



Pure Water North City Phase 1 Construction Projects
Clairemont Working Group Meeting #2 Summary

Clairemont Emmanuel Baptist Church
Monday, July 16, 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

Jeff Baughn, Resident
David Curtis, Resident
Michael Dwyer, Resident
Ed Elliott, Resident
Stephanie Fullerton, Diocese of San Diego
Kelly Johnson, Clairemont Town Square
Michael Lambert, Coldwell Banker Residential Brokerage
Jonathan Layton, Resident/UTC Aerospace Systems
Connor Munson, Brady Engineering
Morteza Rahimi, Clairemont Town Council

Project Team Members Present

Megan Drummy, Katz & Associates
Dylan Grise, Katz & Associates
John Helminski, City of San Diego
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

Daniel Manley, Council District 6

Welcome and Introduction

John Helminski welcomed the Clairemont Working Group (WG) to the second meeting with a brief overview of what to expect and thanked them for their commitment, participation and feedback. Members of the WG and the project team introduced themselves.

WG members received a packet of Meeting 2 materials for their binders including the meeting agenda, a copy of the PowerPoint presentation, a sample street overall condition index (OCI) and Morena specific FAQs.

To view project and meeting materials, including new binder contents, visit the Pure Water San Diego website at www.purewatersd.org/Phase1.

The following are comments or questions from WG members:

WG Member: How will this contract be bonded? What are the contract requirements?

Project Team: The contract requirements we typically have in place can be included on the list of things we discuss in these working group meetings.

WG Member: Thank you for preparing the meeting summary. I would like you to prepare summaries of all the meetings. I have shared it with numerous people.

Facilitator: We will be preparing summaries of all the meetings of this group and will email it to you as well as post it on the website.

Meeting 1 Follow-up Items

Joe Long provided a presentation about the follow up operational safety topics from Meeting 1, including materials for construction of the pipelines, the pipeline operating pressures, the depth of the pipelines, the locations of the air vents and the street Overall Condition Index (OCI).

The following are comments and questions from WG members, grouped by topic:

Materials for Pipeline Construction

WG Member: What is the thickness of the outside mortar of the pipe?

Project Team: One inch.

WG Member: What is the diameter of the pipe?

Project Team: The pipe was originally designed to be 54 inches, but we have since refined the design to be 52.75 inches, so a 48-inch inner diameter not including the mortar, etc. When ordering the pipe from the manufacturer you specify inner diameter.

WG Member: From Morena to Miramar is the force main northbound all steel? The Title 22 engineering report says it transitions.

Project Team: Yes, it is all steel. It was true at the very beginning of the design of the project that we had it transition but then we changed the design to be all steel. If there is an inconsistency in the Title 22 report we will go back and look at it.

WG Member: What is the length of each segment of pipe?

Project Team: They come in 10 or 20-foot pieces. It depends on the alignment. We have a plan that identifies all the pieces and parts of the pipeline provided by the contractor and the manufacturer. It then goes to the project team for review to confirm it mathematically works and then once we go through that and agree with them then they can go ahead manufacture the pipe. Usually they are 20-foot pieces. They are going to get the pipe as long as they can as long as there aren't bends.

WG Member: Is there a map that shows the full length of the project?

Project Team: Yes, we are going to share the plans with you later in this meeting.

WG Member: Is this a 304 pipe? What type of steel will be used?

Project Team: It is a 306 pipe. All the steel used has to comply with American Water Works Association (AWWA) standards.

WG Member: When you talk about the psi and safety, is the pipe designed to handle half the pressure or twice the pressure?

Project Team: It is designed to handle twice that. We used the high head pressure as our high as opposed to the high pressure in the pipe.

WG Member: What is the temperature in the pipe?

Project Team: Generally what we see in water lines is between 65-75. This isn't preheated.

*Brine***WG Member: I was under the impression the brine line runs north to south.**

Project Team: It does. It is discharged downstream of the Morena Pump Station and the grade line runs backward. There are similar pressure zones in the pipe, it picks up steam as it goes downhill, and the hydraulic grade line is pushed up and then it runs back to the North City Plant.

WG Member: There is another pumping system up north?

Project Team: The brine leaves the plant under pressure. Pumps that move through 47 feet of pressure above ground, it equates to about 20 psi.

*Testing***WG Member: The safety factor for the steel pipe is 2.0—butt fused—is that exactly the same? Is that a stress test on the weld?**

Project Team: Yes there is. So on the steel pipe we're using a lap joint. In some places we weld on the inside and outside and the joints are essentially stronger than the pipe itself. There are provisions in the specs on how we will inspect the pipes. We have certified welding inspectors and segments of pressure testing to 1.5 times the high head pressure and we do a test with water to make sure there are no leaks. It would be high in pressure only if there is something in the pipe.

WG Member: When is the water testing?

Project Team: We do that testing in segments at a time. Every segment through the entire length of the pipeline will be tested. It's up to the contractor how long the segment he wants to test will be, and its dependent on the typography too. The contractor will have to submit a testing plan.

WG Member: Is there X-raying of wells on-site?

Project Team: We use a radial spectrometer. It is phased array analysis plus a pressure test.

Air Valve/Vents

WG Member: The address for the vent marked number 5 is incorrect.

Project Team: We will review and make the correction.

[Post-meeting note: The address was incorrect and was fixed for subsequent presentations.]

WG Member: Can you review again where the air [in the pipes] is going?

Project Team: The air is purged into the activated carbon filter system. This is a traditional system, it combats corrosion and odor using high purity oxygen and prevents odor from generating.

WG Member: Where does the air go after the filter?

Project Team: It is released from the air vent and purges to the outside air. It is vented out to the vault. That activated carbon system scrubs the air. And then to combat erosion, we're using high purity oxygen. Everything goes to the carbon filter and ultimately comes up through the vent.

WG Member: Do those carbon filters need to be changed?

Project Team: Yes. There is a maintenance program we'll put together. It is very stringent and then can be adjusted (but it is never eliminated).

WG Member: What's the average life of the carbon filters?

Project Team: One year. It depends on the activity in the pipe. We don't expect them to purge air except every once in a while.

WG Member: It would be useful if you would provide links to show pictures or diagrams of these items to provide to the community. I would like a picture of the inside of the vault.

Project Team: That is something we will work on providing.

Location

WG Member: What side of the street will the pipe run along?

Project Team: At Balboa and Genesee it will be on the west side of Clairemont Drive. At Clairemont and Merrimac it will run more down the center of the street. It will be on the north side of Clairemont Drive. As we go down Genesee it will be on the west side moving toward the east side.

Street Repair

WG Member: Some streets have been repaired—should some numbers [in the street Overall Condition Index] be higher? I think some have been resurfaced.

Project Team: This is the most recent data that we have from the Transportation/Stormwater website that is available to the public. We will get the date as to when this was last updated, it is fairly accurate.

[Post-meeting note: the data was last updated in 2015; the public document is updated every 4 years].

WG Member: Is there a number above and below what needs it?

Project Team: 70 percent.

WG Member: You could save money by analyzing what still needs to be repaved after construction and determining what is needed then.**Plan Overview**

J. Long and S. McCarty walked the group through the plans for the pipeline through the Clairemont area.

The following are comments and questions from WG members, grouped by topic:

*Trenching***WG Member: At the corner of Clairemont Drive will the trenches be done at the same time or at a different time?**

Project Team: Activities will be happening at essentially the same time. Traffic control won't allow them to be at exactly the same time so one will be lagging slightly behind the other, but eventually they get back on the same time.

WG Member: How many times do the trenches separate in the Clairemont area?

Project Team: I don't know the exact number but we can look at the plans and count them. It is at least a couple. There are other reasons too that they could be separated. It generally has to do with water line separation because there are some separation distances that we have to maintain.

WG Member: Since there are two trenches will you do one at a time so there is always one lane open?

Project Team: When we get into the traffic and staged constructions areas we will shift traffic over and that will go a certain distance and then we will shift it again to the other side based on where we can trench.

WG Member: Do the trench dimensions lend themselves to having drive-over plates?

Project Team: There is a company that designs trench plates for extra wide trenches like these. The trench plate is going to have beams in it. They would close up as much as they could. We have talked about changing our trench dimensions to close up more of the trench. It is means and methods by the contractor. They could stagger the crews or backfill the trenches as they come through. We may not do a big wide trench. We are looking into it.

Schedule

WG Member: For a section like this through Clairemont, how long does the construction take?

Project Team: This is actually a very difficult section. There are stages and we have stage numbers. This is a two, possibly a three-week exercise. It also depends on the contractor. They may come in with a different way to do it.

WG Member: Is the design 100 percent complete? Have the construction contracts been awarded?

Project Team: It is at 99 percent design. The contracts have not gone out to bid. The treatment plant construction contracts are anticipated in January or February 2019. The pump station contracts will be in November 2019. The portion of the pipe near the pump station will happen first. We are working with SDG&E. Any current activity you see in the area is MCTC, who are working on the SANDAG trolley project.

Traffic Control

WG Member: What about the traffic control in this section?

Project Team: There are some fundamental things that we do as part of our traffic control and one of them is to minimize detours. If we tried to propose a detour on a main arterial it would get rejected by the City. It is a last resort for a detour, but there could be lane closure.

Facilitator: We will dive more into the construction topics, including phasing, in the second part of the meeting. That is then we will present to you more background on each of these topics and what the City does already. We are reviewing these plans to see if you have any additional questions about the operational safety items.

Meetings/Notification

WG Member: Are there going to be working groups during construction?

Facilitator: That is part of what we are discussing in this group. It will be an agenda item at a future meeting.

WG Member: For social activities you should get a schedule ahead of time about what activities are taking place. We would include information in the Clairemont Town Council newsletter to ask people to share what events they have. I also recommend you send a letter from the City to ask people about events.

Project Team: If you know of events or who we should contact to get a schedule of activities please share that with us. We will have a community liaison and we will be reaching out to every property along the alignment to find out about activities. We will also coordinate with the council offices to put out email blasts.

WG Member: The church sometimes has nighttime functions. How will you ensure access coming in and out for nighttime events? Every third Monday the Salvation Army has events from 7 p.m. to 9 p.m.

Project Team: If we know about the nighttime events far enough in advance then we can make sure that there is access. We will make provisions to help. Typically we work from 9 p.m. to 5 a.m.

WG Member: Will there be coordination with the trolley any time you shut down a street at night?

Project Team: We coordinate with SANDAG and have for a couple years and have gotten varied schedules along the way. We continue to reach out for their construction schedule.

Other Utilities

WG Member: Since the sewer system is not developed to the same spec as these pipelines, how would the sewer system take it if you had to drain into it?

Project Team: There is an analysis of the sewers and an operations plan for the activity. Typically it is specific to each location where you open a manhole to check whether it is getting too high. It is a manual process.

WG Member: There are a lot of utility crossings and some of them are going to be under water mains going to houses—are there going to be disruptions in water service?

Project Team: There will be some disruptions and there will notifications ahead of time if that happens. We aren't allowed to shut it down more than a certain number of hours. Temporary water will be provided if needed.

WG Member: I suggest the City locates every valve and checks it before construction, fire hydrants included.

Project Team: Part of our utility research was to locate the valves. We did not exercise the valves though and that might be a good point for adding into the specifications. We probably couldn't complete shut it down but we could exercise it in a few places and then put it back. At a minimum we know where the valves are. The bigger valves could have a bypass. That would go into the specifications.

Odor

WG Member: So if the pump isn't working then the oxygen probably is no longer being put into the system. Is it going to start to smell?

Project Team: The pipeline would draw air in. Air expels when we start the system back up and the carbon system would be back up then. If we were to drain the entire line we would have to add water back into it to fill it because it can't start dry and it has to feel the head pressure to start up. In the case of a full shutdown that is when the odors would expel but we would be adding water in so that would help with that. We could also bring in portable canisters at that time.

Construction Topics and Key Area Overview & Discussion

S. McCarty outlined the working group topics for the evening, including work schedule restrictions, construction phasing, and traffic control, and showed how they are interrelated (ex. working schedule restrictions affect the timeliness of construction phasing). He went over general working hours, how the pipeline is pressurized and doesn't have to be built from A to B, it can be built in sections and the team can get special events noted in the schedule, and how 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. S. McCarty also discussed the approach for obtaining a noise permit for night work.

The following are comments and questions from WG members, grouped by topic:

Noise

WG Member: Are their noise level limits?

Project Team: The limit is the City's noise standard for construction of 75 decibels, with some potential short-term exceedances, as included in the matrix we provided.

WG Member: So it is going to be primarily night work at the intersections?

Project Team: Yes.

WG Member: For the noise permit, do homeowners sign something?

Project Team: The signature is for acknowledgment that you have been notified. The noise permit is not notified be just a doorhanger— we go door to door and knock.

Review of Traffic Control

WG Member: In the lower left corner, is there traffic going in both directions?

Project Team: The majority of the flow will be moving back and forth. There may only be a righthand turn at certain points. There will be signage to show you how to move back at certain points.

WG Member: Will you go to one lane in each direction will it totally eliminate parking?

Project Team: Yes, at certain times parking will be sacrificed as part of it. Part of our outreach program will be to determine which people have special access needs, for example, dialysis. We will ask people if they have a special need. Everyone who needs access to their property will have it, there may be a slight delay, but the goal is to maintain access.

Schedule

WG Member: One thing that is missing for me is timeframe. How long does each section take to build?

Project Team: Building through can be around three weeks each section, the idea is to get through the intersection. That is an engineer's estimate. We like to give a timeframe but as we get closer and once we get the contractor's schedule we will know more, and we'll provide adjusted schedules.

WG Member: Is there a time estimate for this intersection (corresponding to Clairemont/Balboa intersection)?

Project Team: It would probably be two-three weeks for each pipeline section.

WG Member: Currently it is stated that there will be no construction on Genesee on Sundays. I would like to see Appleton to the 52 eliminated from this moratorium, to allow for Sunday work in this section.

Project Team: We will look at the ADT on Sundays and see if it is any less.

WG Member: Is there a ballpark idea of how long the Clairemont section would take?

Project Team: Close to a year, starting at Iroquois up to Appleton Street. A year is optimistic and one-and-a-half years may be more realistic, but it will be contractor dependent and depend on other things too such as workforce availability.

WG Member: Is there any thought to stop work during the holiday season?

Project Team: It would be ideal to work all year round, but that is why we do it in multiple parts. We could consider a holiday moratorium.

WG Member: I am for the holiday moratorium at the Town Square. But geographically it has multiple access points. What if the Town Square barricaded off the parking sections by TJ Maxx and Outback Steakhouse for residential parking?

WG Member: I would have to talk to the ownership and determine if that works with the leases. We could work on something. We are looking at remodeling the Town Square in 2019 and 2020 (starting construction in 2019) so that could have an impact.

Construction Topics

WG Member: What does the trenching look like?

Project Team: You're going to see multiple activities going on. Utility relocations happen first, early on in the process. So, utility investigations and potholing, you'll see that first—potholing through the alignment. The contractor then has to go through the same steps the design team went through.

WG Member: What is potholing?

Project Team: You drill a small pothole, to look for the pipe, then they mark the pipe and check it against the plan. You check horizontally and vertically.

WG Member: What is the maximum width of the trench?

Project Team: 16 feet wide, and then an additional foot outside the trench is where we would put the safety k-rail.

WG Member: Will there be k-rail only on one side?

Project Team: We are still finalizing the traffic control plans, they are at 90 percent. That is too much detail to speculate at this point. K-rail would be used if traffic is close enough to an open trench, it comes down to a safety issue on whether we will use it or not.

WG Member: What is the length of the nominal section and the shutdown zone?

Project Team: There would be a portion ahead and behind of it, potentially 75 ahead and 75 behind. 200-300 feet total to give the construction team room to work. You'd want 100-150 feet on either side plus tapering to slowly transition the lane of traffic.

WG Member: How long will the section of pipe installation be?

Project Team: It would be more than 300 feet to give the contractor room.

WG Member: Is there a height limitation above ground? Northside to Clairemont Drive and Balboa Ave. has an overhead cable.

Project Team: All cables are treated as high voltage. If it needed to be moved, the contractor would have to move it or work around. There is no height limitation, but we use common sense.

WG Member: Could the contractor choose to do tunneling? I hope they do.

Project Team: This is a double-edged sword— it would be the same horizontal distance but then we would also have to go down. We'd also need staging area for the pit. Tunneling would take a lot longer, open trench construction is the fastest way through. Plus there is a sewer down the middle. However, we'll look at it, if it makes more sense in areas it can be taken into consideration.

WG Member: Trench shows the pipes parallel— is it possible for the brine pipe to be at a higher elevation? Or for the brine trench to be after in a separate section?

Project Team: A lot of what drove the depth of the pipe are existing utilities. We would only gain a couple of feet due to things such as water/sewer lines coming from homes and businesses that are perpendicular. The depth of the pipe is chosen to go underneath those utilities. It would be difficult for maintenance to stack the pipes; the bottom pipe would affect the other pipe and create a wall. It would also be a hindrance on future development.

Working Hours

WG Member: Near the Clairemont Town Square there is no good time for construction. Residents wouldn't want nighttime construction and would complain about daytime access, so there is no good schedule. It is packed there from Thanksgiving through when people go back to school. Also, on the backside of ACE hardware and the theater, there is a single access point for trash and for deliveries.

Project Team: We will coordinate with managers on specific times for access. We will accommodate, which is typical for these types of projects. That would be part of our outreach to the shopping center.

WG Member: Do you have a block by block breakdown of where there will be day or nighttime construction?

Project Team: Yes, we have early ones.

WG Member: I wouldn't release that to the public until the contractor has put their schedule together.

WG Member: The trucks would start from 8? No parking overnight in those sections?

Project Team: That is true on the side they are working on, but parking would also be opened up at times. We have a 48-hour requirement to post signage before towing.

WG Member: What would determine what four 10-hour days you would choose?

Project Team: We would look during the day at what time to start, and it would depend on the time of year.

WG Member: It would accelerate construction—better to have them upset four days than five.

Bicycles

WG Member: Have you identified bicycle paths and how you're going to route them - will you have them share the road with cars?

Project Team: Biking traffic will be considered part of the regular traffic. There will be wider lanes for biking or we will post signs that the bike lanes are closing if it is not safe. They would still have the right to use the road but there wouldn't be a dedicated bike lane. But we would first attempt to see if we have the ability to widen the road before they would be closed.

WG Member: Rather than a sign, why not spend some money and mark the street, and add a sign that says share the road.

Project Team: That is something we are doing as part of this. We could post extra signage if we thought there would be a lot of bikers in that area, "this is a shared road", "be cautious". We could also think of doing signage to reroute bikes if it becomes a big issue in critical intersections.

WG Member: Westside of Clairemont Drive—north side of intersection, there are residences all the way along. They are up against sidewalk and will have light and noise issues.

Project Team: There will be nighttime construction through the intersection (up to this point here – pointing at map) and then we switch to day time construction. We want to talk about this, does it make sense what we originally planned out.

Safety

WG Member: Do you anticipate running into old gas station plumes?

Project Team: In this area the elevation of the intersection is worked into the specs. If we do encounter something, work would stop, and a plan would be in place to ensure safety. We have been working with the Environmental Services Department (ESD) for the past two years to identify all the potential leaks from underground storage facilities. ESD has contacted about 70 percent of the owners. We establish a prepay arrangement where the owners are responsible for all costs. There are bid specifications in place to help this process. This process does not affect the schedule and it is relatively quick to address. Yuma is the closest federal disposal site.

WG Member: How much time is added from this?

Project Team: It doesn't add much time. We will detect it and then a firm will collect the soil and take it to a disposal site.

WG Member: What is the volume?

Project Team: The volume is only a day or two. We'll have something on standby when we get there.

WG Member: Remember that the library, fire station and the post office all need access.

Project Team: Yes, the fire station always gets access. That will be coordinated with the contractor. The Fire Department will make decisions on what they want to do.

Notification

WG Member: How does the contractor notify residents? Someone with dialysis, autism, other concerns – how will the construction team know about them?

Project Team: We will leave a doorhanger for residents/businesses to provide two weeks' notice. It will include a phone number for more information. We will discuss notifications at the next meeting.

WG Member: Please explain the organization chart of the people involved with this project/the project team who is in this room.

Project Team: We have the design team side who stay on as construction support, then Steve runs the program once we are out of design. Public Works managements 95% of the City's construction projects. Each project will have community outreach and will manage information. We'll deliver information to community groups. Best way to get info out.

WG Member: The best way to reach the older population of people who live near the Town Square is through mailers.

WG Member: The working group should be active during construction.

Contract

WG Member: Will there be a single contractor for 11 miles? Working at the same time?

Project Team: There will be Clairemont specific contractors. We did that to tailor things for each community. They could work in different sections with different construction packages, we have a lot of flexibility in Clairemont.

Public Comment

No members provided questions or comments.

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 Monday, July 30 at the Clairemont Emmanuel Baptist Church.