

Pre-Bid Meeting Notes

OID Tunnel 8 Rehabilitation Project
Pre-Bid Meeting
Thursday, August 5, 2021, 9:00 am

Tunnel 8 Rehabilitation Project

Meeting

- Introductions
 - **OID Team**
 - **Eric Thorburn, Water Operations Manager/District Engineer**
 - **Joe Kosakiewicz, Construction Maintenance Manager**
 - **Emily Sheldon, Associate Engineer**
 - **Sharon Cisneros, Chief Financial Officer**
 - **Condor Team**
 - **Scott Lewis, Principal-in-Charge, Project Manager**
 - **Jon Ingram, Resident Construction Inspector**
 - **Kim Tarantino, Project Administrator**
 - **Potential Bidders**
 - **Anthony Sanchez, SMCI**
 - **Ryan Fox, SRC**
 - **Brian Harris, DTDS**
- Project Overview/Work
 - **Existing Tunnel 8 is approximately 600' long and approximately 10' to 12' in diameter. It has been in services for 100+ years and the adjacent canal both upstream and downstream of the tunnel has had previous rehabilitation work performed over the years. Condor has not entered the tunnel due to unsafe entry conditions including loose rock along the crown. We do know that there are rock/small boulders piled in the invert of the tunnel and there is low cover over the tunnel.**
 - Scaling loose rock and enlarging tunnel arch; placing new shotcrete lining in tunnel and placing new concrete invert, as described in detail in Contract Specification Section 00100, Project Description.
 - **Mining the tunnel (trimming/enlargement excavation) will be required to meet water flow requirements**
 - Engineers Estimate of Probable Construction Cost is \$1.4M – not \$1.1M
- Site Access
 - Highway 108 (Willms Road)

- Schedule
 - **4 month water outage**
 - Construction start and duration
 - ~3.5-month contract duration
 - Work Start 11/8/2021 – could be sooner if authorized
 - Substantial completion and out of canal 2/19/2022
 - Final completion 3/31/2022
 - Critical Path Schedule
 - 8/30/2021 questions due
 - 9/13/2021 bids due
 - 10/5/2021 Contract Award
 - 10/18/2021 Notice-to-Proceed
 - By 10/18/2021 Pre-Construction Meeting
 - Tentative 11/8/2021 Start Construction
 - 2/19/2022 Substantial Project Completion
 - Bidder comments
 - **Rock bolting is listed as an alternative, correct?**
 - ❖ **Yes, as a toolbox item. It is not certain rock bolting will be required.**
 - **What support is needed for safe entry into the tunnel?**
 - ❖ **Scaling/trimming to remove loose rock will be the primary work to stabilize the tunnel for safe entry as the work progresses. Stability issues are not expected beyond scaling work, but anticipate shotcrete and possible rock bolts to be determined in the field. We anticipate sequencing of excavation activity in the morning and shotcrete in the afternoon.**
 - **Is the tunnel invert lower than the portals?**
 - ❖ **Yes, the water ponds in the invert. There is a high spot downstream that will pond water.**
 - **Is there anything required beyond what is listed in the Bid form requirements, such as resumes?**
 - ❖ **Resumes will not be required as part of the Bid package, but Bidders will need rehabilitation/tunneling experience. Requirements are documented in the Contract and Technical Specification documents, Section 00550 – Bidder's Responsibility Statement.**
- 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
- Environmental and Permitting
 - **There are no species of concern noted**
 - **Nesting bird season typically ends 8/15 and begins again 2/15 of each year**
 - **Note that if wildlife is encountered, the contractor is expected to report it so that ideally actions can be taken to allow it to safely escape or pass through area. The contractor also must keep the job site clean and report any issues or sightings of wildlife.**
 - **Area is clear of CTS and wetlands.**
 - Discuss from Project Description Summary, Section 00100
 - Waterflow suspended from South Main Canal approximately 11/1 to 2/28 every year
 - Stormwater Management, Section 00100
 - Stormwater Management Memo (attachment to Section 00100)
 - OID Responsibilities – open and lock primary spill between Goodwin Dam and Project Site (Two Mile Bar Road); turnout upstream of Tunnel 7 locked in open position; unlock control valve located at canal plug adjacent to Webb Tunnel downstream portal and make available for operation by Contractor
 - ❖ **Will visit area during site tour**
 - Contractor Responsibilities – submit Stormwater Management Plan within 2 weeks of NTP; check dam installation immediately downstream of Two Mile Bar spill prior to 11/15/21; capable of bypassing a minimum stormwater flow of 1,500 gpm (3.3 cfs)
 - ❖ **Will visit area during site tour**
 - Historical Rainfall table provided – max rainfall typically occurs in winter (December through March); best construction schedule in terms of avoiding canal stormwater flows is to start immediately after irrigation season ends (11/1) and complete as much as possible before end of December
 - Supplemental Environmental Requirements, Section 02210
 - Contractor responsible for reporting and submittal
 - ❖ **OID is the responsible party**
 - Categorical Exemption is scheduled for approval at OID's Board of Directors meeting on August 17 and will be posted immediately thereafter

- Supplemental Information
 - Memo – Tunnel 8 Surface and Subsurface Geology (6/17/2021)
- Safety for Site Visit
 - **Canal is full, life preserver line will be with OID personnel during site tour**
 - **Be aware of rattle snakes**
 - **Temperature is cooler than has been, stay hydrated**
- Q & A
 - **None**

Tour

See handout to Willms Road and Two Mile Bar Road

- Tunnel 8 Project Site and Laydown Area
 - **Note that once the gates are closed at Goodwin Dam, it generally takes <24 hours for canal to go “dry”.**
 - **Note that cattle are not anticipated to be in the area during rehabilitation Work.**
 - **If additional laydown area is needed beyond the OID ROW, the contractor will need to work directly with the landowner (OID will facilitate contact).**
 - **Contractor may not discharge stormwater directly to the land.**
 - **Processed construction water may discharge downstream from Tunnel 8 downstream portal to OID’s facilities.**
 - **Upstream Portal**
 - **Upstream portal access ramp – access road to gate (narrow ramp). Access road wraps around to downstream portal ramp. Contractor can use both fence gates from Wilms Road onto the north and south side canal banks.**
 - **Note that OID has 100’ right of way that can be utilized as laydown – tunnel is approximately 600’ with right of way 50’ on either side of tunnel centerline.**
 - **Upstream and downstream portals had rehab work done ~10 years ago, no work anticipated at portals. The shotcrete used to support the portals only goes in far enough to tie into the tunnel liner.**
 - **Anticipate portal brow/overlay reinforcement only – FRS and #4 bars are anticipated as detailed in the project Drawings.**
 - **Flow we see today is close to max (~485 cfs). Enlarging the tunnel is necessary because existing tunnel invert is not concrete lined. The Work included in this rehabilitation project includes a minimum 6” concrete invert. The cross-sectional area needs to be maintained in order to flow water.**
 - **It is anticipated that boulders will be part of the debris to be removed from the invert; anticipate similar conditions to Tunnel 7, debris from “clinker” zone.**

- **Work is anticipated to be more trimming than picking rocks. Trimming of 1' to 18" is anticipated.**
- **Sequence anticipated is trim work, muck spoils, support tunnel ribs and arch with shotcrete, clean and concrete invert.**
- **Concrete and shotcrete are fiber reinforced; construction/contraction joints are listed in Project Specifications and Drawings.**
- **Temporary support (i.e. rock bolts) will be paid for as long as agreed in advance to placement by Engineer (refer to Specifications).**
- **Invert cleaning is covered under Bid Item 5A and will be measured by the truck load. The estimate is listed as 820 cy; if more/less, costs will be covered under a change order.**
- **Condor encourages potential bidders to ask questions/propose alternate solutions if they see a better/more effective or cost savings solution. The idea is to be fair and reasonable to both OID and the Contractor.**
- **The upstream ramp and portal areas have not had ponded water noted historically.**
- **Downstream Portal**
 - **Sediment and debris is transported along the canal invert; there may be minor sandbars.**
 - **Downstream portion of tunnel, portal area and canal has high and low spots where the contractor will have to muck out sediment and potentially dewater ponded water.**
 - **It can be anticipated that the rocks seen along the sides of the downstream portal area is what will be coming out of the invert/tunnel.**
- **Hunter staging (convenient location for office trailers)**
 - **The fenced off yard is what has been used in the past.**
 - **If contractor is using this optional staging area, they will contract directly with the landowner for \$1500/month. There is a line item in the Bid but this amount is to be excluded from the Bid total.**
- **Tunnel 7 Gate**
 - **This gate will be open for spill flows. The drainage pipe is 21" in diameter and typically flash boards are placed to divert water to the drainpipe.**
 - **Upstream invert of Tunnel 7 goes down ~3' and the downstream invert goes down ~4'.**
 - **Contractor can dewater the area and use as a stormwater reservoir. Note that a coffer dam would be required for this option.**
- **Canal and Downstream Portal of Webb Tunnel**
 - **Contractor can access the Webb Tunnel from the ramp upstream of Tunnel 7.**
 - **Canal gate remains open by OID but Contractor will have control of this gate.**

- Two Mile Bar Road – Cofferdam site
 - **Upstream of Webb Tunnel Portal are the primary spill gates. A cofferdam will be required at this location. If cofferdam is +4' will require an engineer's stamp since this is a potential life safety issue.**
 - **Note that leakage out of the Goodwin Dam gates is considered less than significant.**