

EMERGENCY STORAGE PROJECT
San Vicente Pipeline
Briefing Summary

DATE: Oct. 3, 2006

TIME: 7 p.m.

ORGANIZATION:

Miramar Ranch North Planning Group

MEETING LOCATION:

Scripps Ranch Information Center

PRESENTERS:

Andrew Oleksyn, SDCWA

STAFF RESOURCES:

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

PRESENTATION SUMMARY:

Andrew Oleksyn, construction administrator, provided an update on the San Vicente Pipeline project. 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. It will allow water stored in San Vicente Reservoir to be pumped out to the pipelines in the Second Aqueduct to use in emergencies. The pipeline will be constructed in a tunnel to minimize the environmental and community impacts. He explained construction has been going on for about a year on the San Vicente Pipeline and the project is expected to be completed early 2009.

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 West Shaft is 36 feet in diameter and 115 feet deep and is located at Mercy Road near Interstate 15. At this site, the contractor is using a drill and blast method and approximately 250 feet of 400 feet of tunneling has been completed. The Slaughterhouse Shaft is 36 feet in diameter and 70 feet deep and drilling and blasting is occurring in two directions. Currently, about 1 mile of tunneling has been completed, and a total of 5,200 feet needs to be blasted. At the San Vicente Portal a tunnel boring machine is being used that is designed to cut through hard rock. The 400-foot-long machine uses its circular rotating head and steel disk cutters to crush rock as it moves forward. At this site about 2,800 feet of tunneling has been completed. Based on the work at all four sites, approximately 12 percent of the tunnel has been completed. Tunneling work will continue for about 15 more months being completed by Dec. 2007 or Jan. 2008. To remove the material from the tunnel, rail cars are loaded up with material inside the tunnel and dump it outside the tunnel.

The Central Shaft is 30 feet wide, 60 feet long, and 75 feet deep and is located south of the Beeler Canyon community in the StoneBridge Estates community. At this site, a digger shield tunneling machine with a pick and a shovel at its front end will be used to break up soil. The machine is currently excavating the starter tunnel and has about 4.5 miles left to dig. Andrew showed various photos of construction work and equipment at each of the project sites. While tunneling, the contractor is installing a concrete support system. There will be about 60,000 concrete segments, supporting approximately nine miles of tunnel, placed in the tunnel. About half of the materials for

the concrete support system need to be trucked to the Central Shaft site and will require about ten truck trips per day. All other material from the tunnel will be used as backfill on the site, and will raise the site elevation to that of Stonebridge Parkway. Using the excess material on site reduces truck traffic on nearby roads. He explained the contractor has been working two 10-hour shifts, six days a week at the Central Shaft. The main access road for construction deliveries is through the Vulcan Materials driveway off of Kirkham Road with trucks continuing on StoneBridge Parkway for less than a mile. Deliveries are currently only allowed from 7 a.m. to 7 p.m. Evening activities are restricted to those that support the tunneling efforts -- the tunnel boring machine may work 24 hours a day inside the tunnel.

Questions and Comments During the Presentation:

Q. How far down in the ground is the tunnel for the project?
A. At the lowest valleys, the tunnel is 50 feet below ground and at the highest peaks it is 600 feet below ground.

Q. What will the Central Shaft site look like at the completion of the project?
A. The Central Shaft will look like a flat lot when the project is completed. It 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 concrete structure that will be one and a half feet above the ground as well as a structure to house the valves for operational and maintenance purposes. The site is zoned for institutional use, so, for example, a school or church could be built on the site.

Q. The 12 percent project completion figure you mentioned refers to what?
A. The 12 percent figure refers to the percentage of tunnel excavated so far.

Q. There is a trail at the West Shaft that ends at the top of the hill. Will the trail be re-opened after the project is completed?
A. The trail is currently closed because of unsafe conditions due to construction activities. It will be reopened after the project is completed.

Q. There is also a concrete wall at the West Shaft. Will the wall be permanent after the project is completed?
A. The site will be backfilled with soil, so the grey, shotcrete stabilized slope will be covered at the completion of the project.
