

City Manager's office and City Clerk: Please include this written supplemental with the 7-PM, September 10, 2019, Regular City Council meeting agenda's Municipal Matters Item-6-a Re: Expending \$199,512.18 to Grind & Repave 8th Street. Thank You.

September 7, 2019

To: Hermosa Beach City Council (Stacey Armato, Mary Campbell Collins, Hany Fangary, Justin Massey, and Jeff Duclos), City Clerk, Finance Director, City Treasurer, City Manager, and Contract City Attorney.

From: Howard Longacre, Hermosa Beach Resident.

Re: That it is not necessary to waste \$199,512.18 of taxpayer money for a NO BID add-on contract to unnecessarily "2 inch Grind and Repave" the perfectly good asphalt surface of 8th-Street between Valley Drive and Hermosa Avenue. There's a far better, way-less-expensive, alternative approach.

City Council,

**Read the following and SAVE
175-Thousand-Dollars
of the taxpayer's money and obtain
essentially the same result.**

Staff report with attachments. (link changes after the meeting)

<https://hermosabeach.legistar.com/LegislationDetail.aspx?ID=4127543&GUID=DC10A3FD-1AC4-4219-8A59-59AB96865053>

Councilmembers and others:

You do have to be suspicious when you see a dollar amount that's just a few dollars less than a round number of \$200-Thousand. Everyone will be asking on this one, who's getting the kickbacks with this sweetheart deal? This one is more than just obscene and unconscionable, it's really outrageous. As a civil engineer myself, and one of the longest-standing proponents of the entire 8th Street Sidewalks project, I see this add-on proposal as a completely unnecessary, wasteful attempt to "Gild the Lily", and doing such is just plain dead-wrong and frankly dishonest. So read on.

And, the following comments by me are given freely, and they are entirely my views and opinions on all that I've stated herein.

Supplemental from H. Longacre to the 7-PM, September 10, 2019
Regular Hermosa Beach City Council Meeting Agenda's Municipal Matters Item-6a
Re: The wasting of \$199,512 to unnecessarily Grind and Repave the asphalt surface of 8th Street.

You all know by now that it took six long years to finally get this relatively simple project of having decent sidewalks along this important little stretch of 8th Street accomplished. That was after decades and decades of absolutely unconscionable neglect with the city looking the other way at what was going on along 8th Street.

The sidewalks are almost complete except for the sidewalk at the Eastern-most North-side that runs from Bard Street Eastward to Valley Drive in front of a 3-Unit Condo under construction, and then to the corner past some 25-feet of additional City land.

Note that the sidewalk at the 8th Street and Valley Drive N.W. corner certainly does need to be widened with the City's retaining wall that's presently there being moved inward for the widened corner ADA sidewalk. That is still a very dangerous problematic corner for school children. I have a request into the City's project engineer for information re: such details.

Nonetheless, ultimately as you recall, the contractor selected to do this ADA/Safe-Routes-To-School sidewalks project was not the lowest bidder, and to be safe the Council did in fact decide to spend about \$170-Thousand more to accept the 2nd lowest bidder's bid and avoid the "non-responsive" low bidder's bid.

Also the Plans and specifications do include a requirement for fully finishing the roadway's edges to be 100% complete to the existing pavement from any new concrete sidewalk, curb, and gutter. That seems to be taking place, however now it appears that the contractor may be assuming he's going to be handed gratuitously another \$200-Thousand to grind and pave the roadway. That is not justifiable!

The entire section of 8-th Street (Valley Drive to Hermosa Avenue) along with most of the segments in the S.W. Beach area were repaved in relatively recent years and have good PCIs (Pavement Condition Indexes).

No city in the South Bay or probably anywhere grinds and repaves pavement in such good condition. They do accomplish regular maintenance slurry-seals to maintain such pavements, something Hermosa Beach has been neglecting to do such via a proper maintenance schedule. I'm speaking here of Redondo Beach, Torrance, Manhattan Beach, and El Segundo. When any of these cities actually grinds and repaves, it's for a roadway that is really in serious need, not a roadway with a PCI of 81.45 overall. Otherwise these other cities utilize far less costly options.

Notwithstanding, this particular section of 8th Street itself, per the newest PCI report included in the Pavement Management Program report of just 2 years ago indicates that the PCI of this section is in fact a very good 81.45 overall. That certainly doesn't qualify for a grind and repave.

Data extracted from the Pavement Management Program Report of August, 2017.

Name	Section ID	From	To	Lanes	Length (lf)	Width (lf)	Area (sf)	Inspection Date	Surface Type	PCI
8TH ST	01	HERMOSA AVE	MANHATTAN AVE	2	299.	28.	8,372	09-25-2016	AC	84.00
8TH ST	02	MANHATTAN AVE	MONTEREY BLVD	2	290.	38.	11,020	09-25-2016	AC	66.00
8TH ST	03	MONTEREY BLVD	LOMA DR	2	270.	38.	10,260	09-25-2016	AC	85.00
8TH ST	04	LOMA DR	CYPRESS AVE	2	246.	28.	6,888	09-25-2016	AC	77.00
8TH ST	05	CYPRESS AVE	VALLEY DR	2	442.	28.	12,376	09-25-2016	AC	93.00

Total pavement = 48,916 sq. ft. All PCI-s shown should be in the same approx. range.

The net Average-PCI over the 5 segments = $\sum_i (\text{Area}_i * \text{PCI}_i) / (\text{Total Area}) = 81.45$

I.e., **PCI = 81.45.**

I decided to investigate 8th Street's pavement and personally walked and inspected the entire roadway from Valley Drive to Hermosa Avenue on Friday. The pavement is perfectly fine. No engineer worth his salt would recommend grinding off 2" of good pavement and replacing same with a 2" layer of asphalt just for cosmetics. That's nuts!

Such a thin 2" layer will do nothing at all to reconnect areas of cut pavement and which should be perfectly fine if properly patched, sealed and thusly joined by the professional contractor that is present. Such cut and patched edges are accomplished all the time and are quite normal with such rehabilitation of sidewalks, curb and gutters in conjunction with asphalt pavement.

However, what I don't understand, but thought was the case, is why the contract that was put out to be bid did not include a first class 'Slurry Seal' after all the concrete and patching work was completed. Something really does not compute there in my view?

It's appearing to me now as though that detail may well have purposely been left off as a standard trick to pull this scam of then saying to a lay council, we would best do a grind and pave to "finish the product". I of course do not know, but this looks extremely suspicious.

The stuff that goes down with such taxpayer funded and lucrative generic contracts is never-ending and whether that is the case here or not, something does indeed look extremely fishy.

Anyway, the bottom line is that it now appears that someone desires to "Gild the Lily" by throwing another \$200-Thousand onto this roadway via a NO-BID add-on contract amendment equal to 25% of the original contract amount. This is unjustified.

After the rains come very soon, the street will be and look perfectly fine as it is, given that the Contractor has to fully and properly patch the roadway, and restore any striping damaged or modified as part of his present contract. And further, I frankly believe all should

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be quite suspicious of such Hermosa Beach massive add-on NO-BID contract amendments that seem to be taking place more and more often. This has become a standard process to eliminate bidding and is not a proper way to do things in the long run. Anyone involved in such should surely understand that if the FBI were to do a government sting, people could find themselves in jail for a significant time period.

Now, the fact is that this is a 100% unneeded add-on, and the City's engineers, Reed and Lucho, should both know it and state that to you. Their staff report essentially even implies that very thing via smoke and mirrors language that implies the reasoning as being little more than cosmetic. There is absolutely no engineering discussion even mentioned regarding the need. My supplemental herin is giving more engineering discussion than does the staff report.

However if the City Council does desire to "Gild the Lily" with regard to 8th Street then the only thing actually needed after the above stated work is complete, would be protection finishing of the pavement for its surface-sustainability during the rainy seasons by applying a quality-level slurry-sealing of the entire roadway's asphalt. That will make it look like it's been newly paved.

Thus, rather than expending approximately \$4 per square foot for a grind and repaving, a 1st class slurry sealing should be about \$0.31 per square foot. Some additional restriping may also be accomplished with same, however this street does not have but a single double line in the middle and stop markers, along with some parking space markings which should be the responsibility of the contractor in the present contract.

Slurry sealing, is the only thing to be justified for this roadway pavement's present stage of life requirement, and basis its square footage should cost approximately \$15,164.

Adding to that amount any thermoplastic striping down the middle, and with new stop markings and you should easily obtain the same "Gilding of the Lily" of the **unnecessary** grinding off of **perfectly good asphalt** and repaving of the roadway with the same thin amount at a ridiculous cost of \$200-Thousand.

Council you should be able to thusly save a whopping \$175,000 as such and have a full "Gilding of the Lily" finished product. Do the right thing. You would best not continue to flush the city's needed road-paving tax dollars down the drain on whatever staff brings to you. This money comes straight out of people's pockets and there are far more needed places to expend it on street paving than unjustified grinding and repaving of perfectly good pavements that have many years of service life left.

Additionally: When I read the staff report for this item and saw absolutely nothing in same from an engineering perspective as being the reason to be repaving the stretch (I do have a degree in Civil Engineering and have noted many street grind-and-repavings over the last 55 years) and then saw all the rubbish about the "General Plan" yada, yada, yada, I immediately wondered, was this actually written by an engineer or an environmentalist.

I wondered, who is it that wants to fritter away over \$175-Thousand to “Gild this Lily”?

Well I don’t know, but I doubt it was either of the two engineers whose names are on the staff report (unless there’s some hidden corruption going on), so where did this really come from given the fact that we have hundreds if not thousands of residents who have been waiting for over three decades to see some work done on pavements with horrible PCI low numbers in front of their own home.

So here follows an image clip of the 8th Street PCI map that interestingly shows the locations of the residences of three present councilmembers as being all located directly connected with this short stretch of 8th Street. \$200-Thousand for them? As such I believe that these three councilmembers should actually recuse themselves from this item. Sure City Attorney Jenkins will say they don’t need to, however these three all should know that they do have a direct ethical if not legal conflict, not to mention likely bias.

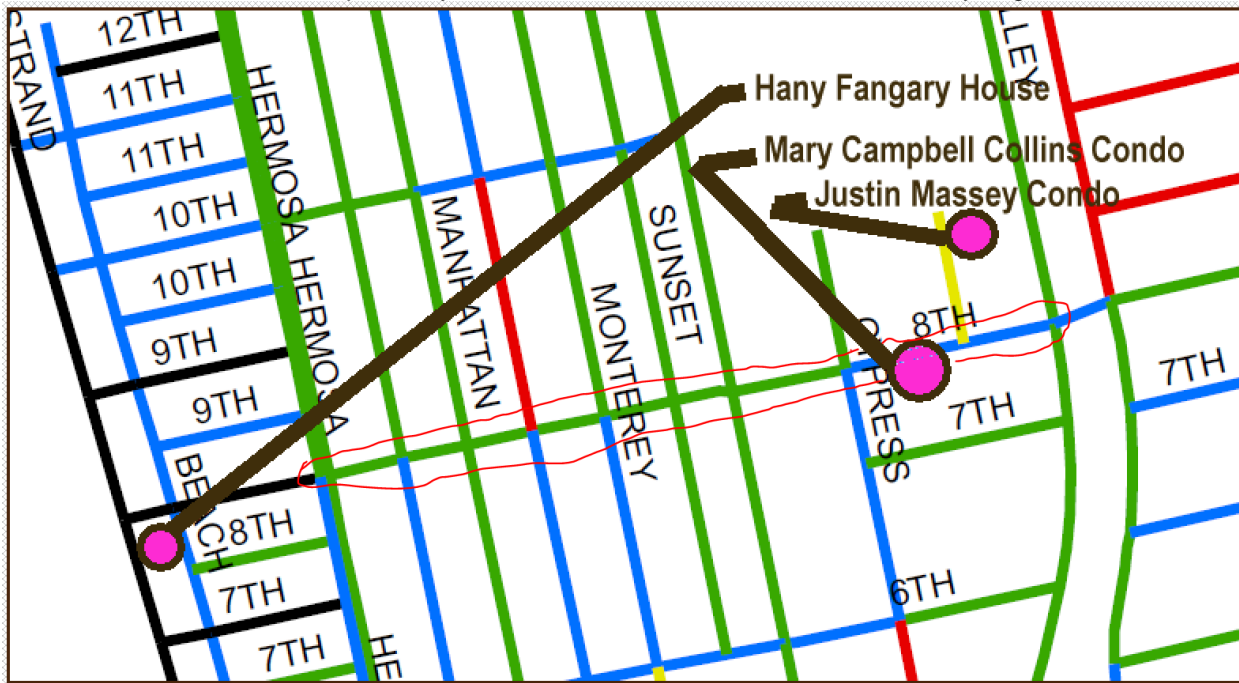
Let Jeff Duclos and Stacey Armato decide if what I am suggesting is not a perfectly reasonable approach to simply Slurry Seal and restripe the short stretch of roadway.

Btw, Mary has been recusing herself all along with regard to this project, although she really had no more conflict than did Justin Massey or Hany Fangary all along.

So this time maybe Justin and Hany should recuse themselves and let Mary vote with Jeff and Stacey on this giveaway be it for the Slurry Seal or the wasteful and unjustified expensive grind and repave. In both cases the average person will not know the difference after the final result, nor will there be any substantive technical difference. The only difference will be that there will be a potential cost saving of \$175-Thousand in tax money.

Continue to next page

Image showing three councilmembers residences apparently directly on or in close proximity with this main East-West 8th Street roadway segment.



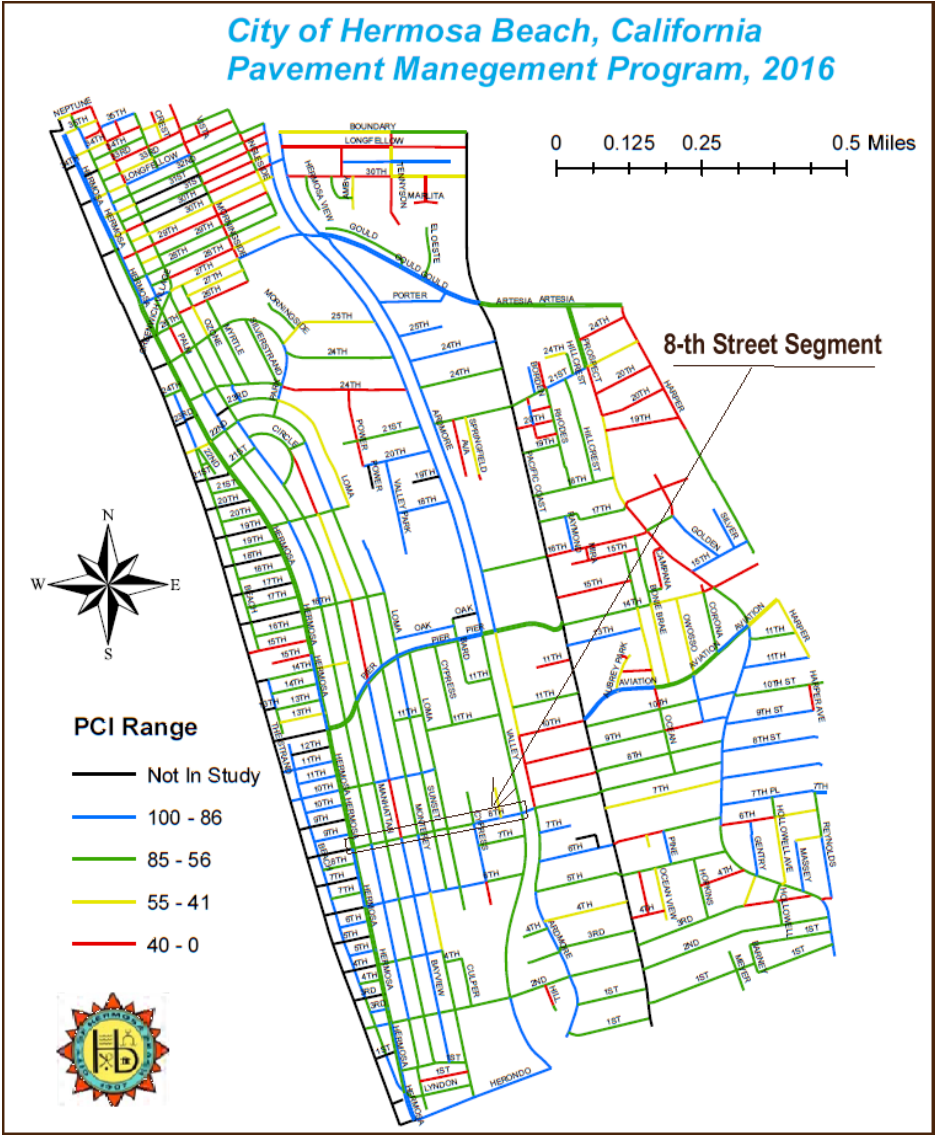
Additionally, I want to remind everyone that it was former Councilwomen Nanette Barragan and Carolyn Petty, who were the catalysts to finally make this 8th Street sidewalks project happen when they challenged former City Manager Tom Bakaly's list of project budget-priorities, some six years ago, during their first budget meeting of their first and only council terms.

Bakaly was at the time absolutely incensed over Barragan's and Petty's challenge to his budget design as I recall, but in any case Bakaly is out of here, thankfully, and the sidewalks are now built, belatedly so, although the real reasons for Bakaly's departure as City Manager remain a de facto secret. In my view he had been de facto fired by a Council majority when he left with all the pseudo Council accolades.

Additionally, were it not for Trent Larson, and the "Access Hermosa" organization's incessant hounding of the City Council at meetings, I suspect that the 8th Street Sidewalks project would have been killed and never accomplished. Bakaly did all he could in my view to delay the project but it was in fact Petty, Barragan, and Pete Tucker who were instrumental in the commencement of the 8th Street Sidewalks design project 6 years ago, with Michael DiVirgilio and Kit Bobko being more-or-less uninterested follow-alongs.

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Following for additional information is a Low-Res image of the citywide PCI street roadway map of pavement conditions just for the purposes of indicating the subject 8th Street roadway as pointed to and outlined with a black lined box.



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Following on the immediate next page is the High Resolution PCI map as appearing on page 30 of the August, 2017 Pavement Management Program Report which itself can be opened from the City's website at the following link.

<http://www.hermosabch.org/Modules/ShowDocument.aspx?documentID=11994>

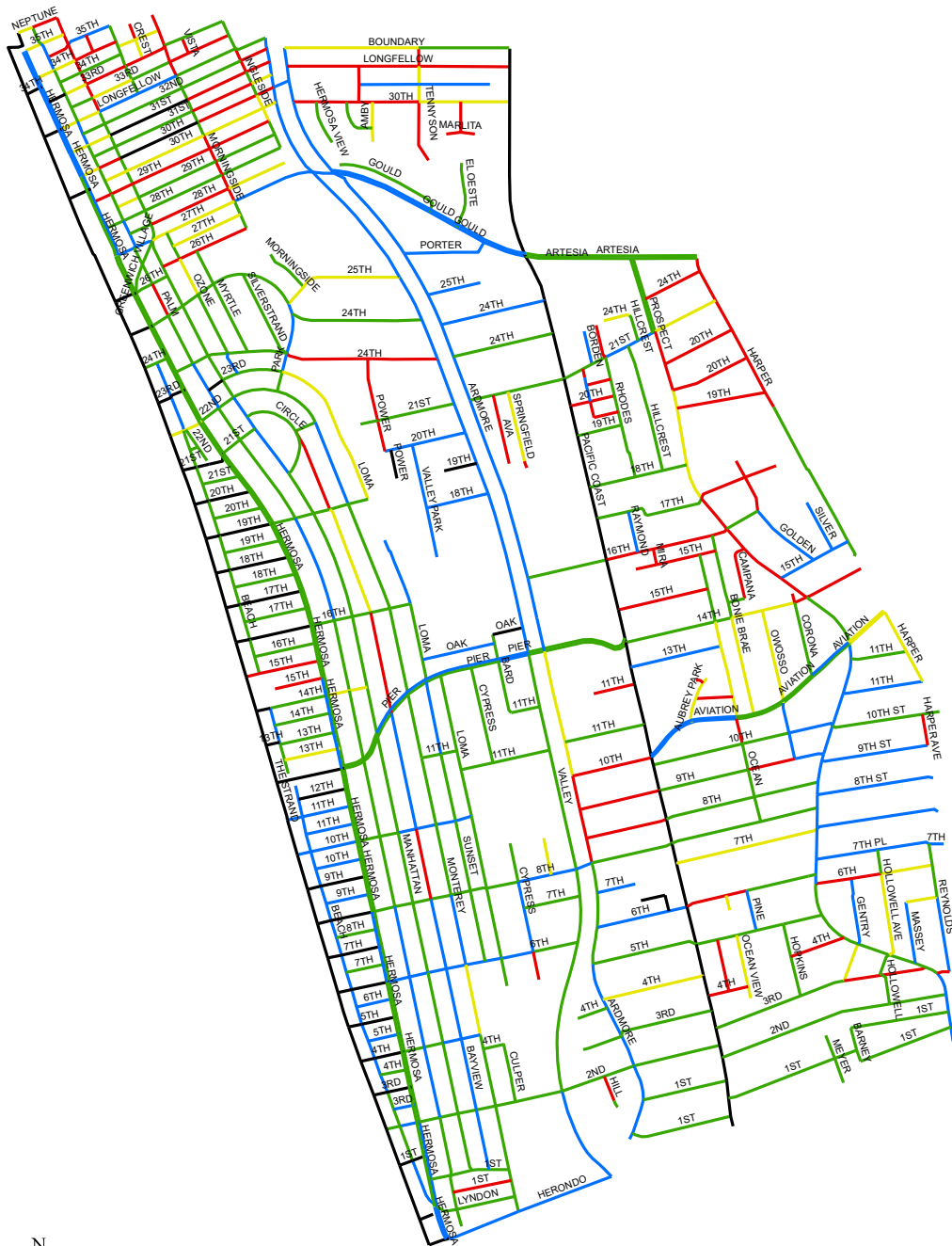
The following page 9 attachment (having no page number) gives the previous page's PCI map in high-resolution which you can zoom into at any level to view any street in town.

I.e. Question: When is the North Section of Prospect from Aviation Blvd to View School and Artesia Blvd to be receiving a grind and repave?

North Prospect Avenue is a heavily traveled street that has been neglected for years.

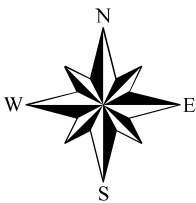
DON'T GRIND AND PAVE A PERFECTLY GOOD 8TH STREET PAVEMENT WHEN YOU ARE DOING NOTHING ABOUT NORTH PROSPECT AVENUE.

City of Hermosa Beach, California Pavement Management Program, 2016



PCI Range

- Not In Study
- 100 - 86
- 85 - 56
- 55 - 41
- 40 - 0



0 0.125 0.25 0.5 Miles



City of Hermosa Beach, CA
PCI Map 2016

