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South Barrel Conversion and Sewer Separation

Project Update: 60% Design

The primary objective of this project is to reduce combined sewer overflows to the Missouri River. The project will separate the South Barrel from the North Barrel so that it can be converted from a combined sewer to a storm-only sewer conduit to the Missouri River.

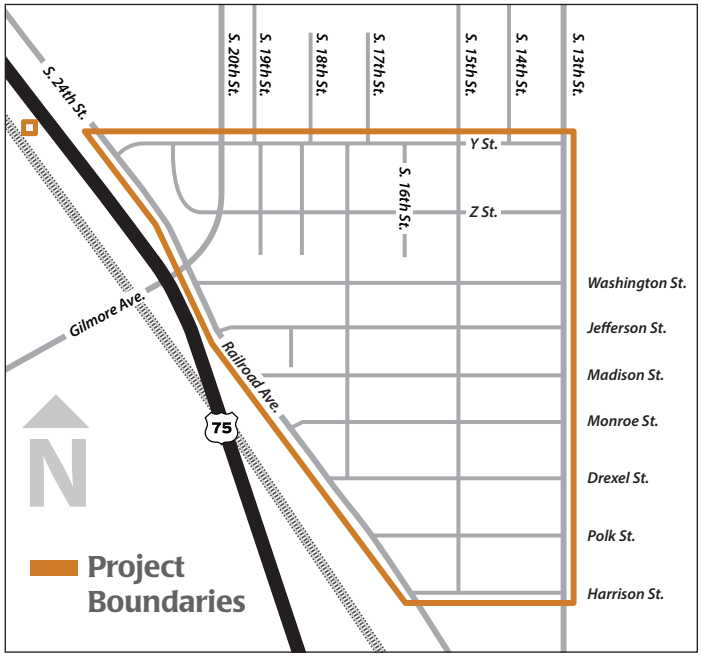
Converting the South Barrel to a stormwater only sewer will result in wastewater flows being entirely directed to the North Barrel, where these flows can be diverted for treatment at the Missouri River Water Resource Recovery Facility (MRWRRF).

The South Barrel is the southern of two existing combined sewers that make up the Monroe Outfall in the Ohern/Monroe CSO sub-basin. The North and South Barrels were originally constructed as concrete sewers, together comprising the Monroe Outfall. The South Barrel was originally constructed as the City of South Omaha Mud Creek Main Sewer in 1907, followed by the North Barrel, which was constructed as Storm Sewer #1120 in 1933.

Currently, the North and South Barrels are interconnected through two sets of "windows," or openings, which serve to balance the flow between the barrels. One set of windows is located at the intersection of Railroad Avenue and Washington Street. Another set of windows connects the barrels west of the intersection of Railroad Avenue and Y Street. These interconnected openings cause both the North and South Barrel sewers to function as combined sewers, where dry and a portion of wet weather flows are diverted to the MRWRRF and excess wet weather flow enters the Missouri River as combined sewer overflow.

By closing the openings between the North and South Barrels, closing diversion structures along Monroe Street downstream of Railroad Avenue and disconnecting sanitary and combined sewer flow from the South Barrel, the South Barrel will be converted to a dedicated storm sewer that outlets directly to the Missouri River.

The North Barrel will remain a combined sewer, diverting dry and a portion of wet weather flow to the MRWRRF, except during extreme storm events when it will divert excess wet weather flow to a new overflow structure that ultimately leads to the South Barrel. As a result of this work, the volume of wet weather combined sewage that is captured and treated at the MRWRRF will increase, thereby reducing combined sewer overflows into the Missouri River.



Secondary objectives include completing local sewer separation in a portion of the neighborhood east of Railroad Avenue, south of Washington Street, west of 13th Street and north of Harrison Street. Sewer separation in this area is necessary to ensure that no combined sewer connections remain connected to the South Barrel.

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Project Schedule:

60% project design is in progress. We anticipate final design to be complete by Q3 2027 and construction will occur between 2028-2030.

Project Location:

Construction will occur in targeted locations within the orange boundary as shown in the map above.

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