



## Legislation Text

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**File #:** 19-0348, **Version:** 1

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Department of Transportation recommending the Board:

- 1) Approve and authorize the Chair to sign the Notice of Acceptance with Pacific Infrastructure Construction, LLC, for the New York Creek Trail (East) - Phase 2 Project, CIP 72308/36109008, Contract 2899; 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:** Congestion Mitigation and Air Quality Program (92.88%) (Federal Funds), Tribe (6.90%) (Local Funds), and Accumulative Capital Outlay (.21%) (ACO Funds).

### **DISCUSSION / BACKGROUND**

The contract for the Project was approved by the Board on July 24, 2018, (Item 18), construction began on August 31, 2018, and the bike path was opened to the public on January 25, 2019. 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	\$ 976,862.50
Contract Item Cost	\$ 996,616.30
Contract Change Order Cost	\$ 64,110.00
Total Direct Construction Cost	\$ 1,060,726.30
Direct Construction Budget	\$ 1,074,548.75

Major Contract Change Orders on the Project dealt with installation of an underdrain system behind the westerly approach slab as a means to convey water to the newly-constructed rock-lined ditch on the south side of the path, graffiti removal from the concrete abutment walls and superstructure, as well as field welding chains to close the gaps between the approach slab railing and the bridge railing.

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**

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). 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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