

- **Board of Directors**  
**Engineering, Operations and Real Property Committee**

May 15, 2001 Board Meeting

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9-2

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**Subject**

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Award a \$2.2 million contract to Kiewit Pacific Co. for the construction of the South Rim High Water Road at Diamond Valley Lake (Appn. 15123)

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**Description**

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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, now under construction, connects the existing roadway from the east end of the Saddle Dam to the north abutment of the East Dam. The South Rim High Water Road will provide operational access from the south abutment of the West Dam to the south abutment of the East Dam. (See [Attachment 1](#) for Location Map.)

The environmental effects of the project were evaluated in the Final Environmental Impact Report (FEIR) for the DVL Project (formerly the Eastside Reservoir Project). The FEIR was certified by the Board in October 1991. During that same meeting, the Board also approved the Findings of Fact, the Mitigation Monitoring and Reporting Program, the Statement of Overriding Considerations, and the project. Subsequent to those actions, additional documentation was prepared and processed (i.e., Supplemental EIR and Addendum Nos. 1 through 5 to the FEIR). These documents and the previous actions taken by the Board fully comply with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, and as such, no further CEQA documentation is necessary for the Board to act on the proposed action. The scope of this work was evaluated and recommended by the DVL Evaluation Team and the construction was planned and budgeted as part of the DVL Project.

As shown in [Attachment 2](#), a total of 4 bids were received and opened under Specifications No. 1435 for the construction of the South Rim High Water Road. The lowest responsible bid was received from Kiewit Pacific Co., in the amount of \$2,214,700. The Engineer's Estimate was \$4.43 million.

The specifications established the mandatory subcontracting minimum (MSM) and required the bidder to conduct a good-faith effort to encourage participation of subcontractors. The MSM for this project was established at 11 percent, and 39 percent of the work will be subcontracted. The Business Outreach Office has reviewed the good-faith effort submitted by Kiewit Pacific Co. and has determined that it meets the criteria set forth in the specifications.

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**Policy**

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

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**Board Options/Fiscal Impacts**

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**Option #1**

- Determine that the proposed action has been previously addressed in the certified 1991 FEIR and subsequent environmental documentation for the DVL Project and that no further environmental analysis is required.

- b. Award a fixed price construction contract in the amount of \$2,214,700 to Kiewit Pacific Co. for the construction of the South Rim High Water Road at Diamond Valley Lake.

**Fiscal Impact:** \$2,214,700 of budgeted Capital Investment Plan funds under existing Appropriation 15123.

**Option #2**

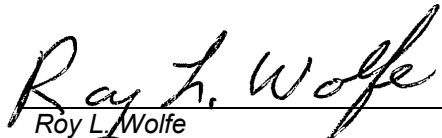

- a. Determine that the proposed action has been previously addressed in the certified 1991 FEIR and subsequent environmental documentation for the DVL Project and that no further environmental analysis is required.
- b. Maintain the south pioneered road in its existing condition. In its existing condition, the south pioneered road provides vehicular access to only 30 percent of the south rim, from the East and West Dams to their respective borrow areas where the road abruptly terminates. The road provides only limited access by fire management and emergency response vehicles. The existing vehicles and equipment used in reservoir clearing activities cannot safely handle the sharp and winding curves of the existing road; therefore, new vehicles and equipment with shorter turning radii would need to be purchased. Access to areas where vehicular access is not available would be provided via boats or similar watercraft. The limited access would impact the timeliness and the efficiency of the reservoir operation and could affect our ability to expeditiously dispense chemicals to areas where algae control is required.

**Fiscal Impact:** This option would be higher due to additional costs by WSO to operate and maintain the reservoir and undetermined costs due to potential impacts to habitat caused by limited fire management.

**Staff Recommendation**

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Option #1

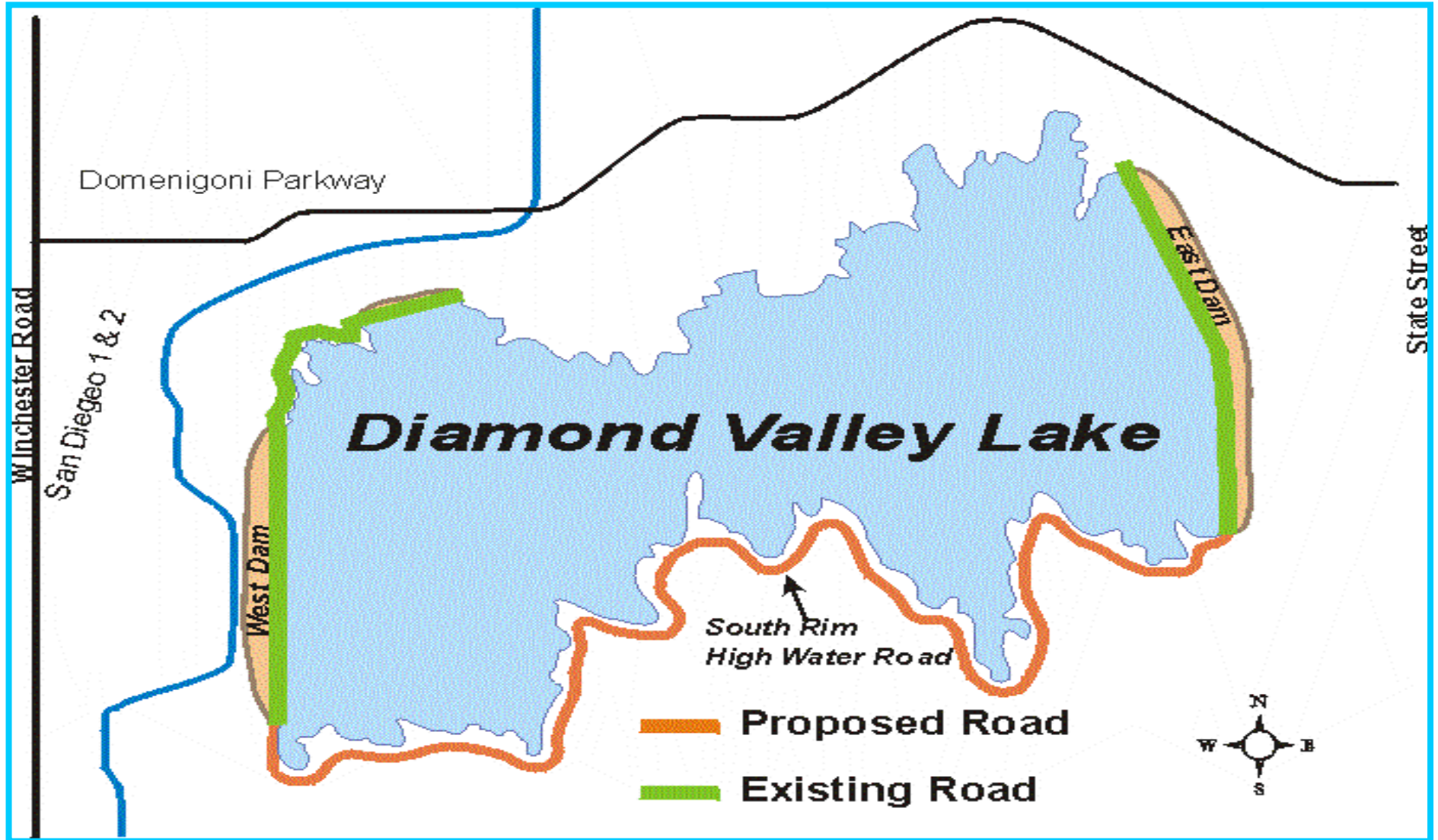
 Roy L. Wolfe Manager, Corporate Resources	4/23/2001 Date
 Ronald R. Jester General Manager	4/23/2001 Date

[Attachment 1 - Location Map](#)

[Attachment 2 - Abstract of Bids](#)

BLA#739

Location Map  
South Rim High Water Road



**ABSTRACT OF BIDS****Received April 12, 2001, at 2:00 p.m.****Specifications No. 1435, as amended****South Rim High Water Road, Diamond Valley Lake Project**

The contract consists of grading, finishing side slopes, installing drainage facilities, and installing metal beam guardrail sections along approximately 10 miles of an existing unpaved road as shown on the drawings; restoring existing paved East Newport Road; removal of existing paved Detour Road; grading and constructing approximately 1,400 feet of a heliport access road; grading and constructing a concrete heliport; furnishing and installing barbed wire and chain link fence; and other appurtenant work as specified and shown on the drawings.

**Engineer's Estimate:           \$4,430,000**

<b>Bidder &amp; Location</b>	<b>Items 1-8</b>	<b>Sub \$</b>	<b>Sub %</b>	<b>Met MSM*</b>
Kiewit Pacific Co., Vancouver, WA	\$2,214,700	\$ 863,378	38.98%	Yes
L.D. Anderson, Inc., Bloomington, CA	\$2,920,700	\$1,056,160	36.16%	Yes
ASI Civil Constructors, Carlsbad, CA	\$3,175,580	\$1,131,597	35.63%	Yes
Unified Aircraft Services, Inc., DBA Hubbs & Ferrante, Bloomington, CA	\$3,377,888	\$ 619,050	18.33%	Yes

\* Mandatory Subcontractable Minimum (MSM) set at 11 percent.