



Legislation Text

File #: 14-1320, **Version:** 4

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 Viking Construction Company, Inc., for the Green Valley Road at Weber Creek - Bridge Replacement Project, Contract PW 13-30685, CIP 77114, P&C 213-C1599; 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 Bridge Program (86% - Federal), Regional Surface Transportation Program Exchange Funds (10% - State), and Traffic Impact Mitigation Fees (4% - Local).

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 Viking Construction Company, Inc. (Viking), for the Green Valley Road at Weber Creek - Bridge Replacement Project (Project), Contract PW 13-30685, Capital Improvement Program (CIP) 77114, P&C 213-C1599; 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

The contract for the Project was approved by the Board on December 2, 2014 (Item 40). Construction was substantially completed in September 2016. 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	\$6,898,984.00
Contract Item Cost	\$7,043,811.02
Contract Change Order Cost	\$ 849,910.25
Total Direct Construction Cost	\$7,893,721.27
Direct Construction Budget	\$8,092,007.00

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

- Flagging costs and implementing, maintaining, and removing temporary water pollution control practices (supplemental item change orders).
- Excavating and re-compacting the slope above a portion of and eliminating a segment of the planned Retaining Wall 1.
- Drilling and excavation to investigate subsurface conditions when unsuitable material was

discovered.

- Extending the south side of creek channel rock slope protection and additional clearing, construction, and restoration of an access road.
- Removing and disposing of asbestos containing concrete in the deck of the original bridge.
- Constructing, preparing, and painting of architectural treatment on the bridge abutments, wingwalls, Retaining Wall 2, and concrete barriers.
- Constructing of a concrete barrier in lieu of metal beam guard railing above Retaining Wall 3.

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 has inspected the work and deemed the work complete. 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 and extend the Contractor's warranty period.

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. Funding for the Project is budgeted in Transportation's 2017 CIP, which was approved by the Board on June 27, 2017 (Item 25), and is provided by the Highway Bridge Program, Regional Surface Transportation Program Exchange Funds, and Traffic Impact Mitigation Fees. 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 copy of the NOA.
- 2) The Clerk of the Board will send 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

CONTACT

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