DELTA CONVEYANCE PROJECT AND FACILITY SITING OVERVIEW

July 15, 2020
INTAKE SITING

- Siting study area is from the American River to Sutter Slough
- Sites on the east bank viable with the NOP corridors
  - West bank not viable due to poor access
- 1 to 3 intake sites required for likely alternatives

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Number of Intakes</th>
</tr>
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<tbody>
<tr>
<td>3000 cfs</td>
<td>1 intake</td>
</tr>
<tr>
<td>4500 cfs</td>
<td>2 intakes</td>
</tr>
<tr>
<td>6000 cfs</td>
<td>2 intakes</td>
</tr>
<tr>
<td>7500 cfs</td>
<td>3 intakes</td>
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</table>
EVALUATION RESULTS

- Sites C-E-1 and C-E-4 ranked as least favorable and not recommended for use
  - Land use
  - Proximity to existing development
  - Geotechnical issues

- Site C-E-3 is apparent best site
  - Lowest effects on existing property and features
  - Best river depth

- Site C-E-5
  - Low effects on existing property and features
  - Good river depth to limit screen length

- Site C-E-2
  - Adequate river depth, but longest intake structure
  - More substantial property effects
Launch Shaft
Where the tunnel boring machine (TBM) is lowered into the tunnel. Where the concrete liners are transported into the tunnel. Where the excavated material (RTM) is removed.

Maintenance Shaft
Provides direct access to the TBM for routine maintenance work. Needed approximately every 4 to 6 miles.

Retrieval Shaft
Termination point of tunnel drive. Where TBM is disassembled and lifted out of the tunnel.

10 to 15 mile tunnel drive lengths acceptable based on Delta soil conditions
TUNNEL LAUNCH SHAFT SITING

- Launch Site A
- Launch Site B
- Southern Forebay
- Central Corridor Boundary
- East Corridor Boundary

**Intakes**

- 5 to 10 Mile Drive Zone (Cut short M-W Is and Main. Shaft locs.)
- 9 to 13 Mile Drive Zone
- 8 to 12 Mile Drive Zone
- 5 to 10 Mile Drive Zone (Cut short by Staten Is)
- 10 to 15 Mile Drive Zone
- ~15 Mile Drive
- ~12 Mile Drive
- 5 to 10 Mile Drive Zone
- 15 to 20 Mile Drive Zone
- 8 to 12 Mile Drive Zone
Example: Central Alignment – Launch Site A
Maintenance & Reception Shaft Siting

Central Corridor

Eastern Corridor
SOUTH DELTA FACILITIES – SITE PLAN

- South Delta Outlet and Control Structure
- Southern Conveyance Tunnels
- CA Aqueduct Control Structure
- Byron Highway
- Southern Forebay
- Clifton Court Forebay
- South Delta Pumping Plant
- California Aqueduct
SOUTHERN FOREBAY SITING ALTERNATIVES

7 Sites Identified

Sites 1, 3, 4, 6 & 7

Eliminated:

• Too Small
• Environmental Site Effects
• Poor Access
SITING CRITERIA FOR FINAL ANALYSIS

Criteria

System Operational Compatibility

Property and Land Use

Existing Infrastructure

Geotechnical Conditions

Logistics

ALT 2

ALT 5

ALT 2

ALT 5

Clifton Court Forebay

California Aqueduct

Highway 4
# SUMMARY OF KEY SITING CHANGES

<table>
<thead>
<tr>
<th></th>
<th>Change Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Shift Glanville Shaft onto Twin Cities Materials Depot Site</td>
</tr>
<tr>
<td>2</td>
<td>Final Logistics Plan for Intakes</td>
</tr>
<tr>
<td>3</td>
<td>Eliminate Barge Landing on Bouldin Island</td>
</tr>
<tr>
<td>4</td>
<td>Shift Brack Tract Maintenance Shaft North to Canal Ranch Tract</td>
</tr>
<tr>
<td>5</td>
<td>Eliminate Barge Landing on Lower Roberts Island</td>
</tr>
<tr>
<td>6</td>
<td>Shift Southern Complex Launch Shaft North</td>
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<tr>
<td>7</td>
<td>Eliminate Byron Tract Maintenance Shaft</td>
</tr>
<tr>
<td>8</td>
<td>Eliminate Victoria Island Maintenance Shaft</td>
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</tbody>
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CLARIFICATIONS?