

**ADDENDUM NO. 1**  
**WILLIAMS STREET SEWER REPAIR (RFP)**  
**CONTRACT NO. W-07-002**  
**CITY OF CHATTANOOGA, TENNESSEE**

The following changes shall be made to the Request for Proposal (RFP):

**I. ATTACHMENT 'C'**

*A. Remove Attachment 'C' and Replace with Attachment 'C' Rev. 1*

**II. PRE-SUBMITTAL MEETING MINUTES**

*A. Attached are minutes from the meeting held on August 1, 2007.*

**III. NEW ATTACHMENTS (PDF's)**

**A. TDOT Plans**

- i. Roadway Plan View*
- ii. P & P View Retaining Wall (M-209-382)*
- iii. Details Retaining Wall (M-209-390)*

**B. Interceptor Sewer As-Builts**

- i. MF #50715*
- ii. MF #50716*

**Note: All attachments are in PDF format. To receive a full size paper copy please contact Technical Information Center (TIC) at the DRC.**

August 3, 2007

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Steve Leach, Administrator  
City of Chattanooga  
Department of Public Works

**CONTRACT #W-07-002**  
**WILLIAMS STREET SEWER REPAIR**  
**RFP PRE-SUBMITTAL MEETING MINUTES**  
**August 1, 2007**

**Attendees:**

Dennis Malone	City of Chattanooga	757-5033	<a href="mailto:malone_d@mail.chattanooga.gov">malone_d@mail.chattanooga.gov</a>
Mike Patrick	City of Chattanooga	757-5026	<a href="mailto:patrick_mike@mail.chattanooga.gov">patrick_mike@mail.chattanooga.gov</a>
Gordon Phillips	City of Chattanooga	757-5104	<a href="mailto:phillips_g@mail.chattanooga.gov">phillips_g@mail.chattanooga.gov</a>
Rusty Russell	Stein Construction	894-8984	<a href="mailto:rrussell@steinconstruction.net">rrussell@steinconstruction.net</a>
Ken Young	Stein Construction	698-0271	<a href="mailto:kyoung@steinconstruction.net">kyoung@steinconstruction.net</a>
Joe Brown	Stein Construction	698-0271	<a href="mailto:joebrown321@aol.com">joebrown321@aol.com</a>
Brandon Blevins	Garney Construction	615-394-2247	<a href="mailto:bblevins@garney.com">bblevins@garney.com</a>
David Bible	Arcadis	756-7193	<a href="mailto:david.bible@arcadis-us.com">david.bible@arcadis-us.com</a>
Tony Newman	Volkert	763-8371	<a href="mailto:tnewman@volkert.com">tnewman@volkert.com</a>
Allen Stephens	CTI	267-7613	<a href="mailto:astephens@ctiengr.com">astephens@ctiengr.com</a>
Paul Oliver	JPD Development	593-4442	<a href="mailto:poliverboat@comcast.net">poliverboat@comcast.net</a>

**Introduction:**

Dennis Malone opened the meeting with a brief history of what the City knows about the problem with the William Street Sewer. The City was first alerted to a problem in December 2006, when a number of back-ups occurred to the 23<sup>rd</sup> Street Pump Station. The City began investigating the cause but because the 72" RCP Interceptor Sewer was located under I-24 access to the problem was very limited since the manhole access was greater than 500 feet apart. The City brought in a company that had the capability to televised the pipe at these greater distances. A blockage was discovered and it appeared that something was penetrating the pipe. The City determined the approximate location and determined it to be in the vicinity of Williams Street between the west and east bound lanes of I-24. The City had Mayse Construction installed a 6.0' diameter manhole over the pipe to provide access to the blockage. The new manhole is located approximately 150 feet upstream of the blockage. The City then hired Underwater Construction Corporation to enter the pipe and provide video inspection of the blockage. It was then determined that (8) H-Piles from a retaining wall located above the pipe as part of the west bound on ramp, penetrated thru the pipe. It is believed that the pilings were driven thru the pipe back in 1989 when TDOT rebuilt the I-24 and Highway 27 interchange. At this time the City showed the video recording that was taken of the inspection. After the video was complete the City distributed the DVD's to those present and then moved into a questions and answers session.

**Questions and Answers:**

1. *Is this RFP intended to be a turnkey operation?* Yes, the intent is for the engineer to team up with a contractor and provide a Design/Repair concept to repair the pipe. The City will review the proposals and will determine it's selection based on all the information provided in the proposal including but not limited to the experience of the design consultant and contractor, the best overall repair concept, and the projected cost of such repair.
2. *What is the total length of the damage?* According to TDOT's drawings the pilings were to be installed on 6.5' centers which would translate to approximately 45 feet. **(There is some discrepancy between this number and the length stated on the video by the person who**

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**passed off the distance down in the pipe. Each design team shall use 50 feet for the length of the repair section for their basis of preparing their cost).**

3. *Does the City have a copy of the TDOT drawing?* Yes. Plan View, P&P of Retaining Wall (M-209-382), and Retaining Wall Details (M-209-390) (PDF's Attached). If necessary a full size sheet may be acquired at the TIC of the DRC.
4. *In reference to Attachment 'B' drawing that is part of the RFP package, shows the straight H-Piles penetrating thru the pipe. Is the City sure that it is the straight piles and not the angle piles that are driven thru the pipe?* From our investigation and discussions with TDOT we are confident that it is the straight piles.
5. *What is the contributing source of flow inside the pipe?* The only source above the blockage is the 23<sup>rd</sup> Street Pump Station.
6. *What is TDOT's involvement in deciding on the design?* The City plans to allow TDOT to review the selection and make comments.
7. *Is TDOT in agreement to allow the H-Piles to be removed?* Yes, after their investigation they provided the City a letter agreeing to allow the City to remove the pilings.
8. *What is the depth of the pipe?* At the access manhole the invert is approximately 16 feet deep. At the blockage location it is approximately 25 feet deep.
9. *How much time will the contractor have to work on the repair at any one time?* During dry weather it is expected that the window of time to work in the pipe will be 4 hours. After which a 2 hour period is expected to pump the 23<sup>rd</sup> Street Pump Station back down to an acceptable level. If it rains the time will be shortened and could even results in days that the work can not be performed.
10. A Lockout Procedure of the 23<sup>rd</sup> Street Pump Station shall be part of the design to assure the safety of the construction.
11. *Is there any known voids around the pipe?* Not for sure, it is anticipated that some voids do exist.
12. On Attachment 'C' drawing, Gordon sketched in the concrete protection slab over the pipe, and distributed to those in attendance. It is 15' W x 18"D, approximately 2 feet above the pipe. Revision 1 to Attachment 'C' is attached.
13. The pump station is a lift station and the line is gravity. Normally the station operates with two of the four pumps running and will run three pumps during high flow events. With the two pumps running the pipe runs  $\frac{3}{4}$  to full.

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14. *Do all the piles go out the bottom?* The City believes from the information known that all 8 pilings go thru the bottom of the pipe. The objects seen in the video appear to be boards and other debris that have hung up on the pilings.
15. *Does the City have set budget for this project?* No, this is an emergency situation and an exact budget has not been set aside. The City would hope to recover the cost from TDOT but because the actual damage was done several years ago there are questions about the ability to collect.
16. *Will the project be a bonded project?* Yes, the project will require bonding.
17. *Will the City do the inspection?* No, the City plans to release a separate RFP for RPR services.
18. *Who is responsible for setting manhole to grade?* At the conclusion of the project the contract will be required to remove the top two sections of the manhole riser and install the flat top that is on site, along with the casting to be provided by the City to the roadway elevation. The two sections that are removed shall remain the property of the City and shall be delivered to MBWWTP.
19. *Could there be a return backflow failure from down stream* The line is gravity flow all the way into the headworks of the treatment plant. Due to the elevations involved, there is no way that a backup would occur.
20. *Does the City have As-built information of the sewer line build back in 1955?* Yes. MF#50715 and #50716(PDF's Attached). If necessary a full size sheet may be acquired at the TIC at the DRC.
21. *Who was the contractor for TDOT?* Dement
22. At one time TDOT was going to perform soil borings around the pipe. If this work was performed the City will provide the information that was obtained. In speaking with Steve Langford with TDOT the boring were not performed.
23. *Is TDOT agreeable to closing the on ramp?* They have said that if it was necessary they would allow it to be closed.
24. *Is there a minimum hydraulic requirement?* Due to the capacity of this line it is critical that there be no measurable reduction.
25. *To determine what the requirements should be there is information that needs to be provided. That info includes the Slope of the Pipe, and Flow Capacity of three pumps.*  
The design capacity for 23rd Street is 78 MGD or 54,167GPM.  
The slope of the pipe is 0.085%.
26. *Who should questions be directed to?* They should be directed to Dennis Malone.

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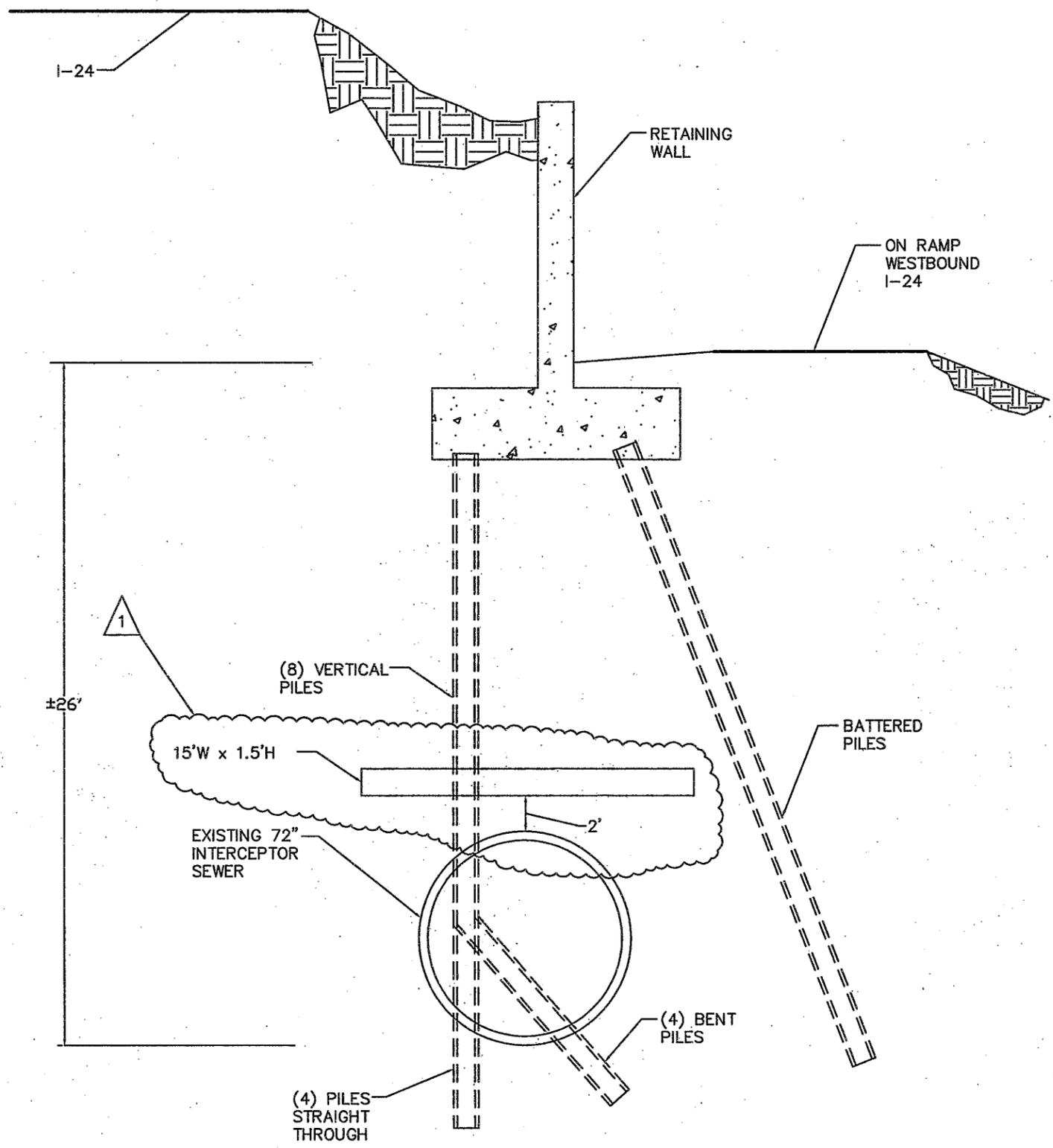
**Onsite Visit:**

At the conclusion of the meeting at the DRC, attendees proceeded to the site. With the following items discussed.

1. Maintaining traffic on Williams Street. The contract shall maintain one lane of traffic going south bound on Williams Street. The striped out lane on the west side of the street can be used as long as it is properly marked. Contractor shall be responsible for all traffic control.
2. Contractor will be allowed to use as much of the roadway as necessary for lay down area as long as he maintains traffic.
3. It appears that the retaining wall and the pipe cross at a skew. The video somewhat confirms that by the time you get to the last two penetrations they are between 9 and 10 o'clock.
4. The cover was removed from the manhole so as to look down into the line. At the time of the visit the line was flowing about  $\frac{3}{4}$  full.
5. The flat section of the manhole necessary to reset the manhole to grade is onsite.

**Post Meeting Questions:**

1. *In the RFP under the Scope of Services – Construction Services, it states that the removal and disposal of all sludge built up around the external part of the pipe is part of the scope. How is the contractor to get access around the pipe to remove all the possible sludge without having to demo other sections of the pipe to be able to remove the possible sludge? The designer/contractor shall only be responsible for the removal of the sludge necessary to assure that the repair section bonds fully with the existing pipe.*
2. *The sludge that is removed, what method of disposal is required? The sludge that is removed can be pumped down stream into the 72" interceptor.*



WESTWARDLY VIEW  
N.T.S.

				ADMINISTRATOR: STEVE LEACH		<b>CITY OF CHATTANOOGA</b> DEPARTMENT OF PUBLIC WORKS WILLIAM ST. SEWER REPAIR CROSS SECTION VIEW	CONTRACT# W-07-002
				CITY ENGINEER: WILLIAM C. PAYNE, P.E.			Engineering Order
1	8/3/07	REVISION	<i>DLM</i>	DRAWN:			FILE NO.
0	7/24/07	PROPOSAL ISSUE	<i>DLM</i>	DESIGNED:			SHEET ATTACHMENT 'C'
NO.	DATE	REVISION DESCRIPTION	SIG.	CHECKED:			

PROFILE OF PROPOSED LAYOUT  
STA. 7+00 TO STA. 30+00  
SEE SHEET 65

PROFILE OF CONNECTOR TO RAMP  
STA. 9+50 TO STA. 20+00  
SEE SHEET 65

PROFILE OF RAMPS A-14 & A-16  
SEE SHEET 65

PROFILE AND FINISHED GRADE OF  
ROAD ST. & WILLIAMS ST.  
SEE SHEET 66

PROFILE AND FINISHED GRADE OF  
ROAD ST. & LONG ST.  
SEE SHEET 66

PROFILE AND FINISHED GRADE OF  
ROAD ST. & MARKET ST.  
SEE SHEET 66

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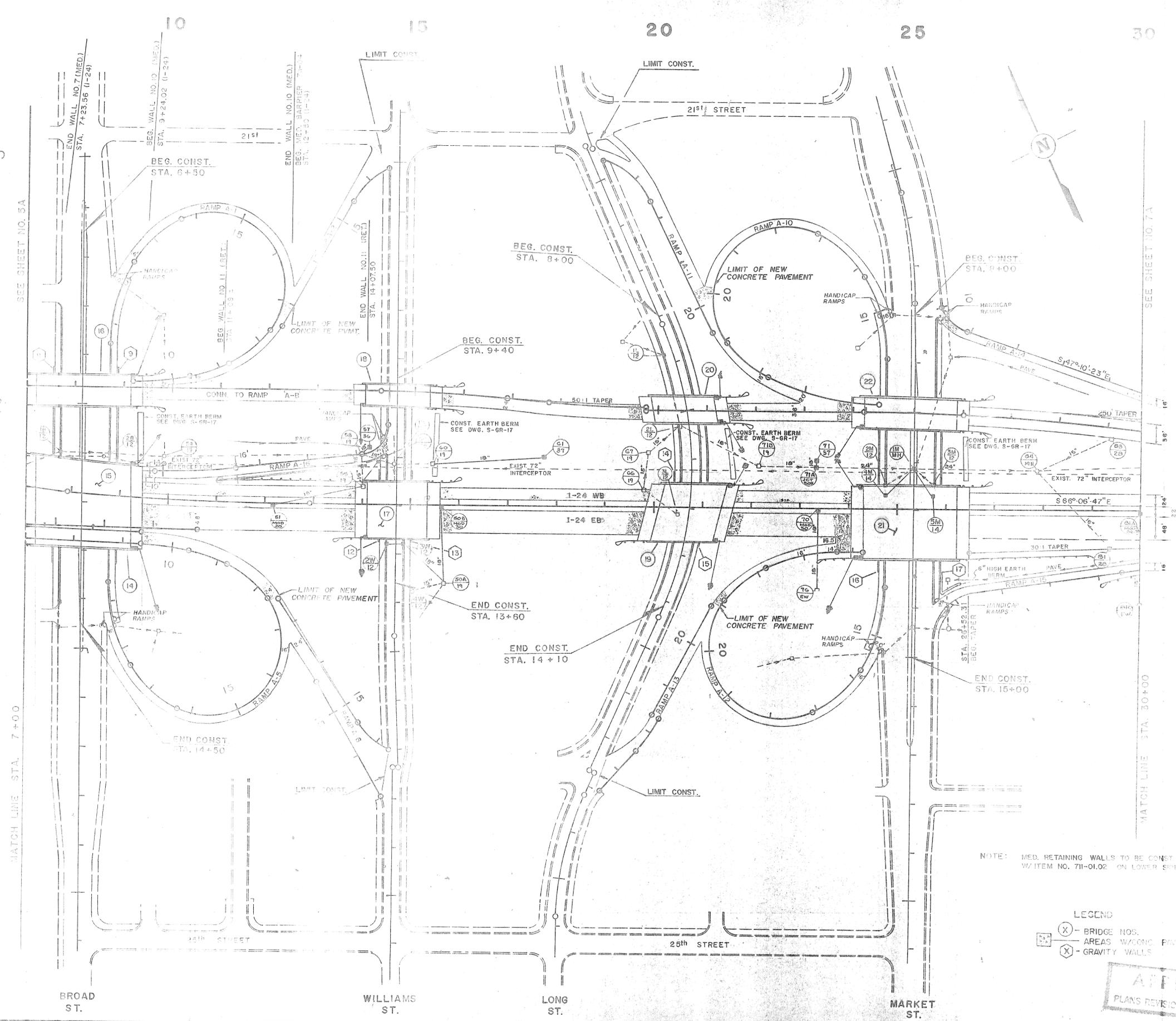
PROFILE AND FINISHED GRADE OF  
ROAD ST. & MARKET ST.  
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PROFILE AND FINISHED GRADE OF  
ROAD ST. & MARKET ST.  
SEE SHEET 66



CITY WALL LOCATIONS		
STA.	STA.	STREET
9125	13425	BROAD
9425	13425	BROAD
11425	12475	WILLIAMS
11425	12475	WILLIAMS
11425	12475	LONG
9475	12475	LONG
9475	13425	MARKET
9475	13425	MARKET

NOTE: MED. RETAINING WALLS TO BE CONST. WITH ITEM NO. 711-01.02 ON LOWER SIDE

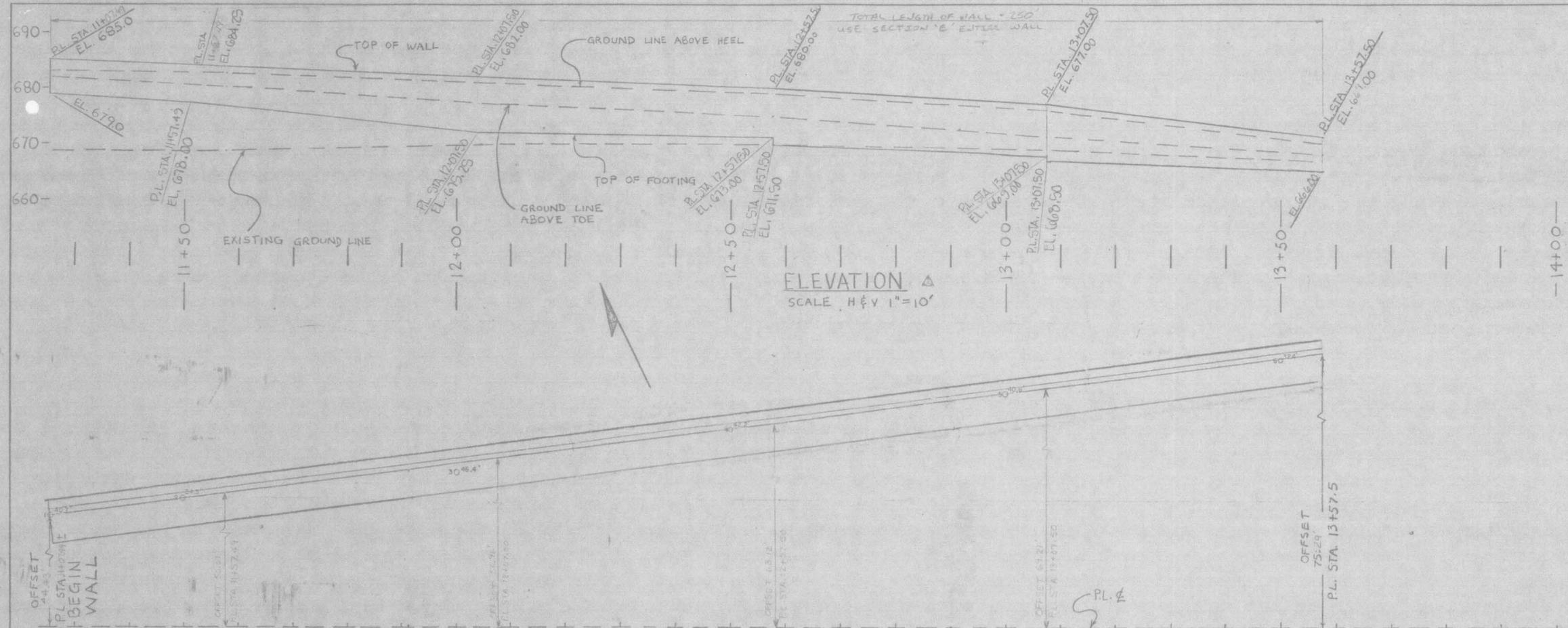
- LEGEND
- (X) - BRIDGE NOS.
  - (X) - AREAS W/ CONC. PAV.
  - (X) - GRAVITY WALLS

APPROVED  
PLANS REVISION DATED 4/10/87

CONST. NO. 33003-3147-44

PROJECT NO.	YEAR	SHEET NO.
IDR-24-3(72)73	1989	

REVISIONS		
NO.	DATE	BRIEF DESCRIPTION
1	7-12-89	PS GENERAL REVISION
2	7-27-89	PS ELIMINATED LAST 50' OF WALL
3	9-10-91	PS REVISED QUANTITIES

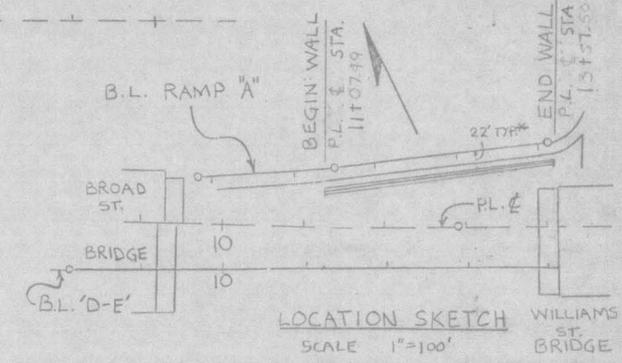


△ PLAN  
SCALE 1"=10' TOTAL LENGTH=250'-0"  
NOTE: OFFSETS MEASURED TO THE TOP OF THE STEM

NOTE: SEE DWG NO. M-209-390 WALL E DETAILS  
NOTE: FOR ADDITIONAL NOTES SEE DWG. NO. M-209-368

△ △ △ ESTIMATED QUANTITIES

604-03.01	604-03.02	604-04.01	606-02.03	710-09.01	710-09.02	204-02.01
CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFOR. (BRIDGES) LBS.	APPLIED TEX. FINISH (NEW STRUCT.) S.Y.	STEEL PILES (10 INCH) L.F.	6" PERF. PIPE WITH VERTICAL DRAIN SYSTEM L.F.	6" PIPE UNDERDRAIN L.F.	DRY EXCAVATION C.Y.
204	20,421	255	4735	246	12	78



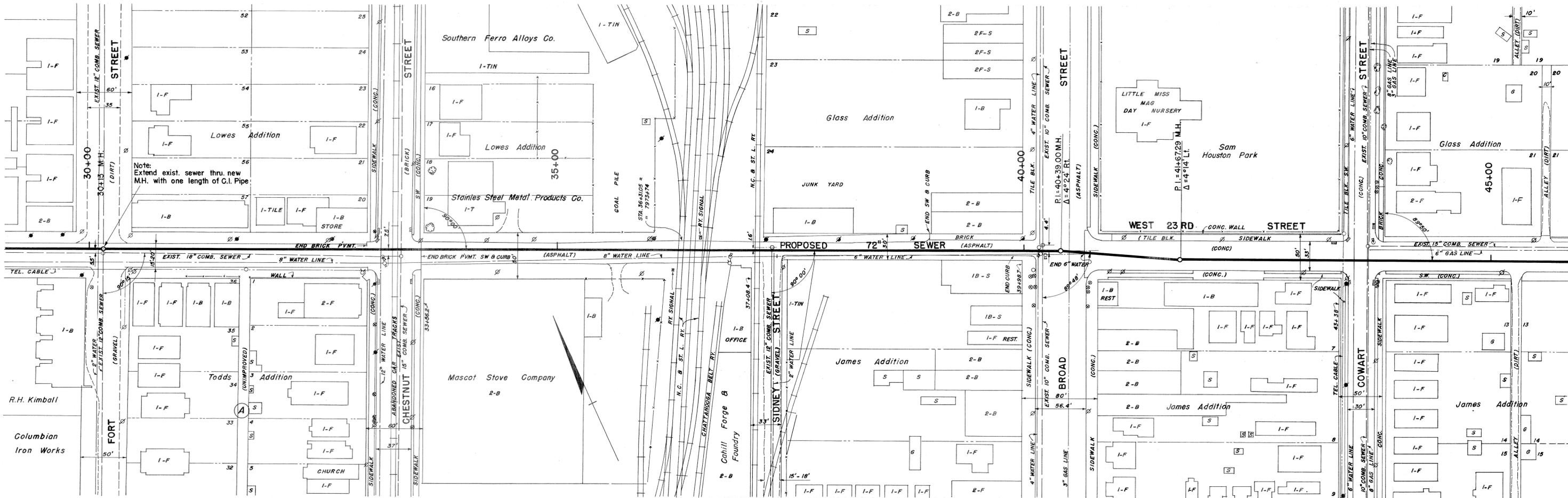
\*NOTE: FACE OF RTG. WALL TO BE SET 22.0' FROM B.L. RAMP "A"  
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS

RETAINING WALL #11,  
ALONG I-24, P.L. ☐  
LEFT STA. 11+07.99 TO 13+57.5  
HAMILTON CO. 1989

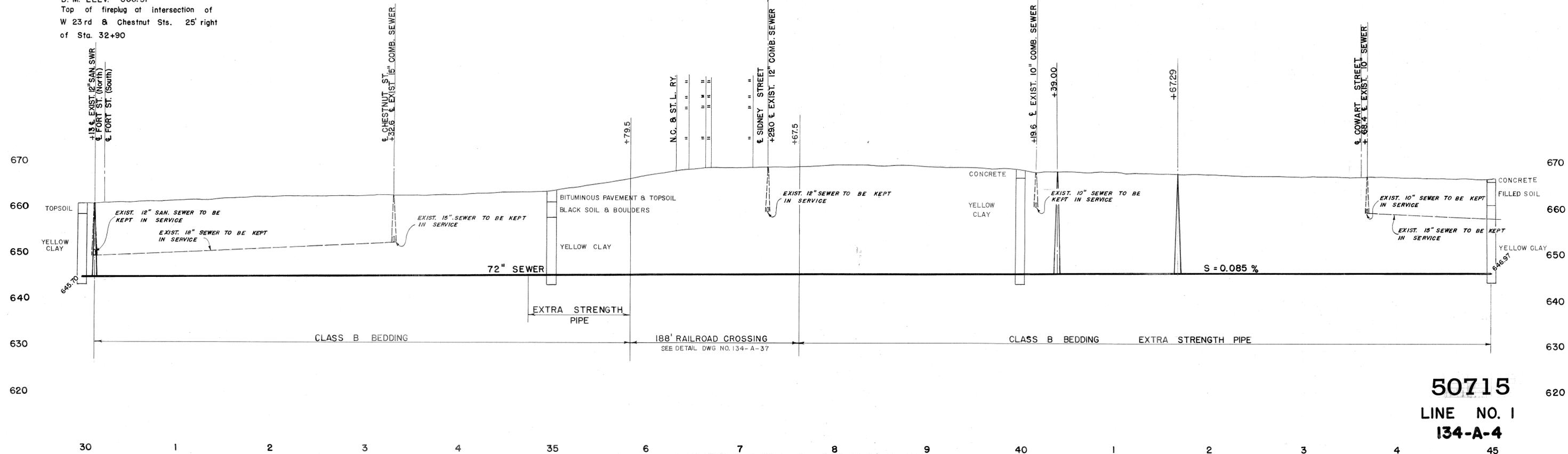
DESIGNED BY M.M. McNEESE DATE 6-89  
DRAWN BY PAUL A MILLER DATE 8-20-86  
SUPERVISED BY [Signature] DATE 6-89  
CHECKED BY PAUL SHARP DATE 6-89

CORRECT \_\_\_\_\_ ENGINEER OF STRUCTURES  
APPROVED \_\_\_\_\_ DIRECTOR OF HIGHWAYS  
M-209-382

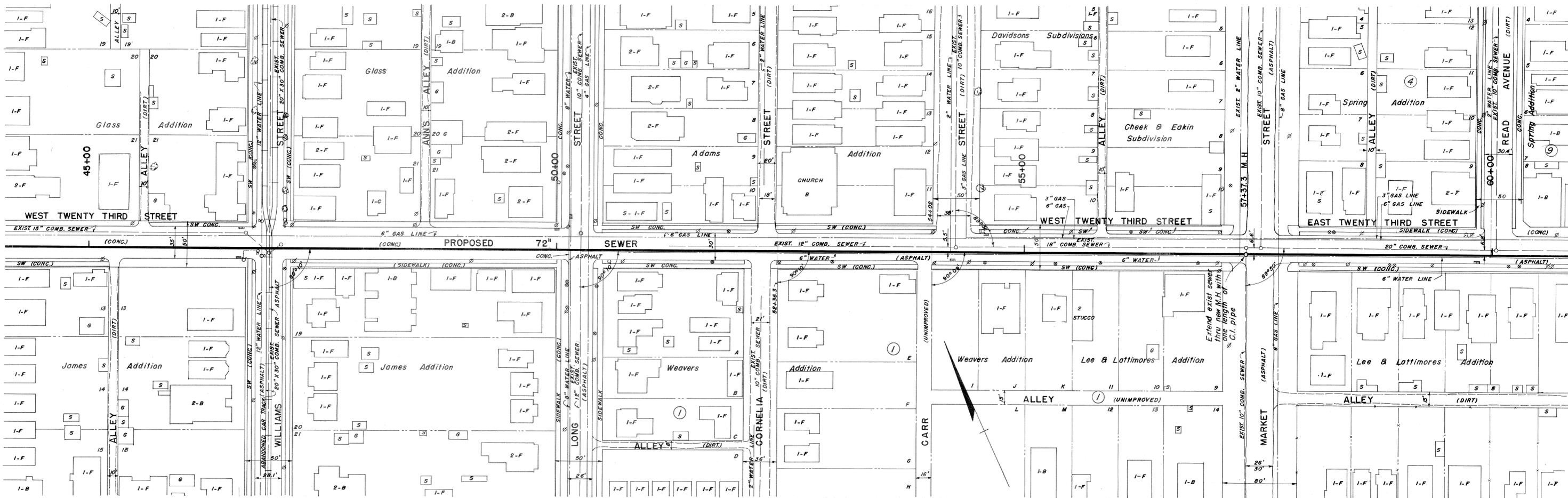




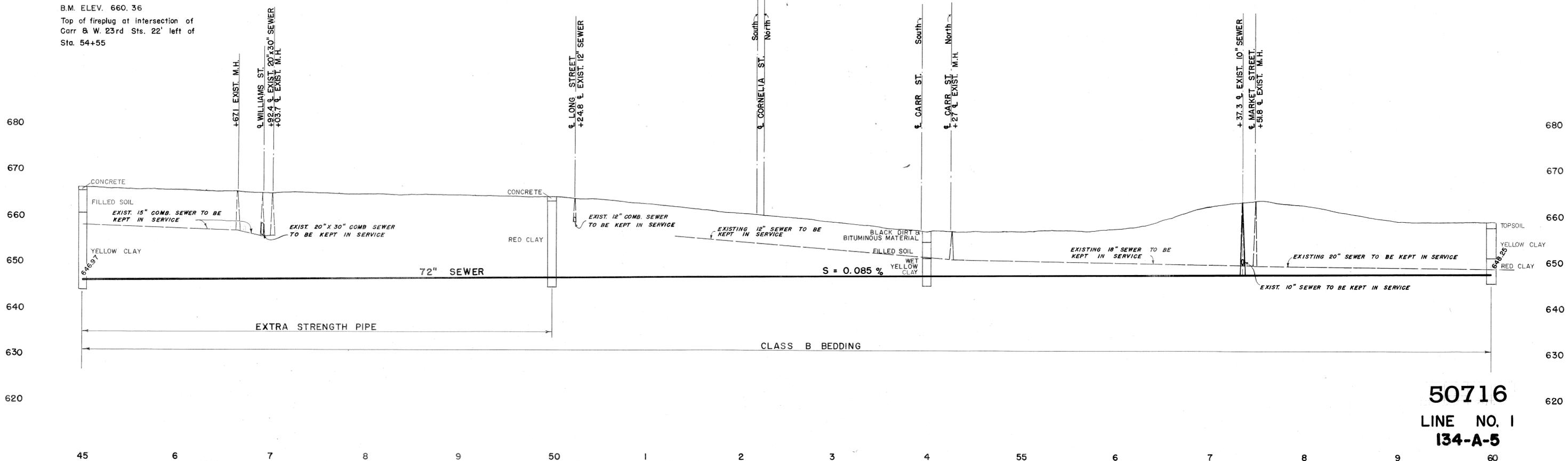
B. M. ELEV. 666.51  
 Top of fireplug at intersection of  
 W 23rd & Chestnut Sts. 25' right  
 of Sta. 32+90



**50715**  
**LINE NO. 1**  
**134-A-4**



B.M. ELEV. 660.36  
 Top of fireplug at intersection of  
 Carr & W. 23rd Sts. 22' left of  
 Sta. 54+55



50716  
 LINE NO. 1  
 134-A-5