

November 29, 2006

Honorable Mayor and Members of
The Hermosa Beach City Council

Regular Meeting of
December 12, 2006

**PROJECT NO. CIP 03-418 SEWER IMPROVEMENTS,
UPGRADE SEWAGE LIFT STATIONS - APPROVE CHANGE ORDER NO. 2**

Recommendation:

It is recommended that the City Council:

1. Approve Change Order No. 2 for Project CIP 03-418 Sewer Improvements – Upgrade of Sewer Lift Stations for extra work encountered during the construction of the Sewer Lift Station at 35th Street and The Strand and the abandonment of the Sewer Lift at Ingleside Drive and 31st Street; and
2. Authorize additional appropriation of \$63,462 from the 301 Capital Improvement Fund.

Background:

On May 23, 2006, the City Council awarded the construction contract for Project No. CIP 03-418 Sewer Improvements, Upgrade of Sewer Lift Stations to Fleming Environmental, Inc. (Fleming) based on their bid amount of \$316,473. The approved construction budget was \$348,473, including contingency. The contingency funds were expended for a previously issued change order, Change Order No. 1 (C.O. #1). The original scope of work did not anticipate conflicts between the sewer improvements and existing underground facilities/utilities. In addition, the existing sewer infrastructure was discovered to be in poor condition.

During construction of the temporary sewer by-pass system of The Strand Lift Station, the existing 4" cast iron force main was discovered to be badly corroded with little serviceable life remaining. The new force main, consisting of high density polyethylene, was re-aligned and connected to an existing manhole on Neptune Avenue. In addition, the placement of the pump station was modified so that it would provide additional space for future extension of the Strand Bikeway should it be necessary. These two items constituted C.O. #1 and were performed for a cost of \$21,640.07.

As an additional benefit of replacing the cast iron force main, additional service life can be expected because less work is now needed to pump the effluent uphill.

Change Order No. 2 (C.O. #2) represents payment for extra work performed by Fleming during the construction of this project. The reason for this extra work was due to the following unknown field conditions, which were not reflected on the plans:

The Strand Lift Station:

- An existing concrete sea-wall and access ramp was encountered during excavation and interfered with portions of the underground work;
- Buried electrical pull-boxes and conduits which fed service from the Strand to the street lights on the upper Strand and a flashing beacon on 35th Street were encountered during excavation. These facilities were replaced and re-installed to new grades while still maintaining service;
- The meter panels to the pump station and street lighting were relocated differently than shown in the plans in order to avert temporary overhead service to the pump station and street lighting on the Strand. For protection, all conduits placed in the sand (beach area adjacent to the stairs) were slurry backfilled;
- A portion of the existing sewer main in the Strand required to be excavated and re-aligned in order to be in line with modified pump location performed per C.O. #1;
- After cleaning the dry and wet wells, concrete was added to the floors to improve the surface conditions;
- The walkway placed on top of the wet well was reinforced to provide support to any potential/future traffic loads should the Strand Bikeway be extended; and
- Additional by-pass pumping and temporary shoring rental costs due to delays encountered in performing above listed additional work.

Ingleside Drive between Longfellow Avenue and Francisco Avenue:

- An existing concrete encased 8" VCP connector pipe between the Hermosa Beach and Manhattan Beach sewer manholes in the street intersection was encountered during excavation. The existing encased sewer pipe was unusable and a portion was required to be removed. The new connector pipe between the two manholes was re-aligned in order to minimize demolition of the old encased pipe;
- The connection stub at the inlet to the Manhattan Beach manhole was concrete encased and precluded the use of a typical pipe coupling connection method;
- Connection to the 10" concrete sewer connector pipe between the Hermosa Beach manholes at the southeast and southwest corners of Ingleside Drive and Longfellow Avenue was not possible because of the severely corroded condition of the pipe. The entire length of the pipe between the two manholes (approximately 24 linear feet) was removed, replaced with 10" VCP, and slurry backfilled. Other work included curb and gutter, asphalt, and landscape restoration;
- The manhole in 31st Street and Ingleside Drive was abandoned in place by removing manhole shafting to a level two feet below the street surface, slurry backfilling, and completing with pavement restoration; and

- Additional pavement work was performed at the corner of Francisco Avenue and Ingleside Drive in order to clean-up the area.

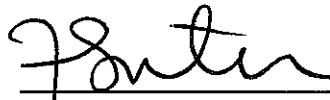
To avoid delaying the project, this extra work was performed on a time-and-material basis. Daily reports were compiled for all extra work, including labor, equipment and materials. Staff has reviewed all submittals and has negotiated deductions for all questionable charges. Staff recommends approval of this final negotiated amount of \$63,462.

Fiscal Impact:

The fiscal impact will require the appropriation of \$63,642 from the 301 Capital Improvement Fund. No additional funding is available in the 160 Sewer Fund.

Respectfully submitted,

Concur:

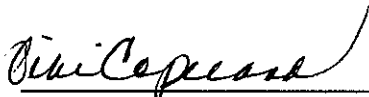


Frank Senteno, P.E.
Associate Engineer

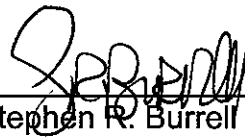


Richard D. Morgan, P.E.
Director of Public Works/City Engineer

Noted for Fiscal Impact:



Viki Copeland
Finance Director



Stephen R. Burrell
City Manager