

Raymond - South Bend Regional Wastewater Coordinating Committee

300 First Street • Raymond • WA 98577 •

RWCC REGULAR MEETING MAY 20, 2011 SOUTH BEND CITY HALL

The meeting was called to order at 11:20 AM by Chairman Eric deMontigny. In attendance were: Eric deMontigny, Patricia Neve, John Dunsmoor, Bob Jungar, Dean Parsons, Steve Russell, Jay Swift, Janet Cherry, Jason Dunsmoor, and Dominic Miller.

INTRODUCTIONS

None necessary

REVIEW AND APPROVAL OF APRIL MEETING MINUTES

- A motion to accept the minutes was made, seconded, and passed.
- The Secretary made a request that members talk in turn and refrain from cross-talk. Everyone wants and deserves to be heard.

LANDIS & LANDIS UPDATE – CONVEYANCE FACILITIES

- Landis and Landis is expected to be substantially complete this week with the conveyance portion of the project. Startup of Raymond Pump Stations 1 and 11 has been completed. All systems are operating properly. The VFD adjustments made to Pump Station 11 will be made to South Bend Pump Station 3. Training has been completed except for HVAC. They are looking at Wednesday and Thursday of next week for this training.
- The authorized budget amount for engineering services during construction is expected to be reached within the next month. However, there is budget left in management reserve that can be used (with RWCC approval) if additional effort is required.
- Gray & Osborne has requested that Ecology extend the ARRA/SRF project completion date through the end of August for punch list items and to allow time for Raymond to receive payment from Ecology for the final construction invoice.
- Administrative Manager Dean Parsons submitted costs for effort by public works staff for reimbursement under the ARRA/SRF contract.

Raymond - South Bend Regional Wastewater Coordinating Committee

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- The debris pile (excess and unsuitable soil from the South Bend Pump Station 3 construction) is diminishing. The material is being hauled to a certified Raymond dump site via South Bend roads. Smaller dump trucks are being used which allows travel without permits. Use of smaller trucks slows the process down somewhat but the work is getting done. There are some mounds of dirt on the property that will be leveled to satisfy the land owner and restore the site to pre-construction elevations.
- Raymond reported that Hawk's Superior Rock (supplier of material for the WWTP pre-load) called and said Landis & Landis owed money for product supplied to the project. G&O will follow up.
- South Bend Pump Station 3 is complete but not in service, waiting for installation of a pressure line from the discharge of the new pumps to the existing discharge piping from the old pump station. Gray & Osborne has requested a quote from Rognlin's to do the work as a change order to the Willapa Regional Wastewater Facilities contract. The work should happen sometime this summer, before the trail is installed in early summer.
- Asphalt and concrete deficiencies have been taken care of. G&O reported that Landis and Landis has been very cooperative and easy to work with.
- Eric asked if startups included running the generators and if they are being "exercised" regularly? Jay is 85% sure this is the case but will check and advise. They are set up on a timer to exercise weekly. Details of weekly test will be in the O&M manual. The generators are under a load when they are exercised. Jay will check to see if test results are meaningful as the exercise is not running with a load.

ROGNLIN'S UPDATE – WILLAPA REGIONAL WASTEWATER FACILITIES

- Jay distributed a sheet of photos depicting current progress at the facility. Rognlin's has been driving piles and are about 35% completed with that part of the project. They have driven some 160 concrete pilings to date which amounts to about 6,752 vertical linear feet. Pilings for the secondary clarifier and UV structures are complete. They are now working on the aeration basin structure.
- The horizontal directional drilling (HDD) crossing under the Willapa River is complete and piping has been pressure tested.

Raymond - South Bend Regional Wastewater Coordinating Committee

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- HDD work for Raymond Pump Station 1 is underway. Rognlin's will drill from the treatment plant side toward the pump station then move the equipment to the pump station side and pull the piping through
- Rognlin's has submitted their construction schedule, which Jay will send to the RWCC. Rognlin's plan is to have the tanks (clarifiers, aeration basins) finished by the time the fall rains arrive. The liquid stream will be on line by October 2012. Rognlin's will be working hard all summer to have this work done before groundwater levels rise in the fall.

I/I PROJECT UPDATE

- Sets of 90% plans and specs have been sent to both cities AND TO Ecology and EPA for their review.
- The plan set includes I/I schedules: 4 for Raymond and 3 for South Bend.
- Particular issues for discussion included the Schedule A Highway 101 crossing in Raymond near McDonald's and the South Bend schools pump station.
 - South Bend schools pump station:
 - The city looked at Barnes and Flygt pumps. In the past, South Bend had been using a Barnes pump, which worked well until it had to be replaced due to age. The replacement pump (E-One) has not worked well. South Bend would like to stay with Barnes pumps, because they have a proven track record in this installation. Timeliness is also an issue in that pumps have to be pre-ordered in order to have them in and installed by the time school starts. The cost is about \$15,000. Ecology is okay with this even though it is single source and did not go out for bid because of the tight timeline. The specifications for the I/I project will be modified to indicate that the pumps are Owner Furnished Contractor Installed equipment.
 - The Flygt pumps are 3-phase and would require a phase converter and another transformer. They are thought to require more maintenance than the Barnes pumps.

Raymond - South Bend Regional Wastewater Coordinating Committee

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- There was a question about the control panel. A “Stealth” control panel is included as part of the purchase package for the Barnes pump.
- The South Bend members of the RWCC and Steve Russell agreed that the Barnes pump option was preferred and directed G&O to proceed with the procurement documents.
- The existing pump vault will be removed and replaced with a 48-inch diameter concrete manhole. The new pumps will be installed in a 60-inch diameter manhole. The pumps controls will be in a fiberglass enclosure (OFCI) inside a stainless steel enclosure with a lock. The new pump vault design will include an underground vent connected to the downstream manhole which can act also as an overflow. The City of South Bend will be responsible for the condition of the pumps up to the time of installation. The City of South Bend will work with Hester to go ahead and order the pumps.
- Eric asked if there was sufficient storage in the pump wet well to prevent excessive on/off cycling of the pumps. G&O will check to confirm volume calculations and starts per hour.
- Comments on drawings:
 - There has to be a provision for bypass pumping even though school is out.
 - Make sure excavation and other construction work is adequately protected/barricaded, etc.
 - Check to see if there are any programs going on at the school during the summer.
 - Make sure contractor is aware that they need to keep kids out.
 - Does the City of South Bend want to keep the existing pump and control panel? Yes – it’s fairly new equipment.
 - Valve Arrangement is recommended by the manufacturer and is part of their package.
- Raymond Highway 101 Crossing (at McDonalds)

Raymond - South Bend Regional Wastewater Coordinating Committee

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- The total for the four Raymond projects is at \$740,000 which exceeds available funding (\$695,000). The City can award all (depending on the actual prices bid), some, or none of the projects.
- The alternative for the Highway 101 crossing at McDonalds has come down to Option 8. This is the only option that can be constructed this year when considering easements, DOT approval, etc. This alternative is also \$120,000 less than option 9.
- This construction will require a jack and bore pit by the McDonald's drive thru lane. Perhaps it can be located in the landscaped area adjacent to the lane.
- Dean has asked G&O to submit scope and budget for a survey, by next Thursday.
- For right-of-way will we want to use a third party or G&O? McDonald's may require a third-party appraisal. The drive-thru disturbance would probably last 2 weeks. At no time would the lane be completely shut down.
- The local McDonald's had us call the Golden Arches office in Kirkland, WA. Kirkland had us call the land management office in Walnut Creek, CA. Several voice mails have been left. G&O is awaiting their response.
- A question arose as to whether there might already be an easement for existing sewer pipes and manholes in this area. So far nobody has been able to locate such a document.
- Rights-of-way and easements almost always cost more with larger organizations.
- Can we leverage the easement we want with the requirement that they need to bring their grease trap up to code?
- Existing pipe (downstream from McDonalds on north side of Highway 101) appears to have reverse grade which may mean a utility was encountered during sewer pipe installation, requiring the pipe to be lowered. The utility locate may help us understand the conditions that resulted in the reverse grade.
- Reverse grade and grease accumulation cause the need for frequent cleanout of the pipe.
- The costs for obtaining easements for this project are not included in the engineering scope. The original plan included work on all city property.

Raymond - South Bend Regional Wastewater Coordinating Committee

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- If McDonald's is slow to response we can still proceed with the lower portion (south half) of the project which will remove the most significant I/I problem (offset pipe). It's a good fall-back plan but still does not address the reverse grade at McDonald's
- The TV inspection between manholes 12.3 to 12.1 should reveal whether or not we can do point repairs.
- Time is of the essence and we need to keep going to get project completed this year, before the fall rains begin and flows increase. Present schedule is: May 23 for underground locates; May 26 for survey; June 9 for incorporating information into the plan set to include WSDOT comments and McDonald's easements (if available); June 15 advertise for bids.
- It would be ideal to have the easement prior to advertisement. There is a risk of change orders if easements are not in hand by bid opening.
- The proposal is to be finalized after talking to McDonald's.
- A 3rd party right of way consultant such as Certified Land Services Corporation could cost 3 to 5 times what easement itself would cost.
- McDonald's requirements could greatly raise the estimate amount. G&O wants to proceed with the rest of the project.
- A motion was made, seconded, and passed to give G&O OK to go ahead and add McDonald's costs as separate item.
- Negotiations with McDonald's will mention the on-going grease issues, if necessary, and that this work will benefit them at no cost.
- G&O will amend the agreement with Ecology –
- A motion was made, seconded and passed to get necessary information, incorporate it into the schedule and advertise.

OTHER 90% I/I Plan SET COMMENTS

- Use CDF instead of gravel for back fill of pipe installed by open cut in vicinity of McDonalds (pipe parallel to Highway 101).
- Detail casing and manhole connections at Highway 101 crossing.
- Open bids the week after July 4
- Locates for Pump Station 2 electrical line will happen next Monday.

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NEXT MEETING

- June 23, 2011 – 5:30 PM – Raymond City Hall if available.

ADJOURN

- 1:23 PM