

Ghent Area Sanitary Sewer Pipeline Replacement

Project

South Trunk Sewer Section C 42-Inch Force Main Replacement (VIP-132), South Trunk Sewer Section C 24-Inch Force Main Replacement (VIP-138) and South Trunk Sewers Section B & C 48-Inch Force Main Replacement (VIP-146)

Overview

HRSD is undertaking a major project to replace and relocate three miles of the South Trunk Force Main Sections B & C located in the Young Terrace, Ghent and West Ghent areas of Norfolk. The project is needed to replace a pipeline that was built in the 1940's which has reached the end of its useful life. It will also minimize the risk of sewer failures in these neighborhoods. See the Frequently Asked Questions attachment for more information about the project.

Most Recent Update

December 2011: Construction Notice to Proceed

February 2012: Construction Begins

Roads Affected

The following roads will be impacted at some point throughout construction: Armistead Bridge Road, Woodrow Avenue, Brandon Avenue, Claremont Avenue, Spotswood Avenue, Matoaka Street, Westover Avenue, Manteo Street, Colley Avenue, Llewellyn Avenue, and W. Olney Road. The use of rolling work zones will typically limit construction to one block at a time, and comprehensive traffic control plans will be implemented to minimize inconvenience.

Project Schedule

Construction: February 2012 – April 2013

Objective

To replace and relocate three miles of the South Trunk Force Main Sections B & C located in the Young Terrace, Norfolk and to minimize the risk of sewer failures in these neighborhoods.

Key Dates:

Start of Construction: February 2012

Project Cost: \$27,386,000

Project Partner:

Engineering Consultant: Kimley-Horn and Associates, Inc. – Troy McPherson, P.E. (757) 548-7385

Contractor Segment 1: S.J. Louis Const., Inc., Contractor Segment 2: T.A. Sheets Mechanical Contractors

Contact:

HRSD Chief of Communications - Nancy L. Munnikhuisen (757) 460-7056

HRSD Project Manager – Shawn Heselton, P.E. (757) 460-7016

Additional Information: Email projects@hrsd.com

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What is the proposed project route?

A. The project is designed in two segments which will be constructed separately but simultaneously. Segment 1 begins on Bluestone Avenue at West 27th Street, traverses to Westover Avenue and Manteo Street, then South on Manteo Street and ending on Fairfax Avenue. Segment 2 begins at Westover Avenue and Manteo Street and ends on East Olney Road at Whitaker Lane. (See map for more details)

When will construction start and how long will it take?

A. Construction is expected to begin in Winter 2011. Construction will be complete in Spring of 2013.

Will the project affect traffic in the Ghent Section of Norfolk?

A. HRSD worked closely with City of Norfolk staff to develop a traffic maintenance plan that will minimize impacts to the traveling public. Two-way traffic will be maintained on Colley Avenue and Llewellyn Avenue, although northbound traffic may be reduced to one lane. Portions of Olney Road may be open to one-way traffic as will most residential streets such as Westover Avenue, Matoaka Street, and Claremont Avenue. In locations where the pipeline crosses major arterial roads such as Hampton Boulevard, trenchless technologies such as jack-and-bore will be employed to minimize traffic impacts on the main thoroughfare.

Will access to business or residences be cut off at any time?

A. No. All roads will remain open to local traffic, at a minimum, to maintain access to businesses and residences. However, on-street parking will be severely reduced on many of the narrower residential streets.

How will on-street parking be affected?

A. On-street parking will be limited on blocks that contain active work zones. The work zones will be approximately 100-150 feet long during the day and will span the roadway width on residential streets. During the night, a staging area approximately 12 feet by 100 feet will be situated along the side of the roadway. All streets will be reopened to through traffic at night. HRSD, the City of Norfolk, the design team, and the contractor will work with residents to address on-street parking concerns as they rise.

Why is this project necessary?

A. This project is a necessary part of the ongoing renewal and upgrade of the HRSD system. The existing force main, which was installed in the 1940's, is beyond its usual service life. This project will provide updated infrastructure that will help ensure HRSD's ability to protect public health and the environment for decades to come.

How much will it cost?

A. The estimated cost of construction for the first two phases of the project is \$20.1 million, and is financed by the wastewater treatment fees paid by HRSD customers; the City of Norfolk is not contributing funds.

What alternative alignments were considered?

A. The firm of Kimley-Horn and Associates, Inc., HRSD's engineering consultant for this project, prepared a comprehensive Preliminary Engineering Report (PER). The document provides detailed information regarding the existing force main's condition, regulatory and environmental permitting, pipeline design, corridor analyses and selection, and construction costs. If you would like to view a copy of the PER, please call HRSD's Communications Division at 757-460-7056.

How will access to the Elizabeth River Trail be maintained?

A. A temporary paved trail relocation will be provided during construction in the affected area.

How can I receive regular project updates?

A. Regular Project Updates are posted on the HRSD website at www.hrsd.com.

If you have any questions, concerns or comments about the project, please feel free to contact:
Nancy L. Munnikhuysen, HRSD Chief of Communications, at 757-460-7056 or nmunnikhuysen@hrsdc.com.

Project Update - February 2012

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