



Agenda Item #: _____

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Aldinger and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Jim Arndt, Director of Public Works
Dana Greenwood, City Engineer
Ish Medrano, Project Manager

DATE: October 16, 2007

SUBJECT: Award a Contract (\$863,859.45) for the Pervious Pavement Parking Lots Project to Griffith Company, and Authorize Staff to Retain the Services of Psomas & Associates for Inspection (not-to-exceed \$80,000) and Material Testing (not-to-exceed \$10,000)

RECOMMENDATION:

It is recommended that the City Council pass a motion to:

- a) Award a contract in the net amount \$863,859.45 for the Pervious Pavement Parking Lots Project to Griffith Company.
- b) Authorize staff to retain the services of Psomas & Associates for inspection (not-to-exceed \$80,000) and material testing (not-to-exceed \$10,000).

FISCAL IMPLICATION:

The current Capital Improvement Program includes funding of **\$1,160,000** for the **Total Project Budget**. This includes a grant of \$900,000 from the State Water Resources Board, and \$260,000 of match money from the Storm Water Enterprise Fund. The required match for the grant is 25%, or \$225,000. Staff recommends that the \$35,000 excess match be returned to the Storm Water Fund Reserves, leaving **\$1,125,000** as **Available Funds**.

Expenditures include: \$23,000 for Water Quality Testing (grant requirement); \$90,000 for Inspection and Materials Testing; and \$863,859 for the Griffith Company Construction. That leaves **\$148,140** as **Available for Additional Construction**.

	State Grant Funds	City Funds	Total Budgeted Funds
Pervious Pavement	\$900,000	\$260,000	\$1,160,000

\$ 900,000	State Water Resources Board Grant
\$ 260,000	Grant Match-Storm Water Enterprise Fund
\$1,160,000	Total Project Budget
- 35,000	Return to Storm Water Fund Reserves
\$1,125,000	Available Funds
- 23,000	Water Quality Testing
- 90,000	Inspection and Material Testing
- 863,859	Griffith Company Construction
\$ 148,140	Available for Additional Construction

DISCUSSION:

The project will convert 130,000 square feet of impervious parking lot space to pervious concrete pavement. The goal of this project is to improve ocean water quality by allowing storm and nuisance water that reaches the lots to infiltrate to the ground, which will decrease the amount of runoff carrying pollutants through the storm drains to the beach and ocean. The project involves the installation of porous material for five parking lots, which include Lot 7, Lot 8, the Upper Pier Lots, El Porto South of 40th street, Lot 2, and Lot 1 (locations shown in attached map).

Additional Work

To maximize utilization of the grant funds, the entire City match of \$225,000 must be spent. As noted herein, up to \$148,000 would be available for additional parking lot reconstruction, which will result in a change order at a subsequent date. It is staff’s recommendation that additional surface area be reconstructed at the El Porto lot to maximize utilization of the grant funds. The unit prices provided in the bid will be used to determine the additional area to be resurfaced. This would increase the area resurfaced from 36,000 square feet to 51,000 square feet (44% of the total parking lot).

Material Testing and Inspection Services

The use of pervious pavement to reduce run-off is a relatively new approach. While it has been used successfully in other cities, staff does not have sufficient experience on projects of this nature. Staff is recommending that an independent lab be utilized to verify strength and porosity of the concrete utilized. Also, staff is recommending that the inspection services of Psomas & Associates be utilized during construction to assure that proper placement methods are utilized. The City has used Psomas’ inspection services in the past with excellent results.

Environmental Review

This project is Categorically Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15301, based on staff’s determination that the project consists of minor alterations to existing structures, and will not have a significant impact on the

environment.

Bid Proposals

This project was advertised for bids in five construction industry publications. Plans and specifications were provided to 29 contractors, subcontractors and material suppliers. A total of eight bids were received and opened on October 3, 2007. The bids ranged from the low bid of \$863,859.45 by Griffith Company, to the highest bid of \$1,748,674. Griffith Company’s bid was reviewed by the Public Works Department and found to be responsive and in conformance with prevailing construction prices.

Representatives of cities where work has been performed by Griffith Company have indicated that the construction work performed was to their satisfaction. The project was discussed with a representative of the firm and he expressed confidence in his bid and a desire to perform the work.

Scheduling

This project requires the complete closure of various parking lots throughout the City. In an effort to minimize a complete shut-down of all lots, a special construction phasing schedule has been incorporated to minimize any interruption to the local merchants, permitted employees, customers and affected residents. Phasing construction has made it necessary to extend the contract duration to 180 working days. The proposed start date for the project is mid-November.

Phase I	El Porto Parking Lot (South)
Phase II	Lot 1 (South)
	Upper Pier Lot (North)
	Lot 2 (North)
	Lot 7
Phase III	Upper Pier Lot (South)
	Lot 8
	Lot 1 (North)

The Contractor has been instructed to finish out each phase before proceeding to the next phase. Only three lot closures will be permitted at any one time. Each lot will be made available for public use as soon as it is completed. The Contractor will not be permitted to start Phase II or III until after January 1, 2008 (to avoid impacting downtown businesses and residents during the holiday season). Staff will work closely with the downtown businesses during Phases II and III to discuss the schedule and further minimize any impacts. The specifications require the contractor to diligently pursue the work once it has started to minimize impacts to the public.

xc: Henry Mitzner, Controller

Attachments: a) Pervious Pavement Photo
 b) GIS map

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City of Manhattan Beach Parking Lots in Pervious Pavement Project

