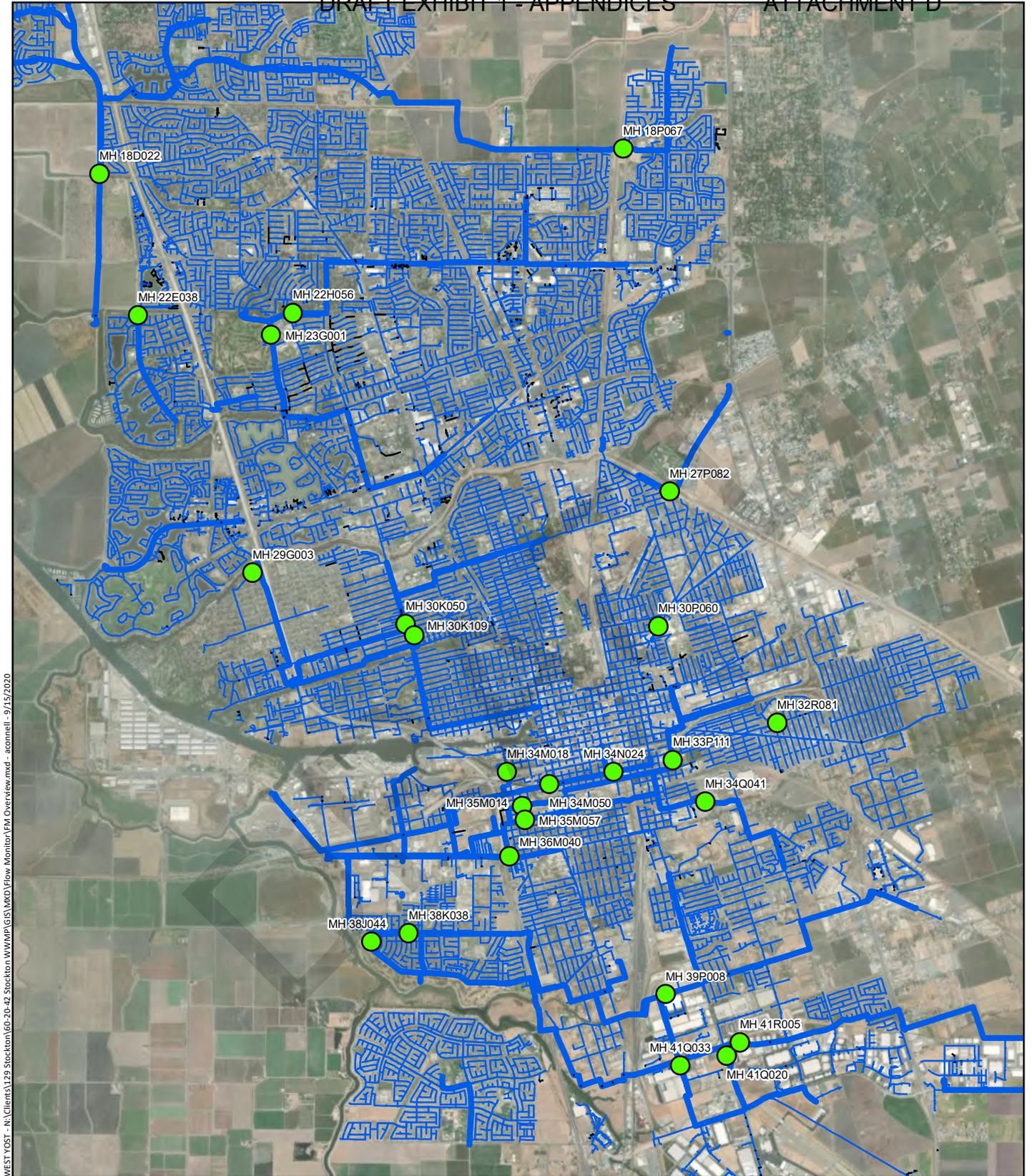


Appendix A

Collection System Flow Metering Locations

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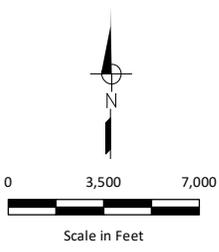
WEST YOST - N:\Clients\129\_Stockton\60-20-42\_Stockton\WMP\GIS\MXD\Flow\_Monitor\FM\_Overview.mxd - asanelli - 9/15/2020

**Symbology**

 Proposed Flow Meter

**Gravity Main Size**

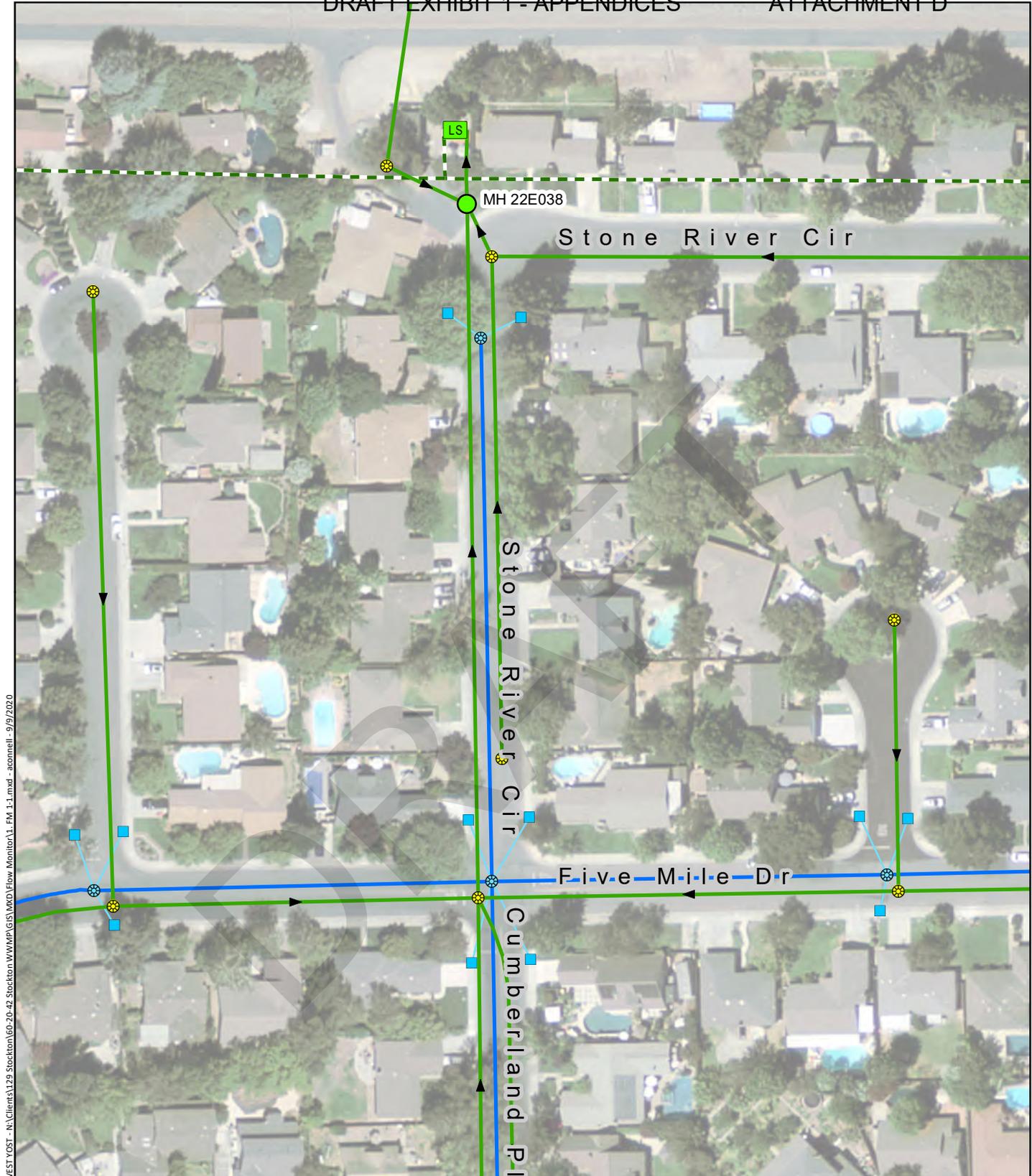
-  Unknown
-  Less than 24
-  24 and Greater



**Figure X**

**Proposed Flow Meter Location Overview**

City of Stockton  
Wastewater  
Master Plan



\\WEST\_YOST - N:\Clients\129\_Stockton\WMP\GIS\MXD\Flow\_Monitor\1\_FM\_1-1.mxd - asconnell - 9/9/2020

Symbology

- Proposed Flow Meter
- Inlet or Catch Basin
- LS Sewer Lift Station
- Storm Drain MH
- Manhole
- Catch Basin Line
- ▶ Gravity Main
- Storm Drain Line
- - - Force Main

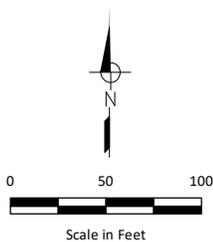
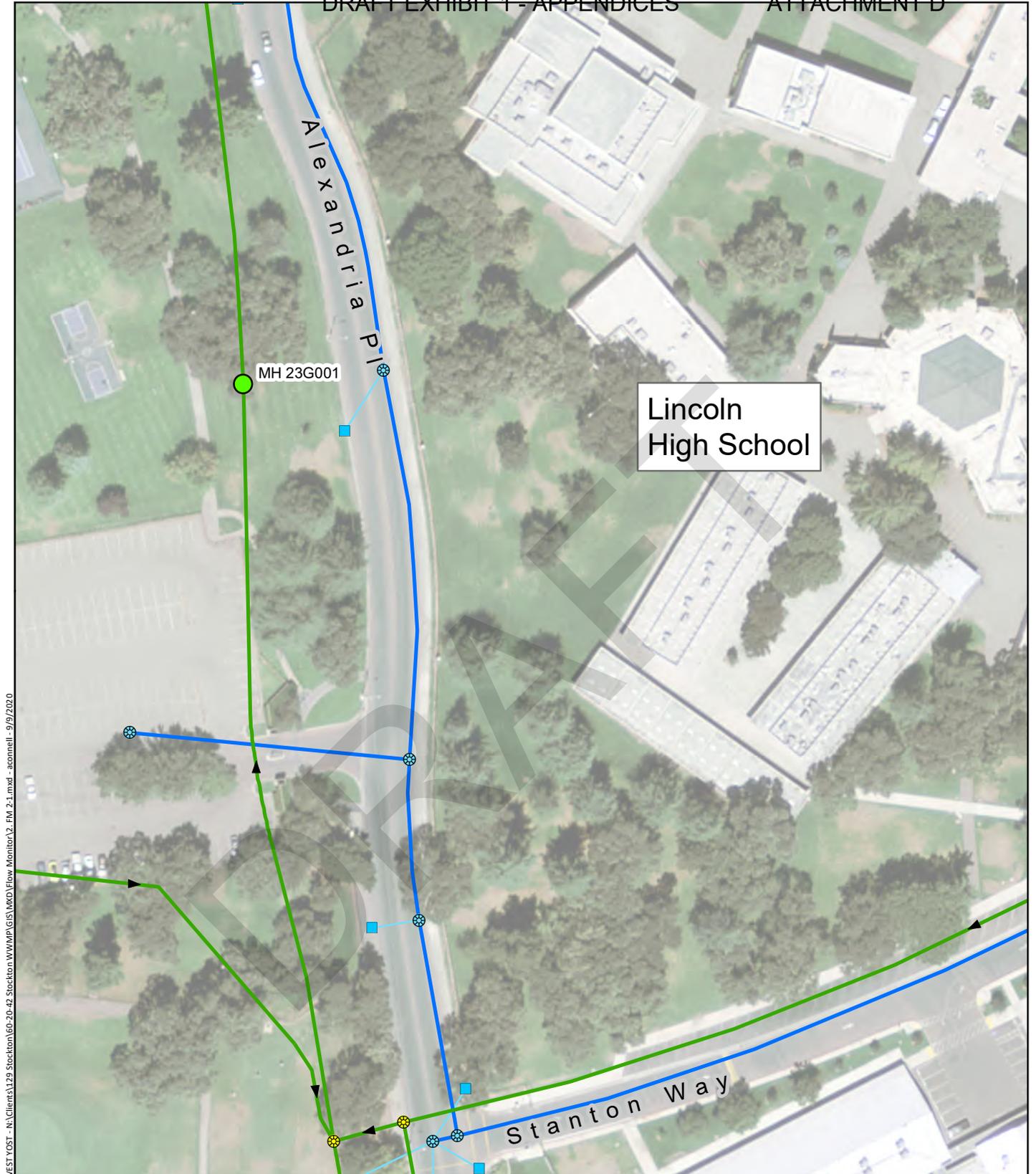


Figure 1

**Flow Meter 1-1**  
**MH ID 22E038**  
**Basin 1**

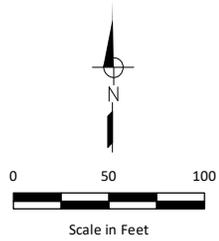
City of Stockton  
 Wastewater  
 Master Plan



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**Symbology**

- |   |  |
|---|--|
|  Proposed Flow Meter |  Inlet or Catch Basin |
|  Sewer Lift Station  |  Storm Drain MH       |
|  Manhole             |  Catch Basin Line     |
|  Gravity Main        |  Storm Drain Line     |
|  Force Main          |  |



**Figure 2**

**Flow Meter 2-1  
MH ID 23G001**

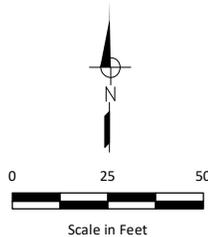




\\WEST\YOST - N:\Clients\129\_Stockton\WMP\GIS\MXD\Flow\_Monitor\FM\_Potrait.mxd - acornell - 9/9/2020

**Symbology**

- Proposed Flow Meter
- LS Sewer Lift Station
- ⊗ Manhole
- Gravity Main
- Force Main
- Inlet or Catch Basin
- ⊗ Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 4**

**Flow Meter 3-1  
MH ID 30K050  
Basin 3**

**City of Stockton  
Wastewater  
Master Plan**



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Symbology

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line

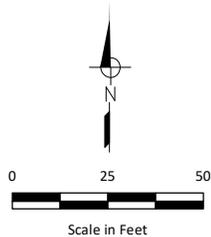


Figure 5

**Flow Meter 3-2**  
**MH ID 30K109**  
**Basin 3**

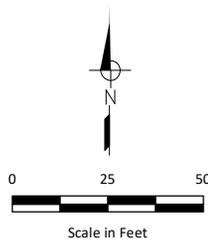
**City of Stockton**  
 Wastewater  
 Master Plan



\\WEST\YOST - N\Clients\129\_Stockton\WMP\GIS\MXD\Flow\_Monitor\FM\_Potrait.mxd - acornell - 9/8/2020

**Symbology**

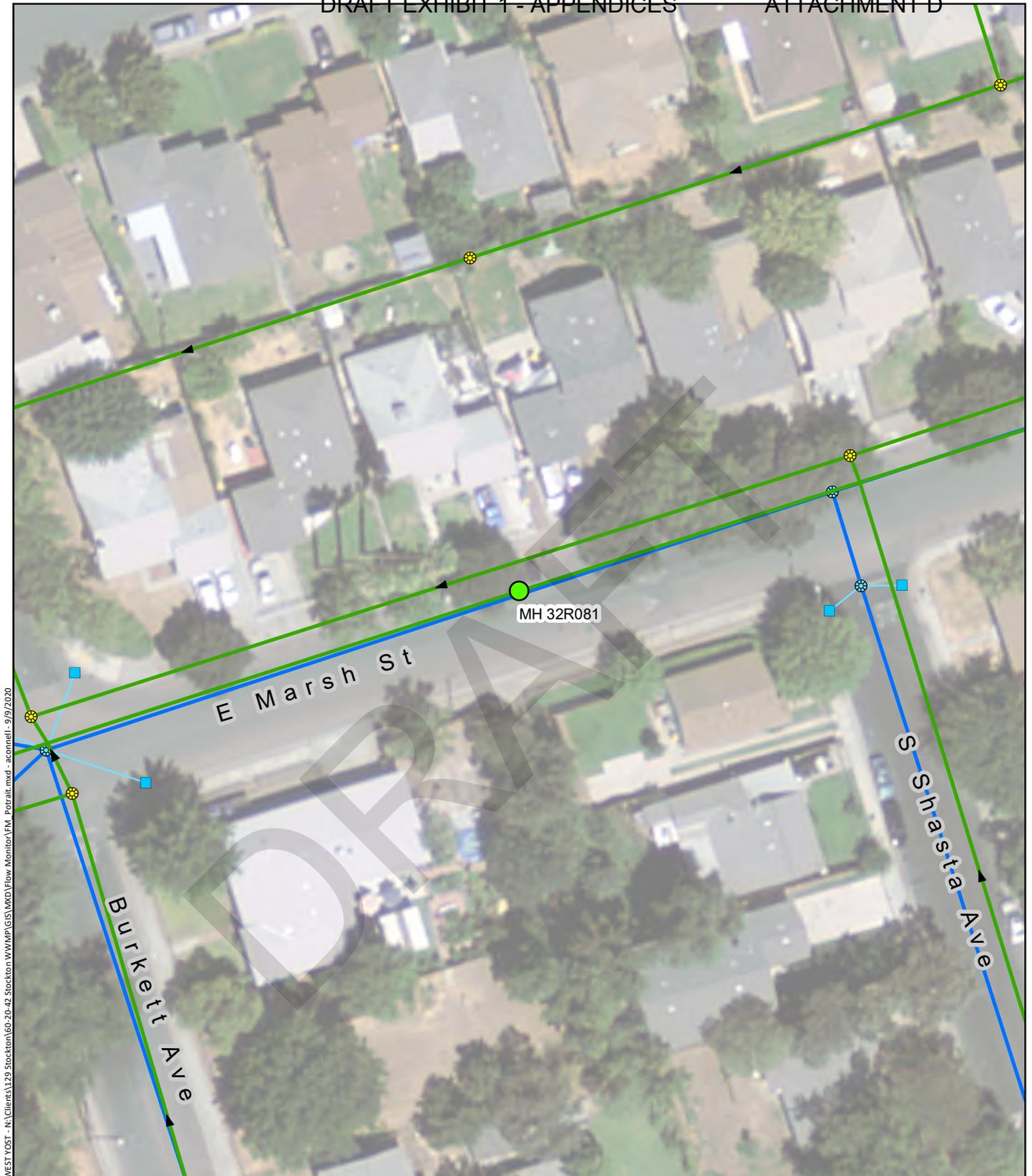
-  Proposed Flow Meter
-  Sewer Lift Station
-  Manhole
-  Gravity Main
-  Force Main
-  Inlet or Catch Basin
-  Storm Drain MH
-  Catch Basin Line
-  Storm Drain Line



**Figure 6**

**Flow Meter 3-3**  
**MH ID 29G003**  
**Basin 3**

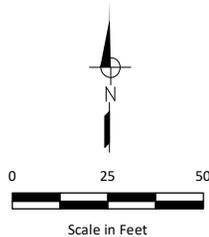
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**Symbology**

- |   |  |
|---|--|
|  Proposed Flow Meter |  Inlet or Catch Basin |
|  Sewer Lift Station  |  Storm Drain MH       |
|  Manhole             |  Catch Basin Line     |
|  Gravity Main        |  Storm Drain Line     |
|  Force Main          |  |



**Figure 7**

**Flow Meter 4-1  
MH ID 32R081  
Basin 4**

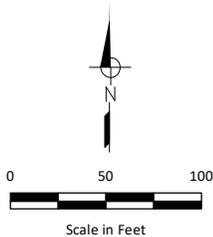
**City of Stockton  
Wastewater  
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**Symbology**

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 8**

**Flow Meter 4-2  
MH ID 30P060  
Basin 4**

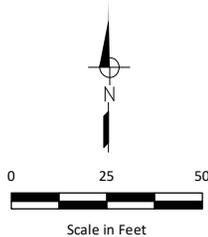
**City of Stockton  
Wastewater  
Master Plan**



N:\Clients\129\_Stockton\129\_Stockton\WMP\GIS\MXD\Flow\_Monitor\FM\_Potrait.mxd - aconnel - 9/9/2020

**Symbology**

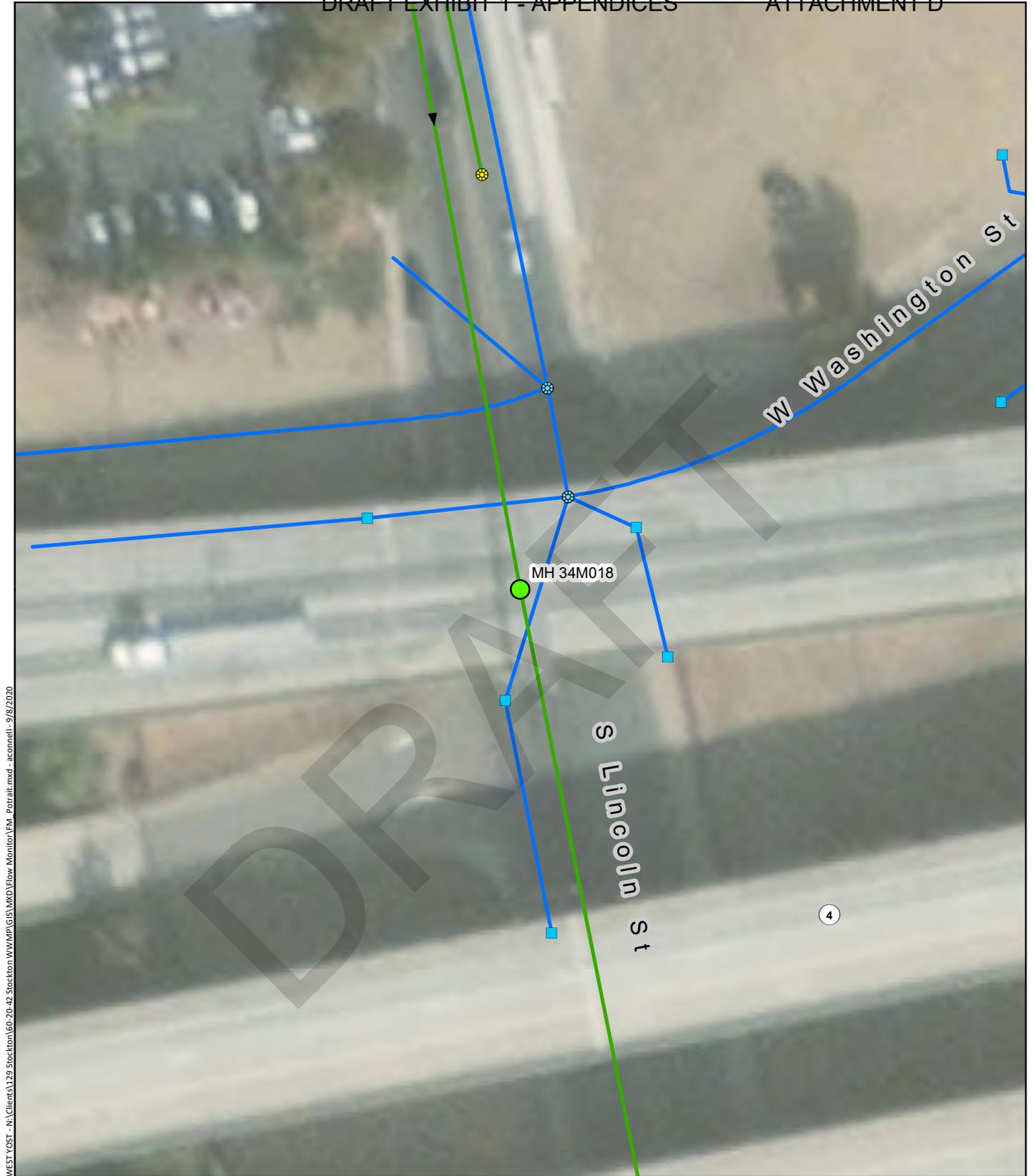
- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- ▶ Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 9**

**Flow Meter 5-1  
MH ID 35M014  
Basin 5**

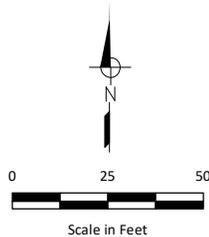
**City of Stockton  
Wastewater  
Master Plan**



\\WEST\YOST - N:\Clients\129\_Stockton\WWW\GIS\MXD\Flow\_Monitor\FM\_Potrait.mxd - acornell - 9/8/2020

**Symbology**

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- ▶ Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 10**

**Flow Meter 5-2  
MH ID 34M018  
Basin 5**

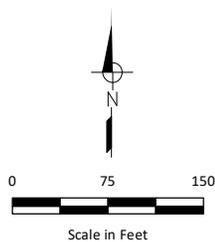
**City of Stockton  
Wastewater  
Master Plan**



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**Symbology**

-  Proposed Flow Meter
-  Sewer Lift Station
-  Manhole
-  Gravity Main
-  Force Main
-  Inlet or Catch Basin
-  Storm Drain MH
-  Catch Basin Line
-  Storm Drain Line



**Figure 11**

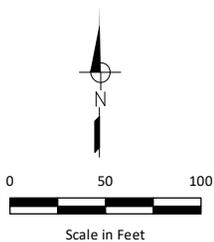
**Flow Meter 6-1  
MH ID 34Q041**



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**Symbology**

- Proposed Flow Meter
- LS Sewer Lift Station
- ⊗ Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- ⊗ Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 12**

**Flow Meter 6-2**  
**MH ID 33P111**  
**Basin 6**

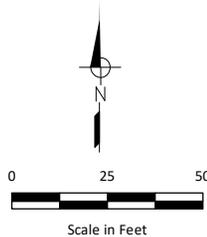
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**Symbology**

- Proposed Flow Meter
- Inlet or Catch Basin
- LS Sewer Lift Station
- Storm Drain MH
- Manhole
- Catch Basin Line
- Gravity Main
- Storm Drain Line
- - - Force Main



**Figure 13**

**Flow Meter 6-3  
MH ID 34N024  
Basin 6**

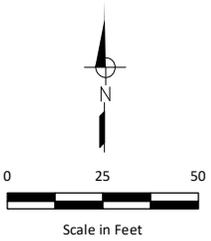
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Wastewater  
Master Plan**



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**Symbology**

-  Proposed Flow Meter
-  Sewer Lift Station
-  Manhole
-  Gravity Main
-  Force Main
-  Inlet or Catch Basin
-  Storm Drain MH
-  Catch Basin Line
-  Storm Drain Line



**Figure 14**

**Flow Meter 6-4  
MH ID 36M040  
Basin 6**

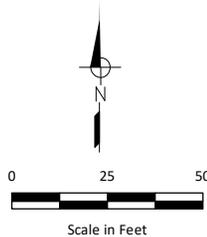
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Wastewater  
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\\WEST-YOST - N:\Clients\129\_Stockton\WMP\GIS\MXD\Flow Monitor\FM\_Potrait.mxd - acornell - 9/9/2020

**Symbology**

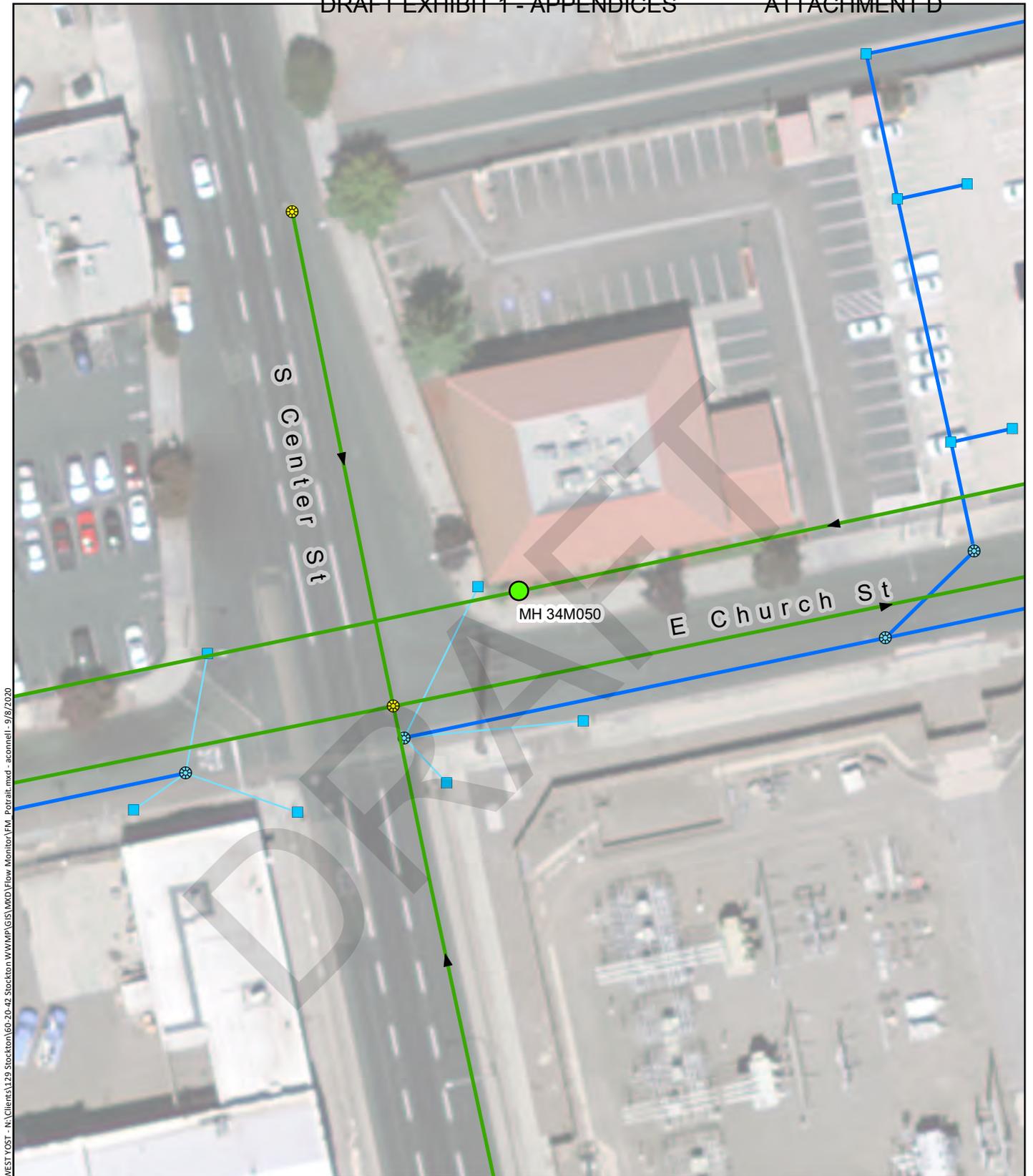
-  Proposed Flow Meter
-  Sewer Lift Station
-  Manhole
-  Gravity Main
-  Force Main
-  Inlet or Catch Basin
-  Storm Drain MH
-  Catch Basin Line
-  Storm Drain Line



**Figure 15**

**Flow Meter 6-5  
MH ID 35M057  
Basin 6**

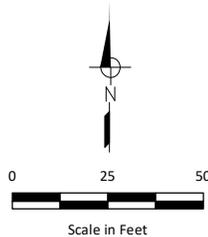
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Wastewater  
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**Symbology**

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 16**

**Flow Meter 6-6  
MH ID 34M050  
Basin 6**

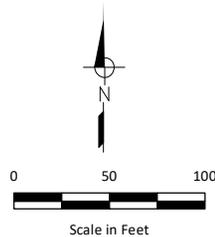
**City of Stockton  
Wastewater  
Master Plan**



\\WEST\YOST - N:\Clients\129\_Stockton\WWW\GIS\MXD\Flow\_Monitor\FM\_Potrait.mxd - acconnel - 9/9/2020

**Symbology**

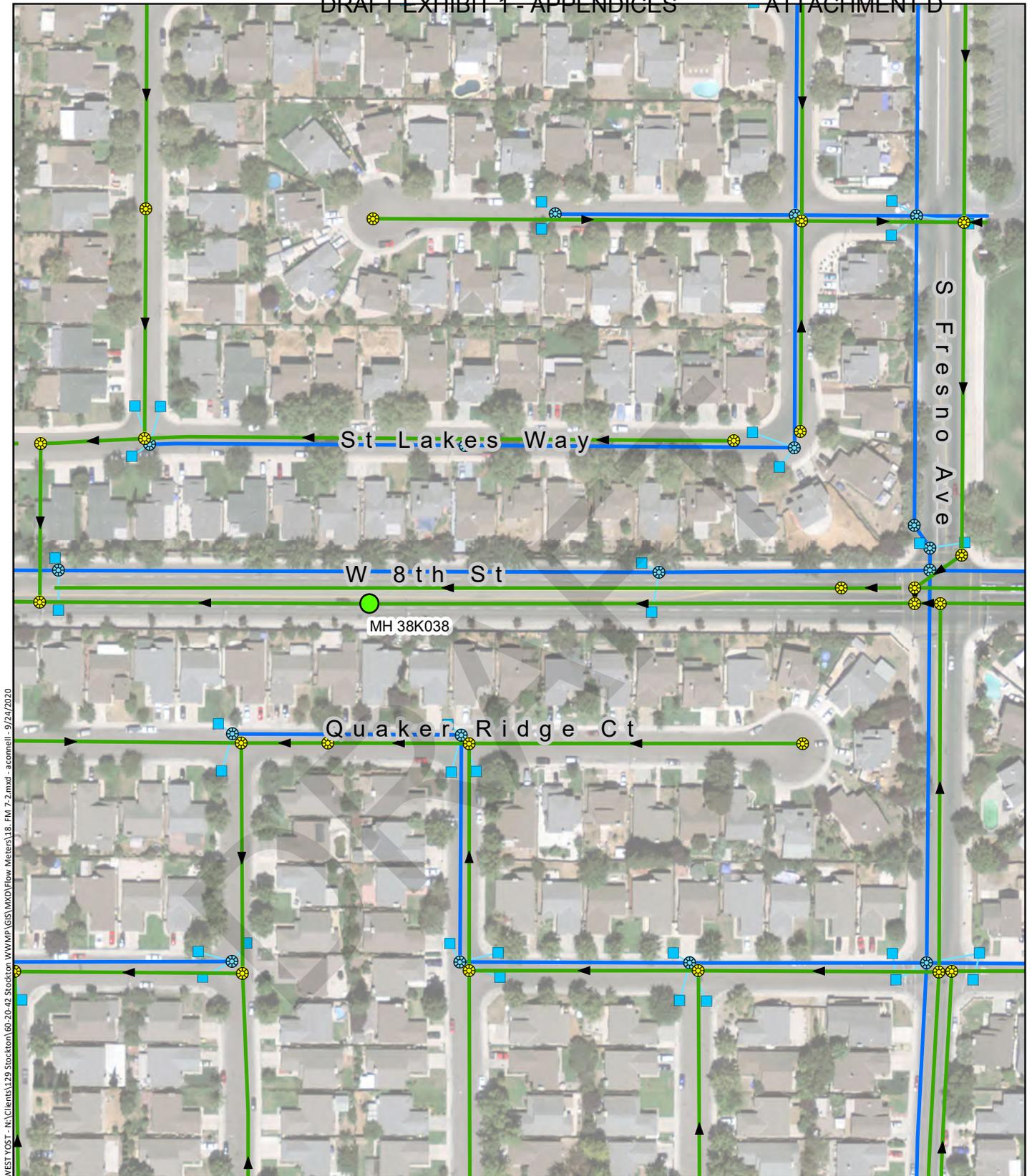
- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 17**

**Flow Meter 7-1  
MH ID 39P008  
Basin 7**

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Wastewater  
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Symbology

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- ▶ Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- LS Storm Pump Station
- Catch Basin Line
- Storm Drain Line

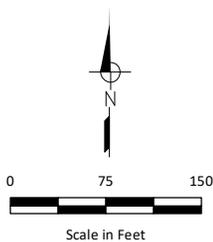
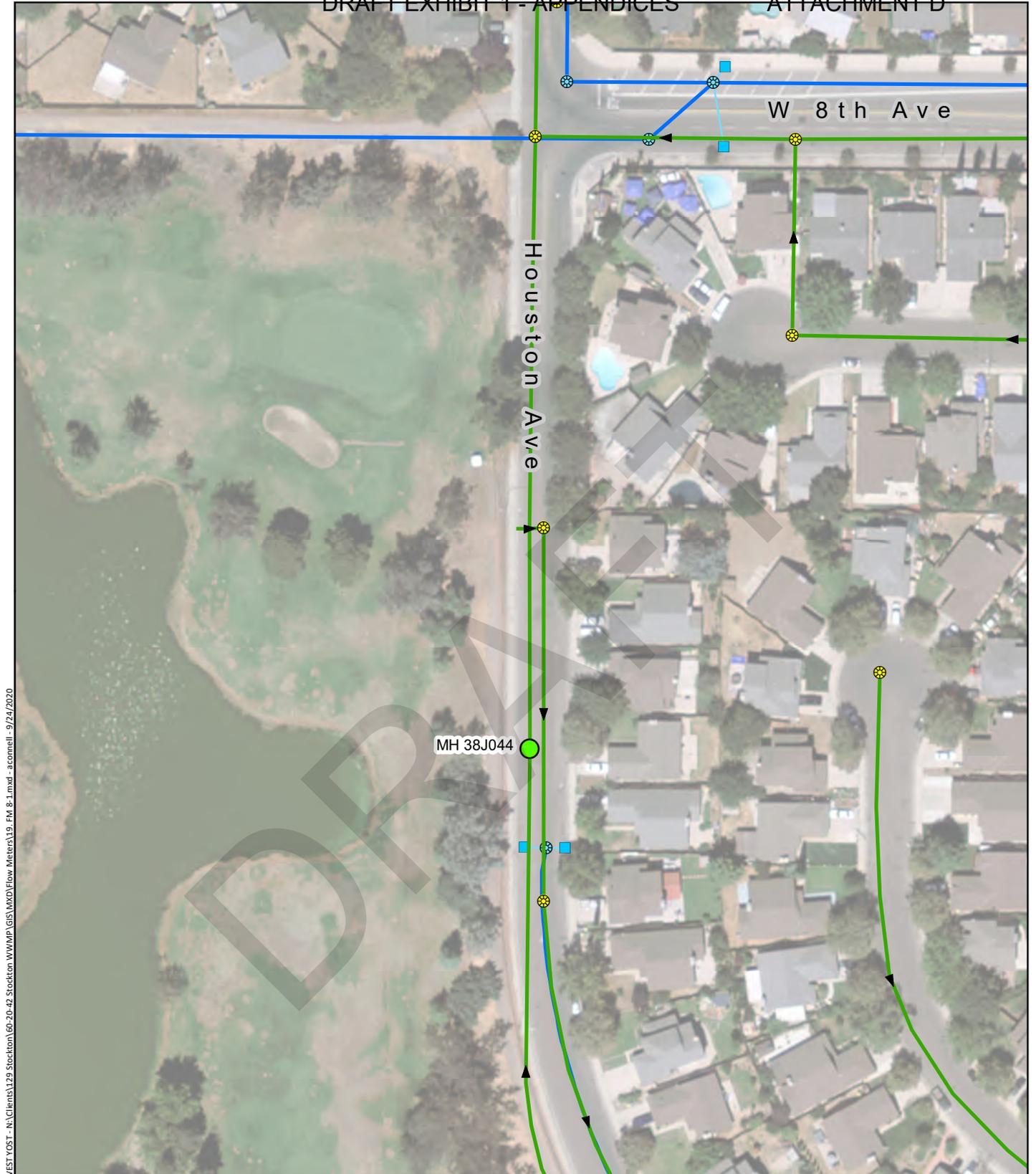


Figure 18

Flow Meter 7-2  
MH ID 38K038



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Symbology

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- ▶ Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line

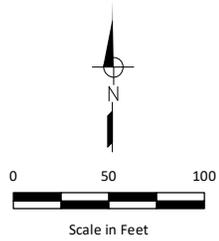


Figure 19

**Flow Meter 8-1  
MH ID 38J044**

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Wastewater  
Master Plan**



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Symbology

-  Proposed Flow Meter
-  Sewer Lift Station
-  Manhole
-  Gravity Main
-  Force Main
-  Inlet or Catch Basin
-  Storm Drain MH
-  Catch Basin Line
-  Storm Drain Line

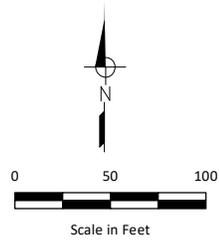


Figure 20

**Flow Meter 8-2**  
**MH ID 41Q033**  
**Basin 8**

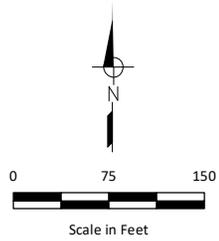
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 Wastewater  
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**Symbology**

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 21**

**Flow Meter 8-3  
MH ID 41Q020  
Basin 8**

**City of Stockton  
Wastewater  
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Symbology

- Proposed Flow Meter
- Sewer Lift Station
- Manhole
- Gravity Main
- Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line

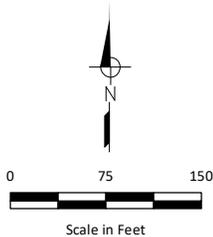
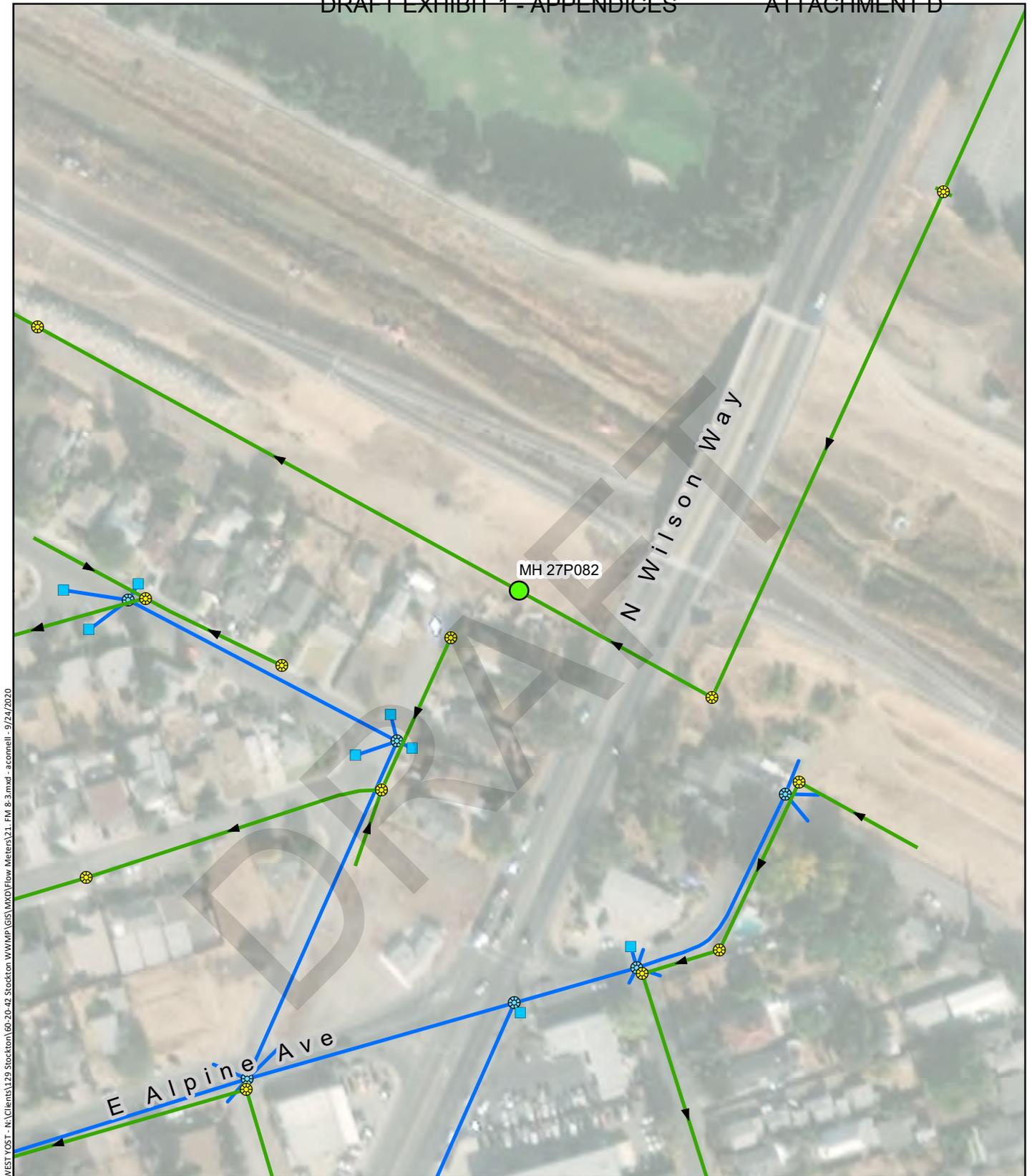


Figure 22

Flow Split 8-4  
MH ID 41R005

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Wastewater  
Master Plan



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Symbology

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line

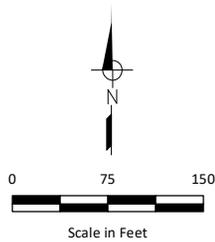


Figure 23

**Flow Meter 9-1**  
**MH ID 27P082**  
**Basin 9**

**City of Stockton**  
 Wastewater  
 Master Plan



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Symbology

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line

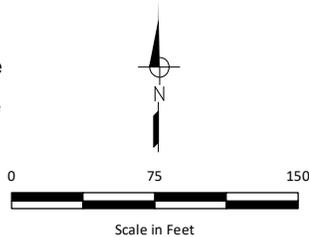


Figure 24

Flow Meter 10-1  
MH ID 18D022  
Basin 10

City of Stockton  
Wastewater  
Master Plan



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Symbology

- Proposed Flow Meter
- LS Sewer Lift Station
- Manhole
- ▶ Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line

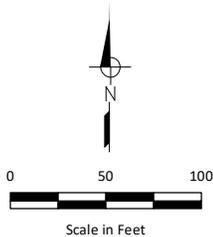


Figure 25

**Flow Meter 10-2**  
**MH ID 18P067**  
**Basin 10**

**City of Stockton**  
 Wastewater  
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Appendix B

Collection System Flow Split Locations

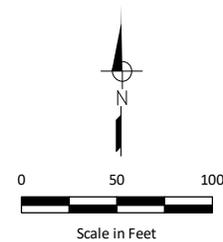
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**Symbology**

- |  |  |  |
|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Gravity Main       |  Catch Basin Line     |
|  Force Main     |  Storm Drain Line   |  |



**Figure 1**

**Flow Split 2-1  
MH ID 21J022**

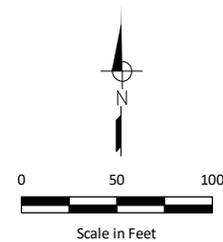
**City of Stockton  
Wastewater  
Master Plan**

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**Symbology**

- |  |                 |  |                    |  |                      |
|--|-----------------|--|--------------------|--|----------------------|
|  | Flow Split MH   |  | Sewer Lift Station |  | Inlet or Catch Basin |
|  | Downstream MH 1 |  | Sewer MH           |  | Storm Drain MH       |
|  | Downstream MH 2 |  | Lampole            |  | Catch Basin Line     |
|  |                 |  | Gravity Main       |  | Storm Drain Line     |
|  |                 |  | Force Main         |  |                      |



**Figure 2**

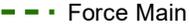
**Flow Split 3-1  
MH ID 30K915**

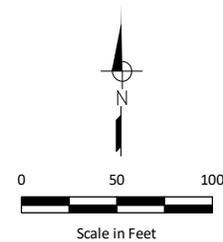
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Wastewater  
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WEST YOST - N:\Clients\129 Stockton\60-20-42 Stockton WWP\GIS\MXD\Flow Splits\FS Template\_Landscape\_bot.mxd - aconnell - 9/3/2020



**Symbology**

- |  |  |  |
|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



**Figure 3**  
**Flow Split 3-2**  
**MH ID 31K915**

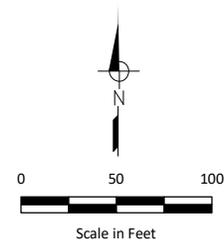
**City of Stockton**  
Wastewater  
Master Plan

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**Symbology**

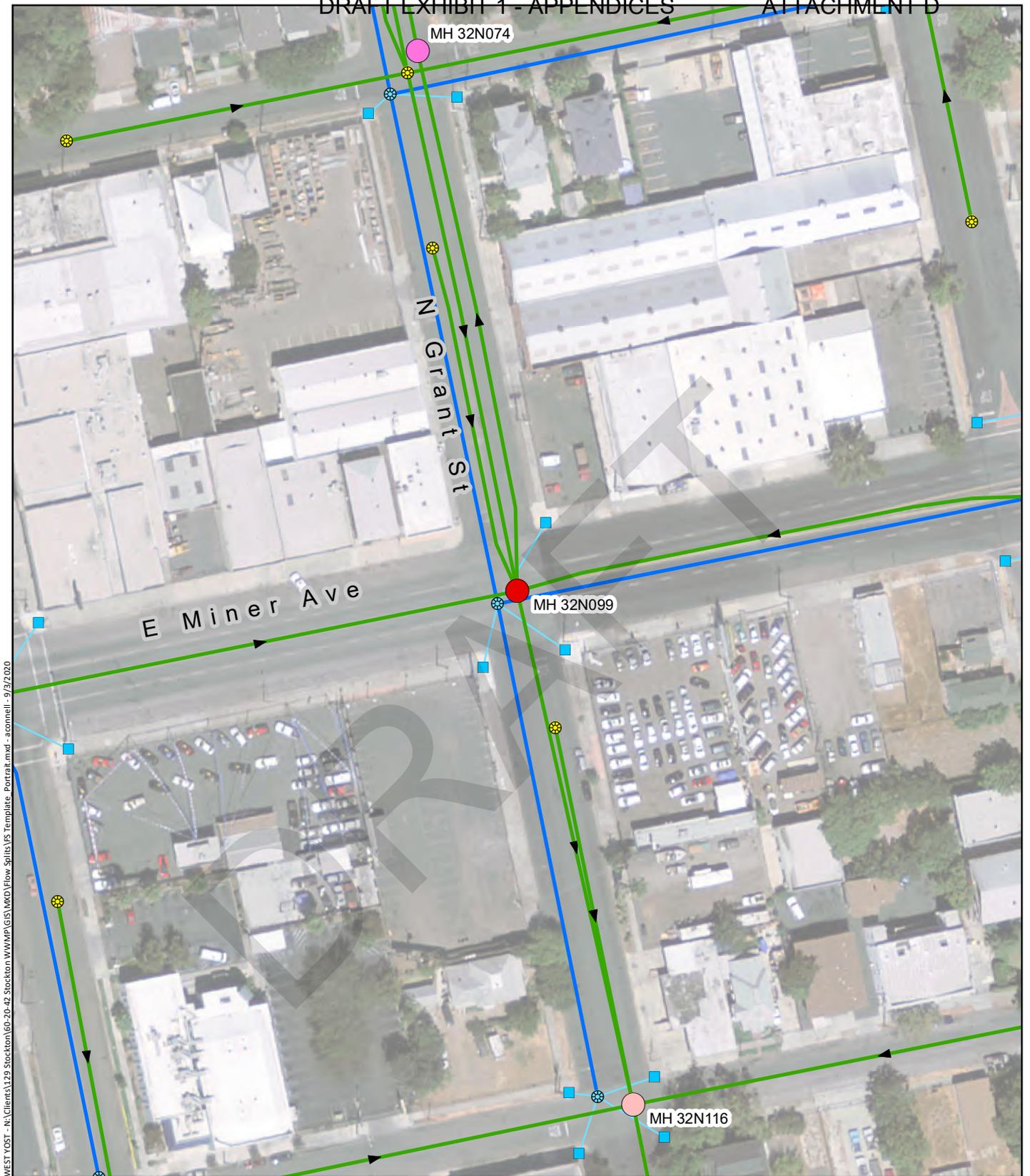
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|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  Gravity Main   |  Force Main         |  Storm Drain Line     |



**Figure 4**

**Flow Split 3-3  
MH ID 32N037**

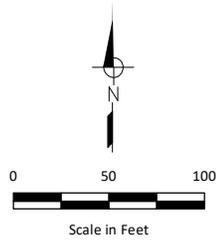
**City of Stockton  
Wastewater  
Master Plan**



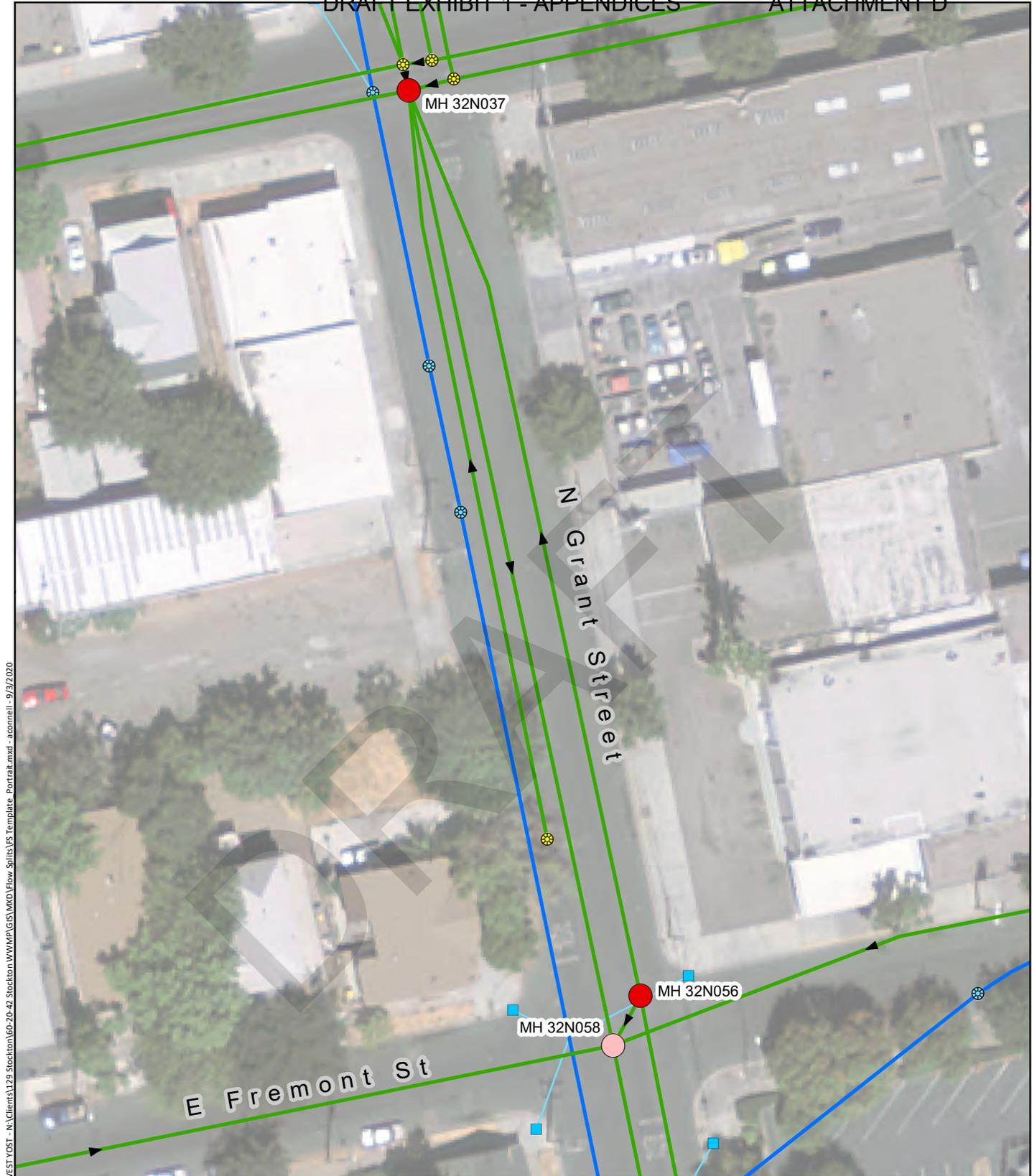
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Symbology

- Flow Split MH
- Downstream MH 1
- Downstream MH 2
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- ⊗ Storm Drain MH
- Catch Basin Line
- Storm Drain Line



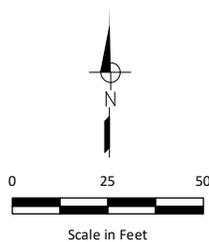
**Figure 5**  
**Flow Split 3-4**  
**MH ID 32N099**  
 City of Stockton  
 Wastewater  
 Master Plan



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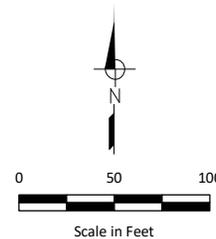
**Symbology**

- Flow Split MH
- Downstream MH 1
- Downstream MH 2
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



**Figure 6**  
**Flow Split 3-5**  
**MH ID 32N056**  
 City of Stockton  
 Wastewater  
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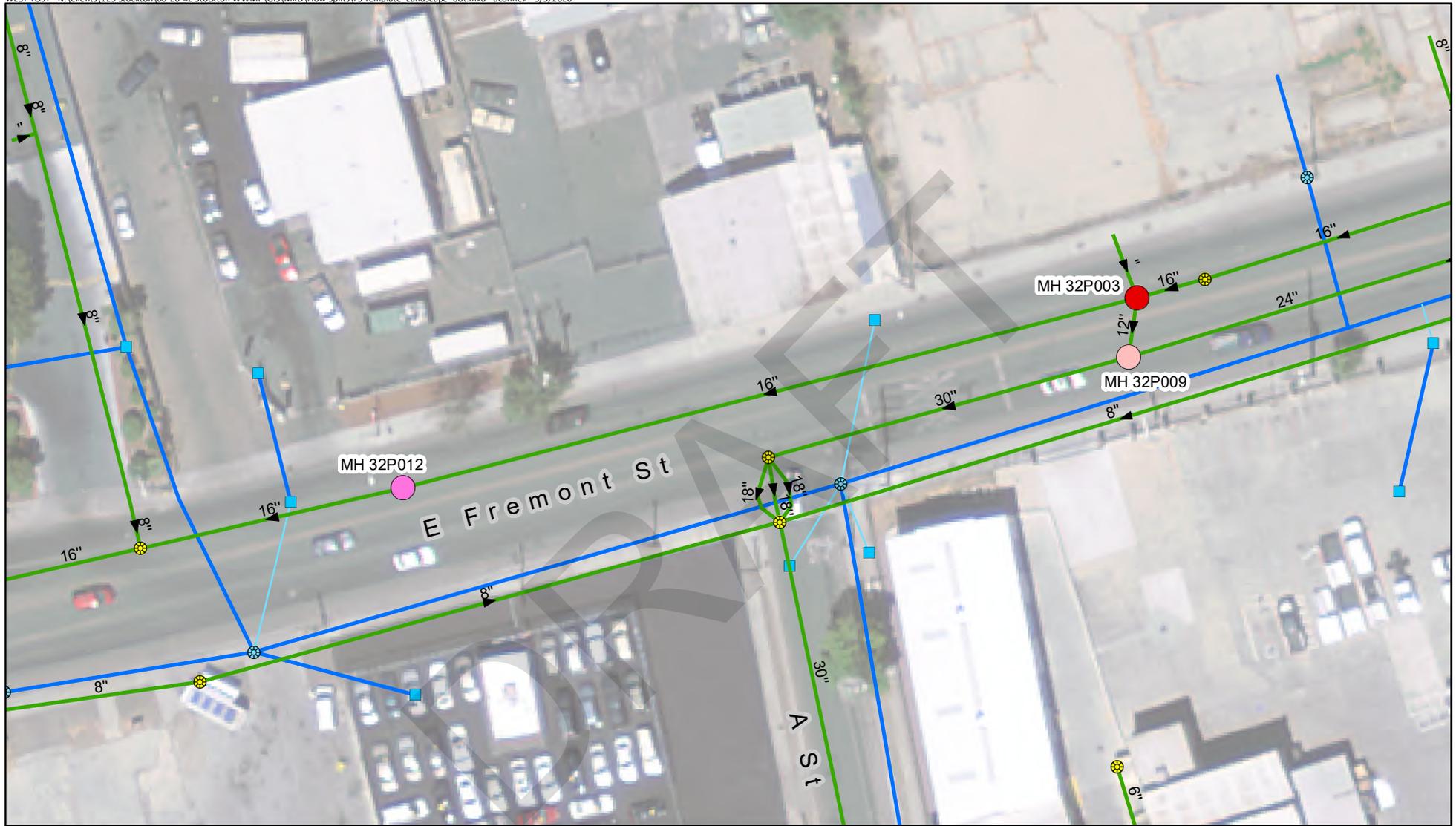
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**Figure 7**  
**Flow Split 3-6**  
**MH ID 32P067**

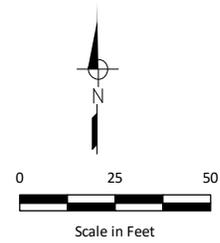
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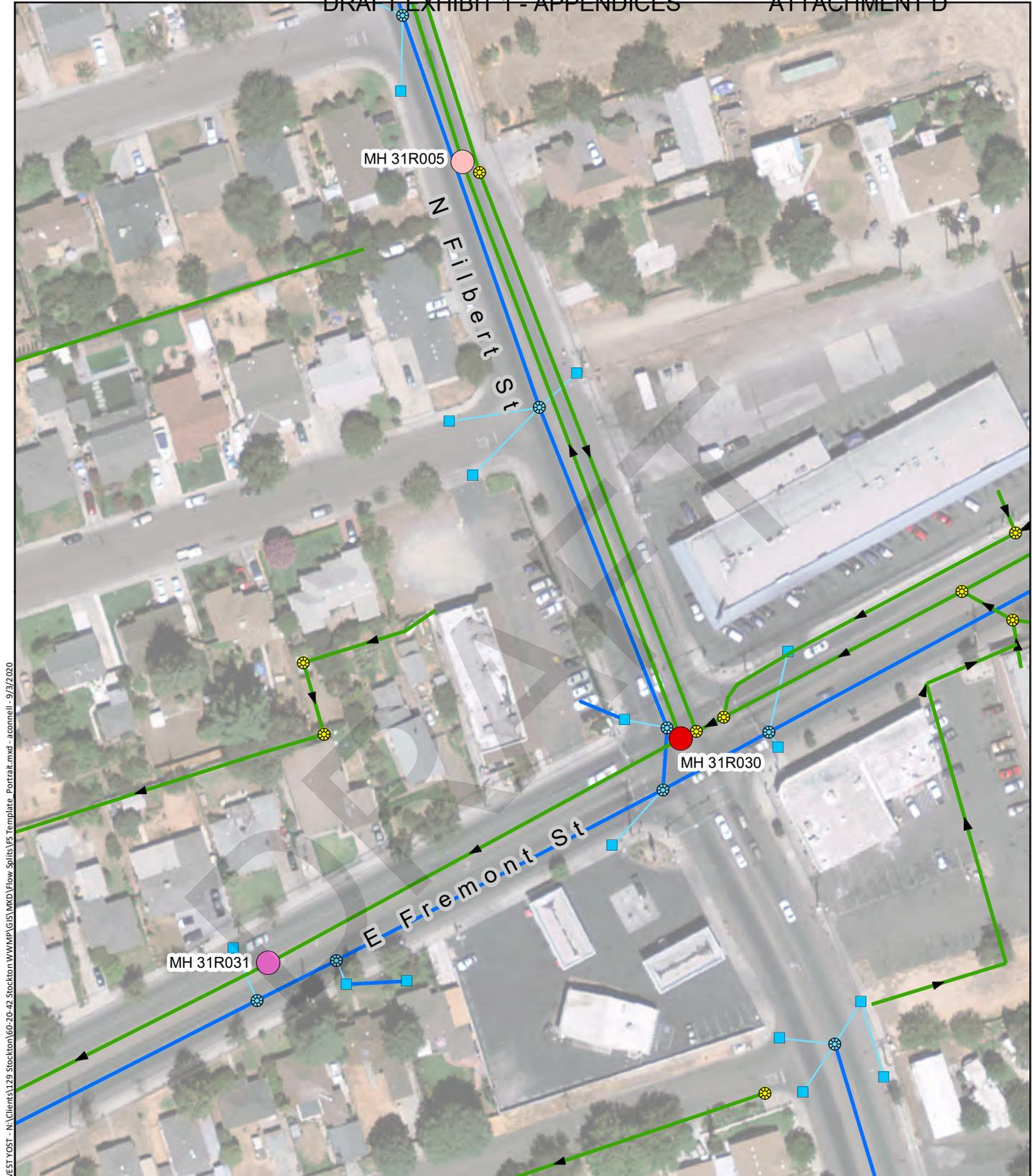
**Symbology**

- |  |  |  |
|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Gravity Main       |  Catch Basin Line     |
|  Force Main     |  Storm Drain Line   |  |



**Figure 8**  
**Flow Split 3-7**  
**MH ID 32P003**

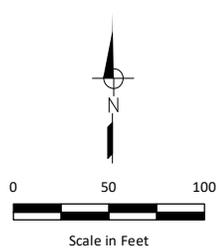
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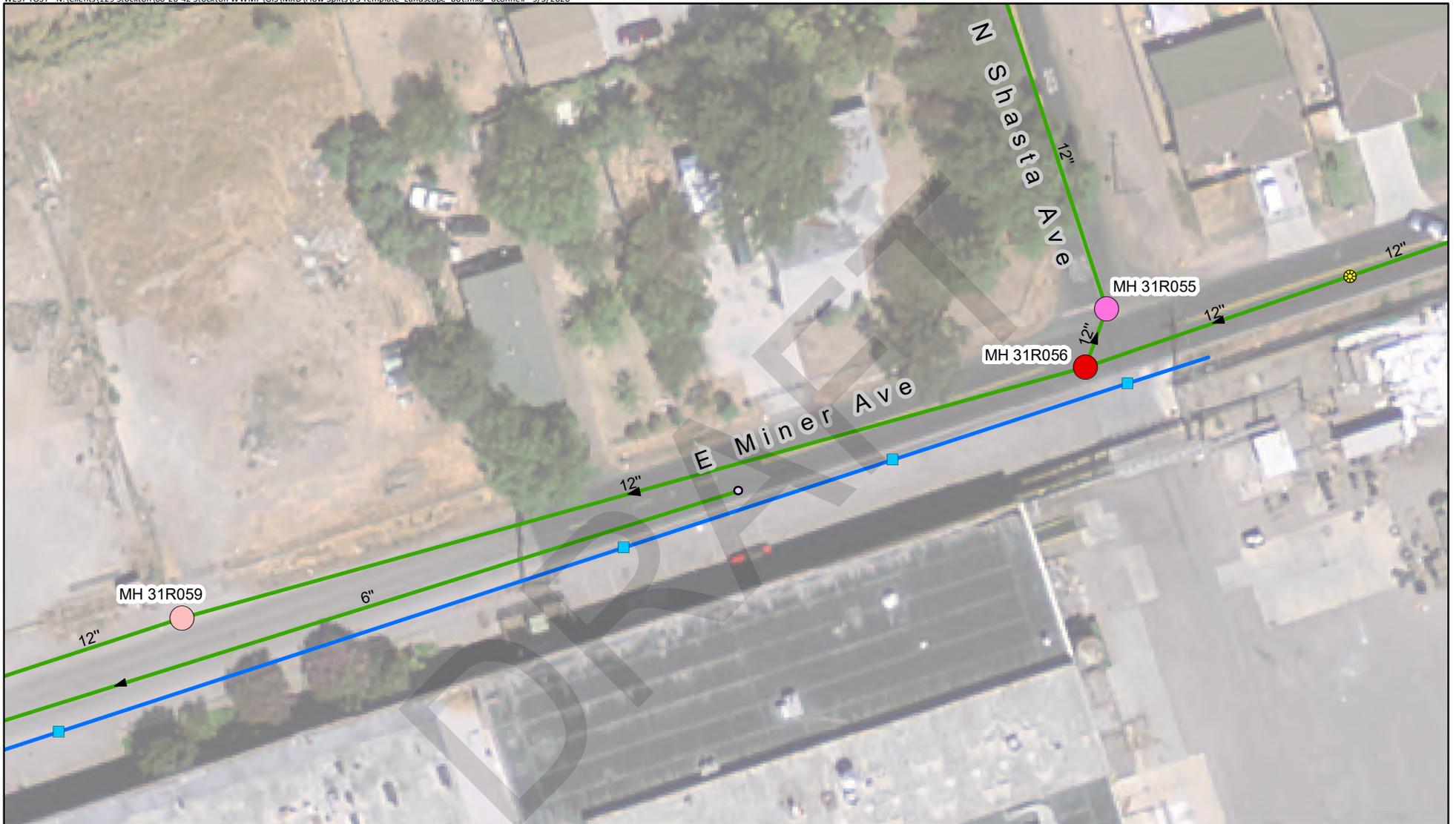
Symbology

- Flow Split MH
- Downstream MH 1
- Downstream MH 2
- LS Sewer Lift Station
- Manhole
- Gravity Main
- - - Force Main
- Inlet or Catch Basin
- Storm Drain MH
- Catch Basin Line
- Storm Drain Line



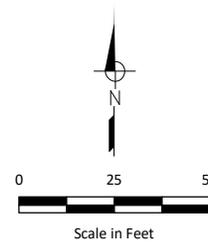
**Figure 9**  
**Flow Split 4-1**  
**MH ID 31R030**  
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**Symbology**

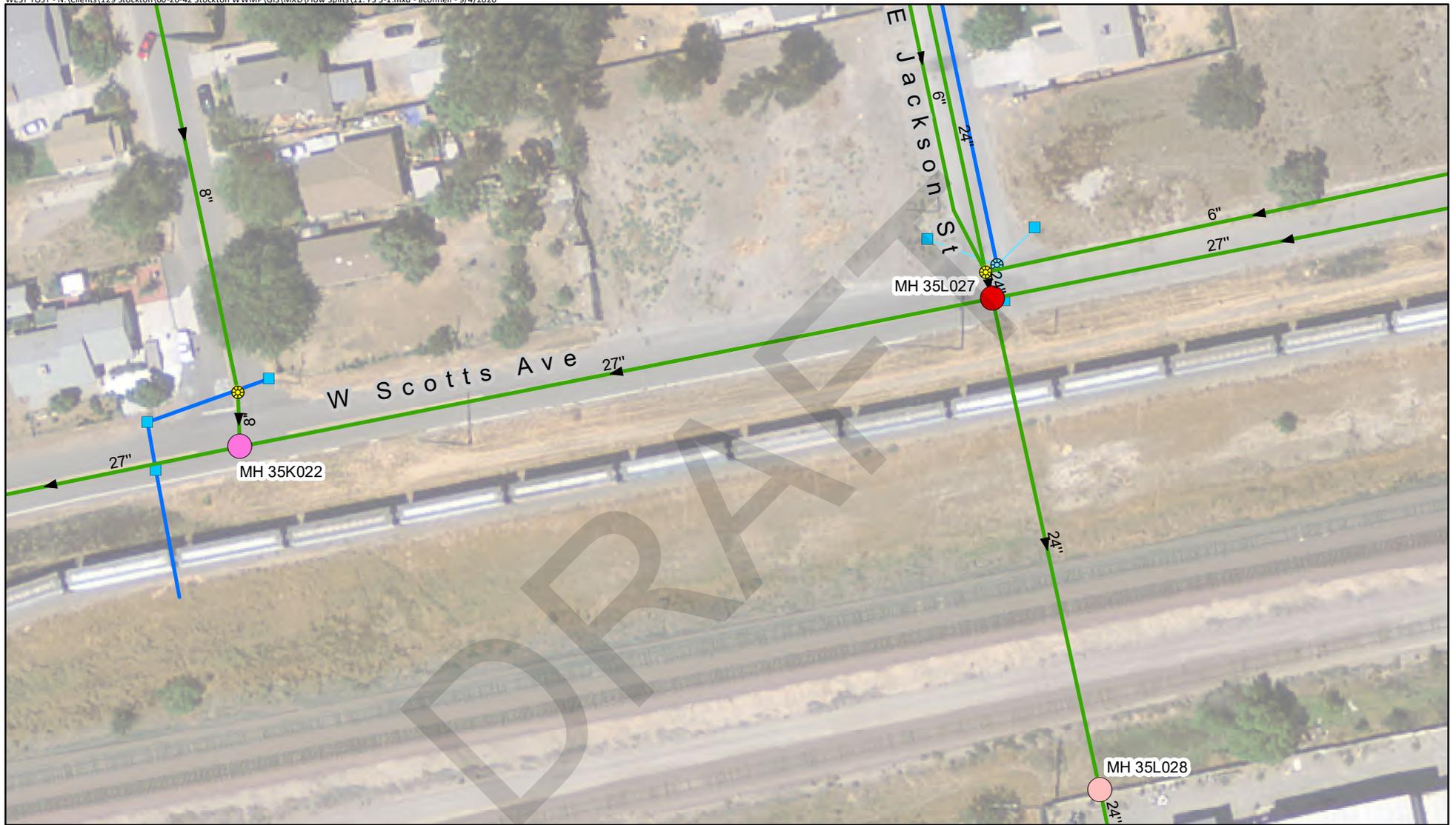
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|  | Flow Split MH   |  | Sewer Lift Station |  | Inlet or Catch Basin |
|  | Downstream MH 1 |  | Sewer MH           |  | Storm Drain MH       |
|  | Downstream MH 2 |  | Lampole            |  | Catch Basin Line     |
|  |                 |  | Gravity Main       |  | Storm Drain Line     |
|  |                 |  | Force Main         |  |                      |



**Figure 10**  
**Flow Split 4-2**  
**MH ID 31R056**

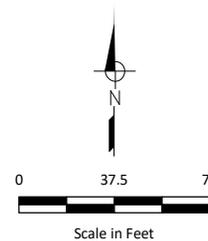
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**Symbology**

- |  |  |  |
|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



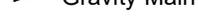
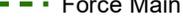
**Figure 11**  
**Flow Split 5-1**  
**MH ID 35L027**

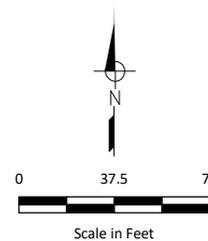
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**Symbology**

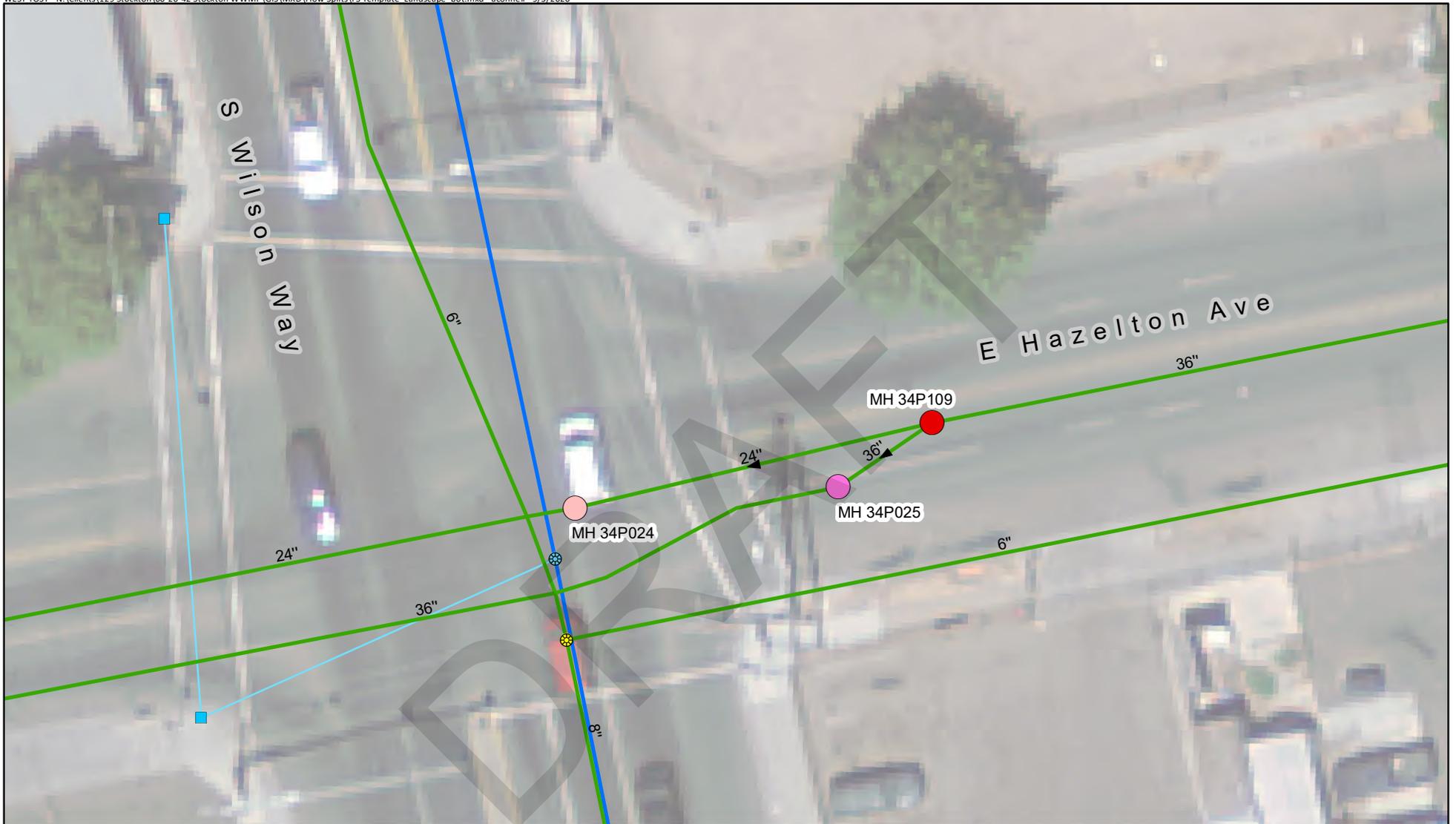
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|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



**Figure 12**  
**Flow Split 5-2**  
**MH ID 34P109**

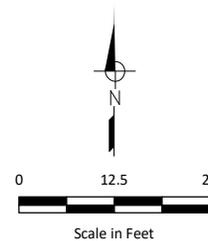
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**Symbology**

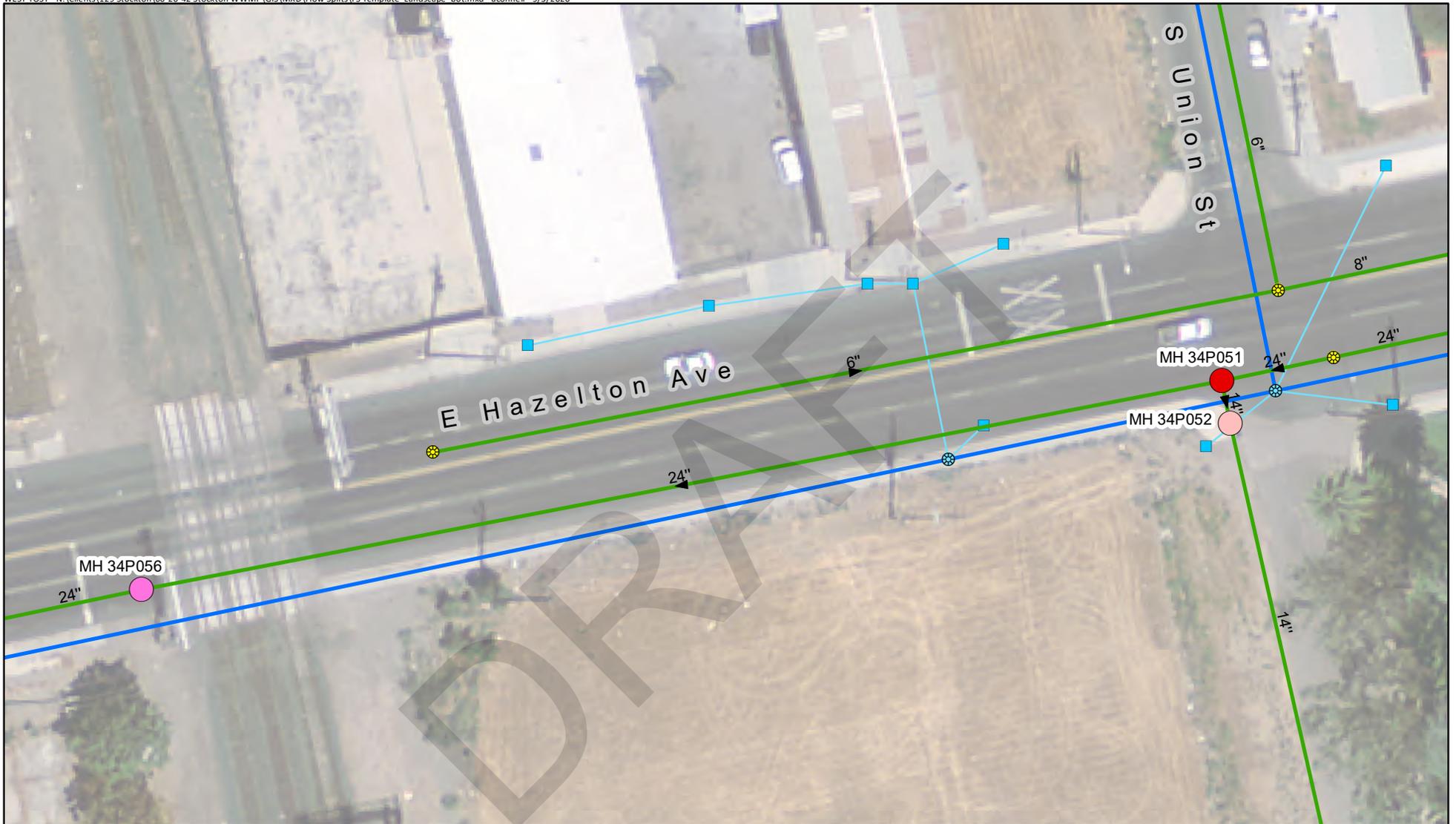
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|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



**Figure 13**  
**Flow Split 6-1**  
**MH ID 34P109**

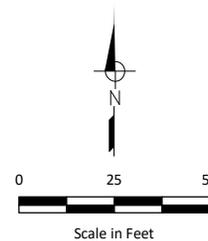
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**Symbology**

- |  |  |  |
|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



**Figure 14**  
**Flow Split 6-2**  
**MH ID 34P051**

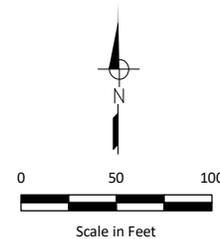
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**Symbology**

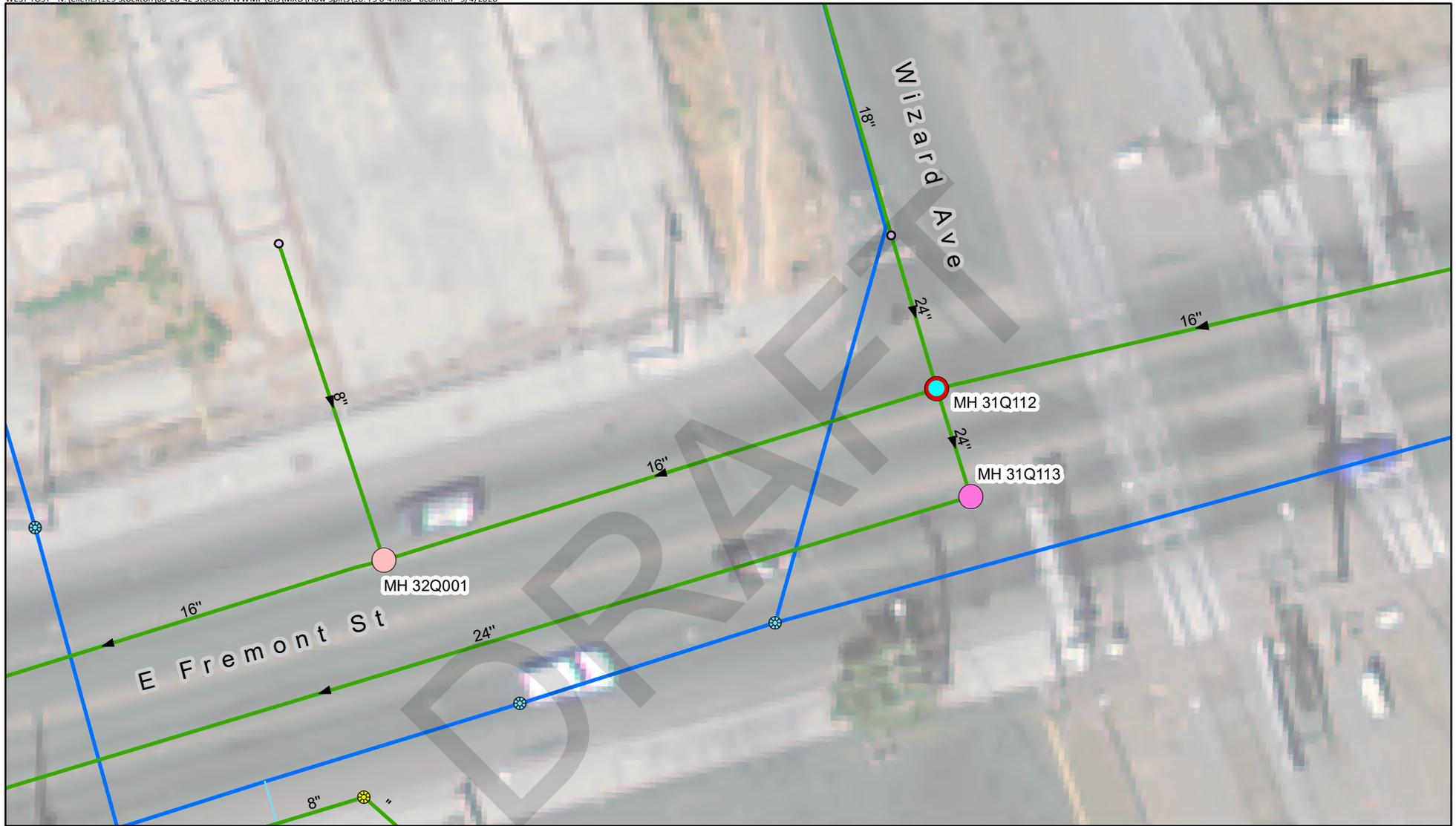
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|-----------------|--------------------|----------------------|
| Flow Split MH   | Sewer Lift Station | Inlet or Catch Basin |
| Downstream MH 1 | Sewer MH           | Storm Drain MH       |
| Downstream MH 2 | Lamphole           | Catch Basin Line     |
| Gravity Main    | Force Main         | Storm Drain Line     |



**Figure 15**  
**Flow Split 6-3**  
**MH ID 31Q112**

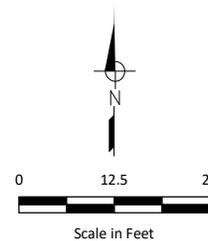
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**Symbology**

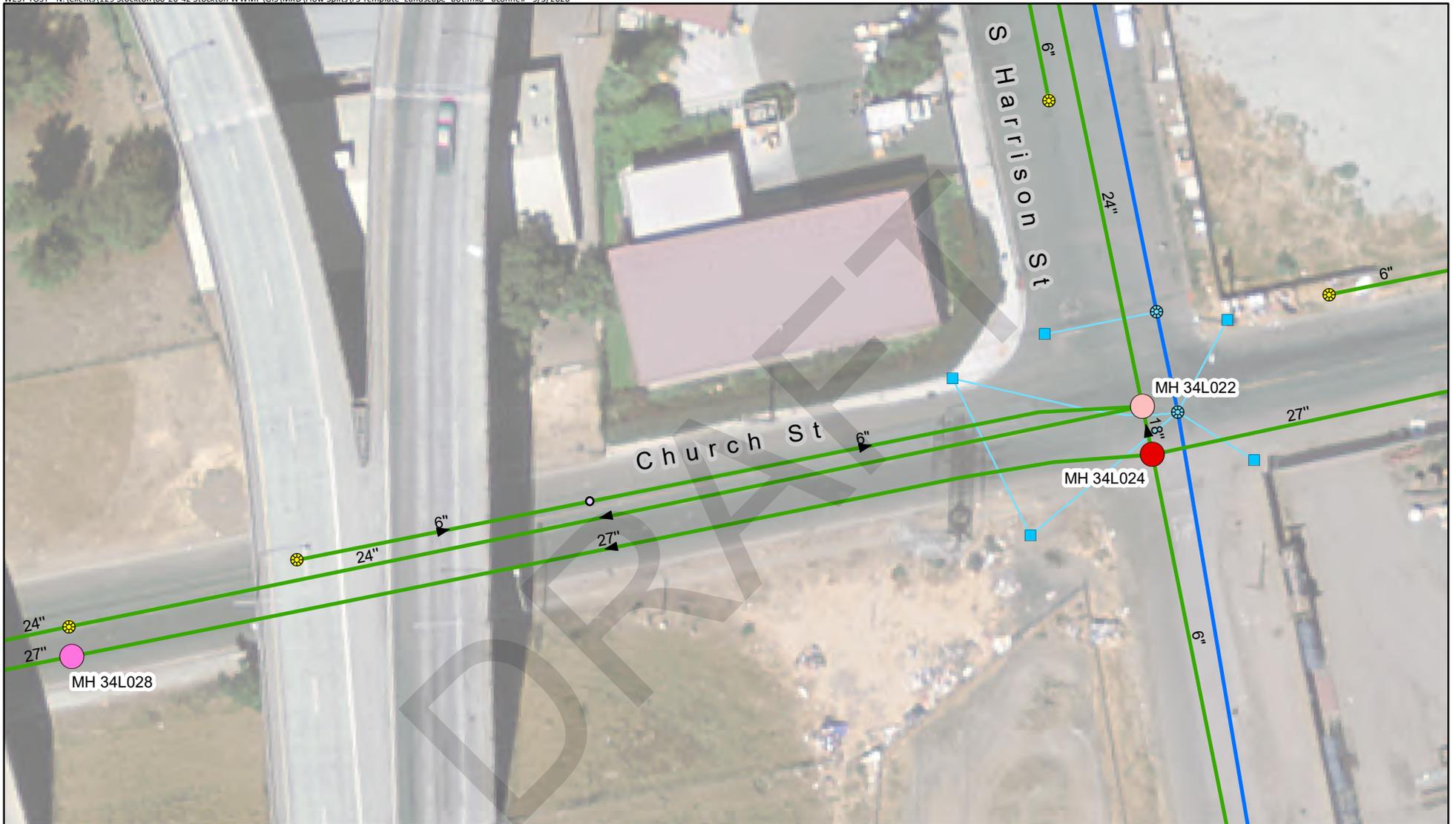
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|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



**Figure 16**  
**Flow Split 6-4**  
**MH ID 31Q112**

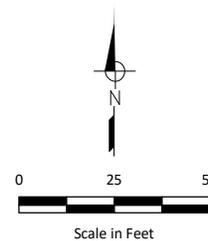
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**Symbology**

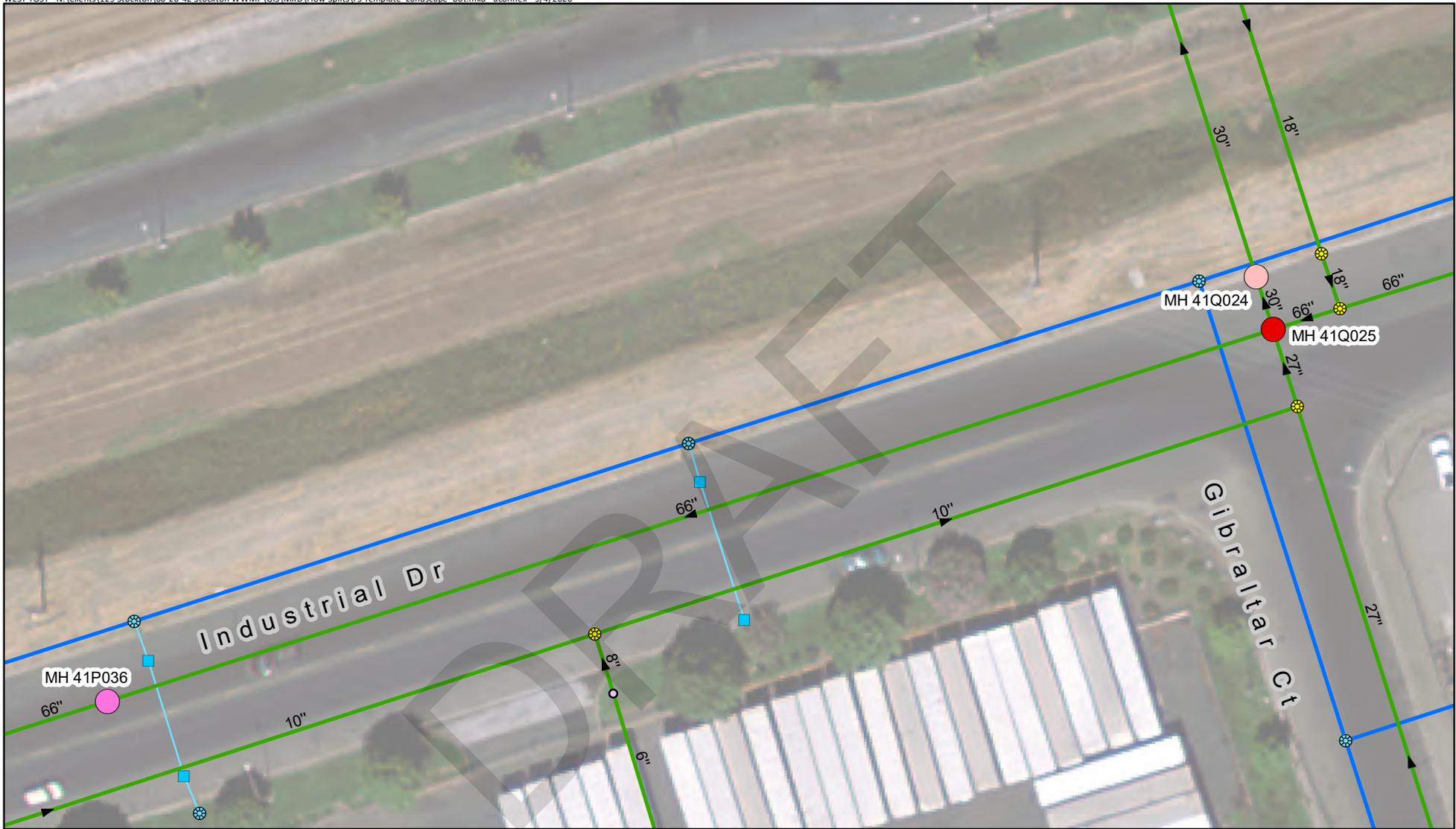
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|  | Flow Split MH   |  | Sewer Lift Station |  | Inlet or Catch Basin |
|  | Downstream MH 1 |  | Sewer MH           |  | Storm Drain MH       |
|  | Downstream MH 2 |  | Lampole            |  | Catch Basin Line     |
|  |                 |  | Gravity Main       |  | Storm Drain Line     |
|  |                 |  | Force Main         |  |                      |



**Figure 17**  
**Flow Split 6-5**  
**MH ID 34L024**

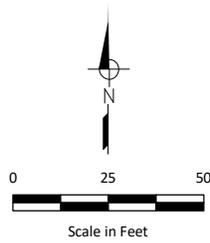
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**Symbology**

- |  |  |  |
|--|--|--|
|  Flow Split MH   |  Sewer Lift Station |  Inlet or Catch Basin |
|  Downstream MH 1 |  Sewer MH           |  Storm Drain MH       |
|  Downstream MH 2 |  Lamphole           |  Catch Basin Line     |
|  |  Gravity Main       |  Storm Drain Line     |
|  |  Force Main         |  |



**Figure 18**  
**Flow Split 8-1**  
**MH ID 41Q025**

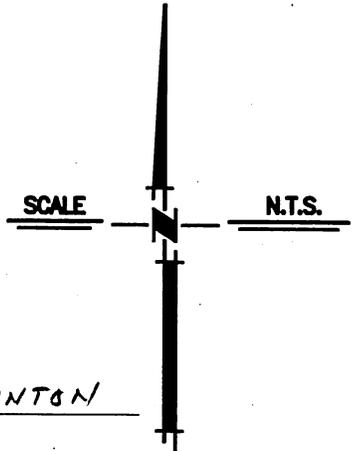
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Wastewater  
Master Plan

Appendix C

Flow Split Survey Notes

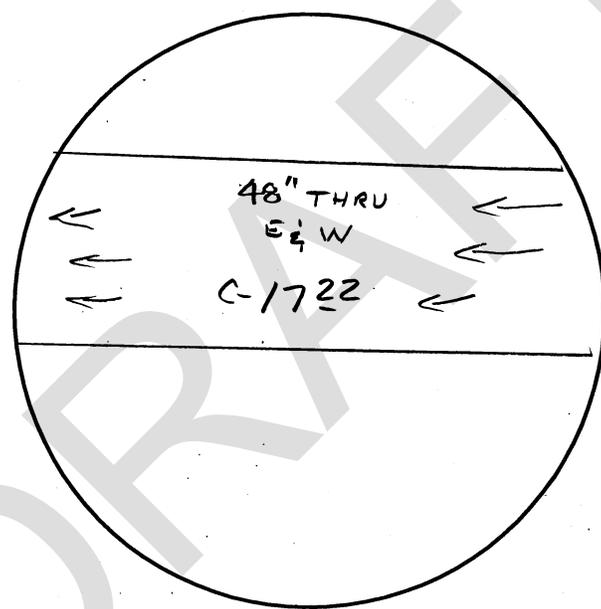
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 SURVEY CREW: JRJS  
 DATE: 9.23.2020  
 PT. NUMBER: 5000  
 SSMH NO: MH 21J025  
 EX. RIM ELEV: 14.72



STREET INTERSECTION: HAMMER LANG, E. OF THORNTON

- BRICK & MORTAR BARREL • GOOD CONDITION
- HEAVY FLOW WEST



ELI-2 2

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**SEWER MANHOLE ASBULT**  
**STOCKTON, CALIFORNIA**

|         |           |
|---------|-----------|
| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
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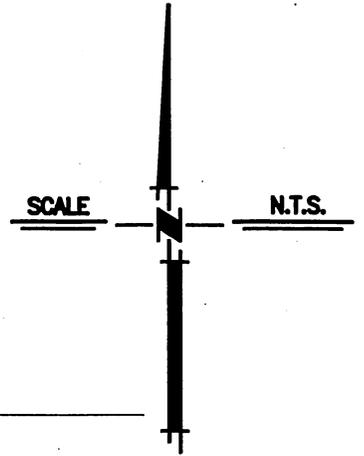
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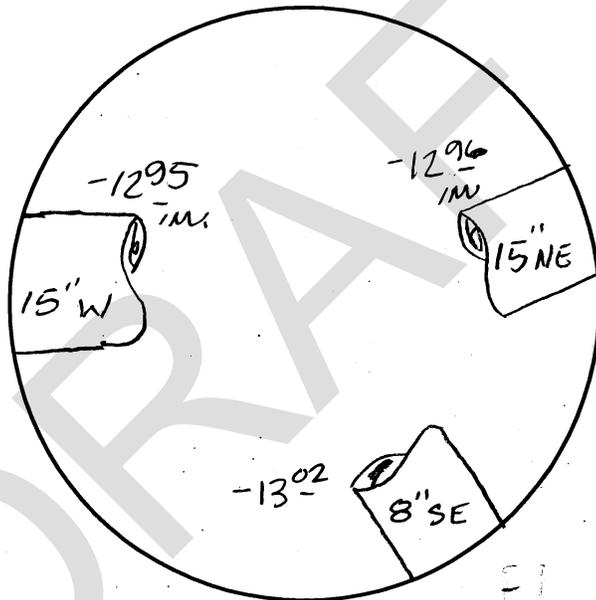
SSMH NO: MH 21J016

EX. RIM ELEV: 14.61

STREET INTERSECTION: HAMMER @ THORNTON



STAGNANT  
 LID IS LABELED "STORM"  
 CONCRETE BARREL GOOD CONDITION



**GIS Shows flow entering from east and existing west. Only two pipes in GIS. I think 15" NE is abandoned coming from MH21J008**

PHOTO FILE NO: \_\_\_\_\_

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PLOTTED: 09/19/20 13:50 PLOTTED BY: Hspencer D:\DWG\16100-2649 Stockton Manhole Survey\Draw1\_Fwd1\manhole\_template.dwg



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| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
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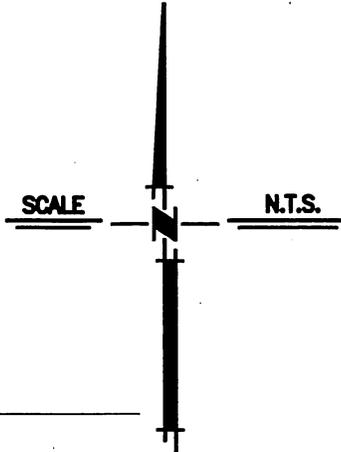
DATE: 9-23-2020

PT. NUMBER: 5002

SSMH NO: MH 21 J022

EX. RIM ELEV: 14.62

STREET INTERSECTION: HAMMER & THORNTON



CONCRETE BARREL GOOD CONDITION  
HEAVY FLOW WESTERLY

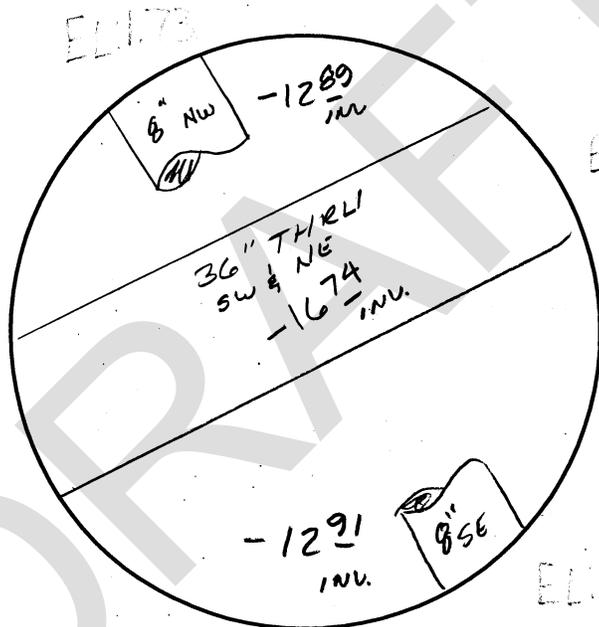


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**CALIFORNIA**

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|---------|-----------|
| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
| SCALE:  | NTS       |
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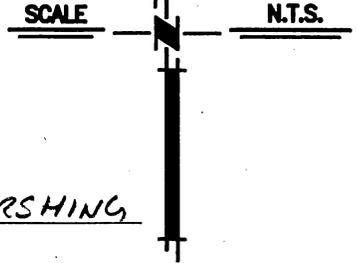
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PT. NUMBER: 5003

SSMH NO: MH 30K917

EX. RIM ELEV: 7.15

STREET INTERSECTION: COUNTRY CLUB @ W. OF PERSHING



- CONCRETE BARREL - GOOD CONDITION
- HEAVY FLOW WESTERLY

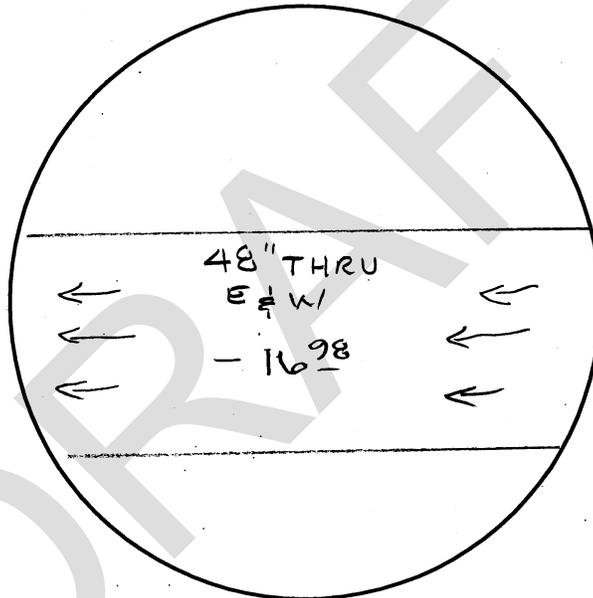


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| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
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| DRAWN:  |           |
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| CHK'D:  |           |
| SHEET   |           |

JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

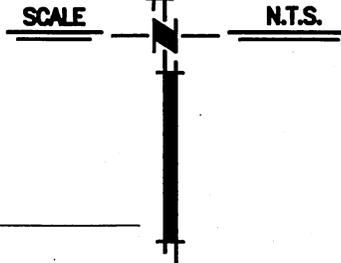
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PT. NUMBER: 5004

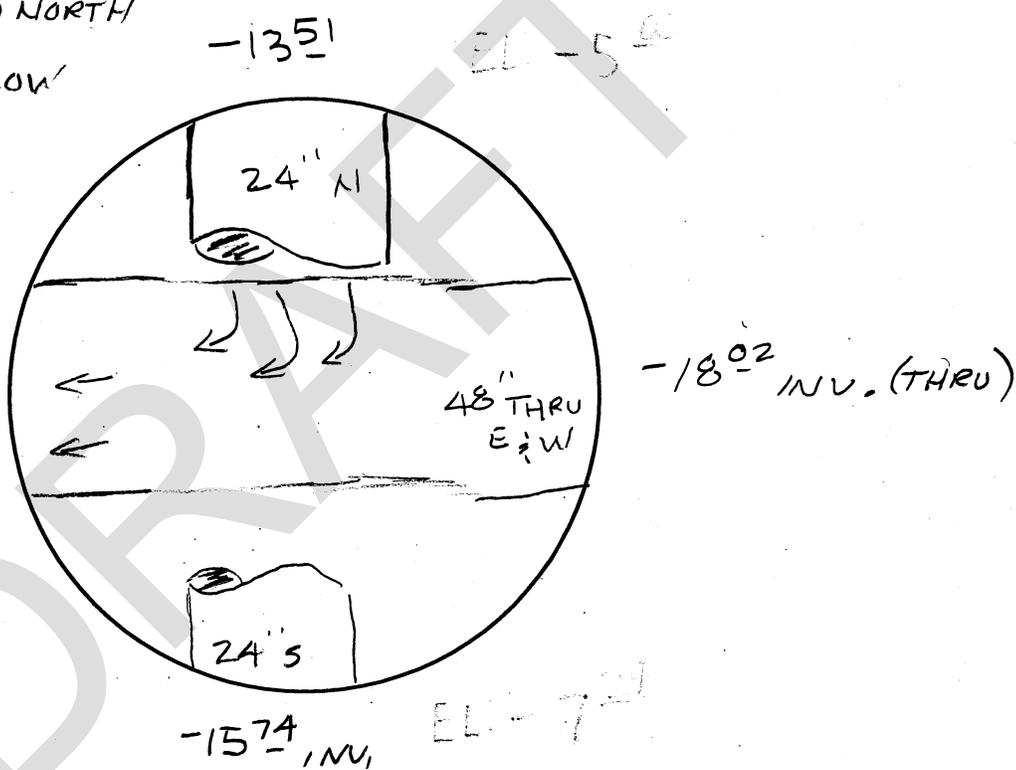
SSMH NO: MH 30K915

EX. RIM ELEV: 8.45

STREET INTERSECTION: COUNTRY CLUB & PERSHING



- BARREL CONCRETE - GOOD CONDITION
- HEAVY FLOW FROM NORTH
- LITTLE TO ZERO FLOW FROM SOUTH



**Can not confirm southern flow direction in GIS**

PHOTO FILE NO: \_\_\_\_\_

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SURVEY CREW: JR/JS

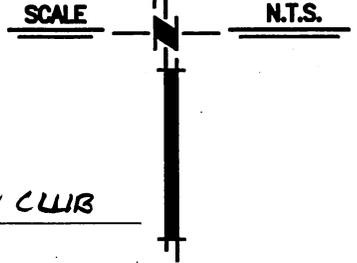
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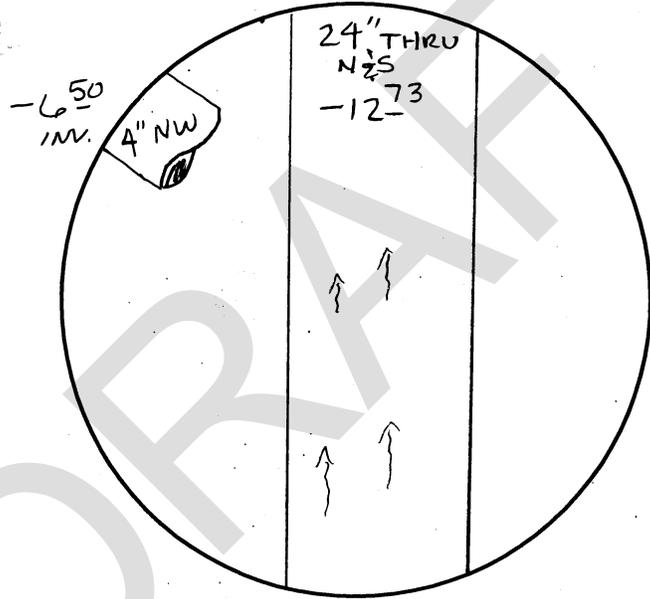
SSMH NO: MH 30R101

EX. RIM ELEV: 7.92

STREET INTERSECTION: PERSHING @ S. OF COUNTRY CLUB



- BRICK & MORTAR BARREL GOOD CONDITION
- SLOW FLOW NORTHERLY



**GIS shows reversed flow**

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SURVEY CREW: JR/JS

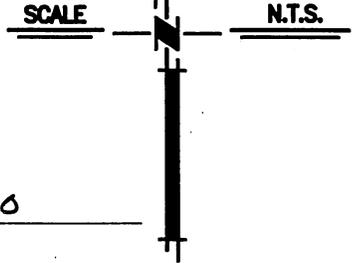
DATE: 9-23-2020

PT. NUMBER: 5006

SSMH NO: MH 31J082

EX. RIM ELEV: 5.68

STREET INTERSECTION: MISSION @ N. OF TUXEEO



CONCRETE BARREL - GOOD CONDITION

HEAVY FLOW NORTHERLY

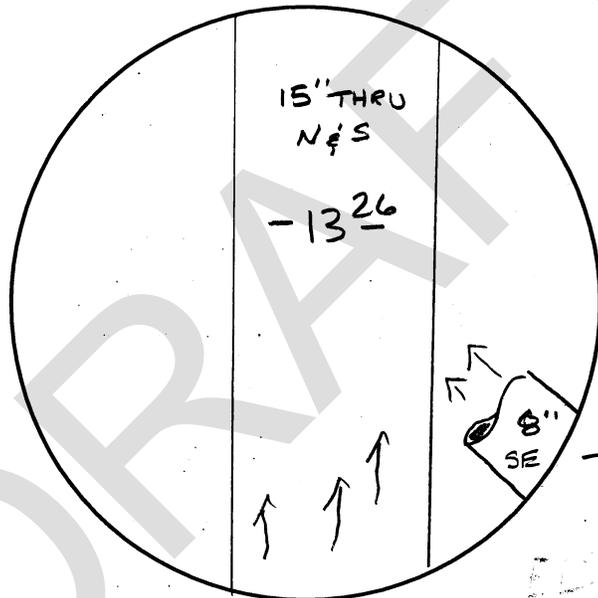


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SURVEY CREW: JR/JS

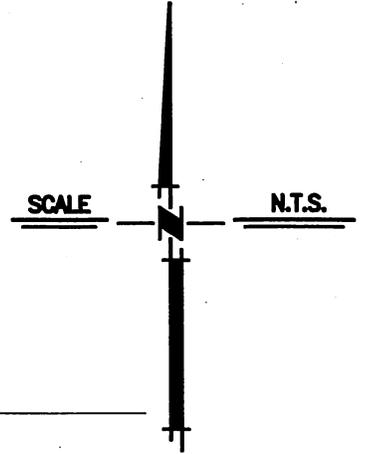
DATE: 9-23-2020

PT. NUMBER: 5007

SSMH NO: MH 31J018

EX. RIM ELEV: 5.38

STREET INTERSECTION: S. TUXEOD @ MISSION RD.



- CONCRETE BARREL - GOOD CONDITION
- HEAVY FLOW WEST
- HEAVY FLOW NORTH

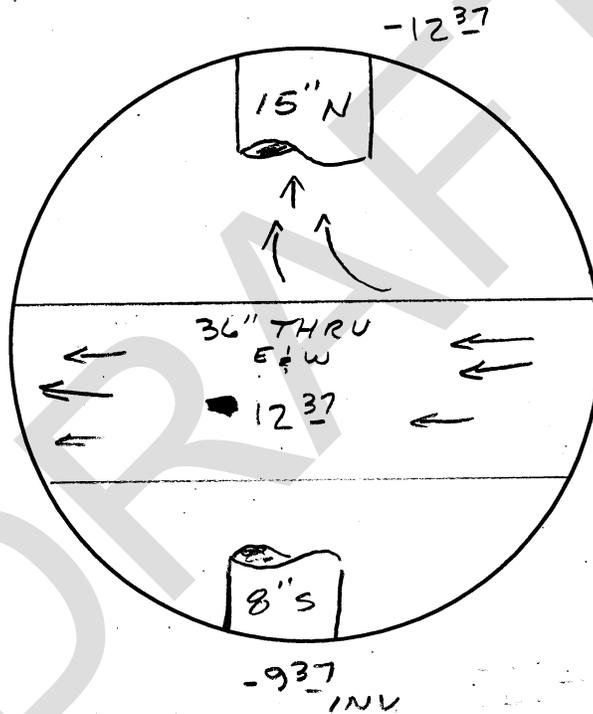


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

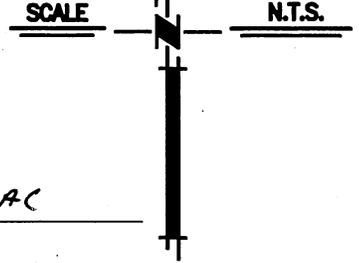
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PT. NUMBER: 5008

SSMH NO: MH 31J083

EX. RIM ELEV: 2.89

STREET INTERSECTION: LAKE DRIVE CUL-DE-SAC



- CONCRETE BARREL CONDITION = GOOD
- HEAVY FLOW WESTELY

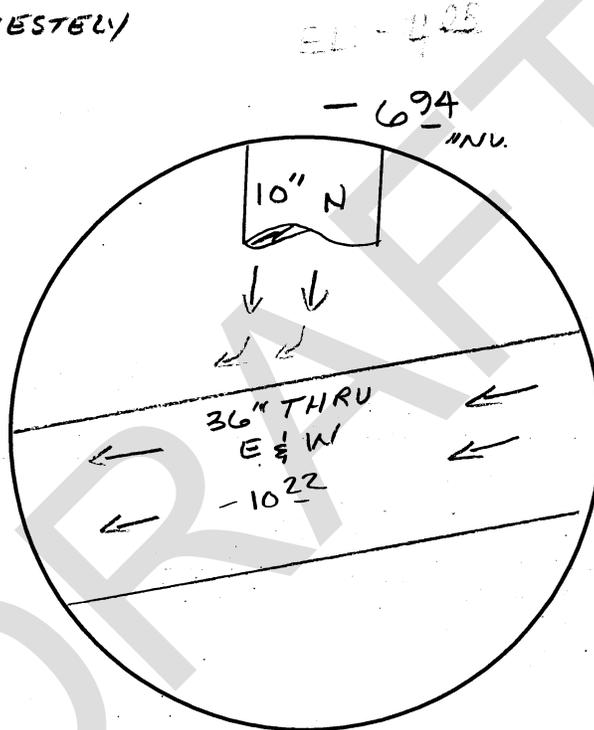


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DWG NAME: S:\20-2649 Station, Manhole Survey\DWG - Final\mnhole\_asmbult.dwg

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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

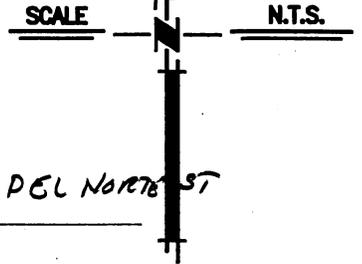
DATE: 9-23-2020

PT. NUMBER: 5009

SSMH NO: MH 35K036

EX. RIM ELEV: 7.18

STREET INTERSECTION: W. SCOTTS @ NOMINAL E DEL Norte ST



CONCRETE BARREL GOOD CONDITION  
HEAVY FLOW SOUTH & WEST

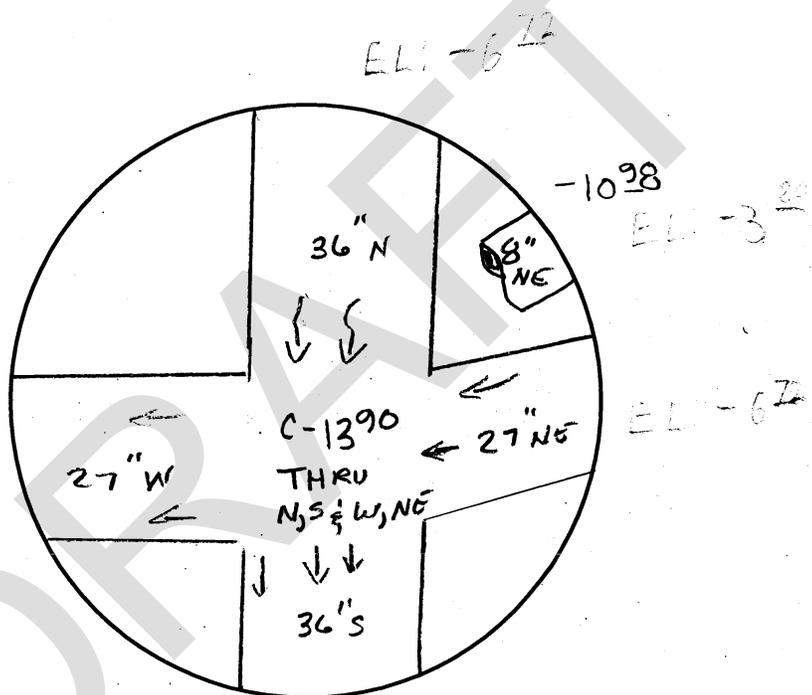


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

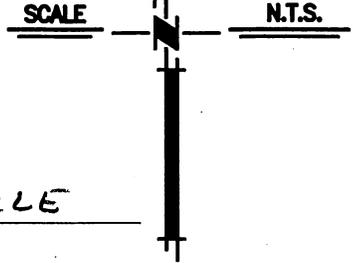
DATE: 9-23-2020

PT. NUMBER: 5010

SSMH NO: MH 35K031

EX. RIM ELEV: 6.58

STREET INTERSECTION: W. SCOTTS AVE KNUCKLE



- CONCRETE BARREL GOOD CONDITION
- HEAVY FLOW WEST

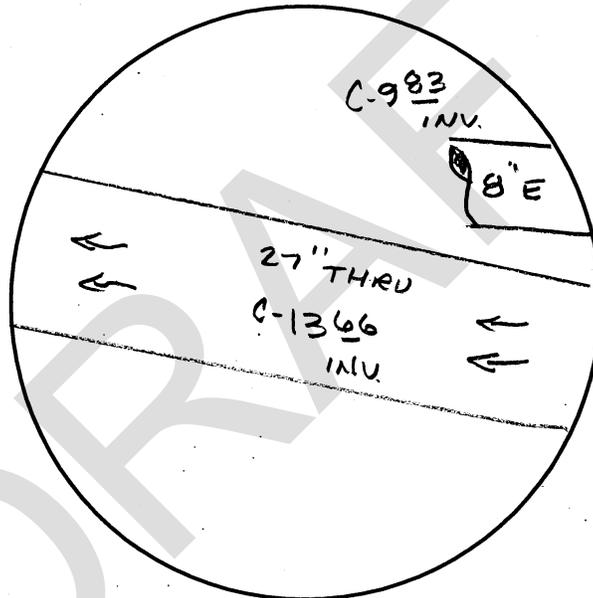


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D:\P\20\2649 Station Manhole Survey\Drawings\Appendix.dwg

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JOB NUMBER: J20-2649

SURVEY CREW: JR/LS

DATE: 9-23-2020

PT. NUMBER: 5012

SSMH NO: MH 35L028

EX. RIM ELEV: \_\_\_\_\_

STREET INTERSECTION: OH1 PROPERTY NW CORNER

BRICK & MORTAR FAIR CONDITION (OLD)  
FLOWING SOUTH

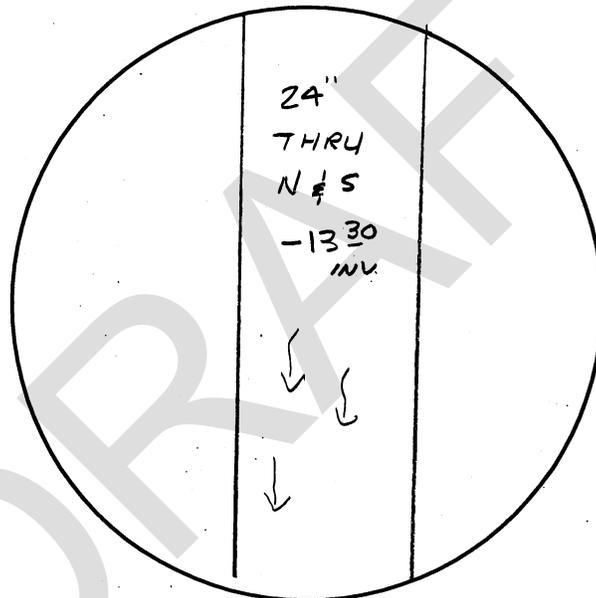
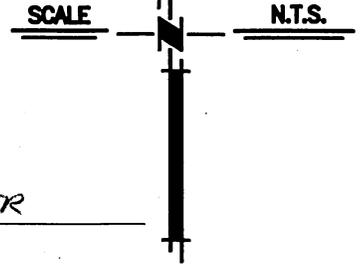


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JG

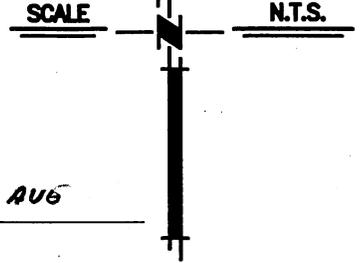
DATE: 9-23-2020

PT. NUMBER: 5013

SSMH NO: MH 352027

EX. RIM ELEV: 6.68

STREET INTERSECTION: SCOTTS AVE @ PERSHING AVE



- BRICK & MORTAR FAIR/OLD CONDITION
- FLOWING SOUTH & WEST

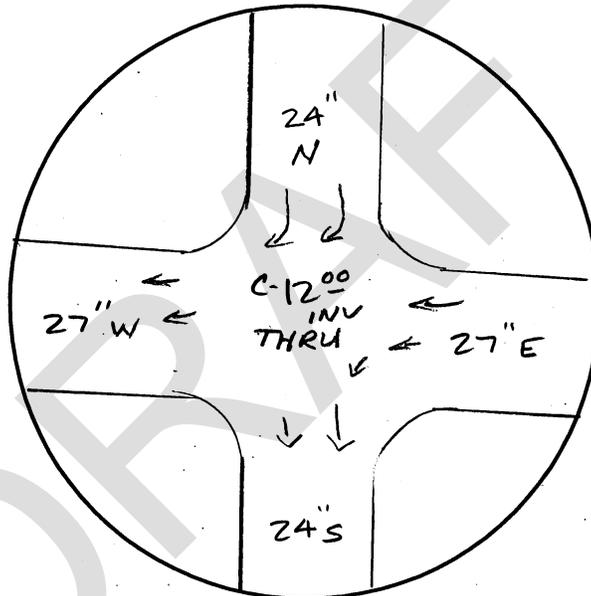


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

DATE: 9-23-2020

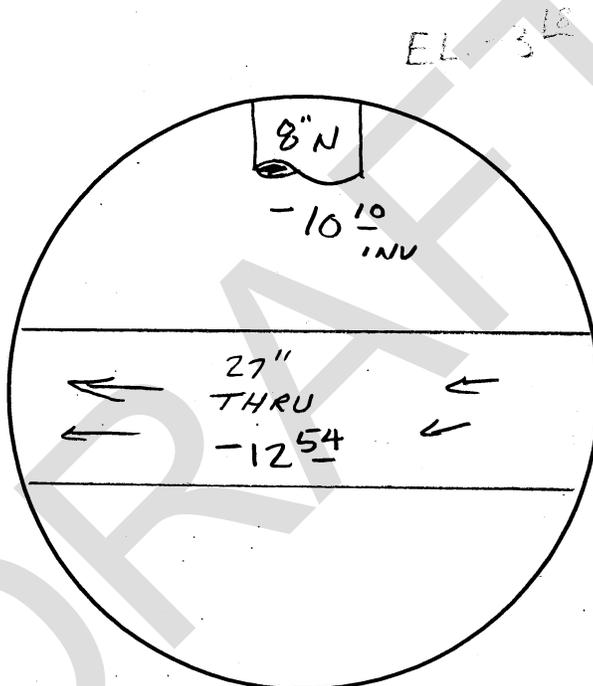
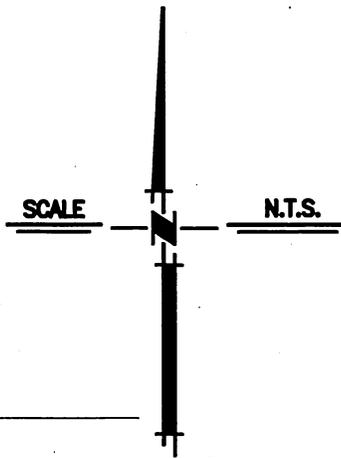
PT. NUMBER: 5014

SSMH NO: MH 35K022

EX. RIM ELEV: 6.92

STREET INTERSECTION: MODESTO AVE @ SCOTTS AVE

- CONCRETE BARREL GOOD CONDITION
- FLOWING WEST



EL. 3.18

EL. 5.02

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SURVEY CREW: JR/JS

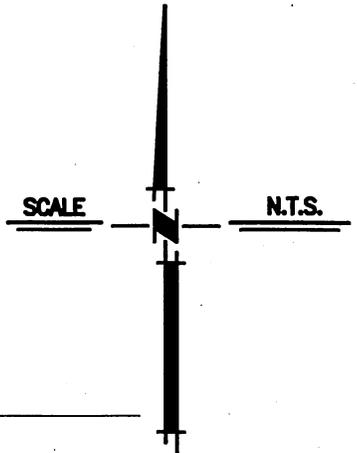
DATE: 9-23-20

PT. NUMBER: 5015

SSMH NO: MH 344024

EX. RIM ELEV: 9.58

STREET INTERSECTION: HARRISON @ CHURCH



- CONCRETE BARREL GOOD CONDITION
- FLOWING WEST

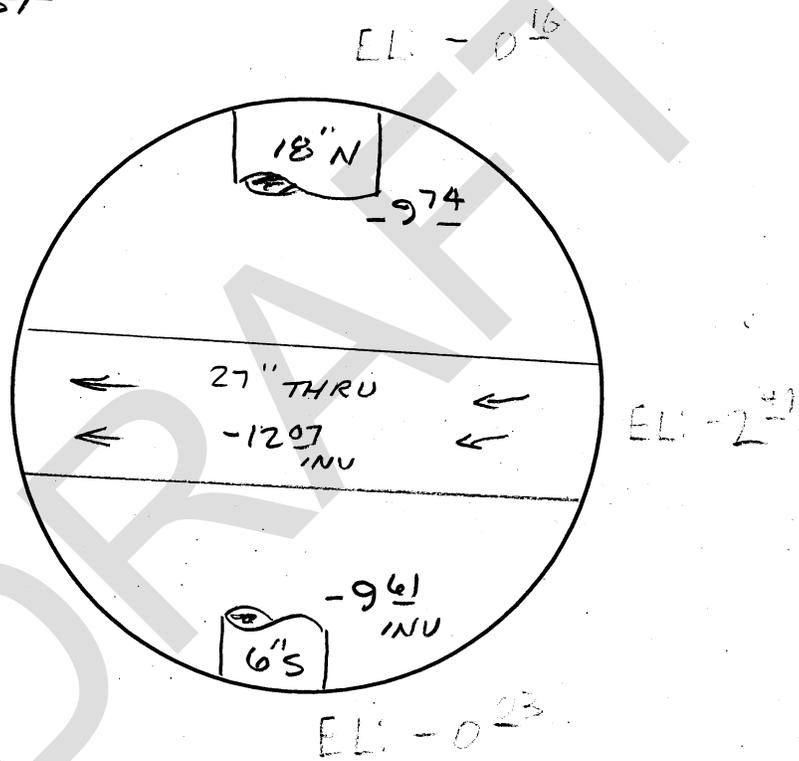


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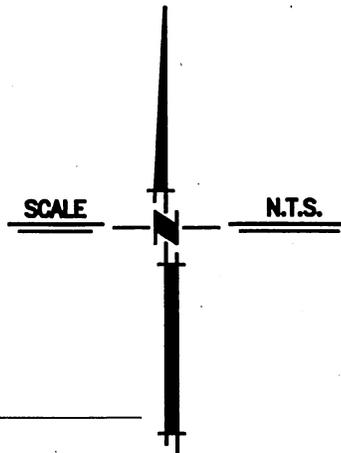
DATE: 9-23-2020

PT. NUMBER: 5016

SSMH NO: MH 342022

EX. RIM ELEV: 9.53

STREET INTERSECTION: HARRISON @ CHURCH



BRICK & MORTAR BARREL  
STAGNANT/STILL ± 24" DEEP

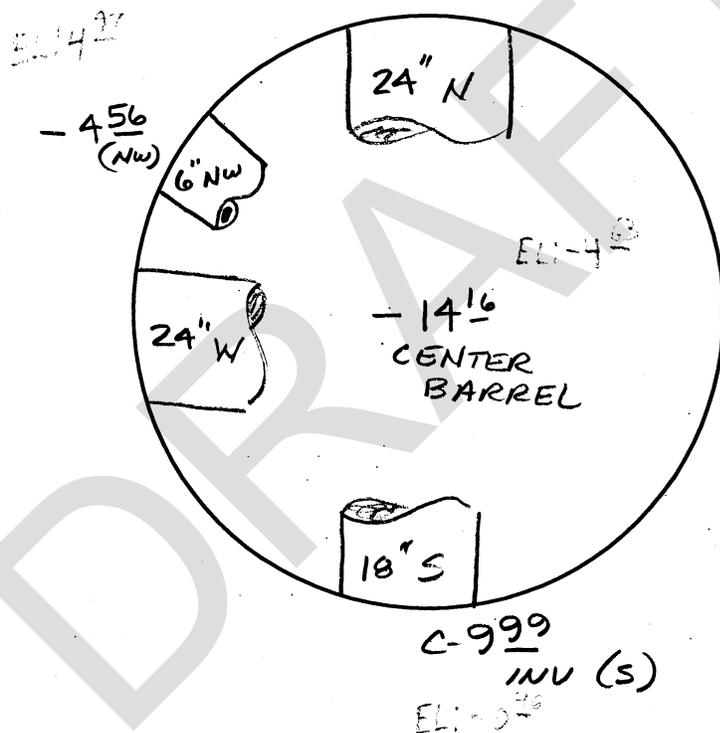


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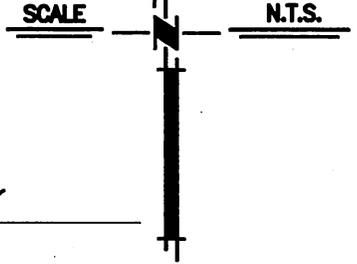
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PT. NUMBER: 5017

SSMH NO: MH34L028

EX. RIM ELEV: 12.16

STREET INTERSECTION: CHURCH W. OF HARRISON



- CONCRETE BARREL GOOD CONDITION
- STAGNANT/FULL OF DEBRIS 4'± DEEP

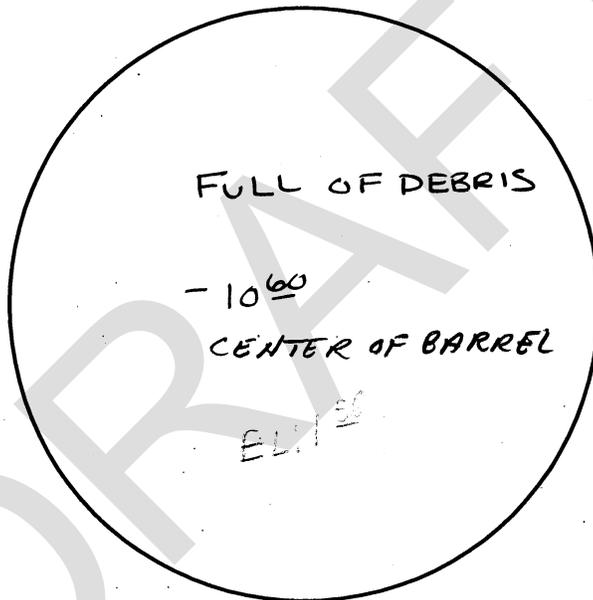


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SURVEY CREW: JRJS

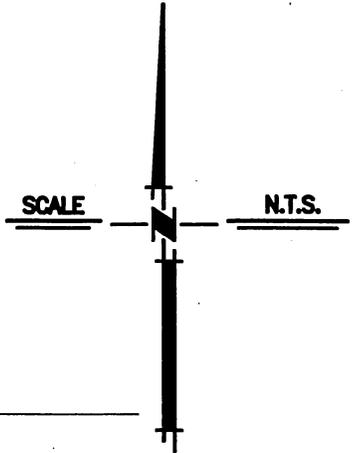
DATE: 9-23-2020

PT. NUMBER: 5018

SSMH NO: MH 34P056

EX. RIM ELEV: 21.83

STREET INTERSECTION: HAZELTON W. OF UNION



- CONCRETE BARREL GOOD CONDITION
- FLOWING WEST

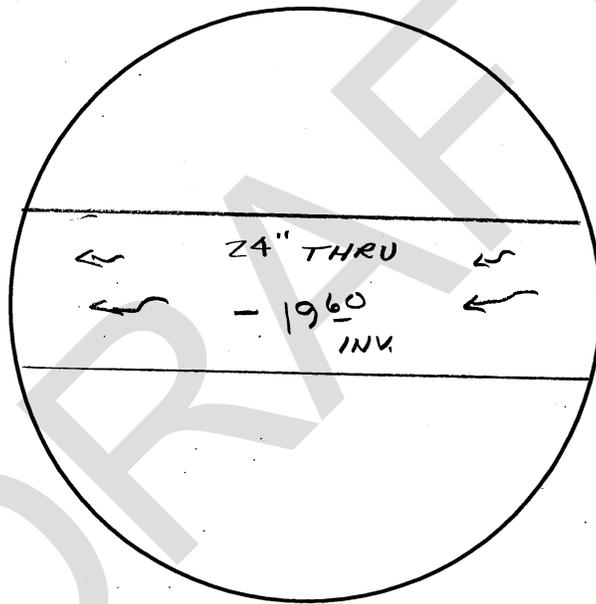


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| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
| SCALE:  | NTS       |
| DRAWN:  |           |
| DESIGN: |           |
| CHK'D:  |           |
| SHEET   |           |

JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

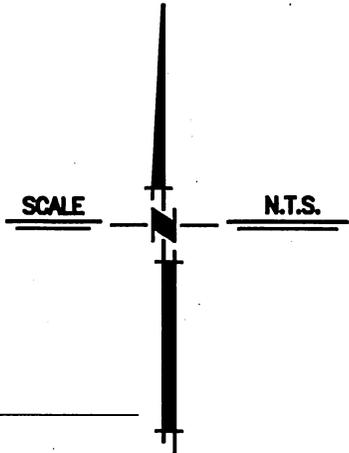
DATE: 9-23-2020

PT. NUMBER: 5019

SSMH NO: MH 34P051

EX. RIM ELEV: 18.83

STREET INTERSECTION: HAZELTON @ UNION



- CONCRETE BARREL GOOD CONDITION
- FLOWING WEST

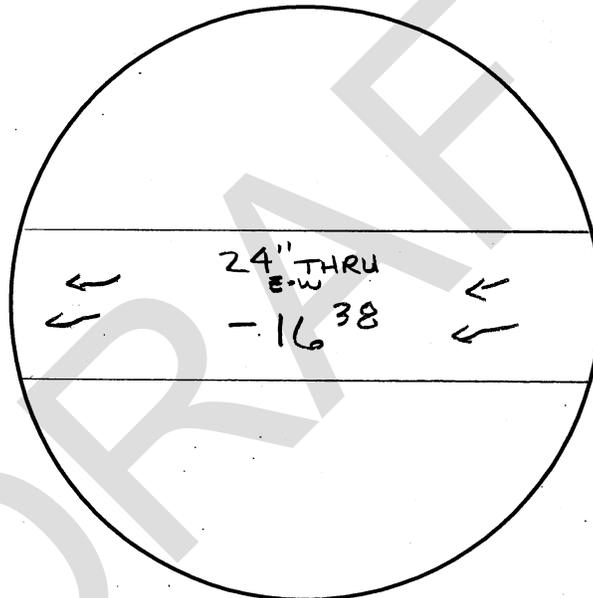


PHOTO FILE NO: \_\_\_\_\_

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| DATE:   | 9/23/2020 |
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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

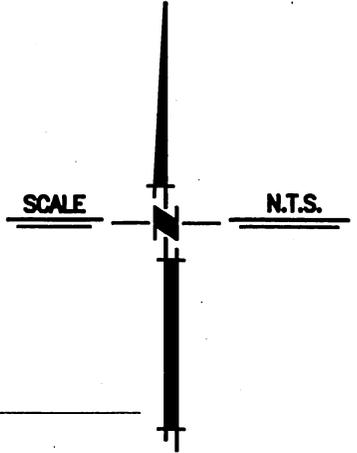
DATE: 9-23-20

PT. NUMBER: 5026

SSMH NO: MH 34P052

EX. RIM ELEV: 19.33

STREET INTERSECTION: HAZELTON @ UNION



- CONCRETE BARREL GOOD CONDITION
- DRY / EMPTY

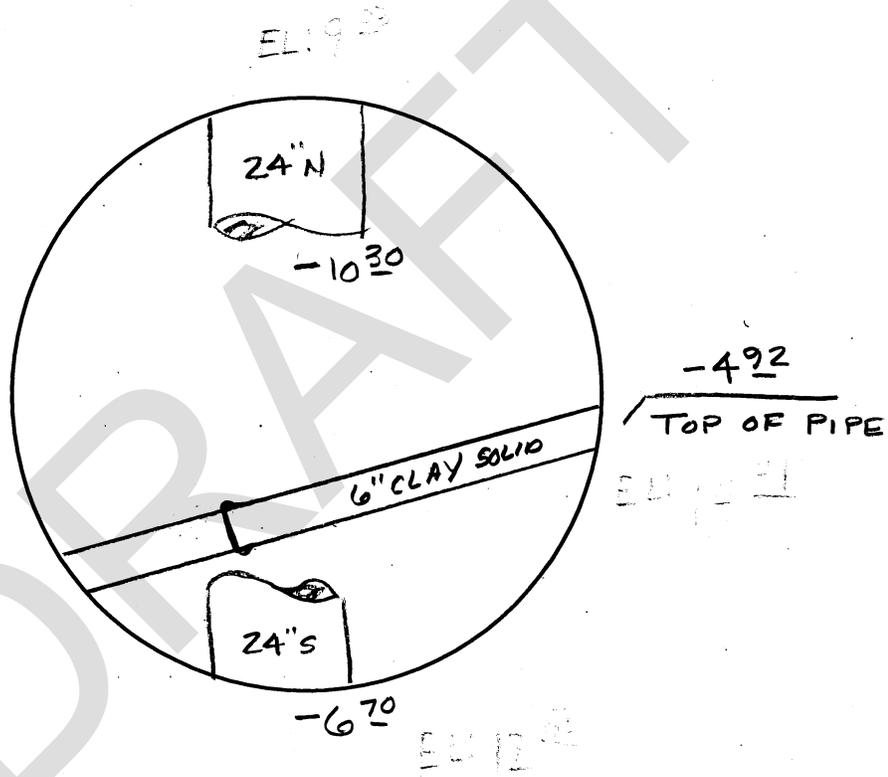


PHOTO FILE NO: \_\_\_\_\_

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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

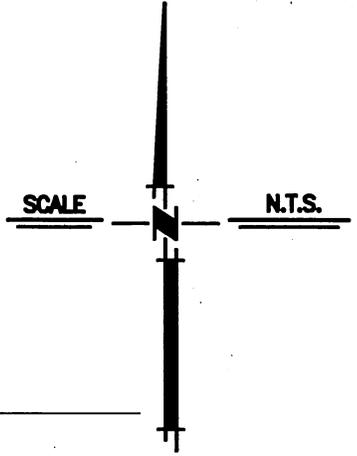
DATE: 9-23-2020

PT. NUMBER: 5021

SSMH NO: MH 34P109

EX. RIM ELEV: 19.43

STREET INTERSECTION: WILSON WY @ E. HAZELTON



CONCRETE BARREL GOOD CONDITION  
 FLOWING WEST  
 ZERO FLOW SW

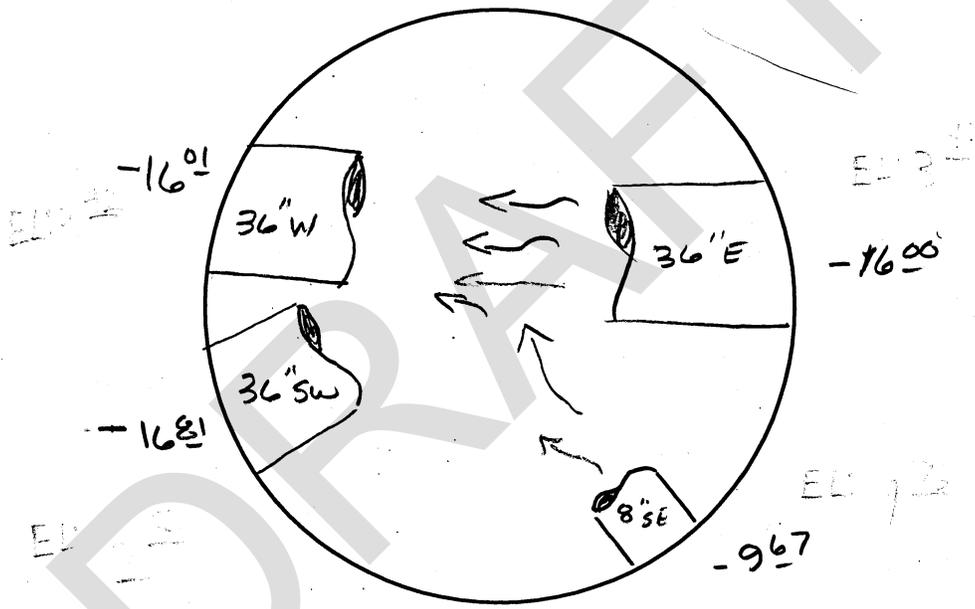


PHOTO FILE NO: \_\_\_\_\_

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DWG NAME: K:\20-2649 Stockton Manhole Survey (DWG)\_Final (mmh) - Imp.mxd.dwg

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JOB NUMBER: J20-2649

SURVEY CREW: JRJS

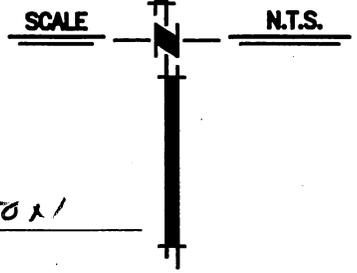
DATE: 9-23-2020

PT. NUMBER: 5022

SSMH NO: MH 34P025

EX. RIM ELEV: 19.46

STREET INTERSECTION: WILSON WY @ E. HAZELTON



- CONCRETE BARREL
- SOME DEBRIS/SLUDGE .50' ± DEEP
- SLOW FLOWING WEST

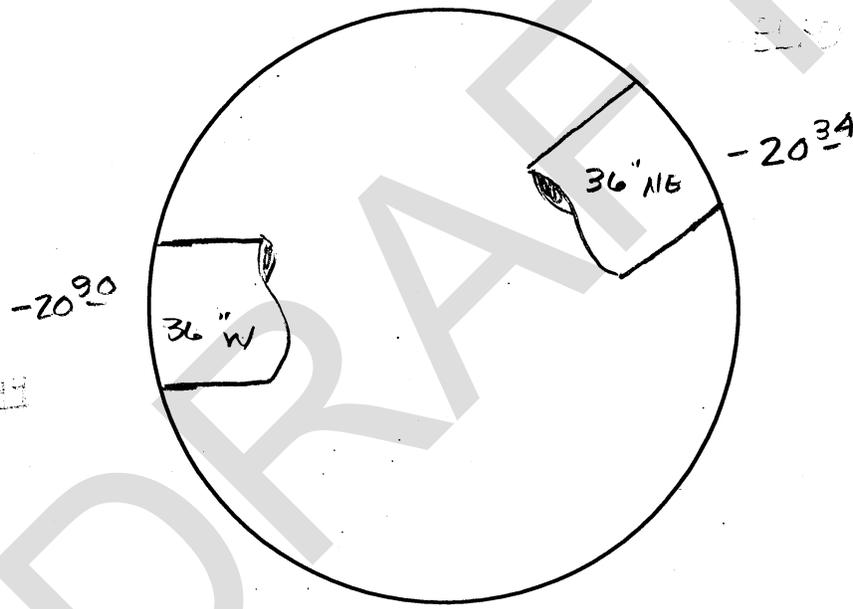


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DWG NAME: K:\20-2649 Station Manhole Survey (DWG)\_Final (mwhack) template.dwg

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| DATE:   | 9/23/2020 |
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OF

JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

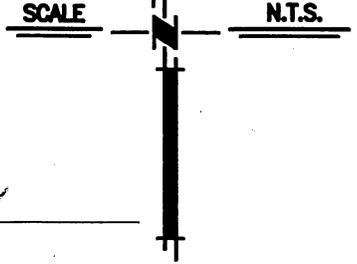
DATE: 9-23-2020

PT. NUMBER: 5023

SSMH NO: MH 34P024

EX. RIM ELEV: 20.13

STREET INTERSECTION: WILSON WY @ E. HAZELTON



- BRICK & MORTAR BARREL FAIR CONDITION (OLD)
- FLOWING WEST

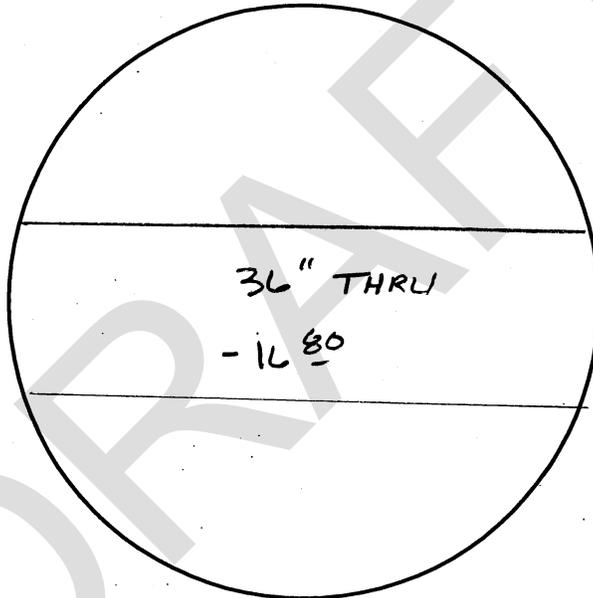


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JOB NUMBER: J20-2649

SURVEY CREW: JRL/JS

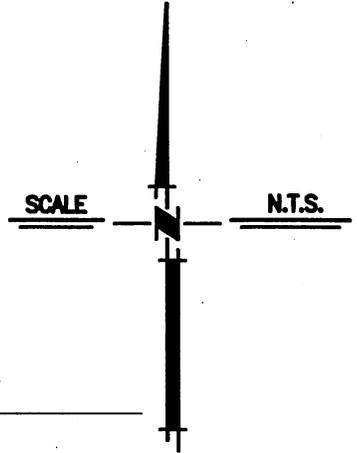
DATE: 9-24-2020

PT. NUMBER: 5024

SSMH NO: M+1 32N058

EX. RIM ELEV: 15.42

STREET INTERSECTION: GRANT ST & FREMONT



CONCRETE BARREL - GOOD CONDITION  
FLOWING NW

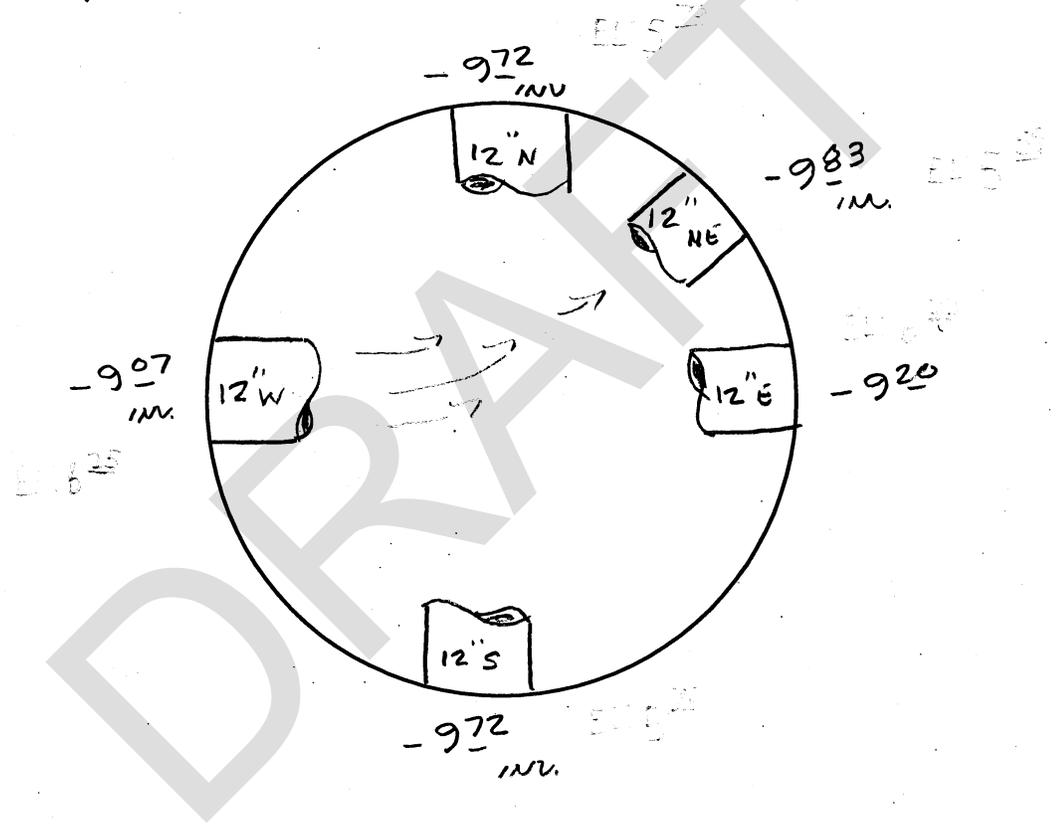


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Dwg Name: K:\20-2649 Station Manhole Survey (Final).dwg  
Author: JRL/JS

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| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

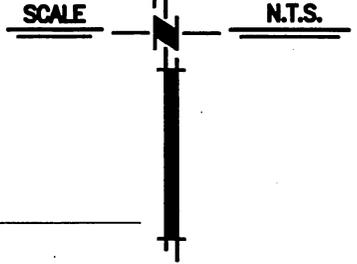
DATE: 9-24-2020

PT. NUMBER: 5025

SSMH NO: MH 321/056

EX. RIM ELEV: 15.16

STREET INTERSECTION: FREMONT & GRANT



CONCRETE BARREL - GOOD CONDITION  
FLOW NORTHERLY

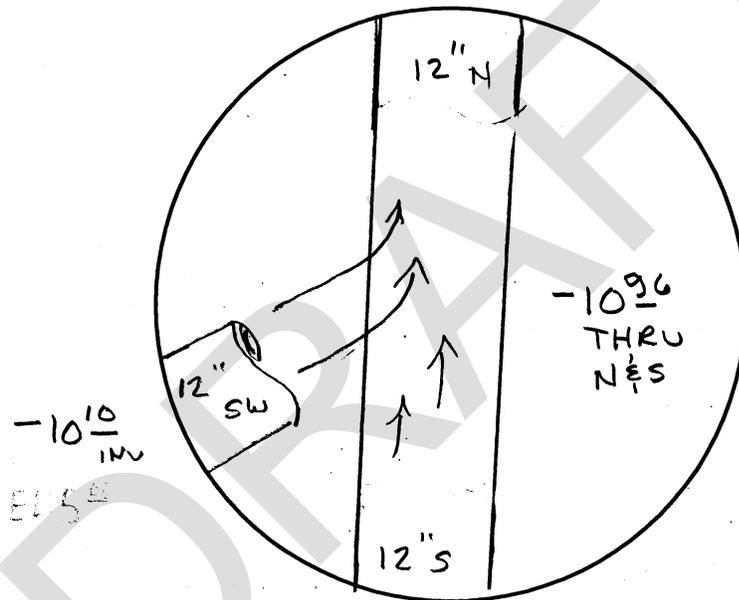


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

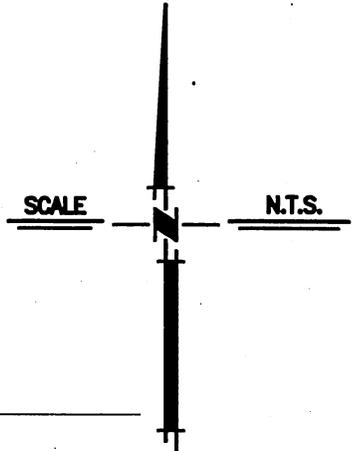
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PT. NUMBER: 5026

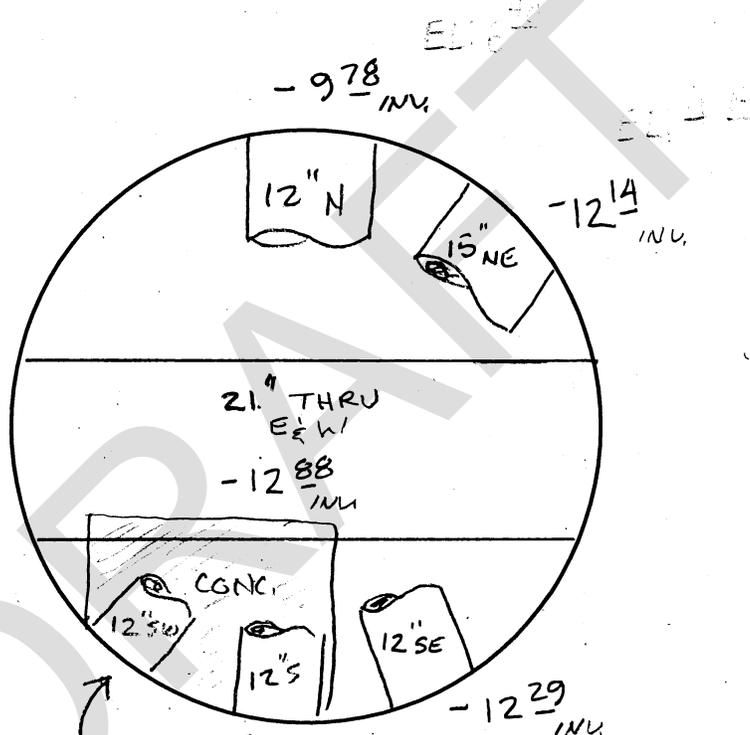
SSMH NO: MH 32N037

EX. RIM ELEV: 16.18

STREET INTERSECTION: OAK & GRANT



CONCRETE BARREL GOOD CONDITION  
FLOWING WEST



BLOCKED  
WITH  
LARGE  
CONCRETE  
BLOCK  
\* NOT VERIFIED \*

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DWG. NAME: K:\20-2649 Stockton Manhole Survey\DWG\_Plot\mh32n037.dwg

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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

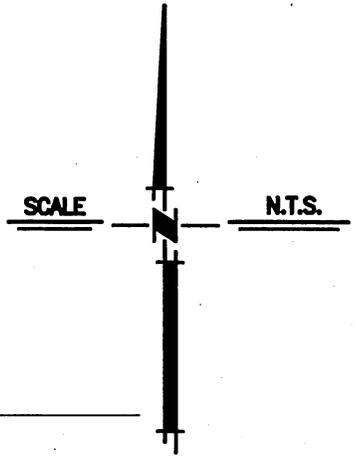
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PT. NUMBER: 5027

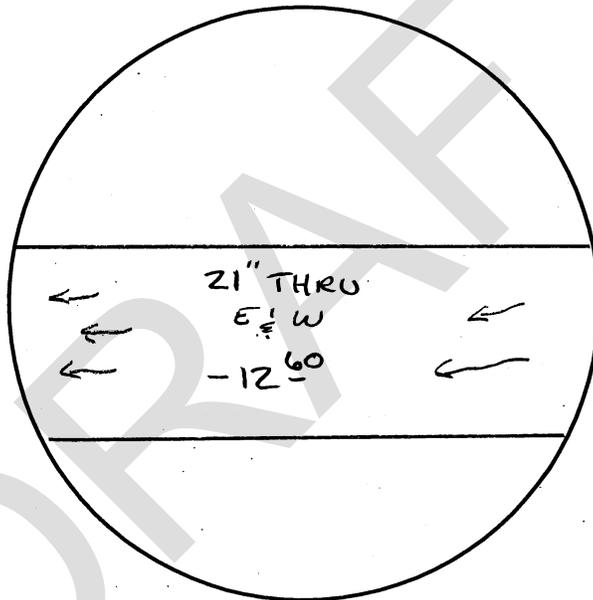
SSMH NO: MH 324040

EX. RIM ELEV: 15.27

STREET INTERSECTION: GAR & STANISLAUS



- CONCRETE BARREL GOOD CONDITION
- FLOWING WEST



EL. 2.27

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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

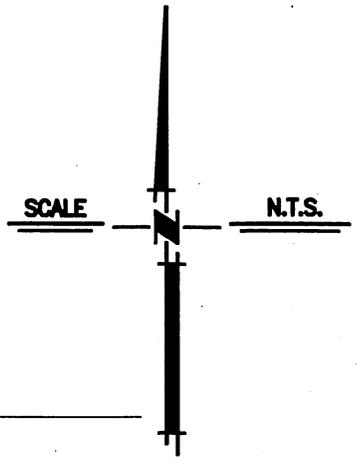
DATE: 9-24-2020

PT. NUMBER: 5028

SSMH NO: MH 32 N074

EX. RIM ELEV: 16.12

STREET INTERSECTION: LINDSAY & GRANT



- CONCRETE BARREL - GOOD CONDITION
- STAGNANT
- MINIMAL FLOW
- 3" ± DEEP SEDIMENT IN TROUGH

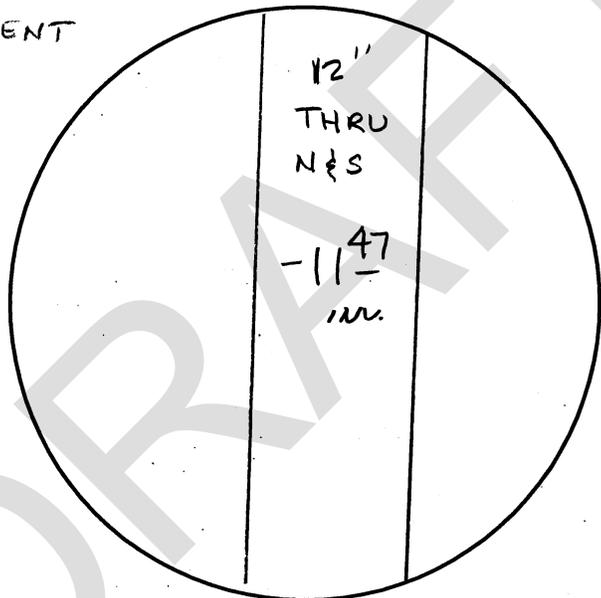


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

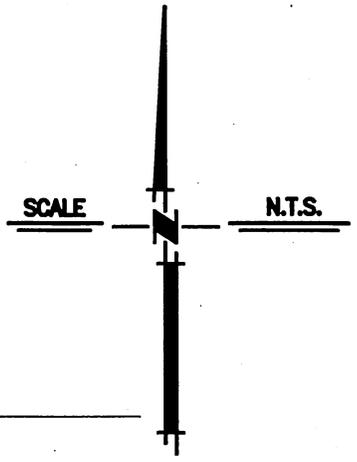
DATE: 9-24-2020

PT. NUMBER: 5029

SSMH NO: MH 32N099

EX. RIM ELEV: 16.52

STREET INTERSECTION: GRANT ST & MINER



- CONCRETE BARREL GOOD CONDITION
- FLOWING SLOW SOUTH

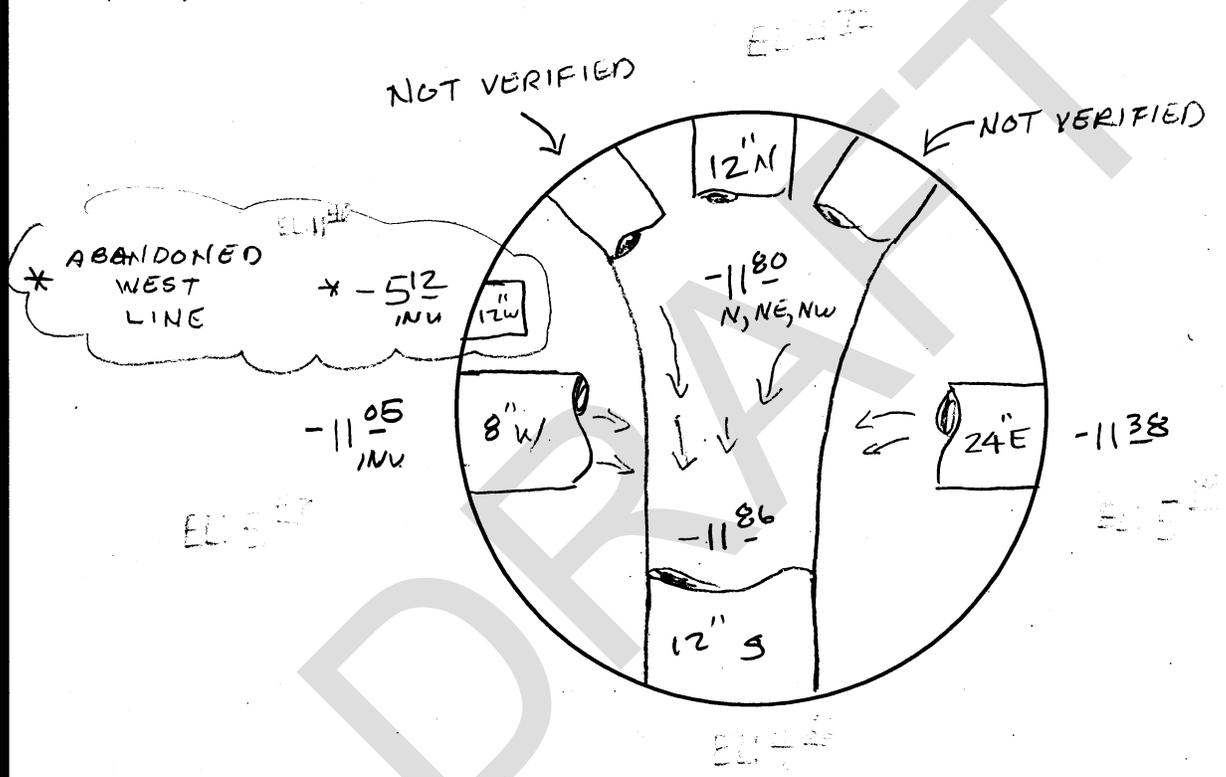


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

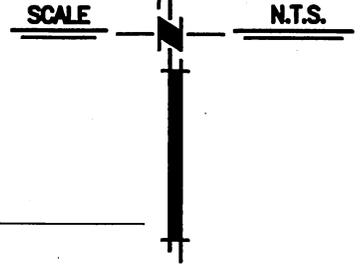
DATE: 9-24-20

PT. NUMBER: 5030

SSMH NO: MH 32N116

EX. RIM ELEV: 17.12

STREET INTERSECTION: GRANT & CHANNEL



- BRICK & MOTAR - GOOD CONDITION
- FLOW SOUTH (STEADY)

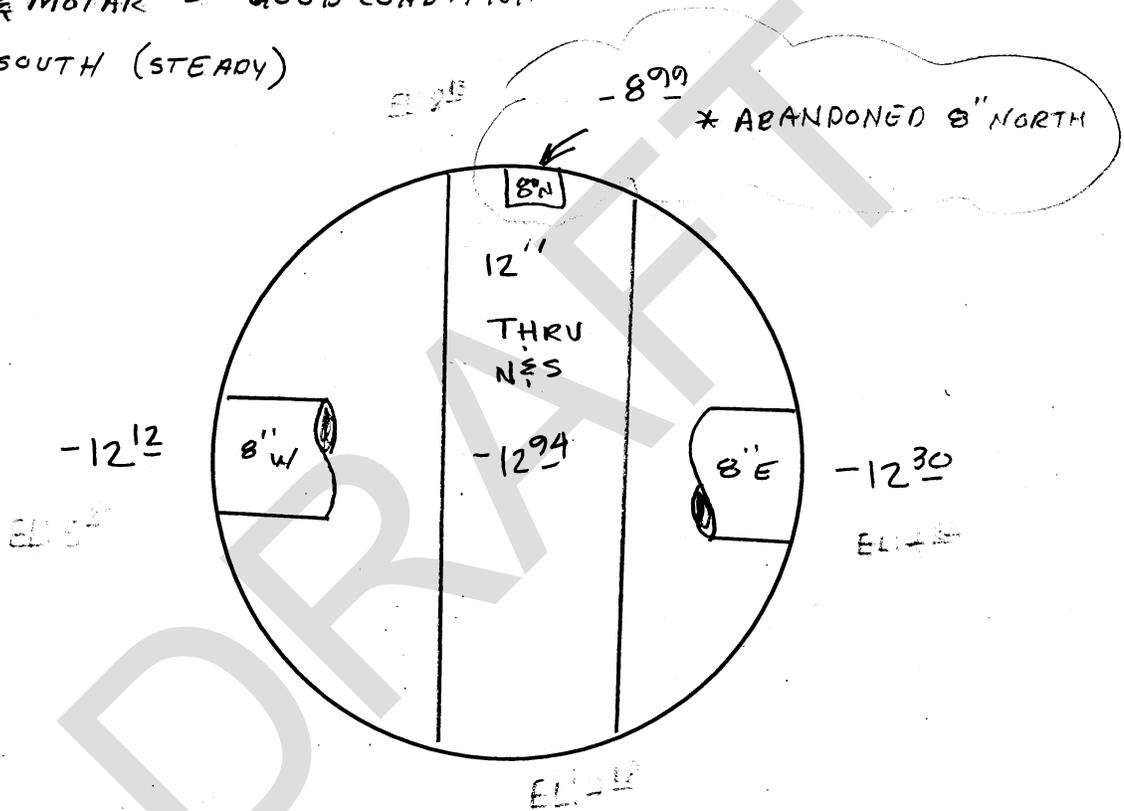


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

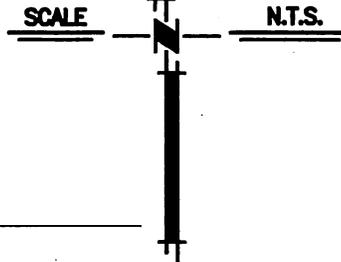
DATE: 9-24-2020

PT. NUMBER: 5031

SSMH NO: MH 32P071

EX. RIM ELEV: 17.56

STREET INTERSECTION: LINDSAY & AIRPORT



- BRICK & MORTAR - GOOD CONDITION!
- SLOW FLOW WEST

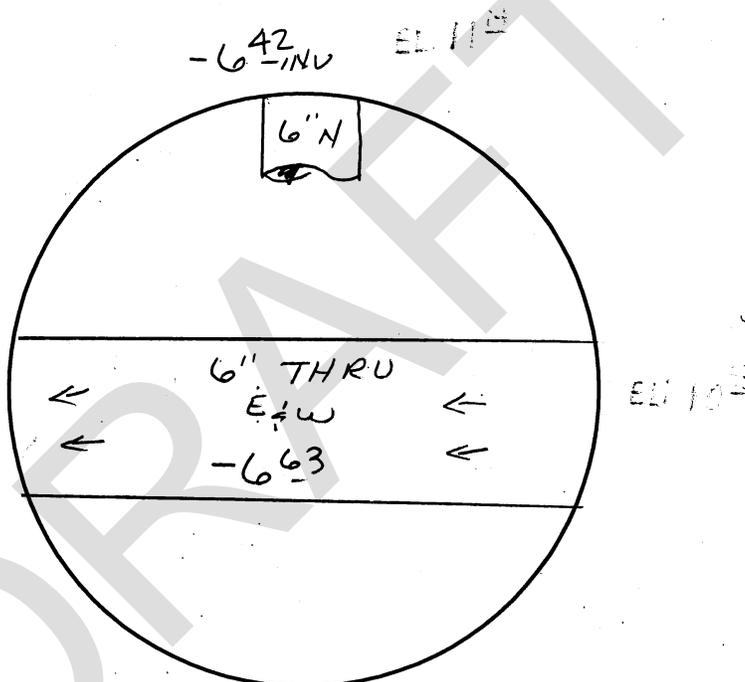


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

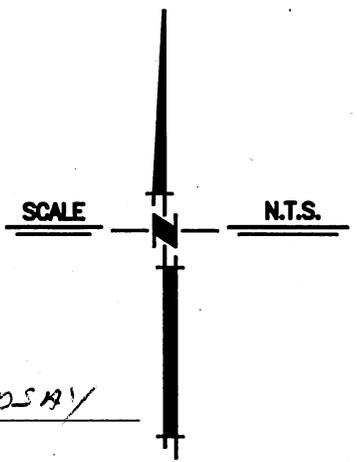
DATE: 9-24-2020

PT. NUMBER: 5032

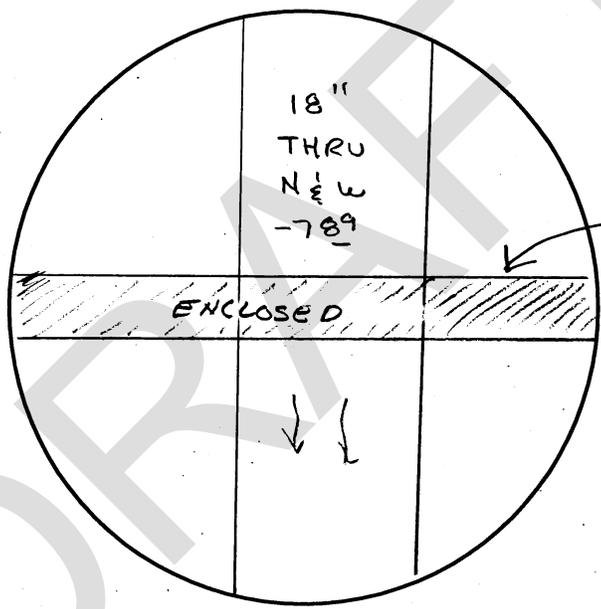
SSMH NO: MH 32P067

EX. RIM ELEV: 18.70

STREET INTERSECTION: SIERRA NEVADA & LINDSAY



- CONCRETE BARREL - GOOD CONDITION
- SLOW FLOW SOUTH



-6.09  
 TOP OF PIPE  
 6" CLAY  
 ELEV

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 DWG NAME: S:\20-2649 Stockton Manhole Survey (DWG) - Final\manhole\_attachment.dwg

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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

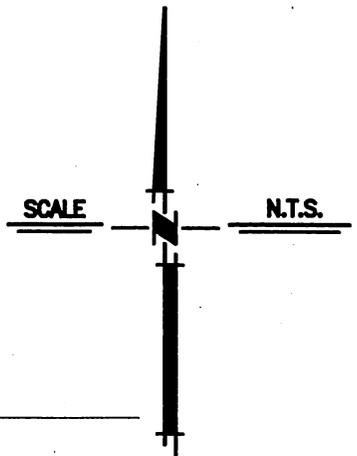
DATE: 9-24-2020

PT. NUMBER: 5033

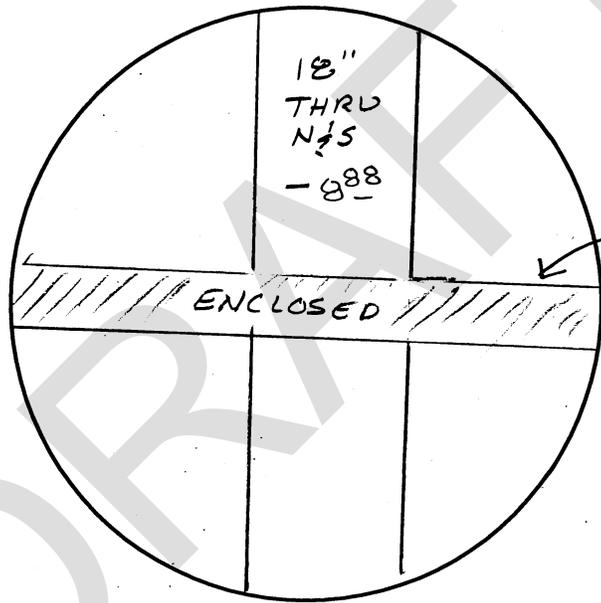
SSMH NO: MH32 P090

EX. RIM ELEV: 19.20

STREET INTERSECTION: MINER & SIERRA NEVADA



- CONCRETE GOOD CONDITION
- HEAVY FLOW SOUTH



C-662  
 TOP OF PIPE  
 6" CLAY  
 ELEV. 19.20

PHOTO FILE NO: \_\_\_\_\_

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| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

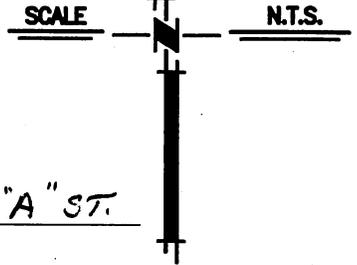
DATE: 9-24-2020

PT. NUMBER: 5034

SSMH NO: MH 32 P 012

EX. RIM ELEV: 20.52

STREET INTERSECTION: FREMONT @ WEST OF "A" ST.



- BRICK & MORTAR BARREL - GOOD CONDITION
- STAGNANT - NO FLOW (APPARENT)
- HEAVY SEDIMENT - 3" DEEP

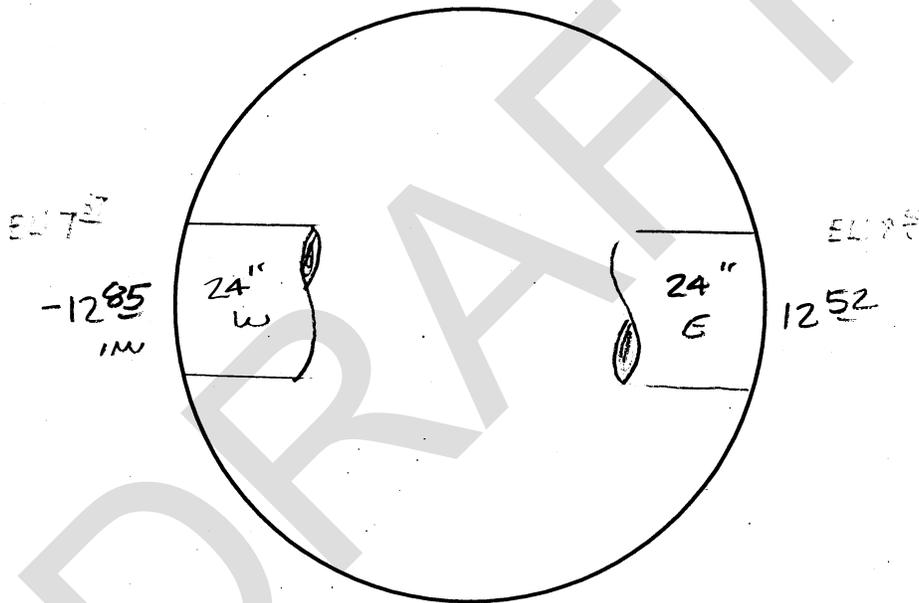


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

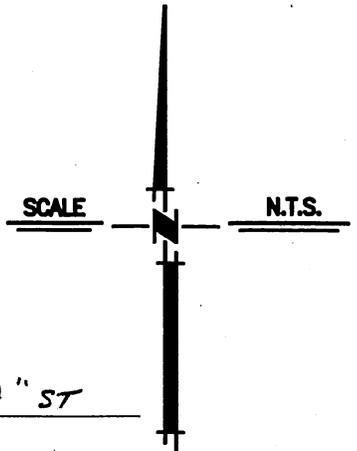
DATE: 9-24-2020

PT. NUMBER: 5035

SSMH NO: MHP003

EX. RIM ELEV: 20.87

STREET INTERSECTION: FREMONT @ EAST OF "A" ST



- BRICK & MORTAR GOOD CONDITION
- NO APPARENT FLOW
- DEBRIS 6" ± DEEP

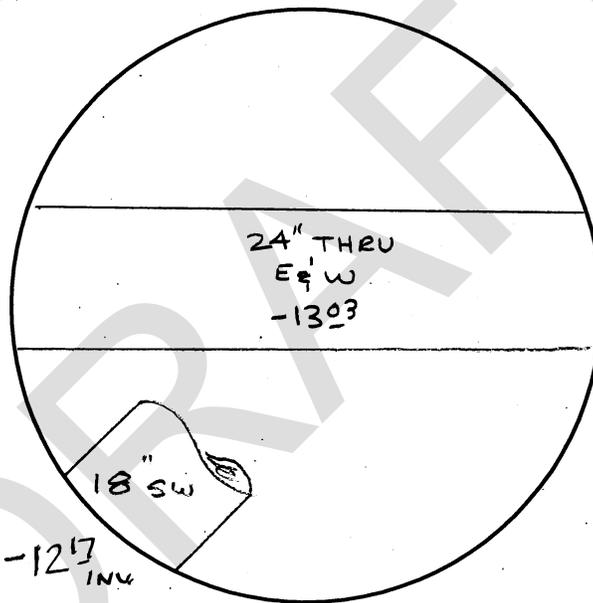


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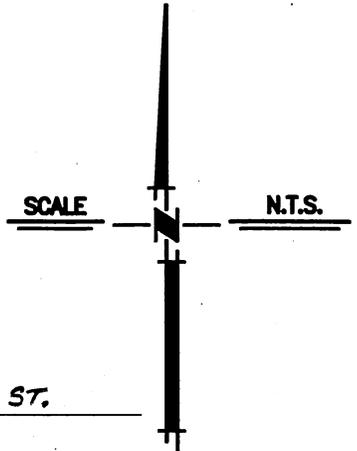
DATE: 9-24-2020

PT. NUMBER: 5036

SSMH NO: MH 32 P009

EX. RIM ELEV: 21.33

STREET INTERSECTION: FREMONT EAST OF "A" ST.



- CONCRETE BARREL GOOD CONDITION
- GOOD FLOW WEST

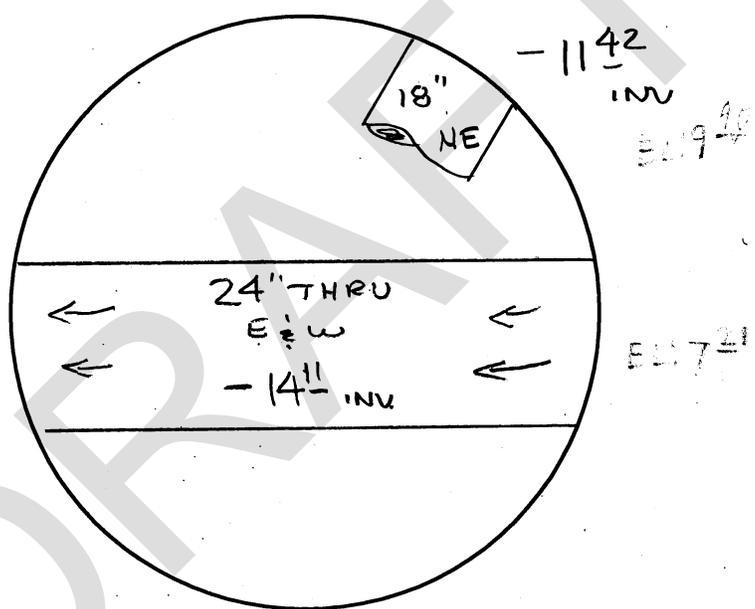


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

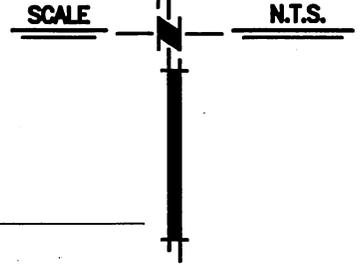
DATE: 9-24-2020

PT. NUMBER: 5037

SSMH NO: MH 31Q113

EX. RIM ELEV: 22.05

STREET INTERSECTION: FREMONT @ WIZARD



- BRICK & MORTAR BARREL - GOOD CONDITION
- FLOW WEST

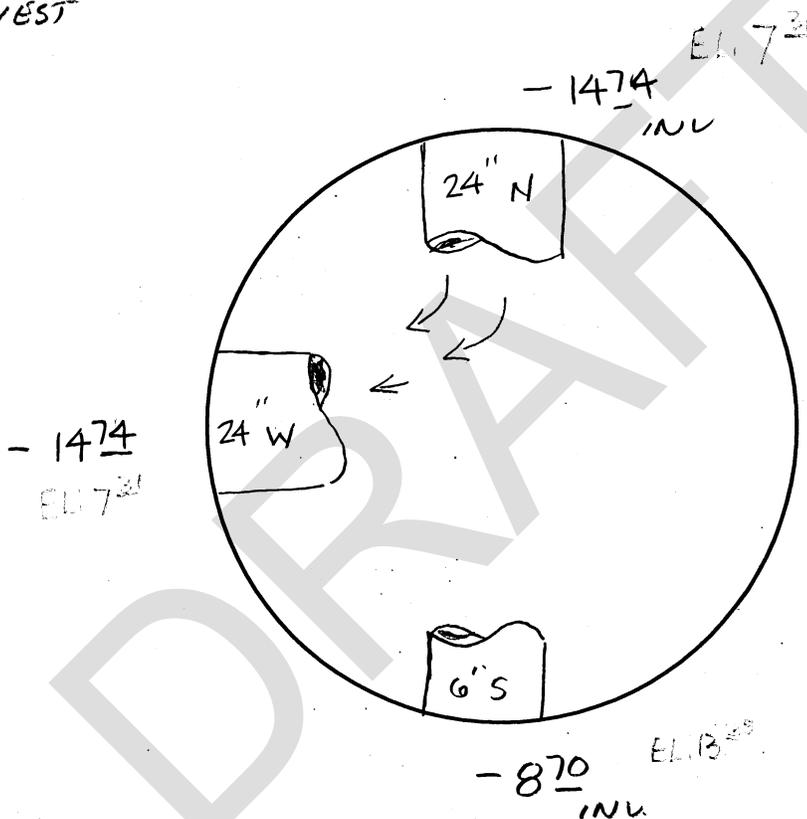


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DWG NAME: S:\20-2649 Stockton Manhole Survey\DWG\Final\manhole.dwg

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JOB NUMBER: J20-2649

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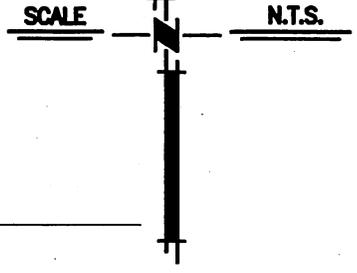
DATE: 9-24-20

PT. NUMBER: 5038

SSMH NO: MH 31 @ 112

EX. RIM ELEV: 21.70

STREET INTERSECTION: WIZARD & FREMONT



- CONCRETE BARREL - GOOD CONDITION
- FLOWING SOUTH

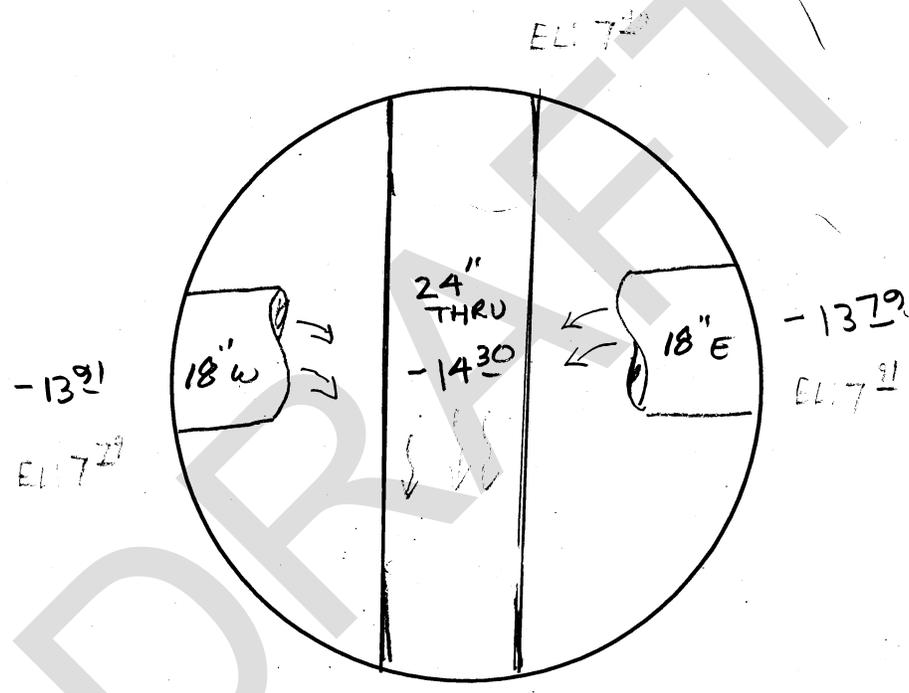


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SURVEY CREW: JR/JS

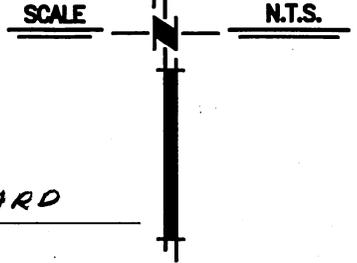
DATE: 9-24-2026

PT. NUMBER: 5039

SSMH NO: MH 32 Q001

EX. RIM ELEV: 20.86

STREET INTERSECTION: FREMONT @ WEST OF WIZARD



- CONCRETE BARREL - GOOD CONDITION
- NO APPARENT FLOW
- SEDIMENT 3" ± DEEP

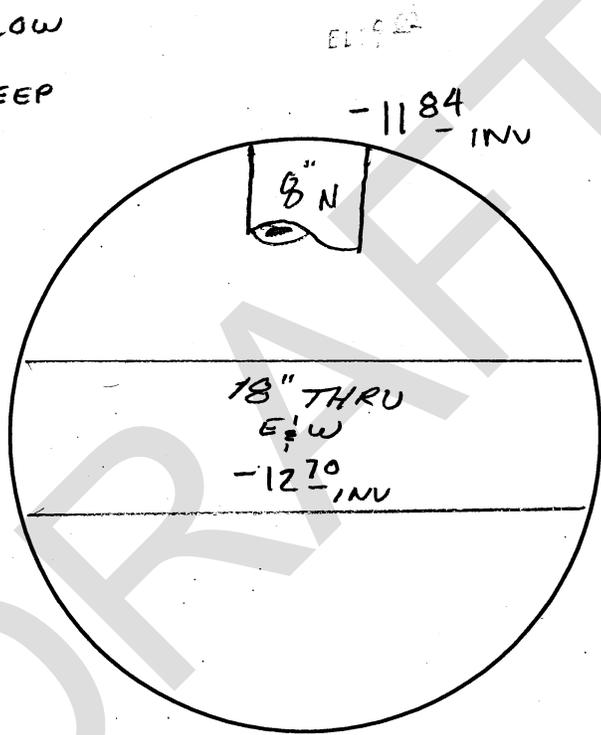


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SURVEY CREW: JR/JS

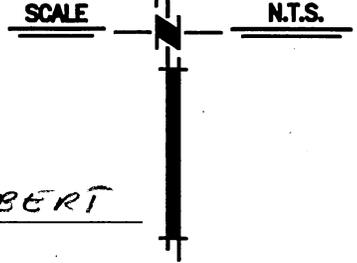
DATE: 9-24-2020

PT. NUMBER: 5040

SSMH NO: MH 31R031

EX. RIM ELEV: 22.68

STREET INTERSECTION: FREMONT @ E OF FILBERT



- CONCRETE BARREL GOOD CONDITION
- FLOWING WEST

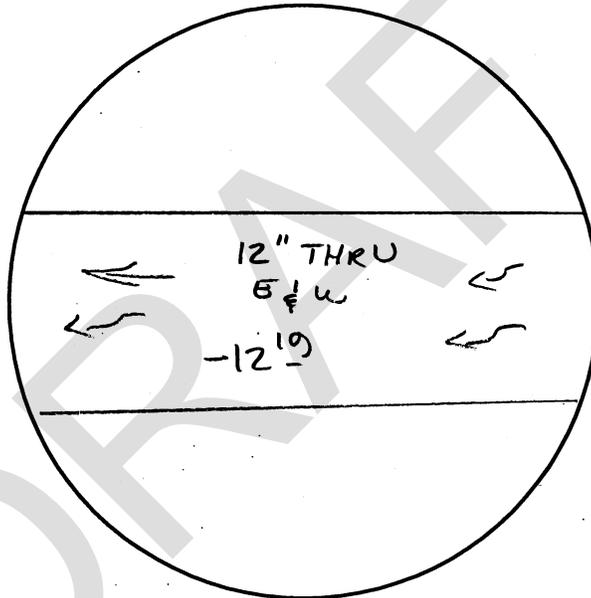


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SURVEY CREW: JR/JS

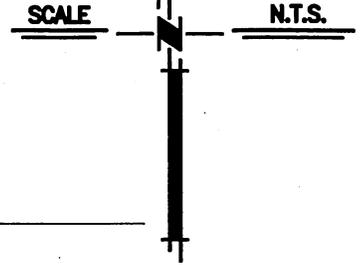
DATE: 7-24-2020

PT. NUMBER: 5041

SSMH NO: MH 31R030

EX. RIM ELEV: 23.97

STREET INTERSECTION: FREMONT & FILBERT



- CONCRETE BARREL • GOOD CONDITION
- FLOWING WEST & NORTHERLY

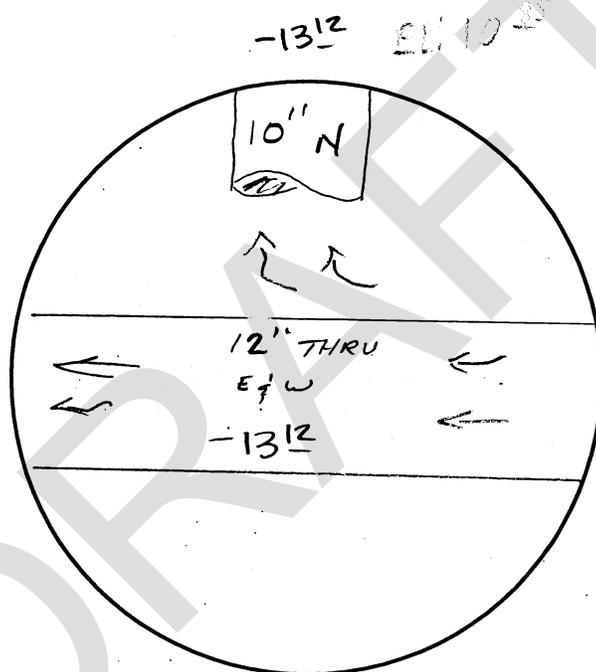


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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

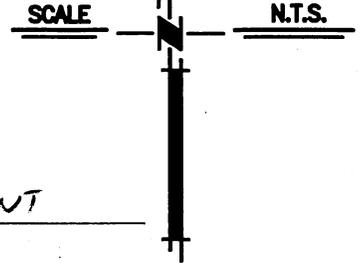
DATE: 9-24-2020

PT. NUMBER: 5042

SSMH NO: MH 31R005

EX. RIM ELEV: 22.45

STREET INTERSECTION: FILBERT @ N of FREMONT



- CONC BARREL - GOOD CONDITION
- FLOWING NORTH

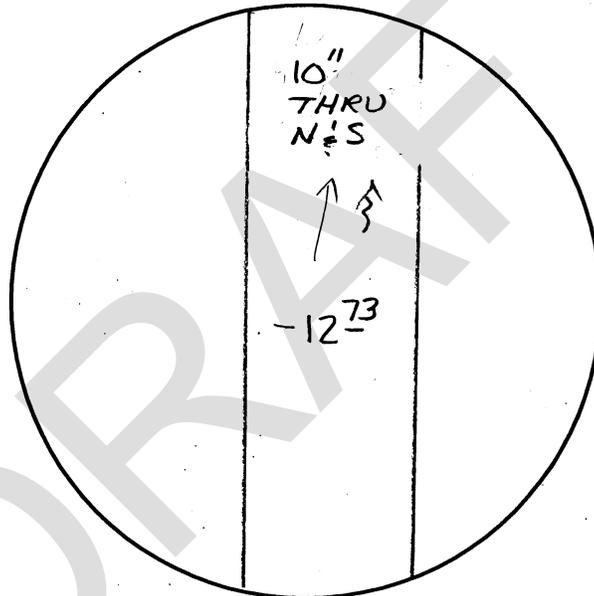


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703

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JOB NUMBER: J20-2649

SURVEY CREW: JR/JS

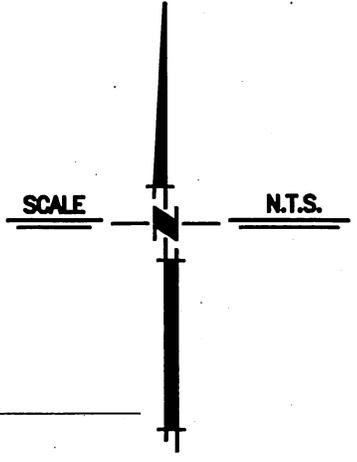
DATE: 9-24-2020

PT. NUMBER: 5043

SSMH NO: MH 31R055

EX. RIM ELEV: 23.35

STREET INTERSECTION: SHASTA & MINOR



- CONCRETE BARREL - GOOD CONDITION
- SLOW FLOW NORTHERLY

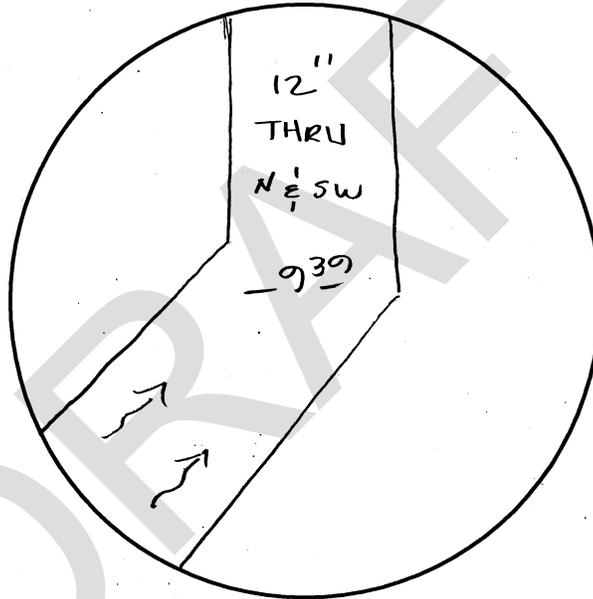


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SURVEY CREW: DRUS

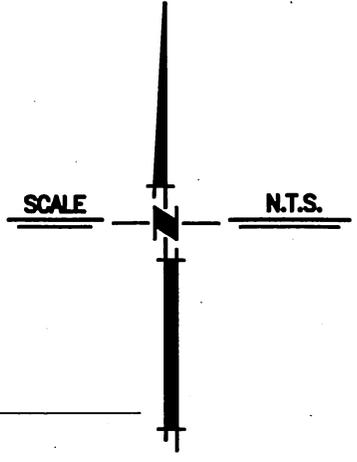
DATE: 9-24-2020

PT. NUMBER: 5044

SSMH NO: MH 31R056

EX. RIM ELEV: 23.34

STREET INTERSECTION: SHASTA & MINER



- CONCRETE BARREL - GOOD CONDITION
- FLOWING NORTHERLY
- NO WEST PIPE

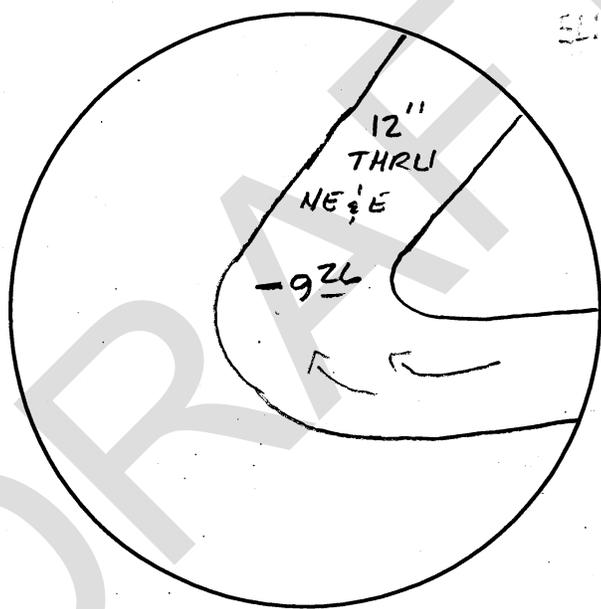


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SURVEY CREW: JE/JS

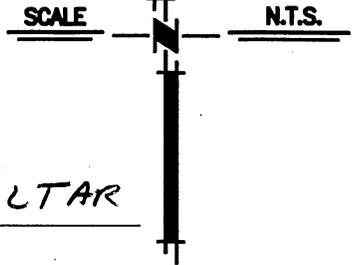
DATE: 9.24.2020

PT. NUMBER: 5046

SSMH NO: MH 419025

EX. RIM ELEV: 18.73

STREET INTERSECTION: INDUSTRIAL DR @ GIBRALTAR



- CONCRETE BARREL - GOOD CONDITION
- FLOWING NORTH & WEST
- INVERTS NORTH & SOUTH NOT ATTAINABLE

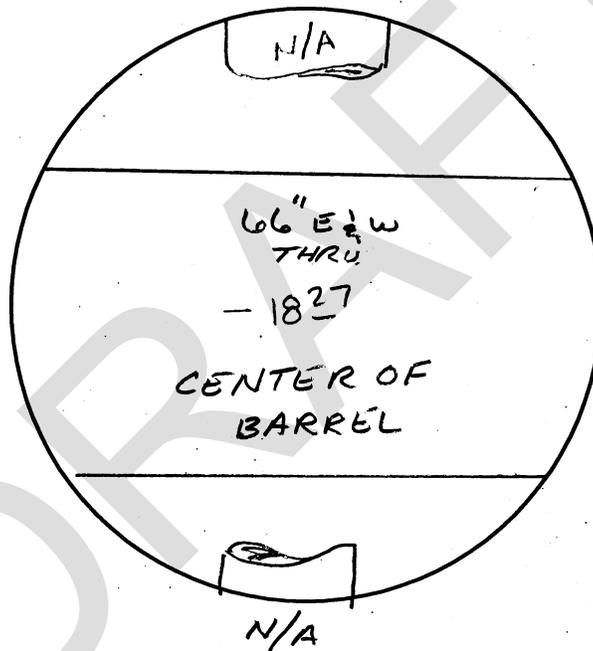


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SURVEY CREW: JRDS

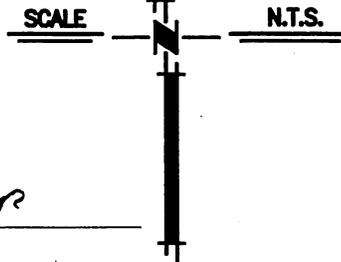
DATE: 9-24-2020

PT. NUMBER: 5047

SSMH NO: MH 41Q024

EX. RIM ELEV: 18.12

STREET INTERSECTION: INDUSTRIAL & GIBRALTAR



- CONCRETE BARREL FAIR CONDITION - SOME SPACKLE FLAKING
- STAGNANT - 12" ± DEEP STILL WATER
- NO APPARENT FLOW

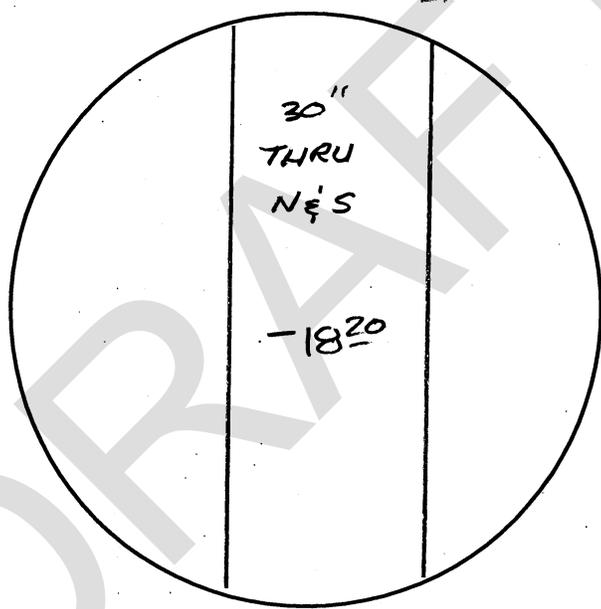


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JOB NUMBER: J20-2649

SURVEY CREW: JR/S

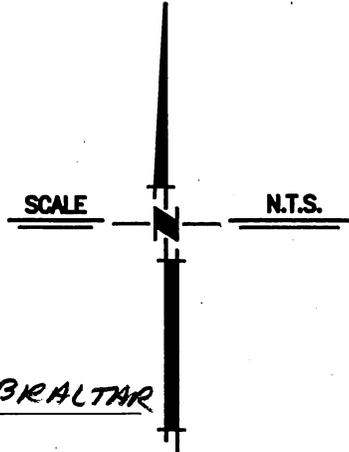
DATE: 9-24-2020

PT. NUMBER: 5048

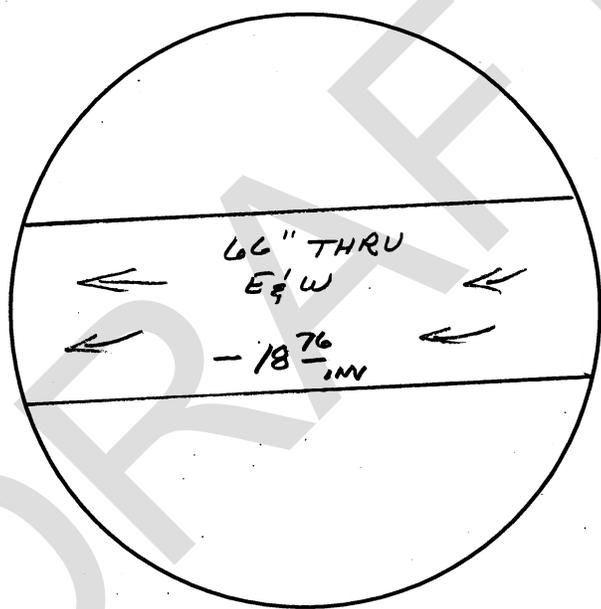
SSMH NO: MH 41PO36

EX. RIM ELEV: 18.66

STREET INTERSECTION: INDUSTRIAL @ WEST OF GIBRALTAR



- CONCRETE BARREL - GOOD CONDITION
- HEAVY FLOW WEST



20-04

PHOTO FILE NO: \_\_\_\_\_

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PLOTTED: 09/18/20 11:59 AM BY: hmyer D:\CADD\2020\Stockton\Manhole\Survey\DWG\Exh1\manhole.dwg

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Engineering Group, Inc.  
• CIVIL ENGINEERING • SURVEYING • PLANNING •  
620 12th Street Modesto, CA 95354  
(209) 524-3525 Phone (209) 524-3526 Fax

**SEWER MANHOLE NO.** \_\_\_\_\_

**CITY OF STOCKTON**  
**SEWER MANHOLE ASBUILT**  
**STOCKTON, CALIFORNIA**

|         |           |
|---------|-----------|
| JOB:    | J20-260   |
| DATE:   | 9/23/2020 |
| SCALE:  | NTS       |
| DRAWN:  |           |
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| CHK'D:  |           |
| SHEET   |           |

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SURVEY CREW: JR/JS

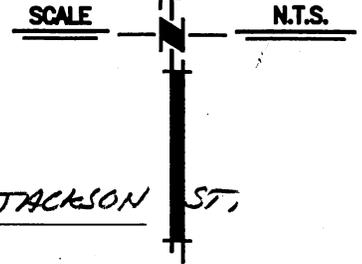
DATE: 9-24-2020

PT. NUMBER: 5049

SSMH NO: MH 35P012

EX. RIM ELEV: 17.40

STREET INTERSECTION: WILSON WAY @ N. OF JACKSON ST.



- CONCRETE BARREL - GOOD CONDITION
- FLOWING WEST

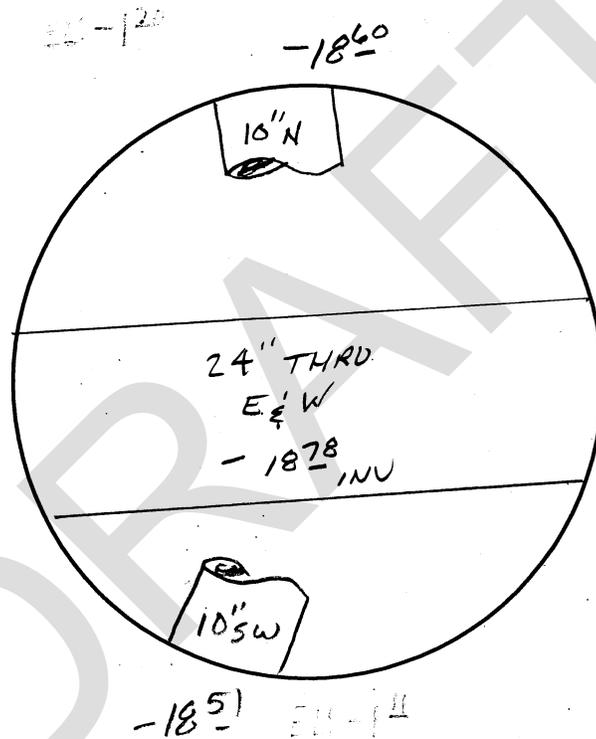


PHOTO FILE NO: \_\_\_\_\_

COPYRIGHT © 2008 NORTHSTAR ENGINEERING GROUP, INC

PLOTTER: 09/18/20 1:50 PM; PLOTTED BY: hngmcr; FILE: K:\20-2649 Stockton Manhole Survey\DWG\_Plot\manhole\_appendix.dwg

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**SEWER MANHOLE NO.** \_\_\_\_\_

**CITY OF STOCKTON**  
**SEWER MANHOLE ASBUILT**  
**STOCKTON, CALIFORNIA**

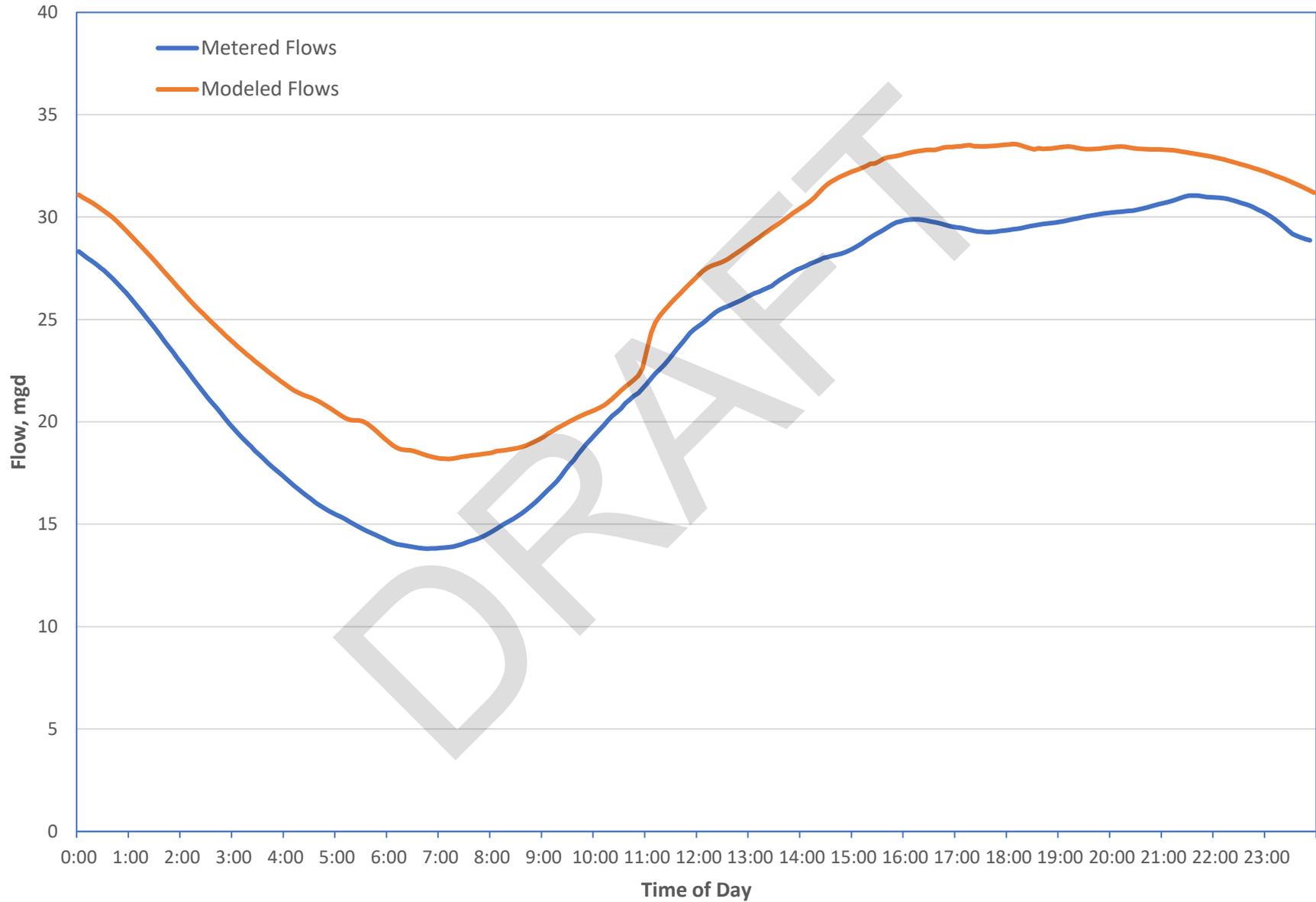
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| OF      |           |

Appendix D

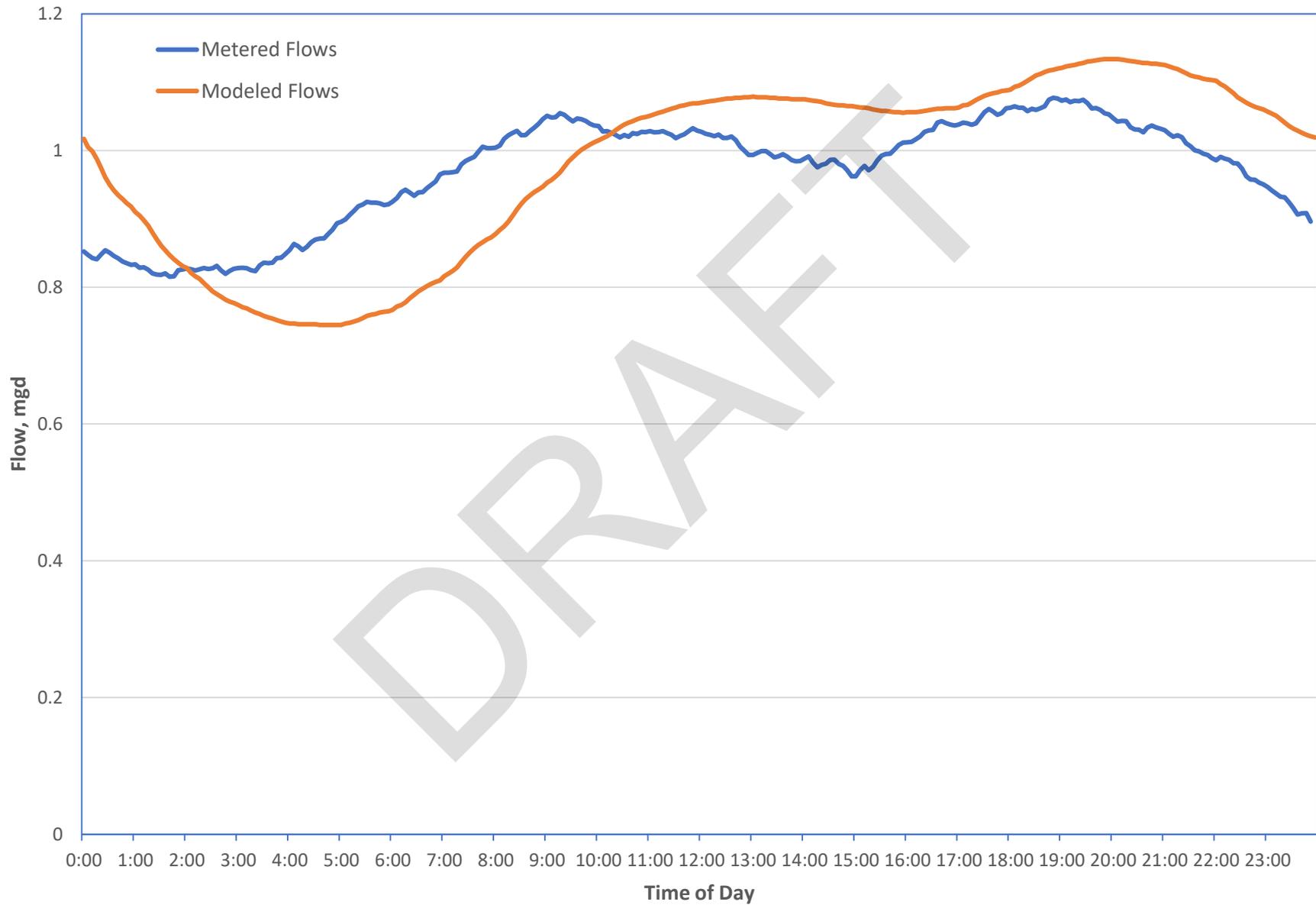
Modeled vs. Metered Dry Weather Diurnal Flows

DRAFT

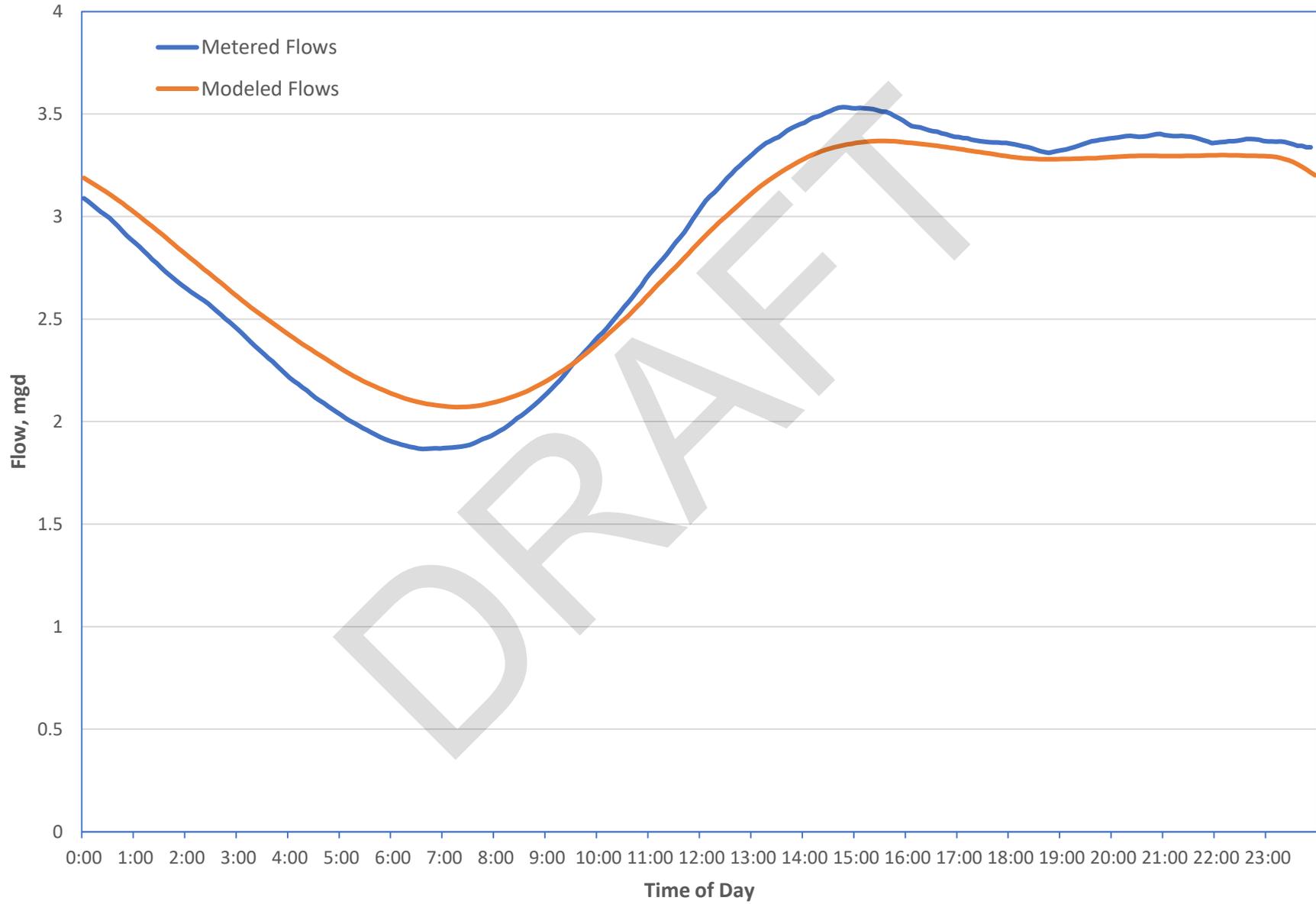
### RWCF Dry Weather Weekday Diurnal Flows



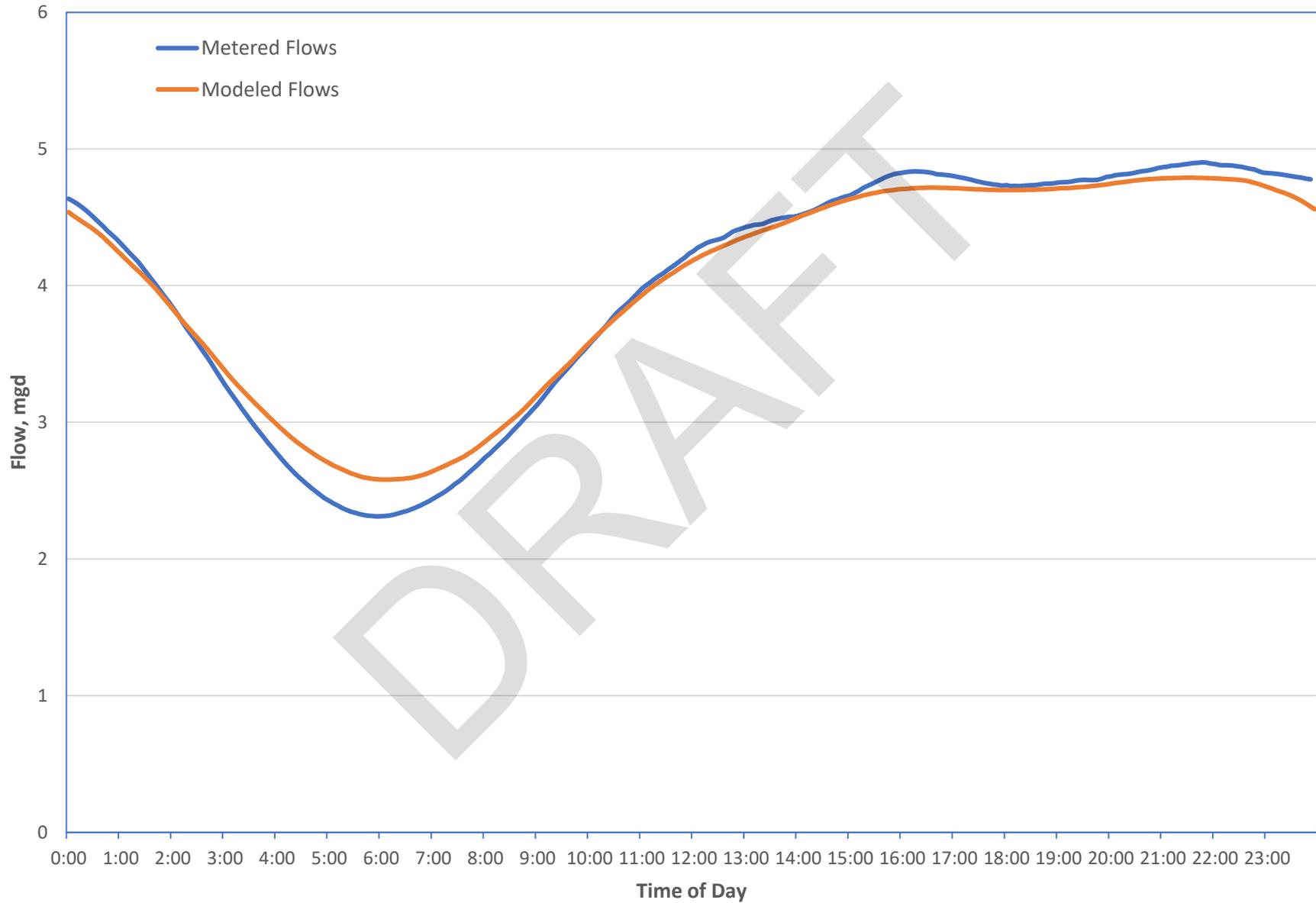
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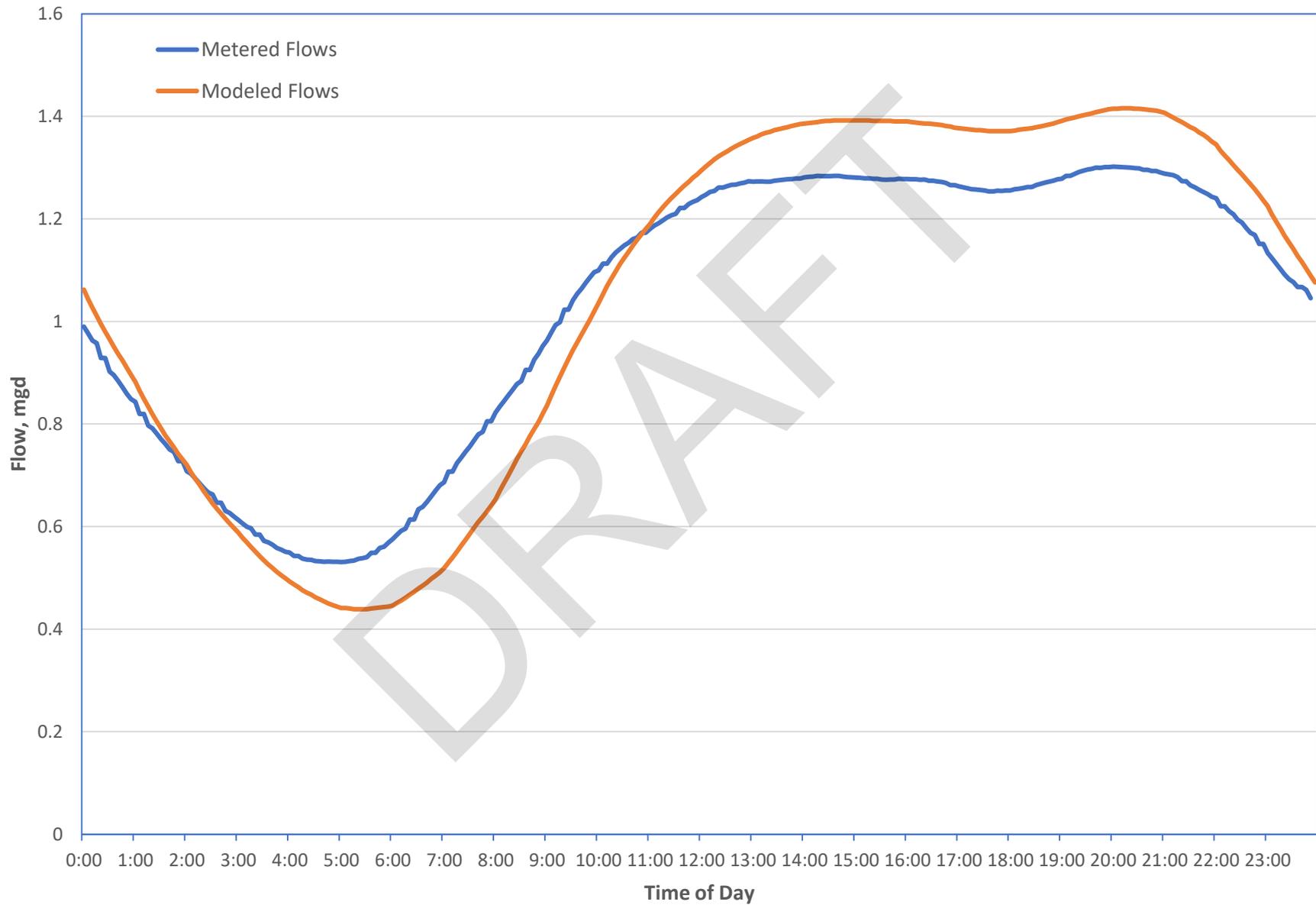
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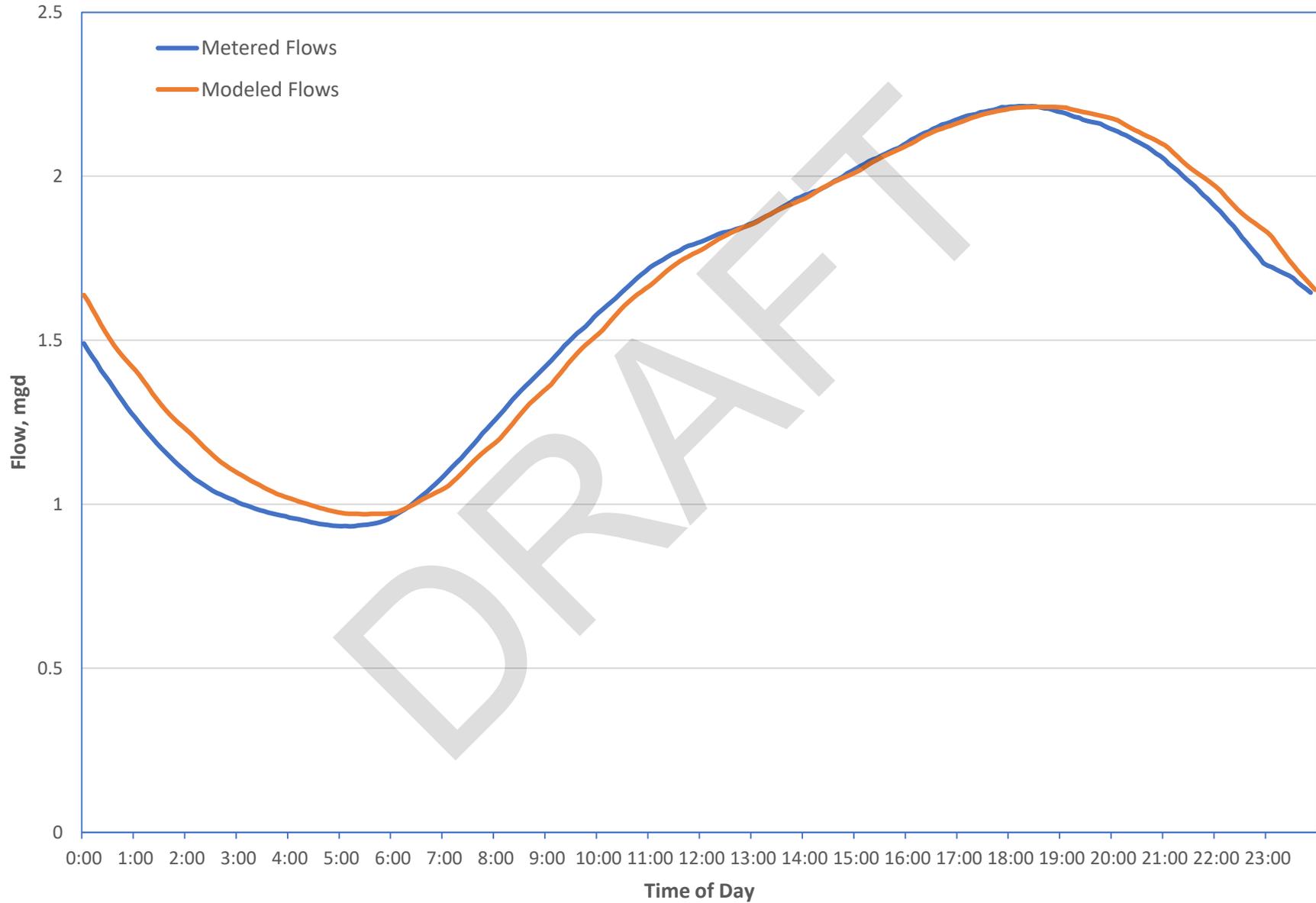
### Metering Site 2-2 Dry Weather Weekday Diurnal Flows



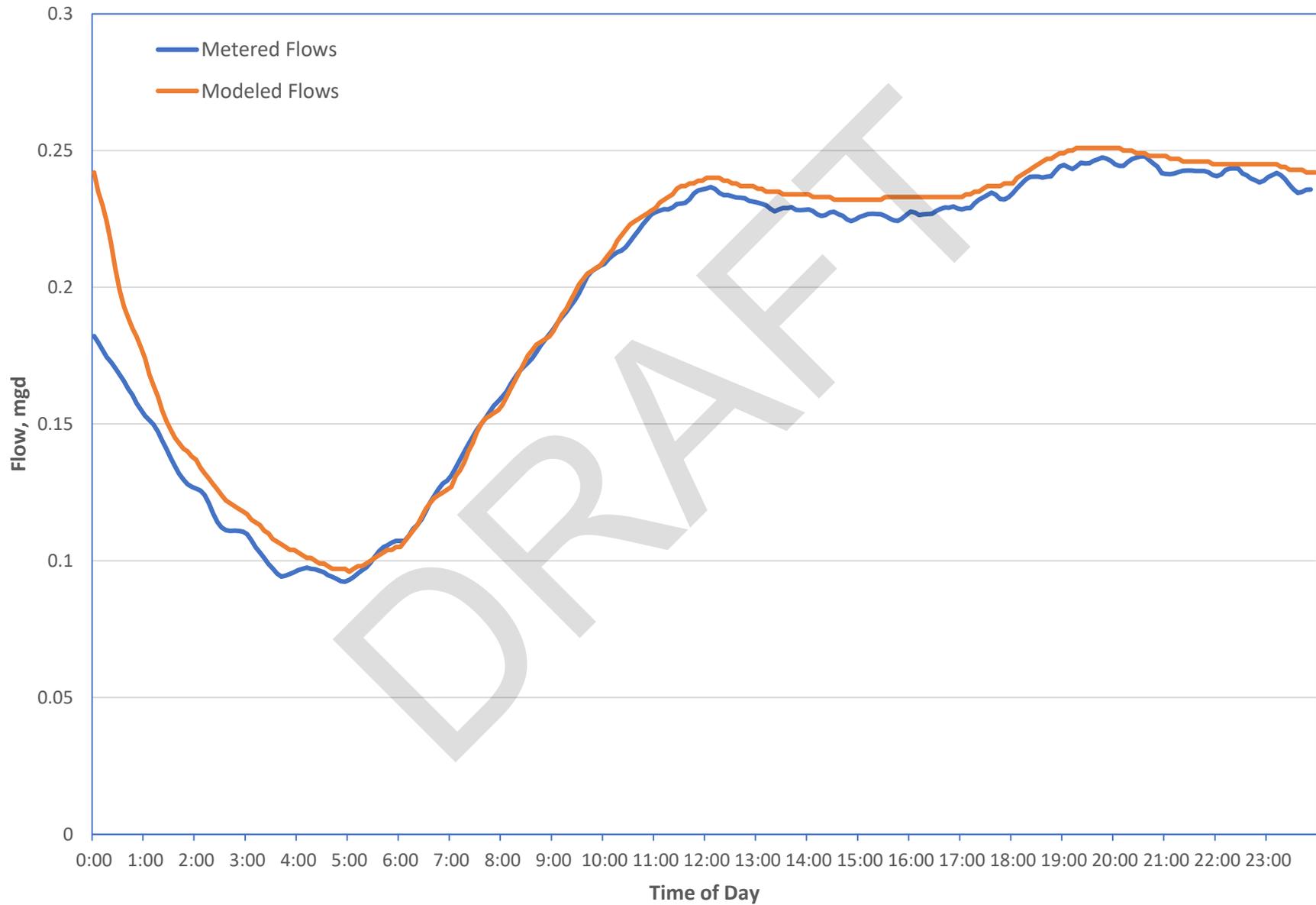
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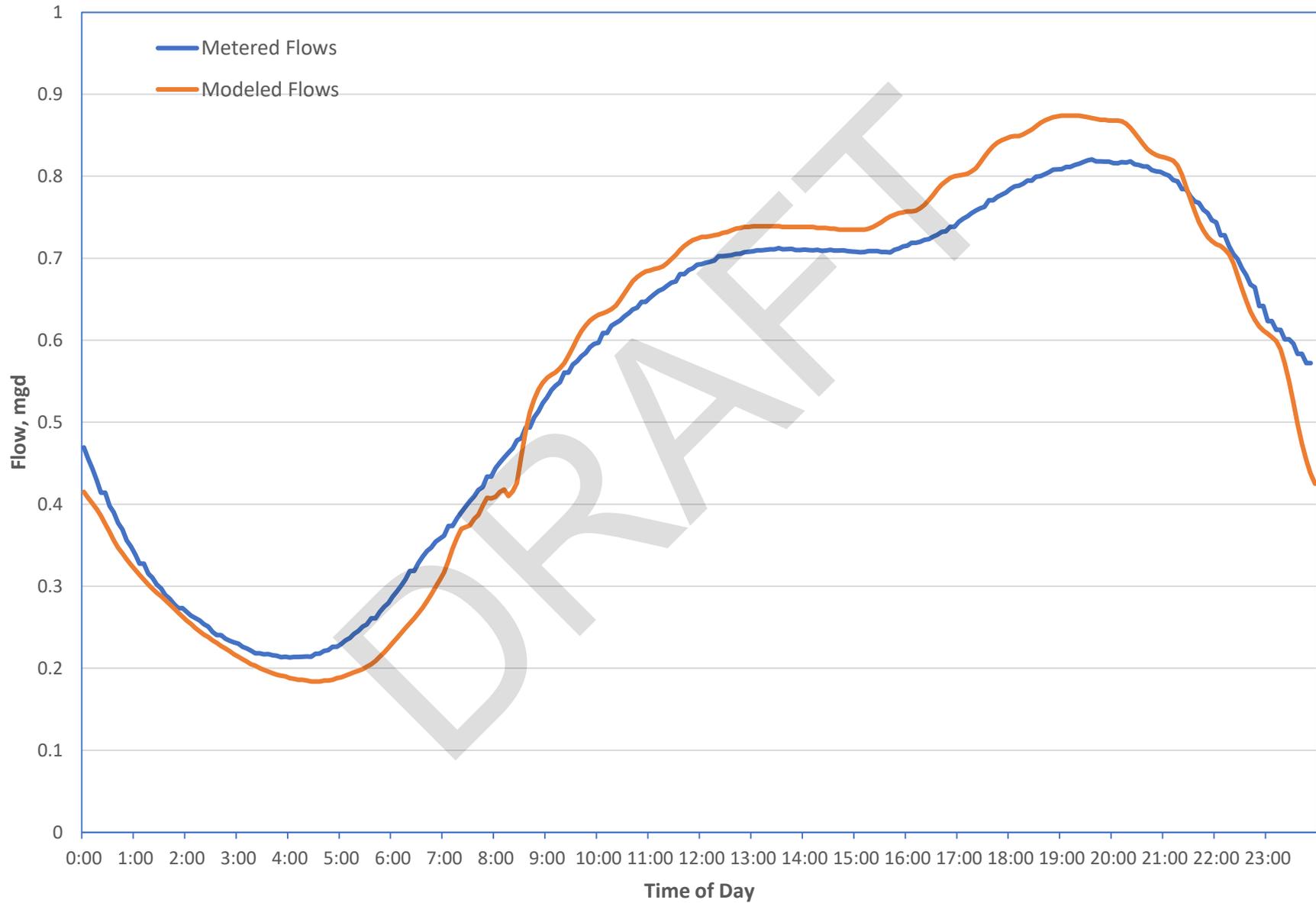
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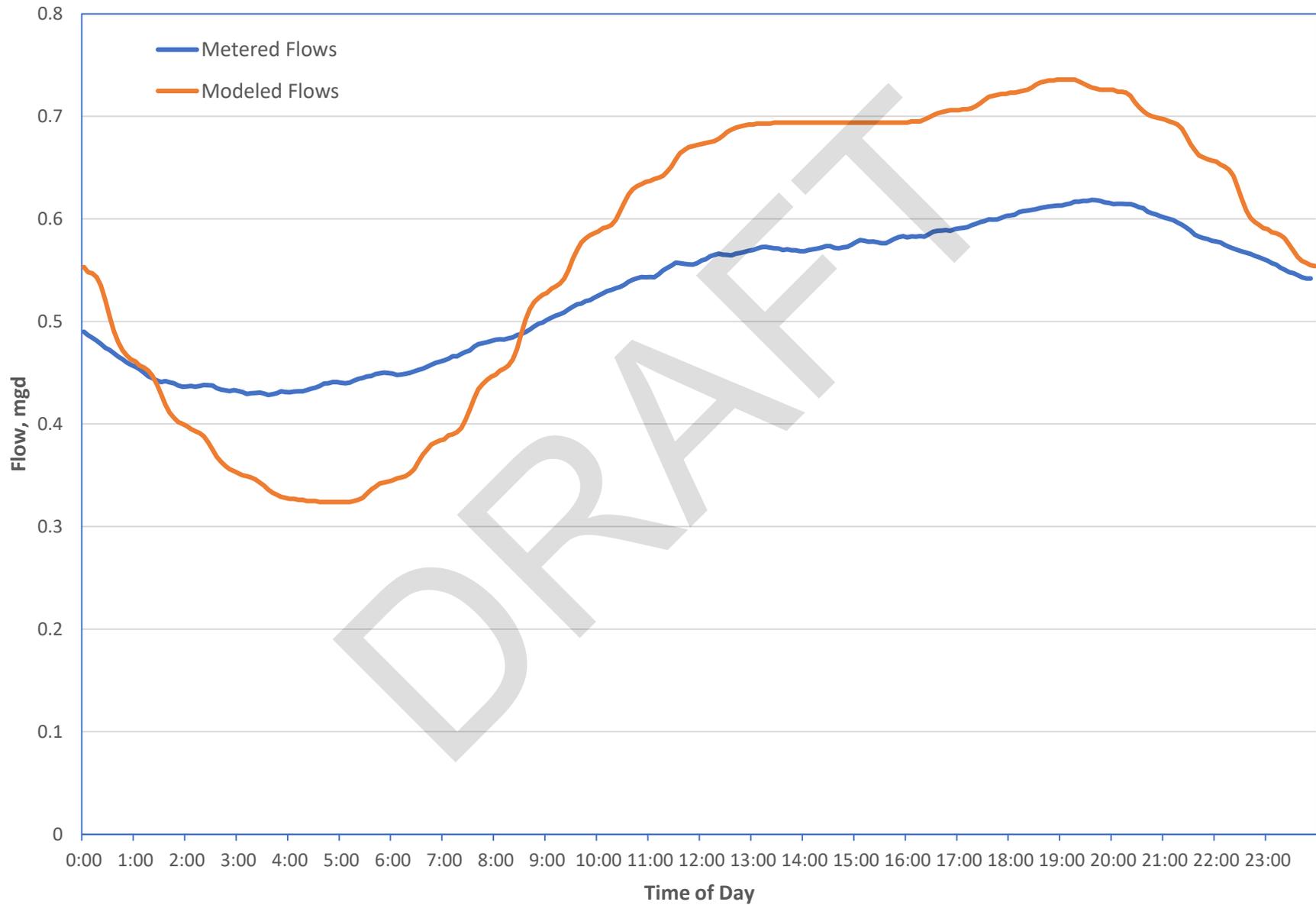
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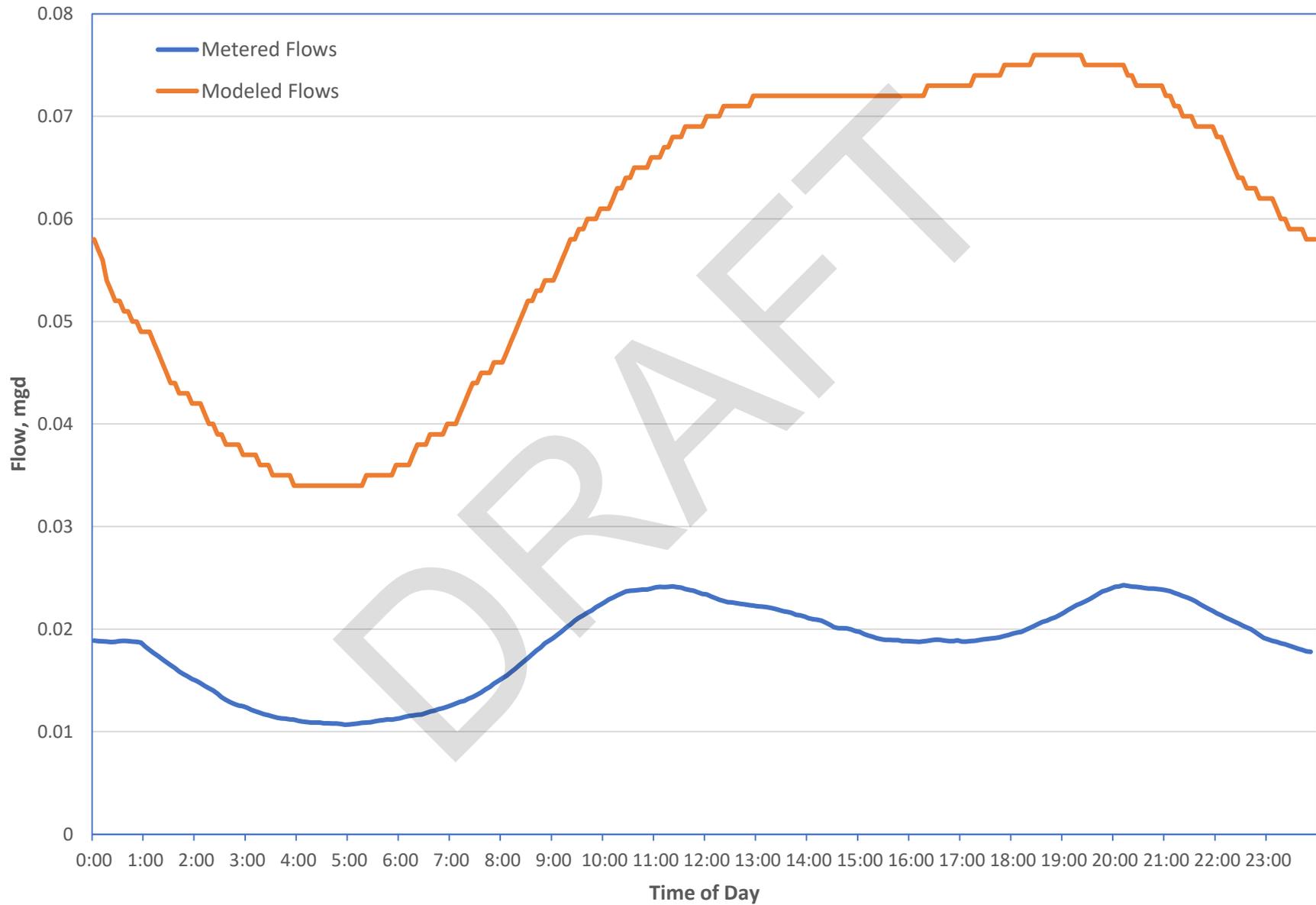
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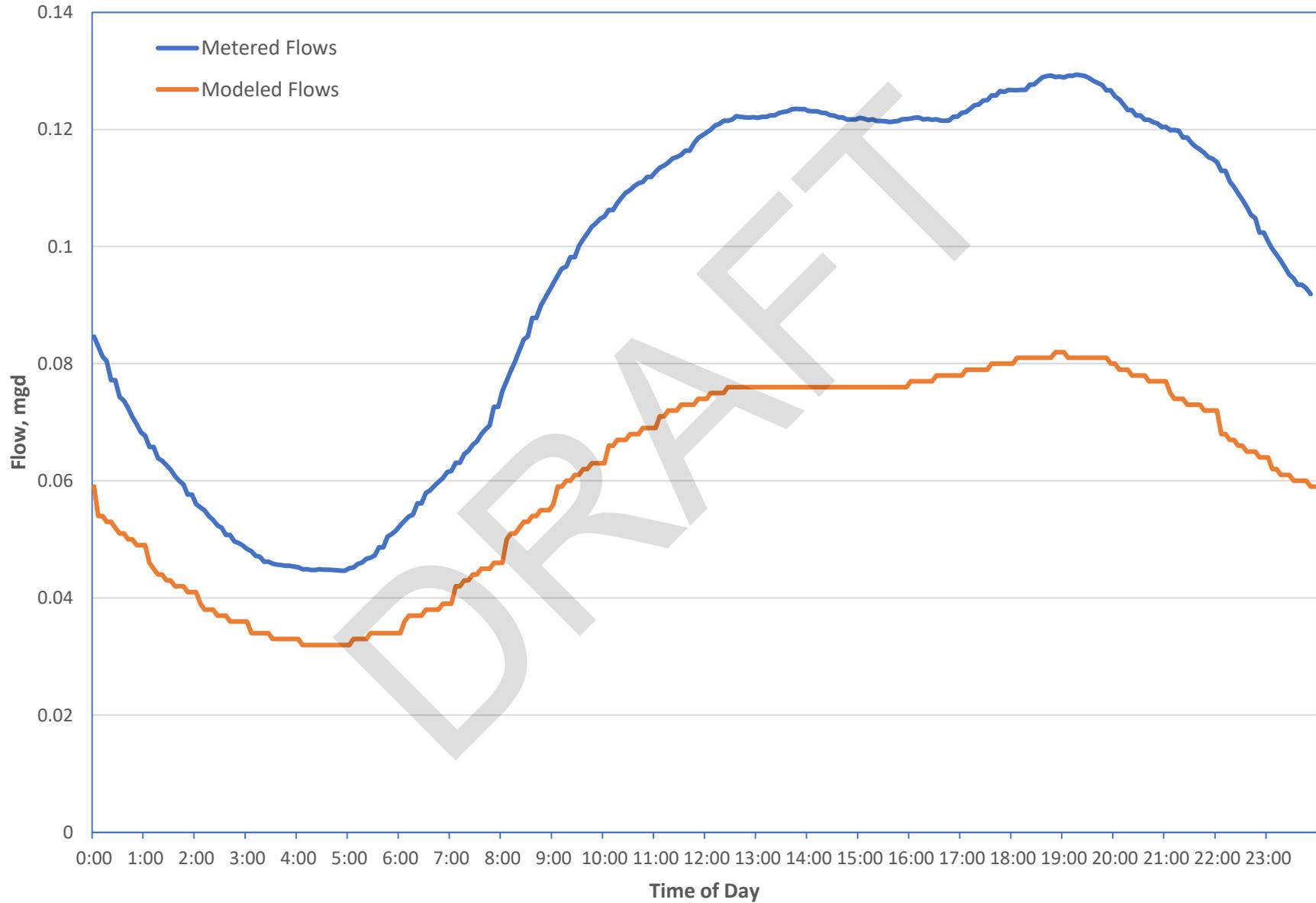
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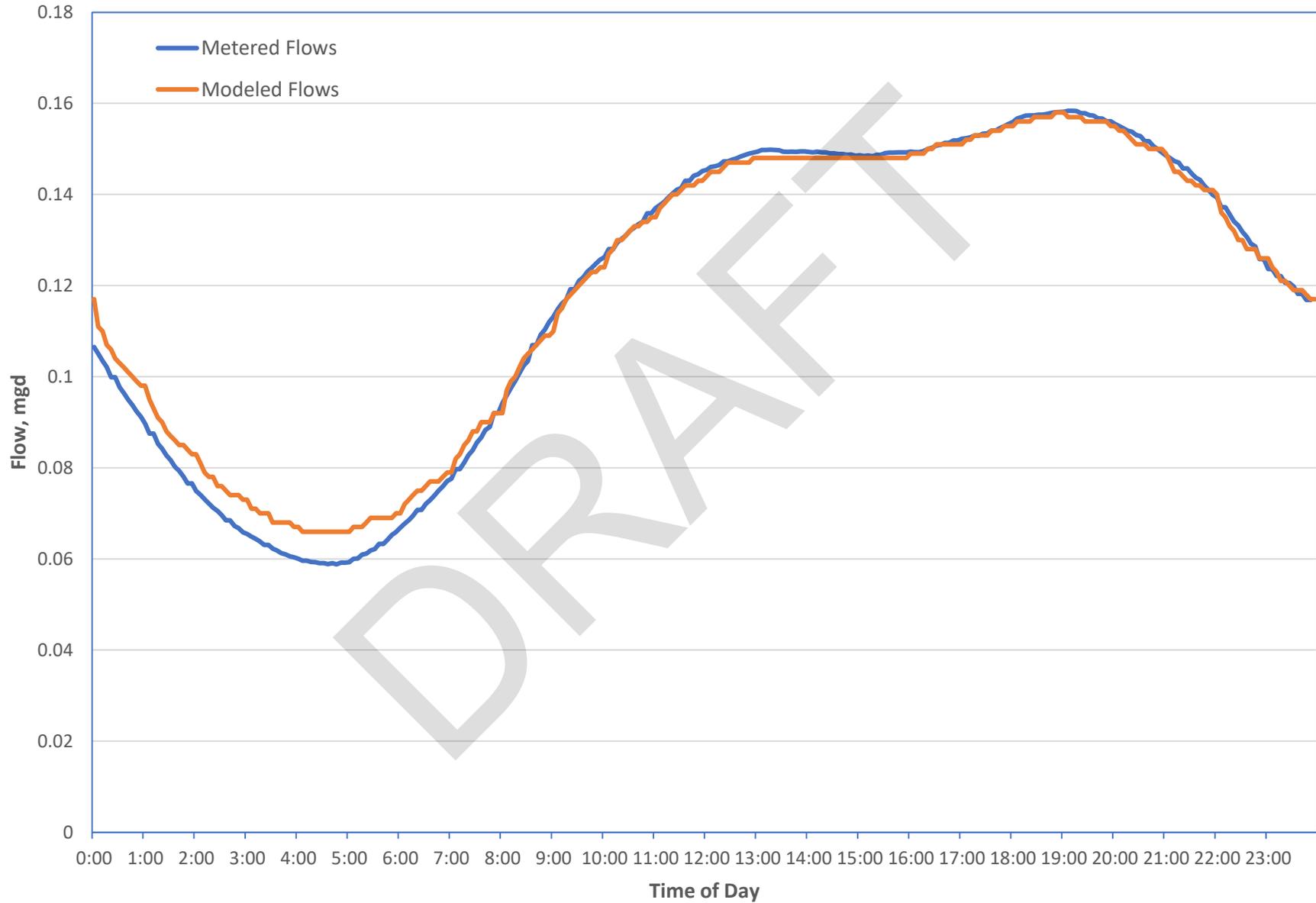
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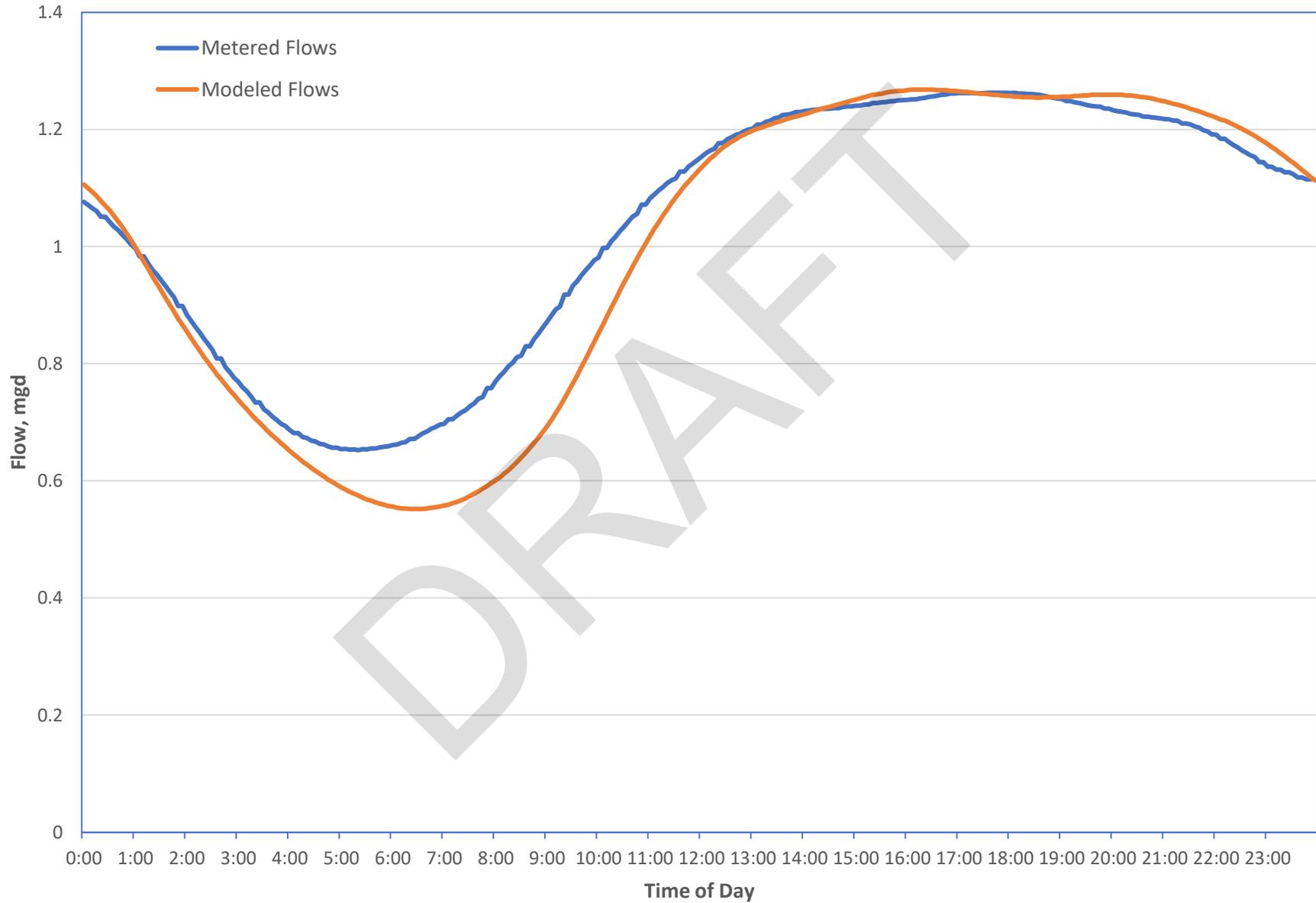
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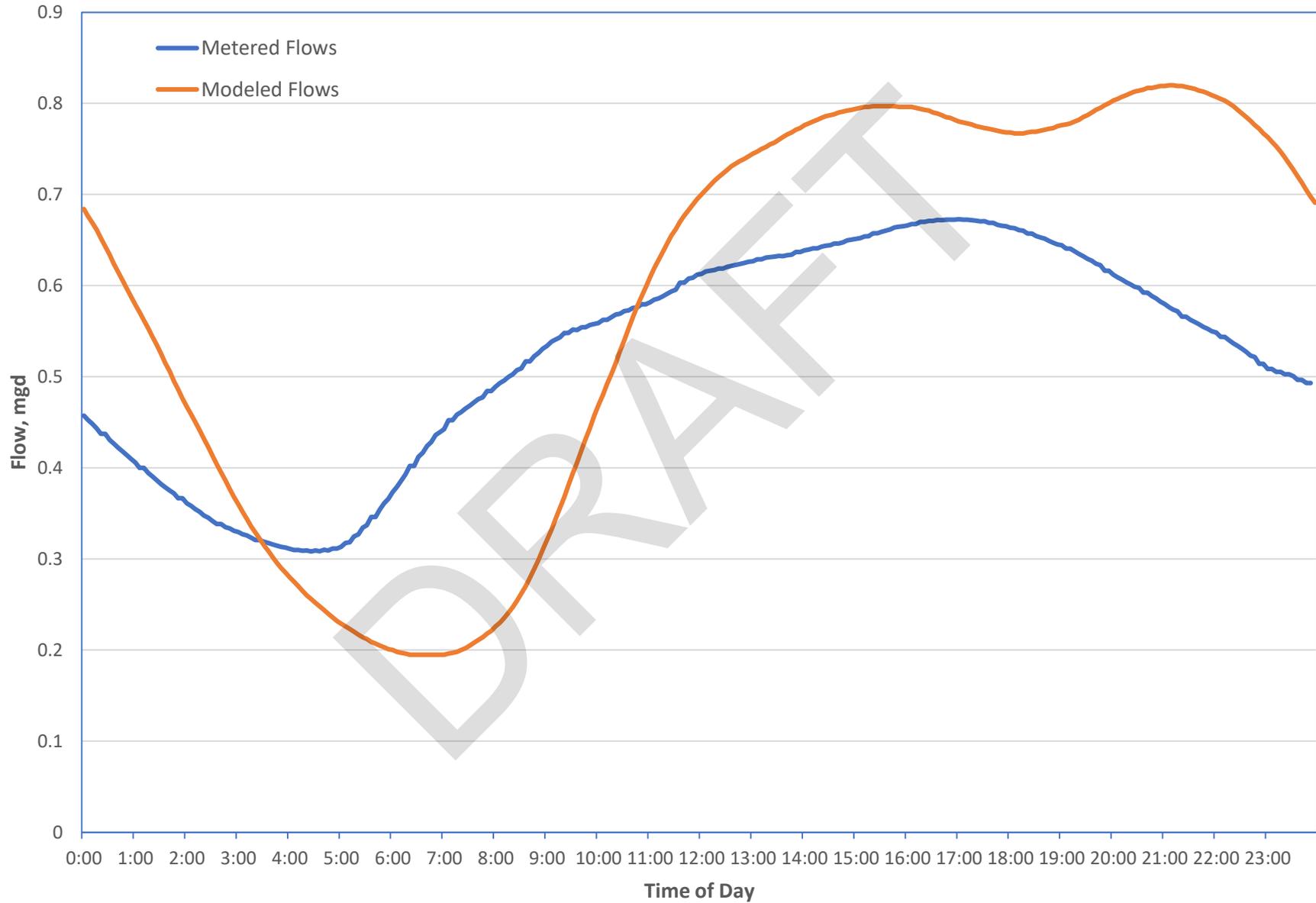
### Metering Site 4-3 + 4-4 Dry Weather Weekday Diurnal Flows



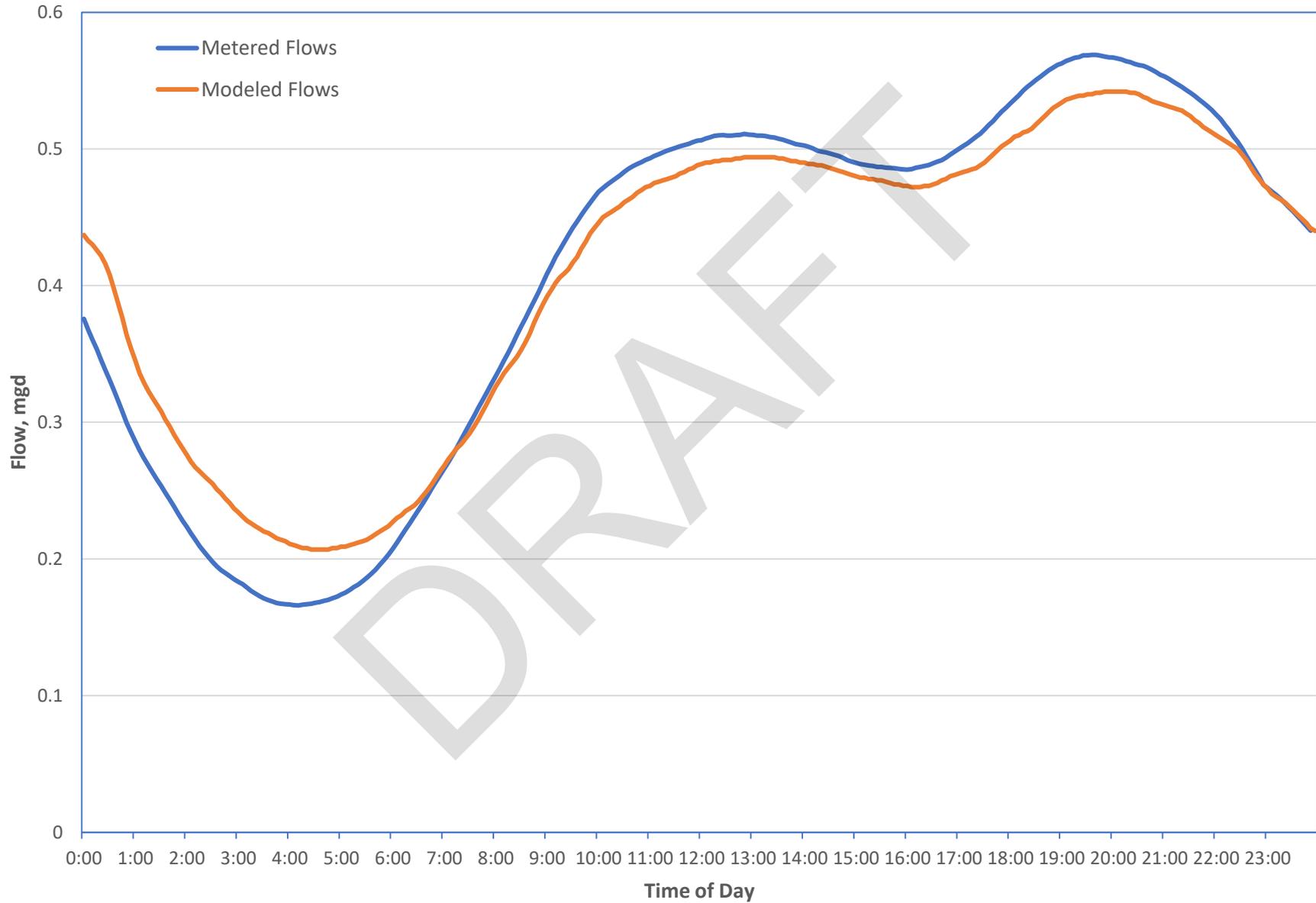
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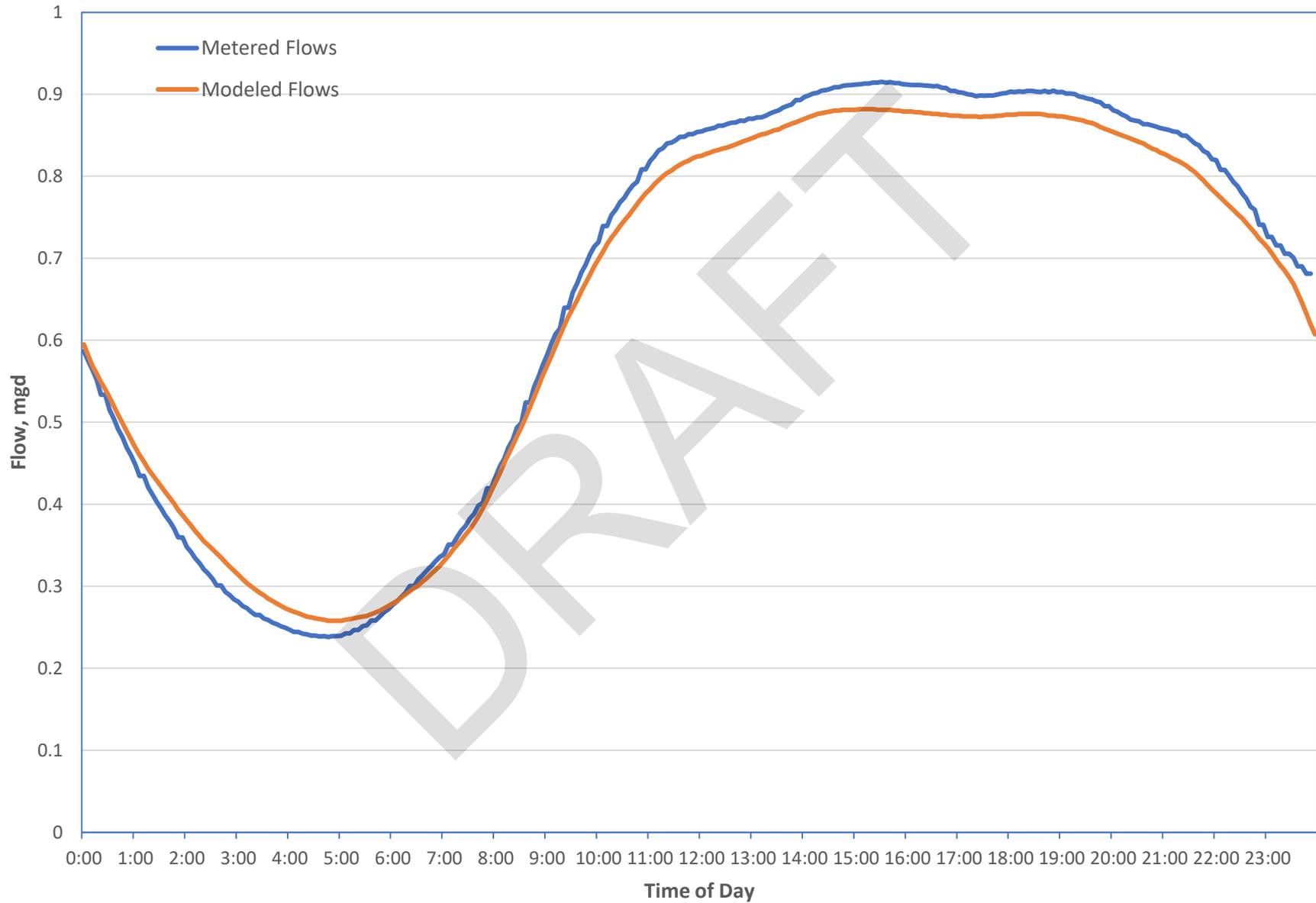
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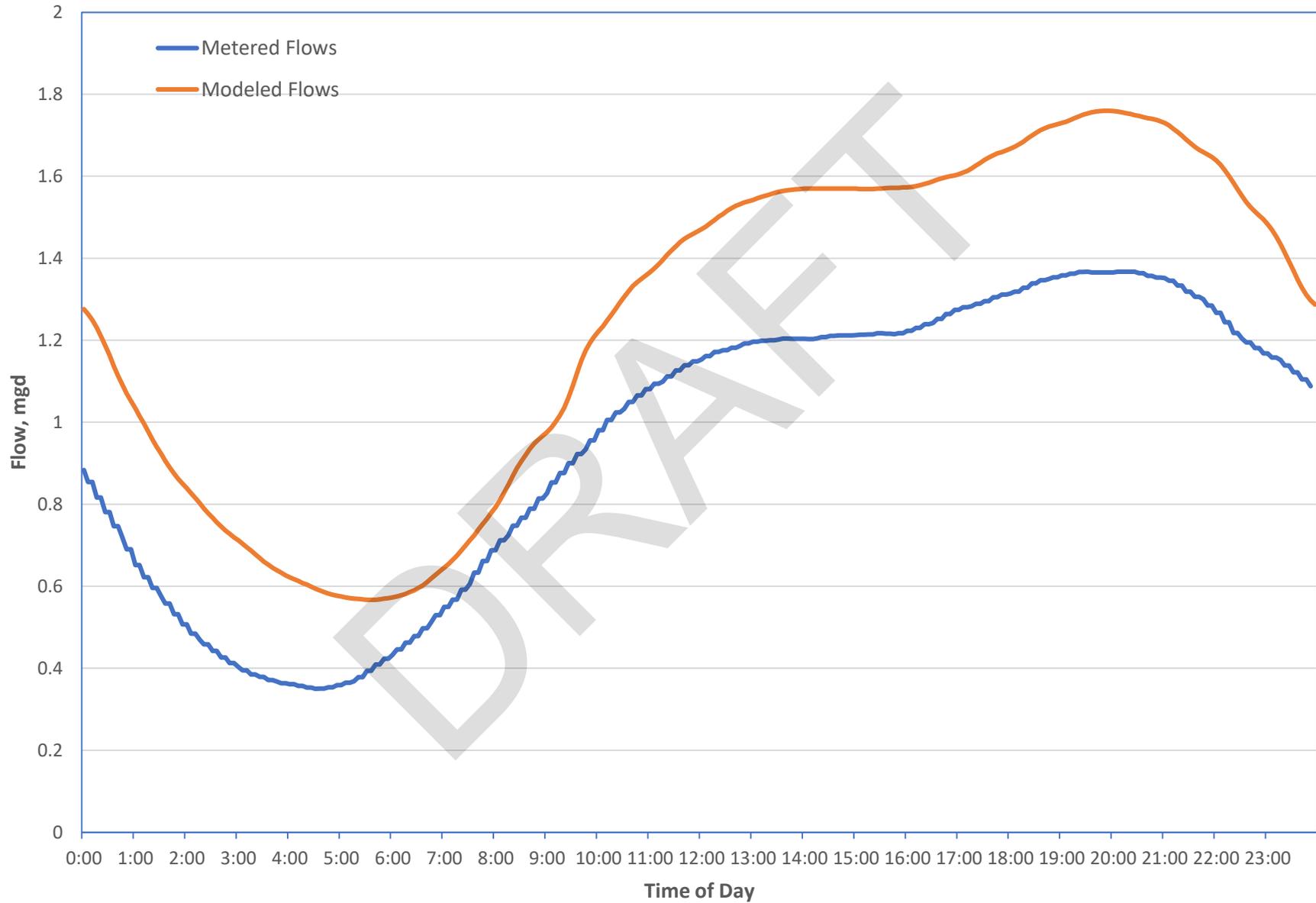
### Metering Site 6-1 Dry Weather Weekday Diurnal Flows



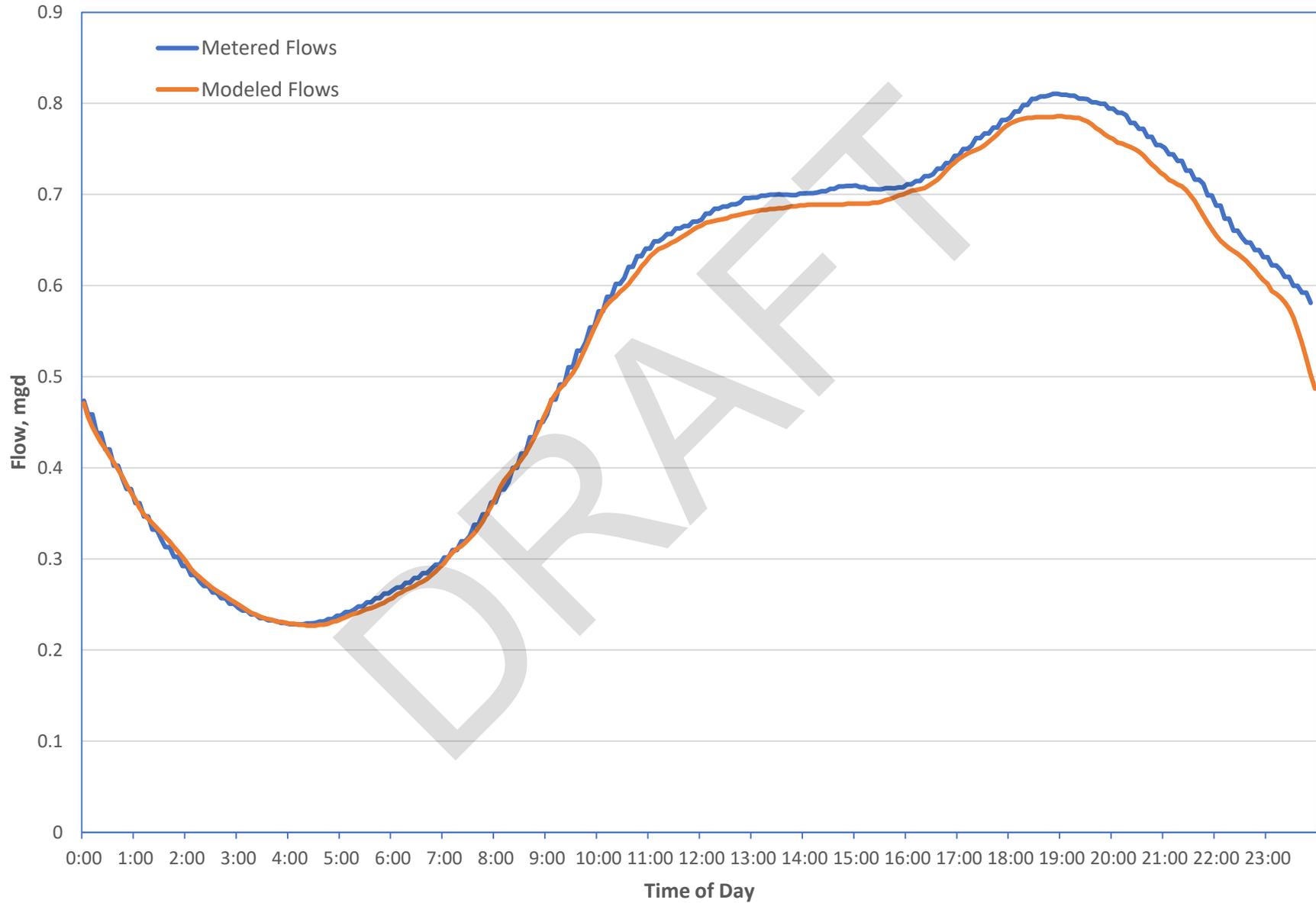
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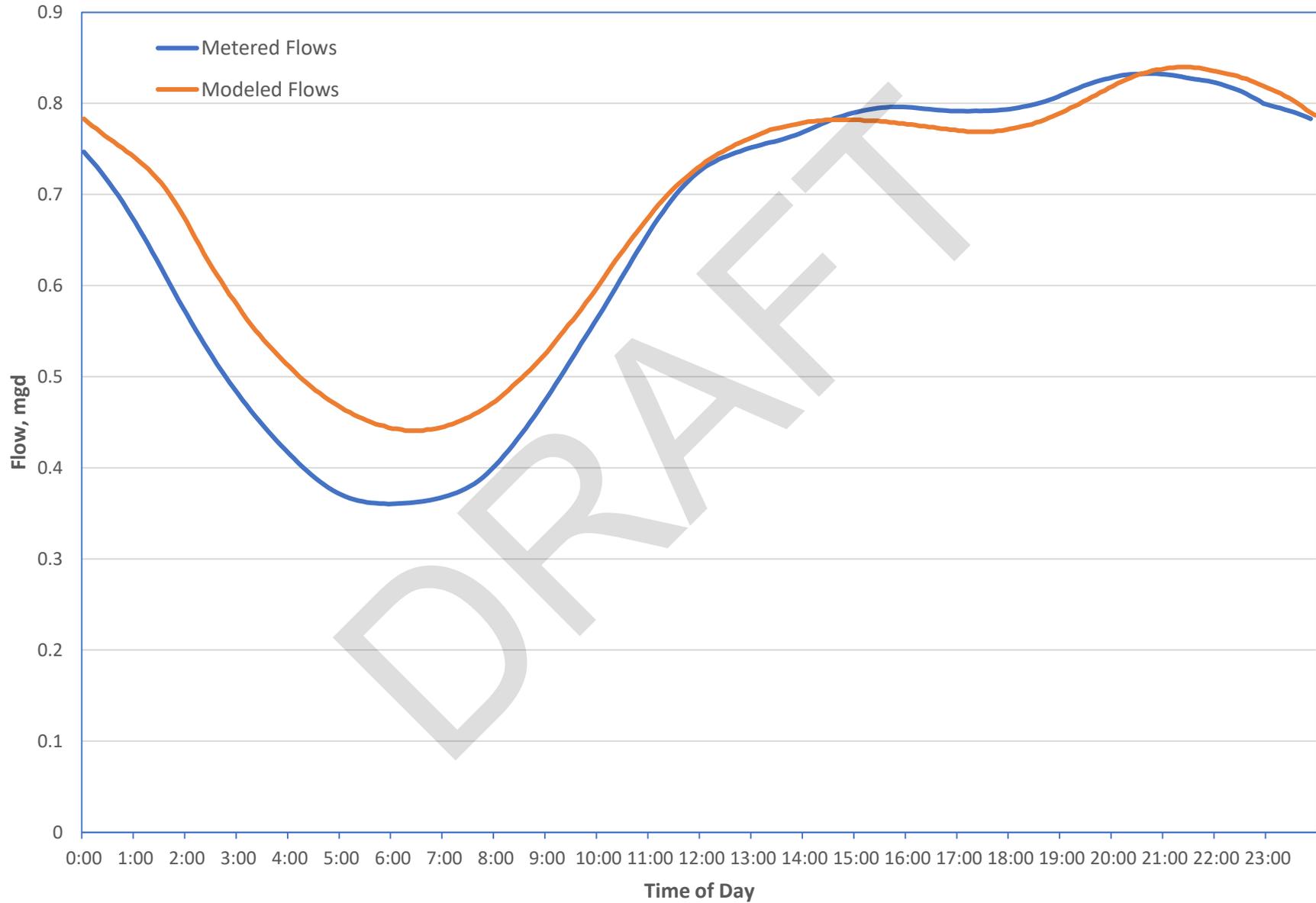
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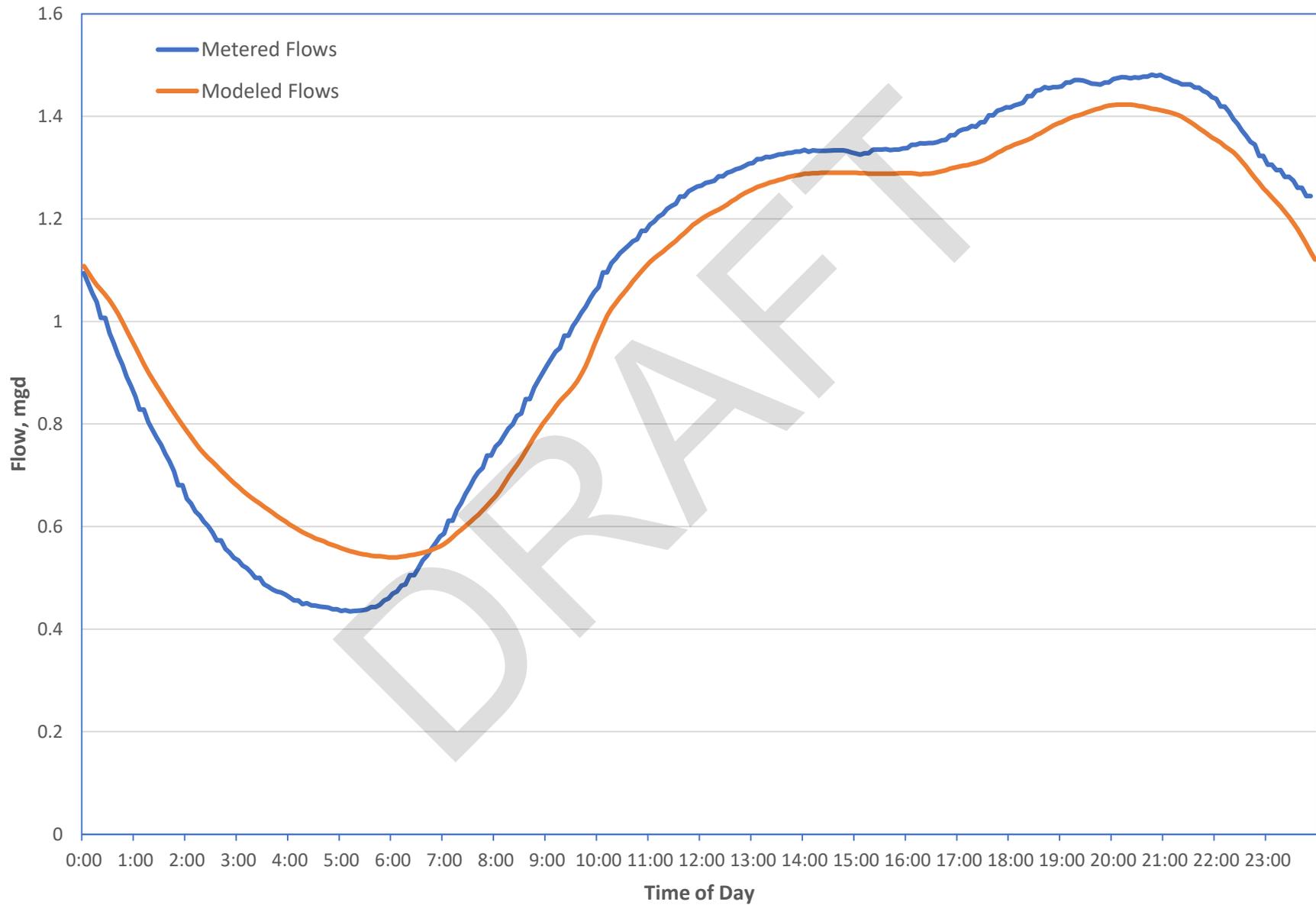
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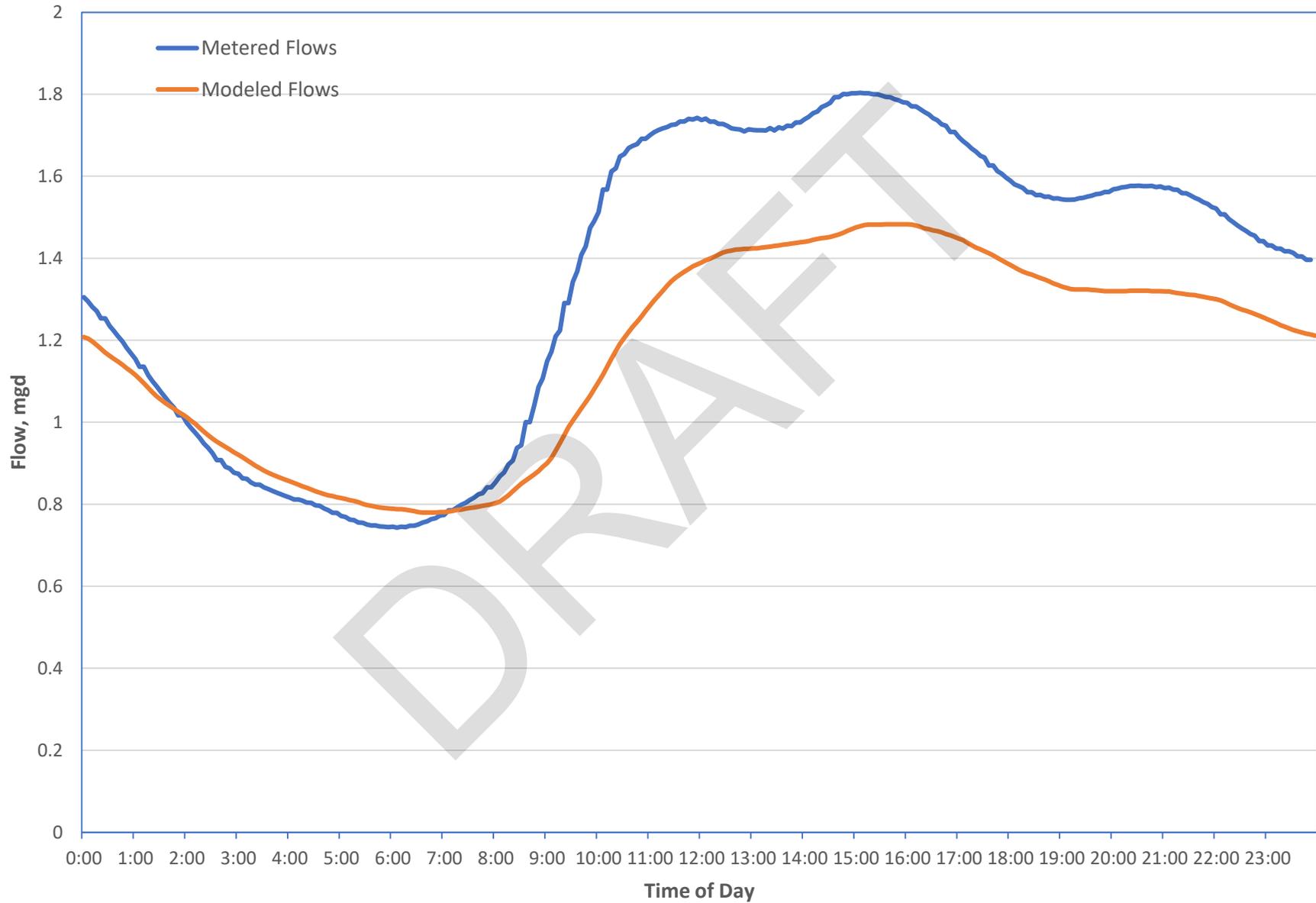
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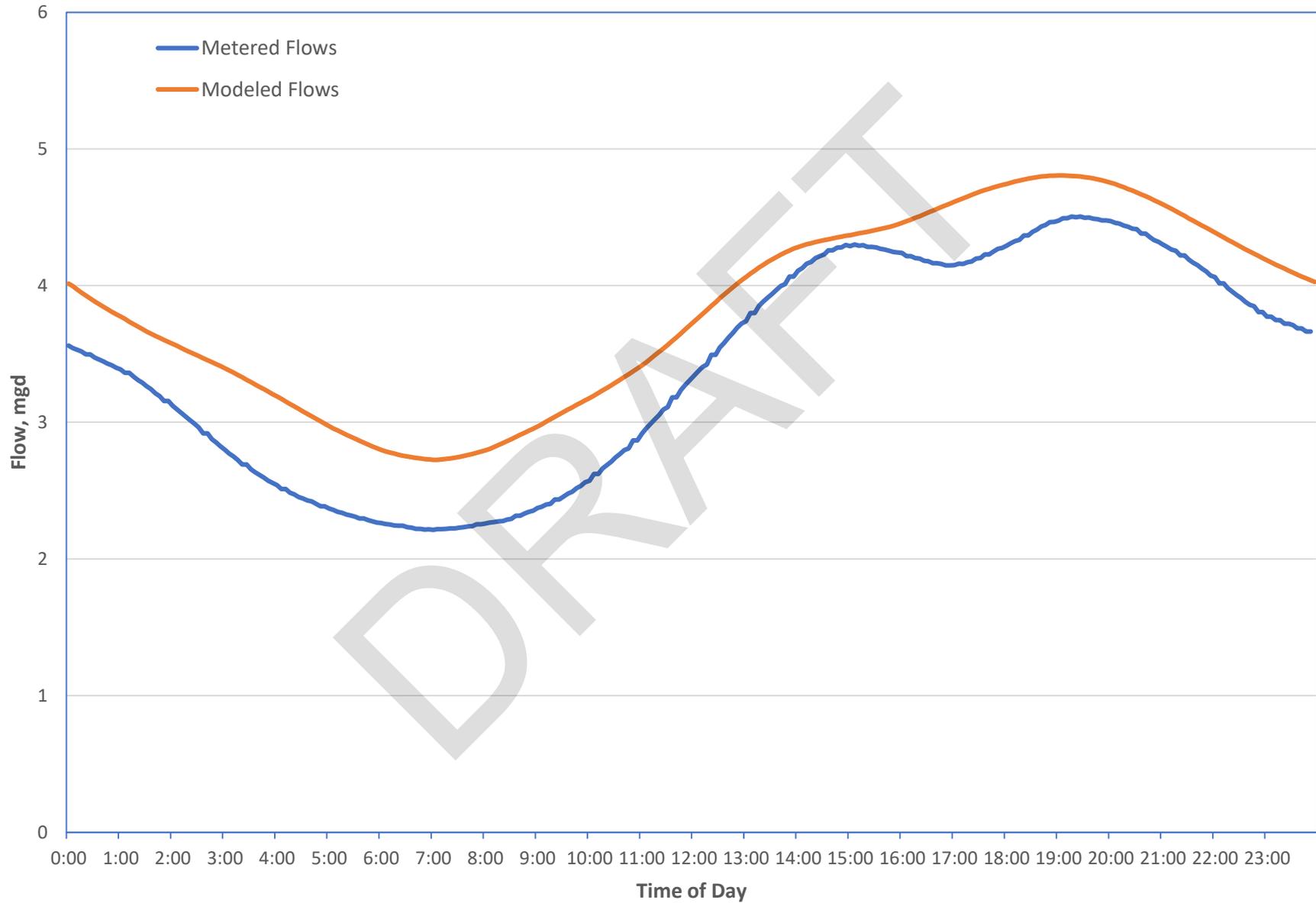
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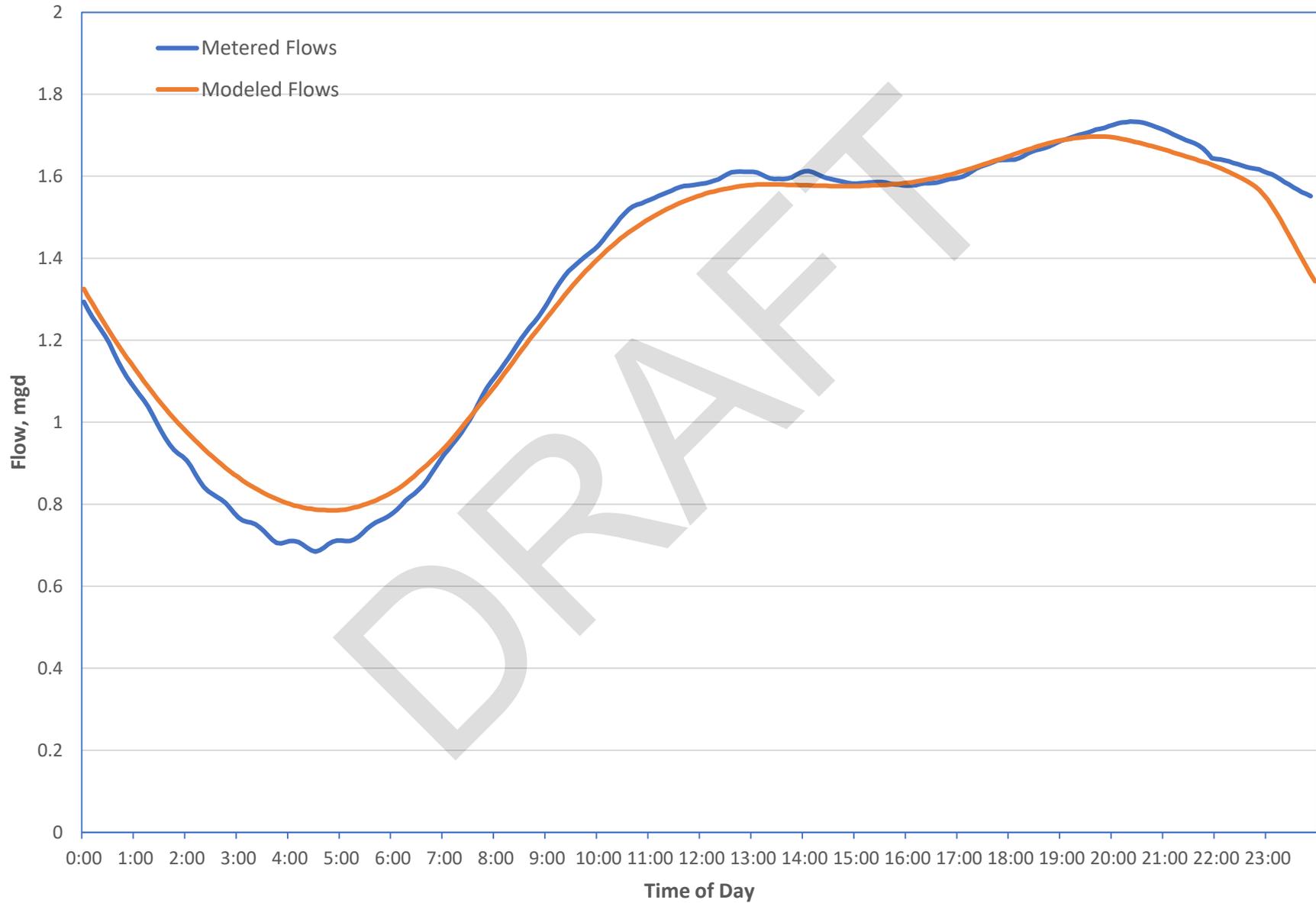
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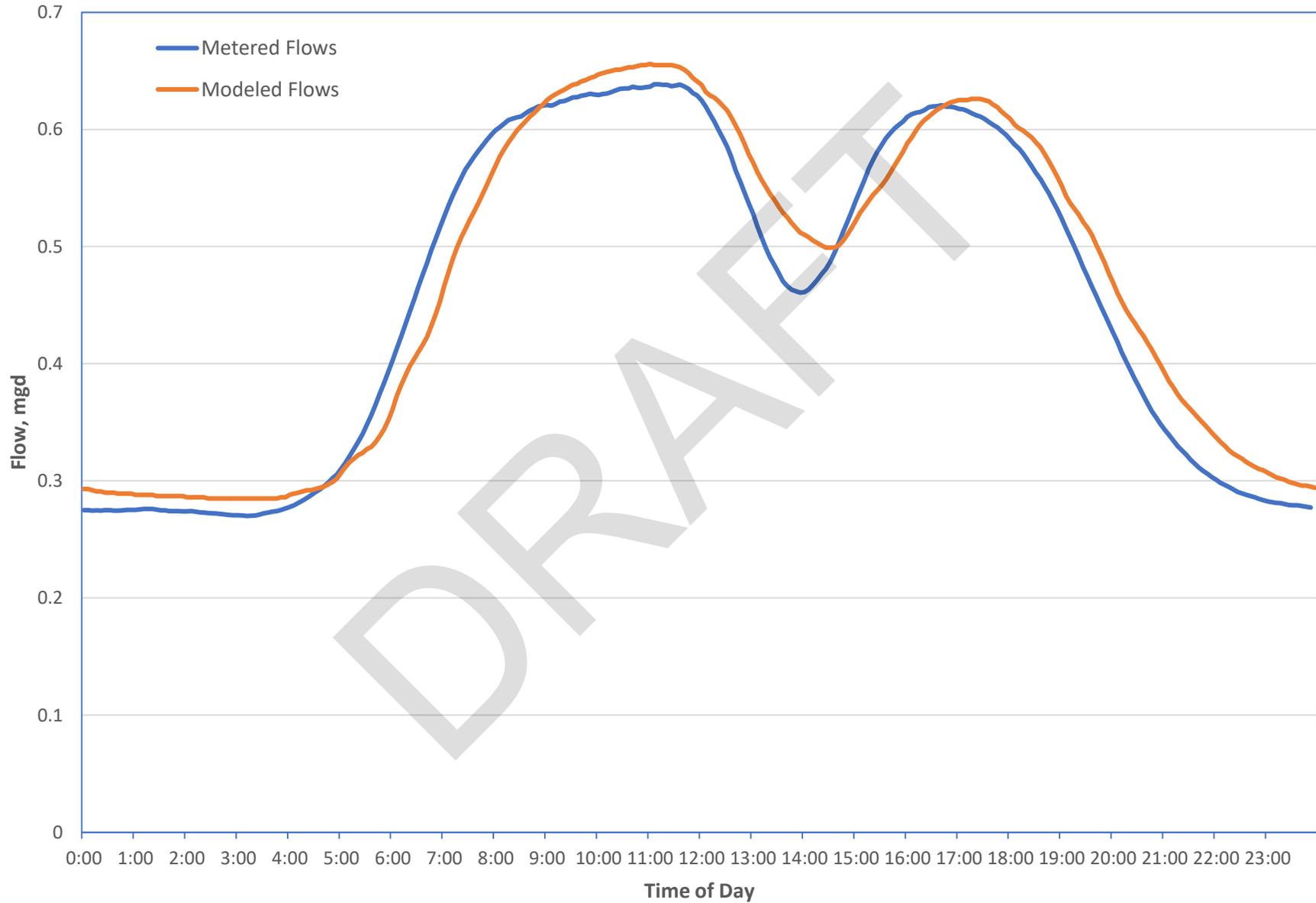
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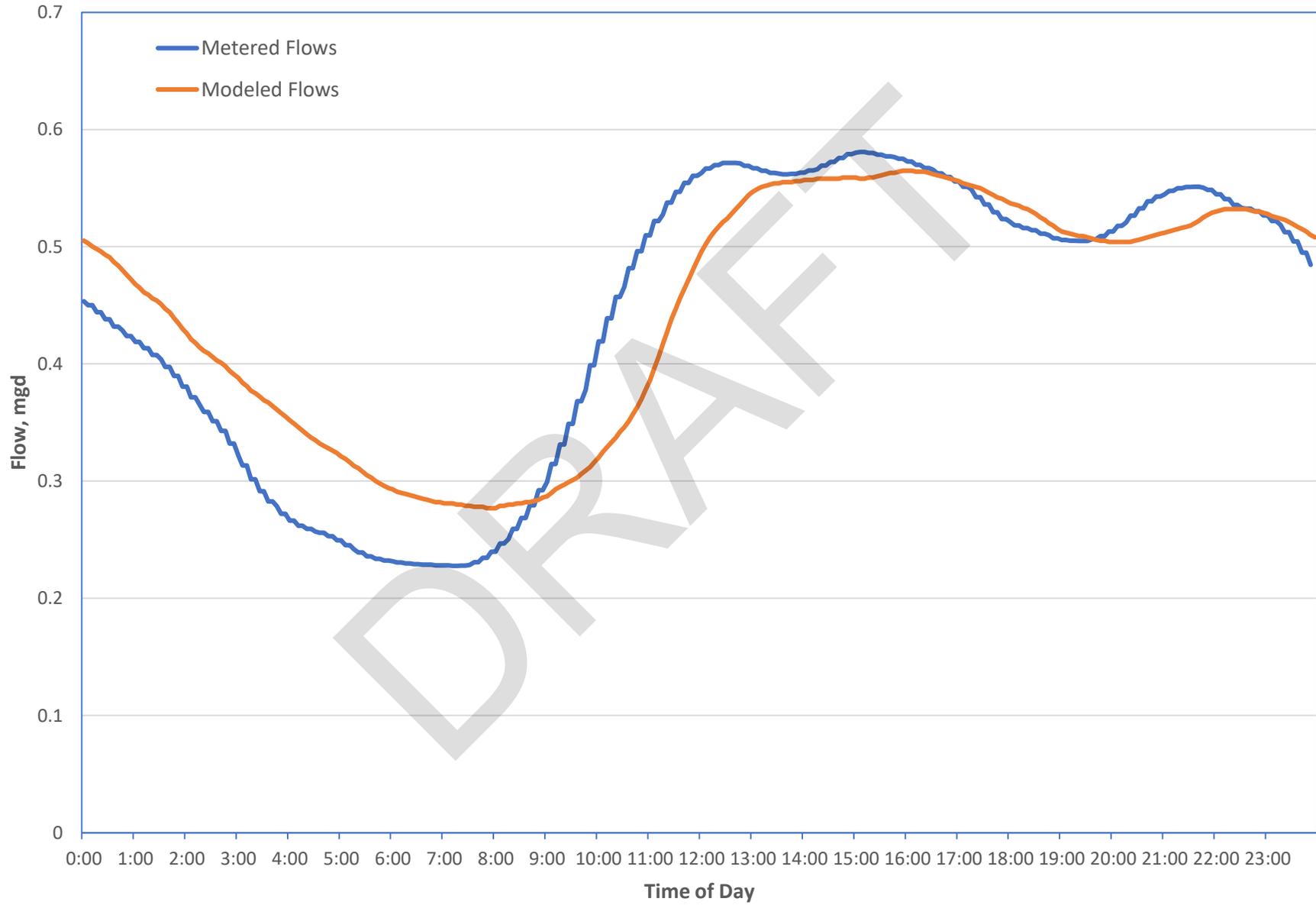
### Metering Site 8-1 Dry Weather Weekday Diurnal Flows



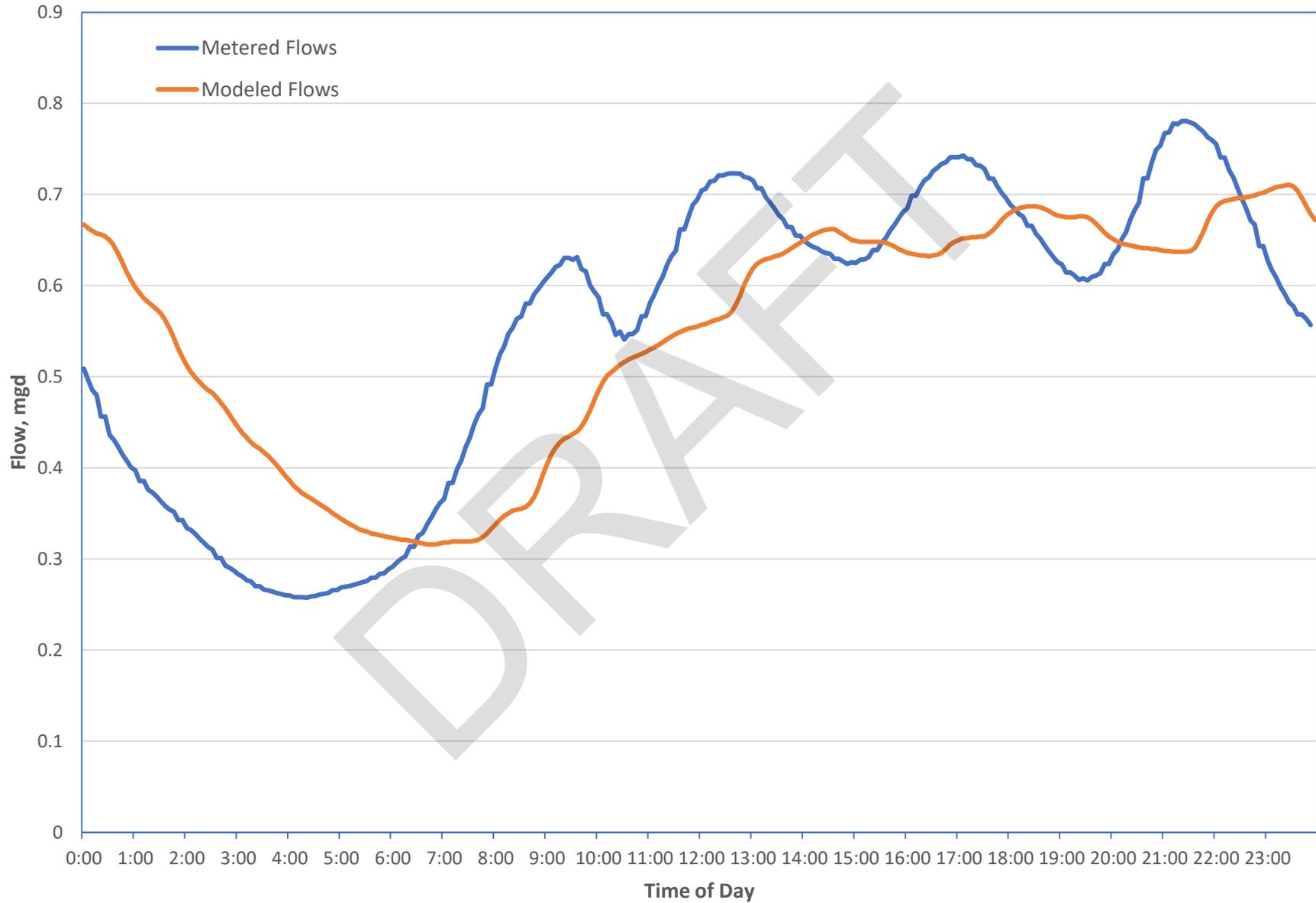
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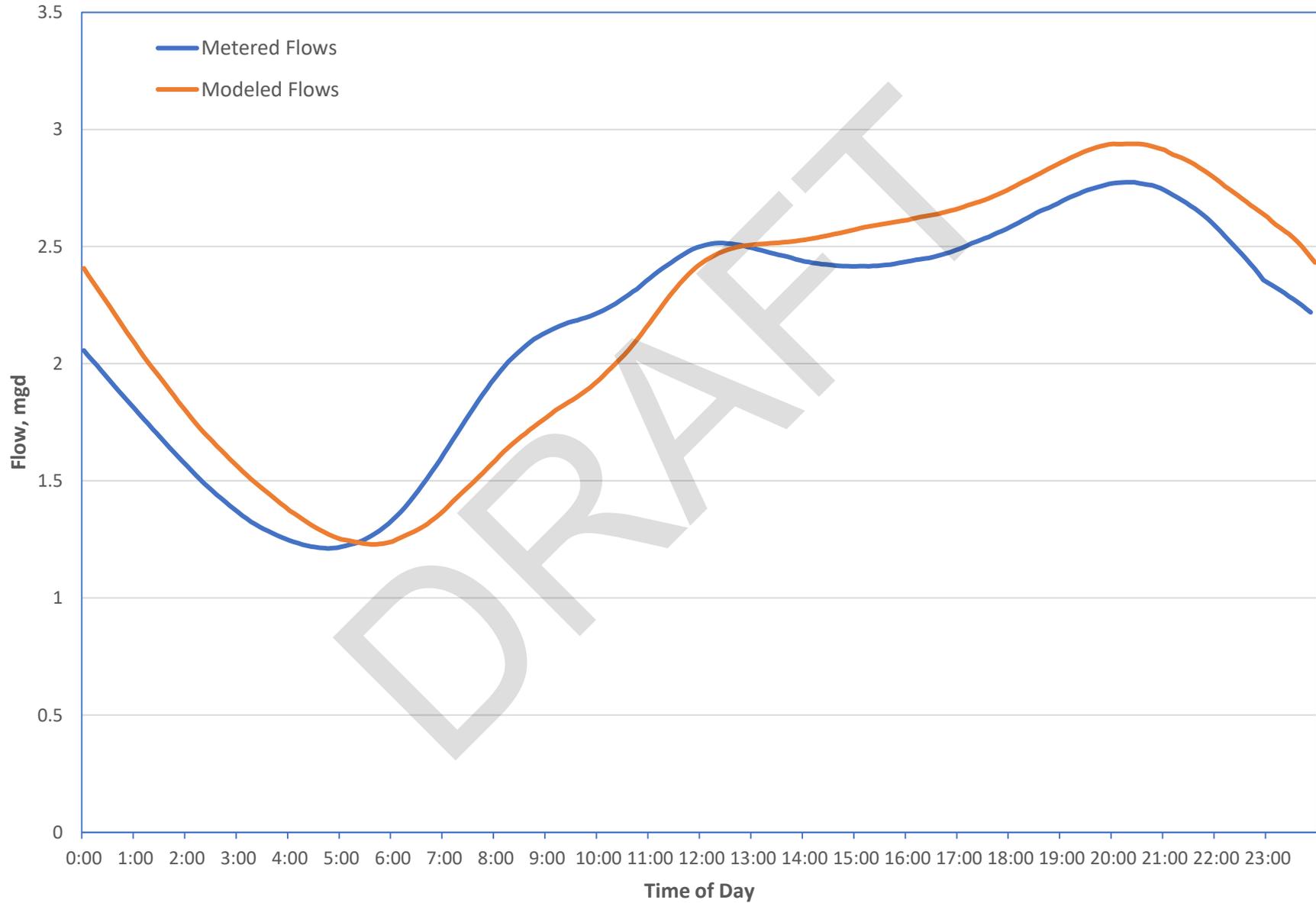
### Metering Site 8-3 Dry Weather Weekday Diurnal Flows



### Metering Site 8-4 Dry Weather Weekday Diurnal Flows



### Metering Site 10-1 Dry Weather Weekday Diurnal Flows

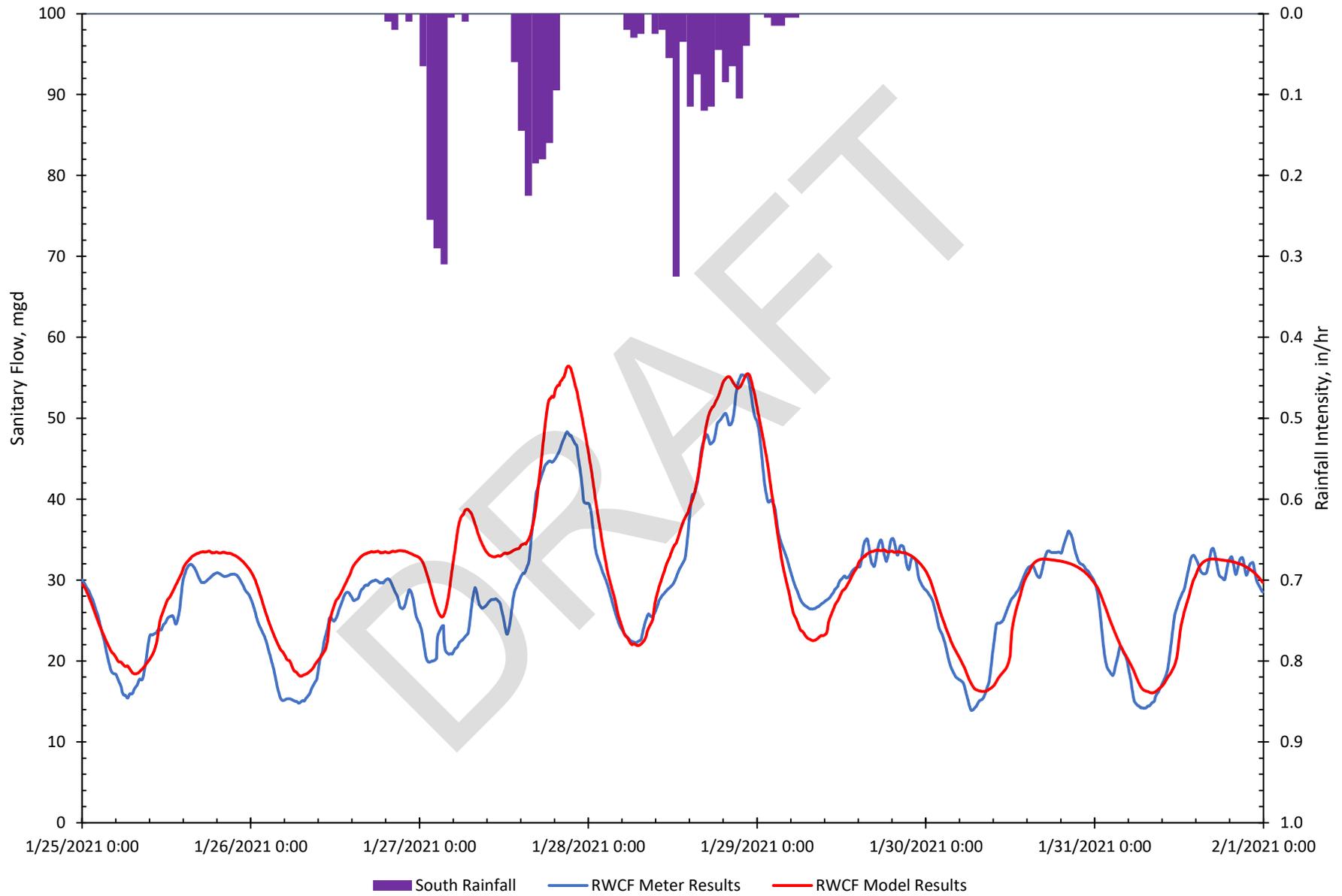


Appendix E

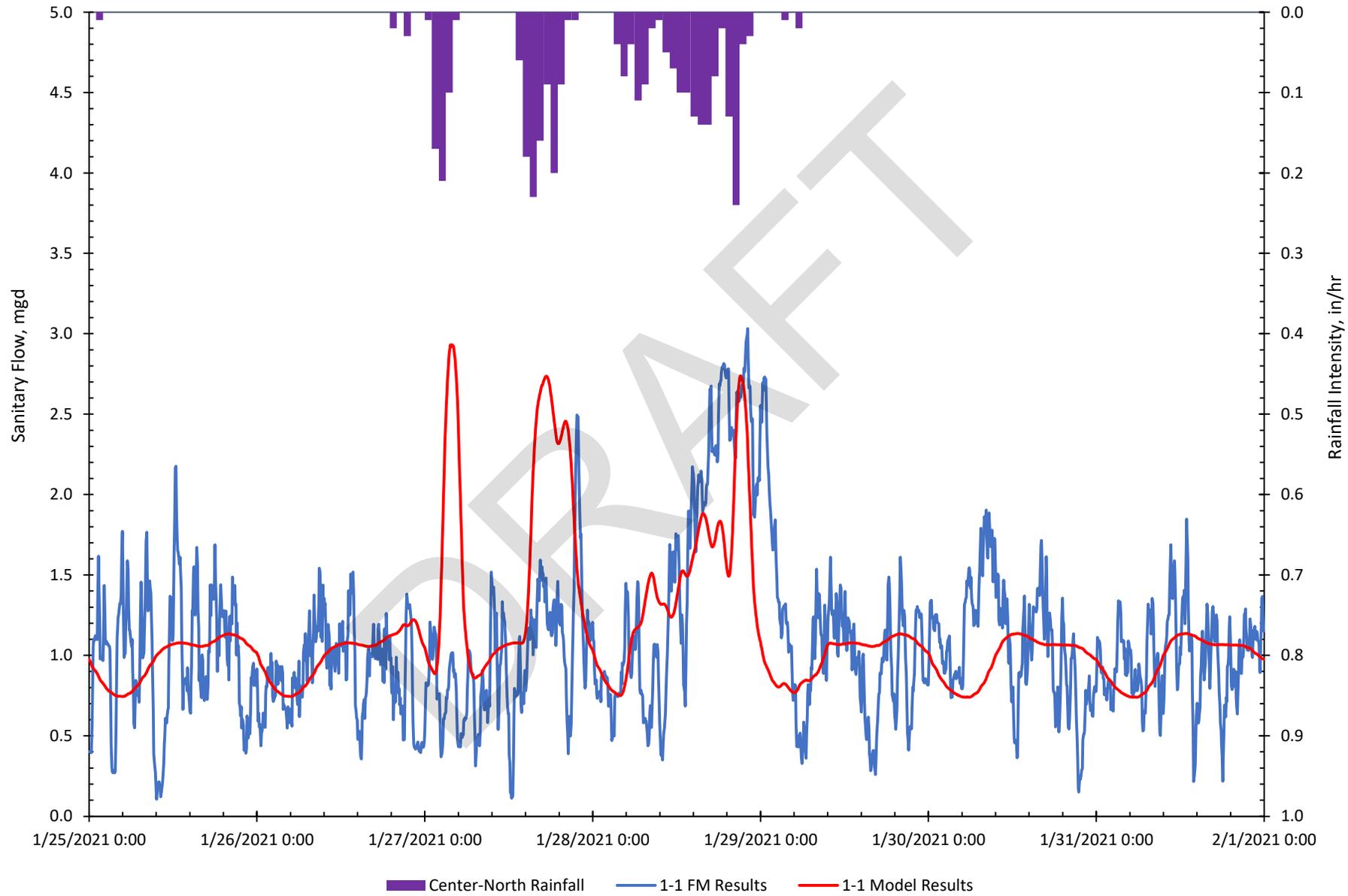
Modeled vs. Metered Wet Weather Flows

DRAFT

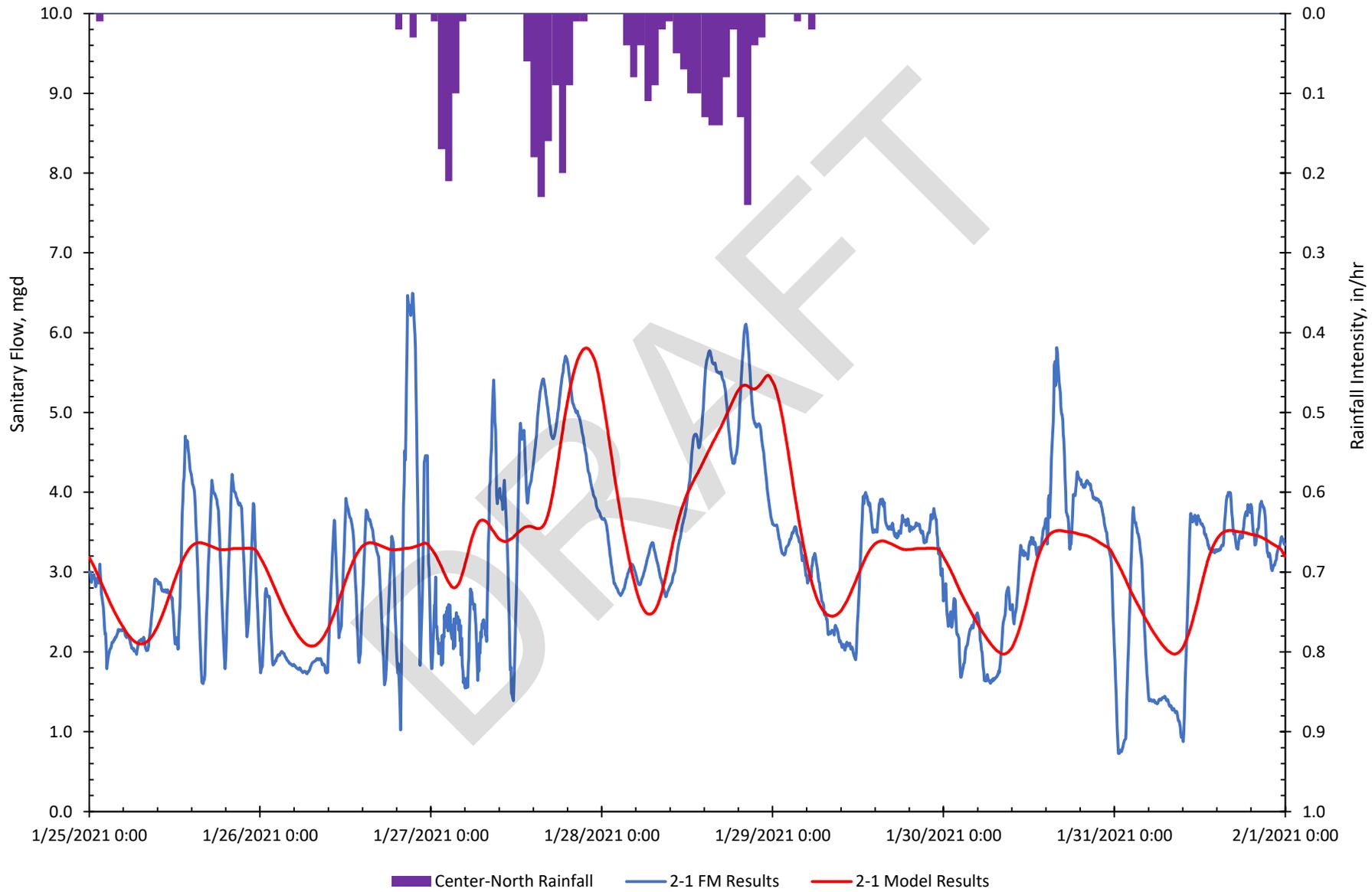
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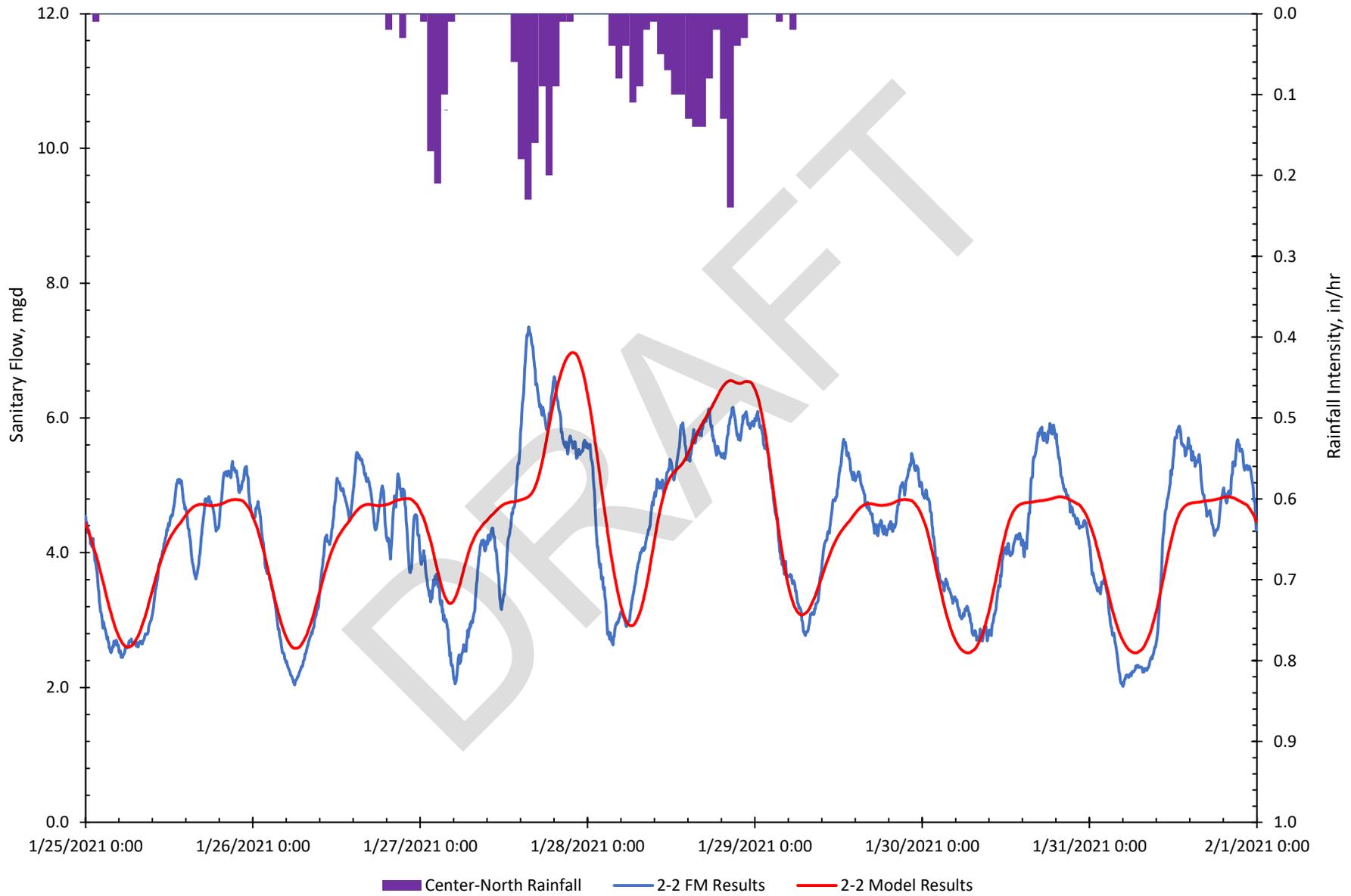
### Site 1-1 Modeled vs. Metered Flows, January 25–31, 2021



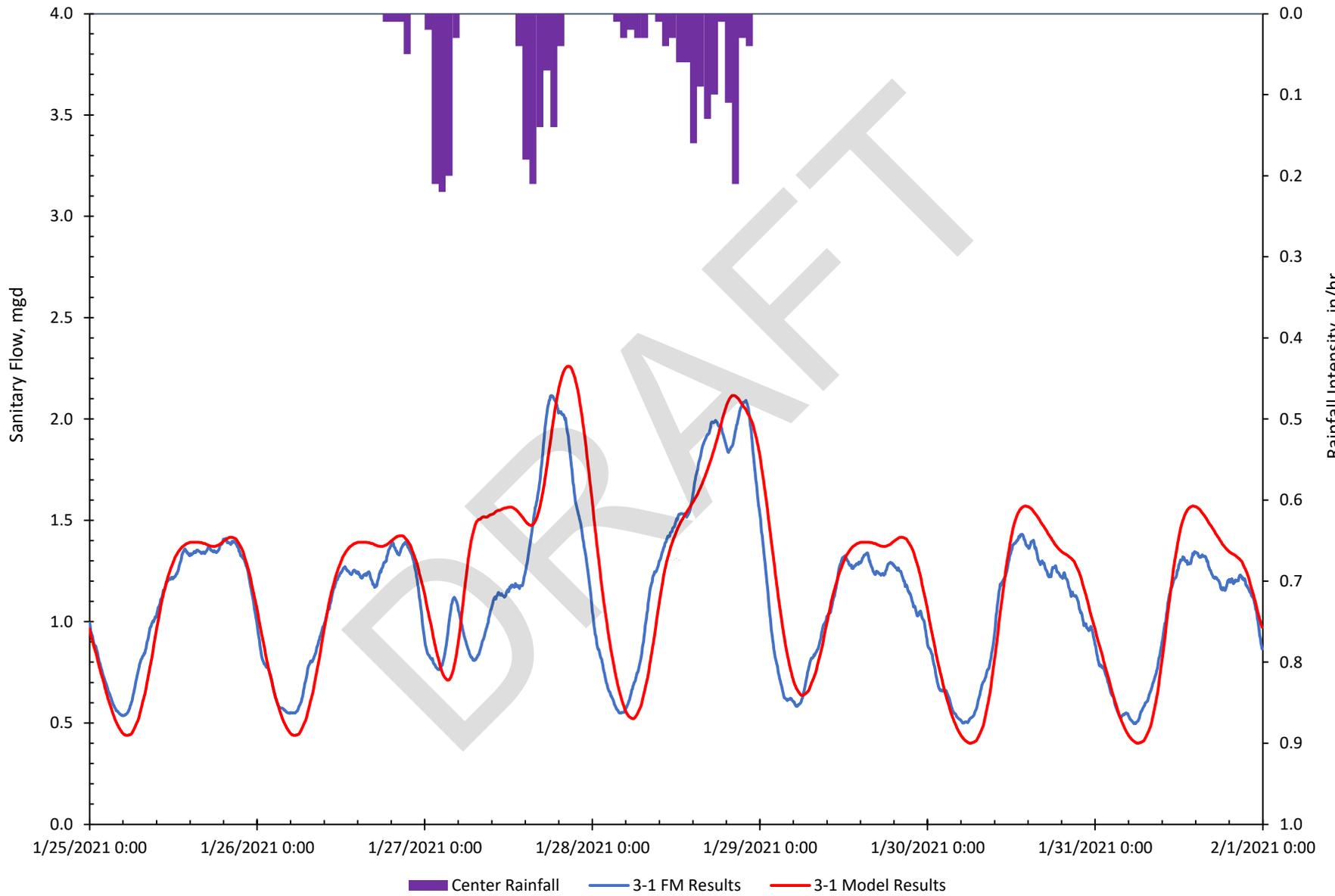
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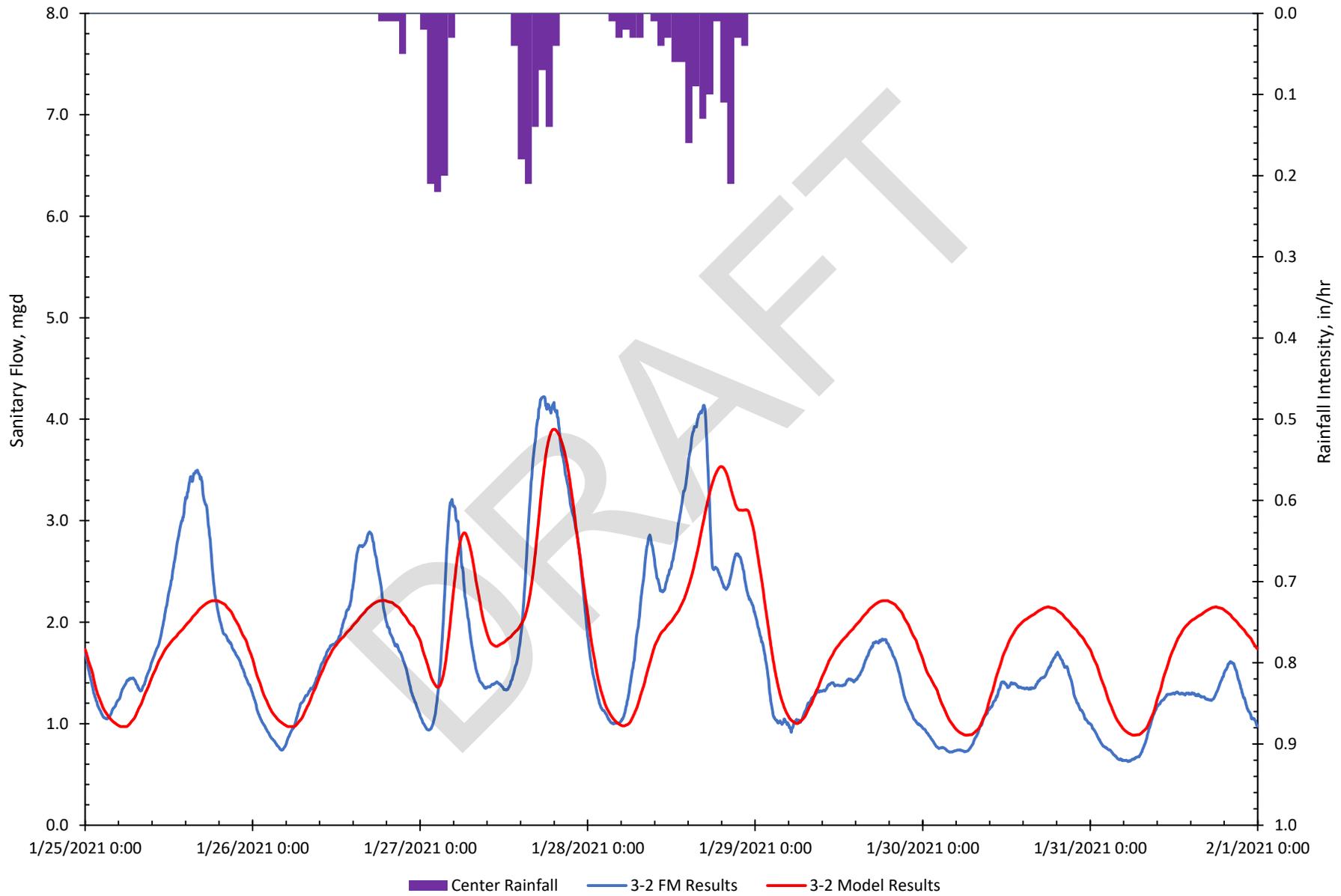
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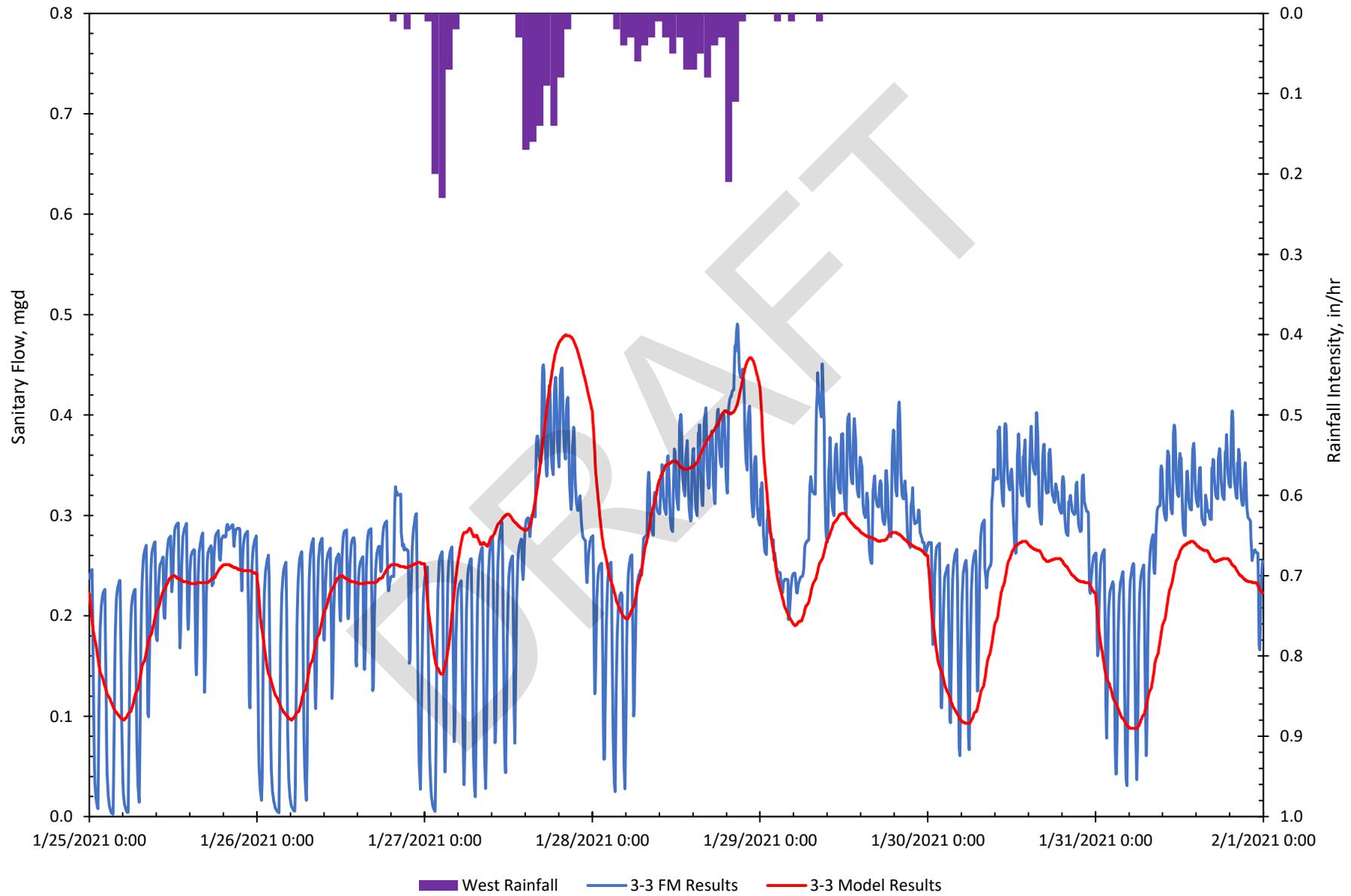
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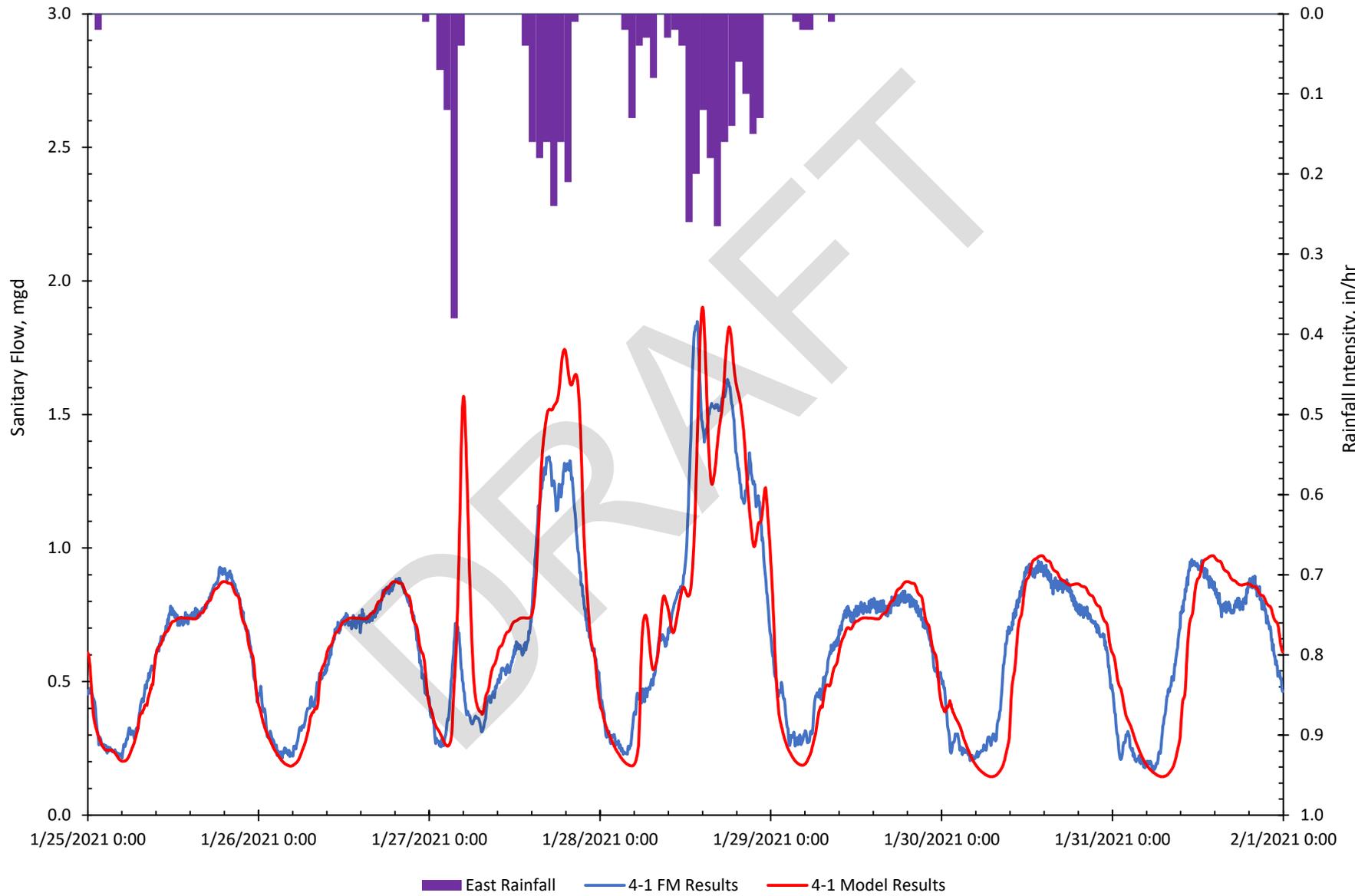
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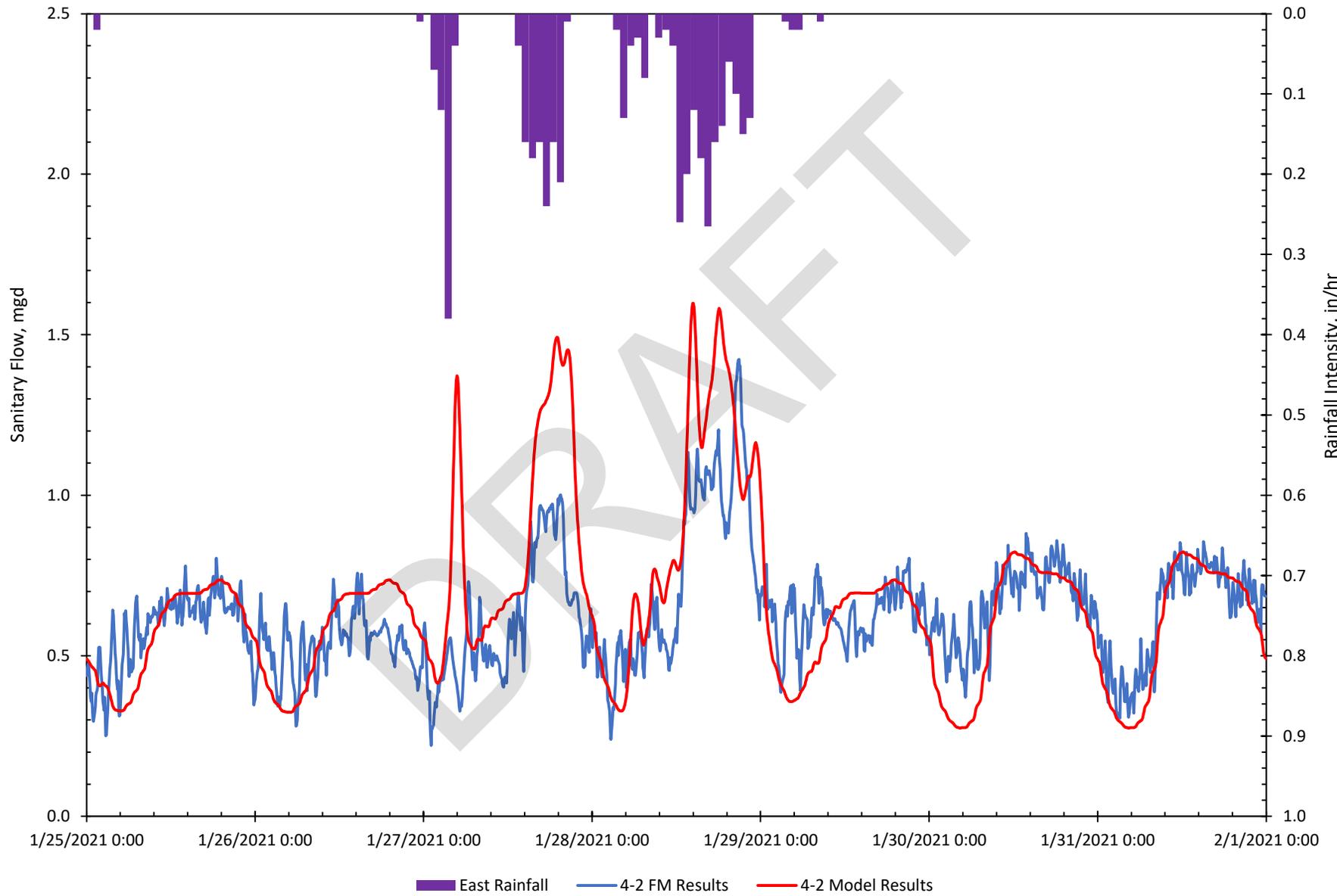
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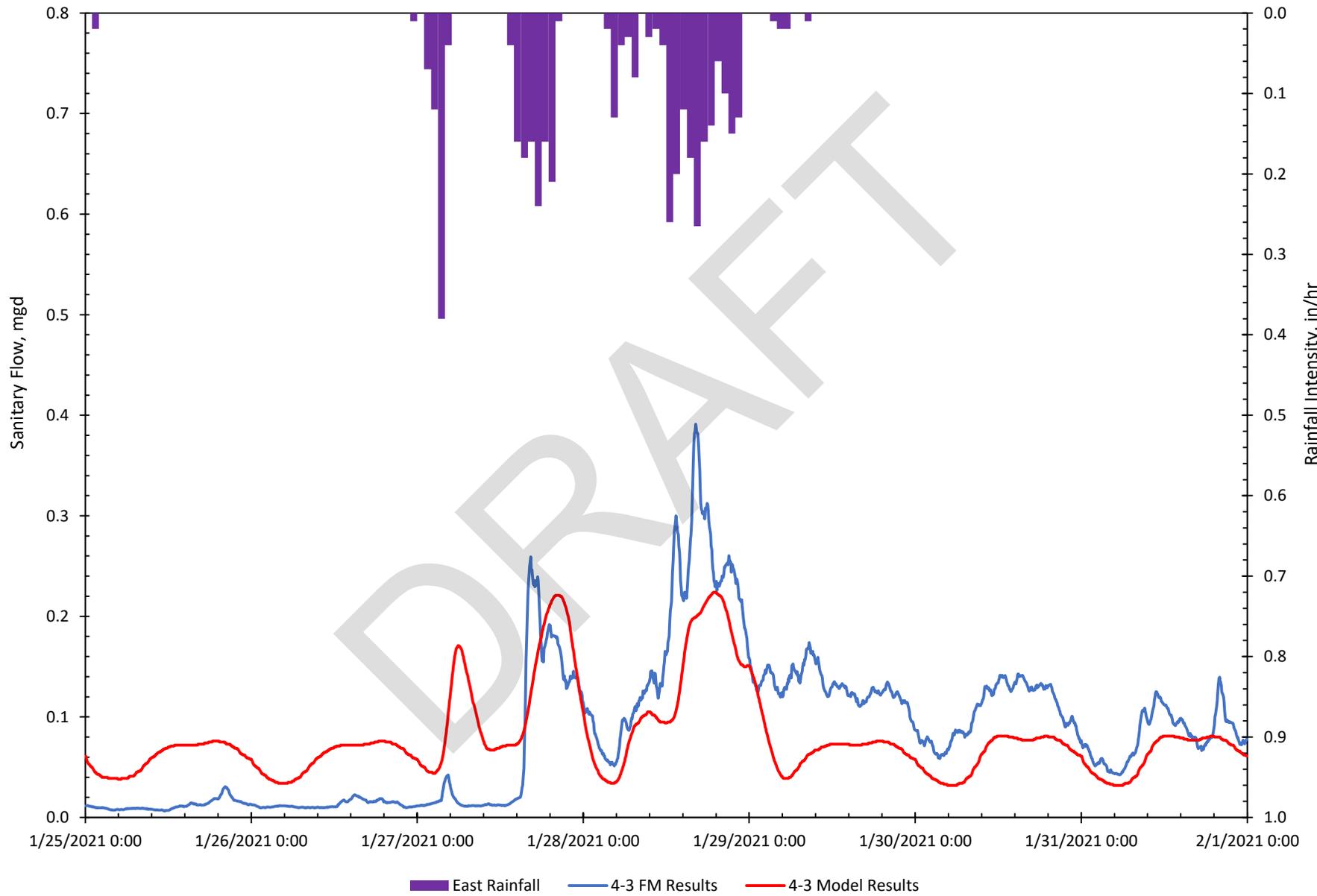
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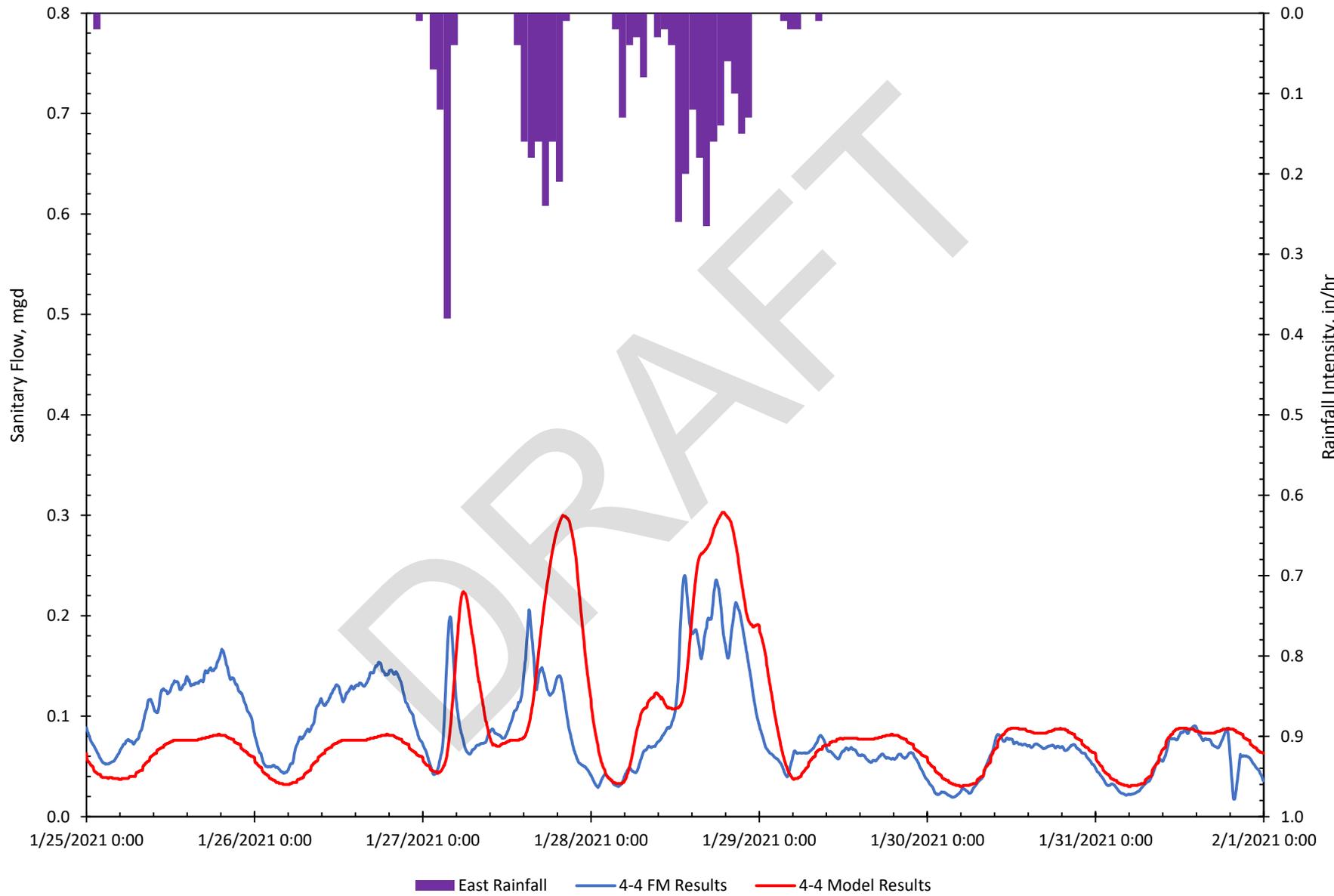
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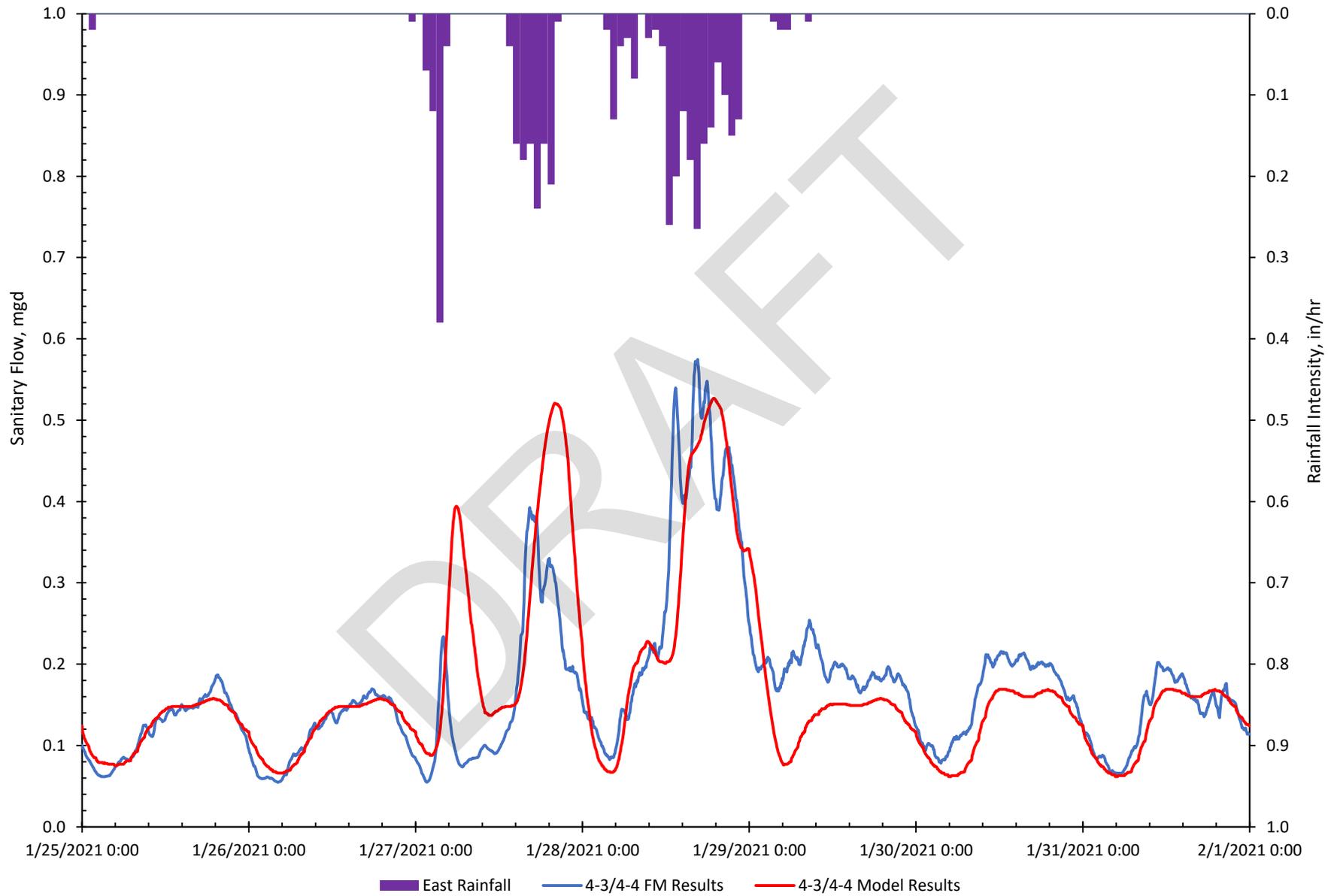
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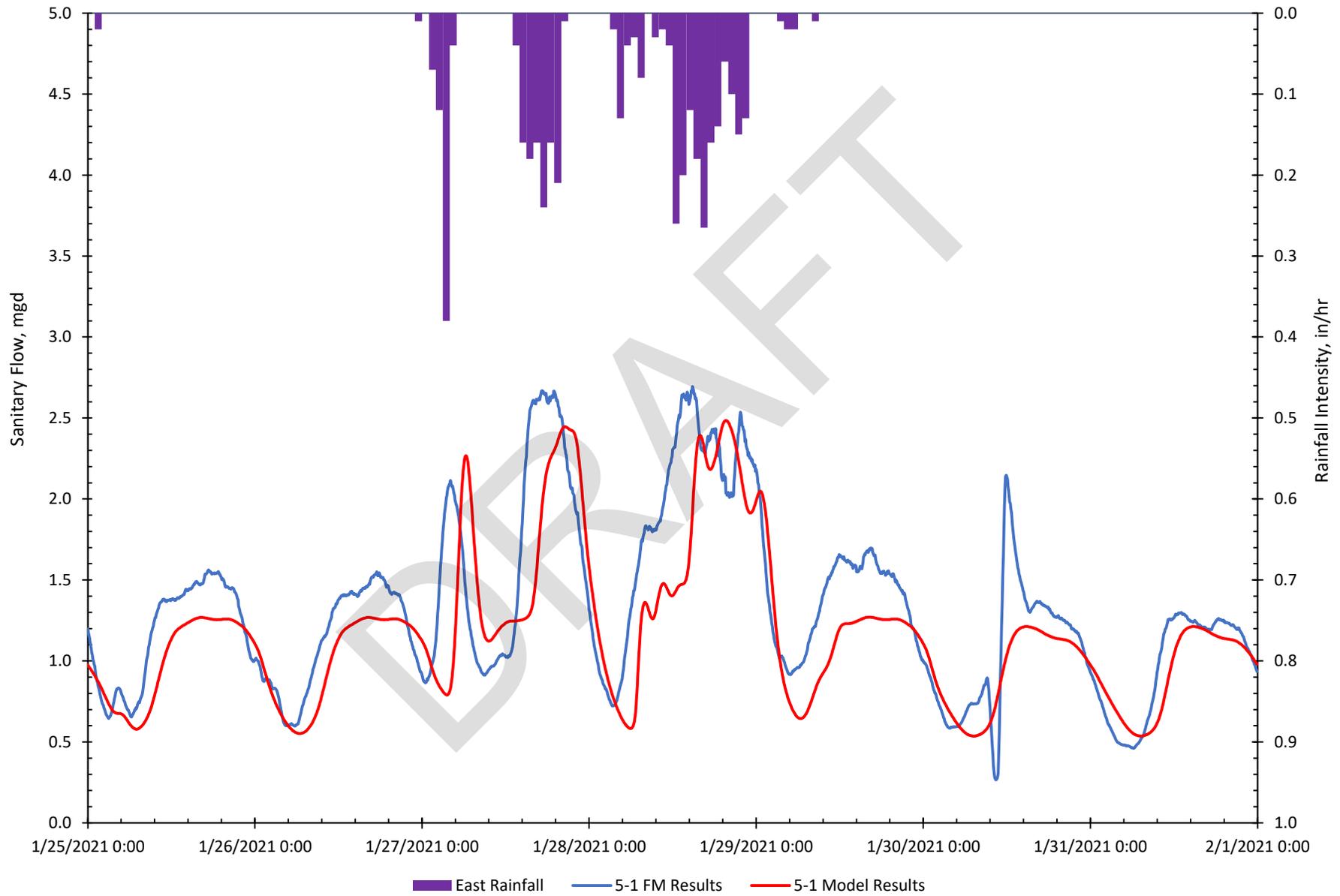
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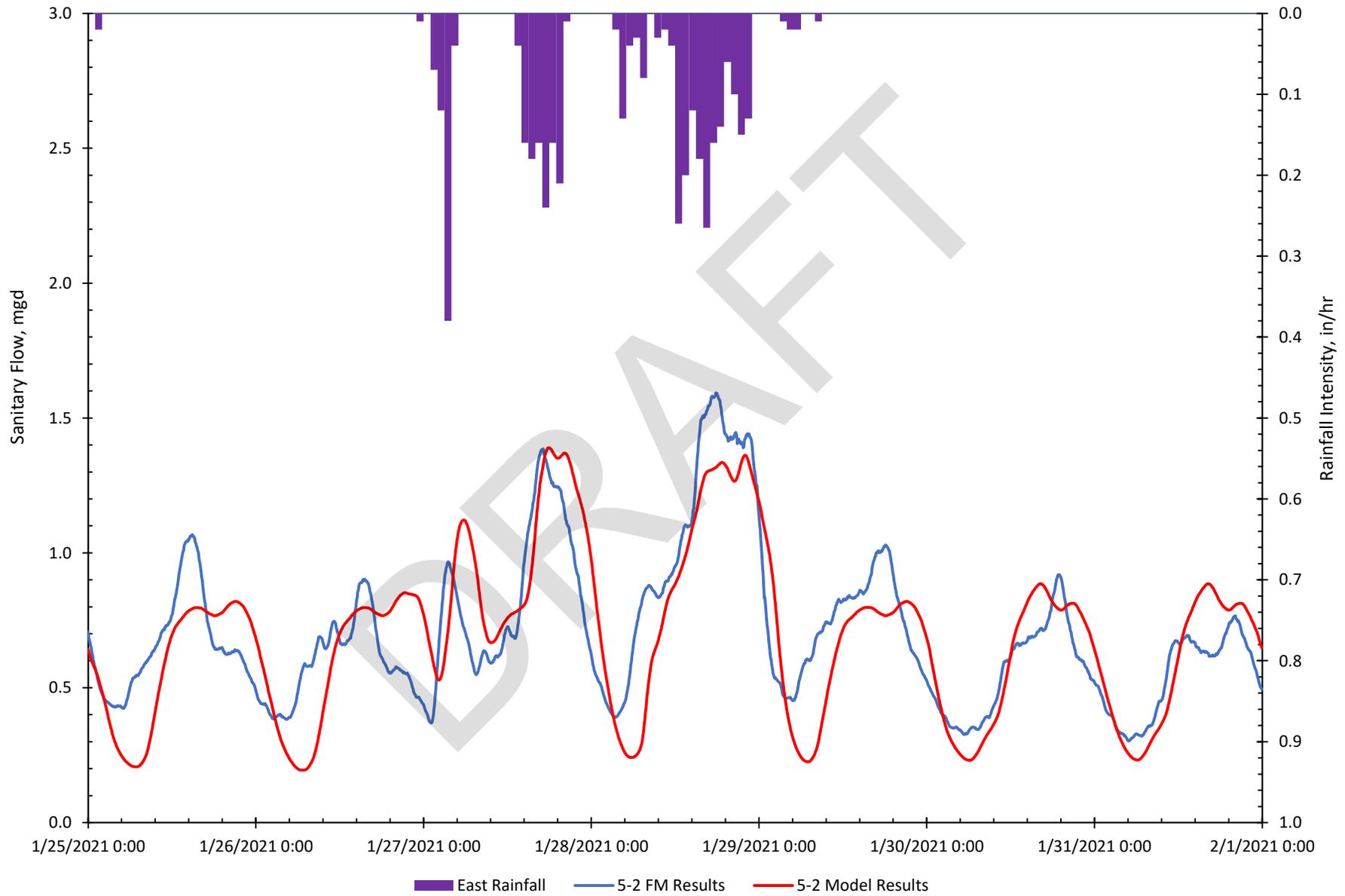
### Site 4-3+4-4 Modeled vs. Metered Flows, January 25–31, 2021



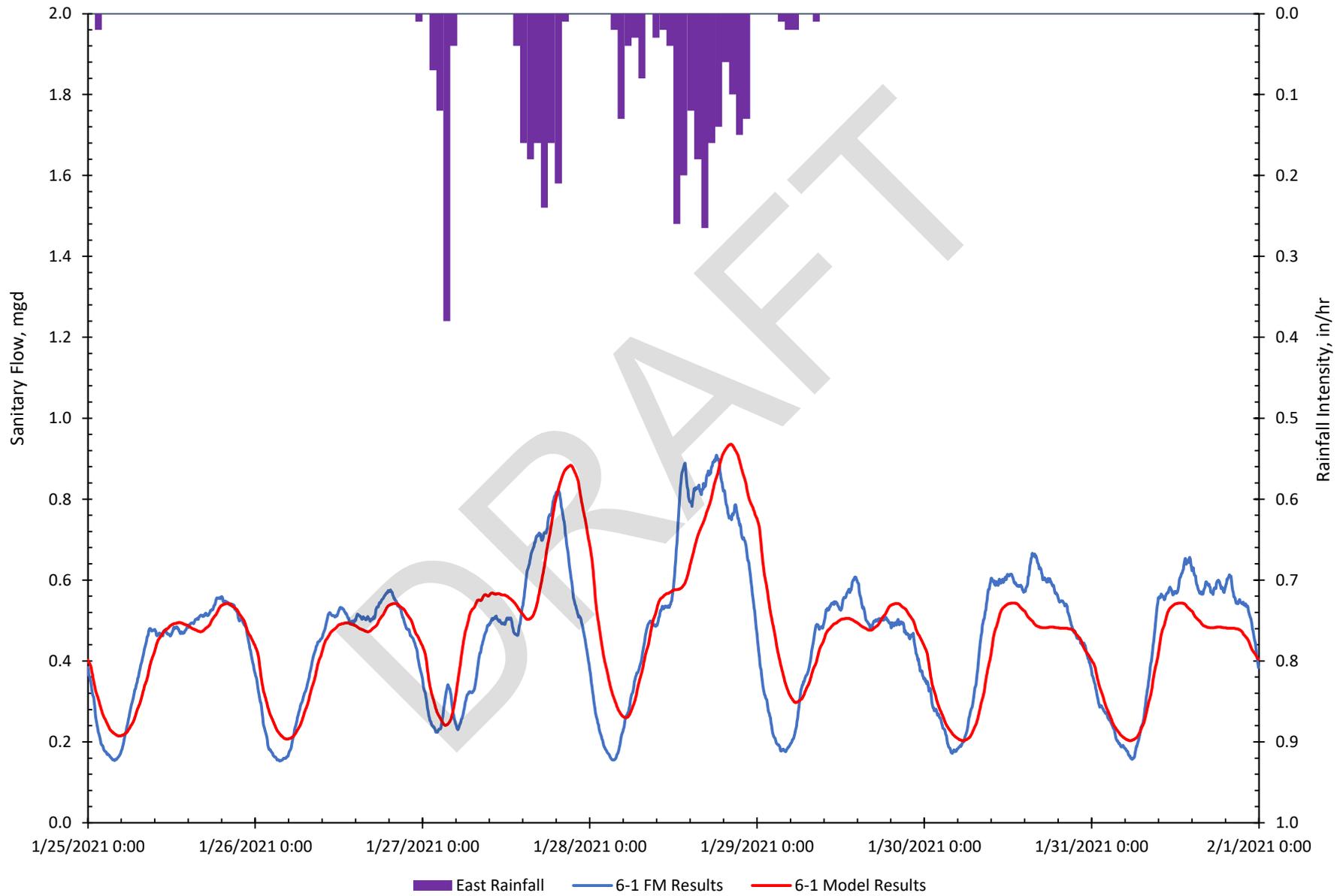
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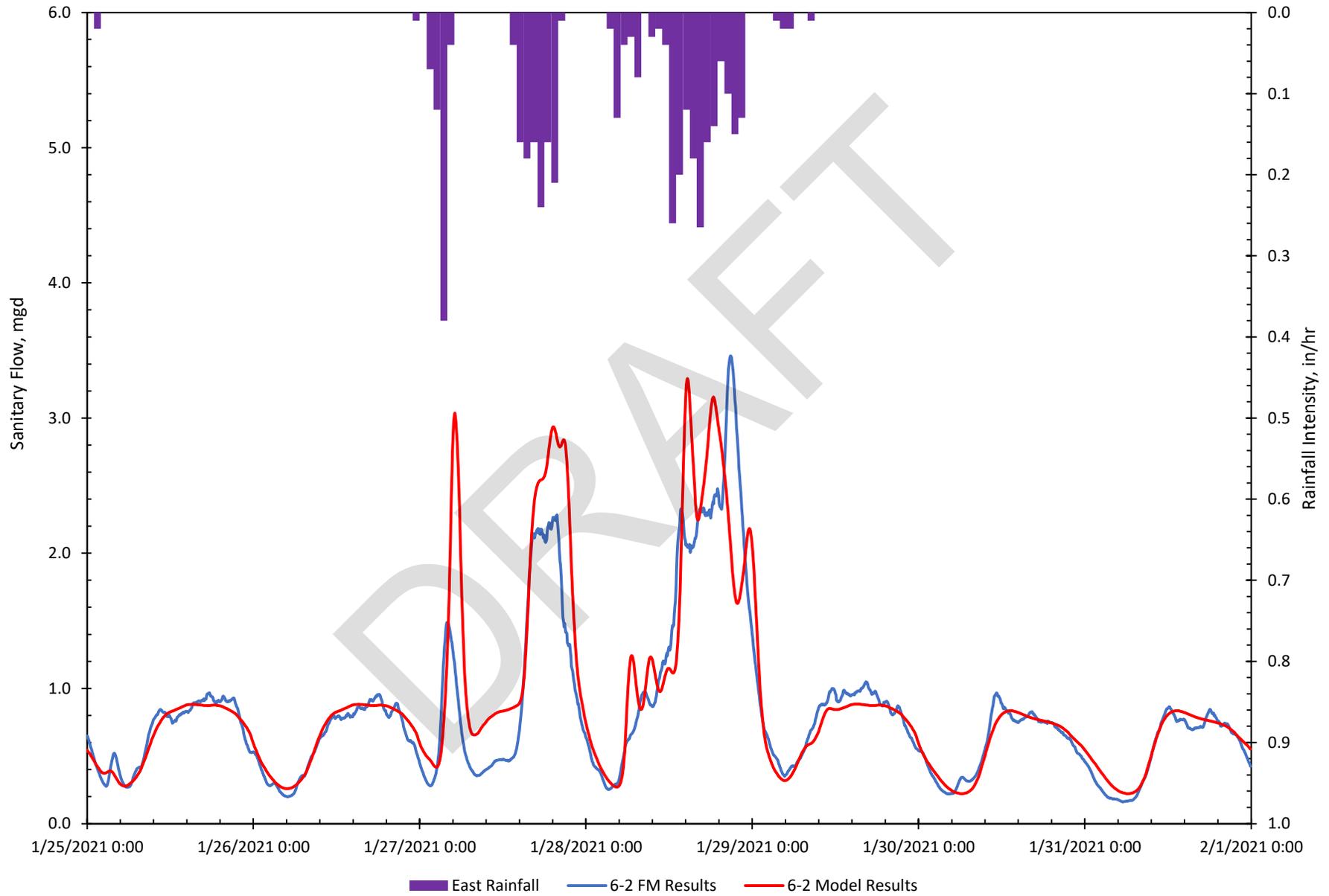
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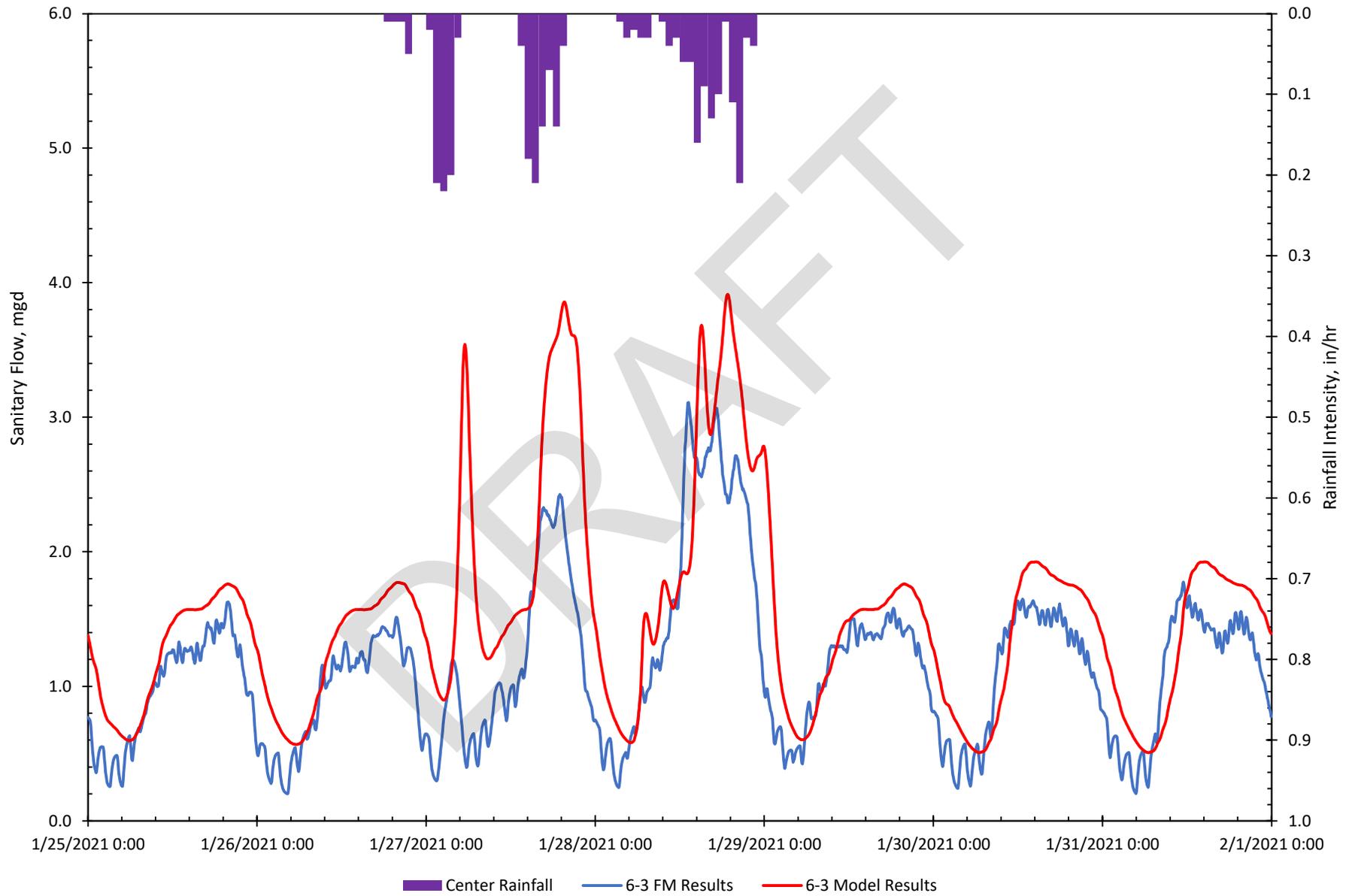
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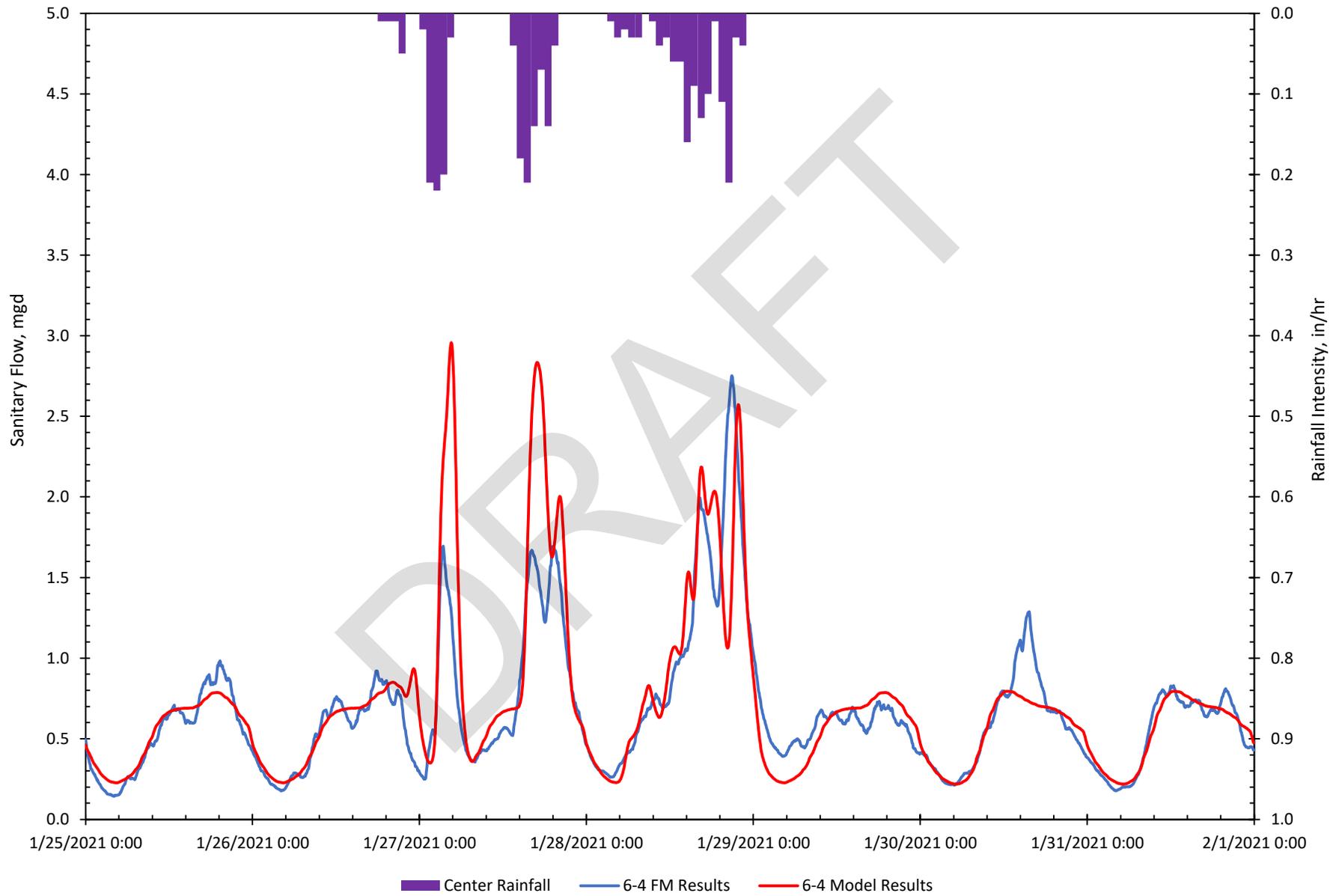
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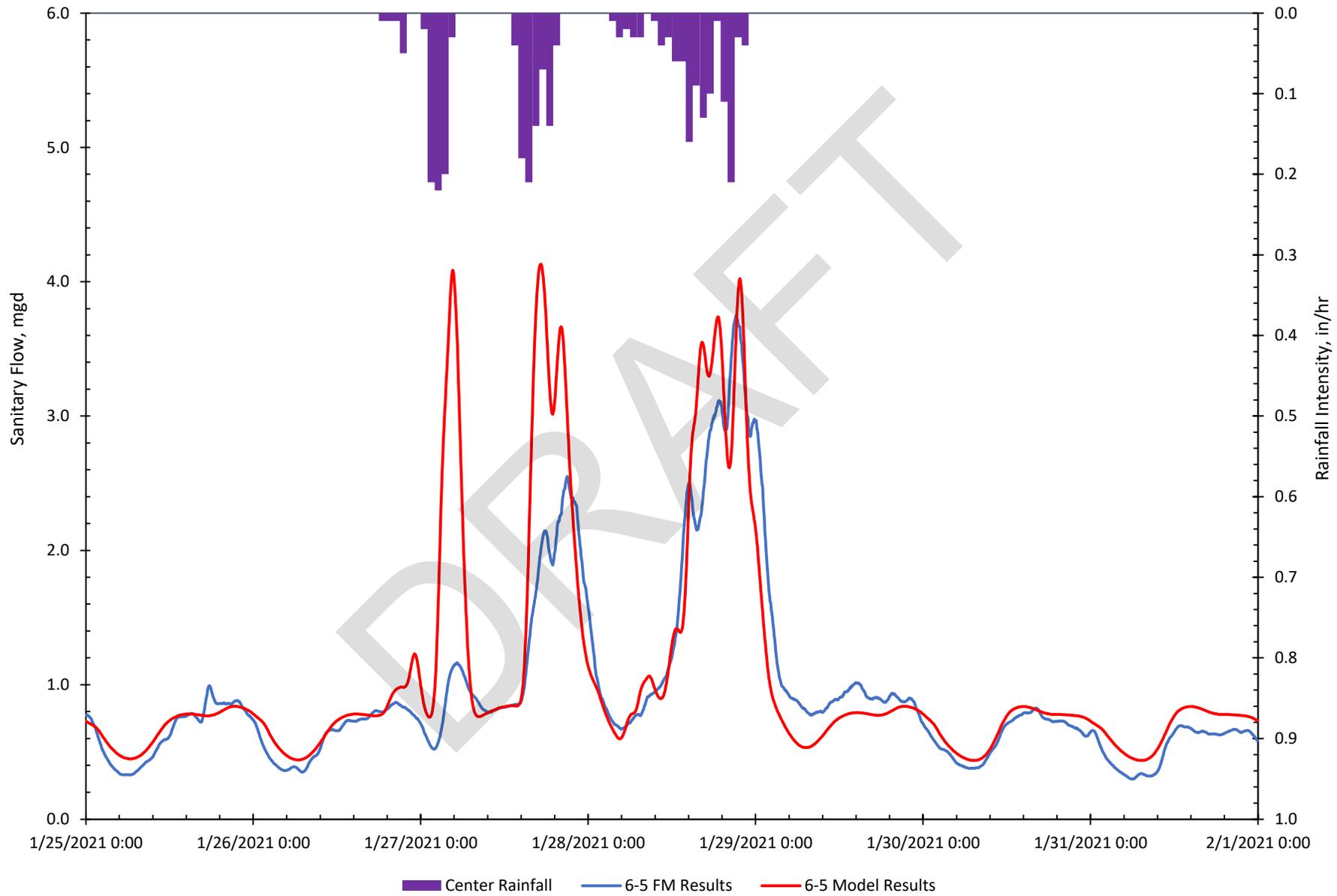
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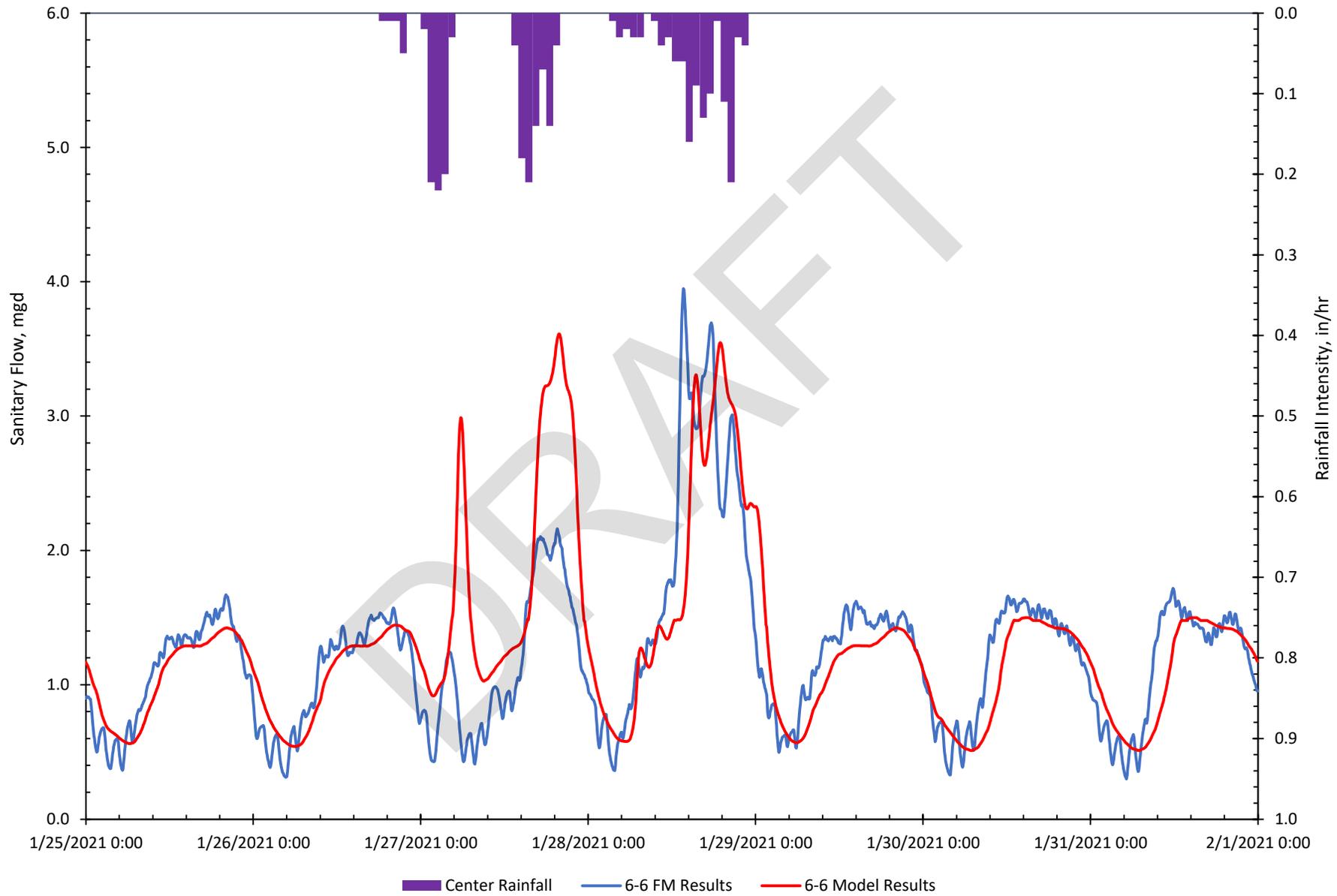
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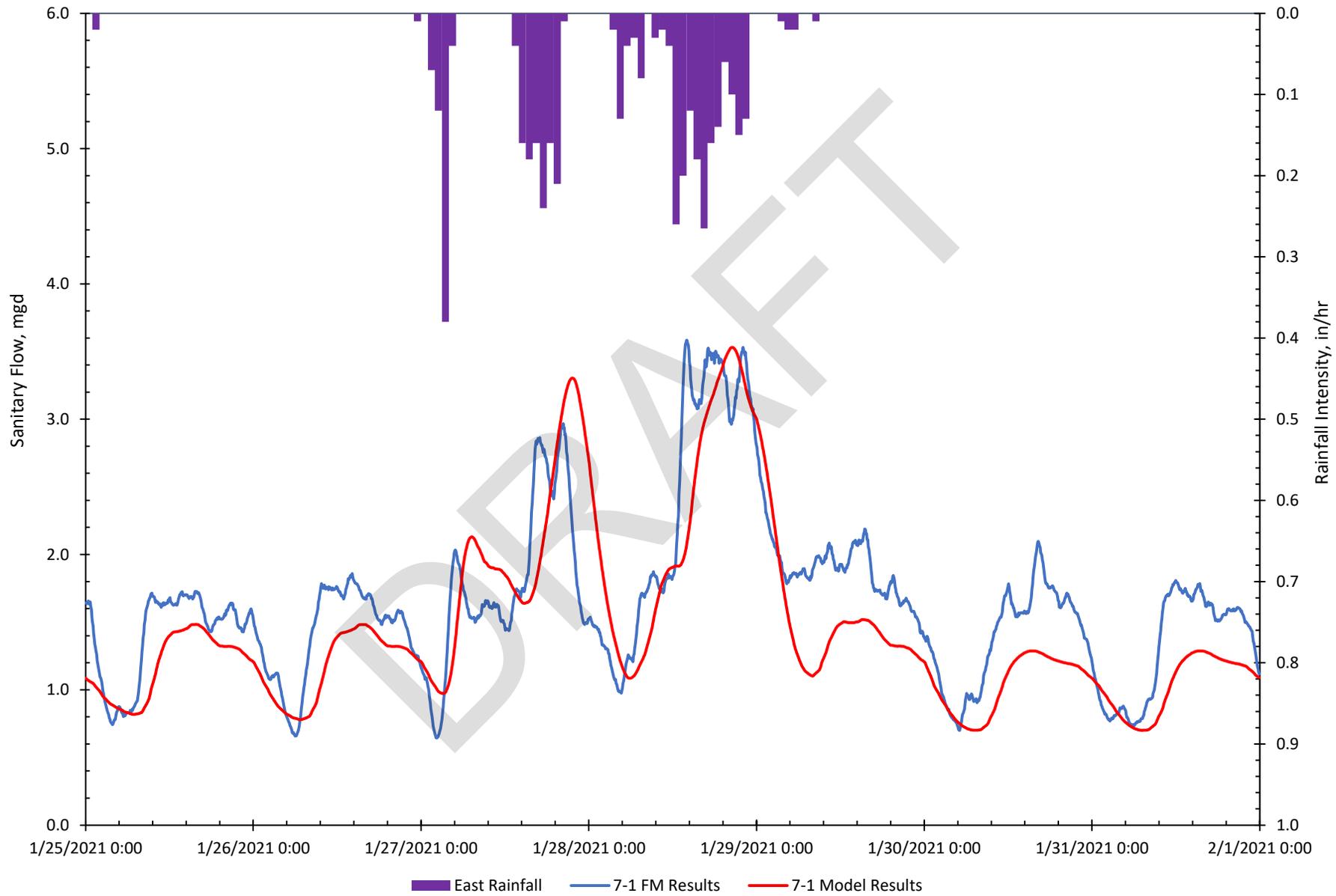
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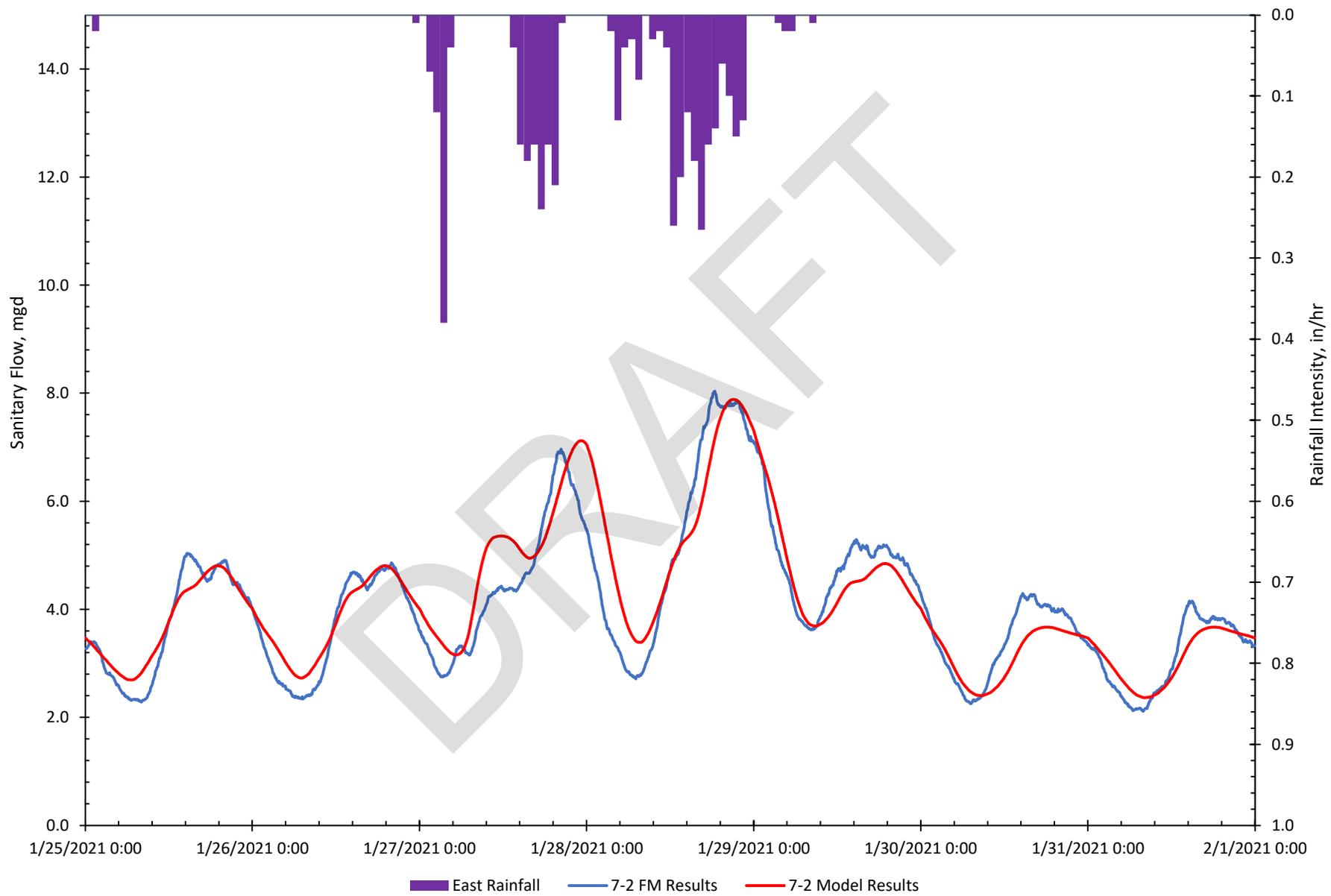
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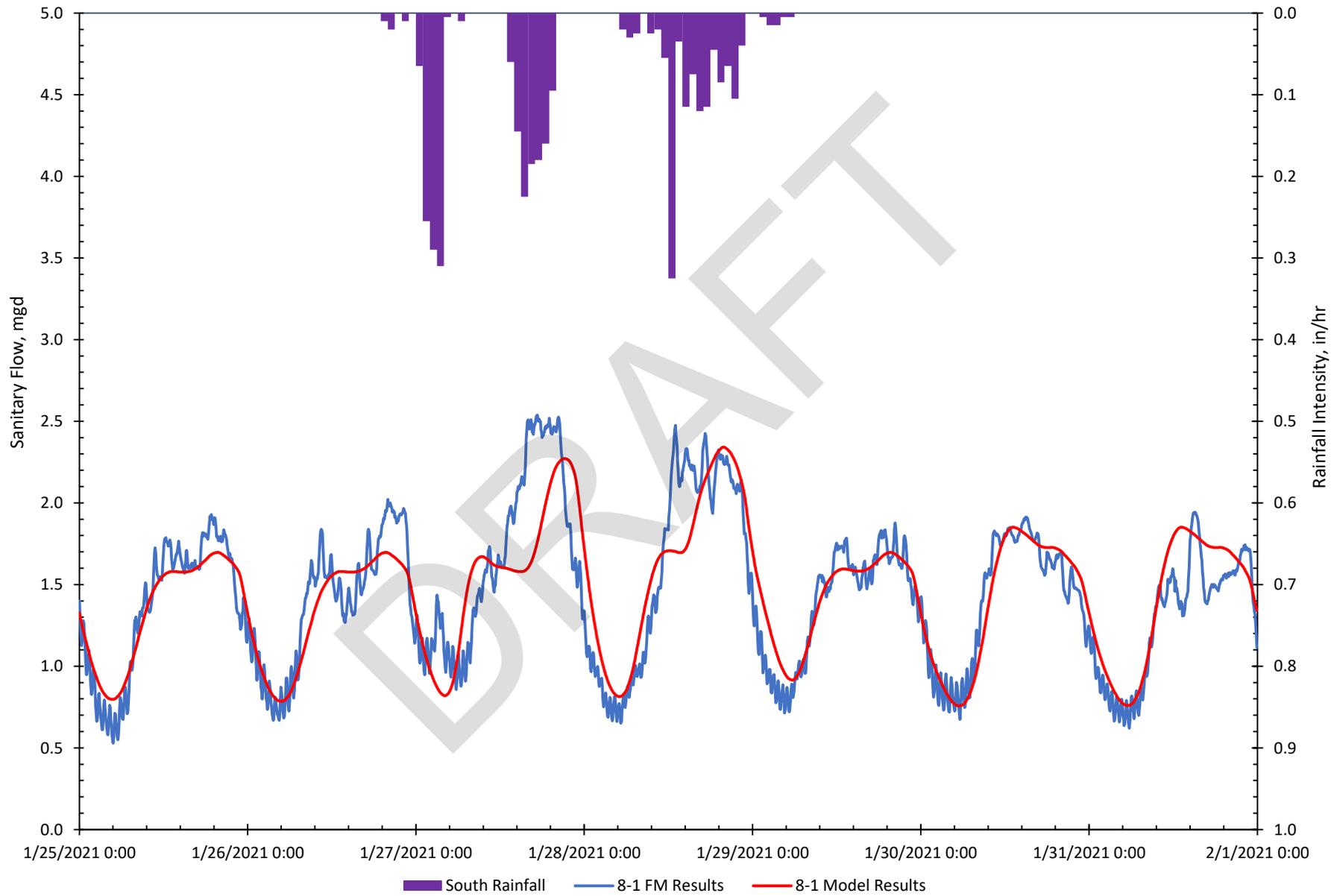
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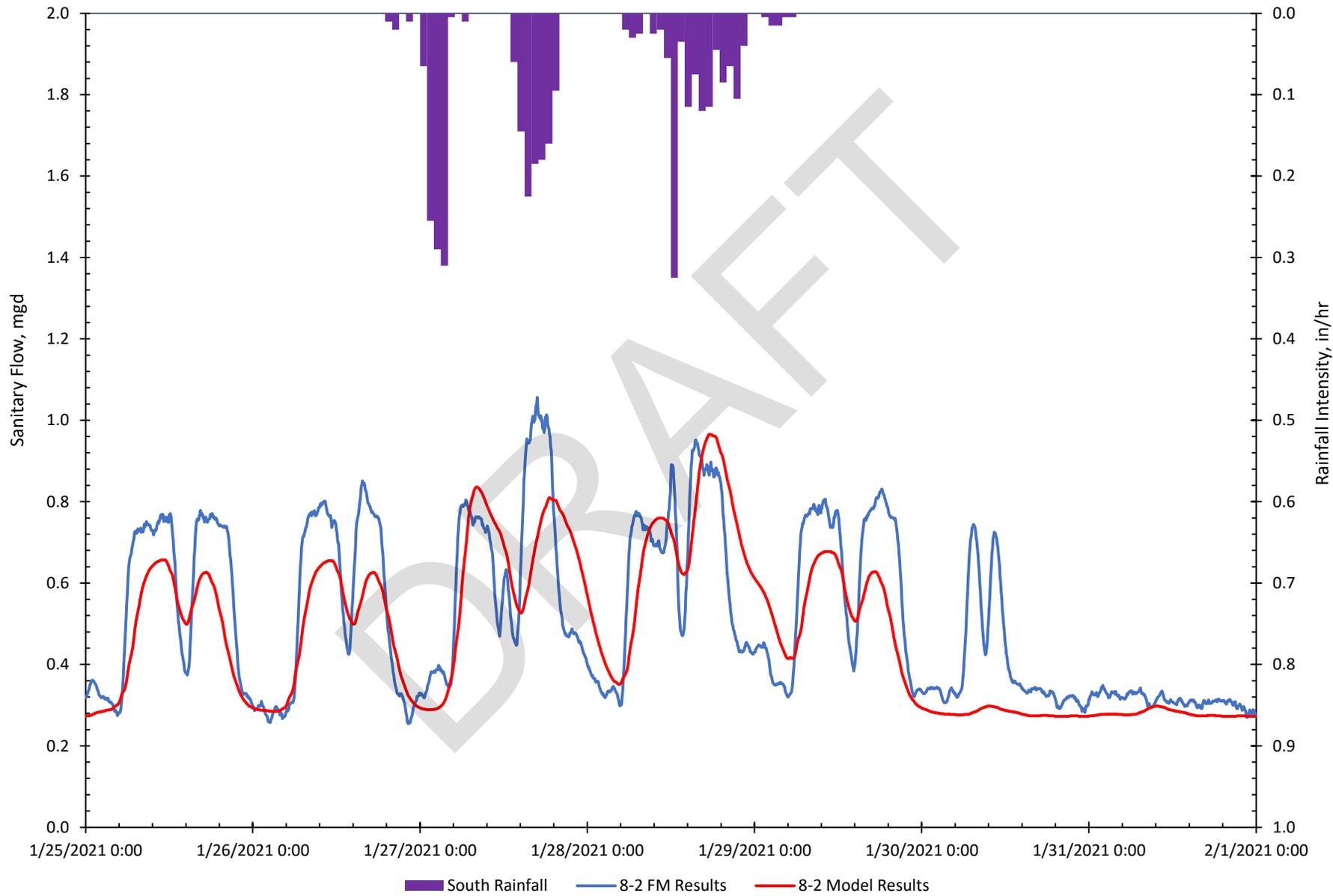
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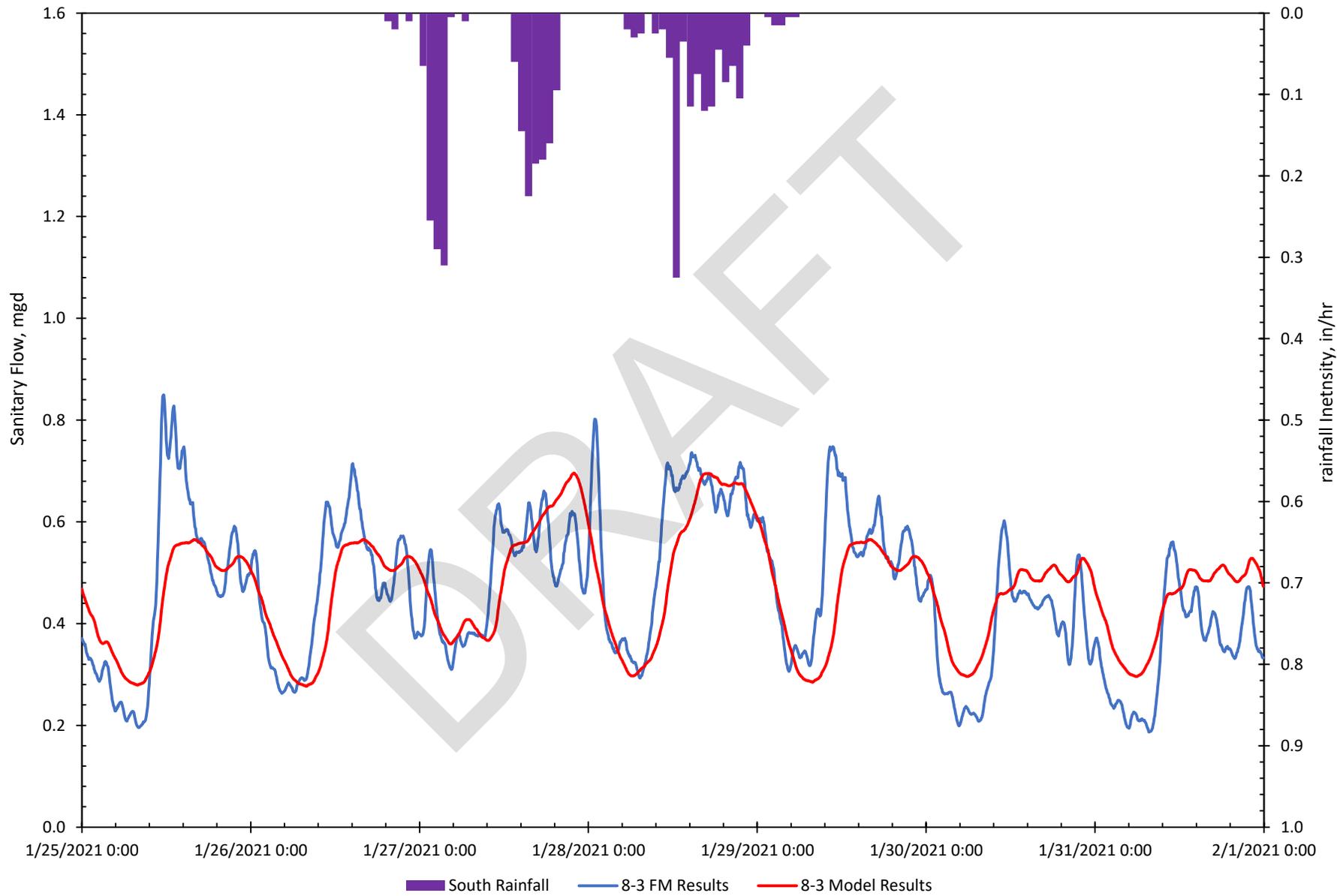
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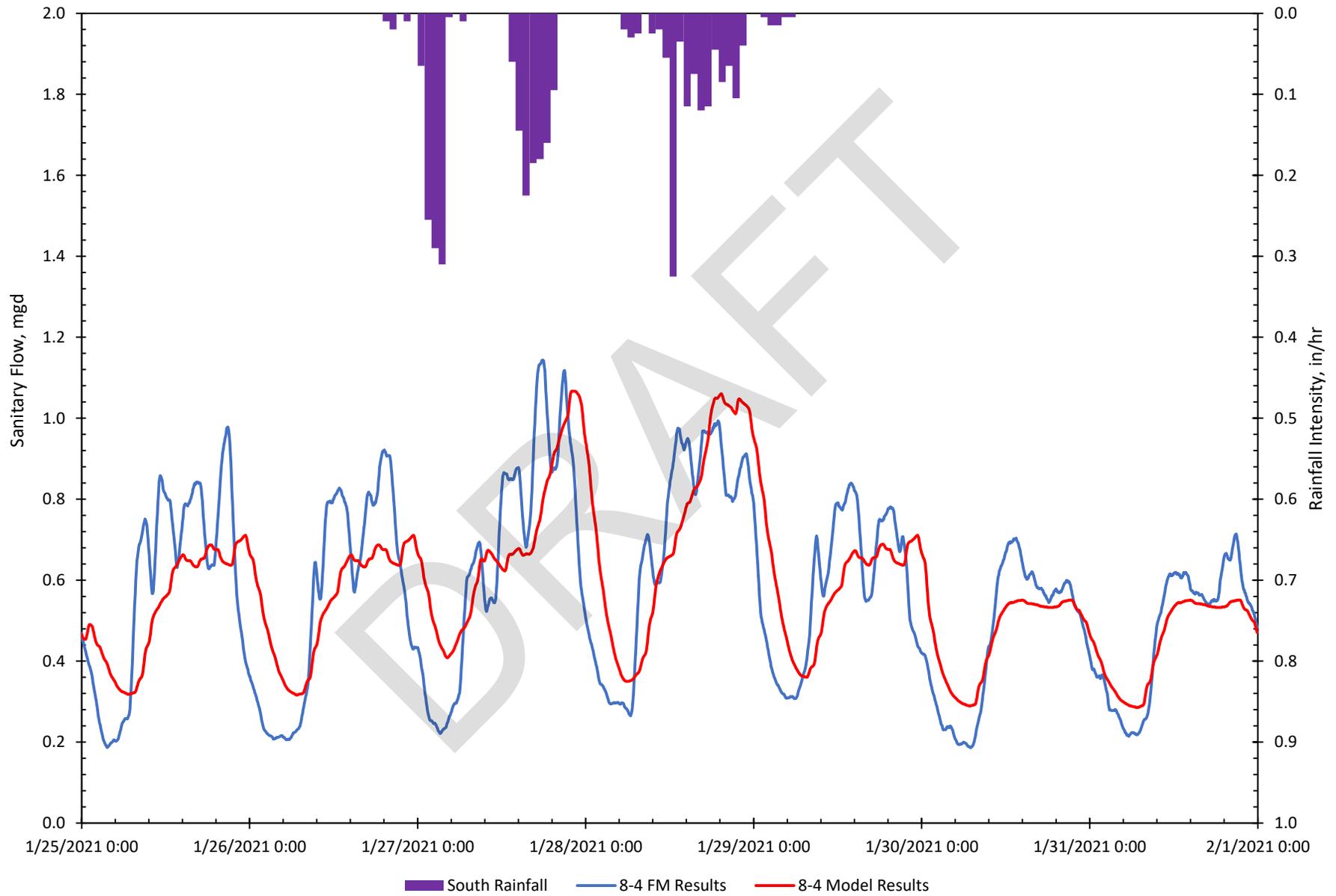
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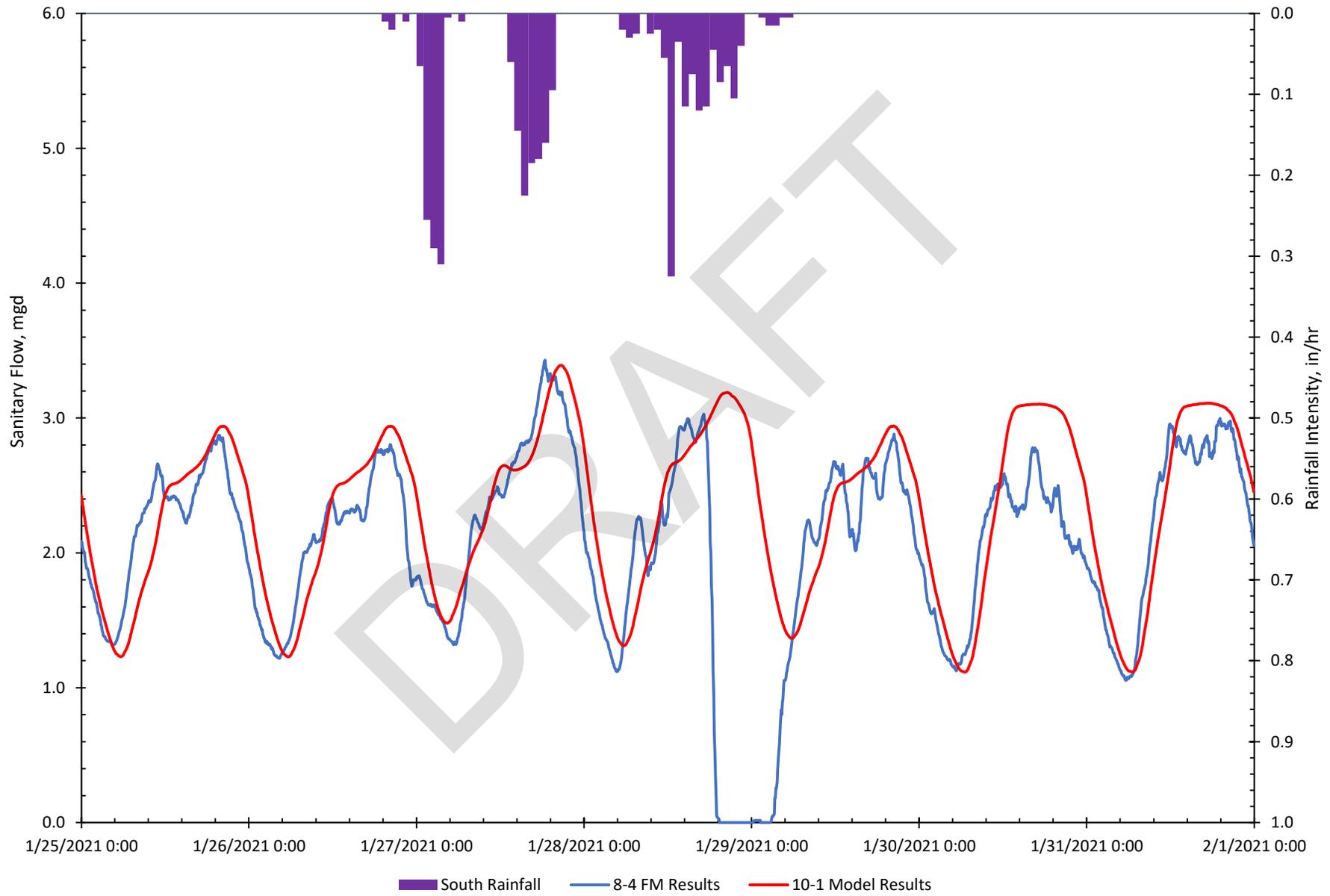
### Site 8-3 Modeled vs. Metered Flows, January 25–31, 2021



### Site 8-4 Modeled vs. Metered Flows, January 25–31, 2021



### Site 10-1 Modeled vs. Metered Flows, January 25–31, 2021

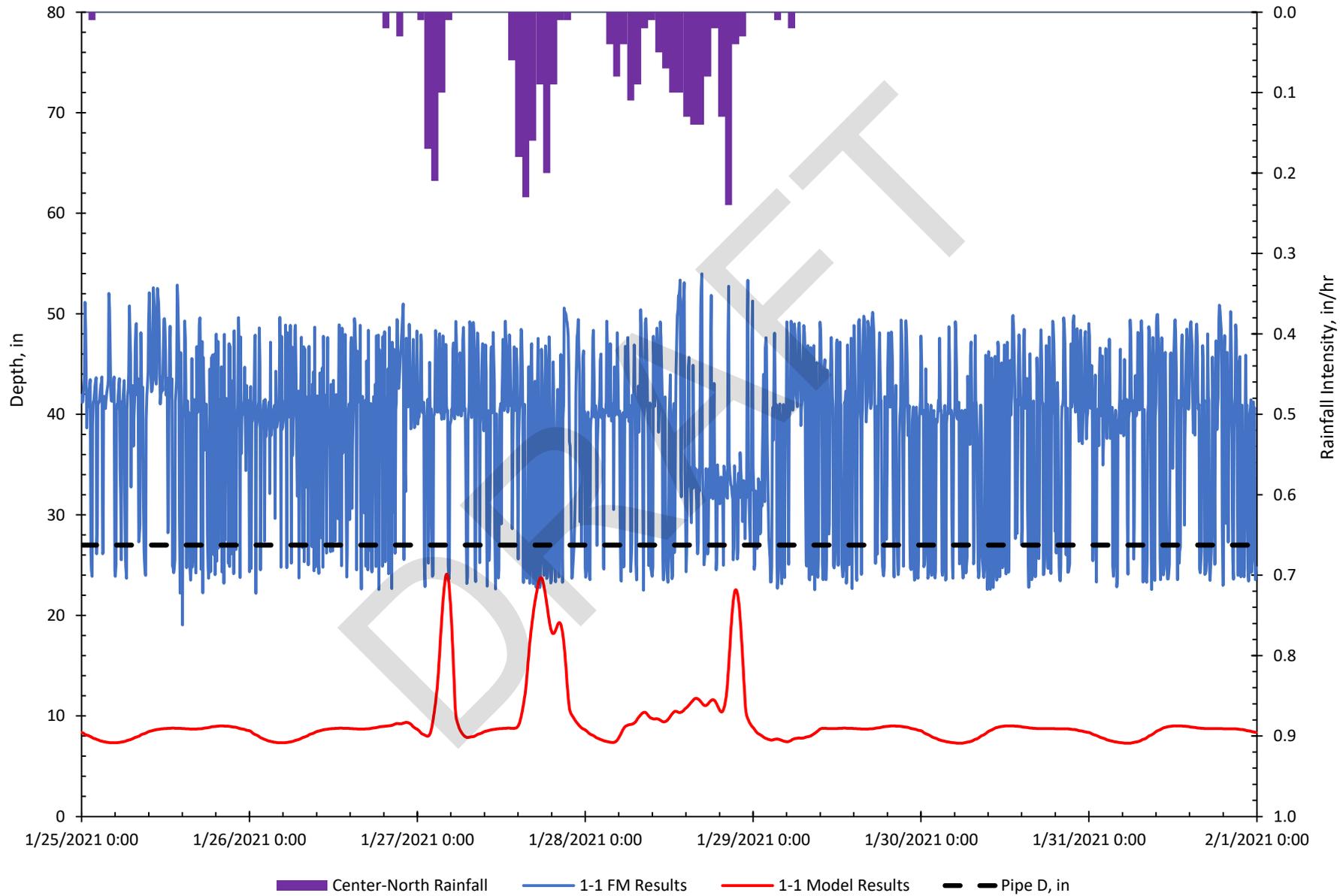


Appendix F

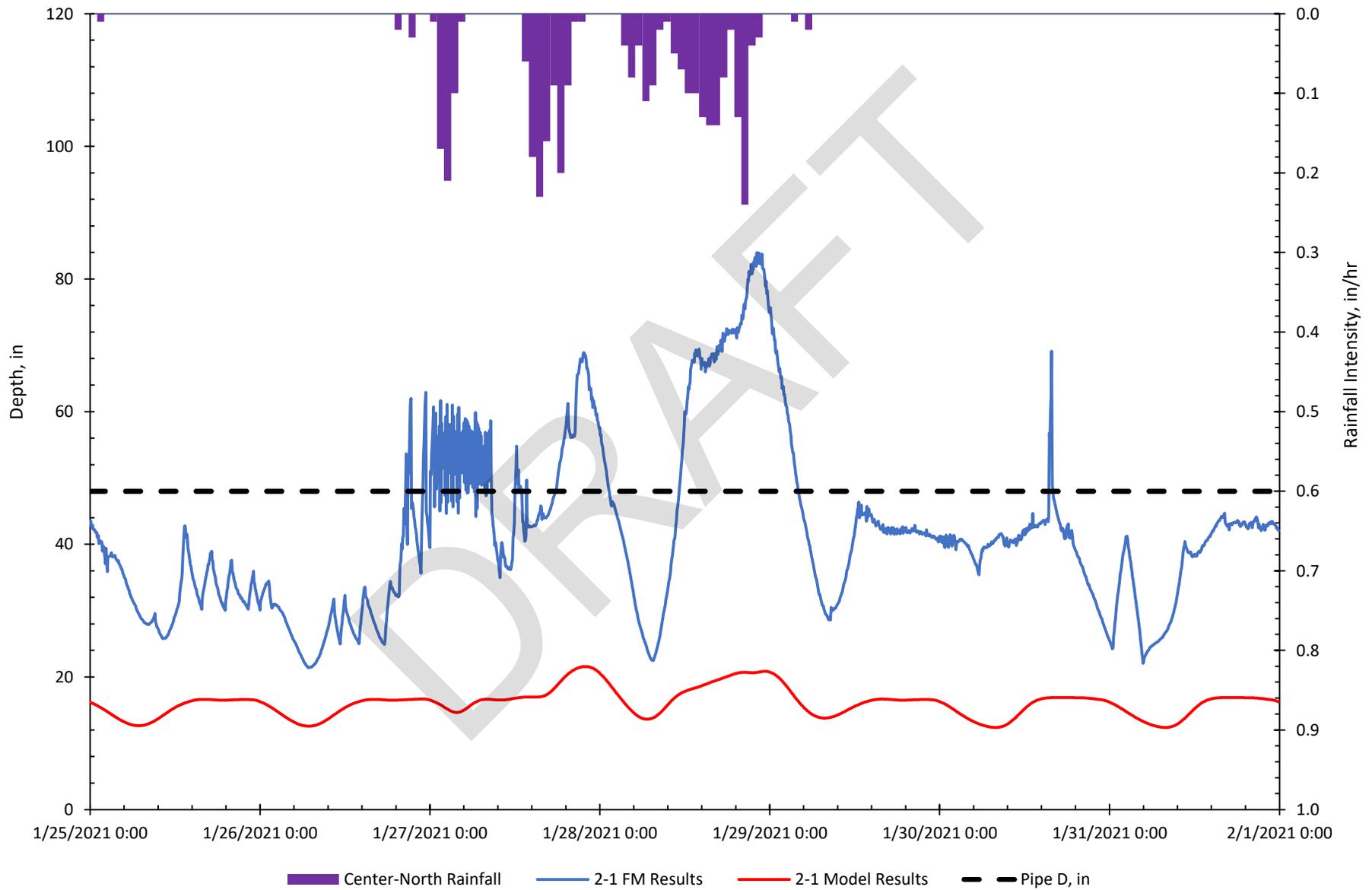
Modeled vs. Metered Wet Weather Flow Depths

DRAFT

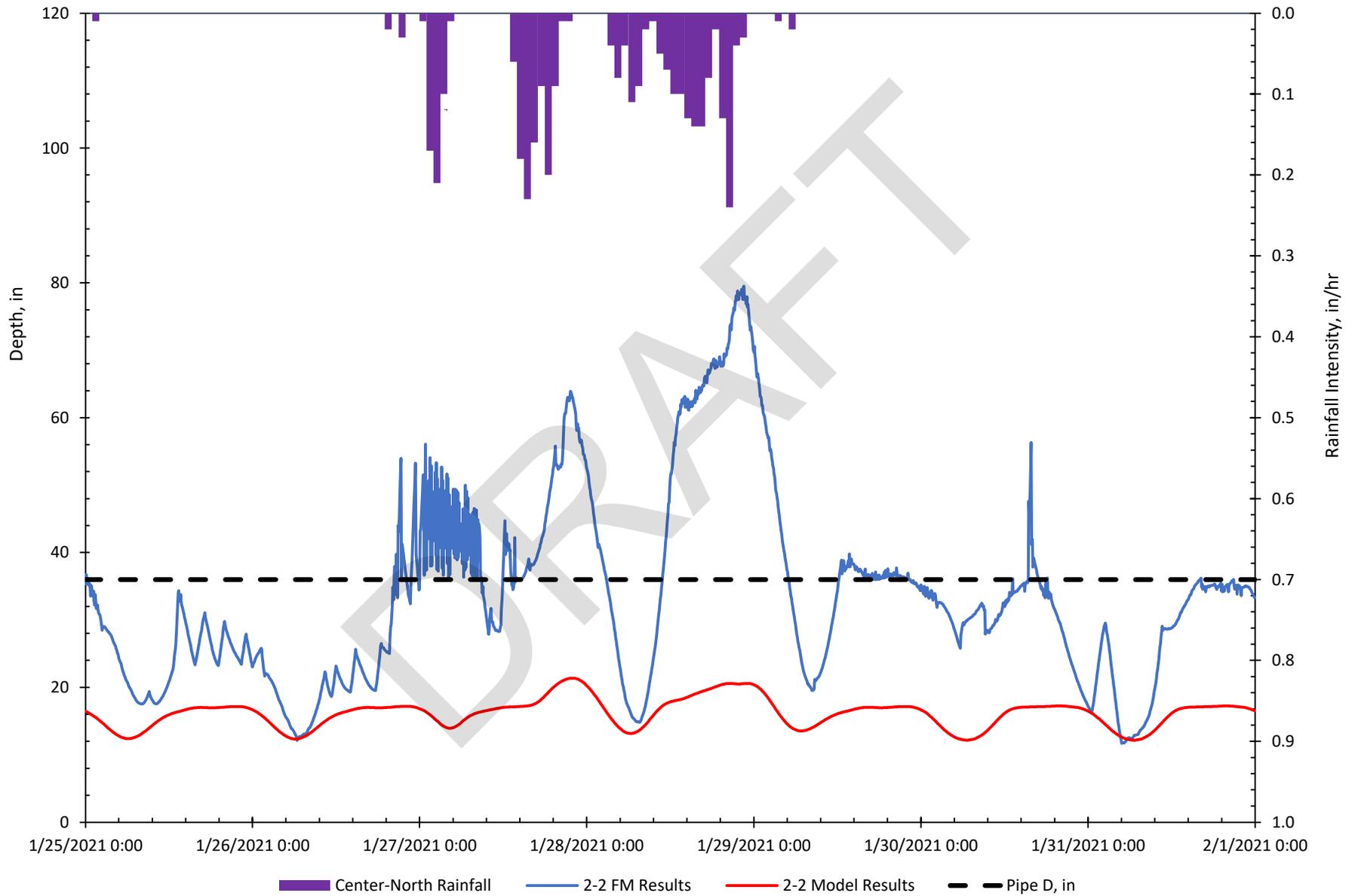
### Site 1-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



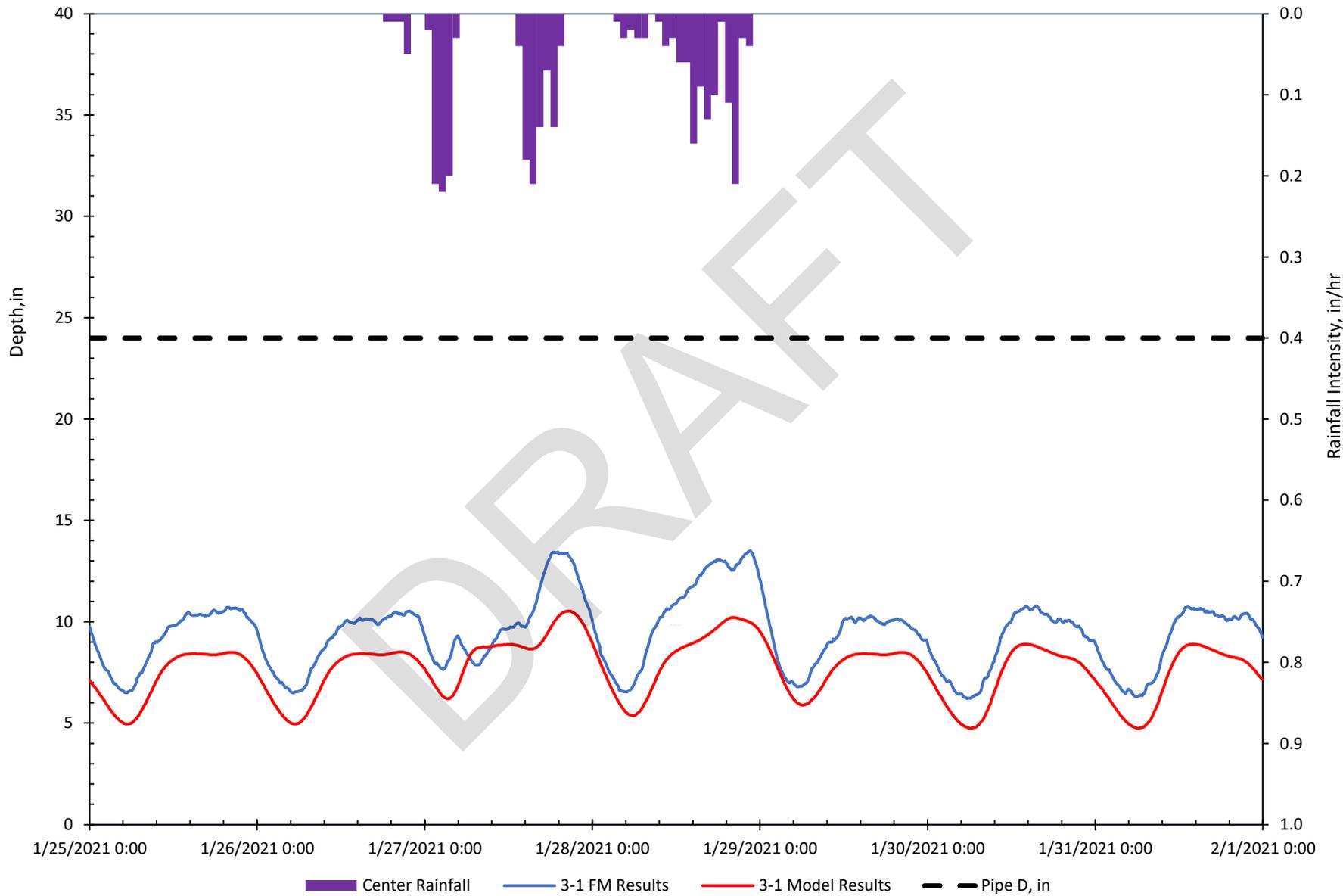
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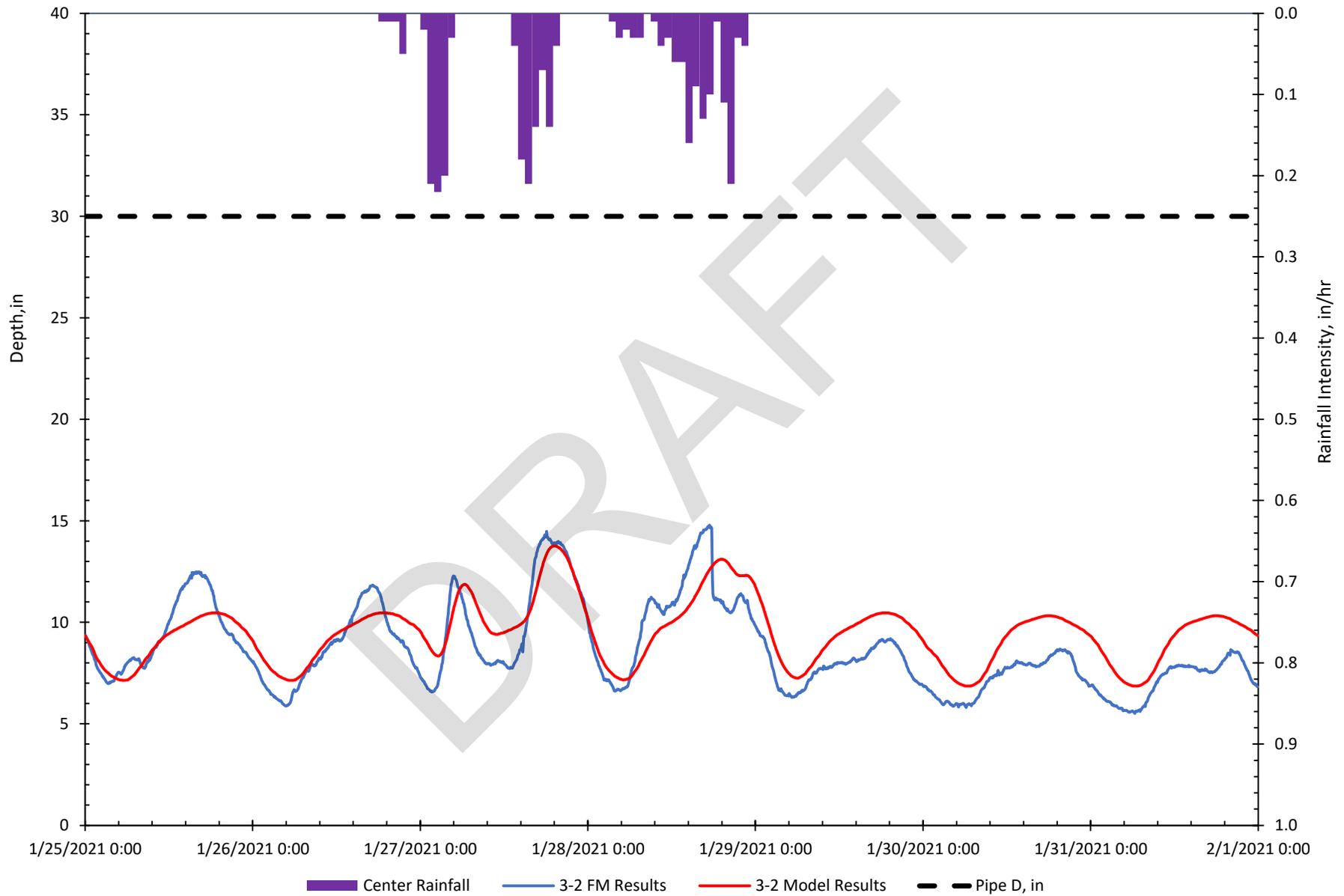
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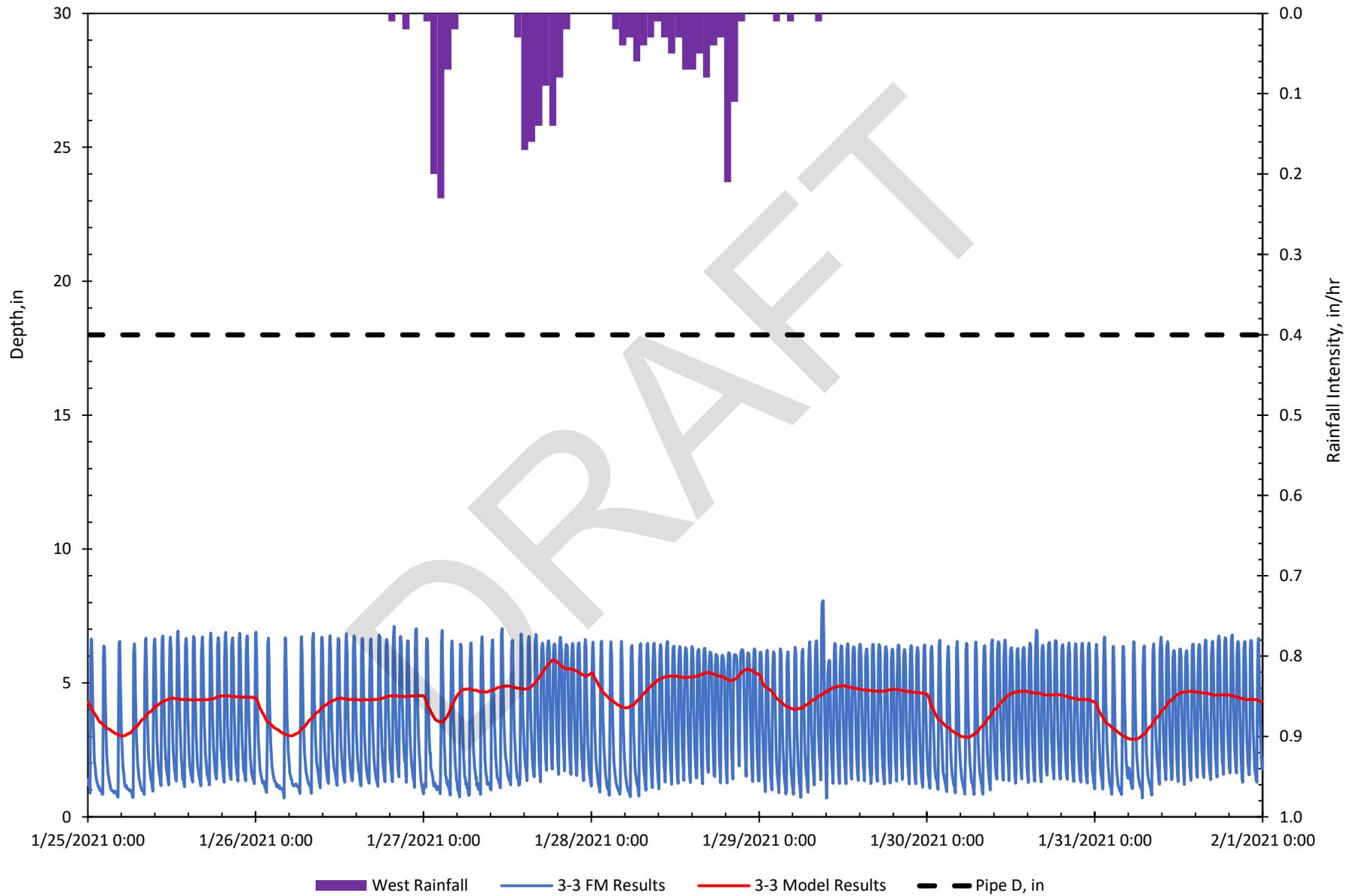
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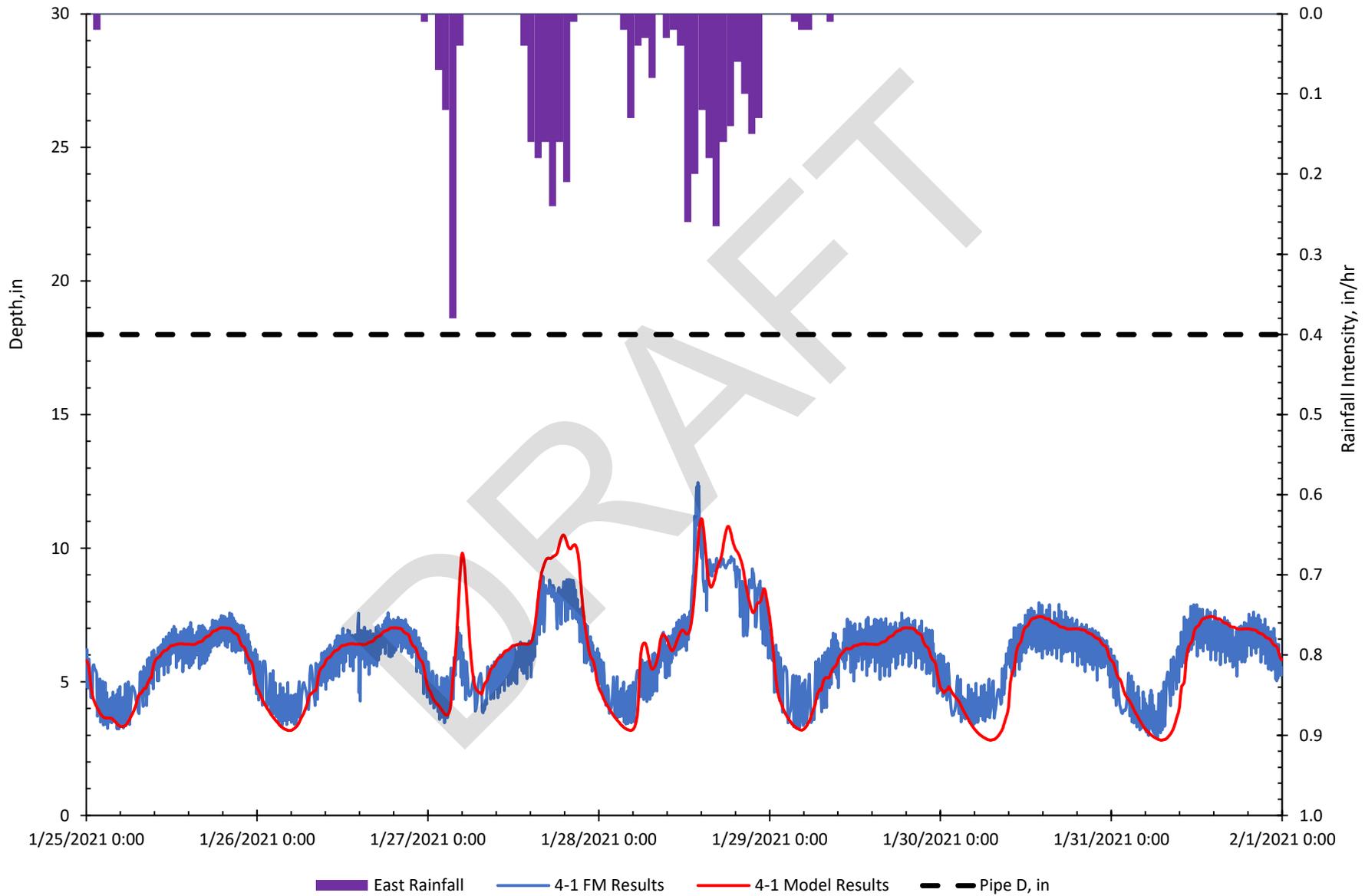
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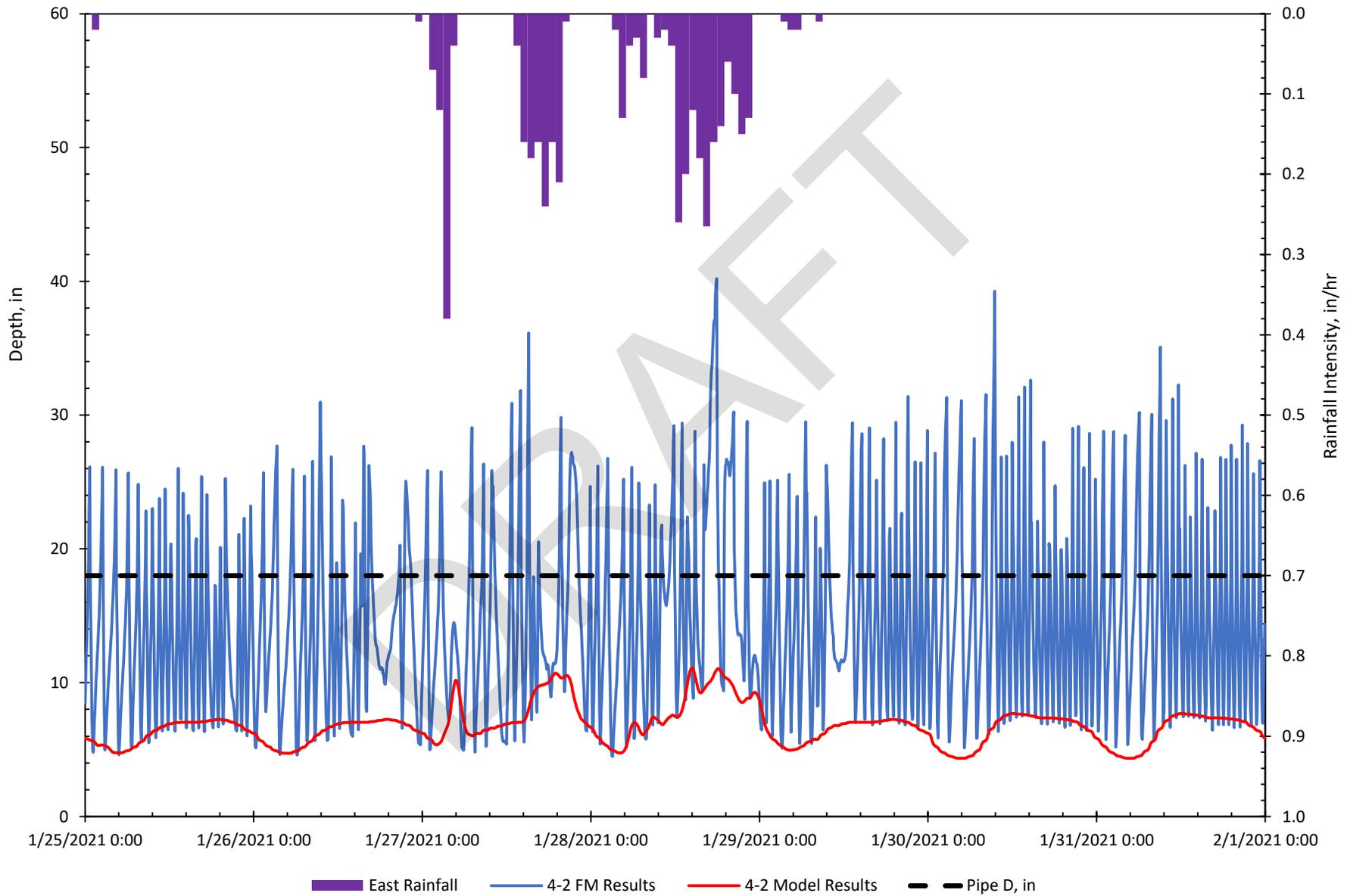
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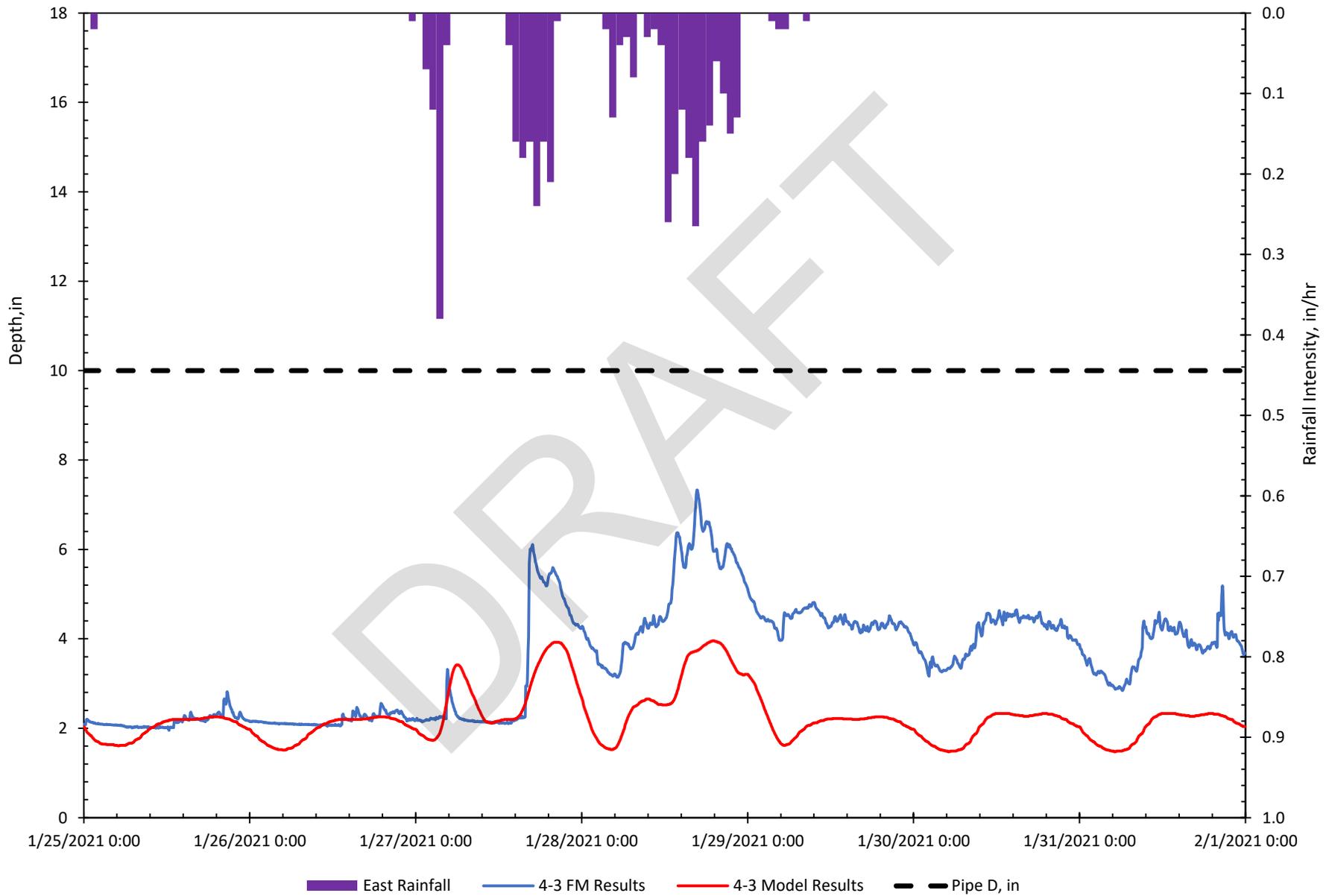
### Site 4-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



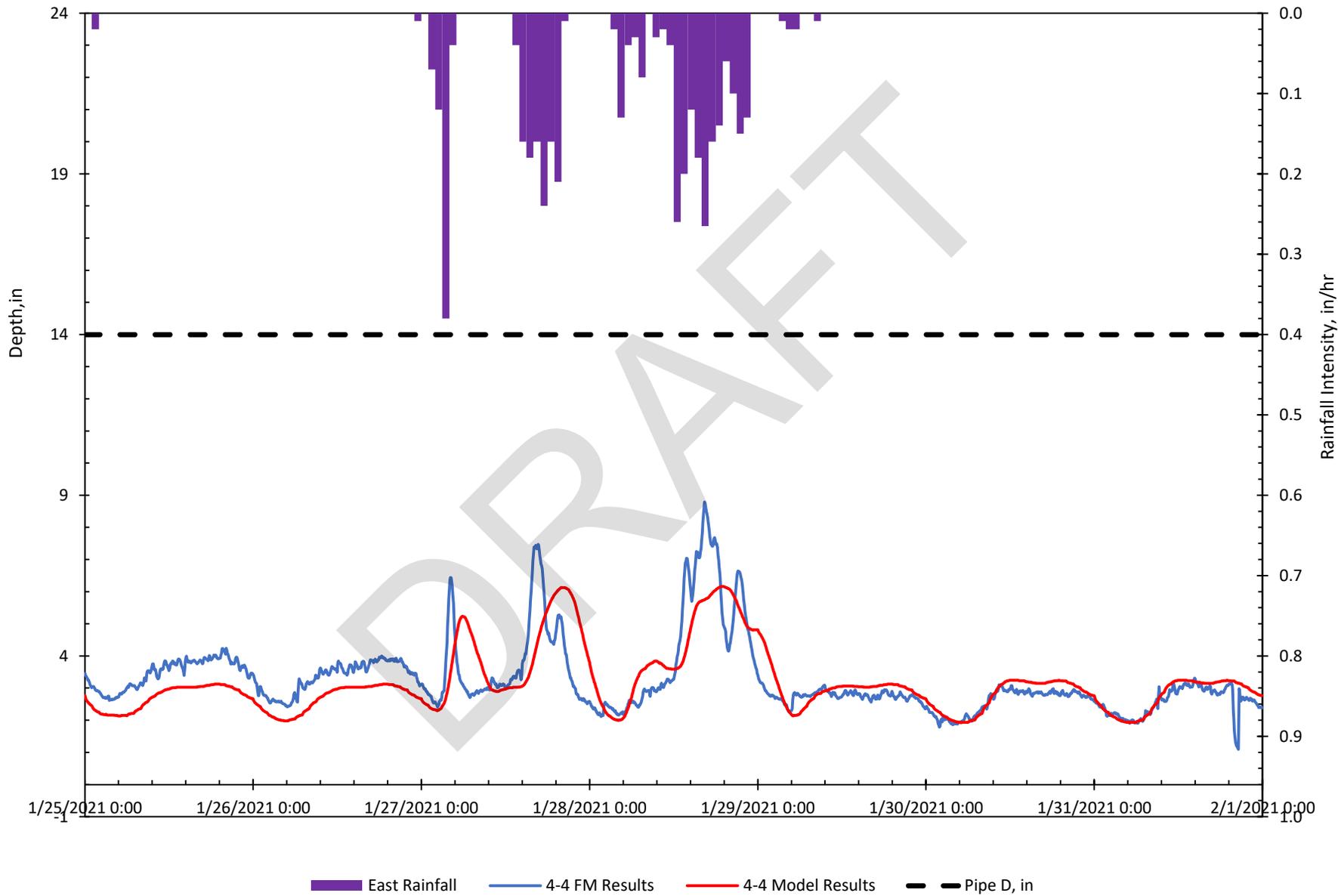
### Site 4-2 Modeled vs. Metered Flow Depths, January 25–31, 2021



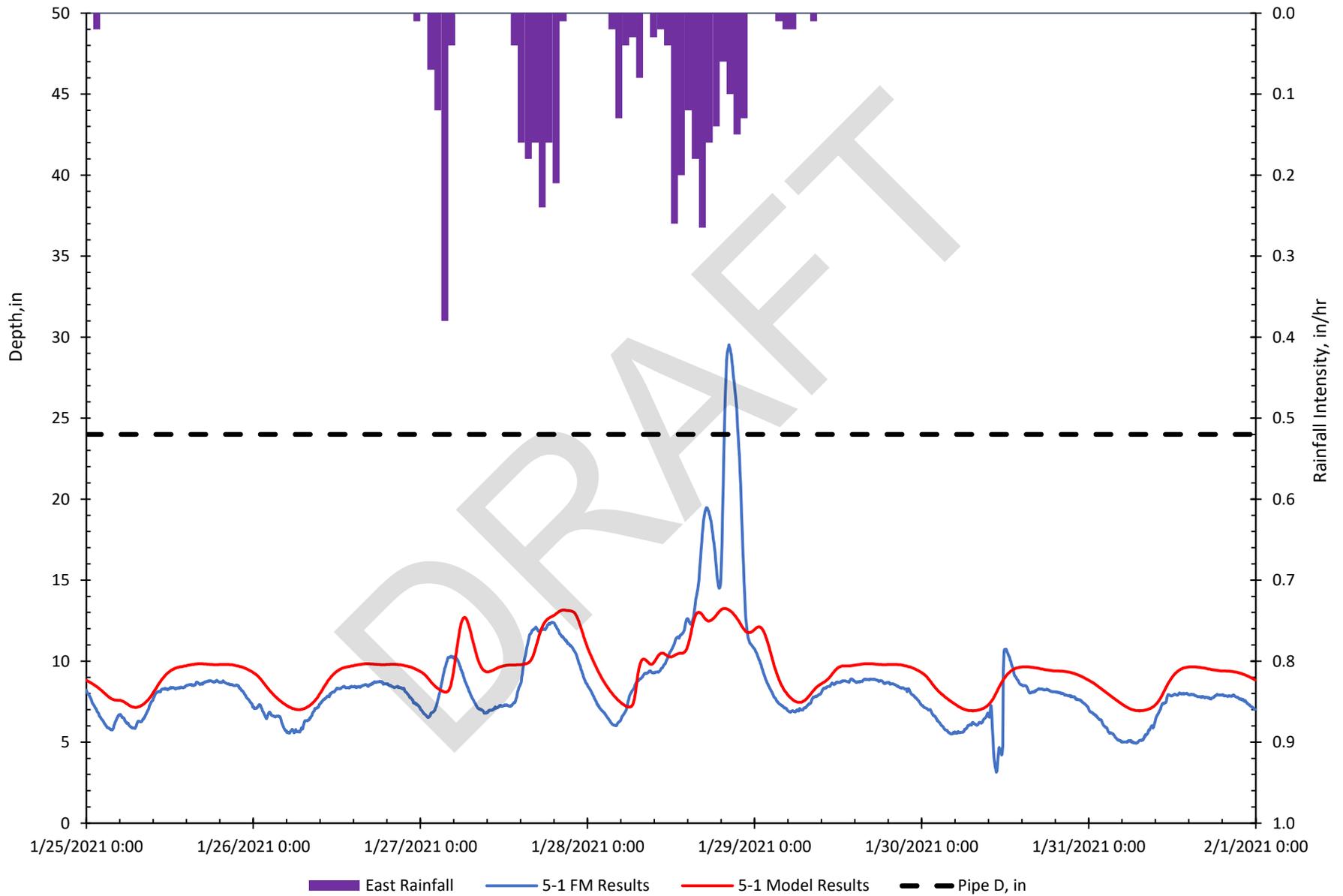
### Site 4-3 Modeled vs. Metered Flow Depths, January 25–31, 2021



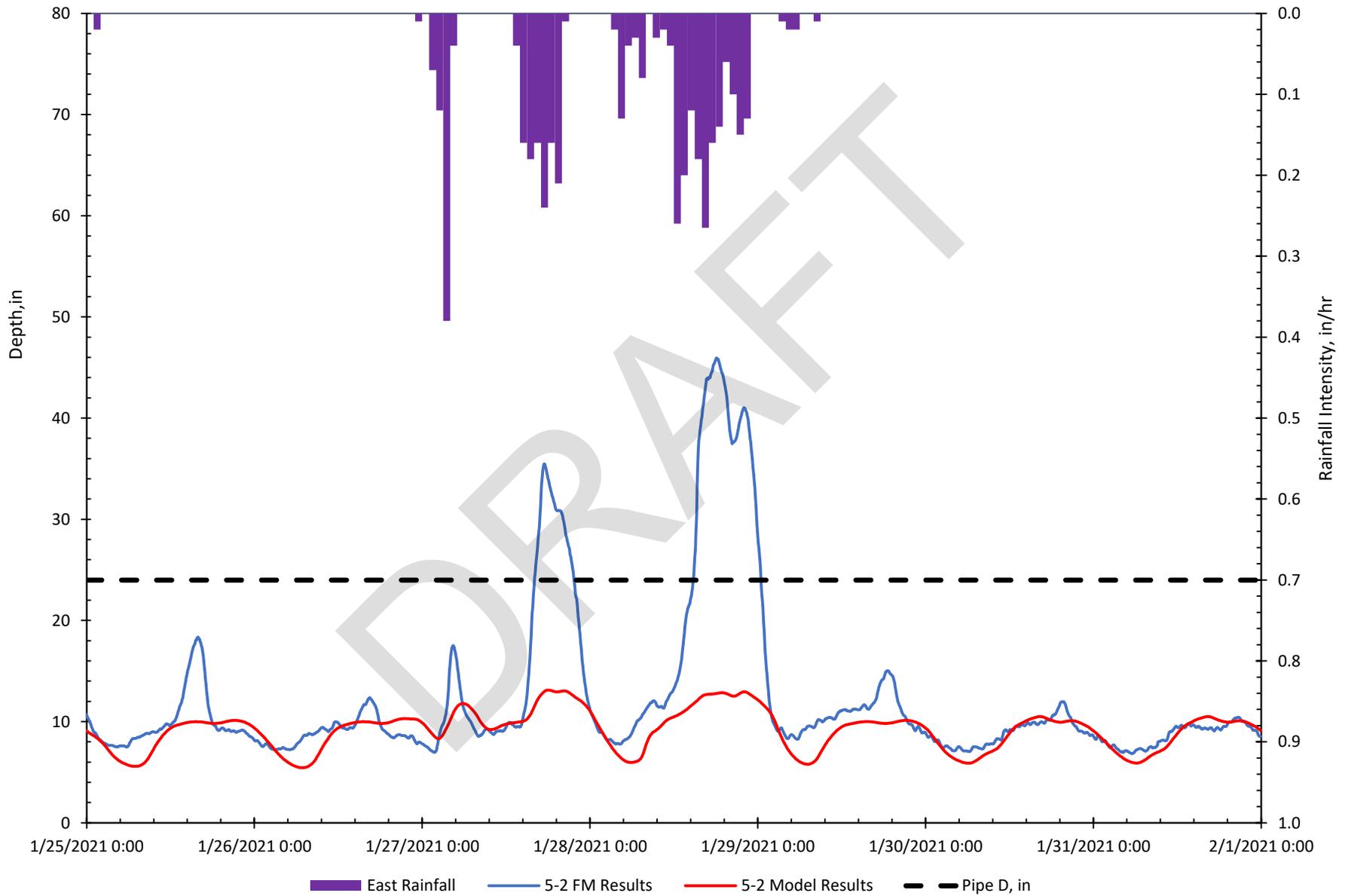
### Site 4-4 Modeled vs. Metered Flow Depths, January 25–31, 2021



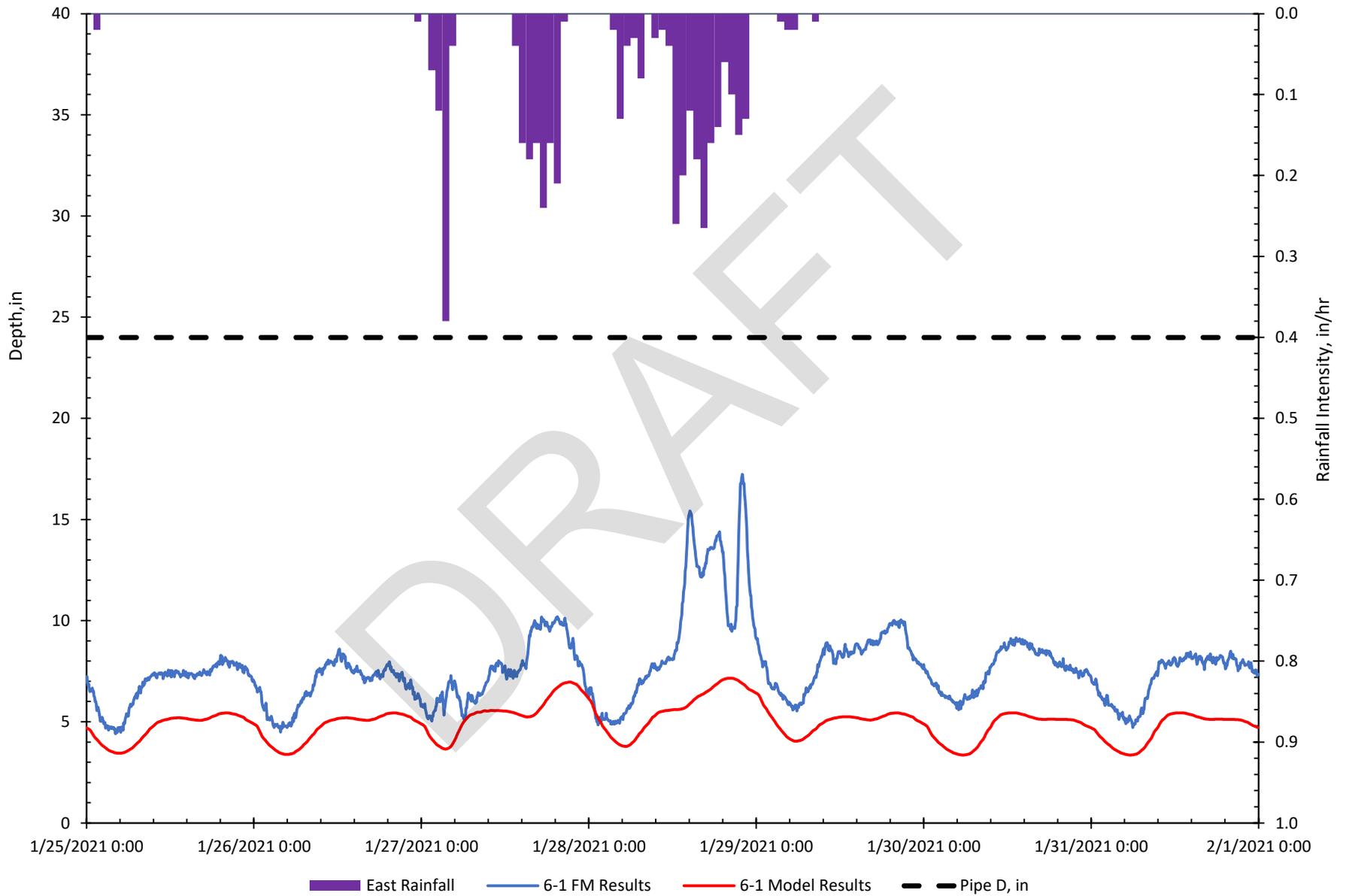
### Site 5-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



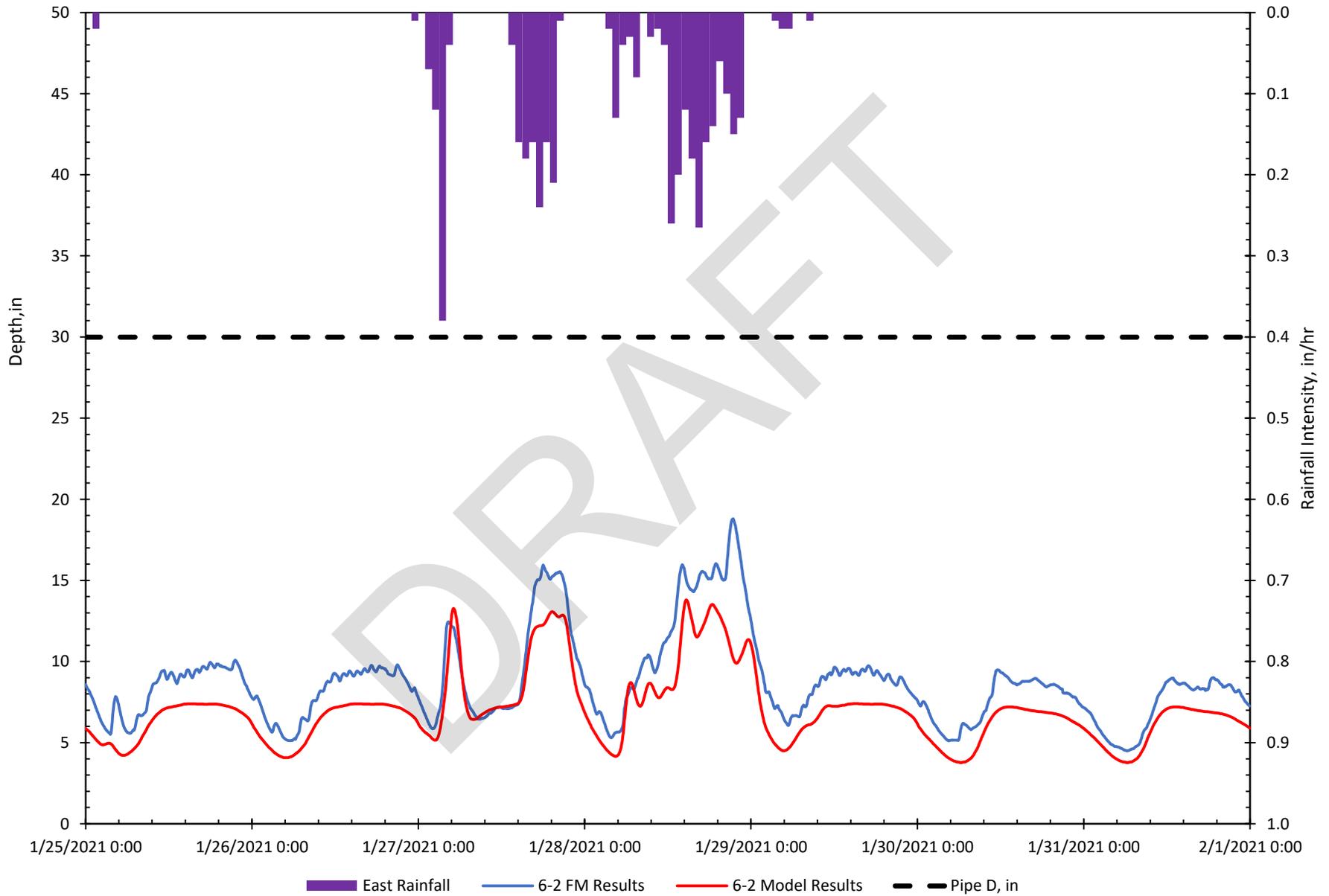
### Site 5-2 Modeled vs. Metered Flow Depths, January 25–31, 2021



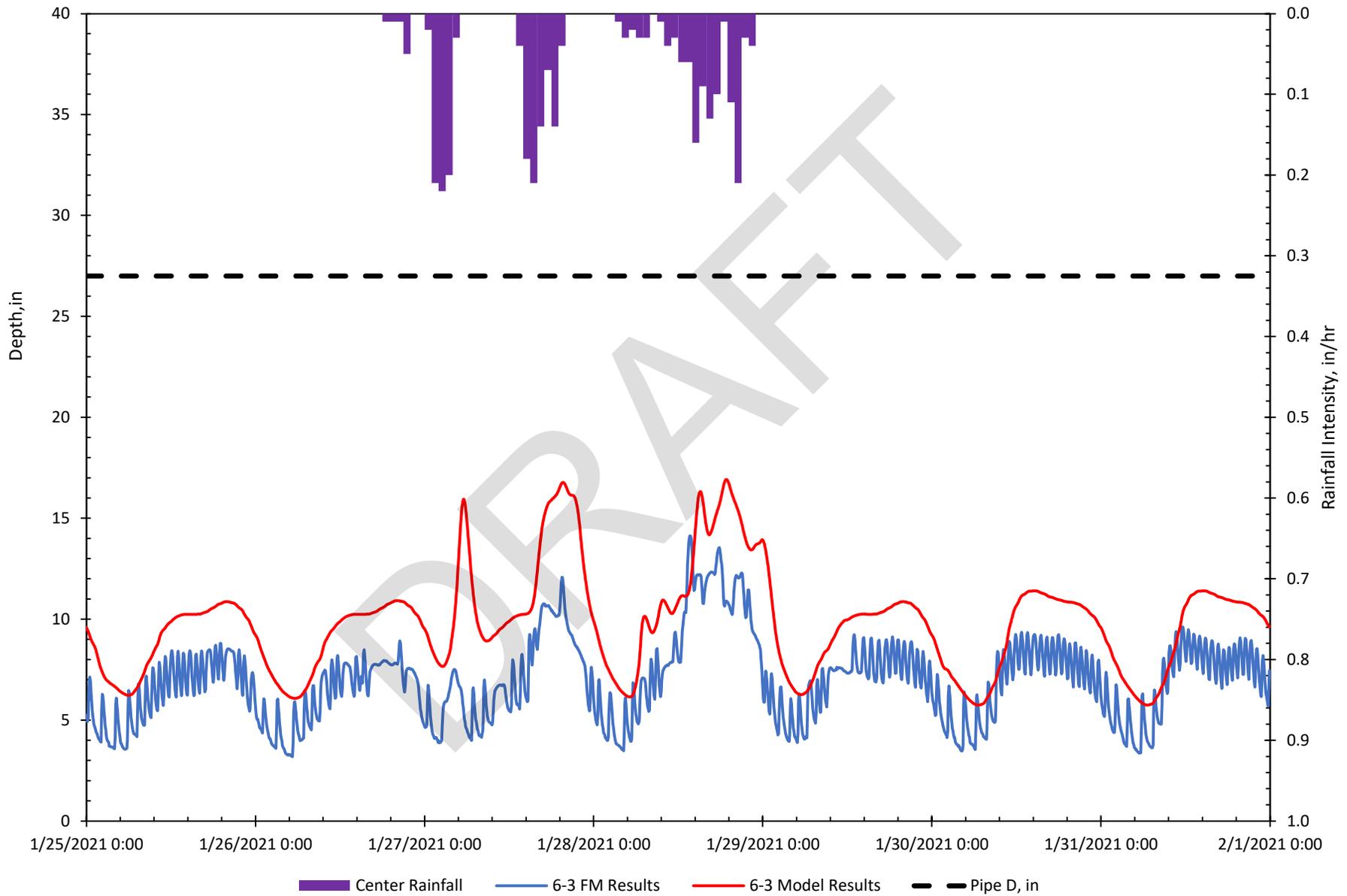
### Site 6-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



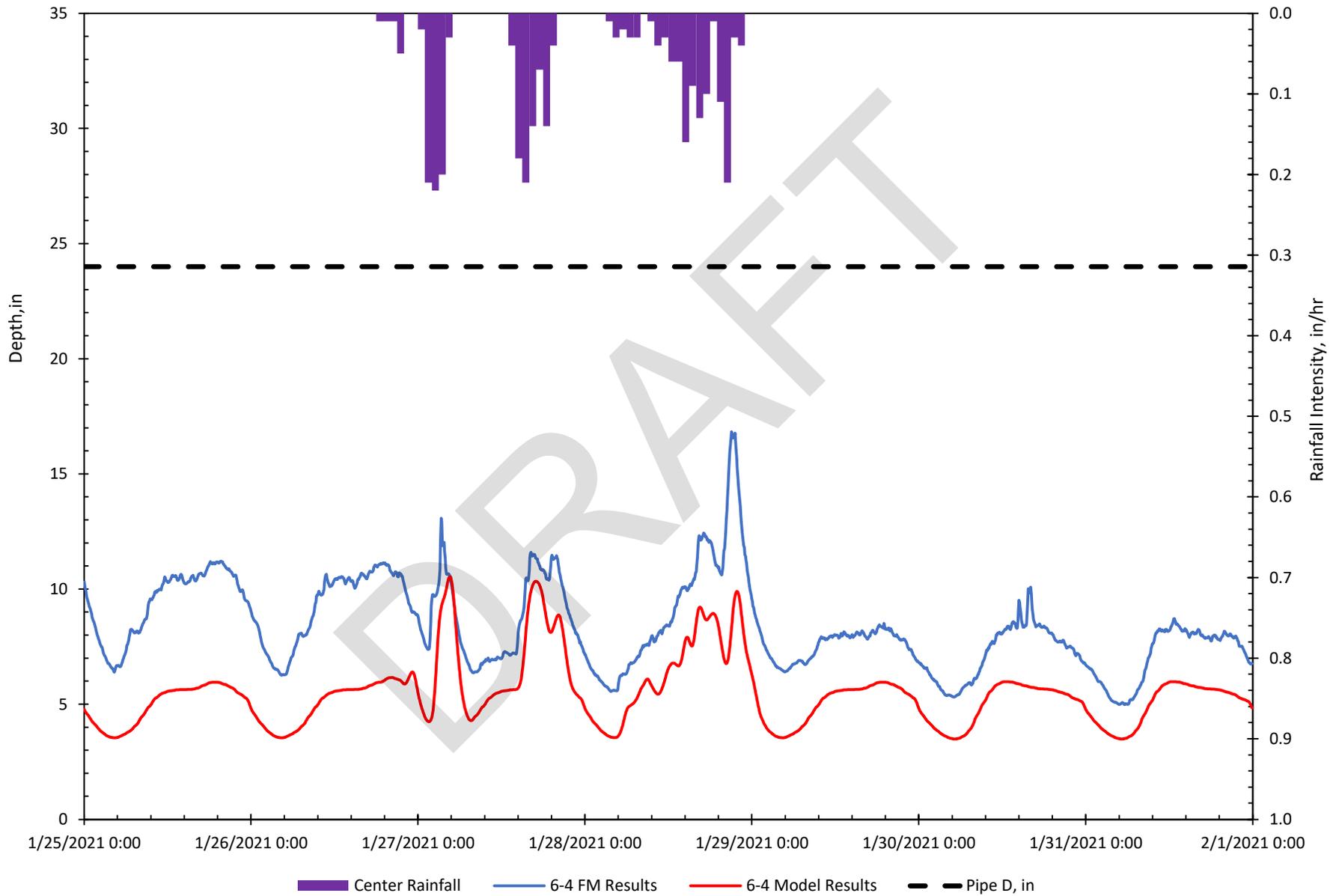
### Site 6-2 Modeled vs. Metered Flow Depths, January 25–31, 2021



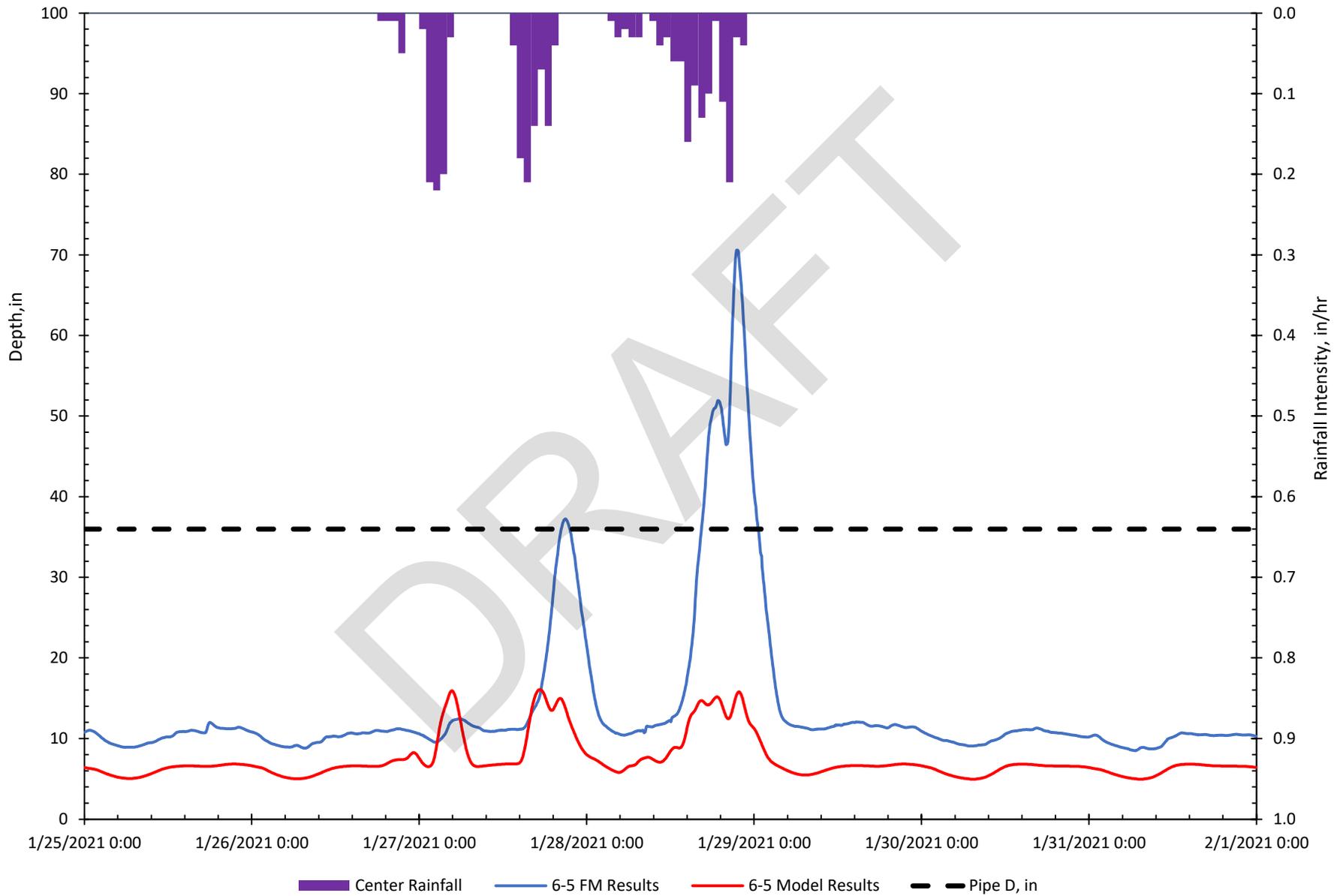
### Site 6-3 Modeled vs. Metered Flow Depths, January 25–31, 2021



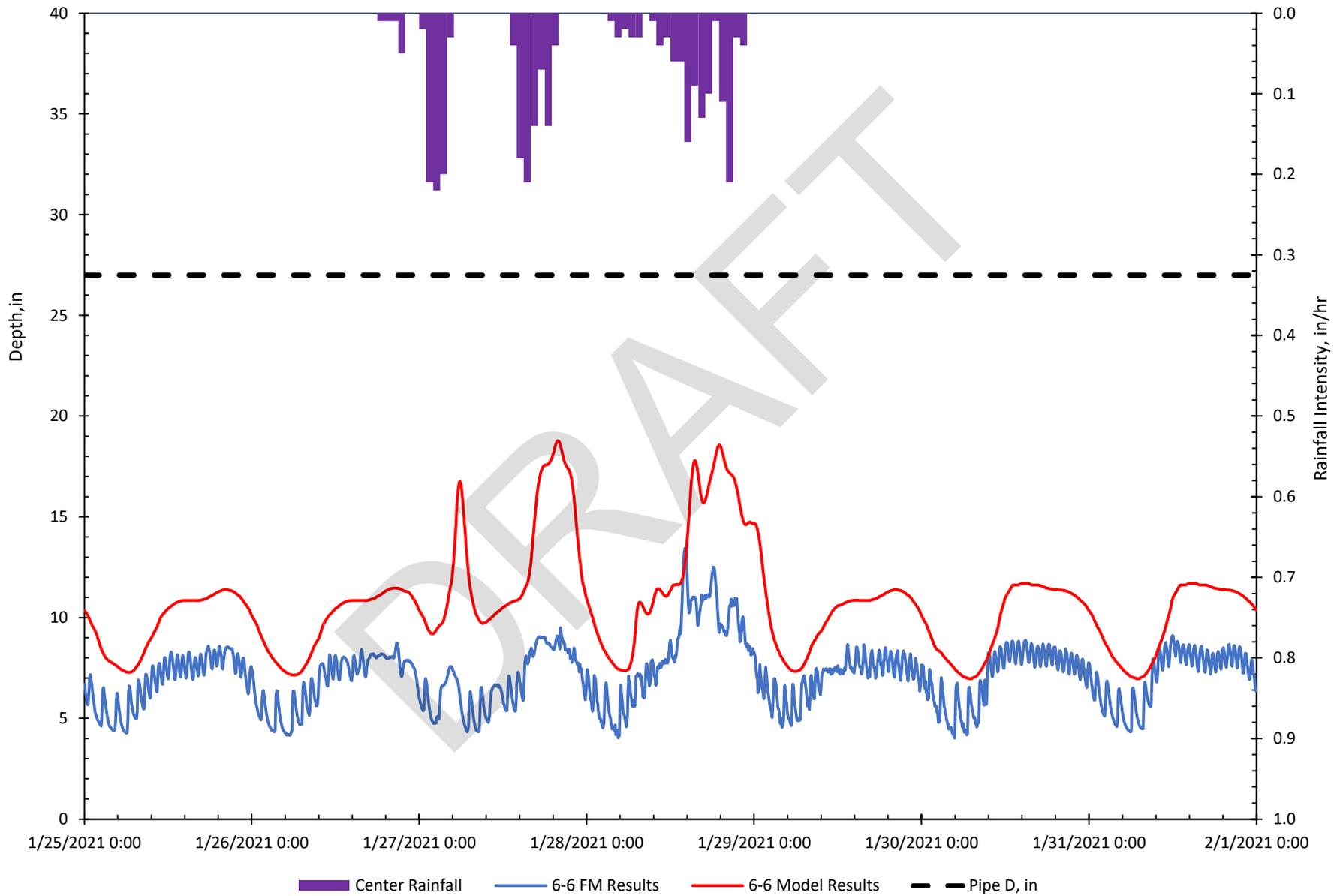
### Site 6-4 Modeled vs. Metered Flow Depths, January 25–31, 2021



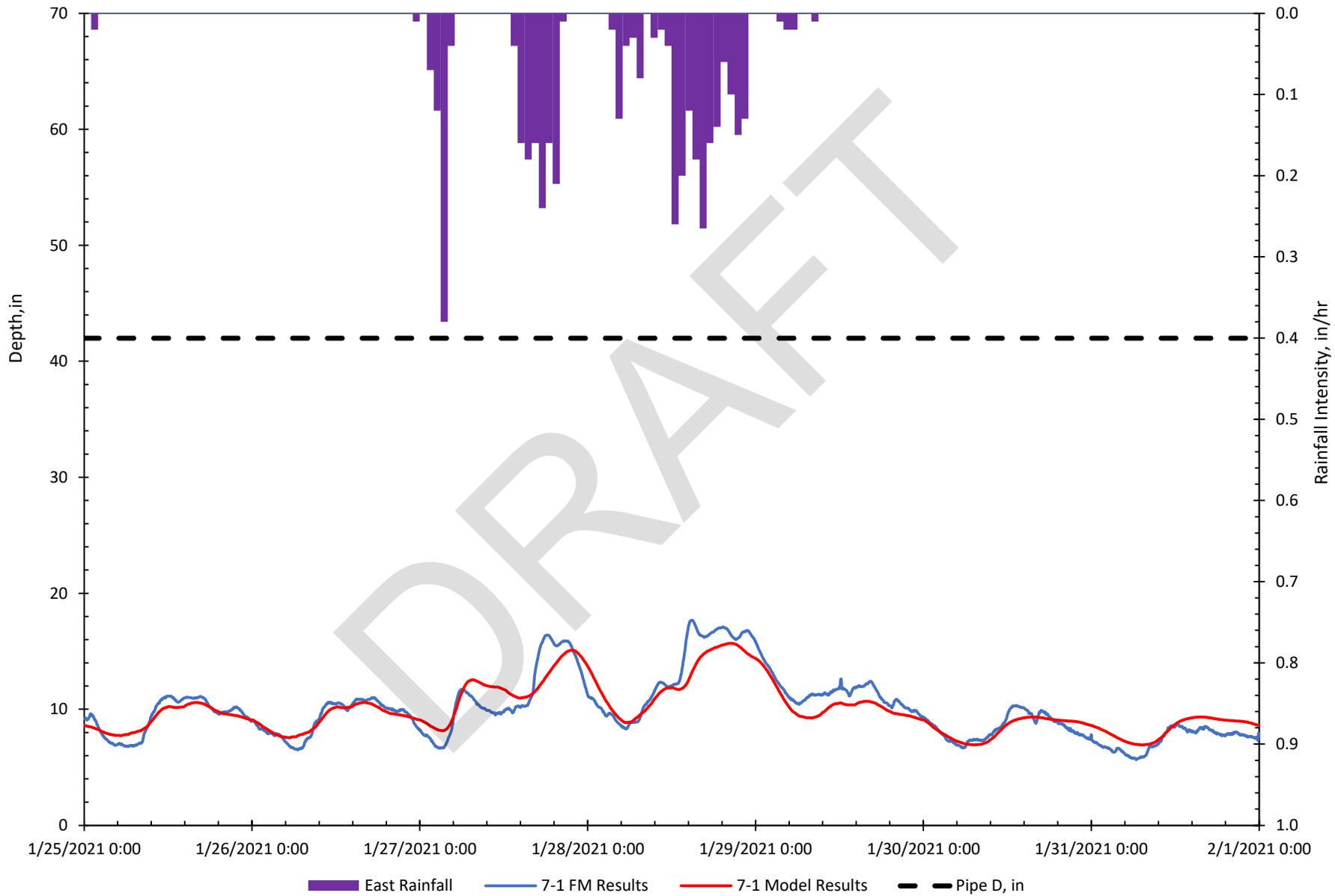
### Site 6-5 Modeled vs. Metered Flow Depths, January 25–31, 2021



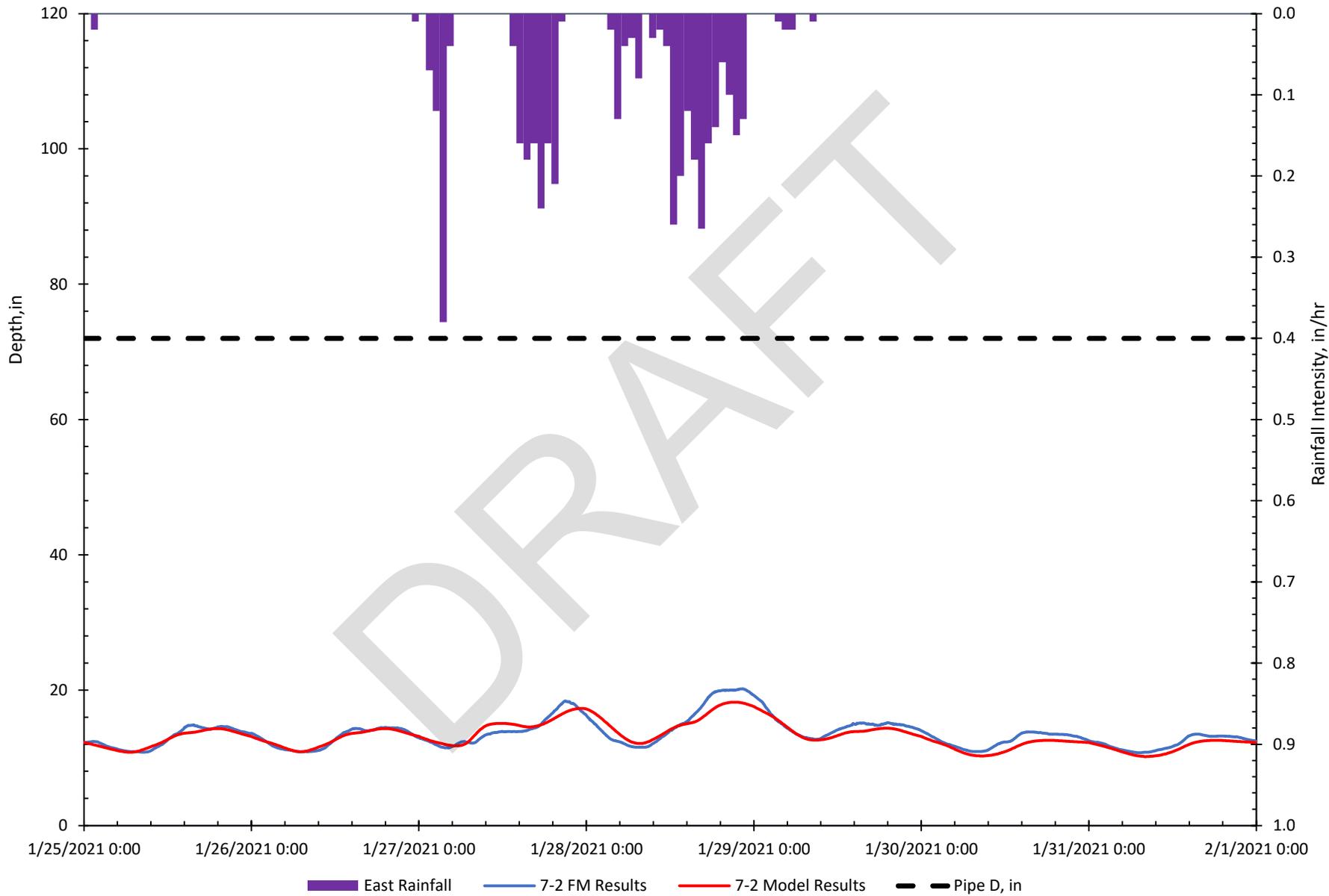
### Site 6-6 Modeled vs. Metered Flow Depths, January 25–31, 2021



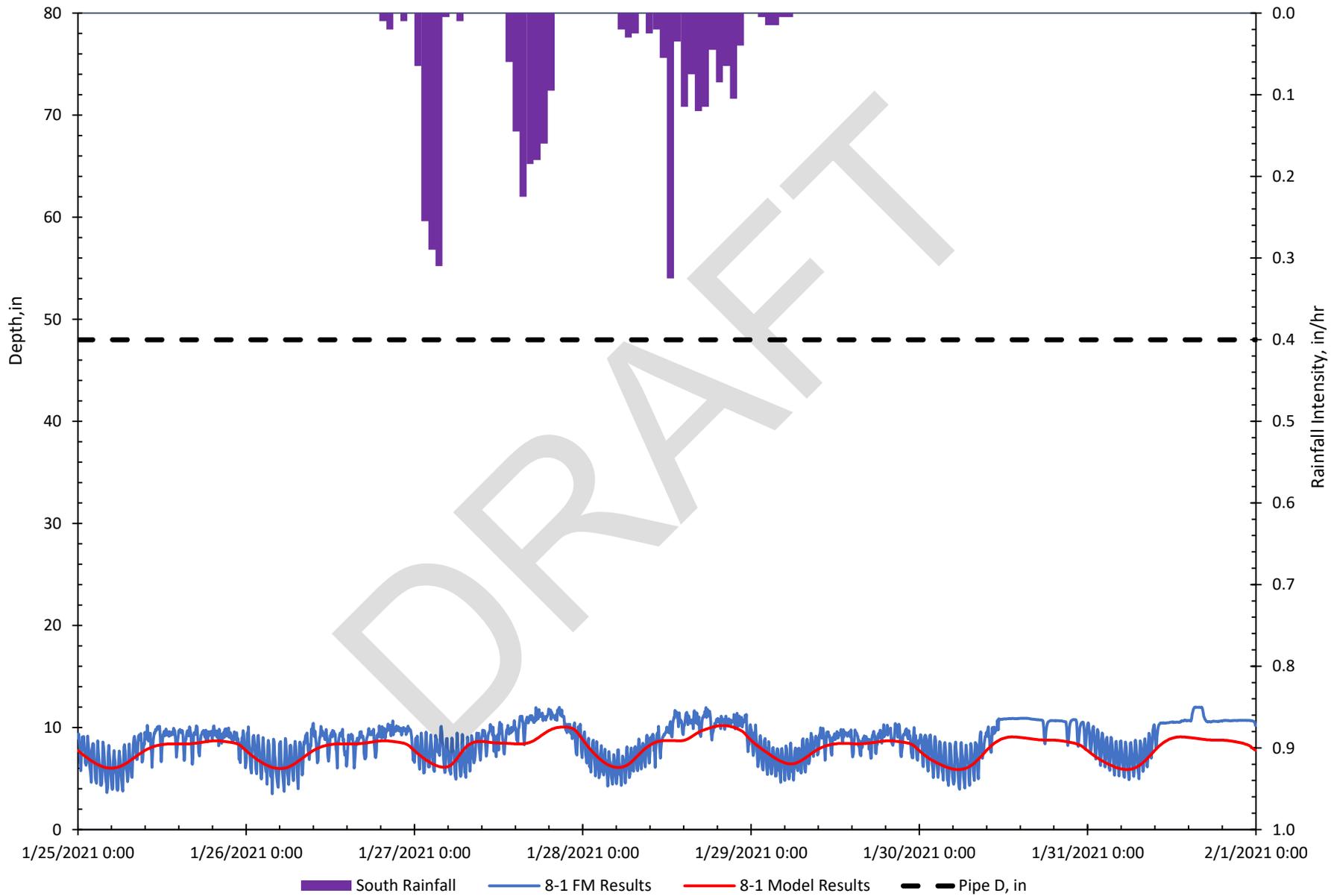
### Site 7-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



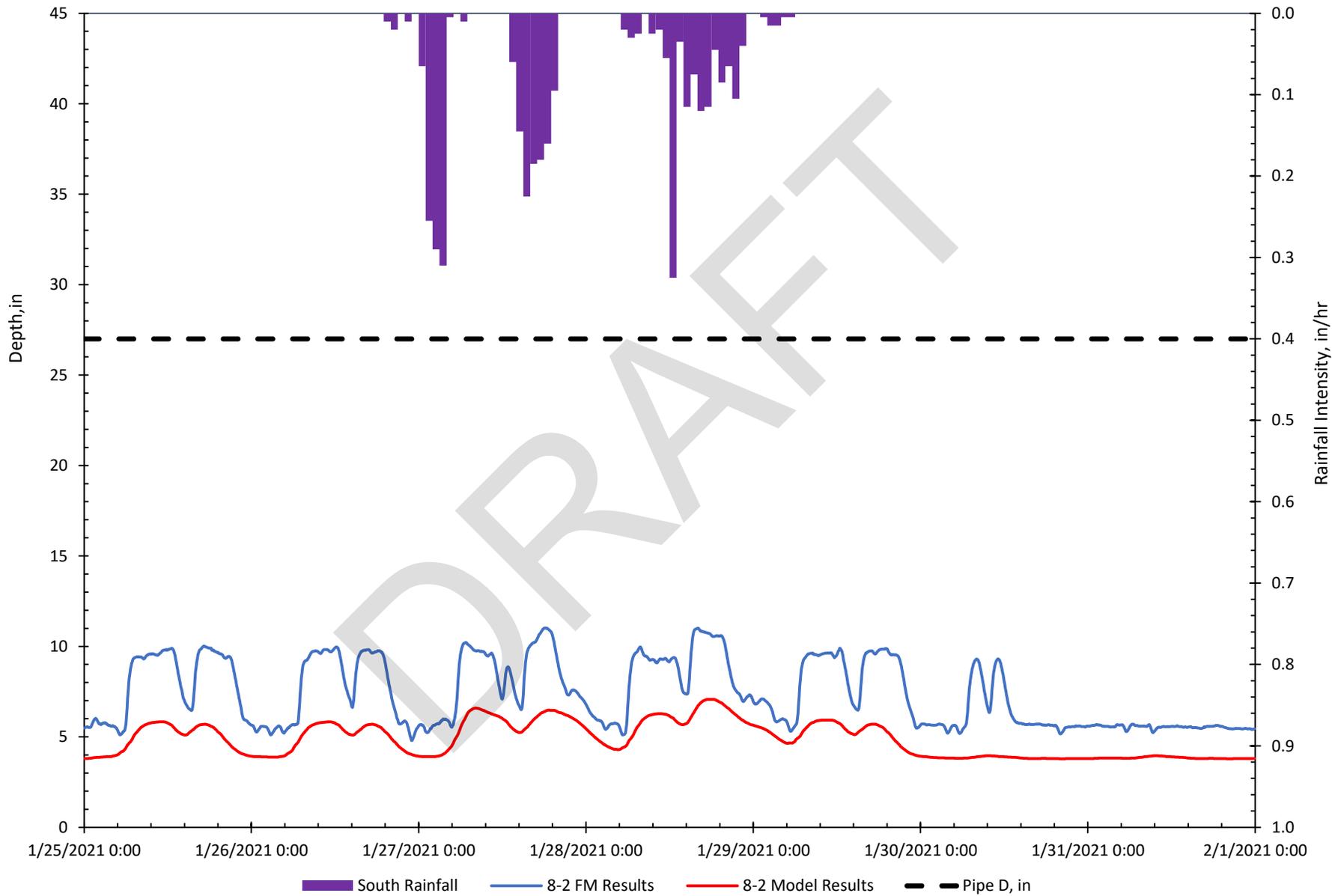
### Site 7-2 Modeled vs. Metered Flow Depths, January 25–31, 2021



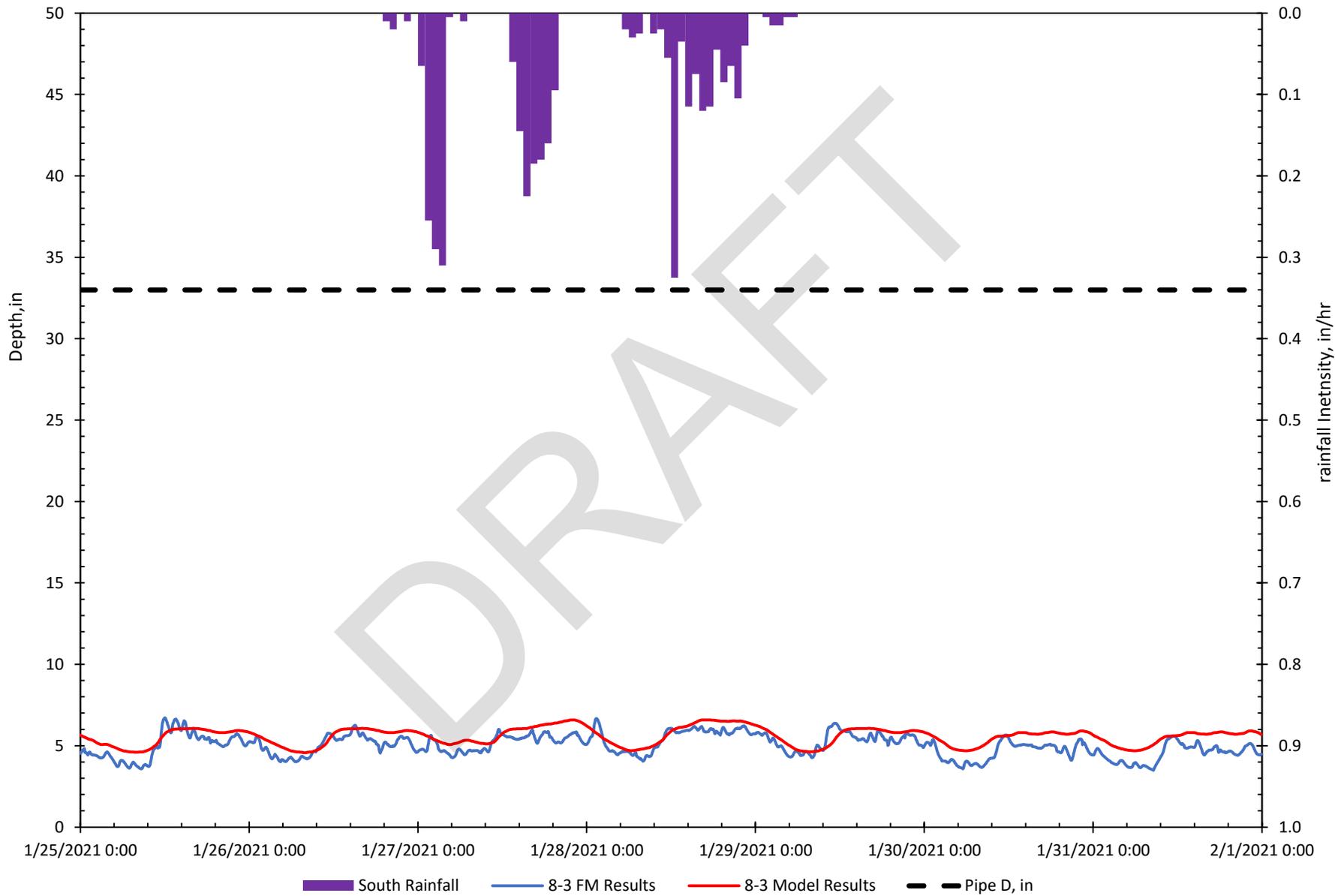
### Site 8-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



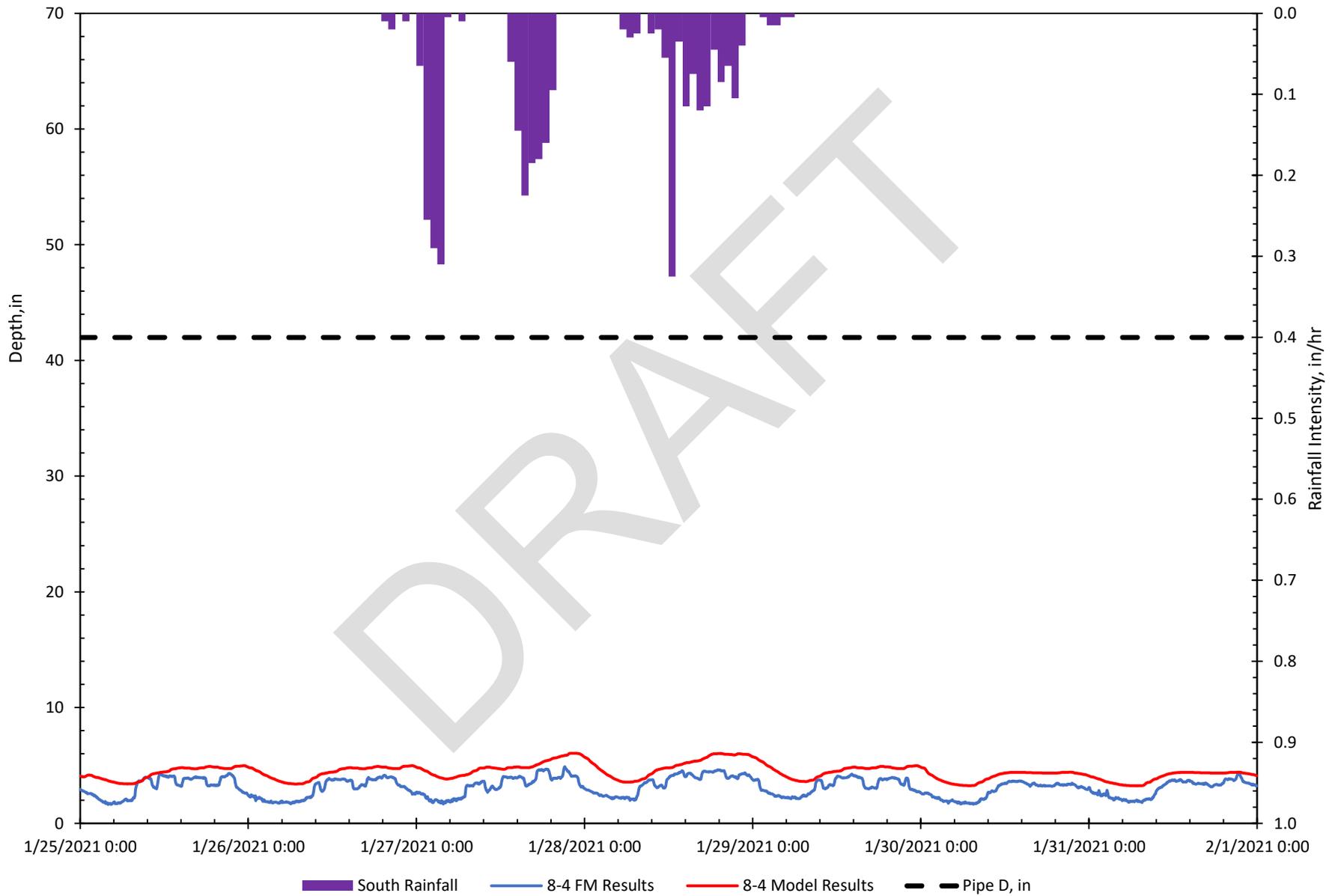
### Site 8-2 Modeled vs. Metered Flow Depths, January 25–31, 2021



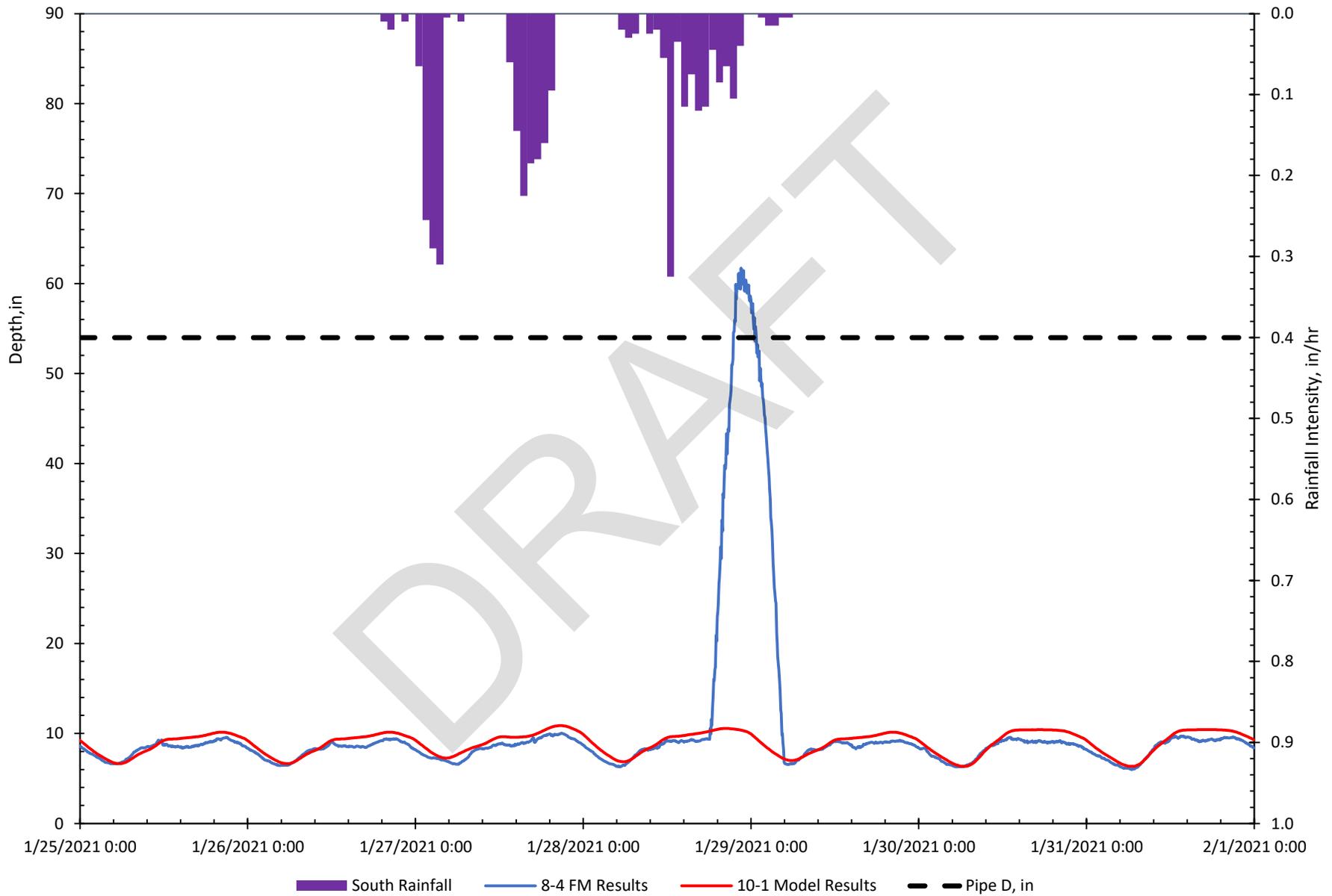
### Site 8-3 Modeled vs. Metered Flow Depths, January 25–31, 2021



### Site 8-4 Modeled vs. Metered Flow Depths, January 25–31, 2021



### Site 10-1 Modeled vs. Metered Flow Depths, January 25–31, 2021



Appendix G

Existing City Wastewater Facilities CIP

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DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

| No. | Project No. | CIP Project No. | Project Name   | Account No. | Total Project Cost | Available Budget | FY 2021      | FY 2022      | FY 2023      | FY 2024     | FY 2025     | FY 2026     | Notes   | Location   | Description  | Justification   | Projected Date Range |
|-----|-------------|-----------------|--|-------------|--------------------|------------------|--------------|--------------|--------------|-------------|-------------|-------------|---|--|--|---|----------------------|
| 1   | UW22001     | MXXXXX          | Metro Drive ARV Vaults Replacement   | 437-7785    | \$120,000          | \$0              | \$0          | \$120,000    | \$0          | \$0         | \$0         | \$0         |   | Metro Drive  | This project provides funding to replace the existing air relief valve (ARV) vaults for the 24-inch sanitary sewer force main along Metro Drive.   | The existing vaults housing the ARVs may fail and cause damage to the ARVs. The replacement would produce a more stable structure to house the ARVs.  | 7/1/2018-6/30/2023   |
| 3   | UW20022     | M20022          | Fourteen Mile Slough Sanitary Pump Station Assessment                                  | 437-7785    | \$3,552,851        | \$429,641        |              | \$970,000    | \$2,153,210  |             |             |             |   | N/A  | The project is to assess the operation of the pump station to determine cause of pump failure.   | Failure of the existing pumps increases maintenance and reduces reliability of the pump station.  | 7/1/2021-6/30/2022   |
| 4   | UW21015     | M21015          | Quail Lakes Sanitary Sewer Lift Station Upgrade/Rehabilitation                         | 437-7785    | \$799,250          | \$191,395        | \$0          |              | \$607,855    |             |             |             | Push construction budget out by 1-year and verify scope w/ Maintenance. Update estimate if needed               | N/A  | This project will rehabilitate the existing sanitary sewer pump station by replacing all problematic mechanical and electrical equipment and install a 50-foot high monopole.  | The rehabilitation of the pump station will minimize the potential for station failure and sewer backup and spillage caused by pump station shut downs. Installation of the monopole will improve SCADA transmission, preventing loss of data.  | 7/1/2022-6/30/2023   |
| 5   | UW23001     | MXXXXX          | Plymouth & 5 Mile Creek Sanitary Sewer Pump Station (source: 2008 Master Plan)         | 437-7785    | \$2,441,000        | \$0              | \$0          | \$99,000     | \$2,342,000  |             |             |             | Push previous budget out by 1-year  | 7078 Plymouth Rd   | A new sanitary sewer pump station will be constructed replacing the existing Plymouth Road & Five Mile Creek sanitary sewer pump station to increase pumping capacity.   | A new sanitary sewer pump station is required to accommodate increased wastewater flows from future development. The current Wastewater Master Plan anticipates wastewater flows at a 2035 build out will greatly exceed the current pump station capacity.   | 7/1/2022-6/30/2024   |
| 6   | UW23002     | MXXXXX          | Bianchi and Calaveras River Storm Station New Sanitary Sewerline Installation          | 437         | \$378,400          | \$0              | \$0          | \$0          | \$378,400    | \$0         | \$0         | \$0         |   | SW Corner of Bianchi Rd & N. El Dorado St (adjacent to 4 W Bianchi Rd Pump)                                      | This project provides funding for the installation of a sanitary sewer line at a storm pump station facility for the purpose of dewatering the facility in the event of contamination.   | The installation of a sanitary sewer line at a storm pump station facility will prevent the potential of discharging contaminated waters into a natural waterway.   | 7/1/2022-06/30/2023  |
| 7   | UW23003     | MXXXXX          | Brookside Estates Sanitary Sewer Pump Station  |             | \$391,000          |                  |              |              | \$391,000    |             |             |             |   | 2921 Brookside Rd  | Rehabilitate existing sanitary sewer pump station and improve reliability by replacing all problematic components, such as sluice gates, scrubber, pumps, and liner in the wet well.   | As the existing facility ages, it is necessary to replace components to ensure the pump station operates without service interruptions to customers.  | 7/1/2022-6/30/2023   |
| 8   | UW24001     | MXXXXX          | West Lane and Calaveras River South Storm Station New Sanitary Sewer                   | 437         | \$946,000          | \$0              | \$0          | \$0          | \$0          | \$135,000   | \$811,000   | \$0         |   | N West Lane (adjacent to 4250 West Lane)   | This project provides funding for the installation of sanitary sewer line at a storm pump station facility for the purpose of dewatering the facility in the event of contamination.   | The installation of a sanitary sewer line at a storm pump station facility will prevent the potential of discharging contaminated waters into a natural waterway.   | 7/1/2023-6/30/2025   |
| 9   | UW24002     | MXXXXX          | West Lane and Calaveras River North Storm Station New Sanitary Sewer Line Installation | 437         | \$946,000          | \$0              | \$0          | \$0          | \$0          | \$135,000   | \$811,000   | \$0         |   | S West Lane (adjacent to 4404 Woodbine Dr & 4407 Woodbine Dr)  | This project provides funding for the installation of sanitary sewer line at a storm pump station facility for the purpose of dewatering the facility in the event of contamination.   | The installation of a sanitary sewer line at a storm pump station facility will prevent the potential of discharging contaminated waters into a natural waterway.   | 7/1/2023-06/30/2025  |
| 10  | UW24003     | MXXXXX          | Swenson Road & 5 Mile Creek Sanitary Sewer Pump Station (source: 2008 Master Plan)     |             | \$2,929,000        |                  |              |              |              | \$87,900    | \$2,841,100 |             | Push previous budget out by 2-years   | 6803 Alexandria Place  | The pumps and controls will be replaced at the Swenson & Five Mile Creek sanitary sewer pump station to increase pumping capacity.   | New pumps and controls are required to accommodate increased wastewater flows from future development. The current Wastewater Master Plan anticipates wastewater flows at the 2035 build out will exceed the current pump station capacity.   | 7/1/2023-06/30/2025  |
| 11  | UW24004     | MXXXXX          | Kelley and Mosher Slough Sanitary Sewer Pump Station                                   |             | \$929,000          |                  |              |              |              | \$929,000   |             |             | Push previous budget out by 1-year  | 9213 Kelly Dr  | This project will rehabilitate the existing sanitary sewer pump station by replacing all problematic mechanical and controls equipment.  | The rehabilitation of the pump station will minimize the potential for sewer backups and spillage caused by pump station failure.   | 7/1/2023-06/30/2024  |
| 12  | UW24005     | MXXXXX          | Lincoln Street Sanitary Sewer Pump Station and Forcemain                               | 437         | \$8,590,200        | \$0              | \$0          | \$0          | \$0          | \$602,800   | \$3,993,700 | \$3,993,700 | Push previous budget out by 1-year  | Pump Station: Lincoln Street and Mormon Slough<br>Forcemain: Church Street from Mormon Slough to Pershing Avenue | Installation of a sewer pump station at Lincoln St. and the Mormon slough. Install a forcemain in the existing deficient gravity sewer line along Church St. from the Mormon Slough to Pershing Ave.   | Installation of appropriate sanitary pump station and forcemain will ensure adequate capacity and reliable system demands.  | 7/1/2023-6/30/2026   |
| 13  | UW25001     | MXXXXX          | Brookside and I-5 Pump Station Emergency Power   | 437-7785    | \$237,000          | \$0              | \$0          | \$0          | \$0          | \$237,000   |             |             |   | 2781 Brookside Rd  | This project provides for the installation of an emergency generator at the existing sanitary pump station to ensure continuous services.  | The installation of this emergency generator is necessary to ensure the continuous operation of SS Pump Station during the power outage.  | 7/1/2024-06/30/2025  |
| 14  | UW24006     | MXXXXX          | French Camp Sewer and Lift Station   | 437-7785    | \$12,001,000       | \$0              | \$0          | \$0          | \$0          | \$5,001,000 | \$1,000,000 | \$6,000,000 | Need new estimate. Cost shown in based on 2019 WW Rate Study. Also, need to verify scope/need for project       | East of I-5 and south of Arch Airport Rd between El Dorado St and French Camp Road                               | This is a new CIP project to provide for the construction of a new lift station and its sewer system.  | The purpose of this new lift station and its sewer system is to meet the City's build-out capacity.   | 7/1/2023-06/30/2026  |
| 15  | UW25002     | MXXXXX          | Camanche Sanitary Sewer Pump Station Rehabilitation (2008 MP)                          | 437-7785    | \$550,000          | \$0              | \$0          | \$0          | \$0          | \$550,000   |             |             | Need new estimate. Cost shown in based on 2019 WW Rate Study. Consult with Eric Johnson in MUD Maintenance      | Camanche Ln (between Ridgeway Ave & Holiday Dr)  | This project provides to replace existing pumps and controls.  | To replace the existing pumps and controls are necessary to ensure the continuous operation of this pump station.   | 7/1/2024-06/30/2025  |
| 16  | UW25003     | MXXXXX          | College Park Sanitary Sewer Pump Station Rehabilitation                                | 437-7785    | \$750,000          | \$0              | \$0          | \$0          | \$0          | \$750,000   | \$0         |             | Need new estimate. Cost shown in based on 2019 WW Rate Study. Consult with Eric Johnson in MUD Maintenance      | 1502 Palm Ave  | This project is to rehabilitate the existing pump station.   | This is a very old pump station that needs to be rehabilitated.   | 7/1/2024-6/30/2025   |
| 17  | UW25004     | MXXXXX          | Waterloo Sanitary Sewer Pump Station Rehabilitation                                    | 437-7785    | \$1,303,000        | \$0              | \$0          | \$0          | \$0          | \$1,303,000 | \$0         |             | Need new estimate. Cost shown in based on 2019 WW Rate Study. Consult with Eric Johnson in MUD Maintenance      | 1105 Waterloo Rd   | This project is to rehabilitate the existing pump station.   | This is a very old pump station that needs to be rehabilitated.   | 7/1/2024-6/30/2025   |
| 18  | UW25005     | MXXXXX          | Drake Sanitary Sewer Pump Station Rehabilitation                                       | 437-7785    | \$1,303,000        | \$0              | \$0          | \$0          | \$0          | \$1,303,000 | \$0         |             | Need new estimate. Cost shown in based on 2019 WW Rate Study. Consult with Eric Johnson in MUD Maintenance      | Adjacent to 626 Drake Ave  | This project is to rehabilitate the existing pump station.   | This is a very old pump station that needs to be rehabilitated.   | 7/1/2024-6/30/2025   |
| 19  | UW16022     | M16022          | RWCF Modifications Project - Progressive Design Build                                  | 437         | \$223,554,079      | \$48,840,047     | \$60,273,645 | \$81,793,924 | \$28,518,223 | \$4,128,240 |             |             | Highlighted changes show movement of \$10M to FY2021, taking \$5M each from FY22 and FY23                       | N/A  |  |   |                      |
| 20  | UW18011     | M18011          | RWCF Pond No. 1 Cleaning   | 437-7709    | \$11,124,000       | \$1,000,000      | \$0          | \$1,000,000  | \$2,281,000  | \$2,281,000 | \$2,281,000 | \$2,281,000 | Push previous budget out by 1-year  | N/A  | Cleaning of Pond No.1 at the Regional Wastewater Control Facility to restore treatment capacity.   | Accumulated sludge in Pond No.1 has reduced its capacity treatment.   | 7/1/2021-6/30/2026   |
| 21  | UW20023     | M20023          | RWCF New Outfall   | 437-7709    | \$10,457,000       | \$3,110,617      | \$0          | \$2,075,608  | \$5,195,247  | \$75,528    |             |             | Verify estimated cost for possible savings (if No New Outfall is Req'd). Possibly advance other projects if so. | N/A  | The project is to replace the existing outfall at the Tertiary site (western side) of San Joaquin River.   | Technical Memorandum by RBI - RBI 641—NPDES Compliance Support, Task 25 • Eliminating construction of approximately 2,000 feet of large diameter (72") pipeline along the western edge of the San Joaquin River; • Allowing gravity discharge through a new outfall for more than 90% of the time; and • Condensing all operations on the main plant thereby eliminating permanent staffing at the T-Plant. | 7/1/2021-6/30/2024   |
| 22  | UW22002     | MXXXXX          | RWCF Sludge Day Tank Mixing Rehabilitation   |             | \$320,000          |                  |              | \$162,000    | \$158,000    |             |             |             |   | RWCF - 2500 Navy Drive   | The project will provide funding to add mechanical mixers to the sludge day tanks located at the Regional Water Control Facility (RWCF). The addition of mixers to the sludge day tanks will keep the sludge homogenous and prevent suspended solids from settling inside the day tanks. | The sludge day tanks hold sludge prior to a dewatering process which extracts water from the sludge. The dewatering process is more efficient and easier to manage if the sludge is homogenous and has a consistent density. The new mixers will maintain the sludge in a homogenous state with a consistent density.   | 7/1/2021-6/30/2023   |

DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

| No. | Project No. | CIP Project No.                                | Project Name   | Account No. | Total Project Cost | Available Budget | FY 2021   | FY 2022     | FY 2023     | FY 2024     | FY 2025     | FY 2026   | Notes  | Location   | Description  | Justification  | Projected Date Range |
|-----|-------------|--|--|-------------|--------------------|------------------|-----------|-------------|-------------|-------------|-------------|-----------|--|--|--|--|----------------------|
| 23  | UW23004     | MXXXXX   | RWCF Facility Main Plant Switchgear Upgrade with Load Shedding   | 437-7709    | \$340,000          | \$0              | \$0       | \$0         | \$117,000   | \$111,500   | \$111,500   | \$0       |  | RWCF - 2500 Navy Drive   | To replace the current method of manual load shedding to prevent interruption of power to critical facilities at RWCF.   | To replace the current method of manual load shedding to prevent interruption of power to critical facilities at RWCF.   | 7/1/2022-06/30/2025  |
| 24  | UW23005     | MXXXXX   | RWCF Cogeneration Engine No. 1 Rebuild   | 437-7709    | \$802,000          | \$0              | \$0       | \$0         | \$802,000   | \$0         | \$0         | \$0       |  | RWCF - 2500 Navy Drive   | The project is to overhaul Cogeneration Engine No.1 including source testing and submittal of test report to demonstrate compliance with the requirements of the air permit issued by SJVAPCD.   | Cogeneration Engines at the RWCF provide heat for the wastewater digestion process, 1/3 of the plant's electrical demand, and disposal of gas generated as a byproduct of the wastewater process. The Cogeneration Engine manufacturer has recommended that a complete engine overhaul is done every 40,000 run-hours. | 7/1/2022-6/30/2023   |
| 25  | UW09006     | M09006   | RWCF Rehabilitate Digesters A & B for Sludge Storage   | 437-7709    | \$4,434,860        | \$454,164        | \$0       | \$0         | \$0         | \$1,990,348 | \$1,990,348 |           | Close current project and move previous budget to outer years  | N/A  | Evaluate and rehabilitate Digester A and B to use as sludge feed storage for the belt presses.   | Reduce the amount of accumulated solids in the digesters and evaluate the condition of the digesters.  | 7/1/2023-6/30/2025   |
| 26  | UW24007     | MXXXXX   | RWCF Cogeneration Engine No. 4 Rebuild   | 437-7709    | \$760,000          | \$0              | \$0       | \$0         | \$0         | \$760,000   | \$0         | \$0       |  | RWCF - 2500 Navy Drive   | The project is to overhaul Cogeneration Engine No.4 including source testing and submittal of test report to demonstrate compliance with the requirements of the air permit issued by SJVAPCD.   | Cogeneration Engines at the RWCF provide heat for the wastewater digestion process, 1/3 of the plant's electrical demand, and disposal of gas generated as a byproduct of the wastewater process. The Cogeneration Engine manufacturer has recommended that a complete engine overhaul is done every 40,000 run-hours. | 7/1/2023-6/30/2024   |
| 27  | UW26001     | MXXXXX   | RWCF Cogeneration Engine No. 3 Rebuild   | 437-7709    | \$760,000          | \$0              | \$0       | \$0         | \$0         | \$0         | \$0         | \$760,000 | Need new estimate. Cost shown in based on 2019 WW Rate Study   | RWCF - 2500 Navy Drive   | The project is to overhaul Cogeneration Engine No.3 including source testing and submittal of test report to demonstrate compliance with the requirements of the air permit issued by SJVAPCD.   | Cogeneration Engines at the RWCF provide heat for the wastewater digestion process, 1/3 of the plant's electrical demand, and disposal of gas generated as a byproduct of the wastewater process. The Cogeneration Engine manufacturer has recommended that a complete engine overhaul is done every 40,000 run-hours. | 7/1/2025-6/30/2026   |
| 28  | UW21020     | M21020   | FY2021 Sanitary Sewer Street Improvements Reimbursements (S.J. County)   |             | \$850,340          | \$166,000        |           | \$84,340    | \$150,000   | \$150,000   | \$150,000   | \$150,000 | Update Estimate to add FY26 and account for any updates from SJ County   | N/A  |  |  |                      |
| 29  | N/A         | PW1903, PW1916, PW1914, PW2103, PW2106, PW1809 | FY2021 Sanitary Sewer Street Improvements Reimbursements (COS PW) - Budget in PW Projects, refer to Estimate for details. For reference only |             | \$319,000          | -\$34,000        | \$278,000 | \$75,000    |             |             |             |           | Update estimate to account for any info from PW, plus what's already listed in Reimbursement Spreadsheet. If no data available, then use assumption for estimate and placeholder based on prior data | N/A  |  |  |                      |
| 30  | UW20017     | M20017   | FY2019 Sanitary Sewer Street Improvements Reimbursements (COS PW)  |             | \$90,700           | \$90,700         |           |             |             |             |             |           |  | N/A  |  |  |                      |
| 31  | UW16006     | M16006   | 2016 Sanitary Sewer Rehabilitation Project   |             | \$1,029,935        | \$729,935        |           | \$300,000   |             |             |             |           |  | N/A  |  |  |                      |
| 32  | UW17023     | M17023   | Pershing Avenue Sewer Trunk Rehabilitation (Church Street to Navy Drive)   | 437-7787    | \$6,473,217        | \$2,350,117      |           | \$0         | \$4,123,100 |             |             |           |  | N/A  |  |  |                      |
| 33  | UW18029     | M18029   | Sierra Nevada Street Sanitary Sewer Line Rehabilitation  |             | \$1,985,159        | \$1,585,159      |           | \$400,000   |             |             |             |           |  | N/A  | This project will address capacity deficiencies and corrosion problems. This project will rehabilitate the existing 36-inch sanitary sewer line along Sierra Nevada Street between Hazelton Avenue and Worth Street due to severe corrosion and potential consequences of structural failure.      | This project eliminates restrictions and pipeline collapses in the City's sanitary sewer collection system, and allows continuous sewer service within the service area.   |                      |
| 34  | UW18030     | M18030   | Mormon Slough Sanitary Sewer Line Rehabilitation   |             | \$3,147,724        | \$2,060,274      |           | \$0         | \$1,087,450 |             |             |           |  | N/A  |  |  |                      |
| 35  | N/A         | PW1805   | California Street Road Diet Sanitary Sewer Rehabilitation  |             | \$665,000          | \$78,000         |           | \$587,000   |             |             |             |           |  | N/A  | A 6" sewer line upsized to 8" (approximately 300')   |  |                      |
| 36  | UW20011     | M20011   | Sanitary Sewer Maintenance Hole Rehabilitation Project   |             | \$1,900,164        | \$400,164        |           | \$300,000   | \$300,000   | \$300,000   | \$300,000   | \$300,000 | Need estimate for outer years, or assume same amount each year (\$300K per year)   | N/A  |  |  |                      |
| 37  | UW20016     | M20016   | Oak Street Trunk Rehabilitation (Wilson Wy to Pershing Avenue)   |             | \$1,409,454        | \$909,454        |           |             | \$500,000   |             |             |           | Update cost estimate based on CCTV & revised scope for possible Savings  | N/A  |  |  |                      |
| 38  | UW20020     | M20020   | Sanitary Sewer Large Diameter Lines Replacement per AMMP   |             | \$3,991,661        | \$1,840,826      |           | \$368,846   | \$834,995   | \$946,994   |             |           |  | N/A  |  |  |                      |
| 39  | UW21007     | M21007   | Union Street Rehabilitation between Harding and Acacia (ID#R3R, 2008 MP)   |             | \$1,372,852        | \$194,252        |           | \$1,178,600 |             |             |             |           |  | N/A  |  |  |                      |
| 40  | UW21016     | M21016   | Sanitary Sewer Small Diameter Lines Replacement per AMMP   |             | \$1,847,066        | \$375,466        |           | \$1,471,600 | \$0         | \$0         |             |           |  | N/A  |  |  |                      |
| 41  | UW21017     | M21017   | Airport Way Sewer Trunk Rehabilitation (San Joaquin Fairgrounds to Ralph Ave.)   |             | \$4,981,903        | \$609,463        |           | \$4,372,440 |             |             |             |           | Project may need to be put on hold, pending updated Estimates for M18024 & M20016. Potential Savings can   | N/A  |  |  |                      |
| 42  | UW21018     | M21018   | Lincoln Road Sanitary Sewer Line Rehab between Pershing Ave. and Alexandria Place  |             | \$4,198,608        | \$579,108        |           |             |             | \$3,619,500 |             |           | Project may need to be put on hold, pending updated Estimates for M18024 & M20016. Potential Savings can   | N/A  |  |  |                      |
| 43  | UW23006     | MXXXXX   | Longview Avenue Sewer Rehabilitation north of Longview through PUE, south of Swain from Pacific to El Dorado (ID#R2L, 2008 MP)               |             | \$1,086,000        |                  |           |             | \$108,600   | \$977,400   |             |           |  | Longview Ave (between Pacific Ave and El Dorado St)            | Upsize 12" VCP pipe to 18" within Longview Avenue sewer easement from Pacific Ave to El Dorado Ave per WWMP.   | Project will upsize the existing sewer pipe to alleviate full pipes in the collection system. Project will add capacity to the collection system in accordance with the current sewer master plan.   | 7/1/2022-6/30/2024   |
| 44  | UW23007     | MXXXXX   | South Tuxedo Avenue Sewer Trunk Rehabilitation   |             | \$512,000          |                  |           |             | \$512,000   |             |             |           |  | South Tuxedo Avenue (between Kensington Way and Orange Street) | This project would rehabilitate the existing sewer trunk line along South Tuxedo Avenue between Kensington Way and Orange Street due to crack and potential consequences of structural failure.  | This project eliminates restrictions and pipeline collapses in the City's sanitary sewer collection system, and allows continuous sewer service within the service area.   | 7/1/2022-6/30/2023   |
| 45  | UW23008     | MXXXXX   | Pershing Avenue Sewer Trunk Rehabilitation (Oak Street to Tuxedo Avenue)   |             | \$1,598,000        |                  |           |             | \$93,943    | \$1,504,057 |             |           |  | Pershing Avenue (Oak Street to Tuxedo Avenue)                  | This project would rehabilitate the existing sewer trunk line along Pershing Avenue between Oak Street and South Tuxedo Avenue due to cracks and potential consequences of structural failure.   | The project will eliminate restrictions and pipeline collapse and allow for continuous sewer service to the service area.  | 7/1/2022-6/30/2024   |
| 46  | UW23009     | MXXXXX   | Sperry Road/Gibraltar Court Sanitary Sewer Rehabilitation  |             | \$4,622,000        |                  |           |             | \$555,000   | \$4,067,000 |             |           |  | Sperry Road/Gibraltar Court                                    | Project will address capacity deficiencies and corrosion problems. This project will rehabilitate existing 24/27-inch sanitary sewer line along Sperry Road and Gibraltar Court between Airport Way and Industrial Drive due to severe corrosion and potential consequences of structural failure. | These projects eliminate restrictions and pipeline collapses in the City's sanitary sewer collection systems, and allow for continuous sewer service within the service area.  | 7/1/2022-6/30/2024   |
| 47  | UW23010     | MXXXXX   | Swain Road and Alturas Avenue Sewer Rehabilitation (ID#R2M, 2008 MP)   |             | \$573,000          |                  |           |             | \$57,300    | \$515,700   |             |           |  | Swain Road and Alturas Avenue                                  | Upsizing of 12" sewer line to 15" along PUE from Swain Road just north of Longview Avenue northward to Alturas Avenue and along Alturas Avenue to Quincy Street.   | Project will upsize the existing sewer pipe to alleviate full pipes in the collection system. Project will add capacity to collection system in accordance with the current sewer master plan.   | 7/1/2022-6/30/2024   |
| 48  | UW23011     | MXXXXX   | El Dorado Street (Alpine to Wyandotte) Rehabilitation - (ID#R3I, 2008 MP) - Alpine to Wyandotte  |             | \$1,348,000        |                  |           |             | \$229,000   | \$1,119,000 |             |           |  | El Dorado Street (Alpine to Wyandotte)                         | Upsizing of 12" sewer line to 15" and 18" along El Dorado Street from East Sonoma Ave to Wyandotte St.   | This section of pipe is identified in the Master Plan for upsizing.  | 7/1/2022-6/30/2024   |

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| No. | Project No. | CIP Project No. | Project Name  | Account No. | Total Project Cost | Available Budget | FY 2021 | FY 2022   | FY 2023     | FY 2024     | FY 2025      | FY 2026 | Notes   | Location   | Description   | Justification   | Projected Date Range |
|-----|-------------|-----------------|---|-------------|--------------------|------------------|---------|-----------|-------------|-------------|--------------|---------|---|--|---|---|----------------------|
| 49  | UW23012     | MXXXXX          | El Dorado Street (Fremont to Oak Street) Rehabilitation - (ID#R5H, 2008 MP) - Fremont to Oak  |             | \$617,890          |                  |         |           | \$98,000    | \$519,890   |              |         |   | El Dorado Street (Fremont to Oak Street)   | This project will rehabilitate an existing 12-inch sanitary sewer line that is located below El Dorado Street between Fremont Street and Oak Street. This replacement line will be upsized to a 33-inch HDPE sanitary sewer line which will provide additional capacity for future demand as required by the Wastewater Master Plan.                                    | The City's adopted 2035 Wastewater Master Plan identifies several sanitary sewer lines that need replacement to support the growth of commercial and industrial development in Stockton.  | 7/1/2022-6/30/2024   |
| 50  | UW25006     | MXXXXX          | March Lane Sewer Trunk Rehabilitation (I-5 to Brookside Sewer Pump Station)                   |             | \$6,311,000        |                  |         |           |             | \$720,000   | \$5,591,000  |         | Push previous budget out by 1-year  | March Lane (I-5 to Brookside)  | Rehabilitate the existing 24-inch and 30-inch sewer main line on March Lane between Interstate 5 and the Brookside Road Sewer Pump Station.   | The pipeline is experiencing rapid deterioration and has the potential for structural failure.  | 7/1/2024-6/30/2026   |
| 51  | UW23013     | MXXXXX          | Etna Street Rehabilitation - (ID#R2A, 2008 MP) - North of Hammer Lane along Etna to the north |             | \$1,500,000        |                  |         |           | \$500,000   | \$1,000,000 |              |         | Push previous budget out by 1-year  | Etna Street - North of Hammer Lane along Etna to the north   | Upsize 12" VCP pipe to 18" on Etna (just north of Hammer) to 4000LF north per the Waste Water Master Plan.  | Upsizing is necessary due to increased sewer flows from the development of surrounding areas.   | 7/1/2022-6/30/2024   |
| 52  | UW24008     | MXXXXX          | Pardee Lane Rehabilitation - (ID#R2AD, 2008 MP) - Pacific and Bianchi                         |             | \$16,710,000       |                  |         |           |             | \$897,000   | \$15,813,000 |         |   | Pardee Lane (Pacific and Bianchi)  | Upsize existing sewer pipe to recommended size on Pardee Lane per Wastewater Master Plan.   | Upsizing is necessary due to increased sewer flows from the development of surrounding areas.   | 7/1/2023-6/30/2025   |
| 53  | UW24009     | MXXXXX          | Scotts Avenue Rehabilitation (ID#R5B, 2008 MP)  |             | \$312,750          |                  |         |           |             | \$312,750   |              |         |   | Scotts Avenue (between Pershing Avenue and Del Norte Street and between Del Norte Street and Navy Drive) | Upsize the existing 27-inch sewer trunk main on Scotts Avenue to 30-inches between Pershing Avenue and Del Norte Street and to 42-inches between Del Norte Street and Navy Drive.   | Project will upsize the existing sewer trunk to alleviate full pipes in the collection system and accommodate future growth. Project will add capacity to the collection system in accordance with the current sewer master plan.   | 7/1/2023-6/30/2024   |
| 54  | UW24010     | MXXXXX          | El Dorado Street (Market to Fremont) Rehabilitation - (ID#R5H, 2008 MP)- Market to Fremont    |             | \$1,867,910        |                  |         |           |             | \$1,867,910 |              |         |   | El Dorado Street (Market to Fremont)   | This project will rehabilitate an existing 12-inch and 18-inch sanitary sewer line that is located below El Dorado Street between Market Street and Fremont Street. The replacement line will be upsized to a 24-inch, 27-inch, or 30-inch HDPE sanitary sewer line which will provide additional capacity for future demand as required by the Wastewater Master Plan. | The City's adopted 2035 Wastewater Master Plan identifies several sanitary sewer lines that need replacement to support the growth of commercial and industrial development in Stockton.  | 7/1/2023-6/30/2024   |
| 55  | UW24011     | MXXXXX          | Hazelton Avenue Sewer Trunk Rehabilitation (Della to Pilgrim Streets)                         |             | \$2,147,000        |                  |         |           |             | \$2,147,000 |              |         |   | Hazelton Avenue (Della to Pilgrim Streets)   | Rehabilitate the existing 24-inch sewer main on Hazelton Avenue between Pilgrim Street and Wilson Way, and the 36-inch sewer main on Hazelton Avenue between Sierra Nevada Street and Della Street.   | The sewer main pipeline is experiencing rapid deterioration and has the potential for structural failure.   | 7/1/2023-6/30/2024   |
| 56  | UW23014     | MXXXXX          | Rosemarie Lane Sewer Rehabilitation (ID#R30, 2008 MP) between Manchester and Crown Avenues    |             | \$1,630,549        |                  |         |           | \$234,000   | \$1,396,549 |              |         | Advance previous budget by 1-year   | Rosemarie Lane (Manchester to Crown Avenues)   | The project will upsize the existing 12-inch sanitary sewer line to a 15-inch line along Rosemarie Lane between Manchester and Crown Avenues using trenchless methods.  | Upsizing of the sewer line is necessary due to increased sewer flows and deterioration resultant of development of surrounding areas.   | 7/1/2022-6/30/2024   |
| 57  | UW25007     | MXXXXX          | Wyandotte St Sewer Rehabilitation (ID#R3H, 2008 MP) between California St and Pacific Ave     |             | \$3,482,000        |                  |         |           |             | \$3,482,000 |              |         |   | Wyandotte St (California St and Pacific Ave)   | The project will provide funding to upsize the existing sanitary sewer line along Wyandotte Street between California Street and Pacific Avenue. Approximately 1,614 feet of existing 12-inch sewer will be upsized to an 18-inch line and approximately 1,293 feet of existing 16-inch sewer will be upsized to a 21-inch line.  | Upsizing is necessary for increased sewer flows due to development of surrounding areas.  | 7/1/2024-6/30/2025   |
| 58  | UW25008     | MXXXXX          | Harding Way Sewer Rehabilitation - (ID#R3Q, 2008 MP) - Between Wilson and Union Street        |             | \$1,572,000        |                  |         |           |             | \$1,572,000 |              |         |   | Harding Way Sewer (Wilson and Union Street)  | The project will provide funding to upsize the existing sanitary sewer line along Harding Way between Wilson Way and Union Street. Approximately 771 feet of existing 12-inch sewer will be upsized to an 15-inch line and approximately 765 feet of existing 12-inch sewer will be upsized to an 18-inch line.   | Upsizing is necessary due to increased sewer flows due to development of surrounding areas.   | 7/1/2024-6/30/2025   |
| 59  | UW25009     | MXXXXX          | Ryde Avenue Sewer Rehabilitation (ID#R3C, 2008 MP) between River Dr and De Ovan Ave           |             | \$3,390,000        |                  |         |           |             | \$3,390,000 |              |         |   | Ryde Avenue (River Dr and De Ovan Ave)   | The project will provide funding to upsize the existing sanitary sewer line along Ryde Avenue between River Drive and De Ovan Avenue. Approximately 289 feet of existing 30-inch sewer will be upsized to a 42-inch line and approximately 1,086 feet of existing 36-inch sewer will be upsized to a 42-inch line.  | Upsizing is necessary due to increased sewer flows due to development of surrounding areas.   | 7/1/2024-6/30/2025   |
| 60  | UW25010     | MXXXXX          | Del Norte Street Sewer Rehabilitation - (ID#R5A, 2008 MP) between Scotts St and Main St       |             | \$8,333,000        |                  |         |           |             | \$8,333,000 |              |         |   | Del Norte St (Scotts St and Main St)   | The project will provide funding to upsize the existing sanitary sewer line along Del Norte Street between Scotts Street and Main Street. Approximately 2,805 feet of existing 36-inch sewer will be upsized to a 48-inch line.   | Upsizing is necessary due to increased sewer flows due to development of surrounding areas.   | 7/1/2024-6/30/2025   |
| 61  | UW25012     | MXXXXX          | Ralph Avenue Sewer Trunk Rehabilitation - Phase III (Airport Way to Perlman Drive)            |             | \$2,515,000        |                  |         |           |             | \$254,000   | \$2,261,000  |         | Need new estimate. Cost shown in based on 2019 WW Rate Study  | Ralph Avenue (Airport Way to Perlman Drive)  | This project would rehabilitate the existing sewer trunk line along Ralph Avenue approximately 1570 feet West of Airport Way to corrosion and potential consequences of structural failure.   | This project will eliminate restrictions and pipeline collapses in the City's sanitary sewer collection systems, and allows for continuous sewer service within our service area.   | 7/1/2024-6/30/2026   |
| 62  | UW22003     | MXXXXX          | Pershing Avenue sewer Trunk Rehabilitation (Lincoln Rd to Meadow Avenue)                      |             | \$3,280,081        | \$1              |         | \$527,000 | \$2,753,080 |             |              |         | Need new estimate. Cost shown in based on 2019 WW Rate Study  | Pershing Avenue (Lincoln Road to Meadow Ave)   | Upsize the existing 36-inch sewer trunk main on North Pershing Avenue between West Lincoln Road and Meadow Avenue to a 42-inch sewer trunk main.  | Project will upsize the existing sewer trunk to alleviate full pipes in the collection system and accommodate future growth. Project will add capacity to collection system in accordance with the current Wastewater Master Plan.  | 7/1/2021-6/30/2023   |
| 63  | UW22004     | MXXXXX          | System 10 Sewer Relief Forcemain  |             | \$7,676,000        |                  |         | \$100,000 | \$777,000   | \$6,799,000 |              |         | Need new estimate. Cost shown in based on 2019 WW Rate Study. Refer to 2018-23 Master CIP Budget for more info  | City Wide  | A total of three new pump stations will be required to serve various areas within System 15. The Thomson Pump Station will convey wastewater into existing System 10 trunks. The Gateway Pump Station and System 15 East Pump Station will pump flow via force mains directly to the 14 Mile Slough Pump Station.   | The segment of force main downstream of the System 15 East Pump Station along Eight Mile Road to Trinity Parkway will be twinned to accommodate lower flows in early years while maintaining adequate velocities, and to facilitate maintenance of the force mains in the future. | 7/1/2022-6/30/2024   |
| 64  | UW25011     | MXXXXX          | Thornton and MacDuff Avenue Sewer Rehabilitation (ID#R2AC, 2008 MP)                           |             | \$4,040,000        |                  |         |           |             | \$486,000   | \$3,554,000  |         | Need new estimate. Cost shown in based on 2019 WW Rate Study. Refer to 2018-23 Master CIP Budget for more info  | Thornton Road & MacDuff Ave  | Upsize 2269LF of 15-inch VCP pipe to 21-inch on MacDuff from Roxburgh Way to Thornton Road up to Hammer Lane per WWMP.  | Upsizing is necessary due to increased sewer flows from development of surrounding areas.   | 7/1/2024-6/30/2026   |
| 65  | UW26003     | MXXXXX          | Waterloo East Eastment at Wizard Avenue Sanitary Sewer Rehabilitation (ID#R6A, 2008 MP)       |             | \$584,000          |                  |         |           |             |             | \$584,000    |         | Need new estimate. Cost shown in based on 2019 WW Rate Study. Refer to 2018-23 Master CIP Budget for more info. | Waterloo at Wizard Ave   | Upsize 424 linear feet of 18" pipe to 21" within easement south of Waterloo Road and East of Wizard Avenue per the 2008 Wastewater Master Plan.   | Upsizing is necessary due to increased sewer flows from the development of surrounding areas.   | 7/1/2025-6/30/2026   |

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| No. | Tyler Project No. | MUD Project No. | Project Name   | Project Description   | Project Justification   | Total Approved Budget | Initiated By | Performed By | Project Status   | Project Notes   |
|-----|-------------------|-----------------|--|---|---|-----------------------|--------------|--------------|--|---|
| 1   | UW20018           | M20018          | Asset Condition Assessment for Sanitary Sewer Force mains                          | The project will provide a condition assessment of approximately thirty (30) miles of force mains. Findings from the assessment will be used to develop a risk model and a priority list for future capital improvement projects.   | Assessment of force mains is necessary to prioritize the necessary improvements or replacements to ensure reliable and uninterrupted service.   | \$1,076,000.00        |              | MUD          | N/A  |   |
| 2   | UW20019           | M20019          | Asset Condition Assessment for Sanitary Sewer Pump Stations                        | The project will provide a condition assessment of 27 sanitary sewer pump stations. Findings from the assessment will be used to develop a risk model and a priority project list for future capital improvement projects.  | Assessment of pump stations is necessary to prioritize the necessary improvements or replacements to ensure reliable and uninterrupted service.   | \$519,000.00          |              | MUD          | N/A  |   |
| 3   | UW14030           | M14030          | Clean Water State Revolving Fund Program Assistance                                |   |   | \$231,509.00          |              | MUD          | N/A  | Financial Assistance Application for RWCF Modf Project  |
| 4   | UW21015           | M21015          | Quail Lakes Sanitary Sewer Lift Station Upgrade / Rehab                            | This project will rehabilitate the existing sanitary sewer pump station by replacing all problematic mechanical and electrical equipment and install a 50-foot high monopole.   | The rehabilitation of the pump station will minimize the potential for station failure and sewer backup and spillage caused by pump station shut downs. Installation of the monopole will improve SCADA transmission, preventing loss of data.              | \$191,395.00          | 2008 MP      | MUD          | Existing capacity adequate for buildout  | FY 22/23  |
| 5   | UW21020           | M21020          | FY2021 Sanitary Sewer Street Improvements Reimbursements (SJ County)               | This ongoing project provides funding for the repair and modification to the City's sanitary sewer collection system as a result of street improvement projects administered by the Public Works Department and other agencies. Funding for City street improvement projects is included in the individual Public Works projects. In FY2021 the following projects will contain budget for sewer system improvement reimbursements: PW1610, PW1721, PW1723, PW1727, PW1809, PW1914, PW1916, PW2103, PW2106, OM20-064, OM21-001. | During the construction of street improvement projects, it is often necessary to modify or repair sanitary sewer pipeline and maintenance holes. The project provides for the funding of such improvements.   | \$250,340.00          |              | MUD          | N/A  |   |
| 6   | UW20022           | M20022          | Fourteen Mile Pump Station Assessment & Repair                                     | The project is to assess the operation of the pump station to determine cause of pump failure.  | Failure of the existing pumps increases maintenance and reduces reliability of the pump station.  | \$970,000.00          |              | MUD          | 27 mgd capacity needed to serve all 2040 development areas south of Eight Mile Road, per current Master Plan model   | On hold, pending completion of 2021 Master Plan   |
| 7   | UW13010           | M13010          | Sanitary Sewer Pump Station at 2414 Santiago Wy & Don Ave                          | Rehabilitate existing sanitary sewer pump station by replacing all problematic mechanical and electrical equipment, which will improve reliability.   | This rehabilitation project will minimize pump station failure, overflows and ensures that the pump station capacity is adequate and reliable.  | \$453,000.00          | 2008 MP      | MUD          | Model indicates firm capacity is not adequate but total capacity is adequate; PS firm capacity = (550 gpm) 0.8 mgd; total capacity ~1.6 mgd; modeled flows: 1.3 mgd (2021), 1.4 mgd (2040), 1.6 mgd (buildout) | After contract with Siegfried is complete, notify Finance for FAOF. The cost should be split 50/50 with M13009. |
| 8   | UW13009           | M13009          | Sanitary Sewer Pump Station at SEC Thornton & Davis Roads                          | Rehabilitate existing sanitary sewer pump station by replacing all problematic mechanical and electrical equipment, which will improve reliability.   | This rehabilitation project will minimize pump station failure, sewer overflow and ensure that the pump station capacity is adequate and reliable.  | \$694,000.00          | 2008 MP      | MUD          | Model indicates firm capacity is adequate; PS firm capacity = (850 gpm) 1.22 mgd; total capacity ~2.4 mgd; modeled flows: 1.18 mgd (2021), 1.19 mgd (2040), 1.20 mgd (buildout)                                | After contract with Siegfried is complete, notify Finance for FAOF. The cost should be split 50/50 with M13010. |
| 9   | UW24006           | MXXXXX          | French Camps Sewer and Lift Station  | This is a new CIP project to provide for the construction of a new lift station and its sewer system.   | The purpose of this new lift station and its sewer system is to meet the City's build-out capacity.   | \$0.00                | 2008 MP      | MUD          | TBD pending reconfiguration of Tidewater PS and Grupe; separate discussion required  | FY 23/24 & 24/25  |
| 10  | UW24005           | MXXXXX          | Lincoln Street Sanitary Sewer Pump Station and Force main                          | Installation of a sewer pump station at Lincoln St. and the Mormon slough. Install a force main in the existing deficient gravity sewer line along Church St. from the Mormon Slough to Pershing Ave.   | Installation of appropriate sanitary pump station and force main will ensure adequate capacity and reliable system demands.   | \$0.00                | 2008 MP      | MUD          | ~4 mgd pump station and ~1,800 LF of force main, per 2021 Master Plan CIP  | FY 23/24, 24/25 & 25/26   |
| 11  | UW24004           | MXXXXX          | Kelley and Mosher Slough Sanitary Sewer Pump Station                               | This project will rehabilitate the existing sanitary sewer pump station by replacing all problematic mechanical and controls equipment.   | The rehabilitation of the pump station will minimize the potential for sewer backups and spillage caused by pump station failure.   | \$0.00                | 2008 MP      | MUD          | No upsizing needed; PS firm capacity = (3000 gpm) 4.3 mgd; modeled existing and future peak flow ~2 mgd  | FY 23/24  |
| 12  | UW23001           | MXXXXX          | Plymouth & 5 Mile Creek Sanitary Sewer Pump Station (source: 2008 Master Plan)     | A new sanitary sewer pump station will be constructed replacing the existing Plymouth Road & Five Mile Creek sanitary sewer pump station to increase pumping capacity.  | A new sanitary sewer pump station is required to accommodate increased wastewater flows from future development. The current Wastewater Master Plan anticipates wastewater flows at a 2035 build out will greatly exceed the current pump station capacity. | \$0.00                | 2008 MP      | MUD          | No upsizing needed; PS firm capacity = (870 gpm) 1.25 mgd; modeled existing and future peak flow ~ 0.5 mgd   | FY 22/23, FY 23/24  |
| 13  | UW24003           | MXXXXX          | Swenson Road & 5 Mile Creek Sanitary Sewer Pump Station (source: 2008 Master Plan) | The pumps and controls will be replaced at the Swenson & Five Mile Creek sanitary sewer pump station to increase pumping capacity.  | New pumps and controls are required to accommodate increased wastewater flows from future development. The current Wastewater Master Plan anticipates wastewater flows at the 2035 build out will exceed the current pump station capacity.                 | \$0.00                | 2008 MP      | MUD          | Existing capacity appears adequate; ex. firm capacity = 20.2 mgd; modeled peak flow: 18.4 mgd (2021), 18.8 mgd (2040), 20.2 mgd (buildout)   | FY 23/24, FY24/25   |

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| No. | Tyler Project No. | MUD Project No. | Project Name   | Project Description  | Project Justification  | Total Approved Budget | Initiated By | Performed By | Project Status  | Project Notes   |
|-----|-------------------|-----------------|--|--|--|-----------------------|--------------|--------------|---|---|
| 14  |                   | MXXXXX          | Brookside Estates Sanitary Sewer Pump Station                                  | Rehabilitate existing sanitary sewer pump station to improve reliability by replacing all problematic components, such as sluice gates, scrubber, pumps, and liner in the wet well.  | As the existing facility ages, it is necessary to replace components to ensure the pump station operates without service interruptions to customers.   | \$0.00                |              | MUD          | No upsizing needed; PS firm capacity = 8.6 mgd; modeled existing and future peak flow ~ 2.8 mgd               | FY22/23   |
| 15  | UW23002           | MXXXXX          | Bianchi and Calaveras River Storm Station New Sanitary Sewerline Installation  | This project provides funding for the installation of a sanitary sewer line at a storm pump station facility for the purpose of dewatering the facility in the event of contamination.   | The installation of a sanitary sewer line at a storm pump station facility will prevent the potential of discharging contaminated waters into a natural waterway.  | \$0.00                |              | MUD          | N/A   | Not active. Budget in FY23  |
| 16  | 437-7785          | M18015          | Five Mile Slough Force Main Assessment   | This project will perform an assessment/evaluation for the existing sanitary sewer force that crosses Five Mile Slough.  | This assessment is required due to age and recent failure of the existing infrastructure. In addition, this force main is critical in the conveyance of sewage to Fourteen Mile Pump Station.  | \$316,589.53          |              | MUD          | N/A   |   |
| 17  | UW16006           | M16006          | 2016 Sanitary Sewer Rehabilitation Project                                     | This project provides rehabilitation to the City's deteriorating Sanitary Sewer lines. Fiscal Year 2017/2018 will provide construction at eight locations using two rehab methods. The trenchless method (pipe bursting) will be used at Elmwood Avenue, Harding Way, El Monte Street and Phelps Street. The open cut method will be used at Commerce Street, Third Street, Worth Street and Grant Street.           | Rehabilitation of these aging and deteriorating sewer lines are necessary to avoid catastrophic failure and ensure that they continue to operate without service interruption to customers.  | \$1,603,000.00        |              | PW           | Awaiting info from Ann and Ali re: trenchless repairs; open cut repairs are all adequate as is                | On hold, pending completion of 2021 Master Plan   |
| 18  | UW17018           | M17018          | Downtown Sewer Collection System   | This project is to evaluate the existing downtown sewer collection system, redesign a larger sewer system to accept more flow, and replace undersized pipes.   | The Downtown Sewer Collection System is the oldest part of the City's system. Little to no engineering data is available. This project will evaluate existing system and will identify a master plan that can be used to prioritize new construction of pipes. All deficient pipes will be replaced with this project. Future funding will be used to improve other needed improvement in the downtown area. | \$621,235.00          |              | PW           | Not needed as described; superseded by 2021 CIP list  | On hold, pending completion of 2021 Master Plan   |
| 19  | UW18029           | M18029          | Sierra Nevada Street Sanitary Sewer Line Rehabilitation                        | This project will address capacity deficiencies and corrosion problems. This project will rehabilitate the existing 36-inch sanitary sewer line along Sierra Nevada Street between Hazelton Avenue and Worth Street due to severe corrosion and potential consequences of structural failure.  | This project eliminates restrictions and pipeline collapses in the City's sanitary sewer collection system, and allows continuous sewer service within the service area.   | \$2,126,000.00        |              | PW           | Capacity adequate for buildout; moving forward as is  | 100% design. Advertise fall 2021, award contract January, 2022, start construction May 2022.  |
| 20  | UW20011           | M20011          | FY20/21 - Sanitary Sewer Maintenance Hole Rehabilitation Project               | Ongoing rehabilitation of various existing sewer maintenance holes throughout the City of Stockton due to concerns over the corrosion condition and potential consequences of structural failure.  | Rehabilitation of deteriorating maintenance holes are important to ensure that they continue to operate without service interruptions to customers.  | \$900,000.00          | O&M          | PW           | N/A   | Work will start in July 2021 and completed in June 2022.  |
| 21  | UW20020           | M20020          | Sanitary Sewer Large Diameter Lines Replacement per AMMP                       | The project is to rehabilitate the existing large diameter sewer lines at the following locations:<br>-659 W. Anderson St. 24" VCP<br>-Lincoln St. S at 545 W. Sonora St. 24" VCP<br>-Harrison St. N at 548 W. Oak St. 16" VCP<br>The pipeline are experiencing corrosion and cracks and have scored high in recent risk assessment.   | The project is to rehabilitate the existing large diameter sewer lines at the following locations: -659 W. Anderson St. 24" VCP -Lincoln St. S at 545 W. Sonora St. 24" VCP -Harrison St. N at 548 W. Oak St. 16" VCP The pipeline are experiencing corrosion and cracks and have scored high in recent risk assessment.   | \$2,210,151.00        | AMMP         | PW           | No capacity issues indicated; condition-based repairs only  | Coordinate with Collections and provide scope to PW.  |
| 22  | UW21007           | M21007          | Union Street Rehabilitation between Harding and Acacia (ID#R3R, 2008 MP)       | The project will provide funding to upsize the gravity sanitary sewer pipeline on Union Street between Harding Avenue and Acacia Street. The sewer pipeline will be upsized from 12-inch pipe to 18-inch pipe.   | Project will upsize the existing sewer trunk to alleviate full pipes in the collection system and accommodate future growth. Project will add capacity to the collection system in accordance with the sewer master plan.  | \$1,378,000.00        | 2008 MP      | PW           | Replace/upsue line from Harding to Oak: ~4,300 LF of 15-inch diameter pipe; ~10 MHs, per 2021 Master Plan CIP | Coordinate with Stephen to determine to proceed or not. Design contract awarded to Siegfried on 3-9-21. start design April 2021. Complete design estimated March 2022. Start construction July 2022 estimated |
| 23  | UW21016           | M21016          | Sanitary Sewer Small Diameter Lines Replacement per AMMP                       | The project is to replace existing small diameter sewer lines with a larger size at the following locations:<br>-Wilson Way (31P0380 - 31P0570)<br>-Wilson Way (31P0280 - 31P0210)<br>-Victoria Avenue (32J0370 - 32J0570)<br>-Sonora Street (33P1060 - 33P1090)<br>-Worth Street (35N0220 - 350260)<br>- Flora Street (31P0730 - 31P0760)<br>- The easement line between Howard St. & W 6th St. (37M0670 - 37M0700) | Replacement of sewer lines will avoid catastrophic failure and sewer overflow and ensures continuous service to the service area. The pipelines are experiencing corrosion and cracks and have scored high in a recent risk assessment.  | \$1,849,120.00        | AMMP         | PW           | All lines are unmodeled 6" diameter pipes; proceed with upsizing to 8" diameter, per existing plans           | Coordinate with Collections and modify scope. Preparing RFP for design. MUD staff to provide segments for line replacement.   |
| 24  | UW21017           | M21017          | Airport Way Sewer Trunk Rehabilitation (San Joaquin Fairgrounds to Ralph Ave.) | Rehabilitate the existing 30-inch and 42-inch sewer main line on Airport Way between the San Joaquin County Fairgrounds and Ralph Avenue.  | The pipeline is experiencing rapid deterioration and has the potential for structural failure.   | \$4,985,000.00        | AMMP         | PW           | No capacity issues indicated; condition-based repairs only  | Preparing RFP for design. MUD staff to provide segments for line replacement.   |

DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

| No. | Tyler Project No. | MUD Project No.  | Project Name   | Project Description  | Project Justification   | Total Approved Budget | Initiated By | Performed By | Project Status   | Project Notes  |
|-----|-------------------|--|--|--|---|-----------------------|--------------|--------------|--|--|
| 25  | UW21020           | PW1721, PW1610, PW1705, PW1723, PW1727, PW1808, PW1903, PW1916, PW1914, PW2103, PW2106, PW1809 | Sanitary Sewer Street Improvements Reimbursements                                      | This ongoing project provides funding for the repair and modification to the City's sanitary sewer collection system as a result of street improvement projects administered by the Public Works Department and other agencies.  | During the construction of street improvement projects, it is often necessary to modify or repair sanitary sewer pipeline and maintenance holes. The project provides for the funding of such improvements.   | \$353,000.00          | Public Works | PW           | N/A  | PW 1721 – Finalizing Plans, likely Advertise March, open bids April, Award July, Start Const. Sept.<br>PW 1610 – Complete.<br>PW 1705 – Awarded construction contract Feb. 2. Begin construction in March.<br>PW 1723 – Finalizing plans. Likely advertise April, Open bids May, Award August. PW 1727 – Construction Contract awarded Dec. 2020. Start construction March 2021. PW 1808 – PS&E 90%. Advertise June, Open bids July, award October 2021, start spring 2022 |
| 26  | UW22003           | MXXXXX   | Pershing Avenue Sewer Trunk Rehabilitation (Lincoln Rd to Meadow Avenue)               | Upsize the existing 36-inch sewer trunk main on North Pershing Avenue between West Lincoln Road and Meadow Avenue to a 42-inch sewer trunk main.   | Project will upsize the existing sewer trunk to alleviate full pipes in the collection system and accommodate future growth. Project will add capacity to collection system in accordance with the current Wastewater Master Plan.  | \$527,000.00          | 2008 MP      | PW           | Current modeling shows no current or future capacity issues on these two segments  | Not active. Design funds to be approved in fiscal year 21-22? No work started yet.   |
| 27  | UW22004           | MXXXXX   | System 10 Sewer Relief Forcemain   | A total of three new pump stations will be required to serve various areas within System 15. The Thomson Pump Station will convey wastewater into existing System 10 trunks. The Gateway Pump Station and System 15 East Pump Station will pump flow via force mains directly to the 14 Mile Slough Pump Station.  | The segment of force main downstream of the System 15 East Pump Station along Eight Mile Road to Trinity Parkway will be twinned to accommodate lower flows in early years while maintaining adequate velocities, and to facilitate maintenance of the force mains in the future.   | \$100,000.00          | 2008 MP      | PW           | Facilities needed to serve future development in Study Area 1; not needed until then   | Not active. We don't have this project   |
| 28  | N/A               | PW1805   | California Street Road Diet Sanitary Sewer Rehabilitation                              | The California Street Road Diet extends from Alpine Ave. to El Dorado Street (South). This corridor is intended to function as Stockton's bicycle spine that would connect North and Central Stockton through the downtown with South Stockton. This north/south facility would connect seven east/west backbone facilities throughout Stockton. ATP Cycle 4 has increased funding to extend the California lane reduction and add bike lanes between Miner Avenue and 8th Street. | This is one of the highest priority projects from the Bicycle Master Plan due to its ability to promote spatial equity and socio-economic equity throughout the City by connecting multiple disadvantaged neighborhoods to each other, as well as to jobs, schools, recreation, and many other daily amenities. The project will complete a road diet that provides a safer and more accessible bicycle experience for users of all ages and abilities. | \$665,000.00          |              | PW           | N/A  | Design approximately 50% complete. Anticipate design completion Fall 2021. construction spring/summer 2022   |
| 29  |                   | MXXXXX   | West Lane and Calaveras River North Storm Station New Sanitary Sewer Line Installation | This project provides funding for the installation of a sanitary sewer line at a storm pump station facility for the purpose of dewatering the facility in the event of contamination.   | The installation of a sanitary sewer line at a storm pump station facility will prevent the potential of discharging contaminated waters into a natural waterway.   | \$0.00                |              | PW           | N/A  | Not active. FY 23/24, FY 24/25   |
| 30  |                   | MXXXXX   | West Lane and Calaveras River South Storm Station New Sanitary Sewer                   | This project provides funding for the installation of a sanitary sewer line at a storm pump station facility for the purpose of dewatering the facility in the event of contamination.   | The installation of a sanitary sewer line at a storm pump station facility will prevent the potential of discharging contaminated waters into a natural waterway.   | \$0.00                |              | PW           | N/A  | Not active. FY 23/24, FY 24/25   |
| 31  |                   | M15003   | Navy Drive 24-, 30- & 48 -Inch Sewer Rehabilitation (M15003)                           | Rehabilitation of the existing sanitary sewer trunk line along Navy Drive between I-5 and Fresno Ave. The existing sewer line shows signs of deterioration.  | The pipeline is experiencing severe corrosion and has the potential for structural failure. Rehabilitation of this sewer line will avoid catastrophic failure and ensures uninterrupted service to customers.   | \$2,828,007.00        |              | PW           | Model shows no surcharging for existing or future conditions; CIPP adequate UNLESS Mariposa Road flows are added; need separate meeting to discuss w/Jeff and Mel  | CIPP Design 100%. Bids came higher than budget. On hold. Need more budget for construction. Pending completion of 2021 Master Plan.  |
| 32  |                   | M17023   | Pershing Avenue Sewer Trunk Rehab (Church To Navy)                                     | This project would rehabilitate the existing 24-inch sanitary sewer main line along Pershing Avenue between Church Street and Navy Drive and along Church Street between Orange Street to Pershing Avenue.   | The entire pipeline crown is experiencing cracking and has the potential for structural failure.  | \$2,286,000.00        |              | PW           | Finalize existing design; proceed with construction of identified improvements UNLESS Mariposa flows are added; should be implemented in conjunction with Lincoln Street PS project  | 30% Design. Anticipate completion of design in calendar year 2021. construction spring 2022  |
| 33  |                   | M17026   | Navy Drive At I-5 Sewer Trunk Line   | This project will address capacity deficiencies and corrosion problems at the 54 inch crossing under I-5 and 42 inch parallel and east of I-5 at Navy Drive.   | This project eliminates restrictions and pipeline collapses in the City's sanitary sewer collection system and allows continuous sewer service within the service area.   | \$1,889,360.00        |              | PW           | Adverse sloped line slated for CIPP; proceed with planned rehab UNLESS Mariposa flows are added; project could be eliminated by redirecting Worth Street flows west along Anderson Street then south along Stockton Street | 100% Design. Advertise June 17, 2021 and award contract September 14, 2021. Start construction in Fall.  |
| 34  |                   | M18030   | Mormon Slough Sanitary Sewer Line Rehabilitation                                       | This project will address capacity deficiencies and corrosion problems. This project will rehabilitate the existing 24-inch sanitary sewer line along Mormon Slough at Jefferson Street due to severe corrosion and potential consequences of structural failure.  | This project eliminates restrictions and pipeline collapses in the City's sanitary sewer collection system, and allows continuous sewer service within the service area.  | \$1,544,000.00        |              | PW           | Need to see existing KSN design drawings to assess vertical alignments   | Working on 30% design and environmental documentation. Construction expected summer 2022.  |
| 35  |                   | M20003   | Zephyr Road Water Main   | Installation of 1,250 feet of 16-inch water main on Zephyr Road between Pock Lane and B Street. Requires acquisition of 15-foot easement through private property (from end of the cul-de-sac on Zephyr Road to Pock Lane).  | This large diameter water main is necessary to convey large volumes of water efficiently over long distances. Water mains provide the water backbone for subdivisions, water wells and reservoir sites.   | \$719,387.00          |              | PW           | N/A  | Proposals are received and Siegfried is selected. Award and start design in fall 2021.   |

DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

| No. | Tyler Project No. | MUD Project No. | Project Name  | Project Description   | Project Justification   | Total Approved Budget | Initiated By | Performed By | Project Status  | Project Notes  |
|-----|-------------------|-----------------|---|---|---|-----------------------|--------------|--------------|---|--|
| 36  |                   | M18031          | Howard Street Sewer Rehab   | This project provides for the replacement of an existing 6-inch sanitary sewer line due to multiple fractures and breaks in the pipeline.   | As the existing sanitary sewer system ages, it is necessary to continually repair, rehabilitate or replace deteriorated infrastructure in order to ensure that the collection system operates without service interruptions to customers or sanitary sewer overflows. | \$117,520.00          |              | PW           | If dig and replace or pipe burst, should be replaced with 8-inch; may already be in construction, per Gemma   | Open bids on June 17, 2021. NTP in fall 2021.  |
| 37  |                   | M18024          | Ralph Avenue Sewer Trunk Rehabilitation                               | This project would rehabilitate the existing sewer trunk line along Ralph Avenue between B Street and Pock Lane, along Pock Lane to Loomis Road public utilities easement to Mariposa Road to Munford Avenue due to corrosion and potential consequences of structural failure.                                       | This project will eliminate restrictions and pipeline collapses in the City's sanitary sewer collection systems, and allows for continuous sewer service within our service area.   | \$1,037,000.00        |              | PW           | West Yost awarded design services contract Fall 2021, per Gemma   | Proposals are received and West Yost is selected. Award and start design in fall 2021.                               |
| 38  |                   | M18032          | Pilgrim St And Union St Sewer Rehab                                   | This project provides for the replacement of an existing 6-inch sanitary sewer line due to multiple fractures and breaks in the pipeline.   | As the existing sanitary sewer system ages, it is necessary to continually repair, rehabilitate or replace deteriorated infrastructure to ensure that the collection system operates without service interruptions to customers or sanitary sewer overflows.          | \$476,000.00          |              | PW           | Unmodeled lines; no capacity issues anticipated; if dig and replace or pipe burst, should be replaced with 8-inch   | Open bids on June 17, 2021. NTP in fall 2021.  |
| 39  |                   | M18028          | Worth Street Sewer Trunk Rehab  | This project will address capacity deficiencies and corrosion problems. This project will rehabilitate the existing 36-inch sanitary sewer line along Worth Street between Harrison Street and Sierra Nevada Street due to severe corrosion and potential consequences of structural failure.                         | This project eliminates restrictions and pipeline collapse in the City's sanitary sewer collection system, and allows continuous sewer service within the service area.   | \$4,846,500.00        |              | PW           | Status TBD; some surcharging at buildout; the need for upsizing may be influenced by decisions re: Mariposa Road and Diamond Grade  | 90% design stage. 100% planse being prepared by West Yost. Permit documents being prepared (CVFPB).                  |
| 40  |                   | M20016          | Oak Street Sewer Trunk Rehabilitation (Wilson Way to Pershing Avenue) | This project will address capacity deficiencies and corrosion problems. This project will rehabilitate an existing sewer trunk line along Oak Street between Wilson Way and Pershing Avenue due to cracks, roots, and potential consequences of structural failure.   | This project eliminates restrictions and pipeline collapses and allows for continuous sewer service to the service area.  | \$949,000.00          |              | PW           | West Yost design project; upsizing may be warranted; decision to be made in design  | Design approximately 25% complete. Anticipate fall 2021 completion. Spring 2022 construction                         |
| 41  |                   | M18045          | Rose Street Storm Drain System Upsize                                 | This project upsizes storm drainage infrastructure to eliminate flooding and reduce overflows of stormwater into the sanitary collection system.  | This project addresses deficiencies in the storm drainage system on Rose Street. By upsizing the storm line, stormwater flooding decreases, and overflows into the sanitary collection system are prevented, thereby reducing the cost of wastewater treatment.       | \$436,000.00          |              | PW           | N/A   | In Construction. Complete construction by October 2021.  |
| 42  |                   | M21018          | Lincoln Road Sewer Trunk Rehabilitation                               | Upsize the existing 36-inch sewer trunk main on Lincoln Road between Pershing Avenue and Alexandria Place to a 42-inch sewer trunk main.  | Project will upsize the existing sewer trunk to alleviate full pipes in the collection system and accommodate future growth. Project will add capacity to the collection system in accordance with the current sewer master plan.                                     | \$4,204,000.00        | AMMP         | PW           | 42-inch is adequate for buildout per 2021 Master Plan model   | NTP for design is issued to Siegfried in May. Waiting for direction from MUD pending completion of 2021 Master Plan. |
| 43  |                   | M20011          | 2020-2021 Maintenance Hole Rehab                                      | Ongoing rehabilitation of various existing sewer maintenance holes throughout the City of Stockton due to concerns over the corrosion condition and potential consequences of structural failure.   | Rehabilitation of deteriorating maintenance holes are important to ensure that they continue to operate without service interruptions to customers.   | \$300,000.00          |              | PW           | N/A   | Coordinate with Collections. MUD to provide a list of MH's to PW.  |
| 44  | 434-7713          | M18014          | Market Street Sanitary Sewer Upsize                                   | This project will address capacity deficiencies and corrosion problems. This project will upsize or parallel the existing sanitary sewer pipeline which has deficient capacity problems or is too old to continue to serve their existing service area. Project will eliminate restrictions to the collection system. | These projects eliminate restrictions and pipeline collapses in the City's sanitary sewer collection systems, and allow for continuous sewer service within the service area.   | \$3,425,139.29        |              | PW           | Buildout surcharging would be partially mitigated by Lincoln St PS; minor surcharging expected at buildout; if rehabilitation is planned, and if dig and replace is preferred, upsizing diameter may be justified | Not active   |

Appendix H

Wastewater Systems Financial Analysis

DRAFT

# Technical Memorandum

**Date:** 09/26/2022  
**Project:** City of Stockton Wastewater Financial Analysis  
**To:** Jeff Pelz, West Yost  
**From:** Shawn Koorn, HDR  
**Subject:** City of Stockton 2022 Master Plan Financial Analysis

## Introduction

### Introduction

The effective implementation of the Wastewater Master Plan (Plan) is dependent on development of a wastewater rate revenue transition plan to support the operating and capital needs to maintain and expand the wastewater system to meet demands, state and local regulatory requirements, and provide the flexibility for the City of Stockton (City) to deal with unforeseen changes in the future. In general, the wastewater financial plan uses the annual operating expenses as well as the identified capital needs from the Plan to determine if the current wastewater rate revenues are sufficient to maintain and operate the City's wastewater utility. As necessary, the wastewater financial plan will also develop a rate transition plan to fully fund the wastewater utility.

### Key Assumptions

The City's adopted Fiscal Year (FY) 2022 budget was used as the basis for the development of the projection of O&M expenses. Unique escalation factors were then developed which are based on historical inflationary factors for the City and the local area, as well as related to overall individual industry trends. These escalation factors were applied to the budgeted O&M expenses to project future annual O&M expenses over the projected time period.

The financial plan is predicated on the following:

- Projected rate revenue adjustments are implemented,
- The timing and magnitude of the capital improvements are maintained, and
- Customer characteristics remain similar for rate revenue generating purposes

There is also no assumed additional staffing (i.e., full-time equivalents [FTEs]) needed and no new O&M expenses were added for the wastewater financial plan.

### Historical Review

The first step in reviewing the financial health of the City's wastewater utility is to gain an understanding from prior financial performance. To do this, the analysis starts with the previous 5-year period of FY 2017 to FY 2021. The City's wastewater proforma which details historical costs by category as well as budget figures going forward was used as the basis for the analysis. Given this information, one can assess the wastewater utility past financial health and gauge any trends that may be occurring. The information from the historical review helped in the development of the assumptions for the financial plan as well as in gaining an understanding of the wastewater

utility's operations. A summary of the historical operating revenues and expenses is shown in Table 1.

|                               | FY 2017             | FY 2018             | FY 2019             | FY 2020             | FY 2021             |
|-------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Revenues</b>               | <b>\$66,980,583</b> | <b>\$68,263,685</b> | <b>\$72,606,768</b> | <b>\$81,661,938</b> | <b>\$71,491,891</b> |
| <b>Expenses</b>               |                     |                     |                     |                     |                     |
| O&M                           | \$41,347,565        | \$42,756,889        | \$42,320,681        | \$45,274,767        | \$48,153,636        |
| Debt Services                 | <u>2,537,403</u>    | <u>2,398,769</u>    | <u>2,813,733</u>    | <u>4,274,405</u>    | <u>8,157,015</u>    |
| <b>Total Expenses</b>         | <b>\$43,884,968</b> | <b>\$45,155,658</b> | <b>\$45,134,414</b> | <b>\$49,549,172</b> | <b>\$56,310,651</b> |
| <i>Bal. / (Def.) of Funds</i> | <i>\$23,095,615</i> | <i>\$23,108,027</i> | <i>\$27,472,354</i> | <i>\$32,112,766</i> | <i>\$15,181,240</i> |

As can be seen from the historical review, the City's wastewater utility has maintained adequate funding for annual operation and maintenance as well as funding capital improvements during this historical time period. Given the balance of funds, it is assumed that the City will use those funds for funding current and future wastewater capital improvement needs. Capital funding could be accomplished through annual funding, often referred to as rate funded capital or pay-as-you-go, or through funding reserves in initial years to fund large projects in the future. In years where the utility is deficient, it is likely indicating a use of reserve funds for capital improvement projects. In Summary form, this table provides a comparison from year to year using available historical data.

### Development of the Wastewater Financial Plan

The wastewater financial plan was developed to determine the City's ability to fund its wastewater system capital improvements, as developed in this Wastewater Master Plan, as well as the projected O&M needs over the review period. The analysis also took into consideration prudent financial management criteria such as adequate funding of capital through rates, the planned capital funding approach, maintaining required debt service coverage (DSC) ratios, and operating and capital fund balances (i.e., reserve levels). The financial plan developed the projected wastewater utility revenues and expenses for FY 2022 through FY 2035. The development of the projection was based on the projected year end for FY 2022 provided by the City. The costs were then escalated through FY 2035, by applying previously mentioned escalation factors to reflect future cost inflation ranging from 2.0% percent to 7.0%, annually, depending on the expense category. The range in inflationary factors is based on historical trends in the different types of costs incurred by the City.

The following sections describe the key components of the financial plan. Worksheets showing the financial analysis are provided in the Appendix of this summary document.

### Revenues

The first component in developing the financial plan is a review of the sources of revenue for the City's wastewater utility. The starting point was the projected year end revenues for FY 2022. The following revenues are received from the City's wastewater customers and operations:

- Rate revenues - annual rate revenues received based on current adopted rate levels

- Other revenues - permit fees, fines and penalties, interest income, rental income, and other miscellaneous sources

The City's wastewater rate revenues are anticipated to be approximately \$76.4 million for FY 2022. Assumed customer growth is conservative at a rate of 1.0% per year. It is important to note that the rate revenues projected are prior to any rate adjustments either previously adopted or proposed. With the impact of assumed customer growth, wastewater rate revenues are anticipated to increase to approximately \$84.3 million by FY 2035. Other, or miscellaneous, revenues are projected to be approximately \$110.7 million in FY 2022. It is important that this figure contains proceeds of approximately \$108.0 million from long-term debt issuance and therefore, will not continue at this level. Other revenues decline as available fund balance is utilized to fund capital improvements and interest revenues decline. After this, in FY 2024, other revenues are anticipated to increase slightly annually over the review period and total approximately \$2.4 million by FY 2035. In total – including both rate and other revenues - the City's wastewater utility is anticipated to have received \$187.1 million in FY 2022 (including the \$108.0 million in WIFIA proceeds) or approximately \$79.1 million at current rate levels without the bond proceeds. Total revenues are projected to increase, less the long-term debt proceeds, through FY 2035 to approximately \$86.8 million, prior to any rate revenue adjustments based on growth projections. Provided in Table 3 is a summary of the current, and projected, rate and other revenues.

### Operations and Maintenance

The next component of the financial plan for the City wastewater utility was to project the O&M expenses incurred to provide service to its customers. As noted, the projection of future O&M expenses is based on the City's adopted FY 2022 wastewater utility budget. The budgeted figures were then escalated annually through FY 2035 using the assumed inflationary factors described previously.

The O&M expenses in FY 2022 are anticipated at \$45.8 million. For FY 2023, the budgeted O&M is \$62.9 million. Based on the increase in O&M over the period and the assumed inflationary factors, O&M expense levels are expected to increase to \$113.0 million by FY 2035. This assumes no significant additions or changes made to the O&M practices during the projected period. The forecast of O&M expenses is shown as a summary in Table 3.

### Capital Funding Plan

A major component of the City's planning process, and a focal point of this financial planning analysis, is the funding of the City's wastewater CIP. For purposes of financial planning the CIP, as presented in detail in the Plan, which is shown in 2022 dollars, is increased annually by 2.7% to reflect the future escalation of costs due to inflationary impacts. For the City to maintain the existing wastewater system and level of service to its customers, it is important to reinvest in the system at a level at least equal to depreciation. It is prudent, therefore, to have a level of annual capital projects funded by rates greater than this target level. This is because the replacement cost of the system will continue to increase as a result of inflation and the annual depreciation for the wastewater utility may actually be the lower threshold of targeted funding. Depreciation expense for the wastewater utility was reported at \$12.5 million in FY 2021. Following prudent financial practices of 1.5 to 2.0 times depreciation, this would result in the need for the City to invest at least \$18.8 million annually to sustain its wastewater capital facilities. The financial plan projects that the rate-funded capital will increase over the review period from \$17.2 million in FY 2022 to \$25.1 million by FY 2035 and averaging \$21.4 million.

The CIP includes capital projects that fluctuate from year to year and averages \$43.9 million annually, with a range of \$29.2 million to \$74.5 million per year. The total capital project funding from FY 2022 through FY 2035 is \$614.6 million. Funding for the capital projects comes from several sources:

- The first source of funding for capital projects is through the **rate funded capital** line item, which is established at \$17.2 million in FY 2022 and increases – annually - to a maximum of \$25.1 million in FY 2035 for a total funding of \$299.9 million over the period or roughly 42.5% of the capital funding analysis. This funding source is a critical component for the annual renewal and replacement of the system, which as mentioned, should be targeted at a level greater than annual depreciation. As mentioned previously, the annual depreciation for FY 2021, which is the target minimum funding, was approximately \$12.5 million. During the projected period, the level of rate funded capital for the City’s wastewater utility reaches approximately 2.2 times depreciation.
- The second source of funding is from available **reserves**. For purposes of capital funding, the City’s wastewater financial plan utilized three reserves: operating reserve, connection fee reserve, and a reserve holding long-term debt proceeds. The City will likely transfer funds in years of surplus – which can happen for a number of reasons - into the operating fund which can then be used for funding capital projects in the future. Over the review period, it is assumed that the City will use approximately \$85.5 million of operating reserves. The connection fee reserve – as the name implies – is a reserve designated to hold connection fee revenues and be used towards either growth related long-term debt service or growth related capital projects. It is important to note that the projects and funding related to the connection fee fund will only happen if the projected development (i.e., growth) materializes. If the growth does not occur and/or the funding is not available it is assumed that the projects will not be completed until sufficient funds are available, or additional long-term debt is issued to fund growth related capital. At this time, no connection fee reserves are being utilized to fund the capital improvements. Over the review period, \$14.0 million of capital reserves are used to fund projects. Finally, approximately \$64.8 million in capital projects are funded by operating reserves. It is important to note that the use of reserves from year to year may fluctuate greatly depending on the actual level of capital projects for the City as well as what type of project is it. The financial model assumes that if there is more capital funding available in a given year than there are planned capital projects, the excess funds will be moved to reserves in order to be saved and available to be used for future capital expenses.
- The final source of funding for wastewater capital projects is from **long-term debt**. This comes in the form of low-interest loans (SRF and WIFIA) as well as municipal revenue bonds. This source not only allows the City to secure funding for large one-time projects, but it also serves as a tool to equitably spread the costs of projects to the future beneficiaries, even though they are not connected to the system yet. For this review, it is assumed that the City will need to issuing approximately \$219.7 million in long-term debt to fund the identified capital projects.

Table 1 shows a summary of the capital projects by type and the various funding sources.

**Table 2**  
**Capital Improvement Projects Summary (\$000)**

|  | FY 2022         | FY 2023         | FY 2024         | FY 2025         | FY 2026         | FY 2027         | FY 2028         | FY 2029         | FY 2030         | FY 2031         | FY 2032         | FY 2033         | FY 2034         | FY 2035         |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Total RWCF                                       | \$0             | \$8,085         | \$13,356        | \$5,018         | \$2,816         | \$3,474         | \$4,693         | \$4,820         | \$4,950         | \$5,084         | \$5,221         | \$5,362         | \$5,507         | \$5,656         |
| Total Capacity Improv. to Existing Gravity Sewer | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 21,276          | 17,561          | 17,484          | 16,118          |
| Total Rehab of Existing Gravity Sewer Facilities | 0               | 2,876           | 5,063           | 4,333           | 9,456           | 18,280          | 10,912          | 11,448          | 22,482          | 25,885          | 18,491          | 0               | 0               | 0               |
| Total PS & Force Main Improv.                    | 0               | 2,054           | 5,906           | 20,852          | 21,415          | 21,993          | 20,827          | 2,892           | 743             | 7,626           | 0               | 0               | 0               | 0               |
| Total Other Future System Improv.                | 0               | 0               | 0               | 0               | 0               | 0               | 11,733          | 12,050          | 12,376          | 12,710          | 13,053          | 13,405          | 13,767          | 14,139          |
| RWCF Modification Project                        | 74,576          | 49,912          | 4,324           | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               |
| Future Capital Improv                            | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               |
| Trans to LTD Proceeds Fund                       | 0               | 0               | 0               | 0               | 0               | 0               | 26,210          | 0               | 0               | 45,770          | 0               | 0               | 10,813          | 0               |
| Transfer to Operating Fund                       | 0               | 0               | 0               | 0               | 0               | 8,653           | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               |
| <b>Total Capital Improv. Proj.</b>               | <b>\$74,576</b> | <b>\$62,926</b> | <b>\$28,650</b> | <b>\$30,203</b> | <b>\$33,686</b> | <b>\$52,400</b> | <b>\$74,376</b> | <b>\$31,210</b> | <b>\$40,550</b> | <b>\$97,074</b> | <b>\$58,042</b> | <b>\$36,328</b> | <b>\$47,571</b> | <b>\$35,913</b> |
| <b>Less: Other Funding</b>                       |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| Operating Fund (431)                             | \$18,522        | \$2,906         | \$14,927        | \$13,728        | \$14,742        | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             |
| Connection Fee Fund (434)                        | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               |
| Capital Fund - Sewer                             | 14,000          | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               |
| Long-Term Debt Proceeds                          | 24,854          | 0               | 0               | 0               | 0               | 0               | 0               | 9,010           | 17,200          | 0               | 34,342          | 11,428          | 0               | 10,813          |
| Low Interest Loans                               | 0               | 46,800          | 0               | 0               | 0               | 30,000          | 0               | 0               | 0               | 0               | 0               | 0               | 0               | 0               |
| Revenue Bonds                                    | 0               | 0               | 0               | 0               | 0               | 0               | 50,176          | 0               | 0               | 70,474          | 0               | 0               | 22,271          | 0               |
| <b>Total Other Funding</b>                       | <b>\$57,376</b> | <b>\$49,706</b> | <b>\$14,927</b> | <b>\$13,728</b> | <b>\$14,742</b> | <b>\$30,000</b> | <b>\$50,176</b> | <b>\$9,010</b>  | <b>\$17,200</b> | <b>\$70,474</b> | <b>\$34,342</b> | <b>\$11,428</b> | <b>\$22,271</b> | <b>\$10,813</b> |
| <b>Total Rate Funded Capital</b>                 | <b>\$17,200</b> | <b>\$14,350</b> | <b>\$14,250</b> | <b>\$16,800</b> | <b>\$19,500</b> | <b>\$22,400</b> | <b>\$24,200</b> | <b>\$22,200</b> | <b>\$23,350</b> | <b>\$26,600</b> | <b>\$23,700</b> | <b>\$24,900</b> | <b>\$25,300</b> | <b>\$25,100</b> |

## Debt Service

The City's wastewater utility currently has several outstanding debt issuances with an annual debt service payment of approximately \$7.8 million for FY 2023. This includes the 2014 revenue bond as well as the recently issued WIFIA loan. As mentioned in the capital funding section, it is projected that the City has planned to issue additional long-term debt through WIFIA, SRF, and municipal revenue bonds to fund the planned capital improvement projects. Including the existing and future long-term debt, the annual debt service increased to approximately \$19.3 million by FY 2035.

An important metric used in the analysis of debt is the DSC ratio. The DSC ratio is a comparison of revenues available to fund annual debt service payments after deducting O&M expenses from the total available revenues. The City has a DSC ratio target of 1.0 on all debt less connection fee revenue, and 1.25 when including connection fee revenue. This number is often looked at by rating agencies and can affect the terms of financing for future long-term debt issuances. As a result, the City's analysis has planned for a DSC ratio greater than 1.25 over the time period so that unforeseen circumstances do not impact the wastewater utility financial health and ability to issue long-term debt in the future. During the projected time period, the DSC ratio is above the target minimum and reflects prudent long-term financial planning targets.

## Reserve Funds

The City, as mentioned earlier, has an operating reserve which serves a variety of purposes, but the three primary purposes are one or all of the following:

- To supply adequate liquidity and cash flow to cover the operating costs of the wastewater utility until revenues are collected for services rendered
- To provide funds for a catastrophic event resulting in a large capital funds need or loss of revenue
- To maintain surplus revenues to disburse in a deficit year, thereby reducing needed rate increases and resulting in smoother rate transition over time

The minimum target is set at 90 days of O&M expenses, which reflects general industry standard levels. For the City's wastewater utility, this figure would be approximately \$22.9 million for FY 2022. The beginning balances, based on those provided by the City for the operating reserve, total \$101.1 million in FY 2022; this figure contains significant funds that are earmarked for capital projects. Over the review period, reserves are used for various reasons, such as to fund the CIP and annual debt service payments, thereby minimizing rate adjustments. In FY 2035 it is projected that the ending reserve balance will be approximately \$48.9 million. Given this the City should continue to monitor reserve levels annually to maintain adequate ending reserves balances.

## Summary of the Financial Plan

The individual components discussed above are used to develop the financial plan. The summation of the annual O&M expenses, rate funded capital, debt service payments, and reserve funding is generally known as a revenue requirement. This analysis is used to compare the City's current wastewater rate revenues and operating and capital expenses, to assess the sufficiency of the existing wastewater rates. If there is a deficiency, and depending on the magnitude, timing, etc., a rate revenue adjustment may be recommended to maintain adequate funding for the operational and capital needs of the wastewater utility. Shown in Table 3 is a

summary of the wastewater revenue requirement that was prepared for the City's as part of this Wastewater Master Plan.

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**Table 3**  
**Revenue Requirement Summary (\$000)**

|                           | FY 2022          | FY 2023         | FY 2024         | FY 2025         | FY 2026          | FY 2027          | FY 2028          | FY 2029          | FY 2030          | FY 2031          | FY 2032          | FY 3033          | FY 2034          | FY 2035          |
|---------------------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Revenues</b>           |                  |                 |                 |                 |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Rate Revenues             | \$76,418         | \$74,877        | \$75,626        | \$76,382        | \$77,146         | \$77,917         | \$78,696         | \$79,483         | \$80,278         | \$81,081         | \$81,892         | \$82,711         | \$83,538         | \$84,373         |
| Other Revenues            | <u>110,723</u>   | <u>2,302</u>    | <u>2,698</u>    | <u>2,741</u>    | <u>2,494</u>     | <u>2,156</u>     | <u>2,262</u>     | <u>2,281</u>     | <u>2,301</u>     | <u>2,324</u>     | <u>2,349</u>     | <u>2,372</u>     | <u>2,397</u>     | <u>2,426</u>     |
| <b>Total Revenues</b>     | <b>\$187,141</b> | <b>\$77,179</b> | <b>\$78,323</b> | <b>\$79,123</b> | <b>\$79,639</b>  | <b>\$80,074</b>  | <b>\$80,958</b>  | <b>\$81,765</b>  | <b>\$82,579</b>  | <b>\$83,405</b>  | <b>\$84,241</b>  | <b>\$85,083</b>  | <b>\$85,935</b>  | <b>\$86,799</b>  |
| <b>Expenses</b>           |                  |                 |                 |                 |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Total O&M Expenses        | \$45,820         | \$62,925        | \$66,071        | \$69,375        | \$72,844         | \$76,486         | \$80,310         | \$84,325         | \$88,542         | \$92,969         | \$97,617         | \$102,498        | \$107,623        | \$113,004        |
| Rate Funded Capital       | 17,200           | 14,350          | 14,250          | 16,800          | 19,500           | 22,400           | 24,200           | 22,200           | 23,350           | 26,600           | 23,700           | 24,900           | 25,300           | 25,100           |
| Net Debt Service          | 124,064          | 4,669           | 7,638           | 7,819           | 7,781            | 7,750            | 9,644            | 12,693           | 12,657           | 10,249           | 14,542           | 14,507           | 14,473           | 15,806           |
| To / (From) Reserves      | <u>57</u>        | <u>(272)</u>    | <u>(289)</u>    | <u>149</u>      | <u>223</u>       | <u>283</u>       | <u>267</u>       | <u>308</u>       | <u>315</u>       | <u>627</u>       | <u>421</u>       | <u>471</u>       | <u>648</u>       | <u>768</u>       |
| <b>Total Expenses</b>     | <b>\$187,141</b> | <b>\$81,672</b> | <b>\$87,671</b> | <b>\$94,142</b> | <b>\$100,348</b> | <b>\$106,919</b> | <b>\$114,421</b> | <b>\$119,526</b> | <b>\$124,863</b> | <b>\$130,445</b> | <b>\$136,280</b> | <b>\$142,376</b> | <b>\$148,044</b> | <b>\$154,678</b> |
| Bal. / (Def.) of Funds    | \$0              | (\$4,493)       | (\$9,347)       | (\$15,019)      | (\$20,708)       | (\$26,845)       | (\$33,462)       | (\$37,762)       | (\$42,284)       | (\$47,040)       | (\$52,039)       | (\$57,294)       | (\$62,109)       | (\$67,879)       |
| Bal as a % of Rate Adj    | 0.0%             | 6.0%            | 12.4%           | 19.7%           | 26.8%            | 34.5%            | 42.5%            | 47.5%            | 52.7%            | 58.0%            | 63.5%            | 69.3%            | 74.3%            | 80.5%            |
| <b>Proposed Rate Adj.</b> | <b>0.0%</b>      | <b>6.0%</b>     | <b>6.0%</b>     | <b>6.5%</b>     | <b>6.0%</b>      | <b>6.0%</b>      | <b>6.0%</b>      | <b>3.5%</b>      | <b>3.5%</b>      | <b>3.5%</b>      | <b>3.5%</b>      | <b>3.5%</b>      | <b>3.0%</b>      | <b>3.5%</b>      |
| Add'l Rev w/ Rate Adj     | \$0              | \$4,493         | \$9,347         | \$15,019        | \$20,708         | \$26,845         | \$33,462         | \$37,762         | \$42,284         | \$47,040         | \$52,039         | \$57,294         | \$62,109         | \$67,879         |
| Total Bal. / (Def.)       | \$0              | \$0             | \$0             | \$0             | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              |

As noted in Table 3, the City's wastewater utility would need to adjust overall wastewater rate revenues over the time period in order to fully fund the operating and capital needs through FY 2035. Key drivers in the financial plan results are the projection of O&M costs and the funding of the proposed CIP from the Plan. Any future rate transition plan should aim to provide steady and predictable rate adjustments over time. The proposed rate adjustments should be designed to fund the wastewater utility as identified in this financial plan and in doing this will help to maintain a strong financial position for the City to fully fund the operational and capital needs of the wastewater utility.

### Connection Fees

The City has a number of funding sources available to offset capital costs of which many were discussed above. Another source which was not described in detail is from connection fees received from new wastewater connections. New wastewater connections are assessed a connection fee as a way to recover part or all of the cost of providing the infrastructure necessary to service the new connection (e.g., customer). The intent is that all new system customers will pay an equitable share of (or 'buy' into) the cost of the wastewater system improvements needed to accommodate growth. The calculation typically includes a value of the existing wastewater system assets and then adds in the anticipated future capital associated with providing capacity for new wastewater customers. This total cost is then reviewed on an incremental approach, that is, a calculation is performed to look at what the costs related to adding an additional single family equivalent unit is. Given this calculation, the schedule of connection fees can be updated. The revenues from these fees can then be utilized to pay directly for capital projects or for long-term debt service related to growth or capacity expansion. Additionally, a portion of the revenue from connection fees may be eligible to offset existing long-term debt payments to the extent they funded growth and expansion related capital infrastructure.

The City currently has in place fees that serve this purpose, the wastewater connection fee. This fee reflects the investment in infrastructure (capacity) for the collection system in place as well as to the wastewater treatment plant infrastructure (capacity) available to new customers. In order to update the wastewater connection fee, the starting point would be the capital improvements as outlined in this Wastewater Master Plan, along with the City's existing wastewater infrastructure. The available capacity in the existing system, plus the growth or expansion related capital projects, would be utilized in the analysis to develop an updated wastewater connection fee. This would provide a fee that reflects the value of the capacity necessary to serve new customers connecting to the City's wastewater system.

### Summary

The financial plan presented in this chapter is based on several assumptions: the level of growth in the system, inflation amounts, and the level of debt financing at certain terms. Should these assumptions change (e.g., growth increases, slows down, or does not occur) the level of balance or deficiency and, therefore, rate adjustments required will be affected. Likewise, if costs escalate faster or slower than indicated in this plan, the projected balance or deficiency would also be affected.

# Technical Appendix

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DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

City of Stockton  
Wastewater Rate Study  
Summary of the Revenue Requirement  
Exhibit 1

|  | FY 2022              | FY 2023              | FY 2024             | FY 2025             | FY 2026              | FY 2027              | FY 2028              | FY 2029              | FY 2030              | FY 2031              | FY 2032              | FY 2033              | FY 2034              | FY 2035              |
|--|----------------------|----------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>Revenues</b>  |                      |                      |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Rate Revenues  | \$76,417,720         | \$74,876,870         | \$75,625,639        | \$76,381,895        | \$77,145,714         | \$77,917,171         | \$78,696,343         | \$79,483,306         | \$80,278,139         | \$81,080,921         | \$81,891,730         | \$82,710,647         | \$83,537,754         | \$84,373,131         |
| Miscellaneous Revenues   | 110,723,267          | 2,302,421            | 2,697,697           | 2,741,294           | 2,493,774            | 2,156,403            | 2,261,876            | 2,281,199            | 2,301,139            | 2,324,412            | 2,348,881            | 2,371,925            | 2,397,381            | 2,425,952            |
| <b>Total Revenues</b>  | <b>\$187,140,987</b> | <b>\$77,179,291</b>  | <b>\$78,323,336</b> | <b>\$79,123,189</b> | <b>\$79,639,488</b>  | <b>\$80,073,574</b>  | <b>\$80,958,219</b>  | <b>\$81,764,505</b>  | <b>\$82,579,278</b>  | <b>\$83,405,333</b>  | <b>\$84,240,611</b>  | <b>\$85,082,572</b>  | <b>\$85,935,135</b>  | <b>\$86,799,083</b>  |
| <b>Expenses</b>  |                      |                      |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Total O&M Expenses   | \$45,819,898         | \$62,924,981         | \$66,071,230        | \$69,374,792        | \$72,843,531         | \$76,485,708         | \$80,309,993         | \$84,325,493         | \$88,541,767         | \$92,968,856         | \$97,617,299         | \$102,498,163        | \$107,623,072        | \$113,004,225        |
| Rate Funded Capital  | 17,200,000           | 14,350,000           | 14,250,000          | 16,800,000          | 19,500,000           | 22,400,000           | 24,200,000           | 22,200,000           | 23,350,000           | 26,600,000           | 23,700,000           | 24,900,000           | 25,300,000           | 25,100,000           |
| Net Debt Service   | 124,063,808          | 4,668,651            | 7,638,463           | 7,818,878           | 7,781,229            | 7,750,011            | 9,643,762            | 12,693,274           | 12,656,584           | 10,248,735           | 14,541,541           | 14,507,474           | 14,473,067           | 15,805,580           |
| To / (From) Reserves   | 57,281               | (271,729)            | (289,029)           | 148,797             | 223,110              | 283,279              | 266,955              | 307,670              | 315,096              | 627,330              | 420,816              | 470,822              | 647,961              | 767,943              |
| <b>Total Revenue Requirement</b>                                     | <b>\$187,140,987</b> | <b>\$81,671,903</b>  | <b>\$87,670,665</b> | <b>\$94,142,467</b> | <b>\$100,347,869</b> | <b>\$106,918,998</b> | <b>\$114,420,710</b> | <b>\$119,526,436</b> | <b>\$124,863,447</b> | <b>\$130,444,921</b> | <b>\$136,279,655</b> | <b>\$142,376,460</b> | <b>\$148,044,099</b> | <b>\$154,677,748</b> |
| Bal. / (Def.) of Funds   | \$0                  | (\$4,492,612)        | (\$9,347,329)       | (\$15,019,278)      | (\$20,708,381)       | (\$26,845,423)       | (\$33,462,491)       | (\$37,761,931)       | (\$42,284,169)       | (\$47,039,588)       | (\$52,039,044)       | (\$57,293,887)       | (\$62,108,964)       | (\$67,878,665)       |
| <b>Proposed Rate Adjustment</b>                                      | <b>0.0%</b>          | <b>6.0%</b>          | <b>6.0%</b>         | <b>6.5%</b>         | <b>6.0%</b>          | <b>6.0%</b>          | <b>6.0%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.0%</b>          | <b>3.5%</b>          |
| Add'l Revenue with Rate Adj  | \$0                  | \$4,492,612          | \$9,347,329         | \$15,019,278        | \$20,708,381         | \$26,845,423         | \$33,462,491         | \$37,761,931         | \$42,284,169         | \$47,039,588         | \$52,039,044         | \$57,293,887         | \$62,108,964         | \$67,878,665         |
| Bal. / (Def.) After Rate Adj   | \$0                  | \$0                  | \$0                 | \$0                 | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  |
| <b>Average Residential Customer Bill</b>                             |                      |                      |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Customer Bill on Proposed Adj.                                       | \$49.56              | \$52.53              | \$55.69             | \$59.31             | \$62.86              | \$66.64              | \$70.63              | \$73.11              | \$75.66              | \$78.31              | \$81.05              | \$83.89              | \$86.41              | \$89.43              |
| Bill Difference - Monthly  |                      | 2.97                 | 3.15                | 3.62                | 3.56                 | 3.77                 | 4.00                 | 2.47                 | 2.56                 | 2.65                 | 2.74                 | 2.84                 | 2.52                 | 3.02                 |
| Cumulative Bill Difference   |                      | 2.97                 | 6.13                | 9.75                | 13.30                | 17.08                | 21.07                | 23.55                | 26.10                | 28.75                | 31.49                | 34.33                | 36.85                | 39.87                |
| <b>Debt Service Coverage Ratio (all debt) - No Connection Fees</b>   |                      |                      |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Before Rate Adjustment   | 1.10                 | 1.83                 | 1.14                | 0.89                | 0.62                 | 0.33                 | 0.05                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 |
| After Proposed Rate Adjustment                                       | 1.10                 | 2.41                 | 2.00                | 2.25                | 2.50                 | 2.77                 | 2.64                 | 2.20                 | 2.27                 | 2.75                 | 2.15                 | 2.22                 | 2.25                 | 2.16                 |
| <b>Debt Service Coverage Ratio (all debt) - Plus Connection Fees</b> |                      |                      |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Before Rate Adjustment   | 1.13                 | 2.23                 | 1.43                | 1.18                | 0.91                 | 0.62                 | 0.30                 | 0.05                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 |
| After Proposed Rate Adjustment                                       | 1.13                 | 2.81                 | 2.29                | 2.54                | 2.79                 | 3.06                 | 2.89                 | 2.41                 | 2.48                 | 3.00                 | 2.34                 | 2.41                 | 2.45                 | 2.34                 |
| <b>Ending Fund Balance</b>   | <b>\$104,622,606</b> | <b>\$101,576,757</b> | <b>\$86,537,713</b> | <b>\$73,181,457</b> | <b>\$58,887,334</b>  | <b>\$68,050,989</b>  | <b>\$68,547,661</b>  | <b>\$69,087,345</b>  | <b>\$69,636,775</b>  | <b>\$70,500,783</b>  | <b>\$71,160,643</b>  | <b>\$71,872,901</b>  | <b>\$72,764,710</b>  | <b>\$73,778,941</b>  |
| Target Minimum - 6 mo. of O&M  | \$22,909,949         | \$31,462,491         | \$33,035,615        | \$34,687,396        | \$36,421,766         | \$38,242,854         | \$40,154,997         | \$42,162,746         | \$44,270,884         | \$46,484,428         | \$48,808,649         | \$51,249,082         | \$53,811,536         | \$56,502,113         |



DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

|   | YTD           |              | Budget       |              | Projected    |              |              |              |              |              |              |               |               |               | Notes                           |
|---|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------------------------|
|   | FY 2022       | FY 2023      | FY 2024      | FY 2025      | FY 2026      | FY 2027      | FY 2028      | FY 2029      | FY 2030      | FY 2031      | FY 2032      | FY 2033       | FY 2034       | FY 2035       |                                 |
| <b>Revenues</b>                           |               |              |              |              |              |              |              |              |              |              |              |               |               |               |                                 |
| <i>Rate Revenues</i>                      | \$76,417,720  | \$74,876,870 | \$75,625,639 | \$76,381,895 | \$77,145,714 | \$77,917,171 | \$78,696,343 | \$79,483,306 | \$80,278,139 | \$81,080,921 | \$81,891,730 | \$82,710,647  | \$83,537,754  | \$84,373,131  | As Customer Growth              |
| <b>Total Rate Revenues</b>                | \$76,417,720  | \$74,876,870 | \$75,625,639 | \$76,381,895 | \$77,145,714 | \$77,917,171 | \$78,696,343 | \$79,483,306 | \$80,278,139 | \$81,080,921 | \$81,891,730 | \$82,710,647  | \$83,537,754  | \$84,373,131  |                                 |
| <i>Other Revenues</i>                     |               |              |              |              |              |              |              |              |              |              |              |               |               |               |                                 |
| Fines and Penalties                       | \$1,322,871   | \$995,230    | \$1,005,182  | \$1,015,234  | \$1,025,386  | \$1,035,640  | \$1,045,997  | \$1,056,457  | \$1,067,021  | \$1,077,691  | \$1,088,468  | \$1,099,353   | \$1,110,347   | \$1,121,450   | As Misc / Other Revenues        |
| Interest Income                           | 1,103,896     | 1,010,691    | 1,393,050    | 1,423,600    | 1,162,903    | 812,224      | 904,255      | 910,002      | 916,229      | 925,653      | 936,135      | 945,051       | 956,239       | 970,398       | Calculated on Reserves          |
| Lien Admin Fees                           | 200,000       | 200,000      | 202,000      | 204,020      | 206,060      | 208,121      | 210,202      | 212,304      | 214,427      | 216,571      | 218,737      | 220,924       | 223,134       | 225,365       | As Misc / Other Revenues        |
| Fats,Oils,Grease Inspectn                 | 45,000        | 45,000       | 45,450       | 45,905       | 46,364       | 46,827       | 47,295       | 47,768       | 48,246       | 48,729       | 49,216       | 49,708        | 50,205        | 50,707        | As Misc / Other Revenues        |
| Misc Other Revenues                       | 28,000        | 28,000       | 28,280       | 28,563       | 28,848       | 29,137       | 29,428       | 29,723       | 30,020       | 30,320       | 30,623       | 30,929        | 31,239        | 31,551        | As Misc / Other Revenues        |
| Permit Center Operations                  | 23,500        | 23,500       | 23,735       | 23,972       | 24,212       | 24,454       | 24,699       | 24,946       | 25,195       | 25,447       | 25,702       | 25,959        | 26,218        | 26,480        | As Misc / Other Revenues        |
| WiFiA Proceeds                            | 108,000,000   | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             |                                 |
| <b>Total Other Revenues</b>               | \$110,723,267 | \$2,302,421  | \$2,697,697  | \$2,741,294  | \$2,493,774  | \$2,156,403  | \$2,261,876  | \$2,281,199  | \$2,301,139  | \$2,324,412  | \$2,348,881  | \$2,371,925   | \$2,397,381   | \$2,425,952   |                                 |
| <b>Total Revenues</b>                     | \$187,140,987 | \$77,179,291 | \$78,323,336 | \$79,123,189 | \$79,639,488 | \$80,073,574 | \$80,958,219 | \$81,764,505 | \$82,579,278 | \$83,405,333 | \$84,240,611 | \$85,082,572  | \$85,935,135  | \$86,799,083  |                                 |
| <b>Expenses</b>                           |               |              |              |              |              |              |              |              |              |              |              |               |               |               |                                 |
| Administration                            | \$5,238,106   | \$5,604,463  | \$5,884,686  | \$6,178,920  | \$6,487,866  | \$6,812,260  | \$7,152,873  | \$7,510,516  | \$7,886,042  | \$8,280,344  | \$8,694,362  | \$9,129,080   | \$9,585,534   | \$10,064,810  | As Labor                        |
| Customer Service                          | 3,162,114     | 3,320,581    | 3,486,610    | 3,660,941    | 3,843,988    | 4,036,187    | 4,237,996    | 4,449,896    | 4,672,391    | 4,906,010    | 5,151,311    | 5,408,877     | 5,679,320     | 5,963,286     | As Labor                        |
| Operations and Maintenance                | 37,419,678    | 53,999,937   | 56,699,934   | 59,534,931   | 62,511,677   | 65,637,261   | 68,919,124   | 72,365,080   | 75,983,334   | 79,782,501   | 83,771,626   | 87,960,207    | 92,358,218    | 96,976,128    | As Labor                        |
| Additional O&M                            | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             |                                 |
| <b>Total Expenses</b>                     | \$45,819,898  | \$62,924,981 | \$66,071,230 | \$69,374,792 | \$72,843,531 | \$76,485,708 | \$80,309,993 | \$84,325,493 | \$88,541,767 | \$92,968,856 | \$97,617,299 | \$102,498,163 | \$107,623,072 | \$113,004,225 |                                 |
| <b>Total Operations &amp; Maintenance</b> | \$45,819,898  | \$62,924,981 | \$66,071,230 | \$69,374,792 | \$72,843,531 | \$76,485,708 | \$80,309,993 | \$84,325,493 | \$88,541,767 | \$92,968,856 | \$97,617,299 | \$102,498,163 | \$107,623,072 | \$113,004,225 |                                 |
| <b>Taxes &amp; Transfers</b>              |               |              |              |              |              |              |              |              |              |              |              |               |               |               |                                 |
| Taxes & Transfers                         | \$0           | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0           | \$0           | \$0           |                                 |
| <b>Total Taxes &amp; Transfers</b>        | \$0           | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0           | \$0           | \$0           |                                 |
| <b>Rate Funded Capital</b>                | \$17,200,000  | \$14,350,000 | \$14,250,000 | \$16,800,000 | \$19,500,000 | \$22,400,000 | \$24,200,000 | \$22,200,000 | \$23,350,000 | \$26,600,000 | \$23,700,000 | \$24,900,000  | \$25,300,000  | \$25,100,000  | FY 2021 Depr Exp = \$12,481,751 |
| <b>Debt Service</b>                       |               |              |              |              |              |              |              |              |              |              |              |               |               |               |                                 |
| 2014 Revenue Bond                         | \$6,487,625   | \$6,487,500  | \$6,486,375  | \$6,698,250  | \$6,692,375  | \$6,693,250  | \$6,695,000  | \$6,696,875  | \$6,693,250  | \$0          | \$0          | \$0           | \$0           | \$0           | Exhibit 5                       |
| 2019 BANS                                 | 120,169,140   | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | Exhibit 5                       |
| WiFiA                                     | 1,296,000     | 1,296,000    | 1,296,000    | 1,296,000    | 1,296,000    | 1,296,000    | 1,296,000    | 1,296,000    | 1,296,000    | 5,614,797    | 5,614,797    | 5,614,797     | 5,614,797     | 5,614,797     | Exhibit 5                       |
| Assumed Low Interest Loan                 | 0             | 0            | 3,002,086    | 3,002,086    | 3,002,086    | 3,002,086    | 4,926,499    | 4,926,499    | 4,926,499    | 4,926,499    | 4,926,499    | 4,926,499     | 4,926,499     | 4,926,499     | Calc'd @ 2.5% for 20 yrs        |
| Assumed Revenue Bond                      | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 3,080,374    | 3,080,374    | 3,080,374    | 7,406,909    | 7,406,909     | 7,406,909     | 8,774,173     | Calc'd @ 4.5% for 30 yrs        |
| <b>Total Debt Service</b>                 | \$127,952,765 | \$7,783,500  | \$10,784,461 | \$10,996,336 | \$10,990,461 | \$10,991,336 | \$12,917,499 | \$15,999,749 | \$15,996,124 | \$13,621,670 | \$17,948,205 | \$17,948,205  | \$17,948,205  | \$19,315,469  |                                 |
| <i>Less: Debt Service Funding</i>         |               |              |              |              |              |              |              |              |              |              |              |               |               |               |                                 |
| Connection Fees (434 Fund)                | \$3,888,957   | \$3,114,849  | \$3,145,997  | \$3,177,457  | \$3,209,232  | \$3,241,324  | \$3,273,738  | \$3,306,475  | \$3,339,540  | \$3,372,935  | \$3,406,664  | \$3,440,731   | \$3,475,138   | \$3,509,890   |                                 |
| Bond Defeasance (431 Fund)                | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             |                                 |
| Bond Defeasance (434 Fund)                | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             |                                 |
| <b>Total Less Debt Service Funding</b>    | \$3,888,957   | \$3,114,849  | \$3,145,997  | \$3,177,457  | \$3,209,232  | \$3,241,324  | \$3,273,738  | \$3,306,475  | \$3,339,540  | \$3,372,935  | \$3,406,664  | \$3,440,731   | \$3,475,138   | \$3,509,890   |                                 |
| <b>Net Debt Service</b>                   | \$124,063,808 | \$4,668,651  | \$7,638,463  | \$7,818,878  | \$7,781,229  | \$7,750,011  | \$9,643,762  | \$12,693,274 | \$12,656,584 | \$10,248,735 | \$14,541,541 | \$14,507,474  | \$14,473,067  | \$15,805,580  |                                 |

DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

City of Stockton  
Wastewater Rate Study  
Revenue Requirement  
Exhibit 3

|   | YTD                  |                     | Budget              |                     | Projected            |                      |                      |                      |                      |                      |                      |                      |                      |                      | Notes       |
|---|----------------------|---------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------------|
|   | FY 2022              | FY 2023             | FY 2024             | FY 2025             | FY 2026              | FY 2027              | FY 2028              | FY 2029              | FY 2030              | FY 2031              | FY 2032              | FY 2033              | FY 2034              | FY 2035              |             |
| <b>To / (From) Reserves</b>   |                      |                     |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |             |
| Operating Fund (610-000)  | \$57,281             | (\$271,729)         | (\$289,029)         | \$148,797           | \$223,110            | \$283,279            | \$266,955            | \$307,670            | \$315,096            | \$627,330            | \$420,816            | \$470,822            | \$647,961            | \$767,943            |             |
| Capital Fund (610-612)  | 0                    | 0                   | 0                   | 0                   | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    |             |
| Rate Stabilization Fund (610-611)   | 0                    | 0                   | 0                   | 0                   | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    |             |
| Long-Term Debt Proceeds Fund (610-614)  | 0                    | 0                   | 0                   | 0                   | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    |             |
| Connection Fee Fund (610-615)   | 0                    | 0                   | 0                   | 0                   | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    | 0                    |             |
| <b>Total To / (From) Reserves</b>   | <b>\$57,281</b>      | <b>(\$271,729)</b>  | <b>(\$289,029)</b>  | <b>\$148,797</b>    | <b>\$223,110</b>     | <b>\$283,279</b>     | <b>\$266,955</b>     | <b>\$307,670</b>     | <b>\$315,096</b>     | <b>\$627,330</b>     | <b>\$420,816</b>     | <b>\$470,822</b>     | <b>\$647,961</b>     | <b>\$767,943</b>     |             |
| <b>Total Revenue Requirement</b>  | <b>\$187,140,987</b> | <b>\$81,671,903</b> | <b>\$87,670,665</b> | <b>\$94,142,467</b> | <b>\$100,347,869</b> | <b>\$106,918,998</b> | <b>\$114,420,710</b> | <b>\$119,526,436</b> | <b>\$124,863,447</b> | <b>\$130,444,921</b> | <b>\$136,279,655</b> | <b>\$142,376,460</b> | <b>\$148,044,099</b> | <b>\$154,677,748</b> |             |
| Bal. / (Def.) of Funds  | \$0                  | (\$4,492,612)       | (\$9,347,329)       | (\$15,019,278)      | (\$20,708,381)       | (\$26,845,423)       | (\$33,462,491)       | (\$37,761,931)       | (\$42,284,169)       | (\$47,039,588)       | (\$52,039,044)       | (\$57,293,887)       | (\$62,108,964)       | (\$67,878,665)       |             |
| Bal as a % of Rate Adj  | 0.0%                 | 6.0%                | 12.4%               | 19.7%               | 26.8%                | 34.5%                | 42.5%                | 47.5%                | 52.7%                | 58.0%                | 63.5%                | 69.3%                | 74.3%                | 80.5%                |             |
| <b>Proposed Rate Adjustment</b>   | <b>0.0%</b>          | <b>6.0%</b>         | <b>6.0%</b>         | <b>6.5%</b>         | <b>6.0%</b>          | <b>6.0%</b>          | <b>6.0%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.5%</b>          | <b>3.0%</b>          | <b>3.5%</b>          |             |
| Add'l Revenue with Rate Adj   | \$0                  | \$4,492,612         | \$9,347,329         | \$15,019,278        | \$20,708,381         | \$26,845,423         | \$33,462,491         | \$37,761,931         | \$42,284,169         | \$47,039,588         | \$52,039,044         | \$57,293,887         | \$62,108,964         | \$67,878,665         |             |
| Bal. / (Def.) After Rate Adj  | \$0                  | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  |             |
| <b>Total Balance as a % of Rates</b>  | <b>0.0%</b>          | <b>0.0%</b>         | <b>0.0%</b>         | <b>0.0%</b>         | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          | <b>0.0%</b>          |             |
| <b>Average Residential Customer Bill</b>  | <b>\$49.56</b>       |                     |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |             |
| Customer Bill on Proposed Adj.  | \$49.56              | \$52.53             | \$55.69             | \$59.31             | \$62.86              | \$66.64              | \$70.63              | \$73.11              | \$75.66              | \$78.31              | \$81.05              | \$83.89              | \$86.41              | \$89.43              |             |
| Bill Difference - Monthly   |                      | 2.97                | 3.15                | 3.62                | 3.56                 | 3.77                 | 4.00                 | 2.47                 | 2.56                 | 2.65                 | 2.74                 | 2.84                 | 2.52                 | 3.02                 |             |
| Cumulative Bill Difference  |                      | 2.97                | 6.13                | 9.75                | 13.30                | 17.08                | 21.07                | 23.55                | 26.10                | 28.75                | 31.49                | 34.33                | 36.85                | 39.87                |             |
| <b>Debt Service Coverage Ratio (all debt) - No Connection Fees</b>                      |                      |                     |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |             |
| Before Rate Adjustment  | 1.10                 | 1.83                | 1.14                | 0.89                | 0.62                 | 0.33                 | 0.05                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | Target 1.00 |
| After Proposed Rate Adjustment  | 1.10                 | 2.41                | 2.00                | 2.25                | 2.50                 | 2.77                 | 2.64                 | 2.20                 | 2.27                 | 2.75                 | 2.15                 | 2.22                 | 2.25                 | 2.16                 | Target 1.00 |
| <b>Debt Service Coverage Ratio (all debt) - Plus Connection Fees</b>                    |                      |                     |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |             |
| Before Rate Adjustment  | 1.13                 | 2.23                | 1.43                | 1.18                | 0.91                 | 0.62                 | 0.30                 | 0.05                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | 0.00                 | Target 1.25 |
| After Proposed Rate Adjustment  | 1.13                 | 2.81                | 2.29                | 2.54                | 2.79                 | 3.06                 | 2.89                 | 2.41                 | 2.48                 | 3.00                 | 2.34                 | 2.41                 | 2.45                 | 2.34                 | Target 1.25 |
| <b>Debt Service Coverage Ratio (all debt) - Plus Conn Fees &amp; Rate Stabilization</b> |                      |                     |                     |                     |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |             |
| Before Rate Adjustment  | 1.24                 | 3.89                | 2.63                | 2.37                | 2.12                 | 1.84                 | 1.35                 | 0.90                 | 0.70                 | 0.57                 | 0.23                 | 0.01                 | 0.00                 | 0.00                 | Target 1.25 |
| After Proposed Rate Adjustment  | 1.24                 | 4.47                | 3.50                | 3.73                | 4.00                 | 4.28                 | 3.94                 | 3.26                 | 3.34                 | 4.02                 | 3.13                 | 3.21                 | 3.25                 | 3.09                 | Target 1.25 |

DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

City of Stockton  
Wastewater Rate Study  
Revenue Requirement  
Exhibit 3

|   | YTD                  |                      | Budget              |                     | Projected           |                     |                     |                     |                     |                      |                     |                     |                     |                     | Notes              |
|---|----------------------|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
|   | FY 2022              | FY 2023              | FY 2024             | FY 2025             | FY 2026             | FY 2027             | FY 2028             | FY 2029             | FY 2030             | FY 2031              | FY 2032             | FY 2033             | FY 2034             | FY 2035             |                    |
| <b>Cash Reserves</b>                          |                      |                      |                     |                     |                     |                     |                     |                     |                     |                      |                     |                     |                     |                     |                    |
| Beginning Reserve Balances                    | \$161,832,041        | \$104,622,606        | \$101,576,757       | \$86,537,713        | \$73,181,457        | \$58,887,334        | \$68,050,989        | \$94,758,058        | \$86,287,807        | \$69,636,775         | \$116,270,558       | \$82,588,867        | \$71,872,901        | \$83,577,528        |                    |
| <b>Operating Fund (610-000)</b>               |                      |                      |                     |                     |                     |                     |                     |                     |                     |                      |                     |                     |                     |                     |                    |
| Beginning Balance                             | \$101,100,000        | \$82,635,374         | \$79,457,601        | \$64,241,605        | \$50,662,388        | \$36,143,073        | \$45,079,286        | \$45,346,241        | \$45,653,910        | \$45,969,006         | \$46,596,336        | \$47,017,152        | \$47,487,975        | \$48,135,935        |                    |
| Plus: Additions                               | 57,281               | 0                    | 0                   | 148,797             | 223,110             | 8,936,213           | 266,955             | 307,670             | 315,096             | 627,330              | 420,816             | 470,822             | 647,961             | 767,943             |                    |
| Repayment to 434                              | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Less: Bond Defeasance                         | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Less: Uses of Funds                           | (18,521,907)         | (3,177,773)          | (15,215,997)        | (13,728,014)        | (14,742,424)        | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Ending Balance                                | \$82,635,374         | \$79,457,601         | \$64,241,605        | \$50,662,388        | \$36,143,073        | \$45,079,286        | \$45,346,241        | \$45,653,910        | \$45,969,006        | \$46,596,336         | \$47,017,152        | \$47,487,975        | \$48,135,935        | \$48,903,879        |                    |
| <b>Capital Fund (610-612)</b>                 |                      |                      |                     |                     |                     |                     |                     |                     |                     |                      |                     |                     |                     |                     |                    |
| Beginning Balance                             | \$14,000,000         | \$0                  | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                 | \$0                 | \$0                 | \$0                 |                    |
| Plus: Additions                               | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Less: Uses of Funds                           | (14,000,000)         | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Ending Balance                                | \$0                  | \$0                  | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                 | \$0                 | \$0                 | \$0                 |                    |
| Target Minimum - 6 mo. of O&M                 | \$22,909,949         | \$31,462,491         | \$33,035,615        | \$34,687,396        | \$36,421,766        | \$38,242,854        | \$40,154,997        | \$42,162,746        | \$44,270,884        | \$46,484,428         | \$48,808,649        | \$51,249,082        | \$53,811,536        | \$56,502,113        | 50.0% O&M          |
| Target Ending Bal. / (Def.)                   | \$59,725,425         | \$47,995,111         | \$31,205,990        | \$15,974,992        | (\$278,693)         | \$6,836,432         | \$5,191,244         | \$3,491,164         | \$1,698,123         | \$111,909            | (\$1,791,497)       | (\$3,761,107)       | (\$5,675,600)       | (\$7,598,234)       |                    |
| <b>Long-Term Debt Proceeds Fund (610-614)</b> |                      |                      |                     |                     |                     |                     |                     |                     |                     |                      |                     |                     |                     |                     |                    |
| Beginning Balance                             | \$24,854,198         | \$0                  | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$26,210,397        | \$17,200,462        | \$0                  | \$45,769,775        | \$11,428,224        | \$0                 | \$10,812,818        |                    |
| Plus: Additions                               | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 26,210,397          | 0                   | 0                   | 45,769,775           | 0                   | 0                   | 10,812,818          | 0                   |                    |
| Less: Uses of Funds                           | (24,854,198)         | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | (9,009,935)         | (17,200,462)        | 0                    | (34,341,551)        | (11,428,224)        | 0                   | (10,812,818)        |                    |
| Ending Balance                                | \$0                  | \$0                  | \$0                 | \$0                 | \$0                 | \$0                 | \$26,210,397        | \$17,200,462        | \$0                 | \$45,769,775         | \$11,428,224        | \$0                 | \$10,812,818        | \$0                 |                    |
| <b>Rate Stabilization Fund (610-611)</b>      |                      |                      |                     |                     |                     |                     |                     |                     |                     |                      |                     |                     |                     |                     |                    |
| Beginning Balance                             | \$12,873,782         | \$12,938,151         | \$13,015,780        | \$13,119,906        | \$13,251,105        | \$13,383,616        | \$13,517,452        | \$13,652,627        | \$13,789,153        | \$13,927,045         | \$14,066,315        | \$14,206,978        | \$14,349,048        | \$14,492,539        |                    |
| Plus: Additions                               | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Plus Interest Earned                          | 64,369               | 77,629               | 104,126             | 131,199             | 132,511             | 133,836             | 135,175             | 136,526             | 137,892             | 139,270              | 140,663             | 142,070             | 143,490             | 144,925             |                    |
| Less: Uses of Funds                           | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Ending Balance                                | \$12,938,151         | \$13,015,780         | \$13,119,906        | \$13,251,105        | \$13,383,616        | \$13,517,452        | \$13,652,627        | \$13,789,153        | \$13,927,045        | \$14,066,315         | \$14,206,978        | \$14,349,048        | \$14,492,539        | \$14,637,464        |                    |
| <b>Connection Fee Fund (610-615)</b>          |                      |                      |                     |                     |                     |                     |                     |                     |                     |                      |                     |                     |                     |                     |                    |
| Beginning Balance                             | \$9,004,061          | \$9,049,081          | \$9,103,376         | \$9,176,203         | \$9,267,965         | \$9,360,644         | \$9,454,251         | \$9,548,793         | \$9,644,281         | \$9,740,724          | \$9,838,131         | \$9,936,513         | \$10,035,878        | \$10,136,237        |                    |
| Capacity Fees                                 | 3,888,957            | 3,114,849            | 3,145,997           | 3,177,457           | 3,209,232           | 3,241,324           | 3,273,738           | 3,306,475           | 3,339,540           | 3,372,935            | 3,406,664           | 3,440,731           | 3,475,138           | 3,509,890           | As Customer Growth |
| Plus Interest Earned                          | 45,020               | 54,294               | 72,827              | 91,762              | 92,680              | 93,606              | 94,543              | 95,488              | 96,443              | 97,407               | 98,381              | 99,365              | 100,359             | 101,362             |                    |
| Repayment from 431                            | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Bond Defeasance                               | 0                    | 0                    | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | 0                   | 0                   | 0                   | 0                   |                    |
| Less: Uses of Funds                           | (\$3,888,957)        | (\$3,114,849)        | (\$3,145,997)       | (\$3,177,457)       | (\$3,209,232)       | (\$3,241,324)       | (\$3,273,738)       | (\$3,306,475)       | (\$3,339,540)       | (\$3,372,935)        | (\$3,406,664)       | (\$3,440,731)       | (\$3,475,138)       | (\$3,509,890)       |                    |
| Ending Balance                                | \$9,049,081          | \$9,103,376          | \$9,176,203         | \$9,267,965         | \$9,360,644         | \$9,454,251         | \$9,548,793         | \$9,644,281         | \$9,740,724         | \$9,838,131          | \$9,936,513         | \$10,035,878        | \$10,136,237        | \$10,237,599        |                    |
| <b>Total Ending Balance</b>                   | <b>\$104,622,606</b> | <b>\$101,576,757</b> | <b>\$86,537,713</b> | <b>\$73,181,457</b> | <b>\$58,887,334</b> | <b>\$68,050,989</b> | <b>\$94,758,058</b> | <b>\$86,287,807</b> | <b>\$69,636,775</b> | <b>\$116,270,558</b> | <b>\$82,588,867</b> | <b>\$71,872,901</b> | <b>\$83,577,528</b> | <b>\$73,778,941</b> |                    |

# DRAFT EXHIBIT 1 - APPENDICES

# ATTACHMENT D

City of Stockton  
Wastewater Rate Study  
Capital Improvement Plan  
Exhibit 4

Inflation = 2.7%

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|  | FY 2022    | FY 2023            | FY 2024             | FY 2025            | FY 2026            | FY 2027            | FY 2028            | FY 2029            | FY 2030            | FY 2031            | FY 2032             | FY 2033             | FY 2034             | FY 2035             | Total               | Notes    |
|--|------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------|
| <b>RWCF</b>  |            |                    |                     |                    |                    |                    |                    |                    |                    |                    |                     |                     |                     |                     |                     |          |
| Rehab Digester A & B for sludge storage Design (Evaluate per M20021) | \$0        | \$0                | \$2,098,911         | \$2,155,581        | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                 | \$0                 | \$4,254,492         |          |
| RWCF 60kV Transformer Replacement                                    | 0          | 821,600            | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 821,600             |          |
| RWCF Cogeneration Engine No. 1 Rebuild                               | 0          | 256,750            | 263,682             | 270,802            | 278,113            | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 1,069,347           |          |
| RWCF Cogeneration Engine No. 3 Rebuild                               | 0          | 0                  | 0                   | 0                  | 0                  | 868,292            | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 868,292             |          |
| RWCF Cogeneration Engine No. 4 Rebuild                               | 0          | 0                  | 791,047             | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 791,047             |          |
| RWCF Facility Main Plant Switchgear Upgrade with Load Shedding       | 0          | 120,159            | 118,130             | 121,319            | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 359,608             |          |
| RWCF New Outfall   | 0          | 4,108,000          | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 4,108,000           |          |
| RWCF Pond No. 1 Cleaning   | 0          | 0                  | 2,405,837           | 2,470,794          | 2,537,506          | 2,606,019          | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 10,020,156          |          |
| RWCF Sludge Day Tank Mixing Rehabilitation                           | 0          | 82,160             | 84,378              | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 166,538             |          |
| RWCF Floodwall Ph 1 Project  | 0          | 1,797,250          | 6,328,374           | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 8,125,624           |          |
| RWCF 60-KV Transformer Station Relocation Project                    | 0          | 898,625            | 1,054,729           | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 1,953,354           |          |
| RWCF Large Diameter Pipe Inspection                                  | 0          | 0                  | 210,946             | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 210,946             |          |
| Unidentified   | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 4,693,347          | 4,820,067          | 4,950,209          | 5,083,865          | 5,221,129           | 5,362,100           | 5,506,876           | 5,655,562           | 41,293,155          |          |
| <b>Total RWCF</b>  | <b>\$0</b> | <b>\$8,084,544</b> | <b>\$13,356,033</b> | <b>\$5,018,497</b> | <b>\$2,815,619</b> | <b>\$3,474,311</b> | <b>\$4,693,347</b> | <b>\$4,820,067</b> | <b>\$4,950,209</b> | <b>\$5,083,865</b> | <b>\$5,221,129</b>  | <b>\$5,362,100</b>  | <b>\$5,506,876</b>  | <b>\$5,655,562</b>  | <b>\$74,042,158</b> |          |
| <b>Capacity Improv. to Existing Gravity Sewer</b>                    |            |                    |                     |                    |                    |                    |                    |                    |                    |                    |                     |                     |                     |                     |                     |          |
| E. Marsh Street sewer  | \$0        | \$0                | \$0                 | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$15,402,331        | \$0                 | \$0                 | \$0                 | \$15,402,331        | Fund 434 |
| El Dorado Street / S. Center Street sewer                            | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 5,873,770           | 0                   | 0                   | 0                   | 5,873,770           | Fund 434 |
| S. Wilson Way sewer  | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 2,010,787           | 0                   | 0                   | 2,010,787           | Fund 434 |
| E. 6th Street  | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 1,206,472           | 0                   | 0                   | 1,206,472           | Fund 434 |
| E. Main Street sewer   | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 14,343,616          | 0                   | 0                   | 14,343,616          | Fund 434 |
| W. Washington Street / Port Road 23 sewer                            | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 7,296,611           | 0                   | 7,296,611           | Fund 434 |
| Don Avenue / Meadow Avenue sewer                                     | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 7,571,955           | 0                   | 7,571,955           | Fund 434 |
| S. El Dorado Street sewer  | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 2,615,766           | 0                   | 2,615,766           | Fund 434 |
| Del Norte Street sewer   | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 16,118,351          | 16,118,351          | Fund 434 |
| Cumberland & 5-Mile Slough PS inlet sewer                            | 0          | 0                  | 0                   | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | Fund 434 |
| <b>Total Capacity Improv. to Existing Gravity Sewer</b>              | <b>\$0</b> | <b>\$0</b>         | <b>\$0</b>          | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$21,276,101</b> | <b>\$17,560,876</b> | <b>\$17,484,332</b> | <b>\$16,118,351</b> | <b>\$72,439,660</b> |          |

# DRAFT EXHIBIT 1 - APPENDICES

# ATTACHMENT D

City of Stockton  
Wastewater Rate Study  
Capital Improvement Plan  
Exhibit 4

Inflation = 2.7%

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|   | FY 2022    | FY 2023            | FY 2024            | FY 2025             | FY 2026             | FY 2027             | FY 2028             | FY 2029             | FY 2030             | FY 2031             | FY 2032             | FY 2033    | FY 2034    | FY 2035    | Total                | Notes |
|---|------------|--------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------|------------|------------|----------------------|-------|
| <b>Rehab of Existing Gravity Sewer Facilities</b>       |            |                    |                    |                     |                     |                     |                     |                     |                     |                     |                     |            |            |            |                      |       |
| Navy Drive parallel trunk sewers                        | \$0        | \$2,875,600        | \$0                | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0        | \$0        | \$0        | \$2,875,600          |       |
| Worth Street trunk sewer                                | 0          | 0                  | 5,062,699          | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 5,062,699            |       |
| Navy Drive I-5 trunk sewer                              | 0          | 0                  | 0                  | 2,058,093           | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 2,058,093            |       |
| Sierra Nevada Street trunk sewer                        | 0          | 0                  | 0                  | 2,274,734           | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 2,274,734            |       |
| Church Street/Pershing Avenue trunk sewer               | 0          | 0                  | 0                  | 0                   | 9,455,853           | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 9,455,853            |       |
| Oak Street trunk sewer                                  | 0          | 0                  | 0                  | 0                   | 0                   | 13,367,127          | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 13,367,127           |       |
| Ralph Avenue trunk sewer, Phase 1                       | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 1,173,337           | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 1,173,337            |       |
| Pershing Avenue sewer                                   | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 1,760,005           | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 1,760,005            |       |
| Mormon Slough trunk sewer                               | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 7,978,690           | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 7,978,690            |       |
| March Lane trunk sewer                                  | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 7,591,606           | 0                   | 0                   | 0                   | 0          | 0          | 0          | 7,591,606            |       |
| Sperry Road/Gibraltar Court sewer                       | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 5,692,740           | 0                   | 0                   | 0          | 0          | 0          | 5,692,740            |       |
| Airport Way trunk sewer                                 | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 6,354,831           | 0                   | 0          | 0          | 0          | 6,354,831            |       |
| Union Street sewer                                      | 0          | 0                  | 0                  | 0                   | 0                   | 4,912,705           | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 4,912,705            |       |
| Ralph Avenue trunk sewer, Phase 2                       | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 3,263,206           | 0          | 0          | 0          | 3,263,206            |       |
| Tuxedo Avenue sewer                                     | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 635,483             | 0                   | 0          | 0          | 0          | 635,483              |       |
| Hazeltown Avenue trunk sewer                            | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 2,530,535           | 0                   | 0                   | 0                   | 0          | 0          | 0          | 2,530,535            |       |
| Backyard and smaller diameter sewers                    | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 2,351,349           | 0                   | 0                   | 0          | 0          | 0          | 2,351,349            |       |
| Sewer Maintenance Hole Rehab                            | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 2,598,860           | 0                   | 0                   | 0          | 0          | 0          | 2,598,860            |       |
| Sanitary Sewer Small Diameter Lines Replc               | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 2,287,739           | 0                   | 0          | 0          | 0          | 2,287,739            |       |
| Sanitary Sewer Large Diameter Lines Replc               | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 5,873,770           | 0          | 0          | 0          | 5,873,770            |       |
| Longview Avenue sewer                                   | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 1,325,518           | 0                   | 0                   | 0                   | 0          | 0          | 0          | 1,325,518            |       |
| Ryde Avenue trunk sewer                                 | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 4,207,678           | 0                   | 0                   | 0          | 0          | 0          | 4,207,678            |       |
| Lincoln Road Trunk sewer                                | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 7,498,700           | 0                   | 0          | 0          | 0          | 7,498,700            |       |
| Alturas Avenue sewer                                    | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 742,531             | 0                   | 0                   | 0          | 0          | 0          | 742,531              |       |
| E. Bianchi Street/ Pardee Lane sewer                    | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 6,889,041           | 7,075,045           | 7,266,071           | 0          | 0          | 0          | 21,230,157           |       |
| Rose Marie Lane sewer                                   | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 2,033,546           | 0                   | 0          | 0          | 0          | 2,033,546            |       |
| Harding Way sewer                                       | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 2,088,452           | 0          | 0          | 0          | 2,088,452            |       |
| <b>Total Rehab of Existing Gravity Sewer Facilities</b> | <b>\$0</b> | <b>\$2,875,600</b> | <b>\$5,062,699</b> | <b>\$4,332,827</b>  | <b>\$9,455,853</b>  | <b>\$18,279,832</b> | <b>\$10,912,031</b> | <b>\$11,447,660</b> | <b>\$22,482,199</b> | <b>\$25,885,344</b> | <b>\$18,491,499</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$129,225,544</b> |       |
| <b>Pump Station and Force Main Improv.</b>              |            |                    |                    |                     |                     |                     |                     |                     |                     |                     |                     |            |            |            |                      |       |
| Westside Interceptor Parallel Force Main                | \$0        | \$0                | \$0                | \$14,027,527        | \$14,406,270        | \$14,795,239        | \$15,194,710        | \$0                 | \$0                 | \$0                 | \$0                 | \$0        | \$0        | \$0        | \$58,423,746         |       |
| Lincoln Street PS and Force Main                        | 0          | 0                  | 0                  | 4,657,789           | 4,783,549           | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 9,441,338            |       |
| 14-Mile Slough PS Improvements                          | 0          | 0                  | 3,797,024          | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 3,797,024            |       |
| 5-Mile Slough Force Main                                | 0          | 0                  | 0                  | 0                   | 0                   | 342,747             | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 342,747              |       |
| Brookside Estates PS                                    | 0          | 0                  | 0                  | 0                   | 0                   | 1,028,241           | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 1,028,241            |       |
| College Park PS   | 0          | 0                  | 0                  | 0                   | 0                   | 913,992             | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 913,992              |       |
| Don Avenue & Santiago PS                                | 0          | 0                  | 0                  | 0                   | 0                   | 571,245             | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 571,245              |       |
| Drake and Hwy-99 PS                                     | 0          | 0                  | 0                  | 0                   | 0                   | 1,485,236           | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 1,485,236            |       |
| Kelley & Mosher PS                                      | 0          | 0                  | 0                  | 0                   | 0                   | 571,245             | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 571,245              |       |
| Quail Lakes PS  | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 704,002             | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 704,002              |       |
| Thornton & Davis PS                                     | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 821,336             | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 821,336              |       |
| Waterloo & Roosevelt PS                                 | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 704,002             | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 704,002              |       |
| Swenson and 5-Mile Slough PS                            | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 3,402,676           | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 3,402,676            |       |
| Cumberland and 5-Mile Slough PS                         | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 7,625,797           | 0                   | 0          | 0          | 0          | 7,625,797            |       |
| Pump Station Rehabilitation and Modernization           | 0          | 2,054,000          | 2,109,458          | 2,166,413           | 2,224,907           | 2,284,979           | 0                   | 0                   | 0                   | 0                   | 0                   | 0          | 0          | 0          | 10,839,757           |       |
| Plymouth & 5 Mile Creek PS                              | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 2,892,040           | 0                   | 0                   | 0                   | 0          | 0          | 0          | 2,892,040            |       |
| Camanche PS   | 0          | 0                  | 0                  | 0                   | 0                   | 0                   | 0                   | 0                   | 742,531             | 0                   | 0                   | 0          | 0          | 0          | 742,531              |       |
| <b>Total Pump Station and Force Main Improv.</b>        | <b>\$0</b> | <b>\$2,054,000</b> | <b>\$5,906,482</b> | <b>\$20,851,729</b> | <b>\$21,414,725</b> | <b>\$21,992,923</b> | <b>\$20,826,727</b> | <b>\$2,892,040</b>  | <b>\$742,531</b>    | <b>\$7,625,797</b>  | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$104,306,955</b> |       |

Fund 434

DRAFT EXHIBIT 1 - APPENDICES

ATTACHMENT D

City of Stockton  
Wastewater Rate Study  
Capital Improvement Plan  
Exhibit 4

Inflation = 2.7%

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|   | FY 2022             | FY 2023             | FY 2024             | FY 2025             | FY 2026             | FY 2027             | FY 2028             | FY 2029             | FY 2030             | FY 2031             | FY 2032             | FY 2033             | FY 2034             | FY 2035             | Total                | Notes      |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|------------|
| <b>Other Future System Improvements</b>                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                      |            |
| Capital Projects  | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$11,733,367        | \$12,050,168        | \$12,375,523        | \$12,709,662        | \$13,052,823        | \$13,405,249        | \$13,767,191        | \$14,138,905        | \$103,232,886        | Fund 434   |
| <b>Total Other Future System Improvements</b>               | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$11,733,367</b> | <b>\$12,050,168</b> | <b>\$12,375,523</b> | <b>\$12,709,662</b> | <b>\$13,052,823</b> | <b>\$13,405,249</b> | <b>\$13,767,191</b> | <b>\$14,138,905</b> | <b>\$103,232,886</b> |            |
| <b>Recommended Studies</b>                                  |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                      |            |
| Asset Condition Assessment for Sanitary Sewer Force Mains   | \$0                 | \$1,129,700         | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$1,129,700          |            |
| Asset Condition Assessment for Sanitary Sewer Pump Stations | 0                   | 0                   | 0                   | 0                   | 556,227             | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 556,227              |            |
| Corrosion and Odor Control Study                            | 0                   | 0                   | 0                   | 324,962             | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 324,962              |            |
| West Side Interceptor Alignment Study                       | 0                   | 0                   | 527,365             | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 527,365              |            |
| <b>Total Recommended Studies</b>                            | <b>\$0</b>          | <b>\$1,129,700</b>  | <b>\$527,365</b>    | <b>\$324,962</b>    | <b>\$556,227</b>    | <b>\$0</b>          | <b>\$2,538,253</b>   |            |
| <b>RWCF Modification Project</b>                            | <b>\$74,576,105</b> | <b>\$49,912,200</b> | <b>\$4,324,389</b>  | <b>\$0</b>          | <b>\$128,812,694</b> |            |
| <b>Future Capital Improvements</b>                          | <b>\$0</b>           |            |
| <b>Transfer to Long-Term Debt Proceeds Fund</b>             | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$26,210,397</b> | <b>\$0</b>          | <b>\$0</b>          | <b>\$45,769,775</b> | <b>\$0</b>          | <b>\$0</b>          | <b>\$10,812,818</b> | <b>\$0</b>          | <b>\$82,792,990</b>  |            |
| <b>Transfer to Operating Fund</b>                           | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>          | <b>\$8,652,934</b>  | <b>\$0</b>          | <b>\$8,652,934</b>   |            |
| <b>Total Capital Improvement Projects</b>                   | <b>\$74,576,105</b> | <b>\$64,056,044</b> | <b>\$29,176,968</b> | <b>\$30,528,014</b> | <b>\$34,242,424</b> | <b>\$52,400,000</b> | <b>\$74,375,869</b> | <b>\$31,209,935</b> | <b>\$40,550,462</b> | <b>\$97,074,443</b> | <b>\$58,041,551</b> | <b>\$36,328,224</b> | <b>\$47,571,217</b> | <b>\$35,912,818</b> | <b>\$706,044,075</b> |            |
| <i>Less: Other Funding Sources</i>                          |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |                      |            |
| Operating Fund (610-000)                                    | \$18,521,907        | \$2,906,044         | \$14,926,968        | \$13,728,014        | \$14,742,424        | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$64,825,357         | Input      |
| Connection Fee Fund (610-615)                               | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                    | Fund 434   |
| Capital Fund (610-612)                                      | 14,000,000          | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 14,000,000           | Input      |
| Long-Term Debt Proceeds Fund (610-614)                      | 24,854,198          | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 9,009,935           | 17,200,462          | 0                   | 34,341,551          | 11,428,224          | 0                   | 10,812,818          | 107,647,188          | Input      |
| Low Interest Loans  | 0                   | 46,800,000          | 0                   | 0                   | 0                   | 30,000,000          | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 76,800,000           | Input      |
| Revenue Bonds   | 0                   | 0                   | 0                   | 0                   | 0                   | 0                   | 50,175,869          | 0                   | 0                   | 70,474,443          | 0                   | 0                   | 22,271,217          | 0                   | 142,921,529          | Calculated |
| <b>Total Other Funding Sources</b>                          | <b>\$57,376,105</b> | <b>\$49,706,044</b> | <b>\$14,926,968</b> | <b>\$13,728,014</b> | <b>\$14,742,424</b> | <b>\$30,000,000</b> | <b>\$50,175,869</b> | <b>\$9,009,935</b>  | <b>\$17,200,462</b> | <b>\$70,474,443</b> | <b>\$34,341,551</b> | <b>\$11,428,224</b> | <b>\$22,271,217</b> | <b>\$10,812,818</b> | <b>\$406,194,074</b> |            |
| <b>Rate Funded Capital</b>                                  | <b>\$17,200,000</b> | <b>\$14,350,000</b> | <b>\$14,250,000</b> | <b>\$16,800,000</b> | <b>\$19,500,000</b> | <b>\$22,400,000</b> | <b>\$24,200,000</b> | <b>\$22,200,000</b> | <b>\$23,350,000</b> | <b>\$26,600,000</b> | <b>\$23,700,000</b> | <b>\$24,900,000</b> | <b>\$25,300,000</b> | <b>\$25,100,000</b> | <b>\$299,850,000</b> |            |

City of Stockton  
 Wastewater Rate Study  
 Debt  
 Exhibit 5

| Year           | 2014 Revenue Bond   | 2019 BANS            | WIFIA                | Total                |
|----------------|---------------------|----------------------|----------------------|----------------------|
| <b>FY 2022</b> | \$6,487,625         | \$120,169,140        | \$1,296,000          | \$127,952,765        |
| FY 2023        | 6,487,500           | 0                    | 1,296,000            | 7,783,500            |
| FY 2024        | 6,486,375           | 0                    | 1,296,000            | 7,782,375            |
| FY 2025        | 6,698,250           | 0                    | 1,296,000            | 7,994,250            |
| FY 2026        | 6,692,375           | 0                    | 1,296,000            | 7,988,375            |
| FY 2027        | 6,693,250           | 0                    | 1,296,000            | 7,989,250            |
| FY 2028        | 6,695,000           | 0                    | 1,296,000            | 7,991,000            |
| FY 2029        | 6,696,875           | 0                    | 1,296,000            | 7,992,875            |
| FY 2030        | 6,693,250           | 0                    | 1,296,000            | 7,989,250            |
| FY 2031        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2032        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2033        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2034        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2035        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2036        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2037        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2038        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2039        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2040        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2041        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2042        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2043        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2044        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2045        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2046        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2047        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2048        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2049        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2050        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2051        | 0                   | 0                    | 5,614,797            | 5,614,797            |
| FY 2052        | 0                   | 0                    | 0                    | 0                    |
| FY 2053        | 0                   | 0                    | 0                    | 0                    |
| FY 2054        | 0                   | 0                    | 0                    | 0                    |
| FY 2055        | 0                   | 0                    | 0                    | 0                    |
| FY 2056        | 0                   | 0                    | 0                    | 0                    |
| FY 2057        | 0                   | 0                    | 0                    | 0                    |
|                | <b>\$59,630,500</b> | <b>\$120,169,140</b> | <b>\$129,574,731</b> | <b>\$309,374,371</b> |