



Legislation Text

File #: 17-1126, **Version:** 1

Community Development Services, 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 2017 Peavine Ridge Road Failure Project, Contract PW 17-31172, CIP 78708, P&C 210-C1811; 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: Local and State discretionary funding initially (100%), with Department of Transportation staff working with the Federal Emergency Management Agency to obtain emergency reimbursement. (State and Federal)

DEPARTMENT RECOMMENDATION

Community Development Services (CDS), Department of Transportation (Transportation), recommending the Board consider the following:

- 1) Approve and authorize the Chair to sign the Notice of Acceptance (NOA) with Trinity River Construction, Inc. (Trinity), for the 2017 Peavine Ridge Road Failure Project (Project), Contract PW 17-31172, Capital Improvement Project (CIP) 78708, P&C 210-C1811; and
- 2) Approve and authorize the Clerk of the Board to release the Payment and Performance Bonds to the Surety, upon notification from Transportation, after the one-year guarantee period.

DISCUSSION / BACKGROUND

On May 23, 2017 (Item 20), the Board delegated award and contract approval for this Project to the County's Chief Administrative Officer, in conjunction with the Director of Transportation (or designee), to help expedite the completion of emergency repairs to the failed roadway as a result of the severe winter storms of early 2017. The bid was awarded to Trinity and the contract was fully executed on September 15, 2017, with construction completed in October 2017.

Transportation has inspected the work and deemed the work complete. Recordation of the 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:	\$ 321,250
Contract Item Cost:	\$ 348,610
Contract Change Order Cost:	\$ 24,650
Total Direct Construction Cost:	\$ 373,260
Direct Construction Budget:	\$ 415,800

The estimated total Project cost presented to the Board on May 23 was \$600,000. This included the Engineer's Estimate of \$415,800 in direct construction costs. A contingency amount of 10%, or \$37,800, was also included in the Engineer's Estimate. The Federal Emergency Management Agency (FEMA) has been kept informed of all Project estimates and actual cost as the Project has evolved. FEMA has emphasized that actual justified and eligible Project costs will be reimbursed.

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

- Drainage ditch system changes that included increased import borrow quantity, modifications to the existing drainage inlet, changes to the final erosion control details, modifications to the culvert outfall, and modifications to the cold planing details.

The final costs listed are estimates. Transportation will be closing out the Project with Trinity 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. The NOA initiates the warranty period and the time period counter for the release of Payment and Performance Bonds. By not approving the NOA, the Board would delay the release of the Bonds, extend Trinity's warranty period, and delay FEMA reimbursement funding.

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 2017 CIP, which was approved by the Board on June 27, 2017 (Item 25), and funded by local and State discretionary funds, with offsetting reimbursement anticipated from FEMA and the California Office of Emergency Services.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) Clerk of the Board will obtain the Chair's signature on one (1) original copy of the NOA.
- 2) Clerk of the Board will send the one (1) executed original copy of the NOA to the Recorder/Clerk's Office for recordation within ten (10) days and forward a copy of the recorded NOA to CDS Transportation, Fairlane Engineering, attention of 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 and Public Safety.

CONTACT

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