

**SUPPLEMENTAL AGREEMENT NO. 1
FOR PROFESSIONAL SERVICES
City of Olathe, Kansas**

This Supplemental Agreement made this _____ day of _____, 2021, by and between the City of Olathe, hereinafter referred to as the "City", and HNTB Corporation, hereinafter referred to as the "Consultant".

WITNESSETH:

WHEREAS, the City and Consultant have previously entered into an Agreement, dated June 4, 2019 ("the Agreement"), to furnish Professional Services for

Project No. 3-C-025-18, Santa Fe, Ridgeview to Mur-Len, Improvements Project,

hereinafter referred to as the "Project"; and

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

WHEREAS, this Supplemental Agreement No. 1 between the parties heretofore is to provide additional Professional Services in the way of **Preliminary Design Services** (HNTB Project Number 67261-DS-001) for the Project as outlined in **Exhibit A** of this Supplemental Agreement No. 1, attached hereto and incorporated herein by reference; and

WHEREAS, the City is desirous of entering into Supplemental Agreement No. 1 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 professional services under the Agreement, and necessary funds for the payment of said services related to the Project are available and authorized under the Agreement.

NOW THEREFORE, the parties hereby agree as follows:

- A. The total fee for the aforementioned additional professional services provided pursuant to this Supplemental Agreement No. 1 is \$2,147,860 which raises the total fee for all services provided under the Agreement from \$499,345 to \$2,647,205.
- 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. 1.

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 July 31, 2023.

D. That Section III of the Agreement is hereby amended to include the professional services as outlined in the proposal attached hereto as Exhibit A and made a part thereof.

IN ALL OTHER RESPECTS, the terms and conditions of the Agreement shall remain in full force and effect, except as specifically modified by this Supplemental Agreement No. 1, including all policies of insurance which shall cover the work authorized by this Supplemental Agreement No. 1.

IN WITNESS WHEREOF, the parties hereto have caused this Supplemental Agreement No. 1 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/Deputy City Attorney/Assistant City Attorney

HNTB Corporation

By: 

Timothy C Morgan
Vice President

Exhibit A - Scope of Services

The original agreement 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.

This Supplemental Agreement No. 1 (SA1) with HNTB is focused on addressing two key challenges. First, moving forward with 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. To address the challenges this SA 1 scope of services is broken in to three parts including:

- **1.0 Federal Approvals - National Environmental Policy Act (NEPA) and Break in Access (BIA) documentation.** This scope of services assumes this project NEPA class of action, as determined by FHWA, is an Environmental Assessment (EA) that results in a Finding of No Significant Impact (FONSI) per NEPA regulations.
- **2.0 Economic Impacts, Engagement Strategy and Funding Support** - HNTB will contract with Development Strategies to continue the economic analysis from the concept study. This will include detailed economic and fiscal impacts and a corridor development strategy plan. This will also include preparation of materials for potential competitive grants, special stimulus and/or federal reauthorization funds.
- **3.0 Preliminary Design - 30%** - Design plans focused on identifying overall construction, right of way, and utility needs and costs and potential project phasing alternatives. HNTB will contract with Kaw Valley Engineers, Inc (KVE) for field survey data collection. HNTB will also utilize Miovision/GHA and Streetlight for additional traffic data.

HNTB's detailed scope of services is attached. No right of way documents, final design phase or construction phase services are included in this scope of services but may be negotiated as a supplemental agreement when the project moves forward.

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 NEPA and survey boundaries.

1.0 Scope and Assumptions

1.0 Federal Approvals - NEPA & BIA

1.1 Project Initiation

1.1.1 Kick off meeting

Following Project Notice to Proceed, the NEPA process for the EA/FONSI will be initiated via a kick-off meeting with KDOT, the Federal Highway Administration (FHWA), the City of Olathe. HNTB, in coordination with the City of Olathe, will draft a Notice of Intent for publishing in applicable newspapers and online resources. The Notice of Intent will note that FHWA and

KDOT plan to evaluate a Proposed Action for the Project that considers improvements to the Santa Fe Street corridor, including the I-35 and Santa Fe interchange.

The Study Area for purposes of physical environmental analysis and funding options is defined as follows:

The project boundary along Santa Fe Street includes ~1.5 miles (7,600') from ~1,000' west of Ridgeview Road (BNFS 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 four ramps will extend as needed to allow the vertical grades to tie back into existing and add turn lanes. No improvements are planned for I-35 through the project area with this supplement but are needed with the ultimate 2050 design year includes additional thru and auxiliary lanes on I-35. See attached Exhibit A Project Map.

The Consultant will perform the information gathering tasks detailed in Sections 1.1.1 through 1.1.6 below. At the conclusion of 1.1, the Consultant will begin development of the Purpose and Need statement and the associated analysis.

1.1.2 Mapping and Design Criteria

The Consultant will obtain current aerial photographs from the Client for the project corridor and create base maps to be used for environmental constraints and mapping of alternatives. The Consultant will obtain USGS topographic mapping, existing geometrics and utilities, USCS soils maps and NWI maps of the area to be utilized for environmental analysis. The Consultant will gather and review any existing geotechnical data and will perform an initial field reconnaissance involving all planning and design disciplines involved in the project.

1.1.3 Project Coordination Plan

The Consultant will establish a plan for coordinating public and agency participation and comment during the environmental review process including the project schedule. Upon Client approval, the Consultant will share the coordination plan with agencies.

1.1.4 Early Coordination Letter re: Prepare an Environmental Assessment

The Consultant will prepare a formal coordination letter announcing the beginning of the Environmental Assessment. The letter is similar to the Notice of Intent that is a formal requirement to announce the intention to conduct an EA. The letter will request information, data, and other information regarding the project area per each agencies' subject area of jurisdiction.

1.1.5 Project Data Collection

The Consultant will identify existing land use and zoning classifications along the Project Corridor. The Consultant will obtain plat maps and property ownership information from the Client and will identify agency (federal or state)/owned properties.

The Consultant will collect from the U.S. Census relevant census information including population, housing, employment, retail trade (dominant retail sectors, trends); major employers/destinations, and economic base of project corridor and region.

The Consultant will gather information by phone, letter or database or conduct field studies of specific environmental issues including, but not limited to the examples listed below.

- Location of springs, caves, sinkholes, and other unique features.
- Identification of specific (threatened, endangered, and rare) wildlife habitats and terrestrial natural communities.

- Location of sensitive noise receptors.
- Location of publicly and privately owned recreation areas, wildlife refuges and management areas, conservation areas, natural areas, campgrounds, historic sites, etc.
- Identification of high-quality aquatic resources including streams, wetlands and springs
- Develop preliminary list of important community and social institutions and services such as schools, emergency services, hospitals, and shelters.
- Identify sensitive and protected populations as defined by Title VI, Environmental Justice and ADA.
- NFIP floodplain maps and FEMA buyout properties
- Check for TMDL status and potential Section 303d listings.

The Consultant will coordinate with the Client on the extent of information to be gathered for the Project Corridor.

The Consultant will prepare an environmental constraints map and narrative to be included in the EA showing the above information.

1.1.6 Site Analysis and Programming

Identify and review any past and ongoing studies in the Project Corridor that may affect, or be affected by, the project improvements. Assess physical public infrastructure needs, including street, sidewalk, streetscape, drainage and related issues.

1.2 – Purpose and Need

1.2.1 Establish Project Needs

The Consultant will draft the Purpose and Need for eventual inclusion in the EA based upon traffic and safety analyses completed in the Previous Study and analyses performed for the concurrent BIA report. The Consultant and City of Olathe will provide the participating agencies and public the opportunity to comment during the development of the Purpose and Need. The Consultant will revise and update the Purpose and Need as the study progresses and new information is uncovered. Key items of the Purpose and Need may include, but are not limited to:

- Reducing vehicular congestion and delay;
- Enhancing safety;
- Multi-modal access improvements;
- Roadway and/or bridge condition improvements; and/or
- Corridor economic revitalization.

1.2.2 Establish Screening Criteria

In coordination with the Client, the Consultant will adopt screening criteria from the Previous Study to guide the development and screening of improvement alternatives. The criteria will be based on the identified key environmental issues, study goals and objectives and the project Purpose and Need. The Consultant will apply the criteria in a more developed and stringent manner as the study proceeds through the NEPA process.

1.2.3 Draft Purpose and Need Chapter

The Consultant will prepare draft Purpose and Need chapter for inclusion in the EA. This chapter shall include data that substantiates all reasonable elements included in the Purpose and Need, including capacity, safety and economic data from the previous tasks performed as part of Task 1 and 2. The Purpose and Need shall reflect all reasonable needs, even those not specifically listed above.

1.3 - Alternatives

For purposes of this NEPA process, the Consultant will adopt the alternatives from the Previous Study and will not identify new alternatives with the exception of minor modifications to alternatives developed in the Previous Study. The Consultant will document and summarize the process for the EA. It is assumed the EA documentation will compare two alternatives: The No-Build Alternative and the preferred Build Alternative as described from the Previous Study. Minor modifications and/or alterations of the preferred Build Alternative to better address Purpose and Need elements or other Client needs may occur.

1.3.1 Reasonable Alternatives

Although only two alternatives will be analyzed in the EA, the Consultant will develop exhibits for up to four Build Alternatives from the Previous Study to include in Alternative's chapter of the EA to demonstrate a sufficient alternatives screening process. HNTB will be further developing the preferred Build Alternative as outlined in Section 3.0.

1.3.2 Draft Alternatives Chapter

The Consultant will prepare draft Alternatives chapter for inclusion in the EA. This will build upon the Previous Study and include any modifications.

1.4 - Environmental Analysis of Alternatives

In order to develop the affected environment and environmental consequences for the Project, HNTB will incorporate analyses and findings from the Previous Study's environmental screening as applicable to the current project. As a starting point, all previously collected data will be reviewed to determine whether it is still accurate and valid due to changes in Study Area or limits of the project since the time the original Previous Study was performed.

The baseline assumption for project scoping is to perform an evaluation of the potential social, economic, physical, and natural environmental impacts for the project. In conjunction with the impact analysis for certain resources, HNTB will assist City of Olathe with ongoing and follow-up coordination and approvals from federal, state, and local agencies, and will prepare the appropriate documentation and supporting exhibits for inclusion in the EA as follows:

- U.S. Army Corps of Engineers (USACE) - Stream and wetland impacts and required mitigation
- U.S. Fish and Wildlife Service (USFWS), Kansas Biological Survey (KBS), and Kansas Department of Wildlife, Parks and Tourism (KDWPT) - Section 7 Consultation for Threatened and Endangered species
- USACE and City Parks + Recreation Department - Section 4(f) de minimis for park impacts

- State Historic Preservation Office (SHPO) - Section 106 Coordination for cultural resources

HNTB will perform the analysis of the environmental resources and topic areas listed below in relation to the No Action and Build Alternative. This list includes the range of environmental resources that are typically anticipated to be evaluated within the NEPA process for an EA. Other impact categories will be added as required by the FHWA or the FAST Act. Due to the urban nature of this project and general lack of natural environmental resources in or near the study area, this EA will specifically focus on the socio-economic, physical, and construction impacts of the project. These will include economic factors, environmental justice/social equity, changes in land use, transportation/traffic circulation, and secondary and cumulative impacts related to the potential traffic diversion and detours related to construction.

1.4.1 Environmental Analyses

The No-Build and preferred Build Alternative will be evaluated by the impacts to the following environmental resources and topic areas:

- Economic (includes specific evaluation related to tax base impacts)
- Environmental Justice
- Land Use
- Neighborhoods and Community Cohesion
- Churches and Schools
- Right of Way Acquisition, Displacement and Relocation Potential
- Construction and Emergency Routes
- Transportation/Traffic Circulation (includes specific evaluation related to maintenance of traffic and detours)
- Utilities
- Parks and Public Lands (review and validate Section 4(f)/6(f) status)
- Bicycle and Pedestrian Facilities (Design will comply with PROWAG and ADA requirements)
- Cultural Resources
- Section 4(f) *de minimis* (if applicable)
- Noise
- Air Quality
- Hazardous Waste
- Energy
- Visual Assessment
- Water Resources (Surface Waters, Streams and Wetlands)
- Water Quality
- Floodplains
- Wildlife and Habitat
- Threatened and Endangered Species (includes coordination with KDOT)
- Farmland
- Geology and Soils

- Secondary and Cumulative Impacts (includes specific evaluation related to land use and traffic circulation)
- Environmental Mitigation

Resource areas that require specific studies include the following:

1.4.2 Noise Study

HNTB will perform a comprehensive noise analysis in accordance with FHWA Noise Standards found in 23 CFR 772 and KDOT's July 2011 *Highway Traffic Noise Analysis and Abatement Policy and Procedures*. Noise models will be created for the Existing, future No-Build, and up to two future Build scenarios. Upon completion of the noise analysis, if it is determined that noise abatement is feasible and reasonable based on KDOT's policy and procedures, required noise barrier locations and top-of-wall elevations will be generated for designer's use.

1.4.3 Parks and Public Lands

The Consultant will identify and assess potential Section 4(f) properties within the Project Corridor, including all publicly owned lands, public school property, FEMA buy-out properties, and properties utilizing Pittman-Robertson or Dingell Johnson federal wildlife/fish restoration funds. The Consultant will document publicly owned park and recreational areas in the GIS database. Recreational Section 4(f) properties will be identified by the Consultant through constraints identification including field surveys, obtaining copies of municipal recreational plans, and contacting Kansas Department of Wildlife, Parks, and Tourism. A draft and final Section 4(f) Evaluation is not expected to be required, and therefore is not included in this scope of services. Should Section 4(f) *de minimis* impact coordination be required, the Consultant will facilitate that coordination.

The Consultant will determine if any Section 6(f) Land and Water Conservation Funds and/or Urban Parks and Recreation Recovery Act Funds were used to develop and/or purchase any public recreational areas in the study corridor. The Consultant will coordinate with applicable resource agencies for Section 6(f) resources, as appropriate.

1.4.4 Hazardous Waste Assessment

Review appropriate USEPA and KDHE lists of major known hazardous waste, hazardous material, or solid waste disposal locations within the Project Corridor. For example, superfund sites; hazardous waste treatment, storage, or disposal facilities; or solid waste landfills that could impact the transportation alternatives location. The major sites shall be depicted on the environmental constraints map. A limited amount of non-intrusive field work (windshield surveys) may be required to determine the exact location and obvious limits of contamination to be shown on the constraints map.

The Consultant will prepare a summary comparing the following:

- The relative ease (e.g., low, medium or high) of avoiding the hazardous waste sites within each of the Build Alternative.
- The relative clean-up effort (e.g., low, medium or high) for each site. This information will be used in combination with other environmental and engineering constraints to select a preferred alternative.

This effort does not include Phase 1 Environmental Site Assessments per ASTM specifications.

1.4.5 Cultural Resources Survey and Documentation

The Consultant will utilize a subconsultant to conduct a reconnaissance level cultural resources survey and documentation to identify cultural resources associated with the project and to fulfill the requirements of the NEPA as well as Section 106 of the National Historic Preservation Act. The survey study will consist of a records search to determine the presence and location of properties previously reported to the SHPO as eligible for the National Register of Historic Places, and those properties previously listed in the National Register. It will also report the results of a windshield survey of the same corridor (conducted by driving public streets) to identify any properties with obvious architectural significance, or predictive historical significance. No site-specific historical research is contemplated for the Reconnaissance study. Results will be discussed in a short report, which will include lists of pertinent addresses, illustrative maps, and representative photographs.

It is anticipated that no historic architectural or archeological properties will be identified within the project corridor. The Consultant will coordinate with FHWA and Kansas SHPO to receive Section 106 clearance in the form of a “No historic properties identified or affected” determination

This scope of services does not include Phase I or Phase II cultural resource surveys due to the anticipated lack of historic properties in the study corridor.

1.4.6 Wetland Information

The Consultant will verify the presence and approximate size of vegetated wetlands and other special aquatic sites shown on maps by “windshield survey” and NWI maps of the Project Corridor. This is to be accomplished without trespass on private property.

The Consultant will draft and submit a wetland delineation map for documentation within the EA to disclose potential impacts of the alternatives.

1.4.7 Right of Way Acquisition, Displacement and Relocation Impacts

Displacement and Relocation Impacts - The Consultant shall define displacement and relocation impacts including homes, not-for-profit organizations and businesses. Relocation assistance programs administered by the state will be reviewed. Impacts to the affected communities and neighborhoods will be further defined. The Consultant will ensure that the public involvement efforts appropriately access the affected population. Data must differentiate between full and partial acquisitions of parcels.

For the Build alternative, the Consultant will estimate the number of displaced businesses and households, including the number of right of way acquisitions involving a partial acquisition of the parcel. The Consultant will compare the availability (for sale, rent) of residential and commercial properties in the area with the housing, business, and not-for-profit organization needs of those that will be displaced and address the need for last resort housing, if any.

The Consultant will inventory the neighborhoods, public facilities, non-profit organizations, and families having special composition, which may require special relocation considerations.

The Consultant will characterize access and parking impacts for residential and commercial properties.

1.4.8 Environmental Mitigation

The Consultant will include any commitments for mitigating impacts to the following resources:

- Cultural resources

Water quality
Threatened and Endangered species
Noise mitigation
Pedestrian/bicycle considerations
Recreational considerations
Section 4(f) properties
Visual quality
Communities, Neighborhoods and/or special populations

The EA will include general mitigation statements that are appropriate for the Build Alternative. The Client and Consultant Project Managers will meet to discuss the level and specifics of commitments that the Client is willing to make.

1.5 - Draft Environmental Assessment

1.5.1 Draft EA for Client Review

The Consultant will prepare the Draft EA in the format specified by the latest FHWA guidelines governing environmental documents (Currently FHWA Technical Advisory T6640.8A) and according to Client requirements.

The Consultant will submit electronic copies to the Client for initial review of the document.

The Client will prepare a list of comments on the Draft EA. The Client reviewers will submit comments to the Client Project Manager who will consolidate comments. The Client will submit the consolidated list of comments to the Consultant for review. The Consultant and Client Project Managers will then discuss Client comments and clarify issues and comments that contradict one another. The Consultant will revise the Draft EA per Client comments. The Client Project Manager will review the revisions prior to finalizing the Draft EA for Sponsor Agency review.

1.5.2 Draft EA for KDOT and FHWA Review

The Consultant will provide KDOT and FHWA with electronic copies of the Draft EA for their review and comment. One round of concurrent FHWA and KDOT reviews are expected. The FHWA and KDOT reviewers will submit comments to the Client Project Manager who will consolidate comments. The Client will submit the consolidated list of comments to the Consultant for review. The Consultant and Client Project Managers will then discuss Client comments and clarify issues and comments that contradict one another. The Consultant will prepare the Draft EA to include revisions per FHWA and KDOT comments. The Client Project Manager will review the revisions prior to finalizing the Draft EA for publication and the formal public review and comment period.

The Consultant will submit one (1) hard copy Draft EA each to KDOT, FHWA, and City of Olathe for final approval and signatures before printing.

1.5.3 Distribution of EA

HNTB will prepare the Notice of Availability (NOA) for City, KDOT and FHWA review. HNTB will address any comments on the NOA and then it will be published in local newspapers and online resources. The publishing of the NOA will be done in coordination with the distribution of the Draft EA to the public and agencies for the required 30-day review period.

The Consultant will: 1) prepare and distribute the Draft EA to public viewing locations and reviewing agencies, 2) work with the Client to determine the number of hard copies required for sharing the document with the public and reviewing agencies, 3) make the Draft EA

available for public review at a location to be established by the Client.

The Consultant will prepare a maximum of 15 hard copies for circulation to appropriate agencies, groups and individuals. The Client will reimburse the Consultant for requested copies at a rate established by the attached fee expenses.

1.6 – Preparation of the Final EA/FONSI

1.6.1 Final EA/FONSI Document

It is assumed in this scope of services that a combined Final EA and FONSI document will be developed. If a decision is made by FHWA and KDOT based on public and agency input/review and comment that an Environmental Impact Statement (EIS) is required, a contract amendment would be required to prepare this level of NEPA documentation.

HNTB, in coordination with City of Olathe, will address public and agency comments received during the 30-day review period and public meeting for the Draft EA. The agency letters received and the responses to comments will be incorporated into the Final EA/FONSI document. It is assumed that up to 50 comments on the Draft EA will be received and responded to for development of the man-hour estimate. Note, for the EA documentation, responses will only be provided for those comments directly pertinent to environmental impacts, substantive alternatives, or purpose and need.

The Consultant will complete an EA/FONSI upon completion and approvals of the Final EA by KDOT and FHWA. A draft EA/FONSI, for review will be submitted concurrently to FHWA and KDOT for initial review in electronic format. HNTB, City of Olathe, FHWA and KDOT will then discuss comments and clarify issues and comments that may contradict one another. HNTB will revise the Final EA/FONSI per City, FHWA and KDOT comments.

Additionally, FHWA Washington, D.C. may perform a legal sufficiency review of the Final EA/FONSI prior to approval of the EA with a FONSI. The Environmental Protection Agency (EPA) via ENEPA will also need to perform a formal review of the EA/FONSI in order to rate the document for sufficiency/scoring. This will occur concurrently with the FHWA Legal Sufficiency Review. Once FHWA Kansas Division and Washington, D.C. have completed their reviews of the Final EA/FONSI, the document will be approved.

1.6.2 Administrative Record

In coordination with the Client, the Consultant is responsible for preparing the project administrative record. At the Client's request, the Consultant will provide copies of papers, documents, memoranda and studies concerning this project, including agency letters, internal office memoranda, email, scientific reports and other research surveys, as part of the administrative record.

1.7 Public Involvement

1.7.1 Public Involvement Plan

The public engagement process will kick off its activities by building upon the Study Public Involvement Plan to update the Plan. This will include creating a basic identity around the study area and introducing the goals and objectives of the study through various mechanisms, community and stakeholder meetings, online survey and an initial informational factsheet or

electronic newsletter. Additional items that will be included in the Plan include:

- Develop goals and objectives for communication tools
- Create initial key messages
- Establish tools and techniques for providing information
- Develop basic visual identity
- Update database of stakeholders and interested parties

HNTB will coordinate, promote and conduct up to three open-house public meetings associated with Project/NEPA milestones. It will recommend and produce upon Olathe approval associated meeting logistics and materials and monitor, analyze and report stakeholder attendance and feedback. All meetings logistics will be organized to be held virtually and/or in-person within Olathe/CDC guidelines.

1.7.2 Public Meeting 1 - Purpose & Need

Meeting 1 will share the Draft Purpose and Need with the public and gather input. This will help the team understand what concerns meeting participants have and will help the project team refine the Purpose and Need Statement for the project, if needed.

1.7.3 Public Meeting 2 - Alternatives

The purpose of the public meeting 2 will be to present the initial alternatives and discuss how they meet the Purpose and Need Statement. The meeting will also provide existing conditions of the corridor and gather input from the public.

1.7.4 Public Meeting 3 - Draft Preferred Alternative

Meeting 3 will share the Draft Preferred Alternative with the public and gather input. This will help the team understand what concerns meeting participants have and will help the project team refine the Purpose and Need Statement for the project, if needed.

1.7.5 Public Survey

A survey will be deployed around specific issues where input would be appropriate. While not meant to be statistically valid, it provides a good flavor for those using the corridor and their opinions. After survey deployment, Consultant team will summarize surveys and present them to the team and public. The Consultant will coordinate with Olathe to input the survey into Qualtrix and distribute and promote via Olathe social media channels.

1.7.6 Social Media Posts

Consultant team would provide appropriate suggested social media post opportunities to Olathe for use on their social media as a way to broaden the audience and reach additional people using their already developed channel.

1.7.7 Database maintenance

HNTB will provide a database structure to track and manage stakeholder engagement and project comments.

1.7.8 Press Releases

Providing the media accurate and timely information is important in all projects. Consultant team will develop press release drafts for Olathe review. HNTB and Olathe will work

coordinate in distribution of press releases.

1.7.9 Key Stakeholder Briefings

Stakeholder briefings will be held to provide updates at key milestones during the NEPA process. Three sets of briefings will be held as needed for up to 12 meetings. The briefings will serve as opportunities for stakeholders and public officials to attend to learn about the status of the project and gather some input on key project issue if applicable. HNTB PI will coordinate logistics of meeting location and setup as well as developing any materials needed for meeting.

1.7.10 Community Presentations

HNTB, in coordination with Olathe, will conduct up to 6 presentations and listening sessions with organizations such as Rotary, Kiwanis, Chambers of Commerce, Homeowners Associations, Businesses Groups and major corridor employers with significant numbers of employees drawn into the corridor from non-corridor locations. For all presentations, HNTB will work with Olathe to identify presentational opportunities and develop pertinent agendas and materials, as well as handle required logistical arrangements.

1.7.11 Webpage

All materials developed for the public will be placed on a webpage off the Olathe Public Works website that at a minimum, will include:

- Project overview (purpose and goals)
- Project status and schedule
- Links to surveys, outside information sources and other
- Project documents
- Factsheets, reports, maps, presentations
- Public meeting materials
- FAQs

1.8 Develop Break-in-Access (BIA) Request

Another key federal approval includes the Break-in-Access (BIA) Request. The BIA will build off the work from the Study and include coordination with Olathe, KDOT, and FHWA-KS.

1.8.1 Break-in-Access Request

HNTB will prepare a BIA that follows FHWA's Interstate System Access Informational Guide (May 2017). This guidance defines and explains what should be included in the BIA submitted by KDOT to the FHWA Division Office. FHWA's decision to approve new or revised access points to the interstate system is dependent on the BIA satisfying and documenting the two federal policy requirements.

The BIA will provide:

- Traffic and Safety Operational Analysis
- Conceptual Design Plans (Developed through Preliminary Engineering)
- Any known or anticipated design exceptions (Developed through Preliminary Engineering)
- Conceptual Signing Plan (Developed through Preliminary Engineering)

1.8.2 Break-in-Access Review

HNTB will provide electronic copies of the draft BIA for initial review. HNTB will address and document comments in a response matrix and provide electronic copies of the updated BIA for approval. Electronic copies of the final report will be provided. The following review submittals are anticipated in this order. At each stage a draft will be provided along with a comment matrix. Comments will be addressed by the study team and sent back to the reviewer for final approval and then sent on to the next level of review.

- Internal Team Review
- Project Study Team Review (KDOT, Olathe)
- FHWA - KS Review

1.0 Schedule and Deliverables

It is assumed that work will begin in March 2021 and continue through February 2023. Because the key deliverable federal approvals are reliant on state and federal review and approvals, the schedule is subject to change.

- Assumed Notice to Proceed (NTP) - March 16, 2021
- Public Meeting 1 - July/August 2021
- Public Meeting 2 - December 2021/January 2022
- Public Meeting 3 - November/December 2022
- NEPA Documentation - anticipated Documented Environmental Assessment/Finding of No Significant Impact (EA/FONSI) - February 24, 2023
- BIA Documentation - February 24, 2023

2.0 Scope and Assumptions

2.0 Economic Analysis, Engagement Strategy & Funding Support

2.1 Grant Application Strategy Workshop

HNTB will conduct a three-hour workshop involving up to four people each from the City and from HNTB to review the project and identify what federal grant program(s) to pursue for funding the Project and/or key project elements. From this discussion, HNTB will develop a matrix of federal grants that Olathe may pursue to fund specific project elements, when applications must be made, information gaps if any that need to be filled to create competitive grant applications and other pertinent information.

2.2 Project Advocacy Plan

HNTB will develop an Advocacy Plan for City communication with local, state and federal elected officials and agency staff to:

- Advance the Santa Fe project;
- Add I-35 from 119th to Old 56 Highway to the Kansas Statewide Freight Plan; and
- Assist in preparing for 2021 KDOT local consult meetings and entry into KDOT IKE development pipeline.

2.3 Ongoing Project Advocacy and Grant Writing Support

HNTB will coordinate with the Project Team to provide:

Grant Application Support

HNTB will identify grant requirements, judging criteria and other factors for funding success in relation to the City submitting a BUILD grant application in 2022 and in 2023. The meetings also will be used to:

- Assess and recommend project or background information enhancements that may aid grant application competitiveness.
- Develop pre-grant application content and resources to accelerate the preparation and submittal of federal grant applications; and
- Prepare one federal BUILD grant application in each of the 2022/2023 funding cycles.

Grant Advocacy

HNTB will create or revise project communication collateral to support grant writing efforts and educate local, state and federal elected officials, as well as KDOT and FHWA leaders, about the project and its benefits, win their support for the project and provide them with talking points and information needed to advocate for federal funding.

Development Strategies

HNTB will contract with Development Strategies to continue the economic analysis from the concept study. This will include detailed economic and fiscal impacts and a corridor development strategy plan as outlined in the attached scope of services.

2.0 Schedule and Deliverables

It is assumed that work will begin in March 2021 and continue through July 2023. Because the key deliverable federal approvals are reliant on state and federal review and approvals, the schedule is subject to change:

- Assumed Notice to Proceed (NTP) - March 16, 2021
- Potential Project/Project Elements Grant Funding Matrix - June 30, 2021
- Project and Freight Corridor Advocacy Plan - June 30, 2021
- Two (2) federal grant applications and production schedules
 - a. BUILD - July 2022
 - b. BUILD/Other - By July 2023
- Six (6) quarterly email project updates to local, state and federal elected officials - TBD

- Two (2) “lobbying” sheets describing current project status, importance and benefits - TBD
- Two (2) project presentations describing current project status, importance and benefits - TBD
- Development Strategies - see attached schedule and deliverables

3.0 Scope and Assumptions

3.0 Preliminary Design - 30%

HNTB's detailed scope of services for Section 3.0 is attached and broken into 18 sub-sections, 3.1 through 3.18. The preliminary design is focused on identifying overall construction, right of way, and utility needs and costs and potential project phasing alternatives. No final design or construction phase services are included in this scope of services but will be negotiated as a supplemental agreement when the project moves forward.

For the purposes of developing this Section 3.0 SA1 scope and fee, the following assumptions have been made:

- Project Limits** -The project boundary along Santa Fe Street includes ~1.5 miles (7,600') from ~1,000' west of Ridgeview Road (BNFS 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 four ramps will extend as needed to allow the vertical grades to tie back into existing and add turn lanes. No improvements are planned for I-35 through the project area with this supplement but are needed with the ultimate 2050 design year includes additional thru and auxiliary lanes on I-35. See attached Exhibit A Project Map.
- Traffic Data** - The assumed design year for this study will be 2050 as determined by the design team. All traffic data and information developed as part of the Study, will be used to support the preliminary design. Additional traffic counts and origin-destination data will be collected to further support the design.
- 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).
- Coordination with KDOT** - The deliverables are being performed and developed primarily for the City of Olathe. However, since the project includes potential 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 Planning, Traffic, Design, and Environmental 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. Environmental and Break-in-Access

- documentation requests will be submitted to KDOT and FHWA for approval.
- e. **Coordination with FHWA** - It is understood that the approval of the Break-in-Access (BIA) for this project requires FHWA approval. A traffic and safety methodology review meeting will be held with the City of Olathe, KDOT, and FHWA at the beginning of this scope of work. The purpose of this meeting is to get agreeance on how the BIA document will be structured, the limits of the traffic models. This methodology will guide the development of the traffic models.
 - f. **Public Involvement** - This scope of services includes the services outlined in Section 1.7.
 - g. **Environmental** - This scope of services assumes this project NEPA class of action, as determined by FHWA, is an Environmental Assessment (EA) that results in a Finding of No Significant Impact (FONSI) per NEPA regulations. Should FHWA determine the NEPA class of action for the project as an Environmental Impact Statement (EIS) at any time during the project prior to final EA/FONSI approval, HNTB reserves the right to negotiate amendments to this scope of services to comply with a NEPA EIS and Record of Decision (ROD). It is assumed that HNTB environmental staff will perform analyses associated with Social/Economic/ Environmental Justice, Farmland Impacts, Water Quality Impacts, Air Quality Impacts, Noise Impacts, Historical and Archeological Resources Impacts, Parkland, 4(f), and 6(f) Impacts, Threatened and Endangered Species Impacts, and Hazardous Waste as required by NEPA. Based on the urban nature of the corridor, extensive natural resource investigations are not anticipated for this project. No local, state, or federal permitting services beyond state and federal NEPA approvals are provided by HNTB with this supplemental contract.
 - h. **Surveys** - The sources of design data will be a combination of Johnson County AIMS data and field surveys performed by Kaw Valley. The detailed survey related to Kaw Valley's scope of services is provided in the attached Exhibit A. This supplemental does not include any staking of the centerline for utility relocations or other survey that may be requested by utility companies. Staking of any existing or proposed right-of-way for appraisals is also not included. These services can be included with a supplemental for Final Design.
 - i. **Right-of-Way** - Information relative to existing rights-of-way and property lines within the limits of the concept study was retrieved from Johnson County AIMS and provided by the City of Olathe. For SA1, Kaw Valley Engineering will provide existing right-of-way and ownership and encumbrance reports as outlined in their attached supplemental scope of services. Plats will be placed based on section boundaries by Kaw Valley Engineering and platted easements will be drawn. Preparation of front ends, legal descriptions, and tract maps for proposed right-of-way is not included. These services can be included with a supplemental for Final Design.
 - j. **Utilities** - Information relative to existing utilities within the limits of the project will be a combination of Johnson County AIMS data and field surveys performed by Kaw Valley. Field locates will be completed within the identified Kaw Valley survey boundaries (smaller than overall study boundary). HNTB will coordinate 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.
 - k. **Geology** - Existing geology data pertinent to the evaluation being performed through preliminary design will be retrieved from as-built plan information or from previous studies provided by the City of Olathe. No additional field borings or surveys will be performed as part of this scope of services.

- l. Structures** - Bridge type, size, and location studies will be initiated for the new interchange to be presented to the City and KDOT and then refined to illustrate the selected alternative for new crossings of I-35 and Rogers Road. Preliminary bridge details will be developed, including a general plan and elevation and typical section to illustrate the proposed bridge type and site configuration. Preliminary details of the bridge pier and abutment configurations will also be included. Geometric studies will be performed to establish the new roadway profile for the bridge and to determine the required horizontal and vertical clearances to I-35 and Rogers Road. The preferred interchange configuration resulting from the concept study report is a single point urban interchange (SPUI). The cumulative width of the roadways over I-35 and Rogers Road will likely necessitate that the bridge be divided into two separate structures. Two separate sets of bridge plans will be produced for each crossing. Preliminary structural design calculations will be performed during this preliminary phase to support critical bridge member type and size decisions. Suggestions for architectural treatments for the bridge piers, abutment walls, and sidewalk rails will be developed and shared with the City and KDOT. Chosen features will be illustrated on the field check plans. HNTB will coordinate and follow KDOT design standards for all bridge related design.
- m. Storm Sewer Design** -. City of Olathe standard details will be used for storm sewer structures and no special structural details are anticipated or included in preliminary plans. Bills of reinforcing will not be required for the storm sewer structures. It is assumed there will be no permanent water quality best management practices (BMPs). Detention analysis to outfall points will be conducted due to the reconfiguration of interchange infields which may pond water, widening and addition of roadways resulting in increased impervious areas, and potential for topographic changes due to new roadway alignments and overpass to redirect water between drainage basins. Analysis will determine conceptual measures and any costs (including permanent right-of-way or easement needs) to construct the roadway improvements without precluding future redevelopment. It is assumed that the Indian Creek culvert east of Mur-Len will not be impacted (widened or lengthened) by the project.
- n. Water / Sewer** - Preliminary design of City of Olathe Water / Sewer facilities is included in Preliminary Design to ensure compatibility with overall concept and redevelopment opportunities and to include replacement of facilities within due to condition needs. It is assumed there will be 5500' of Sewer and 6000' of Waterline relocated within the project. Restrained Joint Lengths and Connection Details for Waterlines are not included in Preliminary Design.
- o. Erosion Control** - Erosion Control design is not included in preliminary design and will be included in a future supplemental agreement. It is assumed that if the acquisition and demolition of total takes necessitates a sediment basin according to KDHE guidelines that the total take will provide sufficient right-of-way during construction.
- p. Geotechnical** - Geotechnical investigation and design (pavement cores, pavement recommendations, bridge and wall foundation recommendations) are not included in Preliminary Design and will be performed with a future supplemental agreement.
- q. Preliminary Cross Sections** - Through the preliminary phase of the project, 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 at 30% Design. But, 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-flys or other widening areas. It is also assumed that grading plans will be

provided for the interchange and Clairborne realignment in order to show grading not covered with cross sections and illustrate regraded site's potential for redevelopment.

- r. **Retaining Walls** - Through the concept study, it was determined that five walls may be required as identified on the Exhibit A Project Maps. Wall types are not yet determined but could require special details and coordination with KDOT geotechnical during Final Design. No detailed structural design included in Preliminary Design.
- s. **Maintenance of Traffic (MOT)/Construction Sequencing** - HNTB will work through a screening process of high level alternatives. For each alternative, HNTB will develop concept phasing, sequencing, detours, and construction schedule. Detailed MOT and Construction Sequencing Plans are not included and will be completed with Final Design.
- t. **Work Zone Safety & Mobility** - Traffic Management Plan (TMP) using traffic modeling to provide traffic operational impact will not be performed during Preliminary Design. This will be performed in a future project phase and a supplemental agreement will be required.
- u. **Visualization / Aesthetics**-Bridge Aesthetics preliminary visualization for both the Santa Fe Street corridor within the project limits and bridges on Santa Fe over I-35 and Rogers Road will be provided. Bridge aesthetics rendering services will be provided to ensure bridge structure (geometrics and cost) will be compatible with bridge aesthetic concept (such as allowance dead load for planting beds within SPUI). Bridge aesthetics will be coordinated with SPUI signal layout. Renderings will be utilized in stakeholder materials to further development and funding of the project. KDOT will review and approve any aesthetic or landscaping elements within KDOT jurisdiction. No detailed landscape / streetscape charrettes, concepts or designs will be provided outside of the I-35 bridge. Costs estimates will be based upon high level assumptions.
- v. **Pavement Marking/Signing** - It is assumed KDOT is providing structural design for all guide signs. Details on pavement marking and signing will be determined in Final Design.
- w. **Traffic Signals/Street Lights** - New traffic signals will be provided at the interchange and throughout the project as noted in section 3.10. Signal timings and other alternatives such as half cycle timings, right turn on red, and right turn free flow will not be evaluated with this supplemental. The existing Olathe fiber optic interconnect will require modifications and design will be as noted in 3.10. 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 City of Olathe and KDOT standards to be determined during preliminary design.
- x. **ITS** - It is assumed the project will require only minimal ITS modifications of existing facilities such as relocating pull boxes, cable, and conduit as noted in section 3.10. Preliminary scope consists of coordination with KDOT to determine the necessary modifications in future phases of design.

Final Design and Construction Phase Services - No final design or construction phase services are included in this scope of services but will be negotiated as a supplemental agreement when the project moves forward.

3.0 Deliverables and Schedule

It is assumed that work will begin in March 2021 and continue through July 2023. Because the key deliverable federal approvals are reliant on state and federal review and approvals, the schedule is subject to change:

- Assumed Notice to Proceed (NTP) - March 16, 2021
- Data Collection - Field Surveys (Kaw Valley) - mid March through end of June 2021 (see attached KVE deliverables)
- Concept Refinement / "Hardshell" Finalization of Roadway Layout - Submittal November 12, 2021
- 30% Design Plans and Cost Estimate - Submittal May 28, 2022

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

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1		Senior Project Manager	NEPA Manager/ Project Manager	Sr. Env Planner/ Sr. Project Engineer	Project Scientist/ Engineer/ PI Lead	Env. Planner/ Engineer	Technician/ Graphics	Total	Total Costs
3/9/2021									
Item of Work		\$270	\$240	\$165	\$150	\$100	\$120		
1.0 Federal Approvals - NEPA and BIA									
1.1	Project Initiation								
1.1.1	Kickoff meeting, NOI	4	8	8		24		44	\$ 6,720
1.1.2	Mapping and Design Criteria		2	4	4	16	24	50	\$ 6,220
1.1.3	Project Coordination Plan		4	8		24		36	\$ 4,680
1.1.4	Early Coordination Letter		8	16				24	\$ 4,560
1.1.5	Project Data Collection			4	4	16		24	\$ 2,860
1.1.6	Site Analysis and Programming		4			16		20	\$ 2,560
Project Initiation Subtotal		4	26	40	8	96	24	198	\$ 27,600
1.2	Purpose and Need								
1.2.1	Establish Project needs		16	24		40		80	\$ 11,800
1.2.2	Establish Screening Criteria		4	8		8		20	\$ 3,080
1.2.3	Draft Purpose and Need Chapter	4	16	24		40	8	92	\$ 13,840
Purpose and Need Subtotal		4	36	56		88	8	192	\$ 28,720
1.3	Alternatives								
1.3.1	Reasonable Alternatives Exhibits		4	8		16	40	68	\$ 8,680
1.3.2	Draft Alternatives Chapter	4	16	24		40		84	\$ 12,880
Alternatives Subtotal		4	20	32		56	40	152	\$ 21,560
1.4	Environmental Analysis of Alternatives								
1.4.1	Environmental Analyses		16	40	40	40	24	160	\$ 23,320
1.4.2	Noise Study		8	112	176		16	312	\$ 48,720
1.4.3	Parks & Public Lands		2	8			4	14	\$ 2,280
1.4.4	Hazardous Waste Assessment		4		32		4	40	\$ 6,240
1.4.5	Cultural Resource Survey		8					8	\$ 1,920
1.4.6	Wetland Information		2		10		2	14	\$ 2,220
1.4.7	ROW Acquisition/Displacements		4	16		24	8	52	\$ 6,960
1.4.8	Environmental Mitigation		4		20			24	\$ 3,960
Environmental Analysis of Alternatives Subtotal			48	176	278	64	58	624	\$ 95,620
1.5	Draft Environmental Assessment								
1.5.1	Draft EA for Client Review	8	24	40	64	80	24	240	\$ 35,000
1.5.2	Draft EA for KDOT and FHWA Review	4	20	24	24	40	12	124	\$ 18,880
1.5.3	Distribution of EA		24	8	8	40		80	\$ 12,280
Draft Environmental Assessment Subtotal		12	68	72	96	160	36	444	\$ 66,160
1.6	Final EA/FONSI								
1.6.1	Final EA/FONSI Document	4	16	16	12	40	8	96	\$ 14,320
1.6.2	Administrative Record		4			24		28	\$ 3,360
Final EA/FONSI Subtotal		4	20	16	12	64	8	124	\$ 17,680
1.7	Public Involvement								
1.7.1	Public Involvement Plan	2	2		16			20	\$ 3,420
1.7.2	Public Meeting 1 - Purpose & Need (Materials, factsheets, logistics, etc.)	6	12		60		64	142	\$ 21,180
1.7.3	Public Meeting 2 - Alternatives (Materials, factsheets, logistics, etc.)	6	12		60		64	142	\$ 21,180
1.7.4	Public Meeting 3 - Draft Preferred Alternatives (Materials, factsheets, logistics, etc.)	6	12		60		64	142	\$ 21,180
1.7.5	Public Survey (includes coordination with Olathe to input the survey into Qualtrix and distribute and promote via Olathe social media channels)	1	2		16		12	31	\$ 4,590
1.7.6	Social media posts (prepare for Hallie)	4	4		12		4	24	\$ 4,320
1.7.7	Database maintenance (stakeholders/comments)		4		8		8	20	\$ 3,120
1.7.8	Press releases (3)	3	3		12		4	22	\$ 3,810
1.7.9	Key Stakeholder Briefings (up to 12 for engagement and grant advocacy)	24	24		60		40	148	\$ 26,040
1.7.10	Community Presentations (assume 6 for engagement and grant advocacy)	12	18		40		20	90	\$ 15,960
1.7.11	Webpage (page off Olathe site - for engagement and grant advocacy)	8	8		28		16	60	\$ 10,200
Public Involvement Subtotal		72	101		372		296	841	\$ 135,000

EXHIBIT A - Scope of Services - 3-C-025-18											
Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1				Senior Project Manager	NEPA Manager/ Project Manager	Sr. Env Planner/ Sr. Project Engineer	Project Scientist/ Engineer/ PI Lead	Env. Planner/ Engineer	Technician/ Graphics	Total	Total Costs
3/9/2021											
Item of Work				\$270	\$240	\$165	\$150	\$100	\$120		
1.8	Develop Break-in-Access (BIA) Request										
1.8.1	Prepare Traffic and Safety Methodology document			4		20		40	40	104	\$ 13,180
1.8.2	Meeting with Olathe, and KDOT to review Methodology document				2	4		4		10	\$ 1,540
1.8.3	Meeting with FHWA-KS to review Methodology document				2	2		2		6	\$ 1,010
1.8.4	Address comments and finalize Traffic and Safety Methodology document			2		8		24		34	\$ 4,260
1.8.5	Expand existing, future no-build, and preferred alternative Vissim models to include north facing ramps of 119th Street interchange					8		32		40	\$ 4,520
1.8.6	Refine existing Vissim model calibration based on FHWA's Traffic Analysis Toolbox Volume III guidelines			8		24		60		92	\$ 12,120
1.8.7	Update future no-build and preferred alternative models with updated calibration changes			2		8		24		34	\$ 4,260
1.8.8	Review and update safety analysis from concept study					8		32		40	\$ 4,520
1.8.9	Prepare Break-in-Access request			8		80		40	24	152	\$ 22,240
1.8.10	Quality Control/address internal comments and submit to City of Olathe for review			8		8		8	8	32	\$ 5,240
1.8.11	Address comments from City of Olathe and submit BIA to KDOT for review				2	4		8	8	22	\$ 2,900
1.8.12	Address comments from KDOT			2	2	8		24	16	52	\$ 6,660
1.8.13	Present BIA results to FHWA-KS and submit for review				2	2		2		6	\$ 1,010
1.8.14	Address comments from FHWA-KS and submit final BIA			4	2	8		24	20	58	\$ 7,680
Develop Break-in-Access (BIA) Request Subtotal				38	12	192		324	116	682	\$ 91,140
1.0 Federal Approvals - NEPA and BIA Subtotal				138	331	584	766	852	586	3257	\$ 483,480
Total				138	331	584	766	852	586	3257	\$ 483,480
Fee Summary											
Labor:				Senior Project Manager @ \$270/hour 37,260 Project Manager @ \$240/hour 79,440 Sr. Project Engineer @ \$165/hour 96,360 Project Engineer @ \$150/hour 114,900 Engineer @ \$100/hour 85,200 Technician/Graphics @ \$100/hour 70,320 Section 1.0 Estimated Labor Costs = \$ 483,480							
Expenses:				Printing/Plotting/Travel = 3,500 Cultural Resources (Sub TBD) = 25,000 Section 1.0 Total Expense = \$ 28,500 Total Section 1.0 = \$ 511,980							
EXHIBIT A - Scope of Services - 3-C-025-18											
Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1				Senior Project Manager	NEPA Manager/ Project Manager	Sr. Env Planner/ Sr. Project Engineer	Project Scientist/ Engineer/ PI Lead	Env. Planner/ Engineer	Technician/ Graphics	Total	Total Costs
3/1/2021											
Item of Work				\$270	\$240	\$165	\$150	\$100	\$120		
2.0 Economic Analysis, Engagement Strategy & Funding Support											
2.1	Grant Application Strategy Workshop										
2.1.1	Conduct three-hour workshop			8	8		16			32	\$ 6,480
2.1.2	Develop matrix of federal grants for potential pursuit			24			24			48	\$ 10,080
Grant Application Strategy Workshop Subtotal				32	8		40			80	\$ 16,560
2.2 Project Advocacy Plan											
2.2.1	Conduct advocacy strategy workshop to identify how best to succeed with grant writing, local consult and freight plan update on behalf of Olathe			8	8		16		8	40	\$ 7,440
2.2.2	Develop the Advocacy Plan			8	8		16		4	36	\$ 6,960
2.2.3	Create/revise presentation materials for freight plan/local consult meetings			8	8		16		8	40	\$ 7,440
2.2.4	Develop community advocacy materials			8	24		40			72	\$ 13,920
Project Advocacy Plan Subtotal				32	48		88		20	188	\$ 35,760
2.3 Ongoing Project Advocacy & Grant Writing Support											
2.3.1	Participate in monthly meetings to advance grant applications (assumes 2 hours per month for 24 month schedule)			60						60	\$ 16,200
2.3.2	Prepare two federal grant applications (BUILD or INFRA)			108	32		168	172	80	560	\$ 88,840
2.3.3	Create/revise presentation materials for local/state/federal elected officials and staff to advocate for project			24	8		24		16	72	\$ 13,920
Ongoing Project Advocacy & Grant Writing Support Subtotal				192	40		192	172	96	692	\$ 118,960
2.0 Economic Analysis, Engagement Strategy & Funding Support Subtotal				256	96		320	172	116	960	\$ 171,280
Total				256	96	0	320	172	116	960	\$ 171,280
Fee Summary											
Labor:				Senior Project Manager @ \$270/hour 69,120 Project Manager @ \$240/hour 23,040 Sr. Project Engineer @ \$165/hour - Project Engineer @ \$150/hour 48,000 Engineer @ \$100/hour 17,200 Technician/Graphics @ \$120/hour 13,920 Section 2.0 Estimated Labor Costs = \$ 171,280							
Expenses:				Printing/Plotting/Travel = 1,500 Development Strategies = 100,000 Section 2.0 Total Expense = \$ 101,500 Total Section 2.0 = \$ 272,780							

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1		Senior Project Manager	NEPA Manager/ Project Manager	Sr. Env Planner/ Sr. Project Engineer	Project Scientist/ Engineer/ PI Lead	Env. Planner/ Engineer	Technician/ Graphics	Total	Total Costs
3/1/2021									
Item of Work		\$270	\$240	\$165	\$150	\$100	\$120		
2.0 Economic Analysis, Engagement Strategy & Funding Support									
2.1	Grant Application Strategy Workshop								
2.1.1	Conduct three-hour workshop	8	8		16			32	\$ 6,480
2.1.2	Develop matrix of federal grants for potential pursuit	24			24			48	\$ 10,080
Grant Application Strategy Workshop Subtotal		32	8		40			80	\$ 16,560
2.2									
Project Advocacy Plan									
2.2.1	Conduct advocacy strategy workshop to identify how best to succeed with grant writing, local consult and freight plan update on behalf of Olathe	8	8		16		8	40	\$ 7,440
2.2.2	Develop the Advocacy Plan	8	8		16		4	36	\$ 6,960
2.2.3	Create/revise presentation materials for freight plan/local consult meetings	8	8		16		8	40	\$ 7,440
2.2.4	Develop community advocacy materials	8	24		40			72	\$ 13,920
Project Advocacy Plan Subtotal		32	48		88		20	188	\$ 35,760
2.3									
Ongoing Project Advocacy & Grant Writing Support									
2.3.1	Participate in monthly meetings to advance grant applications (assumes 2 hours per month for 24 month schedule)	60						60	\$ 16,200
2.3.2	Prepare two federal grant applications (BUILD or INFRA)	108	32		168	172	80	560	\$ 88,840
2.3.3	Create/revise presentation materials for local/state/federal elected officials and staff to advocate for project	24	8		24		16	72	\$ 13,920
Ongoing Project Advocacy & Grant Writing Support Subtotal		192	40		192	172	96	692	\$ 118,960
2.0 Economic Analysis, Engagement Strategy & Funding Support Subtotal		256	96		320	172	116	960	\$ 171,280
Total		256	96	0	320	172	116	960	\$ 171,280
Fee Summary									
Labor:		Senior Project Manager @ \$270/hour 69,120 Project Manager @ \$240/hour 23,040 Sr. Project Engineer @ \$165/hour - Project Engineer @ \$150/hour 48,000 Engineer @ \$100/hour 17,200 Technician/Graphics @ \$120/hour 13,920 Section 2.0 Estimated Labor Costs = \$ 171,280							
Expenses:		Printing/Plotting/Travel = 1,500 Development Strategies = 100,000 Section 2.0 Total Expense = \$ 101,500							
		Total Section 2.0 = \$ 272,780							

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

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1		Senior Project Manager	Senior Technical Advisor	Project Manager	Project Engineer	Engineer	Technician/ Graphics	Total	Total Costs
3/9/2021									
Item of Work		\$250	\$210	\$190	\$150	\$105	\$140		
3.0 Preliminary Design - 30%									
3.1	Finalize Study Traffic Analysis								
3.1.1	Coordinate and review additional traffic data (Miovision and StreetLight)				8	8		16	\$ 2,040
3.1.2	Analyze additional traffic data (Miovision and StreetLight)				20	40		60	\$ 7,200
3.1.3	Work with roadway design team to refine preferred alternative design based on additional traffic data				40	40		80	\$ 10,200
3.1.4	Evaluate intersection control types at up to four locations (peak hour signal warrants analysis or Sidra roundabout analysis)	8			16	32		56	\$ 7,760
3.1.5	Update traffic volumes and OD matrices for existing, future no-build, and preferred alternative conditions based on additional traffic data	4			24	60	8	96	\$ 12,020
3.1.6	Develop traffic volumes for noise analysis				4	4		8	\$ 1,020
3.1.7	Expand existing, future no-build, and preferred alternative Vissim models to include additional intersections along Clairborne and Rogers Rd	4			12	40		56	\$ 7,000
3.1.8	Incorporate updated OD matrices into existing, future no-build, and preferred alternative Vissim models	4			8	24		36	\$ 4,720
3.1.9	Analyze updated existing, future no-build, and preferred alternative Vissim models results	4			12	24		40	\$ 5,320
Finalize Study Traffic Analysis Subtotal		24			144	272	8	448	\$ 57,280
3.2	Finalize Study Roadway Concepts - Prepare "Hardshell" Design								
3.2.1	Download and process field data, prepare project DTM, Prepare base files including: surveyed topo information, contours (1' intervals), existing property lines, owner info., and existing utilities.	2			2	8	12	24	\$ 3,320
3.2.2	Coordinate/Finalize with Olathe/KDOT: design speeds, curb return radii, lane widths, turn lane requirements, storage length requirements	4			8			12	\$ 2,200
3.2.3	Meetings with Olathe/KDOT to discuss finalizing overall geometrics (Assumes 2 meetings to discuss interchange configuration, sidestreet spacing, and intersection improvements, including preparation and notes.)	4	4		16	16		40	\$ 5,920
3.2.4	Determine method for tying in ramps to I-35 with consideration for future widening on I-35	4	4		16	8		32	\$ 5,080
3.2.5	Finalize intersection type for Burch St and Clairborne Rd intersections	2	2		8	8		20	\$ 2,960
3.2.6	Analyze option for Rawhide Drive underpass (Identify modifications to concept necessary to incorporate underpass, but assumes underpass will NOT be incorporated into Plans)	4	4		12	12		32	\$ 4,900
3.2.7	Finalize geometric layout of Santa Fe and Ridgeview intersection improvements	2	2		12	24	4	44	\$ 5,800
3.2.8	Finalize geometric layout of optional roads as designated from the Study (to be accounted for as future intersections)	4	2		16	16	4	42	\$ 6,060
3.2.9	Analyze and determine locations of widening/mill & overlay vs. full-depth pavement locations in conjunction with pavement conditions provided by City and vertical profile needs	4			16	16	4	40	\$ 5,640
3.2.10	Analyze and determine number and location of roundabouts within the project limits	4	4		24	8		40	\$ 6,280
3.2.11	Develop preliminary surface models based on ground survey and develop rough cross sections to determine grading limits impacting roadway alignments and overall concept		2		36	60		98	\$ 12,120
3.2.12	Evaluate roadway/drainage conflicts with utilities and update as needed	2	2		16	16		36	\$ 5,000
3.2.13	Refine "Interchange" vs "Corridor" Phasing based on finalized geometrics, refined project constraints, and additional discussion of City priorities within project area.	2	2		6	12	16	38	\$ 5,320
3.2.14	Prepare "Hardshell" revised improvements map for NEPA phase incorporating finalized high level geometrics, adjustments for any environmental constraints, City of Olathe coordination, KDOT coordination, and interdisciplinary coordination.	2	2	2	4	8	12	30	\$ 4,420
Finalize Study Roadway Concepts - Prepare "Hardshell" Design Subtotal		40	30	2	192	212	52	528	\$ 75,020
3.3	Roadway Design								
3.3.1	Develop Typical Sections (Assumes 1 for each ramp, 6 for Santa Fe Street, 8 for sidestreets, 2 roundabouts, 1 cul-de-sac)	4	2		24		30	60	\$ 9,220
3.3.2	Develop Horizontal Alignments/Geometry including proposed edges of pavement, curb, sidewalk, and barrier locations for ultimate interchange concept and improvements along Santa Fe Street and ramps. (Assumes developing new horizontal BL for Santa Fe and ramps and a recovered horizontal BL for I-35 from survey and as-builts)	4	4		40	80	8	136	\$ 17,360
3.3.3	Develop horizontal geometry for sidestreets and entrances including potential re-alignments	4	4		24	48	8	88	\$ 11,600
3.3.4	Develop vertical geometry and superelevation transitions. (Assumes new profile of Santa Fe Street from Burch St to Lindenwood Dr and new profiles for Clairborne Rd, Rogers Rd, Spruce St, Prairie St, Rawhide cul-de-sac, "Old" Rogers Road)	4	4		36	72		116	\$ 14,800
3.3.5	Develop Geometry for parking lot modifications to accommodate revised street network.	4	2		12	16	8	42	\$ 6,020
3.3.6	Develop proposed roadway templates and surface model for Santa Fe Street, interchange, Clairborne Rd, Rogers Rd, Spruce St, Prairie St, Rawhide cul-de-sac, "Old" Rogers Road.	4	8		96	200		308	\$ 38,080
3.3.7	Develop preliminary Curb Profiles along Santa Fe Street (assumes widening for Santa Fe east of Lindenwood Dr)	4			24	48	4	80	\$ 10,200
3.3.8	Develop entrance profiles (assumes 8 entrances)				20	40	8	68	\$ 8,320
3.3.9	Develop preliminary roundabout Layout and Design (assumes two roundabouts on Clairborne Rd)	4	8		16	16	8	52	\$ 7,880
3.3.10	Develop preliminary Curb Return Profiles along Santa Fe Street at Clairborne, Lindenwood, Mur-Len, and other entrances (assume 6 other entrances).	2			24	40	4	70	\$ 8,860
3.3.11	Develop preliminary Curb Return Profiles at the interchange ramps	2			24	24	4	54	\$ 7,180
3.3.12	Evaluate intersection sight distance to confirm median break locations	2			16	16		34	\$ 4,580
3.3.13	Develop grading/construction limits	2			4	8	4	18	\$ 2,500
3.3.14	Develop preliminary horizontal and vertical alignments for retaining walls (assumes 5 total walls either CIP or ISRW)	2	4		16	40	8	70	\$ 9,060
3.3.15	Design preliminary CSB roadside protection for I-35 bridge ends and ramps and Rogers Rd underpass.	2	4		24	40	4	74	\$ 9,700
Roadway Design Subtotal		44	40		400	688	98	1270	\$ 165,360

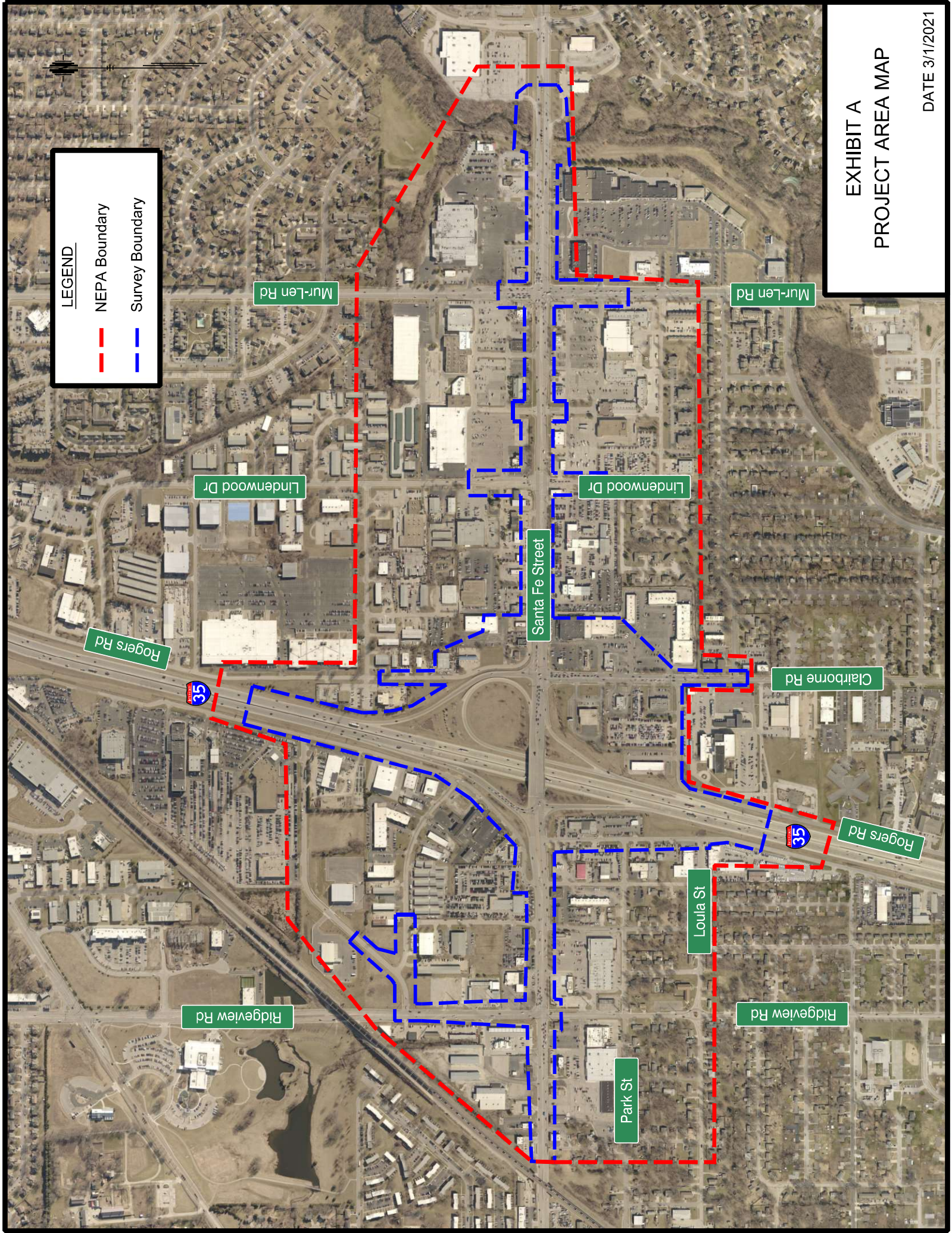
EXHIBIT A - Scope of Services - 3-C-025-18

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1		Senior Project Manager	Senior Technical Advisor	Project Manager	Project Engineer	Engineer	Technician/ Graphics	Total	Total Costs
3/9/2021									
Item of Work		\$250	\$210	\$190	\$150	\$105	\$140		
3.4	Roadway Plan Development								
3.4.1	Create Title Sheet, General Notes Sheet, Survey Reference/Alignment Detail Sheets (assumes one overall preliminary plan set, combined interchange layout/traffic data sheet, and foundation treatment/compaction standard)	2		4	8	16	24	54	\$ 7,500
3.4.2	Create Typical Section Sheets	2			8	8	24	42	\$ 5,900
3.4.3	Create Plan and Profile Sheets (assumes Santa Fe St, I-35 ramps, Clairborne Rd, and Rogers Rd)	4			24	32	48	108	\$ 14,680
3.4.4	Create Curb Profile detail sheets (assumes widening Santa Fe Street east of Lindenwood)	2	2		12	16	24	56	\$ 7,760
3.4.5	Create intersection detail sheets along Santa Fe Street at I-35 Ramps, Clairborne Rd, Lindenwood Dr, Mur-Len Ave, and other entrances (assume 6 other entrances).	1			16	16	24	57	\$ 7,690
3.4.6	Create roadway cross sections for Santa Fe Street, interchange ramps, Clairborne Rd, and Rogers Rd (assumes 50' interval)	2	4		40	40	16	102	\$ 13,780
3.4.7	Prepare Grading Plans for Interchange Infields and Clairborne Rd. Relocation (50' Scale) - (Assumed necessary as cross sections will not provide coverage of regrading)								
3.4.8	Create preliminary retaining wall profile sheets (assumes 5 total walls either CIP or ISRW)	2			12	16	12	42	\$ 5,660
3.4.9	Create preliminary CSB detail sheets	2			12	16	16	46	\$ 6,220
3.4.10	Create and update exhibits for design and coordination meetings (Assume 3 meetings)	4			8	24	24	60	\$ 8,080
3.4.11	Prepare deliverables for Preliminary Plan Submittal	2			4	8	12	26	\$ 3,620
Roadway Plan Development Subtotal		23	6	4	144	192	224	593	\$ 80,890
3.5	Drainage Design & Preliminary Plans								
3.5.1	Review as-builts for existing storm drainage systems				4			4	\$ 600
3.5.2	Visit project site and downstream off-site areas for physical and hydraulic controls				4	4		8	\$ 1,020
3.5.3	Determine drainage areas				16	40		56	\$ 6,600
3.5.4	Space curb inlets	2			24	60	8	94	\$ 11,520
3.5.5	Lay out pipe network/outlets, including tie-ins to existing storm drainage systems (Olathe Roadways and KDOT ramps)	2			4	8		14	\$ 1,940
3.5.6	Perform storm sewer pipe calculations (excludes outlet protection until final design)				36	72		108	\$ 12,960
3.5.8	Develop pipe profile sheets				4	24	50	78	\$ 10,120
3.5.9	Assess utility impacts and include on pipe profile sheets				8	24	8	40	\$ 4,840
3.5.10	Incorporate construct notes into roadway plan sheets				8	12	24	44	\$ 5,820
3.5.11	Develop drainage area map sheet				1	4	8	13	\$ 1,690
3.5.12	Create storm sewer calculation table/sheet				2	8	4	14	\$ 1,700
3.5.13	Perform ditch capacity calcs, design special ditches and determine permanent ditch protection	2			4	16		22	\$ 2,780
3.5.14	Detention Analysis to evaluate roadway widening impacts and interchange infield reconfiguration on existing undersized enclosed systems downstream of project.		4		16	48		68	\$ 8,280
3.5.15	Conceptual Detention Basin Grading Concepts to Mitigate downstream impacts (assumes detention in proposed interchange infield areas)	2			12	30	8	52	\$ 6,570
3.5.16	Perform spread calculations for bridge deck drainage								\$ -
3.5.17	Senior technical review of drainage		8					8	\$ 1,680
Drainage Design & Preliminary Plans Subtotal		8	12		143	350	110	623	\$ 78,120
3.6	Water and Sewer Design & Preliminary Plans								
3.6.1	Sanitary Sewer								
3.6.2	Create Overall Sanitary Sewer Layout Sheet / Key Map and General Notes				1	2	4	7	\$ 920
3.6.3	Assess Existing Service Line Locations (Assumes City has Inspection Video) and Determine Tie Ins to New Trunk Sewer				1	12	4	17	\$ 1,970
3.6.4	Sanitary Sewer Horizontal Layout and Preliminary Design (Including sizing and capacity calculations)		2		12	30	16	60	\$ 7,610
3.6.5	Meeting with Olathe to Discuss Preliminary Sewer Layout (Assumes combined meeting for Water/Sewer)		1		2	1		4	\$ 615
3.6.6	Sanitary Sewer Plan and Profile Sheets (Scale 1"=20') (Assume approximately 3500 linear feet of sewer due to interchange reconfiguration and condition of sewers along Santa Fe and 2000 feet due to roadway relocation)		2		24	60	40	126	\$ 15,920
3.6.7	Sanitary Sewer Quantities and Cost Estimate (For Preliminary Plans Only)				4	4		8	\$ 1,020
	Water								
3.6.8	Preliminary Design (Horizontal Layout w/ Hydrants and Valves) for relocation of Olathe Waterlines along Santa Fe (assume 3500 feet due to interchange reconfiguration and replacement needs at frontage road) and Clairborne (assume 2500 feet due to roadway relocation)		2		24	60	36	122	\$ 15,360
3.6.9	Meeting with Olathe to Discuss Preliminary Water Layout (Assumes combined meeting for Water/Sewer)		1		2	1		4	\$ 615
3.6.10	Prepare Waterline Keymap and General Notes				1	2	6	9	\$ 1,200
3.6.11	Preliminary Layout Plan/Profile Drawings (includes vertical design, excludes connection details and restrained joint lengths to Final Design)		2		36	80	60	178	\$ 22,620
3.6.12	Waterline Quantities and Cost Estimates (For Preliminary Plans Only)				4	4		8	\$ 1,020
Water and Sewer Design & Preliminary Plans Subtotal			10		111	256	166	543	\$ 68,870
3.7	Bridge Preliminary Design								
3.7.1	Perform preliminary Type, Size and Location (TS&L) studies for the I-35 overpass and Rogers Road underpass.		4	8	40	24		76	\$ 10,880
3.7.2	Prepare preliminary analysis of the construction phasing and traffic control needs along Santa Fe and I-35.			2	8	6		16	\$ 2,210
3.7.3	Study sequence of construction for bridges and walls. Identify issues that will be critical for constructability of the project.			2	8	6		16	\$ 2,210
3.7.4	Perform preliminary structural design as appropriate to establish component dimensions and adequacy of a given structure type for project applications.			2	36	18		56	\$ 7,670
3.7.5	Provide structural input and coordination during creation of geometric layouts for retaining walls.			2	8	4		14	\$ 2,000
3.7.6	Assist with utility accommodation for existing and/or relocated underground utilities that may be in conflict with structure foundations.				4			4	\$ 600
3.7.7	Develop detailed structural design criteria				4	4		8	\$ 1,020
Bridge Preliminary Design Subtotal			4	16	108	62		190	\$ 26,590

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

Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1		Senior Project Manager	Senior Technical Advisor	Project Manager	Project Engineer	Engineer	Technician/ Graphics	Total	Total Costs
3/9/2021									
	Item of Work	\$250	\$210	\$190	\$150	\$105	\$140		
3.8	Bridge Preliminary Plans								
3.8.1	Create one Contour Map Sheet to include all bridges in interchange.			2	12	16	12	42	\$ 5,540
3.8.2	Create Construction Layout Sheets for Rogers Road underpass. Assume 2 separate bridges.			2	24	32	30	88	\$ 11,540
3.8.3	Prepare Typical Section Details of critical components for the Rogers Road underpass.			1	12	16	16	45	\$ 5,910
3.8.4	Create Construction Layout Sheets for I-35 overpass. Assume 2 separate bridges.			2	24	32	30	88	\$ 11,540
3.8.5	Prepare Typical Section Details of critical components for the I-35 overpass.			1	12	16	16	45	\$ 5,910
3.8.6	Establish horizontal and vertical geometrics including determining final span lengths and deck profiles to provide adequate horizontal and vertical clearance for all bridges.			2	8	8		18	\$ 2,420
3.8.7	Perform Quality Assurance review prior to plan submittal to Client.		12	8				20	\$ 4,040
3.8.8	Develop preliminary quantities and cost estimate			2	8	8		18	\$ 2,420
	Bridge Preliminary Plans Subtotal		12	20	100	128	104	364	\$ 49,320
3.9	Signing and Pavement Marking								
3.9.1	Create concept guide sign layout for BJA	2			24	40	8	74	\$ 9,420
3.9.2	Develop preliminary pavement marking and signing layout for Santa Fe Street, interchange ramps, Clairborne Rd, Rogers Rd, and sidestreets.	2			40	40	8	90	\$ 11,820
3.9.3	Create pavement marking plans sheets				4	24	16	44	\$ 5,360
3.9.4	Create permanent signing plan sheets				8	24	24	56	\$ 7,080
	Signing and Pavement Marking Subtotal	4			76	128	56	264	\$ 33,680
3.10	Lighting, Signals and Intelligent Transportation Systems				165				
3.10.1	Lighting								
3.10.2	Lighting Calculations				48			48	\$ 7,200
3.10.3	Prepare Preliminary Street Lighting Plans				40		32	72	\$ 10,480
3.10.4	Prepare Preliminary KDOT Lighting Plans				30		10	40	\$ 5,900
3.10.5	QA/QC		16					16	\$ 3,360
	Traffic Signals								
3.10.6	SPUI (I-35 Ramps) Traffic Signal Preliminary Plans				48		20	68	\$ 10,000
3.10.7	Santa Fe & Clairborne Traffic Signal Preliminary Plans				24		8	32	\$ 4,720
3.10.8	Santa Fe & Mur-Len Traffic Signal Preliminary Plans				24		8	32	\$ 4,720
3.10.9	Santa Fe & Lindenwood Traffic Signal Preliminary Plans				24		8	32	\$ 4,720
3.10.10	Clairborne & Rogers Rd Traffic Signal Preliminary Plans				20		8	28	\$ 4,120
3.10.11	Ridgeview & Spruce Traffic Signal Preliminary Plans				20		8	28	\$ 4,120
3.10.12	QA/QC		16					16	\$ 3,360
	Olathe Fiber Optic Interconnect								
3.10.11	Prepare Preliminary Fiber Optic Interconnect Plans				36		18	54	\$ 7,920
3.10.12	QA/QC		4					4	\$ 840
	KDOT Intelligent Transportation Systems (ITS) / KC Scout								
3.10.13	Operational surveillance and general technology coordination with the City, KDOT and KC Scout		16					16	\$ 3,360
3.10.14	Technical input and cost estimating for technology applications		16					16	\$ 3,360
	Lighting, Signals and Intelligent Transportation Systems Subtotal		68		314		120	502	\$ 78,180
3.11	MOT and Construction Sequencing								
3.11.1	Develop and screen high-level alternatives for preliminary phasing and Sequence of Construction exhibits (does not include detailed 20' scale plan sheets), and detour plan.	8	4		24	40	40	116	\$ 16,240
3.11.2	Create preliminary construction schedule and conceptual costs related to MOT alternatives	4			16	32	12	64	\$ 8,440
	MOT and Construction Sequencing Subtotal	12	4		40	72	52	180	\$ 24,680
3.12	Roadway Visualization & 3D Rendering								
3.12.1	Create 3D visualizations using ConceptStation and inRoads 3D modeling	2			24	40	4	70	\$ 8,860
3.12.2	Prepare exhibits to be used in public meetings	2			16	24	16	58	\$ 7,660
	Roadway Visualization & 3D Rendering Subtotal	4			40	64	20	128	\$ 16,520
3.13	Structure Aesthetics								
3.13.1	Create existing 3D site model (terrain, roadway, adjacent buildings, trees, landscape)			48				48	\$ 9,120
3.13.2	Develop hand sketches of preliminary concepts to be developed into 3D models			8				8	\$ 1,520
3.13.3	Model new 3D bridge components (barriers, girders, piers) with (1) aesthetic concepts			40				40	\$ 7,600
3.13.4	Prepare 3D renderings of aesthetic concepts (3 viewpoints)			8				8	\$ 1,520
3.13.5	Attend up to (3) aesthetic design meeting for review/refine concepts	6		12				18	\$ 3,780
	Structure Aesthetics Subtotal	6		116				122	\$ 23,540
3.14	Quantities and Cost Estimates								
3.14.1	Gather and update quantities and cost estimate for Hardshell Exhibit to provide updated cost estimate upon finalization of improvements.	4	4	8	20	32		68	\$ 9,720
3.14.2	Develop and update quantities and cost estimate for preliminary 30% submittal	4	4	8	40	64		120	\$ 16,080
3.14.3	Develop right-of-way cost estimate (includes construction, proposed utility relocation, and proposed right-of-way and easements)	4	4	8	16	24	16	72	\$ 10,520
3.14.4	Split and Develop quantities and cost estimate based on phasing options for the project	2		8	16	24	24	74	\$ 10,300
	Quantities and Cost Estimates Subtotal	14	12	32	92	144	40	334	\$ 46,620
3.15	ROW Development								
3.15.1	Gather and review existing ROW information and review title work from ownership and encumbrance reports provided by KVE (assumes 116 tracts)	8			32	40	16	96	\$ 13,240
3.15.2	Add existing ROW call-outs and ownership information to plans	2			16	16	60	94	\$ 12,980
3.15.3	Coordinate with commercial appraiser to obtain commercial real estate costs	12			8			20	\$ 4,200
3.15.4	Prepare preliminary taking linework	4			8	16	16	44	\$ 6,120
3.15.5	Update Concept Report Takings Exhibit with Preliminary Design data to distinguish takings necessary for project construction from takings to provide redevelopment opportunities and provide prioritization.	4			4	8	12	28	\$ 4,120
3.15.6	Coordinate taking linework with City/KDOT	8			4			12	\$ 2,600
3.15.7	Maintain summary of takings				8	16		24	\$ 2,880
3.15.8	Update from reviews and add proposed right-of-way callouts to plans	4			4	8	24	40	\$ 5,800
	ROW Development Subtotal	42			84	104	128	358	\$ 51,940

EXHIBIT A - Scope of Services - 3-C-025-18												
Santa Fe, Ridgeview to Mur-Len - Supplemental Agreement #1					Senior Project Manager	Senior Technical Advisor	Project Manager	Project Engineer	Engineer	Technician/ Graphics	Total	Total Costs
3/9/2021												
Item of Work					\$250	\$210	\$190	\$150	\$105	\$140		
3.16	Utility Coordination											
3.16.1	Utility Data Collection - Establish utility contacts, request and assemble utility record drawings and facility maps, coordinate and process field locate markings and CAD files					2		8		50	60	\$ 8,620
3.16.2	Conflict Analysis - Identify likely utility conflicts, develop and maintain utility matrix					5		30		120	155	\$ 22,350
3.16.3	General Correspondence - Phone calls and emails with utility owners, 2 rounds of coordination meetings per owner, record and distribute meeting documentation (assume 2 meetings per utility owner and 12 utility owners)					24		80		150	254	\$ 38,040
3.16.4	Utility Relocation Masterplan - Develop and maintain color utility masterplan exhibit showing project design, existing utilities, and coordinated relocation concept alignments					2		5		50	57	\$ 8,170
3.16.5	Utility Relocation Schedule - Develop and maintain preliminary utility relocation schedule in relation to assumed project schedule					6	2	8		25	41	\$ 6,340
3.16.6	Right-of-Way Identification - Identify existing utility easements and determine right-of-way and easement acquisition needs					2	10	10		20	42	\$ 6,620
3.16.7	Utility Relocation Cost Estimate - Develop and maintain preliminary estimate of reimbursable utility relocation costs					13	2			25	40	\$ 6,610
Utility Coordination Subtotal						54	14	141		440	649	\$ 96,750
3.17	Meetings/Administration											
3.17.1	Develop a detailed design schedule and submit a copy to the City				4		8				12	\$ 2,520
3.17.2	Schedule, coordinate, and attend monthly external project team virtual calls (Olathe, KDOT, FHWA) for 18 month schedule.				30		30				60	\$ 13,200
3.17.3	Schedule, coordinate, and attend milestone design team meetings (Review deliverable comments and discuss actions for next stage of work)											
3.17.4	Project Kickoff Meeting				8	4	8	8			28	\$ 5,560
3.17.5	"Hardshell" Geometry Review/Materials & Research Meeting				8	4	8	8			28	\$ 5,560
3.17.6	Pre-Field Check Meeting at HNTB				8	4	8	8			28	\$ 5,560
3.17.7	Ongoing communication with City of Olathe and task leads (assumes 18 month NEPA, BIA, funding / economics and preliminary design schedule)				30		30				60	\$ 13,200
3.17.8	Monthly internal project review meetings, budget set-up and tracking, scheduling, and invoice preparation				30		30	30	30		120	\$ 20,850
Meetings/Administration Subtotal					118	12	122	54	30		336	\$ 66,450
3.18	Quality Assurance											
3.18.1	Senior technical review of "Hardshell" Geometry				8	8					16	\$ 3,680
3.18.2	Senior technical review of proposed roadway geometrics and plans to Preliminary Plans				24	24					48	\$ 11,040
Quality Assurance Subtotal					32	32					64	\$ 14,720
3.0 Preliminary Design - 30% Subtotal					371	296	326	2183	2702	1618	7496	\$ 1,054,530
Total					371	296	326	2183	2702	1618	7496	\$ 1,054,530
Fee Summary												
Labor:												
Senior Project Manager @ \$250/hour 92,750												
Senior Technical Advisor @ \$210/hour 62,160												
Project Manager @ \$190/hour 61,940												
Project Engineer @ \$150/hour 327,450												
Engineer @ \$105/hour 283,710												
Technician/Graphics @ \$140/hour 226,520												
Section 3.0 Estimated Labor Costs = \$ 1,054,530												
Expenses:												
Printing/Plotting/Travel = 5,000												
StreetLight (Origin-Destination Data) = 15,000												
Gewalt Hamilton Associates / Miovision (Traffic Counts) = 3,000												
Kaw Valley (Survey/Data Collection) = 285,570												
Section 3.0 Total Expense = \$ 308,570												
Total Section 3.0 = \$ 1,363,100												
Total Section 1.0 = \$ 511,980												
Total Section 2.0 = \$ 272,780												
Total Section 3.0 = \$ 1,363,100												
Total Supplemental Agreement #1 = \$ 2,147,860												
Original Contract = \$ 499,345												
Revised Upper Limit with SA1 = \$ 2,647,205												



LEGEND

- NEPA Boundary
- Survey Boundary

EXHIBIT A
PROJECT AREA MAP
DATE 3/1/2021

Exhibit A: Kaw Valley Engineering, Inc. Scope and Fee

SCOPE OF SERVICES SANTA FE, RIDGEVIEW TO MUR-LEN IMPROVEMENTS PROJECT OLATHE, KANSAS

1. TASK 1: Project Inventory and Safety Analysis

- a. Administrative project set-up
- b. Review project requirements with HNTB
- c. Site visit by KVE Professional Surveyor and designated key personnel.
- d. Planning session with KVE Professional Surveyor and KVE survey field manager
- e. Project kick-off meeting, including review of project requirements, documented and included in QC/QA submittal – All team members.
- f. Project Safety meeting – KVE field crew and KVE survey field manager

2. TASK 2: Control Establishment

- a. Place and reference primary Control Points (CP)
- b. Place and describe Project Benchmarks (BM)
- c. Establish Vertical (Sea-Level Datum) NAVD'88 values of CP's and BM's with "Engineering Level" based on Johnson County Control Network
- d. Research United States Public Land Survey System (USPLSS) Corners (Section Corners)
- e. Verify Section Corners; Reference per State Statute
- f. Establish Ground Coordinates (Modified State Plane) based on Johnson County Control Network (NAD83 HARN) on Section Corners, Control Points & Benchmarks
- g. Input Control Point, Benchmark & Section Corner descriptions and values into HNTB-provided spreadsheet tables.
- h. Quality control review of field data and table input by the KVE Professional Surveyor
- i. Filing of section corner ties with the appropriate county and state entities
- j. Once deemed ready for submittal to HNTB, the KVE quality assurance officer will review the quality control procedures implemented to allow issuance per K.A.R. 66-6-1(c)(1)

3. TASK 3: Topographic Survey

- a. **±6000 LF Santa Fe; ±3300 LF I-35; Prairie/Spruce/Ridgeview Intersection**
 - i. Detailed topographic survey from the centerline to approximately twenty-five feet (25') either side of ROW as displayed on attached Exhibit B. Road field data will be obtained utilizing mobile LIDAR. Field ground surveys will be performed for various features behind back of curb.
 - ii. Unless physical access is restricted, the topographic survey shall include the character and location of all streets, curbs, utility structures, utility poles, street lights, improved surfaces, walls, buildings, fences, and other improvements within the topographic limits, observed in the process of conducting the fieldwork, including trees 6" diameter and larger, bushes, shrubs, and other natural vegetation within landscaped areas and other substantial features observed in the process of conducting the fieldwork (e.g., parking areas, billboards, signs, swimming pools, landscaped areas, substantial areas of refuse)

Exhibit A: Kaw Valley Engineering, Inc. Scope and Fee

- iii. Underground utilities shall be surface located as marked by the Kansas One-Call System and City of Olathe marking services, in coordination with underground utility locators, Blood Hound LLC
 - 1. KVE is subcontracting with Blood Hound LLC to provide expanded utility marking services. These services are to include utilization of electromagnetic and ground penetrating radar equipment (specific scope is outlined in attached Exhibit D.
 - 2. Gathering of utility owner names is limited in nature to the information available such as surface markings on closure boxes or marking flags and will be collected where available.
 - 3. Underground line depths, line sizes, line types, line pressure or other non-observable information will not be collected.
 - 4. When provided to KVE, as-built information shall be used to verify field data.
- iv. The survey shall include sanitary sewer manholes (structure location, size, invert elevations, pipe size & construction material) within the survey area and one (1) beyond the limits.
- v. The survey shall include storm sewer structures (structure location, size, invert elevations, pipe size & construction material) within the survey area and one (1) beyond the limits.
- vi. Photographs of the topographic area shall be taken and referenced on a “Photo Log” by photo name, location and direction taken.
- vii. Topographic information shall be drafted in a format compatible with HNTB drafting standards.
- viii. During the drawing process, the KVE field surveyor and KVE survey field manager, shall periodically perform “Office Checks” to insure the completeness and overall quality of the field data.
- ix. The drawing shall be underlaid with the orthography for the mobile LIDAR image as verification of surface feature location and completeness.
- x. Upon initial drawing completion, a walk-through field-check of the drawing shall be performed to verify and quality control the drawing.
- xi. The KVE drafting technician shall integrate all “red-lines” and review the drawing utilizing a “Drafting Checklist” to insure completeness.
- xii. Upon integration of office and field “red-lines” the drawing shall be quality control checked by the supervising KVE Professional Surveyor.
- xiii. Once deemed ready for submittal to HNTB, the KVE quality assurance officer will review the quality control procedures implemented to allow issuance per K.A.R. 66-6-1(c)(1)
- xiv. Areas within FAA property will not be surveyed.

4. TASK 4: Property Basemap Development

a. Property Line Determination

- i. Develop boundary information for described tracts (116) based on plat, parcel deed information, and O&E reports
 - 1. Place plats into existing USPLSS framework
 - 2. Perform field reconnaissance of property corners based on calculated plat locations.
 - 3. Locate corners recovered in (ii) above, within the project control network.

Exhibit A: Kaw Valley Engineering, Inc. Scope and Fee

4. Resolve property lines and ROW's from monuments and calculated locations.
5. Unplatted parcels shall be drawn from deed information and O&E reports. Ownerships will be shown as listed on the JOCO AIMS website.

5. TASK 5: Submittal

- a. Prepare project survey books including documentation for
 - i. Control
 1. Control point data and descriptions
 2. Benchmark data and descriptions
 - ii. USPLSS filings
 - iii. Property / ROW development notes
 - iv. Topographic field survey (signed by the supervising KVE Professional Surveyor per K.A.R. 66-6-1(c)(1))
 - v. Utility coordination information
 - vi. Google Earth image with approximate utility locations, additional photographs, GPR data, KMZ file, screenshots and GPR trails (provided by Blood Hound LLC as more fully described in attached Exhibit D)
 - vii. Property basemap drawing included in signed Topographic drawing.
 - viii. Topographic Utility drawing included in signed Topographic drawing.
 - ix. Sewer structure notes
 - x. Photo logs
 - xi. Quality Control/Quality Assurance documentation including certification per HNTB Quality Control Plan requirements

6. Exclusions

- a. Services in this agreement are specifically limited to those listed in paragraphs 1 through 5 above. All other requested services shall require a written supplemental agreement signed by HNTB and KVE prior to any effort.

7. Attachments

- a. Exhibit A – Compensation
- b. Exhibit B – Survey Limits
- c. Exhibit C – Schedule
- d. Exhibit D – Blood Hound LLC Estimate / Equipment Operations and Limitations

Exhibit A: Kaw Valley Engineering, Inc. Scope and Fee

Exhibit A - Compensation

<u>Services</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Extension</u>
Project Inventory and Safety Analysis:			
Task 1			
Principal	1	\$ 180.00	\$ 180.00
Registered Land Surveyor	10	\$ 120.00	\$ 1,200.00
Survey Supervisor	6	\$ 110.00	\$ 660.00
Survey Crew	6	\$ 160.00	\$ 960.00
CADD Supervisor	2	\$ 90.00	\$ 180.00
CADD Technician	2	\$ 75.00	\$ 150.00
Administrative Technician	1	\$ 50.00	\$ 50.00
			<u>\$ 3,380.00</u>
Control Establishment:			
Task 2			
Principal	1	\$ 180.00	\$ 180.00
Registered Land Surveyor	20	\$ 120.00	\$ 2,400.00
Survey Supervisor	20	\$ 110.00	\$ 2,200.00
Survey Crew	80	\$ 160.00	\$ 12,800.00
Survey Crew-1	0	\$ 125.00	\$ -
CADD Supervisor	1	\$ 90.00	\$ 90.00
CADD Technician	10	\$ 75.00	\$ 750.00
			<u>\$ 18,420.00</u>
Topographic Survey:			
Task 3			
Principal	4	\$ 180.00	\$ 720.00
Registered Land Surveyor	56	\$ 120.00	\$ 6,720.00
Survey Supervisor	60	\$ 110.00	\$ 6,600.00
Survey Crew	280	\$ 160.00	\$ 44,800.00
CADD Supervisor	24	\$ 90.00	\$ 2,160.00
CADD Technician	296	\$ 75.00	\$ 22,200.00
			<u>\$ 83,200.00</u>
Property Basemap Development:			
Task 4			
Principal	4	\$ 180.00	\$ 720.00
Registered Land Surveyor	220	\$ 120.00	\$ 26,400.00
Survey Supervisor	32	\$ 110.00	\$ 3,520.00
Survey Crew	140	\$ 160.00	\$ 22,400.00
CADD Supervisor	12	\$ 90.00	\$ 1,080.00
CADD Technician	160	\$ 75.00	\$ 12,000.00
			<u>\$ 66,120.00</u>

Exhibit A: Kaw Valley Engineering, Inc. Scope and Fee

Submittal:

Task 5

Principal	1	\$	180.00	\$	180.00
Registered Land Surveyor	20	\$	120.00	\$	2,400.00
Survey Supervisor	8	\$	110.00	\$	880.00
Survey Crew	0	\$	160.00	\$	-
CADD Supervisor	1	\$	90.00	\$	90.00
CADD Technician	4	\$	75.00	\$	300.00
					<u>\$ 3,850.00</u>

Subtotal - Labor

\$ 174,970.00

Reimbursables:

Task 2 - Monuments and Section Corner Filing	Lump Sum	\$	50.00
Task 3 - Blood Hound Subcontracting	Lump Sum	\$	32,000.00
Task 3 - Seiler LIDAR Field Activities	Lump Sum	\$	5,000.00
Task 3 - Seiler LIDAR Data Extraction	Lump Sum	\$	15,400.00
Task 4 - KDOT - I-35 Plan	Lump Sum	\$	150.00
Task 4 - O&E Reports	116	\$	500.00
		\$	<u>58,000.00</u>

Subtotal - Reimbursables

\$ 110,600.00

Total

\$ 285,570.00

Exhibit A: Development Strategies Scope and Fee

Exhibit A - Development Strategies Scope and Fee

Santa Fe, Ridgeview to Mur-Len, Improvements Projects

Olathe Project No. 3-C-025-18

Part A: Economic & Fiscal Impacts: \$25,000 (Authorized)

The intent of this task is to prepare revenue projections to understand the long-term impacts to the city in the form of property tax, sales tax, and other revenue sources, as well as the economic impacts generated by the construction of the interchange and related economic activity along the corridor. This analysis will reflect the impacts to the study area from the prior study, and rely on the market conclusions and development program from that effort.

The fiscal impacts made by the interchange project will be quantified and compared to the base case to determine potential ROI. This analysis will help the team to identify potential funding sources and bonding capacity to support construction.

Quantitatively evaluate, at an order-of-magnitude level sufficient to arrive at numbers suitable for a planning effort, possible and likely incentives and economic development tools such as tax increment financing (TIF), community improvement districts (CID), and other relevant forms of tax credits, tax abatements, land assembly, etc., to help implement the proposed catalyst projects.

Economic impacts, including temporary (construction) and permanent jobs generated by the interchange project and potential redevelopment, wages, and total economic output, will be estimated using RIMS II multipliers.

Schedule & Deliverables:

- Approximate 3-month process
- March 17: Notice to proceed
- Week of March 29: Initial meeting to discuss process & needed information
- May 15: Draft Economic and Fiscal Impact Memo (Word)
- Week of May 24: Work session with client team; includes needed presentation materials
- June 15: Final Economic and Fiscal Impact Memo (Word)

Part B: Interchange-Focused Development Strategy: up to \$75,000 (Unauthorized)

The intent of this effort is to build upon the Market Analysis & Strategy that Development Strategies prepared in concert with HNTB's efforts for the Santa Fe to Mur-Len Improvements Project. Specifically, this scope is designed to support Olathe's future efforts to secure funding for the interchange project by providing an actionable strategy to maximize the long-term economic and community impacts of the land use changes that this project could trigger.

The focus will be on the areas directly impacted by the realignment of the interchange and related infrastructure, including a more specific plan for land use and development in Areas 5 and 6 (see map on following page), and will

Exhibit A: Development Strategies Scope and Fee

provide the city with a more thorough understanding of the next steps for redevelopment as part of the interchange project.

Specific elements include:

- **Work Session(s)** with city leadership to refine strategies, establish the desired direction of the interchange impact area, and create a vision.
- **Feasibility Testing for Area 5**—Potential site configurations and capacities will be analyzed based on preliminary design. Economic feasibility testing for Area 5 will be conducted to evaluate development potential and potential funding gaps in a similar manner to Areas 2, 6, and 8 in the prior effort.
- **Concept Development** of focus catalyst areas that will be impacted by takings (Area 5 and Area 6). This will include more detailed pro-forma analysis, project phasing, site layout options, building massing (3D), and a refined development program. This would include revising the market analysis as needed.
- **Land use plan** along with recommended policy and zoning changes for interchange impact area. This task also includes up to three stakeholder meetings to gather feedback, suggest refinements, and garner buy-in from stakeholders impacted by future development in the impacted areas, and those with an interest in implementation.
- **Funding Strategy; Economic & Community Development Strategy:** In many cases, a desired development outcome, while marketable, is not possible with private finance alone. Development Strategies will quantitatively evaluate, at an order-of-magnitude level sufficient to arrive at numbers suitable for a planning effort, possible and likely incentives and economic development tools such as tax increment financing (TIF), community improvement districts (CID), and other relevant forms of tax credits, tax abatements, land assembly, etc. to help implement the proposed catalyst projects.
- **Implementation strategy**, including project phasing, funding needs, partnership, city roles and actions, and other key information.
- **City Council work session and presentation.**

Schedule & Deliverables:

- Approximate 9- to 12-month process, assumes a July 2021 start
- Early July: Work session with city leadership to review prior study, refine strategies, and discuss a vision.
- September: Development Concepts Work Session / memo(s)
- December: Draft land use plan and discussion w/ city
- Late 2021/Early 2020: Stakeholder engagement (schedule to be determined)
- Late February 2022: Community & economic development memo, implementation matrix, associated work session
- April 2022: Draft Development Strategy Document
- Early May 2022: City Council Work Session
- June 2022: Finalize Strategy Document

Exhibit A: Development Strategies Scope and Fee

CATALYST SITE OPTIONS
REVISED ASSESSMENT W/ TRANSPORTATION OPTION



Santa Fe, Ridgeview to Mur-Len, Improvements Project
City of Olathe Project No. 3-C-025-18
Exhibit A - Scope and Fee, Development Strategies

DEVELOPMENT STRATEGIES													
Tasks	Hrly Rate	Principal		Senior Associate		Associate		Analyst		Researcher		Total	
		\$200.00		\$150.00		\$130.00		\$90.00		\$55.00			
		Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
Task A: Economic & Fiscal Impacts (Authorized)													
A.1 Initial Meeting(s) with consulting and client teams (virtual)													
A.2 Review Development Program & Interchange Project Cost Estimates													
A.3 Prepare Economic Impact Model for Study Area Development (Excel)													
A.4 Prepare Economic Impact Model for Interchange Project													
A.5 Review Incentive Tools to be Analyzed for Fiscal Impacts													
A.6 Prepare Fiscal Impact Model (Excel)													
A.7 Prepare Draft Economic and Fiscal Impact Memo (Word)													
A.8 Facilitate Work Session to Review Findings (preparation and 1.5 hour virtual session)													
A.9 Deliver Final Economic and Fiscal Impact Memo (Word)													
Hours & Labor Costs Subtotal		24	\$4,800.00		\$6,150	61	\$7,930	46	\$4,140	26	\$1,430	198	\$24,450
ODCs (Purchase RIMS II Multipliers, Incidental)													
Subcontractor Total		24	\$4,800.00	41	\$6,150	61	\$7,930	46	\$4,140	26	\$1,430	198	\$25,000

Page 1 of 1

EXHIBIT B
Fee & Rate Schedule

Santa Fe, Ridgeview to Mur-Len, Improvement Project
Preliminary Design Services
HNTB Schedule of Rates

Rates are effective for services from
January 1, 2021 through July 31, 2023

<u>Position</u> <u>Classification</u>	<u>Hourly</u> <u>Billing Rate</u>
Group Director	\$ 280.00-350.00
Department Manager	\$ 180.00-290.00
Section Manager	\$ 180.00-240.00
Senior Project Manager	\$ 170.00-330.00
Project Manager	\$ 150.00-220.00
Senior Technical Advisor	\$ 180.00-280.00
Senior Project Engineer/Senior Squad Leader	\$ 170.00-240.00
Project Engineer/Squad Leader	\$ 130.00-180.00
Senior Field Representative	\$ 150.00-200.00
Engineer	\$ 70.00-150.00
*Intern	\$ 60.00-90.00
*Technician	\$ 60.00-160.00
Administrative Assistant	\$ 70.00-120.00
Office Business Manager	\$ 150.00-180.00
Project Analyst	\$ 65.00-140.00
*Inspector	\$ 90.00-120.00
Public Involvement	\$ 120.00-210.00
Planner	\$ 110.00-150.00

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