the pier wall installation sites and equipment. Two water filled dams measuring 1.5' high by 3' wide by approximately 300' long will run on either side of the low flow to keep the water from sheeting out. Like the other water filled dam that will be used in the center pier demolition, it can be installed and removed in one day. And finally, during final removal of the two temporary pier walls and repair of the associated channel lining, which is estimated to take six weeks in the summer of 2019, the same use of water filled dams will be utilized to narrow the spread of the river flow.

While the above river diversion plan is what is currently planned, an alternate river diversion plan may be used for demolition of the existing bridge superstructure as described under Demolition above. The alternate approach would utilize the same size and configuration of water filled dams that would be used for demolition of the existing center pier (6' high, 15.5' wide, and approximately 150' and 4' high, 10' wide, and approximately 300' long). Water would be diverted to the west side of the channel utilizing the water filled dams followed by demolishing the east side of the superstructure. Water would then be diverted to the east side of the channel using water filled dams and the west side of the superstructure would be demolished.

Any of the above described demolition, construction, and river diversion approaches may be utilized. However, if design or methodology changes from what has been presented in the application, the Applicant will submit written notification within 15 days of the proposed changes for review and approval in advance from the Regional Board for an appropriate Amendment that reflects the change. For very minor alterations in design or demolition/construction methods the applicant can simply notify the RWQCB in writing of the change. This project is designed at approximately 90% at the time of the issuance of this Certification. Minor changes may occur due to this project being constructed in phases over approximately 3.5 years.

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Proposed Schedule

(Start-up, duration, and completion dates): Start date: 9-15-2015

Completion date: 10-15-2019

- Primary approach
 - Demolition of bridge over river and center pier (Fall 2015)
 - Phase 1: Trestles/sheet pile and pier walls (Summer 2016, start 4/15/16)
 - Phase 2: Drilled shafts and columns (Summer 2016)
 - Phase 3: Pier tables (Winter thru Spring 2016-2017)
 - Phase 4: Span Falsework/Concrete/Arch/Cables/Paint (Summer thru Fall 2018)
 - Retaining wall and removal of pier walls/trestles/restoration of channel lining (Summer 2019)
- Secondary approach
 - Demolition of bridge over river and center pier (Summer 2016, start 4/15/16)
 - Phase 1: Trestles/sheet pile and pier walls (Summer 2016)
 - Phase 2: Drilled shafts and columns (Summer 2016)
 - Phase 3: Pier tables (Winter thru Spring 2016-2017)
 - Phase 4: Span Falsework/Concrete/Arch/Cables/Paint (Summer thru Fall 2018)
- Retaining wall
 - Retaining wall (Summer 2016, before west trestle).
 - Remove pier walls and trestle/sheet pile system/ restoration of channel lining (Summer 2019)

8. Federal Agency/Permit: U.S. Army Corps of Engineers
NWP No. 33 (Permit No. 2014-00741-PKK)
9. Other Required Regulatory Approvals: California Department of Fish and Wildlife
Streambed Alteration Agreement
10. California Environmental Quality Act Compliance: The State of California and the City of Los Angeles approved the project's Final Environmental Impact Report (No. EA 251200), SCH No. 2007081005) on October 5 and October 3, 2011 respectively. A Notice of Decision was filed with the Los Angeles County Clerk on November 11, 2011.
11. Receiving Water: Receiving water from Basin Plan (Hydrologic Unit Code: 180701050401)

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12. Designated Beneficial Uses: MUN*, IND, GWR, WARM, WILD, WT, REC1, REC2
*Conditional beneficial use
13. Impacted Waters of the United States: Non-wetland waters (unvegetated streambed): 5.18 temporary acres (15,693 linear feet)
14. Related Projects Implemented/to be Implemented by the Applicant: The Applicant has not identified any related projects carried out in the last 5 years or planned for implementation in the next 5 years.
15. Avoidance/Minimization Activities: The Applicant has proposed to implement or ensure the following best management practices (BMPs), including, but not limited to:
- Measures implemented during the construction phase:
- During installation and removal of the temporary pier walls, cofferdams will be used to narrow the flow of the river into the low flow channel.
 - Debris will be removed and the site will be swept daily.
 - Work areas within the Los Angeles River channel will be isolated from the river flow by using waddles, visqueen, sand bags, and straw bales.
 - When the Bridge is painted, man-lifts will be completely contained with a tarp so that no paint will degrade the Los Angeles River.
 - The soffit of the falsework will protect the river from falling material while the arch and deck will be constructed.
- BMPs implemented for surface water diversion activities:
- Prior to surface water diversion baseline water samples will be taken at points upstream and downstream for changes in turbidity, pH, TSS, temperature, and dissolved oxygen.

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- During water diversion activity upstream and downstream monitoring of turbidity, pH, TSS, temperature, and dissolved oxygen shall be implemented. Constituents shall be measured on a daily basis during the first week of diversion and then on a weekly basis thereafter until the diversion is removed.
- Bureau of Contract Administration, City of Los Angeles (BCA) inspectors will provide on-site monitoring of the construction activities to ensure that construction related debris will not make contact to the water in any way, shape or form.
- BCA inspections will ensure that all equipment work areas bordered by the water diversion will be devoid of water and that no leakage comes from the borders of the geotextile dams.
- Any discovered leakage will be fixed immediately.
- Any work areas which have ponding shall be isolated from the work activities by waterproof membranes and associated materials.
- The Applicant will notify this Regional Board 72 hours in advance when placing geotextile dams is scheduled to be done.
- Drip pans will be used under all vehicles and equipment placed in the channel if idle for more than sixty minutes.
- All heavy equipment entering the channel will be inspected daily for leaks.
- All heavy equipment will be repaired outside the LA River Channel.
- BCA inspectors will ensure that the Contractors will remove trash from the project site daily.

BMPs to be implemented during the entire project

- All construction-related equipment will be maintained in good working order to prevent hazardous waste spills.
- Work areas within the Los Angeles River channel will be isolated from by water diversion using geotextile dams.

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- Silt fences or gravel sand bags will be placed around disturbed areas within the Los Angeles River channel to avoid discharge of pollutants, construction dust, and debris into the river.
- Any debris tracked into public right of way will be cleaned daily with a street sweeper per the City of Los Angeles specifications.
- All equipment maintenance, cleaning, fueling, and storage will be performed outside of the Los Angeles River channel.
- Drip pans will be used under all vehicles and equipment placed in the channel or on the viaduct when expected to be idle for more than one hour.
- Equipment will be inspected daily for leaks, and any leaks will be addressed immediately.
- All equipment in the river channel will be inspected for leaks while travelling.
- Spill cleanup kits will be kept on hand to immediately contain and cleanup any spills or leaks.
- BMPs will be inspected and verified they will be in place prior to the commencement of associated activities.
- Following commencement of activities, BMPs will be inspected daily to ensure continuous protection of the waterway.
- All construction equipment entering the Los Angeles River channel will be equipped with rubber tires.
- The Applicant will collect all water from concrete curing and finishing operations and this will be disposed at a legal point of disposal.
- All debris and waste will be stockpiled outside of the Los Angeles River channel.
- Trash will be removed from the project site daily.
- An adequate supply of spill clean-up materials will be kept at the site.

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- Staff will be trained regarding the use of clean-up materials, deployment, access of control measures, and reporting measures.
- In case of spills, contact the Regional Board within 24 hours, and a written discharge notification will follow within seven days.
- Nesting bird and bat surveys will be performed per the requirements of the Section 1602 Streambed Alteration agreement.

16. Proposed
Compensatory
Mitigation:

The Applicant has not proposed any compensatory mitigation due to the temporary nature of impacts associated with the project and the location of the project within a concrete lined channel.

17. Required
Compensatory
Mitigation:

The new bridge construction will completely span the Los Angeles River and avoid the installation of any new piers within the channel. The new constructed bridge will provide a net benefit within the overall Los Angeles River system and reduce the risk of flooding. No compensatory mitigation will be required.

See *Attachment B, Conditions of Certifications, Additional Conditions.*

ATTACHMENT B

Conditions of Certification

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STANDARD CONDITIONS

Pursuant to §3860 of Title 23 of the California Code of Regulations (23 CCR), the following three standard conditions shall apply to this project:

1. This Certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to §13330 of the California Water Code and Article 6 (commencing with 23 CCR §3867).
2. This Certification action is not intended and shall not be construed to apply to any activity involving a hydroelectric facility and requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent Certification application was filed pursuant to 23 CCR Subsection 3855(b) and the application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought.
3. Certification is conditioned upon total payment of any fee required pursuant to 23 CCR Chapter 28 and owed by the Applicant.

ADDITIONAL CONDITIONS

Pursuant to 23 CCR §3859(a), the Applicant shall comply with the following additional conditions:

1. The Applicant shall submit to this Regional Board copies of any other final permits and agreements required for this project, including, but not limited to, the U.S. Army Corps of Engineers' (ACOE) Section 404 Permit and the California Department of Fish and Wildlife's (CDFW) Streambed Alteration Agreement. **These documents shall be submitted prior to any discharge to waters of the State.**
2. The Applicant shall adhere to the most stringent conditions indicated with either this Certification, the CDFW's Streambed Alteration Agreement, or the ACOE Section 404 Permit.
3. The Applicant shall comply with all water quality objectives, prohibitions, and policies set forth in the *Water Quality Control Plan, Los Angeles Region (1994)*, as amended.
4. The Avoidance/Minimization activities proposed by the Applicant as described in Attachment A, No. 15, are incorporated as additional conditions herein.
5. The Applicant and all contractors shall have copies of this Certification and all other regulatory approvals for this project on site at all times and shall be familiar with all conditions set forth.

ATTACHMENT B

Conditions of Certification

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6. Fueling, lubrication, maintenance, operation, and storage of vehicles and equipment shall not result in a discharge or a threatened discharge to waters of the State. At no time shall the Applicant use any vehicle or equipment which leaks any substance that may impact water quality. Staging and storage areas for vehicles and equipment shall be located outside of waters of the State.
7. No construction material, spoils, debris, or any other substances associated with this project that may adversely impact water quality standards, shall be located in a manner which may result in a discharge or a threatened discharge to waters of the State. Designated spoil and waste areas shall be visually marked prior to any excavation or construction activity, and storage of the materials shall be confined to these areas.
8. All waste or dredged material removed shall be relocated to a legal point of disposal if applicable. A legal point of disposal is defined as one for which Waste Discharge Requirements have been established by a California Regional Water Quality Control Board, and is in full compliance therewith.
9. The Applicant shall implement all necessary control measures to prevent the degradation of water quality from the proposed project in order to maintain compliance with the Basin Plan. The discharge shall meet all effluent limitations and toxic and effluent standards established to comply with the applicable water quality standards and other appropriate requirements, including the provisions of Sections 301, 302, 303, 306, and 307 of the Clean Water Act. This Certification does not authorize the discharge by the applicant for any other activity than specifically described in the 404 Permit.
10. The discharge shall not: a) degrade surface water communities and populations including vertebrate, invertebrate, and plant species; b) promote the breeding of mosquitoes, gnats, black flies, midges, or other pests; c) alter the color, create visual contrast with the natural appearance, nor cause aesthetically undesirable discoloration of the receiving waters; d) cause formation of sludge deposits; or e) adversely affect any designated beneficial uses.
11. The Applicant shall allow the Regional Board and its authorized representative entry to the premises, including all mitigation sites, to inspect and undertake any activity to determine compliance with this Certification, or as otherwise authorized by the California Water Code.
12. The Applicant shall not conduct any construction activities within waters of the State during a rainfall event. The Applicant shall maintain a **five-day (5-day) clear weather forecast** before conducting any operations within waters of the State.

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13. No activities shall involve wet excavations (i.e., no excavations shall occur below the seasonal high water table). A minimum **5-foot** buffer zone shall be maintained above the existing groundwater level. If construction or groundwater dewatering is proposed or anticipated, the Applicant shall file a **Report of Waste Discharge** (ROWD) to this Regional Board and obtain any necessary NPDES permits/Waste Discharge Requirements prior to discharging waste.
14. All project and construction activities not included in this Certification, and which may require a permit, must be reported to the Regional Board for appropriate permitting. Bank stabilization and grading, as well as any other ground disturbances, are subject to restoration and revegetation requirements, and may require additional Certification action.
15. All surface waters, including ponded waters, shall be diverted away from areas undergoing grading, construction, excavation, vegetation removal, and/or any other activity which may result in a discharge to the receiving water. If surface water diversions are anticipated, the Applicant shall develop and submit a **Surface Water Diversion Plan** (plan) to this Regional Board. The plan shall include the proposed method and duration of diversion activities, structure configuration, construction materials, equipment, erosion and sediment controls, and a map or drawing indicating the locations of diversion and discharge points. Contingency measures shall be a part of this plan to address various flow discharge rates. The plan shall be submitted prior to any surface water diversions. If surface flows are present, then upstream and downstream monitoring for the following shall be implemented:
 - pH
 - temperature
 - dissolved oxygen
 - turbidity
 - total suspended solids(TSS)

Analyses must be performed using approved US Environmental Protection Agency methods, where applicable. These constituents shall be measured at least once prior to diversion and then monitored for on a daily basis during the first week of diversion and/or dewatering activities, and then on a weekly basis, thereafter, until the in-stream work is complete.

Results of the analyses shall be submitted to this Regional Board by the 15th day of each subsequent sampling month. A map or drawing indicating the locations of sampling points shall be included with each submittal. Diversion activities shall not result in the degradation of beneficial uses or exceedance of water quality objectives of the receiving waters. Downstream TSS shall be maintained at ambient levels. Where natural turbidity is between 0 and 50 Nephelometric Turbidity Units (NTU), increases shall not exceed 20%. Where natural turbidity is greater than 50 NTU, increases shall not exceed 10%. Any such violations may result in corrective and/or enforcement actions, including increased monitoring and sample collection.

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16. The Applicant shall restore **all areas** of TEMPORARY IMPACTS to waters of the United States and all other areas of temporary disturbance which could result in a discharge or a threatened discharge to waters of the State. Restoration shall include grading or construction of disturbed areas to pre-project contours and form excluding specified design changes described in Attachment A.
17. The Applicant shall submit to this Regional Board **Annual Monitoring Reports** (Annual Reports) by **January 1st** of each year for a minimum period of **five (5) years** following this issuance of 401 Certification or until project success and completion has been achieved and documented. The Annual Reports shall describe in detail all of the project and construction activities performed during the previous year. The Annual Reports shall describe any delays. At a minimum the Annual Reports shall include the following documentation and answered appropriately whether or not mitigation has been performed:
 - (a) Color photo documentation of the pre- and post-project site conditions;
 - (b) Geographical Positioning System (GPS) coordinates in decimal-degrees format outlining the boundary of the project areas;
 - (c) The overall status of project including whether or not work has begun on the Project and a detailed schedule;
 - (d) If any permits as required in **Additional Condition 1** have been revised, include copies;
 - (e) A summary of water quality monitoring results in spreadsheet format including a narrative that discusses compliance, or exceedances of **Condition 15**;
 - (f) A certified Statement of "no net loss" of wetlands associated with this project;
 - (g) Discussion of any monitoring activities; and
 - (h) A certified Statement from the Applicant that all conditions of this Certification have been met.
18. All applications, reports, or information submitted to the Regional Board shall be signed:
 - (a) For corporations, by a principal executive officer at least of the level of vice president or his duly authorized representative, if such representative is responsible for the overall operation of the facility from which discharge originates.
 - (b) For a partnership, by a general partner.
 - (c) For a sole proprietorship, by the proprietor.

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(d) For a municipal, State, or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee designated in writing by the Applicant.

19. Each and any report submitted in accordance with this Certification shall contain the following completed declaration:

"I declare under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who managed the system or those directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Executed on the _____ day of _____ at _____.

(Signature)
(Title)"

20. All communications regarding this project and submitted to this Regional Board shall identify the Project File Number **15-016**. Submittals shall be sent to the attention of the 401 Certification Unit.

21. Any modifications of the proposed project may require submittal of a new Clean Water Act Section 401 Water Quality Certification application and appropriate filing fee.

22. The project shall comply with the local regulations associated with the Regional Board's **Municipal Stormwater Permit** issued to Los Angeles County and co-permittees under NPDES No. CAS004001 and Waste Discharge Requirements Order No. R4-2012-0175.

23. The project shall comply with all requirements of the National Pollutant Discharge Elimination System (NPDES) **General Permit** for Storm Water Discharges Associated with Construction Activity, Order No. 2012-0011-DWQ. All stormwater treatment systems shall be located outside of any water of the State and shall not be used as a wetland or riparian mitigation credit.

24. Coverage under this Certification may be transferred to the extent the underlying federal permit may legally be transferred and further provided that the Applicant notifies the Executive Officer at least 30 days before the proposed transfer date, and the notice includes a written agreement between the existing and new Applicants containing a specific date of coverage, responsibility for compliance with this Certification, and liability between them.

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25. The Applicant or their agents shall report any noncompliance. Any such information shall be provided verbally to the Executive Officer or authorized representative within 24 hours from the time the Applicant becomes aware of the circumstances. A written submission shall also be provided within five days of the time the Applicant becomes aware of the circumstances. The written submission shall:

- (a) Contain a description of the noncompliance and its cause;
- (b) The period of noncompliance, including exact dates and times; or
- (c) If the noncompliance has not been corrected, the anticipated time it is expected to continue and steps taken or planned to reduce, eliminate, and prevent recurrence of the noncompliance.

The Executive Officer or authorized representative may waive the written report on a case-by-case basis if the oral report has been received within 24 hours.

26. *Enforcement:*

- (a) In the event of any violation or threatened violation of the conditions of this Certification, the violation or threatened violation shall be subject to any remedies, penalties, process or sanctions as provided for under State law. For purposes of section 401(d) of the Clean Water Act, the applicability of any State law authorizing remedies, penalties, process or sanctions for the violation or threatened violation constitutes a limitation necessary to assure compliance with the water quality standards and other pertinent requirements incorporated into this Certification.
- (b) In response to a suspected violation of any condition of this Certification, the State Water Resources Control Board (SWRCB) or Regional Water Quality Control Board (RWQCB) may require the holder of any permit or license subject to this Certification to furnish, under penalty of perjury, any technical or monitoring reports the SWRCB deems appropriate, provided that the burden, including costs, of the reports shall be a reasonable relationship to the need for the reports and the benefits to be obtained from the reports.
- (c) In response to any violation of the conditions of this Certification, the SWRCB or RWQCB may add to or modify the conditions of this Certification as appropriate to ensure compliance.

27. This Certification shall expire **five (5) years** from date of this Certification. The Applicant shall submit a complete application at least 90 days prior to termination of this Certification if renewal is requested.

