



County of El Dorado

330 Fair Lane, Building A
Placerville, California
530 621-5390
FAX 622-3645
www.edcgov.us/bos/

Legislation Text

File #: 11-0772, Version: 1

Department of Transportation recommending the Board:

- 1) Make findings pursuant to Article II, Section 210 b (6) of the El Dorado County Charter that there are specialty skills required for the work to be performed under this Agreement that are not expressly identified in County job classifications and that the ongoing aggregate of the work to be performed is not sufficient to warrant the addition of permanent staff; and
- 2) Authorize the Chair to sign Agreement for Services No. AGMT 10-53038 with Dokken Engineering in an amount not to exceed \$832,631 for a term to commence upon execution and expire upon the County's award of bid for the Project to provide project delivery support services pertaining to the Bucks Bar Road at the North Fork Cosumnes River - Bridge Rehabilitation Project, CIP No. 77116.

FUNDING: Highway Bridge Program Grant Funds and Regional Surface Transportation Program Exchange Funds.

BUDGET SUMMARY:		
Total Estimated Cost		\$832,631
Funding		
Budgeted*	\$30,000	
New Funding	\$	
Savings	\$	
Other**	\$802,631	
Total Funding Available	\$832,631	
Change To Net County Cost		\$0

*Included in the Department of Transportation's (Department) Fiscal Year (FY) 2011/2012 budget and the adopted 2010 Capital Improvement Program (CIP).

**The Department included \$221,000 in its proposed FY 2012/2013 budget submittal and the proposed 2012 CIP and anticipates budgeting the remaining \$581,631 in subsequent FY budgets.

Fiscal Impact/Change to Net County Cost:

The Department budgeted \$30,000 in its FY 2011/2012 budget and included \$221,000 in its FY 2012/2013 proposed budget submittal and anticipates budgeting the remaining \$581,631 in subsequent FY budgets for the Agreement. Funding will be provided by Highway Bridge Program (HBP) Grant Funds and Regional Surface Transportation Program Exchange Funds. The Department successfully applied for a HBP grant to widen or replace the existing 1946 bridge structure. The HBP provides aid to states, counties and cities across the United States to upgrade, rehabilitate and replace bridges that have become either obsolete or are suffering from deterioration, and will cover 88.53% of the Project cost.

Background:

The Procurement and Contracts Division completed a Request for Qualifications (RFQ) process for the Department in February 2011. A multi-jurisdictional panel evaluated and ranked each Statement of Qualifications and established, based on category of service, a short list of acceptable service vendors. For Category 1, Structural Engineering Project Delivery, Dokken Engineering (Dokken) was ranked third out of a field of 29 participants and for Category 2E, Hydraulics and Hydraulic Engineering, Dokken was ranked first out of a field of 18 participants.

The Bucks Bar Road at the North Fork Cosumnes River - Bridge Rehabilitation Project (Project) is included in the 2010 Capital Improvement Program as adopted by the Board of Supervisors on April 27, 2010.

The Project is located along Bucks Bar Road approximately 1.2 miles north of Mount Aukum Road. Bucks Bar Road is an east-west, two-lane, rural major collector connecting Pleasant Valley Road with Mount Aukum Road near the community of Somerset. The existing bridge consists of a concrete slab supported by a spandrel arch, spanning approximately 70 feet with a width of approximately 18.5 feet. The current width only accommodates a single lane which forces eastbound vehicles to yield to westbound vehicles. The existing road geometry represents a 20 mph design speed.

Reason for Recommendation:

The Department recommends the Board make findings pursuant to Article II, Section 210 b (6) of the El Dorado County Charter that there are specialty skills required for the work to be performed under this Agreement that are not expressly identified in County job classifications and that the ongoing aggregate of the work to be performed is not sufficient to warrant the addition of permanent staff.

The Project requires hydraulic and geotechnical engineering expertise not found in current County Bargaining Unit classifications that is necessary to meet state and federal standards related to bridge design and replacement. The work is temporary and specific to this Project.

In addition, the environmental support for the Project was provided by Dokken under a prior agreement that expired May 4, 2011. Dokken completed the initial feasibility study and hydraulic analysis for the bridge structure design for the Project, completed the technical studies for National Environmental Policy Act (NEPA) compliance and prepared a preliminary California Environmental Quality Act (CEQA) document. Contracting with Dokken to complete the revised environmental documents will provide continuity to the Project, which is an important factor relative to completion of the bridge structure design and NEPA/CEQA compliance. The Department believes it is essential to maintain this consistency with already developed technical studies and documents to achieve NEPA/CEQA compliance and complete the environmental phase of the Project.

Department staff is designing the roadway elements of the Project and managing the Project but proposes to have the remainder of the design and environmental analysis completed by Dokken. The Department recommends entering into this Agreement with Dokken based upon Dokken's extensive Project knowledge and its ability to assist the Department with the completion of the Project Approval/Environmental Document (PA/ED) Phase and the Plans, Specifications and Estimate (PS&E) Phase. Dokken has also successfully delivered numerous similar projects in other jurisdictions.

The Base Scope of Work includes \$413,631 to complete technical environmental studies,

geotechnical engineering, hydraulic analysis, structural design of the new bridge and retaining walls, and to acquire environmental permits. The Base Scope of Work assumes that Department staff will proceed with the Department's preferred conceptual Alignment 1 option. The Alignment 1 concept will replace the bridge on its existing route with an improved 30 mph curve. This concept would require closure and detour of Bucks Bar Road at the bridge for approximately six months.

Contingency funds of \$419,000 are included in the proposed Agreement to provide for other alignment options, unanticipated requirements that necessitate expanding the tasks identified in the Base Scope of Work, and for necessary, unforeseen work outside of the Base Scope of Work, all of which will be accomplished under authorized Task Orders.

Board of Supervisors Policy C-17 requires Board of Supervisors approval for contracts exceeding three years; therefore, the Department is seeking Board approval since the term of the Agreement may exceed three years.

The Purchasing Agent reviewed and provided approval of the Department's request to process this Agreement for project delivery support services and concurs that the Department's request is in compliance with Board of Supervisors Policy C-17.

The El Dorado County Employees Association, Local #1, has been informed of this proposed Agreement.

Action to be taken following Board approval:

1. The Acting Clerk of the Board will obtain the Chair's signature on the two originals of the subject Agreement.
2. The Acting Clerk of the Board will forward one original of the fully executed subject Agreement to the Department for further processing.

Contact:

Kim Kerr, Interim Director
Department of Transportation

Concurrences: County Counsel and Risk Management