



County of El Dorado

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Legislation Details (With Text)

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Type: Agenda Item **Status:** Approved

File created: 1/25/2019 **In control:** Board of Supervisors

On agenda: 3/5/2019 **Final action:** 3/5/2019

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 Cosumnes Mine Road & Bridge Storm Damage Repairs Project, Contract 2719, PW 18-31209, CIP 78700/78701/78712; 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 and the California Office of Emergency Services to obtain reimbursement. (Local, State, and Federal)

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
3/5/2019	1	Board of Supervisors	Approved	Pass

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DISCUSSION / BACKGROUND

The contract for the Project was approved by the Board on June 12, 2018 (Item 47, Legistar 18-0807). All roadway repairs were completed by December 17, 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	\$ 1,672,715.00
Contract Item Cost	\$ 1,783,451.00

Contract Change Order Cost \$ 98,794.49
Total Direct Construction Cost \$ 1,882,245.49
Direct Construction Budget \$ 3,533,747.00

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

- Implementing, maintaining, and removing temporary water pollution control measures.
- Stabilizing the footing subgrade due to changes in site conditions; adjusting the retaining wall height and footing thickness to match existing field conditions; and, constructing a gabion keyway along the face of the footing.
- Increasing the top widths of Retaining Walls 2 & 3 to accommodate and extend the existing bridge railing onto the walls; adding a culvert at Slipout #2 location; adding fiber rolls as part of the final site stabilization and erosion control measures; and, replacing the 12" section of cement treated base to be installed north of the bridge with a structural section of 3" of hot mix asphalt on 9" of aggregate base.

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 May 8, 2018, Item 27, Legistar 18-0653.

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 local and State discretionary funds, with offsetting reimbursement anticipated from FEMA and the California Office of Emergency Services. This Project is eligible for 75% reimbursement by FEMA and 18.75% reimbursement by California Office of Emergency Services. The remaining 6.25% of eligible costs and 100% of costs that are not eligible will be covered by local discretionary funding or the General Fund. Transportation will continue working with these agencies to obtain the maximum allowable reimbursement. 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, Public Safety

CONTACT

Rafael Martinez, Director

Department of Transportation