

STAFF REPORT

To: Coastside County Water District Board of Directors

From: Mary Rogren, General Manager

Agenda: May 12, 2020

Date: May 8, 2020

Subject: Award of Contract – Denniston Culvert Replacement and Paving Project

Recommendation:

Authorize the General Manager to enter into a contractual agreement with Half Moon Bay Grading and Paving for \$383,342 to repave the Denniston Tank access road, replace storm drain culverts and add paving around the water treatment plant.

Background: The Denniston potable water storage tank was originally constructed in 1972. The paved access road to the tank is quite steep and has only been patch paved over the past 50 years. After some investigation it was found that the road was starting to fail due to the corroded corrugated metal pipe culverts undermining the road. EKI Environment and Water, Inc. (EKI) was hired to evaluate options and prepare engineering design plans and specifications for bidding. In coordination with EKI, the District also contracted with Cleary Consultants, Inc. to do a geologic hazard evaluation of the road.

This project will include: 1) Removal of six CMP Storm Drains ranging from 10-24" and replacement with HDPE, including removal of existing inlet and outlet structures; 2) Removal of an existing vertical CMP manhole, and replacement with a new manhole; 3) Reconstruction of approximately 9,200 SF of Denniston Tank Road and 15,000 SF of the roadway around the Water Treatment Plant.

The results of the bid opening held on April 10, 2020 for the Denniston Culvert Replacement and Paving and Project are as follows:

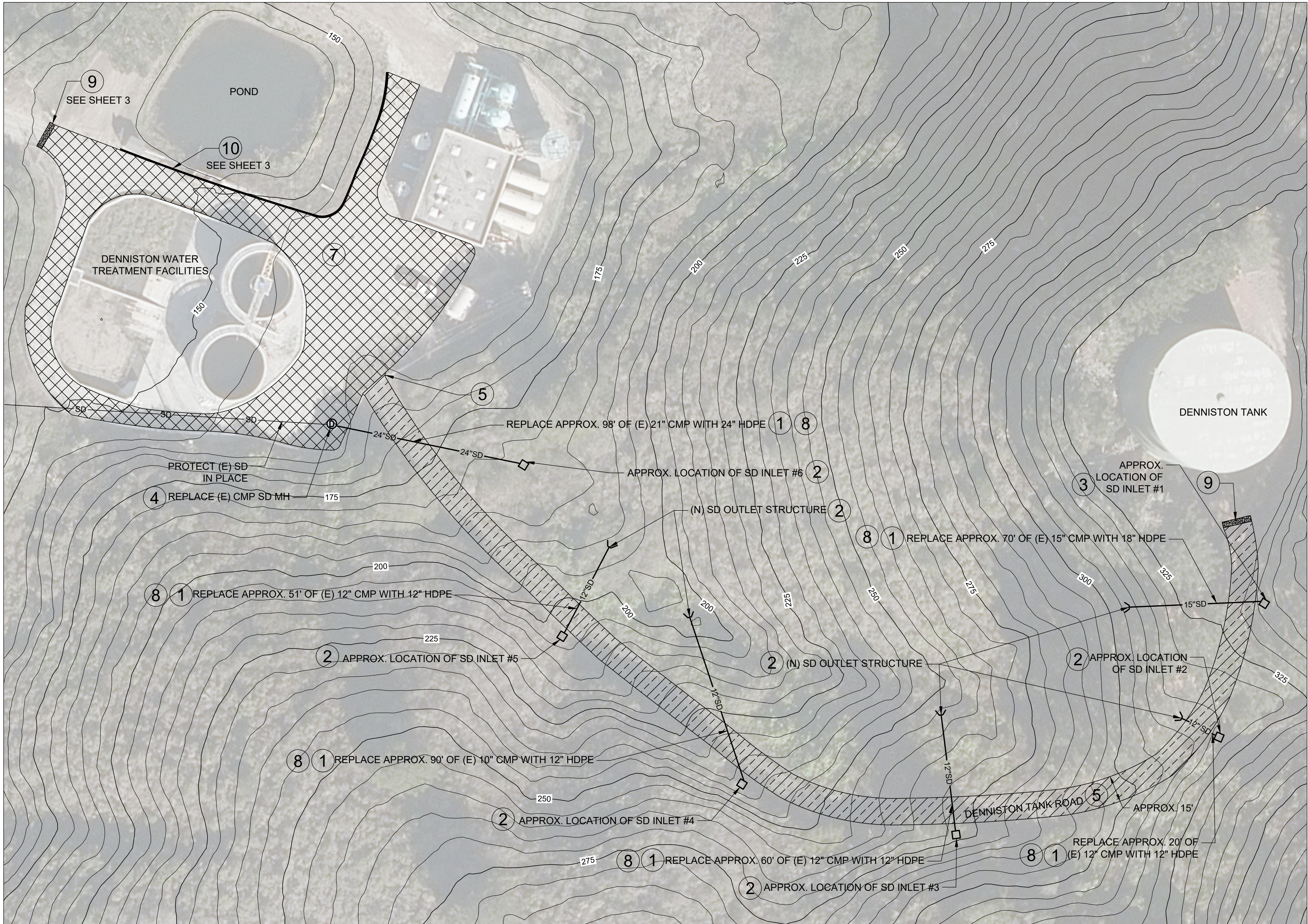
Half Moon Bay Grading and Paving, Inc.	\$383,342
Farralon Company	\$438,245

The Engineer's estimate of the construction cost was \$500,000.

Fiscal Impact:

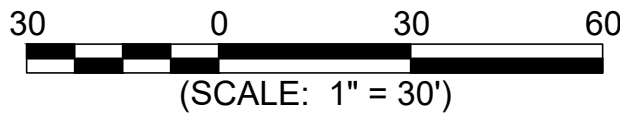
The Fiscal Year 2018/2019 Capital Improvement Program Budget included \$100,000 for road repairs. This project includes a broader scope, including the culvert replacement.

Path: G:\EKL CONSTRUCTION DWGS\B80108.01 (CIP PROJECTS)\B80108.04 Plan.dwg Plot Date: February 14, 2020 - 10:09 AM CADD User: Taylor Allen



NOTE: CONTOURS ARE SHOWN FOR REFERENCE ONLY AND ARE OF VARIABLE ACCURACY. SOURCE: 2017 SAN MATEO COUNTY DEM.

DENNISTON TANK ROAD PLAN



CONSTRUCTION NOTES:

1 LOCATION OF (E) SD SYSTEM IS APPROXIMATE. CONTRACTOR SHALL VIF. (E) SD TO BE REMOVED AND (N) SD TO BE PLACED IN THE SAME LOCATION. (N) SD MUST HAVE AT LEAST 3 FEET OF COVER UNDER THE ROADWAY. (N) PIPE SLOPES SHALL MATCH EXISTING AT A MINIMUM. CONTRACTOR TO COMPLY WITH MODIFIED DISTRICT STANDARD TRENCH DETAILS, SEE $\frac{CC-01}{4}$ FOR PAVED

AREAS, AND DETAIL $\frac{CC-03}{4}$ FOR UNIMPROVED AREAS.

2 LOCATION OF SD INLET/OUTLET SHOWN IS APPROXIMATE, VIF. REMOVE (E) SD INLET/OUTLET FLARE AND REPLACE PER DETAIL $\frac{D94A}{5}$. INSTALL RIP RAP PER DETAIL $\frac{4}{5}$.

3 LOCATION OF SD INLET SHOWN IS APPROXIMATE, VIF. REMOVE AND REPLACE (E) SD INLET PER DETAIL $\frac{3}{4}$.

4 LOCATION OF SD MH SHOWN IS APPROXIMATE, VIF. REMOVE AND REPLACE (E) SD MH PER DETAIL $\frac{2}{4}$. RECONNECT (E) SD TO (N) SD MH.

5 EXTENTS SHOWN ON PLAN OF (E) PAVING FOR DENNISTON TANK ROAD ARE APPROXIMATE. PAVING IS TO BE REPLACED IN THE EXTENTS OF (E) PAVING PER DETAILS $\frac{1}{4}$.

EXISTING ROADWAY SHALL BE PULVERIZED TO A DEPTH OF 8-INCHES, MIXED WITH CEMENT TREATMENT, AND COMPACTED TO 95% RELATIVE COMPACTION. GRADE TO DRAIN PER EXISTING DRAINAGE PATTERN. A 2.5-INCH ASPHALT SECTION SHALL BE PLACED OVER THE COMPACTED, PULVERIZED, AND TREATED SECTION.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ACHIEVE THE COMPACTION REQUIREMENTS. ALL COMPACTION TESTING SHALL BE PERFORMED AND PAID FOR BY THE CONTRACTOR. COMPACTION TESTING ON THE ROADWAY SHALL BE PERFORMED EVERY 150 LINEAL FEET ALONG THE CENTER OF THE ROADWAY. FOR EACH TEST LOCATION THE CONTRACTOR SHALL TEST AT THE SURFACE AND AT A DEPTH OF 6 INCHES BELOW THE SURFACE. RETESTING FOR COMPACTION REQUIRED BY A FAILING TEST SHALL BE PERFORMED AND PAID FOR BY THE CONTRACTOR.

6 CLEAR AND GRUB ROADSIDE DITCHES. REGRADE AS NECESSARY TO MAINTAIN DITCH DRAINAGE.

7 SEE SHEET 3 FOR MORE DETAIL ON WATER TREATMENT PLANT AREA.

8 BID ALTERNATE #1 INCLUDES THE REPLACEMENT OF (E) CMP WITH (N) RCP INSTEAD OF HDPE (BASE BID). DESIGN ELEMENTS REGARDING SLOPE AND ELEVATION WILL NOT CHANGE IF RCP IS SELECTED RATHER THAN HDPE.

LOCATION OF SD INLET/OUTLET SHOWN IS APPROXIMATE, VIF. REMOVE (E) SD INLET/OUTLET FLARE AND REPLACE PER DETAIL

$\frac{D94B}{5}$. INSTALL RIP RAP PER DETAIL $\frac{4}{5}$.

9 INSTALL 36" WIDE CONCRETE VALLEY GUTTER PER DETAIL $\frac{5}{5}$. SEE SHEET 3. TWO LOCATIONS, EACH APPROXIMATELY 15 LF.

10 INSTALL AC DIKE AROUND POND, TO THE FULL EXTENT OF THE NEW ASPHALT. SEE DETAIL $\frac{6}{5}$. SEE SHEET 3.



VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

SHEET NUMBER

2

2 OF 6

DENNISTON CULVERT REPLACEMENT AND PAVING PROJECT
COASTSIDE COUNTY WATER DISTRICT
DENNISTON TANK ROAD PLAN