



Legislation Details (With Text)

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Title: Department of Transportation recommending the Board consider the following:
 1) Approve and authorize the Chair to sign the Notice of Acceptance with Trinity River Construction, Inc., for the Silva Valley Parkway Class 1 and Class 2 Bike Lanes (Harvard to Green Valley Road) Project, CIP 72310/36105037, Contract 2749; and
 2) Approve and authorize the Clerk of the Board to release the Payment and Performance Bonds to the Surety upon notification from the Department of Transportation, after the one-year guarantee period.

FUNDING: Congestion Mitigation and Air Quality Program (92%), Road Fund (2%), Regional Surface Transportation Program (RSTP) Federal Funds - Urban Surface Transportation Block Grant Program (STBGP) (2%), RSTP Exchange Funds (4%) (Federal, State and Local Funds).

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Notice of Acceptance, 2. Recorded Notice of Acceptance

Date	Ver.	Action By	Action	Result
4/30/2019	1	Board of Supervisors	Approved	Pass

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DISCUSSION / BACKGROUND

The contract for the Project was approved by the Board on June 12, 2018, (Item 25), construction began on August 13, 2018, and the bike path was opened to the public on November 21, 2018. Recordation of the Notice of Acceptance (NOA) will start legal time frames for guarantees, a lien period, and return of retention monies. Recordation of the NOA will also start the one-year time frame for releasing the Payment and Performance Bonds to the Surety.

Direct Construction Cost Summary:

Original Bid Price \$ 1,811,141.00
 Contract Item Cost \$ 1,733,152.91

Contract Change Order Cost	\$	7,625.00
Total Direct Construction Cost	\$	1,740,417.97
Direct Construction Budget	\$	1,901,698.00

Major Contract Change Orders on the Project dealt with traffic control and modifications to the storm drain system.

The final costs listed are estimates. Transportation will be closing out the Project with the Contractor and finalizing costs over the coming weeks. Any significant deviations from the estimates above that exceed Transportation's allocated authority will be brought back to the Board for review and approval in a subsequent agenda item.

Soon after the class 1 path was completed, heavy rain events revealed that some significant additional drainage work will be required to mitigate surface and subsurface runoff from the hills to the east of the project. These improvements are planned to be constructed in 2019 under a separate contract.

ALTERNATIVES

The Board could choose not to approve the NOA. Transportation staff would make modifications as directed by the Board and return for Board approval of the NOA. This would delay the release of the Payment and Performance Bonds and extend the Contractor's warranty period.

PRIOR BOARD ACTION

See Discussion / Background section above.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

N/A

CAO RECOMMENDATION

It is recommended that the Board approve this item.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this item. The Project is budgeted in Transportation's 2018 CIP, which was approved by the Board on June 26, 2018 (Item 61). The anticipated direct construction cost is less than the direct construction budget established by the Board.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk of the Board will obtain the Chair's signature on one (1) original of the NOA.
- 2) The Clerk of the Board will send the fully executed original of the NOA to the Recorder/Clerk's Office for recordation within ten (10) days, and forward a copy of the recorded NOA to Transportation, Headington Engineering, Attention: John Kahling.
- 3) One (1) year after the recordation of the NOA, Transportation will verify that all warranty work, if any, has been satisfactorily completed and will notify the Clerk of the Board in writing to release the Payment and Performance Bonds.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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Department of Transportation