

February 11, 2016

Karen J. Domerchie
Senior Management Analyst
City of Manhattan Beach
Public Works Department
1400 Highland Avenue
Manhattan Beach, California 90266

Subject: Cost Proposal for the Strand Stairs Rehabilitation Project

Dear Ms. Domerchie,

Thank you for considering Psomas to provide construction management and inspection services to the City of Manhattan Beach for the Strand Stairs Rehabilitation Project. We hope to work on this exciting project for Manhattan Beach as Psomas is very familiar and accustomed to completing success projects at downtown/beach front locations, most recently for the City of Long Beach and their beach restroom renovation project. In addition, our proposed construction manager has experience with very similar stair repairs and rehabilitation work for the City of Huntington Beach School Modernization project.

We propose to staff this assignment with Brian Culligan, CCM, PMP, LEED AP as our Construction Manager, while Chris McNary will provide additional construction management support/inspection and will serve as Brian's backup. Note that Chris and Brian are currently assigned to the City's Rosecrans Widening Project and will be located nearby in the event that immediate site issues arise. A copy of their résumés are included for your reference.

Our proposed fee schedule and associated scope of work is attached and have detailed our costs by project position and hourly rates. I will be the team's Principal In Charge and will be your point of contact during the proposal review process. I can be reached at 714.412-5672, or by email at rtolentino@psomas.com.

Sincerely,
PSOMAS



Reuben Tolentino, CCM, DBIA, ENV SP
Principal and Vice President
Construction Management Group

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Executive Summary

Construction Scope of Services

The project scope consists of the removal and replacement of concrete staircases at eight (8) separate locations, the removal and replacement of concrete balustrades, and the replacement of existing stairs at sixteen (16) separate locations. Project scope also includes replacement of concrete balustrades at Strand near Marine Avenue. Associated work with either the removal, replacement or repair of staircases to include removal of existing concrete block retaining walls, removal of existing concrete curbs, removal and replacement of existing metal handrails including core drilling for new handrail supports, removal of existing concrete cheek walls, and removal and/or saw cutting of existing asphalt and concrete pavement. Project work to also include protection of existing structures and features similar to those identified above, at staircase locations. In addition, existing utilities, valve boxes, wood fencing and piling, street lights and trash receptacles to be protected or relocated at staircase locations. The Strands Stairs Rehabilitation Project has stair locations extending from 8th street to 42nd street along a beach front pedestrian walkway and bike path. Contractor attention to project site and public safety, as well as adherence to Stormwater Pollution Control requirements will be critical for the overall success of the project. Construction is anticipated to start in March 2016 with a break in construction activities from May 21, 2016 through September 5, 2016. Total contract duration is 120 working days.



Staffing Approach and Methodology

Our team members have recent experience working on newly constructed restroom facilities in the design and construction management phases of the project, as well as experience improving and bringing up to ADA code existing restroom facilities. Using lessons learned from their past project, our Psomas team has an unmatched understanding of the services needed to successfully deliver this project.

Reuben Tolentino, CCM, DBIA, LEED AP, will oversee the Psomas team as Principal-In-Charge. He will help to ensure that all of the Psomas team resources are available throughout the duration of the assignments and will have overall responsibility of the construction management and inspection contract. *Reuben was the Project and Construction Manager for the renovation of 10 beach restroom facilities recently completed for the City of Long Beach.*

Brian Culligan, CCM, PMP, LEED AP is our proposed Construction Manager with overall responsibility for coordinating pre-construction, construction, and post-construction activities to ensure the project's goals are

achieved on-time and within budget constraints. He will promote communication between team members by implementing a system to encourage collaboration on all project tasks. Brian's responsibilities will include daily field observations and reporting, review plans and specifications on a continual basis; coordinate RFI's and submittal reviews with design team members, attend/conduct project meetings, provide timely response and lead efforts to resolve to any project issues or claims that may arise. Brian will update the City on the project's status, and provide information to the City, Contractor, utility agencies, and any other interested or involved agents as required.

Brian will be supported by our Construction Manager, **Chris McNary**. Chris is currently assigned to the City's Rosecrans Avenue Widening project and will be located just minutes away should there be a need for immediate site attention.

Because of Psomas' propensity to identify any potential issues prior to the start of construction and to gain a better understanding of the project, the team has reviewed the drawings and current site conditions. The following are some project specific issues our team has identified which could be crucial to the project's successful completion in 50 working days.

Maintaining Safety

Safety on a project can never be emphasized enough. Every project has its safety concerns, but projects such as this present the need for unique safety components.

Public access to the adjacent walkway and bike path, beach and residential streets and homes must not be affected by the construction activities to rehabilitate the staircase locations. Our goal will be to establish a clearly defined work perimeter during the pre-construction meeting that all parties are in agreement with. Project signs will be properly identified with signage provided by the contractor per project special requirements. The construction site will be secured by fencing before any work begins on the project and a single entrance to the work area will be established to control the contractor's path of travel and provide additional visual reinforcement that this is a secure site. Per requirements, temporary construction fencing will be located outside the bike path at each location adjacent to the project staircase sites as to not impede the pedestrian traffic or create fixed structure hazards along the path. Any periodic access of the bike path by the contractor for construction equipment will be coordinated with the city and limited to hours with the least

impact on the community.

Special care will be taken during any construction activities that create debris, dust or waste of any kind to make sure that it is contained within the construction work area. Psomas will make sure that proper SWPPP requirements are in place before construction begins to not create any run-off or placement of debris into the adjacent beach facility areas.

Psomas takes safety very seriously and considers the project's location to be sensitive to the needs of the public and community. We will review the Contractor's schedule throughout the contract to verify that the Contractor has not "overcrowded" activities, possibly creating an unsafe working environment and impacting the public in the process. We will coordinate all deliveries of equipment and materials to not create any congestion or safety hazards on the adjacent public paths of travel. Psomas' construction manager will attend the Contractors' daily tailgate safety meetings, using this time as a platform to discuss any safety issues that have or could occur. Maintaining safety will be our highest priority at all times. In addition, our Construction Manager will discuss any safety concerns and upcoming work that may require special safety related training or preparation at each weekly meeting.



Schedule and Submittals

Keeping the project on schedule is the most critical challenge on this project; on-time completion is essential. With the Strand staircases located over several city blocks, and the importance of maintaining access to the pedestrian walking and bike trail, special attention will be given to the contractor's schedule, starting with their initial project baseline schedule, to ensure they have considered an effective approach to their work. Psomas construction manager will review the baseline and additional schedule updates to verify that the contractor has followed requirements regarding staircase closures and accounted for specified breaks in construction activities during the summer months.

Psomas will require the contractor to submit two or three week look ahead schedule at the project meetings to keep the contractor focused on the immediate issues and continue to drive the project. Review of the schedule updates and comparisons to the contractor's baseline schedules will keep the project on task and allow the Psomas team to immediately identify any issues and resolve them in a timely manner. Critical review of the schedule will focus on the contractor's critical path of work at identified stair closure locations, reviewing those closures in coordination with concurrent stair closures, and making sure public access has not been unnecessarily inconvenienced or delayed.

Review and approval of submittals will also be a key component to maintaining the scheduled completion date. The project contains submittal items with potential long lead times such as the precast concrete balustrade pieces and handrail fabrication. Psomas will manage the submittal, routing and review of these items to make sure the appropriate time is provided to the contractor to procure the materials. Psomas will require that the contractor identify submittals with long lead items in their project schedule so these items can be monitored and coordinated with the contractor.

The use of the Psomas' online data tracking system (CMDTS) is a highly effective tool in keeping track of all internal correspondence dealing with each shop drawing, RFI, PCO and CCO. The use of this electronic tracking system is highly effective in Project Management and Document Control. Between using a proactive approach to monitoring the status of items and having this electronic tool to expedite the review process, we have been able to reduce the review process.



Maintaining Stormwater Pollution Requirements

Following the Manhattan Beach Stormwater Pollution Requirements will be a priority for Psomas and our management of the project and contractor. The individual staircase project locations are not only located directly next to an active pedestrian walkway and bike path along the beach, but also embedded within the residential beachfront community. The contractor's SWPPP's and BMP measures will be reviewed on a daily basis by the Psomas construction manager. Construction entrances will be inspected to verify they are protected and properly inhibit any trash, construction debris or sediments from being deposited or washed onto the beach access walkway or the residential streets. Any accidental deposits will be immediately cleaned up by the contractor so the project site is maintained throughout the day, not just at the end of the day. Psomas will review the construction schedule with the contractor and identify any activities that have the potential to affect the project site with waste or run-off. An example would be reviewing the contractor's approach to their concrete pours, discussing how they will bring the concrete trucks into the residential streets and the approach to placing the concrete at the staircase locations. It will be critical during these activities to make sure that no excess concrete is washed into the public access right of

way or on any residential or city property.

Protecting Existing Facilities

Construction activities can damage or otherwise alter existing facilities and conditions in ways that may result in losses or liabilities for the project owner. The project stair rehabilitation locations are located directly adjacent to an active pedestrian walkway and bike trail. Extreme precaution will be taken to ensure the contractor protects this walkway which will remain in active use throughout construction activities. The pedestrian walkway will be left in a safe and secure manner during construction and including the summer months when construction is not occurring.

At the staircase locations themselves, Psomas will make sure that the contractor properly protects existing facilities to remain in place or to be salvaged and reinstalled including but not limited to: Street lights and concrete pedestals, existing landscaping, sewer manholes, trash and recycling receptacles, existing wood piles and wood fencing, existing concrete walls, stairs and landings, existing utility valve boxes and concrete and asphalt paving. The construction areas will be limited to the designated staircase areas under construction at that point of time on the schedule, but Psomas understands that the beach strand project extends several blocks and the project will be viewed as a whole by the city residents. Proper protection and attention will be given to the direct construction area and adjacent structures and areas at all time.

Construction Management Scope of Services from the City

- Prepare daily construction observation reports
- Take progress photos during construction
- Oversee proper implementation of the traffic control plans/work zone safety measures
- Insure all materials deliveries are accompanied by proper delivery documentation
- Verify contractor's daily extra work reports if extra work is required
- Request and review 3-week look ahead schedules from the contractor
- Compare the contractor's schedule updates to the baseline schedule
- Insure that the contractor leaves the site in a secure and safe condition at the end of each day, and before demobilizing on May 27 (work shall commence again on September 6)
- Insure contractor is scheduling all required inspections
- Prepare the project close-out log and track and manage the receipt of close-out documents from the contractor
- Perform final job walk and prepare the punchlist with the project design team
- Insure punchlist items are completed and completed in a timely manner
- Assist the City with resolution of post construction issues

Testing/Inspection Services

- Provide geotechnical testing and inspection services including compaction testing, observations of grading and backfilling including reports
- Laboratory soils testing including reports
- Materials inspection (concrete and rebar) including reports
- Laboratory materials testing (concrete and rebar) including reports

BRIAN CULLIGAN, CCM, PMP, LEED AP

Construction Manager



REGISTRATION

Certified Construction Manager (CCM)

Project Management Professional (PMP)

Leed Accredited Professional (LEED AP)

EDUCATION

Masters of Business Administration/ California State University, Long Beach

Bachelor of Science in Business Administration/ California State University, Long Beach

EXPERIENCE

Overall 14 years of experience

PROFESSIONAL AFFILIATIONS

Construction Management Association of America (CMAA)

Association for the Advancement of Cost Engineering International (AACEI)

Project Management Institute (PMI)

Brian Culligan brings experience in construction management, project controls, scheduling and cost engineering for building facilities, ports, transportation, mining, schools, and master planned community projects. Brian is an exceptionally well-rounded construction manager, with certifications in construction management, project management, scheduling, and sustainability.

Experience

Pier G Maintenance & Repair Complex, Port of Long Beach, CA:

Construction Manager responsible \$70 million project. Buildings include 87,000 sf Maintenance & Repair Building, 17,000 sf Reefer Wash Building, 9,900 sf West Arrival Building and 700 sf Longshore restroom building. Brian provided LEED project management for two designated LEED Silver Certified Buildings: (1) Maintenance & Repair Complex (Maintenance & Repair Building & Reefer Wash Building) & (2) West Arrival Building. Project construction included significant site utilities, grading, contaminated soil removal, paving and construction of four structural steel framed buildings with associated building mechanical, plumbing and electrical systems.

Huntington Beach City School District, Huntington Beach, CA:

Construction manager for \$54 million modernization program involving 10 schools. Modernization projects ranged in value from \$1 million to \$8 million and areas of buildings ranged from 20,000 SF to 60,000 SF. Provided pre-construction services including evaluating current balance of available funding, project prioritization, and design management. Developed bid strategies for the client and instituted contractor outreach program to solicit competitive bids for CM multi-prime delivery. Worked with the client to develop a cost-effective method to sequence and deliver the work, including constructability reviews. Accountable for all financial aspects of the projects, including budget, cash flow, contract negotiations and extensions, and review and approval of variations. Involved in all areas of construction management including weekly meetings, change order review, issue resolution, RFI/submittal coordination and review, budget and schedule management, document control, contractor oversight, and project closeout. Also provided the client with weekly updates of individual project change order and schedule status along with narrative for monthly board meetings, conducted daily interactions with client staff, architects, engineers,

consultants, and state inspectors (DSA). Project change order percentage completed at 3.61% for total awarded contract value of \$22 million.

- **Ethel R. Dwyer Middle School Modernization** – \$6.1 million modernization, including new work on all classrooms, new interior and exterior doors, restrooms upgrade and ADA compliance, installation of new elevator with ADA access, new electrical distribution system, new waterlines, fire mains and fire hydrants, wheelchair lift with ADA lift, removal of boiler and installation of new building gas lines and new gas furnaces in all classrooms, replace parking lot, and upgrade fire alarm system.
- **Isaac L. Sowers Middle School Modernization** - \$3.4 million modernization including work on interior classroom, new electrical, upgrade top air plenums for all HVAC systems, upgrade restrooms with ADA access, install new data communications, interior and exterior door replacements, expand parking lot, and upgrade fire alarm system.
- **Dr. Ralph E. Hawes and S.A. Moffett Elementary School Modernization** - \$6.9 million modernization including new work on all classrooms, new interior and exterior doors, upgrade restrooms with ADA compliance, install new playground equipment, expand parking lots, install new electrical distribution including new data and telephone ports, replace air plenums for all HVAC systems, install wheelchair lift with ADA lift, remove boiler and install new gas furnaces in all classrooms, replace parking lot, and upgrade fire alarm system.
- **William E. Kettler and John R. Peterson Elementary School Modernization** - \$6.9 million modernization including new work on all classrooms, new interior and exterior doors, new interior conference room (Kettler), upgrade restrooms with ADA compliance, install new playground equipment, expand parking lots, install new electrical system including new data and telephone ports, replace air plenums for all HVAC systems, install wheelchair lift with ADA lift, remove boiler and install new building gas lines and new gas furnaces in all classrooms, replace parking lot, and upgrade fire alarm system.
- **Ethel R. Dwyer Middle School Boys/Girls Locker Room Facility** - \$2.6 million construction of new locker rooms facility in compliance with ADA standards.
- **Isaac L. Sowers Middle School Food Service Line & Kitchen Facility** - \$500,000 construction cost for new full service food line.

Gerald Desmond Bridge Replacement Project, Port of Long Beach, CA:
Construction Manager/Change Management Coordinator responsible for

generating all change management paperwork, forms, & memorandums during current design phase activities of the project. Coordinate finalized change order paperwork to be forwarded to POLB Department of Construction Management and Board of Harbor Commissioners for review, authorization and execution. Tasks also include reviewing Design-Builder Change Notices to verify merit of their proposed changes, assist and develop merit for internal Requests for Change Proposals issued by the project team, develop internal independent estimates and maintain project Change Order Logs.

Pier G North Slip Backlands Development Project, Port of Long Beach, CA: Construction Manager responsible for \$30 million project. The projects include installation of site water systems, construction of site trench & storm drains, manholes, catch basins, inlet structures, and other accessories. Installation of the site underground electrical and communication systems, construction of new 15kV electrical substation. Placement of new AC pavement and installation of multi-outlet reefer assembly units, wheel stops, guard posts, fencing, signage and site striping. The project also includes demolition and removal of Roadability Chassis Shop Building / Canopy, Marine Operations Building, and substation housing, as well as demolition of paving, runways, storm drains, waterlines, sewer lines, gas / oil lines, electrical / communication systems and substation equipment.

Gold Line Eastside Extension, Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA: Scheduler responsible for generating and updating the complete system testing schedule for the design/build \$622 million, 6-mile extension to the Metro light rail system. Provided the client and internal management with weekly updates to testing schedule in Primavera from completion of construction activities through system testing activities and completion of the project. The new line runs from union station in downtown Los Angeles to Pomona Boulevard. Four miles of the dual-line extension is construction at ground level or on bridges and 2 miles in 21-foot diameter twin tunnels. The project also includes two underground station, six aboveground stations, and installation of overhead catenary wire system along with extensive excavation, and signaling and communications systems.

“A” Line South Final Design, BART Earthquake Safety Program, San Francisco, CA: Project scheduler/cost engineer responsible for preparing and maintaining monthly progress CPM schedule updates for the final design on Primavera P3. Completed and maintained monthly and overall design progress and performance reports tracking the final design staffing work plan (costs and hours) for each discipline. The project scope includes the final design for “A” Line south aerial structure

retrofit design, which extends from south of SR-238 to the Fremont BART station and aerial station retrofit construction management for the Fremont Line (“A” Line), the Concord Line (“C” Line), and the Richmond Line (“R” Line). Retrofit strategies included adding reinforced concrete overlays on the footings, shear key/catcher blocks at girder seats, column casing, and pier cap prestressing.

Christopher McNary

Construction Manager/Inspector



EDUCATION

BA/2011/Project Management/ITT Tech, Sylmar, CA

AA/2011/Computer Drafting & Design/ITT Tech, Sylmar, CA

EXPERIENCE

With Psomas for 9 years

Christopher (Chris) McNary has served as both Construction Manager and Inspector. In his role as Assistant Project Manager, he was responsible for supporting the Project Manager with project documentation, tracking, and documentation of submittals, RFIs, change order management, claims management, schedule and CPM analysis, labor compliance, correspondence, progress pay estimates, material sampling/testing coordination, utility coordination, and as-built documentation coordination. As an Inspector, Chris was responsible for field inspections and documentation, continual review of plans and specifications, coordination with contractor schedules for testing, site labor compliance, attending weekly progress meetings, regulatory agency permit mitigation monitoring, documentation of contract item quantities, documentation of extra work and claim situations, as-builts records, provision of pictorial and/or video logbook of construction activities, maintenance of as-built drawings, and development of punch list items with follow up corrective measures to close-out the construction activities.

Experience

City of Hermosa Beach Sewer Improvements, Hermosa Beach, CA: Construction Manager and Inspector for this project consisting of repairs and rehabilitation to sanitary sewer segments at various locations throughout the City as determined by the City's Sewer Master Plan completed in FY 2007-08. Additional segments were included in the project through coordination with the concurrent Street Improvement project.

Rosecrans Avenue Improvement Project, Gardena, CA: Construction Inspector (night work) for this \$4 million project. The project consisted of work across the entire width of the right of way along the two-mile length of this major arterial crossing the City of Gardena. Project work included removal of center turn lane pavement, installation of raised medians, stamped colored concrete, landscaping, irrigation, driveways, sidewalks, curb ramps, traffic signal improvements, grind and overlay asphalt concrete pavement and signage and striping. The work required close coordination with the owners of multiple fuel pipelines and other underground facilities in the project boundaries and with adjacent business and residential property owners and tenants.

City of Hermosa Beach Street Improvements, Hermosa Beach, CA: Construction Manager and Inspector for this project consisting of pavement rehabilitation and improvements to various streets throughout the city. Additional improvements included citywide isolated repairs that address drainage deficiencies, tree removals and repairs of associated sidewalk damage, street repairs due to root damage, and repairs to a portion of the bike strand. Psomas provided construction management,

including assistance with preconstruction and bidding, as well as inspection services.

Norwalk Transit Public Services Facility and Metrolink

Improvement Project, Norwalk, CA: Construction Manager and Inspector for this project consisting of improvements to four major areas of the facility, including pedestrian improvements in the parking lot, construction of additional bus shelters at the existing bus stop, interior remodel of the lobby and fleet maintenance office space, and upgrades to the Bus Wash located in the City yard.

Santa Monica Advanced Traffic Management Systems (ATMS) Project – Phase 4 (Phases 4A and 4B), City of Santa Monica, CA:

Construction Inspector for this project involving the connection of 40 signal-controlled intersections to the City’s centralized control system with fiber optic cables. The City’s ATMS is providing centralized control of the traffic signal controllers and all other Intelligent Transportation System (ITS) devices used to manage traffic, such as detection systems, transit priority system, emergency vehicle preemption system, variable message signs, and traffic monitoring cameras. The project involves installation of new conduit and modification of the existing interconnected conduit system to accommodate fiber optic cable. Also included were upgrades of traffic signal infrastructure ranging from a full replacement of all traffic signal equipment to less extensive upgrades such as the installation of new controller cabinet and video detection cameras.

Compressed Natural Gas (CNG) Station & Bus Maintenance Facility Modification, Long Beach Transit, CA:

Construction Inspector during the modification/upgrade of an existing Long Beach Public Transit Company (LBT) diesel bus maintenance facility to a CNG facility for the fueling and maintenance of 100 new CNG buses. Psomas provided construction management services, including coordination of daily activities and construction oversight. The project was a design-build project where a single contractor (Amtek Construction) was selected for the design and construction of the CNG fueling station and garage modifications. The project included installation of two CNG storage tanks (above ground) and three compressors, installation of underground pumps and conduit, modifications to existing maintenance facility including complex overhead work involving a large number of conduit and gas sensors, exhaust fans, and ceiling modifications.

Interstate 10/Soto Street Off-Ramp Widening & Rehabilitation, University of Southern California, Los Angeles, CA:

Construction Inspector responsible for monitoring the construction contractor for compliance with the approved plans and specifications. As part of the new USC Health Science Center Construction Project, Caltrans required an additional lane be added to the Soto Street off-ramp from the I-10 freeway to accommodate the higher volume of traffic that the new hospital would bring to an already overused ramp. The project included the addition of a fourth lane, relocated storm drain catch basin, full reconstruction of both the off-ramp and the adjacent on-ramp, including a new concrete center divider, crash cushions, and the installation of a new overhead sign to help delineate traffic movements for each lane. The project was on the border of City of LA, Caltrans, and the County of LA,

and required constant coordination with all three entities to keep the project moving forward. The project also included a complete replacement of the traffic signals, relocation of a new meter pedestal to feed them, and tying it all back into the existing traffic controller. This project was performed under a permit with Caltrans District 7 and the City of LA B Permit.

CITY OF MANHATTAN BEACH

ESTIMATED FEE SCHEDULE

Manhattan Beach Strand Stair Rehabilitation Project

PRE CONSTRUCTION PHASE			
TITLE	ESTIMATED HOURS	RATE/HR	AMOUNT
Principal-In-Charge	2	\$180	\$360
Construction Manager/Inspector	40	\$135	\$5,400
Project Administrator	10	\$75	\$750
SUBTOTAL			\$6,510
CONSTRUCTION PHASE			
TITLE	ESTIMATED HOURS	RATE/HR	AMOUNT
Principal-In-Charge	10	\$180	\$1,800
Construction Manager/Inspector	1200	\$135	\$162,000
Project Administrator	240	\$75	\$18,000
SUBTOTAL			\$181,800
PROJECT CLOSEOUT PHASE			
TITLE	ESTIMATED HOURS	RATE/HR	AMOUNT
Principal-In-Charge	2	\$180	\$360
Construction Manager/Inspector	40	\$135	\$5,400
Project Administrator	10	\$75	\$750
SUBTOTAL			\$6,510
GEOTECHNICAL AND MATERIALS TESTING/INSPECTION			
TITLE	ESTIMATED HOURS	RATE/HR	AMOUNT
Group Delta Consultants	SEE ATTACHED	VARIES	\$62,907
10% Subconsultant Markup	N/A	N/A	\$6,291
SUBTOTAL			\$69,198
REIMBURSABLE EXPENSES			
Description of Services			ALLOWANCE
Reimbursables for delivery charges			\$500
SUBTOTAL			\$500
TOTAL ESTIMATED FEE:			\$264,518

NOTES: Delete Geotechnical and Materials Testing/Inspection \$69,198
TOTAL without Geotechnical and Materials Testing/Inspection \$195,320

- The estimated fees are based on a 120 working day schedule per the contract documents, utilizing a blended Construction Manager and Inspector hourly rate of \$135. 10 hours of combined CM/Inspection time is allocated per working day.
- Psomas shall not be responsible for construction means, methods and techniques, or for safety measures, precautions or programs at the project site.
- Construction delays or additional services caused by factors outside the control of Psomas may require additional fees.
- Rates include miscellaneous related costs: vehicle, cell phone, digital camera and standard tools and equipment. All other direct expenses will be billed at cost.
- A shift which commences after 2:00pm or before 4:00am, during any twenty-four hour period, commencing at 12:01am is subject to a twelve and one-half percent (12.5%) differential.
- Overtime will be charged at 135% of the regular hourly rate. Sundays and holidays will be charged at 170% of the regular hourly rate.
- Construction Survey Review, Labor Compliance, and Administration of Federal/State requirements, including DBE participation, are not included as part of this fee proposal.



TABLE 1 - COST ESTIMATE
Construction Materials Testing and Inspection Services
City of Manhattan Beach
Strand Stairs Rehabilitation Project
Proposal No. MT16-014

TASKS/ SERVICES	Days	# of Personnel	Estimated Units	Unit	Hourly Rate	Amount
GEOTECHNICAL INSPECTIONS AND TESTING						
Compaction Testing of Site Grading	48	1	288	Hours	\$ 95.00	\$ 27,360.00
Lab Testing- ASTM D1557 Max Density			6	Tests	\$ 175.00	\$ 1,050.00
Lab Testing- ASTM D2419 Sand Equivalent			4	Tests	\$ 95.00	\$ 380.00
Vehicle Usage			3840	Mile	\$ 0.540	\$ 2,073.60
Total					\$	30,863.60
CONCRETE PLACEMENT INSPECTIONS AND TESTING						
Rebar Inspection/Concrete Sampling and Testing Services	24	1	192	Hours	\$ 95.00	\$ 18,240.00
Compressive Strength Testing Cylinders			144	Tests	\$ 35.00	\$ 5,040.00
Sample Pick Up			48	Hours	\$ 55.00	\$ 2,640.00
Vehicle Usage			3840	Each	\$ 0.540	\$ 2,073.60
Total					\$	27,993.60
ENGINEERING AND MISCELLANEOUS SERVICES						
Project Management/Client Meetings			15	Hours	\$ 145.00	\$ 2,175.00
Technical Data Admin/Test Report Distribution			25	Hours	\$ 75.00	\$ 1,875.00
Total					\$	4,050.00
Total Special Inspection and Materials Testing Cost					\$	62,907.20

The estimated quantities are based on an assumed construction schedule. Deviations from these quantities and amounts will lead to changes in actual charges incurred and increase or decrease in budgeted amount. If quantities need modification, please notify us immediately to adjust the quantities reflecting the budget.

- Notes:
- 1) This estimate assumes that the project IS subject to prevailing wage laws.
 - 2) This estimate EXCLUDES Methane Inspection Services
 - 3) The hourly rates will be assessed based on four hours minimum and eight hours for work beyond four hours. Same day cancellations will be assessed at two hours minimum and cancellation received within two hours of the scheduled time, will be billed for four hours minimum.
 - 4) Overtime will be applied at 1.33 times the regular hourly rate including Saturdays and additional hours at 1.5 times (including Sundays and Holidays) after first 12 hours of work.
 - 5) The rates for inspection/testing not listed above will be provided upon request.
 - 6) The samples on-hold (including concrete and/or soils) will be assessed based on unit rate fees.
 - 7) No over-time is assumed in this cost estimate.