Mill Creek Culvert Replacement Design Comments Meeting

July 25, 2013

Alan Schmidt-CCNRD

Mike Kane-CCNRD

Joe Lange-NRCS

Paula Cox-Chelan PW

Mitch Reister-Chelan PW

Alan discussed the proposed schedule and overview of some of the issues including the engineering stamp. Joe provided a little update on the engineering stamp issue and it sounded like that was likely to be resolved by next week.

Paula asked about whether NEPA was completed and if permit window and funding was extendable. Mike responded that he would look into status on both items.

Alan discussed the Bridge Procurement contract and that Pacific Bridge was low bid and was not PCI certified so have an onsite certification and fabrication testing. Pacific can provide delivery w/in 28 days of notice to proceed. The procurement contract award has been delayed, but CCNRD was considering awarding the contract in order to keep Saliby project on track. Alan had discussed with the contractor that he may need to hold off construction of Mill bridge until design and stamping issues were resolved. Also a pre-bid contractor walk thru at Mill Creek was planned for July 26 and it was agreed that CCNRD would cancel that at this time.

Mitch or Paula commented that PW would have to review shop drawings prior to approving bridge fabrication to start. Mitch also commented that 45 days was standard in industry from shop drawing approval to delivery.

Paula was unclear on contractor roles from reviewing the plans and design report and Alan described different roles for “site” contractor and “bridge” contractor (bridge contractor builds and installs abutments and deck and grouts, site contractor does site prep and finish, guardrail, etc. I also became clear that Paula had not seen addendums and addendum #1 clarified contractor roles.

PW had originally agreed to do paving, but if we push work into October, mid-October not a good time to pave at this location and leaving gravel approaches is not considered acceptable. Cold patch was discussed as an option. The other problem with October construction was that hunting traffic would be high at this site.

* PW had concerns about the abutment footings as they are drawn and the potential for differential settling with the material spec’d in the plans (large rock). They would prefer setting abutments on a in-situ material if it meets spec. with a base course compacted to 95.
* PW also had concerns with shallow abutments without active earth pressure on front of abutments to prevent slippage from large trucks approaching bridge with too much speed and/or seismic movement. Would prefer to see some imbedment to address this.
* Pw had concerns with lack of wing walls to hold in back fill. How can you compact right up to the corner without wing or curtain walls? Rip rap transition was discussed as was asking Pacific to add some of their Duplo style wing walls.
* Paula had previous comments on earlier plan sets including:
  + contractural questions,
  + Which spec’s had precedence WSDOT or NRCS?
  + NRCS spec’s did not require testing on backfill and base compaction, but PW would require.
  + Who is doing testing, surveying, and location control for seating?
  + PW prefers WSDOT specs, not familiar with NRCS.
  + Guard rail should be Type 31 not Type 4, there are different types of T101 and transitions needed between road and bridge.
  + Traffic control (bid item that will need to be approved by PW)

Next steps:

CCNRD will work with Joe Lange to address PW design comments and provide PW with responses next week. (Joe will be gone Aug. 7-19).

NRCS will seek resolution of the stamping issue next week.

CNRD would consider awarding bridge procurement contract but only issue notice to proceed on the Saliby structure.

CCNRD would delay taking bids for the “site prep” work at Mill Creek until issues had been resolved.

CCNRD will look into extending work window for HPA/Sec. 7 to Oct. 15.

CCNRD will look into extending funding to allow for 2014 construction if necessary.