

EMERGENCY STORAGE PROJECT
San Vicente Pipeline Update
Briefing Summary

DATE: June 27, 2006

TIME: 6 p.m.

EVENT:

StoneBridge Estates Homeowners Association Meeting

MEETING LOCATION:

Scripps Ranch Community Service Center

PRESENTER:

Andrew Oleksyn, SDCWA

STAFF RESOURCES:

Rachel Kulis, Katz & Associates
Emily Powell, Katz & Associates

PRESENTATION SUMMARY:

Rachel Kulis thanked the homeowners association for giving the Water Authority the opportunity to provide an update on the project. She distributed a fact sheet that answered frequently asked questions about the Central Shaft, which is located within the StoneBridge Estates community. [The fact sheet is located on the Water Authority's website at www.sdcwa.org under "Infrastructure," then "ESP" and finally "San Vicente Pipeline."] She indicated that if anyone has any questions or concerns throughout the project, they are welcome to call the toll free number listed on the back, 877-426-2010, and someone will respond within one business day. She said that a summary of this project briefing will be posted on the project website.

Andrew Oleksyn introduced himself as the construction administrator for the San Vicente Pipeline project and provided the following overview of the Emergency Storage Project. Over the years, up to 90 percent of San Diego's water has been imported from the Colorado River and Northern California. There are two aqueducts that bring water to San Diego County. In the early 1990s the Water Authority recognized that its system is vulnerable because those two aqueducts cross fault lines. If the aqueducts are severed because of an earthquake, some communities could be without water in as little as three days. To avoid this risk, the Water Authority is increasing its water storage capacity and is improving its ability to move water around the county through various capital improvement projects as part of the Emergency Storage Project.

The first phase of the Emergency Storage Project, the Olivenhain Dam and Reservoir and related pipelines that connect to the Second Aqueduct, is complete. A pipeline connecting Olivenhain Reservoir to Lake Hodges so the Water Authority can use additional storage capacity in Lake Hodges is currently under construction. Another phase of the Emergency Storage Project, is the San Vicente Pipeline, which will allow water stored in San Vicente Reservoir to be pumped out to the Second Aqueduct to use in emergencies. The fourth and final phase of the Emergency Storage Project is to raise the height of San Vicente Dam in order to maximize the water storage capacity within San Vicente Reservoir.

Andrew stated the San Vicente Pipeline will be 11 miles long and will connect San Vicente Reservoir to the Second Aqueduct located just west of I-15 at Mercy Road. The tunnel will be about 12 feet in diameter. There are four construction access points – one at either end, the San Vicente Portal and the West Shaft, and two in the middle, the Central Shaft and Slaughterhouse Shaft. The Central Shaft, which is located within the StoneBridge Estates community, is 30 feet wide, 60 feet long, and 75 feet deep.

The tunnel boring machine has begun preliminary excavation of four miles of the tunnel that will be dug from the Central Shaft. Tunneling will continue there for 20-24 months. All the material from the tunnel will be used as backfill on the site, which will raise the site elevation to that of Stonebridge Parkway. Using the excess material on site will reduce truck traffic on nearby roads.

While tunneling, the contractor is installing a concrete support system. The materials for creating the concrete support system need to be trucked to the Central Shaft site. After tunneling is completed, the contractor will install about five miles of pipe. This should take approximately four months.

The entire project is scheduled to be complete in December 2008. After July 4, 2006, there will be two 10-hour shifts of workers at the Central Shaft site. A main access road for construction deliveries will be through the Vulcan access off of Kirkham Road. Deliveries are currently only allowed from 9 a.m. to 7 p.m. although the contractor has asked that this be extended to 7 a.m. to 7 p.m. Evening activities are restricted to those that support the tunneling efforts -- the tunnel boring machine may be working 24 hours a day inside the tunnel.

Questions and Comments During the Presentation:

- Q. When the pipeline is completed, what will remain at the Central Shaft?
- A. The Central Shaft will be backfilled with the material from the tunnel and the elevation of the site will be raised. At the back of the site (away from Stonebridge Parkway) there will be a riser pipe to allow inspection and maintenance access to the tunnel and to vent air from the pipeline. Air release valves will be housed in a small structure near the shaft site and a second small structure will cover and secure the permanent access. In addition, there will be an access road for the Water Authority to enter the site for maintenance purposes.
- Q. We heard trucking hours were going to be 24 hours a day, 7 days a week. Can you clarify this?
- A. Trucks are approved to access the site from 9 a.m. to 7 p.m. six days a week. The contractor has requested trucks be able to access the site starting at 7 a.m. but the Water Authority needs to discuss this request with McMillin. No deliveries are allowed at night after 7 p.m.
- Q. What will the Central Shaft look like once it is back filled and what will the Water Authority do with the site?
- A. The Central Shaft will look like a flat lot when the project is completed. Other than the permanent facilities described in the answer to the first question, the Water Authority has no plans to construct anything on the site and intends to sell the property after the project

is completed. McMillin has the first right to purchase the property. The site is zoned for institutional use, so homes cannot be built on the site. McMillin representative Rita Mahoney indicated that for institutional use, the site could be used as a school or plant nursery.

- Q. Will we hear noises from the tunneling machine at the Central Shaft?
- A. The tunnel depth ranges from 50 to 600 feet underground. The surrounding homes are built higher up which leaves 100-200 feet between the homes and the location of the tunnel. Also the tunnel does not go under any homes. The tunneling machine is similar to a backhoe working underground through soft ground. Residents should not be able to hear noise while it is tunneling. However, there will be activity occurring outside the tunnel at the Central Shaft site. A crane will be used to remove excavated material from the tunnel and place concrete segments in the shaft, which will create some noise at the site. The contractor must adhere to the noise levels from the noise permit obtained by the city of San Diego.
- Q. What are the two shifts for workers at the Central Shaft and how do they access the Central Shaft site?
- A. Currently, the first shift is planned to work from 7 a.m. to 5 p.m. and the second shift is from 5 p.m. to 3 a.m. Workers will use Stonebridge Parkway to access the site, and large delivery trucks will use the access road via the Vulcan plant to get to the site. The contractor has the ability to work at the site 24 hours a day.
- Q. How many trucks will be accessing the Central Shaft site per hour?
- A. There will be an average of 10-12 trucks per day accessing the site to deliver bulk materials. Large delivery trucks will use the access road via the Vulcan plant to get to the site. All the materials for both daytime and nighttime work will be delivered during the allotted trucking hours.

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