



# County of El Dorado

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## Legislation Details (With Text)

**File #:** 18-1699 **Version:** 1

**Type:** Agenda Item **Status:** Approved

**File created:** 10/24/2018 **In control:** Board of Supervisors

**On agenda:** 2/26/2019 **Final action:** 2/26/2019

**Title:** Department of Transportation recommending the Board consider the following:  
1) Approve and authorize the Chair to sign the Notice of Acceptance with Granite Construction Company for the El Dorado Trail - Los Trampas to Halcon Project, Contract 2612, PW 17-31207, CIP 97012/36109001; 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:** Accumulative Capital Outlay-Parks (11%), Congestion Mitigation and Air Quality Program (40%), Pollock Pines/Camino Park Zone of Benefit (2%), State Parks Recreational Trails Program (43%), and Transportation Development Act (4%). (Local, State, and Federal Funds)

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** 1. A - Notice of Acceptance, 2. Recorded Notice of Acceptance

Date	Ver.	Action By	Action	Result
2/26/2019	1	Board of Supervisors	Approved	Pass

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### DISCUSSION / BACKGROUND

The contract for the project was approved by the Board on April 24, 2018 (Item 24, Legistar 18-0560). All roadway repairs were substantially completed by September 28, 2018. 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	\$ 995,104.75
Contract Item Cost	\$ 974,258.99

Contract Change Order Cost	\$ 22,671.02
Total Direct Construction Cost	\$ 996,930.01
Direct Construction Budget	\$ 1,117,633.00

One major contract change order on the project dealt with the following:

- Private irrigation line was discovered and needed to be relocated as it was in conflict with the project;
- Removed additional pine tree that was leaning over the trail just outside of project limits;
- Railroad ties that were part of a retaining wall were supposed to be salvaged and left in the staging yard per the contract documents. After removal and upon further inspection of the ties, they were not salvageable and had to be off-hauled and disposed of properly;
- Per the contract documents, Drainage System #8 was supposed to be abandoned and relocated. Per private water rights associated with this system, it could not be abandoned and had to be replaced;
- Removed unmarked transite pipe that was found and was in conflict with a portion of the trail. The contractor disposed of the hazardous pipe and capped the ends;
- Added fiber rolls to the permanent erosion along some of the steep slopes and drainage systems to control erosion and sediment;
- Added Class 2 delineators at multiple locations where rock slope protection was installed near traveled way as a safety precaution for drivers;
- Additional shoulder backing at the request and direction of the County;
- An additional center removable bollard to replace an existing bollard that was not up to current design standards at the project tie-in location; and
- An additional edge bollard that was in need of replacement but was not called out to be replaced with the project.

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**

The Board approved the Project for advertisement of bids on March 13, 2018, Item 16, Legistar 18-0270.

## **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 2018 CIP, which was approved by the Board on June 26, 2018 (Item 61, Legistar 18-0616), and funded by Accumulative Capital Outlay-Parks, Congestion Mitigation and Air Quality Program, Pollock Pines/Camino Park Zone of Benefit, Regional Recreational Trails Program, and Transportation Development Act. 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, 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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Department of Transportation