

ATTACHMENT F

CONTRACT FOR DESIGNER SERVICES

AMENDMENT NO. 3

WHEREAS, the City of Lowell ("Owner") and Perkins_Eastman | DPC, (the "Designer") (collectively, the "Parties") entered into a Contract for Designer Services for the Lowell High School Project (Project Number 201401600505) on 8/11/2016 the "Contract"; and

WHEREAS, the Parties agreed to Amendment No. 1 to the Contract in the amount of \$144,067 effective as of October 3, 2016;

WHEREAS, the Parties agreed to Amendment No. 2 to the Contract in the amount of \$155,122 effective as of March 15, 2017;

WHEREAS, the Parties agreed to Amendment No. 3 to the Contract in the amount of \$31,823 effective as of April 4, 2017, the Parties wish to amend the Contract:

NOW, THEREFORE, in consideration of the promises and the mutual covenants contained in this Amendment, and other good and valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, the Parties, intending to be legally bound, hereby agree as follows:

1. The Owner hereby authorizes the Designer to perform additional services pursuant to Article 8 of the Contract and as specified in Section 4.11 to provide **Due Diligence Site Services** for required Geoenvironmental, Geotechnical, and Traffic as described necessary to complete the Feasibility Study Phase.

Proposed Additional Fee:		\$31,823
Geoenvironmental	Nobis Engineering	-\$1,650
Geotechnical	Geotechnical Partnership	\$198
Traffic	Bryant Associates	\$33,275

2. For the performance of services required under the Contract, as amended, the Designer shall be compensated by the Owner in accordance with the following Fee for Basic Services:

Fee for Basic Services:	Original Contract	After this Amendment
Feasibility Study Phase	<u>\$ 689,850.00</u>	<u>\$ 1,018,717.00</u>
Schematic Design Phase	<u>\$ 405,150.00</u>	<u>\$ 407,295.00</u>
Design Development Phase	<u>\$</u>	<u>\$</u>
Construction Document Phase	<u>\$</u>	<u>\$</u>
Bidding Phase	<u>\$</u>	<u>\$</u>
Construction Phase	<u>\$</u>	<u>\$</u>
Completion Phase	<u>\$</u>	<u>\$</u>
Total Fee	<u>\$ 1,095,000.00</u>	<u>\$ 1,426,012.00</u>

This Amendment is a result of: Request by Owner for Site Due Diligence services

3. The Construction Budget shall be as follows:

Original Budget: \$N/A

Amended Budget \$N/A

4. The Project Schedule shall be as follows:

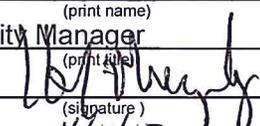
Original Schedule: \$N/A

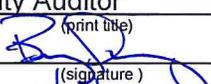
Amended Schedule \$N/A

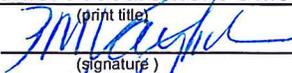
5. This Amendment contains all of the terms and conditions agreed upon by the Parties as amendments to the original Contract. No other understandings or representations, oral or otherwise, regarding amendments to the original Contract shall be deemed to exist or bind the Parties, and all other terms and conditions of the Contract remain in full force and effect.

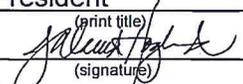
IN WITNESS WHEREOF, the Owner, with the prior approval of the Authority, and the Designer have caused this Amendment to be executed by their respective authorized officers.

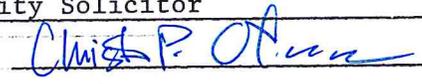
OWNER

Kevin Murphy
(print name)
City Manager
(print title)
By 
(signature)
Date 4/6/17

Bryan Perry
(print name)
City Auditor
(print title)
By 
(signature)
Date 4/6/17
6130005-588513

P. Michael Vaughn
(print name)
Chief Procurement Office
(print title)
By 
(signature)
Date 4/6/17

DESIGNER
J. David Hogle
(print name)
President
(print title)
By 
(signature)
Date _____

APPROVED AS TO FORM:
Christine P. O'Connor
City Solicitor
By 
Date 4/7/17



Engineering a Sustainable Future

March 21, 2017

File No. 8172

Joseph Drown, AIA
Principal
Perkins Eastman
50 Franklin Street, Suite 103
Boston, Massachusetts 02110

**Re: Proposal for Additional Environmental Due Diligence Assessment
Feasibility Study for Lowell High School (Geoenvironmental)
Lowell, Massachusetts
PE#: 67150.00 Lowell High School FS/SO – Amendment #3**

Dear Mr. Drown:

Nobis Engineering, Inc. (Nobis) is pleased to present you this proposal to continue supporting Perkins Eastman with the Feasibility Study for Lowell High School. As specified in an email from Alicia Caritano dated February 28, 2017, the next phase of the project will include additional environmental due diligence work to assist with the preparation of the final Preferred Schematic Report. The due diligence work requested includes a Phase II Environmental Site Assessment (ESA) of the existing Lowell High School Site and a Phase I ESA of the proposed Cawley Site.

SCOPE OF WORK

The scope of work for this project is described as separate tasks in the section that follows:

Task 1 – Existing Lowell High School Phase II ESA

Nobis will perform a Phase II ESA of the existing Lowell High School site to address the Recognized Environmental Conditions (RECs) identified by Nobis in our October 2016 Phase I ESA that lie within the proposed project footprint. The objective of the Phase II investigation will be to evaluate whether these RECs have resulted in a release of oil or hazardous materials to the environment, and to characterize the nature of potential contamination to inform decision makers with respect to engineering controls and soil management and/or remediation procedures that may be necessary during renovation/construction activities.

In order to accomplish this objective, Nobis recommends the advancement of soil borings and collection and laboratory analysis of soil samples. The RECs to be investigated are limited to the portions of the site formerly occupied by the Merrimack Manufacturing Company and the railroad corridor located to the immediate west of the Merrimack Canal. The general scope of the investigation will include the advancement of approximately 6 soil borings on the City-owned 50

Father Morissette Boulevard property. Soil borings would be focused on the parcel occupied by the Lord Building and Field House, since this parcel is the most likely to be impacted by demolition and new construction activities, based on the review of renovation options provided in the February 24, 2017 Preliminary Design Program document.

The following provides a summary of proposed soil boring locations for the Phase II investigation, with a rationale for the selection of each location. The exact location of each soil boring will be selected by a Nobis field geologist based on accessibility and safety concerns. Soil borings will be pre-cleared using vacuum excavation to avoid encountering underground utilities known to be present in the vicinity of soil boring locations.

- Three soil borings in the western portion of the 50 Father Morissette Boulevard parcel. These soil borings will be advanced to investigate potential historical releases of contamination from former Merrimack Manufacturing Company mill operations, which occupied this portion of the site until the mid-1900s. Soil samples collected from these borings will be analyzed for the presence of volatile organic compounds (VOCs), volatile petroleum hydrocarbons (VPH), extractable petroleum hydrocarbons (EPH), and metals.
- One soil boring between the Field House and the Lord Building using the same rationale as the borings described in the previous bullet.
- Two soil borings in the eastern portion of the 50 Father Morissette Boulevard parcel adjacent to the railroad tracks to investigate potential historical releases of contamination resulting from railroad operations that supported the Merrimack Manufacturing Company and Boott Cotton Mills. Soil samples collected from these borings will be analyzed for the presence of VOCs, VPH, EPH, and metals.

In general, the methodology for the advancement of soil borings and collection of samples will be the same for each boring. Soil borings will be advanced to the depth of the water table (assumed 10 to 12 feet based on review of environmental reports for adjacent properties) using direct push technology (DPT) drilling. Continuous soil samples will be collected from the ground surface to the bottom of each boring, with geological descriptions of the soil column recorded onto soil boring logs. Immediately upon collection, each soil sample will be field screened using a photoionization detector (PID) to evaluate for the presence of organic vapors. Two soil samples will be collected from each soil boring for laboratory analysis: one sample from 0- to 2-feet below ground surface to characterize soils at the depth interval most likely to be disturbed during renovation/construction activity, and a second soil boring from the depth interval exhibiting the most evidence of contamination (using visual, olfactory, or PID field screening observations). If no evidence of contamination is observed, then the second soil sample from the boring will be collected from the depth interval corresponding to the depth of the water table.

Soil samples will be collected into laboratory-supplied pre-cleaned containers, stored on ice, and shipped under chain-of-custody to a Massachusetts-certified analytical laboratory. Turnaround



time for sample analyses will be 7 days. All analytical methods will be in compliance with the MassDEP Compendium of Analytical Methods (CAM).

Nobis is not proposing the installation of groundwater monitoring wells or the collection of groundwater samples at this time since it is unlikely that renovation/construction activities will result in exposure to groundwater. If soil sampling results suggest there may be groundwater contamination at a particular location, monitoring wells and groundwater sampling may be warranted in the future.

The budget estimate for the Phase II task is based on the following key assumptions:

- Unrestricted access to the drilling locations will be provided by the City of Lowell through Perkins Eastman. The drilling locations will be accessible to Nobis and subcontractor personnel during regular business hours (8:00 AM to 5:00 PM).
- Given the aggressive schedule for the work, no soil borings are proposed for the 75 Arcand Drive parcel, therefore no access agreements will be necessary in order to complete the scope of work. All investigative activities will be conducted on City-owned property.
- Nobis will perform all field work using staff from our Lowell office, therefore no travel expenses are included in our budget.
- The budget for the Phase II work does not include any traffic control or police detail that may be required to accomplish the soil borings. Nobis assumes that, if necessary, the City would provide these services at no cost to Nobis.
- Excess soil sample generated during the investigation will be used to backfill soil borings such that no management or off-site disposal of investigation derived waste will be necessary.
- The collection of soil samples from historically urbanized areas, in neighborhoods with a history of industrial operations, brings with it the possibility of contamination. All site investigation activities will be performed under the oversight of a Licensed Site Professional (LSP) and soil analytical data will be compared to applicable Reportable Concentrations published in the Massachusetts Contingency Plan (MCP). In the unlikely event that contamination is detected above a Reportable Concentration, the City could be obligated to notify MassDEP of this finding, and take response actions to address the release. Nobis has not included a budget for LSP consultation in the event that a reportable concentration of contamination is observed, however we are qualified and capable to assist Perkins Eastman and the City with MCP compliance issues if it becomes necessary.

At the conclusion of the assessment, Nobis will prepare a Phase II report summarizing the investigative activities completed, providing soil analytical data in tabular form comparing the results to applicable MCP criteria, a figure depicting soil sampling locations, soil boring logs



providing geological descriptions of subsurface conditions, laboratory data reports, and conclusions and recommendations for additional investigation, remediation (should significant contamination be observed), soil management during renovation/construction, or any other considerations that should be made during selection of the preferred alternative. This report will be provided to Perkins Eastman in electronic (PDF) format. Nobis will review and respond to Perkins Eastman comments on the draft report, and make revisions to the report to address comments and prepare the document for submittal to the City.

Task 2 – Cawley Site Phase I ESA

Nobis will perform a Phase I ESA in accordance with the ASTM Standard of Practice Designation E1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. The purpose of the ESA will be to identify the potential for a release of petroleum products and/or hazardous materials (PP/HM) subject to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); the MCP; or other applicable federal and state environmental regulations.

The objective of this ESA will be to provide an assessment of existing environmental conditions at the Cawley Site so that potential impacts to the scope, budget, and/or schedule of design or construction can be identified and presented in the feasibility study for the project. To meet this objective, Nobis will perform the following tasks:

- Coordinate and review a commercially available database search of selected Massachusetts Department of Environmental Protection (MassDEP) and EPA file lists regarding the potential presence of PP/HM at the Cawley Site or adjacent environs.
- Contact municipal officials and/or departments in the City of Lowell for information pertaining to present and historical environmental conditions at the Cawley Site and adjacent environs. This will include an in-person review of readily available Health Department and Fire Department records, historical Sanborn Fire Insurance Maps, and commercial directories, etc.
- Review available history of ownership as publically available back to the first developed use or 1940, whichever is earlier, through municipal records, land usage records, and personal interviews of current and past owners and operators, as available, with knowledge of the subject property, to obtain current and past usage information.
- Review environmental reports for the subject properties and adjacent properties that are available on the MassDEP searchable site database.
- Review any prior ESA or other environmental reports provided by the City of Lowell.
- Review available aerial photographs and/or topographic maps to aid in assessing local hydrogeology and past and present land use at the Cawley Site and in the adjacent environs.



- Perform a vapor intrusion assessment in accordance with ASTM E 2600-08 to evaluate whether a vapor encroachment condition is present or potentially present.
- Perform a property reconnaissance to observe surficial and general environmental conditions at the Cawley Site and adjacent environs for evidence of past or present waste handling or storage activities that may pose a hazard to the environment. Adjacent properties, and properties for which access is not granted, will be observed from nearby public ways if direct access cannot be made.
- Assess the inferred or likely direction of groundwater flow and review the proximity of known or potential facilities that could contribute PP/HM to the subject properties via groundwater migration as available.
- Obtain appropriate documentation including color digital photographs of the subject properties during the reconnaissance.
- Prepare a report summarizing the results of the assessment including an assessment of the presence of, or potential for RECs at the Cawley Site. The report will include pertinent findings, digital photographs and a site sketch. Recommendations for further investigation, including proposed sample locations, analysis parameters, and analytical methods, will be included in the report, as applicable. Potential impacts to the scope, budget, and/or schedule of the project will be identified. Nobis will submit an electronic (PDF) copy of the report for your use.

Nobis does not propose to perform any visual inspection, sampling, or analysis of air, soil, groundwater, surface water, radon, lead paint, urea-formaldehyde, PCBs, pesticides, herbicides, suspect asbestos containing building materials, or to perform any work other than listed above for this assessment of the Cawley Site.

Please note that the observation, identification, or assessment for the presence or absence of any mold, rot, or fungi is beyond the scope of Nobis' services. You will be notified if there is a need or a potential need to perform such additional work.

Nobis' Scope of Work and cost estimate is based on the following assumptions:

- Access to the Cawley Site will be provided/arranged by you, and Nobis will have direct access to all parts of the site on the day scheduled for the property reconnaissance.
- As part of the background research, the City will need to fill out an Owner Questionnaire and User Questionnaire for inclusion in the ESA. This information will be provided to Nobis prior to completion of the ESA.
- A City of Lowell representative and/or other person(s) knowledgeable of the Cawley Site and its history will be available for an interview and to accompany the inspector on the day of the inspection.



Proposal includes deletion of Steam Plant work not in project scope and addition of Soil Vac.
 (Amendment 2 Fee \$27,000 X1.1 PE Mark-up = \$29,700) minus (Amendment 3 Fee \$25,500x1.1 PE Mark-up=\$28,050=
 Credit of \$1,650

- A hazardous materials survey (asbestos, lead-based paint, polychlorinated biphenyls) of the on-site buildings will be performed by others.

BUDGET

The lump sum fee for these services will be as presented in the table below:

Task	Description	Budget
1	Existing Lowell High School Phase II ESA	\$17,500
2	Cawley Site Phase I ESA	\$8,000
TOTAL		\$25,500

We will not exceed this amount unless we are authorized to do so. You will be notified if conditions require a change to the scope of services and budget estimate.

SCHEDULE

Nobis is prepared to begin work on this project immediately. Assuming notice-to-proceed is provided by the City on or before March 15, 2017, Nobis will provide a Draft Phase I ESA for the Cawley Site by April 14, 2017 and a Draft Phase II Report for the Existing Lowell High School by April 28, 2017.

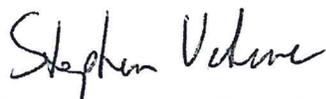
TERMS & CONDITIONS

Nobis anticipates this work will be performed under a subconsultant agreement initiated by Perkins Eastman, with negotiated terms and conditions agreeable to both parties. Nobis understands the agreement will reference the Base Contract for Designer Services included in the May 4, 2016 Request for Designer Services (RFS) and/or our prior contract for the Phase I ESA of the Lowell High School.

Thank you for the opportunity to be of service. Nobis looks forward to working with you on this exciting project. If you require any additional information, please do not hesitate to contact us.

Very truly yours,

Nobis Engineering, Inc.



Stephen Vetere, PE, LSP, LEP
 Director of Environmental Services



Geotechnical Partnership, Inc.



Since 1987

Geotechnical Engineering Services for New England

Lisa R. Casselli, PE Principal - A WBE Firm

**Subsurface Exploration
Foundation Specialty Systems**

**Laboratory Soil Testing
Ground Improvement**

**Geothermal Testing
Earthwork Testing**

SHORT FORM PROPOSAL FOR GEOTECHNICAL SERVICES:

TO: Joseph Drown, AIA – Perkins Eastman/DPC
FROM: Lisa R. Casselli, PE – Geotechnical Partnership, Inc.
PROJECT: Lowell High School - Lowell, Massachusetts

DATE: 21 March 2017
FILE NO.: 1628 (rev9)
PE NO. 61750.00
Geotechnical Services Amendment #3

Feasibility Phase Review for the Lowell High School Campus & the Cawley Stadium fields:

1. Possible subsurface background:
 - a. Soils and Bedrock: uncontrolled fill, organics, glacial fluvial and glacial till soils over bedrock
 - b. Water: water levels likely within 10 ft. of ground surface
2. Subsurface explorations:
 - a. Drill soil borings:
 - i. 5 at existing campus; 4 at new canal pedestrian bridges; 6 at Cawley site; and 2 at 75 Arcand (item 6)
 - ii. An additional boring location at the Lord Building will utilize a 1995 test boring drilled during a previous study.
 - b. Groundwater monitoring wells: install four (4) wells: 2 at the existing campus; 2 off-field at the Cawley site
3. Laboratory soil testing: none this phase
4. Feasibility Phase Work Plan:
 - a. Gather subsoil, groundwater, and subsurface strength data for a site feasibility summary report.
 - b. Provide data summary for the sites in a report as follows: test boring logs, summary table of subsoil data, summary table of groundwater data, summary table of likely foundation alternatives, seismic design factors, drainage and waterproofing requirements, earthwork phase construction considerations
5. Fees:
 - a. Utility clearance and research,
 - i. Interface with City of Lowell departments and test boring mark-out by the test boring Driller in conjunction with Lowell High School Facilities personnel = \$900
 - ii. Following multiple interactions with City of Lowell personnel and concern with utility congestion, it is necessary to provide soil vacuuming to up to 6 ft. depth at existing campus building borings; vacuum truck plus 2 man crew with Prevailing Wage: 2 days x \$2,800/day = \$5,600
 - b. Test borings:
 - i. ATV drill rig with auto hammer; 2 man crew @\$1960 + \$760 (Prevailing Wage)/day x 5 days = \$13,600
 - ii. Pavement patching: 10 bags bitumen x \$25/bag = \$250
 - iii. Groundwater Monitoring Wells: 4 wells with roadway boxes x \$425/well = \$1,700
 - c. Massachusetts Licensed Geotechnical Engineer (35 years' experience):
 - i. Research, archive review, and communications: July 2016 to 1 March 2017: 4 hr. x \$200/hr. = \$800
 - ii. Test boring monitoring, digital logging and testing: 5 days x \$1500/day = \$7,500
 - iii. Geotechnical report (lump sum) as outlined in item 4b above = \$4,500

Feasibility Phase Fees = \$900 + 5,600 + 13,600 + 250 + 1,700 + 800 + 7,500 + 4,500 = \$34,850

(Amendment 3 Total fee \$34,850 x 1.1 = \$38,335) - (Amendment 1 Total \$34,670 x 1.1 = \$38,137) = \$192 additional fee Amendment 3

6. Potential Future Work: 75 Arcand Drive property
 - a. Dig Safe Requirements: \$300
 - b. Test Borings: 2 locations;
 - i. ATV drill rig with auto hammer; 2 man crew @\$1960 + \$760 (Prevailing Wage)/day x 1 day = \$2,720
 - c. Geotechnical
 - i. Test boring monitoring, digital logging and testing: 1 days x \$1500/day = \$1,500
 - ii. Supplemental geotechnical letter keyed as addendum to prior (above) geotechnical report: \$1,500

75 Arcand Drive Fees = \$300 + 2,720 + 1,500 + 1,500 = \$6,020

Amendment 3: 75 Arcand Drive on Hold = \$0

45 New Ocean Street – Suite A
Swampscott, MA 01907
Tel. 781/646-6982

805 Main Street
Sanford, ME 04073
Tel. 207/459-7800



640 George Washington Hwy
Building C, Suite 100
Lincoln, RI 02865
401.722.7660

www.bryant-engrs.com

March 31, 2017
BAI #M16049MA | #216092

Mr. Joseph Drown, AIA
Principal
Perkins Eastman
50 Franklin Street, Suite 203
Boston, MA 02110

REFERENCE: Traffic Impact Analysis
Lowell High School
Lowell, MA
PE Job No. 67150.00 – Traffic Impact Analysis Amendment #3

Dear Mr. Drown:

In response to your request, we are pleased to have this opportunity to submit this Proposal and Agreement for Additional Professional Services for the above-referenced project. Outlined herein are the description of your project, our Scope of Services, and the method and basis of compensation for our services.

PROJECT DESCRIPTION

The City of Lowell is proposing to renovate/replace the existing Lowell High School buildings. During the preliminary evaluation of alternatives phase of the project, Perkins Eastman has developed alternatives on various parcels of land in the downtown area (existing site) and other various sites in the City. As part of the review process with the City of Lowell, a traffic impact analysis for both the downtown area site and the Cawley Stadium site will be required for this school project.

SCOPE OF SERVICES

Nicolas Bosonetto, P.E., the Transportation Engineer from the City of Lowell Department of Planning and Development, provided Bryant with an email, dated March 13, 2017, outlining the items that he anticipated the Traffic Impact Analysis study would address for this project. This proposal is for the additional items that were not included in the Traffic Impact Analysis Amendment #2.

Typically, Bryant Associates will calculate the proposed anticipated generated trips based on a ratio of existing versus future student/teacher populations and distribute these trips based on existing observed traffic patterns. The Origin/Destination/Mode Study outlined by the City Transportation Engineer in his email is not typically done in our Traffic Impact Analyses. After further coordination between Perkins Eastman and the City, it was determined that the City and/or the School will provide the information and/or analysis of the current and future student demographics including the number of students that would have to be bused to the Cawley site, along with any required coordination with a

private busing company or the Lowell Regional Transit Authority (LRTA) for the current and future high school ridership capacity being met by the private busing company or the LRTA system, in order to develop an Origin/Destination/Mode Study outlined by the City Transportation Engineer.

It was also determined to defer the requested work associated with the review of the sidewalk/pedestrian improvements required to accommodate walkers for the existing high school site until such time that the downtown site is selected as the Preferred Option / Site, if it is selected.

Additional coordination between the City and the design team helped to delineate the limits and the scope of the study to determine the review of the sidewalk/pedestrian improvements required to accommodate walkers for the Cawley site.

Task 1 – Traffic Impact Analysis – Feasibility Phase

1. Additional Data Collection for the Cawley site:

Based on the tasks outlined by the City Transportation Engineer, it was determined that traffic turning movement counts will also be undertaken on a weekday from 6:00 A.M. to 8:00 P.M. at the intersection of Douglas Road and Andover Street. The extended traffic turning movement counts are to perform a traffic signal warrant analysis at this intersection.

If it is determined that additional intersections or locations at either site will require traffic turning movement counts (or traffic speed/volumes using road tubes) due to existing or proposed traffic patterns, it will be accomplished by supplemental agreement. In addition, if the capacity analysis indicates that a traffic signal warrant is needed at any intersection within the study area, besides the intersections of Rogers Street and Village Street, and Douglas Road and Andover Street, additional counts will be performed by supplemental agreement.

2. Additional Analysis for the Cawley site:

Based on the tasks outlined by the City Transportation Engineer, a traffic signal warrant analysis will also be performed at the intersection of Douglas Road and Andover Street.

A left turn lane warrant analysis will be performed for the Rogers Street approach at its intersection with Village Street, based on the request of the City Transportation Engineer.

Task 5 – Sidewalk/Pedestrian Improvements Review and Analysis – Feasibility Phase

1. Based on coordination with the City Transportation Engineer and other City officials, Bryant will conduct a field review of the existing conditions in the vicinity of the Cawley site to determine the sidewalk/pedestrian improvements required to accommodate walkers as follows:

- Andover Street (Route 133) from Douglas Road to Clark Road,
- Douglas Road from Andover Street to Rogers Street,
- Clark Road from Andover Street to the City Line,
- Rogers Street (Route 38) from Douglas Road to the City Line, and
- Village Street from Rogers Street to the City Line.



This review and analysis will also include the crosswalks on Rogers Street and Andover Street. This review will determine the roadways that have no sidewalks, the general condition and usability of existing sidewalks, the presence of curb ramps, and an inventory of the available pedestrian accommodations at existing traffic signals and/or crossings on Route 133 and Route 38. Bryant will provide recommendations to the City for possible improvements that could be implemented, so the City can investigate the feasibility of the improvements. Bryant Associates will not be providing the costs associated with these potential improvements.

If it is determined that the Downtown site (other than the intersections being investigated under Task 1 in the Traffic Impact Analysis Amendment #2) or any other additional sites will need to be reviewed and evaluated for pedestrian accommodations, this additional work will be accomplished by supplemental agreement.

DELIVERABLES

Report: The 8 1/2" x 11" bound report as described in the Traffic Impact Analysis Amendment #2 will include the data collection, analysis, and conclusions and recommendations resulting from the additional analysis and evaluation of the possible sidewalk/pedestrian improvements associated with the Cawley site.

OUTSIDE SERVICES

Traffic counts will be acquired by Precision Data Industries, LLC. (PDI).

ADDITIONAL SERVICES

Additional services shall include, but not be limited to, attendance at meetings (other than the two (2) meetings included in the Traffic Impact Analysis Amendment #2) with Perkins Eastman and/or attendance at meetings with attorneys, municipal agencies, departments, or public boards.

SERVICES PROVIDED BY PERKINS EASTMAN

Perkins Eastman will supply available pertinent data including site plans, current and future student demographics, historic information regarding existing traffic operations, City's busing program, etc.

PERIOD OF SERVICE

The time period for performance of the services as set forth in Task 5 of the Scope of Services shall be five (5) weeks from receipt of a written Authorization to Proceed. Additional services may naturally add to the time required to complete the work on the project. Bryant Associates will be entitled to an equitable adjustment in the Period of Service as a result of services added.



BASIS OF COMPENSATION

Task 1 – Feasibility Phase

Perkins Eastman shall pay Bryant Associates for the additional services rendered as described above, a lump sum fee in the amount of Six Thousand Three Hundred Fifty Dollars and Zero Cents (\$6,350.00). If it is determined that additional intersections or locations will need to be analyzed, this additional work will be accomplished by supplemental agreement.

Task 5 – Feasibility Phase

Perkins Eastman shall pay Bryant Associates for the services rendered as described above, a lump sum fee in the amount of Twenty Three Thousand Nine Hundred Dollars and Zero Cents (\$23,900.00). If it is determined that additional locations will need to be analyzed, this additional work will be accomplished by supplemental agreement.

The additional work described above for Tasks 1 and 5 totals to a lump sum fee of Tirty Thousand Two Hundred Fifty Dollars and Zero Cents (\$30,250.00). $\$30,250 \times PE1.1$ Mark-up = \$33,275

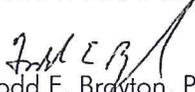
Perkins Eastman shall pay Bryant Associates for additional services rendered an amount based upon accrued time for services rendered by principals and employees assigned to the project. Attendance at project meetings and meetings before public boards or agencies shall be compensated at a rate of \$210.00 per manhour.

Bryant Associates reserves the right to renegotiate or adjust the fee accordingly if our Proposal for Services is not accepted within a 90-day period.

This represents our best judgment at this time as to the effort required to achieve the stated objectives. It should be recognized that, should you change the Scope of Services or corresponding level of effort upon which the proposal is based, an increase in charges may result. You will be notified of any change regarding an increase in charges, and we will not exceed the recommended budget without your approval, nor will we be required to work beyond the approved budget.

Thank you for the opportunity to submit this proposal. If you have any questions, please do not hesitate to contact me at (401) 834-1063 or tbrayton@bryant-engrs.com.

Very truly yours,
BRYANT ASSOCIATES, INC.


Todd E. Brayton, P.E.
Director of Operations – Rhode Island
Transportation Director

TEB:erl



Lowell High School Project
Summary of Perkins Eastman Contract
Amendments

4/5/17

Discipline	Date	Subconsultant	Site	Scope	Cost	Contract Amdt	Status	Spent to Date	Skanska Comments	PE Response
Geotech	8/24/2016	Geotechnical Partnership	TBD	Feas and Des Phase Review of 3 buildings and 2 bridges	\$38,137	1	Approved	\$0	1	
Geotech	3/8/2017	Geotechnical Partnership	Existing, 75 Arcand & Cawley	Feas and Des Phase Review including borings (add for Cawley)	\$660		Void		Appears reasonable, please breakout Existing, Cawley and Arcand.	future work at 75 Arcand = \$6,020. Per Item 2, the Existing Site scope includes 10 borings at the Existing site (9 new + 1 reused from 1995) and 2 monitoring wells, and Cawley contains 6 well borings and 2 monitoring wells so pro-rated amounts for all work exclusive of 75 Arcand are +/- 62.5% or \$18,280 for Existing Site and +/- 37.5% or \$10,970 for Cawley. Please note drillers have been scheduled to commence work on 3/21. 75 Arcand work will be done in the future upon authorization by the City.
Geotech	4/4/2017	Geotechnical Partnership	Existing, 75 Arcand & Cawley	Feas and Des Phase Review including borings (add for Cawley and Vacuum Excavation)	\$198	3	For City Approval	\$0	Appears reasonable	Updated quote for services dated 3/21/17 eliminates Arcand Drive and adds vacuum excavation at Existing Site resulting in total fee with markup of \$38,335. Difference between original add of \$38,137 on 8/24/16 and finalized scope of \$38,335 is a net add of \$198.

Traffic	8/24/2016	Bryant Associates	Existing	Traffic Analysis of existing HS site	\$19,800	1	Approved	\$0	1	PE 3/10: Some preliminary analysis already completed as included in PDP Appendix W- Preliminary Traffic Report. Invoice to follow. Scope included in revised proposal.
Traffic	3/8/2017	Bryant Associates	Existing & Cawley	Traffic Analysis of existing HS site and Cawley	\$21,230	2	Approved		Appears reasonable	PE 3/10/17: 3/8 proposal included work at Cawley and also Bryant's discussions with Lowell Traffic on 3/7 to confirm specific scope for Downtown site that was not known when Bryant submitted their Amendment 1 fee at the outset of the project. Bryant Associates to provide revised proposal on 3/13 that eliminates Cawley scope.
Traffic	3/31/2017	Bryant Associates	Cawley	Douglas/Andover St add and ped/bike add services	\$33,275	3	For City Approval		Appears reasonable	

Hazmat	8/24/2016	Universal Env	Existing	Inspectional and Destructive Site Survey	\$19,030	1	Approved	\$15,950	1	PE 3/10/17: The balance of Amendment 1 Scope is for Task II Exterior work to examine foundation dampproofing, exterior insulation and flashings to confirm the presence of hazardous materials. This work is scheduled to be completed at the same time as Amendment 2 work.
Hazmat	3/8/2017	Universal Env	Existing	Sampling/Testing in Order to Open Walls for Structural Inspection	\$4,840	2	Approved		Appears reasonable (cover page has typo, should be \$4,840 not \$4,480)	PE 3/10/17: Revised proposal will include corrected amount - \$4,840.
Hazmat	3/8/2017	Universal Env	Existing	Sub-Subcontractor to open and patch walls for structural inspection	\$13,475	2	Approved		Appears reasonable	PE 3/10/17: City to confirm that UEC subcontractor will perform demo/patch as opposed to City doing this work with their own forces. City to also confirm installation of painted gypsum patches (carried in the proposal) vs. less costly unpainted plywood patches. Authorization is needed by 3/15; pre-inspection visit to be on 3/16 or 3/17, work to start on 3/18.

GeoEnv	8/24/2016	Nobis	Existing	Ph. I ESA Analysis	\$4,400	1	Approved	\$3,960	1	PE 3/10/17: Scope included in PDP is complete: invoice for 100% to follow.
GeoEnv	3/8/2017	Nobis	Existing	Ph. II ESA at Existing (\$20,900)	\$20,900	2	Approved			PE 3/10/17: It appears that there is no comment on this proposal as submitted. Nobis is submitting a revised proposal that removes Cawley scope by 3/13 am.
GeoEnv	3/21/2017	Nobis	Existing	Ph. II at Existing (revised scope)	(\$1,650)	3	For City Approval		Appears reasonable	Steam plant scope removed as outside project scope and vacuum excavation added.
GeoEnv	3/8/2017	Nobis	Cawley	Ph. I ESA at Cawley (\$8,800)	\$8,800	2	Approved			PE 3/10/17: Revised proposal will delete Cawley scope as requested.

Site Survey	8/24/2016	Nitsch	Existing	Property Line, Topographic and Utility Survey	\$62,700	1	Approved	\$62,073	1	PE 3/10/17: Scope included in PDP is complete: invoice for 100% to follow.
Site Survey	3/8/2017	Nitsch	Freshman Academy	Property Line, Topographic and Utility Survey	\$18,150		On Hold			PE 3/10/17: PE had requested this survey to respond to the level of detailed questions that we are receiving during the project. We concur that this work can be deferred until the Preferred Option is selection.
Site Survey	3/8/2017	Nitsch	Cawley	Property Line, Preliminary Topographic and Utility Survey	\$55,627	2	Approved		Appears reasonable	PE 3/10/17: Per Skanska email on 3/8, we are removing Cawley additional services costs from the scope of our revised proposal in progress.

Civil	3/8/2017	Nitsch	Existing and Cawley	Natural Heritage & Endangered Species Filing and site review	\$10,450	2	Approved		Is this for 1 site or both sites?	PE 3/10/17: The fee included Cawley and the Existing HS sites. Nitsch is providing a revised proposal for the Existing HS site only by 3/13.
Civil	3/8/2017	Nitsch	Existing and Cawley	Soil Charactreization/Groundwater	\$8,800	2	Approved		Need further explanation of location? Also, why not covered by geotech? (per PE service not provided by this geotech).	PE 3/10/17: This testing is for soil profiling, estimated seasonal high groundwater, and soil infiltration rates for the design and sizing of a proposed stormwater detention system. This work is being done by the Civil Engineer, Nitsch, because the Geotechnical Engineer does not perform this type of testing. Nitsch is providing a revised proposal for the existing HS site only by 3/13.
Structural	3/8/2017	Foley Buhl Roberts	Existing	On site exploratory review of Freshman Academy, Coburn, and 1922 due to lack of existing structural drawings	\$11,000	2	Approved		Appears reasonable, Extra Service per Sect. 8.2.1 of Contract	PE 3/10/17: Authorization is needed by 3/15 pre-inspection visit is required prior to commencement of work on 3/18.
	8/24/2016	TOTAL PE Amdt 1			\$144,067	1	Approved	\$81,983		PE 3/10: See notes above.
	3/15/2017	TOTAL PE Amdt 2			\$155,122	2				
	4/4/2017	TOTAL PE Amdt 3			\$31,823	3				