



Legislation Text

File #: 21-0833, **Version:** 1

Department of Transportation recommending the Board:

- 1) Approve and authorize the Chair to sign the Notice of Acceptance with Drill Tech Drilling & Shoring, Inc. for the Green Valley Road Slipout Repair Project, Contract 2776, Capital Improvement Program project number 78707/36102008; 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: Federal Highway Administration anticipated reimbursement (88.53%), California Disaster Assistance Act anticipated reimbursement (8.6%), Road Fund & Regional Surface Transportation Program Exchange Funds - Caltrans (2.87%). (Local, State, and Federal Funds)

DISCUSSION / BACKGROUND

The contract for the Project was approved by the Board on January 29, 2019 (Legistar 18-1967, Item 21). All items were completed by October 14, 2020. 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	\$ 947,677.00
Contract Item Cost	\$ 926,756.00
Contract Change Order Cost	\$ 235,783.81
Total Direct Construction Cost	\$ 1,162,539.81

Major Contract Change Orders (CCO) on the Project dealt with the following:

- Contractor remobilization for broadband utility relocation delay;
- Additional guardrail installation;
- Additional Rock Slope Protection; and
- Delineator installation along Green Valley Road.

Contract Change Order 5 was brought to the Board for approval on December 12, 2020 (Legistar 20-1507, Item 25) which included remobilization, guardrail installation, additional rock slope protection, existing pipe abandonment, and tree removal.

The final costs listed have been agreed to by the Contractor and approved by County staff. Transportation has closed out the Project with the Contractor and those finalized costs are shown.

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

The Board approved the Project for advertisement of bids on August 28, 2018 (Legistar# 18-1250, Item 27).

OTHER DEPARTMENT / AGENCY INVOLVEMENT

N/A

CAO RECOMMENDATION / COMMENTS

Approve as recommended.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this item. The Project is budgeted in Transportation's 2020 Capital Improvement Program, which was approved by the Board on December 8, 2020 (Legistar# 20-1585, Item 39) and funded by Federal Highway Administration anticipated reimbursement, California Disaster Assistance Act anticipated reimbursement, Road Fund, and RSTP Exchange Funds - Caltrans.

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, Fairlane Engineering, Attention: Matt Smeltzer.
- 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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