



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 1/28/2020

Agenda Placement: 6D

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors

FROM: Steven Lederer - Director of Public Works
Public Works

REPORT BY: Dewey Phan, Assistant Engineer -

SUBJECT: 2017 Storm Slide Repairs- Retaining Wall Projects- Award of Construction Contract

RECOMMENDATION

Director of Public Works requests the following:

1. Award of a contract to Gordon N. Ball, Inc. of Alamo, California for their low base bid of \$2,458,775 and authorize the Chair to sign the construction contract for the following 2017 Storm Slide Repairs-Retaining Wall projects:
 - a. Dry Creek Road MPM 10.50, RDS 19-09, FEMA 4308-DR-CA, NANCC93;
 - b. Dry Creek Road MPM 7.75, RDS 19-10, FEMA 4350-DR-CA, NANCC94;
 - c. Mt. Veeder Road MPM 4.75, RDS 19-11, FEMA 4308-DR-CA, NANCC97; and
 - d. Dry Creek Road MPM 7.51, RDS 19-15, FEMA 4308-DR-CA, NANCC53
2. Approval of Budget Transfer No. DPW024 for the following (4/5 vote required):
 - a. Increase appropriation by \$3,845,497 in Measure T non-operating special revenue fund (Fund 244, Sub-Division 1220053) offset by the use of its available fund balance to fund the following four Storm 2017 Roads Capital Improvement Projects:
 - b. Increase appropriation by \$745,327 in Dry Creek Road-MPM 10.5, RDS 19-09, project budget in the Roads CIP budget (Program S7313) offset by increase in revenue from the transfer from Measure T funds;
 - c. Increase appropriation by \$573,275 in Dry Creek Road-MPM 7.75, RDS 19-10, project budget in the Roads CIP budget (Program S7402) offset by increase in revenue from the transfer from Measure T funds;
 - d. Increase appropriation by \$1,725,201 in Mt. Veeder Road-MPM 4.75, RDS 19-11, project budget in the Roads CIP budget (Program S7405) offset by increase in revenue from the transfer from Measure T funds; and
 - e. Increase appropriation by \$801,694 in Dry Creek Road-MPM 7.51, 19-15, project budget in the Roads CIP budget (Program S7202) offset by increase in revenue from the transfer from Measure T funds.

EXECUTIVE SUMMARY

During the January 2017 storm event, the subject sites sustained significant damages as follow:

- | Dry Creek Road MPM 10.5, RDS 19-09 - Sustained 100 feet of road and embankment failure.
- | Dry Creek Road MPM 7.75, RDS 19-10 - Sustained 120 feet of road and embankment failure.
- | Mt. Veeder Road MPM 4.75, RDS 19-11 - Sustained 330 feet of road failure.
- | Dry Creek Road MPM 7.51, RDS 19-15- Sustained 180 feet of road and embankment failure.

For each damaged site, the proposed repair is to reconstruct the road with a concrete retaining wall supported by Cast-In-Drilled-Hole (CIDH) piles.

The above four sites qualified for federal funding and the Federal Emergency Management Agency (FEMA) has obligated \$2,624,142 in funding and granted time extensions to December 2020 for these projects. The match for these projects is 75% FEMA, 18.75% California Office of Emergency Services (Cal OES), and 6.25% local. Current project budget estimates (attached) are more than what FEMA has obligated. Since these are large projects, staff anticipates that FEMA will ultimately approve the actual cost incurred for the design and construction of these projects.

The engineer's estimate was \$2,796,000. The successful bidder is Gordon N. Ball, Inc. for their low base bid of \$2,458,775. An economy of scale was achieved by bundling the four projects and bidding the project in the winter season, which is a favorable bid climate. Construction is anticipated to commence in March 2020 and to be completed by October/November of 2020, weather permitting. A 15% contingency is requested for any unforeseen items of work.

It is recommended that the Board award the contract to Gordon N. Ball, Inc. for their low bid of \$2,458,775, approve the budget transfer, and authorize the Chair to sign the construction contract.

FISCAL & STRATEGIC PLAN IMPACT

Is there a Fiscal Impact? Yes

Is it currently budgeted? No

What is the revenue source? The Roads Fund 2040, Capital Improvement Projects Subdivision 2040500. The estimated total project cost for these four projects is \$4,445,897 with \$600,400 already transferred to the four projects and the remaining \$3,845,497 requested in the Budget Transfer.

On January 31, 2017, the Board approved the transfer of \$1 million from the General Fund to the Roads Fund for various 2017 Storm Projects to get the urgent work started. On February 26, 2019, the Board approved a transfer of \$156,000 from the balance in the Roads Fund to the four projects. On June 4, 2019, the Board approved a transfer of \$444,400 from the Measure T Fund to the four projects.

The Budget Transfer is to advance the County Measure T funds to start the construction. FEMA has obligated \$2,624,142 funding for these

projects to date. The match for these projects are 75% FEMA, 18.75% California Office of Emergency Services (Cal OES), and 6.25% local. After the Project has been completed, the County will submit actual project costs to FEMA and Cal OES. The reimbursements received from FEMA and Cal OES will be returned to Measure T funds.

Is it Mandatory or Discretionary?

Discretionary

Discretionary Justification:

FEMA has obligated funds and granted time extensions to December 2020 to complete the four projects. If the projects are not completed (or new extensions are not granted), the County will forfeit approximately \$2,624,142 of FEMA funding and County will have to repair the slides with local funds.

Is the general fund affected?

No

Future fiscal impact:

These projects are expected to be complete by December 2020. The future fiscal impact will be limited to routine maintenance of the roads.

Consequences if not approved:

If not approved, the slides will continue and there will be additional damage to county roads and potential hazards to the public. FEMA has obligated funds and granted time extensions to December 2020 to complete the four projects and if not completed, the County will forfeit approximately \$2,624,142 of FEMA funding.

County Strategic Plan pillar addressed:

Livable Economy for All: Improve and maintain the existing transportation and road systems to safely accommodate all users.

Additional Information:

On December 17, 2019, the Board approved the Five-year Measure T Project List, which includes \$4,062,000 in Fiscal Year 2020-21 for the four projects. As of January 14, 2020, Measure T Non-Operating Special Revenue Fund has an available fund balance of \$3,117,885, which is \$727,612 short of the requested budget adjustment. However, the next quarterly disbursement of the funds is schedule to occur on January 20, 2020, and the amount is going to be \$2,087,753 at which time sufficient funds will be available to transfer to the four projects.

ENVIRONMENTAL IMPACT

Consideration and possible adoption of a Categorical Exemption Class 1: It has been determined that this type of project does not have a significant effect on the environment and is exempt from the California Environmental Quality Act. [See Class 1 (“Existing Facilities”) which may be found in the guidelines for the implementation of the California Environmental Quality Act at 14 CCR §15301; see also Napa County’s Local Procedures for Implementing the California Environmental Quality Act, Appendix B]. FEMA has determined that the projects qualify for categorical exclusions under the National Environmental Policy Act (NEPA).

BACKGROUND AND DISCUSSION

During the January 2017 storm event, the subject sites sustained significant damages as described above.

The proposed repair for each site is as follows:

Dry Creek Road MPM 10.5, RDS 19-09

The proposed repair consists of an approximately 173 foot long concrete grade beam wall supported on 18 inch concrete Cast-In-Drilled-Hole (CIDH) piles. The grade beam wall depth varies from 4 feet to 8 feet. The piles depth is approximately 20 feet. The project also includes approximately 250 feet of roadway improvement (reconstruction and rehabilitation).

Dry Creek road MPM 7.75, RDS 19-10

The proposed repair consists of an approximately 120 foot long concrete grade beam wall supported on 18 inch concrete CIDH piles. The grade beam wall depth varies from 4 feet to 6 feet. The piles depth is approximately 20 feet. The project also includes approximately 200 feet of roadway improvement (reconstruction and rehabilitation).

Mt Veeder Road MPM 4.75, RDS 19-11

The proposed repair consists of approximately 304 feet long concrete grade beam wall supported on 18 inch concrete CIDH piles. The grade beam wall depth is 12 feet. The piles depth is approximately 10 feet. The project also includes approximately 410 feet of roadway improvement (reconstruction and rehabilitation). This site has an additive alternate for stitch piles – approximately 32 piles, 18-inch diameter, with one Number 9 rebar in the center, 16 foot long at 30 inch on center. The placement of the piles will be directed by the engineer in the field. The repairs are for the road and the downhill side of the road. The project does not include repairing the slide on the uphill side of the road as this is private property and the responsibility of the uphill property owner(s).

Dry Creek Road MPM 7.51, RDS 19-15

The proposed repair consists of an approximately 212 foot long concrete grade beam wall supported on 18 inch concrete CIDH piles. The grade beam wall depth is 6 feet. The piles depth is approximately 15 feet. The project also includes approximately 280 feet of roadway improvement (reconstruction and rehabilitation).

The above four sites qualified for federal funding and the Federal Emergency Management Agency (FEMA) has obligated funds and granted time extensions to December 2020 for these projects. The 2017 Storm Slide Repairs Project was advertised for bid on July 10, 2019. The bid opening date was extended to resolve utility conflicts with utility agencies. Bids were opened on December 19, 2019, and four bids were received.

Gordon N. Ball, Inc.	Alamo, CA	\$2,458,775
Team Ghilotti	Petaluma, CA	\$2,687,250.11
Ghilotti Construction	Santa Rosa, CA	\$2,792,129
Suulutaaq, Inc.	Suisun City, CA	\$2,972,272

The engineer's estimate was \$2,796,000. The successful bidder is Gordon N. Ball, Inc. for their low base bid of \$2,458,775. An economy of scale was achieved by bundling the four projects and bidding the project in the winter season, which is a favorable bid climate. Construction is anticipated to commence in March 2020 and to be completed by October/November of 2020, weather permitting. A 15% contingency is requested for any unforeseen items of work.

The estimated project budget for all the projects is \$4,445,897. On larger projects, the soft cost such as administration, project management, and design and construction management is approximately 40% of the project cost. For smaller projects, there are some fixed costs and typically, the soft cost for project delivery is about 60% of the project budget. The construction cost is \$2,553,910 and construction contingency is \$383,087. The design and engineering budget is \$276,000 (which includes the preliminary site visits and development of engineer's report and estimates, etc.), design contingency is \$41,400, and land and easement costs are \$29,000. County's project management is \$240,000 (which includes the various coordination with

FEMA/OES/internal stakeholder, utility agencies, emergency protective measures, etc.). Construction management and inspection is \$620,000, special inspection is \$130,000, and permits is \$24,000. Project construction management contingency is \$148,500 (a contingency is requested because there are unknowns at the project site that may require additional design and coordination with utility agencies; and there is project closeout process with FEMA/Cal OES). Excluding the construction cost and contingencies, the soft cost for this project is approximately \$1,319,000, which is 30% of the project budget.

Gordon N. Ball, Inc. is not a local vendor. Staff outreach to the local construction contractor community included advertising the request for bids in the Napa Valley Register and the Solano- Napa Builder's Exchange, and by posting on DBEGoodFaith.com and the County website. Staff also sent "Notices to Contractors" to the local construction community. Once the construction contract is awarded, the County will contact the Napa County Workforce Investment Board (WIB) and will require the successful contractor to contact the WIB informing them of hiring needs.

It is recommended that the Board award the contract to Gordon N. Ball, Inc. for their low bid of \$2,458,775, approve the budget transfer, and authorize the Chair to sign the construction contract.

SUPPORTING DOCUMENTS

- A . Project Total-4 Sites
- B . Budget- Dry Creek MPM 10.5, RDS 19-09
- C . Budget- Dry Creek MPM 7.75, RDS 19-10
- D . Budget- Dry Creek MPM 4.75, RDS 19-11
- E . Budget- Dry Creek MPM 7.51, RDS 19-15

CEO Recommendation: Approve

Reviewed By: Leigh Sharp