

**Mandatory Pre-Bid Meeting Minutes for
N. 25th St. – W. St. Paul St. to W. Clybourn St.
Official Notice # 171-2011
Tuesday, December 06, 2011 1:00 PM CST**

- Introductions of people present.
- Bid Opening is currently scheduled for 12/28/2011.
- There was a change in the bid documents, which was done prior to the distribution of the bid documents so that no addendum will be issued for the change. The page that served as notice to contractors for prevailing wage law and filing electronic certified payroll reports has been removed.
 - The question was brought up if this job is still a prevailing wage job?
 - Yes, the parts of the bid documents that were changed were only in regards to filing electronically.
- The scope of the project was explained being removing the existing water main with hangers and installing a new pre insulated water main and new hangers.
- The new water main will be an 8” replacing the 12” due to limitations caused by the locations of the abutment openings and the allowable clearances over the freeway. The lowest part of the hanger assembly must be no less than 2 ½” below the girder line, as shown on the plans.
- The bid documents and construction drawings were available to be picked up in person. Additionally, there were three other files that are available at the website. These files are: a location site plan, the original 1957 construction drawings and a traffic control plan that was prepared by AECOM.
 - Additional meetings with the state will be required to obtain permit for work, but Gary Wolf (Utility Permit Coordinator with WI DOT) has seen the traffic control plan.
- The traffic control plan was discussed further
 - N. 25th St. will be shut down over the freeway. The WB off ramp will remain open to W. Clybourn St. The WB off ramp leg to N. 25th will be closed. The EB on ramp from W. St. Paul St. will remain open. The EB on ramp from N. 25th Street will be closed. N. 27th St. and N. 26th St. are to remain open and will be the detour routes for through traffic.
 - The notes on the plans define “Off-Peak” and “Nighttime” hours. There are different freeway restrictions for freeway closures for difference hour definitions. These are listed on the construction plans.
 - Work cannot start until after July 9th due to freeway paving and Summerfest traffic.
- The question was raised as to what are acceptable lengths of pipe that can be used. Per our specification, 20 ft or 40 ft. lengths will be acceptable.
- WE Gas will be replacing their gas main at the same time as our water main work will be taking place. There is going to have to be coordination between the water and gas.
 - The gas company will have their own permit and contractor but will be sharing the traffic control plan that the water contractor will have in place.
 - The question was asked “If the gas company is not ready to move on and water work is done, who would get preference?”
 - As said, the water contractor is providing the traffic control for the gas company’s project. Coordination is required. Any delays due to the gas

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company should be recorded and brought up to Lynn Des Jardins (City of Milwaukee Construction Supervisor) about the delay.

- We do not at this time have a schedule or timeline for the gas company's anticipated work. We do know that the gas company has work that extends south into W. St. Paul St. but we do not know their northern limits.
- If the gas company has work that would require the freeway off ramp to be completely closed, that would be the issue of the gas company and our contractor and traffic control would not be responsible for that closure. Any issues or concerns in regards to delay of our project should be coordinated with the City of Milwaukee Construction Supervisor.
- We will require submittals for pipe, insulation and all hardware that will be used in hanging the water main to the bridge structure.
- There is a high probability that asbestos is present in the existing pipe insulation and jacketing.
 - We are in the process of having samples taken and tested to determine the amounts of asbestos present and risks involved.
 - An addendum will be issued with the findings of the material testing. If asbestos is found to be present, the addendum will include a new bid item for "Asbestos Removal"
 - If testing results are not available by the time of the bid opening and question deadline, those dates will be revised.
- The question was asked whether the steel pipe thickness should be ½" thick or schedule 40 as stated on the plans.
 - The specification states that the sizing shown on the plans will govern. The notes on the plans calling out schedule 40 pipe with 8.625" O.D. are what should be followed when ordering pipe.
- The question was asked if the EBE requirement of 25% can be reduced. It was expressed that this percentage would be difficult to meet on this project.
 - We will look into whether or not the EBE percentage needs to be revised for this project.
- There is no detail shown for how to insulate the pipe at the joints.
 - This detail is not shown on the current plans. The couplings used to join pieces of pipe will have to be field insulated and it is understood that the cross section at these locations will be different than the details shown on the construction drawings.
- Is it required for the pipe to be pre insulated? It was discussed that the requirement of pre-insulated pipe presents issues with checking the pipe thickness, coating, etc.
 - The pre-insulation option was chosen because it minimizes the time that work is being done underneath the bridge and freeway lanes will be closed. We would use the certifications for the pipe to verify the thickness, coating, etc. It was acknowledged that the specification does not require domestically made pipe. All certifications for materials on this job will need to be in English or translated for easy readability.
 - It was discussed that with the pre-insulated pipe, it would be very difficult to have the insulation support saddles installed inside the jacketing in the correct locations so they would match up with the roller hanger locations. Flanged support saddles to prevent crushing of the insulation are not required for this project. Pipe protection shields are required to be installed outside of the jacketing at the hanger locations.

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The method of pre-insulating and jacketing the pipe provides the required stiffness so that it will not be crushed when placed on the protection shields at the hangers.

- It was discussed what was the material used for the existing buried pipe. All pipe followed by “L” is cast iron pipe with lead joints. All pipe followed by “LT” is cast iron pipe with leadite, sulfuric compound joints. All pipe followed by “D.I.” is ductile iron pipe with push on rubber joints.
- The state wants the contractor to enter scheduled lane closures on the state’s online system. This note is on the construction plans
- Addendums will be issues as needed for the results of asbestos testing and possible revision of the EBE requirements. It was reinforced that the time allowed for contractors to ask questions along with the bid date may be moved if addendums are issued too close to review by currently set dates.
- Pictures of the job site were presented at the meeting. They showed the existing water main installed under the bridge between the girders. The water main is suspended from the bridge structure using a mixture of clamp style and roller style hangers. These pictures will be uploaded to the website that has the additional files for the project.
- Some concerns were expressed about the gas company’s schedule. We will contact the gas company and provide any details.

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