

Pre-Bid Meeting Notes

OID Segment 4 Project

Pre-Bid Meeting

Wednesday, May 15, 2019, 9:00 am

Attendees: OID Team (detailed below)
Condor Team (detailed below)
Potential Bidders (listed on sign-in sheets)

Segment 4 Project

Meeting

- Introductions
 - OID Team
 - Steve Knell – General Manager
 - Jason Jones – Support Services Manager/Project Manager
 - Eric Thorburn – Water Operations Manager
 - Emily Sheldon – Associate Engineer
 - Condor Team
 - Scott Lewis – Project Manager
 - Kyle White – Associate Geologist
 - Kim Tarantino – Project Coordinator
- Project Overview/Work
 - ~4,000' canal improvements to include tree and rock removal, constructing cutslopes, performing regrading, earth-retention shoring, shotcrete application, concrete invert and patching, as described in detail in Contract Specification Section 00100, Project Description.
- Site Access
 - Highway 108 (Sonora/Kennedy Road)
 - Primary access to site
 - For safety reasons, exiting site is required via Kennedy Road, not Sonora Road
 - Two Mile Bar Road
 - Secondary access to site
 - Current condition – in process of new paving
 - Road owned by Army Corps of Engineers – if damaged, Contractor's responsibility to repair (no subsurface data available on road and video documentation of conditions prior to use would be required)
 - Two-Mile Bar Tunnel (16'W x 13'H)

- Schedule
 - Construction start and duration
 - 2.5-month contract duration
 - Work Start 11/1/19 – could be sooner if authorized
 - Substantial completion and out of canal 1/17/20
 - Final completion 3/31/20
 - Critical Path Schedule
 - 6/21/19 questions due
 - 6/28/19 bids due
 - 9/3/19 OID Board meeting
 - 9/3/19 Contract Award
 - 9/13/19 Notice-to-Proceed
 - By 9/17/19 Pre-Construction Meeting
 - Tentative 11/1/19 Start Construction
 - 1/17/20 Substantial Project Completion
- Bid and Contract
 - Contract Docs include Specifications and Drawings
 - Bid and contract in Div. 0 of Specs
 - Includes bid forms and bonding requirements
 - Section 00300.9.B includes factors OID may use in determining whether or not a bidder is responsible
 - Section 00550 includes the Bidder's responsibility statement
 - A valid Class A CA contractor's license is required at the time of bidding and throughout the project
 - This is a prevailing wage project
 - Required DIR/PW submittal documentation described in Contract Specification Section 00520.5 and 00520.6
 - A list of local service providers is provided for bidder's convenience
 - Note that off-haul of spoils and waste for the recent tunnel project were taken to Ohe Sand and Gravel – OID has no agreement or obligation to Ohe, this is just for reference for bidders
- Environmental and Permitting
 - Discuss from Project Description Summary, Section 00100
 - Canal collects rain water – potential stormwater issue
 - Spill gate at Two Mile Bar

- Project requires coffer dam downstream of Two-Mile Bar spill
- Stormwater Management, Section 00100
 - Contractor is responsible to manage stormwater
- Supplemental Environmental Requirements, Section 02210
 - Some of the CEQA recommendations do not apply during the construction period of this Work
- Supplemental Information
 - 2017 Segment 4 Assessment Report
 - 2019 Segment 4 Design Report
 - Video Reference of Segment 4 Project
- Documents and videos are on OID's website
- Q & A
 - Is the Hunter Laydown Area provided through OID or direct with Hunter?
 - OID has negotiated the \$1500 allowance with Hunter, but it is the Contractor's responsibility to negotiate timing and payment directly with Hunter. Use of Hunter Property is not required; Bid is to include number of months at \$1500/month.
 - The Drawings indicate that equipment and materials are not allowed to travel along top of downslope canal embankment past Sta. 192+00 – why?
 - During the tour, it will be evident where the canal embankment becomes too narrow for anything beyond foot traffic in many areas
 - Will the contractor be allowed to shotcrete the canal invert instead of concrete?
 - Submit this question formally for a formal response

Tour

See handout to Kennedy/Sonora Road

- Hunter staging (convenient location for office trailers)
- Downstream staging area
 - Tailgate safety meeting – JJones/OID
 - Staging work area owned by OID
 - At completion of project, laydown area is required to look similar as today.
 - Contractor has option to put trailer at this area (flat area available for use)
 - Area is closed to public via locked gate; however pedestrian traffic is not uncommon and is not controllable with current fencing and gates
 - Canal access ramp is the primary access for project
 - Discrete areas requiring improvements shown on plans and will be verified in field during construction by R.E.

- Walk Canal Bank of Segment 4 Project
 - Do loose dirt and vegetation need to be removed prior to placing upslope shotcrete canal liner?
 - Yes, surface prep is needed and will be directed/verified in the field by R.E.
 - Upslope bank is irregular, work required to prepare to receive shotcrete and laying back slope is required in some areas
 - Does upslope surface need to be free of undulating?
 - No
 - Since off haul is determined as a unit price, how is quantity agreed upon?
 - Refer to the Bid Documents. Quantity will be determined by loads out of canal – not all material may be off hauled from the site (i.e. some boulders may remain in the laydown area, if approved by OID). Contractor and Engineer/Owner will agree to fair method of measuring during construction.
 - How is the cut area determined?
 - Condor will be verifying/directing the trimming efforts and work with the Contractor on behalf of Owner to determine required trimming and surface prep.
 - Every 200' has shiner with projected stationing that is measured along centerline of canal
 - Does all of the upslope get shotcrete to top?
 - Refer to the Bid Documents. Two different details are included, locations based on soil/rock conditions; final determination will be made in the field by Condor during construction.
 - Existing invert is roughly 11' wide; however, some areas where upslope side has eroded and there is no concrete invert. Details on Drawings show how new invert will meet the existing invert
 - Trees to be removed shown on Drawings and to be verified in the field by Condor
 - Can bypassed canal segment be used as path of travel?
 - No, tunnel was constructed to bypass due to hazardous cliffs above
 - Ramp at downstream portal could act as coffer dam; contractor will manage stormwater. Water cannot be pumped over canal embankment and downhill. Tunnel 7 has depressed invert.
 - Will treated construction water and stormwater be pumped back into canal?
 - Yes, bypass construction area and back into canal.
 - Can the valve at ramp near downstream portal be left open?
 - Yes, control of valve will be turned over to contractor until end of project.
 - Condor will include potential construction water supply locations in first Addendum, complete with OID's application form
- Downstream of Ramp to Tunnel 7
 - Tunnel 7 is the end of Segment 4; turnout located there will be locked closed.

- Two Mile Bar Road
 - No construction-related parking permitted along Two Mile Bar Road
 - Two Mile Bar Road is closed to public access during November and December
 - Contractor may use existing canal ramp (owned by OID) and asphalt ramp (owned by ACOE) for secondary construction access (awaiting final verification)
 - Pointed out canal spill gate location
 - At the end of irrigation season spill gates are locked open by OID
 - Lock out at Goodwin Dam will be facilitated/coordinated by OID
 - Specified coffer dam may be built anywhere between bridge and spill gates.
- Reconvene for final Q&A
 - The contractor is responsible for managing up to 1500 gal/min of stormwater flow, correct?
 - That is correct.
 - Submit all questions as described in Bid Documents and responses/addenda will be posted to OID website