MOUNTAIN TUNNEL IMPROVEMENTS
PROJECT LOCATION

- COMPLETED IN 1925
- 19.2 MILES LONG

Priest Portal
Adit 8/9
Adit 5/6
South Fork East
Switchyard Adit
Early Intake
Station 386+75
MOUNTAIN TUNNEL IMPROVEMENTS
PROGRESS TO DATE

• ADIT /ACCESS IMPROVEMENTS AND EMERGENCY RESTORATION
• MOUNTAIN TUNNEL INSPECTION & REPAIR
• MOUNTAIN TUNNEL BYPASS
ADITS & ACCESS IMPROVEMENTS & EMERGENCY RESTORATION

Priest Portal

Switchyard Adit

Early Intake

Adit 8/9

Adit 5/6

South Fork East

Station 386+75
SCOPE

• Improvement to Adits 5/6 and 8/9 and improvements to access roads
• Emergency Restoration Plan
• Goal is to return Mountain Tunnel to service within 3 months following a “failure”.
SCHEDULE:

- Emergency Restoration Plan completed in December 2014
- Emergency Restoration Plan detailed implementation to proceed
- 95% Contract Documents for the Adits & Access Improvements - in progress
- Construction Contract Advertisement - end of 2015
- Construction NTP - mid 2016
- Substantial Completion - Spring 2017

ESTIMATED BUDGET:

$9M
SCOPE

- 2017 Inspection to update the 2008 Condition Assessment

- 2017 & 2018 repairs to reduce risk of lining collapse
  - 2017 Limited Repair, with access from Priest Portal
  - 2018 Repair, with access from Priest Portal, Adit 5/6 & 8/9
  - Annual Repair within a 2-month window
SCHEDULE:

• Mid 2015 - Issue Design RFP for Inspection & Repair
• January – March 2017 Inspection & Repair
• January – March 2018 Repair

ESTIMATED BUDGET:

$20M - $25M
BACKGROUND

- URS identified and evaluated 11 Alternatives
- Alternatives Analysis Report (AAR) published September 2013
- Technical Advisory Panel (TAP) convened to review AAR
- TAP suggested new lining repair alternative – November 2014
- New alternative incorporated into AAR Addendum with modifications to allow for direct comparison with other alternatives
- 12 alternatives were reevaluated and rescored
- Steering Committee concluded Bypass Tunnel was the best long-term alternative
MOUNTAIN TUNNEL BYPASS

Relative Structural Defect Intensity

- Highest Defect Intensity
- Lowest Defect Intensity

Miles

Switchyard Adit
Early Intake

Priest Portal (06/26)
Groveland
2nd Garrrote Shaft (64/49)
Big Creek Shaft (611+23)
Adit 8-3 (486+53)
Station 368+76
Adit 3-6 (386+51)
Adit 3-5
Adit 2-5
Adit 2-3
South Fork, St. John

Figure 3

Mountain Tunnel Rehabilitation
Relative Structural Defect Intensity - Priest Portal to South Fork West

Project No. 266181 R1
TO #: CS-643 T07

URS
MOUNTAIN TUNNEL BYPASS

SCOPE

• Construct new 12-mile tunnel, with a 100-year service life replacing existing tunnel between Priest Portal and Adit 5/6
• Address deficiencies upstream of Adit 5/6

SCHEDULE:

• Advertise Design RFP - May 2015
• Commence Conceptual Engineering Phase – early 2016
• Commence Design Phase – anticipated 2017
• Commence Construction Phase - mid 2020

ESTIMATED BUDGET:
• $680M