



Legislation Details (With Text)

File #: 18-0777 **Version:** 1

Type: Agenda Item **Status:** Approved

File created: 5/4/2018 **In control:** Board of Supervisors

On agenda: 6/5/2018 **Final action:** 6/5/2018

Title: Community Development Services, Department of Transportation, recommending the Board consider the following pertaining to the Pony Express Trail Slipout, Contract PW 18-31214, CIP 78718, Contract 2726:
 1) Approve and adopt the Plans and Contract Documents and authorize the Chair to sign the Plans; and
 2) Authorize advertisement for construction bids.

FUNDING: Local and State discretionary Road funding initially (100%), with Transportation staff working with the Federal Emergency Management Agency and California Office of Emergency Services to obtain reimbursement of up to 93.75% of total project costs. The project also proposes Additive Alternate Schedule B work that extends the project limits and if approved would be funded with Road Fund. (Local, State, and Federal)

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Approved Contract Route Sheet, 2. B - Contract Documents, 3. C - Plans, 4. D - Detour Plan, 5. E - Vicinity Map, 6. Executed Plan

Date	Ver.	Action By	Action	Result
6/5/2018	1	Board of Supervisors	Approved	Pass

Community Development Services, Department of Transportation, recommending the Board consider the following pertaining to the Pony Express Trail Slipout, Contract PW 18-31214, CIP 78718, Contract 2726:

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DEPARTMENT RECOMMENDATION

Community Development Services, Department of Transportation (Transportation), recommending the Board consider the following pertaining to the Pony Express Trail Slipout (Project), Contract PW 18-31214, CIP 78706, Contract 2726:

- 1) Approve and adopt the Plans and Contract Documents and authorize the Chair to sign the Plans; and
- 2) Authorize advertisement for construction bids (the total estimated cost for the Schedule A and Additive Alternate Schedule B Project's construction phase is \$1,136,500).

DISCUSSION / BACKGROUND

This Project is necessary to repair a failed slope and damage to sections of Pony Express Trail Road caused by the storms of 2017. The Project will be bid as a Base Bid (Schedule A) with Additive Alternate Bid (Schedule B). Base Bid (Schedule A) is within the Federal Emergency Management Agency (FEMA) approved Project limits and includes roadway improvements along Pony Express Trail from 'PE' line Station 10+50 to Station 14+45 to repair a failed slope and section of the roadway that includes roadway excavation with a geosynthetic reinforced embankment, HMA paving, HMA dike, cold planing, drainage system improvements, rock slope protection, and guardrail. The roadway will be closed for the duration of this Project. Additive Alternate Bid (Schedule B) is the adjacent areas outside of the initial FEMA approved limits with damaged areas developing after the FEMA cut-off date. The Additive Alternate Bid (Schedule B) work includes roadway improvements along Pony Express Trail from 'PE' line Station 8+50 to Station 10+50 and Station 14+45 to station 15+50 to repair a failed slope and section of the roadway that include roadway excavation with a geosynthetic reinforced embankment, HMA paving, HMA dike, cold planing, and rock slope protection. The roadway will be closed for the duration of this Project.

This Project is a thirty (30) working day Project, assuming the additional Additive Alternate B work items are also performed in the project improvements. Pony Express Trail will be fully closed to traffic for forty (40) calendar days at approximate Post Mile 6.1, which is approximately 450 linear feet of road closure in each direction of travel. Access for local residents and visitors, as well as emergency personnel and law enforcement, will be via detour to Frontier Road, as described in the Detour Plan and Road Closure Authorization (Attachment D). It should also be noted that the estimated Average Daily Traffic (ADT) for this area is less than 100 vehicles, and the total additional travel distance for impacted residents is projected to be less than 1 mile. Detour notifications will be posted one week in advance of the closure. Transportation has coordinated with local businesses, schools, and emergency services regarding the road closure. Further notification will be given at least one week in advance of the closure once the construction schedule is known. Transportation will also notify the public of this road closure at least one week in advance via the County website, press release, and portable changeable message signs.

Due to the potential for federal funding, both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance are required. The CEQA Notice of Exemption was filed on April 7, 2017. FEMA has neither provided a Record of Environmental Consideration (REC) nor issued an email stating NEPA Categorical Exclusion is authorized. However, FEMA has advised that waiting for the written NEPA clearance is not required due to time constraints. FEMA has advised to make sure that permits and permit requirements are received and complied with as needed. No environmental permits were required for this Project as determined by the County's environmental consultant.

All required right of way has been acquired for the Project.

The Contract Documents include all required federal provisions and incorporate the current California Department of Transportation's Disadvantaged Business Enterprise (DBE) requirements. The DBE goal is 9%.

ALTERNATIVES

1) The Board could choose to not approve the Contract Documents. Transportation will make any changes requested by the Board and return at a later date.

2) The Board could choose to not authorize advertisement for construction bids. Transportation will make any changes requested by the Board and return at a later date.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Counsel and Risk Management have reviewed and approved the Plans and Contract Documents.

CAO RECOMMENDATION / COMMENTS

It is recommended that the Board approve this item.

FINANCIAL IMPACT

The total estimated cost for Schedule A and Schedule B for the Project's construction is \$1,136,500, which includes construction items of work, construction management, inspection, materials testing, and contingencies.

There is no financial impact or change to Net County Cost associated with this item. The Board will not obligate the County with the current requested action. The obligation will result from the subsequent action of awarding the bid.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk will obtain the Chair's signature on the construction Plans for the Project.
- 2) The Clerk will forward the original signed Plan set to Transportation, Fairlane Engineering, attention Matt Smeltzer.

TRANSPORTATION FOLLOW UP ACTIONS

Transportation will advertise the Project for bid proposals and return to the Board with recommendations for award at a later date.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

Rafael Martinez, Director
Community Development Services, Department of Transportation