

- **Board of Directors**
Engineering and Operations Committee

October 17, 2000 Board Meeting

9-1

Subject

Award contract to L. D. Anderson, Inc., for the construction of the North Rim High Water Road at Diamond Valley Lake

Description

In order to operate and maintain Diamond Valley Lake (DVL), Water System Operations (WSO) requires continuous access around the entire reservoir perimeter. The North Rim High Water Road will provide northern access by connecting the existing roadway from the east end of the Saddle Dam (constructed under a previous contract) to the north abutment of the East Dam. (See [Attachment 1](#) for Location Map.) A second contract will be advertised later this year to construct the South Rim High Water Road. This road will provide operational access from the south abutment of the West Dam to the south abutment of the East Dam.

The existing “pioneered” road was constructed for temporary access to borrow areas and reservoir rim sites during design and field investigations. The roadway now needs to be widened and turnouts constructed to accommodate operations and maintenance equipment. Rock slopes will be stabilized and drainage will be improved to address long-term slope stability and drainage issues, and guardrails will be installed to meet minimum safety standards. Without improvements, the existing “pioneered” roadway could become impassable over time, and would impact the operations and monitoring of the reservoir. The roadway surface will be graded and leveled; however, the roadway will not be paved with base course or asphaltic concrete. Metropolitan’s Evaluation Team recommended no paving since it is not required for a fully functional and permitted reservoir.

During initial reservoir filling and thereafter, WSO personnel will utilize the roadway to monitor the reservoir rim for signs of slope instability and potential seepage. In addition, the roadway will accommodate maintenance vehicles used to clear the reservoir of vegetation and debris, and for access by fire management and emergency response vehicles.

The roadway will be used to transport the chemical supplies, such as copper sulfate, to helipads where helicopters will be used to dispense these chemicals over areas where algae control is required. Because of the size of the reservoir, two helipads were planned and budgeted as part of the high water road construction package. The north helipad will be constructed just east of the I/O Tower, as part of the North Rim High Water Road construction; while, the south helipad will be constructed near the south abutment of the East Dam, as part of the South Rim High Water Road construction.

This letter seeks to award the construction contract for the DVL North Rim High Water Road. All California Environmental Quality Act (CEQA) requirements have been satisfied for the proposed action. In October 1991, the Board certified the FEIR for the project. No further environmental documentation or reviews are necessary at this time for your approval. The construction of this road and the helipad was planned and budgeted as part of the DVL Project. As shown in [Attachment 2](#), a total of two bids were received and opened under Specification No. 1419 for the construction of the North Rim High Water Road. The lowest responsible bid from L. D. Anderson, Inc., in the amount of \$2.383 million, complies with the requirements of the specifications and is within the cost range (\$2.0 to \$2.8 million) specified in the contract specifications. The engineer’s estimate was \$1.9 million.

The specification established mandatory subcontracting requirements and required the bidders to conduct good-faith efforts to encourage participation of minority- and women-owned business enterprises. The Business

Outreach Office has reviewed the anticipated levels of participation submitted by L. D. Anderson, Inc., and deemed them acceptable in meeting the criteria set forth in the specification. Anticipated levels of participation are shown in [Attachment 3](#).

Policy

Metropolitan Water District Administrative Code Section 8113: Award of contract required to be made by competitive bidding.

Board Options/Fiscal Impacts

Option #1

Award a fixed price construction contract in the amount of \$2.383 million to L. D. Anderson, Inc. for the construction of the North Rim High Water Road at DVL.

Fiscal Impact: \$2.383 million of previously appropriated funds

Option #2


Maintain road in its existing condition. The existing road was intended for temporary use during design investigations and will require ongoing repair and maintenance by WSO staff. Some sections of the road require immediate repair. Currently, the road is too narrow to accommodate existing maintenance vehicles. Therefore, smaller vehicles would need to be purchased if this option is selected. Without the helipad within the reservoir watershed, helicopters used to dispense chemicals for algae control would travel further distances to the reservoir and additional measures would be required to facilitate this work.

Fiscal Impact: Higher costs to operate and maintain the reservoir.

Staff Recommendation

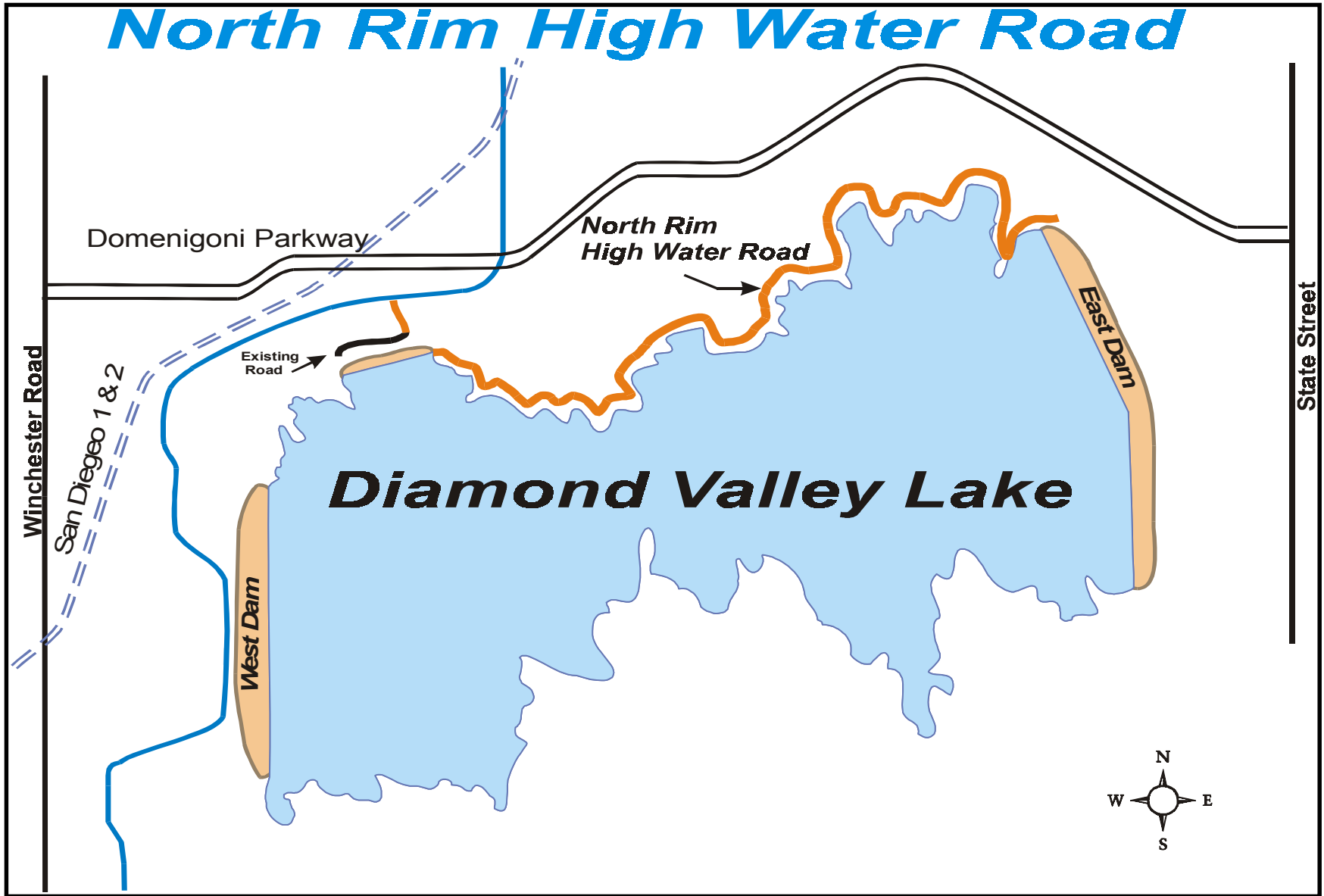
Option #1.

	9/29/2000
Roy L. Wolfe Manager, Corporate Resources	Date

	9/29/2000
Ronald R. Jester General Manager	Date

- [Attachment 1 - \(Location Map\)](#)
- [Attachment 2 - \(Abstract of Bids\)](#)
- [Attachment 3 - \(MBE/WBE Participation\)](#)

Location Map
DVLP – North Rim High Water Road



Abstract of Bids
 DVLP – North Rim High Water Road

ABSTRACT OF BIDS

Received July 26, 2000, at 2:00 p.m.

Specifications No. 1419, as amended

North Rim High Water Road

The contract consists of remedial grading, finishing side slopes, and furnishing and installing guardrail along approximately 6.7 miles of an existing unpaved road; grading and constructing approximately 1,100 feet of access road; grading and constructing a concrete heliport; and other appurtenant work as specified and shown on the drawings.

Engineer’s Estimate: \$1,900,000

Bidder & Location	Items 1-6	Sub \$	Sub %	Met MSM*
L.D. Anderson, Inc., Bloomington, CA	\$2,383,000	\$367,300	15.41%	Yes
Mitchell Pacific Constructors, Inc., Palm Springs, CA	\$2,394,417	\$368,683	15.40%	Yes

* Mandatory Subcontractable Minimum set at 9% with an Anticipated Level of Participation of 5% MBE and 2% WBE.

MBE/WBE Participation
 DVLP – North Rim High Water Road

MBE/WBE PARTICIPATION

Specifications No. 1419, as Amended

North Rim High Water Road

Name of Bidder: L. D. Anderson, Inc.

MBE/WBE Anticipated Participation Levels: 5% MBE and 2% WBE

Name of Certified MBE/WBE Subcontractor/Supplier	Work To Be Performed or Materials To Be Supplied	Participation	
		<u>MBE%</u>	<u>WBE%</u>
E.J. Salgado, Inc.	Concrete Heliport	0.45%	0.00%
Zebra Equipment	Rock Bolts, Testing Equipment	1.53%	0.00%
Aamigo Co., Inc.	Metal Beam Guardrail Supplies	0.97%	0.00%
Rock Structures	Rip Rap Materials	3.88%	0.00%
Pinnacle Petroleum	Fuel Services	0.00%	2.10%
Total Committed Participation		6.84%	2.10%