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FALL 2018



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Bv Andrew Farr

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By Mike Kezdi & Andrew Farr

In this month's In the Trenches, we profile Rory Ball of Mott MacDonald, Aaron Cohen of Arizona State University and Steve Donovan of SHN Consulting Engineers & Geologists to get their take on the trenchless industry, how they got their start and how owner acceptance of trenchless methods has broadened.

18 NASTT's 2018 Membership Directory

Compiled by NTT staff

Each year, countless resources and volunteer time are put into NASTT to make sure the Society is providing the essential resources for its members and professionals working in the trenchless technology field. NASTT's annual membership directory allows professionals to connect with contractors, manufacturers, service providers and municipal representatives who are NASTT members. When planning your next trenchless project, you may need it!

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Success Requires Networking and Industry Support...

...AND OUR COMMUNITY IS DEDICATED TO ENRICHING YOUR TRENCHLESS CAREER

VERY YEAR IN THE FALL ISSUE OF NASTT'S TRENCHLESS TODAY MAGAZINE we focus on the core of our organization – our membership! One of the best benefits of NASTT membership is the extensive opportunity for networking with your trenchless peers. Sharing ideas, innovations, challenges or just enjoying a laugh with a colleague who speaks your technical language is invaluable. This sharing of ideas is integral to the ongoing education of trenchless professionals and the growth of our industry.

Trenchless education is our focus and can be found in our mission and vision statements: To continuously improve infrastructure management through trenchless technology and to be the premier resource for knowledge and education in trenchless technology. Our members and volunteers make our educational programs so successful.

NASTT's 2019 No-Dig Show Program Committee recently met in Chicago to plan the technical program for the annual show. The committee is led by the 2019 Program Chair, Cindy Preuss of HydroScience Engineers and Vice Chair, Joe Lane of Aegion's Insituform Pacific Pipeline Rehabilitation Division. With this guidance, the committee of over 100 volunteers and industry experts, peer reviews each abstract that is submitted and uses their expertise and hands-on project knowledge to build the best possible technical program. Each and every attendee to NASTT's No-Dig Show will go away with more trenchless knowledge than they came with.

One of our recent initiatives I'm most proud of is our endeavor to develop trenchless method-based Centers of Excel-

lence within the organization. The first Center of Excellence is dedicated to the trenchless pipe bursting method and its full breadth of capabilities for potable water, gas, electrical and sewer applications. The Pipe Bursting Center of Excellence aims to provide leadership in education, standards, training and elevating the profile of the method throughout the construction industry. In addition, the group will work on the refinement of best practices and act as a resource and forum for utilities, contractors and manufacturers to share information and continue to move the pipe bursting method forward.

NASTT's Pipe Bursting Center of Excellence committee is led by Alan Ambler of AM Trenchless. Alan is passionate about the technology and ready to lead the Center in the coming months. The first major project that the Center is undertaking is authoring and updating NASTT's Pipe Bursting Good Practices Guidelines, Third Edition. This newest book in NASTT's technical library will be available at the 2019 Show in Chicago and promises to be a valuable additional to your trenchless toolbox.

We will continue planning for our 2019 conference in Chicago for the next several months, but we also have many regional events, training courses and webinars on tap for the rest of 2018. Visit our online calendar at nastt.org and see what's coming up in your area!



Michael J. Willmets
NASTT EXECUTIVE DIRECTOR

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Frank Firsching
NASTT CHAIR

ROOTED IN COMMUNITY:

Our Mission to Serve Our Members and the Trenchless Industry

HIS IS A VERY SPECIAL ISSUE OF NASTT'S TRENCH-LESS TODAY MAGAZINE. That's because it is dedicated to our members and the support system that this industry community has built. Our trenchless organization exists because our members know that a vibrant trenchless association helps keep our industry strong. For that reason, it is important to us to recognize and thank our members for their support and trust.

This past July, NASTT embarked on its second strategic plan. Our first strategic plan, developed in 2014, has proven to be very enduring as an effective roadmap for the society. Many of the initiatives developed for the 2014 plan continue today and have been updated and expanded in scope. We exceeded our goals set four years ago for NASTT membership and attendance at the annual No-Dig Show and have set new, ambitious targets for both in the updated plan. The current Strategic Planning Committee met in Chicago to review our past efforts, as well as the findings of our recent member survey, and to discuss the future of our organization. The feedback from our member survey was invaluable to us in helping to formulate a plan and identify the key initiatives that will help this industry to continue to grow in numbers and strength. We thank the volunteer committee and NASTT Past Chair, Derek Potvin, for serving as the committee's facilitator.

The first step in identifying our future goals and initiatives is outlining our mission and vision. Our mission tells us why we exist and is an enduring statement of purpose and our reason for existence. Our vision tells us what we want to be. Our mission and vision complement each other. Taken together, they describe the purpose and goals of NASTT which are "to continuously improve infrastructure management through

trenchless technology" and "to be the premier resource for knowledge, education and training in trenchless technology." To support this mission and vision we adhere to our values, which include: integrity, excellence, objectivity, transparency, inclusiveness and passion. We know these values are also important to our membership and we will keep them top of mind as we plan for the future of this member-driven, not-for-profit society.

With education and training as our vision, and a mission to improve infrastructure management, it is crucial that we provide current information that is accessible to our community. One of the best ways we have found to do this is through our free webinar series. It was our seventh year in 2018 for offering complimentary technical webinars to the trenchless industry. This fall, we are excited to offer two webinars that will be great tools for those new to the industry, as well as for those who wish to expand their trenchless knowledge base beyond their current area of involvement. Join us on Wednesday, Oct. 24 for an Introduction to Trenchless Rehabilitation webinar and on Wednesday, Nov. 14 for an Introduction to Trenchless New Installations webinar. Visit nastt.org/training/events for details and registration. As always, our webinar series is free of charge and all of our previous webinars are available in our archive library for immediate download.

NASTT is committed to be the premier resource for trenchless education and networking for all of our members. For more information on member benefits, visit our website at nastt.org and please feel free to contact us at info@nastt.org.

Frank Firsching

NASTT CHAIR



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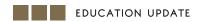
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Keeping the Focus on Trenchless

NO-DIG SHOW CLASSROOM ATTENDANCE STRONG DESPITE TEMPING POOL CABANAS



'LL ADMIT IT, when talks started five years ago about bringing NASTT's No-Dig Show to Palm Springs, California, I was the first to say it sounded like a perfect location. For those of you who don't know, I live in Cleveland, Ohio. While I love this city, winters are cold and dark. I, like most Midwesterners, jump at the chance to go to sunny California in March.

After I snapped out of my mid-century sunny daydream, I put on my association manager hat. This was not a decision to be taken lightly, or made just because of my need for sunshine. NASTT's No-Dig Show is the most important outreach initiative for this organization. We need to take every decision with planning this event seriously, starting with the location of the conference.

While there was concern over people being too tempted by the comfortable cabanas to show up to the classroom, we decided to give Palm Springs a shot. It's one of the better decisions I've helped to make in the seven years I've worked at NASTT.

First of all, let's talk about the overall attendance. For the fourth year in a row, we have had more than 2,000 attendees at the No-Dig Show. Of those attendees, nearly 30 percent of them had never attended our annual conference. That's a lot of new trenchless professionals.

What's even more impressive is that our attendees showed up in the classrooms despite the tempting, sparkling pool within steps of the sessions. This year we hosted I62 technical presentations and three forums. On average there were 79 professionals in each presentation eager to learn more about trenchless technology. 33 presentations had over IOO attendees, as well as two of our forums.

Many of you help shape our program by filling out our online survey. This information is invaluable when planning for future conferences. The feedback from this year's paper schedule was overwhelmingly positive, as 96 percent of reviewers highly agreed that our presenters were knowledgeable, 85 percent of the reviewers highly agreed that presenters explained their ideas clearly and 90 percent highly agreed that the content presented was useful and relevant.

There are many people to thank for these impressive stats from NASTT's 2018 No-Dig Show. It truly is a team effort. At the top of my list are Don Del Nero, Program Chair and Cindy Preuss, Vice Chair. They dedicated many hours to making this show a success. Next, I'd like to thank my loyal Session Leaders who are instrumental in working with the authors to keep our program at the highest quality. The Session Leaders are part of a 100-plus member Program Committee who review all of the submitted abstracts and help plan many of the details of the conference. Finally, I'd like to thank the authors who shared their knowledge and expertise with the rest of the industry. You are an integral part in NASTT fulfilling its mission.

After all this I'm sure you're wondering...did I ever make it to the pool? I was onsite for nine days and I spent two hours at the pool. Thanks to all of you, it was a glorious two hours with my team celebrating another successful No-Dig Show.



Michell Hill
NASTT PROGRAM DIRECTOR

Congratulations to the following primary authors from NASTT's 2018 No-Dig Show who had more than 100 attendees in their sessions!

- Mark Hutchinson, Staheli Trenchless Consultants (CIPP)
- William Gibson, AECOM (HDD)
- Tim Marsh, Hampton Roads Sanitation District (HDD)
- Sibel Yildiz, King County (HDD)
- Charles Tripp, Kleinfelder (CIPP)
- Jeff Twardzik, Philadelphia Water Department (CIPP)
- Adam Braun, AECOM (Emerging Technologies)
- Christopher Garrett, Brown and Caldwell (Wastewater Rehabilitation)
- Andreas Fleischmann, RAEDLINGER
 (Water Main Rehabilitation)
- Martin Cherrington, HDD/HDB Consultant (HDD)
- Abdulnasser Almadhoun, NTH Consultants (HDD)
- Bradford Miller, Haley & Aldrich (Geotechnical Issues)
- Swirvine Nyirenda, City of Aurora (Condition Assessment)
- Matt Smith, Michels Corporation (Emerging Technologies)
- Jeff Maier, C&L Water Solutions (Wastewater Rehabilitation)
- Rory Ball, Mott MacDonald (HDD)
- Ladan Sahafi, Americore International (Wastewater Rehabilitation)
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- Ryan Benner, Las Vegas Valley Water District (Emerging Technologies)
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- Brendan Hedel, CH2M (Large Diameter Tunneling)
- Tara Sweet, East Bay Municipal Utility
 District (CIPP)
- David Landing, Jacobs Engineering (HDD)
- Christopher Macey, AECOM (Condition Assessment)
- Steven Hunt, CH2M (Microtunneling)
- James Anspach, Cardno (HDD)
- Daniel Buonadonna, CH2M (Condition Assessment)





Q&A with Jason Schiro

NASTT's Trenchless Today sits down with Jason Schiro, Product Manager for CIPP and Infrastructure Polymers with Interplastic Corp., to discuss his introduction to the construction industry and the current state of the trenchless rehab market.



Schiro

What first piqued your interest in the construction engineering/manufacturing field?

My first exposure to the construction field was actually in concrete at the age of 14. I worked as a summer laborer for five years while finishing high school and entering college. Even at this early age, I always enjoyed seeing all that was involved in the project. From planning to the finished project, it was so interesting to see how the project would take place and evolve. When I finished college, I was hired by Interplastic Corporation. Initially, I worked as a chemist in the laboratory and was involved with many of the different applications and polymer lines we offered. I would often be given the opportunity to consult with our customer base to assist with improvements or modifications they required in their manufacturing process.

Tell us about your first introduction to trenchless technology.

When I was working in the laboratory in the late 1990s, the cured-in-place pipe (CIPP) market was rapidly evolving. It seemed like every day we had the opportunity to work with a new customer entering this market. At the same time, the resins we offered to support this line were becoming more numerous and complex. An opportunity arose for me to specialize in the design and use of CIPP resins for Interplastic, which I readily accepted. This was my first real exposure to the trenchless market.

What are your thoughts on the current state of the trenchless industry? What are the trends on the pipe rehabilitation side?

I think the trenchless industry is strong, and becoming even stronger. As municipalities continue to invest in their infrastructure, trenchless has an expanding role in their projects. On the pipe rehabilitation side, some of the most rapidly growing segments are for pressure pipe applications. We have seen multiple large force main projects completed in recent years. I think we will see this market continue to evolve

and have a larger footprint in other areas, such as potable water applications.

What is the biggest challenge facing the trenchless industry today? Has acceptance of the technology improved?

As with many industries, I think the biggest challenge facing the trenchless industry is finding and keeping a skilled workforce. It can be difficult to find skilled employees that are willing to spend a considerable time on the road away from family and friends for an extended period. We are also seeing many seasoned individuals enter into retirement. This group includes some real pioneers in our industry that were involved in the development or standards associated with many of these technologies. The good news is we see many dedicated and talented individuals, often mentored by the individuals entering retirement, willing to take on these roles.

Regarding acceptance of the technology, I would say the short answer is "yes." This is especially true for some of the real trenchless workhorses such as horizontal directional drilling (HDD) or CIPP. As more unique and complex projects are completed, the acceptance of these technologies continues to expand. However, it is still not uncommon to find individuals that have little knowledge or experience in this technology. It is certainly our role as an industry to help educate and promote this technology.

Briefly summarize your role and responsibilities at Interplastic Corp.

My current position at Interplastic is Product Manager for CIPP and Infrastructure Polymers. In this position I work closely with Interplastic's Business Manager for Remediation Polymers, Kaleel Rahaim. Together, we are responsible for all aspects of these product lines. This includes everything from working with our R&D Laboratories to identify new product needs and opportunities to supporting our customer base in the use of these products. What is unique about the position is it gives me the opportunity to interact

with a wide array of individuals in all different phases of a project. It is common for me to consult with design engineers, work with the crew wetting out a CIPP liner, and then the crew installing a liner, all on the same project. This position also gives me the opportunity to participate in a wide variety of tradeshows, technical committees, and organizations that support and influence the trenchless market.

Do you see any particular needs in the way of education/training? Is the industry doing a good job of promoting the benefits of trenchless methods?

Education is so important to our industry, in all phases. It is important we educate the customers/municipalities on the technology currently available along with emerging technology. NASTT's Municipal and Public Utility Scholarship Program and Trenchless Technologies Center's (TTC) Municipal Forums are a couple ways that are specifically geared towards helping educate the Public Sector.

There are opportunities for those involved in the industry through organizations such as NASSCO and NASTT. Both offer training through webinars, forums, and in some cases, classroom type training, on many of the different trenchless methods. We are also seeing more Universities offering specialized training focusing on trenchless.

What do you enjoy most about working in the trenchless technology field?

The people. I think there are few, if any, markets that have more dedicated individuals. Even with the expanding role of today's trenchless market, it always surprises me how small it seems. It really is one of these markets where it feels like everyone knows each other. We see people involved in common goals to promote and improve the industry. It is common for individuals to volunteer their personal time to serve on various committees, training roles or task groups.

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In the Trenches

BY MIKE KEZDI & ANDREW FARR





Rory Ball MOTT MACDONALD

When Rory Ball was finishing his master's degree in geotechnical and structural engineering, he began the process of interviewing at various firms both in consulting and contracting. After talking with senior professionals, he quickly

learned that geo-professionals often have the most project influence in tunneling compared to traditional foundation engineering.

"That steered me toward tunneling and trenchless," he says, noting it became the perfect fit for him as he began his engineering career. "Once I started in the industry, I promptly found that the market was gaining momentum

and new methods were continually being developed."

He also says he quickly found there was a need for more construction projects to ultimately tap into trenchless. "If you are willing to learn about new methods, and willing to travel and take on more responsibilities, there are a lot of opportunities in the market for a young engineer," he says.

Ball has taken advantage of many of those opportunities, establishing himself as a young leader in both trenchless design and industry development through organizations like NASTT. Ball is a graduate of the University of Illinois and now serves as a senior associate and tunnel design manager in the Cleveland, Ohio, office of Mott MacDonald. He now has more than 14 years of experience in the tunneling and trenchless technology industry on a variety of large-to-small diameter tunnels in four countries and more than a dozen states. Already in his young career, he lectures regularly at national tunneling conferences and training courses.

In 2016, he was a recipient of the Ralston Award for Young Trenchless Achievement at NASTT's No-Dig Show in Dallas.

During his time working in the trenchless industry, Ball says he has been amazed with how nomadic many contractors are, particularly those involved with HDD, microtunneling and Direct Pipe.

"They are chasing projects all across North America, and this is mainly due to the fact that there are very few markets that can support back-to-back-to-back projects for these contractors," he says. "As a result, they go where the jobs are. The positive thing for the industry is these traveling contractors have vast experience and know how to build in different geologies using different techniques, including curved microtunnels, which are more commonplace now in the United States."

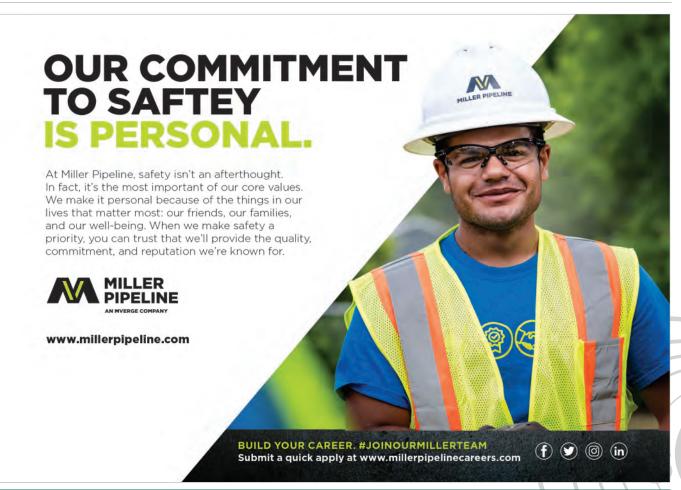
Ball adds that finding cost-effective learning opportunities for owners in all sectors will continue to help them realize what risk mitigation strategies lead to the most successful projects. "A bad project could turn off an inexperienced owner from pursuing trenchless in the future," he notes.

On the education front, Ball has also been quite involved. He serves as a member of NASTT's No-Dig Show Program Committee and regularly presents papers at No-Dig Show technical sessions and other tunneling and trenchless industry events. He is serving as a microtunneling track leader at NASTT's 2019 No-Dig Show in Chicago.

Ball says that while internships and hands-on project experience are key for students looking to break into the trenchless market, young professionals don't generally get exposed to trenchless at the university level because it's a niche market. "It is hard to really get a sense of the community and the cool things going on in this industry until you are involved in it," he says. "We need to highlight those aspects as best we can."

Ball also has some interesting thoughts on how to better brand the fascinating engineering aspects of underground construction to young people.

"I think we can market the industry using exciting videos shot from drones or using 360-degree visualizations from 3D renderings and real 360-degree photos," he says. "This creates a 'wow factor' for all ages. Combining this media with short interview videos of people involved in the trenchless industry from all aspects of consulting, marketing and contracting can provide millennials insight into what it is



NASTT.ORG NASTT'S TRENCHLESS TODAY: FALL 2018 13

like to be involved with the trenchless industry.

Ball says that despite all the talent in the trenchless engineering field, there is a strong need for engineers who are well-rounded and have the chops to design constructible solutions while balancing field work, jobsite and office work, and who can also communicate well with owners, contractors, stakeholders and young staff.

"Hiring experienced trenchless engineers is difficult – very difficult," he says. "Young professionals need to realize that there is a tremendous amount of opportunity available in the trenchless market. Trenchless projects are often faster-paced using smaller teams. This industry will continue to provide amazing opportunities and allow for advancement at a younger age if you are willing to put in the work."



Aaron Cohen
ARIZONA STATE UNIVERSITY

Like many in construction, Aaron Cohen was first introduced to the industry at a young age thanks to his father's work with Tires N Tracks Inc., the family's contracting business.

Cohen fondly recalls his love of going to work with his dad and operating some of the smaller pieces of equipment. It is at these sites that he realized how cool the trenchless industry was.

"Our family business did a lot of utility construction and specialized in boring and ramming using pneumatic tools (hole hogs). We bought one of the first Guided Hole Hogs from Allied back in the late 80s," Cohen says. "It enabled the operator to control the direction of the tool by manipulating the rotation of adjustable tail fins protruding from the body on the back of the tool and the operators console was giant targeting screen that looked like the something you would find in a Star Wars space ship."

From those early days as a contractor in the trenchless industry Cohen, now a lecturer at Arizona State University, has seen these space-aged technologies and equipment evolve to a point where many of these trenchless methods are now industry standards.

"I remember attempting to grow our business as one of the first directional drilling contractors in our area, before the process was well understood. We had to find applicable projects and attempt to convince the general contractors that there was a better way to cross that street or creek and have them be willing to give us a try. Good jobs meant you might get another opportunity, but when a job went bad, you had people vowing 'they would never try that again' and it felt like bad jobs would set the whole industry back years," he says.

"Fast forward to today and now our firm is the general contractor on primarily trenchless projects where we subcontract out the open cut work to the same contractors we subcontracted for years ago. Many agencies are even to the point of publishing standard specifications for trenchless scopes of work. We've definitely come a long way."

Even with the sky still being the limit for the trenchless industry, Cohen acknowledges there are hurdles that must be overcome, and like the rest of the construction industry, that points squarely at a lack of qualified workers.

"Finding and retaining quality people is crucial for any company to be successful. Technology continues to drive the complexity of our business and owners have become more sophisticated and more demanding. They are increasingly shifting more risk onto contractors and generally expecting more out of the construction and engineering community," he says. "Companies that can figure out how to attract and cultivate the top talent will be in the best position to capitalize on the opportunities that a growing economy will present to us."

Part of attracting top talent to the industry is through organizations like NASTT, and Cohen, like many, first became involved through frequent attendance at NASTT's No-Dig Show. "No-Dig is how we kept up to date with the latest industry trends and forged new relationships," he says. "It is the one place you can go to get access to all the brightest minds in our field."

He recalls that very often, he would be able to leave the show with new ideas or potential solutions to problems that were seemingly unsolvable prior to attending the show. Like many, Cohen has also given back to the industry through his involvement with NASTT as a No-Dig Show moderator, a speaker and a co-instructor for Good Practices Courses. And even though he has transitioned from the contracting side to the academic side, he still retains his membership to maintain a network of close friends and colleagues through NASTT.

"The industry is filled with people who are incredibly determined, extremely good at what they do and are relentlessly hard working. The people specifically involved with

the trenchless technology industry tend to be all that plus some," Cohen says. "It's a very down-to-earth family of visionaries and entrepreneurs who are determined to change the way our world is built and I feel fortunate that I've been able to play a small part in the tremendous growth that this great industry has experienced over the years."



Steve Donovan

SHN CONSULTING ENGINEERS & GEOLOGISTS INC.

Steve Donovan recalls watching a news segment in the 1980s about Times Beach, Missouri, where the residents of a small rural town had a disproportionate occurrence of cancers. The story implied that the frequency and type of cancers were linked to dioxin contaminated water used by a local waste hauler for "dust control" on the gravel roads in the community.

The local hauling contractor was accused of taking contaminated liquids hauled from an industrial client, adding the contaminated materials to waste oils used for dust suppressant and applying the dust suppressant to the roads in Times Beach.

"I remember seeing a man in a white cleanup suit picking up a child playing with a Tonka Toy truck in the contaminated dirt and thinking it would be better to be the guy in the white suit than one of those residents," he says. "That's when I became interested in environmental engineering as a career choice."

Donovan's introduction to trenchless technologies also came early in his career when he worked on a sewer relief project for the City of Portland. The project required inves-



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tigating how to repair and relieve a combined sewer system that had overflow, basement flooding and bypass issues. Options involved trenchless methods employing man entry and non-man entry technologies. The use of cured-in-place pipe, grouting technologies, sliplining, etc., were all under consideration. Donovan was tasked with investigating various technologies, reporting on their applications and then developing an estimate of costs for various rehab and restoration scenarios.

"The data and information convinced me that trenchless technologies were the way of the future," he says. "After I acquired my [engineering] license, the first project under my care involved a waterline crossing of a pristine river in Oregon. I chose HDD as the method of construction because it represented a lower impact to the waterway than conventional construction."

Today, Donovan has more than 25 years of civil and environmental engineering experience primarily in the pub-

lic works sector, though he now serves as a principal engineer with SHN Consulting Engineers & Geologists in its Coos Bay, Oregon office. Throughout his career, Donovan has gained extensive experience in trenchless technologies for both new installations and rehabilitated facilities. He specializes in evaluating sewer and water pipeline systems, horizontal directional drilling, sewer rehabilitation techniques, water and wastewater pumping systems and small community wastewater treatment facilities. Donovan's public-sector projects have ranged in size from 0.05 MGD to 100 MGD systems.

He's also been involved in designing and constructing ocean outfalls and cable landings in the Pacific Northwest. "The installation of a structure on the floor of the Pacific Ocean, a harsh and unforgiving environment, creates a sense of challenge and uniqueness that I find satisfying," he says. "These projects are only possible because of advances in trenchless construction."



Donovan says one of the biggest challenges facing the underground construction sector is misplaced concerns by government agencies who believe that the energy and public works construction industry have a general disregard for the environment or public inconveniences. On that note, he adds that a major challenge for trenchless applications are differentiating the trenchless industry as the preferred construction method because of reduced public inconvenience and minimized environmental concerns.

"The novelty of trenchless technologies is intriguing to contractors and engineers, causing some to jump in without fully understanding what they are getting involved in," he says. "In some cases, this has resulted in 'bad' projects that misrepresent the industry."

Ultimately, Donovan says trenchless technology is going to continue to expand as existing and new construction methods gain acceptance and are adopted as the preferred method for new or rehabilitation construction. He notes

that some owners are already demanding trenchless methods over traditional construction methods because of the reduced impact on the built and natural environments, and in many cases, reduced costs.

"Overall, the industry is one of the better affiliations that provide education to owners and engineers," he says. "I think the scholarship program for municipalities interested in attending the No-Dig Show is a great program and an example of the NASTT commitment to education and training.

"My favorite part about the industry is working with some of the pioneers who brought the industry out of its infancy and into the mainstream, especially learning about the challenges they overcame to prove various technologies and techniques and mold the standard of practice into what it is today."

MIKE KEZDI and ANDREW FARR are associate editors of NASTT's Trenchless Today.



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NASTT's 2018 Membership Directory

HE NORTH AMERICAN SOCIETY FOR TRENCHLESS TECHNOLOGY is THE go-to resource for education and information for professionals working in the underground construction field. At NASTT, connecting industry professionals with those resources is our passion.

Trenchless industry professionals know that there's one thing the industry always needs - more education and greater awareness of trenchless options. Making these needed opportunities available requires effective outreach and communication among various industry segments. This annual directory will provide you with a resource for connecting with engineers, contractors, manufacturers, professional service providers and municipal representatives who are NASTT members. Make sure to keep it close by, as it may prove to be helpful when planning your next trenchless project. For more, visit nastt.org to access real-time directory information day or night.

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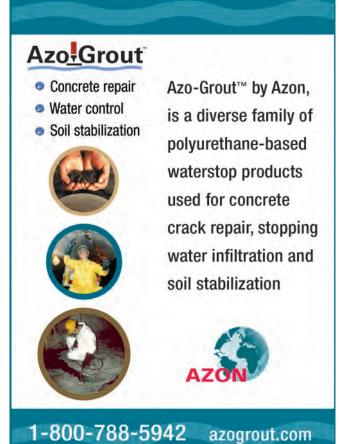
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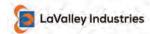
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NASTT.ORG NASTT'S TRENCHLESS TODAY: FALL 2018





PPI issues advisory for substandard pipe

HE PLASTICS PIPE INSTITUTE INC. (PPI) has issued a warning about substandard high-density polyethylene (HDPE) pipe that does not comply with the relevant product industry standards.

PPI made the Sept. 4 announcement after HDPE had been found in the oil and gas gathering operations of the Permian and Delaware basins in Texas and New Mexico, according to the association. These pipelines are not marked in accordance with the relevant product standard requirements, and therefore, may not comply with those product standards. Pipe that is not properly marked or certified provides no assurance of product quality and may not perform as intended for the application. The notice extends to other areas where HDPE pipe is widely used, such as in potable water, force main sewers, industrial and mining applications.

"We're issuing this advisory because we are seeing HDPE pipes that have significant quality issues," stated Tony Radoszewski, CAE, president of PPI. "In some cases, neither the manufacturer nor the origin of the pipe could be identified. A properly marked HDPE pipe includes relevant standards on the pipe's printline to identify piping materials that meet specific standards, and to help confirm that the pipe is suitable for its intended purpose."

PPI is the major North American plastic pipe trade association with many of its member companies producing resins, pipe, fittings and components.

AOC Resins parent company acquired by CVC Capital Partners

OC RESINS' PARENT COMPANY, The Alpha Corp. of Collierville, Tennessee, recently signed a definitive agreement with CVC Capital Partners Fund VI to be acquired.

The transaction includes AOC LLC the primary asset and wholly owned subsidiary of The Alpha Corp. Upon completion of the transaction, AOC, under the ownership of CVC, plans to work closely with Swiss-based Aliancys, a manufacturer of quality resins and a CVC portfolio company, to create a global leader in the industry. Aliancys' products are sold to various composites end users in the automotive, building and construction, marine and relining/CIPP sectors.

"AOC is excited about the partnership with CVC Capital Partners as the company moves forward on a new path to future growth that will allow AOC to better serve new and existing customers, strengthen our supply chain, and create additional growth opportunities for our suppliers around the world," said Fred Norman, CEO of AOC, "Aliancys has excellent customer relationships and represents a great strategic and complementary fit with AOC as a market leader in global resin chemistries."

HammerHead Trenchless unveils new purpose-built CIPP trailer



AMMERHEAD TRENCHLESS, a Charles Machine Works company, recently introduced a new, purpose-built trailer for cured-in-place-pipe (CIPP) applications that gives installers a uniquely versatile and efficient workstation suited to almost any job they encounter.

The LT-20PRO features a modular design with all storage, electrical power and air supply needed for a wide range of lateral lining tasks. The configuration is customizable, allowing the customer to tailor it to their specific needs and avoid duplication of existing equipment. The 20-ft-long trailer's modular design not only maintains an efficient workspace during installations but keeps all components secure and at-the-ready while traveling from job to job.

On more restrictive job sites, all equipment in the LT-20PRO can be unmounted for easy relocation. "Our trailer's modular design accommodates the widest range of environments, difficult site conditions and logistics," said Matt Gabrielse, HammerHead product manager. "Versatility was key in creating these trailers for our customers, but in cases where it is necessary to work from a roof or inside a large building, our rig allows key components to be easily removed from the trailer to work remotely."

Each trailer can be outfitted with the desired inversion drum size, curing equipment, reinstatement and drain cleaning tools to meet each customer's individual needs. HammerHead LT-20PRO CIPP trailers are also available ready-made for immediate sale and delivery. To learn more, visit *hammer-headtrenchless.com*.



BT CONSTRUCTION WAS BORN OF HUMBLE BEGINNINGS IN 1980. Equipped with a small excavator and a few great employees, Bob Bergstrom and John Turner set out to establish a utility construction company that would be a new standard in the Denver market. Now, 38 years later, BT Construction has become a leader in underground utility and infrastructure construction across the Western United States.

BT Construction is a common name amidst the community of contractors. BTrenchless, a division of BT, performs

Trenchless work keeps BT Construction positioned as a leader in underground infrastructure

trenchless construction and enjoys a resume comprised of some difficult and high-profile projects across several states. The capabilities of BTrenchless ranges from small diameter auger bores to 10-ft diameter microtunnels. Its arsenal of equipment includes tunnel boring machines, pneumatic hammers, guided boring machines, custom hand tunnel shields, and an array of other equipment. Supported by the open cut capabilities of parent company BT Construction, BTrenchless is able to provide complete utility services for owners and municipalities.

Recently, BTrenchless has completed several interesting projects. In the City of Denver, a 210-lf, 10-ft diameter storm sewer was installed under the Union Pacific Rail Yard. In the mountains, a curved TBM restored the Michigan Ditch after a landslide that cut off a major source of water. In Fort Collins, a 14-ft pedestrian and equestrian tunnel was installed under the BNSF Railroad embankment.

BTrenchless has a long history of success using trenchless technology in overcoming challenges and solving the problems inherent with underground construction. Combining a history of experience with new technologies, BTrenchless is always looking at ways to complete projects in a better, safer and more economical manner. With every passing year, utility corridors are getting more crowded, social and environmental costs are increasing, and the need for creative trenchless solutions are ever increasing. BTrenchless is looking forward to what tomorrow holds.





NASTT

Chapter News





British Columbia

The British Columbia Chapter (NASTT BC) is continuing its efforts to introduce trenchless technologies into educational institutes. In 2017 and 2018, the chapter has had very promising meetings with the University of Victoria and the British Columbia Institute of Technology. Stay tuned for more information on how the chapter is looking to work with these organizations in the future.

NASTT BC has also developed an online Carbon Calculator to identify the reduction in greenhouse gases that can be realized using trenchless technology. The Carbon Calculator is the basis for a more sophisticated calculator being developed in conjunction with NYSEARCH, the R&D arm of several gas companies across North America. For more information, please visit utilitycarboncalculator.com.



Great Lakes, St. Lawrence & Atlantic

The Great Lakes, St. Lawrence & Atlantic (GLSLA) Chapter has held multiple CIPP Good Practices courses in the past two years and has partnered with such organizations as the national NASTT and ACWWA. The courses have been well attended and the GLSLA Chapter would like to thank ACWWA for its partnership in presenting the course and it looks forward to continuing to promote the trenchless industry in Atlantic Canada with ACWWA. For more information on GLSLA, events and chapter training sessions, please visit glsla.ca.



Mid Atlantic

The Mid Atlantic Chapter (MASTT) hosted a very successful Trenchless Technology, SSES and Buried Asset Management seminar in Pittsburgh on July 19 at the at Hyatt Place - Pittsburgh - North Shore. The guest presenter was Shawn McWilliams, civil engineer for regional conveyance with the Allegheny County Sanitary Authority (ALCOSAN) in Pittsburgh, who presented on ALCOSAN's trenchless program in Pittsburgh. ASCE Pittsburgh Section was the seminar co-sponsor with special reduced fees. The seminar was a great success with a lot of learning and networking.

MASTT is planning a Trenchless Technology, SSES and Buried Asset Management seminar in Virginia Beach, Virginia on Oct. 3, 2018. Please plan to support and attend this seminar to enjoy the networking and learning. Please go to *mastt.org* to learn more about this seminar and/or to register online.



Shawn McWilliams, civil engineer for regional conveyance, Allegheny County Sanitary Authority (ALCOSAN), presents at MASTT's Trenchless Technology, SSES and Buried Asset Management seminar in Pittsburgh on July 19.

The Mid Atlantic Journal of Trenchless Technology 2018 was published in late May 2018. The publication was distributed to more than 4,000 water and sewer decision makers in the MASTT area. Past journal issues can be seen online at mastt.org.



Midwest The M

(MSTT) hosted a Trenchless Technology, SSES and Buried Asset Management seminar in Des Moines, Iowa, on Sept. 6 at the Embassy by Hilton Des Moines Downtown Hotel. The guest presenter was Steve Naber, city engineer with the City of Des Moines, who presented on Des Moines' trenchless technology work. APWA was the cosponsor for the seminar. The seminar and offered seven PDHs.

Midwest

Chapter

MSTT has also proposed a Trenchless Technology, SSES and Buried Asset Management seminar to be held in Minneapolis/St. Paul on Nov. 8, 2018. Please plan to support and attend this seminar to enjoy the networking and learning. Visit *mstt.org* to learn more and to register.

MSTT had planned to publish its annual *Midwest Journal of Trenchless Technology 2018* in mid-September. To view past issues, visit *mstt.org*.



Northeast

Chapter of NASTT is continuing planning efforts for its 2018 annual conference, scheduled for Tuesday Nov. 13 in Mystic, Connecticut. A welcome reception will be held at Mystic Pizza on the evening of Monday Nov. 12. Prepara-

The Northeast Regional

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tion of the fall edition of the Northeast Journal of Trenchless Technology Practices is also underway. The Northeast Chapter is working with its student chapter at UMass Lowell to identify potential presentations and field trips to engage the next generation of trenchless experts during the fall semester. Please visit our nastt-ne.org for more information and to sign up for the fall conference!



Northwest

The Northwest Chapter is proud to be jointly presenting the TT2018 – TAC/NASTT-NW Tunnelling and Trenchless Conference in partnership with TAC featuring the theme Innovation in Underground Infrastructure. The conference will take place in Edmonton, Alberta, Nov. 7-9, at the Fantasyland Hotel at West Edmonton Mall.

Wednesday, Nov. 7 will feature a Microtunneling Short Course. Thursday, Nov. 8, and Friday, Nov. 9, will include all keynote and theme lectures, concurrent technical sessions and panel discussions. The TAC AGM will take place at the end of the technical sessions on Nov. 8, followed by the 2018 TAC Awards Banquet that evening. The NASTT-NW Project of the Year will be presented on Nov. 9. For more information on sponsorship opportunities, tradeshow booth sales and delegate registration, please visit tt2018.ca. For more info, please email gtippett@nastt-nw.com.



Pacific Northwest

The Pacific Northwest Chapter is in early talks re-

garding an NASTT training event this fall. The biennial symposium will be held in Portland in January 2019. The chapter is seeking volunteers to join the planning committee for this event. If you are a PNW member and interested in getting involved, please contact a PNW Chapter board member. More information is available at pnwnastt.org



Rocky Mountain

The Rocky Mountain
Chapter (RMNASTT) is
looking forward to a productive local
conference come Nov. I. We have a few
exciting field trips in Utah that are lin-

conference come Nov. 1. We have a few exciting field trips in Utah that are lining up for September as well as our annual clay shoot at Kiowa Creek Sporting Club on Oct. 5. Since our last update, we have been reaching out to other state members associated with our chapter. In particular, we are currently forming local teams in Nebraska and Kansas with the idea of each state within our chapter having board representation, as well as a local team to drive events and annual conferences. RMNASTT is in process of updating and revamping its website and will be working to optimize the site through the search engines. The chapter is also looking for part-time administrative aid, as well as employing a public relations/marketing firm as we are starting to outgrow the capacity and time available to our volunteers and board members.



South Central

The South Central Chapter recently released its first

annual Texas and Oklahoma Trenchless Report, a new publication highlighting some of the groundbreaking trenchless work being done within the region. The chapter will also be hosting its third annual Trenchless Technology Conference, Sept. 25-27, taking place for the first time at Oklahoma State University (OSU) in Stillwater, Oklahoma. The conference will include two full days of trenchless presentations, exhibits and networking, as well as the opportunity to partake in OSHA training activities offered by OSU. We hope to see you there! For more info, visit trenchless.ceatpd.okstate.edu.



ne Southeast Chapter

(SESTT) conducted a Trenchless Technology, SSES and Buried Asset Management seminar in Atlanta on May 9, 2018 at the Hilton Atlanta Northeast Hotel. The featured presenter was Maurice L. Horsey, IV, chief EPA municipal and industrial enforcement, with the U.S. EPA Region 4. Horsey presented on "Lessons Learned and Future Efforts" regarding trenchless construction including discussion about EPA's past, present and future. ASCE's Georgia Section served as the seminar co-sponsor. Seven PDHs were offered and the seminar was a great success.

SESTT has another Trenchless Technology, SSES and Buried Asset Management seminar proposed for Tampa, Florida, on Dec. 12, 2018. Please plan to support and attend the seminar to enjoy the networking and learning. Please visit *sestt.org* to learn more about the seminar and to register.

SESTT is also publishing its annual Southeast Journal of Trenchless Technology 2018 in mid-November. Past journal issues are available at sestt.org. The publication will be distributed to more than 4,000 water and sewer decision makers in SESTT's area.



Western

The Western Chapter of NASTT (WESTT) is in the

final stages of planning its annual Western Regional No-Dig Conference and Exhibition. This year's conference will be held Sept. 17-18 in Scottsdale, Arizona. The first day of the conference will include presentations of technical papers drawn from NASTT's national No-Dig Show, and includes a variety of new installation and rehabilitation topics. The second day of the conference will offer the two Trenchless 101 courses: New Installations and Rehabilitation. The keynote speaker will be Jim Thompson, city manager for the City of Scottsdale. The Western Chapter is looking forward to another successful event! To learn more, visit westt.org.

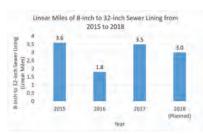
RGINEERS IN THE CITY OF BLOOMINGTON, ILLINOIS PUBLIC WORKS DEPARTMENT received an award for the HoJo and Wittenberg Sewer Improvements Project, which used trenchless technology to make the construction of a gravity sewer more cost-effective than replacing a failing pump station. The American Public Works Association, Illinois Chapter awarded it Project of the Year for Environmental Projects in 2018.

The Howard Johnson (HoJo) Pump Station, which Bloomington put into service in 1977, began nearing the end of its useful life in 2013. When studying the options, engineers realized they had an opportunity to make the city's infrastructure more sustainable, because they could use trenchless technology to install gravity flow sewer pipes to eliminate the HoJo Pump Station. The same process could be used to eliminate the Wittenberg Pump Station, upstream from the HoJo Pump Station. The task would have been extraordinarily expensive if not for trenchless technology, because the sewer pipes needed to go underneath two interstates.

Engineers planned to use the technology in two different ways to make the construction of the gravity sewer costcompetitive with replacing two pump stations. Their first strategy repurposed 1,600 ft of previously-abandoned 12-in. force main. The repurposed 12-inch force main helped make the mile-long connection between the HoJo Pump Station and yet a third abandoned pump station. Engineers also planned to use an epoxy resin liner to line the original ductile iron force main. The engineers' second strategy leveraged the advantages of horizontal directional drilling to minimize the impacts to Interstate 55 and Interstate 74, which carry 47,000 vehicles per day. In two pulls, contractors installed 1,035 ft of 14-in. high-density polyethylene pipe (HDPE) that served as the casing. Then, they installed an epoxy resin liner as the carrier pipe in order to satisfy Illinois Department of Transportation requirements for crossing sewers under highways. Each of these strategies provided significant cost savings and limited the impacts to the adjacent property owners.

The HoJo and Wittenberg Sewer Improvements Project is a great example of how The City of Bloomington Public Works Department maintains its commitment to providing excellence in stewardship and service. The department is figuring out the best ways to leverage trenchless technology by giving importance to educating staff. Using their talent and creativity, employees have found and will continue to find unique and costeffective uses for trenchless technology in order to tackle projects with ordinary or extraordinary challenges. The Public Works Department provides training for trenchless technology in-house. This approach begins with ensuring that staff knows that digging doesn't solve all problems and raising awareness for what can be accomplished with the technology. The training ranges from informal chats in the hallway to formal training from the best in the industry.

Seventeen employees attended the three-day Pipeline Assessment Certification Program, offered by the National Association of Sewer Service Companies (NASSCO), in June 2018. By training employees on the North American Standard for defect identification and assessment, the department will be able to increase the amount of sewer work that can be provided in-house. Two employees participated in the Inspector Training and Certification Program, also offered by NASSCO. The certification allows the city to line sewers using cast-in-place pipe (CIPP). Sewer lining adds longevity to aging sewers by creating a new pipe within the old pipe, saving replacement costs and avoiding service interruptions. Crews lined 1,100 ft of 36-in. pipe in the city's downtown area without impacting downtown businesses and residences.



Contractors ran 670 feet of HDPE pipe under I-55/I-74 to use as a casing.

In conjunction with the CIPP program, Public Works set the bar for Central Illinois by performing lateral launches using closed-circuit television for every service prior to lining. This allows the city to disconnect abandoned sewer services that would have otherwise formed a sinkhole. During one project, crews identified 56 abandoned sewer services in 3 blocks within the city's downtown area that they were able to disconnect. That project eliminated 56 potential sinkholes due to the creative use of trenchless technology by city staff.

The City of Bloomington, Illinois Public Works Department maintains 254 miles of sanitary sewers, 85 miles of combined sewers, 9 miles of sanitary sewer force mains, and 244 miles of storm sewers in a community of 76,610 people. These pieces of infrastructure are fully funded by user fees that have an annual 3 percent increase to keep up with ever-increasing costs of infrastructure construction. This year, Bloomington's operating, maintenance and capital budgets included \$3.7 million for the stormwater management fund and \$7.2 million for sanitary sewer fund. There is no question that trenchless technology is a necessary tool for making the best use of these available funds.

This article was contributed by LUKE THOELE, CIVIL ENGINEER, AND MICHAEL HILL, MISC. TECHNICAL ASSISTANT, FOR THE CITY OF BLOOMINGTON PUBLIC WORKS DEPARTMENT IN ILLINOIS.

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■ nastt chapters

NASTT has a network of 11 regional chapters throughout the United States and Canada. With a single NASTT membership, you're automatically enrolled in the national organization, the international organization (ISTT) and also in your regional chapter. Regional chapters offer valuable educational and networking opportunities in your local area. Share your ideas, network with colleagues and find solutions to your everyday challenges.



Midwest

The Midwest (MSTT) Chapter was established in 1998 to promote

trenchless technology education and development for public benefit in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio and Wisconsin.

Chapter Contact

Jeff Boschert Phone: (314) 229-3789 jeffboschert@ncpi.org Website: mstt.org

Flected Officers

President - Jeff Boschert Vice President - Chris Schuler Secretary - John Milligan

Treasurer - Ryan Poertner

Rocky Mountain

The Rocky Mountain Chapter was established in 2009 by members

in the states of Colorado, Utah, Montana and Wyoming.

Chapter Contact

Chris Larson Phone: (303) 791-2521 clarson@clwsi.com Website: rmnastt.org

Elected Officers

Chair - Chris Larson Vice Chair - Benny Siljenberg

Secretary - Swirvine

Treasurer - Stephanie



British Columbia

The British Columbia (NASTT-BC) Chapter was established in 2005

by members in the province of British Columbia, Canada.

Chanter Contact

Charlotte Wong nasttbc@gmail.com Website: nastt-bc.org

Chair - Karl Mueller Treasurer - Preston Creelman

Flected Officers



Northeast

Northeast Chapter was established in 2015 by members in

the states of Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island and Vermont.

Chapter Contact

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Elected Officers

Chair - Ian Mead Vice Chair - Babs Marquis Secretary - Eric Schuler Treasurer - Marshall



South Central

The South Central Chapter was established in 2015 to serve the

members of NASTT from Texas and the south central area of the United States.

Chapter Contact

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Flected Officers

Chair - Alan Goodman Vice Chair - Jonghoon "John" Kim Treasurer – Josh Kercho



Great Lakes, St. Lawrence & Atlantic

The Great Lakes, St. Lawrence & Atlantic (GLSLA) Chapter was established in 1995 and represents the Eastern Canadian perspective of the trenchless technology marketplace. GLSLA members are from Ontario, Quebec and the four Atlantic provinces.

Chapter Contact

Kevin Bainbridge Phone: (905) 304-0080 kbainbridge@rcii.com Website: glsla.ca

Elected Officers

Chair - Kevin Bainbridge Vice Chair - Anna Polito Secretary - Gerald Bauer Treasurer - Derek Potvin



Northwest

Northwest Chapter was established in 1995 by members in the

provinces of Alberta and British Columbia, Canada, and in Washington state. In 2005, the members in BC established the NASTT-BC Chapter. In 2009, members in Washington state established the Pacific Northwest Chapter and the Northwest Chapter adjusted the geographic area to include members in the provinces of Manitoba and Saskatchewan.

Chapter Contact

Greg Tippett greg.tippett@stantec.com Website: nastt-nw.com

Elected Officers

Chair - Greg Tippett Vice Chair - Ben Campbell Secretary - Jeff Galloway Treasurer - Keith Moggach



Southeast

The Southeast (SESTT) Chapter was established in 2001 to serve the members of NASTT from Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Puerto Rico.

Chapter Contact

Leonard Ingram Phone: (888) 817-3788 leonard@engconco.com Website: sestt.org

Elected Officers

Chair - Jerry Trevino Vice Chair - Ed Paradis Secretary - J. Chris Ford Treasurer - Brent Johnson



Mid Atlantic

The Mid Atlantic (MASTT) Chapter was established in 2004 by

members from the states of Delaware, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia and the District of Columbia.

Chanter Contact

Leonard Ingram Phone: (888) 817-3788 leonard@engconco.com Website: mastt.org

Flected Officers

Chair - Richard Thomasson Vice Chair - Michael Delzingaro

Secretary - Dennis Walsh



Pacific Northwest

The Pacific Northwest Chapter was established in 2009 by members in

 $the\,states\,of\,Alaska, Idaho, Oregon\,and\,Washington.$

Chanter Contact

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Flected Officers

Chair - Brendan O'Sullivan Treasurer - Heidi Howard



Western

The Western (WESTT) Chapter was established in 2003 by members

from the states of Arizona, California, New Mexico, Nevada and Hawaii.

Chapter Contact

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Flected Officers

Chair - Brian Avon Vice Chair - Lisa Arroyo Secretary - Kathryn Wallin Treasurer - Norman

■ nastt student chapters

Members of NASTT's Student Chapters attend and participate in NASTT's No-Dig Show where they present trenchless research posters, participate in competitions and provide event support monitoring the technical paper sessions. There are many benefits for students who belong to an NASTT Student Chapter – scholarships, networking opportunities, education and career opportunities to name a few. To learn more about NASTT's 20 Student Chapters, visit nastt.org/student-chapters.



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Arizona State University

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Bowling Green State University

Bowling Green, Ohio

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Advisor: TBD



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NASTT.ORG

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Learning about UV CIPP versus Steam and Water Cure CIPP in Portland, Oregon

Mark W. Hutchinson, P.E.

STAHELI TRENCHLESS CONSULTANTS PORTLAND OREGON

Erik Durshpek

CITY OF PORTLAND

THIS PAPER WILL EXPLAIN THE STEPS THE CITY OF PORTLAND (CITY) went through to gain experience with Ultraviolet Cured-In-Place-Pipe (UV CIPP) on three projects. Also, what was learned regarding how UV CIPP compared with steam and water cured CIPP in cost, quality, schedule, constructability, strength and public reaction.

Introduction

The City of Portland has over 2,500 miles of sewer pipes with most of them built prior to 1930 and in need of repair. The City started to rehabilitate pipes with Cured-in-Place Pipe (CIPP) since the 1980s to repair aging sewer and stormwater pipes, first with water cure and later steam cure when contractors began using this technology in the 1990s. CIPP has been a useful tool to rehabilitate the pipes from 6 in. to 60 in. in diameter. Over the years, we have learned many lessons on the difference between steam and water cure CIPP, from the experienced and less experienced installers and workman.

The City of Portland's pipe rehabilitation program has varied over the years from emergency-based replacement to programmatic basin focused pipe replacement. In 2011, we decided to put more emphasis on assessing our existing old sewer system. Having just finished with our \$1.4 billion combined sewer overflow system improvements in 2010, money was then made available to begin an aggressive program to rehabilitate the worst of the worst pipes in Portland utilizing CIPP, pipe bursting and open cut construction methods. This program was called the Large-Scale Sewer Rehabilita-

tion Program (LSSRP). The LSSRP is a \$250 million program to fix the structurally deficient pipes, mostly in the residential neighborhoods of Portland. We were installing 21 miles of pipe a year. CIPP was responsible for 15,000 to 30,000 lf, or a quarter of the new replacement pipe annually. This volume of work allowed the city to experiment and try some newer products and technology, such as UV CIPP. We hoped by adding another tool to our tool box we could achieve our pipe rehabilitation annual goals.

HOW WE DID IT

Initially we researched UV CIPP at the NASTT No-Dig shows and read articles in Trenchless Technology. Feeling the need to know more, we put together an in-house half-day session about UV cured CIPP. We invited three manufacturers to Portland from the East Coast and Europe to provide training and answer questions about UV CIPP, for our engineers, inspectors and consultants. This event demystified the product. We also came to realize that we did not have any local UV CIPP contractors in the Pacific Northwest. To attract UV CIPP contractors to the area, we decided to dedicate a large project from our LSSRP program to get experienced contractors to bid and dedicate a UV CIPP project in Portland. Unfortunately, other priorities got in the way. Three years passed and we still hadn't designed and bid a UV CIPP project. Then came the following opportunities to develop, implement, and learn about UV CIPP:

- The first was an emergency project to repair a 42-in. concrete pipe with a severely corroded crown, downstream from a force main discharge adjacent to the Portland Airport (NE 112th & Holman).
- The second was a three-week window of opportunity to rehabilitate century old pipes under our light rail tracks in Portland Central business area (SW Yamhill & Morrison).
- The third was a change order to a project calling for a CIPP rehabilitation to be used in an 8-in. pipe un-

der SE Powell, a major arterial (SE Powell Rehabilitation).

Working through these projects helped the city develop and refine specifications for UV CIPP in its large scale program that first started with listing UV CIPP as an alternate bid item to thermal CIPP when we bid out CIPP work in the LSSRP program. Unfortunately, due to price and lack of local contractor the UV CIPP alternate was not selected by our contractors who won the contracts. Realizing the need to do more, our engineers began extensive outreach to UV CIPP contractors around the country to be engaged in the city's sewer rehabilitation program and developments, which also helped the city's efforts in development of a large-scale project to be bid exclusively as UV CIPP.

PROJECTS

NE 112th & Holman

This was an emergency project to replace a failed 42-in. reinforced concrete pipe downstream from a sewer pressure line discharge after a sink hole developed, shown in Figure 1. The reinforced pipe had deteriorated due to hydrogen sulfide (H2S) corrosion. This project was an emergency requiring a quick response due to the proximity to the Portland International Airport and because the sink hole closed the street used by semi-trucks serving the airport and also impacted accesses to three hotels. The city hired a contractor, on time and materials basis, to excavate the sink hole and install a sewage diversion system. Our maintenance engineers then developed a design to first replace the failed pipe with fiberglass reinforced pipe, then to line the remainder of the downstream pipe run that was affected by the H2S with CIPP. The 42-in. HO-BAS pipe was procured and CIPP subcontractors were contacted for quotes, while the sewage diversion pumping system remained in place and was maintained by the open cut contractor. When the quotes came-in, the installer for water cured CIPP was less expensive but took six





Figure 1: Sink hole over failed 42in. sewer requiring a quick repair

weeks longer to get manufactured as compared to the UV CIPP. The UV CIPP turned out cheaper, overall, when considering projected diversion costs and public disruption. A small local UV CIPP firm was hired by the open cut contractor. While the city was checking references and submittals of the UV CIPP subcontractor, the prime contractor installed the 42-in. HO-BAS pipe in the sink hole area. On the day of the lining the open cut contractor performed most of the support work to help facilitate the progress of the UV CIPP. The UV CIPP subcontractor showed up at 6 a.m. ready to clean and CCTV the pipe. Cleaning and the pre-CCTV inspection was done by 8 a.m. The CIPP installation began by 8 a.m. The light train for curing the liner was pulled thru at approximately I in. per minute, ends of the mainline were cut out by 10 p.m., and laterals reinstated by 12 a.m. (midnight). To maximize efficiency, the open cut contractor assisted the subcontractor with the installation of the liner using winches, equipment and workman they had close by, resulting in 402 ft of 42-in., 20 mm thick UV CIPP.

SW Yamhill & SW Morrison Project

The SW Yamhill & Morrison Sewer Repair Project came into being when Portland's Bureau of Environmental Services (BES) found out that the TRIMET Max light rail trains, located in Portland's Central Business District were going to be closed for upgrades. These planned upgrades were scheduled to occur over a three-week period, working 24 hours/ day, in May of 2017. This created an opportunity for BES to rehabilitate some of the oldest sewer in the city, located underneath train tracks during the closure. This project had a short timeline: the design, and procurement had to be completed in three months. The city looked at several options for contracting and determined that the best option was to design and administer the contract under the Urgent pipe contract more formally called the Price Agreement for Urgent Rehabilitation of Sanitary and Storm Sewers (PAURSS). Under the PAURSS contract the city completes a draft design and submits it to the contractor for pricing based on prearranged unit prices and estimated costs. The contractor returns an estimate and a final price is negotiated based on the scope. For this project, the scope of work required replacement of mainline sewers on two parallel streets SW Yamhill and SW Morrison Street, from Naito to SW 13th Ave.

The length proposed to be replaced was 6,000 lf of 100 to 140-year-old deteriorated sewer pipes. The pipes were in dire need of repair showing signs of cracks, breaks, holes, offset pipes, root and grease

obstructions. In the initial considerations, the work included open cut and CIPP type of work, but due to time constraints CIPP was the only option. Thru scope refinement, the project scope and estimate went from \$1.0 million to \$3.5 million. As the cost rose, concerns rose over handing a \$3.5 million contract to a single prime contractor and a single major subcontractor. When considering the City's goal of 20 percent minority subcontractor participation, this contract was not meeting the city's aspirational goals for contracting. To address this concern, we encouraged the prime contractor, JW Fowler, to subcontract as much work as possible to minority- and women-owned firms.

Additionally, the prime contractor was concerned with the 3-week time constraint window, and having one subcontractor not be able to complete the project on time. If they had an equipment breakdown, or a weather issue arose, they were concerned about the ability to maintain or divert flow. As a result, the CIPP subcontract work was to be split between two subcontractors. The work on SW Morrison St. was to be completed by Michels and work on SW Yamhill was to be completed by Final Liner, a small female-owned firm that does UV CIPP. This resulted in all mainline pipes on SW Yamhill Street to be lined using UV CIPP,



Figure 2: Inserting 10-in. UV CIPP liner on SW Yamhill St. located underneath railroad tracks.

and pipes on SW Morrison Street to be lined with conventional Polyester Thermal Cure CIPP.

Some of the project challenges included lining mainline pipe segments that are adjacent to historic buildings varying from five to 20 stories, with major utilities, and vaulted basements protruding well into the right-of-way (in some cases to the face of curb). These challenges posed major implications with sewage diversion, in some cases impossible with the time constraints the project was up against.

JW Fowler worked around the clock, 24 hours/day and seven days/week, from March to May installing cleanouts and preparing flow diversions. In addition, JW Fowler and the city were meeting with building owners to design and plan sewage diversions where deemed feasible.

When the three weeks in May arrived approximately 14 mainline segments, out of the 24 mainline segments planned, were available to be lined. Michels came in and lined one line after the next and left, after completing six of 12 segments. Final Liner, with JW Fowler's assistance, lined eight of 12 segments over the three weeks that were available. At the end of the three weeks in May, there were 1,445 lf of UV CIPP installed, ranging from 9 in. in diameter to 20 in. in diameter, and a total 1,700 lf of thermal cure CIPP was installed ranging from 10 in. in diameter to 16 in. in diameter: 1,355 lf of thermal cure CIPP and 1,120 lf of UV Cured CIPP were uninstalled. Because either lateral could not be located or laterals could not be accessed for installing a sewer diversion in the time available work could not proceed; independent of whether the liners were UV Cure CIPP or Thermal Cure CIPP. To make things worse Finaliner experienced theft of the light train equipment, and lost some of their more experienced staff/workforce. These posed additional challenges to completing the project within the time constrains.

In the following months, the unused and wetted-out thermal cure CIPP liners expired and were discarded. The city is continuing to work with the prime contractor, and building owners, to complete the flow diversion plans required to finish

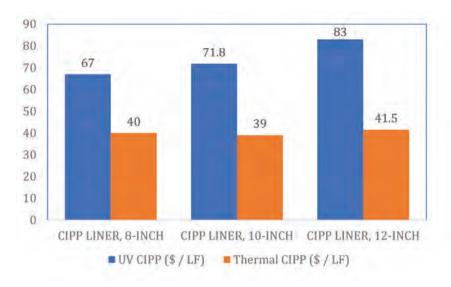


Figure 3: UV and Thermal Cure CIPP Unit Cost Comparison.

the installation of the remaining UV CIPP liners. At the time of this paper, the city has 10 liners to complete, four of which are UV CIPP and six are thermal cure. The work is tentatively scheduled to be completed in early 2018.

Tabor Powell Phase II Sewer Rehabilitation

The Tabor Powell project is a Large-Scale Sewer Rehabilitation Project. The project is located in Southeast and Northeast Portland. The boundaries of these combined projects are I-84 on the north, NE/SE 43rd Ave. on the west, NE/SE 67th Ave. on the east and SE Holgate Blvd. and SE Long St. on the south. This project is to rehabilitate sewer using CIPP to approximately 28,000 ft of deteriorating combination sewer located throughout Tabor and Powell neighborhoods. The sewer pipe in this project was constructed between 1910 and 1955. The sewer pipe sizes range from 8 in. to 36 in. in diameter with depths that range from 7 to 21 ft.

This project was targeted for UV CIPP only. The design documents were developed through the project delivery team in concert and with consulting engineers Brown and Caldwell. Outreach was made to nine UV contractors, resulting in five bidders. The contract was awarded to Precision Trenchless out of New York and the project was in the construction phase at time of this paper's completion.

COMPARING UV CIPP AND THERMAL CURE CIPP

Liner Cost

When looking at average costs of what the City of Portland has seen, on the most common pipe diameters, the cost of UV CIPP is trending to be higher; see Figure 3.

Liner Strength Properties

The typical strength of the UV CIPP trends much higher than that of the thermal cure CIPP. The data shown is an average strength of liners installed of the UV CIPP for a single installer, and the thermal cure of two different local installers.

Similarly, when looking at the typical flexural modulus of the UV CIPP it trends were much higher than thermal cure CIPP. The data shown uses an average flexural modulus of liners installed of the UV CIPP, for a single installer, and the thermal cure of two different local installers.

Liner Constructability

When looking at projects we are often challenged with selecting construction methods that best fit the desired outcome while balancing between risk, cost, schedule, and impacts. When looking at the differences between CIPP Thermal Cure and UV cure we categorize them from the perspective of pros and cons, otherwise known as advantages and disadvantages. Here are some of the comparisons that were observed.

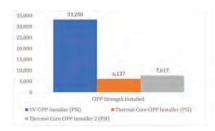


Figure 4: UV and Thermal Cure CIPP Strength Comparison.

Thermal Cure

Pros:

- a. The standard polyester product is flexible, and can mold to the existing pipe and can go through pipe segments with small degrees of turns, radius, or direction changes in the mainline pipe alignment.
- b. Once the product is installed the laterals are relatively easy to locate as most of the time there is a dimple in the liner surface providing indication of the lateral location.
- c. A transitional liner is not uncom-
- d. There are many experienced installers, with multiple crews, who know what they are doing.
- e. The City of Portland knows the challenges using thermal cure CIPP and has developed protocols for successful projects from over 30 years of experience, we don't have that level of comfort and institutional knowledge for UV CIPP.
- f. Thermal cure CIPP is available in a variety of resin types: polyester, vinylester, epoxy, and reinforced fabrics fiberglass, fiberglass and polyester.

Cons:

- a. The condition of the host pipe needs to be within a range of degradation, due to the lower strength liner or burst pressures. Advance work may be required to correct some of the mainline deficiencies, like pipe loss or gaps, and voids.
- b. Construction footprint is larger than that of UV cure.
- c. When installing the liner, there is limited viewing ability to see what the liner looks like, after putting into

- position, until its cured and a post CCTV inspection has been done.
- d. The workability, or work time, of the thermal cure CIPP is much less than that of the UV CIPP. If a challenge arises, on the day of the inversion, there is less flexibility to adjust to the condition at hand. Liners could prematurely harden.
- e. When the liner is wetted out, it has a short shelf life.
- f. Cure time can be longer, then that of UV cure.
- g. Custom liner sizes can take a while to manufacture.
- h. There are concerns about Styrene odor with traditional styrene systems.
- i. Hot water and steam present safety risks for workers.
- j. The liners can prematurely harden in hot weather, or when refrigeration is challenged.
- k. Liners do not always cure completely, due to heat sinks, water circulation or equipment malfunction and you often don't know until you cut the ends.
- l. Because of the increased thickness of Thermal liners to UV this can be a heavier product to transport.

UV Cure

Pros:

- a. The product is more rigid, allowing the ability to span locations of mainline with larger amount of pipe loss, presence of gaps and/or voids exist. May require less advance work to be done on the mainline host pipe.
- b. Construction footprint is small, making it more convenient and less impactful to the public.
- c. When installing the liner there is pre-curing viewing ability allowing you to see how the liner looks, in position, prior to starting the cure.
- d. The workability, or work time, of the UV CIPP is much longer than of the thermal cure CIPP. If a challenge arises, on the day of the inversion, the liner cure could be delayed. If the liner is not used, and is properly stored, it typically has a 6-month shelf life.
- e. Cure time is much faster than of the thermal cure, however the total

- liner install time is heavily dependent on the experience of the crew on-site doing the work.
- f. On custom size, UV liners can typically be manufactured quicker than the thermal cure CIPP.
- g. Cure time for the section is immediate once the light train passes as opposed to thermal cure where the entire length must be brought up to temperature for cure to occur.

Cons:

- a. Cost of the UV CIPP is roughly 60 percent more than thermal CIPP for small diameters.
- b. The product has little flexibility to expand and requires a feasibility analysis on mainline segments with turns, radius, or direction changes in them.
- c. The light train cannot go thru most bends.
- d. Locating and noting the locations of all laterals is extremely important. Once the product is installed there is no dimple in the liner surface, the locations need to be reinstated based on measured distances and notes recorded. In cases of less experienced installers, this often creates overcutting on the lateral reinstatements.
- e. A transitional liner is less common, and often requires an access point to be dug and a manhole added at the transition point.
- f. Fewer smaller contractors exist that install the UV CIPP lining on a less regular basis. The smaller contractors require assistance from more experienced open cut contractors and can be less efficient. They have little or no experience with City of Portland requirements.
- g. Sizes and thicknesses of liners are limited.

This paper was edited for style and space for publication in NAS-TT's Trenchless Today. To read more about the comparative conclusions on UV CIPP versus steam and water cured CIPP presented in Paper TM1-T6-05, please visit nastt.org/technicalpapers.

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