

AMENDMENT ONE TO AGREEMENT FOR ENGINEERING SERVICES
FOR
HILL ROAD MP 7.75 LANDSLIDE REPAIR
IN LAKE COUNTY, CALIFORNIA

THIS AMENDMENT ONE TO AGREEMENT is made this _____ day of _____, 2020, by and between the County of Lake, hereinafter referred to as "COUNTY", and Quincy Engineering, Inc., hereinafter referred to as "CONSULTANT".

WITNESSETH

WHEREAS, COUNTY and CONSULTANT have entered into an AGREEMENT dated May 2, 2017 to provide preliminary and final design, right of way, bidding and construction assistance services in order to repair the Hill Road MP 7.75 Landslide; and

WHEREAS, CONSULTANT desires to amend their budget for work on various tasks; and

WHEREAS, Article XV, Section A, "MODIFICATION", of said AGREEMENT allows that matters concerning scope of services which affect the agreed price may only be modified by written amendment thereto, executed by both parties; and

WHEREAS, COUNTY AND CONSULTANT now desire to amend said Agreement to complete the necessary work.

NOW, THEREFORE, the parties hereto agree as follows:

1. ARTICLE I, "SCOPE OF SERVICES", SECTION "A" is modified to read as follows:

A. CONSULTANT shall perform the services described in Exhibit "A" and hereby modified by Exhibit "C", attached hereto and incorporated herein by this reference hereinafter called Scope of Work. In the event of a conflict between this Agreement and Exhibit "A", the provisions of this Agreement shall control.

2. "Compensation" under ARTICLE VI, "COMPENSATION AND TERMS OF PAYMENT" is modified to read as follows:

C. **Compensation:** The method of payment for this contract will be based on Actual Cost-Plus-Fixed Fee. COUNTY will reimburse CONSULTANT for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by CONSULTANT in performance of the work set forth in Exhibit "B" as hereby modified by Exhibit "C". Direct Costs for Sub-consultants will be billed as actual costs. No payment will be made prior to approval of any work, nor for any work performed prior to approval of this Agreement.

CONSULTANT will not be reimbursed for actual costs that exceed the estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the approved CONSULTANT'S Cost Proposal, unless additional reimbursement is provided for by contract amendment. In no event, will CONSULTANT be reimbursed for overhead costs at a rate that exceeds COUNTY's approved overhead rate set forth in the Cost Proposal. In the event, that COUNTY determines that a change to the work from that specified in the Cost Proposal and contract is required, the contract time or actual costs reimbursable by COUNTY shall be adjusted by contract amendment to accommodate the changed work.

For all services CONSULTANT shall be paid in accordance with the budget set forth in Exhibit "B" as hereby modified by Exhibit "C", provided however that the total payments to CONSULTANT shall not exceed \$295,805.07 for Hill Road MP 7.75 Landslide Repair Project without prior written authorization by COUNTY and formal Amendment to this Agreement.

Hill Road MP 7.75 Landslide Repair Project; Phase 1, Preliminary Engineering.....	\$160,249.99
Hill Road MP 7.75 Landslide Repair Project; Phase 2, Final Engineering.....	\$135,555.08
Hill Road MP 7.75 Landslide Repair Project; All Phases.....	\$295,805.07

In addition to the allowable incurred costs, COUNTY will pay CONSULTANT a fixed fee of \$15,572.57 for Hill Road MP 7.75 Landslide Repair Project. The fixed fee is nonadjustable for the term of the contract, except in the event of a significant change in the scope of work and such adjustment is made by contract amendment.

Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Cost Proposal.

3. "Term", under ARTICLE VII, "TERM" is modified from December 31, 2020 to December 31, 2022.

Except as specifically modified herein, all other terms and conditions of the AGREEMENT dated May 2, 2017 shall remain in full force and effect.

//
//
//
//
//
//
//

COUNTY and CONSULTANT have executed this Amendment One to Agreement on the day and year first written above.

COUNTY OF LAKE:

Quincy Engineering, Inc.

Chair, Board of Supervisors



Mark L. Reno, Vice President
Principal

ATTEST:

CAROL J. HUCHINGSON
Clerk of the Board of Supervisors

APPROVED AS TO FORM:

ANITA L. GRANT
County Counsel

By: _____

By:  _____

**RESOLUTION OF THE BOARD OF DIRECTORS
OF QUINCY ENGINEERING, INC., A CALIFORNIA CORPORATION**

We, the undersigned, being all the directors of Quincy Engineering, Inc., a California corporation, consent and agree that the following Resolution was made on September 6, 2019 at Portland, Oregon:

We consent to the adoption of the following as if it was adopted at a regularly-called meeting of the Board of Directors. In accordance with California law and the corporate by-laws, by unanimous consent, the Board of Directors affirms:

that the Corporation has information and belief that various clients, including municipalities, government agencies, and state governments, including but not limited to the State of California, may, from time to time, require one or more corporate officers to sign or execute a contractual document. To facilitate the execution of such agreements, the Board invests authority in certain principals and agents to sign or execute agreements on the Corporation's behalf.

NOW THEREFORE, the Corporation shall: authorize the following principals:

- John Quincy
- Brent Lemon
- Mark Reno
- Jim Foster

to have the authority to sign contracts, agreements, task orders, as well as any amendments to such documents, ("contractual documents") and all documents ancillary to such contractual documents with any client, and such authority shall be considered that of a principal, corporate officer, or vice-president of the firm, as applicable under relevant statute, rule, or ordinance.

Approved:



Chris Rayasam
President/Chair, Board of Directors

CERTIFICATION

I, the undersigned, do hereby certify:

1. That I am the duly elected and acting Secretary of *Quincy Engineering, Inc.*; and
2. That the foregoing constitutes a Resolution of the Board of said corporation, as duly adopted at a meeting of the Board of Directors thereof, held on the 6th day of September, 2019.

IN WITNESS WHEREOF, I have hereunto subscribed by name and affixed the seal of said corporation, this 6 th day of September, 2019.



Celeste Alvarez, CMA
Corporate Secretary,
Quincy Engineering, Inc.



Mr. Scott De Leon
 Lake County Public Works Department
 255 North Forbes, 3rd Floor
 Lakeport, CA 95453

February 4, 2020

Re: Hill Road MP 7.75 Landslide Repair - Contract Amendment Request

Dear Mr. De Leon:

We understand that Lake County (County) is ready to proceed with this project and wants to be ready for Construction by October 2020 with a Plans, Specification and Estimate Package which meets the primary goal of protecting Hill Road from further closures due to land slide debris. Quincy Engineering, Inc. (Quincy) is pleased to be a part of the team tasked with solving this engineering challenge. Attached to this letter are the justifications, costs and backup information for an amendment to our contract.

The project was put on hold in July 2017 due to legal challenges and the inability to obtain right to enter onto private properties. The County issued a Notice to Proceed (NTP) to restart project activities in July 2019. While we move forward with the development of a design solution, we are requesting to amend the project Scope of Work, Organization Chart and Budget based on project changes since 2017. In July 2019, Quincy proceeded with our efforts with concurrence from the County in consideration of maintaining the project schedule. Work performed since the July 2019 NTP includes topographic surveys, geotechnical site investigations with on-going monitoring, project management and schedule coordination, development of four preliminary design alternatives and, a draft geotechnical report. It was understood that an amendment would be approved to account for the changes. We respectfully request an amendment to our contract as follows:

	Original Contract	Amendment #1	As Amended
Fixed Fee	\$11,610.00	\$3,962.57	\$15,572.57
Not-To-Exceed Budget (including Fixed Fee)	\$209,000.00	\$86,805.07	\$295,805.07

To save project costs, Quincy is proposing a Project Manager substitution. We are proposing that Rob Ferguson replace Carolyn Davis as the Project Manager. Rob has been serving as Deputy Project Manager on this Project and will continue to direct the technical aspects of the design as the Project Manager and Project Engineer. I will continue to stay involved as needed to provide support to the project team, However, Rob will be the primary point of contact for the County and manage the project scope, schedule and budget. Bender Rosenthal is also requesting to change their Project Manager (key staff). The resume for Lindy Lee and request is attached.

Please give me a call to discuss any questions or comments you may have on this proposed addendum. I can be reached at (916) 368-9181.

Sincerely,

Quincy Engineering, Inc.

Handwritten signature of Carolyn Davis in cursive script.

Carolyn Davis, P.E.
 Project Manager

Cc: Mark Reno, PE – Principal-in-Charge

developing YOUR vision | delivering YOUR project



Attachments:

A. Project Manager Substitution Request Letters

1. Quincy PM Substitution Letter
2. Bender Rosenthal PM Substitution Letter & Resume

B. Proposed Amendment #1

1. Proposed Amendment 1 Cost Justifications
2. Amendment Cost Summary Sheet
3. Project Housekeeping: Costs Incurred Due to Delay
4. Escalated Labor Costs (5 sheets)
 - i. Escalated Labor Rate Calculation (1 sheet)
 - ii. Original Contract Hours for Phase 2 Only - Quincy Labor Escalated for 2020 Rates (2 sheets)
 - iii. Original Contract Hours for Phase 2 Only - Quincy Labor Base Cost using 2017 Rates (2 sheets)
5. Amendment 1: Supplemental (8 sheets)
 - i. Amendment 1 - Supplemental Scope of Work (2 sheets)
 - ii. Amendment 1: Supplemental Costs (6 sheets)
 1. Amendment 1: Supplemental Costs (Justification Items 3 to 8) (2 sheets)
 2. Subconsultant 10H Supplemental Costs: BRI (1 sheet)
 3. Subconsultant 10H Supplemental Costs: WRECO (3 sheets)



January 15, 2020

Mr. John Everett
Lake County Public Works Department
255 North Forbes, 3rd Floor
Lakeport, CA 95453

SUBJECT: Staff Transition for the Hill Road MP 7.75 Landslide Repair Project

In accordance with contract Article XII, Section A2, we are requesting a staff substitution for the current Project Manager for this project. As previously discussed, we are proposing that Rob Ferguson replace me as the Project Manager to minimize project costs. I will remain on the project in an oversight role and will stay involved to monitor project progress. Rob has been serving as Deputy Project Manager on this Project and will continue to direct the technical aspects of design as Project Engineer in addition to his duties as Project Manager.

If you would like to discuss this in further detail, please call me directly. We highly value our working relationship with the County and do not take this change to personnel lightly. I can be reached at the main office number shown below or you can reach me on my cell phone at (916) 214-3990.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carolyn Davis'.

Carolyn Davis, PE
Senior Project Manager
Quincy Engineering, Inc.
(916) 368-9181

developing YOUR vision | delivering YOUR project



**BENDER
ROSENTHAL
INCORPORATED**

August 30, 2019

Ms. Carolyn Davis
Quincy Engineering
1117 Cobblersrock Drive, Suite 100
Rancho Cordova, CA 95670

RE: Hill Road MPO 7.75 Landslide Repair, Lakeport, CA
Request to substitute staff and approve additional staff

Dear Ms. Davis:

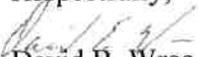
In order to best serve this project, Bender Rosenthal, Inc. (BRI) respectfully requests the substitution of the key staff person, Project Manager, Bob Morrison with Lindy Lee.

Bob Morrison has left the employment of BRI and is no longer available to provide services. Lindy's extensive experience in project delivery and right of way spans a 35-year career working for Caltrans and as a consultant to other public agencies. As the former Caltrans North Region Deputy District Director for Right of Way, Lindy knows the State and Federal regulations and has had in-depth experience handling the most complex acquisition issues. Lindy's resume is attached.

Please confirm that these changes are acceptable to the County. If you have any questions, or require any additional information, please contact me at (916)978-4900 ext. 401 or via email at d.wraa@benderrosenthal.com.

Thank you for your consideration of this request.

Respectfully,


David B. Wraa
President

RESUME



LINDY LEE

PMP, Senior Project Manager

Lindy Lee brings forward over 30 years of experience in right of way world. For over 10 of those years she worked with the California Department of Transportation (Caltrans) Northern Region Right Manager and oversaw the planning, budgeting, and delivery of all real estate transportation needs in the Northern Region, covering the 22 northern California counties including projects such as the Willits Highway 101 Bypass and the Lincoln Highway 65 Bypass.

In addition to the larger, high profile projects, Lindy's experience at Caltrans covered all phases of project management for smaller projects such as bridge replacements, sidewalk improvements, and intersection improvements as well as the larger jobs. In Lake County, Lindy managed the delivery of right of way for the SR 175 curve correction and bridge replacement project, the SR 29 intersection improvement and widening safety project and the SR 20 shoulder widening and continuous center lane safety project.



YEARS OF EXPERIENCE

33 Years



EDUCATION & COURSEWORK

Caltrans Project Management Certificate Project, California State University Sacramento, CA, 2005

BS, Business Administration: Finance, Real Estate and Law, California State Polytechnic University, Pomona, 1989

BS, Business Administration: Hotel and Restaurant Management, California State Polytechnic University, Pomona, 1981



PROFESSIONAL REGISTRATIONS

Project Management Professional (PMP)



PROFESSIONAL AFFILIATIONS

Member, Project Management Institute

REPRESENTATIVE EXPERIENCE

Director of Right of Way, Central Valley 2016-2018

Parsons Brinckerhoff / WSP:

As Director of Right of Way for the Central Valley, Lindy was directly responsible for the Project Segment 4 Right of Way for the California High-Speed Rail Project. Her role included overseeing a group of right of way agents / consultants in guiding the production of right of way and in establishing and promoting partnerships with other project management team staff, technical disciplines, client representatives, government agencies, and the Authority's Staff.

Deputy Chief Executive Officer 2014-2015

Los Angeles County Metropolitan Transportation Authority:

Lindy served as the Deputy Chief Executive Officer, with direct and indirect oversight of Metro's planning and coordination, design, build, and operating transportation agency. This covered more than 9.6 million people in a 1,433-square-mile service area, running 2000 buses, 6 rail lines, and carrying 1.5 million passengers per day, 5 rail lines under construction with a construction budget close to \$5.8 billion, and highway construction of over \$4.5 billion.

Principal Right of Way Agent / Career Executive 2 2004-2010

Department of Transportation North Region, Marysville:

During her time with the Caltrans, Lindy managed the day-to-day activities of the North Region consisting of 22 Counties in Districts 1, 2 and 3. She was responsible for all appraisal, acquisition, relocation and property management activities. In this position, Lindy managed multiple projects across the Region and assured that project delivery commitments were met while keeping the projects on-schedule and within budget. Lindy also served on the Right of Way Management Board for the Department and made presentations to the California Transportation Commission for Condemnation actions.



Proposed Amendment 1 Project Cost Justifications

This request is for additional effort required to complete the design and PS&E for the Hill Road Landslide Repair Project. The requested budget amendment includes housekeeping to replenish budget spent during the two year delay and escalation of costs that were budgeted in 2017 for completion by December 2018, but are now anticipated to not be completed until the end of 2020. Supplemental effort is anticipated because of difficult site constraints. Justifications for supplemental costs are included below. Environmental documentation support is not included in this amendment request.

1. **Project Delay Housekeeping (Applies to Task 1, Task 2.1 and Task 2.2)**

The project was delayed by two years. Quincy Engineering entered contract with Lake County on May 2, 2017 to provide design and PS&E services for the Hill Road Landslide project. The original schedule included in the contract demonstrated completion of the contract, including construction support, by December 2018 (which was a requirement of the RFP). The project was placed on hold due to litigation issues and challenges obtaining rights of entry onto the project site. After those issues were resolved, the County issued a notice to proceed (NTP) on July 5, 2019. Between June 2017 and July 2019 (while the project was on hold), Quincy continued to support the County in providing funding projections, revised cost estimates, general project management, additional effort obtaining rights of entry, and survey and geotechnical coordination. This has resulted in the expenditure of additional Project Management, survey and geotechnical support budget that was beyond the scope of the original contract budget. To account for this, all costs associated with these efforts have been summed and will be added back to the project budget.

Cost = \$11,191.58

2. **Project Delay Escalation (Applies to Task 3, Task 4, Task 5, Task 6 & Task 7)**

Because of the project delay, Quincy has evaluated escalation in labor costs to continue delivering the work products in the original scope of work. The additional escalation cost is based on escalated rates for the hours associated with Phase 2 only. Actual labor rates for individuals listed in the original contract have increased above and beyond 5% per year. For this amendment, Quincy's labor costs are capped to reflect a maximum 5% cost increase per year to ease budgetary concerns. The exception to this is that, the proposed Project Manager, Robert Ferguson, will be billed at actual cost due to his promotion from Associate Engineer to Senior Engineer. Our actual labor rates have increased more than what is being presented herein.

Cost = \$13,599.43

3. **Additional Project Field Meeting (January 2020) (Applies to Task 1 and Task 2.2)**

Quincy and WRECO met with John Everett in January 2020 to walk the site and discuss the current alternatives and changes to the site topography. This meeting was not expected but was critical to the further development of a design alternative which meets all the site constraints.

Cost = \$9,175.98

developing YOUR vision | delivering YOUR project



4. Additional Geotechnical Mobilization (Applies to Task 2.2)

During early development of the design, the County decided to proceed with obtaining as much geotechnical information as possible with the understanding that a second mobilization would be required to perform additional geotechnical exploration on private property after rights of entry could be obtained. It was noted at the time and documented in emails as well as project status reports that the additional mobilization would require a future amendment.

Cost = \$8,163.30

5. Additional Plan Coordination Effort (Applies to Task 2.3)

Through recent work, we have become aware that there has been ongoing slide activity and roadway repair work on Hill Road over the past couple years in order to keep the road open and safe for the traveling public. One of the more significant changes is that the existing road centerline has been shifted to the east, away from the slide, and additional pavement has been placed. Based on this, we have added some staff time for coordination with the County to determine additional road work to be incorporated into the project, and have estimated the effort required will include reconstruction of drainage systems, as well as tying slope drainage into the existing storm drain systems.

Cost = \$8,425.22

6. Additional Alternatives Development (Applies to Task 2.2 & Task 2.3)

While coordinating with the Geotechnical Engineer during preliminary design, Quincy became aware that the most feasible slope stability solutions will likely need to be higher up on the slope than anticipated during project scoping. Slope Stability analysis has shown that an earth retaining structure placed close to Hill Road is not an effective solution because it would likely be overtopped by the slope mass.

Quincy had planned to develop 3 earth retention alternatives. After developing three alternatives close to Hill Road near the base of the slide, we became aware that these 3 alternatives would not be feasible due to cost and effectiveness at retaining the slide mass. We developed Alternative 4 and found that it would be more effective. This fourth alternative was not anticipated. However, we found that it was more feasible except that it would require Right-of-way from multiple private parcels.

In order to minimize the number of parcels impacted, a 5th Alternative will be developed. We request additional budget to develop a new alternative which better meets the existing right-of-way constraints and provides an effective slope stability solution.

Cost = \$19,293.91



7. Additional Final Design Effort (Applies to Task 3.1)

Because the most feasible design alternative is near the top of the slide mass, additional effort in plan development and drainage design is anticipated. We have become aware that surface water collects near the top of the slide mass which is likely contributing to the movement of the slide. Additional design effort will be needed to produce a drainage solution to this surface water. In general, additional design effort is required because the footprint of the project area is expected to increase. This will increase the effort for PS&E development.

Cost = \$6,855.65

8. Additional Right-of-Way Effort (Applies to Task 4)

Right-of-way appraisals and acquisitions are anticipated to require additional budget because of the complex situation with regards to the Lakeside Heights Homeowners Association and the private parcels within the slide area. Additional budget is requested for the anticipated additional effort in appraisal and acquisitions associated with either permanent take or temporary construction easements. The original scope of work anticipated waiver valuations for appraisal values. It is anticipated that full appraisals will now be required.

Cost = \$10,100.00

9. Supplemental Cost Total

The supplemental costs presented on the following sheet include cost escalation of labor rates up to the end of 2020.



AMENDMENT COST SUMMARY SHEET

Amendment #1 Supplemental Cost Summary

Task	Description	1	2	3	4	5	6	7	8	9	10
		Project Delay Housekeeping	Project Delay Escalation	Additional Field Meeting	Additional Geotechnical Mobilization	Additional Plan Coordination Effort	Additional Alternatives Development	Additional Final Design Effort	Additional Right-of-Way Effort	Supplemental Cost Sub Total Items 3 to 8	Amendment #1 Total Cost Items 1 to 8
1	Project Initiation & Management	\$ 9,316.52	\$ -	\$ 8,194.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,194.16	\$ 17,510.68
2.1	Topographic Surveys and Mapping	\$ 440.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440.29
2.1	Topographic Surveys and Mapping	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.00
2.2	Geotechnical Investigations	\$ 1,273.23	\$ -	\$ -	\$ -	\$ -	\$ 713.44	\$ -	\$ -	\$ 713.44	\$ 1,986.67
2.2	Geotechnical Investigations	\$ -	\$ -	\$ -	\$ 8,163.30	\$ -	\$ -	\$ -	\$ -	\$ 8,163.30	\$ 8,163.30
2.3	Slope Stabilization	\$ -	\$ -	\$ -	\$ -	\$ 7,659.29	\$ 16,326.49	\$ -	\$ -	\$ 24,485.78	\$ 24,485.78
3.3	Slope Stabilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.00
3.1	Design	\$ -	\$ 2,764.89	\$ -	\$ -	\$ -	\$ -	\$ 6,232.41	\$ -	\$ 6,232.41	\$ 8,997.30
3.3	55% Plans Submittal	\$ -	\$ 1,701.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701.20
3.4	PS&E	\$ -	\$ 5,339.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,339.32
4	Right of Way Services	\$ -	\$ 1,869.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,869.00
4	Right of Way Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.00
5	Bidding Assistance	\$ -	\$ 344.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 344.29
6	Construction Support	\$ -	\$ 556.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 556.27
7.1	Prepare Record	\$ -	\$ 227.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227.69
7.2	Final Right of Way Surveying	\$ -	\$ 794.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 794.77
80	Fixed Fee	\$ -	\$ -	\$ 819.42	\$ -	\$ 765.93	\$ 1,753.98	\$ 623.24	\$ -	\$ 3,962.57	\$ 3,962.57
90	Other Direct Costs	\$ 161.54	\$ -	\$ 162.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162.40	\$ 323.94
90	Other Direct Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.00
	Sub Total	\$11,191.68	\$13,699.43	\$9,175.98	\$8,163.30	\$8,425.22	\$19,293.91	\$6,855.65	\$10,100.00	\$62,014.06	\$86,805.07

Budget Revisions and Summary

Task	Description	10	11	12	13	14	15	16	
		Contract Budget Amount	Amendment #1 Total Cost	Internal Budget Transfer	New Budget Amount	Billed Through 12/31/2019	Billing Correction	New Billed Through 12/31/2019	New % Billed
1	Project Initiation & Management	\$13,015.19	\$17,510.68	\$ -	\$30,525.87	\$16,531.62	\$ -	\$16,531.62	60.7%
2.1	Topographic Surveys and Mapping	\$7,606.54	\$440.29	\$4,695.06	\$12,731.89	\$12,731.89	\$ -	\$12,731.89	100.0%
2.1	Topographic Surveys and Mapping	\$3,400.00	\$0.00	\$ -	\$3,400.00	\$3,375.00	\$ -	\$3,375.00	98.3%
2.2	Geotechnical Investigations	\$1,111.95	\$1,986.67	\$ -	\$3,098.62	\$1,810.61	\$ -	\$1,810.61	58.4%
2.2	Geotechnical Investigations	\$47,895.00	\$8,163.30	\$ -	\$56,048.30	\$42,592.29	\$22,763.00	\$42,592.29	76.0%
2.3	Slope Stabilization	\$19,861.90	\$24,485.78	\$ -	\$44,147.68	\$22,168	\$ -	\$22,974.68	52.0%
3.3	Slope Stabilization	\$3,600.00	\$0.00	\$ -	\$3,600.00	\$0.00	\$ -	\$0.00	0.0%
3.1	Design	\$14,387.53	\$8,997.30	\$ -	\$23,384.83	\$22,763.00	(\$22,763.00)	\$0.00	0.0%
3.3	65% Plans Submittal	\$8,611.22	\$1,701.20	\$ -	\$10,312.42	\$0.00	\$ -	\$0.00	0.0%
3.4	PS&E	\$29,998.11	\$5,339.32	\$ -	\$35,337.43	\$0.00	\$ -	\$0.00	0.0%
4	Right of Way Services	\$11,126.57	\$1,869.00	(\$4,695.06)	\$8,300.51	\$0.00	\$ -	\$0.00	0.0%
4	Right of Way Services	\$20,000.00	\$10,100.00	\$ -	\$30,100.00	\$0.00	\$ -	\$0.00	0.0%
5	Bidding Assistance	\$1,699.52	\$344.29	\$ -	\$2,043.81	\$0.00	\$ -	\$0.00	0.0%
6	Construction Support	\$2,614.01	\$556.27	\$ -	\$3,372.28	\$0.00	\$ -	\$0.00	0.0%
7.1	Prepare Record	\$1,202.66	\$227.69	\$ -	\$1,430.35	\$0.00	\$ -	\$0.00	0.0%
7.2	Final Right of Way Surveying	\$5,041.47	\$794.77	\$ -	\$5,836.24	\$0.00	\$ -	\$0.00	0.0%
80	Fixed Fee	\$11,610.00	\$3,962.57	\$ -	\$15,572.57	\$2,322.00	\$ -	\$2,322.00	14.9%
90	Other Direct Costs	\$5,229.33	\$323.94	\$ -	\$5,553.27	\$604.49	\$ -	\$604.49	10.9%
90	Other Direct Costs	\$1,000.00	\$0.00	\$ -	\$1,000.00	\$0.00	\$ -	\$0.00	0.0%
	Sub Total	\$209,000.00	\$86,805.07	\$0.00	\$295,805.07	\$104,942.78	\$0.00	\$104,942.78	35.48%

Project: Hill Road MP 7.75
Client: Lake County

Project Housekeeping: Costs Incurred Due to Delay

Quincy Costs

	Invoice Amount	Task 1	Task 2.1	Task 2.2	ODC	Total
May-17	\$ 7,231.54	\$ 6,123.87	\$ 348.82	\$ 607.44	\$ 151.41	\$ 7,231.54
Jun-17	\$ 7,908.15	\$ 529.98	\$ -	\$ -	\$ 10.13	\$ 540.11
Jul-17	\$ 5,474.70	\$ 249.70	\$ -	\$ -	\$ -	\$ 249.70
Aug-17	\$ 320.54	\$ 320.54	\$ -	\$ -	\$ -	\$ 320.54
Sep-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oct-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nov-17	\$ 1,519.45	\$ 983.79	\$ -	\$ 89.43	\$ -	\$ 1,073.22
Dec-17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jan-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
May-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-18	\$ 998.07	\$ 185.50	\$ 91.47	\$ 576.36	\$ -	\$ 853.33
Jul-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aug-18	\$ 504.50	\$ 504.50	\$ -	\$ -	\$ -	\$ 504.50
Sep-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oct-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nov-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jan-19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb-19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-19	\$ 102.94	\$ 102.94	\$ -	\$ -	\$ -	\$ 102.94
Apr-19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
May-19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-19	\$ 315.70	\$ 315.70	\$ -	\$ -	\$ -	\$ 315.70
Sum	\$ 24,375.59	\$ 9,316.52	\$ 440.29	\$ 1,273.23	\$ 161.54	\$ 11,191.58

Housekeeping Total = \$ 11,191.58

Calculations by: R. Ferguson

Project: Hill Road Storm Damage Repair

Client: Lake County



Sheet: 1 of 1

Date: 2/4/2020

Escalated Labor Rate Calculation

Name	Classification/Title	4/14/2017 Initial Rate	Actual 2020	Max Range	Escalation Calculation						2020 Using (\$/hour)
					5% 2018	5% 2019	5% 2020	Overwrite 2020			
Reno, Mark	Principal Eng.	\$ 76.70	\$ 110.00	\$ 98.00	\$ 80.54	\$ 84.56	\$ 88.79			\$ 88.79	
Davis, Carolyn	Senior PM	\$ 70.20	\$ 95.00	\$ 87.00	\$ 73.71	\$ 77.40	\$ 81.27			\$ 81.27	
Ferguson, Robert*	Senior Eng.	\$ 54.00	\$ 70.00	\$ 79.00	\$ 56.70	\$ 59.54	\$ 62.51	\$ 70.00		\$ 70.00	
Kotey, Ryan	Assoc Eng.	\$ 40.00	\$ 49.60	\$ 63.00	\$ 42.00	\$ 44.10	\$ 46.31			\$ 46.31	
Kenney, Patrick	CAD Tech	\$ 25.50	\$ 36.19	\$ 37.00	\$ 26.78	\$ 28.11	\$ 29.52			\$ 29.52	
Young, Greg	Senior Eng.	\$ 63.60	\$ 80.00	\$ 79.00	\$ 66.78	\$ 70.12	\$ 73.62			\$ 73.62	
Gallegher, Kelly	Senior Eng.	\$ 65.20	\$ 81.73	\$ 79.00	\$ 68.46	\$ 71.88	\$ 75.48			\$ 75.48	
Maechler, Bob	CAD Manager	\$ 45.50	\$ 52.36	\$ 56.00	\$ 47.78	\$ 50.16	\$ 52.67			\$ 52.67	
McLaughlin, Garrett	Senior Eng.	\$ 60.80	\$ 78.00	\$ 79.00	\$ 63.84	\$ 67.03	\$ 70.38			\$ 70.38	
Thronton, James	Survey Mgr	\$ 50.90	\$ 65.37	\$ 62.00	\$ 53.45	\$ 56.12	\$ 58.92			\$ 58.92	
Dabu, Alfonso	Survey Tech	\$ 33.60	\$ 45.90	\$ 42.00	\$ 35.28	\$ 37.04	\$ 38.90			\$ 38.90	
Jordan, Phyllis	Admin Asst	\$ 35.80	\$ 41.00	\$ 50.00	\$ 37.59	\$ 39.47	\$ 41.44			\$ 41.44	
Harrison, Brent**	Assist Eng I	\$ -	\$ 32.64	\$ 42.00	\$ -	\$ -	\$ -	\$ 32.64		\$ 32.64	
Nguyen, Mae**	Assist Eng I	\$ -	\$ 32.00	\$ 42.00	\$ -	\$ -	\$ -	\$ 32.00		\$ 32.00	
Williams, Kevin**	Assist Eng I	\$ -	\$ 33.15	\$ 42.00	\$ -	\$ -	\$ -	\$ 33.15		\$ 33.15	
Polglase, Craig**	Senior Eng. Tech	\$ -	\$ 62.63	\$ 65.00	\$ -	\$ -	\$ -	\$ 62.63		\$ 62.63	

*Quincy proposes this rate be allowed to increase to actual labor rate because the role of this key staff is changing from Deputy Project Manager to Project Manager and because this staff was promoted at Quincy from Associate Engineer to Senior Engineer.

**Quincy proposes the rates for these non-key staff be allowed to increase to actual labor rates because they were not identified on the original 10H form.

Exhibit 10-H1 Cost Proposal
Actual Cost-Plus-Fixed Fee Contracts

Prime Consultant Subconsultant

Consultant **Quincy Engineering, Inc.**

Project Name Lake County: Hill Road MP 7.75 Landslide Repair Project - Phase 2 (Cost Escalation Calculation)

Description

Original Contract Hours for Phase 2 Only - Quincy Labor Escalated for 2020 Rates

Project No. L01405 Contract No. N/A Date 2/4/2020

DIRECT LABOR

Classification/Title	Name	Initials	Range	Hours	Hourly Rate	Total
Principal Eng.	Mark Reno	MR	\$70-\$120	0	\$88.79	\$ -
Senior PM *	Carolyn Davis	CD	\$60-\$120	15	\$81.27	\$ 1,219.05
Senior Eng. *	Robert Ferguson	RF	\$50-\$100	94	\$70.00	\$ 6,580.00
Assoc Eng.	Ryan Kotey	RK	\$35-\$65	197	\$46.31	\$ 9,123.07
CAD Tech	Patrick Kenney	PK	\$25-\$40	102	\$29.52	\$ 3,011.04
Senior Eng.	Greg Young	GY	\$50-\$100	66	\$73.62	\$ 4,858.92
Senior Eng.	Kelly Gallagher	KG	\$50-\$100	53	\$75.48	\$ 4,000.44
CAD Manager	Bob Maechler	BM	\$34-\$56	8	\$52.67	\$ 421.36
Senior Eng.	Garrett McLaughlin	GM	\$50-\$100	4	\$70.38	\$ 281.52
Survey Mgr	Jim Thornton	JT	\$40-\$70	30	\$58.92	\$ 1,767.60
Survey Tech	Alfonso Dabu	AD	\$29-\$50	89	\$38.90	\$ 3,462.10
Admin Asst	Phyllis Jordan	PJ	\$15-\$52	0	\$41.44	\$ -
				658		\$ 34,725.10

LABOR COSTS

a) Subtotal Direct Labor Costs \$34,725.10
 b) Estimated Salary Increases for Multi-Year Project \$0.00 (see calculation page attached)
 c) TOTAL DIRECT LABOR COSTS [(a) + (b)] \$34,725.10

INDIRECT COSTS

d) Fringe Benefits (Rate: 37.90%):
 f) Overhead (Rate: 116.90%):
 h) General Administration (Rate: 0.0%):
 e) Total Fringe Benefits [(c) x (d)] \$13,160.81
 g) Overhead [(c) x (f)] \$40,593.64
 i) Gen & Admin [(c) x (h)] \$0.00
 j) TOTAL INDIRECT COSTS [(e) + (g) + (i)] \$53,754.45

FIXED FEE

k) Fixed Fee (0.0%):
 l) TOTAL FIXED FEE [(c) + (j)] x (k) \$0.00

CONSULTANT'S OTHER DIRECT COSTS (ODC)

Travel (@ active IRS mileage rate)	miles @	\$0.575	\$0.00
Pier Diem/ Hotel	days @	\$150.00	\$0.00
Delivery	@	\$20.00	\$0.00
			\$0.00
Title Report	0 @	\$0.00	\$0.00
Miscellaneous			\$0.00
Subtotal Vendor Reproduction			\$0.00
m) TOTAL OTHER DIRECT COSTS			<u>\$0.00</u>

n) SUBCONSULTANT COSTS (attach detailed cost proposal for each subconsultant)

0 \$0.00
\$0.00 \$0.00

o) TOTAL COST [(c) + (j) + (l) + (m) + (n)] \$88,479.55

NOTES:

- Key personnel marked with an asterisk (*).
- Employees subject to prevailing wage marked with two asterisks (**).
- Anticipated salary increases calculation (Item "b") on attached page.
- Note: Invoices will be based upon actual QEI hourly rates plus overhead at 154.8% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost. The overhead rate (ICR) shall remain fixed for the contract duration or until both parties agree to modify the rate in writing.

p) BASE COST FOR PROJECT PHASE 2 (See next 2 sheets) \$74,880.11

q) TOTAL ESCALATION ON PROJECT PHASE 2 [(o) - (p)] \$13,599.44

Cost Proposal

Project Number: L01405		Project Name: Lake County: Hill Road MP 7.75 Landslide Repair Project - Phase 2 (Cost Escalation Calculation)													Quincy Total Hours	Quincy Total Labor Dollars	Quincy NLF Budget	Subconsultant Subtotal
TASKS		Principal Eng.	Senior PM	Senior Eng. (Promoted)	Assoc Eng.	CAD Tech	Senior Eng.	Senior Eng.	CAD Manager	Senior Eng.	Survey Mgr	Survey Tech	Admin Asst					
No.	Initial Hourly Rate	MR	CD	RF	RK	PK	GY	KG	BM	GM	JT	AD	PJ		Direct Labor	Actual Labor Multiplier		
PHASE 2 - FINAL ENGINEERING																		
																	2,548	
3	Final Design Engineering														0	\$0	\$0	\$0
3.1	Design														0	\$0	\$0	\$0
3.1.1	Earth Retention System Design		1	20	40	30									91	\$4,219	\$10,751	\$0
3.1.2	Roadway Design		1	6	20	8									35	\$1,664	\$4,239	\$0
3.2	Prepare Permits														0	\$0	\$0	\$0
3.2.1	Conceptual SWPPP/ Construction General Permit				6	4		6							16	\$849	\$2,163	\$0
3.3	65% Plans Submittal (Unchecked Details)		2	18	28	40		2							90	\$4,047	\$10,312	\$0
3.4	Estimate; Perform Independent Design Check and QA/QC Review														0	\$0	\$0	\$0
3.4.1	Independent Design Check					8		40							48	\$3,181	\$8,105	\$0
3.4.2	Construction Quantities and Estimate			16	38										54	\$2,880	\$7,338	\$0
3.4.3	Technical Specifications		2	8						34					44	\$3,289	\$8,380	\$0
3.4.4	Quality Control and Constructability Review						24								24	\$1,767	\$4,502	\$0
3.4.5	Submittal of Draft (90%) PS&E		2	4	12	8		6							32	\$1,667	\$4,299	\$0
3.4.6	Submittal of Final (100%) PS&E		2	4	6	4		3							19	\$1,065	\$2,713	\$0
4	Right-of-Way Services														0	\$0	\$0	\$0
4.1	ROW Surveying														0	\$0	\$0	\$0
	Exhibits and Boundary Survey				8				2		2	20			32	\$1,407	\$3,585	\$0
	Plats and Legals for TCEs (2)										4	12			16	\$702	\$1,790	\$0
	Plats and Legal for RW Takes (2)										4	12			16	\$702	\$1,790	\$0
	Stake Proposed RW				12						2	17			31	\$1,335	\$3,401	\$0
4.2	Right-of-way Appraisals														0	\$0	\$0	\$0
4.3	Right-of-Way Acquisition		1	5	8										14	\$802	\$2,043	\$0
4.4	Right-of-Way Certification		1	1											2	\$151	\$385	\$0
5	Bidding Assistance		1	4	3			4							12	\$802	\$2,044	\$0
6	Construction Support		2	6	16										24	\$1,324	\$3,372	\$0
7	Post Construction Support														0	\$0	\$0	\$0
7.1	Prepare Record (As-Built) Drawings			2					6						10	\$561	\$1,430	\$0
7.2	Final Right-of-Way Surveying									2	16	28			48	\$2,291	\$5,836	\$0
	Subtotal- Hours	0	15	94	197	102	66	53	8	4	30	89	0	658	\$34,725.10	\$86,479.55	\$0	
	Estimated Salary Increases for Multi-Year Project														\$0.00	\$0.00	\$0	
	Other Direct Costs														\$0.00	\$0.00	\$0	
	Total Cost	\$0	\$1,219	\$6,580	\$8,123	\$3,011	\$4,859	\$4,000	\$421	\$282	\$1,768	\$3,462	\$0	\$34,725	\$34,725	\$86,480	\$0	

Exhibit 10-H1 Cost Proposal
Actual Cost-Plus-Fixed Fee Contracts

Prime Consultant Subconsultant

Consultant **Quincy Engineering, Inc.**

Project Name Lake County: Hill Road MP 7.75 Landslide Repair Project - Phase 2 (without Escalation (BASE Cost))

Original Contract Hours for Phase 2 Only - Quincy Labor Base Cost using 2017 Rates

Project No. L01405 Contract No. N/A Date 2/4/2020

DIRECT LABOR

Classification/Title	Name	Initials	Range	Hours	Initial Hourly Rate	Total
Principal Eng.	Mark Reno	MR	\$70-\$120	0	\$76.70	\$ -
Senior PM *	Carolyn Davis	CD	\$60-\$120	15	\$70.20	\$ 1,053.00
Senior Eng. *	Robert Ferguson	RF	\$50-\$100	94	\$54.00	\$ 5,076.00
Assoc Eng.	Ryan Kotey	RK	\$35-\$65	197	\$40.00	\$ 7,880.00
CAD Tech	Patrick Kenney	PK	\$25-\$40	102	\$25.50	\$ 2,601.00
Senior Eng.	Greg Young	GY	\$50-\$100	66	\$63.60	\$ 4,197.60
Senior Eng.	Kelly Gallagher	KG	\$50-\$100	53	\$65.20	\$ 3,455.60
CAD Manager	Bob Maechler	BM	\$34-\$56	8	\$45.50	\$ 364.00
Senior Eng.	Garrett McLaughlin	GM	\$50-\$100	4	\$60.80	\$ 243.20
Survey Mgr	Jim Thornton	JT	\$40-\$70	30	\$50.90	\$ 1,527.00
Survey Tech	Alfonso Dabu	AD	\$29-\$50	89	\$33.60	\$ 2,990.40
Admin Asst	Phyllis Jordan	PJ	\$15-\$52	0	\$35.80	\$ -

658 \$ 29,387.80

LABOR COSTS

a) Subtotal Direct Labor Costs \$29,387.80
 b) Estimated Salary Increases for Multi-Year Project \$0.00 (see calculation page attached)
 c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$29,387.80

INDIRECT COSTS

d) Fringe Benefits (Rate: 37.90%):
 e) Total Fringe Benefits [(c) x (d)] \$11,137.98
 f) Overhead (Rate: 116.90%):
 g) Overhead [(c) x (f)] \$34,354.34
 h) General Administration (Rate: 0.0%):
 i) Gen & Admin [(c) x (h)] \$0.00
 j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$45,492.31

FIXED FEE

k) Fixed Fee (0.0%):
 l) **TOTAL FIXED FEE [(c) + (j) x (k)]** \$0.00

CONSULTANT'S OTHER DIRECT COSTS (ODC)

Travel (@ active IRS mileage rate)	miles @	\$0.575	\$0.00
Pier Diem/ Hotel	days @	\$150.00	\$0.00
Delivery	@	\$20.00	\$0.00
Newsletters (Translation and printing)	@		\$0.00
Subtotal Vendor Reproduction			
Title Report	0 @	\$0.00	\$0.00
Miscellaneous			\$0.00
m) TOTAL OTHER DIRECT COSTS			<u>\$0.00</u>

n) **SUBCONSULTANT COSTS** (attach detailed cost proposal for each subconsultant)
 0 \$0.00
\$0.00 \$0.00

BASE COST (used on Prev Sheet) o) TOTAL COST [(c) + (j) + (l) + (m) + (n)] \$74,880.11

NOTES:

- Key personnel marked with an asterisk (*).
- Employees subject to prevailing wage marked with two asterisks (**).
- Anticipated salary increases calculation (Item "b") on attached page.
- Note: Invoices will be based upon actual QEI hourly rates plus overhead at 154.8%

Cost Proposal

Project Number: L01405		Project Name: Lake County: Hill Road MP 7.75 Landslide Repair Project - Phase 2 (without Escalation (BASE Cost))												Quincy Total Hours	Quincy Total Labor Dollars	Quincy NLF Budget	Subconsultant Subtotal
TASKS		Principal Eng.	Senior PM	Senior Eng. (Promoted)	Assoc. Eng.	CAD Tech	Senior Eng.	Senior Eng.	CAD Manager	Senior Eng.	Survey Mgr	Survey Tech	Admin Asst				
No.	Initial Hourly Rate	MR	CD	RF	RK	PK	GY	KG	BM	GM	JT	AD	PJ	Direct Labor	Actual Labor Multiplier		
PHASE 2 - FINAL ENGINEERING																	
3	Final Design Engineering																2.546
3.1	Design													0	\$0	\$0	\$0
3.1.1	Earth Retention System Design		1	20	40	30								91	\$3,515	\$8,957	\$0
3.1.2	Roadway Design		1	6	20	8								35	\$1,398	\$3,563	\$0
3.2	Prepare Permits													0	\$0	\$0	\$0
3.2.1	Conceptual SWPPP/ Construction General Permit				8	4	6							16	\$733	\$1,868	\$0
3.3	65% Plans Submittal (Unchecked Details)		2	18	28	40	2							90	\$3,380	\$8,611	\$0
3.4	Estimates; Perform Independent Design Check and QA/QC Review													0	\$0	\$0	\$0
3.4.1	Independent Design Check					8	40							48	\$2,748	\$7,002	\$0
3.4.2	Construction Quantities and Estimate			16	38									54	\$2,384	\$6,074	\$0
3.4.3	Technical Specifications		2	8				34						44	\$2,789	\$7,107	\$0
3.4.4	Quality Control and Constructability Review						24							24	\$1,526	\$3,889	\$0
3.4.5	Submittal of Draft (80%) PS&E		2	4	12	8		6						32	\$1,432	\$3,648	\$0
3.4.6	Submittal of Final (100%) PS&E		2	4	6	4		3						19	\$894	\$2,278	\$0
4	Right-of-Way Services													0	\$0	\$0	\$0
4.1	ROW Surveying													0	\$0	\$0	\$0
	Exhibits and Boundary Survey				8				2	2	20			32	\$1,215	\$3,097	\$0
	Plats and Legals for TCEs (2)									4	12			16	\$607	\$1,546	\$0
	Plats and Legal for RW Takes (2)									4	12			16	\$607	\$1,546	\$0
	Stake Proposed RW				12					2	17			31	\$1,153	\$2,938	\$0
4.2	Right-of-way Appraisals													0	\$0	\$0	\$0
4.3	Right-of-Way Acquisition		1	5	8									14	\$660	\$1,682	\$0
4.4	Right-of-Way Certification		1	1										2	\$124	\$316	\$0
5	Bidding Assistance		1	4	3			4						12	\$667	\$1,700	\$0
6	Construction Support		2	6	16									24	\$1,104	\$2,814	\$0
7	Post Construction Support													0	\$0	\$0	\$0
7.1	Prepare Record (As-Built) Drawings			2					8					10	\$472	\$1,203	\$0
7.2	Final Right-of-Way Surveying								2	18	28			48	\$1,979	\$5,041	\$0
	Subtotal- Hours	0	15	94	197	102	66	53	8	4	30	89	0	658	\$29,387.80	\$74,880.11	0
	Estimated Salary Increases for Multi-Year Project														\$0.00	\$0.00	0
	Other Direct Costs														\$0.00	\$0.00	0
	Total Cost	\$0	\$1,053	\$5,076	\$7,880	\$2,601	\$4,198	\$3,456	\$364	\$243	\$1,527	\$2,990	\$0	\$29,388	\$29,388	\$74,880	\$0

Hill Road Landslide Repair
February 4, 2020

Amendment 1 - Supplemental Scope of Work

This request is for additional effort required to complete the design and PS&E for the Hill Road Landslide Repair project. The requested budget amendment includes escalation of costs that were budgeted in 2017 for completion by December 2018, but are now anticipated to not be completed until 2021 (Construction).

Task 1.4 - Meetings

An additional project team meeting with John Everett was requested in January 2020 to walk the site and discuss the current alternatives and changes to the site topography. This meeting was not expected but was critical to the further development of a design alternative which meets all the site constraints.

Task 2.1- Topographic Surveys and Mapping

Internal Budget Transfer from Task 4

Quincy requests an internal budget transfer from Task 4 (Right of Way Services) because we were able to resolve the right of way, property lines and easements with the monuments located in the field in conjunction with utilizing record maps for the affected parcels. The land net was originally scheduled to be resolved in Task 4, but it was more efficient to complete the field work necessary for the boundary resolution while Quincy's surveyors were completing the topographic survey. This saved an additional trip which would have resulted in additional travel time and per diem. It is also beneficial in the design process to have the boundary and easement information in order to determine the impacts on the subject parcels.

Task 2.2 - Geotechnical Investigations

In a phone conversation on May 24, 2017 with Fred Pezeshk, the County requested that the geotechnical borings within the County right of way be advanced while rights of entry from private properties were obtained. This resulted in the need to perform two mobilizations for geotechnical borings. The contract budget was based on one mobilization. This was documented in subsequent invoice progress reports. In January 2020, the County requested WRECO attend an additional field meeting to discuss viable design alternatives. WRECO will include analysis and recommendation for the additional design Alternatives 4 and 5.

Task 2.3 (2.3.2, 2.3.3, 2.3.4, 2.3.5, 2.3.6) - Slope Stabilization Alternatives

Existing conditions have continued to change since the initial contract scope of work was prepared. The County has constructed additional pavement on Hill Road to bypass some of the slide material. As part of the type selection memorandum and costs, Quincy will include reconstruction of the road within the slide area, re-establishment of the road centerline to the original location, and drainage design to connect to newly installed systems. Quincy will develop and assess two new design alternatives (4 and 5).

Task 3.1.1 - Earth Retention System Design

Quincy will design the selected alternative, which is likely to be either Alternative 4 or Alternative 5. These alternatives feature an earth retention system near the top of the slope. Design of these alternatives is more complex than the originally envisioned alternatives located near the base of the slope. Stability, constructability, surface and subsurface drainage and feasibility considerations will require additional effort.

Task 3.1.2 - Roadway and Drainage Design

Quincy will provide additional details to tie the wall drainage into the existing drainage system. Additional details to reconstruct any damaged portion of the existing drainage system will also be included in the PS&E. Quincy will utilize available as-builts and topographic data that was accessible at the time of the field work to re-establish roadway drainage. Drainage of the hill side will be re-routed to existing storm drain systems. Existing systems will not be modified for the increase in flow demand as there is no data or analysis available on the quantity of water coming from the hillside, and this analysis is not included in this scope of work.

Task 4.2 - Right of Way Appraisals (Bender Rosenthal, Inc.)

Based on our current understanding of the project, we have assumed that waiver valuations would not be appropriate for the property acquisitions. The first paragraph of Task 4.2 of the contract scope of work, as well as the Deliverable identified under Task 4.2 is removed from the contract scope of work. Tasks 4.2.1 scope and deliverables will be the scope of work applicable to the project. The original contract budget assumed only waiver valuations would be required. The contract budget increase request is to cover the additional effort for full appraisals.

TASK 4.3 – Right of Way Acquisition (Bender Rosenthal, Inc.)

Our original assumptions for Task 4.3 was a simple acquisition for two (2) permanent right of way takes and two (2) temporary construction easements. The HOA who holds one (1) parcel, in which the common areas for the permanent and temporary construction easement is needed has had a past dispute with the County. The anticipation is the HOA negotiations and acquisition will be more complex and we anticipate the FWO will need to be presented to the HOA board, along with at least one follow-up board meeting if a settlement is reached. The contract budget increase request is to cover the additional effort anticipated for the acquisition.

Schedule

It is anticipated that design will be complete by June 2020. The right of way acquisition schedule (and critical path to requesting construction funding) will be dependent on NEPA approval and approval of the right of way phase funding (E-76 for the R/W phase). We understand Caltrans and the County are working together to get to NEPA approval. Escalation of rates is based on completing task 1-4 by October 1, 2020 and Tasks 5-7 by December 31, 2021.

Exhibit 10-H1 Cost Proposal

Actual Cost-Plus-Fixed Fee Contracts

Prime Consultant Subconsultant

Consultant **Quincy Engineering, Inc.**
Project Name Hill Road MP 7.75 Landslide Repair Project Amendment #1 Supplemental Cost

Amendment 1: Supplemental Costs (Justification Items 3 to 8)

Project No. L01-405 Contract No. _____ Date 2/4/2020

DIRECT LABOR

Classification/Title	Name	Initials	Range	Hours	Hourly Rate	Total
Principal Eng.	Mark Reno	MR	\$70-\$120	0	\$ 88.79	\$ -
Senior PM *	Carolyn Davis	CD	\$60-\$120	16	\$ 81.27	\$ 1,300.32
Senior Eng. *	Robert Ferguson	RF	\$50-\$100	110	\$ 70.00	\$ 7,700.00
Senior Eng.	Garrett McLaughlin	GM	\$50-\$100	0	\$ 70.38	\$ -
Survey Mgr	Jim Thornton	JT	\$40-\$70	0	\$ 58.92	\$ -
Survey Tech	Alfonso Dabu	AD	\$29-\$50	0	\$ 38.90	\$ -
Assist Eng. I	Brent Harrison	BH	\$26-\$46	0	\$ 32.64	\$ -
Assist Eng. I	Ashley Hansen	Aha	\$26-\$46	36	\$ 34.65	\$ 1,247.40
Assist Eng. I	Kevin Williams	KW	\$26-\$46	160	\$ 33.15	\$ 5,304.00
Senior Eng. Tech	Craig Polglase	CP	\$33-\$65	0	\$ 62.63	\$ -
Senior Eng.	Kelly Gallagher	KG	\$50-\$100	0	\$ 75.48	\$ -
Assoc Eng.	Ryan Kotey	RK	\$35-\$65	0	\$ 46.31	\$ -
CAD Tech	Patrick Kenney	PK	\$25-\$40	0	\$ 29.52	\$ -
Senior Eng.	Greg Young	GY	\$50-\$100	0	\$ 73.62	\$ -
CAD Manager	Bob Maechler	BM	\$34-\$56	0	\$ 52.67	\$ -
Admin Asst	Phyllis Jordan	PJ	\$15-\$52	0	\$ 41.44	\$ -
				322		\$ 15,551.72

LABOR COSTS

a) Subtotal Direct Labor Costs \$15,551.72
 b) Estimated Salary Increases for Multi-Year Project \$0.00 (see calculation page attached)
 c) TOTAL DIRECT LABOR COSTS [(a) + (b)] \$15,551.72

INDIRECT COSTS

d) Fringe Benefits (Rate: 37.90%)
 e) Total Fringe Benefits [(c) x (d)] \$5,894.10
 f) Overhead (Rate: 116.90%)
 g) Overhead [(c) x (f)] \$18,179.96
 h) General Administration (Rate: 0.0%)
 i) Gen & Admin [(c) x (h)] \$0.00
 j) TOTAL INDIRECT COSTS [(e) + (g) + (i)] \$24,074.06

FIXED FEE

k) Fixed Fee (10.0%)
 l) TOTAL FIXED FEE [(c) + (j)] x (k) \$3,962.58

CONSULTANT'S OTHER DIRECT COSTS (ODC)

Travel (@ active IRS mileage rate)	280 miles @	\$0.580	\$162.40
Pier Diem/ Hotel	0 days @	\$150.00	\$0.00
Delivery	0 @	\$20.00	\$0.00
Vendor Reproduction			
	Vellum @	\$0.00	\$0.00
	8 1/2 X 11 Reproduction @	\$0.00	\$0.00
	11 X 17 Reproduction @	\$0.00	\$0.00
	Mounting Boards for Presentations @	\$0.00	\$0.00
	Newsletters (Translation and printing) @	\$0.00	\$0.00
	Subtotal Vendor Reproduction		\$0.00
Title Report	0 @	\$0.00	\$0.00
Miscellaneous			\$0.00
m) TOTAL OTHER DIRECT COSTS			<u>\$162.40</u>

n) SUBCONSULTANT COSTS (attach detailed cost proposal for each subconsultant)

WRECO	\$8,163.30
Bender Rosenthal, Inc.	\$10,100.00
0	\$0.00
	<u>\$18,263.30</u>

o) TOTAL COST [(c) + (j) + (l) + (m) + (n)] \$62,014.06

NOTES:

1. Key personnel marked with an asterisk (*).
2. Employees subject to prevailing wage marked with two asterisks (**).
3. Anticipated salary increases calculation (Item "b") on attached page.
4. Note: Invoices will be based upon actual QEI hourly rates plus overhead at 154.8% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost. The overhead rate (ICR) shall remain fixed for the contract duration or until both parties agree to modify the rate in writing.

Cost Proposal

Project Name: Hill Road MP 7.75 Landslide Repair Project Amendment #1 Supplemental Cost		Project Name: Hill Road MP 7.75 Landslide Repair Project Amendment #1 Supplemental Cost															
Project Number: L01-405		Project Name: Hill Road MP 7.75 Landslide Repair Project Amendment #1 Supplemental Cost															
TASKS		Project Name: Hill Road MP 7.75 Landslide Repair Project Amendment #1 Supplemental Cost															
No.	Initial Hourly Rate	MR	CD	RF	GM	JT	AD	BH	Aha	KW	PJ	Quincy Total Labor Dollars	Actual Labor Multiplier	Quincy NLF Budget	WRECO	Bender Rosenthal, Inc.	Subconsultant Subtotal
		\$88.79	\$81.27	\$70.00	\$70.38	\$59.82	\$38.90	\$32.64	\$34.85	\$31.15	\$41.44		2.803				
Amendment 1																	
Phase 1																	
1	Project Initiation and Management											0	\$0	\$0			\$0
1.4	Meetings (Supplemental Additional 2020 Field Meeting)		16	16					24			56	\$3,216	\$9,014			\$0
2	Preliminary Design Engineering											0	\$0	\$0			\$0
2.2	Geotechnical Investigations (second mobilization and additional Alternatives)		4	4								4	\$280	\$785	\$8,163.39		\$8,163
2.3.2	Structural Design Criteria (Additional Budget Required for additional Alternatives)		2	24				4				6	\$279	\$781			\$0
2.3.3	Plan Coordination (Additional Budget Required)		24	24						40		64	\$3,006	\$8,425			\$0
2.3.4	Develop Feasible Slope Stability Alternatives (Additional Budget required for Alt 4 & 5)		24	24						40		64	\$3,006	\$8,425			\$0
2.3.5	Develop Type Selection Memorandum (Additional Budget required to finalize)		16	16				24	8			48	\$2,217	\$6,213			\$0
2.3.6	30% Plan Submittal (Additional Budget Required to complete)		8	8				8	8			24	\$1,102	\$3,080			\$0
Phase 2																	
3	Final Design Engineering											0	\$0	\$0			\$0
3.1.1	Earth Retention System Design			16								16	\$1,120	\$3,139			\$0
3.1.2	Roadway Design									40		40	\$1,326	\$3,717			\$0
4.2.3	Right-of-Way Appraisal, Acquisitions											0	\$0	\$0			\$10,100
Subtotal-Hours		0	15	110	0	0	0	0	38	160	0	322	\$15,551.72	\$43,566.36			\$10,100
Estimated Salary Increases for Multi-Year Project													\$0.00	\$0.00			\$0
Other Direct Costs													\$162.40	\$162.40			\$0
Total Cost		\$0	\$1,300	\$7,700	\$0	\$0	\$0	\$0	\$1,247	\$5,304	\$0	\$15,552	\$43,751	\$43,751	\$8,163	\$10,100	\$18,263



COST PROPOSAL

CONTRACT No. ROW Services for Hill Road MP 7.75 Landslide Repair Project Budget Increase
 CONSULTANT Bender Rosenthal, Inc.

Date 30-Jan-20

Classification	Name	Task	Labor Range	Hours	Initial/Average Hourly Rate	Total
Senior PM	Lindy Lee	PM/Cert		4.0 @	\$ 100.00	\$ 400.00
Senior ROW Specialist	Mike Lahodny	ROW Planning/Appr		2.0 @	\$ 67.70	\$ 135.40
Appraiser	Tom Leonard	Appraisals		40.0 @	\$ 40.00	\$ 1,600.00
Appraiser	Joe Mulholland	Appraisals		0.0 @	\$ 37.00	\$ -
Appraiser	Ross Campbell	Appraisals		0.0 @	\$ 48.56	\$ -
Appraiser	Angela Parrott	Appraisals		0.0 @	\$ 48.00	\$ -
Appraiser	Amy Woodward	Appraisals		0.0 @	\$ 48.00	\$ -
Sr. Project Coordinator	Rebekah Green	Acquisition/Escrow		4.0 @	\$ 58.05	\$ 232.20
Project Coordinator	Betsey Cline	Acquisition		4.0 @	\$ 30.00	\$ 120.00
Acquisition Agent	Shay Clark	Acquisitions		21.0 @	\$ 42.00	\$ 882.00
Acquisition Agent	Suzzan Arnold	Acquisitions		15.0 @	\$ 45.00	\$ 675.00
Researcher	Dan Sellery	Appraisals		10.0 @	\$ 27.00	\$ 270.00
Researcher	Alysia Corey	Appraisals		0.0 @	\$ 26.00	\$ -
Researcher	Fred McGrew	Appraisals		0.0 @	\$ 26.00	\$ -
Researcher	Stacie Hagstedt	Appraisals		0.0 @	\$ 30.00	\$ -
Researcher	Evan Furr	Appraisals		0.0 @	\$ 21.00	\$ -
Researcher	Najm Saher Naqvi	Appraisals		0.0 @	\$ 21.00	\$ -
Administrator / Clerical	Alyssa Aldal Housley	Support		5.0 @	\$ 28.00	\$ 140.00
Administrator / Clerical	Aly Bell	Support		0.0 @	\$ 31.00	\$ -
Administrator / Clerical	Mindy Bowers	Support		0.0 @	\$ 20.00	\$ -
Administrator / Clerical	Margo Hargrove	Support		0.0 @	\$ 23.00	\$ -
Administrator / Clerical	Teri Sparks	Support		0.0 @	\$ 26.50	\$ -
Administrator / Clerical	Tristina Williams	Support		0.0 @	\$ 27.00	\$ -
Administrator / Clerical	Taylor McGinnis	Support		0.0 @	\$ 17.00	\$ -
Subtotal Direct Labor Costs						\$ 4,454.60
Total Direct Labor Costs						\$ 4,454.60
FRINGE BENEFITS						Rate
Fringe Benefits						64.80%
Total Fringe Benefits						\$ 2,886.58
INDIRECT COSTS						Rate
Overhead/General and Administrative						39.27%
Total Indirect Costs						\$ 1,749.32
FEE						\$ 909.05
OTHER COSTS						Rate
Mileage (rate increase from 2017)						1,900.00 \$ 0.040 \$ 76.00
Independent Appraisal Review Fee						0 at \$ - \$ -
Shipping						5 \$ 4.89 \$ 24.45
Total Other Costs						\$ 100.45
TOTAL COSTS						\$ 10,100.00

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED-FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

Prime Consultant Subconsultant 2nd Tier Subconsultant

Consultant: WRECO
Project No.: _____ Contract No.: _____ Date: 1/31/2020

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Principal Engineer	TBD	0	\$ 102.65	\$ -
Supervising Engineer	TBD	0	\$ 84.87	\$ -
Senior Geologist	TBD	6	\$ 70.79	\$ 424.74
Senior Geotechnical Engineer	TBD	0	\$ 69.28	\$ -
Senior Engineer	TBD	0	\$ 71.21	\$ -
Associate Engineer	TBD	0	\$ 48.56	\$ -
Staff Engineer	TBD	5	\$ 38.26	\$ 191.30
Staff Geologist	TBD	30	\$ 32.20	\$ 966.00
Senior Technician	TBD	0	\$ 33.09	\$ -
Technical Editor	TBD	0	\$ 30.45	\$ -

LABOR COSTS

a) Subtotal Direct Labor Costs	\$ 1,582.04
b) Anticipated Salary Increases (see page 2)	\$ -
c) TOTAL DIRECT LABOR COSTS	\$ 1,582.04

INDIRECT COSTS

d) Fringe Benefits Rate: <u>70.36%</u>	e) Total Fringe Benefits	\$ 1,113.12
f) Overhead Rate: <u>32.32%</u>	g) Overhead	\$ 511.32
h) General and Administrative Rate: <u>35.12%</u>	i) Gen & Admin	\$ 555.61
	j) TOTAL INDIRECT COSTS	\$ 2,180.05

FIXED FEE

Rate: <u>10.00%</u>	k) TOTAL FIXED FEE	\$ 376.21
---------------------	---------------------------	------------------

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) – ITEMIZE

Description	Quantity	Unit(s)	Unit Cost	Total
Travel/Mileage/Vehicle (supported by consultant actual costs)	0	Miles	\$ 0.580	\$ -
Reproductions	1	EA	\$ 60.00	\$ 60.00
Overnight Delivery/Shipment	0	EA	\$ 25.00	\$ -
Laboratory Testing - Non-DBE	0	LS	\$ 3,000.00	\$ -
Drilling and Field Sampling - Non-DBE	1	LS	\$ 3,330.00	\$ 3,330.00
Traffic Control Non-DBE	0	LS	\$ 2,000.00	\$ -
Rate Escalation	0	LS	\$ 1,000.00	\$ -
Instrument Supplies (GeoEx)	1	LS	\$ 535.00	\$ 535.00
County of Lake Well Permit	1	LS	\$ 100.00	\$ 100.00

l) TOTAL OTHER DIRECT COSTS \$ 4,025.00

m) SUBCONSULTANTS' COSTS

Subconsultant 1:	\$ -
m) TOTAL SUBCONSULTANTS' COSTS	\$ -

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS \$ 4,025.00

TOTAL COST \$ 8,163.30

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
3. Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL

ACTUAL COST-PLUS-FIXED-FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(SAMPLE CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal \$1,582.04	Total Hours per Cost Proposal 41.0	=	Avg Hourly Rate 38.59	5 Year Contract Duration Year 1 Avg Hourly Rate
---	--	---	--------------------------------	---

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$38.59	+	3%	=	\$39.74	Year 2 Avg Hourly Rate
Year 2	\$39.74	+	3%	=	\$40.94	Year 3 Avg Hourly Rate
Year 3	\$40.94	+	3%	=	\$42.16	Year 4 Avg Hourly Rate
Year 4	\$42.16	+	3%	=	\$43.43	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	100.0%	*	41.00	=	41.00	Estimated Hours Year 1
Year 2	0.0%	*	41.00	=	0.00	Estimated Hours Year 2
Year 3	0.0%	*	41.00	=	0.00	Estimated Hours Year 3
Year 4	0.0%	*	41.00	=	0.00	Estimated Hours Year 4
Year 5	0.0%	*	41.00	=	0.00	Estimated Hours Year 5
Total	100%		Total	=	41.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$38.59	*	41.00	=	\$1,582.04	Estimated Hours Year 1
Year 2	\$39.74	*	0.00	=	\$0.00	Estimated Hours Year 2
Year 3	\$40.94	*	0.00	=	\$0.00	Estimated Hours Year 3
Year 4	\$42.16	*	0.00	=	\$0.00	Estimated Hours Year 4
Year 5	\$43.43	*	0.00	=	\$0.00	Estimated Hours Year 5
			Total Direct Labor Cost with Escalation	=	\$1,582.04	
			Direct Labor Subtotal before Escalation	=	\$1,582.04	
			Estimated total of Direct Labor Salary Increase	=	\$0.00	Transfer to Page 1

NOTES:

1. This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
2. An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
3. This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
4. Calculations for anticipated salary escalation must be provided.

EXHIBIT 10-H1 COST PROPOSAL

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

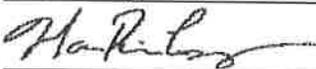
All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Han-Bin Liang, Ph.D., P.E.

Title: President

Signature: 

Date of Certification (mm/dd/yyyy): 1/31/2020

Email: hanbin_liang@wreco.com

Phone Number: (925) 941-0017

Address: 1243 Alpine Road, Suite 108, Walnut Creek, CA 94596

*An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List services the consultant is providing under the proposed contract:

Advance geotechnical borings within damaged area, install inclinometers and piezometers, perform laboratory testing of recovered soil/rock, perform inclinometer and piezometer monitoring, provide landslide mitigation recommendations, provide geotechnical report summarizing the study and providing specific recommendations for landslide / roadway repair.