



Legislation Details (With Text)

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File created: 11/30/2020 **In control:** Board of Supervisors

On agenda: 1/5/2021 **Final action:** 1/5/2021

Title: Department of Transportation recommending the Board consider the following:
1) Approve and authorize the Chair to sign the Notice of Acceptance with Martin General Engineering, Inc., for the Silva Valley Parkway Bike Path Drainage Improvement Project, CIP 72313/36109011, Contract 4750; 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: Surface Transportation Block Grant Program. (Federal Funds) (100%).

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Notice of Acceptance, 2. Executed NOA Contract No. 4750

Date	Ver.	Action By	Action	Result
1/5/2021	1	Board of Supervisors	Approved	Pass

Department of Transportation recommending the Board consider the following:
1) Approve and authorize the Chair to sign the Notice of Acceptance with Martin General Engineering, Inc., for the Silva Valley Parkway Bike Path Drainage Improvement Project, CIP 72313/36109011, Contract 4750; and
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DISCUSSION / BACKGROUND

The contract for the Silva Valley Parkway Bike Path Drainage Improvement Project (Project) was approved by the Board on July 28, 2020 (Item 13). Construction started in September 2020, and construction completed and the bike path was reopened to the public on November 6, 2020. Recordation of the Notice of Acceptance (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	\$ 240,658
Contract Item Cost	\$ 225,928
Contract Change Order Cost	\$ 9,807
Total Direct Construction Cost	\$ 235,735

Direct Construction Budget \$ 264,625

Contract Change Orders on the Project included replacement of interceptor swale with erosion control netting and hydroseed, replacement of hot mix asphalt overside paving with rock slope protection, concrete repair, and extension of saw cut area for concrete.

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

See Discussion / Background section above.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

N/A

CAO RECOMMENDATION

Approve as recommended.

FINANCIAL IMPACT

There is no change to Net County Cost associated with this item. The Project is budgeted in Transportation's 2020 CIP, which was approved by the Board on June 9, 2020, (Item 54). 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, Headington Engineering, Attention: John Kahling.
- 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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