The design of structures for overloads will normally be governed by one of the following categories:

(1) *Category 1.* Structures definitely planned to carry overloads. This category should be used only when the structures are to be constructed under a separate contract prior to a grading contract and the estimated savings in grading costs exceed the extra structure costs. The District must request the DES - SD to design for the permissible overloading.

(2) *Category 2.* Structures which are designed to allow the contractor the option of strengthening to carry overloads. The contract plans will include alternative details for strengthening the structure and the contractor can decide at the time of bidding whether to haul around the structure, build his own haul road structures, use "legal load" equipment on the unstrengthened structure, or construct the structure in accordance with the strengthened alternative design. The District should notify the DOS regarding structures to have optional designs. Undercrossings, overheads, separations, and stream crossings are most likely to be in this category.

(3) *Category 3.* Structures which will not be designed to carry overloads. Most overcrossing, ramp, and frontage road structures are in this category.

The District should consult with the DOS early in the design phase when determining the design overload category of each bridge in the project. Each case where hauling of overloads is permitted must be specifically described in the Special Provisions. Each structure designed under Categories 1 and 2 must also be designated in the Special Provisions. The design load must not exceed the weight limitation of Section 7-1.02, "Weight Limitations", of the Standard Specifications. The District Director or designated representative must approve the overload category for each structure.

110.2 Control of Water Pollution

Water pollution related to the construction of highways and to the drainage of completed highways should be limited to the maximum extent practicable. This objective should be considered from the early planning, through the detailed design phase, to the end of construction of each project.

Proposed alterations of existing drainage patterns and creation of disturbed soil areas should consider the potential for erosion and siltation. Where interdisciplinary analysis (engineering, biology, geology, chemical) indicates that harmful physical, chemical, or biological pollution of streams, rivers, lakes, reservoirs, coastal waters, or groundwater may occur, preventive measures and practices will be required. These measures include temporary erosion control features during construction, scheduling of work, as well as the permanent facilities to be built under the contract. The control of erosion associated with permanent drainage channels and ditches is covered in Chapter 860, Open Channels.

The Department’s Project Planning and Design Guide identifies the procedures and practices to be employed in order for projects to comply with the Storm Water Management Plan and the National Pollutant Discharge Elimination System Permit, issued by the State Water Resources Control Board.

Districts must initiate contact with the appropriate agencies responsible for water quality as early as feasible in development of transportation projects to ensure full identification of pollution problems, and to ensure full cooperation, understanding, and agreement between the Department and the other agencies. The agencies to be contacted will vary from project to project depending on the nature of the project, the aquatic resources present, and the uses of the water. The agencies that may be interested in a project include but are not limited to the following: U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, California Regional Water Quality Control Boards, California Department of Fish and Game, Flood Control Districts, and local water districts. The District Environmental Unit can provide assistance in determining which agencies should be contacted.

Recommendations for mitigation measures or construction and operational controls contained in the project's Storm Water Data Report should receive full consideration in the development of the

project. The Department is legally bound to comply with the appropriate permits as outlined in the California Permit Handbook. The Department is also legally bound to comply with any water quality mitigation measures specified in the projects environmental document. Plans and specifications should reflect water quality protection measures in a manner that is enforceable in contracts.

On almost all projects, early contact should be established between the District project development personnel, Landscape Architecture, biologists, geologists, and other specialists available in the Headquarters Environmental Program, the Division of Engineering Services (DES) Office of Structural Foundations, FHWA, or other Districts, to ensure optimum development of water quality control measures.

Because siltation resulting from erosion is recognized as a major factor in water pollution, continuous efforts should be made to improve erosion control practices.

(1) Project Planning Phase. When project planning studies are started, consideration should be given to the items in the following list:

(a) Identify all waters in the vicinity of a highway project which might affect construction, maintenance and operational activities.

The environmental factors that might affect preconstruction activities should be looked into for the benefit of the resident engineer and contractor. An example would be relocation of drilling of pile foundations in a sensitive stream to prevent possible impacts.

(b) Identify for each project all waters, both fresh and saline, surface and underground, where water quality may be affected by the proposed construction.

(c) Determine if any watersheds, aquifers, wells, reservoirs, lakes, or streams are sources for domestic water supplies.

(d) Determine if any sensitive fishery, wildlife, recreational, agricultural, or industrial aquatic resources are located in the vicinity of the project.

(e) Consider possible relocation or realignment that could be made to avoid or minimize the possibility of pollution of existing waters.

(f) Identify variations in the erosive characteristics of the soils in the area, and consider relocation or grade changes that would minimize erosion.

(g) Where possible, avoid unstable areas where construction may cause future landslides.

(h) Identify construction season preference of regulatory agencies.

(i) Evaluate the need for additional right of way to allow for flatter, less erosive slopes.

(2) Design Phase. During the design phase, the items listed above should again be considered. More specific items for consideration are presented in the following checklist:

(a) Provide for the preservation of roadside or median vegetation beyond the limits of construction by special provisions and depiction on the plans.

(b) Design slopes as flat as is reasonable with slope rounding, contouring, or stepping to minimize erosion and to promote plant growth. Consider retaining walls when practical to reduce slope length and steepness. Include standard special provisions or approved special provisions which will require the contractor to strip, salvage, stockpile, and restore topsoil and/or duff on the final slope to promote plant growth.

(c) Provide erosion control to all soil areas to be disturbed by construction activities. Consider the need to require the contractor to apply permanent erosion control in phases, as slopes become substantially complete, instead of allowing all erosion control to be applied at the end of the construction project. Prior to winterizing the project, the designer must plan for temporary erosion control on slopes not

substantially complete. Native plants should be considered for all plantings.

If a highway planting project is anticipated immediately following roadway construction, disturbed soil areas can not be left unprotected. The use of mulch could be considered as an erosion control method during the interim. Contact the District Landscape Architect for assistance.

(d) When planning for temporary erosion control, consider the use of vegetation, mulches, fiber mats, fiber rolls, netting, dust palliatives, crust forming chemicals, silt fences, plastic sheets or any other procedure that may be necessary to prevent erosion. The District Storm Water Coordinator, District Landscape Architect, and the District Storm Water Unit can assist in the selection and design of temporary erosion control measures.

(e) Design overside drains, surface, subsurface, and cross drains so that they will discharge in locations and in such a manner that surface and subsurface water quality will not be affected. The outlets may require aprons, bank protection, desilting basins, or energy dissipators.

(f) Provide for adequate fish passage through highway culverts or under bridges when necessary to protect or enhance fishery resources.

(g) Provide bank protection where the highway is adjacent to rivers, streams, lakes, or other bodies of water.

(h) Where required, provide slope protection or channel lining, energy dissipators, etc. for channel changes.

(i) Where the State has made arrangements for materials, borrow, or disposal sites, grading plans should be provided and revegetation required. Special provisions should require the contractor to furnish plans for grading and replanting of sites.

(j) Check right of way widths for adequate space to reduce slope gradients and minimize slope angles, for rounding at tops of cuts and bottoms of fills, for adequate slope protection ditches and for incorporation of treatment control measures (e.g., infiltration basins, detention basins, traction sand traps). Also consider right of way or encroachment rights for temporary work such as desilting basins, stream diversion, or stream crossing protection.

(k) All ditches should be designed to minimize erosion. These treatments include but are not limited to grass lining, fiber mats, rock lining (with or without geotextile underlayment), and paving. The District Hydraulics Unit can assist with the selection and design of ditch treatment. Consideration should be given to using soil stabilization materials in median ditches or other wide drainage areas that cannot be vegetated.

(l) Temporary construction features for water pollution control that can be predicted should be made a part of the plans, specifications, and contract pay items. Such items as mulching and seeding of slopes, berms, dikes, ditches, pipes, dams, silt fences, settling basins, stream diversion channels, slope drains, and crossings over live streams should be considered. Since all contingencies probably cannot be foreseen, supplemental work funds should be set up for each project. Pay items for temporary erosion control should not be adjusted for increased or decreased quantity.

(m) Special consideration should be given to using vegetated ditches to remove highway runoff pollutants. The District Hydraulics and Landscape Architecture Units can provide assistance in designing and constructing vegetated ditches.

(n) Mandatory order of work clauses sometimes result in increased costs or longer time limits, but they must be considered where their use would eliminate the expense of temporary construction or where they result in earlier

protection of erodible areas, or improved handling of site runoff.

(3) *Abandonment and Destruction of Water Wells.* The abandonment and destruction of water wells within the highway right of way must be handled in accordance with requirements established by statute and by agreement with the Department of Water Resources (DWR) to avoid pollution of underground water and ensure public safety. Sections 13700 to 13806 of the California Water Code deal, in general, with the construction and destruction of wells. Section 24400 to 24404 of the Health and Safety Code require that abandoned wells be covered, filled, or fenced for safety reasons. Statewide standards for construction, maintenance and destruction of water wells, monitoring wells and cathodic protection wells have been issued by the California DWR in Bulletin 74 - 81, "Water Well Standards: State of California", dated December, 1981, and Bulletin 74 - 81", dated January, 1990. Pursuant to these standards and interagency agreement with DWR, the following procedures are to be followed to determine requirements for abandonment and destruction of wells within State highway rights of way.

(a) Before producing water wells within the highway right of way are abandoned, a determination should be made of the possible future uses of the wells. Such future uses include landscape irrigation, roadside rests, vista points, maintenance facilities, truck weighing facilities, and others. Also see Index 706.4.

(b) The District Project Development and Right of Way Branches determine the location of water wells that will be affected by highway construction on a project basis.

(c) The District submits a letter to the Director, Department of Water Resources, 1416 Ninth Street, Sacramento, CA. 95814 Attention: Water Resources Evaluation Section, Division of Resources Development, listing the wells to be abandoned and any information that may be known about them. The letter should include the scheduled PS&E date and the anticipated advertising date for the project. Two copies of a map, or maps, showing the location of each well accurately enough so it can be located in the field should be included with the letter. A copy of this package should also be provided to Headquarters Construction.

(d) DWR will investigate the wells and write a report recommending procedures to be used in destruction of the wells within the highway right of way. The interagency agreement provides for reimbursement of the DWR's cost for these investigations and reports.

(e) DWR will forward its report to the District.

(f) Provisions for destruction of abandoned wells occasioned by highway construction and planting projects must be included in the District PS&E report. The work, usually done by filling and sealing, normally should be included in the contract Special Provisions. Steps must be taken to insure that wells are left in a safe condition between the time the site is acquired by the State and the time the well is sealed.

(g) In some cases, local ordinances or conditions will require the filling and sealing of the well prior to the highway contract in order to leave the well in a safe condition.

(h) The contractor who does the work to abandon the well must file the Notice of Intent (Form DWR 2125) and the Water Well Drillers Report (Form DWR 188) required by the Department of Water Resources.

(i) Also, under California Water Code Section 13801, after January 15, 1990, all cities and counties are required to have adopted ordinances that require prior acquisition of permits for all well construction, reconstruction and destruction and requiring possession of an active C-57 contractors license as the

minimum qualification for persons permitted to work on wells.

(4) *Summary.* To prevent pollution of all waters that could be affected by a highway construction project, it is desirable to avoid involvement with the water or avoid the construction of erodible features. Since it is seldom possible to avoid all such features, the design of effective erosion and sediment control measures should be included with the project. Material resulting from erosion should either be discharged in locations where no negative environmental impacts will occur, or be deposited in locations that are accessible to maintenance forces for removal. District Landscape Architecture can provide technical assistance in assessing the impacts of erosion and in designing erosion control features.

Project Development personnel should ensure that all aspects of erosion control and other water quality control features considered during design are fully explained to the Resident Engineer. Such data is essential for review of the contractor's water pollution control program. Judgment must be used in differentiating between planned temporary protection features and work which the contractor must perform in order to fulfill their responsibility to protect the work from damage.

To reduce contract change orders and ensure erosion control goals are met, important protection should not be left to the contractor's judgment. It is desirable that all predictable temporary protection measures be incorporated in the plans and specifications and items for payment included in the contract items of work.

Topsoil should be stripped, stockpiled, and restored to disturbed slopes because existing soil nutrients and native seeds contained within the topsoil are beneficial for establishing vegetative cover and controlling erosion.

In addition, the abandonment of water wells must be given special attention in accordance with Section (3) above.

110.3 Control of Air Pollution

Air pollution associated with the construction of highways and to completed highway facilities should be held to the practical minimum. The designer should consider the impacts of haul roads, disposal sites, borrow sites, and other material sources in addition to construction within the highway right of way.

(1) *Control of Dust.* Many of the items listed under Index 110.2, Control of Water Pollution, are applicable to dust control. Consideration should be given to these items and additional material presented in the following list:

(a) See Index 110.2(2)(a), (c), (d), (k) and (n).

(b) Flat areas not normally susceptible to erosion by water may require erosion control methods such as planting, stabilizing emulsion, protective blankets, etc., to prevent wind erosion.

(c) Cut and or fill slopes can be sources of substantial wind erosion. They will require planting or other control measures even if water erosion is only a minor consideration.

(d) In areas subject to dust or sand storms, vegetative wind breaks should be considered to control dust. Use of soil sealant may also be considered.

(e) Special provisions should be used requiring the contractor to restore material, borrow, or disposal sites, and temporary haul roads to a condition such that their potential as sources of blowing dust or other pollution is no greater than in their original condition. Work for this purpose that can be predicted should be made a part of the PS&E, which should require submission of the contractors plan for grading, seeding, mulching or other appropriate action.

(f) Stockpiling and respreading topsoil may speed revegetation of the roadside and reduce wind erosion.

(2) *Control of Burning.* Health and Safety Code provisions and rules issued by Air Pollution

Control Boards will preclude burning on most highway projects. Off-site disposal of debris must not create contamination problems and should not be specified simply as an expedient resolution of the problem without imposing adequate controls on how such disposal site is to be handled. Designers should seek disposal site locations within the right of way where it will be permissible to dispose of debris. Proper procedures, including compaction and burial, should be specified. Debris should not be disposed of within the normal roadway. Burying within the right of way should be done in such a fashion that the layers of debris will not act as a permeable layer or otherwise be detrimental to the roadway. Acceptable alternates based on economic, aesthetic, safety, and other pertinent considerations should be included in the contract if possible.

On projects where burning will not be permitted and disposal of debris within the right of way is not possible, optional disposal sites should be made available. Information on such site arrangements should be made available in the "Materials Information" furnished to prospective bidders. Reference is made to the applicable portion of Index 111.3 and 111.4 for handling this requirement. Special requirements for disposal of debris and final appearance of the disposal site should be covered in the Special Provisions. The intent of this instruction is that the designer should make sure that prospective bidders have adequate information on which to make a realistic bid on clearing and grubbing.

When feasible, tree trunks, branches, and brush should be reduced to chips and incorporated with the soil, spread on fill slopes, used as a cover mulch or disposed of in other ways compatible with the location. In forest areas where they will not look out of place, limbs and trunks of trees that are too large for chipping may be limbed and cut to straight lengths and the pieces lined up at the toes of the slope. An earth cover may be necessary for aesthetic reasons, or to reduce fire hazards. Under certain conditions salvage of merchantable timber may be desirable, or may be required by right of way commitments. Whenever merchantable timber is to be salvaged, appropriate specifications should be provided. Stumps and unsightly clumps of debris should be chipped or buried in areas where they will not create future problems.

Care should be taken not to block drainage or to interfere with maintenance operations.

Before proposing chipping as the method of disposal, the designer should investigate to determine if plant disease or insect pests will be spread to disease-free or insect-free areas. Procedures to decontaminate such chips before use should be included in the contract if necessary. Designers should seek advice from local experts and County Agricultural Extension Offices to determine the extent of such problems and the procedures and chemicals to be specified.

The U.S. Forest Service and the State Division of Forestry should be contacted during the design stage to ascertain the requirements that these agencies will make upon any disposal methods to be used in areas under their control.

It will be noted that under certain limited conditions the prohibition against burning may be eliminated from the Special Provisions.

There will be some areas of the State where Air Pollution Control Boards may consider issuing a permit for open burning where the effect on air quality is expected to be negligible and few if any residents would be affected. The individual situation should be studied and appropriate special provisions prepared for each project to fully cover all possible methods of disposal of debris that will be available to the contractor.

The local Air Pollution Control Board should be contacted to determine the current regulations.

(3) *Summary.* Special consideration should be given to the direction of prevailing winds or high-velocity winds in relation to possible sources of dust and downwind residential, business, or recreational areas. Every