
James River Interceptor



Division 3A Phase A

October 2012

James River Interceptor Div 3 A

The general contractor, Thalle Construction Company, is progressing with the construction project and is on schedule. There have been no changes to the proposed work and the current contract end date is still December 5, 2013. This date is subject to change if conditions are discovered that are beyond the range of specified conditions. Additional information may be found at the Lynchburg CSO website at www.lynchburgva.gov/cso.

Current Work Activities in Phase A

Work has been completed with the installation of the 12-inch waterline along the downtown side of Jefferson Street. The service lines for each building have been switched to the new water. There should be no additional disruptions of water service. The old water main has been removed.

The contractor has elected to dig test pits to precisely determine the depth and character of rock in the path of the new sewer. At this time the contractor feels the rock can be removed using an excavator assisted by a Hoe-ram. A Hoe-ram is a large vibrating steel hammer which is used to reach down to the bottom of the trench and crack the rock such that it can be excavated. The Hoe-ram is loud and some vibrations can be felt nearby. The good news is that with the discovery of less rock, the contractor feels there will likely be no need for loud drilling and basting operations.

By the beginning of October placement of the large diameter sewer pipe should begin. During the last week of September there will be pipe and gravel deliveries to the site. In addition, considerable equipment will arrive on site and the crew will be assembling large trench boxes to protect workers during pipe laying operations. Once pipe laying operations start, considerable dirt will be hauled to and from the trench. As dirt fill is placed back in the trench it must be compacted and this is done with vibrating rollers.

The contractor is continuing to conduct some work activities adjacent to the railroad tracks between Carter Glass Bridge (29 Expressway) and Washington Street that is part of the current contract, but this work will not impact traffic or businesses along Jefferson Street.

Phase A look ahead (no changes since last month)

The contract allocates 150 days for the completion of Phase A setting the completion date at January 10, 2013. Completion of Phase A will involve restoration of the portion of Jefferson Street that is currently closed and restoration of the Riverfront parking lot to the west of the Brewery Building. Jefferson Street (west of Horseford Road) and the Riverfront parking lot will be reopened at the end of this Phase. The

temporary parking lots currently in use will be removed. Please see attached sketch of Phase A for an overview of work zone as it relates to parking and trials.

Phase B look ahead (no changes since last month)

Phase B will begin after Phase A is complete. During Phase B Jefferson Street will be closed between Horseford Road and Washington Street. The sidewalk from Horseford Road to Washington Street along Jefferson will remain open. In addition, the Horseford Road-Jefferson Street intersection will also be closed. A short detour will be constructed through the area currently used as temporary parking next to the Waterstone Pizza deck. This short detour will connect Horseford Road with Jefferson for vehicular traffic. This phase is scheduled to last nine months. Please see attached sketch of Phase B.

Phase C look ahead (no changes since last month)

Phase C will occur after Jefferson Street is fully open to traffic. It will involve closure of the western portion of the parking lot west of the Brewery Building (the Riverfront parking lot that is currently closed for Phase A). This phase is scheduled to last one month. Please see attached sketch of Phase C.

Planned Additional Work (no changes since last month)

There are several work items that are included in the current contract which are not within the defined Phases of A, B, or C., as these items will not affect the business on Jefferson Street. This work is adjacent to the railroad tracks east of Washington Street. There is a possibility that some planned additional work in Horseford Road and/or some planned additional work under the CSX Railroad tracks next to Washington Street may be added to the current contract. If expanded work is added it will not affect the durations of Phase A or B as presented above.

Unplanned Additional Work (no changes since last month)

All construction activities are subject to discovery of unanticipated conditions. The discovery of unanticipated conditions could potentially result in additional time in any phase. We will keep you informed of any unplanned situations as they may arise.

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