

- **Board of Directors**
Engineering and Operations Committee

January 9, 2001 Board Meeting

10-2

Subject

Status report for the Inland Feeder Project for the month ending November 2000

[Any discussion of potential litigation to be heard in closed session. Conference with legal counsel – significant exposure to litigation (two matters); pursuant to Gov. Code § 54956.9(b).]

Description

Arrowhead Tunnels (Re-Design and Bid) – Reaches 1 and 2 / Alternative Contingency Alignments

Redesign activities related to the Arrowhead West Tunnel and the remaining portion of the Arrowhead East Tunnel have been completed. The final drawings and specifications checkset are in review. Staff has continued to meet with the U.S. Forest Service (USFS) to obtain the amended Special-Use Permit. The USFS is expected to issue this permit on January 15, 2001. Staff completed its evaluation of five alternative contingency alignments as a potential replacement for the Arrowhead Tunnels. An oral report was given to the Board in November and a written report was mailed to Directors on November 21, 2000. Board action on the direction to proceed with the project is expected in February 2001.

Arrowhead West Tunnel – Reach 1

Negotiations with the contractor continue over settlement of the remaining construction claim issues.

Arrowhead East Tunnel – City Creek Heading – Reach 2

The contractor continued final lining operations at the City Creek heading. Approximately 4,145 feet of the final impermeable liner have been installed in the 8,000-foot tunnel. Lining operations are scheduled to be completed by mid-2001. Negotiations with the contractor continue over settlement of the remaining construction claim issues.

Highland Pipeline – Reach 3

Design activities have been placed on hold pending Board action on the direction to proceed with the project.

Mentone Pipeline – Reach 4

The contractor has completed installation and encasement of pipe across the Santa Ana River Wash (800 feet). Pipe has also been installed south of the Redlands Airport (1,500 feet) and south of Mentone Boulevard (700 feet) to its northerly connection point at the previously constructed Redlands Unified School District (RUSD) segment. From the southerly connection to the RUSD segment, the contractor has installed approximately 1,000 feet of pipe working towards the end of the reach at the Riverside Badlands Tunnel. This reach is scheduled for completion in early-2002.

Riverside Badlands Tunnel – Reaches 5 & 6

In September 2000, the tunnel boring machine (TBM) encountered loose unconsolidated material under groundwater pressure, which temporarily halted tunneling operations. Grouting is being performed to stabilize the ground ahead of the TBM. To further reduce localized groundwater pressures, a dewatering well was installed in mid-November. Tunneling resumed in late-November. A total of 48 feet was mined in November, bringing the total tunneled to 28,417 feet (see [Attachment 1](#) for a summary of tunneling progress).

Schedule and Budget

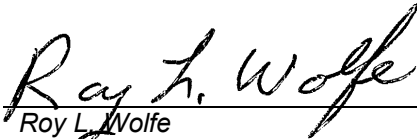

The Inland Feeder Project is currently scheduled for completion in 2005; however, this date may be extended due to the revised construction work plan for the Arrowhead Tunnels or implementation of an alternative contingency alignment. The project budget remains at \$1.188 billion. Based on proceeding with the existing project, which includes the construction of the Arrowhead Tunnels, the projected total cost for the program is \$981.5 million. Total expenditures through November 2000 are \$489.0 million (see [Attachment 2](#) for a financial summary and [Attachment 3](#) for a budget comparison and schedule summary).

Policy

Board Request

Fiscal Impact

Refer to the attachments.

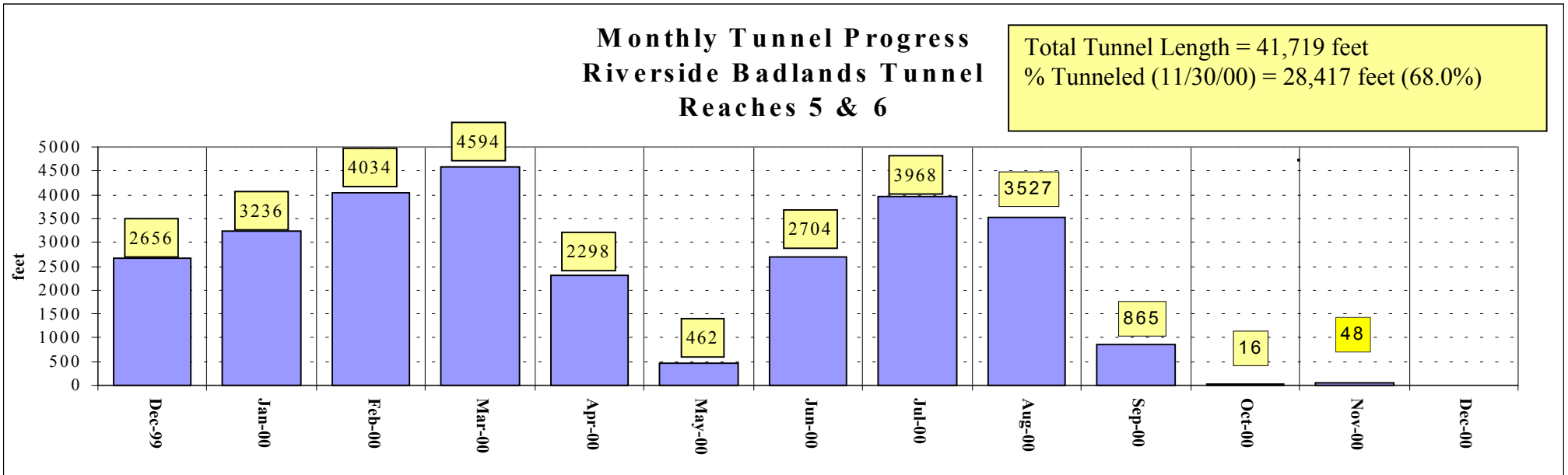
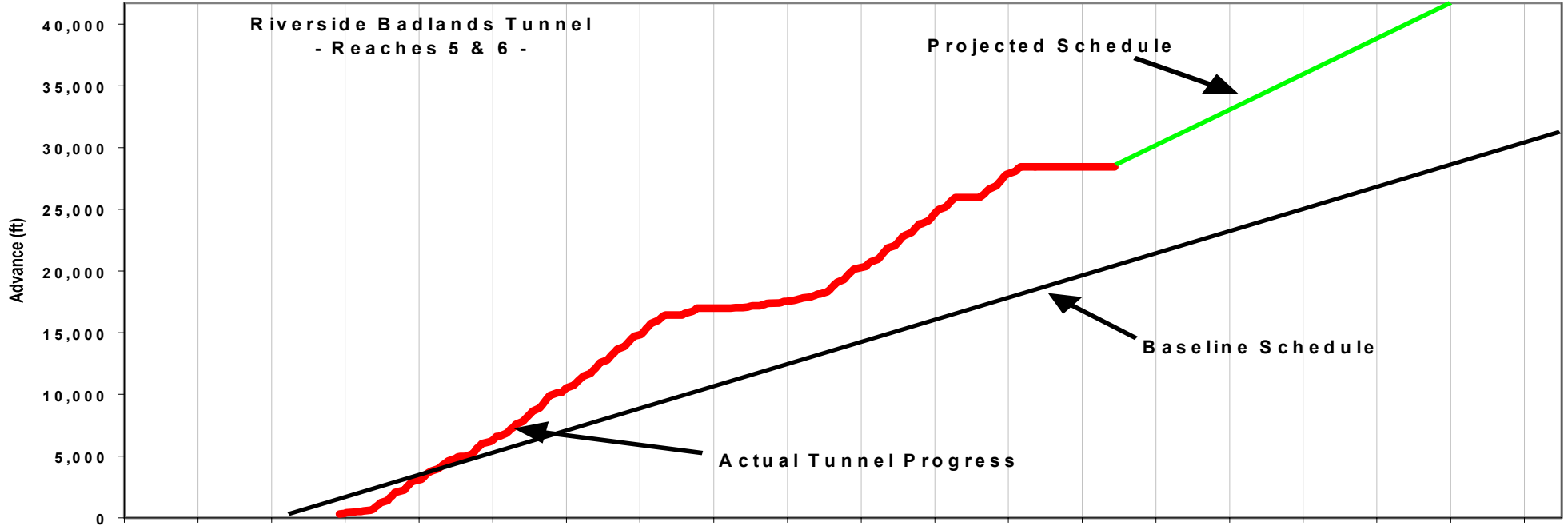
	12/12/2000
Roy L. Wolfe Manager, Corporate Resources	Date
	12/19/2000
Ronald R. Jester General Manager	Date

[Attachment 1 – Riverside Badlands Tunneling Progress](#)

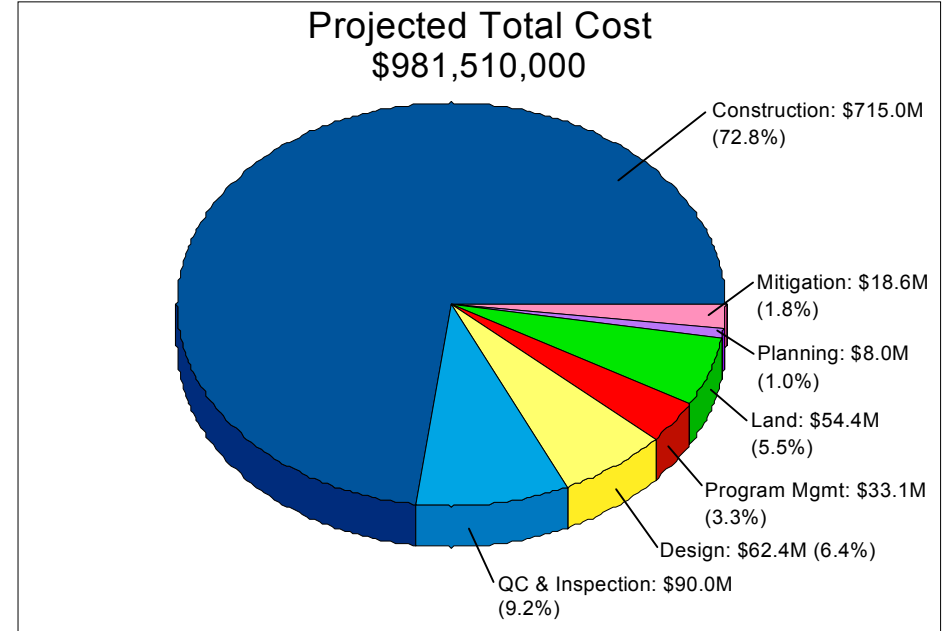
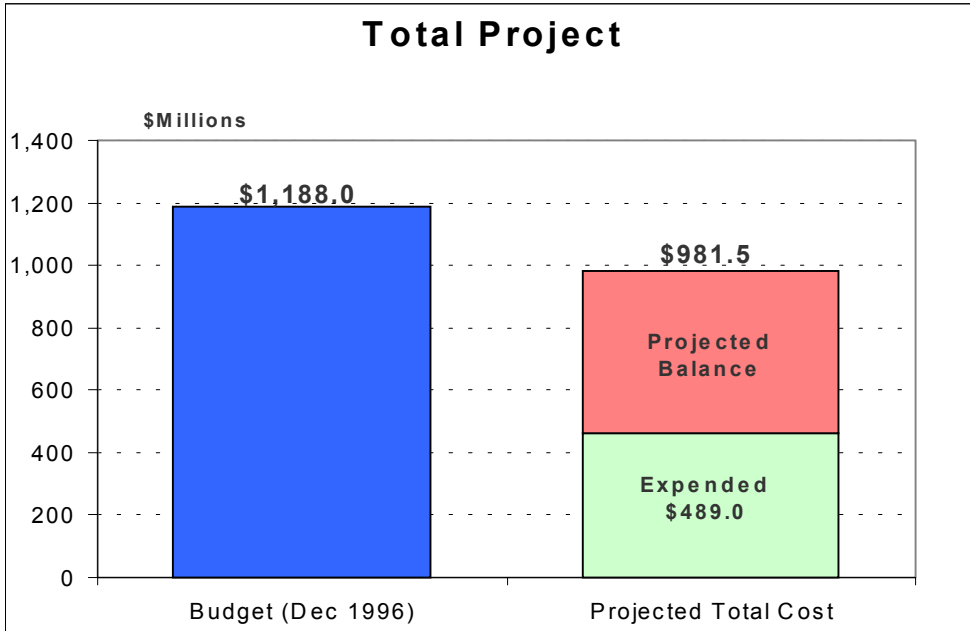
[Attachment 2 – Financial Summary/Project Cash Flow](#)

[Attachment 3 – Budget Comparison and Schedule Summary](#)

BLA #492

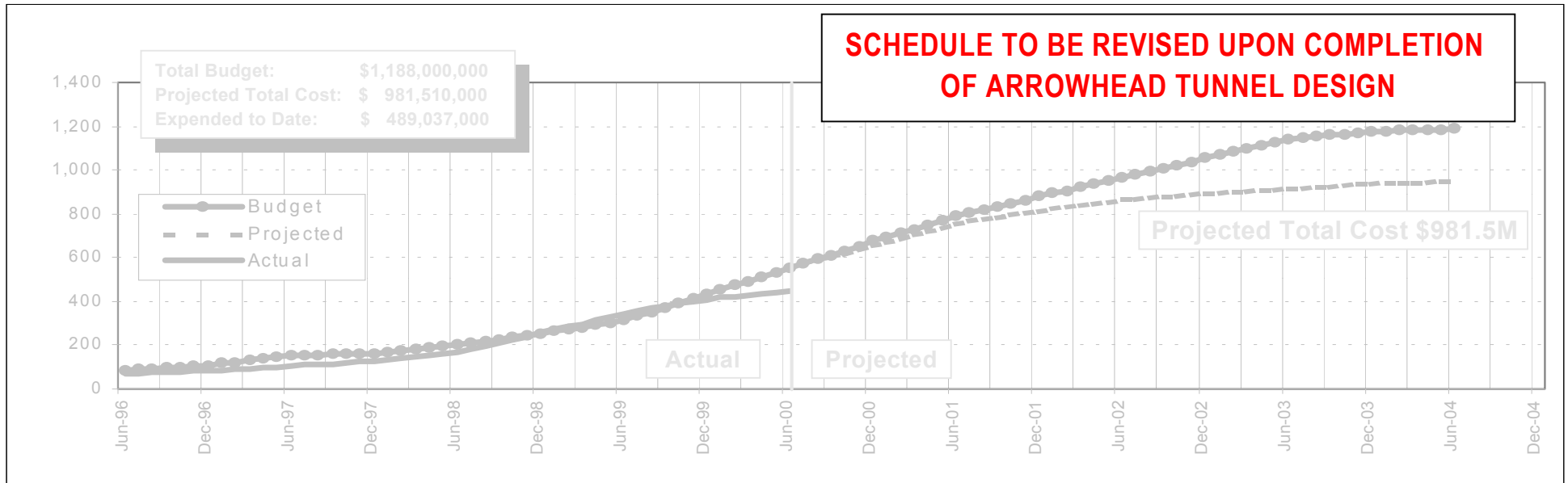


Financial Summary



1. Based on knowledge of current field conditions.

Project Cash Flow



Budget Comparison and Schedule Summary

	INITIAL AUTHORIZATION (DEC-96)	PRELIMINARY REBASELINE (JUN-2000) ⁽¹⁾	VARIANCE	ACTUALS THRU (NOV-00) ⁽²⁾	PROGRESS		COMPLETION DATE		COMMENTS
					PLANNED 100%	ACTUAL % COMPLETE (NOV-00) ⁽⁴⁾	CONTRACT ⁽⁵⁾	FORECAST (NOV-00)	
Construction Reaches									
Arrowhead West Tunnel	\$ 200,450,000	\$ 211,728,000	\$ (11,278,000)	\$ 55,588,000	----	25%	Dec-02	T.B.D.	On hold.
Arrowhead East Tunnel	\$ 184,550,000	\$ 281,607,000	\$ (97,057,000)	\$ 118,173,000	----	38%	Jan-03	T.B.D.	On hold.
Highland Pipeline ⁽³⁾	\$ 95,230,000	\$ 57,199,000	\$ 38,031,000	\$ 7,114,000	0%	0%	----	T.B.D.	In Design.
Mentone Pipeline	\$ 74,140,000	\$ 35,056,000	\$ 39,084,000	\$ 24,014,000	18%	62%	Mar-02	Oct-01	Under construction.
Riverside Badlands Tunnel	\$ 204,300,000	\$ 142,534,000	\$ 61,766,000	\$ 92,350,000	47%	59%	Aug-03	Apr-02	Under construction.
Riverside North Pipeline	\$ 106,840,000	\$ 57,984,000	\$ 48,856,000	\$ 55,228,000	100%	100%	Completed	Nov-99	Completed Nov. 99
Riverside South Pipeline	\$ 77,200,000	\$ 42,358,000	\$ 34,842,000	\$ 42,345,000	100%	100%	Completed	Aug-99	Completed Aug. 99
Construction Support									
Right-of-Way and Land	\$ 47,830,000	\$ 54,448,000	\$ (6,618,000)	\$ 42,093,000	-----	77%	-----	-----	-----
Environmental Planning/Mitigation	\$ 10,960,000	\$ 18,598,000	\$ (7,638,000)	\$ 10,754,000	-----	58%	-----	-----	-----
Owner Controlled Insurance Prog.	\$ -	\$ 38,889,000	\$ (38,889,000)	\$ 15,702,000	-----	40%	-----	-----	-----
Study/Initial Planning	\$ 8,024,000	\$ 8,024,000	\$ -	\$ 8,024,000	-----	100%	-----	-----	-----
Program Management	\$ 20,170,000	\$ 33,085,000	\$ (12,915,000)	\$ 17,652,000	-----	53%	-----	-----	-----
Projected Total Cost	\$ 1,029,694,000	\$ 981,510,000	\$ 48,184,000	\$ 489,037,000					
Remaining Budget	\$ 158,306,000	\$ 206,490,000							
Total Approved Budget	\$ 1,188,000,000	\$ 1,188,000,000	\$ 48,184,000						

(1) Based on 30% design for Arrowhead Tunnels

(2) Actuals for construction reaches include design costs

(3) Expenditure for design which is at 90%. Once design has been completed, construction bidding will be placed on hold once work on the Arrowhead Tunnels is scheduled.

(4) Based on work complete for construction reaches and \$ expended for construction support

(5) Based on original contract duration and approved extensions

Remaining Budget ¹

