Ms. Brown,

I would like to accept this as an official comment regarding the proposed/study area for the Western Conveyance canal and the bypass passing through the Reclamation District #999 (RD 999) paralleling the RD 999 west levee, Levee Unit #1. I live in the proposed area and am part owner of 230 acres of highly developed land within the RD 999 service area.

The alternative for routing the canal westerly in lieu of the easterly route is proposed with many obstacles. I would like to enumerate these obstacles as follows:

1. The route is dominated by unwilling sellers who's livelihood and heritage come from the proposed land. Without willing sellers, what will the state do to obtain this land?
2. The estimated costs are $5 billion for this project. In light of the present economic blight of the State's economy, where will the money come from?
3. The plans presented to the public so far show diversions at approximately LM 4.0 and LM 5.5 of RD 307, right bank of the Sacramento River. Landward elevations of the original ground line are around 12 to 15 feet NGVD. The center of the district (RD 307) is approximately sea level to five feet. Historically the districts made improvements to natural banks, often with a side-draft clam shell dredger, using native material, to make the improvements affordable. Has any engineer made a cross section of the proposed levee to see how disproportionately large the levee will need to be to gravity flow water from the east to the west across the district?
4. Assuming #1 and #2 are accomplished, it has been estimated between 5 million to 10 million cubic yards of suitable fill will be needed to build the required levees. My 25 years of experience shows that the native material in these areas, once considered satisfactory for construction material, is now considered by State and Federal geotechnical engineers to be unsuitable for construction of flood control, or in this case, water conveyance facilities. Where does the State of California propose to excavate this material? How do the planners justify economically transporting and placing this material to build these facilities?
5. When the Westerly Conveyance (proposed) is constructed to the east of the Sacramento-Yolo Ship Channel, a very expensive inverted siphon will need to be constructed to continue the flow of water and move it over to the west of the Ship Channel.

There is another easier solution if Westerly is the proposed alignment:

Proposal A. The State of California already has in place upgraded and improved levees on the left bank of the Yolo Bypass. At the base of this levee as constructed in 1964 is the borrow pit, now the toe drain. This drain runs from the Sacramento River to north of Rio Vista and always has water in it.

1. Wouldn't it make incredible sense, cost vastly less money and quick track the project to completion to move the proposed diversion point to the Sacramento Weir?
2. If the State were to widen the weir at the same time it would increase the flood protection
for the Sacramento Area Flood Control Agency levees which includes the City of Sacramento.
3. Using the Yolo Bypass for conveyance, an infinitesimally smaller amount of productive farm land would need be taken out of production.
4. Water already runs along the proposed route south.

Proposal B:

1. The Sacramento-Yolo Ship Channel has a diversion point at the locks into the Sacramento River. These locks could be renovated and used as control structures for diversions.
2. The rights of way and easements are already in place.
3. Diversion pumps could be put in place at the south end near Egbert Tract and begin the cross-Delta conveyance. High volume low head pumps could be used to lift the water into a surface channel moving the water further south and could be designed to lift the water to an adequate head to ensure flows to Clifton Court fore bay. These structures in comparison to the RD 999 structure will cost much, much less and fast track the project.

I await your response.

Sincerely,

RICHARD E. MARSHALL,
Marshall Ranch
RD 999, Clarksburg

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