

<b>PROJECT:</b>	WCH18472	
<b>NAME OF MEETING:</b>	Holliday Creek Interceptor Rehab Pre-Bid Meeting	
<b>RECORDED BY:</b>	Andrew Richardson	
<b>DATE OF MEETING:</b>	8/27/2019	
<b>LOCATION:</b>	Wichita Falls City Hall Room 500	
<b>DATE SENT FOR APPROVAL:</b>	8/28/2019	
<b>DATE FINALIZED:</b>		
<b>ATTENDEES:</b>	See attached Sign-in Sheet	

*The following reflects our understanding of the items discussed during the subject meeting. If you do not notify us within five working days, we will assume that you are in agreement with our understanding.*

ITEM	DESCRIPTION
1.	<p><b>Project Summary</b></p> <ul style="list-style-type: none"> <li>• Project includes approximately 12,000 LF of CIPP 36"/42" pipe and up to 21 manhole replacements and/or rehabilitation.                             <ul style="list-style-type: none"> <li>▪ The base bid includes approximately 8,000 LF and 14 manholes.</li> <li>▪ The manhole plan of replace vs rehab will be coordinated with the low bid contractor.</li> </ul> </li> <li>• The project is TWDB funded and TWDB requirements apply (Davis-Bacon Wage Rates, American Iron and Steel, etc.).</li> <li>• The project is within the ROW of the Holliday Creek.</li> <li>• Any questions or clarifications needed should be sent to Freese and Nichols.                             <ul style="list-style-type: none"> <li>▪ CCTV data will be sent to all interested parties via file transfer.</li> </ul> </li> </ul>
2.	<p><b>Questions asked before Pre-Bid Meeting</b></p> <ul style="list-style-type: none"> <li>• The bid opening will be extended a minimum of one week (refer to pending addenda).</li> <li>• CCTV data will be available to all interested parties via file transfer</li> <li>• ISO 9000 will be added as a requirement for the CIPP manufacturer (refer to pending addenda).</li> <li>• A site visit to view the interior of a typical manhole will be scheduled (refer to pending addenda - September 4<sup>th</sup> from 10 am to 12 pm).</li> <li>• Resinating fiberglass expansion liner will not be allowed as an alternate for this project.</li> <li>• UV curing installation will be allowed for this project (refer to pending addenda).</li> <li>•</li> </ul>
3.	<p><b>CIPP Design and Installation</b></p> <ul style="list-style-type: none"> <li>• CIPP manufacturers will be required to comply with ISO 9000.</li> <li>• Continuous Temperature monitoring will be added to the specification via the pending addenda.</li> <li>• Glass reinforced CIPP liner may be allowed as an alternate as a part of this project in pending addendum. Discussion between City and FNI currently underway. If allowed, it will be posted in an upcoming addenda.</li> </ul>

<p>4.</p>	<p><b>Pipeline Access</b></p> <ul style="list-style-type: none"> <li>• General notes are provided for access to the manholes/pipeline; however, the means and methods are open the contractor provided the bank contours are restored after construction, per USACE requirements.</li> <li>• The city has approached the golf course and started the dialogue for access for the contractor. However the official agreement will be between the contractor and golf course.</li> <li>• If a contractor believes there is a better spot to access the pipeline other than a manhole, they can cut the pipe at the alternate location and either install a new manhole or a spool piece. A detail will be provided as a part of pending addendum on the spool piece re-connection.             <ul style="list-style-type: none"> <li>▪ If a new manhole is installed, the old manhole will be abandoned. The new manhole spacing must be less than 1000' as this is the maximum CCTV distance.</li> <li>▪ Pipeline access for the alternate bid areas where the pipeline is installed in the concrete channel will require more coordination and cost.</li> </ul> </li> </ul>
<p>5.</p>	<p><b>Bypass Pumping</b></p> <ul style="list-style-type: none"> <li>• Lift Station #25 can be used to divert flow from the Holliday Creek Interceptor (refer to pending addenda)             <ul style="list-style-type: none"> <li>▪ The city will provide flow logger data of flow rates entering the diversion structure and the capacity of LS #25 (refer to pending addenda).</li> <li>▪ Any construction plan to bypass pump flow to the force main gravity connection is not feasible as the force main currently surcharges its gravity connection</li> </ul> </li> <li>• FNI to provide an overall layout of Holliday Creek including all lateral lines and assumed flow rates (refer to pending addenda).</li> <li>• Currently the assumption is there are no service/private connections.</li> <li>• Bypass pumping specification to be updated to remove grinder pump requirement (refer to pending addenda).</li> </ul>
<p>6.</p>	<p><b>Manhole Details</b></p> <ul style="list-style-type: none"> <li>• FNI to review existing record data to find data on the existing manhole risers             <ul style="list-style-type: none"> <li>▪ The manhole risers will be a part of the rehab work. If additional information is located, it will be provided per pending addenda.</li> </ul> </li> <li>• Coating for manhole rehab is all concrete above the top of pipe. The steel innards are not to be re-installed. A bitumastic coating is required for the exterior of the manhole riser.             <ul style="list-style-type: none"> <li>▪ A new manhole riser cone section is required as a part of the rehab with a locking manhole lid to seal.</li> </ul> </li> <li>• Currently the interior coating, Tnemec is the only coating allowed. As a part of pending addenda, language will be added on the approved-equal process.</li> <li>• The new manhole detail will be updated to remove the concrete slab under the tee-base MH. The new subgrade will be crushed rock. More information to be provided with pending addenda.</li> <li>• For all new manhole replacements, no standard precast type A manholes will be allowed as an alternate.</li> </ul>

<p>7.</p>	<p><b>Creek Water allowance/Pipeline cleaning</b></p> <ul style="list-style-type: none"> <li>• Creek water is allowed for use during construction for steaming, curing, and/or curing (refer to pending addenda).             <ul style="list-style-type: none"> <li>▪ Water used for construction purposes cannot be discharged back into the creek.</li> </ul> </li> <li>• During discussions with the low bid contractor the city will help file for temporary water rights permit.</li> <li>• The city will receive any sewer debris during cleaning provided it is hauled by the contractor. The city will not accept any material/debris from excavation work.</li> <li>• FNI will determine if there are any potential issues with Styrene in wastewater negatively affecting the downstream wastewater treatment plant. From initial research, this will not be a major issue. If any issues are found, any requirements will be included in a pending addendum.</li> </ul>
<p>8.</p>	<p><b>Design Parameters</b></p> <ul style="list-style-type: none"> <li>• The current soil modulus is conservative, FNI will look into a new soil modulus. If the soil modulus is revised, the specification will be revised in a pending addendum.</li> <li>• Since the current design assumes a fully deteriorated host pipe, the CIPP will already be fully structural. Any extra design requirements to ensure fully structural pipe will only reduce the effective area.             <ul style="list-style-type: none"> <li>▪ FNI will adjust/clarify CIPP parameters in pending addendum</li> </ul> </li> <li>• Contractors will not test CIPP per the low-pressure air testing currently in the specifications, due to the potential for catastrophic failure.             <ul style="list-style-type: none"> <li>▪ FNI will remove reference as a part of pending addendum and will clarify testing requirements.</li> </ul> </li> <li>• Restrained CIPP samples are unfeasible at these sizes, plate samples will be provided instead. This will be clarified in a pending addendum.</li> </ul>
<p>9.</p>	<p><b>Bid Proposal/Alternate</b></p> <ul style="list-style-type: none"> <li>• Contractor prefers a lump sum bypass pumping unit of measurement instead of per each..             <ul style="list-style-type: none"> <li>▪ There will be a separate bypass pumping for the base and alternate bids. Depending on the percentage of linear feet of liner installed, the same percentage of the alternate bypass pumping will be due the contractor.</li> </ul> </li> <li>• The SWPPP will be updated the same as per the bypass pumping described above.</li> <li>• Alternate sections will have a variable cost since depending on which section is chosen, the bypass pumping and insertion points will change. The City and FNI will explore options that will remove this variability in the bids.</li> </ul>
<p>10.</p>	<p><b>Emergency De-mobilization and Re-mobilization</b></p> <ul style="list-style-type: none"> <li>• The initial intent of this discussion was to ensure the contractor has a plan in place in the scenario of an open pipeline and a pending storm that would overtop the construction area.</li> <li>• The city will not control the decision-making process of beginning an emergency de-mobilization due to liability concerns.</li> <li>• No pay item will be created for emergency de-mobilization. Weather days are a part of the specifications and will not count against completion.</li> </ul>

## Pre-Bid Meeting Sign-In Sheet

**PROJECT:** Holliday Creek Interceptor Rehab

**LOCATION:** City Hall

**DATE:** August 27<sup>th</sup>, 2019

NAME	COMPANY	PHONE	E-MAIL
Teresa Rose ✓	Wichita Falls	<b>REDACTED CONTACT INFO</b>	
Russell Schreiber ✓	Wichita Falls		
Daniel Nix ✓	Wichita Falls		
Nicki Lowery <i>NL</i>	Wichita Falls		
Blane Boswell	Wichita Falls		
Robb Otey ✓	Freese & Nichols		
Aaron Conine <i>AC</i>	Freese & Nichols		
Andrew Richardson <i>AR</i>	Freese & Nichols		
Kerry Maroney	Biggs and Mathews		
<i>Juan Moreno</i>	<i>MH Civic Constructors, L</i>		
<i>ADDY BOWLES</i>	<i>BOWLES</i>		
<i>KERRY COKER</i>	<i>Fluor Solutions LLC</i>		
<i>Tim Peteric</i>	<i>Region/Insituform</i>		
<i>T.A. Schultz</i>	<i>SAX</i>		

Steve Hintz	SAK Construction
JASON CHAMBERS	Sunbelt Rentals
Jace Valentine	United Rentals Fluid
JESUS Garcia	IPR SC
LEE JOBE	Barco Pump TKS
FRED TINGBERG	LANZO
	CORPORATION
ED RAY	AFE / RESINATING
Michael Jensen	CWF / Engineering
Robin McBreath	JS Haven

REDACTED CONTACT INFO
