

Meeting Notes

Subject	Peirce Island WWTF Upgrade – Monthly Public Construction Meeting
Date	February 15, 2017
Time	11:00 AM
Location	Portsmouth, NH

A public meeting was held at 11:00 AM on February 15, 2017 at Portsmouth City Hall for the subject contract. A record of the discussion follows:

Don Song, Wastewater Project Manager for the City, gave an introduction to the meeting and outlined the topics of discussion, including work completed in the last month, work anticipated in the next few months, events and recreation, and public input.

Following the introduction, the members of the Project Team in attendance introduced themselves, and included:

- Don Song, Wastewater Project Manager
- Peter Rice, Director of Public Works
- Terry Desmarais, City Engineer
- Jon Pearson, AECOM Project Manager
- Bob Dahlinghaus, AECOM Resident Representative
- Andy Brodeur, Methuen Project Manager

Don Song noted that to obtain additional information regarding the project, there is a project website that can be accessed through www.portsmouthwastewater.com. The website is updated weekly with news and recreational information and contains a link to a reporting form that can be used to provide feedback or notify the town of any issues associated with the project.

Jon Pearson showed a site plan of the final WWTF layout and indicated locations of ongoing work, including:

- Headworks Building
- Gravity Thickener No. 2
- Electrical Facilities
- New Sanitary Pump Station
- Revetment Construction
- Existing Filter Building/New BAF Building

He then showed progress pictures and discussed work completed on the project in the last month, including:

- Concrete work for the Headworks Building, including foundation and walls
- Excavation for Gravity Thickener No. 2
- Formwork and concrete placement for Gravity Thickener No. 2
- Start of demolition of the existing Filter Building
- Excavation for installation of new meter chamber
- Excavation for the new sanitary pump station
- Continued installation of the 12" water main
- Relocation of the force main that carries wastewater from New Castle into the facility
- Continued revetment construction

Jon discussed the sewer main break that occurred on Friday, February 3 at 9:30 AM. The sewer main break was caused when a subcontractor inadvertently struck the sewer main that carries wastewater from the Mechanic Street Pump Station to the facility. Both the City and Methuen Construction immediately responded by shutting down the Mechanic Street Pump Station to limit the volume of wastewater that was discharged by the leak. The City and the Contractor brought in septage trucks to haul the wastewater to the plant during the time that the pipe could not be used, and immediately mobilized to repair the break. The break was repaired by 3 PM. The break did result in some discharge on site. Shutting down the Mechanic Street Pump Station resulted in a backup in the collection system and there was a sanitary sewer overflow at Discharge 10A (South Mill Pond at Parrot Avenue). The City has notified the regulatory agencies and the letter of notification to EPA and DEP is on the project website. The report outlines the incident and the corrective actions that were taken. Going forward, the project team is taking precautions to avoid a recurrence.

Andy Brodeur discussed the scheduled work for the coming month, including:

- Connect phone and internet at the trailer complex
- Continue underground piping installation near the new Headworks Building
- Continue installation of reinforcing steel and concrete for the foundation and walls of the new Headworks Building
- Excavate and initiate installation of the new sanitary pump station
- Continue installation of utilities near the new sanitary pump station
- Continue excavation and installation of the new 12" water main beginning near the pool
- Continue excavation and installation of new underground power and communications duct bank, beginning near the pool
- Complete installation of the rip rap slope stabilization on the Shapleigh Island and Piscataqua River side of the site
- Continue removal of approved trees
- Continue demolition of the Filter Building (on Shapleigh Island side of site)
- Initiate excavation of the new BAF Building
- Initiate installation of reinforcing steel and concrete for the foundation and walls of the new Primary Effluent Flow Meter Vault
- Continue excavation and installation of underground piping near new Gravity Thickener
- Continue installation of reinforcing steel and concrete for the foundation and walls of the new Gravity Thickener

Andy Brodeur also described the scheduled activities for the next 4-6 months, including:

- Installation of masonry and precast roof planks at the Headworks Building
- Installation of interior elements of Headworks Building
- Installation of yard piping and odor control outside of the Headworks Building
- Installation of structures and yard piping for the new sanitary pump station
- Complete installation of the sanitary pump station will allow for demolition of an existing filtrate pump station. Demolition of the existing filtrate pump station will allow for installation of the permanent electrical system, including installation of a new transformer, electrical gear in a new precast building, and a new emergency generator.
- Complete demolition of the existing Filter Building and start construction of the new BAF Building, including ledge removal, excavation, concrete placement, and interior pipework
- Relocating WWTF staff out of the existing Administration Building and into temporary trailers
- Cut and cap the existing utilities going into and out of the existing Administration Building, removal of the underground fuel storage tank at the building, and demolition of building
- Repave road to the site with a binder course to minimize dust leaving the site (this will be weather dependent)

Jon Pearson discussed events and recreation. The Project Team is continuing to coordinate with activities at Strawberry Banke and Prescott Park. This month there are no events with Strawberry Banke or Prescott Park.

Don Song clarified some topics from last month's meeting. A citizen had raised concerns about people entering the construction zone after hours. In response, the City has posted additional signs at restricted areas and discussed having additional police routine visits. There was an article in the paper discussing increased construction traffic last month. While there will be increased volume in trucks due to demolition and concrete pours, there will not be an increase in truck sizes over the next few months.

A public question and answer session then occurred, and is summarized below:

Francesca Marconi Fernald asked the following:

Q: The trucks need to stop at the stop sign at Mechanic Street and Marcy Street.

A: Acknowledged.

Mary Krempels asked the following:

Q: Why did the sewer main break happen? Why wasn't Dig Safe called?

A: Dig Safe was called and had located the sewer main from historical records. However, the historical records did not accurately show the location of the main which caused the incident. The project team intends to have Dig Safe out on site again, and to locate key utilities by digging test pits instead of relying on historical records.

Paige Trace asked the following:

Q: Was the overflow into South Mill Pond from the force main break comprised entirely of raw sewage (i.e., not mixed with storm water)?

A: Yes, the overflow into South Mill Pond was comprised entirely of raw sewage.

Q: How many change of work orders have there been thus far on the project?

A: There has been one change order so far on the project.

Q: How much money did that change order cost the City?

A: The change order was approximately \$350,000.

Q: Will that change order result in a delay in the project schedule?

A: The change order did not include a change in contract time.

Q: Where does the bypass well at the Mechanic Street Pump Station empty into?

A: The bypass well empties into the force main that goes to Peirce Island.

Q: Why did the City septic truck dump into the bypass well at the Mechanic Street Pump Station on February 9 instead of at the plant?

A: Periodically the septage trucks clean out tanks as part of normal operation. Because of the snow storm, they chose to discharge into the bypass well at Mechanic Street instead of driving to the Pease WWTF, where they are required to discharge by the City's standard operating procedures. This was not the correct course of action, and the staff has been spoken to about this incident.

Q: Is there a CSO outfall pipe at Mechanic Street that discharges directly into the river?

A: No, there is not a CSO pipe at Mechanic Street that discharges directly into the river. There was historically an overflow structure, but that was filled with concrete and taken out of service in the past.

Q: There are photos of water leaking from the vault at the Mechanic Street Pump Station.

A: There could have been water leaking into the vault because water traps around the frame and that water is periodically pumped out.

Q: Should the dumping into the Mechanic Street Pump Station bypass well be reported to DES or EPA?

A: No it is not necessary to report the incident to DES or the EPA. While the location they discharged to was against the City's standard operating procedures, no illegal discharges occurred.

Rob McDowell asked the following:

Q: Is anything going to be done about the berm between Peirce Island and Shapleigh Island?

A: Removing the berm was not part of the project. That would be a major dredge and fill issue with the Coast Guard and the Army Corps of Engineers. It was not necessary as part of this project.

Q: Have barges been used on the project?

A: No, barges have not been used on the project.

The next public construction meeting will be held on March 15, 2017 at 11:00 AM at Portsmouth City Hall.