



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 11/10/2020

Agenda Placement: 6J

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors

FROM: Steven Lederer - Director of Public Works
Public Works

REPORT BY: DANIEL BASORE, ENGINEERING SUPERVISOR - 259-8328

SUBJECT: SB-1-Mt. Veeder Road Bridge MPM 2.13 (RDS 20-26) & Buhman Road Bridge (RDS 20-25)-
Amendment 2 to Professional Services Agreement No. 200304B with ADKO Engineering.

RECOMMENDATION

Director of Public Works requests the following:

1. Approval of and authorization for the Chair to sign Amendment No.2 to Agreement No. 200304B with ADKO Engineering increasing maximum compensation by \$30,346 for Mt. Veeder Road Bridge MPM 2.13, RDS 20-26 for a new maximum of \$101,389 for additional construction support and increasing maximum compensation by \$18,000 for Buhman Road Bridge, RDS 20-25 for a new maximum of \$239,483 for Right of Way acquisition services, for a new accumulated total of \$340,872; and
2. Approval of Budget Transfer No. DPW019 for the following (4/5 vote required):
 - a. Increase appropriations by \$48,347 in the SB-1 Non-Operating Special Revenue Fund (Fund 2440, Sub-Division 1220052) with the use of its available fund balance to be transferred to Programs 20035 and 20037;
 - b. Increase appropriations by \$18,000 in Program 20035 (SB-1-Buhman Road Bridge Project) budget offset by an increase in revenue from the transfer from the SB-1 Non-Operating Special Revenue Fund; and
 - c. Increase appropriations by \$30,347 in Program 20037 (SB-1-Mt. Veeder Road Bridge MPM2.13 Project) budget offset by an increase in revenue from the transfer from the SB-1 Non-Operating Special Revenue Fund.

EXECUTIVE SUMMARY

The Buhman Road Bridge (BRB), just west of intersection with Congress Valley Road, and the Mt Veeder Road Bridge (MVB) at mile post marker 2.13 on Mt. Veeder Road were damaged during the 2014 Napa Earthquake. The damage from the earthquake resulted in reduced load capacity and travel lane width for the

public.

The MVB Repair Project consists of a new cast-in-place (CIP) 25-foot long by 22'-4" wide reinforced concrete slab bridge supported on cast-in-drilled-holes (CIDH) piles that will span over the existing bridge. The new bridge will provide two 11' wide travel lanes and new bridge rails on both sides. The existing guardrails will be replaced and the bridge roadway approaches will be reconstructed. Construction commenced September 14th and is anticipated to be completed by December of 2020, weather permitting.

The BRB Project consists of a new 50-foot long by 8' wide structure that will replace the existing bridge. The new bridge will provide a minimum of two 11' 4" wide travel lanes, replacement guardrails, and pavement rehabilitation on bridge roadway approaches. Construction is anticipated to commence and conclude in 2021.

On April 14, 2020, the Board of Supervisors approved a budget of \$257,031 (\$44,547 for MVB and \$212,484 for BRB) and awarded an agreement to ADKO Engineering for engineering and design of the projects. On September 1, 2020 the Board of Supervisors approved amendment No. 1 to agreement No. 200304B as well as award of the construction contract of MVB to Pat Nelson Construction Inc. who was the lowest bidder.

Today's action provides additional scope to allow ADKO to provide additional construction oversight services on the MVB project, and Right of Way services on the BRB project.

FISCAL & STRATEGIC PLAN IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
What is the revenue source?	SB1 Special Revenue Fund (Fund 2440, Sub-Division 1220052).
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	<p>The additional funds requested for the Mt. Veeder Bridge project is to provide additional technical oversight during the critical bridge construction phases for quality control and assurance purposes. Without the additional funds and detailed oversight, small construction errors could lead to very costly and time consuming re-construction efforts. Due to the unanticipated projects arising from the LNU Complex and Glass Fires, this is necessary to provide the adequate oversight needed to ensure the necessary quality control and assurance Public Works aims for on all projects.</p> <p>The additional funds requested for the Buhman Road Bridge (BRB) project are to hire a sub-consultant to provide Right of Way Acquisition services. Without the additional funds, the BRB will not proceed. The current state of the bridge, with its reduced lane width and load capacity, will continue to limit the type of traffic that can traverse it.</p>
Is the general fund affected?	No
Future fiscal impact:	For Mt. Veeder Road Bridge MPM 2.13, construction has

commenced in Fiscal Year 2020-21 and is expected to be complete by December 11, 2020; for Buhman Road Bridge, design is anticipated to be complete in Fiscal year 2020-21 with construction being completed in Fiscal Year 2021-22. The future fiscal impact for both projects will be limited to routine maintenance of the roads and bridges.

Consequences if not approved:

For Mt. Veeder Road Bridge MPM 2.13 without the additional technical oversight, construction errors could lead to very costly and time consuming re-construction efforts; for Buhman Rad Bridge, the project can not proceed to the bidding phase without the Right of Way sub-consultant services.

County Strategic Plan pillar addressed:

Livable Economy for All - The Project will improve the existing transportation and roads system to safely accommodate all users.

Additional Information:

ENVIRONMENTAL IMPACT

Consideration and possible adoption of a Categorical Exemption Class 1, 2 and Statutory

Exemption: 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 "Emergency Projects" which may be found in the guidelines for the implementation of the California Environmental Quality Act at 14 CCR §15269; see also Napa County's Local Procedures for Implementing the California Environmental Quality Act, Section 503.]; [See Class 1 ("Existing Facilities") and Class 2 ("Replacement or Reconstruction) which may be found in the guidelines for the implementation of the California Environmental Quality Act at 14 CCR § 15301 and § 15302 ; see also Napa County's Local Procedures for Implementing the California Environmental Quality Act, Appendix B]

BACKGROUND AND DISCUSSION

The Buhman Road Bridge (BRB), just west of intersection with Congress Valley Road, and the Mt Veeder Road Bridge (MVB) at mile post marker 2.13 on Mt. Veeder Road, were damaged during the 2014 Napa Earthquake. The damage from the earthquake resulted in reduced load capacity and travel lane width for the public.

The MVB Repair Project consists of a new cast-in-place (CIP) 25-foot long by 22'-4" wide reinforced concrete slab bridge supported on cast-in-drilled-holes (CIDH) piles that will span over the existing bridge. The new bridge will provide two 11' wide travel lanes and new bridge rails on both sides. The existing guardrails will be replaced and the bridge roadway approaches will be reconstructed. Construction commenced September 14 and is anticipated to be completed by December 2020, weather permitting.

The BRB Project consists of a new 50-foot long by 8' wide bridge that will replace the existing bridge. The new bridge will provide a minimum of two 11' 4" wide travel lanes, replacement guardrails, and pavement rehabilitation on bridge roadway approaches. Construction is anticipated to commence and conclude in 2021.

Today, Public Works staff is proposing approval of Amendment No. 2 to ADKO's PSA in a total amount of \$48,346 (\$30,346 for MVB and \$18,000 for BRB). The proposed amendment increases the MVB construction support (Program 20037) amount by \$30,346 to include additional construction support for the MVB Project. This additional construction support is due to the increased and urgent workload caused from the LNU Complex and Glass Fires, which pulled existing Public Works staff off of this project. This is necessary to provide the oversight

needed to ensure the quality control and assurance Public Works aims for on all projects while allowing Public Works staff to focus on critical issues surrounding the ongoing emergency incidents and recovery operations, while still keeping this important project on schedule. Any budget balance will be returned to the SB1 Special Revenue fund at the end of the project. Without the additional funds and detailed oversight, small construction errors could lead to very costly and time consuming re-construction efforts, or the project could be delayed into the winter rainy season. Construction of this project is scheduled to be completed by the end of 2020.

Additionally, the proposed amendment increases the BRB design (Program 20035) amount by \$18,000 to hire AR/WS, a Right of Way consultant, as a subconsultant of ADKO Engineering to provide Right of Way acquisition services for two sections of separate properties that will need to be acquired for construction and future maintenance of the replacement bridge. The proposed amendment will bring the maximum amount of the PSA with ADKO to \$340,871.

SUPPORTING DOCUMENTS

- A . Buhman Bridge Budget Sheet
- B . Mt. Veeder Bridge Budget Sheet

CEO Recommendation: Approve

Reviewed By: Susan Kuss