

Raymond - South Bend Regional Wastewater Coordinating Committee

300 First Street • Raymond • WA 98577 •

RWCC REGULAR MEETING APRIL 28, 2011 SOUTH BEND CITY HALL

The meeting was called to order by Chair Eric deMontigny at 5:40 PM

In attendance were: Eric deMontigny, Patricia Neve, Jason Dunsmoor, John Dunsmoor, Jerry Bowman, Todd Stephens, Dean Parsons, Steve Russell, Doug Welch, Kirk Church, Jay Swift, Cathi Read, Janet Cherry, and Bob Jungar

INTRODUCTIONS

- None necessary

REVIEW AND APPROVAL OF JANUARY AND FEBRUARY MEETING MINUTES

A motion to accept the March 2011 minutes was made, seconded, and passed unanimously.

DECISION REGARDING REQUEST FOR APPROVAL OF ADDITIONAL DESIGN FEE FOR ENGINEERING SERVICES, REGIONAL FACILITIES

Jerry Bowman was selected to represent the RWCC and its decision regarding the November 17, 2011 memo wherein Gray and Osborne requested an additional \$196,000 for work performed over and above what was included in the original contract scope of work. After numerous memos and discussions the RWCC met to finalize their decision on Sunday, April 24, 2011. Even though there are strong feelings that several of the 13 items should have been covered by the original contract, and that Gray and Osborne should have brought these issues before the RWCC for approval prior to billing, the RWCC has approved a total of \$85,000 to put this to rest. The Committee does acknowledge that both cities of Raymond and South Bend have benefited from the work. The RWCC concluded that further discussion will not be of value. The RWCC further emphasized that future fee requests be brought to the Committee BEFORE moving forward. The request for the \$85,000 will go before the Raymond City Council with a recommendation to pay.

Jay thanked the RWCC for their consideration and efforts regarding this issue, especially meeting on Easter Sunday to discuss G&O's request.

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Doug Welch clarified that the budget was developed with the assumption that Gray and Osborne would handle the electrical in-house. When it became clear that they would not be able to perform the work Pat Conley was brought on board without benefit of any input into the budget. Doug reiterated that the error was Gray and Osborne's and that Pat Conley is a "stand-up guy" who is only interested in doing a good job. This reinforces what Jerry said about keeping the Committee apprised as to what's going on.

INFILTRATION AND INFLOW 60% PLAN REVIEW

- There are seven separate schedules that comprise the I/I reduction projects. This will allow the cities to examine and award separate contracts.

Four of the schedules are for Raymond projects: Schedules A, B, C, and D. The projected costs for the projects somewhat exceed the \$660,000 balance available from existing funding.

- Janet Cherry presented two options for the I/I work that will be performed in the vicinity of McDonald's on Highway 101 in Raymond. She has asked that mark-ups and comments be sent to her in the next two weeks for the 90% review. The advertising date depends on RWCC final comments as well as the schedule for obtaining permits and easements. It is urgent that we keep moving.
- Option 8 entails the following with a cost estimate of \$280,000:
 - *Install a new 8-inch gravity line on the north side of Highway 101 that extends approximately 240 feet to the east in the trail from MH S-12.2A, install a new manhole in the trail, and then continue the gravity line by boring and jacking under Highway 101 to MH S-12.1. This proposed alignment will allow all flow from McDonald's to be re-directed to MH S-12.1. The line between MH S-12.2A and MH S-12.2 would be abandoned in place. MH S-12.2A resides on McDonald's property, so an easement will need to be obtained from McDonald's. Based on preliminary information from Buzz, all work in the trail would be within City of Raymond ROW.*
 - *Bore and jack from the south side of Highway 101 to MH S-12.1, install a new manhole on the south side of Highway 101 in City of Raymond ROW. Install a new line to the east along south side of*

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Highway 101 for connection to existing MH S-12. Abandon the existing sewer line between MH S-12.1 and MH S-12.

- *Perform point repairs from inside the sewer line (no surface disturbance to Highway 101) on leaks in the line between MH S-12.2 and MH S-12.1. The TV inspection performed in 1999 identified circumferential crack (relatively minor at that time) approximately 10 feet from MH S-12.2 and a minor sag approximately 15 feet long, starting 140 feet from MH S-12.2. This line had grease in it and the inspection was terminated 40 feet from MH S-12.1. Given the age of the pipe (40-plus years old) and the fact that the City wishes to eventually relocate this line out of Highway 101, we recommend point repairs at this time to address leaks. We also recommend that this line be TV'd again prior to project advertisement to confirm the structural integrity of this pipe before making a final decision on how best to rehabilitate this line.*
- *Note: We also recommend that the service connection located 15 feet from MH S-12.2 (as identified on the 1999 TV inspection) be further investigated. This connection was carrying a significant amount of clear water (likely I/I) at the time of the inspection (note the inspection was conducted at night and it was not raining during the inspection, but seasonal groundwater levels expected to have been high in April). During point repair of the line from MH-S.12-1 to MH S-12, it is expected that we will need to plug this line temporarily.*
- *For this option, we still need the following items addressed:*
 - *Easements from McDonalds- both permanent and temporary (Not in G&O's scope currently. Does City want G&O, City or Buzz to obtain?)*
 - *WSDOT permit (G&O to obtain)*
 - *What to do with service line near MH S-12.2- We suggest we TV this line to verify it is not a drain line.*
 - *We should have another TV inspection of the line between MH S-12.3 and S-12.2 to verify no service connections exist on this line before we elect to abandon this line (the 1999 inspection was not able to TV this entire line- about 40 feet have not been TV'd).*

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- *Verify all utility locations. Buzz did show the water line on both the north and south sides of Highway 101. We also need to verify the force main location out of PS 11, along with electrical and fiber optics. (Not in G&O's scope currently. Does City want G&O, City, or Buzz to obtain?)*
- Option 9 entails the following with a cost estimate of \$400,000:
 - *a bore and jack to the north out of MH S-12.3 (120 ft), new gravity line on the north side of HWY 101 along or in the trail (525 ft), connecting the lines from Everybody's and McDonalds to the new line on the north, boring back south from the trail near MH S-12.1 into the City of Raymond ROW (170 ft) on the south side of Highway 101, and continue a new gravity line to the east to PS 11 (245 ft). The entire line between MH S-12.3 and MH S-12 would be abandoned. The cost without a contingency is \$379,000 and slightly more than \$400,000 with a 10% contingency.*
 - *Based on review of the TV data, survey data, and discussions with City staff, we believe that S-12.2 to S-12.2A should be abandoned, since in addition to the reverse grade, there is a significant sag in this line that makes it unsuitable for flow in either direction.*
 - *Concerns about this option include impact to project budget and schedule due to increased capital cost and obtaining a number of easements and relocating a service connection.*
- Upsize pumps at Pump Station 2 – 3 phase power, new pumps = \$254,000
- Grout leaks at Pump Station 4 = \$16,000
- Replace lines and increase from 8 and 10 inches to 10 and 12 inches at Garfield = \$166,000

Three of the schedules are for South Bend projects: Schedules E, F, and G. With \$292,952 left from existing funding, the three projects have the followings expected costs:

- South Bend school pump station = \$172,000
 - The South Bend school pump failed again this morning
 - It was necessary to manually remove matter from the pump today.
 - As school will be out in the next 5 or 6 weeks we can avoid declaring an emergency and the additional costs that may entail. (The most

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competitive bids will be received if we can bundle all 7 projects together, as envisioned. Also, bidding separately will involve additional bidding and CM costs.) The city can use local resources to clear problems areas until school is out.

➤ These costs may well be reimbursable even without the declaration of an emergency.

- Replace section of line at Third Street = \$44,000
- Manhole replacement and repairs = \$35,000
- Any remaining funds requested for replacement of lines between the Pump Station and the school.

Bidding options were discussed:

- We can put all projects out to bid in one package and use STAG money – It's a "use it or lose it" situation. There is a low likelihood it would disappear but it's possible.
- Issue as change order
- Bid separately to contractor who is already mobilized and/or anyone else. We should be able to get some good prices

We need to get it done sooner rather than later. There is a sag in the line that has been settling since the last inspection in 1999.

- Need comments by end of next week -

REGIONAL ACCOUNTING MEETING

Gray and Osborne met with Dee Roberts and Hester Gilleland. The first RD outlay report went in, was approved as submitted and contractor has been paid. A lot of effort in putting out outlay report as it picked up a lot of miscellaneous expenses not picked up before: miscellaneous easements, small costs, etc. In all there were 120 invoices included in the report: \$54,000 for South Bend and \$100,000 for Raymond.

Documents from this meeting will be used for the remaining ARRA grant. Hester will provide details to justify the \$12,250 for project administration.

An audit is coming up in a couple of weeks. Hester received the paperwork from Gray and Osborne. She had advised the auditor that it will be her first federal audit and was assured by the auditor that the auditing agency will walk her through it.

ARRA should be finalized shortly.

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The accounting spreadsheet is updated roughly every other month. Reimbursements currently go to South Bend and Raymond. There is a plan in place to simplify the process whereby Raymond will be reimbursed for all projects and the cities will square things up at the end of the project.

Debbie Harper has approved historical invoice list.

CONVEYANCE PROJECT (LANDIS AND LANDIS) UPDATE

- Close-out / Commissioning
 - Requesting extension with Ecology as work on this SRF/ARRA-funded project may extend past May
 - We are at 98%: All 3 pump stations are operable. The VFDs in South Bend Pump Station 3 need adjustment.
 - Raymond Pump Station 1 complete. The five day testing will be complete on Wednesday. Operator training is scheduled for May 10th. The old Pump Station 1 will be used in the meantime.
 - Raymond Pump Station 11 need corrections. Only one pump has been installed; the balance to be installed next week. The five-day testing period can begin at that time. There is a 30 day commissioning period after training.
 - South Bend Pump Station 3 operational at all modes.
 - Paving completed
 - Punch list work – Anticipating third week of May for substantial completion
 - Dirt pile: Lance Landis looking for a place to put it. The decision to go with open cut at wet well added to amount of dirt.
 - The dirt at Pump Station 1 is being moved today. We need to work on coordination between the City of Raymond and Pacific County for dump site approval. Lance is coming to town tomorrow to discuss.
 - Will there be a fence around South Bend Pump Station 3? Yes.
 - The original contract time has expired. Lance has requested additional time for on-going work. He may be out of revised time soon. What about liquidated damages? It may be motivation to keep working. We have had some really bad weather – and we should not punish him for weather; however, we need to make sure he is doing everything he can do to complete the work.
 - Contracted liquidated damages are at \$1800/day. The cities will incur costs if the contractor is not done. There is a management reserve available in G&O's contract for ongoing inspection and engineering services but when that's gone additional funding will be required. Jay noted that G&O was nearing the end of

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its authorized CM budget and may request to use a portion of the ARRA/SRF-funded management reserve in the CM contract.

REGIONAL WWTP (ROGNLINS) UPDATE

- Dean Parsons explained change order #1
 - Part A is an adjustment in the outfall pipe size - \$3300
 - Part B is the additional structural fill to make the control building area more useable. We need to see what prices are for project. We need an additional 14,600 tons of rock at an estimated - \$118260.
 - Additional settling occurred between plans and when Rognlin appeared on site. There were some inconsistencies in materials – it was denser material than original planned; however, that information did not get passed on/included in second set of drawings. The material settled. This change order will make it right with Rognlins to match what they thought was there. The price includes hauling, placing, and compacting as well as the increase in fuel costs. It will also leave us some materials on site to use later.
 - These costs will come out of available grant funding.
 - The change order was voted on, seconded and passed unanimously.
- Things are going pretty well. The river crossing nearly complete. Progress under the river is a bit slower than anticipated. They are running 2-bit arrangement – 24 followed by 30". They should be through on Monday and pull pipe on Wednesday. The pipe pressure was tested in one piece and will be moved to Pump Station 1 for the slough crossing.
- They have not run into any obstacles with the river and slough borings other than the ground being muckier than anticipated. The hole is now holding up after initial problems.
- Pile driving is going well at 45 to 50 feet.

NEXT MEETING

The next regular RWCC meeting is set for May 19, 2011– 5:30 PM – Raymond City Hall

ADJOURN

7:28 PM