



STAKEHOLDER ENGAGEMENT
COMMITTEE (SEC)

UPDATE ON SITING CHANGES

Phil Ryan, Engineering Manager

Summary of Key Siting Changes

- 1 Shift Glanville Shaft onto Twin Cities Materials Depot Site
- 2 Final Logistics Plan for Intakes
- 3 Eliminate Barge Landing on Bouldin Island
- 4 Shift Brack Tract Maintenance Shaft North to Canal Ranch Tract
- 5 Eliminate Barge Landing on Lower Roberts Island
- 6 Shift Southern Complex Launch Shaft North
- 7 Eliminate Byron Tract Maintenance Shaft
- 8 Eliminate Victoria Island Maintenance Shaft

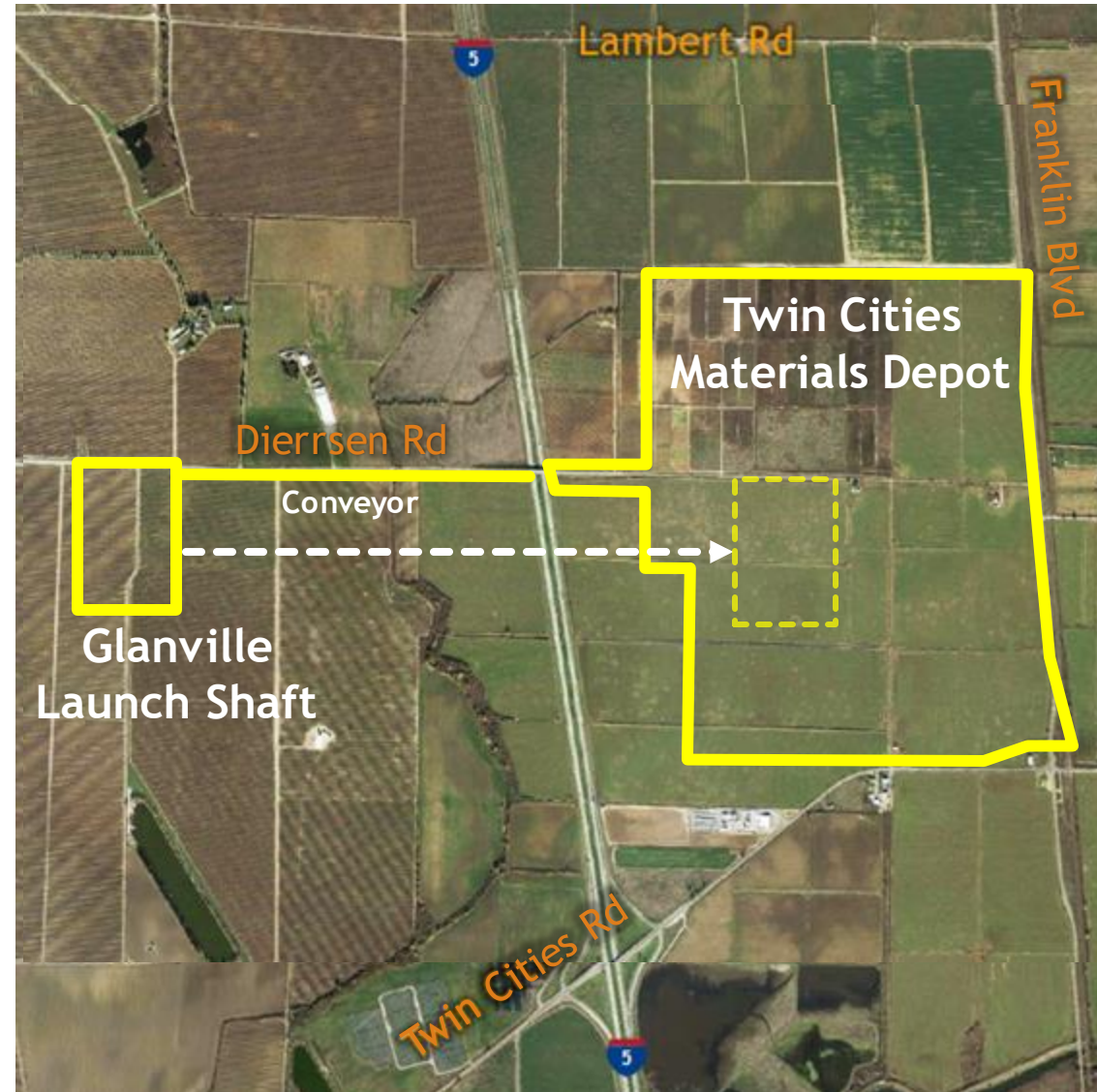
1. Shift Glanville Shaft onto Twin Cities Site

Original Plan

- Glanville shaft located on Dierssen Rd approximately 1 mile from Twin Cities Site
- Conveyor system across I-5 required to divert RTM from launch shaft to Twin Cities site for processing and off-site transport
- Heavy truck traffic from Twin Cities to Glanville site to deliver tunnel liner segments

Updated Plan

- Shift Glanville Shaft onto Twin Cities site
- Increase total tunneling length by approximately 0.5 miles



Benefits

- Eliminates construction activities associated with shaft, conveyor and truck traffic within Stone Lakes Refuge boundary
- Eliminates need for new I-5 bridge
- More efficient construction logistics with all tunneling operations on a single site

2. Final Logistics Plan for Intakes

Original Plan

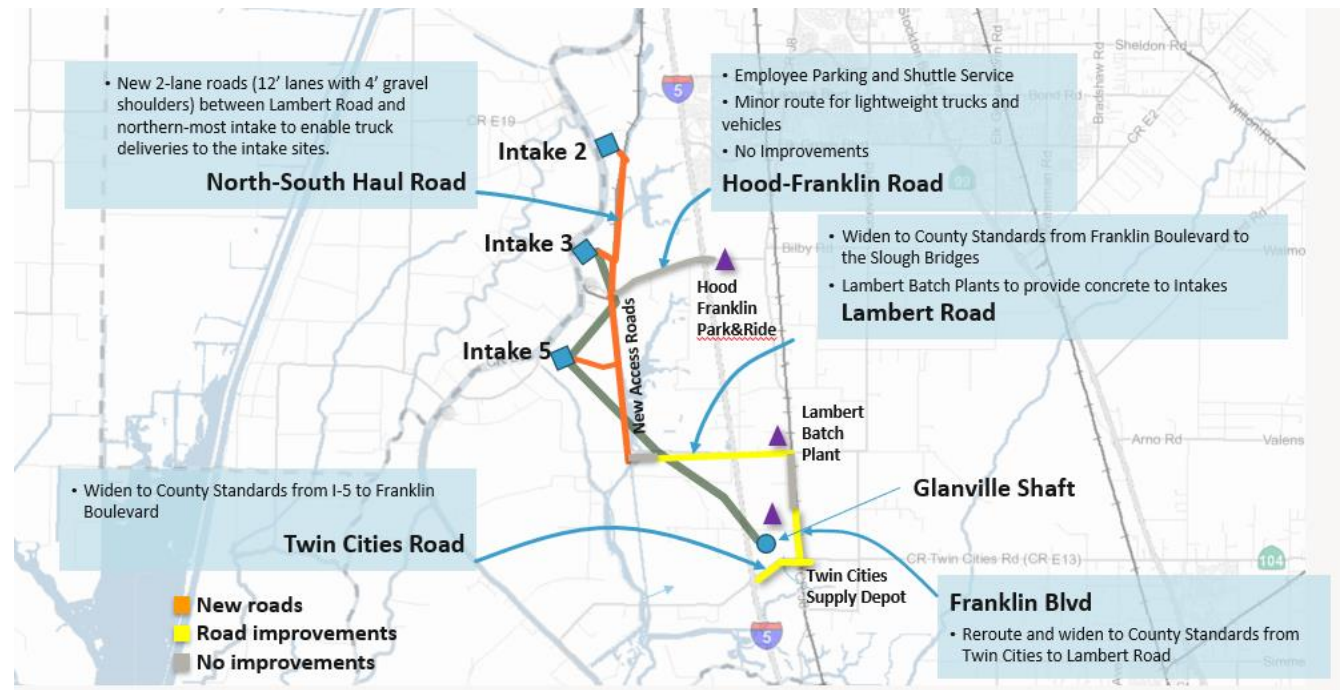
- Split construction and worker traffic between Hood-Franklin and Lambert Rd to Intake sites
- Improve I-5 interchange at Hood-Franklin and new interchange at Lambert
- Expand both roads to 12ft lanes with 6ft to 8ft shoulders

Updated Plan

- Utilize Hood Franklin for worker buses and light trucks/vehicles
- Utilize Twin Cities exit, Franklin Blvd and Lambert Road to access haul roads to intake sites
- Relocate section of Franklin and expand Lambert to 12ft wide lanes with 6ft shoulders

Benefits

- Minimizes construction within Stone Lakes Refuge boundary
- Eliminates expansion of Hood Franklin Road
- Eliminates new interchange on I-5 at Lambert Road
- Utilizes route with less existing traffic load (Lambert Road)



3. Eliminate Barge Landing on Bouldin Island

Original Plan

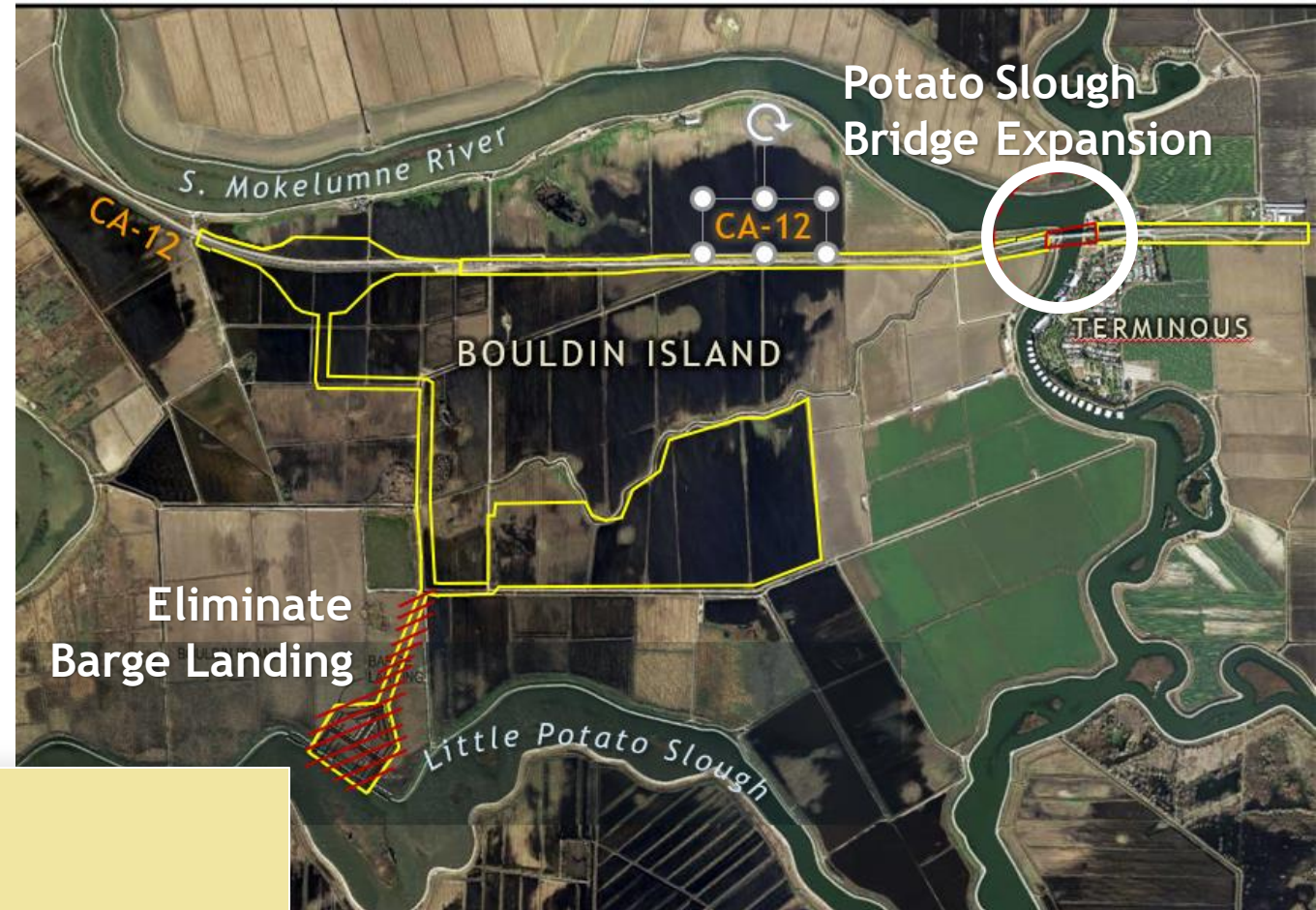
- Barge landing located on Potato Slough in for transport of tunnel liner segments to Bouldin Island Launch Shaft

Updated Plan

- Eliminate barge landing
- Widen Hwy 12 from 2-lane to 4-lanes from I-5 Interchange to Bouldin Island construction exit including expansion of Potato Slough Bridge
- Truck in tunnel liners

Benefits

- Widening Hwy 12 offers congestion relief
- Provides permanent infrastructure asset for region
- Avoids river traffic affects to “The Bedrooms”



4. Shift Brack Tract Maintenance Shaft North to Canal Ranch Tract



Original Plan

- Brack Tract shaft located about 0.5 miles of South and North Units of Woodbridge Ecological Reserve

Updated Plan

- Move shaft approximately 1 mile north of the northern boundary of Woodbridge Reserve

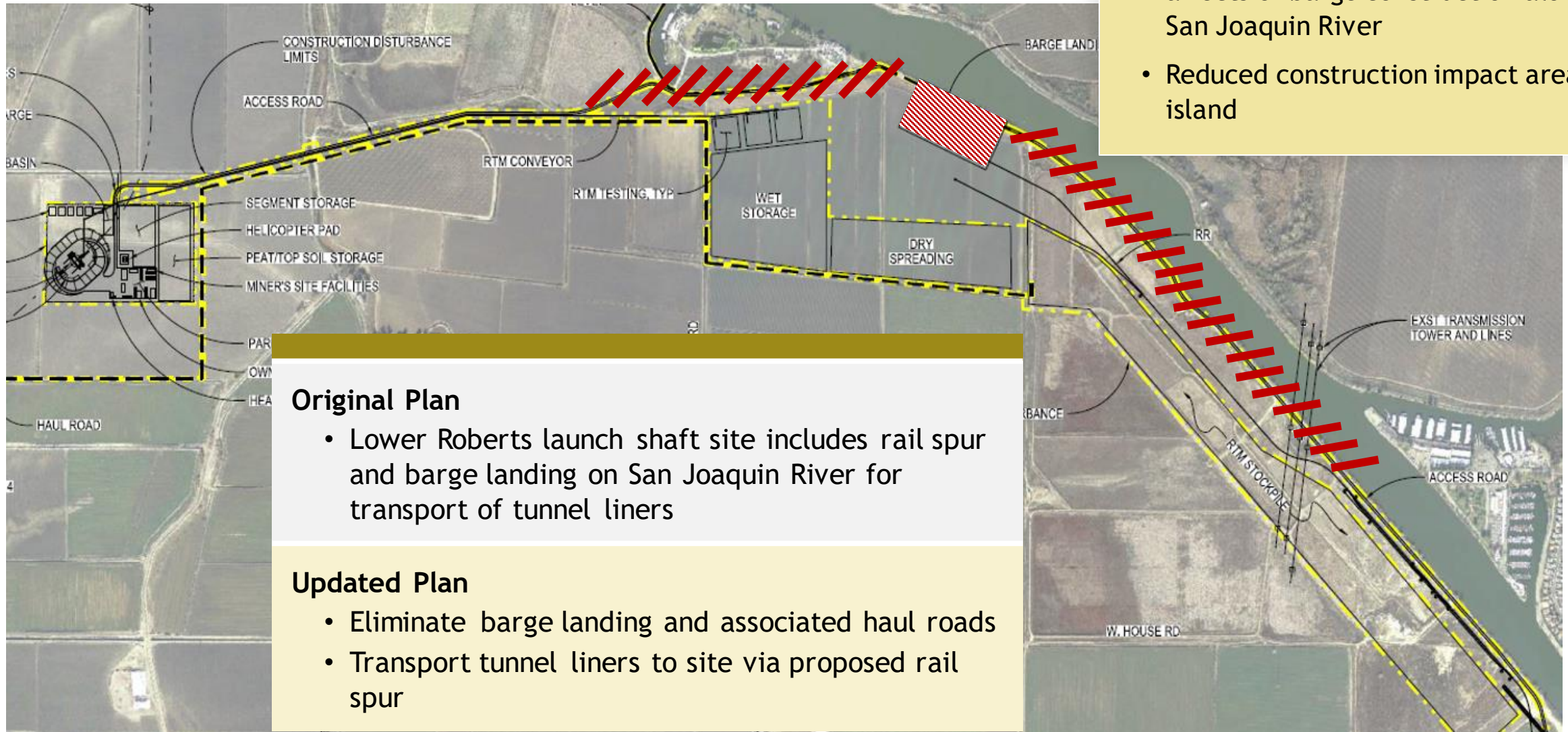
Benefits

- Shaft further away from Woodbridge Ecological Reserve
- Truck traffic shifted further from influence area of Reserve
- Easier access to site from I-5 along W Peltier Rd

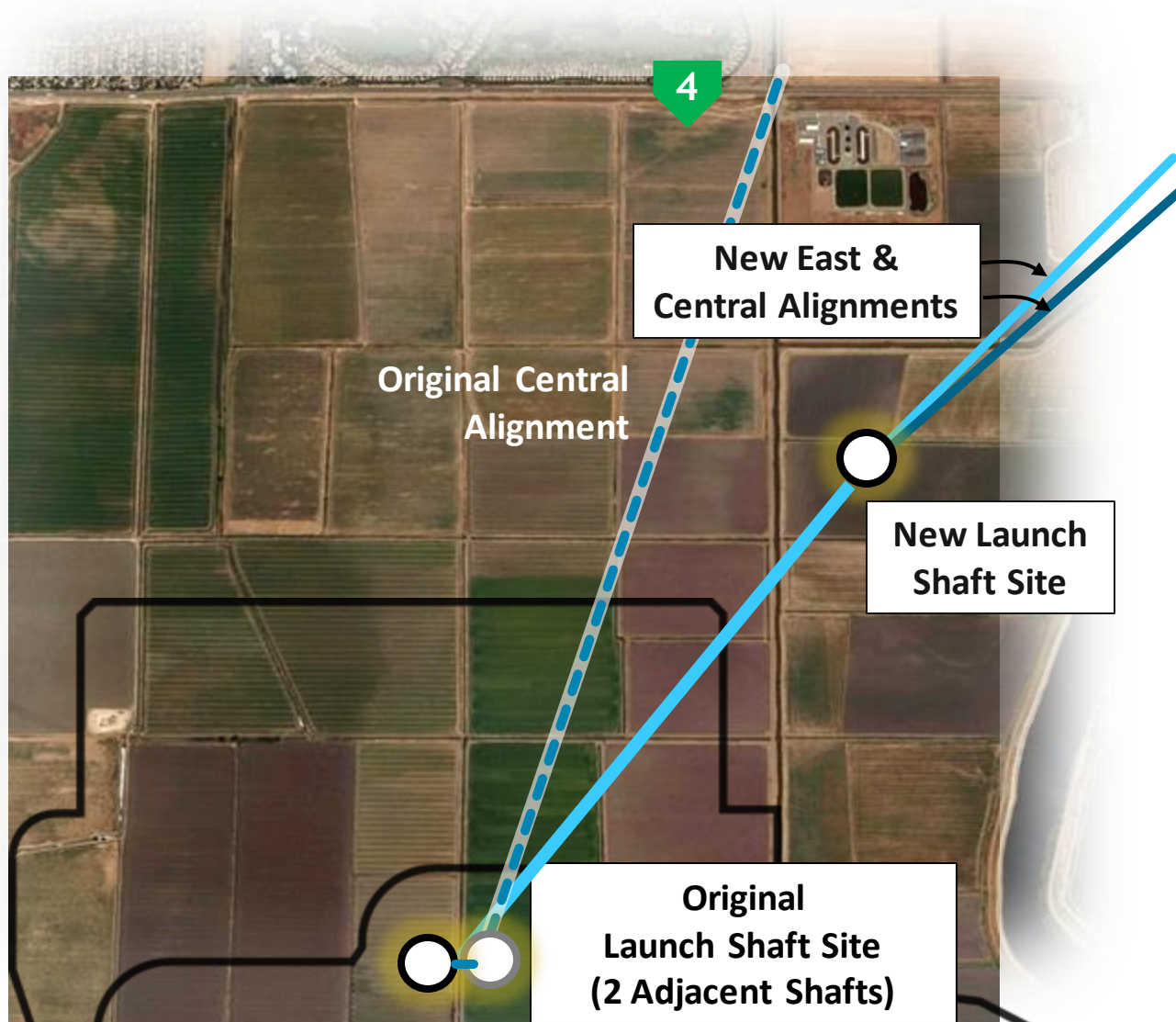
5. Eliminate Barge Landing at Lower Roberts

Benefits

- Eliminates aquatic and terrestrial affects of barge construction along San Joaquin River
- Reduced construction impact area on island



6. Shift Southern Complex Launch Shaft North



Original Plan

- Southern Complex included two launch shafts adjacent to each other to isolate tunnel construction from the pump station construction, and start-up activities

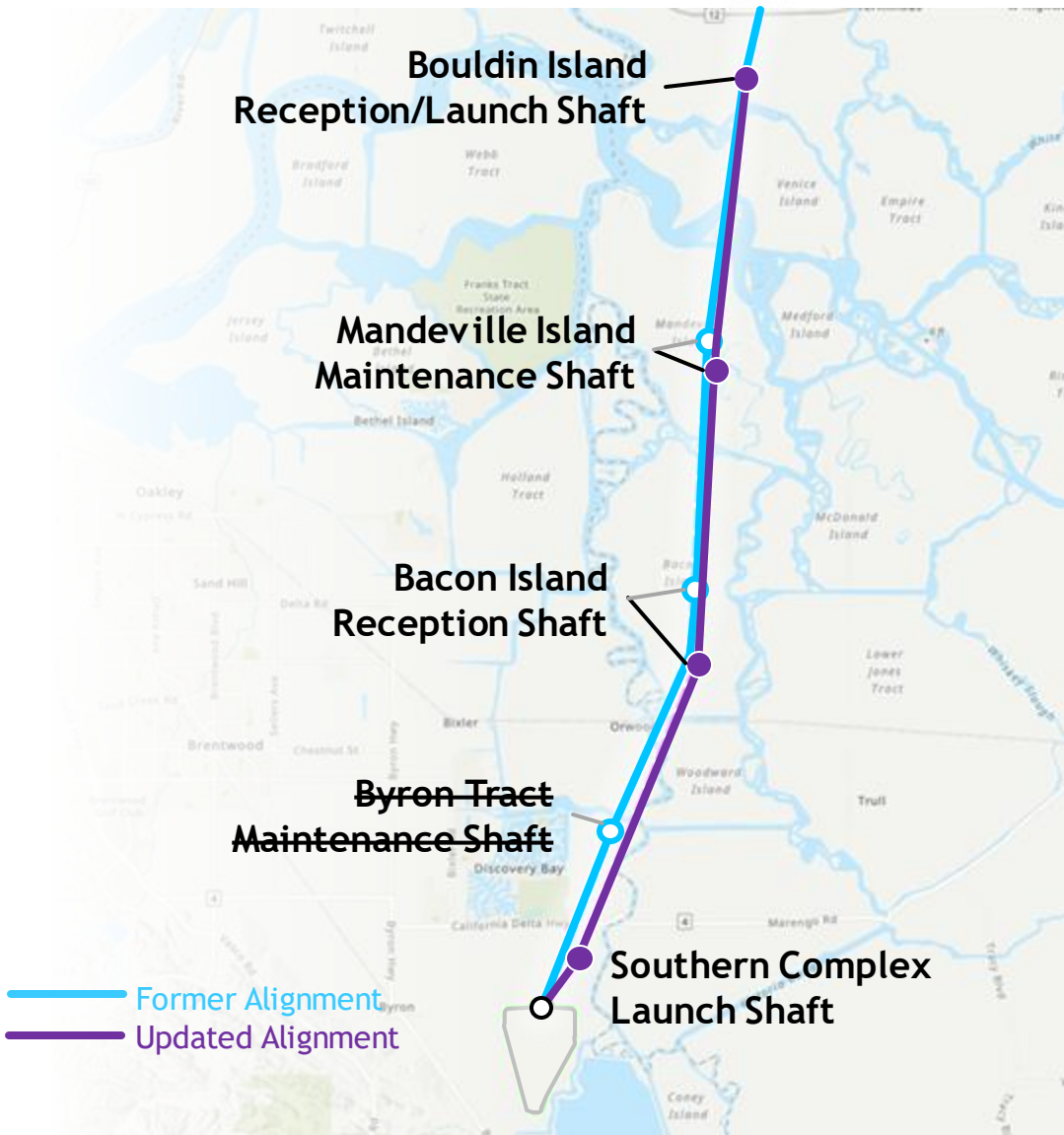
Updated Plan

- Shift second Southern Complex launch shaft approximately 1 mile north

Benefits

- Eliminates Byron Tract Shaft on Central Alignment and Victoria Island Shaft on East Alignment
- Reduces construction truck traffic on Hwy 4
- Eliminates construction truck traffic on Victoria Island bridges

7. Eliminate Byron Tract Shaft (Central Alignment)



8. Eliminate Victoria Island Shaft (Eastern Alignment)

