



SANTA ANA WATERSHED
PROJECT AUTHORITY

Radio Road Easement Acceptance and County Recording

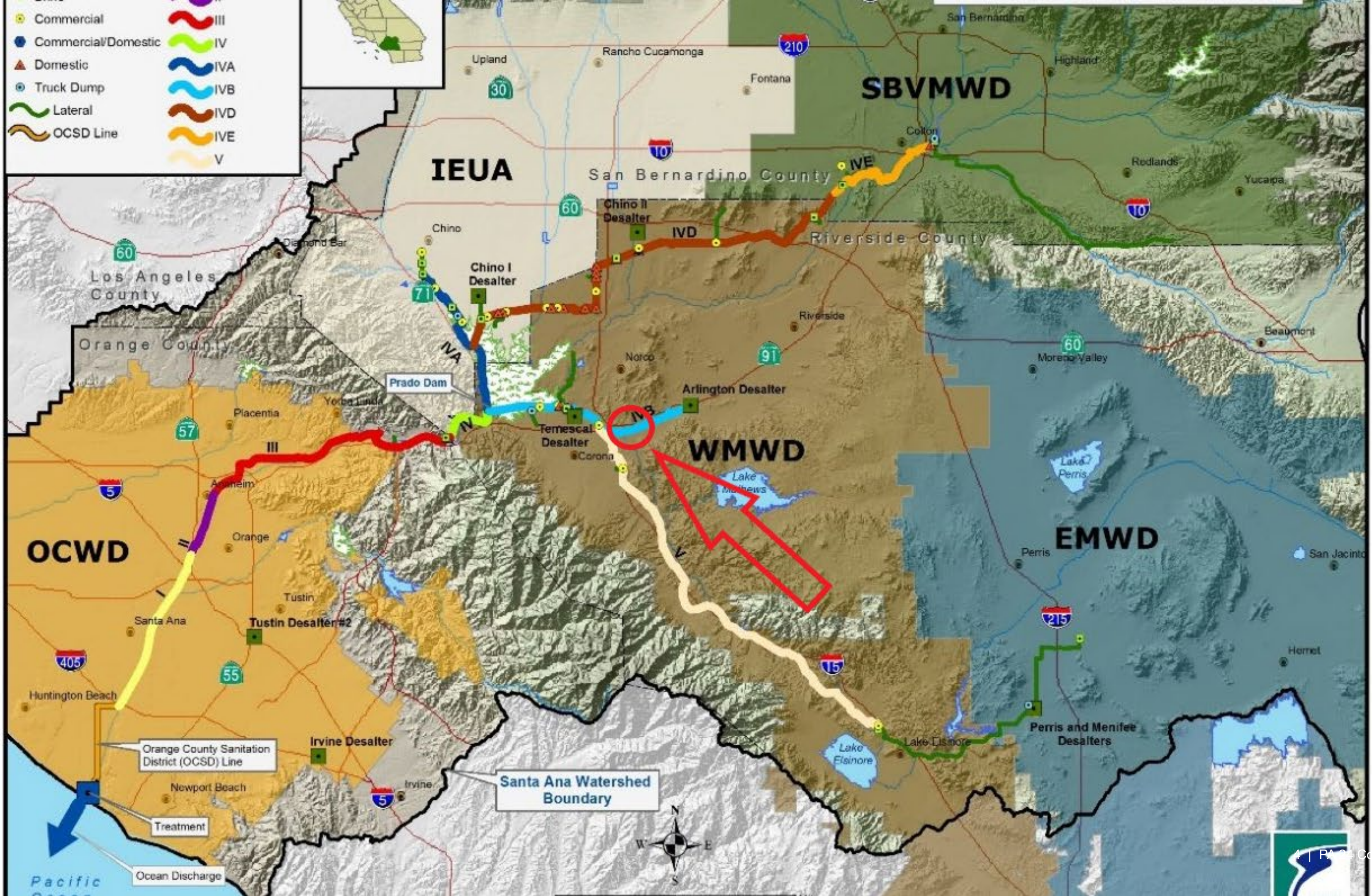
PA 24 Committee
Agenda Item 4.B
Daniel Vasquez
Manager of Operations
February 6, 2024

Recommendation

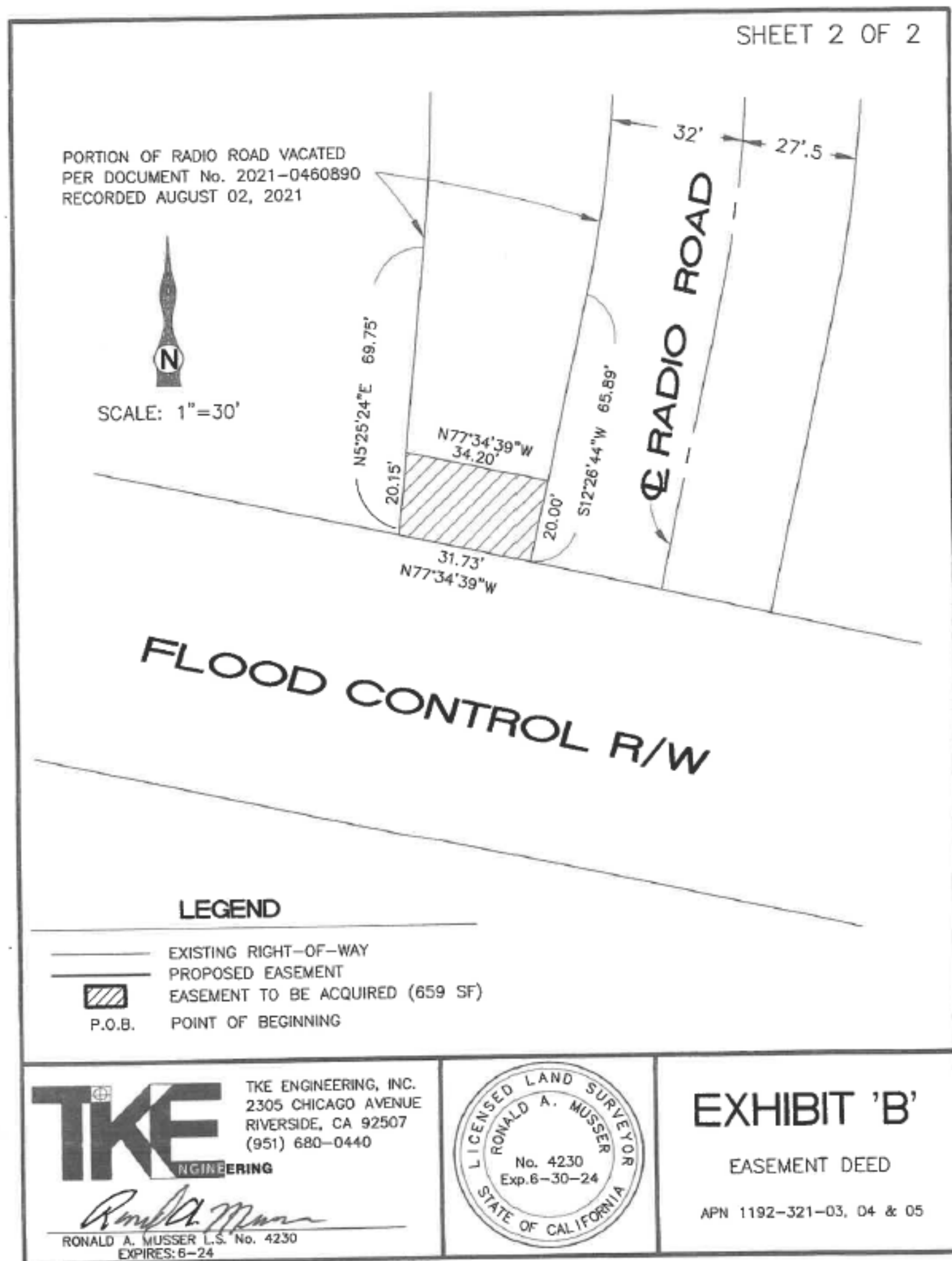
- That the Project Agreement 24 Committee authorize the General Manager to accept the Grant of Deed from Penske Truck Leasing C. L.P and record the Grant of Deed at the Riverside County Recorder's Office.

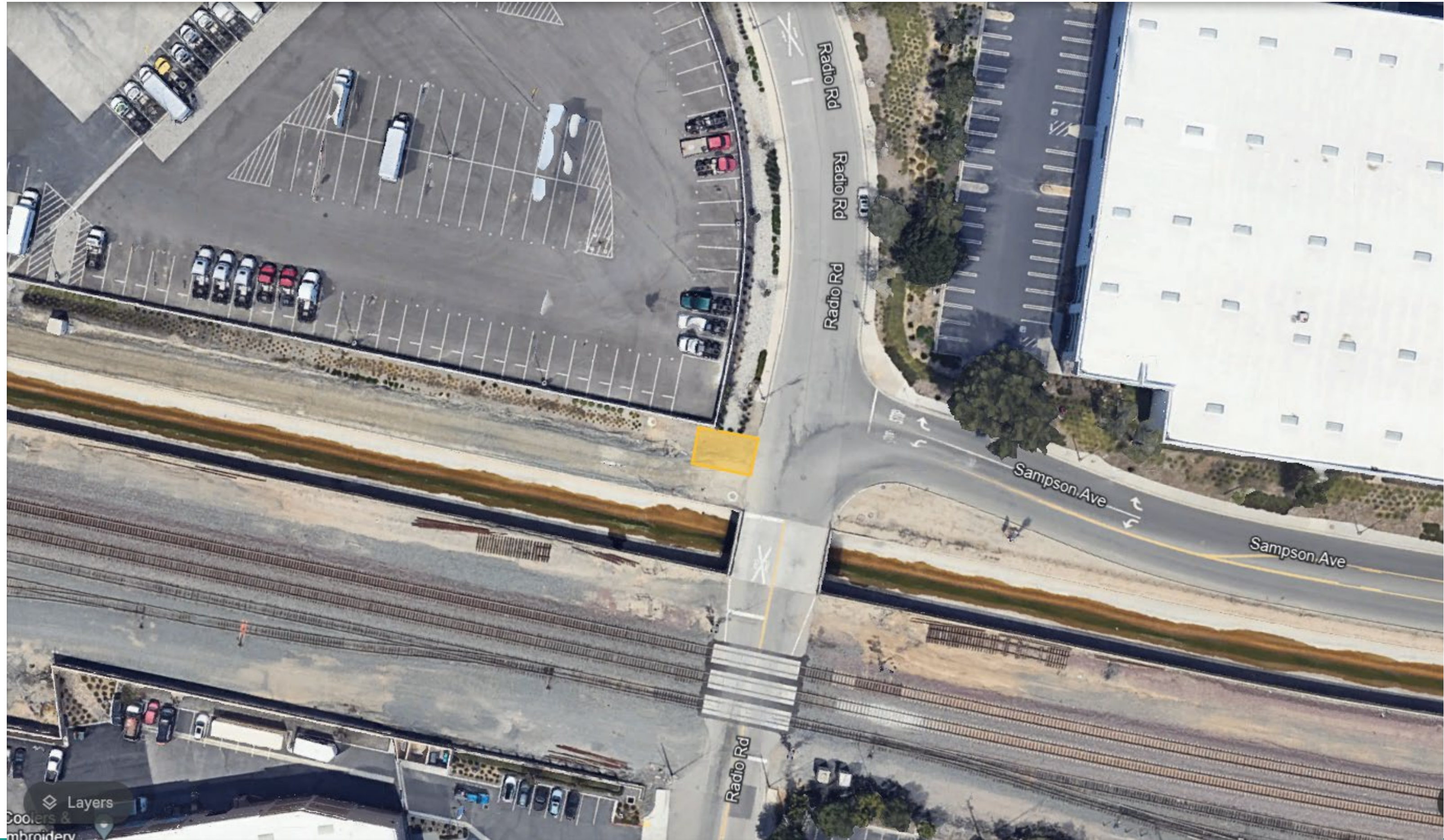
Context

- In 2021, The City of Corona vacated a portion of the public Right of Way to Penske and Penske later that year built a block wall near SAWPA Maintenance Access Structure 4B-0590.
- SAWPA Staff worked to produce a legal description for an easement and establish an agreement with Penske.



Easement Deed Survey





Recommendation

- That the Project Agreement 24 Committee authorize the General Manager to accept the Grant of Deed from Penske Truck Leasing C. L.P and record the Grant of Deed at the Riverside County Recorder's Office.

Questions?

Daniel Vasquez, Manager of Operations
Santa Ana Watershed Project Authority
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SANTA ANA WATERSHED
PROJECT AUTHORITY

Inland Empire Brine Line Resolution Establishing the Purchase Price for Treatment and Disposal Rights

PA 24 Committee

Agenda Item 5.A

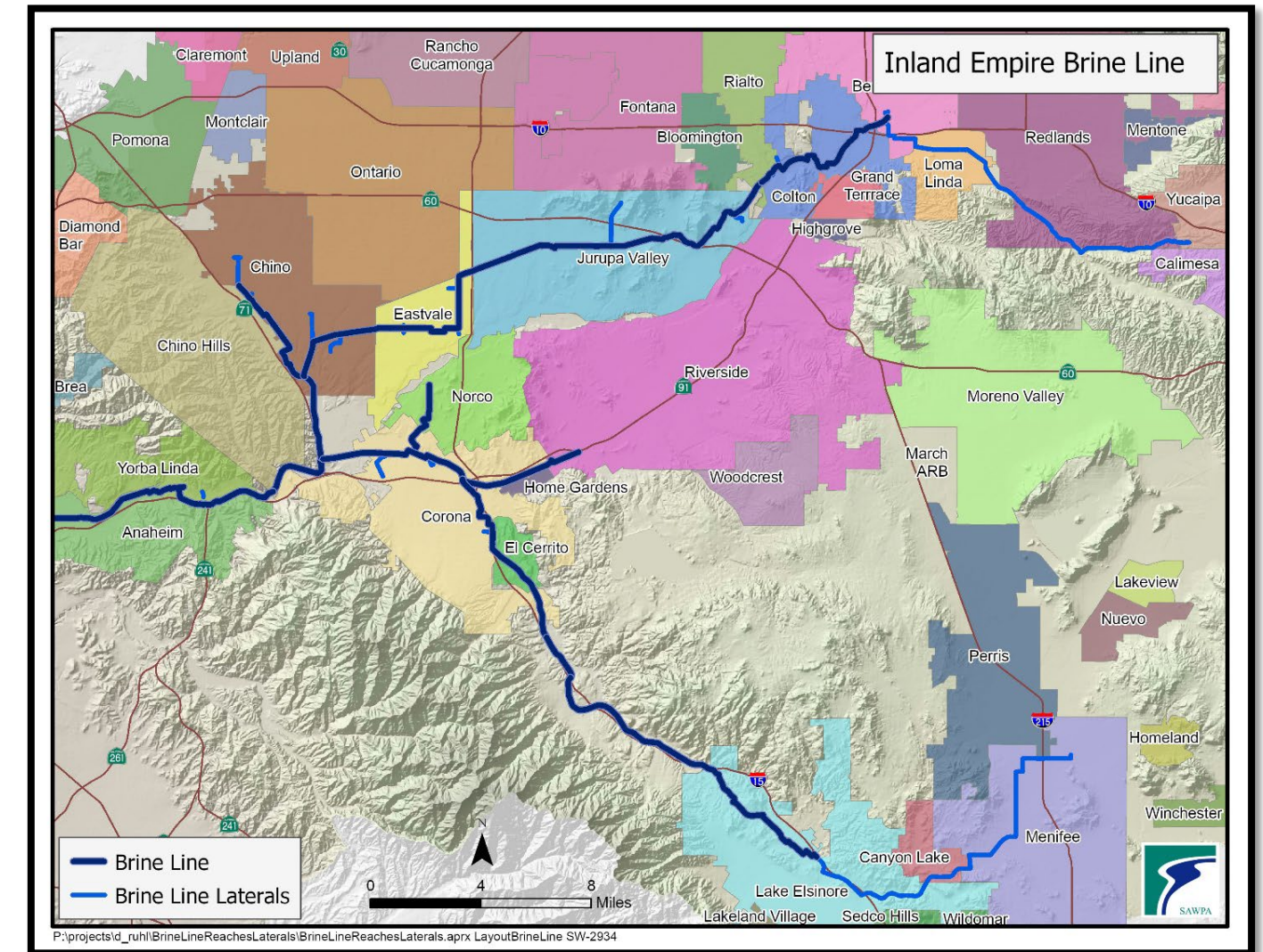
David Ruhl, P.E

Executive Manager of Engineering and Operations

February 6, 2024

Resolution 2024 -3

- New information provided by OC San
- Purchase price \$7,407,683 per MGD, for wastewater strength not exceeding 288 mg/l BOD and 290 mg/l TSS
- Purchase price is the current price and may change based on when SAWPA makes an official request to purchase additional capacity right



Recommendation

- Adopt Resolution No. 2024-3 Establishing the Purchase Price for Treatment and Disposal Capacity Rights in the Inland Empire Brine Line.

Questions?



SANTA ANA WATERSHED
PROJECT AUTHORITY

Reach IV-B Condition Assessment Status Update

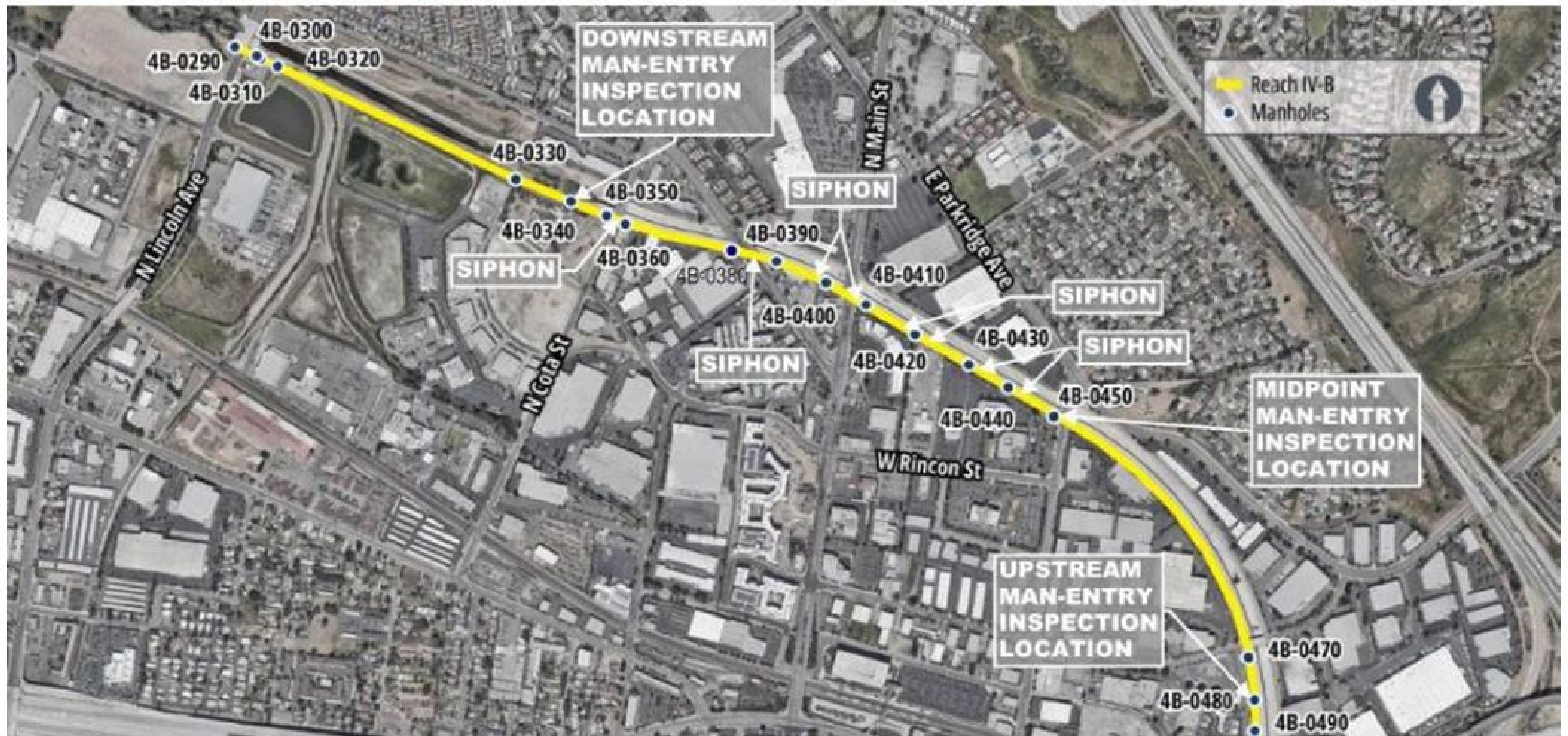
PA 24 Committee
Agenda Item 5.B
Daniel Vasquez
Manager of Operations
February 6, 2024

Recommendation




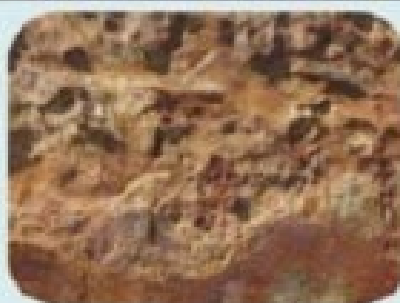

- Receive and file an informational report on Reach IV-B Condition Assessment.

Background

- In February of 2023, PA 24 Committee authorized Woodard & Curran (W&C) to perform condition assessments on a portion of Reach IV-B and Reach IV.
- These condition assessments were identified as being necessary in a 2021 Criticality Assessment performed by Dudek.



Reach IV-B Pipeline and Man-Entry Inspection Locations

Condition Rating	Description	Representative Photograph
Level 1	Little or no corrosion <ul style="list-style-type: none"> ▪ Wall thickness loss, generalnone ▪ Wall thickness loss, pitting.....none to minimal ▪ Extent (area) of corrosion.....may be widespread but superficial 	
Level 2	Minor corrosion <ul style="list-style-type: none"> ▪ Wall thickness loss, generalup to 20% ▪ Wall thickness loss, pitting.....up to 20% ▪ Extent (area) of corrosion.....localized 	
Level 3	Moderate corrosion <ul style="list-style-type: none"> ▪ Wall thickness loss, general20% to 40% ▪ Wall thickness loss, pitting.....20% to 60% ▪ Extent (area) of corrosion.....up to half of surface 	
Level 4	Severe corrosion <ul style="list-style-type: none"> ▪ Wall thickness loss, general40% to 60% ▪ Wall thickness loss, pitting.....60% to 100% (pinholes) ▪ Extent (area) of corrosion.....most of surface 	
Level 5	Failure or imminent failure <ul style="list-style-type: none"> ▪ Wall thickness loss, generalgreater than 60% ▪ Wall thickness loss, pitting.....100% (holes) ▪ Extent (area) of corrosion.....most or all of surface 	

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Metal Condition Index Rating System

Testing Methods Used

- Visual Assessments
- Ultrasonic Thickness Testing
- Dry Film Thickness Testing
- Broadband Electromagnetic Testing
- CCTV Inspections



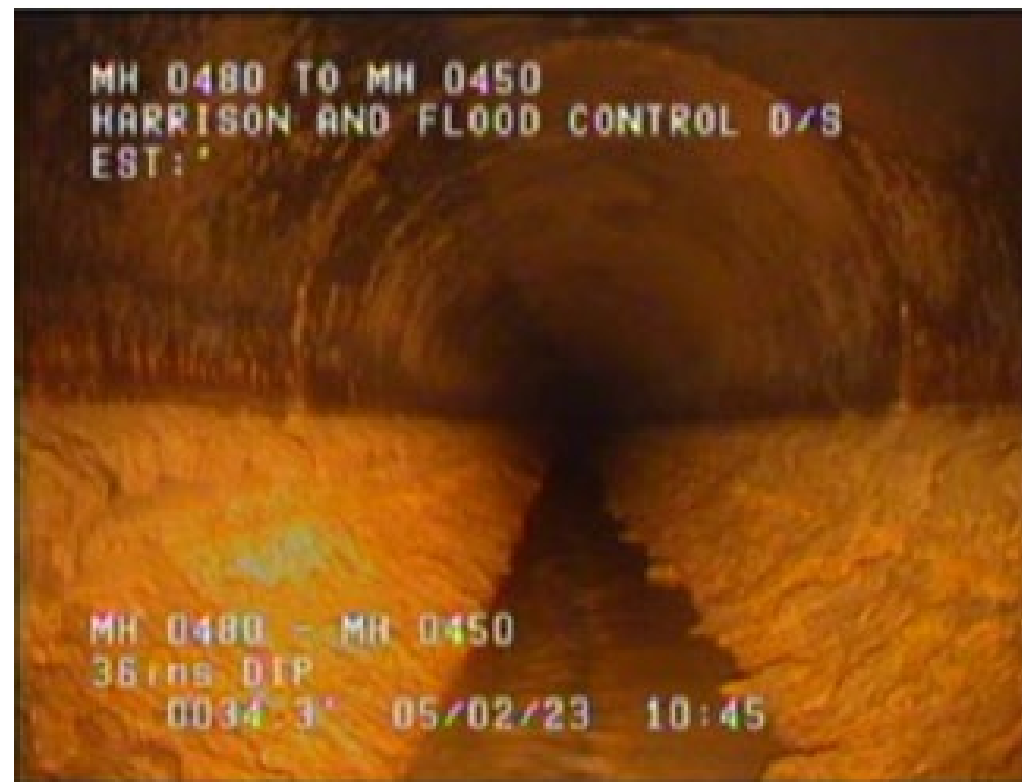
Missing Lining



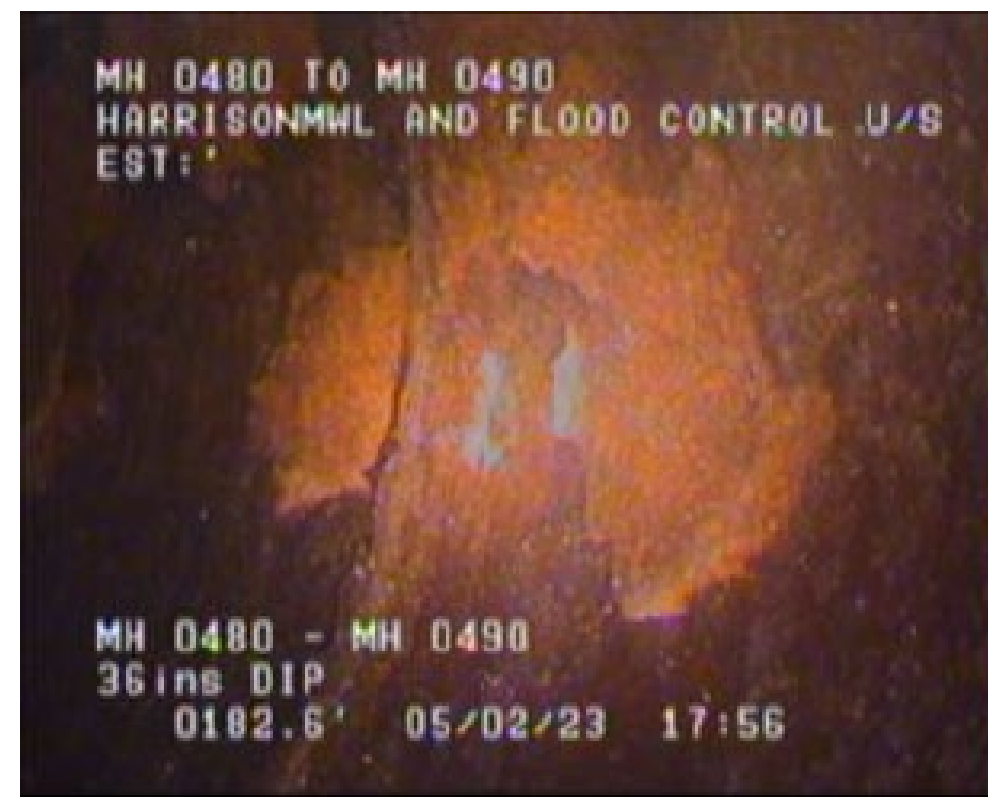
Corrosion Discoloration at Crown and Joint



Deposits



Deposits and Missing Liner



Missing Liner and Damaged Metallic Pipe Wall



Coating Failure at Joint

Example Corrosion and Joint Lining Failures Found

Condition Assessment Conclusions

- Overall condition levels at level 2 and 3 throughout the piping and at the manned-entry locations with some isolated areas of moderate degradation.
- Minor to moderate corrosion in pipe throughout inspected areas.
- Minor corrosion at most joints inspected.
- Moderate failure of coated lining in pipe throughout a majority of inspected pipeline.
- Minor loss of coated lining at manned-entry inspection locations.

Summary of Recommendations

- Near Term: Remove corrosion at the pipe joints and recoat pipe joints with epoxy in 2 to 5 years.
- Mid-Term: Reinspect pipe in 5 to 7 years to determine rate of deterioration and refine remaining useful life estimate.
- Long-Term: Pipe rehabilitation in the next 10 to 20 years. This recommendation would be further refined and reassessed after mid-term inspection results have been evaluated with an updated remaining useful life.

Next Steps

- Receive draft report and distribute to Member Agency staff for review and comment.
- Obtain estimate of costs for near and mid-term recommendations to include in Brine Line capital improvement program.
- Present final draft report to PA 24 Committee.

Questions?

Daniel Vasquez

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Reach IV Condition Assessment Status Update

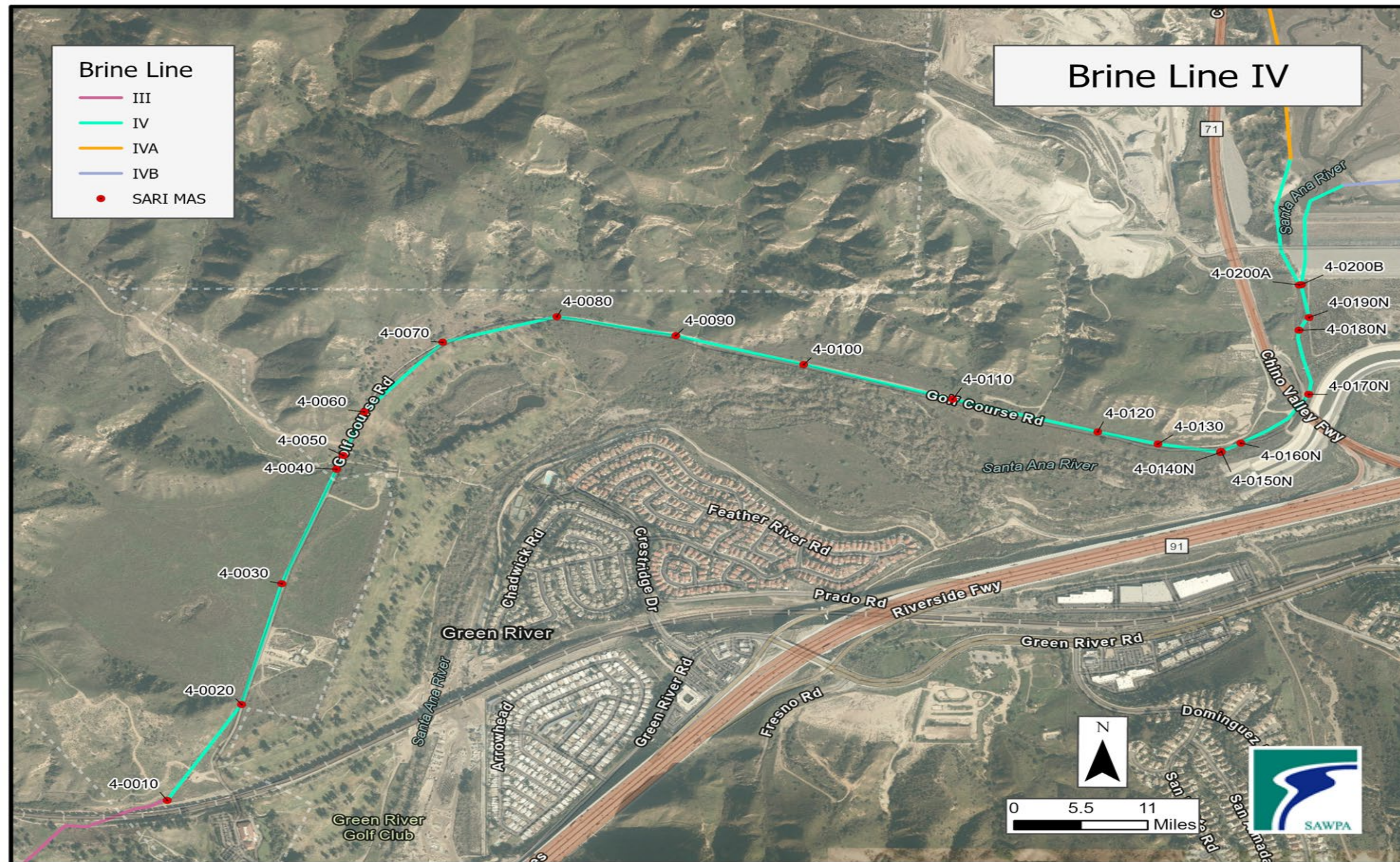
PA 24 Committee
Agenda Item 5.C
Daniel Vasquez
Manager of Operations
February 6, 2024

Recommendation

- Receive and file an informational report on Reach IV Condition Assessment.

Background

- In February of 2023, the PA 24 Committee authorized Woodard & Curran to perform condition assessments on a portion of Reach IV-B and Reach IV.
- These condition assessments were identified as being necessary in a 2021 Criticality Assessment performed by Dudek.



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Reach IV Pipeline and Man-Entry Inspection Locations



Reach IV was constructed in 1975 and is the oldest portion of the Inland Empire Brine Line.

42"-48" Reinforced Concrete Pipe with T-Lock 360°

Point of combined flow from every reach.

Nesting Season work impediments and Biological Surveys.

Bypass plan and spill prevention plan costs and risks.

Coordinating work with Green River Golf Course and Army Corps of Engineers.

Storm season may impact the use of vehicles/heavy machinery or general access.

Coordinated Shutdown Approach versus Bypass

- SAWPA staff worked with specialty contractors to develop by-pass plans.
- Cost estimates to set-up and maintain the by-pass were obtained in the range of \$500,000 to \$750,000.

February 27th-28th Shutdown

- A system wide shutdown coordinated with Reach IV-D Corrosion Rehabilitation Project.
- Saves SAWPA substantial bypass costs.
- Woodard & Curran to provide Reach IV CCTV and cleaning.

Cost Proposal Provided by Woodard & Curran

- Due to postponing the work, minor costs will be incurred by our consultant (~\$24,000)
- Staff requested Woodard & Curran to provide a cost estimate to perform line cleaning and CCTV on Reach IV (~\$73,000)



Reach IV Condition
Assessment Draft Report
and update to PA 24 is
anticipated by Summer 2024

Recommendation

- Receive and file an informational report on Reach IV Condition Assessment.

Questions?

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