

AMENDMENT ONE TO AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES
FOR
REPLACEMENT OF ANDERSON CREEK BRIDGE AT FOARD ROAD (14C-0076)
AND DRY CREEK BRIDGE AT DRY CREEK ROAD (14C-0070)
IN LAKE COUNTY, CALIFORNIA

THIS AMENDMENT TO AGREEMENT is made this _____ day of _____, 2017, 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 June 28, 2016 to provide construction management services as required for the replacement of Anderson Creek Bridge on Foard Road (14C-0076) and Dry Creek Bridge on Dry Creek Road (14C-0070); and

WHEREAS, CONSULTANT desires to amend their budget for work on Task 2, "Construction Field Inspection and Management", and Task 6, "Post Construction Services"; and

WHEREAS, CONSULTANT is duly licensed, qualified and experienced to perform said services; 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:

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

"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 Exhibits "A" and "C", the provisions of this Agreement shall control."

B. ARTICLE VI, "COMPENSATION AND TERMS OF PAYMENT", Section C,

"Compensation" is hereby modified to read as follows:

"Compensation: The method of payment for this contract will be based on actual cost plus a 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 Exhibits "A" and "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, total payments to CONSULTANT shall not exceed the following individual amount for each bridge nor the total amount for this Agreement without prior written authorization by COUNTY and formal Amendment to this Agreement.

Anderson Creek Bridge at Foard Road (14C-0076)	\$185,344.73
Dry Creek Bridge at Dry Creek Road (14C-0070)	\$183,249.83
<hr/>	
TOTAL NOT TO EXCEED.....	\$368,594.56

In addition to the allowable incurred costs, COUNTY will pay CONSULTANT a fixed fee of \$10,989.58 for Anderson Creek Bridge at Foard Road and \$9,118.18 for Dry Creek Bridge at Dry Creek Road. 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."

Except as specifically modified herein, all other terms and conditions of the AGREEMENT dated June 28, 2016 shall remain in full force and effect.

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

COUNTY OF LAKE:

Quincy Engineering, Inc.

Chair, Board of Supervisors

John Quincy, President

ATTEST:

CAROL J. HUCHINGSON
Clerk of the Board of Supervisors

APPROVED AS TO FORM:

ANITA L. GRANT
County Counsel

By: _____


By:  _____

EXHIBIT "C"

TO

AMENDMENT ONE TO AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES

FOR

REPLACEMENT OF ANDERSON CREEK BRIDGE AT FOARD ROAD (14C-0076)

AND DRY CREEK BRIDGE AT DRY CREEK ROAD (14C-0070)

IN LAKE COUNTY, CALIFORNIA



Fred Pezeshk, Project Manager
County of Lake
Department of Public Works
255 N. Forbes Street
Lakeport, CA 95453

August 14, 2017

**Re: Construction Management Services for Foard Road at Anderson Creek
Bridge Replacement Project Federal Project No. BRLO-5914(068)
Amendment 1 Request**

Dear Mr. Pezeshk:

This document is a summary of the various additional levels of effort that have been discussed with the County and that are required for the completion of this project. This proposed amendment includes the following tasks which correspond to the original contract task numbers. The amounts listed below reflect the total additional amounts requested, this can be accomplished through task budget reallocation and budget augmentation.

Summary by Task	Additional Amount Requested
Task 2 – Construction Field Inspection and Management	\$ 11,982.59
Task 6 – Post Construction Services	<u>\$10,756.70</u>
Total Additional Work	\$22,739.29
Budget Reallocation (Shift Remaining Task Budgets)	<u>\$19,348.61</u>
Total Amendment Request	\$3,390.68

Task 2 – Construction Field Inspection and Management

There are two main components to the request for additional budget under Task 2 and they include the following elements:

- ✓ Adjustment for Premium Time to meet Contractor's schedule
- ✓ Additional efforts required to research, coordinate and resolve project issues

Because of the delay in project funding approvals which were outside the County's control, the project initiation timeline was delayed until later in the construction season. This left the Contractor with a smaller work window to operate within the approved permits and requirements which were in the Contract Documents. The Contractor elected to do this by working longer shifts, and working on weekends. There was also the need to send personnel out on weekends during large storm events to assess project site, falsework and temporary bridge conditions. Given that this is a prevailing wage project these resulted in higher labor costs as the prevailing wage overtime costs are higher than the budgeted straight time costs that are in contract. Additionally, the Contractor elected to work on weekends which do not count as "working days" and therefore were not accounted for in the original project budget which were estimated based on working days.

There were also several issues that arose during the construction of this project which required significant efforts to resolve. These included addressing resolving supposed sole-source concrete supplier issues and implementation of Caltrans Standard Specifications for deck grinding. The Contractor's concrete supplier had a failed shrinkage test which resulted in not being able to supply concrete which met the 2010 Project Specifications. Since the schedule did not allow for a 28 day delay to retest shrinkage requirements the contractor was given the option to implement the 2015 Caltrans Specifications which would relieve the concrete

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supplier of the similar testing. There was additional coordination with Contractor, supplier and Caltrans personnel to finalize substitution recommendations. The project documents specified that the new deck was to receive longitudinal tinning and would be grooved after construction of the deck. After the grinding and grooving subcontractor mobilized it was determined that the amount of grind/grove would result in compromising the structural integrity of the deck. The subcontractor was not allowed to perform this work and this led into trying to resolve this technical issue. The Construction Management Team was working and coordinating with the Contractor, subcontractors, Caltrans personnel as well as industry experts to resolve. This also included multiple additional site visits, meetings and teleconferences

Task 6 – Post Construction Services

With the construction complications that have occurred as a result of the deck materials and final grinding, encountered delays and the subsequent acceleration of the Contractor there will be increased efforts for closeout of this contract. These additional efforts reflect the required time to complete all construction contract change orders (CCOs), resolve potential Contractor claims, coordinate with various Caltrans personnel; and complete all additional required paperwork. No additional fixed fee was included in this amendment amount. Quincy believes that there are no remaining substantial outstanding issues.

In Summary

This amendment represents additional level of effort required to complete this project. The proposed Amendment amount is arrived at if the budget reallocation of underbudget tasks is allowed. This reallocated amount is subtracted from the overall additional work total and results in the proposed contract amendment amount requested. The cost sheets are enclosed for use in Amendment 1 of this Agreement. We are very sensitive to budgetary constraints facing public agencies and have attempted to conserve budget wherever possible.

If you have any questions or comments on this proposed addendum, please me at (916) 368-9181.

Sincerely,
Quincy Engineering, Inc.

A handwritten signature in cursive script that reads "Mark L. Reno".

Mark L. Reno, P.E.
Construction Manager

Attachment
Cc: File

Cost Proposal

Lake County - Construction Management for HBP Funded Bridge Projects (Foard Road at Anderson Creek) Amendment #1

Construction Management

Date: 8/14/2017

Quincy Engineering, Inc.

Direct Labor:	\$9,430.12
Escalation for Multi-Year Project (0.0%):	\$0.00
Subtotal	\$9,430.12
Indirect Cost Rate (ICR) (1.400):	\$13,202.17
A. Labor Subtotal	\$22,632.29

Subconsultant Costs:

SHN Consulting Engineers and Geologists	\$0.00
DCM Group	\$0.00
Area West Environmental	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
B. Subconsultant Subtotal	\$0.00

Other Direct Costs:

(1). RE Per diem:	0.0 days @ \$120 per day	\$0.00
(2). RE Vehicle:	Included in ICR	\$0.00
(3). ARE/ASR Per diem:	0.0 days @ \$120 per day	\$0.00
(4). ARE/ASR Vehicle:	Included in ICR	\$0.00
(5). Inspector Per diem:	0.0 days @ \$120 per day	\$0.00
(6). Inspector Vehicle:	Included in ICR	\$0.00
(7). CM/SR Per diem:	0.0 days @ \$120 per day	\$0.00
(8). PM/SR Vehicle Mileage:	200.0 miles @ \$0.54 per mile	\$107.00
(9). Survey Vehicle Mileage:	0.0 miles @ \$0.54 per mile	\$0.00
(10). Prevailing Wage Differential *:		\$0.00
(11). Misc. Field supplies :		\$0.00
		\$0.00

C. Other Direct Cost Subtotal: **\$107.00**

Labor Subtotal A. =	\$22,632.29
Additional Fixed Fee	\$0.00
Subconsultant Subtotal B. =	\$0.00
Fixed Fee	\$0.00
Other Direct Cost Subtotal: C. =	\$107.00
Fixed Fee	\$0.00

\$22,739.29

AMOUNT OF BUDGET REALLOCATED =

\$19,348.61

AMOUNT OF REQUESTED AMENDMENT =

\$3,390.68

ORIGINAL TOTAL CONTRACT AMOUNT =

\$181,954.05

REVISED TOTAL CONTRACT AMOUNT =

\$185,344.73

Note: Invoices will be based upon actual QEI hourly rates plus ICR at 140.0% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost.

Exhibit 10-H Cost Proposal

Cost Proposal**Lake County - Construction Management for HBP Funded Bridge
Projects (Foard Road at Anderson Creek) Amendment #1**

Contract No.

Consultant

Quincy Engineering, Inc.Date 8/14/2017**DIRECT LABOR**

Classification/Title	Name	Initials	Range	Hours	Initial Hourly Rate	Total
Project Manager	Mark Reno	MR	\$62-\$84	24	\$76.70	\$ 1,840.80
Structure Representative	Leland Mason	LM	\$52-\$84	0	\$62.10	\$ -
Resident Engineer	Richard Gifford/ Ramon Montes De Oca	RGIII/RDM	\$52-\$84	38	\$60.00	\$ 2,280.00
Asst RE/SR	TBD	ARE	\$28-\$63	116	\$45.77	\$ 5,309.32
Asst RE/SR	John Snyder	JT	\$52-\$75	0	\$45.77	\$ -
Survey Tech	TBD	ST	\$21-\$41	0	\$32.20	\$ -

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LABOR COSTS

a) Subtotal Direct Labor Costs	<u>\$9,430.12</u>	
b) Escalation for Multi-Year Project (0.0%):	<u>\$0.00</u>	
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	<u>\$9,430.12</u>	\$9,430.12

FRINGE BENEFITS

d) Fringe Benefits (Rate: 39.0%):		
e) TOTAL FRINGE BENEFITS [(c) x (d)]	<u>\$3,677.75</u>	\$3,677.75

INDIRECT COSTS

f) Overhead (Rate: 72.7%):		
g) Overhead [(c) x (f)]	<u>\$6,855.70</u>	
h) General Administration (Rate: 28.3%):		
i) Gen & Admin [(c) x (h)]	<u>\$2,668.72</u>	
j) TOTAL INDIRECT COSTS [(g) + (i)]	<u>\$9,524.42</u>	\$9,524.42

FIXED FEE (Profit)

k) Additional Fixed Fee		
l) TOTAL PROFIT [(c) + (e) + (j)] x (k)	<u>\$0.00</u>	\$0.00

OTHER DIRECT COSTS (ODC)

RE Per diem	0	\$ 120.00 per day	\$0.00
RE Vehicle	Included in ICR	\$ -	\$0.00
ARE/ASR Per diem	0	\$ 120.00 per day	\$0.00
ARE/ASR Vehicle	Included in ICR	\$ -	\$0.00
Inspector Per diem	0	\$ 120.00 per day	\$0.00
Inspector Vehicle	Included in ICR	\$ -	\$0.00
CM/SR Per diem	0	\$ 120.00 per day	\$0.00
PM/SR Vehicle Mileage	200	\$ 0.54 per mile	\$107.00
Survey Vehicle Mileage	0	\$ 0.54 per mile	\$0.00
Prevailing Wage Differential *	0	\$ - \$0.000	\$0.00
Misc. Field supplies	0	\$ - \$0.000	\$0.00
	0	\$ - \$0.000	\$0.00
m) Other Direct Cost Subtotal:		\$107.00	\$107.00

p) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	<u>\$0.00</u>	<u>\$0.00</u>
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r) TOTAL COST	<u>\$22,739.29</u>
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Fred Pezeshk, Project Manager
County of Lake
Department of Public Works
255 N. Forbes Street
Lakeport, CA 95453

August 14, 2017

**Re: Construction Management Services for Dry Creek Road at Dry Creek
Bridge Replacement Project Federal Project No. BRLO-5914(080)
Amendment 1 Request**

Dear Mr. Pezeshk:

This document is a summary of the various additional scope of work items and additional levels of effort that have been discussed with the County and that are required for the completion of this project. This proposed amendment includes the following tasks which correspond to the original contract task numbers. The amounts listed below reflect the total amounts requested, further on there is a discussion on how this can be accomplished through task budget reallocation and budget augmentation.

Summary by Task	Additional Amount Requested
Task 2 – Construction Field Inspection and Management	\$ 25,426.36
Task 6 – Post Construction Services	<u>\$ 13,883.04</u>
Total Additional Work	\$39,309.40
Budget Reallocation (Shift Remaining Task Budgets)	<u>\$15,615.24</u>
Total Amendment Request	\$23,694.16

Task 2 – Construction Field Inspection and Management

There are three main components to the request for additional budget under Task 2 and they include the following elements:

- ✓ Adjustment for Premium Time to meet Contractor's schedule
- ✓ Additional efforts required to research, coordinate and resolve project issues
- ✓ Additional work added to Project

Because of the delay in project funding approvals which were outside the County's control, the project initiation timeline was delayed until later in the construction season. This left the Contractor with a smaller work window to operate within the approved permits and requirements which were in the Contract Documents. The Contractor elected to do this by working longer shifts, and working on weekends. There was also the need to send personnel out on weekends during large storm events to assess project site, falsework and temporary bridge conditions. Given that this is a prevailing wage project these resulted in higher labor costs as the prevailing wage overtime costs are higher than the budgeted straight time costs that are in contract. Additionally, the Contractor elected to work on weekends which do not count as "working days" and therefore were not accounted for in the original project budget which were estimated based on working days.

There were also several issues that arose during the construction of this project which required significant efforts to resolve. These included addressing resolving supposed sole-source concrete supplier issues and implementation of Caltrans Standard Specifications for deck grinding. The Contractor's concrete supplier had a failed shrinkage test which resulted in not being able to supply concrete which met the 2010 Project

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Specifications. Since the schedule did not allow for a 28 day delay to retest shrinkage requirements the contractor was given the option to implement the 2015 Caltrans Specifications which would relieve the concrete supplier of the similar testing. There was additional coordination with Contractor, supplier and Caltrans personnel to finalize substitution recommendations. The project documents specified that the new deck was to receive longitudinal tinning and would be grooved after construction of the deck. After the grinding and grooving subcontractor mobilized it was determined that the amount of grind/grove would result in compromising the structural integrity of the deck. The subcontractor was not allowed to perform this work and this led into trying to resolve this technical issue. The Construction Management Team was working and coordinating with the Contractor, subcontractors, Caltrans personnel as well as industry experts to resolve. This also included multiple additional site visits, meetings and teleconferences

This project site was subjected to extreme weather conditions which resulted in off-site drainage coming on to the project site and causing damage to some of the newly constructed facilities. This historic and extreme rainfall could not have been anticipated, nor could the off-site drainage issues which caused this damage. This required the Construction Management Team to coordinate with the County, Design Consultant and Caltrans. The Construction Management Team coordinated approval of a revised APE; re-validate NEPA; worked with Designers to develop design and repair plans; coordinated with the Contractor on negotiating a CCO, scheduling this additional work and then finally completing the inspection and documentation of the construction of it.

Task 6 – Post Construction Services

With the construction complications that have occurred because of the required design changes, deck materials and final grinding, encountered delays and the subsequent acceleration of the Contractor there will be increased efforts for closeout of this contract. These additional efforts reflect the required time to complete all construction contract change orders (CCOs), resolve potential Contractor claims, coordinate with various Caltrans personnel; and complete all additional required paperwork. Quincy believes that there are no remaining substantial outstanding issues.

In Summary

This amendment represents extra work required to complete this project. The proposed Amendment amount is arrived at if the budget reallocation of underbudget tasks is allowed. This reallocated amount is subtracted from the overall additional work total and results in the proposed contract amendment amount requested. The cost sheets are enclosed for use in Amendment 1 of this Agreement. We are very sensitive to budgetary constraints facing public agencies and have attempted to conserve budget wherever possible.

If you have any questions or comments on this proposed addendum, please me at (916) 368-9181.

Sincerely,
Quincy Engineering, Inc.

Mark L. Reno, P.E.
Construction Manager

Attachment
Cc: File

Cost Proposal

Lake County - Construction Management for HBP Funded Bridge Projects (Dry Creek Road at Dry Creek) Amendment #1

Construction Management

Date: 8/14/2017

Quincy Engineering, Inc.

Direct Labor:	\$15,767.46
Escalation for Multi-Year Project (0.0%):	\$0.00
Subtotal	\$15,767.46
Indirect Cost Rate (ICR) (1.400):	\$22,074.44
A. Labor Subtotal	\$37,841.90

Subconsultant Costs:

SHN Consulting Engineers and Geologists	\$0.00
DCM Group	\$0.00
Area West Environmental	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
B. Subconsultant Subtotal	\$0.00

Other Direct Costs:

(1). RE Per diem:	2.0 days @ \$120 per day	\$240.00
(2). RE Vehicle:	Included in ICR	\$0.00
(3). ARE/ASR Per diem:	8.0 days @ \$120 per day	\$960.00
(4). ARE/ASR Vehicle:	Included in ICR	\$0.00
(5). Inspector Per diem:	0.0 days @ \$120 per day	\$0.00
(6). Inspector Vehicle:	Included in ICR	\$0.00
(7). PM/SR Per diem:	0.0 days @ \$120 per day	\$0.00
(8). PM/SR Vehicle Mileage:	500.0 miles @ \$0.54 per mile	\$267.50
(9). Survey Vehicle Mileage:	0.0 miles @ \$0.54 per mile	\$0.00
(10). Prevailing Wage Differential *:		\$0.00
(11). Misc. Field supplies :		\$0.00

C. Other Direct Cost Subtotal: **\$1,467.50**

Labor Subtotal A. =	\$37,841.90
Fixed Fee	\$0.00
Subconsultant Subtotal B. =	\$0.00
Fixed Fee	\$0.00
Other Direct Cost Subtotal: C. =	\$1,467.50
Fixed Fee	\$0.00

TOTAL ADDITIONAL AMOUNT REQUESTED =	\$39,309.40
AMOUNT OF BUDGET REALLOCATED =	\$15,615.24
AMOUNT OF REQUESTED AMENDMENT =	\$23,694.16
ORIGINAL TOTAL CONTRACT AMOUNT =	\$159,555.67
REVISED TOTAL CONTRACT AMOUNT =	\$183,249.83

Note: Invoices will be based upon actual QEI hourly rates plus ICR at 140.0% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost.

Exhibit 10-H Cost Proposal

Cost Proposal

Lake County - Construction Management for HBP Funded Bridge Projects (Dry Creek Road at Dry Creek) Amendment #1

Contract No.

Consultant

Quincy Engineering, Inc.Date 8/14/2017

DIRECT LABOR

Classification/Title	Name	Initials	Range	Hours	Initial Hourly Rate	Total
Project Manager	Mark Reno	MR	\$62-\$84	26	\$76.70	\$ 1,994.20
Structure Representative	Leland Mason	LM	\$52-\$84	0	\$62.10	\$ -
Resident Engineer	Richard Gifford/ Ramon Montes De Oca	RGIII/RDM	\$52-\$84	48	\$60.00	\$ 2,880.00
Asst RE/SR	TBD	ARE	\$28-\$63	238	\$45.77	\$ 10,893.26
Asst RE/SR	John Snyder	JT	\$52-\$75	0	\$45.77	\$ -
Survey Tech	TBD	ST	\$21-\$41	0	\$32.20	\$ -

312

LABOR COSTS

a) Subtotal Direct Labor Costs	<u>\$15,767.46</u>	
b) Escalation for Multi-Year Project (0.0%):	<u>\$0.00</u>	
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	<u>\$15,767.46</u>	\$15,767.46

FRINGE BENEFITS

d) Fringe Benefits (Rate: 39.0%):		
e) TOTAL FRINGE BENEFITS [(c) x (d)]	<u>\$6,149.31</u>	\$6,149.31

INDIRECT COSTS

f) Overhead (Rate: 72.7%):		
g) Overhead [(c) x (f)]	<u>\$11,462.94</u>	
h) General Administration (Rate: 28.3%):		
i) Gen & Admin [(c) x (h)]	<u>\$4,462.19</u>	
j) TOTAL INDIRECT COSTS [(g) + (i)]	<u>\$15,925.13</u>	\$15,925.13

FIXED FEE (Profit)

k) Fixed Fee		
l) TOTAL PROFIT [(c) + (e) + (j)] x (k)	<u>\$0.00</u>	\$0.00

OTHER DIRECT COSTS (ODC)

RE Per diem	2	\$ 120.00 per day	\$240.00	
RE Vehicle	Included in ICR	\$ -	\$0.00	
ARE/ASR Per diem	8	\$ 120.00 per day	\$960.00	
ARE/ASR Vehicle	Included in ICR	\$ -	\$0.00	
Inspector Per diem	0	\$ 120.00 per day	\$0.00	
Inspector Vehicle	Included in ICR	\$ -	\$0.00	
PM/SR Per diem	0	\$ 120.00 per day	\$0.00	
PM/SR Vehicle Mileage	500	\$ 0.54 per mile	\$267.50	
Survey Vehicle Mileage	0	\$ 0.54 per mile	\$0.00	
Prevailing Wage Differential *	0	\$ - \$0.000	\$0.00	
Misc. Field supplies	0	\$ - \$0.000	\$0.00	
	0	\$ - \$0.000	\$0.00	
m) Other Direct Cost Subtotal:			\$1,467.50	\$1,467.50

p) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	<u>\$0.00</u>	<u>\$0.00</u>
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r) TOTAL COST

\$39,309.40

