



Pure Water North City Phase 1 Construction Projects
Bay Park/Morena Working Group Meeting #2 Summary

City of San Diego South Clairemont Recreation Center
Thursday, July 19, 2018, 4:30 p.m. - 8 p.m.

This document is not intended to capture verbatim comments from the meeting or function as meeting minutes. It is a summary of the questions posed by the Working Group members and the answers provided by City staff and consultants. The questions and answers are unattributed.

Working Group Members Present

Carol Baker, Resident
Kenneth Brooks, Resident
Paul Kosen, Resident
Trey McDonald, USD Office of Sustainability
Bernadette Butkiewicz, Resident

Working Group Members Absent

David Burpeau, Resident
Rob Hutsel, San Diego River Park Foundation
Sidd Vivek, Mission Valley YMCA
Roseline Feral, Law Office of Roseline D. Feral
Delana Hardacre, Clairemont Planning Group

Project Team Members Present

John Helminski, City of San Diego
Sarah Lemons, City of San Diego
Megan Drummy, Katz & Associates
Dylan Grise, Katz & Associates
Natalia Hentschel, Katz & Associates
Steve Lindsay, City of San Diego
Joe Long, AECOM
Sean McCarty, Consultant, City of San Diego
Alan Shapiro, AECOM

Other Attendees

Ray Golden, Intern for Bernadette Butkiewicz
Marc Schaefer, Council District 2

Welcome and Introduction

John Helminski welcomed the Bay Park/Morena Working Group (WG) to their second meeting and opened the floor to planning group members for questions that may have been thought up about topics from the first planning group meeting. As there were no questions, Natalia Hentschel re-introduced her role as facilitator and reviewed the meeting agenda, the

purpose of the meeting, and the roles of the WG members and the public. WG members and the project team introduced themselves.

WG members received a packet of Meeting 2 materials including the meeting agenda, PowerPoint presentation, Overall Conditions Index (OCI) and a summary from the first meeting. To view project and meeting materials, including binder contents, visit the Pure Water San Diego website at www.purewatersd.org/Phase1.

N. Hentschel verified with WG members that they had received the agenda for meeting number two and the minutes from meeting one prior to this meeting and went over the contents of the packet for the meeting.

The following are comments or questions from the WG members:

WG Member: Can we ask questions during the presentation or did you say we needed to wait until the end?

Facilitator: WG members can ask questions during the presentation; the public has been asked to hold their questions until the end when we have set aside time for them to do so.

Meeting 1 Follow-up Items

Part A: Pipeline composition, pressure, depth, and safety.

Joe Long provided a presentation on follow up operational and technical topics from Meeting 1, including materials and composition of the pipelines, the pipeline operating pressures, the depth of the pipelines and their related safety rating, the locations of the air vents, and ingress/egress along Morena Blvd during construction. The following are comments or questions from the WG members:

WG Member: What does HDPE pipe mean?

Project Team: HDPE is High Density Poly Ethylene, a type of thick plastic piping that will be used to transport the brine.

WG Member: If there is no water in the pipe, does the (HDPE) pipe lose its shape?

Project Team: No, the pipe strength itself isn't dependent on the pressures inside of the pipe.

WG Member: Does somebody physically look at each section of the pipe before installation?

Project Team: Yes, there are two times the pipe is inspected. First, the City will have an inspector check the pipe at the manufacturers plant and then once again, on-site, when the piece is delivered to make sure that there was no damage to the pipe during delivery.

WG Member: Are the joints in the pipeline weak spots?

Project Team: No, for the steel pipes, they are fully welded around the outside. The metal being used for the welding is actually stronger than the pipe itself. There is a sheet of metal that gets welded on the outside and the inside of the pipe. Once the welds are complete, certified welding inspectors inspect the welds for quality assurance.

For the HDPE pipes, there is a different process called 'butt-fused welding' where they put the pipe together outside of the trench before installation. They butt the two pipes together and use heat to fuse the pipes together. Both steel and HDPE pipes are subject to hydrostatic testing after completion to verify the pipe's strength.

WG Member: Why do you have both different types of pipe?

Project Team: The pipes are rated for different pressures and that dictates when and where we use the specific types for the brine pipeline.

WG Member: How do you determine the static pressure of the pipes?

Project Team: The pressure is rated at twice the normal working amount for a sustained four-hour period to verify the overall strength of the pipe.

WG Member: If every type of demand for water is placed on the pipe at once, is that going to be above the red line (static pressure), will that blow out the pump station?

Project Team: This particular pipeline has no service connections. It doesn't provide any demand water. This pipe is only taking water from Morena and delivering it to North City. It's a single service, Point A to Point B, pipeline. The pressure in the pipe will normally be at the blue-line level (operating pressure) and at times may rise due to usage, but the safety sensors in the pipes will detect that rise in pressure and safety features will kick in before reaching the static pressure line.

WG Member: How do you get under the existing pipes and utilities that are currently in place?

Project Team: Basically, we are going to trench down underneath of the pre-existing pipes.

WG Member: If there is going to be more than one dig-down, how do you avoid breaking pre-existing features?

Project Team: We will typically put an I-beam or some form of beam across the trench and we will tie in the pre-existing pipes with rope or a chain for support until the new pipe has been placed.

WG Member- How do you prevent the contents of the pressurized line from coming back out and the odor down?

Project Team: The way that these vents work is that if the water column inside the pipe drops below the top of the pipe it has to let air in to maintain pressure. It's a two-way valve that will sense that the pressure inside the pipe has dropped off and then opens up a port and lets air in. On the opposite side, as we are filling the pipe, it has to expel existing air in the pipe. Since we are using a fully pressurized system, we don't expect much air to be coming out of those vents. Occasionally there will be a 'burp' in the line that gets filtered through the carbon filter before being expelled into the vault. That air comes through the same type of valve, but through a different mechanism. It's a float system; as the system fills, the float rises and forms a seal, similar to a snorkel. The valves are in a vault underground and there is a carbon filter scrubber that the valves have connections to and that is attached to a vent-line that goes out to the street. That vent is about the size of a fire hydrant and that allows air circulation from the street into the vault.

WG Member: Is the Air Vacuum Release Valve (AVRV) underground?

Project Team: Yes. The AVR is connected to the carbon filter underground in the vault and that is used for odor control throughout the whole system. All you will see out on the street is basically the vault doors and the hydrant-sized vent.

WG Member: Will the vault doors and hydrant-sized vent be on the sidewalk?

Project Team: Yes, those will be at the back of the sidewalk or along the parking lane.

WG Member: Do the gasses in the pipe add to the overall pressure?

Project Team: Not in a significant way. They contribute about .5 PSI to the system but the water pressure is much higher.

WG Member: So once the pipes are fully charged and in a constant steady state of use, these vents wont actually be that active?

Project Team: I won't say never, but very infrequently. These are primarily a safety factor for when we are loading and unloading the pipe.

WG Member: What is the lifespan of these pipes?

Project Team: the pipe itself is rated at 75 years of use, without any preventative maintenance and not including the protective measures and safety factors we have taken with this alignment.

WG Member: What is the lifespan with the valves?

Project Team: The valves are constantly being maintained so they have a very long lifespan as well, but they do have to be maintained more often. When this project is complete, there will be a maintenance schedule that goes along with it.

WG Member: Will the carbon canister fail?

Project Team: The carbon cannisters will also be maintained. We will use adaptive management when the project comes online, which means we will be checking how much use is occurring in the filters early on and gauging its longevity from there. On average they last about a year and then they have to be replaced, but they will be monitoring the saturation levels until they understand exactly what the lifespan will be and if they have to be replaced more often.

WG Member: Will the maintenance on the AVRVs and carbon filters affect road closures and traffic interruptions?

Project Team: No. Once in a while you might see them show up, open the vault, climb in and work on the valves. If anything, it's a four-hour operation and likely times of maintenance will be during low-flow traffic times, which is in the middle of the night and that type of thing, and they're not banging around, they are just exercising them down.

WG Member: Outside of routine maintenance and visual inspections, what kind of leak detection program or process is planned for this, if any?

Project Team: There are two meters, one at the pump station in Morena and one at the North City treatment plant and their readings should be almost exactly the same. So that's

our first line of detection. We also monitor pressure coming out of the station. If there is a crack or leak in the line, the pressure drops, the pump starts working harder to maintain that lost pressure and we would be able to detect that the pump station is operating outside of normal operation rates and know there is a problem in the line.

WG Member: Do you have something in place to determine where the leak is on the line?

Project Team: Not specifically, but we do. Let's say we are getting a differential between meters, we would stop operations. The wastewater would flow down to Point Loma and be treated like it is today. Every 1,500 feet we have an isolation valve and a man-way and in that we can put a motorized camera that can inspect internally, so if there was a leak, you would notice a crack internally first, and those inspections are part of our routine maintenance as well and that's why we have the man-ways and things to gain access. A visual inspection of the pipe will occur every five years regardless, where we actually drain the pipe and inspect it.

Part B: Overall Condition Index

Steve Lindsay explained the process of street restoration once the project is complete. He discussed the two types of corrective measures that can be taken on the road surface dictated by the level of wear and tear measured by the Overall Condition Index (OCI) on a scale of 0-100. He explained the process of them maintaining the streets that are rated in good shape using a combination of tar and slurry rather than allowing them to fall into disrepair. For streets that are in poor condition, they use the grind and overlay process which can remove and replace pavement between 1.5" and 3" thick depending on the condition of the street. After projects, those same standards are applied to the road surfaces that have been affected by construction to bring them back to good standards. Every four years a survey is done in San Diego to gauge the overall condition of the streets. The proposed resurfacing plan has been based off of the information from the most recent OCI survey (2015), which was included in the member handouts for the meeting. These repairs are typically made curb-to-curb. If there is no raised median, that would mean both sides of the street. With a raised median on a street where only one side of the street was impacted during construction, the curb-to-curb resurfacing would only go to the median.

WG Member: If there is a low-raised island in the street, will that stop the surface restoration from crossing the entire roadway?

Project Team: No, we would ignore that.

WG Member Comment: If you're basing the state of the streets on the OCI from 2015 and the project is going to take three more years, with the equipment tearing up the streets during that time, then these numbers won't be accurate when it comes time to resurface.

Project Team: Given the work we are going to be doing, it's very unlikely that the streets will be rated above 70 after construction and will receive the type of resurfacing necessary for streets in their condition. We know Councilmember Lorie Zapf has been pretty adamant about extending the resurfacing to both sides of the street, regardless of if there is a median

and it's something we have looked into. We cannot use the water funds to resurface anything outside of our construction area because it is rate-payer money, so we have to go back to transportation, who has money allocated for streets in the General Fund, and make sure we are able to receive that funding for any additional construction.

[Part C: Sewer audit, utility relocation, Morena Corridor Specific Plan contact](#)

In regard to the sewer audit, Sean McCarty reported that one section, the Morena Blvd Interceptor requires repair due to joint damage. The Project Team is evaluating if the repair work should be bundled with the project to avoid additional construction impacts in the neighborhood.

S. McCarty also reported that the project team is working with SDG&E on utility relocation to avoid project delays. WG members may see some utility relocation work in advance of the pipeline construction.

Per the WG's request the name and contact information for the Morena Corridor Specific Plan project manager was provided.

The following are comments or questions from the WG members:

WG Member: Is the utility relocation going to be putting the suspended power lines underground?

Project Team: We are working with SDG&E for that. The undergrounding programs are ongoing through 2065. To try and coordinate those projects with this pipeline is a nearly impossible task when working with SDG&E.

[Plan Overview](#)

J. Long and S. McCarty walked the group through the plans for the pipeline through the Morena/Bay Park area. J. Long spoke to the process of bypassing the Tecolote bridge per the health code requirement to keep potable water and sewage lines at least 10 feet apart.

WG Member: Do you need to go much deeper so that you can go underneath the Tecolote Bridge channel?

Project Team: We have to go much deeper. We will be going 11 feet deeper to go underneath the pilings. Sometimes you can go between them but this bridge's pilings are offset and there isn't room to go between. We decided to go underneath so we wouldn't interrupt the integrity of the foundation. We had considered going over the bridge, but it would have had to sit about eye-level off of the roadway and wasn't as feasible.

WG Member: This is all going to be trench work, right? Is there enough room on either side for diversion lanes?

Project Team: Steve's team will be looking at the staggering of construction with the traffic control plans that have been developed to ensure traffic flow. We do the staggering step-by-step, not all at once. We aren't going to completely close Morena Blvd to install all four pipes.

WG Member: So this segment of the pipeline does include going up Balboa Ave?

Project Team: Not up Balboa Ave, but up to it. The waterlines will come off the off ramp from Morena and down to Balboa and we are going to tie in outside of Balboa right away. We have already coordinated (with SANDAG) to give us a stub so we don't have to do a major shut-down of Balboa Ave since they are already working on that section for the Mid-coast trolley project.

WG Member: Is there any high-level documentation we can use to better explain the project to the other members of the community, so we don't misinterpret, like pamphlets or an overview?

Project Team: There are FAQ and Fact Sheets available on the Pure Water website and in the back of your working group binders. We can put together a template article to provide you with additional information that you can work off of. There are meeting minutes from the first meeting and we will be providing the meeting minutes for the remaining meetings as well. You can take information from that as well in a question and answer format.

Construction Topics: Work Schedule Restrictions, Construction Phasing, Traffic Control, Noise

S. McCarty outlined the working group topics for the evening and how they are interrelated (ex. working schedule restrictions affecting timeliness of construction phasing). He explained the proposed construction hours for daytime work (M-F 8 a.m. – 4 p.m.) and night work (Sun-Th 9 p.m. – 5 a.m.) with no work occurring Sundays or holidays. He noted that this segment will be predominantly nightwork with a few exceptions. He explained that since the pipes will be on a pressurized system that construction can occur in segments rather than beginning at one end and building sequentially to the other. The WG was asked to report on any special events that may occur in the community that the construction team should consider when planning the installation of the pipes. S. McCarty stated that the goal would be to maintain one lane of open traffic in each direction during construction, maximizing street access outside of construction hours and limiting and avoiding detours when possible, noting that there will be some full-closures on Jellett street, from Morena up until Bay Park Elementary School while working on that section during construction hours.

The requirements for obtaining noise permits were also presented.

The following are comments or questions from the WG members:

WG Member: How are we going to deal with all of the streets that are between the boundaries of the project that don't have traffic controls at the intersections (for street access and public safety)? [Morena, Knoxville, Tecolote, Buenos, Overland, Clairemont Drive at Denver, Napa/Sherman/Morena intersection(s)]

Project Team: We will be working in most of these areas at night since the segment will be running primarily through business areas. The impacts will be similar to those experienced recently during the emergency water repair.

WG Member: Do they have to get a certain number of signatures from the residents and businesses for nightwork permitting?

Project Team: They don't have to have signatures from everyone but I believe there is a certain percentage they must get.

WG Member: Is there a certain decibel level they have to stay under?

Project Team: Yes, there is a sustained decibel level of 75 and then there is a peak level as well. We will be trying to get the loudest work done earlier on. If traffic will allow, we can begin working at 7:00 p.m. rather than 9:00 p.m., we can try that early on in the evening. *(The concern being westbound Morena traffic onto I-5)*

WG Member: When the hours say 9 p.m. – 5 a.m., does that mean they start work at 9 or that they arrive on-site? Can they stage beforehand?

Project Team: That means they would arrive at 9 p.m. and begin the staging necessary for safety and will conclude break-down by 5 a.m. They cannot stage before hand and that's where the eight-hour day comes into play. So really, if you are there eight hours and spend an hour setting up and breaking down, that's six hours of actual construction.

WG Member: Would the construction team be able to operate on longer hours, so they can get more of the actual construction done in each work-day?

Project Team: As long as the team is only working 40 hours a week, we should have the ability to do that. If we work four ten-hour days, we would be able to do more construction and use less of the week, so you would have three days off of construction in your community. This has come up at some of the other meetings and we would like to accommodate you when we can based off of your input. It may be possible in some areas and not in others. We are really going to examine the areas where that might be feasible and put that into the contract.

WG Member: I thought it was illegal to start construction work before 8 a.m.

Project Team: Typically, the restrictions are from 7 p.m. – 7 a.m. without a noise permit.

WG Member: Is the noise permit concurrent with the night-work?

Project Team: Yes, we would adjust the hours so we could begin and continue work during the time-restrictions.

WG Member: Recommended keeping Buenos open since it has a signal that allows access from Lillia and Cushman. (Concern is daytime traffic)

Project Team: So, if we had to close down that intersection, you would like some type of 4-way stop sign at Lillian or Cushman to help ingress and egress. When we are doing construction on the intersection at Old Morena and Buenos that the traffic control plans will call for a temporary stop sign system at Lillian and Morena and when we are at Lillian, we must have full ingress and egress access. Adding traffic controls in a location that doesn't normal have one will require we get a warrant which is based off of traffic volume, left turns, and right turns. We will have to look into it but will have some form of solution. We may have to figure out alternatives during design or go out and do a physical traffic count for this. It may cause a traffic back-up issue at the signal and effect other intersections. We would look for a solution to avoid that. We can take a look at both northbound and southbound traffic that cause the difficulties gaining access.

WG Member: Are you going to be doing night work on West Morena too?

Project Team: Yes. That's what we have scheduled here at this point. What determines the day-time or night-time construction is the amount of transit on the roadway and business access and noise in residential areas.

WG Member: Did you do a traffic study and see how much traffic goes down these streets; an actual physical count, not the computer model?

Project Team: We did a regional traffic study on this region and factored in the time of day including the peak a.m. and p.m. times.

WG Member: Is it possible to get a copy of that?

Project Team: We can look into that. It's all public information so we can find it and send you a link.

WG Member: When you say that all of Jellett Street will be closed during construction, what about for the people that live there?

Project Team: There actually isn't anyone. We didn't close any streets that didn't have secondary access.

WG Member: Has it been determined whether there will be the use of any human traffic controls; construction crew members, security or police?

Project Team: We have not looked at using manual traffic controls at intersections.

WG Member: I would like you to consider it. It will be difficult to effectively control traffic during business hours without eyes and I am worried about public safety.

Project Team: We are trying to avoid situations where there is frustration from the traffic impacts. We don't typically have it designed so that someone is out there for traffic control, but what we would do in those situations is set up static traffic control signs to direct traffic in other directions. If a situation arises, we will take a worker that's in the trench or on a piece of equipment and give them paddleboards and start flagging people through. We wouldn't use law enforcement or special event staffing. We can also post signage for speed reductions and call the local police department if we don't think we are getting cooperation and they'll typically send out a car and stay there a couple of nights. We also incorporate the use of 'forward signage'. This type of signage alerts drivers of large construction and can be used to divert commuters to other routes if they don't live or work in the local area. We can put up "Local Traffic Only" or "construction zone" signage, which isn't necessarily enforceable, but people seem cooperative if they know there is a heavy construction project going on in the area.

WG Member: Will people parking overnight have to move their vehicles prior to construction to avoid getting towed?

Project Team: That's correct. We post no parking signs 48-hours in advance and the police department will not allow a vehicle to be towed unless the sign has been posted for the 48-hours prior, but we also make every effort to knock on doors and get people to move their cars before we need to tow them. Those no parking signs will post the specific hours. In a place like Denver Street that's mostly residential, the time restriction would be 7:00 a.m. – 4:00 p.m. to minimize impacts.

WG Member: What impacts will construction crews make on the already limited parking in the affected areas?

Project Team: They will be utilizing side streets for the most part. In some locations that have more difficult parking situations, the workers can park remotely and be shuttled in a van. There shouldn't be any major impacts in this area. The construction crew usually has around ten people. Some of them will be in construction vehicles the entire time, others carpool in together, so we don't foresee this being a huge impact on the community.

WG Member: Has everybody from the working team and city planning gone out and physically seen the route for the alignment?

Project Team: Yes, some members live in the area, others travel it on their commutes and all of those involved have seen the route for the alignment and understand the construction impacts associated with the project. The design team has actually walked the entire alignment. It's a three-day event and they walk the entire 11-mile alignment with the plans to find discrepancies.

WG Member: Does the echo and carrying of the construction noise factor into the allowable sustained decibel level?

Project Team: The noise level is based off of the noise specifications for the City. Echoes and elevation are not factored into the noise permit. Certain machines and vehicles make more noise than others. The truck's back up alarms are mandated as a safety feature by Cal OSHA. The soil composition can factor into the level of noise created by construction. Once the jackhammering and asphalt removal have been completed, the level of noise should be significantly lower.

WG Member: Since you will be laying pipe below the water table in some locations, and you stated that the water was brackish, what impacts will that have on the steel pipe itself?

Project Team: We chose the concrete and mortar wrapped /lined pipes for that reason.

WG Member: Do the businesses that are currently opened know that this project is coming through the area? The concern is for small businesses that operate in the area and receive a majority of their annual sales during a few busy months and are reliant on those busy times to hold them over the rest of the year.

Project Team: I am not aware. If we gave them specific notice this far ahead of time, staff could change and nobody would know. We are still a year out from construction. We believe that two-months out is a good start to notify businesses and physically go to the businesses to speak with the ownership/management about upcoming construction and their concerns. We could put out a blurb in the media but we would prefer to establish a rapport with them and speak face to face.

Member Comments as to specific events or organizations that may be impacted or require special consideration for:

- Churches- Issues of church service hours throughout the week including evening sermons and meetings.

- Public spaces used for recovery meetings (AA, NA) with frequent foot traffic in and out.
- Residential recovery homes and halfway houses in Clairemont Drive area.
- Taste of Morena
- Ashton Street block parties
- Rock and Roll Marathon
- Graduations (college/high school)
- Holidays
- College sports events
- Concerts and events at Sports Arena

Member recommendations for special events notification:

- Town Council
- Local niche media (Bay Press, Linda Vista/Clairemont newsletters, etc.)
- Tony Bocce (of the restaurant) knows about more local events (50-100 people sized events, not thousands)

Public Comment

No questions or comments were provided by the public.

Next Steps

N. Hentschel closed the meeting by briefly reviewing the topics for next time and reminding WG members that the next meeting will take place on Wednesday, Aug. 1 at the South Clairemont Recreation Center.