Shannon Reed, public affairs representative for the San Diego County Water Authority, said the San Vicente Pipeline project is going well overall, the contractor has been great, and we have not received any complaints. She then introduced Kathy Schuler, construction administrator for the San Vicente Pipeline project.

Kathy explained the Water Authority has 23 member agencies and its main purpose is to provide a safe and reliable supply of water to the San Diego region. The Emergency Storage Project's purpose is to store more water within the county in case an emergency cuts off our water supply. She said there are four phases of the Emergency Storage Project. The first phase, construction of the Olivenhain Dam and Reservoir, is complete. The second phase is the San Vicente Pipeline, in addition to some smaller related projects, including the pumping facilities that are currently going out to bid. The Lake Hodges Projects are the third phase and the Lake Hodges to Olivenhain tunnel/pipeline is currently under construction as well. The Lake Hodges Projects include building a pump station and a pipeline to connect Lake Hodges and Olivenhain Reservoir to store additional water in Lake Hodges. The San Vicente Dam Raise will be the fourth phase of the project, which is expected to start in late 2008 or early 2009.

Kathy then explained the San Vicente Pipeline is an 11-mile tunnel that is 12.5 feet in diameter. The pipeline will be 8.5 feet in diameter and will connect San Vicente Reservoir to the Water Authority’s Second Aqueduct at I-15 and Mercy Road.

There are four access locations along the pipeline: the San Vicente Portal at San Vicente Reservoir, the Slaughterhouse Shaft just west of Highway 67, the Central Shaft in the Stonebridge Estates development just south of Scripps Poway Parkway, and the West Shaft on Mercy Road at I-15. Kathy showed photos of construction at each of the sites and then focused on the Central Shaft and the West Shaft.
The Central Shaft is 36 by 60 feet across and 70 feet deep and its elliptical shape is unique – most shafts are round. Kathy said the reason for the elliptical shape is because the pipe segments that will be put into the Central Shaft are 50 feet long.

Kathy explained the contractor is using different tunneling methods along the entire pipeline route. Currently at the Slaughterhouse Shaft the contractor is drilling and blasting the tunnel. At the San Vicente Portal, a hard rock tunnel boring machine is being used. At the Central Shaft the contractor is using another kind of tunneling machine, called a digger shield. This machine has a pick and a shovel at the front end that picks away at the material, which is mostly a conglomerate. The contractor is about 421 feet into the tunnel at the Central Shaft and they have stopped working for about the last two weeks. The tunneling machine is powered by trailing gear that has been sitting on the surface during the first 400 feet of digging. Now that the tunnel is long enough for all of the trailing gear, the contractor is in the process of lowering all of the equipment down the shaft and into the tunnel. Once all the trailing gear is in the tunnel, the contractor will start tunneling again.

The West Shaft is round in shape and 36 feet in diameter. It is the deepest shaft at 115 feet – the other shafts are about 70 feet deep. The shaft was excavated by drilling and blasting methods and the contractor is currently blasting the first 400 feet of the tunnel. They are about 275 feet into the tunnel so far, which means they are under the first travel lane of I-15. The contractor blasts about twice a week. After they excavate 400 feet of the tunnel, work will pretty much stop at the West Shaft until the tunnel boring machine is finished at the San Vicente Portal. After it is finished at the San Vicente Portal, the tunnel boring machine will be transported to the West Shaft, reassembled, lowered into the shaft, and then it will continue boring to the east.

Questions and Comments During the Presentation:

Q1. Will you be bringing the tunnel boring machine along Scripps Poway Parkway?
A1. Yes.

Q2. Why is the Water Authority not working with Poseidon on the desalination plant?
A2. Kathy stated that she does not work on the seawater desalination project, but she can explain what the Water Authority’s board of directors has said. The board chose not to proceed with the Water Authority’s proposed seawater desalination project at the Encina Power Station in Carlsbad after learning that the Encina owners are planning changes at the site. They plan to construct a new plant in the same location as the proposed seawater desalination facility, and the new plant would no longer take in water from the ocean. These changes made the Water Authority’s proposed project infeasible, and the project could not move ahead.

Q3. It seems like the Water Authority is spending millions of dollars on constructing pipelines and we’re in earthquake country, so why not desalination instead?
A3. Although the seawater desalination project at Encina Power Station will not move forward, the Water Authority is continuing to examine seawater desalination options at other locations. Shannon stated the Water Authority’s seawater desalination experts could come to a future planning group meeting if they wanted to hear more about the seawater desalination. Kathy also said that the Water Authority is looking at other ways to store more...
water in the county, including raising the San Vicente Dam even higher than the original plan of 54 feet, to provide more water storage in the county.