

## **UNWI 1 & 2**

### **Natomas Community Association Meeting**

**June 25, 2008**

**7:00 p.m.**

#### **Attendees**

- Pat Doig, Hatch Mott MacDonald, Construction Manager
- Bernie Galvin, Sacramento Regional County Sanitation District, Communication & Media Officer

Bernie Galvin provided a short overview of the sewer system, the treatment process and the Upper Northwest Interceptor projects. She included a status update of the various sections as well as an explanation of how the UNWI system conveys wastewater from the northeast portion of the county down to the treatment plant in Elk Grove.

Pat Doig explained his role as project construction manager and introduced the project team. He provided specifics of the UNWI 1 & 2 project including:

- the UNWI 1 & 2 tunneling construction and how it compares to other tunneling methods, including a description of the machine and pipe segments;
- shaft locations and the number of shafts;
- a description of the operation and schedule
- anticipated impacts to residents and cyclists
- anticipated impacts to Truxel Road and reason for impacts (utility grouting)
- safety measures

#### **Questions & Answers**

**Question:** How deep in the ground is the pipe?

**Answer:** Between 30 and 40 feet from ground surface to bottom of pipes.

**Question:** Is this project similar to the one up Elkhorn with all the shafts?

**Answer:** This project is not the same. UNWI 1 & 2 uses a different tunneling method. The UNWI 1 & 2 project uses a conventional tunneling method with the pipes created from six segments. As well, the tunnel is formed from the actual pipes rather than a conduit. The project on Elkhorn utilizes micro-tunneling and two pass tunneling. For additional information regarding tunneling methods, please refer to [srcsd.com/tunnelingterms.html](http://srcsd.com/tunnelingterms.html).

**Question:** Who is providing sewer service to the Green Briar development west of Interstate 5?

**Answer:** This issue is still being resolved by the various involved contributing sewer agencies.

**Question:** Will the bike trail be kept open?

**Answer:** Most of the bike trail will remain open or, when necessary, rerouted. Advanced notice will be provided whenever construction impacts pedestrians and bike users.

**Question:** How long will Truxel Road have lane closures?

**Answer:** Truxel Road will have sequential closures for about two months. Only one lane will be closed at a time.

**Question:** Who was responsible for the damaged pump station roof and who paid for the repairs?

**Answer:** Since the warranty was still in effect, the contractor was directed to make necessary repair.

**Question:** How are you going to tell if you damage the levy?

**Answer:** We have taken many steps to avoid damaging the levee. There is a settlement monitoring plan in place that includes continuous monitoring of surface elevations during the construction activities. Also, the tunneling machine is specifically designed to avoid ground settlement and has many instruments that inform the operator if more ground is being removed than what is normal for the area.

We are also working closely with Reclamation District 1000 and have agreed on joint inspection to verify no damages are caused and any potential repairs guaranteed. The levee centerline was surveyed and will be compared with the final grades after construction is complete.

**Question:** How much did the tunneling machine cost?

**Answer:** \$5 million

**Question:** When will the project be completed?

**Answer:** Winter of 2010

**Question:** We have been told by many contractors that building a tunnel under Natomas was impossible due to the ground conditions and high water table. Is this true?

**Answer:** Tunneling is possible in Natomas if the correct methods are employed and it is the best method to install our project given the ground conditions and the construction corridor.