

## UNWI Phases 2/3 (Sections 1-4) Recap of Natomas Crossing Community Vision Meeting

**May 19, 2004**

### **Project team in attendance**

- Winn Nguyen, SRCSD, Project Manager
- Rigoberto Guizar, SRCSD, Engineer
- Matt Wilson, SRCSD, Engineer
- Claudia Goss, SRCSD, Communications and Media Officer
- Kate Dolce, Lucy & Company, Public Outreach Consultant

Four members of the public attended the Natomas Crossing Community Vision meeting. SRCSD project manager, Winn Nguyen presented the program overview, described the project and explained that each project section will take approximately 18-24 months to construct.

### **Questions and Answers**

#### **Q: Can you explain the difference between tunneling and open-cut construction methods?**

A: A trench is dug for open-cut construction, then a pipe is lowered into the trench and then installed. Tunneling construction is trenchless.

There are two main tunneling techniques: pipe-jacking and two-pass tunneling. Both require a Tunnel Boring Machine (TBM). During pipe-jacking, also known as micro-tunneling, pipe is pushed using the TBM. In this method, shafts will need to be constructed about every 750 feet. Two-pass tunneling requires an initial tunnel and then pipe is laid inside the initial tunnel. A TBM can cover a longer distance, so shafts are only required at the beginning and at the end of the route. However, manholes are required to be constructed every 1,000 feet.

#### **Q: What type of noise and equipment can we expect? What about the levee?**

A: Tunneling will require the use of the TBM. A launching shaft, where the TBM and pipes are lowered, requires approximately a 40-60 foot radius, or a 60 x 120-foot work area. When work is underway, there will be noise from the heavy equipment, including a crane, generator and delivery trucks. We anticipate that construction will cause little effect to the existing levee as the pipeline is 30-40 feet deep and is approximately 20 feet away from the levee.

#### **Q: How deep is open-trench? Does that method affect how deep the pipe goes?**

A: The pipe will be installed 35-40 feet below ground. Gravity flow determines how deep the pipe is, not the construction method.

#### **Q: Are you accessing the New Natomas Pump Station from Airport Road? How much vibration will affect Airport Road?**

A: Yes, we will access Airport Road. The homes on Airport Road will not be affected by vibration; they are too far from the project area.

**Comment:** There are four old houses with no city water hook-ups. Each house pumps groundwater from private wells. I'm concerned that vibration from construction will disturb the groundwater and cause contamination or other problems.

**A:** We will note your comment to consider the implications of construction activities on existing groundwater.

**Q: How will you decide the construction method? Will the community have an opportunity to comment?**

**A:** The construction method will be determined based on many factors, including the depth of the pipeline, existing ground conditions and water level, cost, potential construction staging areas, traffic impacts and impacts to the residents. We will have to weigh all of these factors for tunneling and open-cut construction methods. That is why we are holding all of these meetings. As construction gets closer, we will hold additional public meetings to discuss and hear your concerns about impacts.

**Comment:** Sometimes the extra cost is worth it, to protect the community.

**A:** Your comment is noted.

**Q: Will open-cut construction compromise the integrity of the flood control measures? Will it hurt the levees?**

**A:** No, construction and installation takes place 35-40 feet below ground. This does not affect the levee or flood control measures.

**Q: Has the final construction method been decided?**

**A:** Taking into account all of the factors listed above, we will most likely utilize the tunneling method for the first section of the interceptor, from the New Natomas Pump Station to Del Paso Road. A construction method has not been decided for the second section of the pipeline, from Del Paso Road to Elkhorn Boulevard.

**Comment:** Open space around the detention basin (ponds) is to be developed as a park.

**A:** Your comment is noted.

**Q: Are you coordinating with the parks department about the parkway and the utilities around the detention basin?**

**A:** Yes, we are coordinating with the agencies and departments that have interests near our projects.

**Q: I notice that you identified the need for this project in 1993, 1996 and it is scheduled for construction in 2007. With the current growth rate, is this project going to be adequate?**

**A:** Yes, the project is designed for build-out of the Natomas community at 2020. We also update our sewer flows through a required study every 20 years.

**Q: What about maintenance? How do you maintain the integrity of the pipes?**

**A:** Interceptor pipes are constructed to last for 50-80 years.

**Q: How do you ensure integrity for flood control measures? Couldn't you have built this before they spent time and money shoring the levees?**

A: These are two separate entities; however, we are always in close coordination to protect SRCSD and flood control facilities. SRCSD builds infrastructure based on development. The UNWI program could cost between \$1.5-2 million per year to maintain infrastructure that is not being used. Growth pays for growth and we have to wait until infrastructure is needed.

**Q: Will this project mean that my rates are going up again?**

A: No, the developers pay up front for new infrastructure costs. They paid us when you bought your home. New development will pay for this project.

**Q: I'm envisioning huge equipment – where does it all go? Have you coordinated with the Natomas Marketplace to plan for staging?**

A: We aren't to the construction stage yet, which is where we plan our staging areas. Once this project goes into final design, we will look at all of the available open space to determine the best staging areas with the least impact to the public.

**Q: Any construction underway that we can look at?**

A: Folsom East 1B is currently under construction; however, it is an open-cut project. The Upper Northwest section 7 will be constructed using tunneling methods for under Arcade Creek and under the I-80 freeway soon. Open-cut work is currently underway in the median of Greenback Lane.

**Q: Will vibration cause houses to shake?**

A: Tunneling causes little or no vibration.

**Q: Will construction affect our access to the parkway?**

A: Access to the parkway will be disrupted where the interceptor will be installed adjacent to the canal along Natomas Boulevard; however, the district will set up detours.