



Legislation Text

File #: 13-0615, **Version:** 3

Community Development Agency, Administration and Finance Division, recommending the Board consider the following pertaining to the Habitat/Security Fence and Gates Project at the Placerville Airport, Contract No. PW 11-30584, CIP No. 93124, P&C No. 184-C1399:

- 1) Approve and authorize the Chair to sign the Notice of Acceptance with A-1 American Fence, Inc.; and
- 2) Authorize the Clerk of the Board to release the Payment and Performance Bonds to the Surety.

FUNDING: This Project was funded with a Federal Aviation Administration Grant (90%) and Accumulated Capital Outlay Funds (10%). (Federal Funds)

DEPARTMENT RECOMMENDATION

Community Development Agency, Administration and Finance Division (Agency), recommending the Board take the following actions pertaining to the Habitat/Security Fence and Gates Project at the Placerville Airport, Contract No. PW 11-30584, CIP No. 93124, P&C No. 184-C1399:

- 1) Approve and authorize the Chair to sign the Notice of Acceptance with A-1 American Fence, Inc. (Contractor); and
- 2) Authorize the Clerk of the Board to release the Payment and Performance Bonds to the Surety.

DISCUSSION / BACKGROUND

The contract for the Habitat/Security Fence and Gates Project (Project) at the Placerville Airport was approved by the Board on September 25, 2012 (Item No. 30). Construction was substantially completed in December 2013. All warranty work has been satisfactorily completed. Recordation of the Notice of Acceptance will allow release of the Payment and Performance Bonds to the Surety.

Direct Construction Cost Summary:

Original Bid Price	\$ 657,200.00
Contract Item Cost	\$ 646,832.50
Contract Change Order Cost	\$ 84,125.30
Total Direct Construction Cost	\$ 730,957.80
Total Direct Construction Cost Authorization	\$ 741,493.30
Direct Construction Estimate Prior to Bids	\$ 526,400.00

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

- An industrial-grade Hy-Security Automatic Gate and Controller was substituted for the specified Liftmaster Gate. A heavy-duty aluminum frame cantilever gate was substituted for the chain-link track gate. Two new four-foot pedestrian gates with padlocks were added on the east end of the airport fence. Controls were added for the vehicle gate near the airport hangars to eliminate card readers. Clicker devices with clicker device programming

equipment were substituted for radio controls. A section of six-foot chain link fence was changed to eight-foot chain link fence adjacent to the airport hangars. A floodlight was added at the automatic gate located near the airport administration building.

- The existing cracked and unstable operator concrete pad was replaced with a new concrete pad, including a new electrical duct. A repair was made to the new fence that was damaged during a winter storm. Additional corner posts were installed. The layout of the fence was changed to bypass a pond, large rocks, utilities, and steep terrain not disclosed in aerial photographs used for the initial site review, requiring additional materials to complete construction. Pre-bid quantities for fence length and sub-surface lava bed composition were underestimated, requiring excavation and additional materials to extend the fence. Additional materials and components were required to change the location of the terminal-area gate, add framing to maintain the security of the fence due to drastic sloping near four access gates, cover delivery charges omitted in the Contractor's estimate for Contract Change Order No. 1, and install an upgraded wireless communication system because the system quoted in the bid did not work due to heavy interference from existing communication towers.
- Because the wireless gate controller system would not work due to heavy interference from existing communication facilities, a hard-wired gate controller was installed.

The costs listed in the Direct Construction Cost Summary above are estimates. The Agency will close out the Project with the Contractor and finalize costs over the coming weeks. Any significant deviations from the estimates that exceed the Agency's allocated authority will be brought back to the Board for review and approval in a subsequent agenda item.

ALTERNATIVES

NA

OTHER DEPARTMENT / AGENCY INVOLVEMENT

NA

CAO RECOMMENDATION

CAO recommending the Board move staff's recommendation to finalize and accept CIP 93124.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this item. The Project was included in the adopted 2012 Capital Improvement Program, with funding provided by a Federal Aviation Administration (FAA) Grant (90%) and Accumulated Capital Outlay Funds (10%). Upon approval of Contract Change Order No. 3 for the Project, the FAA requested that the County submit grant amendment documentation once the existing grant funds are exhausted. The Agency will process a grant amendment request to the FAA to potentially obtain 90% funding of the total costs. The FAA's amendment process requires the Agency to submit an amendment request to the local FAA office for approval and receive final approval from the Washington, D.C. office, if funds are available.

CLERK OF THE BOARD FOLLOW UP ACTIONS

1) The Clerk of the Board will send the Notice of Acceptance to the Recorder/Clerk's Office for recordation within ten (10) days and forward a copy of the recorded Notice of Acceptance to the

Agency.

2) The Clerk of the Board will release the Bonds.

STRATEGIC PLAN COMPONENT

Infrastructure, Public Safety

CONTACT

Kate Sampson, Assistant Director
Administration and Finance Division
Community Development Agency