CONTINENTAL RANCH REGIONAL PUMP STATION
ADDITIONAL FORCE MAIN
SEWER FEASIBILITY STUDY
Pima County Regional Wastewater
Reclamation Department

Prepared for:

Pima County Regional Wastewater Reclamation Department
3355 N. Dodge Blvd.
Tucson, Arizona 85716

Project Number: 1398.24

March 2019

WestLand Resources, Inc. • 4001 E. Paradise Falls Drive • Tucson, Arizona 85712 • 520-206-9585
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FIGURE
(follow text)

Figure 1. Force Main Alignment Options

APPENDICES

Appendix A. CRRPS Upgrades Design Report (On CD)
Appendix B. Detailed Alignment Options
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1. INTRODUCTION AND BACKGROUND

WestLand Resources, Inc. (WestLand), was retained by Pima County Regional Wastewater Reclamation Department (RWRD) to conduct an alignment study to identify easement needs and perform an evaluation of the routing and infrastructure requirements to install two new force main (FM) pipes from the existing Continental Ranch Regional Pump Station (CRRPS) to the Tres Rios Wastewater Reclamation Facility (Tres Rios WRF). The new FM will act as redundancy to the existing 18-inch CRRPS FM, as well as to provide full build out capacity for the lift station.

CRRPS was originally constructed in 1988 as part of the Continental Ranch development northwest of Tucson. The CRRPS was not put into use until 1997 when the existing FM from CRRPS to the Tres Rios WRF was completed and placed into operation by PCRWRD.

The purpose of this evaluation is to identify the preferred route for the construction of two new sewer FMs (one redundant pipeline). The new FMs will work in tandem with the existing 18-inch FM to help convey the 20+ year peak wet weather flow (PWWF) of approximately 9,150 gallons per minute (gpm) from CRRPS to Tres Rios WRF. The sections below will provide detail the design criteria used for the new FMs (based on previous reports), the available alignment options, the selected alignment option, and the remaining design criteria that shall be considered to finalize the pipeline alignment.

2. DESIGN CRITERIA

CRRPS is currently undergoing construction upgrades that will help increase pump performance, provide an updated layout for mechanical and electrical integration of the second and third FM, as well as other structural, electrical, and security upgrades. The ongoing upgrades to the site will not provide additional capacity to the system above the original 1988 design. The analysis performed during the design phase of the CRRPS Upgrades Project estimated that the projected 20+ year PWWFs to the station will be 9,150 gpm. Hydraulic calculations that were performed within the same design analysis indicated that one 21-inch (approximate) inside diameter (ID) pipeline would be needed to run in tandem with the existing 18-inch FM to deliver the 9,150-gpm PWWF from the CRRPS to Tres Rios WRF. A second 21-inch (approximate) ID FM will also be installed to provide redundancy to the system. It is assumed that the two new FMs will follow the selected alignment option. For reference, the CRRPS Upgrades design report has been provided in Appendix A. A more detailed analysis of the site flows and FM sizing are provided within this report.

3. DEVELOPMENT OF ALIGNMENTS

The main purpose of this feasibility study was to evaluate alignment options and select a recommended alignment for the FMs. Per conversations with PCRWRD, three alignment options were developed for this analysis, and are designated as Options A, B, and C. Each of the three options are set to begin
at the CRRPS tie in point (approximately 5 feet outside the CRRPS southern site wall), which is located approximately 1-mile northwest of the intersection of Coachline Boulevard and Twin Peaks Road. Each of the three options will end by tying in to the Tres Rios WRF, just upstream of the headworks facility. The alignment options within the Tres Rios WRF were not analyzed as part of this Project as the PCRWRD has indicated that there are already feasible alignment options within the property, and the property is already owned by Pima County.

The three options are graphically identified in Figure 1. Each of the options are described in greater detail below. It is to be noted that the final location of each of the described options below may be dependent on the results from findings from the additional design items required as described here within. Alterations and final layouts are to be completed at a later date within the design phase.

3.1. Alignment Options

3.1.1. Shared Alignment

Each of the three options follow the same alignment on the far upstream end for approximately the first 15,500 feet. This section of the alignment begins at the CRRPS connection point (5 feet outside the southern wall). From here, the pipe will then travel south to Coachline Boulevard, then turn east for approximately 800 feet before turning north to follow a drainage way until reaching the shared use loop path that follows along the Santa Cruz Wash. At the shared use path, the pipeline will turn east, and parallel the path until a location approximately 3,500 feet northwest of where the path intersects Cortaro Farms Road. Complications with this section of the alignment include the following:

- Along Coachline Boulevard, the alignment will follow a tight corridor between the existing FM and a concrete wash. Due to the amount of utilities, and the tight space available, it is anticipated that the pipelines will need to be stacked within the trench. Additionally, the pipelines will cross a concrete wash. It is anticipated that the pipes will be jack and bored at an angle to perform this crossing. The option of installing the FMs within a single oversized carrier pipe is recommended to be investigated further for the jack and bore.
- Along the drainage way between Coachline Boulevard and the shared use path, the pipelines will need to be installed between an existing gravity sewer and a 42-inch Cortaro Marana Irrigation District (CMID) pipeline. It is anticipated that the pipelines would need to be stacked within the trench along this section.
- Multiple large wash crossings throughout the alignment.
- Pipelines would need to be jack and bored under Twin Peaks Road.
- Alignment parallels the existing 18-inch FM, 42-inch CMID pipeline, and shared use path. To avoid conflict with this infrastructure, it is anticipated that the pipeline would need to follow the path of an abandoned FM. The abandoned pipeline would need to be removed during construction.
• A proposed 24-inch Town of Marana (Marana) Water main may conflict with the Project’s alignment for approximately 3,000 feet starting at Twin Peaks Road and travelling east. Further coordination will need to take place with Marana to maintain proper separation requirements per Arizona Department of Environmental Quality (ADEQ) codes.
• A utility easement would be required along the majority of the alignment. Final widths of the easement will need to be determined during the design phase of the Project.

3.1.2. Option A

From the Shared Alignment end point, Option A continues southeasterly paralleling the shared use path, until turning southwest along Cortaro Farms Road. From Cortaro Farms Road, the pipeline will then turn southeast down Silverbell Road, the east onto Ina Road, where it will continue until the end of the Project’s analysis area at the northwest corner of the Tres Rios WRF. The approximate total length of Option A is 15,450 feet. For more information regarding the sewer alignment and profile, see Appendix B. Complications with this section of the alignment include the following:

• This alignment follows the existing FM, minimizing the available corridor.
• The pipeline will either need to be suspended with proper support underneath the Cortaro Farms Road bridge, or jack and bored under Cortaro Farms Road. It is recommended that a structural analysis be performed on the bridge to determine the feasibility of hanging the pipelines off the bridge, or if alternative construction methods would be available. Once in Cortaro Farms Road, the pipeline will be located within the eastern most lane due to the location of existing utilities.
• Pipelines would need to be jack and bored under Silverbell Road and Ina Road.
• Pipeline crosses the shared use path. Disturbance of the path shall be minimized during construction.
• Pipelines follow major arterial roadways with minimal land available for construction activities. Alignment would likely require the use of a lane of traffic for storing construction materials.
• Culvert crossings in Silverbell Road.
• While paralleling Ina Road, the pipelines will need to be installed under the Santa Cruz Wash. It is our understanding that there is an existing casing currently installed under the wash that could house one of the new FMs. It is recommended that the existing casing be evaluated with a closed circuit television (CCTV) camera to determine if it is still structurally stable enough to house the new pipe. The redundant FM would require a new casing to be jack and bored under the wash.
• A utility easement would be required along the majority of the alignment. Final widths of the easement will need to be determined during the design phase of the Project.

3.1.3. Option B

From the Shared Alignment end point, Option B crosses the Santa Cruz Wash, then continues southeasterly, paralleling the shared use path, until Cortaro Farms Road. At Cortaro Farms, the
pipeline will turn to travel within existing commercial parking lot roads, and behind existing commercial facilities before travelling within Business Park Drive, Hartman Lane, and Massingale Road. At the east end of Massingale Road, the pipe will turn south and travel between the Waste Management of Tucson Facility, and an organic soil composting facility until reaching Ina Road. At Ina Road, the pipeline will cross to the south and turn east, where it will continue until the end of the Project’s analysis area at the northwest corner of the Tres Rios WRF. The approximate total length of Option B is 16,200 feet. For more information regarding the sewer alignment and profile, see Appendix B. Complications with this section of the alignment include the following:

- Both pipelines would be required to be jack and bored under the Santa Cruz Wash.
- Where the pipeline parallels the shared use path, it also parallels a steep drop off to a quarry pit to the north, and the Santa Cruz Wash to the South. The steep topography would create difficult, and potentially unsafe, construction conditions.
- Significant pavement replacement and traffic control would be required.
- Pipelines would need to be jack and bored under Cortaro Farms Road and Ina Road.
- Pipelines would go through commercial and retail areas.
- Pipelines cross main access for Northwest Fire District Facility.
- The pipeline alignment just north of Ina Road between the Waste Management of Tucson Facility and the organic soil composting facility is very difficult to access, and long-term maintenance would be a challenge. This section would also require an easement through the Waste Management of Tucson Facility.
- A utility easement would be required along the majority of the alignment. Final widths of the easement will need to be determined during the design phase of the Project.

3.1.4. Option C

From the Shared Alignment end point, Option C continues southeasterly paralleling the shared use path, until crossing Ina Road where it will turn east, and continue in that direction until the end of the Project’s analysis area at the northwest corner of the Tres Rios WRF. The approximate total length of Option C is 14,070 feet. For more information regarding the sewer alignment and profile, see Appendix B. Complications with this section of the alignment include the following:

- The pipeline will either need to be suspended with proper support underneath the Cortaro Farms Road bridge, or jack and bored under Cortaro Farms Road. It is recommended that a structural analysis be performed on the bridge to determine the feasibility of hanging the pipelines off the bridge, or if alternative construction methods would be available.
- Pipeline would need to be installed within The Springs Apartments parking lot just west of Cortaro Farms Road.
• Multiple large wash and culvert crossings throughout the alignment.
• Crossings with the shared use path. Disturbance of the path shall be minimized during construction.
• This alignment follows a section of the shared use path that contains a significant amount of vegetation and irrigation. Mitigation of the vegetation would need to be analyzed further, and irrigation restoration plans would need to be developed. Additionally, this section of the shared use path does not have a redundant path on the east side of the Santa Cruz Wash. Care would need to be take during construction to maintain operation of the shared use path.
• Pipelines would need to be jack and bored under Ina Road.
• While paralleling Ina road, the pipelines will need to be installed under the Santa Cruz Wash. It is out understanding that there is an existing casing currently installed under the Santa Cruz Wash that could house one of the new FMs. It is recommended that the existing casing be CCTV to determine if it is still structurally stable enough to house the new pipe. The redundant FM would require a new casing to be jack and bored under the wash.
• A utility easement would be required along the majority of the alignment. Final widths of the easement will need to be determined during the design phase of the Project.

4. **RECOMMENDED ALIGNMENT**

A field analysis was performed with PCRWRD for each of the above alignment options. Based on the results of the field analysis, WestLand recommended Option C for the pipeline alignment. PCRWRD confirmed that Option C would be the best selection for the Project, as it has the shortest overall length, minimizes roadway disturbance and public impacts, provides consistent access to the pipeline, and minimizes major constructability concerns.

After selection of Option C, the alignment was reviewed in further detail to better define the pipeline's recommended location. A more detailed layout of the Option C alignment is provided in **Appendix C**. A few details have also been provided in **Appendix C** to provide recommended installation methods for the air release valves, as well as for stacking the pipelines within a trench. As the pipelines will generally be located within a tight corridor, it is recommended that the pipelines can be stacked within the same trench to help minimize conflicts. In addition, the areas where easements will be required has been noted.

5. **FINAL DESIGN REQUIREMENTS**

During the actual design phase of this Project, additional analysis will need to be performed to finalize the alignment along the Option C corridor. The results of some of the analysis may require the provided alignment to be shifted slightly. Some of the additional items to be considered are as follows:

• Finalize permanent and temporary construction easements along the alignment.
• Hydrology report for all wash crossings to obtain scour depths and erosion hazard setback limits. This report will also assist in locating the need and design for any grade control structures.
• Structural analysis of Cortaro Farms bridge to determine if the pipeline can be suspended from underneath the bridge, or if alternative options are available.
• Structural design and layout of a new terminal pipeline structure at the Tres Rios WRF to replace or supplement the existing structure that only has capacity for the existing FM.
• Geotechnical analysis to obtain soils information for wash crossings and jack and bore locations.
• CCTV of the existing casing underneath the Sant Cruz Wash just south of Ina Road to determine if the current condition is adequate to house one of the new FMs.
• Subsurface utility information (including potholes) at major intersection crossings, and a minimum of level B along tight sections of the alignment.
• Coordination with Marana to locate their new 24-inch water main that is being installed. The water main will conflict with the Project’s alignment starting at Twin Peaks Road, and east for approximately 3,000 feet.
• Surge analysis along the pipeline to determine need of surge tanks, and location of air release valves (ARVs).
• Odor Control at the discharge location and ARV locations.
• Environmental and cultural analysis, in particular a 404-analysis for the wash crossings.
• Landscape restoration plans and vegetation mitigation.

6. PROPERTY ACQUISITION

Upon finalization of the alignment, permanent and temporary easements will need to be prepared to set the required utility and construction easements to allow for the construction and maintenance of the pipelines. The amount of property necessary for an easement is generally pursuant to Pima County Code of Ordinances 13.020.030(A), Arizona Administrative Code (A.A.C.) R18-9-E301(D)(2)(1), and Standard Detail (S.D.) RWRD-109, -110, and -111. According to the PCRWRD 2016 Design Standards Section 7.1.1…”for sewer depths less than or equal to 10 feet, the minimum width for a sewer easement is 20 feet. For depths greater than 10 feet, the minimum width for sewer easements shall be twice the depth of the sewer line (invert to finish grade) and rounded up to the nearest 5 feet”. Deviations from these criteria are determined by PCRWRD.

If the construction activity proposed cannot be accomplished within the proposed permanent easement, a temporary construction easement will be necessary. Generally, a temporary construction easement for sewer is two times the width of the permanent easement. This general practice can only apply if there is sufficient room on the property to accommodate the temporary easement which, in some cases, the use of additional property for temporary construction easements is not feasible.
The plans for the selected alignment (Option C), provided in Appendix C, show the anticipated locations and proposed widths of the permanent easements that will be required. It is to be noted that easement widths were not provided at the wash crossing as the depth of pipe at the crossing will be determined during the design phase. Location of the temporary easements shall be determined in the design phase of the Project. Additionally, Appendix D includes a list of the Parcel Numbers and their respective land owners for the properties that are anticipated to require an easement. This information will need to be updated and confirmed within the design phase of the Project.
Call at least two full working days before you begin excavation.

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APPENDIX D

Property Owners
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