



Legislation Text

File #: 21-1285, Version: 1

Department of Transportation recommending the Board:

- 1) Approve and authorize the Chair to sign the Notice of Acceptance with Dirt & Aggregate Interchange, Inc., for the Guardrail Upgrades - Tahoe Project, Capital Improvement Program 72198/36105063, Contract 4576; 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: Highway Safety Improvement Program (100% - Federal).

DISCUSSION / BACKGROUND

The contract for the Guardrail Upgrades - Tahoe Project (Project) was approved by the Board on September 1, 2020, Legistar #20-0860 (Item 14). All guardrail upgrades were completed by June 21, 2021. 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	\$409,414.00
Contract Item Cost	\$323,936.00
Contract Change Order Cost	\$ 31,710.91
Total Direct Construction Cost	\$432,646.91
Direct Construction Budget	\$450,355.00

Major Contract Change Orders on the Project dealt with the following:

- CCO#1 - Installation of additional three beam barrier rail
- CCO#2 - Installation of in-line terminal end systems
- CCO#3 - Installation of longer metal guardrail posts
- CCO#4 - Additional costs associated with disposal of treated wood waste

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.

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

Approve as recommended.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this item. The Project is included in the 2021 CIP approved by the Board on June 8, 2021, Legistar #21-0624, (Item 54), and funded by the Highway Safety Improvement Program. 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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