Delta Conveyance – Engineering Summary

Three Alignments
- Central
- Eastern
- Bethany

Two Engineering Project Reports
- Central/Eastern Corridors for Proposed Project
- Bethany Reservoir Alternative

Four Capacity Options
- 3,000 cfs
- 4,500 cfs
- 6,000 cfs (Bethany - Proposed Project)
- 7,500 cfs

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Bethany Reservoir Alignment

- Uses the same Northern Facilities as Central/Eastern for 6,000 cfs capacity. No railroad modifications planned at Twin Cities – less modifications required to Franklin Blvd.

- Follows Eastern Alignment from intakes to Lower Robert Island – closer to eastern margin of the Delta and I-5, higher ground elevations, better shallow ground conditions in some areas.

- Total of 44.6 miles of tunnel vs. 42.9 miles for Central and 45.6 miles for Eastern.

- Consists of 2 Tunnel Boring Machine Launch Sites – Central/Eastern each require 4 Launch Sites.

- Requires 3 miles of aqueduct pipelines and discharge structure at Bethany Reservoir.

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Bethany Alternative Overview

- Tunnel terminates south of Clifton Court Forebay
- Delivers water directly to Bethany Reservoir through new pumping plant and discharge structure.
- Eliminates Southern Complex Facilities including Forebay and connecting Hydraulic Control Structures to California Aqueduct
- Avoids use of existing Harvey O. Banks Pumping Plant
- Minimal use for RTM within Project (no Southern Forebay)

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Bethany Pumping Plant

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Bethany Complex – Aqueduct Route

- Avoids conflict with existing surface structures and conservation easements
- Alignment requires two tunneled sections:
  - Under federal aqueduct (Delta-Mendota Canal)
  - Under conservation easement along southern perimeter of Bethany Reservoir
- Terminates at Bethany Reservoir discharge structure
Thank You!