

**SUPPLEMENTAL AGREEMENT NO. 4
FOR PROFESSIONAL SERVICES
City of Olathe, Kansas**

This Supplemental Agreement made this _____ day of _____, 2026, by and between the City of Olathe (“City”) and HNTB Corporation (“Consultant”) (collectively, the “Parties”).

WHEREAS, the City and Consultant have previously entered into an Agreement, dated June 4, 2019 (“the Agreement”), to furnish Professional Services for the Santa Fe, Ridgeview to Mur-Len, Improvements Project; PN 3-C-025-18 (“Project”); and

WHEREAS, Section II.B.2 of the Agreement provides that Consultant will provide, with City’s concurrence, services in addition to those listed in the Agreement when such services are requested or authorized in writing by the City; and

WHEREAS, this Supplemental Agreement between the Parties is to provide additional Professional Services in the way of continued **Right-of-Way Phase, Traffic Engineering, and Office Check Final Design Phase** (HNTB Project Number 67261-DS-001) for the Project as outlined in **Exhibit A** of this Supplemental Agreement, attached hereto and incorporated herein by reference; and

WHEREAS, the City is desirous of entering into this Supplemental Agreement to pay the Consultant for additional services rendered to the City related to the Project; and

WHEREAS, the City is authorized and empowered to contract with the Consultant for the necessary additional services in this Supplemental Agreement.

NOW THEREFORE, the Parties hereby agree as follows:

- A. The Agreement is hereby amended as follows: The scope of services now includes Exhibit A of this Supplemental Agreement.
- B. The HNTB Schedule of Rates in Exhibit C of the Agreement and subsequent supplemental agreements is hereby amended as outlined in **Exhibit B** of this Supplemental Agreement No. 4.
- C. That project completion date in Section II.D. of the Agreement is hereby amended as follows: All work must be completed on or before March 31, 2027.

The total fee for the additional professional services provided pursuant to this Supplemental Agreement is \$1,880,920, which raises the total fee for all services provided under the Agreement from \$9,701,740 to \$11,582,660.

IN ALL OTHER RESPECTS, the terms and conditions of the Agreement will remain in full force and effect, except as specifically modified by any prior written Supplemental Agreement approved by the Parties and by this Supplemental Agreement, including all policies of insurance which will cover the work authorized by this Supplemental Agreement.

IN WITNESS WHEREOF, the Parties have caused this Supplemental Agreement to be executed as of the day and year first above written.

CITY OF OLATHE, KANSAS

By: _____
Mayor

ATTEST:

City Clerk

(SEAL)

APPROVED AS TO FORM:

City Attorney or Deputy/Assistant City Attorney

HNTB Corporation


By:  _____
Phil Eilers
Vice President

Exhibit A –Scope of Services

The original agreement (June 2019) with HNTB provided for a Concept Study to establish an overall vision for transportation options and redevelopment on Santa Fe from Ridgeview Road to Mur-Len Road. The study implemented a three-phased visioning approach focused on traffic analysis, geometric evaluations, public involvement, and economic analysis to develop the possible conceptual improvements for the Santa Fe Street Corridor and surrounding development from Ridgeview Road to Mur-Len Road, including the I-35 & Santa Fe Interchange.

Supplemental Agreement No. 1 (SA1) (March 2021) with HNTB was focused on addressing two key challenges. First, moving forward with concept design and overall project development focused on federal approvals. Second, preparing for and finding funding sources to move the project into construction with a focus on partnerships with KDOT and all other key stakeholders. This project federal National Environmental Policy Act (NEPA) and Break in Access (BIA) documentation class of action, as determined by FHWA, is an Environmental Assessment (EA), that is targeted for completion by Fall 2023. HNTB is continuing to assist the City of Olathe and KDOT in preparing for and submitting a combined application for 2023-2024 and resubmittal for 2025-2026 Multimodal Project Discretionary Grant (MPDG) federal competitive grant funds. The application, identifying the project as I-35 Santa Fe Forward, also includes improvements on I-35 between Santa Fe and 119th Street and at the I-35/Old 56 interchange was resubmitted in May 2024 with successful applicants scheduled to be notified Fall 2024. SA1 also included concept design including field surveys and data collection.

Supplemental Agreement No. 2 (SA2) (September 2023) with HNTB included professional services and deliverables to advance the project to the 60% Design (Field Check) Phase and to identify any right-of-way (ROW) needs. Additionally, early utility and right-of-way coordination was included. Field Check plans and cost estimate were submitted to Olathe and KDOT in May 2024 setting the project up to move into the right-of-way (ROW) and final design phase.

Supplemental Agreement No. 3 (SA3) (August 2024) with HNTB included professional services and deliverables broken into three sections: supporting right-of-way (ROW) acquisition and utility coordination, preparing the KDOT Traffic Engineering submittal, and progressing design and plans production from the Field Check to Office Check level. ROW documents and demo and remediation packages have all been submitted in alignment with the SA3 planned schedule but SA4 includes the additional services required for continued ROW phase support services related to ROW documents, geotech coordination and report finalization, and aesthetics. SA4 also includes resubmittal of KDOT Traffic Engineering and coordination with the I-35 Corridor Improvements project (KA 6540-05) as part of the overall I-35 Santa Fe Forward project. Finally, SA4 includes additional design and plans production to the Office Check level now that the full scope, schedule, and budget of the project is confirmed with KDOT and FHWA.

This Supplemental Agreement No. 4 (SA4) with HNTB includes continued and additional professional services and deliverables broken into the same three sections as SA3: supporting right-of-way (ROW) acquisition and utility coordination, KDOT Traffic Engineering resubmittal, and additional design and plans production to the Office Check level. The SA4 continued services are detailed with sections and sub-sections outlining the detailed scope of services by discipline. HNTB will continue supplemental work with Kaw Valley Engineers, Inc (KVE) for additional field survey, ROW legal descriptions and geotechnical exploration.

SA4 does not include final check submittal, plans, specifications and estimate (PS&E) submittal, bidding submittals, or construction phase services. These services will be negotiated as a supplemental agreement as the project moves forward towards a planned Fall 2027 bidding.

See the attached “Exhibit A Project Map” exhibit that illustrates the project area for the Santa Fe, Ridgeview to Mur-Len, Improvements Project, including delineation of the proposed improvements.

Scope Summary and Assumptions

HNTB’s scope summary and assumptions, detailed scope of services for Section 1.0, Section 2.0, and Section 3.0 along with subconsultant scope summaries and assumptions are attached. The HNTB scope of services includes three sections: Section 1.0 covers ROW Phase support services and coordination, including additional legal descriptions and tract maps, appraisal and acquisition support services, utility coordination, and public involvement. The Section 2.0 KDOT Traffic Engineering services includes effort to update and resubmit plans and documents (including the KDOT Traffic Management Plan) to KDOT Traffic Engineering outlining the alternatives for constructing the proposed improvements and maintenance of traffic alternatives during construction. Finally, the Section 3.0 Office Check Final Design Phase consists of additional services progressing design and plans production to the Office Check level.

For the purposes of developing this SA4 scope and fee, the following description of criteria, data, assumptions, and exclusions have been made:

- a. **Project Limits** –The project boundary along Santa Fe Street includes ~1.5 miles (7,600’) from ~1,000’ west of Ridgeview Road (BNSF Railroad) to 1,500’ east of Mur-Len Road (Indian Creek). This includes approximately 1,500 feet north and south of Santa Fe Street. Permanent improvements on each of the I-35 interchange four ramps will extend as needed to allow the vertical grades to tie back into existing and add turn lanes. Improvements to side streets are included for the full reconstruction of Clairborne Road (renamed to Winchester Street), Rogers Road, Spruce Street, Prairie Street, and cul-de-sacs at Burch Street, Fir Street, and Rawhide Road. Additionally, intersection improvements are planned at

- Ridgeview Road and Spruce Street. These proposed improvements will continue to be coordinated with the overall I-35 Santa Fe Forward improvements proposed on I-35 and at the I-35/Old 56 interchange. See attached Exhibit A Project Map. The project limits are unchanged with SA4.
- b. **Traffic Data** – Traffic analysis has been completed and summarized in the *Santa Fe Street Concept Study Report (December 2020)* and federal Break in Access (BIA) documentation and includes a base year (2021) and Future No-Build and Build (2050) scenarios. The assumed design year for this study will be 2050 as determined by the design team. No additional traffic counts or origin-destination data collection and analysis is assumed with SA4.
 - c. **Design Criteria** – Generally speaking, KDOT design criteria will be followed for the interchange, however some elements of the interchange (such as drainage, lighting, and traffic signals) will follow the City of Olathe design criteria. Outside of the interchange, City of Olathe design criteria will be used. Improvements will be designed in conformity with the appropriate Olathe, State and Federal design criteria as set forth in the current versions of the following documents: The City of Olathe Project Procedures Manual, KDOT Design Manual, Bureau of Design road memorandums, KDOT Standard Specifications for State Road and Bridge Construction, A Policy on Geometric Design of Highways and Streets (The Green Book), and the Manual of Uniform Traffic Control Devices (MUTCD). The design criteria is unchanged with SA4.
 - d. **Coordination with KDOT** – The deliverables are being performed and developed primarily for the City of Olathe. However, since the project includes reconfiguration of the interchange of I-35 & Santa Fe and improvements to KDOT infrastructure, the development of the project will be performed in coordination with the State. It is anticipated that representatives from KDOT will be included in the various technical and stakeholder team meetings. However, day-to-day coordination will be performed directly between HNTB and the City of Olathe.
 - e. **Coordination with FHWA** – FHWA Approval of the EA and BIA for this project was completed in Fall 2023. Continued project design development review meetings will be held with the City of Olathe, KDOT, and FHWA as assumed.
 - f. **Public Involvement** – This continued scope of services is outlined in Exhibit A.
 - g. **Environmental/Permitting** – This project NEPA class of action, as determined by FHWA, was an Environmental Assessment (EA) that resulted in a Finding of No Significant Impact (FONSI) per NEPA regulations as completed in Fall 2023. No local, state, or federal permitting services beyond state and federal NEPA approvals are provided by HNTB with this supplemental contract. Additional EA services, if required, may be added in a future supplemental.
 - h. **Surveys** – The sources of design data will be a combination of Johnson County AIMS data and field surveys performed by Kaw Valley. SA4 includes additional topo survey needs. The detailed additional survey related services and assumptions related to Kaw Valley's scope of services is provided in the attached Exhibit A.
 - i. **Right-of-Way** - Preparation of front ends is to be performed by the City and/or

- Orrick & Erskine. Legal descriptions and tract maps for all partial taking proposed right-of-way and easements, provided by KVE/HNTB, were assumed with SA3 for 93 tracts with 73 tracts with partial takes and 20 total takes. Additional legal descriptions and tract maps required for the project are outlined in the attached Exhibit A. Legal descriptions will be signed and submitted in PDF format only. Tract maps will include type of taking, cost to cure removals, and applicable notes. Tract maps will not be signed. Participation in biweekly coordination meetings are assumed to wrap up by the end of July 2026. Legal descriptions for potential future public roadway dedication and easements within total takes is not included and may be added with a future supplemental.
- j. **Utilities** – HNTB will continue coordinating utility relocations for the project. HNTB will provide plan drawings to utility companies and will provide coordination services as outlined in the scope of services. No potholing is included in this scope of services and any potholing required will be done directly through the City of Olathe. Coordination meetings with utility owners will be included in this scope of services. A color-coded utility relocation map will be provided to the City.
 - k. **Geotechnical** – KVE will perform geotechnical investigation for the bridges, retaining walls, and KDOT stormwater control measurement (SCM) and sign structures. The detailed additional geotech investigations and report preparation related services and assumptions related to Kaw Valley's scope of services is provided in the attached Exhibit A.
 - l. **Structures** - Bridge type, size, and location studies and preliminary design calculations will be advanced to the office check review for the new Santa Fe over I-35 Single Point Urban Interchange (SPUI) configuration and Santa Fe over Rogers Road bridge. Due to the cumulative width of the converging roadways over I-35, the proposed configuration divides the total roadway surface into four separate two-span steel beam or plate girder structures with integral full-height abutment walls. A buried precast arch structure is proposed for the Rogers Road crossing of Santa Fe Street. Structural support will also be provided to support development of retaining wall configurations, drainage structures, the SPUI signal truss, and other anticipated project elements. Suggestions for architectural treatments for the bridge piers, abutment walls, barriers and fencing will be developed and shared with the City and KDOT. Selected features will be illustrated on the office check plans. HNTB will coordinate and follow KDOT design standards for all structural bridge elements. Bridge elements include custom details for integrally-cast brick veneer surfacing, aesthetic lighting and numerous bridge-mounted utilities. The SPUI signal truss includes complex 3D waveform configuration and 4-leg architectural pylon configuration with HSS frame and reinforced concrete columns mounted to bridge superstructure. Custom details also include intersecting bridge approach slab panels, architectural barriers, and waveform handrail.
 - m. **Storm Sewer Design** – Additional storm sewer design advancing to the office check level includes addressing Olathe and KDOT comments and refining the plan/profile sheets. City of Olathe standard details will be used for storm sewer structures unless a specific KDOT drainage structure is called out in the plans. Bills

- of reinforcing will not be required for the storm sewer structures. Detention analysis to outfall points will be refined. The design for the Stormwater Control Measures (SCMs) in the KDOT right of way will be advanced to office check level and include all necessary calculations and plans. This project includes the improvements determined in the April 2023 Preliminary Project Study (PPS) for Lindenwood, Spruce to Santa Fe. These improvements will address major flooding of streets and buildings and will require design of a concrete box (RCB) in addition to pipes and inlets not otherwise required by the project. The RCB will require some special structural detailing. Hydrology and hydraulic modeling for this area will be refined from field check design.
- n. **Water / Sewer** – Office check design of City of Olathe Water / Sewer facilities was included with SA3 with additional requested services outlined in SA4. It is assumed there will be approximately 3,000' of Sewer and 14,000' of Waterline relocated within the project which includes ~850' added with SA4. Restrained Joint Lengths and Connection Details for Waterlines are included in office check design.
 - o. **Erosion Control** - Erosion Control design is included in office check design. Phased erosion control plan sheets will be included and is unchanged with SA4.
 - p. **Cross Sections** - HNTB will develop cross sections that reflect the improvements being constructed. Phased cross sections of all major and sub-stage details will not be provided for Office Check. HNTB will work through a process to develop a maintenance of traffic and construction sequencing plan and in conjunction with this plan, the final cross sections could include (if necessary) cross sections at temporary ramps, shoo-fly's or other widening areas. It is also assumed that grading plans will be provided for the interchange infields and areas not covered by cross sections in order to show grading and supplement earthwork quantities.
 - q. **Retaining Walls** – The 15 proposed retaining walls include MSE panel, reinforced concrete cantilever stem and standard and modified integral sidewalk retaining walls (ISRW). Design through office check plans includes final plan development for wall plan and elevations and structural details and design calculations for cast-in-place concrete walls, ISRW design per City of Olathe standards with potential modified details, and MSE structural design and internal stability established by the proprietary wall system supplier after letting. KVE will perform settlement and global stability calculations for all 15 wall locations and provide foundation recommendations. Design includes conflict and integration studies with drainage structures in MSE backfill. Details include custom copings and slip joint details at 8 interfaces with bridge structures and architectural treatments including integrally cast brick veneer surfacing.
 - r. **Maintenance of Traffic (MOT)/Construction Sequencing** – HNTB has developed and will continue to refine construction phasing, sequencing, detours, and construction schedule. Detailed MOT and Construction Sequencing Plans were developed for the KDOT Traffic Engineering submittal, will be resubmitted to KDOT/Olathe, and updated for the Office Check submittal.
 - s. **Traffic Management Plan (TMP)** – A draft Traffic Management Plan (TMP) was developed for the KDOT Traffic Engineering submittal. The TMP will outline the

- traffic management plan outlining what to expect from traffic and safety during construction as well as mitigation measures for congestion issues as a result of construction. The draft TMP was submitted to KDOT/Olathe with the KDOT Traffic Engineering submittal, will be resubmitted to KDOT/Olathe, and updated for the Office Check submittal.
- t. **Structures Aesthetics**–Selected aesthetic details will be included in the Office Check plans including SPUI signal truss, barrier/wall formliner, concrete masonry coatings, and structural details.
 - u. **Corridor Aesthetics/Landscaping**– Updated visualizations of the Santa Fe (Ridgeview to Mur-Len) corridor were provided to support selection of preferred aesthetic features and geometry. Renderings will be utilized in stakeholder materials and coordination with KDOT for elements within KDOT jurisdiction. Selected aesthetic details will be included in the Office Check plans including hardscape materials and landscaping and additional services for this is included in SA4.
 - v. **Pavement Marking/Signing** – It is assumed KDOT is providing structural design for all guide signs but with coordination from HNTB. Details on pavement marking and signing will be finalized with this SA4.
 - w. **Traffic Signals/Street Lights** – New traffic signals will be provided at the interchange and throughout the project as assumed in the scope. Signal timings and other alternatives such as half cycle timings, right turn on red, and right turn free flow will not be evaluated. The existing Olathe fiber optic interconnect will require modifications and design will be as noted in the scope. Street lights will be replaced within the project limits. Modifications to the existing KDOT highway lighting system are not anticipated outside the limits of ramps. Street lighting, traffic signals and fiber optic interconnect will be designed using a combination of City of Olathe and KDOT standards to be included with the office check submittal.
 - x. **ITS** – It is assumed the project will require replacement or relocation of the weigh-in-motion (WIM) system in the I-35/Santa Fe interchange. Additionally, minimal ITS modifications of existing facilities such as relocating pull boxes, cable, and conduit may be identified with field check design. Continued coordination with KDOT will determine the necessary modifications needed in final design. This includes extension of the 48ct fiber from the existing DMS to the proposed camera and will be included in SA4.
 - y. **Demolition** – Demolition plan sheets, specifications and estimates were developed for the assumed total take tracts. Assumptions for this effort from SA3 were reconciled as shown in the attached Exhibit A for SA4.
 - z. **Pavement Design** – No pavement design will be performed. Standard City of Olathe pavement sections are to be used on City maintained sections. KDOT to provide pavement design for KDOT maintained sections which includes a change to the previously provided pavement design that will require updates to roadway typical sections and is included in this SA4. Pavement cores will not be sampled and it is assumed pavement core data will not be provided to KDOT.

Final Check Design, Bidding, and Construction Phase Services - No final check design, bidding or construction phase services are included in this scope of services. These services will be negotiated as a supplemental agreement as the project moves forward towards a planned Fall 2027 bidding.

Deliverables and Schedule

It is assumed that work is continuing through March 2027. Because the deliverables are reliant on local, state and federal review and approvals, the schedule is subject to change:

- Assumed SA4 Notice to Proceed (NTP)/Executed Contract Date (ECD) – June 2, 2026
- **1.0 ROW Phase**
 - ROW Documents (Legals, Tract Maps) – assumes all work complete by July 31, 2026
 - Geotech Coordination and Updated Draft Report – by May 29, 2026
- **2.0 KDOT Traffic Engineering Resubmittal**
 - KDOT Traffic Engineering resubmittal – June 26, 2026
 - Plans – ITS, Lighting, Fiber, Signals, Signing, Marking, Construction Sequencing and Traffic Control
 - Sign Truss Information Cross Sections
 - Updated Traffic Management Plan (TMP)
 - Early Fiber Package – draft submitted February 20, 2026, final assumed by June 26, 2026
- **3.0 Office Check Final Design Phase**
 - 90% (Office Check) Final Plans and Cost Estimate – November 13th, 2026
 - Assumed Office Check meeting with Olathe/KDOT – by January 8, 2027.
 - Assumed continued comment resolution and office check close out through January/February 2027
- Assumes all SA4 work except utility coordination should be complete by March 31, 2027.

EXHIBIT A - Scope of Services - 3-C-025-18

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #4		Senior Project Manager	Senior Technical Advisor	Project Engineer	Design Engineer	Engineer	Technician/ Graphics	Total	Total Costs
4/24/2026									
Item of Work		\$300	\$240	\$215	\$160	\$125	\$160		
1.13	Public Involvement								
1.13.1	Update and Maintain Public Involvement Plan in conjunction with I-35 Santa Fe Forward overarching project with KDOT and KDOT TMP Support	4	16		24			44	\$ 8,880
1.13.2	Public Meeting - Project Update - TCON Phase (Materials, factsheets, logistics, etc.)	24	16		24		24	88	\$ 18,720
1.13.3	Prepare for and attend 1 presentations to Olathe City Council regarding the project aesthetics. Includes powerpoint and other exhibits as needed to supplement the presentations								\$ -
1.13.4	Assist Olathe and/or KDOT with content for Webpage and Social media posts/press releases (up to 3) and database maintenance (stakeholders/comments)	10	10		16		16	52	\$ 10,520
Public Involvement Subtotal		38	42		64		40	184	\$ 38,120
1.14	Project Management/Administration								
Project Management/Administration Subtotal									\$ -
1.0 ROW Phase Subtotal		49	134	66	27	126	188	590	\$ 111,200
Total		49	134	66	27	126	188	590	\$ 111,200

Fee Summary

Labor:	Senior Project Manager @ \$300/hour	14,700
	Senior Technical Advisor @ \$240/hour	32,160
	Project Manager @ \$215/hour	14,190
	Project Engineer @ \$160/hour	4,320
	Engineer @ \$125/hour	15,750
	Technician/Graphics @ \$160/hour	30,080
	1.0 ROW Phase Estimated Labor Costs = \$	111,200
Expenses:	Printing/Plotting/Travel =	10,000
	Kaw Valley (Legals/Survey/Staking) SA4=	61,895
	Kaw Valley (Geotech) =	26,490
	Terracon (Phase I Site/Asbestos) =	
	1.0 ROW Phase Total Expenses = \$	98,385
	1.0 ROW Phase Total Costs = \$	209,585

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Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #4		Senior Project Manager	Senior Technical Advisor	Project Engineer	Design Engineer	Engineer	Technician/ Graphics	Total	Total Costs
4/24/2026									
Item of Work		\$300	\$240	\$215	\$160	\$125	\$160		
2.0 KDOT Traffic Engineering Submittal									
2.1	Signing & Pavement Marking								
Signing & Pavement Marking Subtotal									\$ -
2.2 MOT & Construction Sequencing									
2.2.1	Refine and screen construction phasing exhibits and developing MS Project construction schedule to select a preferred Phasing Plan	12	60	40	12		12	136	\$ 30,440
2.2.2	External Meetings to refine and select a preferred construction phasing alternative (1 meeting)	3	3	3				9	\$ 2,265
2.2.3	Update/Refine traffic control typical sections for PLNTE Resubmittal		6	6	8	20	10	50	\$ 8,110
2.2.4	Update/Refine traffic control plans (includes necessary temporary roads, ramps and driveways)	8	20	20	40	80	80	248	\$ 40,700
2.2.5	Update/Refine traffic detour plans for each proposed closure (assumes up to 8 detour plans for vehicular traffic)	1	4	4	16	32	24	81	\$ 12,520
2.2.6	Update/Refine pedestrian detour plans for each proposed closure (assumes up to 6 detour plans for pedestrians)	1	4	4	12	24	24	69	\$ 10,880
2.2.7	Add KDOT Traffic Control Standard Details (not filled out)								\$ -
2.2.8	Interdisciplinary Review of Traffic Control Plans and Details for Traffic Engineering Resubmittal	4	8	8				20	\$ 4,840
MOT & Construction Sequencing Subtotal		29	105	85	88	156	150	613	\$ 109,755
2.3 MOT and Construction Phasing Traffic Analysis Support									
2.3.1	Additional Traffic Analysis Support for Final Roadway Design and Qualitative Traffic and Safety Analysis for Sequence of Construction		2	8	24			34	\$ 6,040
2.3.2	Additional Work Zone Operations Impacts Assessment using Vissim model for the preferred construction phasing alternative and up to 4 phases		4	16	40			60	\$ 10,800
2.3.3	Internal Coordination Meetings (2 meetings)		4	4	4			12	\$ 2,460
2.3.4	External Meetings (1 meeting)	2	2	2				6	\$ 1,510
MOT and Construction Phasing Traffic Analysis Support Subtotal		2	12	30	68			112	\$ 20,810
2.4 Transportation Management Plan (TMP)									
2.4.1	Work Zone Safety Assessment Updates for PLNTE Resubmittal	1	2	8	24			35	\$ 6,340
2.4.2	Traffic Management Plan Report Updates for PLNTE Resubmittal	2	4	24	60		40	130	\$ 22,720
2.4.3	Internal Coordination Meetings (2 meetings)		4	4	4			12	\$ 2,460
2.4.4	Perform Interdisciplinary Reviews and address comments from Design Team	4	8	12				24	\$ 5,700
2.4.5	Resubmit draft TMP to KDOT/Olathe	2	2	6				10	\$ 2,370
Transportation Management Plan (TMP) Subtotal		9	20	54	88		40	211	\$ 39,590
2.5 Lighting, Signals, Fiber									
Lighting, Signals, Fiber Subtotal									\$ -
2.6 KDOT Intelligent Transportation Systems (ITS) / KC Scout									
KDOT Intelligent Transportation Systems (ITS) / KC Scout Subtotal									\$ -
2.7 Quality Assurance									
2.7.1	Senior Technical Review, Visual Check and Quality Assurance of Traffic Management Plan (TMP)	16	16					32	\$ 8,640
2.7.2	Senior Technical Review, Visual Check and Quality Assurance of KDOT Traffic Engineering Plans Resubmittal	16	16					32	\$ 8,640
Quality Assurance Subtotal		32	32					64	\$ 17,280
2.8 Meetings & Coordination with I-35 Santa Fe Forward									
2.8.1	Schedule, coordinate, and attend monthly external project team virtual calls (Olathe, KDOT, Wilson, FHWA) for additional 12 months (Assumes April 2026 through March 2027). This includes ongoing communication with City of Olathe, Wilson, and task leads on coordination between the separate KDOT project numbers KA-6364-02 and 6540-05.	60		60				120	\$ 30,900
2.8.2	KDOT Traffic Engineering Meeting for PLNTE Resubmittal - Schedule, coordinate, and attend (Review deliverable comments and discuss actions for next stage of work)	8	16	8	16			48	\$ 10,520
Meetings & Coordination with I-35 Santa Fe Forward Subtotal		68	16	68	16			168	\$ 41,420
2.0 KDOT Traffic Engineering Submittal Subtotal		140	185	237	260	156	190	1168	\$ 228,855
Total		140	185	237	260	156	190	1168	\$ 228,855

Fee Summary

Labor:	Senior Project Manager @ \$300/hour	42,000
	Senior Technical Advisor @ \$240/hour	44,400
	Project Manager @ \$215/hour	50,955
	Project Engineer @ \$160/hour	41,600
	Engineer @ \$125/hour	19,500
	Technician/Graphics @ \$160/hour	30,400
	2.0 KDOT Traffic Engineering Submittal Estimated Labor Costs = \$	228,855
Expenses:	Printing/Plotting/Travel =	2,500
		-
	2.0 KDOT Traffic Engineering Submittal Total Expenses = \$	2,500
	2.0 KDOT Traffic Engineering Submittal Total Costs = \$	231,355

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4/24/2026									
Item of Work		\$300	\$240	\$215	\$160	\$125	\$160		
3.7	Stormwater Control Measure Design								
3.7.1	Update SCM Design for new V2 Manual Requirements (Includes Project Checklist, GIS Shape File, 8 SCM Plan/Profile Sheets)	2	2	8	60		32	104	\$ 17,520
									\$ -
	Stormwater Control Measure Design Subtotal	2	2	8	60		32	104	\$ 17,520
3.8	Structural Management & Coordination								
3.8.1	Design Management and Tracking		40					40	\$ 9,600
3.8.2	Design Team Weekly Meetings		25	50	50	50	50	225	\$ 39,000
3.8.3	City of Olathe and KDOT General Coordination Office Check Resolution		40	20			20	80	\$ 17,100
3.8.4	Geotech Coordination		20	20				40	\$ 9,100
3.8.5	Structural Aesthetics and Signal Truss Concept Development		80					80	\$ 19,200
3.8.6	Senior Design Reviews - Flared Bridges, Restrained Shafts, Signal Truss	80	20	20				120	\$ 33,100
									\$ -
	Structural Management & Coordination Subtotal	80	225	110	50	50	70	585	\$ 127,100
3.9	Santa Fe over I-35: Bridge Design								
3.9.1	Foundation Design Soil Model Parameters (FBMultiPier)	10	40	120				170	\$ 38,400
3.9.2	Santa Fe over I-35 - Bridge Approach Panelization Study & Reconfiguration		40		60		80	180	\$ 32,000
3.9.3	Santa Fe over I-35 - Pier Design and Foundation Refinements		10	60		80		150	\$ 25,300
3.9.4	Santa Fe over I-35 - Signal Truss Geometry for Aesthetics		160		40			200	\$ 44,800
3.9.5	Santa Fe over I-35 - Signal Truss Additional Design		200		100			300	\$ 64,000
3.9.6	Santa Fe over I-35 - Signal Pylon Geometry for Aesthetics			60		20		80	\$ 15,400
3.9.7	Santa Fe over I-35 - Signal Pylon Additional Design			120		60		180	\$ 33,300
									\$ -
	Santa Fe over I-35: Bridge Design Subtotal	10	450	360	200	160	80	1260	\$ 253,200
3.10	Santa Fe over Rogers: Bridge Design								
3.10.1	Santa Fe over Rogers - Design Fill Limit Study, Cover Calcs & Profile Revisions		20	20		20	40	100	\$ 18,000
3.10.2	Santa Fe over Rogers - High Rock Revisions to Stem Wall & Shafts		20	60	40			120	\$ 24,100
									\$ -
	Santa Fe over Rogers: Bridge Design Subtotal		40	80	40	20	40	220	\$ 42,100
3.11	Bridge Plans								
3.11.1	Santa Fe over I-35 - Signal Truss Details		80		160		320	560	\$ 96,000
3.11.2	Santa Fe over I-35 - Signal Truss Pylon Details		20	60		40	160	280	\$ 48,300
									\$ -
	Bridge Plans Subtotal		100	60	160	40	480	840	\$ 144,300
3.12	Miscellaneous Structure Design								
3.12.1	MSE Retaining Walls - Interface Geometry, Connection Details, Conflicts		20		80			100	\$ 17,600
3.12.2	CIP Retaining Walls - Additional Design Scenarios, Spread Footing Updates		10	40		40		90	\$ 16,000
3.12.3	IS Retaining Walls - Geometry Reviews		10		20			30	\$ 5,600
									\$ -
	Miscellaneous Structure Design Subtotal		40	40	100	40		220	\$ 39,200
3.13	Miscellaneous Structure Plans								
3.13.1	MSE Retaining Wall Details (2 Additional, Geometry Updates, Suppl. Details)		10	30		40	100	180	\$ 29,850
3.13.2	CIP Retaining Wall Details (Geometry Updates, Suppl. Details)		10	20		30	80	140	\$ 23,250
									\$ -
	Miscellaneous Structure Plans Subtotal		20	50		70	180	320	\$ 53,100
3.14	Signing and Pavement Marking								
3.14.1	Additional Coordination with KDOT and Wilson as part of KA-6540 to coordinate overlapping signing design including additional exhibit creating and additional design updates	2		16			12	30	\$ 5,960
3.14.2	Update Sign Detail Layout Sheets for additional Traffic Engineering Revisions			8			4	12	\$ 2,360
3.14.3	Develop sign removal summary table for Olathe signs			2	8	16	2	28	\$ 4,030
3.14.4	Pavement Marking Plan and Quantity updates for material changes specified during Traffic Engineering Review	1		2	4	8	8	23	\$ 3,650
									\$ -
	Signing and Pavement Marking Subtotal	3		28	12	24	26	93	\$ 16,000
3.15	MOT and Construction Sequencing								
3.15.1	Organize, review and resolve Traffic Engineering comments from resubmittal	4		12	24			40	\$ 7,620
3.15.2	Bidding/Contracting Discussions and drafting Special Conditions regarding MOT. (Assumes developing draft framework, but not final contract documents which will be completed in next phase)	16	24	16				56	\$ 14,000
									\$ -
	MOT and Construction Sequencing Subtotal	20	24	28	24			96	\$ 21,620
3.16	Lighting, Signals, Fiber Final Design and Plans								
3.16.1	Ridgeview and Spruce Signal Design Updates		2	16				18	\$ 3,920
3.16.2	Ridgeview and Spruce Lighting Design Updates		2	16			4	22	\$ 4,560
3.16.3	Aesthetic Lighting Coordination, Design, Details		8	80			8	96	\$ 20,400
									\$ -
	Lighting, Signals, Fiber Final Design and Plans Subtotal		12	112			12	136	\$ 28,880
3.17	KDOT Intelligent Transportation Systems (ITS) / KC Scout - Final Design and Plans								
3.17.1	Coordination with Lumen, coordination with Wilson	8		40				48	\$ 11,000
3.17.2	Long Haul 96ct Fiber coordination with KC Scout and on-call contractor	8		20				28	\$ 6,700
3.17.3	48ct fiber extension from existing DMS to camera (includes splicing)	8		72	32		8	120	\$ 24,280
3.17.4	Schedule extension task management	8		32				40	\$ 9,280
									\$ -
	KDOT Intelligent Transportation Systems (ITS) / KC Scout - Final Design and Plans Subtotal	32		164	32		8	236	\$ 51,260

EXHIBIT A - Scope of Services - 3-C-025-18

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #4		Senior Project Manager	Senior Technical Advisor	Project Engineer	Design Engineer	Engineer	Technician/ Graphics	Total	Total Costs	
4/24/2026										
Item of Work		\$300	\$240	\$215	\$160	\$125	\$160			
3.18	Corridor Aesthetics & Landscaping - Final Design and Plans									
3.18.1	Prepare Preliminary Landscape Plans & Details for roadway medians, interchange islands and roundabout.			60		80		140	\$ 22,900	
3.18.2	Prepare a preliminary estimate of probable construction cost for landscape plantings			8		8		16	\$ 2,720	
3.18.3	Prepare preliminary Corridor & Bridge Aesthetics Details including roadway barriers, decorative columns, signal truss piers, MSE walls, abutment walls, bridge fencing, and brick paving.			60		80		140	\$ 22,900	
3.18.4	Perform Discipline Quality Control Interdisciplinary Reviews for Field Check Plans.	4		8		12		24	\$ 4,420	
3.18.5	Prepare Office Check Landscape Plans & Details for roadway medians, interchange islands and roundabout.			16		16		32	\$ 5,440	
3.18.6	Prepare a final estimate of probable construction cost for landscape plantings			4		8		12	\$ 1,860	
3.18.7	Prepare Office Check Corridor & Bridge Aesthetics Details including roadway barriers, decorative columns, signal truss piers, MSE walls, abutment walls, bridge fencing, and brick paving.			12		16		28	\$ 4,580	
3.18.8	Perform Discipline Quality Control Interdisciplinary Reviews for Office Check Plans.	4		8		12		24	\$ 4,420	
									\$ -	
Corridor Aesthetics & Landscaping - Final Design and Plans Subtotal		8		176		232		416	\$ 69,240	
3.19	Quantities and Cost Estimates									
	Quantities and Cost Estimates Subtotal								\$ -	
3.20	Utility Coordination									
3.20.1	Interdisciplinary Design Reviews for utility conflicts and coordination		24		24			48	\$ 9,600	
3.20.2	Plans to Utilities Submittal (Roadway and Drainage)	4	8	50	80	100	100	342	\$ 55,170	
3.20.6	General Coordination for continued support to prepare for and during Relocations - Cutting cross-sections, providing updated plan/profile sheets, exhibits & misc. info, answering questions.		24	24	40	40	24	152	\$ 26,160	
									\$ -	
	Utility Coordination Subtotal	4	56	74	144	140	124	542	\$ 90,930	
3.21	Quality Assurance									
	Quality Assurance Subtotal								\$ -	
3.22	Project Management/Administration									
3.22.1	Schedule, coordinate, and attend bi-weekly external project team virtual calls for I-35 and Santa Fe corridor improvements project (Olathe) for for additional 12 months. Includes to update and maintain a project schedule, critical path, and action items. Assumes April 2026 - March 2027.	48		48				96	\$ 24,720	
3.22.2	Ongoing communication with City of Olathe and task leads for additional 12 months. Assumes April 2026 - March 2027.	48		48				96	\$ 24,720	
3.22.3	Monthly internal project review meetings, budget set-up and tracking, scheduling, and invoice preparation for additional 12 months. Assumes April 2026 - March 2027.	40		24	24			88	\$ 21,000	
									\$ -	
	Project Management/Administration Subtotal	136		120	24			280	\$ 70,440	
3.0 Office Check Phase - Final Design and Plans Submittal Subtotal		343	1037	1885	1667	1481	1413	7826	\$ 1,434,980	
Total		343	1037	1885	1667	1481	1413	7826	\$ 1,434,980	
Fee Summary										
Labor:		Senior Project Manager @ \$300/hour 102,900 Senior Technical Advisor @ \$240/hour 248,880 Project Manager @ \$215/hour 405,275 Project Engineer @ \$160/hour 266,720 Engineer @ \$125/hour 185,125 Technician/Graphics @ \$160/hour 226,080								
3.0 Office Check Phase - Final Design and Plans Submittal Estimated Labor Costs =		\$ 1,434,980								
Expenses:		Printing/Plotting/Travel = 5,000								
3.0 Office Check Phase - Final Design and Plans Submittal Total Expenses =		\$ 5,000								
3.0 Office Check Phase - Final Design and Plans Submittal Total Costs =		\$ 1,439,980								
		1.0 ROW Phase Total Costs = \$ 209,585 2.0 KDOT Traffic Engineering Submittal Total Costs = \$ 231,355 3.0 Office Check Phase - Final Design and Plans Submittal Total Costs = \$ 1,439,980 Supplemental No. 4 (SA4) Total Costs = \$ 1,880,920								
		Original Contract = \$ 499,345 Revised Upper Limit with SA1 = \$ 2,647,205 Revised Upper Limit with SA2 = \$ 4,347,175 Revised Upper Limit with SA3 = \$ 9,701,740 Total SA4 = \$ 1,880,920 Revised Upper Limit with SA4 = \$ 11,582,660								

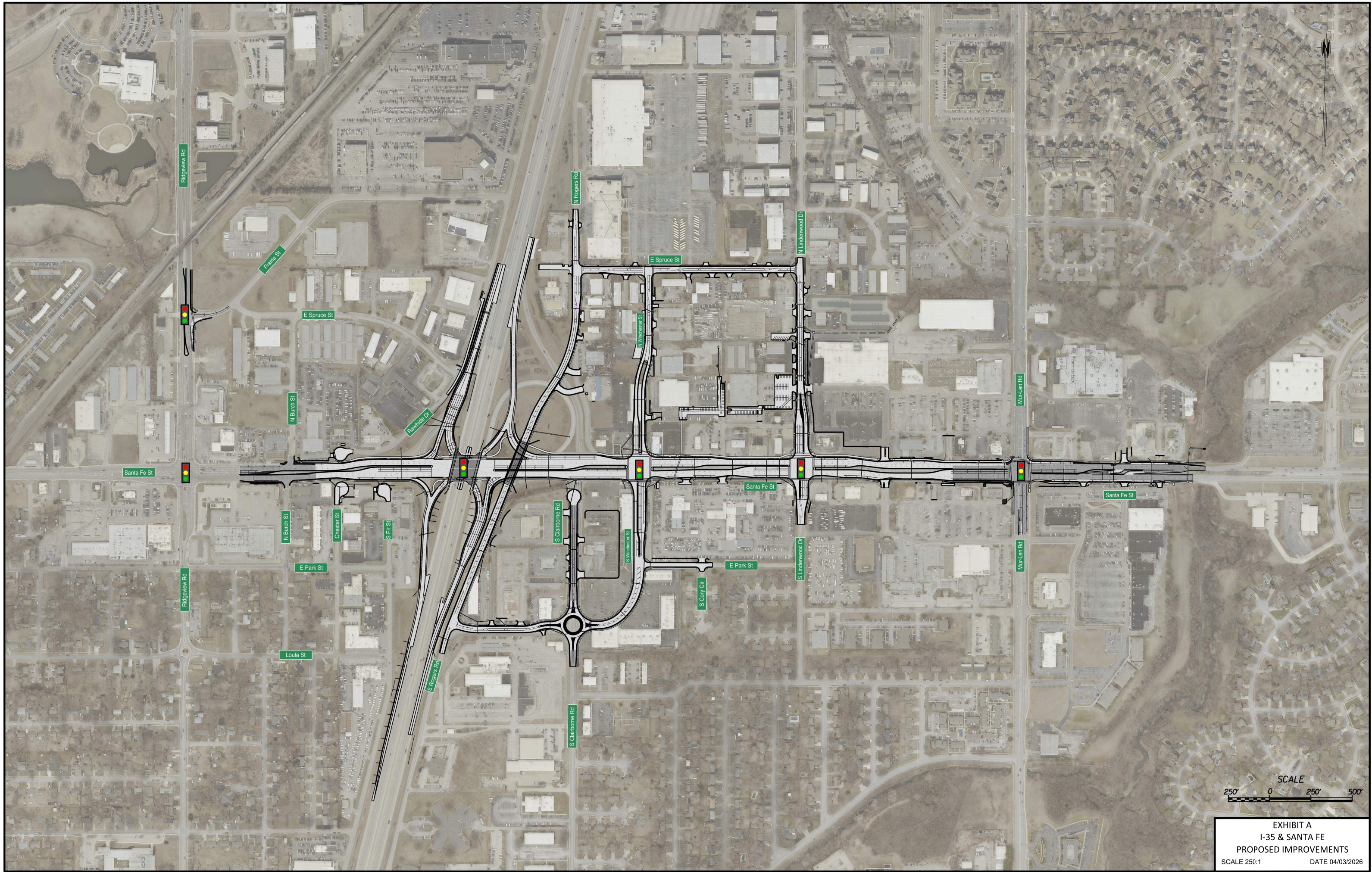


EXHIBIT A
I-35 & SANTA FE
PROPOSED IMPROVEMENTS
SCALE 250:1 DATE 04/03/2026



KAW VALLEY ENGINEERING, INC.

Office: 913.894.5150

Fax: 913.894.5977

Web: www.kveng.com

Address: 14700 West 114th Terrace
Lenexa, KS 66215

April 9, 2026

**C21G0905/C21S0905-S4
Revised**

Mr. Ben Will
HNTB Corporation
6300 Sprint Parkway, Suite 300
Overland Park, Kansas 66211

RE: **REQUEST FOR CHANGE FOR ADDITIONAL SERVICES / SA #4**
SANTA FE, RIDGEVIEW TO MUR-LEN IMPROVEMENTS PROJECT
CITY OF OLATHE PROJECT NO. 3-C-025-18 / HNTB PROJECT NO. 67261

Dear Mr. Will:

Kaw Valley Engineering, Inc. (KVE) is pleased to provide this proposal for additional services associated with the above noted project. Reference is made to the Subconsultant Agreement dated March 17, 2021, between HNTB and KVE, Supplemental Agreement No. 1 (SA#1) dated November 14, 2022, SA#2 dated September 7, 2023, and SA#3 dated August 7, 2024 (the "Agreement"). This Request for Change is being written pursuant to §7.2 of the Agreement.

DESCRIPTIONS PREPARED UNDER THIS SA #4. Under Task 6.3, 59 of the 222 original descriptions were revised and 11 new descriptions will be prepared. These services will be charged on an hourly basis for actual work performed as follows:

DESCRIPTION PREPARATION:

(59 Revisions and 11 Additional of Task 6.3 (233 Takings))

<u>Services</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Extension</u>
Principal - QC/QA Manager	0	\$240.00	\$0.00
Survey Project Manager - PLS	51	\$150.00	\$7,650.00
Survey Project Manager	16	\$150.00	\$2,400.00
2-Person Survey Party w/equipment	67	\$185.00	\$12,395.00
Senior CADD Technician	58	\$125.00	\$7,250.00
Survey CADD Technician	280	\$115.00	\$32,200.00
			<u>\$61,895.00</u>

ADDITIONAL BORINGS PERFORMED UNDER THIS SA #4. KVE will perform an additional six (6) borings and coordinate and update geotechnical report with KDOT comments. KDOT is requesting borings for the SB I-35 sign structures for the Santa Fe exit ramp that are part of the Wilson KA-6540 project. Using the I-35 BL stationing, these structures are located at Sta. 297+00, Sta. 321+00 and Sta. 369+00. All three locations require two footings (one in the median and one on the outside). Field work to be completed by 3/13/2026 with preliminary report issued by 3/31/2026.

These services will be charged on an hourly basis for actual work performed as follows:

GEOTECHNICAL SERVICES:

<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Field Activities</u>				
Auger Drilling	Foot	90	\$30.00	\$2,700.00
Sampling	Each	12	\$25.00	\$300.00
Coring	Foot	90	\$75.00	\$6,750.00
Bentonite Backfill	Foot	180	\$17.00	\$3,060.00
Traffic Control Sign Rental	Day	3	\$250.00	\$750.00
Traffic Control Shoulder Work	Day	3	\$1,500.00	\$4,500.00
Geologist Logger	Hour	40	\$100.00	\$4,000.00
Survey of Boring Locations	Hour	6	\$140.00	\$840.00
<u>Laboratory Work</u>				
Unconfined Compression (Rock)	Each	12	\$80.00	\$960.00
<u>Reports</u>				
Principal	Hour	2	\$240.00	\$480.00
Geotechnical Engineer	Hour	5	\$190.00	\$950.00
Engineering Technician	Hour	5	\$100.00	\$500.00
Geologist	Hour	5	\$140.00	\$700.00
				<u>\$26,490.00</u>

CONCLUSION. This Supplemental Agreement #4 shall increase the compensation of the Agreement from \$1,117,065 to the total contracted fee of \$1,205,450 as follows:

<u>CONTRACT SUMMARY</u> <u>Description</u>	<u>Authorized Fee</u>			<u>Total Contracted Fee</u>
	<u>Survey</u>	<u>Geotech</u>	<u>Total</u>	<u>(Survey and Geotech)</u>
Master Agreement	\$285,570		\$285,570	\$285,570
Supplemental 1	\$10,400		\$10,400	\$295,970
Supplemental 2	\$115,820		\$115,820	\$411,790
Supplemental 3	\$145,740	\$559,535	\$705,275	\$1,117,065
Supplemental 4	\$61,895	\$26,490	\$88,385	\$1,205,450

If you have any questions, I can be reached at (913) 894-5150.

Respectfully submitted,
Kaw Valley Engineering, Inc.



Michael Osbourn, P.E.
 Principal

\\VMLX-FILE\Projects\C21_0905\Proposal\2026-04-09 GEO-SUR Revised Supplemental #4 Santa Fe-Ridgeview to Mur-Len Olathe KS.docx

**Exhibit B
Fee & Rate Schedule**

**Santa Fe, Ridgeview to Mur-Len, Improvements Project
Supplemental No. 4
HNTB Schedule of Rates**

**Rates are effective for services from
January 1, 2026 through December 31, 2027**

<u>Position / Classification</u>	<u>Hourly Billing Rate</u>
Group / Project Director	\$280.00 - \$420.00
Department Manager	\$200.00 - \$340.00
Section Manager	\$180.00 - \$280.00
Project Manager	\$150.00 - \$340.00
Technical Advisor	\$190.00 - \$360.00
Project Engineer / Sr. Project Engineer	\$140.00 - \$270.00
Engineer	\$100.00 - \$220.00
Designer / Sr. Designer	\$120.00 - \$270.00
Technician Specialist / Sr. Technician	\$135.00 - \$240.00
Technician *	\$75.00 - \$150.00
Utility Coordinator	\$120.00 - \$240.00
Planner	\$100.00 - \$200.00
Landscape Architect/Urban Designer	\$120.00 - \$210.00
Intern *	\$60.00 - \$160.00
Construction Manager / Resident Engineer	\$195.00 - \$300.00
Sr. Inspector	\$135.00 - \$210.00
Inspector *	\$100.00 - \$180.00
Public Engagement Specialist / Manager	\$100.00 - \$250.00
Project Analyst	\$100.00 - \$180.00
Administrative Assistant	\$90.00 - \$150.00

For any nonexempt personnel in positions marked with an asterisk (), overtime will be billed at 1.5 times the hourly labor billing rate shown.

Note: The hourly rates for Position/Classifications are averages for a consolidated group of classifications. Actual invoices will include variable hourly rates for individuals in those job classifications.