

Fish Passage Facilities within the Alameda Creek Watershed



Fact Sheet

Spring 2017

www.sfwater.org/sunolvalley

866-973-1476

The Fish Passage Facilities within the Alameda Creek Watershed is a sub-project of the Calaveras Dam Replacement Project, owned and operated by the San Francisco Public Utilities Commission (SFPUC). The Calaveras Reservoir collects water from Alameda Creek by means of the Alameda Creek Diversion Dam (ACDD) and the 1.8-mile-long Alameda Creek Diversion Tunnel, as well as from other streams that flow directly into the reservoir. Constructed in 1931, the ACDD is an existing concrete dam located on Alameda Creek. The 30-foot-high concrete dam is used to divert water into the Alameda Creek Diversion Tunnel. The project will allow the SFPUC to improve the current facility and to develop fish passage facilities within the Alameda Creek Watershed. This important work will support restoration of steelhead trout to the Alameda Creek watershed.

Construction Update

As of April 2017, the project is over 40% completed. The contractor has completed foundation preparation, structure foundations for the sluiceway and the conveyance structure. We have demolished the existing intake structure to make room for the new work in the Spring. Major construction on the fish ladder will begin early next year as well as improvements to the access road to the diversion dam at four locations, and the installation of a permanent power supply and communications system, along with other ancillary facilities. Construction completion is expected Fall 2018.

What to Expect during Construction

- The Alameda Creek Diversion Dam is located on SFPUC lands adjacent to the Sunol Regional Wilderness Park
- East Bay Regional Park District patrons should anticipate seeing increased construction traffic from the Geary Road entrance of the Sunol Regional Wilderness Park and along Camp Ohlone Road
- The Sunol Regional Wilderness Park remains open during construction
- Construction activity is expected Monday thru Friday from dusk to dawn
- Temporary trail closures may occur to accommodate concrete truck deliveries
- Please pay attention to construction signage in the park and anticipate delays

PROJECT INFO

Construction Start	April 2016
Anticipated Completion	Fall 2018
Project Owner	San Francisco Public Utilities Commission
Project Designer	URS (AECOM), HDR, Telemon
Construction Cost	\$28.9M
Construction Contractor	Shimmick Construction

For more project information

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Project Details

- The project will entail partial demolition of the existing Alameda Creek Diversion Tunnel's intake structure
- Construction of a fish ladder to facilitate fish passage around the existing Alameda Creek Diversion Dam
- Construction of a new diversion structure comprised of four tee-shaped fish screens, an intake manifold with three adjoining concrete-box culverts in the bed of Alameda Creek, and retaining and landslide stabilization walls.
- Work also includes improvements to the access road to the diversion dam at four locations, and the installation of a permanent power supply and communications system, along with other ancillary facilities

Key Project Attributes

Fish Screens	Four fish screens Retrievable 72 inch diameter cylindrical tee screens with 1.75 millimeter opening wedge-wire Approximate length of 27 feet Total Effective area: Approximately 1,508 square feet Designed with a cleaning system consisting of a rotating drum with fixed internal and external brushes
Fish Ladder	Type: Combination vertical-slot and pool-and-weir Length: 511 feet Target design flows of 2 cfs to 30 cfs for bypass
Conveyance Culverts	Inlet Invert – Elevation 885.0 feet Outlet Invert – Elevation 883.75 feet Supply Conduit (3) 3 feet high x 6 feet wide box culverts
Diversion Intake Structure	Concrete Apron – Elevation 893 to 890 feet Training Wall – Elevation 899 to 902 feet Headwall Elevation 916.31 feet Intake Manifold 11.5 feet x 8.5 feet Concrete Box Target Max Diversion 370 cfs
Sluiceways	Four places – new right abutment sluiceway (Sluiceway No. 3) with multiple connected gates integrated with the diversion intake structure; repair left abutment sluiceway (Sluiceway No. 1) including a new gate and operator; and new sluiceway opening from sediment trap at the outlet of the conveyance culverts. In addition Sluiceway No. 2 will be lowered and extended upstream of the conveyance culverts with enhanced functionality

